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**GRAND JUNCTION CITY COUNCIL
MONDAY, MAY 5, 2025
WORKSHOP, 5:30 PM
FIRE DEPARTMENT TRAINING ROOM
625 UTE AVENUE**

1. Discussion Topics

- a. 2025 Community Development Block Grant (CDBG) Funding Recommendations
- b. 4th and 5th Street
- c. Board and Commission Liaison Assignments

2. City Council Communication

An unstructured time for Councilmembers to discuss current matters, share ideas for possible future consideration by Council, and provide information from board & commission participation.

3. Next Workshop Topics

4. Other Business

- a. Interview Team Request

What is the purpose of a Workshop?

The purpose of the Workshop is to facilitate City Council discussion through analyzing information, studying issues, and clarifying problems. The less formal setting of the Workshop promotes conversation regarding items and topics that may be considered at a future City Council meeting.

How can I provide my input about a topic on tonight's Workshop agenda?

Individuals wishing to provide input about Workshop topics can:

1. Send input by emailing a City Council member ([Council email addresses](#)) or call one or more members of City Council (970-244-1504)
 2. Provide information to the City Manager (citymanager@gjcity.org) for dissemination to the City Council. If your information is submitted prior to 3 p.m. on the date of the Workshop, copies will be provided to Council that evening. Information provided after 3 p.m. will be disseminated the next business day.
 3. Attend a Regular Council Meeting (generally held the 1st and 3rd Wednesdays of each month at 5:30 p.m. at City Hall) and provide comments during "Public Comments."
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Grand Junction City Council

Workshop Session

Item #1.a.

Meeting Date: May 5, 2025

Presented By: Ashley Chambers, Housing Manager, Tamra Allen, Community Development Director, Keira Auld, Housing Specialist

Department: Community Development

Submitted By: Ashley Chambers, Housing Manager

Information

SUBJECT:

2025 Community Development Block Grant (CDBG) Funding Recommendations

EXECUTIVE SUMMARY:

The Department of Housing and Urban Development (HUD) annually allocates Community Development Block Grant (CDBG) funds to the City. The City Council will consider funding allocations for the 2025 CDBG Program Year. The City's allocation is approximately \$398,577 and will begin once the 2025 Annual Action Plan has been completed and funds have been released by HUD in September-October 2025.

BACKGROUND OR DETAILED INFORMATION:

Since 1996, the U.S. Department of Housing and Urban Development (HUD) has allocated Community Development Block Grant (CDBG) funds to the City as an entitlement grant. These funds are designed to develop viable urban communities by ensuring decent, safe, and sanitary housing, creating suitable living environments, and expanding economic development opportunities for low- and moderate-income individuals.

Every five years, the City adopts a Five-Year Consolidated Plan, which outlines priorities, goals, and strategies for using federal funds to address housing and community development needs. After receiving notice of the annual allocation, the City develops an Annual Action Plan to establish funding priorities and identify specific projects for the program year. Staff facilitate funding request opportunities and present recommendations to City Council for approval. Projects selected for funding must meet the CDBG National Objectives and align with the City's Consolidated Plan goals.

CDBG National Objectives:

1. Benefiting low- and moderate-income persons,
2. Eliminating or preventing slum or blight, and,
3. Addressing urgent community needs, typically in response to natural disasters.

The City's Five-Year Consolidated Plan adopted in 2021 goals focus on addressing:

1. Need for non-housing community development infrastructure
2. Need for affordable housing
3. Needs of the homeless
4. Needs of special needs populations

In 2023, the City streamlined the CDBG program by prioritizing City-led capital improvements, paying for water and sewer tap fees, and service projects. In 2023 and 2024, the City focused primarily on smaller City capital projects for community infrastructure, including sidewalk and park improvements. The restructuring in 2023 has allowed Staff to significantly reduce its administrative burden from approximately 15 projects in 2022 to four projects in 2023. Five projects were funded in 2024.

HUD CDBG Guidelines and Evaluation Criteria

The CDBG program has several funding criteria that are important to consider when evaluating which projects the City can fund with its 2025 allocation, as follows:

- 1) Administration activities may not exceed 20 percent of Program Year allocation
- 2) Human Services activities may not exceed 15 percent of the Program Year allocation, less the amount of outstanding obligated funds

2025 CDBG Project Funding

With the adoption of the Housing Strategy Update and the Unhoused Strategies and Implementation Plan in 2024, and in the absence of a dedicated funding source for housing and homelessness initiatives, staff recommend prioritizing CDBG funding for targeted, City-led capital improvements and programs that address housing needs and provide essential services for unhoused individuals.

For the 2025 Program Year, the City's allocation is expected to remain consistent with the prior year at approximately \$398,577, based on guidance from HUD regional offices, pending any programmatic or funding changes from the Federal government. A formal notification of the allocation is typically received in late spring. In addition, \$3,416.22 in unexpended funds from a previous program year will be reallocated with the 2025 allocation.

Staff recommends utilizing CDBG funds for the following programs and projects:

2025 Estimated Funding Allocation	\$398,577
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Unexpended from Previous Years	\$3416.22
Total Estimated Available for Allocation	\$401,993.22

Purpose	Project Name & Information	Request
CDBG Administration (Max Allowable - 20%)	Funding for staff time, training, housing needs assessment update and consultant to develop the required 5-year consolidated plan	\$79,715.40
Parks & Recreation - Parks Equipment/Improvements	Funding for landscaping, playgrounds, benches, and other amenities for identified parks located in eligible census tracts in the City of Grand Junction.	\$50,000
Community Development (Housing) - Affordable Housing Incentive - Sewer & Water Tap Fees	Funding for water and sewer tap fees for Affordable housing development as part of the affordable housing incentive program. Would assist in funding approximately 18-21 units.	\$212,491.27
Community Development (Housing) - Homeless Services & Capital (Max Allowable - 15%)	Funding for the provision of direct services and programming to the unhoused for Homeless services and capital needs (pending RFP)	\$59,786.55
Total Recommendation		\$401,993.22

By focusing on larger, more impactful projects within housing and unhoused services, the City can tackle key challenges related to housing and the unhoused, consistent with the City's adopted 5-year plan goals.

The 2025 Program Year will begin on September 1, 2025, following the completion of the Annual Action Plan and the release of funds by HUD. Specific projects will be reviewed and selected during the annual budget, affordable housing incentive application, and Homeless Services RFP processes. A formalized recommendation for CDBG funding with public hearing and adoption proposed for a June City Council

Meeting.

FISCAL IMPACT:

The CDBG program is a pass-through of Federal Funds into the community. The City's 2025 CDBG Program Year funds and previous unexpended Program Year funds total approximately \$401,993.22.

SUGGESTED ACTION:

Staff recommends the City Council discuss this allocation of the approximate \$401,993.22 funds available for the 2025 Annual action plan.

Attachments

1. 2025 CDBG Budget Worksheet

2025 COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS							Total that can be allocated to:	
		2025 FUNDING ALLOCATION*			\$398,577.00		Maximum Administration Allocation (20%) - \$79,715	\$ 79,715.40
		Unexpended from Previous Years			\$ 3,416.22		Maximum Services (15%) - \$59,787	\$ 59,786.55
		TOTAL AVAILABLE FOR ALLOCATION			\$401,993.22			
	City of Grand Junction Administration	staff time, training, housing update/consolidated plan consultant			\$ 79,715.40		General program administration, fair housing activities, annual reports to HUD and a portion of staff salary.	
	SUBTOTAL ADMINISTRATION REQUESTS		\$ 79,715.40		\$ 79,715.40			
		2025 Funds Remaining for Allocation			\$ 322,277.82			
	AGENCY	PROJECT NAME	REQUEST	Second Round	MIN REQUEST	Staff Considerations	NOTES	STAFF CONSIDERATIONS
	GJ - Parks & Recreation	Parks Equipment/Improvement	\$ 50,000.00		\$ 50,000.00			
	GJ-Housing Division	Affordable Housing Incentive - Sewer/Water Tap Fees	\$ 212,491.27		\$ 212,491.27			
	GJ-Housing Division	Homeless Services & Capital	\$ 59,786.55					
SUBTOTAL REQUESTS			\$ -		\$ 262,491.27			
						Subtotal		\$ 262,491.27
						Total Services (Max allowable 15%)		\$ 59,786.55



Grand Junction City Council

Workshop Session

Item #1.b.

Meeting Date: May 5, 2025
Presented By: Trenton Prall, Engineering & Transportation Director
Department: Engineering & Transportation
Submitted By: Trent Prall, Engineering and Transportation Director

Information

SUBJECT:

4th and 5th Street

EXECUTIVE SUMMARY:

The primary focus of this discussion will be to discuss recommended next steps. Staff would like to begin this discussion by reviewing the planned modifications, including 1) reviewing and further refinement of sight distances at various intersections and 2) relocating the bike lane to be adjacent to the through-lane (buffered from angled parking where possible). This would be a similar configuration to what is on 7th Street in the downtown area and found on many other City streets. These adjustments aim to address concerns about the more complex, construction-zone appearance and make the cycle lane geometry more familiar for drivers by aligning it more closely with existing nearby street infrastructure. Significant reductions in the use of delineators and adjustment of parking spaces to address sight distance concerns were completed in February, while restriping was proposed for late-May to take advantage of warmer pavement temperatures necessary for the paint to adhere and cure quickly. This discussion is also an opportunity to discuss options and strategies for addressing feedback during the pilot.

Background to this project over the years, including the recent pilot, is included below.

BACKGROUND OR DETAILED INFORMATION:

Background – While 4th and 5th Streets were proposed to have on-street cycle facilities as far back as 1980, as adopted in the 1983 Comprehensive Plan, the 1984 Downtown Development Authority (DDA) Plan of Development discussed safety concerns with the contemporary configuration and contemplated possible changes to 4th and 5th Streets to address high speeds. The 2019 DDA Vibrant Together plan reemphasized the need to transform the 4th and 5th Street corridors away from their unintended use as high-speed arterials through the heart of the downtown core, to

better align with their "Collector" classification in the 2018 Circulation Plan.

The Greater Downtown Plan, completed in 2013, included a goal to maintain and enhance the Downtown District's economic, cultural, and social vitality. And proposed Policy 1g, to *Study alternatives for 4th and 5th Streets including returning these streets to the two-way grid system between Ute Avenue and North Avenue.*

The 2020 One Grand Junction Comprehensive Plan had several goals intended to enhance bicycle and pedestrian connections and infrastructure to and throughout Downtown, the Colorado River Corridor, and the University District and provide transportation options, including strategy 4.1, to "continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes."

Recent History – In 2021-2022, the DDA and City hired consulting firm Bohannon Huston to study two-way plus bike lanes and one-way, two-lane plus bike lanes. The project's goals, as outlined in the study, were to create a safer, more pedestrian/bicycle-friendly environment while maintaining circulation and providing economic growth opportunities. City Council adopted the study on May 4, 2022.

Implementation was proposed for Spring 2023; however, business owners were concerned about the design's impact on parking (reduction) and requested staff consider a one-way, one-lane plus bike lane configuration. The engineering consulting firm Olsson completed a traffic capacity analysis for the one-lane/one-way configuration on September 10, 2023. The analysis concluded that all streets/intersections would operate at the level of service "D" or better in 2045 with the one-lane configuration on 4th and 5th Streets, as approved by CDOT.

The one-lane configuration was adopted by DDA board on November 2, 2023, and City discussed the project with City Council at the October 28, 2023 workshop with direction to include it in the 2024 budget.

Pilot implementation was part of a \$1.2 million project funded in the Sales Tax Capital Improvement Fund. \$1.0 million was invested in planned chipseal and minor street reconstructions/asphalt maintenance, while \$200,000 was for paint, delineators and street widening on 5th Street between Belford and North Ave. This work was partially reimbursed by \$150,000 CDOT Revitalizing Main Streets grant.

Pilot Implementation – City traffic crews started August 5, 2024, on 4th Street at Belford Ave with the original 11-foot-wide lane layout. Below is the chronology of the rest of the project.

- Week of August 12, 2024 – adjustment to a 14-foot-wide lane on 4th Street from Grand to Ute.
- Week of August 19, 2024 – adjustment to an 18-foot-wide lane on 4th Street from Grand to Ute.

- Week of September 9, 2024 – initial implementation of 18-foot-wide lanes on 5th Streets from Ute to Grand and a 14-foot-wide lane from Grand to Hill.
- Week of September 16, 2024 – initial implementation of a 14-foot-wide lane on 5th Street between Hill to North and conversion of Belford between 4th and 5th Streets from one-way to two-way.

Modifications since initial implementation – By the time City traffic crews began striping the 5th Street corridor on September 9, the original design had been modified to reflect design changes on 4th Street.

- Travel lanes are 18 feet between Ute Ave and Grand Ave and 14 feet between Grand Ave and North Ave, addressing the Grand Junction Fire Department's concerns and drivers' nervousness about parallel parking directly adjacent to traffic.
- Turning radius at various corners is softened by relocating delineators.
- Sight distances are verified.
- Additional diagonal parking is provided along the west side of 5th Street south of Grand Ave.
- To accommodate the wider travel lane, the pre-pilot “no parking” condition is restored on the east side of 5th Street, north of Grand Ave, creating width for a broader cycle lane buffer.
- In January 2024, over 90 delineators were removed from the corridors. 4th Street between North Ave and Grand was widened to 14 feet.

Concerns/perceptions – The City’s EngageGJ.org has had over 800 posts. Many additional concerns, as well as support, have been shared via direct communication with the City Council and/or staff or through Letters to the Editor, You-Said-Its, and social media feeds. Most concerns can be categorized into the following issues:

- Congestion/slower speeds,
- Perception of an increase in crashes or risk thereof,
- Tight radius/difficult turns,
- Unsightly aesthetics or distracting street elements (appears under construction due to delineators),
- Sight distance concerns at 5th and White / 4th and Colorado / 5th and Colorado,
- Difficulty parking or accessing the Colorado Ave parking lot,
- Parking buffered bike lane with parking prevents bikes and moving cars from seeing each other,

- A perception that nobody uses the cycle facilities, and/or
- Some business owners have stated it seems there are fewer people downtown, partially based on the Rockslide Parking lot not being as full as prior to the project's implementation.

Analysis – Staff have conducted additional speed and volume analysis and have reviewed traffic crash data. Speed and volume data are provided in Attachment A.

- **Speeding** – The project has been successful in reducing observed speeds. On both 4th and 5th Streets, 85th percentile speeds through the residential area between North Ave and Grand Ave have decreased by approximately 4-5 MPH to settle within 3-4 MPH of the posted 30 MPH speed limit. Observed speeds in the business district near Rood Ave, have decreased by over 5 MPH to within 10 percent of the posted 25 MPH speed limit. At the gateway to downtown, at Colorado Ave, speeds have been decreased by 3-4 MPH but still exceed the posted 25 MPH speed limit by more than 10 percent on 5th Street.
- **Volumes** – Some community members and business owners are concerned that vehicular volume/driver demand may have been limited by the pilot implementation on both corridors. Since many trips along 4th and 5th Streets previously were through trips and not destined for downtown, this could be true while also not impacting downtown visits. Steady-state results suggest up to a 22% reduction in vehicles entering downtown via 4th Street and no change in vehicles entering downtown via 5th Street. Data on Average Daily Traffic (ADT) collected to date is provided below:
 1. **Gunnison Ave** 4th St 2105: ADT pre-pilot / 2225 steady-state (+120)
5th: 3861 ADT pre-pilot / 3779 steady-state (-82)
 2. **Rood Ave** 4th St 2737: ADT pre-pilot / 2141 steady-state (-596)
5th: 5115 ADT pre-pilot / 2141 steady-state (-2974)
 3. **Colorado** 4th St 2031: ADT pre-pilot / 2149 steady-state (+118)
5th: 4983 ADT pre-pilot / 5045 steady-state (+62)

Vehicular volumes have increased on 7th Street north of Grand, from 9774 to 10,917 (+1143 vehicles per day); however, at Rood, there has been an increase from 6824 to 9686 (+2872 vehicles per day). South of Colorado speeds are at the speed limit of 25 mph. North of Rood speeds are within 10 percent of the posted speed limit of 25 mph. North of Gunnison, the four lane section, speeds remain at 6 mph or 20% over the posted 30 mph speed A shift in through traffic trips from 5th Street to 7th Street is consistent with the vision of the Grand Junction Circulation Plan, which classifies 7th Street as a Minor Arterial, envisioned to serve a greater share of regional trips than 5th Street, a Major Collector.

Some of the decrease on 5th Street and increase on 7th Street could be due to the construction impacts of I-70B (Ute Ave). CDOT has narrowed Westbound traffic on I-70B from three lanes to one lane, causing frequent back-ups through the 5th and Ute intersection. Therefore, northbound US-50 traffic that may have planned to use 5th Street may instead divert east to 7th Street to continue northbound. This phase of I-70B will be completed later this year. Phase 7 from 4th Street to 7th Street is proposed next year.

- **Crashes** – Since the pilot implementation, GJPD has responded to 15 traffic incidents. Attachment B provides more detail and analysis. Of the 15 crashes, staff believe only two could be directly attributed to the project changes: one associated with the lane drop at 5th and Colorado and a cyclist (scooter) not being seen at 4th and Rood by a right-turning driver. Two additional incidents could potentially be attributed to project changes with the lane change violation at 5th and Ute and failure to yield at 4th and Colorado.

While four crashes involved cyclists, only one is attributable to the project. All four resulted in injury. While there does appear to be an increase in bike crashes on these corridors, it is important to note that only 5th Street between Grand and Belford—about ¼ of the project extent had a cycle facility (striped lane) before. Qualitative observation suggests that more cyclists are riding on 4th and 5th Streets now, although pedestrian/bike counts are not scheduled until early May 2025 as a part of the annual Urban Trails Committee Active Traffic Counts. The relevant location is 5th and Belford (near Copeka Coffee). After that date, there will be more conclusive evidence of whether normalized bicycle-involved crashes have changed.

In 2024, there were 12 crashes before the project installation, which resulted in four injuries. Additionally, at least five “Turned from the wrong lane/position” crashes occurred before the project installation—there have been zero since.

- **Partner Feedback** – Downtown Development Authority Executive Director Brandon Stam provided the following prior to the January 13 Council Workshop:
 - Downtown housing is creating more residential density which heightens the need to slow speeds. This change is already in motion with the opening of The Junction earlier this year with over 256 units coming online.
 - Removal of bollards, move towards a more permanent feel.
 - *Sightlines* - Perhaps parking spaces need to be removed to improve sightlines, realizing it’s a balance. More sight distance, faster speeds.
 - DDA believes the cycle track works fine; however, perhaps moving to a more conventional lane, like on 7th, would reduce community stress.

- *Timing of lights*– Many share that the lights should be set to the speed limit, especially on 4th Street. City Staff have confirmed the lights are set to the speed limit and each cycle consistently provides for 15-18 cars at 23-25mph.
- CDOT’s I-70B Phase 7 will continue the reconstruction of I-70B through 6th Street. As part of that improvement, 5th Street will convert the left, northbound lane to a left turn/thru movement. This will encourage traffic to travel through the business loop and alleviate the merging traffic at Colorado.

Next Steps

As discussed at January 13, 2025 workshop, staff recommends reconfiguring to a Pilot v2.0 configuration between Ute Ave and Grand Ave, which maintains the success of reduced speeds while addressing the challenges with the current layout, by moving the bike lane adjacent to the vehicular travel lane and restoring most pre-pilot parking configurations. This would be more like what is found on nearby streets, such as 7th Street between Ute Ave and Grand Ave. Any changes requiring paint will need to wait to start until April/May, when warmer temperatures allow paint to adhere sufficiently. Due to the fact we cannot re-stripe until April, we propose the following steps still occur as planned between now and then.

Already completed – Pilot v1.2 – Q1 2025 – Maintain existing geometry, with minor alterations as needed to respond to demonstrated issues. Minimize the use of vertical delineators (“plastic bollards”) in favor of parking chalks and roll-over elements. Over 90 delineators were removed in January and lower roll over elements were added at 4th and Gunnison as a sample. Sight distance concerns were made with adjustments to parking spaces immediately upstream of some intersections. Additional data was collected as well as public input.

Pending re-alignment with Council – Pilot v2.0 – Q2 2025 – Restripe both corridors to create the bike lane adjacent to the vehicle travel lane like what is found on existing Grand Junction streets such as 7th Street. Most of the pre-pilot parking configurations will also be restored. Both the Grand Junction Fire and Police Departments are in support of this change as it addresses narrow lane width concerns, while still maintaining one lane of traffic, and simplifies the design compared to the previous Pilot v1.0 configuration. This does result in a less protected bicycle configuration, with increased conflict areas anywhere where drivers entering or exiting parking spaces will be crossing the cycle lane.

Assessment & Permanent Version – For a minimum of three months to six months, review comprehensive data and public input to weigh outcomes against pilot objectives and neighborhood values. Regular updates would be provided during this timeframe leading to a permanent configuration to be recommended.

- *Outcome 1 – “Back to the Drawing Board”*: Safety and convenience outcomes are not meeting pilot objectives and neighborhood values –develop a more

acceptable geometry, possibly including one-lane, two-way configurations, as originally envisioned in the 1980s; two-lane one-way plus bike lane configurations (with significant parking impact), as proposed in 2022; or other options (including reversion and relocation of bicycle facilities to parallel corridors).

- *Outcome 2 – “Pilot success”: Convenience trade-offs are worthwhile for Safety benefit* – Budget and plan for the reconstruction of both 4th and 5th Street corridors from Ute to North corridors into a one-lane plus bike-lane configuration.

Funding for either of the Permanent Version options has not been identified, but the project should compete for grant dollars to supplement City/DDA investment.

If Council is inclined to move forward in this manner, staff will begin communicating next steps and estimated timelines widely with the community. This would include and acknowledge that the aesthetics of dozens of white delineators detract from the downtown experience for many residents. Some even went so far as to say the project “ruined downtown.” Borrowing the concept from many communities researching the effectiveness of protected intersections or cycle facility concepts nationally, staff implemented plastic delineators generously to reinforce the scale of the geometry change visually. Now that the pilot has settled into steady-state geometry, staff are preparing to minimize the use of vertical reflective elements.

Staff will modify the pilot project by transitioning many of the delineators to lower vertical elements, such as curb stops and rollover humps, to define bulb-outs. This will address some of the community concerns about the distracting or “construction” look of the delineators. Some of the delineators will need to remain in accordance with federal/state regulations to delineate key features of the design. This will help determine which elements are kept and which are designed out. The above changes are proposed to be implemented in late January, as staff awaits materials. Staff is committed to continuing to modify and revise based on feedback received. The EngageGJ.org project site will continue to remain open.

FISCAL IMPACT:

For discussion only.

SUGGESTED ACTION:

For discussion only.

Attachments

1. Attach A - Speed and Volume Summary rev
2. Attach B - Crash Summary Project Inception to Date 250501

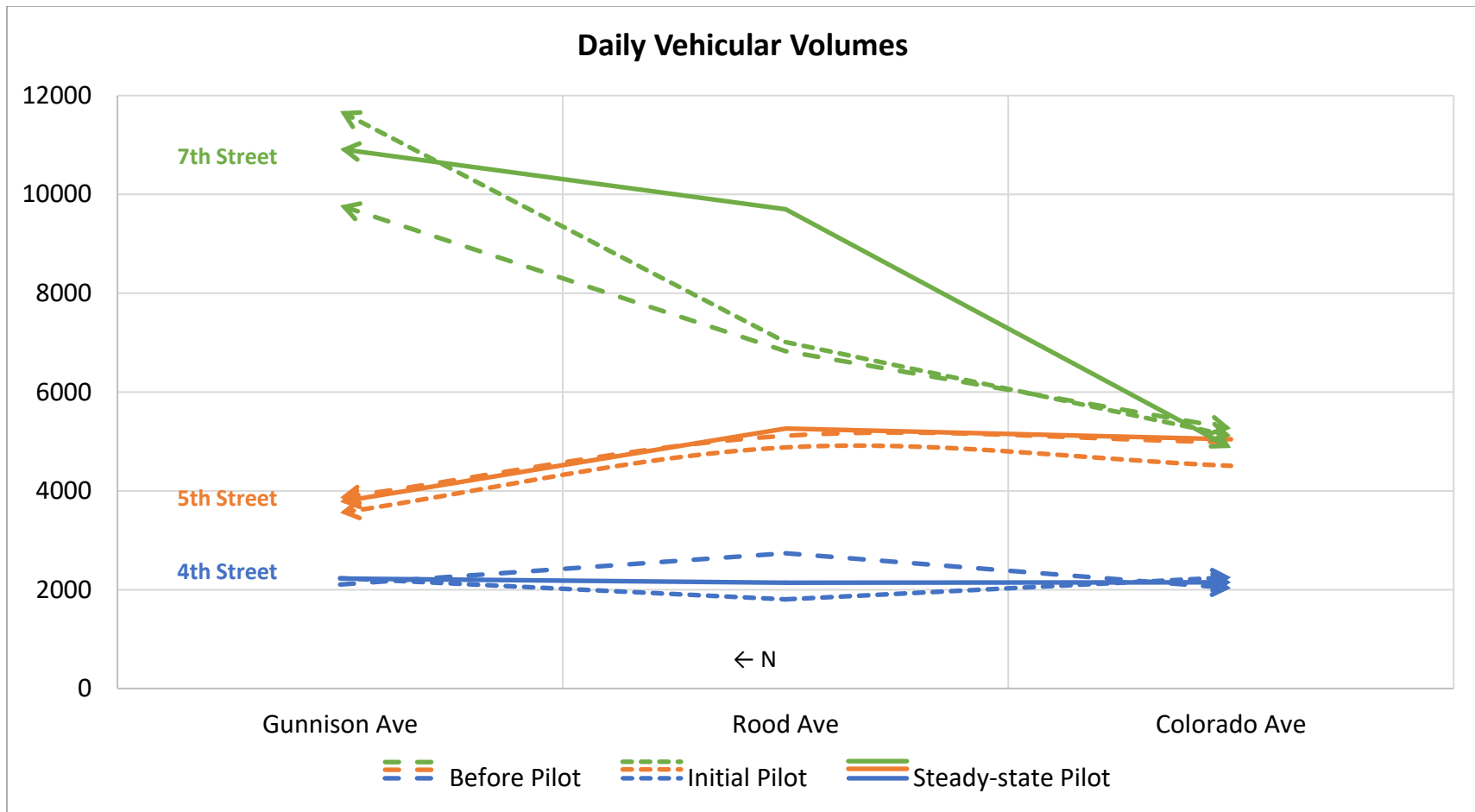
Attachment A Speed and Volume Summary

Cross-street	Posted Speed Limit	4th Street – Observed Speeds (MPH)	% away from speed limit	5th Street – Observed Speeds (MPH)	% away from speed limit	7th Street – Observed speeds (MPH)	% away from speed limit
Gunnison Avenue before Pilot		37.6	25%	37.2	24%	36.3	21%
Initial Pilot	30	31.7	6%	32.1	7%	34.8	16%
Steady-state Pilot		33.3	11%	32.3	8%	35.9	20%
Rood Avenue before Pilot		28.4	14%	31.6	26%	26.1	4%
Initial Pilot	25	23.3	7%	26.4	6%	31.6	26%
Steady-state Pilot		22.6	9.6%	28.0	12%	25.7	3%
Colorado Avenue before Pilot		28	12%	31.8	27%	25.4	2%
Initial Pilot	25	24.1	4%	28.7	15%	25	0%
Steady-state Pilot		24.6	2%	28.7	15%	25	0%
The table summarizes observations of 85 th -percentile driver speeds before Pilot implementation, initially after Pilot implementation, and under steady-state conditions (~6 months after Pilot implementation). Speeds which differ from the posted speed limit by ≥10% are highlighted orange.							

On 4th Street, 85th-percentile driver speeds at the top of the corridor settled approximately 1.5MPH higher than initial observations to exceed the posted speed limit by over 3MPH, while driver speeds stayed below posted speed limits along the rest of the corridor.

On 5th Street, 85th-percentile driver speeds downtown settled approximately 1.5MPH higher than initial observations to exceed the posted speed limit by 3MPH, while driver did not change dramatically between initial pilot deployment and steady-state conditions, exceeding the speed limit by approximately 3MPH. Driver speeds have remained just above posted speed limits along the rest of the corridor, particularly entering downtown.

On 7th Street, 85th-percentile driver speeds increased dramatically during the initial Pilot implementation, especially near Rood Avenue, but settled back to pre-Pilot ranges along most of the corridor.



On 4th Street, volumes have remained on-par with pre-Pilot and initial Pilot implementation along the whole corridor. Overall, drivers' route preference for southbound travel is primarily unchanged by the Pilot.

On 5th Street, volumes have remained on-par with pre-Pilot and initial Pilot implementation along the whole corridor. Overall drivers' route preference for northbound travel is primarily unchanged by the Pilot.

On 7th Street, volumes have remained on-par with pre-Pilot and initial Pilot implementation on the north and south ends of the corridor. The increased demand observed in the middle portion of 7th Street may be partially attributable to construction disruptions on I-70B influencing drivers away from using 1st Street between Ute Avenue and Grand Avenue.

Attachment B Crash Summary

Summary of Crashes since August 24 on 4th Street and September 13 on 5th Street

- 8/24 - 4th and Grand
 - the two drivers were entering the flashing intersection simultaneously (one on yellow, one on red)
 - Failure to yield hit and Run
 - Would not attribute this to the changes from the project.
- 8/26 – 4th and Chipeta
 - Bicycle was traveling northbound in bike lane (counterflow)
 - Motorist did see the bike and accidentally applied the gas instead of brake when turning onto 4th from eastbound Chipeta
 - Would appear to be more of a mistake on the motorists part than attributed to the project
- 11/19 – 4th and Rood
 - Driver did not see bicycle in bike lane when turning right from 4th to Rood
 - Could be attributed to project
- 9/13 – 5th and Colorado
 - Driver failed to make the left turn at Colorado at the lane drop and sideswiped the other vehicle
 - This could be attributed to the project if unfamiliar with the changes. Occurred the day after the change was made.
- 10/21 – 5th and Rood
 - GVT bus struck a vehicle parked in a marked parking spot on the east side of the roadway
 - Difficult to attribute to the project as in this section where the car was parked are 18 foot wide lanes but the report claims this is “due to the narrow nature of the roadway”
- 11/18 – 5th and Gunnison
 - Bicycle was traveling southbound in the bike lane (counterflow)
 - Bike claims a vehicle was westbound on Gunnison struck him on the side and knocked him to the ground and then did not stop
 - Would not directly attribute this to the project – the bike lane existed prior to the project and the bike was traveling the wrong way down a one-way corridor
- 12/31/24 – 4th and Colorado
 - Vehicle traveling EB failed to yield to SB vehicle on 4th
 - Could possibly attribute to project and/or existing conditions regarding sight distance complexities
- 12/31/24 – 5th and Chipeta
 - EB Vehicle disregarded stop sign, did not fully stop, and resulted in injury
 - Would not attribute to the project
- 1/8/25 – 4th and White
 - WB rear-end at light due to brakes failing
 - Would not attribute to the project 1/10/25 – 4th and White
 - Driver was parked in stall on White Ave. north of the Post Office
 - The driver “attempted to back out into White Ave. but accidentally kept foot on accelerator pedal”. This caused the driver to continue in a backwards/U-turn motion and ultimately collided with a parking sign and the wall of the Post Office.

- Would not attribute to project – not in project boundaries
- 1/24/25 – 5th and Grand
 - EB driver was talking to someone in the vehicle and looked up to see they were driving through a red light - then struck a NB vehicle driving through the intersection with a green light.
 - Would not attribute to the project
- 1/25/25 – 5th and Main
 - NB rear-end at traffic signal
 - Driver stated his dog jumped on the floorboard on the driver's side and he didn't want to step on the dog
 - Would not attribute to the project.
- 2/27/25 – 4th and Grand
 - SB vehicle turning right on 4th struck an EB tricycle in crosswalk
 - Resulted in an apparent minor injury to cyclist
 - Driver saw the hand flashing crosswalk signal, but did not see cyclist
 - Would not attribute to the project
- 3/6/25 – 5th and Ute
 - Semi heading N on 5th changed lanes because they did not see the vehicle beside them
 - Could potentially be attributed to the project as the driver could have been anticipating the lane change one block ahead. However, it would appear to be more of an error on the driver's part by not looking prior to changing lanes.
- 3/9/25 – 4th and Grand
 - SB vehicle ran a red light and struck WB vehicle
 - Would not attribute to the project

Key takeaways regarding crashes through 11/18/2024 were previously reported to City Council December 20, 2024 memo and are as follows:

- Of the 6 crashes only two could be directly attributed to the project changes. (Highlighted in light blue) (lane drop at Colorado and bike not being seen at 4th and Rood)
- Three of the crashes involve bikes – only one could be attributed to the project (bike not being seen at 4th and Rood)
 - All three bike crashes did result in injury.
- While this does appear to be an increase in bike crashes on these corridors – there were not bike facilities on the majority prior to this project. Anecdotally, there are more bike riders on these corridors now. However, bike counts are not currently scheduled to be completed until this spring that can confirm this. These will be completed as part of the annual bike counts. The relevant location is 5th and Belford (near Copeka Coffee). This location was counted last year before the project installation as well.
- The 12 crashes that happened prior to the project installation resulted in a total of four injuries. The six crashes that happened after the project installation resulted in three injuries.
 - The three injuries since the project installation all involved bicycles.
- There were at least five “Turned from the wrong lane/position” crashes prior to the project installation in 2024 – there have been zero since installation.

Since November 19, 2024, 9 crashes have occurred on or near the 4th-5th St. Corridors. Of these crashes, key takeaways are as follows:

- Only one crash involved a bike and was not attributed to the project.
 - o A tricycle crossing 4th Street eastbound at Grand Ave
- Only 2 of these crashes could *potentially* be attributed to the project.
 - o These are highlighted in yellow above
 - 12/31/24 – 4th and Colorado - failure to yield
 - 3/6/25 – 5th and Ute – lane change violation
- Two crashes involved an injury, but neither was attributed to the project.
 - o A tricycle crossing 4th Avenue at Grand
 - o Failure to stop at stop sign – 5th and Chipeta
- One crash occurred from a parking space on White Ave outside the project boundaries and was not attributed to the project.



Grand Junction City Council

Workshop Session

Item #1.c.

Meeting Date: May 5, 2025
Presented By: City Council
Department: City Clerk
Submitted By: Selestina Sandoval

Information

SUBJECT:

Board and Commission Liaison Assignments

EXECUTIVE SUMMARY:

Each year the City Council reviews and determines which members of the City Council will represent the Council on various boards, committees, commissions, authorities, and organizations.

BACKGROUND OR DETAILED INFORMATION:

The City Council assigns its members to represent the governing body on a variety of Council-appointed boards, committees, and commissions, as well as a number of outside organizations. All positions are voting member appointments except for the One Riverfront Commission. In addition, participating in the interview process for new members is required.

FISCAL IMPACT:

N/A

SUGGESTED ACTION:

Determine which members will serve on each board, commission, or authority as the Council representative and direct staff to bring forward a resolution for formal action on May 7, 2025.

Attachments

1. Board Assignments 2025 20250429

CITY COUNCIL FORMAL ASSIGNMENT WORKSHEET 2025/2026

EXTERNAL AGENCIES

Board/Organization	Meeting Day/Time/Place	2024/2025 Assignments	2025/2026 Assignments
Business Incubator Center	1 st Wednesday of each month at 7:30 a.m., 2591 Legacy Way	Scott Beilfuss Ex-Officio/non-voting	Ex-Officio/non-voting
Colorado Municipal League-Policy Committee	CML Office	Anna Stout Participation per Committee Rules	Participation per Committee Rules
Downtown Development Authority/BID	4 th Thursday at 7:30 a.m., Growl Agency, 750 Main St. Nov. & Dec. meeting are the 2 nd Thursday of the month	Abram Herman Voting member	Voting member
Grand Junction Economic Partnership	3 rd Wednesday of each month at 7:30 a.m., GJEP, 122 N. 6 th Street. No March or November meetings	Cody Kennedy Voting Member	Voting member
Grand Junction Housing Authority	2 nd Tuesday of each month at 5:00 p.m., GJHA, 8 Foresight Circle	Randall Reitz Alternate Scott Beilfuss Voting member	Voting member
Grand Junction Regional Airport Authority	3 rd Tuesday of each month at 11:30 p.m., Airport Terminal Building (additional meetings as needed)	Cody Kennedy Voting member	Voting member
Grand Valley Regional Transportation Committee (GVRTC)	4 th Monday of each month at 3:00p.m., City Hall Auditorium	Jason Nguyen Alternate Scott Beilfuss Voting member	Voting member
Horizon Drive Association Business Improvement District	3 rd Wednesday of each month at 10:30 a.m., Horizon Drive Conference Room	Dennis Simpson Voting Member	Voting Member
Las Colonias Development Corporation	Meets as needed and scheduled	Cody Kennedy Voting Member	Voting Member

CITY COUNCIL FORMAL ASSIGNMENT WORKSHEET 2025/2026

Mesa County Separator Project	5X a year-Feb., April, June, Sept., and Dec. at Networks Unlimited, 515 S. 7 th Street	Mayoral Assignment	Mayoral Assignment
One Riverfront	2 nd Monday of every even month at 5:30 p.m. in the Old Courthouse 1 st Floor Training Room A, 3 rd Floor Annex	Randall Reitz Non-voting member	Non-voting member
Air Service Alliance	1 st Friday of every even month at 9:00 a.m. at the Chamber of Commerce	Anna Stout Non-voting member	
Museum of the West	As needed	Cody Kennedy Voting Member	
Colorado Water Congress		Dennis Simpson Voting Member	

INTERNAL BOARDS AND COMMISSIONS

CITY COUNCIL FORMAL ASSIGNMENT WORKSHEET 2025/2026

Board Name	Meeting Day/Time/Place	2024/2025 Assignments	2025/2026 Assignments
Audit Committee	Meets as needed	Abram Herman Randall Reitz	
Commission on Arts & Culture	4 th Wednesday of each month at 4:30 p.m., Except Nov. and Dec.	Scott Beilfuss Voting member	Voting member
Council Real Estate & Property Committee	Meets as needed	Abram Herman Randall Reitz	
Forestry Board	1 st Thursday of each month at 8:30 a.m. Parks Office, 2529 High Country Ct.	Scott Beilfuss Voting member	Voting member
Parks Improvement Advisory Board (PIAB)	Quarterly, 2 nd Tuesday at noon, various locations	Abram Herman Alternate Cody Kennedy Voting member	Voting member
Parks & Recreation Advisory Board (PRAB)	1 st Thursday at noon, usually at the Hospitality Suite	Abram Herman Alternate Cody Kennedy Voting member	Voting member
Persigo Board (All City and County)	Annually and as needed	All Voting members	Voting Members
Riverview Technology Corporation	Annual meeting in January 1 st Wednesday of the month at 9:00 a.m., 2591 Legacy Way	Dennis Simpson Voting member	Voting member
Urban Trails Committee	2 nd Wednesday of each month at 5:30 p.m.	Jason Nguyen Alternate Abram Herman Voting member unless appointed by the city Manager	Voting member unless appointed by the City Manager
Historic Preservation Board	1 st Tuesday of each month at 4:00 p.m.	Scott Beilfuss	Serving on HPB is optional - If a councilmember is

CITY COUNCIL FORMAL ASSIGNMENT WORKSHEET 2025/2026

	usually in the Auditorium	Serving on HPB is optional - If a councilmember is appointed, they are a voting member	appointed, they are a voting member
Visit Grand Junction	2 nd Tuesday of each month at 3:00 p.m., Various locations	Randall Reitz Alternate Anna Stout Voting member	Voting member

Council members will participate in the interview process for their assigned board along with a volunteer from council, and the Chair of the specific board.

Doodle Polls are sent out for your availability, please select any date you are available to ensure an interview date.

Dinner is provided if the interview goes past 45 minutes.

Memo

To: Councilmembers

From: Mike Bennet, City Manager
Selestina Sandoval, City Clerk

Date: May 5, 2025

Subject: Volunteer Board Vacancies

Staff is requesting City Council members discuss who will serve on the interview committee for the following vacancies:

Volunteer Board or Commission	Vacancies (E = Eligible to Reapply)	Application Deadline
Parks and Recreation Advisory Board Council Liaison: TBD	1. Lilly Simonds (Resigned) (exp. 6/30/2027) 2. Lisa Whalin (E) (exp. 6/30/2025) 3. Kyle Gardner (E) (exp. 6/30/2025) 4. Austin Solko (E) (exp. 6/30/2025) 5. Cindy Enos-Martinez (E) (exp. 6/30/2025)	March 31, 2025 Parks and Recreation interviews to be held in May
One Riverfront Council Liaison: TBD	1. Stefanie Harville (E) (exp. 7/31/2025) 2. David Combs (E) (exp. 7/31/2025) 3. Nicole Grider (E) (exp. 7/31/2025) 4. Jason Andrews (E) (exp. 7/31/2025)	April 30, 2025 One Riverfront interviews to be held in May