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CITY COUNCIL AGENDA
WEDNESDAY, APRIL 7, 2021
VIRTUAL MEETING
LIVE STREAMED
BROADCAST ON CABLE CHANNEL 191

5:20 PM – PRE-MEETING
5:30 PM – REGULAR MEETING

Call to Order, Pledge of Allegiance, Moment of Silence

Citizen Comments

Individuals may comment regarding items scheduled on the Consent Agenda and items not specifically scheduled on the agenda. This time may be used to address City Council about items that were discussed at a previous City Council Workshop.

Citizens have three options for providing Citizen Comments: 1) Virtually during the meeting (registration required), 2) via phone by leaving a message at 970-244-1504 until noon on April 7, 2021 or 3) submitting comments online until noon on April 7, 2021 by completing this form. Please reference the agenda item and all comments will be forwarded to City Council.

Presentations

Initial Certification of Election Results

Proclamations

Proclaiming April 11-17, 2021 as National Public Safety Telecommunicator Week in the City of Grand Junction

Appointments

To the Grand Junction Regional Airport Authority

City Manager Report

Council Reports

CONSENT AGENDA

The Consent Agenda includes items that are considered routine and will be approved by a single motion. Items on the Consent Agenda will not be discussed by City Council, unless an item is removed for individual consideration.

1. Approval of Minutes

a. Summary of the March 15, 2021 Workshop

b. Minutes of the March 17, 2021 Executive Session

c. Minutes of the March 17, 2021 Regular Meeting

d. Minutes of the March 22, 2021 Executive Session

e. Minutes of the March 22, 2021 Special Meeting

2. Set Public Hearings

All ordinances require two readings. The first reading is the introduction of an ordinance and generally not discussed by City Council. Those are listed in Section 2 of the agenda. The second reading of the ordinance is a Public Hearing where public comment is taken. Those are listed below.

a. Quasi-judicial

i. Introduction of an Ordinance to Amend Title 21 of the Grand Junction Municipal Code to Modify and Clarify Various Provisions of the Zoning and Development Code and Setting a Public Hearing for April 21, 2021

b. Legislative

i. Introduction of an Ordinance Regarding the 2021 Compensation for the Municipal Judge, City Attorney and City Manager and Setting a Public Hearing for April 21, 2021

ii. Introduction of an Ordinance Amending Section 5.12.220 of the Grand Junction Municipal Code Reducing the Distance Brew Pub Liquor Licensed Premises must be from Any Parochial or Public School in the City of Grand Junction and Setting a Public Hearing for April 21, 2021

3. Withdrawn Public Hearings

a. Legislative

i. Ordinance Adopting the Patterson Road Access Control Plan (ACP) as Volume III, Title 38 of the Grand Junction Municipal Code (**ITEM WITHDRAWN**)

b. Quasi-judicial

i. Ordinance to Amend Municipal Code Volume II: Development Regulations to Adopt Standards and Guidelines for the Lincoln Park Residential Historic District as Title 30 and Amend Section 21.07.040 of the Zoning and Development Code pertaining to the Role of the Historic Preservation Board in the Review of Alterations within the District **(ITEM WITHDRAWN)**

4. Contracts

a. Contract Approval for the Architect/Engineer for the Lincoln Park Stadium Renovation Project

b. Purchase Order for PVC Pipe for Water Supply Line Replacement Projects

5. Resolutions

a. Resolution Issuing a Revocable Permit to Continue to Allow and Modify an Existing Free-Standing Sign for Mesa Mall within the Right-of-Way Located at the Intersection of Patterson Road and the Mesa Mall Access Road

b. Resolution Authorizing the City Manager to Accept Airport Authority Grant Offer

c. Resolution Vacating a Public Sanitary Sewer Easement within the R5 Block Subdivision Amended which is Located on the Southeast Corner of 7th Street and Grand Avenue

d. Resolution Issuing a Revocable Permit to Allow for Parking Lot and Landscaping Improvements within the Public Right-of-Way Located Adjacent to 450 West Kennedy Avenue

REGULAR AGENDA

If any item is removed from the Consent Agenda by City Council, it will be considered here.

6. Public Hearings

a. Legislative

i. Ordinance Expanding the Boundary of the Grand Junction, Colorado Downtown Development Authority to Include the Properties Located at and Known as 920 and 1020 Grand Avenue

ii. Ordinances Expanding the Boundaries of the Grand Junction, Colorado Downtown Development Authority and the Downtown Grand Junction Business Improvement District to Include the Property Located at and Known as 535 North 7th Street

iii. Ordinance Confirming the City - Las Colonias Development Corporation Master Lease, First Amendment and Voter Approval of Authority to Lease Certain Property at Las Colonias Park for the Purpose of Facilitating the Development of the Las Colonias Business Park in the City of Grand Junction, Colorado

iv. Ordinance Authorizing and Confirming the Sale of Real Property Located in the Riverfront at Dos Rios Subdivisions in the City of Grand Junction, Colorado and Ratifying Actions Heretofore Taken in Connection Therewith

b. Quasi-judicial

i. Ordinance Rezoning Two (2) Properties from PD (Planned Development) to C-1 (Light Commercial), Located at 287 27 Road and the adjacent Dixson Park, Collectively Comprising 8.7 Acres; and, to Rezone One Property from PD (Planned Development) to M-U (Mixed Use), Located at 288 27 Road, Comprising 2.8 Acres

ii. Ordinance Rezoning Four (4) Properties from PD (Planned Development) to R-8 (Residential – 8 du/ac), Located at 585 North Grand Falls Court A, B, C, and D, Comprising 0.7 Acres

iii. Ordinance Amending the Phasing Schedule and Patio Home Orientation and Setbacks of the Red Rocks Valley Planned Development Comprising 138.97 Acres Located at South Camp Road and Rock Valley Road

7. Resolutions

a. Resolution Opposing Senate Bill 21-062 a Bill for an Act in the Colorado General Assembly Concerning Arrest Standards, Bail Reform and Jail Management

8. Non-Scheduled Citizens & Visitors

This is the opportunity for individuals to speak to City Council about items on tonight's agenda and time may be used to address City Council about items that were discussed at a previous City Council Workshop.

9. Other Business

10. Adjournment

Grand Junction City Council

Regular Session

Item #

Meeting Date: April 7, 2021

Presented By: Wanda Winkelmann, City Clerk

Department: City Clerk

Submitted By: Wanda Winkelmann

Information

SUBJECT:

Initial Certification of Election Results

RECOMMENDATION:

Staff recommends the initial certification of the election results.

EXECUTIVE SUMMARY:

The purpose of this item is for the Canvassing Board to certify the initial election results.

BACKGROUND OR DETAILED INFORMATION:

Per City Charter Section 25, the City Council acts as the Canvassing Board and shall canvass the election returns within two days of Election Day (April 6). Federal and State election law permits the counting eight days after Election Day (April 14) of ballots from uniformed and overseas voters and those voters with signature discrepancies on the return envelope.

To reconcile these two requirements, an initial certification will be conducted on April 7, followed by a final certification on April 21.

FISCAL IMPACT:

N/A

SUGGESTED MOTION:

N/A

Attachments

1. Initial Certification of Election 2021

CITY OF GRAND JUNCTION, COLORADO
INITIAL CERTIFICATE OF ELECTION/ABSTRACT OF VOTES
APRIL 7, 2021

DRAFT
Certificate will be updated with the unofficial results released on April 6

I, Wanda Winkelmann, City Clerk of the City of Grand Junction, Colorado, do hereby certify that the initial results of the Regular Municipal Election held in the City on Tuesday, April 6, 2021, were as follows:

Total Ballots Cast in District A	
Total Ballots Cast in District B	
Total Ballots Cast in District C	
Total Ballots Cast in District D	
Total Ballots Cast in District E	
TOTAL BALLOTS CAST	

CANDIDATES

FOR COUNCILPERSON – DISTRICT "A" – FOUR-YEAR TERM

Candidates	District A	District B	District C	District D	District E	TOTAL
Mark McCallister						
Rick Taggart						

FOR COUNCILPERSON – DISTRICT "D" – FOUR-YEAR TERM

Candidate	District A	District B	District C	District D	District E	TOTAL
Greg Haitz						
Dennis J. Simpson						

FOR COUNCILPERSON – DISTRICT "E" – FOUR-YEAR TERM

Candidate	District A	District B	District C	District D	District E	TOTAL
Jody Green						
Abe Herman						

FOR COUNCILPERSON – "CITY AT LARGE" – FOUR-YEAR TERM

Candidates	District A	District B	District C	District D	District E	TOTAL
Kraig Andrews						
Randall Reitz						

REFERRED MEASURES

CITY OF GRAND JUNCTION REFERRED MEASURE 2A

SHALL CITY OF GRAND JUNCTION TAXES BE INCREASED BY TWO MILLION NINE HUNDRED THOUSAND DOLLARS ($2,900,000) IN THE FIRST FULL FISCAL YEAR AND BY SUCH AMOUNTS AS ARE RAISED ANNUALLY THEREAFTER BY INCREASING THE CITY SALES AND USE TAX ON THE RETAIL SALE OF REGULATED MARIJUANA AND MARIJUANA PRODUCTS FROM 3.25% TO 8.25% (WITH AUTHORIZATION THAT THE SPECIAL SALES AND USE TAX OF 5% COULD BE INCREASED IN THE FUTURE ABOVE 5% WITHOUT FURTHER VOTER APPROVAL SO LONG AS THE RATE OF THE SPECIAL SALES AND USE TAXATION DOES NOT EXCEED 15%) AND THE IMPOSITION OF AN EXCISE TAX OF 3% (WITH AUTHORIZATION THAT THE EXCISE TAX OF 3% COULD BE INCREASED IN THE FUTURE ABOVE 3% WITHOUT FURTHER VOTER APPROVAL SO LONG AS THE RATE OF THE EXCISE TAX DOES NOT EXCEED 10%) WHEN UNPROCESSED REGULATED MARIJUANA IS FIRST SOLD OR TRANSFERRED BY A REGULATED MARIJUANA CULTIVATION FACILITY AND IF THE TRANSFER OR SALE IS BETWEEN AFFILIATED REGULATED MARIJUANA BUSINESS LICENSEES THE TAX SHALL BE BASED ON THE AVERAGE MARKET RATE OF UNPROCESSED MARIJUANA, AND IF THE TRANSFER OR SALE IS BETWEEN UNAFFILIATED REGULATED MARIJUANA BUSINESS LICENSEES THE TAX SHALL BE BASED ON THE CONTRACT PRICE, WITH THE REVENUES FROM EXCISE AND THE SPECIAL SALES AND USE TAXES BEING USED FOR THE IMPROVEMENT AND PROTECTION OF THE COMMUNITY AND HEALTH AND WELFARE OF ITS CITIZENS AS FOLLOWS:

- THE ENFORCEMENT OF REGULATIONS ON THE REGULATED MARIJUANA INDUSTRY AND OTHER COSTS RELATED TO THE IMPLEMENTATION OF THE USE AND REGULATION OF REGULATED MARIJUANA AND LAWFUL UTILIZATION OF MARIJUANA; AND

- BUILDING, OPERATING AND MAINTAINING THE HIGHEST PRIORITY(IES) OF THE ADOPTED PARKS AND RECREATION OPEN SPACE (PROS) PLAN WHICH INCLUDE INDOOR AND OUTDOOR RECREATION AND PARK FACILITIES, CAPITAL IMPROVEMENTS AND ENHANCEMENTS TO THE CITY'S PARKS, TRAILS AND OPEN SPACE SYSTEM;

WITH ALL EXPENDITURES SUBJECT TO ANNUAL FINANCIAL AUDIT, AND MAY THE CITY COLLECT, RETAIN AND EXPEND ALL OF THE REVENUES OF ALL OF SUCH TAXES AND THE EARNINGS THEREON AS A VOTER-APPROVED REVENUE CHANGE WITHOUT LIMITATION OR CONDITION UNDER ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION OR ANY OTHER LAW?

Measure 2A	District A	District B	District C	District D	District E	TOTAL
YES						
NO						

CITY OF GRAND JUNCTION REFERRED MEASURE 2B

Shall the City of Grand Junction, Colorado allow the operation of marijuana businesses in the City and amend the Grand Junction Municipal Code by the addition of new sections permitting, subject to regulations to be adopted by ordinances of the City, certain activities relating to marijuana, and by so doing repeal the 2011 Voter Approved Measure A, with the approval of this question and the repeal of the 2011 Measure A being subject to and expressly contingent upon Voter Approval of Measure 2A on the April 6, 2021 City of Grand Junction ballot authorizing taxation of marijuana businesses in Grand Junction, all as a Voter Approved Measure under Article XVI, Paragraph 137, of the City Charter?

Measure 2B	District A	District B	District C	District D	District E	TOTAL
YES						
NO						

CITY OF GRAND JUNCTION REFERRED MEASURE 2C

Shall Ordinance 4295, referred to voters in 2013 as Measure A, be amended in the context of the current zoning of the property by modifying certain established conditions on the development of the property located at 347 and 348 27 ½ Road and 2757 C ½ Road, which conditions include but are not limited to the dedication of a public trail easement 50 feet in width adjacent to the Colorado River along the entire southern property boundary, dedication of a public trail easement 50 feet in width along the east property boundary and installation of a landscape buffer 25 feet in width and a screen wall along the west, north and south property boundaries with the approval of a development plan which honors the requirement for a trail easement providing for connectivity for the planned trail system along the riverfront for the property located at 347 and 348 27 ½ Road and 2757 C ½ Road, which development plan is and shall be subject to the Grand Junction Municipal Code and if the Code is satisfied and this question is approved then 2013 Voter Approved Measure A shall be amended consistent with the plan, all as a Voter Approved Measure under Article XVI, Paragraph 137 and 142 of the City Charter?

Measure 2C	District A	District B	District C	District D	District E	TOTAL
YES/FOR THE ORDINANCE						
NO/AGAINST THE ORDINANCE						

We, the undersigned Canvassing Board, have reviewed the initial results of the Regular Municipal Election held April 6, 2021, and do hereby conclude:

- that NAME has received the greater number of votes as Councilperson for District "A";
- that NAME has received the greater number of votes as Councilperson for District "D";
- that NAME has received the greater number of votes as Councilperson for District "E"; and
- that NAME has received the greater number of votes as Councilperson for "City at Large."

Further we, the undersigned Canvassing Board, do hereby conclude:

- that for the City of Grand Junction Referred Measure 2A (Marijuana Sales Tax) was APPROVED/REJECTED by the greater number of votes;
- that for the City of Grand Junction Referred Measure 2B (Allowing Marijuana Sales) was APPROVED/REJECTED by the greater number of votes; and
- that for the City of Grand Junction Referred Measure 2C (Modifying Property Conditions) was APPROVED/REJECTED by the greater number of votes.

As required under State and Federal Election laws, the Mesa County Clerk and Recorder will continue to process ballots received from uniformed and overseas voters and ballots with signature discrepancies until April 14, 2021. After the final ballot tabulation is complete, the Mesa County Clerk and Recorder will submit final election results to the City Clerk and this **Initial Certificate of Election/Abstract of Votes** will be superseded by a **Final Certificate of Election** that will be submitted to, reviewed and signed by the Canvassing Board at the Regular City Council meeting on April 21, 2021.

Certified as of this 7th day of April, 2021.

_____

Wanda Winkelmann, MMC
City Clerk

Signed this 7th day of April, 2021.

Duke Wortmann
Mayor, District D

Phyllis Norris
Councilmember, District A

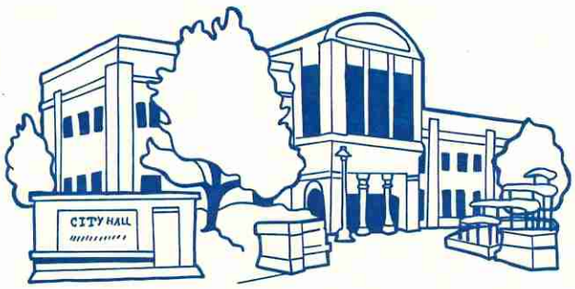
Phil Pe'a
Councilmember, District B

Anna Stout
Councilmember, District C

Chuck McDaniel
Councilmember, At Large

Debra M. Kemp
Notary Public

Janet Harrell
Notary Public



City of Grand Junction, State of Colorado

Proclamation

Whereas, the Grand Junction Regional Communication Center is the regional Public Safety Answering Point for Mesa County, serving over 150,000 residents and two million visitors annually and providing dispatch services to 23 Mesa County public safety agencies; and

Whereas, 9-1-1 public safety telecommunicators handle more than 301,000 calls annually and are critically important public safety first responders who quickly identify the location and problem of the 9-1-1 caller, and provide direction to keep callers safe or medical instruction prior to the ambulance's arrival; and

Whereas, the telecommunicators recently achieved accreditation through the International Academies of Emergency Dispatch, demonstrating a commitment to excellence in the provision of emergency medical instructions to callers in crisis; and

Whereas, the telecommunicators dispatch more than 150,000 calls for service annually to law enforcement, fire and EMS while providing critical information to responding units, helping them prepare for their arrival; and

Whereas, the Communication Center provides tactical dispatchers who respond to the scene supporting the incident commander for out-of-control fires or SWAT incidents for barricaded subject or school lockdowns; and

Whereas, our telecommunicators notify the public when critical law enforcement or fire events occur in their area and provide instructions for evacuation or shelter in place; and

Whereas, the telecommunicators of the Grand Junction Regional Communication Center are the first responders who provide a voice in the darkness and calm in the chaos.

NOW, THEREFORE, I, C.E. Duke Wortmann, by the power vested in me as Mayor of the City of Grand Junction, do hereby proclaim the week of April 11 - 17, 2021 as

"National Public Safety Telecommunicators Week"

in the City of Grand Junction and call upon all citizens to help recognize and support the goals and ideals of National Public Safety Telecommunicators Week; honor and recognize the importance and contributions of the Nation's public safety communications professionals; and encourage the people of the United States and our community to remember the value of the work performed by public safety communications professionals.



IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official Seal of the City of Grand Junction this 7th day of April 2021.

C. E. Duke Wortmann

Mayor

Grand Junction City Council

Regular Session

Item #

Meeting Date: April 7, 2021

Presented By: Wanda Winkelmann, City Clerk

Department: City Clerk

Submitted By: Kerry Graves

Information

SUBJECT:

To the Grand Junction Regional Airport Authority

RECOMMENDATION:

To appoint and ratify the interview committee's recommended members.

EXECUTIVE SUMMARY:

There are two vacancies on the Grand Junction Regional Airport Authority.

BACKGROUND OR DETAILED INFORMATION:

Thaddeus Shrader and Linde Marshall have terms expiring June 30,2021.

FISCAL IMPACT:

N/A

SUGGESTED MOTION:

I move to (reappoint/not reappoint) and (ratify/not ratify) the interview committee's recommendation to the Grand Junction Regional Airport Authority.

Attachments

None

GRAND JUNCTION CITY COUNCIL WORKSHOP SUMMARY
March 15, 2021

Meeting Convened: 5:30 p.m. Meeting live streamed and broadcast on cable channel 191.

Meeting Adjourned: 6:34 p.m.

City Councilmembers present: Councilmembers Kraig Andrews, Chuck McDaniel, Phyllis Norris, Phil Pe'a, Anna Stout (attended virtually), Rick Taggart and Mayor Duke Wortmann.

Staff present: City Manager Greg Caton, City Attorney John Shaver, Community Development Director Tamra Allen, City Clerk Wanda Winkelmann and Deputy City Clerk Janet Harrell.

Mayor Wortmann called the meeting to order.

Agenda Topic 1. Discussion Topics

a. Implementation Matrix – 2020 One Grand Junction Comprehensive Plan, Discussion, and Update

The recently adopted One Grand Junction Comprehensive Plan calls for the City to develop an implementation matrix that provides on-going, near-, mid-, and long-term priorities, strategies and actions to move the City towards the community's established vision. With input from the Comprehensive Plan Advisory Committee, staff has prepared a draft implementation matrix for City Council review, discussion, and modification.

Ms. Allen stated that the Comprehensive Plan was adopted in December and now the Matrix will outline the action steps for its implementation.

Discussion ensued that this item be continued for a future discussion after the election with the new Council, the Implementation Matrix and Comprehensive Plan should have flexibility, the number of items on the list, the development of the Strategic Plan and how all of these documents guide the City's work and priorities.

Agenda Topic 2. City Council Communication

Discussion ensued about the possibility of opening up Council meetings for in-person attendance, the decrease in the number of Citizen Comments since virtual/hybrid meetings began, and Mesa County's letter to Governor Polis and how that could drive when meetings are opened up.

City Manager Caton stated the virtual/hybrid meeting option will continue and social distancing and masks will be encouraged.

Agenda Topic 3. Next Workshop Topics

Mr. Caton noted that there will be no workshops in April.

Agenda Topic 4. Other Business

Councilmember Taggart would like to provide more options for citizen input so feedback is received early. Councilmember Norris noted this was done when marijuana was being discussed.

Adjournment

The Workshop adjourned at 6:34 p.m.

GRAND JUNCTION CITY COUNCIL

SPECIAL SESSION MINUTES

March 17, 2021

The City Council of the City of Grand Junction, Colorado met in Special Session on Monday, March 17, 2021 at 4:30 p.m. in the 1st Floor Breakroom, City Hall, 250 North 5th Street. Those present were Councilmembers Kraig Andrews, Chuck McDaniel, Phyllis Norris, Phil Pe'a, Rick Taggart, and Mayor Duke Wortmann (arrived at 4:42 p.m.). Councilmember Anna Stout participated virtually.

Staff present for the Executive Session were City Manager Greg Caton, City Attorney John Shaver. Finance Director Jodi Welch, Community Development Director Tamra Allen, and Parks and Recreation Director Ken Sherbenou.

Executive Session

Councilmember Taggart moved to go into Executive Session:

EXECUTIVE SESSION TO DISCUSS MATTERS THAT MAY BE SUBJECT TO NEGOTIATIONS, DEVELOPING STRATEGY FOR NEGOTIATIONS, AND/OR INSTRUCTING NEGOTIATORS PURSUANT TO C.R.S. SECTIONS 24-6-402 (4)(e)(I) AND 24-6-402 (4)(a) OF COLORADO'S OPEN MEETINGS LAW RELATIVE TO A POSSIBLE PURCHASE OF REAL PROPERTY LOCATED AT 2515 RIVERSIDE PARKWAY, GRAND JUNCTION, COLORADO

Councilmember Pe'a seconded the motion. Motion carried unanimously.

The City Council convened into Executive Session at 4:34 p.m.

Councilmember Taggart moved to adjourn. Councilmember Norris seconded. Motion carried unanimously.

The meeting adjourned at 5:20 p.m.

Wanda Winkelmann
City Clerk

GRAND JUNCTION CITY COUNCIL
MINUTES OF THE REGULAR MEETING

March 17, 2021

Call to Order, Pledge of Allegiance, Moment of Silence

The City Council of the City of Grand Junction convened into regular session on the 17th day of March 2021 at 5:50 p.m. Those present were Councilmembers Chuck McDaniel, Phyllis Norris, Phillip Pe'a, Anna Stout (participated remotely), Rick Taggart and Mayor Pro Tem Kraig Andrews. Council President Duke Wortmann was absent.

Also present were City Manager Greg Caton, City Attorney John Shaver, City Clerk Wanda Winkelmann and Deputy City Clerk Janet Harrell.

Council Pro Tem Andrews called the meeting to order and led the Pledge of Allegiance which was followed by a moment of silence.

Citizen Comments

Richard Swingle, via a played back voicemail, thanked City Council for their service and asked Council to provide more information regarding the Boards/Commissions on which they sit.

Stephania Vasconez thanked Council and the City for the City's Non-Profit Grant Programs and supporting the Mutual Aid Distribution Program.

Proclamations

Proclaiming March 31, 2021 as Cesar Chavez Day in the City of Grand Junction

Councilmember Stout read the proclamation. Denise Rodriguez accepted the proclamation virtually.

Proclaiming April 2021 as Water Conservation Month in the City of Grand Junction

Councilmember Pe'a read the proclamation. Utilities Director Randi Kim accepted the proclamation.

Appointments

To the Horizon Drive Business Improvement District

Councilmember McDaniel moved to reappoint Fonda Gomez and appoint Shara Russell

to four-year terms expiring April 2025 and appoint Jim Cagle to a partial term expiring April 2022 to the Horizon Drive Association Business Improvement District. Councilmember Norris seconded the motion. Motion carried by unanimous voice vote.

To the Historic Preservation Board

Councilmember Taggart moved to reappoint Ron Parron to the Historic Preservation Board for a four-year term expiring December 2024. Councilmember Norris seconded the motion. Motion carried by unanimous voice vote.

City Manager Report

City Manager Greg Caton said Governor Polis just announced the launch of State/Community COVID-19 vaccination sites one of which will be at the City Convention Center and is the only one on the western slope. He also noted on March 22nd City Hall will be open to the public Monday through Friday.

Council Reports

Councilmember Stout said the Commission on Arts and Culture awarded City grants, the Grand Junction Downtown Development Authority (DDA) announced all regular Downtown events, with the exception of the Grand Junction Off-Road, are moving forward for 2021 and the DDA is under contract to purchase the former Greyhound Bus station.

Councilmember Norris attended the Las Colonias Development Corporation meeting where it was announced Bonsai Design and other neighbor tenants will be moving into and opening their offices mid-April. The Grand Junction Housing Authority will be opening their facility at 28 and Patterson Roads soon.

Councilmember McDaniel reported the Grand Junction Regional Airport Authority approved a COVID-19 grant agreement and in May he will step down as the City Council representative on the Authority.

Councilmember Pe'a said the Parks & Recreation Advisory Board passed a resolution in support of the City marijuana ballot question and encouraged those interested to apply for the Board's open positions.

Mayor Pro Tem Andrews stated the State Legislative session is in full swing and he is in contact with representatives regarding items that would affect the City.

CONSENT AGENDA

Councilmember Norris moved to adopt Consent Agenda items 1-5. Councilmember McDaniel seconded the motion. Motion carried by unanimous voice vote.

1. Approval of Minutes

a. Minutes of the March 1, 2021 Executive Session

b. Summary of the March 1, 2021 Workshop

c. Minutes of the March 3, 2021 Regular Meeting

2. Set Public Hearings

a. Legislative

i. Introduction of an Ordinance Expanding the Boundary of the Grand Junction, Colorado Downtown Development Authority to Include the Properties Located at and Known as 920 and 1020 Grand Avenue and Setting a Public Hearing for April 7, 2021

ii. Introduction of Ordinances Expanding the Boundaries of the Grand Junction, Colorado Downtown Development Authority and the Downtown Grand Junction Business Improvement District to Include the Property Located at and Known as 535 North 7th Street and Setting a Public Hearing for April 7, 2021

iii. Introduction of an Ordinance Confirming the City - Las Colonias Development Corporation Master Lease, First Amendment and Voter Approval of Authority to Lease Certain Property at Las Colonias Park for the Purpose of Facilitating the Development of the Las Colonias Business Park in the City of Grand Junction, Colorado and Setting a Public Hearing for April 7, 2021

iv. Introduction of an Ordinance Authorizing and Confirming the Sale of Real Property Located in the Riverfront at Dos Rios Subdivisions in the City of Grand Junction, Colorado and Ratifying Actions Heretofore Taken in Connection Therewith and Setting a Public Hearing for April 7, 2021

b. Quasi-judicial

i. Introduction of an Ordinance Amending the Phasing Schedule and Patio Home Orientation and Setbacks of the Red Rocks Valley Planned Development Located at South Camp Road and Rock Valley Road and Setting a Public Hearing for April 7, 2021

ii. Introduction of an Ordinance Rezoning Two (2) Properties from PD (Planned Development) to C-1 (Light Commercial), Located at 287 27 Road and the adjacent Dixson Park, Collectively Comprising 8.7

Acres; and, to Rezone One Property from PD (Planned Development) to M-U (Mixed Use), Located at 288 27 Road, Comprising 2.81 Acres and Setting a Public Hearing for April 7, 2021

iii. Introduction of an Ordinance Rezoning Four (4) Properties from PD (Planned Development) to R-8 (Residential – 8 du/ac), Located at 585 North Grand Falls Court A, B, C, and D, Comprising 0.7 Acres, and Setting a Public Hearing for April 7, 2021

3. Contracts

a. Possession and Use Agreements with Usher NV LLC for Right-of-Way and Easements for the 24 Road and G Road Transportation Expansion Projects

4. Resolutions

a. Resolution Vacating a Publicly Dedicated Drainage Easement Located at 2501 Monument Road as Granted to the City of Grand Junction by Reception Number 2764922

b. Resolutions Concerning the Issuance of Revocable Permits to Charley Wray LLC; Gregory James Mueller, Amy Kern Mueller and Nathanial Gregory Mueller; Springbrook Farms; Weiker Family Investments LP; Sixbey Investments LLC; and S & S Investments LLC for the Installation and Ongoing Maintenance of Outdoor Seating/Parklets within the Rood Avenue, Main Street and Colorado Avenue Rights-of-Way adjacent to Properties Located at 626 Rood Avenue, 150 West Main Street, 420 Main Street, 457 Colorado Avenue, 359 Colorado Avenue and 401 Main Street

c. Ratification of Letter of Consent for CDOT to Use City Rights-of-Way for the I-70B, SH 340 and 1st Street and Grand Avenue Reconstruction Project

5. Other Action Items

a. Consider a Request by F ¾ Road LLC, to Accept the Dedication of 4.43-Acres of Land in the Proposed Founders Colony Subdivision

b. Ratify the President of the Council's Prior Approval of a Crossing Agreement with Redlands Water and Power for Granite Falls Way in the Granite Falls Subdivision

REGULAR AGENDA

An Ordinance Amending Ordinance No. 4971 Adopting the One Grand Junction Comprehensive Plan with the Mesa County Planning Commission Amended Land Use Plan Map (Page 59)

City staff, the Comprehensive Plan Advisory Committee and the Mesa County Planning Commission recommended the City Council conclude the 2020 One Grand Junction Comprehensive Plan adoption process by designating 60 acres generally located north of H Road and east of 24 3/8 Road (Reevaluated Area) as Residential Low by amending Ordinance No. 4971. Approval of the draft ordinance will bring about a common City-County plan which will provide clarity and consistency in the planning and development assumptions, processes and expectations, and meet the expectations of the landowners in and around the Reevaluated Area.

Community Development Director Tamra Allen presented this item.

Discussion included the Residential Low designation for the reevaluated area was sought by a previous property owner, but the current property owner requested the Rural Residential designation.

The public hearing opened at 6:22 p.m.

The following spoke in favor of this amendment: Cynthia Komlo, Roger and Patricia Beaudoin, and Bob Fuoco.

The public hearing closed at 6:27 p.m.

Councilmember Norris moved to adopt Ordinance No. 4986, an ordinance amending Ordinance No. 4971 and adopting the 2020 One Grand Junction Comprehensive Plan with the Mesa County Planning Commission Amended Land Use Plan Map (page 59) on final passage and ordered final publication in pamphlet form. Councilmember Taggart seconded the motion. Motion carried by unanimous roll call vote.

An Ordinance to Rezone 2.15 Acres from I-2 (General Industrial) to an I-1 (Light Industrial) Zone District, Located at 711 South 15th Street

ABBA Enterprises, LLC requested a rezone from I-2 (General Industrial) to I-1 (Light Industrial) for a 2.15-acre property located at 711 South 15th Street as it would allow business residence use.

Associate Planner Senta Costello presented this item.

The public hearing opened at 6:36 p.m.

There were no public comments.

The public hearing closed at 6:36 p.m.

Councilmember Pe'a moved to adopt Ordinance No. 4987, an ordinance rezoning property from I-2 (General Industrial) to I-1 (Light Industrial), located at 711 South 15th Street on final passage and ordered final publication in pamphlet form. Councilmember Norris seconded the motion. Motion carried by unanimous roll call vote.

Request for 2021 Fireworks Displays at Suplizio Field

Fireworks displays were requested on behalf of Colorado Mesa University, JUCO, Grand Junction Rockies and the City of Grand Junction. 2021 dates include a total of nine shows: a CMU baseball game, JUCO (Memorial Day), Independence Day and six Friday evening Rockies Games.

Parks and Recreation Director Ken Sherbenou and Grand Junction Rockies President Mick Ritter presented this item.

Discussion included that quieter display types have been considered (possibly more expensive/lower attendance), concerns regarding veterans with post-traumatic stress disorder, neighborhood pets, that other communities typically use laser shows due to dryness concerns (not applicable in this area), that Friday games will start at 6:05 p.m., fireworks shows will end no later than 10:30 p.m., show notifications will continue to be mailed to neighborhood, league proposed no extra innings (10 innings maximum), use of City public safety resources, Grand Junction Rockies outreach to Grand Junction Veterans Administration Medical Center, suggestion to test laser show to compare cost/attendance, Grand Junction Rockies vendor has 2020 fireworks purchase available and City fireworks deposit will be 2020 carryover.

Public comments opened at 6:51 p.m.

There were no public comments.

Public comments closed at 6:51 p.m.

Councilmember Taggart moved to continue this item until additional information can be provided. Councilmember Stout seconded the motion. Motion carried by roll call vote with Councilmember Pe'a and Council President Pro Tem Andrews voting NO.

Non-Scheduled Citizens & Visitors

There were none.

Other Business

Councilmember Stout discussed the County Commissioner's letter requesting Mesa County reopen without a mask mandate.

Adjournment

The meeting adjourned at 7:05 p.m.

_____
Wanda Winkelmann, MMC
City Clerk

GRAND JUNCTION CITY COUNCIL

SPECIAL SESSION MINUTES

March 22, 2021

The City Council of the City of Grand Junction, Colorado met in Special Session on Monday, March 22, 2021 at 4:30 p.m. in the 1st Floor Breakroom, City Hall, 250 North 5th Street. Those present were Councilmembers Chuck McDaniel, Phyllis Norris, Phil Pe'a, Rick Taggart, and Mayor Pro Tem Kraig Andrews. Councilmember Anna Stout and Mayor Duke Wortmann were absent.

Staff present for the Executive Session were City Manager Greg Caton and City Attorney John Shaver.

Executive Session

Councilmember Norris moved to go into Executive Session:

EXECUTIVE SESSION TO DISCUSS PERSONNEL MATTERS UNDER AND PURSUANT TO SECTION 24-6-402(4)(f)(I) C.R.S. OF THE OPEN MEETINGS LAW RELATIVE TO CITY COUNCIL EMPLOYEES, SPECIFICALLY THE CITY MANAGER AND THE CITY ATTORNEY

Councilmember Pe'a seconded the motion. Motion carried unanimously.

The City Council convened into Executive Session at 4:39 p.m.

Councilmember Norris moved to adjourn. Councilmember Taggart seconded. Motion carried unanimously.

The meeting adjourned at 6:10 p.m.

Wanda Winkelmann
City Clerk

GRAND JUNCTION CITY COUNCIL
MINUTES OF THE SPECIAL MEETING

March 22, 2021

Call to Order, Pledge of Allegiance, Moment of Silence

The City Council of the City of Grand Junction convened into special session on the 22nd day of March 2021 at 7:00 p.m. Those present were Councilmembers Chuck McDaniel, Phyllis Norris, Phillip Pe'a, Anna Stout (participated remotely), Rick Taggart, Council President Duke Wortmann (participated remotely) and Council President Pro Tem Kraig Andrews.

Also present were City Manager Greg Caton, City Attorney John Shaver, City Clerk Wanda Winkelmann and Deputy City Clerk Janet Harrell.

Council President Pro Tem Andrews called the meeting to order and Councilmember Pe'a led the Pledge of Allegiance which was followed by a moment of silence.

REGULAR AGENDA

Updated Request for 2021 Fireworks Displays at Suplizio Field

At the March 17th City Council meeting staff requested approval for nine fireworks shows at Suplizio Field. City Council expressed concerns for the surrounding neighborhood and asked that laser shows be considered in lieu of fireworks.

The Grand Junction Rockies found laser shows were not financially (cost and decreased attendance) or logistically feasible and, in order to further lessen negative impacts to the surrounding neighborhood, the Grand Junction Rockies said they would reduce their shows from six to five, start Friday night games earlier in order to start shows earlier, have shorter shows, end all shows by 10:30 p.m., use smaller shells and continue to provide neighborhood notifications including the Grand Junction Veterans Administration Medical Center.

Parks and Recreation Director Ken Sherbenou and Grand Junction Rockies President Mick Ritter presented this item.

Discussion included that a neighborhood citizen letter said they enjoyed the fireworks and research on laser shows was appreciated.

The public hearing opened at 7:08 p.m.

There were no public comments.

The public hearing closed at 7:08 p.m.

Councilmember Norris moved to approve the request to host eight public fireworks displays at Lincoln Park Stadium as presented by Colorado Mesa University, Grand Junction Baseball (JUCO), Grand Junction Rockies, and the City of Grand Junction. Councilmember Pe'a seconded the motion. Motion carried by roll call vote with Councilmember Stout voting NO.

Adjournment

The meeting adjourned at 7:09 p.m.

_____
Wanda Winkelmann, MMC
City Clerk

Grand Junction City Council

Regular Session

Item #2.a.i.

Meeting Date: April 7, 2021

Presented By: Kristen Ashbeck, Principal Planner/CDBG Admin

Department: Community Development

Submitted By: Kristen Ashbeck

Information

SUBJECT:

Introduction of an Ordinance to Amend Title 21 of the Grand Junction Municipal Code to Modify and Clarify Various Provisions of the Zoning and Development Code and Setting a Public Hearing for April 21, 2021

RECOMMENDATION:

Planning Commission heard this item at its March 23, 2021 meeting and voted (6-0) to recommend approval of the request.

EXECUTIVE SUMMARY:

The Community Development Director is proposing amendments to sections of the Grand Junction Municipal Code (GJMC) Title 21 to modify and clarify various provisions of the Zoning and Development Code ("Code"). The amendments address a variety of items identified by staff and members of the Development Community as being unclear, conflicting or a desired modernization of the Code.

BACKGROUND OR DETAILED INFORMATION:

In an effort to keep the Zoning and Development Code current and relevant, staff is proposing modifications to revise the Code text as outlined below. The suggested revisions govern a variety of items identified by staff and members of the Development Community as being unclear, conflicting or a desired modernization of the Code. The Planning Commission discussed these topics at its March 18, 2021 workshop and directed staff to proceed with the proposed changes.

1. GJMC 21.04.040(i) Accessory Uses and Structures - Fences

The location, setback and height of fences are currently addressed in the Zoning and Development Code text below. Other fence standards were amended in 2019 so that any variations from standard fence requirements could be approved by the Director via the Administrative Adjustment process. Thus, the last sentence in this section of the Code requiring fences over 8 feet in height be approved through a Special Permit conflicts with the 2019 amendments. Staff is proposing that this last sentence be stricken from the Code as shown in the strike-through text.

(3)(iii) On that part of the lot other than the required front yard setback area, fences may be erected to six feet in height. Fences within a required principal structure setback exceeding six feet in height require a special permit (see GJMC 21.02.120). ~~*Fences meeting principal structure setbacks shall not exceed eight feet in height without a special permit.*~~

2. GJMC 21.02.070(a)(3)(ii)(c) and 21.02.070(s)(4)(iii) Notice for Final Plat (Subdivision)

There are two sections of the Code that address the type of notice to the general public for a Final Plat/Subdivision application. The general notice standards for administrative permits such as a Final Plat/Subdivision (21.02.070(a)(3)(ii)(c)) are included in table format as below. These standards reference that property owners within 500 feet of a proposed Final Plat/Subdivision are notified of the application.

Type of Submittal or Request	Published Notice	Mailed Notice	Sign Notice
Administrative Development Application	–	–	–
Development Application Requiring Public Hearing	7 days	Owners within 500 feet	Yes
Comprehensive Plan Text Amendment	7 days	–	–
Code Text Amendment	7 days	–	–
Historic Preservation	7 days	–	–
Grand Junction Circulation Plan Amendment	7 days	–	–
Revocable Permit	–	–	–
Vested Rights	Within 10 days of approval	–	–
Subdivisions and Major Site Plan	–	Owners within 500 feet	Yes

However, section 21.02.070(s)(4)(iii) shown below conflicts with the table above in that it states that notice of a Final Plat/Subdivision is not required.

(iii) Notice. Notice of a final plat is not required.

In order to eliminate this inconsistency, staff is recommending that the latter be stricken from the code as indicated below and the table above remain unchanged.

~~21.02.070(s)(4)(iii) Notice. Notice of a final plat is not required.~~

3. GJMC 21.04.040(g)(2) Home Occupation Standards

The home occupation performance standards in this section are presented in table format as shown below. Standard 9 states *"Storage of goods and materials shall be inside and shall not include flammable, combustible or explosive materials other than those customary to household uses."* As indicated by a "Y" in the standard 9 row, this currently applies in all zone districts except for the R-1 (Residential 1 unit per acre). Staff has been unable to discern the reasoning as to why this standard should not also be applicable in the R-1 zone district and therefor has concluded that this may have been inadvertently left out on the table. Staff is recommending that the table be revised to include a "Y" in the R-1 zone district for performance standard 9 as shown in the underlined text addition.

HOME OCCUPATION PERFORMANCE STANDARDS	R-R	R-E	R-1	R-2	R-4	R-5	R-8	R-12	R-16	R-24	R-O	B or C	MU
1. Conform with applicable State and County statutes, City code and regulations and has obtained permits	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
2. Full-time resident operator	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
3a. No employees other than those residing in home				Y	Y	Y	Y						
3b. No more than one nonresident employee	Y	Y	Y					Y	Y	Y	Y		
4. Maintain residential appearance	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
5. Not more than six customers or clients/day are allowed to visit home occupation. Customer hours shall be between 8:00 a.m. and 8:00 p.m.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y
6. Not more than 25 percent gross floor area of the residence, including accessory structure for home occupation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
7. Music, art, craft or similar lessons:													
a. Six or fewer clients per day	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y
b. Six to 12 clients per day	Y	Y	Y	Y				Y	Y	Y	Y		
8. Adequate public facilities and utilities are adequate to safely accommodate equipment used for home occupation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
9. Storage of goods and materials shall be inside and shall not include flammable, combustible or explosive materials other than those customary to household uses	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
10. Parking shall be provided and shall not create hazard or street congestion	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
11. Mechanized equipment shall be used only in a completely enclosed building		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
12. Dust, odors, noise, vibration or electrical interference or fluctuation that is not perceptible beyond the property line	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
13. Deliveries and pickups shall be those normally associated with residential services and shall:													
a. Not block traffic circulation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y
b. Occur only between 8:00 a.m. and 8:00 p.m. Monday – Saturday	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y

4. GJMC 21.03 Zoning Districts – Building Size

There are several zone districts in the Code that have a maximum building size as shown in the Code excerpt below. Under Other Dimensional Requirements the last row is titled Building Size but there is no definition of such in the Code. To eliminate this inconsistency, Staff is proposing to revise the row title in the Mixed Use and Industrial Bulk Standards Summary so that it reads Gross Floor Area which is a more common term in building and architectural standards and there is already a definition of such in the Code (as provided below). In addition, Staff is proposing that an asterisk and note be added to the maximums listed in the table for the R-O (Residential Office) and B-1 (Neighborhood Business) to specifically exclude certain parts of a structure from the

calculation of Gross Floor Area for structures in these zones. This change would allow for architectural and/or aesthetic building features that improve the structure but would not be included in the Gross Floor Area
calculation.

Mixed Use and Industrial Bulk Standards Summary Table

	R-O	B-1	B-2	C-1	C-2	CSR	M-U	BP	I-O	I-1	I-2
Lot											
Area (min. ft. unless otherwise specified)	5,000	10,000	n/a	20,000	20,000	1 ac	1 ac	1 ac	1 ac	1 ac	1 ac
Width	50	50	n/a	50	50	100	100	100	100	100	100
Frontage	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Setback											
Principal structure											
Front (min. ft.)	20	15	0	15	15	15	15	15	15	15	15
Side (min. ft.)	5	0	0	0	0	0	0	0	0	0	0
Side – abutting residential (min. ft.)	n/a	10	n/a	10	10	10	10	10	10	10	n/a
Rear (min. ft.)	10	15	0	10	10	10	10	10	10	10	10
Accessory structure											
Front (min. ft.)	25	25	25	25	25	25	25	25	25	25	25
Side (min. ft.)	3	0	0	0	0	0	0	0	0	0	0
Side – abutting residential (min. ft.)	n/a	5	n/a	5	5	5	5	5	5	5	n/a
Rear (min. ft.)	5	15	0	10	10	10	10	10	10	10	10
Other Dimensional Requirements											
Lot coverage (max.)	70%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Height (max. ft.)	40	40	80	65	65	65	65	65	65	50	50
Density (min. units per acre)	4	8	8	12	n/a	n/a	8	8	n/a	n/a	n/a
Density (max. units per acre)	n/a	16	n/a	24	n/a	n/a	24	24	n/a	n/a	n/a
~~Building size (max. sf)~~ **Gross Floor Area	10,000	15,000	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Notes											

B-1: Gross Floor Area ~~Max. building size~~ varies by use; retail – 15,000 sf (unless a CUP is approved), office 30,000

B-2: Parking front setback for parking as a principal use – 30 ft., as an accessory use – 6 ft.

C-1: Min. rear setback – 0 if an alley is present

CSR: Maximum building height abutting residential – 40 ft.

The definition currently in the Code reads as below but is not proposed to change.

Gross floor area (GFA) means the sum of the areas of all floor levels of a building or

structure measured within the exterior face of exterior walls or the centerline of walls separating two abutting buildings but excluding any space where floor-to-ceiling height is less than 6.5 feet.

The proposed asterisked note that would be added to the table above is indicated in the underlined text below:

** Gross Floor Area calculated for maximum size may exclude eaves, covered or uncovered porches, upper story decks and balconies, breezeways, exterior covered stairwells and attached decorative walls which are less than or equal to three feet in height.

5. GJMC 21.04.010 Use Table – Mobile Home Parks

The Use Table currently lists Mobile Home Parks as requiring a Conditional Use Permit in the R-5 (Residential 5 units per acre), R-8 (Residential 8 units per acre) and R-12 (Residential 12 units per acre) zone districts. See excerpt of table below. No other zones include a Mobile Home Park either as an Allowed Use or a Conditional Use Permit. Development of a Mobile Home Park is not unlike the intensity of a typical residential use that is contemplated by the R-5, R-8 and R-12 zone districts for which a Conditional Use Permit is not required. In addition, there are specific standards required for mobile home parks already in the Code that address the design differences between mobile home parks and other residential development. To simplify the process for mobile home parks as well as to reduce barriers for the development of this important affordable housing type, Staff is proposing that the Mobile Home Parks become an Allowed Use ("A") in the Use Table as shown in underlined text rather than as a Conditional Use Permit (deletion shown in strikethrough).

Key: A = Allowed; C = Conditional; Blank Cell = Not Permitted

USE CATEGORY	PRINCIPAL USE	R-R	R-E	R-1	R-2	R-4	R-5	R-8	R-12	R-16	R-24	R-O	B-1	B-2	C-1	C-2	CSR	M-U	BP	I-O	I-1	I-2
Household Living – residential occupancy of a dwelling unit by a "household"	Business Residence											A	A	A	A	A	A	A	A	A	A	
	Two Family Dwelling				A	A	A	A	A			A	C									
	Single-Family Detached	A	A	A	A	A	A	A				A	C	C			A					
	Multifamily						A	A	A	A	A	A	A	A	A			A	A			
	Accessory Dwelling Unit	A	A	A	A	A	A	A	A			A		A								
	Agricultural Labor Housing	A															A					
	Manufactured Housing Park						~~C~~A	~~C~~A	~~C~~A													
	All Other Household Living																					

6. GJMC 21.03.050(b)(4)(iii) Zero Lot Line Development

Presently, as shown in the excerpt below, the City Code does not permit window openings of any kind on walls within three (3) feet of a property line. This provision precludes design flexibility to allow for some windows/natural lighting elements to be on facades which have setbacks of less than three feet (e.g. zero lot line development). Upon further discussion with the Mesa County Building Department and members of the

local development community, it was found that this provision is inconsistent with common treatment of façade openings on walls within three (3) feet of a property line. To remove the inconsistency, the Building Department suggested the Code language could be revised as stricken and underlined below.

Current Code: *~~(iii) If the side wall of a house is on or within three feet of the property line, no windows or other openings in the wall are allowed, for privacy and due to the building and fire codes.~~*

Proposed Language: (iii) If a side wall of a structure is on the property line, or within three (3) feet of the property line, windows or other openings that allow for visibility into the side yard of the adjacent lot are not allowed. Windows that do not allow visibility into the side yard of the adjacent lot, such as a clerestory window or translucent window, are allowed. When such openings are permitted, all building and fire codes shall apply.

7. GJMC 21.01.130(f) Historic Preservation Board

The Historic Preservation ordinance was developed in the mid-1990s to establish a Historic Preservation Board, establish a City Register of Historic Structures, Sites and Districts, define the process for designation of historic resources in the Register. In conjunction with City staff, the ordinance was largely developed by the Downtown Development Authority (DDA). At that time, the DDA was working on the rehabilitation of the Avalon Theatre and one of its previous office buildings (old Dinosaur Valley at 4th and Main) and potentially other preservation projects. Consequently, the composition of the Board was written to include a representative from the DDA, as provided in the Code.

(f)(2) Member Qualifications. When there are more than five members, at least four shall be professionals or have expertise in a preservation-related discipline such as history, architecture, planning or planning or archaeology; when there are five members, at least three shall have such qualifications. ~~One member shall be a member of the Downtown Development Authority (DDA) board or an employee of the DDA.~~

Of late, the DDA has taken on new projects such as the Creative District and has recently adopted a new plan. While preservation of historic structures is still an important element of the Plan and DDA's work, it focuses more heavily on elements other than historic preservation. Therefore, the DDA has submitted a request to modify the Code to no longer require DDA participation on the Historic Preservation Board. Thus, the last sentence in this section is proposed to be deleted (strikethrough above).

8. GJMC 21.03.080 Mixed Use and Industrial Standards Summary Table

Presently, the Code includes a table that identifies and summarizes the bulk standards (e.g. setbacks and other dimensional requirements) in the Mixed Use and Industrial zone districts. This table as it presently exists is included below. The table provides

many instances where dimensions or percentages are listed as “n/a” rather than defining a specific number. This makes the interpretation of the information ambiguous in trying to apply the bulk standards to a site or building. Thus, Staff is proposing to replace the “n/a” lines with what they are interpreted to mean such as “0” or “100 Percent” or “None”. In addition, staff is proposing to replace the “n/a” more strategically in the “side – abutting residential” rows so that the standard is either 0, 5 feet, or 10 feet depending on what is most appropriate for the particular zone district. The proposed revisions to the Table are shown stricken for deletions and underlined for additions.

Mixed Use and Industrial Bulk Standards Summary Table

	R-O	B-1	B-2	C-1	C-2	CSR	M-U	BP	I-O	I-1	I-2
Lot											
Area (min. ft. unless otherwise specified)	5,000	10,000	~~n/a~~ None	20,000	20,000	1 ac	1 ac	1 ac	1 ac	1 ac	1 ac
Width	50	50	~~n/a~~ None	50	50	100	100	100	100	100	100
Frontage	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None
Setback											
Principal structure											
Front (min. ft.)	20	20	0	15	15	15	15	15	15	15	15
Side (min. ft.)	5	0	0	0	0	0	0	0	0	0	0
Side – abutting residential (min. ft.)	~~n/a~~ 0	10	~~n/a~~ 0	10	10	10	10	10	10	10	~~n/a~~ 10
Rear (min. ft.)	10	15	0	10	10	10	10	10	10	10	10
Accessory structure											
Front (min. ft.)	25	25	25	25	25	25	25	25	25	25	25
Side (min. ft.)	3	0	0	0	0	0	0	0	0	0	0
Side – abutting residential (min. ft.)	~~n/a~~ 0	5	~~n/a~~ 0	5	5	5	5	5	5	5	~~n/a~~ 0
Rear (min. ft.)	5	15	0	10	10	10	10	10	10	10	10
Other Dimensional Requirements											
Lot coverage (max.)	70%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%
Height (max. ft.)	40	40	80	40	40	65	65	65	65	50	50
Density (min. units per acre)	4	8	8	12	n/a	n/a	8	8	n/a	n/a	n/a
Density (max. units per acre)	~~n/a~~ None	16	~~n/a~~ None	24	~~n/a~~ None	~~n/a~~ None	24	24	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None
Building size (max. sf)	10,000	15,000	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None

9. GJMC 21.04.010 Telecommunications Facilities

Non-concealed Base Stations currently require a Conditional Use Permit (CUP) if located on a parcel with a Mixed Use (M-U) zone district. However, a CUP for this type of a telecommunications facility is not required in the Light Commercial (C-1) nor the Business Park (BP) zone district. All three zone districts (M-U, C-1 and BP) are defined as Mixed Use Districts in the Code with maximum building height limits of 65 feet, and all allow multifamily residential development as well as a mix of other similar non-residential

development. This request is to eliminate the CUP requirement for the M-U zone district as currently required and included on the Use Table (excerpt from table shown below). The amendment proposes to treat non-concealed Base Stations the same in the M-U, BP and C-1 zone districts by amending the Code Use Table. The asterisked requirement: Except NOT allowed on any site or lot where the principal use is single-or two-family residential will still apply to non-concealed base stations in M-U.

Non-concealed antenna(s) on a base station rank high on the siting preferences list for Telecommunications Facilities found under 21.04.030(q)(5) Use-specific standards in the Code which implements the siting preferences determined through public engagement during the formulation of the 2016 Wireless Master Plan. In 2016, The public voiced concerns of the proliferation of new cell towers in the community and the desire to limit new towers and co-locate telecommunication facilities or use existing structures wherever possible. As stated on page 18 of the Master Plan, “Taller structures (towers, rooftops, and water tanks) may offer more opportunity for co-location which could theoretically decrease the number of additional towers and antennas required in an area.…”

Concealed towers, a lower ranked siting preference under 21.04.030(q)(5) requires a CUP in the MU zone, and currently a CUP is also required in the MU zone. Therefore, to encourage telecommunication facilities to pursue a base station option rather than applying for a CUP and requesting a new telecommunication tower, removing the CUP requirement for a Base Station facility is desired. As noted above, the adopted 2016 Wireless Master Plan supports this change. It is also supported through the general policies of 21.04.030 found in the Code, therefore staff recommends a change to Base Stations in M-U as indicated in the stricken and underlined text below. Section 21.04.030(q)(8) specific standards and requirements for locating a Base Station will continue to apply.

Key: A = Allowed; C = Conditional; Blank Cell = Not Permitted

USE CATEGORY	PRINCIPAL USE	R-O	B-1	B-2	C-1	C-2	CSR	M-U	BP	I-O	I-1	I-2	MX-
	All Other Mining						C					C	
Telecom-munications Facilities – devices and supporting elements necessary to produce nonionizing electromagnetic radiation operating to produce a signal	Facilities on Wireless Master Plan Priority Site When Developed in Accordance with Wireless Master Plan Site-Specific Requirements	A	A	A	A	A	A	A	A	A	A	A	A
	Temporary PWSF (e.g., COW)	A	A	A	A	A	A	A	A	A	A	A	A
	Co-Location	A	A	A	A	A	A	A	A	A	A	A	A
	Tower Replacement	A	A	A	A	A	A	A	A	A	A	A	A
	Dual Purpose Facility	A	A	A	A	A	A	A	A	A	A	A	A
	DAS and Small Cell Facilities	A	A	A	A	A	A	A	A	A	A	A	A
	Base Station with Concealed Attached Antennas	A**	A**	A	A	A	A	A**	A**	A	A	A	A**
	Base Station with Non-Concealed Attached Antennas	C**	C**	C	A	A	A	~~C~~ A**	A**	A	A	A	C**
	Tower, Concealed	C	C	C	A	A	C	C	C	C	A	A	
	Tower, Non-Concealed				C	C	C				C	C	
	Broadcast Tower										C	C	

NOTES:
* Refer to Chapter 5.15 GJMC.
** Except NOT allowed on structures the principal use of which is single- or two-family residential, group living, or day care, or on multifamily structures of fewer than three stories.
*** Except NOT allowed on any site or lot where the principal use is single- or two-family residential.

ANALYSIS

In accordance with Section 21.02.140(c), a proposed Code amendment shall address in writing the reasons for the proposed amendment. There are no specific criteria for review because a code amendment is a legislative act and within the discretion of the City Council to amend the Code with a recommendation from the Planning Commission. The purpose for proposing these amendments is to eliminate unclear or conflicting provisions or modernize the Code.

NOTIFICATION REQUIREMENTS

Notice was completed as required by Section 21.02.080(g). Notice of the public hearing was published on March 16, 2021 in the Grand Junction Daily Sentinel.

FINDINGS OF FACT AND RECOMMENDATION

It was found that the proposed amendments to the Zoning and Development Code are useful in that they modernize the Code, ensure for the health, safety, and general welfare of the population, and refine processes to provide regulations that are clear and consistent and that assist in logical and orderly development. The Planning Commission recommends approval.

FISCAL IMPACT:

This item has no fiscal impact.

SUGGESTED MOTION:

I move to introduce an ordinance to amend Title 21 of the Grand Junction Municipal Code to modify and clarify various provisions of the Zoning and Development Code and set a public hearing for April 21, 2021.

Attachments

1. Planning Commission Minutes - 2021 - March 23 - Draft
2. Various Text Amendments 2020 Proposed Ordinance CC

GRAND JUNCTION PLANNING COMMISSION
March 23, 2021 MINUTES
5:30 p.m.

The meeting of the Planning Commission was called to order at 5:30 p.m. by Chair Andrew Teske.

Those present were Planning Commissioners; Chair Andrew Teske, Vice Chair Christian Reece, George Gatseos, Sam Susuras, Andrea Haitz, and Sandra Weckerly.

Also present were Jamie Beard (Assistant City Attorney), Tamra Allen (Community Development Director), Dave Thornton (Principal Planner), and Kristen Ashbeck (Principal Planner).

There were 6 members of the public in virtual attendance: Brenda Muhr, Daniel Nordmeyer, Ellie Schulz, Sheree Fukai, Abe Herman, Jennifer Kelly.

CONSENT AGENDA

Commissioner Reece moved to adopt Consent Agenda Items #1-2. Commissioner Susuras seconded the motion. The motion carried 6-0.

1. **Approval of Minutes**

   Minutes of Previous Meeting(s) from March 9, 2021.

2. **R-5 High School Block Public Easement Vacation** **File # VAC-2021-99**

   Consider a request by Downtown Grand Junction REGeneration LLC, Pete Hopkinson Smith Jr., Robert Wayne Traw and Robert Aaron Breeden to vacate a public sanitary sewer easement within the R-5 Block Subdivision on the Southeast Corner of 7th Street and Grand Avenue.

REGULAR AGENDA

1. **Patterson Road Access Control Plan** **File # CPA-2021-17**

   Agenda item can be viewed online here at XXX

   Consider a request by the City of Grand Junction to adopt the Patterson Road Access Control Plan (ACP), an element of the City's Comprehensive Plan as Title 38, Volume III, of the Municipal Code.

   Staff requested that the Planning Commission table the Plan.

DRAFT

Motion and Vote
Commissioner Gatseos made the following motion, “Mr. Chairman, on the Patterson Road Access Control Plan, CPA-2021-17, I move that Planning Commission table this item.”

Commissioner Reece seconded the motion. The motion carried 6-0.

2. Lincoln Park Historic District Guidelines and Standards File # ZCA-2021-67
Agenda item can be viewed online here at XXX
Consider a request by the Lincoln Park Neighborhood/Residential Historic District to amend Municipal Code Volume II: Development Regulations to adopt standards and guidelines for the Lincoln Park Historic District as Title 30 and Amend Section 21.02.040 of the Zoning and Development Code pertaining to the role of the Historic Preservation Board in the review of alterations within the District.

Staff Presentation
Kristen Ashbeck, Principal Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for Staff
Commissioner Reece asked a question regarding notice to property owners in the District.

Commissioner Weckerly asked a follow-up question regarding notice.

Applicant Presentation
Elizabeth Rowan, Bennett Boeschenstein, and Kristen Armbruster, representing the Lincoln Park Historic District, gave a presentation regarding the request.

Questions for Applicant
Commissioner Gatseos asked a question regarding the accessory dwelling unit provision.

Commissioner Reece asked a question regarding the notice.

Commissioner Weckerly asked a question about the attendance of a meeting that was held.

Commissioner Haitz

Public Hearing
The public hearing was opened at 5 p.m. on Tuesday, March 16, 2021 via www.GJSpeaks.org.

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The following made comments regarding the request: Akira Fukai, Jennifer Kelly (Mayo), Deese Dancy and David Dancy, Michael and Tracy LeFebre, Jeanne Haberer, Bill Scheskie, Sheree Fukai, Rebecca Mullen, Florence Irene (Renee) Sheilds, Riecke Claussen, Bennet Boeschenstein, and Elizabeth Rowan.

Sheree Fukai gave testimony regarding the request.

The public hearing was closed at 6:50 p.m. on March 23, 2021.

Questions for Applicant or Staff
None.

Discussion
Commissioner Gatseos made a comment regarding the request.

Commissioner Reece made a comment regarding the request.

Commissioner Haitz agreed with Commissioner Gatseos and Reece.

Chair Teske made a comment regarding the request.

Motion and Vote
Commissioner Reece made the following motion, “Mr. Chairman, on the Code amendments to 1) adopt the Lincoln Park Residential Historic District Standards and Guidelines as a new Title within Volume II, Development Regulations, of the Municipal Code; and 2) amend Title 21, Zoning and Development Code pertaining to the jurisdiction, duties and responsibilities of the City of Grand Junction Historic Preservation Board, ZCA-2021-67, I move that the Planning Commission forward a recommendation of approval of the request with the findings of fact listed in the staff report.”

Commissioner Gatseos seconded the motion. The motion failed 1-5.

3. Zoning and Development Code Amendments File # ZCA-2021-100
Agenda item can be viewed online here at XXX
Consider a Request by the City of Grand Junction to Amend Title 21 of the Grand Junction Municipal Code to modify and clarify various provisions of the Zoning and Development Code ("Code").

Staff Presentation
Kristen Ashbeck, Principal Planner, introduced exhibits into the record and provided a presentation regarding the request.

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Questions for Staff
Commissioner Reece offered appreciation of staff for this request.

Chair Teske asked questions regarding Item 5 and Item 10.

Public Hearing
The public hearing was opened at 5 p.m. on Tuesday, March 16, 2021 via www.GJSpeaks.org.

None.

The public hearing was closed at 7:31 p.m. on March 23, 2021.

Questions for Applicant or Staff
None.

Discussion
None.

Motion and Vote
Commissioner Reece made the following motion, "Chair Teske, on the Zoning and Development Code Amendments, ZCA-2021-100, I move that the Planning Commission forward a recommendation of approval of Items 1-9 with the findings of fact as listed in the staff report."

Commissioner Susuras seconded the motion. The motion carried 6-0.

Commissioner Teske moved to table Item 10. Commissioner Reece seconded the motion. The motion carried 6-0.

4. Other Business
None.

5. Adjournment
Commissioner Reece moved to adjourn the meeting. Commissioner Teske seconded the motion. The vote to adjourn was 6-0. The meeting adjourned at 7:34 p.m.

DRAFT

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE TO AMEND TITLE 21 OF THE GRAND JUNCTION MUNICIPAL CODE TO MODIFY AND CLARIFY VARIOUS REGULATIONS

Recitals:

The City Council desires to maintain effective zoning and development regulations that implement the vision and goals of the Comprehensive Plan while being flexible and responsive to the community's desires and market conditions and has directed that the Code be reviewed and amended as necessary.

When the One Grand Junction 2020 Comprehensive Plan was adopted, Staff recommended that Title 21 be amended in its entirety to conform with and implement the vision, goals and policies of the new Plan. In the meantime, there are various elements of the Zoning and Development Code that the City Staff recommended the Planning Commission and City Council modify in order to alleviate clarity and applicability problems encountered by the development community in application submittals and the City staff in processing those applications. The amendments address ten different sections of the Code.

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, the Grand Junction Planning Commission recommended approval of the proposed amendments.

After public notice and public hearing, the Grand Junction City Council finds that the amendments to the planned development zone standards and requirements implement the vision and goals of the Comprehensive Plan provided in this Ordinance are responsive to the community's desires, encourage orderly development of real property in the City and otherwise advance and protect the public health, safety and welfare of the City and its residents.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE FOLLOWING SECTIONS OF THE ZONING AND DEVELOPMENT CODE (TITLE 21 OF THE GRAND JUNCTION MUNICIPAL CODE) BE AMENDED AS FOLLOWS (new text underlined, deleted text strikethrough):

1. GJMC 21.04.040(i) Accessory Uses and Structures - Fences

(3)(iii) On that part of the lot other than the required front yard setback area, fences may be erected to six feet in height. Fences within a required principal structure setback exceeding six feet in height require a special permit (see GJMC 21.02.120). ~~Fences meeting principal structure setbacks shall not exceed eight feet in height without a special permit.~~

2. GJMC 21.02.070(s)(4)(iii) Notice for Final Plat (Subdivision)

~~*(iii) Notice. Notice of a final plat is not required.*~~

3. GJMC 21.04.040(g)(2) Home Occupation Standards

HOME OCCUPATION PERFORMANCE STANDARDS	R-R	R-E	R-1	R-2	R-4	R-5	R-8	R-12	R-16	R-24	R-O	B or C	MU
1. Conform with applicable State and County statutes, City code and regulations and has obtained permits	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
2. Full-time resident operator	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
3a. No employees other than those residing in home				Y	Y	Y	Y						
3b. No more than one nonresident employee	Y	Y	Y					Y	Y	Y	Y		
4. Maintain residential appearance	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
5. Not more than six customers or clients/day are allowed to visit home occupation. Customer hours shall be between 8:00 a.m. and 8:00 p.m.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y
6. Not more than 25 percent gross floor area of the residence, including accessory structure for home occupation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
7. Music, art, craft or similar lessons:													
a. Six or fewer clients per day	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y
b. Six to 12 clients per day	Y	Y	Y	Y				Y	Y	Y	Y		
8. Adequate public facilities and utilities are adequate to safely accommodate equipment used for home occupation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
9. Storage of goods and materials shall be inside and shall not include flammable, combustible or explosive materials other than those customary to household uses	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
10. Parking shall be provided and shall not create hazard or street congestion	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
11. Mechanized equipment shall be used only in a completely enclosed building		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
12. Dust, odors, noise, vibration or electrical interference or fluctuation that is not perceptible beyond the property line	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
13. Deliveries and pickups shall be those normally associated with residential services and shall:													
a. Not block traffic circulation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y
b. Occur only between 8:00 a.m. and 8:00 p.m. Monday – Saturday	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y

4. GJMC 21.03 Zoning Districts – Building Size

** Gross Floor Area calculated for maximum size may exclude eaves, covered or uncovered porches, upper story decks and balconies, breezeways, exterior covered

stairwells and attached decorative walls which are less than or equal to three feet in height.

Mixed Use and Industrial Bulk Standards Summary Table

	R-O	B-1	B-2	C-1	C-2	CSR	M-U	BP	I-O	I-1	I-2
Lot											
Area (min. ft. unless otherwise specified)	5,000	10,000	n/a	20,000	20,000	1 ac	1 ac	1 ac	1 ac	1 ac	1 ac
Width	50	50	n/a	50	50	100	100	100	100	100	100
Frontage	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Setback											
Principal structure											
Front (min. ft.)	20	15	0	15	15	15	15	15	15	15	15
Side (min. ft.)	5	0	0	0	0	0	0	0	0	0	0
Side – abutting residential (min. ft.)	n/a	10	n/a	10	10	10	10	10	10	10	n/a
Rear (min. ft.)	10	15	0	10	10	10	10	10	10	10	10
Accessory structure											
Front (min. ft.)	25	25	25	25	25	25	25	25	25	25	25
Side (min. ft.)	3	0	0	0	0	0	0	0	0	0	0
Side – abutting residential (min. ft.)	n/a	5	n/a	5	5	5	5	5	5	5	n/a
Rear (min. ft.)	5	15	0	10	10	10	10	10	10	10	10
Other Dimensional Requirements											
Lot coverage (max.)	70%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Height (max. ft.)	40	40	80	65	65	65	65	65	65	50	50
Density (min. units per acre)	4	8	8	12	n/a	n/a	8	8	n/a	n/a	n/a
Density (max. units per acre)	n/a	16	n/a	24	n/a	n/a	24	24	n/a	n/a	n/a
~~Building size (max. sf)~~ ** Gross Floor Area	10,000	15,000	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Notes											

B-1: Max. Gross Floor Area ~~building size~~ varies by use; retail – 15,000 sf (unless a CUP is approved), office 30,000

B-2: Parking front setback for parking as a principal use – 30 ft., as an accessory use – 6 ft.

C-1: Min. rear setback – 0 if an alley is present

CSR: Maximum building height abutting residential – 40 ft.

5. GJMC 21.04.010 Use Table – Mobile Home Parks

Key: A = Allowed; C = Conditional; Blank Cell = Not Permitted

USE CATEGORY	PRINCIPAL USE	R-R	R-E	R-1	R-2	R-4	R-5	R-8	R-12	R-16	R-24	R-O	B-1	B-2	C-1	C-2	CSR	M-U	BP	I-O	I-1	I-2
Household Living – residential occupancy of a dwelling unit by a "household"	Business Residence											A	A	A	A	A	A	A	A	A	A	
	Two Family Dwelling				A	A	A	A	A			A	C									
	Single-Family Detached	A	A	A	A	A	A	A				A	C	C			A					
	Multifamily						A	A	A	A	A	A	A	A	A			A	A			
	Accessory Dwelling Unit	A	A	A	A	A	A	A	A			A		A								
	Agricultural Labor Housing	A															A					
	Manufactured Housing Park						~~C~~A	~~C~~A	~~C~~A													
	All Other Household Living																					

6. GJMC 21.03.050(b)(4)(iii) Zero Lot Line Development

~~(iii) If the side wall of a house is on or within three feet of the property line, no windows or other openings in the wall are allowed, for privacy and due to the building and fire codes.~~

(iii) If a side wall of a structure is on the property line, or within three (3) feet of the property line, windows or other openings that allow for visibility into the side yard of the adjacent lot are not allowed. Windows that do not allow visibility into the side yard of the adjacent lot, such as a clerestory window or translucent window, are allowed. When such openings are permitted, all building and fire codes shall apply.

7. GJMC 21.01.130(f) Historic Preservation Board

(f)(2) Member Qualifications. When there are more than five members, at least four shall be professionals or have expertise in a preservation-related discipline such as history, architecture, or planning or archaeology; when there are five members, at least three shall have such qualifications. ~~One member shall be a member of the Downtown Development Authority (DDA) board or an employee of the DDA.~~

GJMC 21.03.080 Mixed Use and Industrial Standards Summary Table

Mixed Use and Industrial Bulk Standards Summary Table

	R-O	B-1	B-2	C-1	C-2	CSR	M-U	BP	I-O	I-1	I-2
Lot											
Area (min. ft. unless otherwise specified)	5,000	10,000	~~n/a~~ None	20,000	20,000	1 ac	1 ac	1 ac	1 ac	1 ac	1 ac
Width	50	50	~~n/a~~	50	50	100	100	100	100	100	100

GJMC 21.03.080 Mixed Use and Industrial Standards Summary Table

Mixed Use and Industrial Bulk Standards Summary Table

	R-O	B-1	B-2	C-1	C-2	CSR	M-U	BP	I-O	I-1	I-2
			None								
Frontage	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None
Setback											
Principal structure											
Front (min. ft.)	20	20	0	15	15	15	15	15	15	15	15
Side (min. ft.)	5	0	0	0	0	0	0	0	0	0	0
Side – abutting residential (min. ft.)	~~n/a~~ 0	10	~~n/a~~ 0	10	10	10	10	10	10	10	~~n/a~~ 10
Rear (min. ft.)	10	15	0	10	10	10	10	10	10	10	10
Accessory structure											
Front (min. ft.)	25	25	25	25	25	25	25	25	25	25	25
Side (min. ft.)	3	0	0	0	0	0	0	0	0	0	0
Side – abutting residential (min. ft.)	~~n/a~~ 0	5	~~n/a~~ 0	5	5	5	5	5	5	5	~~n/a~~ 0
Rear (min. ft.)	5	15	0	10	10	10	10	10	10	10	10
Other Dimensional Requirements											
Lot coverage (max.)	70%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%	~~n/a~~ 100%
Height (max. ft.)	40	40	80	40	40	65	65	65	65	50	50
Density (min. units per acre)	4	8	8	12	n/a	n/a	8	8	n/a	n/a	n/a
Density (max. units per acre)	~~n/a~~ None	16	~~n/a~~ None	24	~~n/a~~ None	~~n/a~~ None	24	24	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None
Building size (max. sf)	10,000	15,000	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None	~~n/a~~ None

9. GJMC 21.04.010 Telecommunications Facilities

Key: A = Allowed; C = Conditional; Blank Cell = Not Permitted

USE CATEGORY	PRINCIPAL USE	R-O	B-1	B-2	C-1	C-2	CSR	M-U	BP	I-O	I-1	I-2	MX-
	All Other Mining						C					C	
Telecom-munications Facilities – devices and supporting elements necessary to produce nonionizing electromagnetic radiation operating to produce a signal	Facilities on Wireless Master Plan Priority Site When Developed in Accordance with Wireless Master Plan Site-Specific Requirements	A	A	A	A	A	A	A	A	A	A	A	A
	Temporary PWSF (e.g., COW)	A	A	A	A	A	A	A	A	A	A	A	A
	Co-Location	A	A	A	A	A	A	A	A	A	A	A	A
	Tower Replacement	A	A	A	A	A	A	A	A	A	A	A	A
	Dual Purpose Facility	A	A	A	A	A	A	A	A	A	A	A	A
	DAS and Small Cell Facilities	A	A	A	A	A	A	A	A	A	A	A	A
	Base Station with Concealed Attached Antennas	A**	A**	A	A	A	A	A**	A**	A	A	A	A**
	Base Station with Non-Concealed Attached Antennas	C**	C**	C	A	A	A	~~C~~ A**	A**	A	A	A	C**
	Tower, Concealed	C	C	C	A	A	C	C	C	C	A	A	
	Tower, Non-Concealed				C	C	C				C	C	
	Broadcast Tower										C	C	

NOTES:

* Refer to Chapter 5.15 GJMC.

** Except NOT allowed on structures the principal use of which is single- or two-family residential, group living, or day care, or on multifamily structures of fewer than three stories.

*** Except NOT allowed on any site or lot where the principal use is single- or two-family residential.

Introduced on first reading this _____day of _____, 2021 and ordered published in pamphlet form.

Adopted on second reading this _____ day of _____, 2021 and ordered published in pamphlet form.

ATEST:

_____ _____

City Clerk Mayor

Grand Junction City Council

Regular Session

Item #2.b.i.

Meeting Date: April 7, 2021

Presented By: Chuck McDaniel

Department: City Clerk

Submitted By: John Shaver

Information

SUBJECT:

Introduction of an Ordinance Regarding the 2021 Compensation for the Municipal Judge, City Attorney and City Manager and Setting a Public Hearing for April 21, 2021

RECOMMENDATION:

Introduce ordinance on first reading, pass for publication in pamphlet form and set a public hearing for April 21, 2021.

EXECUTIVE SUMMARY:

The City Council has three employees, the Municipal Judge, the City Attorney and the City Manager. Pursuant to the City Charter, the salary of the City Manager is set by ordinance which serves to amend his employment agreement. The salary of the City Attorney and the compensation paid to the Municipal Judge are established annually by letter on terms established in the discretion of the City Council. In December 2020 the City Council approved a budget and appropriated funds to pay City employees a 2.5% wage increase for 2021. Because the City Council has determined that its employees are performing at or above expectations, with approval of this ordinance it will award 2.5% increase to the Municipal Judge, the City Attorney and the City Manager as provided in the Ordinance.

BACKGROUND OR DETAILED INFORMATION:

On December 2, 2020 the City Council approved Ordinance 4966 appropriating money to defray the expenses of, and setting the 2021 budget for, the City. That appropriation included a budgeted 2.5% wage increase for City employees. The wage increase for eligible employees was dependent on each employee being evaluated by his/her

supervisor and being rated as performing at or above expectations. For employees performing at that level the 2.5% increase began with City Pay Period 7.

The City Council has three employees, the Municipal Judge, the City Attorney and the City Manager. Pursuant to the City Charter, the salary of the City Manager is set by ordinance which serves to amend his employment agreement. The salary of the City Attorney and the compensation paid to the Municipal Judge are established annually by letter on terms established in the discretion of the City Council.

The Council recently reviewed the performance of its employees and found each to be performing her or his job duties above expectations and accordingly with this ordinance and the prior appropriation, increases the compensation of those employees by 2.5% annually rounded up to the next $100.00. As necessary or required to effectuate the purposes hereof, this ordinance shall amend the terms of each employee's employment with the compensation, as established herein, being effective and beginning with City Pay Period 7 with all other terms of employment and benefits being unchanged.

FISCAL IMPACT:

The funds necessary for the 2.5% wage increase for the Municipal Judge, City Attorney, and City Manager fare included in the 2021 Adopted Budget authorized by City Council.

SUGGESTED MOTION:

I move to approve an ordinance on introduction and first reading, order publication in pamphlet from and set a hearing on April 21, 2021.

Attachments

1. Ordinance - 2021 Compensation

CITY OF GRAND JUNCTION

ORDINANCE NO.

AN ORDINANCE CONCERNING THE SALARY OF THE MUNICIPAL JUDGE, CITY ATTORNEY AND CITY MANAGER

RECITALS.

On December 2, 2020 the City Council approved Ordinance 4966 appropriating money to defray the expenses of, and setting the 2021 budget for, the City. That appropriation included a budgeted 2.5% wage increase for City employees. The wage increase for eligible employees was dependent on each employee being evaluated by his/her supervisor and being rated as performing at or above expectations. For employees performing at that level the 2.5% increase began with City Pay Period 7.

The City Council has three employees, the Municipal Judge, the City Attorney and the City Manager. Pursuant to the City Charter, the salary of the City Manager is set by ordinance which serves to amend his employment agreement. The salary of the City Attorney and the compensation paid to the Municipal Judge are established annually by letter on terms established in the discretion of the City Council.

The Council recently reviewed the performance of its employees and found each to be performing her or his job duties above expectations and accordingly with this ordinance and the prior appropriation, increases the compensation of those employees by 2.5% annually rounded up to the next $100.00. As necessary or required to effectuate the purposes hereof, this ordinance shall amend the terms of each employee's employment with the compensation, as established herein, being effective and beginning with City Pay Period 7 with all other terms of employment and benefits being unchanged.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION:

That the foregoing Recitals are incorporated by reference and therefore:

a) the compensation of Municipal Judge Tammy Eret is and shall be set at $102.50 per hour to compensate her for her service to the City of Grand Junction in accordance with the Charter and Ordinances of the City of Grand Junction, Colorado; and,

b) the salary of City Attorney John Shaver is and shall be set at $197,700.00 per year and as customarily prorated for any period of less than one year, to compensate him for his service to the City of Grand Junction in accordance with the Charter and Ordinances of the City of Grand Junction, Colorado; and,

c) that the salary of City Manager Greg Caton is and shall be set at $229,500.00 per year and as customarily prorated for any period of less than one year, to compensate him for his service to the City of Grand Junction in accordance with his employment agreement and the Charter and Ordinances of the City of Grand Junction, Colorado.

The City Council does authorize the President of the Council to take such action as is necessary or required, consistent with this Ordinance, to effect the same upon second reading and final passage by action of the Council on the date appointed therefor.

DRAFT

INTRODUCED ON FIRST READING this 7th day of April, 2021.

PASSED AND ADOPTED this 21st day of April, 2021.

_____
C.E. “Duke” Wortmann
President of the City Council

Attest:

_____
Wanda Winkelmann
City Clerk

DRAFT

Grand Junction City Council

Regular Session

Item #2.b.ii.

Meeting Date: April 7, 2021

Presented By: John Shaver, City Attorney

Department: City Attorney

Submitted By: John Shaver

Information

SUBJECT:

Introduction of an Ordinance Amending Section 5.12.220 of the Grand Junction Municipal Code Reducing the Distance Brew Pub Liquor Licensed Premises must be from Any Parochial or Public School in the City of Grand Junction and Setting a Public Hearing for April 21, 2021

RECOMMENDATION:

Introduce ordinance on first reading, pass for publication in pamphlet form and set a public hearing for April 21, 2021.

EXECUTIVE SUMMARY:

The developer of the property at the Northwest corner of 7th Street and North Avenue has determined that a Brew Pub is the preferred use for the site. Earlier this year City Council reduced the distance for Hotel and Restaurant and Beer and Wine licenses from a school campus to 450 feet (from 500). The proposed ordinance will similarly reduce the distance for a Brew Pub license.

BACKGROUND OR DETAILED INFORMATION:

Colorado law requires any building where the malt, vinous, or spirituous liquor is to be sold to be located at least five hundred feet from any public or parochial school or the principal campus of any college, university or seminary. The law allows for the governing body of a municipality to adopt an to eliminate or reduce the distance restrictions imposed by law on any class of license.

On February 17, 2021 the City Council approved Ordinance 4980 which Ordinance

amended the Grand Junction Municipal Code ("GJMC") to reduce the distance for Beer and Wine and Hotel and Restaurant licenses to 450 feet in order to facilitate the redevelopment of property near 7th Street and North Avenue.

The distance change assisted a possible reuse/redevelopment of vacant property at the Northwest corner of the intersection of 7th Street and North Avenue but also it was determined to not be detrimental to the safety of schools and students at other locations due to the insignificant (25 foot) reduction.

Since the adoption of Ordinance 4980 the developer of the property at 7th Street and North Avenue has determined that a Brew Pub, as defined by C.R.S. 44-3-417, is the preferred license for the site. Given that the reduction of 25 feet is insignificant and is consistent with the distance established by Ordinance 4980 for Hotel and Restaurant and Beer and Wine licenses the City Council deems the request to reduce the distance reasonable.

With this proposed ordinance the City Council is considering reducing the distance required to 450 feet between a brew pub license and public or parochial schools in the City of Grand Junction.

FISCAL IMPACT:

There is no fiscal impact associated with this item.

SUGGESTED MOTION:

I move to introduce an ordinance amending Section 5.12.220 of the Grand Junction Municipal Code reducing the distance Brew Pub liquor licensed premises must be from any parochial or public school in the City of Grand Junction and set a public hearing for April 21, 2021.

Attachments

1. Proposed Ordinance - Brew Pub School Distance Reduction

Ordinance No. ____

An Ordinance Amending Section 5.12.220 of the Grand Junction Municipal Code Reducing the Distance a Brew Pub Liquor Licensed Premises Must Be from any Parochial or Public School in the City of Grand Junction

Recitals.

44-3-313 (1)(d)(I) C.R.S. requires any building where the malt, vinous, or spirituous liquor is to be sold to be located at least five hundred feet from any public or parochial school or the principal campus of any college, university or seminary.

44-3-313 (1)(d)(III) C.R.S. provides that "The local licensing authority of any city and county, by rule or regulation, the governing body of any other municipality, by ordinance and the governing body of any other county, by resolution, may eliminate or reduce the distance restrictions imposed by this paragraph (1)(d) for any class of license, or may eliminate one or more types of schools or campuses from the application of any distance restrictions established by or pursuant to this paragraph (1)(d)".

On February 17, 2021 the City Council approved Ordinance 4980 which Ordinance amended the Grand Junction Municipal Code ("GJMC") to reduce the distance for Beer and Wine and Hotel and Restaurant licenses to 450 feet in order to facilitate the redevelopment of property near 7th Street and North Avenue.

The distance change assisted a possible reuse/redevelopment of vacant property at the Northwest corner of the intersection of 7th Street and North Avenue but also it was determined to not be detrimental to the safety of schools and students at other locations due to the insignificant (50 foot) reduction.

Since the adoption of Ordinance 4980 the developer of the property at 7th Street and North Avenue has determined that a Brew Pub, as defined by C.R.S. 44-3-417, is the preferred license for the site. Given that the reduction of 50 feet is insignificant and is consistent with the distance established by Ordinance 4980 for Hotel and Restaurant and Beer and Wine licenses the City Council deems the request to reduce the distance reasonable.

With a Brew Pub license a licensee may sell malt liquor for off premises consumption; however, under current Colorado law (SB 20-213 codified at C.R.S. 44-3-911) Hotel and Restaurant and Beer and Wine licensees may sell malt, vinous and spirituous liquors for off premises consumption. The requested distance reduction for the Brew Pub license type presents no greater risk to unlawful, underage consumption by virtue of the license being able to sell for off premises consumption. The law allowing other license types (C.R.S. 44-3-911) expires July 1. 2021; however, legislation (HB 21-1027) is pending to extend the authority for other types of licensees to continue takeout and delivery service of alcohol beverages.

The City Council having duly considered a reduction of distance required between a brew pub license and public or parochial schools does establish the required distance as provided with this ordinance.

NOW, THEREFORE, BE IT ORDAINED THAT:

Under the provisions of 44-3-313 (1)(d)(III) C.R.S., the distance that a Brew Pub licensed premises must be separated a public or parochial school in the City of Grand Junction is reduced from 500 feet to 450 feet. The distance shall be determined in accordance with 44-3-313 (1)(d)(II) C.R.S. and Colorado Liquor Regulation 47-326; and,

Introduced on first reading and ordered published in pamphlet form this 7th day of April 2021.

DRAFT

Passed on second reading and order published in pamphlet form this 21st day of April 2021.

_____
C.E. “Duke” Wortmann
President of the Council

_____
Wanda Winkelmann
City Clerk

DRAFT

Grand Junction City Council

Regular Session

Item #3.a.i.

Meeting Date: April 7, 2021

Presented By: Trent Prall, Public Works Director, Michelle Hansen, David Thornton, Principal Planner

Department: Community Development

Submitted By: David Thornton, Principal Planner

Information

SUBJECT:

Ordinance Adopting the Patterson Road Access Control Plan (ACP) as Volume III, Title 38 of the Grand Junction Municipal Code (**ITEM WITHDRAWN**)

RECOMMENDATION:

Planning Commission will hear this item at their March 23, 2021 meeting and will make a recommendation to City Council.

EXECUTIVE SUMMARY:

In 2020, the City engaged Stolfus and Associates to study and prepare an Access Control Plan (ACP) for the 7.0-mile Patterson Road corridor within the City limits.

The goal of access management is to optimize the performance of the corridor, improve the level of safety, reduce traffic congestion, and improve the overall functionality. The ACP works to plan, coordinate, regulate, and design access to and from adjacent property including future development.

Throughout 2020, Stolfus' work inventoried access points, count traffic, determined existing and future traffic demands, performed a safety analysis for Patterson Road and prepared a draft Plan that was presented to City Council at the August 3, 2020 Workshop. A public open house was held on October 1, 2020 and the final document was publicly reviewed through GJSpeaks. Virtual one-on-ones were held January 13, 2021 along with follow-up phone calls to concerned property owners to discuss individual access related concerns. The proposed final draft Plan was presented to City Council at the February 1, 2021 Workshop. Additional outreach is being provided

through GJSpeaks until the March 23rd Planning Commission meeting.

Upon adoption, the Patterson Road Access Control Plan (ACP) becomes a new Plan to Volume III of the Grand Junction Municipal Code and will become Title 38. The One Grand Junction Comprehensive Plan and all other adopted Plans by the City are elements of Volume III titled "Comprehensive Plan" and thus codified in Volume III. The proposed final Patterson Road ACP will be presented for adoption.

BACKGROUND OR DETAILED INFORMATION:

Study Area

The study area consists of approximately seven miles of Patterson Road (F Road) between I-70B (23.75 Road) and Lodgepole Street (30.75 Road) within the City limits. The segment on the east end that extends beyond City limits is controlled by Mesa County and not included in this plan. In general, land use within the city limits is suburban in nature with residential and commercial uses. There are currently 284 access points on Patterson Road within the study area. A majority of access points are full movement. The access points are classified as follows:

- 15 Signalized public road intersections (29 access points)
- 54 Unsignalized public road intersections (62 access points)
- 2 unsignalized private road intersections (2 access points)
- 81 business access points
- 93 residential access points
- 17 maintenance or field access points

Since its construction in 1984, Patterson Road has served as a critical part of Grand Junction's transportation system. It serves as a major east-west arterial corridor and is an important public resource. Effective access management is essential in order to optimize the performance of the road to improve the level of safety, reduce traffic congestion and improve the quality of the corridor.

Background

The City engaged, in January of 2020, the consulting firm Stolfus and Associates to prepare an Access Control Plan (ACP) for Patterson Road. The purpose of the ACP is to provide effective access to properties and public street connections to Patterson Road.

The ACP works to coordinate planning, regulation, and design of access to Patterson Road from adjacent property including future development. The plan involves the systematic control of the location, spacing, design, and operation of driveways, median openings, and street connections. The ACP defines existing and future access locations and configurations (movements allowed), with consideration for circulation and alternative access opportunities. It is a long-range planning document that

identifies access conditions that will be implemented as roadway corridor and land-use characteristics change. Similar studies have been developed by CDOT throughout the state and it has been demonstrated that access-managed corridors not only preserve the transportation functions of roadways, but also help preserve property values and the economic viability of abutting developments.

Public Outreach and Involvement

One key component to a successful ACP is ensuring that the general public, business owners, and property owners have had opportunities to offer their input. Stolfus and Associates worked over the last year to inventory access points, determine existing and future traffic demands, and perform a safety analysis for the Patterson Road corridor. In July 2020, they prepared a draft plan that included overall project goals.

While the project team ensured that the draft ACP was sound from a transportation engineering perspective, public input is critical to making sure the ACP considers property owner concerns, to the extent feasible. To facilitate this, the first public open house was held on October 1st. Over 800 bilingual (English and Spanish) postcards were mailed to property owners and residents/ business owners abutting and near the corridor. Additionally, bilingual newspaper advertisements were placed, and the City's social media accounts were utilized to distribute information. Even with the COVID-19 Pandemic, 30 people attended the October 1st in-person open house and numerous comment forms were received.

To accommodate those who were unable to attend this open house, all exhibits, and a supplemental video were made available on GJSpeaks.org. Bilingual comment forms and answers to frequently asked questions were also available on the website.

At the open house, attendees with more complicated issues were encouraged to sign up for one-on-one meetings with the project team. City staff simultaneously identified other properties where one-on-one meeting may be beneficial. The project team has contacted those property owners and met with them.

Based on these various stakeholder, one-on-one and open house comments, there were several revisions that were made to the ACP. Revisions to the ACP included those access points that may remain open with a raised median along Patterson Road, but be required to close if a property/site redevelops. This distinction is especially important on sites such as existing fuel stations where large trucks require two access points.

With a new revised draft ACP, a second public open house was held, this time virtually for a week between January 6th and 12th. Bilingual notice was mailed a second time to property owners and residents/business owners abutting and near the corridor. The new draft ACP was prepared and presented to the public for additional review and

comment. The virtual open house utilized GJSpeaks.org as its platform where all plan documents were available to view and comments could be submitted giving the public the entire week to participate. There has been a total of 14 webpage views and the informational videos have been viewed 71 times by the public.

Participants with more complicated issues were encouraged to sign up for 30-minute one-on-one meetings with the project team on January 13, 2021. There were ten people that signed up for these Zoom virtual meetings. Additionally, phone calls were made to other concerned property owners and with those the project team had already met with, to resolve questions and obtain feedback. All new comments received were reviewed and considered in the preparation of the final plan.

The Planning Commission reviewed the draft ACP in a workshop on December 3, 2020 between the two open houses and again February 11, 2021. They held a public hearing to consider a recommendation for adoption of the Plan on February 23, 2021. City Council reviewed the draft ACP in a workshop on February 1, 2021 and will hold a public hearing to consider adoption of an ordinance at the April 7 City Council meeting.

At the February 1st City council Workshop, the staff was asked to increase their public outreach. This has been done utilizing GJSpeaks, social media channels and staff notifying and/or meeting with the GJ and Latino Chambers of Commerce. The project team has heard from a number of people via email and comments posted on social media and from email. Just on GJSpeaks, there have been over 630 unique pageviews, 155 views of the video and hundreds of users that have gone to the site to find out about the Patterson Road ACP. Written comments have been assembled and provided with this staff report as an attachment. From social media – Facebook, through February 23rd there were 58 comments on 3 posts, 6,687 people saw these posts and 878 people engaged by liking, commenting, or sharing with friends. Instagram and NextDoor also saw people's attention to the ACP. Additional public testimony was provided at the February 23rd Planning Commission meeting. Planning Commission tabled the decision until the March 23rd meeting to allow for additional outreach.

Access Management Benefits

The Street Plan Functional Classification Map within the Grand Junction Circulation Plan (GVCP) identifies the corridor as a Minor Arterial from I-70B (23.75 Road) to 25 Road and a Principal Arterial from 25 Road to Lodgepole Street (30.75 Road). Arterial roadways are considered higher order roadways that carry large volumes of traffic and have limited access. Implementing access management along Patterson Road will help the City by preserving and improving traffic operations along the corridor. By preserving the capacity of Patterson Road, more traffic can be carried throughout the corridor without the construction of additional travel lanes.

Access management provides the means to balance good mobility along a roadway with local access needs of businesses and residents. Many long-term benefits to a corridor include:

• Limiting full movement access within a corridor favors through movements and strategically identifies locations for vehicles to enter and exit the corridor.
• Congestion is reduced, lessening travel times and providing smoother traffic flow.
• Reduces or prolongs the need to add additional thru lanes as traffic increases.
• Reduced congestion results in less air pollution.
• It has tremendous safety benefits. Studies have shown a 30% to 60% reduction in crashes on roadways where access management techniques are implemented.
• Access management is also good for business, providing safe access to customers and retaining more of a community's original market area.

ACP Study Purpose and Goals

The purpose of this study is to coordinate development and growth anticipated in the area with the transportation needs for the local community and traveling public with the intention of improving safety and maximizing the life of the four-lane section along Patterson Rd. The goals for the project are as follows:

1. Provide effective and efficient through travel for traffic on Patterson Road utilizing the existing right-of-way and identify where additional right-of-way is needed.
2. Provide safe, effective, and efficient access to and from Patterson Road for businesses, residents, and guests to support the economic viability of the City.
3. Maintain compatibility with existing and proposed street network connections that provide local circulation to support the transportation system.
4. Support alternative modal choices, including transit, pedestrian, and bicycle routes.
5. Provide a plan that can be implemented in phases.
6. Maintain compatibility with previous local planning efforts. Such as, the Grand Junction Circulation Plan, Ballot 2A measure, and the One Grand Junction Comprehensive Plan.

Plan Development and Approach

The existing physical and operational characteristics of Patterson Road were investigated. Then, future physical and operational characteristics were projected for a 20-year planning period based on anticipated growth in the area. The ACP was created using input from City staff, private property owners, and the general public.

To achieve the project goals, various changes to the existing Patterson Road corridor are recommended, including:

• Restriction of numerous full movement access points resulting in right-in/right-out and ¾ movement (left-in, right-in/right-out) accesses.
• Limitation of full movement access to major signalized intersections.
• Reduction of access to one location per ownership and where feasible, shared between adjacent properties.

• For properties located adjacent to Patterson Road, access points may be relocated to lower order streets, where reasonable access can be preserved.
• Out of direction travel will be limited in general to a maximum distance of one mile (½ mile each direction). Out of direction travel is the distance needed to reach an access that has been obstructed by a center median compared to the distance needed on an undivided street.

The recommended changes to Patterson Rd will result in the following benefits:
• a 60% reduction of vehicle conflict points, which correlates to a reduction in crashes.
• a 45% reduction in conflict points for pedestrians and cyclists traveling on Patterson Rd.
• improved travel time in both directions during morning and evening peak periods.
• the addition of auxiliary lanes at major intersections to safely separate turning movements and through movements and allow through movements to travel unimpeded.
• retention of business market area over time by reducing congestion.
• increased fuel efficiency the traveling public and improved air quality by providing smoother traffic flow.

In addition to the recommended changes, several new local streets are proposed. These alternative streets provide additional circulation opportunities that will reduce local dependence on Patterson Rd by providing alternatives for restricted left-turn movements and reducing traffic at high-demand intersections.

Corridor Improvement Priorities

A base level review of corridor traffic safety and operations was conducted to support the ACP. Using a 2045 horizon year, traffic demand on the corridor is generally expected to increase by 33% in the morning peak hour and 24% in the afternoon peak hour. Since there are no well-established methods of estimating future crashes, data from 2014 to 2018 was used to evaluate existing intersection safety.

Patterson Rd intersections with the highest traffic safety and operations improvement priorities are at 25 Rd and N 12th St. The Patterson Rd segment with the highest priority for implementation of the ACP with a raised median is from 24 ½ Rd to 25 Rd due to the elevated number of driveway crashes.

Other locations on the corridor that show a high potential for crash reduction include the Patterson Rd intersections with 24 Rd, Market St, 24 ½ Rd, 25 ½ Rd, N 1st St, N 15th St, 28 ¼ Rd, 29 Rd, 29 ½ Rd, and 30 Rd. Implementation of the ACP with a raised median between 25 Rd and 12th St has a high benefit due to the number of driveway crashes recorded. Thirteen intersections on the corridor meet requirements for additional right or left turn lanes.

Other findings and recommendations for the corridor include the following:
• Alternative intersection types were considered, but it is recommended that the intersection at 24 Rd remain a conventional signalized intersection, with an additional northbound thru and eastbound left turn lane constructed to help traffic operations.
• Elimination of the traffic signal at Market St was considered because of its close proximity to 24 Rd, but due to the resulting impacts and in consideration of the potential relief that a future extension of F 1/2 Rd as a principal arterial would provide, it is recommended that the Market St intersection remain signalized.
• Restricting the 15th St to ¾ access was considered, but since the signal serves pedestrian movements and as a relief valve to 12th St, it is recommended to remain as is.
• Conduct further analysis to identify mid-block crossing locations that support pedestrian accessibility and transit access.
• Adopt alternative road connections into the City of Grand Junction's Street Plan Functional Classification Map as part of the Grand Junction Circulation Plan.

Implementation Conditions

The improvements recommended in the ACP represent a long-range plan to implement over time as traffic and safety needs arise and as funding becomes available. Construction of the improvements recommended may be completed using public and/or private funding. The following scenarios will trigger construction.
1. A property redevelops or changes use, resulting in an increase in traffic to and from the site of 20% or more.
2. Planned publicly funded project by the City.
3. A safety or operational issue develops that can be mitigated through the implementation of access management techniques consistent with the ACP.

It is important to remember that implementation of improvements recommended in the ACP will only occur with one of the triggers listed above. Without one of these scenarios, the ACP does not compel a property owner to make access changes.

Conclusion

Traffic demand on the Patterson Rd is expected to increase by 24% to 33% over the next twenty years challenging the future functionality of the corridor. Access management has been proven both nationally and statewide to effectively preserve the transportation function of arterial roadways by optimizing the performance of the road to improve the level of safety, reduce traffic congestion and preserve property values without constructing major arterial improvements. The findings of this study indicate that applying access management techniques along Patterson Rd, including the implementation of a raised median, addition of auxiliary lanes, and the consolidation of driveways, will significantly reduce conflict points for vehicles, pedestrians, and cyclists, which correlates to reduced crashes and improved safety. In addition, smoother traffic flow and improved travel times will extend the life of the existing four-lane section on

Patterson Rd. Prolonging the need for additional through lanes along Patterson Rd will result in taxpayer savings and reduced impacts to adjacent properties and businesses.

The proposed ACP and associated alternative routes provide the City with a corridor-wide vision for how to coordinate development and growth with the transportation needs on Patterson Rd. The ACP will provide clear expectations for access for both City staff and property owners/developers as land-use changes are proposed and public projects are developed. To provide for commitment to the access modifications and circulation routes recommended by this study, it is recommended that City adopt the ACP for Patterson Rd, as well as the proposed alternative routes. The ACP identifies access locations and levels of access by reference point for Patterson Rd within City limits. The ACP Table, which provides detailed conditions and requirements for each access point, is included in Appendix F. In recognition of the plan's long-range nature and the potential for conditions to change over time, the City should view this plan as a living document that can be amended to best meet future conditions and priorities for the City.

The Patterson Road Access Control Plan will become Title 38, Volume III, of the Municipal Code. It is a standalone plan in Volume III that houses the various land-use related adopted planning documents of the City. The Plan is attached to this staff report and is proposed to be adopted by Ordinance in its entirety.

NOTIFICATION REQUIREMENTS

Published Notice was completed consistent to the provisions in Section 21.02.080 (g) of the City's Zoning and Development Code. A notice of the public hearing was published February 2, 2020 in the Grand Junction Sentinel. Mailed notice and posting are not required for Comprehensive Plan Amendments. However, as noted above, GJSpeaks and the City's social media accounts were also used to get the word out to the community with a large response through those means.

ANALYSIS

The Patterson Road Access Control Plan will become Title 38 in Volume III, of the Municipal Code and one of many planning documents that support and implement the City's Comprehensive Plan. Pursuant to Section 21.02.130(c)(2) of the Grand Junction Zoning and Development Code, the City may adopt Plans consistent with the vision, goals and policies of the Comprehensive Plan and the following criteria for Plan Amendments are met:

21.02.130(c) Criteria

(1) The City may amend the Comprehensive Plan, neighborhood plans, corridor plans and area plans if the proposed change is consistent with the vision (intent), goals and policies of the Comprehensive Plan and:

Upon adoption, the Patterson Road ACP becomes a new Plan to Volume III of the Municipal Code and will become Title 38. The One Grand Junction Comprehensive Plan and all other adopted Plans by the City are elements of Volume III titled "Comprehensive Plan" and thus codified in Volume III.

This ACP is the first access control plan for Patterson Road and its need continues to grow as traffic increases with new development occurring along and in proximity of the corridor. Many Grand Junction residents and visitors use the corridor for their transportation needs. The ACP is supported by the recently adopted 2020 One Grand Junction Comprehensive Plan, in particular Strategy f under Goal 2 of Plan Principal 6 Efficient and Connected Transportation, which strategy states, "Access Management. - Plan, implement, and support the development of Access Control Plans (e.g. Patterson Road and North Avenue)". The Patterson Road Access Control Plan Study is ready for adoption as a planning document implementing the City's Comprehensive Plan adopted December 16, 2020.

Additionally, the proposed ACP implements the 2020 One Grand Junction Comprehensive Plan in the following ways.

It furthers the planning that is needed to help support a resilient and diverse economy and plan for future key infrastructure projects. It helps plan for infrastructure including center medians that support urban development. It further plans for creating a safe, balanced, and well-connected transportation system complete with center medians, shared accesses and turn lanes to help capacity and safety. These are supported specifically by the Plan Principals, Goals and Strategies from the 2020 One Grand Junction Comprehensive Plan listed below.

<u>Plan Principle 2: Resilient and Diverse Economy</u>
Goal 6. Invest in key infrastructure that supports business.
Strategy: Continue to strategically invest in transportation and utility infrastructure to serve business and implement the Grand Junction Circulation Plan…."

The adoption of the Patterson Road ACP furthers the planning that is needed to help support a resilient and diverse economy and plan for key infrastructure projects.

<u>Plan Principal 3: Responsible and Managed Growth</u>
Goal 4. Maintain and build infrastructure that supports urban development.

The ACP helps plan future infrastructure including center medians that support urban development.

<u>Plan Principal; 6: Efficient and Connected Transportation</u>

Goal 1. Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes - Strategy f Complete Streets - subsection vi. Constructing center medians, shared accesses and turn lanes to enhance roadway capacity and safety.
Goal 2 Actively manage transportation systems and infrastructure to improve reliability, efficiency, and safety - Strategy f Access Management. Plan, implement, and support the development of Access Control Plans (e.g. Patterson Road and North Avenue).

Staff finds that the ACP is consistent with the vision, goals, principles and policies of the One Grand Junction Comprehensive Plan. This criterion has been met.

(i) Subsequent events have invalidated the original premises and findings; and/or

The Patterson Road corridor continue to see increases in traffic and public safety concerns. As it is implemented, the Patterson Road ACP will systematically control the location, spacing, design, and operation of driveways, median openings, and street connections to allow for safer and better traffic flow and provide effective access to properties and public street connections to Patterson Road. Existing traffic continues to increase and projected to further increase over the next 20 years. Today's traffic demand and increasing future traffic are subsequent events that support the need for the ACP study and establish an access control plan for the Patterson Road corridor.

Staff finds this criterion has been met.

(ii) The character and/or conditions of the area has changed such that the amendment is consistent with the Plan; and/or

As noted in criterion (i), the condition of the corridor or traffic increases in the Patterson Road corridor have changed and are predicted to increase in the future, supporting the ACP as an important Plan implementing the City's Comprehensive Plan.

Therefore, Staff finds that this criterion has been met.

(iii) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or

This criterion is not applicable since the adoption is of an Access Control Plan and not about specific land uses.

Therefore, Staff finds that this criterion has not been met.

(iv) An inadequate supply of suitably designated land is available in the

community, as defined by the presiding body, to accommodate the proposed land use; and/or

This criterion is not applicable since the adoption is of an Access Control Plan and not a land use map amendment.

Therefore, Staff finds that this criterion has not been met.

(v) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment;

Access Control Plans work to coordinate planning, regulation, and design of access to properties along a corridor. The Patterson Road ACP involves the systematic control of the location, spacing, design, and operations of driveways, median openings, and street connections and manages the road corridor to not only preserve the transportation functions of corridor, but also to help preserve property values and the economic viability of abutting developments. It optimizes the performance of the roadway to improve the level of safety, reduction of traffic congestion and is key in minimizing the need to add additional lanes of traffic (expansion from 2 lanes to 3 lanes each way) that would have a much greater impact to the corridor and adjacent properties.

Staff finds that this criterion has been met.

STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing the Patterson Road Access Control Plan, CPA-2021-17, a request by the City of Grand Junction to adopt the Patterson Road Access Control Plan (ACP), as Volume III, Title 38 of the Municipal Code, the following findings of fact have been made:

1. The proposed Access Control Plan is consistent with the goals and policies of the Comprehensive Plan.

2. At least one of the review criteria in Section 21.02.130(c)(2) of the Grand Junction Municipal Code have been met.

Therefore, Staff recommends approval.

FISCAL IMPACT:

Implementation of the access management plan will occur either as specific safety issues require improvements or as development occurs. Projects are anticipated to be funded either from transportation impact fees or by property owners at the time of development/redevelopment.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. XXXX, an ordinance adopting the Patterson Road Access Control Plan as Volume III, Title 38 of the Municipal Code on final passage and order final publication in pamphlet form.

Attachments

1. Public Outreach
2. GJSpeaks comments and City responses
3. Additional email comments and other communications Feb 18-23
4. Additional Emails and Comments - Feb 23rd
5. Patterson Road Access Study
6. Patterson Road Access Study - Appendices
7. Proposed Ordinance - Patterson Road Access Control Plan
8. Planning Commission Minutes - 2021 - February 23 - Patterson Road ACP

Outreach

Event	Postcards sent	Event Attendees	Unique Pageviews	Video Views	New Users*
October 1st Open House	841	30	91	50	255
One-on-one Stakeholder/ Property Meetings		15			
January 13th Virtual Open House	740	11	230	12	227
February 9th Planning Commission			198	93	470
February 23rd Planning Commission			102		55
Total	1581	56	621	155	1007

* New Users is for the whole GJ Speaks Site - other projects include Tiara Rado Open Space project and PROS Master Plan in Sept and Oct

-Representation for HOA's and Business complexes
-Representation for Emergency Services, Transit, Chamber, School District, County
-14 comments from GJ Speaks
-Held meetings with multiple groups more than once (St Mary's Hospital, Northeast Christian Church, Mr. Tipton, Mr. and Mrs. Muhr)

Social Media

Social Media	Comments	Viewed Post	Engaged
Facebook	58	6687	878
Instagram	5	2954	
NextDoor	12	4264	

Comments received through GJSpeaks

As of February 17, 2021

Grand Junction Speaks
Published Comments for February 23, 2021 Planning Commission Meeting
Patterson Road Access Control Plan

As someone who already lives on a street that is used as a pass through to other neighborhoods so that people can avoid sitting at a light, I am extremely displeased to find that my street will become an even bigger pass through. Our street is 20mph, but people regularly speed at upwards of 45mph. This will only create problems in residential neighborhoods that are used to redirect traffic to a light. This plan is moronic, it will create neighborhoods that are used by people trying to get home and/or out of their street. The traffic is not that bad, money could be better used to improve North Ave, which is an ugly pot hole filled disaster.

02/12/2021 9:24 am

Heather Pool
609 Starlight Drive
Grand Junction, 81504

I'm against restricting any access with the use of medians regardless of traffic congestion. Roads within the core of the city like Patterson and North Avenue should maintain access at all cost and be expanded to include shared bicycle lanes or separate bicycle lanes to relieve the congestion. Along with reduced speed limits, cut thru traffic should go around the city center not cut thru. Also finish phase 1 of north avenue, before starting new projects like this...come on man, you have gray plastic trash cans at bus stops on north Ave.....Do Better! Lower speed limits on north Ave as well as Bike lanes, landscaping, bus stop benches, remove the river rock in the parkways etc...raise your standard.

02/12/2021 9:22 am

William ferguson
1320 N 21st street
Grand junction, 81501

I understand the need and appreciate the information provided by Trent Prall but I am hoping that park of this plan will extend the length of turn lanes because you will be funneling use. I'm also concerned about the ability to merge across two lanes and move into a third turn lane within a relatively short distance depending on where your access point is in relation to a large intersection. Will the allotted time for left turn signals be increased? Changed to flashing yellow? I understand the need but I'm hoping that steps are taken to mitigate the impact of this change.

02/11/2021 3:02 pm

Peter Firmin
2923 WAGON WAY
Grand Junction, 81504

The thing that came to mind for me is not only access to businesses and neighborhoods but also emergency vehicles trying to navigate through traffic. Right now they have a full middle lane available when traffic is unable to yield the right of way. Traffic will continue to become more congested as our city grows and this will ad to the difficulty of getting care and help in any emergency situation.

02/10/2021 9:58 am

Nova Tucker
642 1/2 Ian Ct.
Grand Junction, 81504

What is going on with our Planning Department? This was done once before – this stopping of left hand turns. All of the medians had to be torn out because it was extremely difficult for business and the public. (Huge waste of money!) By attempting to do this again and without proper notice is fools play. Of the people I have talked to, who were to get notice about this, nearly everyone said they didn't know anything about it. I can understand why. Notice was on an Orange postcard that I am sure most people tossed away thinking it was one of the many cards we all get asking us if we want to sell our homes. I don't feel there was proper notice given. There are other, more effective ways to get notice out. This was not one of the best ways to do so. Your public has not been appropriately informed and you stand to suffer a huge backlash because of it.
No left hand turns off Patterson for 7 miles will cause a larger traffic problem in the neighborhoods where streets are narrow putting many neighborhood children in jeopardy. Not the wisest of choices. Please rethink this. I believe there has to be a better solution to a traffic problem that hasn't really manifested itself yet. Let the public help brainstorm for a better solution.

02/09/2021 4:18 pm

Ruth Kinnett
581 Grand Valley Drive
Grand Junction, 81504

Very dismayed to hear the plan to stop all left turns on Patterson for 7 miles. Does anyone remember: this was done before? By constructing a median down the center of Patterson Road to stop left turns? It was so diffictult for businesses and for the public to access, that there was another huge expense to remove the median. Yes, you asked for input, City. Some residents received notice a day after the meeting. Some of us did not receive any notice that must access Patterson to our homes. How many accidents have YOU seen - left turns? None here. Have seen left turns at signal lights. There was an extensive traffic study done regarding the Lodge at Grand Junction. The study showed there is a minimum time of traffic that would impede left turns. Most of the time, left turns can be done safely. There is maybe 1.5 hrs morning & evening that it isn't possible to turn left. Please don't over-react on this. There are not a lot of streets to "go around the block" to get to our destination making only right turns. There's a lot of businesses, homes, senior centers, medical facilities, post office which will be adversely affected. Much bigger cities than Grand Junction allow left turns.

02/09/2021 3:12 pm

Lois Dunn
PO Box 1889
Grand Junction, 81502

Grand Junction Speaks
Published Comments for February 9, 2021 Planning Commission Meeting
Patterson Road Access Control Plan

Hi. I am still concerned about the access to my driveway. It has changed to "C" instead of closed but from what I understand it is conditional and could still be closed. As I expressed at the in person meeting in October, this is the only entrance you can use to access the garage. The garage doors face Patterson. If this access is closed it extremely devalues our house. If this proceeds as it currently is we will need to speak to the city ROW agent about compensation for the tens of thousands of dollars that we will lose. What good is a garage if you can't park in it. We also currently have a drive-thru drive way, again we will lose value when we resell, if we no longer have that. My house is the corner house on Patterson and Partee. The suggested entrance to be closed is east of Partee. My address is 2918 Patterson Road. I also disagree with the right in/right out. We currently have so much traffic that comes out of Safeway (right only) that crosses two lanes of traffic in a short distance that then turns onto our street (Partee) and then does a U-turn on our property so that they can turn right and head west on Patterson. I point this out because the roads you do not make right in/right out will have the same issues I now face. The traffic is a mess and it is tearing up my property. To recap, I strongly oppose closing my Patterson Road driveway and the right in/right out proposal.

02/08/2021 1:08 pm

Merton m Fisher
2918 Patterson Road
Grand Junction, 81504

I have looked carefully at this plan and beyond the scope of what you see on the pages via the GIS maps.
I am concerned about point 64 being conditional. The homeowners off of Meander need guaranteed access. Planned Access 34 is concerning. There is potential for a significant cost to the property or future property owner to make this happen.
Construct the final leg at 27 1/2 road (North East Christian). Close the existing NECC access. Route properties to west of NECC to Wellington, do not force the proposed access at #138.
Make 149 RI/RO, 150 - No, instead route access to the existing ROW that connects El Corona to Santa Fe Dr. The reroute Santa Fe Dr to Camino Del Ray and reroute Camino Del Ray across 115 Camino Del Ray (Boundary Adj) to connect cleanly to Rio Grande.
Make 196 RI/RO. I have a concern about 195, 197 & 198. Instead continue Cascade Av to the East and South to connect into 29 Rd.
#234 Broken Spoke collects alot of traffic to north and east, and connects to F 1/2. Should be a 3/4 access.
#244 RI/RO - why is it Conditional Safety. Look beyond your detail area to see what is already happening there.
#252 - RI/RO

Re: pts 25-34 - Access to Flat Top Ln should be mandatory and Flat Top Ln widened on the south side to accommodate traffic flow.
Pt 33 Should remain open as there is not space to allow parking lot traffic flow to the two properties to the south.
Personally, I feel that 70-80% of the plan will meet your stated safety goals for the future. However, the plan will create frustrated drivers if 3/4 turn options are not used appropriately.

02/08/2021 11:01 am

Virginia Brown
2526 Patterson Rd, #101
Grand Junction, 81505

Leave Patterson alone until the City does something with the whole of North Ave. In a quote from this evening comes this example of local-attitude when it comes to doing anything before plans are made. "The City "gods," are not going to do anything with North Ave until hell freezes over. The Name change from North to University was going to cost the businesses on North in excessive over 500K over all. when that was proven to the City gods of GJ, they put in a U-Haul command center, that utterly ruined North Ave. (the city gods of GJ) ain't gonna do _____!" This is the sentiment of many locals and it has been for years. Look at "Reverse-Parking," how well did that go over? If we have the money to repair our roads and walkways, let's look at the whole of the city/county, fix what needs it the most, then gradually move up to Patterson Ave. which needs more traffic cops on duty then it does street lights. Issues with Patterson is like trying to fix mistakes of the past. If actual repairs are going to be made on that streatch of road, someone is going to loose their property along the way. Think carefully of what you are planning on doing to Patterson. Ave.

02/05/2021 7:24 pm

John A Edwards
2668 B 1/2 Rd.
Grand Junction, 81503

What is the current status of the I-70/29 Road Interchange? If and when that exit is created, how much traffic is expected to use 29 Road South to Orchard & North Avenues and points south instead of using Patterson Road between St. Mary's and Clifton/BL-70?

That should be taken into consideration for the Patterson Road plans as that will reduce the reliance of Patterson Road for many.

02/05/2021 3:23 pm

Tim Kubat
489 Sheldon Road
Grand Junction, 81504

Hi, I am not in favor of medians. I think sometimes you cannot turn where you need to. Also there are few places which allow you to make a U Turn when not being able to cross the road. I think that medians help with bicycle traffic if there is not a way to go left.
Please get on a bicycle and ride this portion of Patterson and see if you think it is hard to

turn left.
How many times have you gone through the exit at a store or restaurant on Patterson and discovered that you can't cross.
There are other ways (rounabouts for example which will be better.

02/05/2021 1:54 pm

Patricia Johns
2217 MESCALERO AVE
GRAND JUNCTION, 81507

If you are thinking of putting in raised medians, then that is a HORRIBLE idea for Patterson Rd. A lot of people need to be able to access the middle lane in order to cross traffic (ie: when trying to turn left onto Patterson when it's busy from 28 Rd or any of the other streets). Raised medians will be a waste of time and money, especially with a smaller budget and when other streets in this town need more funding to improve potholes, etc. If this is put forth, then more traffic lights will also be needed along Patterson, so it will be more accessible. Research other towns that have put in the raised medians along major roadways against their town's majority wishes and still have more problems with them (ie: Cortez). Also, try accessing Patterson from a road that doesn't have a traffic light, without using the middle lane, on a busy day. It's almost impossible. Leave Patterson alone.

02/05/2021 1:17 pm

KJ Kraich
2809 Cottage Ln
Grand Junction, 81506

On behalf of Northeast Christian Church, I would like to address the proposed Patterson Road Access Control Plan. We understand and agree with the safety concerns and need to better control traffic entering and exiting Patterson Road. However, due to the proposed restriction/loss of "left-hand turns" exiting our property onto Patterson Road, I would like to formally speak against the plan in that regard. It is our understanding entering our property at 2751 Patterson Road will also be restricted to only eastbound traffic. This will make it unreasonably difficult to both enter and exit our property... We are in favor of opening the 27 1/2 RD intersection on the south side of Patterson, which would be a signaled intersection and the safest option. However, due to utility company XCel Energy owning a gas regulator station at that location it is cost prohibitive. We would respectfully ask the city to leverage any influence they have to working a better solution with XCel to open that intersection. We would be favorable to vacating land necessary for the relocation of the gas regulator to the west of the current location if that would help with the situation. So, again, we understand and agree with the safety concern, and want to find a workable solution, however, losing both the ability to enter our property while westbound and not being able to exit our property westbound will greatly restrict access. Thank you for the opportunity to comment.

02/04/2021 2:10 pm

Seth Thomas
2751 Patterson RD
Grand Junction, 81506

I would like to see the Patterson corridor median to be better than the ones on North Avenue and Horizon Drive and the Riverside Parkway. We need to address lighting for the nighttime also zero-maintenance vegetation and any sound reduction for the area.

02/02/2021 6:07 pm

Robert Garrison
2778 Patterson Road
Grand Junction, 15006

Email Response sent out to the Public commenting on GJSpeaks received through February 17, 2021

David Thornton

From: Rick Dorris
Sent: Wednesday, February 17, 2021 4:26 PM
To: Rick Dorris
Subject: Comment Response for the Patterson Access Control Plan
Attachments: Patterson Road Summary.pdf

Thank you for your interest in the Patterson Road Access Control Plan and your comments on GJSpeaks.org. The City has reviewed all comments made through the GJSpeaks website and noted recurring themes where we'd like to provide clarification.

- The project team carefully reviewed the corridor using crash records, traffic counts collected in early 2020, and transportation engineering best practices to determine the level of access provided. At many locations, minor street intersections with Patterson Rd are too close to major intersections, meaning that left turns cannot safely be made to the minor street. Our methodology in development of the plan included limitations of out-of-direction travel to 1 mile.
- While commonly understood to be "unsafe" compared to direct left turns onto a major street, studies have shown that making a right turn from a driveway and then performing a U-turn is less likely to result in a crash. This safety advantage is mainly due to a driver only having to cross one stream of traffic at a time.
- Growth forecasts were provided by the Grand Valley Metropolitan Planning Organization travel demand model for the year 2045. This model doesn't just consider land development over time, but also the shifts of traffic demand resulting from the construction of other transportation improvements in the area.
- Driveways marked "C" will remain open until the property redevelops. For the purposes of this plan, "redevelopment" means a land use change that is expected to increase traffic generated by 20% or more. A question came up regarding Accessory Dwelling Units and whether adding one would trigger the Redevelopment threshold. It was determined that they do not. Also, transferring ownership or making improvements to a single-family residential property do not meet this "redevelopment" threshold.
- Adoption of this Access Control Plan by City Council is just the first step toward implementing raised medians along Patterson Rd. In the near term, City staff will use the plan as a tool when reviewing proposals for development along the corridor. Construction of the raised median will occur over time as engineering and construction funding becomes available. The median will be prioritized along segments that have the highest traffic safety/operational needs and t may be a very long time before medians are constructed in relatively low traffic areas.

Additional detail regarding the Access Control Plan is attached for your reference.

Instructions for participation in the GoToWebinar for the public hearings are below.

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Council). The meeting will run as a public hearing, and as such, members of the public can only speak during the public comment period. The meeting chair will provide specific instructions during the meeting on how to speak during the public comment period. To do so, you will need to use the "raise hand" feature and wait for your name to be announced by City staff. Once prompted, your opportunity to provide comment will begin. Please direct questions to the Commission/Council (not the Applicant or Staff). Public comment is limited to 3 minutes per person. Once you have finished speaking, or your 3 minutes has expired, Staff will mute your mic. You will not be able to share your camera or screen during the meeting. If you have any questions on how to participate virtually, please contact Isabella Vaz at isabellav@gjcity.org or by calling 970-256-4087.

Feel free to contact me using the information below or David Thornton at 970-244-1450 or Davidth@gjcity.org if you have additional concerns.

Thanks,

Rick Dorris, PE, CFM
Development Engineer
City of Grand Junction, CO
970-256-4034
rickdo@gjcity.org

Due to the recent rise in COVID-19 cases, City Hall is closed to the public starting Monday, November 16, 2020 but there are no anticipated interruptions to City services. Staff are available by email and phone during regular work hours and appointments can be made on a case by case basis.

PATTERSON ROAD ACCESS CONTROL PLAN

Patterson Rd Conditions

Since its construction in 1984, Patterson Rd has served as a critical east-west arterial corridor for Grand Junction's transportation system. Successful economic development along the corridor has increased travel demand and necessitates the need to improve safety, operations, and reliability. Based on the last five years of available data, approximately 64% of crashes on Patterson Rd are related to intersections and driveways. In addition, traffic volumes are projected to increase by 33% over the next 20 years. Without access management, this increase in traffic will result in the following:

- Increased congestion and the need to increase capacity on Patterson Rd (add lanes)
- Reduced opportunity for vehicles to make left turns safely during peak periods (increased crashes)
- Increased delay for vehicles entering Patterson Rd (longer wait times to make turns)

Access Management Benefits

Access management is the coordinated planning, regulation, and design of access between roadways and land development. Access includes public street intersections and private driveways. Identifying key locations where vehicles enter a roadway; minimizing the number of places where vehicles enter the roadway; minimizing the number of conflict points between vehicles; and providing adequate circulation for vehicles to route to their desired destination all plays a role in access management. Raised median is a common technique on arterials, such as Patterson Rd, to reduce the number of conflict points and focus turning movements at key intersections.

Access management will optimize the performance of Patterson Rd and can provide the following benefits:

- Safety - between 30% to 60% reduction in crashes
    - 74% of crashes at access points are related to left turn movements
- Increase roadway capacity by 20% to 40%, thereby reducing delay
- Provide a more predictable and consistent development environment
- Managing roadways to operate at maximum capacity costs less than investing in new or expanded roadways.
    - Saves tax-payer dollars that would be spent on Patterson Rd. widening projects
    - Reduces impacts to adjacent properties related to right-of-way acquisition for widening

Access Control Plan

The purpose of the Access Control Plan (ACP) is to coordinate growth anticipated in the area with the transportation needs for the traveling public in order to improve safety and maximize the life of the four-lane section along Patterson Rd. The City of Grand Junction identified an ACP as a first step toward planning for both private development access and for public improvement projects, such as a raised median and auxiliary lane projects, along 7.1 miles of Patterson Rd from US 6/US 50 to Lodgepole St. The ACP defines access locations and configurations (which movements are allowed), with consideration for circulation and alternative access opportunities on a corridor-wide basis rather than an individual, first-come, first-serve basis. It considers how adjacent access points impact each other and provides property owners with security in the planned access for their property.

The recommended changes to Patterson Rd will result in the following benefits, once fully implemented:

- a 60% reduction of vehicle conflict points, which correlates to a reduction in crashes
- a 45% reduction in conflict points for pedestrians and cyclists traveling on Patterson Rd
- improved travel time in both directions during morning and evening peak periods
- the addition of auxiliary lanes at major intersections to safely separate turning movements and allow through movements to travel unimpeded
- retention of business market area over time by reducing congestion
- increased fuel efficiency and improved air quality by providing smoother traffic flow
- clear expectations of access for both City staff and property owners/developers.

Implementation

The improvements recommended in the ACP represent a long-range plan to implement over time as traffic and safety needs arise and as funding becomes available. Construction of the improvements recommended may be completed using public and/or private funding. The following scenarios will trigger construction.

1. A property redevelops or changes use, resulting in an increase in traffic to and from the site of 20% or more.
2. Planned publicly funded project by the City.
3. A safety or operational issue develops that can be mitigated through access management techniques

Implementation of improvements recommended in the ACP will only occur with one of the triggers listed above. Without one of these scenarios, the ACP does not compel a property owner to make access changes.

Other Public Comments received through February 17, 2021

David Thornton

From: Rick Dorris
Sent: Wednesday, February 17, 2021 4:53 PM
To: mansretired@aol.com
Subject: Patterson Access Control Plan
Attachments: Patterson Road Summary.pdf

Dear Ray,

Thanks for your email. I'll answer your questions in red below and beneath that is an email sent to the citizens who commented on GJSpeaks.org. You may find it information. Also included are instructions showing how to join the virtual Planning Commission and City Council meetings.

I have a couple of question's.
1. How did you come up with this idea/plan to make change's on Patterson? The City hired a transportation engineering firm from Denver with extensive experience in municipal traffic management and creating access control plans. What was the engineering that went into it. This would take pages to answer completely but suffice it to say, the consultant examined all 280ish access points to determine how to treat them. They also counted traffic at most of the public street intersections along the 7 mile corridor. The attachment and information below will help answer this question. I never seen any traffic counters across Patterson. They counted peak hour movements, using professional traffic counting personnel, which don't use tubes. The City periodically counts through traffic on major public streets. The last count on Patterson was March 3rd and 4th of 2020 before COVID affected traffic. Traffic counts on Patterson vary from approximately 19,000 vehicles per day (VPD) just east of 30 Road to 36,000 just west of 28 ¼ Road, to 7100 just west of 24 Road.
2. How does the 29 road bypass work into your plan to mess with Patterson? The 29 Road bypass will reduce traffic on portions of Patterson and may increase it a little in other areas. If you you ever do put the bypass through you be endangering School Children. When the 29 Road bypass is constructed it will include improving 29 Road south to Patterson. School safety is something the City takes very seriously and proper pedestrian measures will be designed and constructed to provide safe access for school traffic and pedestrians.
3. Why aren't you trying to improve the down town street's, to include North Avenue, 1st Street, 5th Street, 7th Street, and address 12th Street and 28 3/8 Street. CDOT will be making major improvements to the majority of North Avenue (it is a state highway) starting in 2022. The City has an aggressive schedule to routinely maintain our street network and occasionally we do a major reconstruct. 7th Street was reconstructed from North Avenue to Wellington in the last 2 or 3 years. 1st Street was rebuilt from Ouray to North Ave. a few years ago. The west half of 24 Road will be built, from Leland to I70, starting later this year. F ½ Road parkway will be built from 24 Road to 25 Road and down to Patterson starting in a couple of years. We have several other major projects in the works that were identified in ballot measure 2A which passed in November of 2019.

Fee free to call or email me if you have additional questions.

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The City has reviewed all comments made through the GJSpeaks website and noted recurring themes where we'd like to provide clarification.

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Thanks,

Rick Dorris, PE, CFM

Development Engineer
City of Grand Junction, CO
970-256-4034
rickdo@gjcity.org

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David Thornton

From: Andrew Amend <andrew@Stolfusandassociates.com>
Sent: Wednesday, February 17, 2021 4:24 PM
To: Mark Shoberg
Cc: kenneth perino; Rick Dorris; David Thornton; Michelle Hansen
Subject: RE: Patterson Road ACP Follow Up

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Hi Mark,
The updated plan allows left turns in to Burkey Street, along with right turns in and out. Access to 2532 Patterson Road where there is currently a porkchop island will be restricted to Right-In, Right-Out only.

Best regards,

Andrew Amend, PE, PTOE | Transportation Engineer
Stolfus
www.stolfusandassociates.com
Stolfus & Associates, Inc. | 5690 DTC Boulevard, Suite 330W | Greenwood Village, CO 80111
Main: 303 221 2330 | andrew@stolfusandassociates.com

From: Mark Shoberg <marks@brayandco.com>
Sent: Wednesday, February 17, 2021 10:42 AM
To: Andrew Amend <andrew@Stolfusandassociates.com>
Cc: kenneth perino <drgenoos@gmail.com>
Subject: FW: Patterson Road ACP Follow Up

Hello Andrew,

Kenneth owns a business at Foresight Park and has a question below. Can you replay all? Thanks again for all your help.

At our meeting yesterday I did not get a good answer to my question concerning changes to Burkey Street and Patterson (west of postoffice) and to area of our pork chop at the west end of our property at 2532 Patterson Road, Foresight Professional Plaza. Will these two sites have limited access, ie left turn out and left turn in restrictions?

Have a great day!

Mark S.
Bray HOA Management
637 North Ave. Grand Jct, CO 81501
hoa@brayandco.com
970 242 8450

This communication does not constitute legal advice.
Please consult an attorney for all legal matters...

From: Andrew Amend <andrew@Stolfusandassociates.com>
Sent: Tuesday, January 19, 2021 8:20 PM
To: Bray HOA Managers <hoa@brayandco.com>
Cc: Rick Dorris <rickdo@gjcity.org>; David Thornton <davidth@gjcity.org>; Michelle Hansen <Michelle@Stolfusandassociates.com>; mattclarkcreations@gmail.com
Subject: Patterson Road ACP Follow Up

Dear Mr. Shoberg,
As discussed at our Zoom meeting last Wednesday, our project team has performed an engineering investigation into your request to provide ¾ (Left-In and Right-In) access to Foresight Circle. In development of this plan, our team applied the concept of Functional Intersection Area (FIA), as defined in the TRB's Access Management Manual. While accounting for the 216-foot peak queue length projected in 2045 at 25 Road, we have concluded that Foresight Circle is outside the FIA. Because Foresight Circle is a public street and outside the FIA for 25 Road, the plan has been revised to provide ¾ access at #40, as shown in the attached exhibit. We have also redesignated access to Northgate Drive to ¾ in order to provide greater access to the south side of Patterson Road and to provide a u-turn opportunity for traffic coming from the east.

Thank you for your interest in the project,

Andrew Amend, PE, PTOE | Transportation Engineer
Stolfus
www.stolfusandassociates.com
Stolfus & Associates, Inc. | 5690 DTC Boulevard, Suite 330W | Greenwood Village, CO 80111
Main: 303 221 2330 | **andrew@stolfusandassociates.com**

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Additional Emails and Comments received between February 18th and February 23rd

David Thornton

From: jeff.p.tipton@gmail.com
Sent: Thursday, February 18, 2021 2:24 PM
To: Rick Dorris
Cc: BB Mur; Trenton Prall; David Thornton
Subject: Re: Need to meet

** - EXTERNAL SENDER. Only open links and attachments from known senders. DO NOT provide sensitive information. Check email for threats per risk training. - **

Hi Rick,

Thank you for reaching out. Yes, the Muhrs and I met with Trent on Tuesday.

We voiced numerous concerns to him including the manner in which the city notified impacted homeowners, our own safety regarding moving the road closer to our homes, fairness in providing a 3/4 turn for a future development across the street yet denying us similar considerations, a clear idea of how much land we would have to give up, a firm timeline for implementation, the triggers that would forfeit our access points, the fact that if closure was triggered I would also lose property via easement forcing me to share my driveway, as well as the desire to finalize a plan now vs in the future. Per Trent, it sounds as if there are numerous projects with higher priority so we just wonder why this needs immediate approval for "the big picture" that will likely change before this access control plan would be needed. Certainly it seems as if this decision could be revisited down the road at some point?

From that meeting alone, I can assure you both the Murhs and I still have considerable objections and fear of the potential ramifications of the current plan. The current wording of the plan also seemingly contradicts things we've been told via updates and clarifications on triggering the conditional closures, so we would like to see the revisions in writing.

We are still hoping the city can find a better approach in which the needs of those living in impacted corridor are addressed equally with the city's desire to establish a long term plan now as opposed to later following more research and planning. It is our collective opinion that the current version of this plan only addressed the city's concerns at the expense of those of us who live here.

It seems as if you feel closing access points somehow demonstrates a solution, though the number of trips in and out of my residence is negligible in comparison to your problem areas. Left turns at stop light intersections seem to be a bigger safety issue per the data/maps we've seen, yet those turns are not being restricted in the same manner. It just seems as though a generalized solution is being mass implemented without regard to a clear positive impact towards a mutual solution. We are not your problem, and we fail to see how the current plan does anything but hurt us and our ability to access our properties while simultaneously devaluing our properties.

I would greatly enjoy the opportunity for further dialog with people involved in developing and voting on this plan. I will certainly attend all meetings I am able to going forward.

Please help us to achieve the goal of finding solutions that work for both the city and it's citizens. We just want to be treated fairly in this process. Thank you again for reaching out.

Regards,

Jeff Tipton
2623 Patterson Rd
970-250-0015

On Thu, Feb 18, 2021 at 11:47 AM, Rick Dorris <rickdo@gjcity.org> wrote:

Jeff,

I know you visited with Trent Prall on site the other night. In case you didn't know, Trent is the public works director so you have already talked to the top City official short of the City Manager. I don't know that I can add anything to the conversation that Trent didn't cover. If you want to meet tonight I can still do that. Please let me know.

If you want to dial into the Planning Commission and City Council meetings the information is below.

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David Thornton

From: Rick Dorris
Sent: Friday, February 19, 2021 10:46 AM
To: David Thornton
Subject: FW: Comment Response for the Patterson Access Control Plan

Thanks,

Rick Dorris, PE, CFM
Development Engineer
City of Grand Junction, CO
970-256-4034
rickdo@gjcity.org

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From: Lois Dunn <loisgdunn@gmail.com>
Sent: Friday, February 19, 2021 10:23 AM
To: Rick Dorris <rickdo@gjcity.org>
Subject: Re: Comment Response for the Patterson Access Control Plan

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To: Rick Dorris,
I am surprised you are asking for public input. It is very obvious that the decision has been made on your Patterson plan. Why are you asking????
You say it saves fuel....really?? there aren't that many neighborhoods you can drive through to make a right turn. It is going to cause great hardship for businesses & for neighborhoods. The rush hour is an hour in the morning & an hour in evening. The rest of the day, turns can be safely made.
Don't ask us what we think....when you obviously don't care.
Lois Dunn

On Wed, Feb 17, 2021 at 3:26 PM Rick Dorris <rickdo@gjcity.org> wrote:

> Thank you for your interest in the Patterson Road Access Control Plan and your comments on GJSpeaks.org. The City has reviewed all comments made through the GJSpeaks website and noted recurring themes where we'd like to provide clarification.

Grand Junction Area
CHAMBER
OF COMMERCE

February 19, 2021

(delivered electronically)

Dear Members of the Grand Junction City Council and City Manager Greg Caton;

I am writing on behalf of the Grand Junction Area Chamber of Commerce Board of Directors to publicly thank staff for sharing information on the proposed Patterson Access Plan and to urge the Council to delay a final vote on the plan until more outreach with affected businesses and residents can take place.

We truly appreciate and applaud the overall goals of the plan to improve public safety and to improve capacity. However, in discussions with board members after the presentation by staff yesterday board members expressed concern that there had not been enough direct stakeholder investment with affected businesses and residents. A plan of this magnitude deserves careful scrutiny and perhaps even some modification based upon community input. For these reasons we ask that the plan adoption be postponed. This is a twenty-year plan and a few weeks or months of further scrutiny and input is worth the effort, particularly if it results in greater awareness and maybe even some mitigation based upon citizen engagement.

Thank you again for sharing this with the Chamber Board and Staff and we would be happy to assist with business outreach if adoption is postponed.

Sincerely

Diane Schwenke
President/CEO

David Thornton

From: Trenton Prall
Sent: Tuesday, February 23, 2021 6:36 AM
To: Rick Dorris; Michelle Hansen; Andrew Amend; Tamra Allen; David Thornton
Subject: Fwd:

Some feedback from a concerned citizen. No address provided.

Thank you,

Trent Prall, PE
Public Works Director
City of Grand Junction
970-256-4047 / 970-201-6384

From: Jeanie Lange <groovygranny427@gmail.com>
Sent: Tuesday, February 23, 2021, 6:14 AM
To: Trenton Prall
Subject:

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No left turns on Patterson will create a whole new set of problems. People trying to make u turns is one I can think of. Won't matter if they are illegal. Properties directly off Patterson will have an increase of turn arounds in their lots causing a whole new danger to people. Rethink this!
Thank You Very Much.
Jeanie Bamford

David Thornton

From: KAREN BURCKHALT - Voicemail box 1450 <voicemail-noreply@jivecommunications.com>
Sent: Monday, February 22, 2021 2:53 PM
To: David Thornton
Subject: Voicemail from KAREN BURCKHALT at (970) 201-8381 on Feb 22 2021 2:51 PM
Attachments: 1614030702-00001291.mp3

** - EXTERNAL SENDER. Only open links and attachments from known senders. DO NOT provide sensitive information. Check email for threats per risk training. - **

You received a new voicemail message.

Time: **Monday, February 22 2021 2:51 PM**

From: **KAREN BURCKHALT (970) [redacted]**

Duration: **47 seconds**

Message: **You have a new voicemail!**

Voicemail box: **1450**

Message received, expressed concern and opposition to Eliminating left in and left outs from local streets on to Patterson Rd.

Feb 22, 2021
Trent called her back and talked with her.

Sincerely,
The LogMeIn Team

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David Thornton

From: krusa2@gmail.com
Sent: Tuesday, February 23, 2021 10:04 AM
To: David Thornton
Subject: Patterson Road access control plan

** - EXTERNAL SENDER. Only open links and attachments from known senders. DO NOT provide sensitive information. Check email for threats per risk training. - **

Dear David Thornton,

My primary concern about the Patterson Road access control plan is access to my home, neighborhood and local businesses. The plan will lead to additional traffic through neighborhoods on infrastructure that was not intended for such an increase in traffic. Increased traffic through neighborhoods will pose increase risk to families and children walking and playing within the neighborhoods. Drive time and distance will increase in order to access these neighborhoods and businesses which will lead to more congestion and safety concerns. An example is access into the ParTee and Cris Mar neighborhoods using Bonito to access 29 road. In the morning and afternoon it is already difficult to access 29 road to Patterson, additional traffic will make this almost impossible. Additional concerns include whether existing turn lanes at intersections will need to be lengthened to address increased demand. An example of what issues this may pose is from Cris Mar turning right onto Patterson but having enough space to move to the left turn lane by 29 Rd.

There needs to be significant in person neighborhood meetings that can take place once COVID restrictions are lifted before such a draconian plan is adopted which will impact me personally, our neighborhood, local businesses and thousands of people.

Thank you
A very concerned citizen
Aldis Strautins

Additional Emails and Social Media Comments and Statistics – 23 February 2021

Patterson ACP Feedback and Analytics

Facebook:

- 58 comments on 3 posts
- 6,687 people reached (saw these posts)
- 878 people engaged (liked, commented, shared with friends)

Instagram:

- 5 comments on 3 posts
- 2,954 impressions (people who saw posts)

NextDoor:

- 12 comments on 3 posts
- 4,264 impressions (people who saw posts)

Social Media Comments/Feedback:

(Please note: NextDoor only provides a last initial, not a full last name)

- Jared Emmert (FB): I'm all for it. Too many people use the center turn lane as a merging lane. I can't count how many times I've almost been hit by people doing that.
- Mobile Grand Junction (FB): I have some ideas. First make the medians like those on 6&50 where drivers can turn left off Patterson into the neighborhoods but not left across traffic leaving the neighborhoods. There also needs to be a traffic signal at I-70B/Hwy6&50 and Patterson Road, then remove the nearby cloverleaf ramp. Install sidewalks on both sides the full length. No more walking in the dirt. Use the covered canal right-of-way on the south side to build a bike path between Mesa Mall and 1st Street. Patterson also needs to be widened between 1st Street and St.Mary's complete

with sidewalks. These improvements alone will greatly benefit everyone and increase public safety.

- Sandee Patton (FB): I think all bus stops, not just on Patterson, should be recessed into the sidewalk area.
- William C. Ferguson (FB): This is such a bad idea and waste of money.... Looks like the city has found another way to burn thru tax dollars while destroying communities.. sure it improves safety..but it destroys access and convenience for those living in these neighborhoods. My question would be why was there not a counter argument presented at anytime during this entire process. Instead all we hear is the sales pitch and safety spin. There is no mention of the impact on travel time people will now have to add to their commute to get around these medians.
- Brian Townsend (FB): Cut down on building that'll help with road congestion.
- Moira C. (NextDoor): I grew up off of Patterson and 28 Road. Was young when Spring Valley was built, remember them putting in the 28 1/4 hill down to Orchard. Patterson was a two lane road surrounded by fields in a lot of areas and on the outskirts of mains areas. Was never engineered or planned well to handle the volume of traffic it has now, even with four lanes.
- Clint A. (NextDoor): Patterson Road is an absolute mess and I'm sure it was never expected to be. It reminds me of Academy Boulevard in Colorado Springs where I grew up. It was merely intended to be a faster route from South Colodardo Springs to the Air Force Academy and I-25. The city started rubber stamping business permits and allowing curb cuts everywhere along the route and it turned in to a speedway and a rush hour nightmare!! 53% of all the acceidents in Colorado Springs happen on that road. I don't know what the answer is, but I know you have a huge problem in fixing it. I take Orchard as an alternative, which is becoming more and more busy due to the craziness on Patterson.
- Tina W. (NextDoor): Too much traffic on Patterson. I would love to have more roundabouts!
- Leona K. (NextDoor): Its fine the way it is! NO MORE ROUND ABOUTS!!!
- Carole C. (NextDoor): It's fine the way it is!

David Thornton

From: Kevin Keane
Sent: Tuesday, February 23, 2021 11:54 AM
To: David Thornton
Subject: Fw: Comments on Patterson Access Control Plan

Dave,

Email I just received commenting about the ACP. Forwarding your way, more to come in a full email in just a few.

Kevin Keane
Communications Specialist
City of Grand Junction
P: 970-244-1507
www.gjcity.org

From: Ben Herman <bhbass59@gmail.com>
Sent: Tuesday, February 23, 2021 11:52 AM
To: Kevin Keane <kevinke@gjcity.org>
Subject: Comments on Patterson Access Control Plan

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Kevin - I missed the deadline for online comments (I thought that it was today, not yesterday) so I hope that my comments are still able to be accepted.

I've reviewed the staff report and the ACP document. It appears to me to be well thought out and will allow for incremental change over time, as the Patterson Corridor develops and as funding becomes available. As someone who uses Patterson regularly, I have been increasingly concerned about how rapidly traffic has increased (particularly in the central section, from 15th st to 25 Road). I regularly drive the corridor practically from end to end as a Meals on Wheels driver, and often find myself making left turns in marginally safe conditions. While I know that many people don't like change, it is important that we acknowledge that better control of traffic will be needed, particularly as traffic continues to grow along the corridor. If it is not addressed now, things will only continue to get worse, to the point where perhaps 10 years from now, when conditions are even less safe, it will be nearly impossible to address the need for controlling access. My advice to the Planning Commission -put the plan in place now, so that we can begin to address the problems before it's too late.
I'm disappointed to see so many negative and uninformed comments - the plan, for example, does not remove all left turns for 7 miles, as some are stating. I hope that you agree to bite the bullet now and acknowledge what is going to be needed out there, before it's too late.

Sincerely,
Ben Herman

David Thornton

From: Rick Dorris
Sent: Tuesday, February 23, 2021 1:09 PM
To: David Thornton
Subject: FW: Comment Response for the Patterson Access Control Plan

Fyi

Thanks,

Rick Dorris, PE, CFM
Development Engineer
City of Grand Junction, CO
970-256-4034
rickdo@gjcity.org

Due to the recent rise in COVID-19 cases, City Hall is closed to the public starting Monday, November 16, 2020 but there are no anticipated interruptions to City services. Staff are available by email and phone during regular work hours and appointments can be made on a case by case basis.

From: John Edwards <tiag12@yahoo.com>
Sent: Tuesday, February 23, 2021 12:55 PM
To: Rick Dorris <rickdo@gjcity.org>
Subject: Re: Comment Response for the Patterson Access Control Plan

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Rick, Thank you four your reply. I will follow your instructions here and get back to you. I am just a citizen of GJ, seen a lot of city plans make no sense so when I can put in my collective .2 cents, I'll jump at the chance.

Thank you again, very much!

Sincerely,

John Edwards

On Tuesday, February 23, 2021, 12:07:45 PM MST, Rick Dorris <rickdo@gjcity.org> wrote:

John,

I'm sorry for the tardy reply. Your email got buried. The website to see the plan is GJspeaks.org. Then scroll down to the Patterson Access Control Plan Discussion.

Sounds like you have lots of experience in GJ. I'm in meetings from now for most of the afternoon but if you want to visit I'll be glad to talk to you after around 4:00.

The Planning Commission hearing is tonight and there are instructions on how to log on in the least email.

Thanks,

Rick Dorris, PE, CFM

Development Engineer

City of Grand Junction, CO

970-256-4034

rickdo@gjcity.org

Due to the recent rise in COVID-19 cases, City Hall is closed to the public starting Monday, November 16, 2020 but there are no anticipated interruptions to City services. Staff are available by email and phone during regular work hours and appointments can be made on a case by case basis.

From: John Edwards <tiag12@yahoo.com>
Sent: Friday, February 19, 2021 4:05 PM
To: Rick Dorris <rickdo@gjcity.org>
Subject: Re: Comment Response for the Patterson Access Control Plan

** - EXTERNAL SENDER. Only open links and attachments from known senders. DO NOT provide sensitive information. Check email for threats per risk training. - **

Dear Rick,

I have read over your email to a couple of times to see if there is maybe a "conceptual-map" of Patterson from the Mall Eastward to its' Clifton end, that I can physically see and look over. I am not seeing where there is one, and that could be just me too; so no fault on your end.

Patterson/F Rd has so many variances to it, from sidewalks to street/dirt blends. Land locked areas, if any, etc.

Your mention of right turns creating traffic issues, reminds me of North Ave. We used to have the same only difference was that the turn-style was left rather than right.

We had a parcel of land that was "landlocked" for years due to seller and city issues. Neither side wanted to give on options that would allow the property to be accessed.

My questions come from past history with the city, "Reverse-Parking," issues with the 29 Rd early construction and ideas. "The Diamond-of-Death" and other's. My best act of suggestions can only be marked by these mentions. Working with The Planning Dept is like wanting something now, without experience with what we may have in the future. "Reverse Parking" is a great example of what I mean.

The medians in high traffic areas first, is what the problem is. Begin at the either of ends. Our driver's are the enemy. If the city builds up one end (medians) and not the other, do you think traffic concerns will rise, fall or stay the same? Build the medians at both ends at the same time, then the City will "train" drivers at the same time how to drive and what is expected of them to the aim of keeping traffic accidents down

If there is a Patterson map that I can see, and read about the changes the city wants to make, please let me know when and where. I'd love to see what the city means, put up my opinion with what I know, rather than guessing.

I have 40+ years in home and business construction. I draw my opinions from my sub-division working experience also from work with some of our local Developers for a few years before the crash, 2008/09 and beyond.

I am also a local resident of 20+ years, and have heard and seen some pretty wild ideas all in the effort of "growth planning," North Ave. being one of the projects I have worked on Re: the name changes.

I would like to work with the cite on some practical ideas or points of view. Let me know if that is something you would like to continue.

Thank you Sir, for your reply.

Sincerely,

John Edwards

On Wednesday, February 17, 2021, 04:26:23 PM MST, Rick Dorris <rickdo@gjcity.org> wrote:

Thank you for your interest in the Patterson Road Access Control Plan and your comments on GJSpeaks.org. The City has reviewed all comments made through the GJSpeaks website and noted recurring themes where we'd like to provide clarification.

- The project team carefully reviewed the corridor using crash records, traffic counts collected in early 2020, and transportation engineering best practices to determine the level of access provided. At many locations, minor street intersections with Patterson Rd are too close to major intersections, meaning that left turns cannot safely be made to the minor street. Our methodology in development of the plan included limitations of out-of-direction travel to 1 mile.
- While commonly understood to be "unsafe" compared to direct left turns onto a major street, studies have shown that making a right turn from a driveway and then performing a U-turn is less likely to result in a crash. This safety advantage is mainly due to a driver only having to cross one stream of traffic at a time.
- Growth forecasts were provided by the Grand Valley Metropolitan Planning Organization travel demand model for the year 2045. This model doesn't just consider land development over time, but also the shifts of traffic demand resulting from the construction of other transportation improvements in the area.
- Driveways marked "C" will remain open until the property redevelops. For the purposes of this plan, "redevelopment" means a land use change that is expected to increase traffic generated by 20% or more. A question came up regarding Accessory Dwelling Units and whether adding one would trigger the Redevelopment threshold. It was determined that they do not. Also, transferring ownership or making improvements to a single-family residential property do not meet this "redevelopment" threshold.
- Adoption of this Access Control Plan by City Council is just the first step toward implementing raised medians along Patterson Rd. In the near term, City staff will use the plan as a tool when reviewing proposals for development along the corridor. Construction of the raised median will occur over time as engineering and construction funding becomes available. The median will be prioritized along segments that have the highest traffic safety/operational needs and t may be a very long time before medians are constructed in relatively low traffic areas.

Additional detail regarding the Access Control Plan is attached for your reference.

Instructions for participation in the GoToWebinar for the public hearings are below.

The Planning Commission will hear and provide a recommendation to City Council on the Patterson Road Access Control Plan at their February 23rd meeting (begins at 5:30pm). Register for the meeting by clicking here.

The City Council will hear and make a decision on the Patterson Road Access Control Plan at their March 3rd meeting (begins at 5:30pm). You can view options for public participation on the City's website by clicking here and register for the virtual meeting here.

*If you registered for the virtual meeting via GoToWebinar, you will be emailed the link prior to the meeting. Please follow the instructions in the email you are sent from GoToWebinar. Once in the meeting, as a participant you will **not** be able to unmute yourself or share your camera. You will only be able to view the panelists (City staff and the Commission or Council). The meeting will run as a public hearing, and as such, members of the public can only speak during the public comment period. The meeting chair will provide specific instructions during the meeting on how to speak during the public comment period. To do so, you will need to use the "raise hand" feature and wait for your name to be announced by City staff. Once prompted, your opportunity to provide comment will begin. Please direct questions to the Commission/Council (not the Applicant or Staff). Public comment is limited to 3 minutes per person. Once you have finished speaking, or your 3 minutes has expired, Staff will mute your mic. You will not be able to share your camera or screen during the meeting. If you have any questions on how to participate virtually, please contact Isabella Vaz at isabellav@gjcity.org or by calling 970-256-4087.*

Feel free to contact me using the information below or David Thornton at 970-244-1450 or Davidth@gjcity.org if you have additional concerns.

Thanks,

Rick Dorris, PE, CFM

Development Engineer

City of Grand Junction, CO

970-256-4034

City of Grand Junction
Patterson Road
Access Study

US 6 / US 50 / I-70B to Lodgepole Street

January 2021



CITY OF Grand Junction COLORADO

Stolfus

CITY OF GRAND JUNCTION
PATTERSON ROAD
ACCESS STUDY

US 6/ US 50/ I-70B to Lodgepole Street

January 2021

Prepared for:

City of Grand Junction
250 North 5th St
Grand Junction, CO 81501

Prepared by:

Stolfus & Associates, Inc.
5690 DTC Blvd, Suite 330W
Greenwood Village, Colorado 80111
Andrew Amend, PE, PTOE - Project Manager
SAI Reference No. 4000.038.01

TABLE OF CONTENTS

Executive Summary ..... **i**

1.0 Introduction **5**

1.1 Project Background 5

1.2 Public Involvement 7

2.0 Access Management – Benefits, Principles and Techniques **8**

2.1 Access Management Benefits 8

2.2 Guiding Principles 9

2.3 Techniques 10

3.0 Existing Conditions **14**

3.1 Land Use Characteristics 14

3.2 Roadway Characteristics 14

3.3 Existing Access Inventory 14

3.4 Crash History 15

4.0 Access Plan Development and Evaluation **19**

4.1 Process 19

4.2 Evaluation Results 20

5.0 Plan Recommendations **22**

5.1 Access Control Plan 23

5.2 Alternative Local Routes 49

6.0 Access Plan Implementation Conditions **53**

7.0 Conclusion **54**

8.0 List of Acronyms **55**

9.0 Glossary **56**

LIST OF FIGURES

Figure 1. Study Area 6

Figure 2. Patterson Rd Driveway Crashes 18

Figure 3. Patterson Rd ACP Exhibits 25

Figure 4. Patterson Rd ACP Alternative Routes 50

LIST OF TABLES

Table 1. Intersection Level of Service of Safety 16

Table 2. Compatibility Evaluation Summary 20

TECHNICAL APPENDICES

Appendix A - Public Outreach

Appendix B - Existing Access Inventory

Appendix C - Crash History

Appendix D - Traffic Methodology, Data, and Analysis

Appendix E - Access Plan Methodology and Evaluation Process

Appendix F - Access Control Plan Tables and Exhibits

EXECUTIVE SUMMARY

Project Background

Since its construction in 1984, Patterson Rd has served as a critical part of Grand Junction's transportation system. It serves as a major east-west arterial corridor and is an important public resource for the community. Sustained and successful economic development along the corridor is increasing travel demand and necessitating the need to improve safety, operations, and reliability. Effective access management is essential in order to optimize the performance of the road to improve the level of safety, reduce traffic congestion and improve the quality of this corridor without constructing major arterial improvements. In recognition of the benefits of access management and the need to proactively plan for the future, the City of Grand Junction identified an Access Control Plan (ACP) as a first step toward planning for both private development access and for public improvement projects along Patterson Rd. Similar studies have been developed both nationally and statewide and it has been demonstrated that access-managed corridors not only preserve the transportation functions of roadways, but also help preserve property values and the economic viability of abutting developments. ***The purpose of this study is to coordinate development and growth anticipated in the area with the transportation needs for the local community and traveling public with the intention of improving safety and maximizing the life of the four-lane section along Patterson Rd.***

The ACP coordinates planning, regulation, and design of access to Patterson Rd from adjacent property, including new land development. The plan incorporates the systematic control of the location, spacing, design, and operation of driveways, median openings, and street connections to the roadway. The ACP defines existing and future access locations and configurations (movements allowed), with consideration for circulation and alternative access opportunities. It is a long-range planning document that identifies access conditions that will be implemented as roadway corridor and land-use characteristics change. The ACP will provide clear expectations for access for both City staff and property owners/developers.

Study Area

The study area consists of approximately seven miles of Patterson Rd (F Rd) between I-70B (23.75 Rd) and Lodgepole St (30.75 Rd). The segment on the east end that extends beyond City limits is controlled by Mesa County and not included in this plan. In general, land use within the city limits is suburban in nature with residential and commercial uses. There are currently 284 access points on Patterson Rd within the study area. A majority of access points are full movement. The access points are classified as follows:

- 14 Signalized public road intersections (27 access points)
- 54 Unsignalized public road intersections (62 access points)
- 2 unsignalized private road intersections (2 access points)
- 82 business access points
- 95 residential access points
- 18 maintenance or field access points

Project Goals

The Street Plan Functional Classification Map within the Grand Valley Circulation Plan identifies the corridor as a Minor Arterial from I-70B (23.75 Rd) to 25 Rd and a Principal Arterial from 25 Rd to Lodgepole St (30.75 Rd). Arterial roadways are considered higher order roadways that carry large volumes of traffic and have limited access. Implementing access management along Patterson Rd will help the City by preserving and improving traffic operations along the corridor. By preserving the capacity of Patterson Rd, more traffic can be carried throughout the corridor without the construction of additional travel lanes.

Access management also has tremendous safety benefits. Of the reported crashes on Patterson Rd, 64.0% (759) were at or related to an intersection. Studies have shown a 30% to 60% reduction in crashes on roadways where access management techniques are implemented. The reduction in vehicle conflicts has the added benefit of improving traffic flow, reducing travel times, increasing public safety, reducing economic loss, increasing fuel efficiency and contributing less to air pollution. Access management is also good for business, providing safe access to customers and retaining more of a community's original market area by limiting congestion that may prevent some customers from making a trip.

With this in mind and recognizing the primary purpose of the ACP is to improve safety and the traveling experience along the corridor and coordinate anticipated growth in the area with the roadway network, the following project goals were established:

- Provide effective and efficient through travel for traffic on Patterson Rd utilizing the existing right-of-way and identify if additional right-of-way is needed.
- Provide safe, effective, and efficient access to and from Patterson Rd for businesses, residents, and guests to support the economic viability of the City of Grand Junction and Mesa County.
- Maintain compatibility with existing and proposed street network connections that provide local circulation to support the transportation system.
- Support alternative modal choices, including transit, pedestrian, and bicycle routes.
- Provide a plan that can be implemented in phases.
- Maintain compatibility with previous local planning efforts. Such as, the Grand Valley Circulation Plan, Ballot 2A measure, and the One Grand Junction Comprehensive Plan.

Plan Development and Approach

The existing physical and operational characteristics of Patterson Rd were investigated. Next, future physical and operational characteristics were projected for a 20-year planning period based on anticipated growth in the area. The ACP was created using input from City staff, private property owners, and the general public.

To achieve the project goals, various changes to the existing Patterson Rd corridor are recommended, including:

- Restriction of numerous full movement access points resulting in right-in/right-out and ¾ movement (left-in, right-in/right-out) accesses.
- Limitation of full movement access to major signalized intersections.
- Consolidation of access to one location per ownership and where feasible, shared between adjacent properties.

- For properties located adjacent to Patterson Rd, access points may be relocated to lower order streets where reasonable access can be provided.
- Out-of-direction travel will be limited in general to a maximum distance of one mile (½ mile each direction). Out-of-direction travel is the distance needed to reach an access that has been obstructed by a center median compared to the distance needed on an undivided street.

The recommended changes to Patterson Rd will result in the following benefits:

- a 60% reduction of vehicle conflict points, which correlates to a reduction in crashes
- a 45% reduction in conflict points for pedestrians and cyclists traveling on Patterson Rd
- improved travel time in both directions during morning and evening peak periods
- the addition of auxiliary lanes at major intersections to safely separate turning movements and through movements and allow through movements to travel unimpeded
- retention of business market area over time by reducing congestion
- increased fuel efficiency the traveling public and improved air quality by providing smoother traffic flow

In addition to the recommended changes, several new local streets are proposed. These alternative streets provide additional circulation opportunities that will reduce local dependence on Patterson Rd by providing alternatives for restricted left-turn movements and reducing traffic at high-demand intersections.

Public Involvement

Input from corridor stakeholders including property owners, occupants, partner agencies, and the general public was critical to the ACP development. In advance of the first open house, agency stakeholder meetings with Mesa County, Grand Junction Fire District, Clifton Fire District, Mesa County Valley School District 51, Grand Valley Transit and Mesa County Regional Transportation Planning Organization were held. In compliance with Mesa County Public Health requirements, a public open house was held at Faith Heights Church on October 1, 2020. Over 800 bilingual invitations were sent out and notice was posted on City social media feeds for the open house. Additionally, all exhibits were posted on the GJSpeaks website for those who did not attend in person.

Following the public open house, the project team met with key property owners and anyone who signed up for one-on-one meetings at the open house. The plan was then updated to reflect the public input received from the open house and subsequent meetings. While Mesa County Public Health restrictions prevented a second in-person open house, the updated ACP was presented as a “virtual open house” on GJSpeaks from January 6-12, 2021. Again, postcards were mailed to owners and occupants along Patterson Rd along with notices to the general public. This provided an additional opportunity to review the revised ACP and provide new comments. Also offered on GJSpeaks was a sign-up to meet with the project team on January 13th over Zoom to resolve any additional questions.

Corridor Improvement Priorities

A base level review of corridor traffic safety and operations was conducted to support the ACP. Using a 2045 horizon year, traffic demand on the corridor is generally expected to increase by 33% in the morning peak hour and 24% in the afternoon peak hour. Since there are no well-

established methods of estimating future crashes, data from 2014 to 2018 was used to evaluate existing intersection safety.

Patterson Rd intersections with the highest traffic safety and operations improvement priorities are at 25 Rd and N 12th St. The Patterson Rd segment with the highest priority for implementation of the ACP with a raised median is from 24 ½ Rd to 25 Rd due to the elevated number of driveway crashes.

Other locations on the corridor that show a high potential for crash reduction include the Patterson Rd intersections with 24 Rd, Market St, Home Depot access, 24 ½ Rd, 25 ½ Rd, N 1st St, N 7th St, N 15th St, 28 Rd, 28 ¼ Rd, 29 Rd, 29 ½ Rd, and 30 Rd. Implementation of the ACP with a raised median between 25 Rd and 12th St has a high benefit due to the number of driveway crashes recorded. Fourteen intersections on the corridor meet requirements for additional right or left turn lanes.

Other findings and recommendations for the corridor include the following:

- Alternative intersection types were considered, but it is recommended that the intersection at 24 Rd remain a conventional signalized intersection, with an additional northbound thru and eastbound left turn lane constructed to help traffic operations.
- Elimination of the traffic signal at Market St was considered because of its close proximity to 24 Rd, but due to the resulting impacts and in consideration of the potential relief that a future extension of F 1/2 Rd as a principal arterial would provide, it is recommended that the Market St intersection remain signalized.
- Restricting the 15th St to ¾ access was considered, but since the signal serves pedestrian movements and as a relief valve to 12th St, it is recommended to remain as is.
- Conduct further analysis to identify mid-block crossing locations that support pedestrian accessibility and transit access.
- Adopt alternative road connections into the City of Grand Junction's Street Plan Functional Classification Map as part of the Grand Junction Circulation Plan.

Implementation Conditions

The improvements recommended in the ACP represent a long-range plan to implement over time as traffic and safety needs arise and as funding becomes available. Construction of the improvements recommended may be completed using public and/or private funding. The following scenarios will trigger construction.

1. A property redevelops or changes use, resulting in an increase in traffic to and from the site of 20% or more.
2. Planned publicly funded project by the City.
3. A safety or operational issue develops that can be mitigated through the implementation of access management techniques consistent with the ACP.

Implementation of improvements recommended in the ACP will only occur with one of the triggers listed above. Without one of these scenarios, the ACP does not compel a property owner to make access changes.

1.0 INTRODUCTION

1.1 Project Background

Patterson Rd is a critical east-west arterial corridor for Grand Junction's large and growing community. Sustained and successful economic development along the corridor is increasing travel demand and necessitating the need to improve safety, operations, and reliability. Applying access management along arterial corridors such as Patterson Rd is a proven technique to help communities preserve the transportation function of existing corridors, thereby prolonging the need for major arterial improvements, such as the addition of through lanes. A raised median, consistent with the City's Principal Arterial section, is a key access management technique that reduces conflicts and improves traffic flow, which will extend the life of the four-lane section on Patterson Rd. However, in considering the implementation of medians, it is also important to consider access locations, turn lane requirements, and circulation on a corridor-wide basis. In recognition of the benefits of access management and the need to proactively plan for the future, the City of Grand Junction identified an Access Control Plan (ACP) as a first step toward planning for both private development access and for public improvement projects along Patterson Rd.

The purpose of this study is to coordinate development and growth anticipated in the area with the transportation needs for the local community and traveling public with the intention of improving safety and maximizing the life of the four-lane section along Patterson Rd. The goals for the project are as follows:

- Provide effective and efficient through travel for traffic on Patterson Rd utilizing the existing Right-of-Way and identify if additional Right-of-Way is needed
- Provide safe, effective, and efficient access to and from Patterson Rd for businesses, residents, and guests to support the economic viability of the City of Grand Junction and Mesa County
- Maintain compatibility with existing and proposed street network connections that provide local circulation to support the transportation system
- Provide a plan that can be implemented in phases
- Support alternative modal choices, including transit, pedestrian, and bicycle routes
- Maintain compatibility with previous local planning efforts

The western ACP limit begins at the co-located highways US 6, US 50 and I-70B. The ACP limits then extend 7.35 miles to just east of the City boundary at Lodgepole St. Mesa County was not involved in the development of the ACP so any recommendations for those areas outside City limits may only be implemented as part of an annexation. The limits of the Patterson Rd ACP are illustrated in Figure 1.

This report summarizes the study process, analyses, findings and recommendations for access modifications within the Patterson Rd corridor.

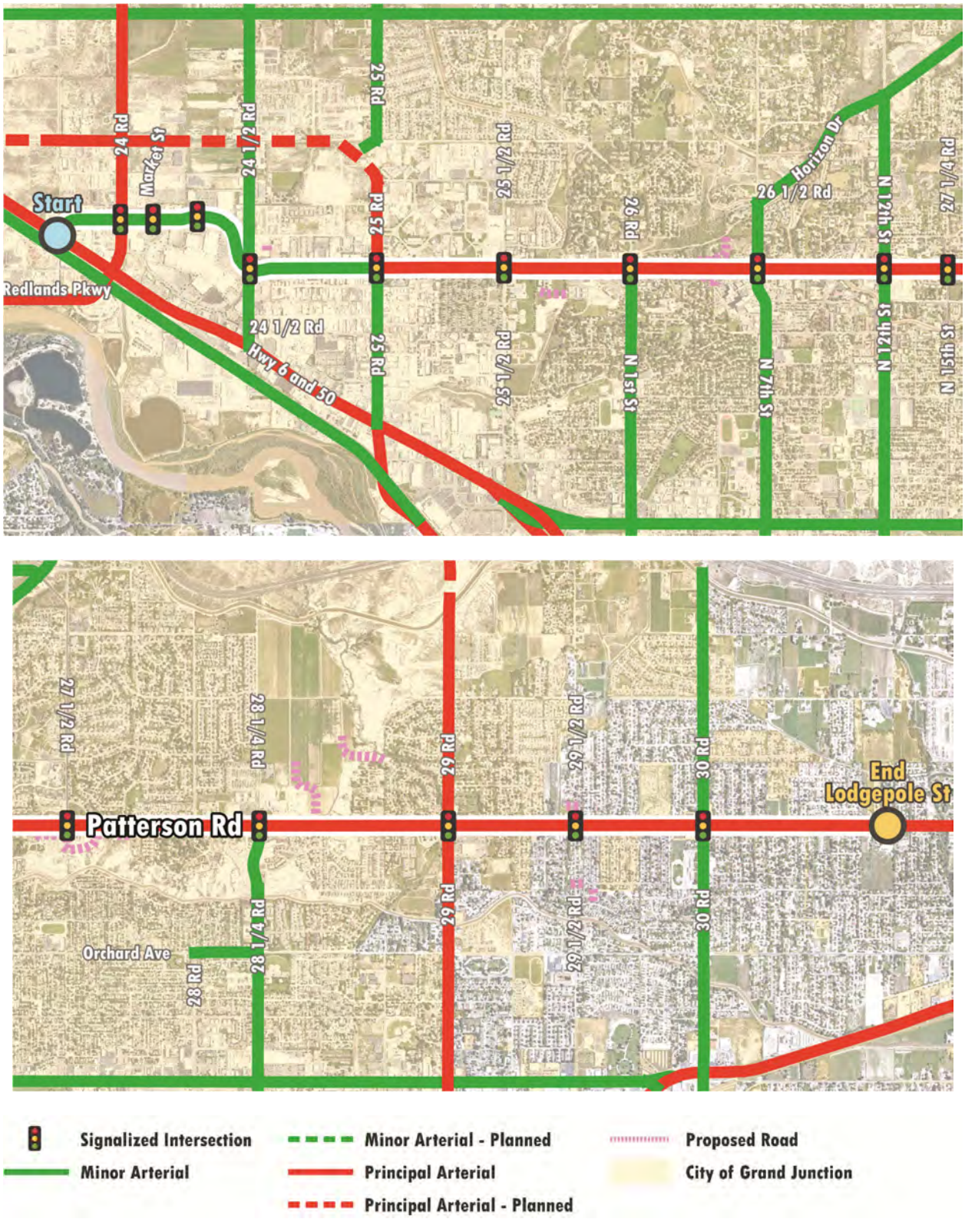


Figure 1. Study Area

1.2 Public Involvement

Input from corridor stakeholders, including property owners, tenants, and the general public, was a critical element of the project. Multiple techniques were used to engage stakeholders, including advertised public open houses, one-on-one meetings/phone calls with interested stakeholders, public presentations to the Grand Junction City Council, and project information posted on the GJSpeaks website.

An advertised project-specific public open house was held at Faith Heights Church on October 1, 2020 to present and discuss a draft ACP, review access management principles, and gather public input on the plan. Given Mesa County Public Health restrictions in place at the time, open house exhibits were also made available along with an introductory video on the GJSpeaks website. Corridor property owners, local government representatives, and other interested individuals who contacted the project team prior to the open houses were invited by first class mail and e-mail, when provided. Bilingual postcards were mailed to 841 property owners, businesses, and residential occupants on or adjacent to the corridor.

Due to additional Mesa County Public Health restrictions, public presentation of the revised ACP was conducted online only. Exhibits were available for public consumption beginning on January 6, 2021 and concluded with virtual one-on-one meetings with the project team on January 13th. Postcards were mailed to an updated list of 740 property owners, businesses, and residential occupants on or adjacent to the corridor. Invitations to both open houses were posted on City social media accounts and a legal public notice was posted in the Daily Sentinel.

Exhibits displayed at both open houses included:

- Project goals
- Access management principles and techniques
- Patterson Rd Access Control Plan Map
- Implementation
- Schedule

The same exhibits were also available for review on the GJSpeaks website. Representatives from the City and the consultant team were available for questions and discussion at the first open house where 30 people attended. At the second open house, which was available online for a one-week review period, ten people reserved one-on-one meetings with the project team and attended via Zoom on January 13th. One additional meeting was held with neighboring property owners over telephone later in the week.

Following the October public open house, the project team held a series of one-on-one meetings with corridor property owners. Five meetings were held over Zoom and six other property owners declined to meet or did not respond to multiple inquiries by the project team. The project was also discussed with several interested parties via telephone at various times during plan development.

Public comments were received at all public outreach events via email, regular mail, and from the online platform Survey Monkey. A list of one-on-one meeting participants, comment sheets, and open house sign-in sheets can be found in Appendix A. The project team updated City Council on project progress and development on several occasions. An in-person presentation was made to council and updates were provided via written memorandums from City staff. Final presentations to City Council for plan adoption will be held in a public hearing on March 3, 2021.

2.0 ACCESS MANAGEMENT – BENEFITS, PRINCIPLES AND TECHNIQUES

As defined by the *Access Management Manual, TRB, Second Edition 2014*, "Access management is the coordinated planning, regulation, and design of access between roadways and land development. It involves the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway." Developing an ACP provides local authorities with the opportunity to develop a single transportation plan that considers multiple access points along a segment of roadway as a network rather than as individual access points. Corridor specific issues such as intersection spacing, traffic movements, circulation, land use, topography, alternative access opportunities, and other local planning documents may be considered in developing an ACP. The Plan does not define capacity improvements, off-network improvements, or funding sources for access improvements, although municipalities often consider off-network improvements in conjunction with an ACP. The Plan is a long-range planning document that identifies access conditions that will be implemented as roadway and land-use characteristics change.

2.1 Access Management Benefits

Access management provides the means to balance good mobility along Patterson Rd with local access needs of businesses and residents. Implementation of access management principles and techniques on local transportation networks can provide the following long-term benefits for roadway users, the community, and businesses:

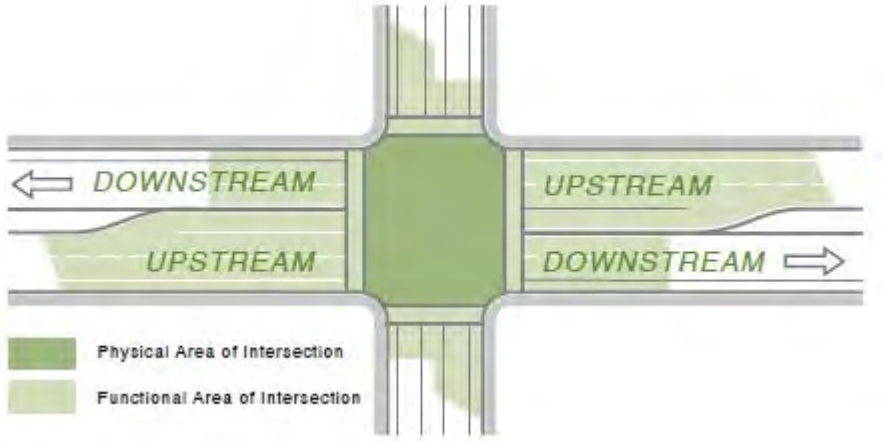
- Improves safety
  - Fewer decision points and less conflict potential for motorists, cyclists, and pedestrians result in a reduced number of crashes.
  - Safe access to businesses and residences is provided.
- Increases ability to accommodate traffic demands
  - Limiting full movement access within a corridor favors through movements and strategically identifies locations for vehicles to enter and exit the corridor.
  - Congestion is reduced, lessening travel times and providing smoother traffic flow.
  - Reduce or prolong the need to add additional thru lanes as traffic increases.
  - Improved operations on the roadway provides opportunities to reduce delay on the local street system.
  - Reduced congestion results in less air pollution.
- Preserves property values and the economic viability of abutting development
  - A more efficient roadway system captures a broader market area.
  - A more predictable and consistent development environment is created.
  - Well-defined driveways with suitable spacing make it easier for customers to enter and exit businesses safely, thereby encouraging customers to patronize corridor businesses.
- Encourages use and development of local streets within the periphery of the corridor
  - Allows traffic to access local amenities without using Patterson Rd, providing convenient local access and circulation and reduced volumes on Patterson Rd.

2.2 Guiding Principles

Access management centers around limiting and consolidating access along major roadways and focusing access for development on a supporting local street network and circulation system. The following guiding principles to access management were applied in the development of the Plan for Patterson Rd:

- Limit the number of direct access points to the corridor
- Locate major intersections (existing or potential future signals) to favor through movements and to accommodate infrastructure for turning movements
- Minimize the number of locations where vehicles merge, split, or cross
- Remove turning vehicles from through traffic lanes
- Provide a supporting local street network and circulation system

In addition, the functional intersection area was considered in evaluating the spacing between major intersections. The *American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets, 2011* and *Access Management Manual, TRB, Second Edition 2014* indicates that separation of access points should not be less than the functional area of the intersection. The functional intersection area extends upstream and downstream from the physical intersection as shown below.



Source: Federal Highway Administration (FHWA) Access Management in the Vicinity of Intersections Technical Summary

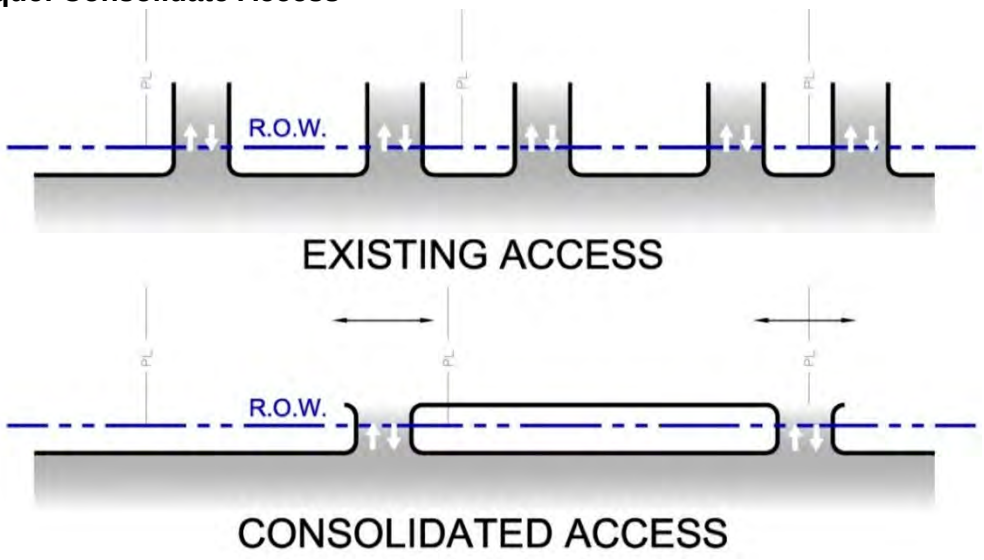
The upstream distance is a combination of the storage length, deceleration and taper length, and the perception-reaction distance required for the speed of the segment. The downstream distance is measured as either acceleration length or decision sight distance. Providing acceleration length allows vehicles to accelerate to normal speed without conflict. Providing decision sight distance allows drivers to pass through an intersection before considering potential conflicts at the next intersection. Acceleration length was identified as the controlling downstream functional intersection distance for this corridor due to the high speed (between 35 and 45 mph) and the existing use of acceleration lanes. The functional intersection area depends on the speed of the segment and the number of projected turning vehicles.

2.3 Techniques

Several access management techniques, illustrated on the following pages, may be used to achieve the principles outlined above and to realize the benefits of access management.

Principle: Limit the number of direct access points to the corridor

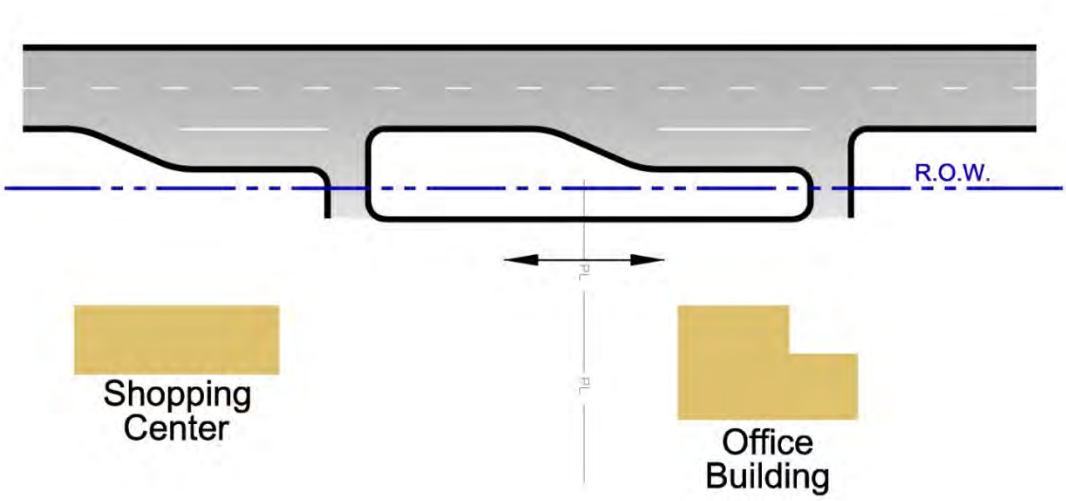
Technique: Consolidate Access



Consolidate access points by:

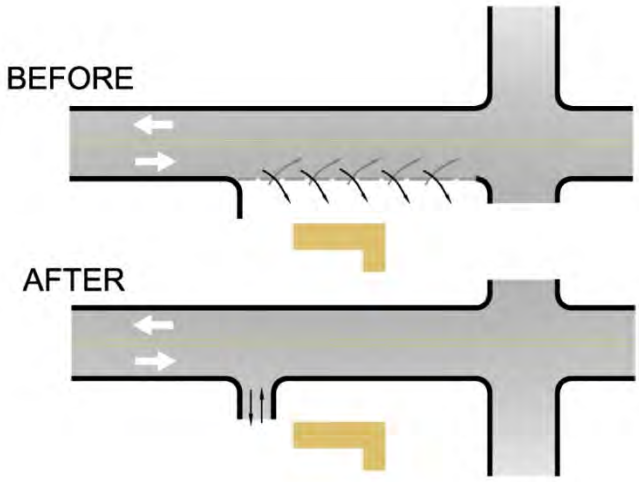
- *Reducing the number of access points that serve a single property/ownership*
- *Reducing the number of frontage road access points to the roadway*
- *Providing joint access for multiple properties at or near a property line*

Technique: Connect Adjacent Properties



Connect adjacent properties to provide circulation between properties and increase access opportunities for multiple properties.

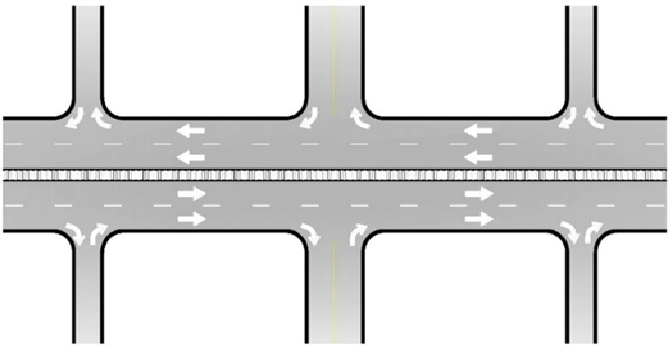
Technique: Define Driveways



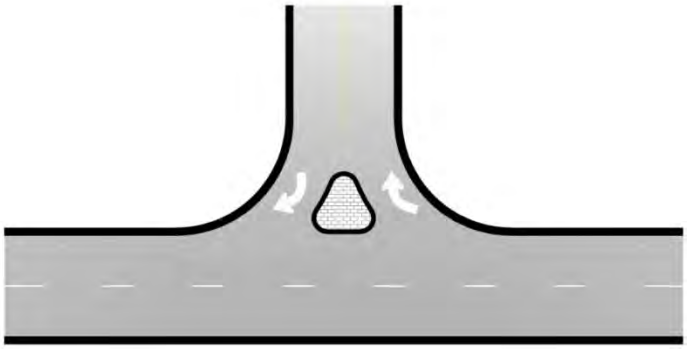
Define driveways to provide clear identification of entrance and exit locations.

Principle: Minimize the number of locations where vehicles merge, split, or cross

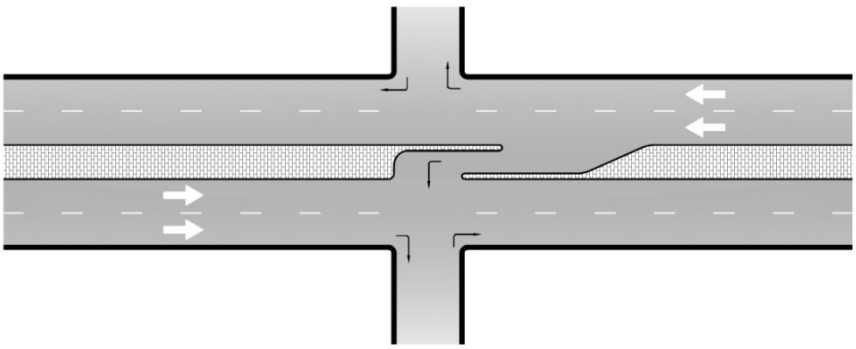
Technique: Install Medians and Islands



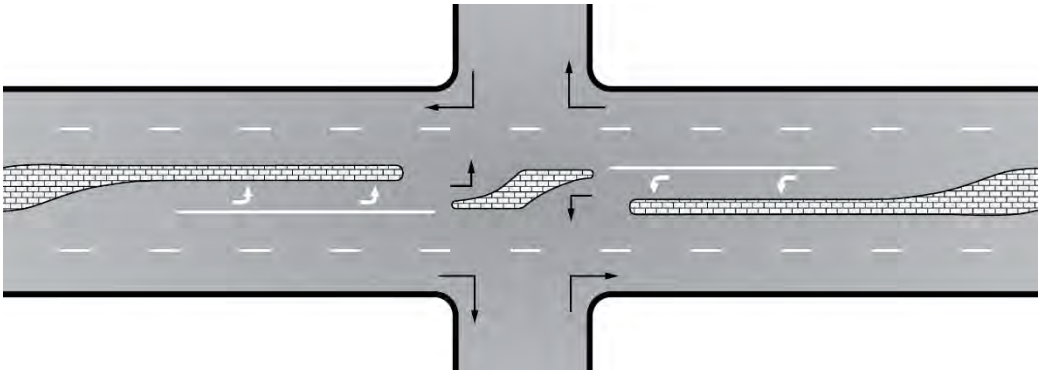
Right-in/right-out with raised median eliminates left turn movements between major intersections throughout a corridor. This is the preferred technique for Patterson Road.



Right-in/right-out with channelizing island eliminates left turn movements at specific locations. This technique is a potential interim solution where a median may be unreasonable to construct for a single property due to space constraints at time of development.



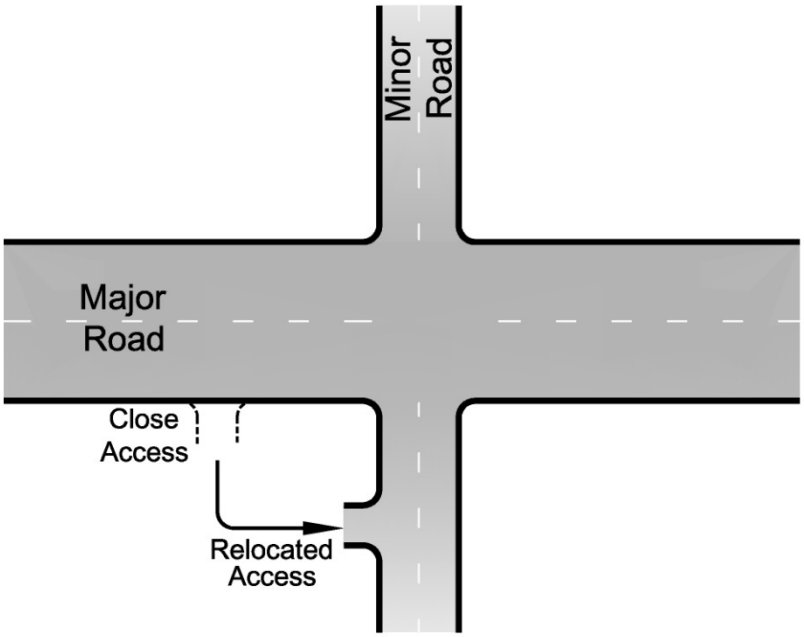
Directional median opening or a ¾ movement limits left turn movements to one direction at strategic locations where increased access is beneficial for safety or operational reasons.



A ¾ movement limits left turn movements where increased access is beneficial on both sides of the street.

Principle: Provide a supporting local street network and circulation system

Technique: Provide Cross St Access



Relocate access to a side street to:

- *Reduce the number of direct access points to the major roadway.*
- *Provide safe and easy access to a minor roadway intersection with the major roadway.*
- *Provide opportunities to use an alternate local route, thereby avoiding use of the major roadway completely.*

3.0 EXISTING CONDITIONS

3.1 Land Use Characteristics

The study area encompasses just over seven miles within the Grand Junction city limits. The corridor features intense commercial land use at its western end extending two miles to 25 ½ Rd where more residential uses intermix with commercial development. East of 15th St (27 ¼ Rd), development along the corridor is largely residential. Major developments that directly access Patterson Rd include the Mesa Mall at 24 ½ Rd and St. Mary's Medical Center at 7th St (26 ½ Rd).

3.2 Roadway Characteristics

Traveling east, the posted speed limit on Patterson Rd is 35 mph at the west end of the corridor until it increases to 40 mph east of 24 ½ Rd. East of 1st St (26 Rd) it dips down to 35 mph, but increases back to 40 mph east of 15th St (27 ¼ Rd). East of 29 Rd, the speed limit increases to 45 mph, where it remains the rest of the study area.

Patterson Rd is generally a four-lane arterial with a Two-Way Left-Turn Ln (TWLTL). East of 1st St (26 Rd) there is no TWLTL for approximately ¼ mile and raised medians are in place adjacent to turn lanes at several signalized intersections. Bike lanes exist on both sides of the roadway between 28 ¼ Rd and the end of the study area at Lodgepole St. There are 15 signalized intersections within the study area, as shown in Figure 1.

3.3 Existing Access Inventory

There are currently 288 access points along Patterson Rd within the study area. Full movement access is provided at 261 locations, 34 of which are signalized. Access restricting left turns onto Patterson Rd (3/4 access) is provided at 15 locations. Right In-Right Out access is provided at 12 locations.

The following provides a description of the accesses by type:

Public Rd Unsignalized (PRU) – Full or partial movement, stop-controlled intersection providing direct access to a publicly owned roadway. There are 62 PRU access points to Patterson Rd in the study area.

Public Rd Signalized (PRS) – Full or partial movement, signal-controlled intersection providing direct access to a publicly owned roadway. There are 27 PRS access points to Patterson Rd in the study area.

Private Rd Unsignalized (PVRU) – Full or partial movement, stop-controlled intersection providing direct access to a private property. These roadways are maintained privately. There is 1 PVRU access point to Patterson Rd in the study area.

Residential Access (R) – Full movement private roadway access points used on a regular basis by limited traffic. These types of access points include single-family private driveways. There are 95 R access points to Patterson Rd in the study area.

Business Access (BA) – Full movement roadway access points serving businesses within the study area. These types of access points are typically used multiple times daily by a variety of traffic types. There are a total of 77 BA access points to Patterson Rd in the study area.

Field Access (FA) – Full or partial movement access points that provide direct access from the roadway to agricultural land. These types of access points are typically not well-defined and are used infrequently. There are 14 FA access points to Patterson Rd in the study area.

Maintenance Access (MA) – Full or partial movement access points that provide direct access from the roadway for vehicles that are maintaining a public or private utility, such as a drainage structure or an electric meter. There are 4 MA access points to Patterson Rd in the study area.

Pull Off (PO) – Informal full or partial movement access points where vehicles may pull off the roadway or park, typically for shorter durations. There are 2 PO access points to Patterson Rd in the study area.

For the purposes of identifying the location of access points for this plan, all access points are defined by the approximate reference point (RP) along Patterson Rd based on the distance from US 6/ US 50/ I-70B. All access points are located at the approximate centerline of the access (+/- 50 feet). A complete inventory of existing access points is included in Appendix B.

3.4 Crash History

Crash data for a five-year period from January 1, 2014 to December 31, 2018 was reviewed for this report. Within the study area, there were 1,186 crashes within this period including 241 crashes that resulted in at least one injury and three crashes that resulted in a fatality.

Of the reported crashes, 759 (64.0%) were at or related to an intersection. Crashes were reviewed at the following intersections with Patterson Rd:

- I-70B Business Route
- 24 Rd
- Mall Entrance 1
- Mall Entrance 2
- 24 1/2 Rd
- Commerce Blvd
- 25 Rd
- Foresight Cir
- Northgate Dr
- Burkey St
- 25 1/2 Rd
- Cider Mill Rd
- Park Dr
- Meander Dr
- 26 Rd/ N 1st St
- Park Dr
- Mira Vista Rd
- 26 1/2 Rd/ N 7th St
- 8th Ct
- Viewpoint Dr
- 26 3/4 Rd
- N 12th St
- 27 1/4 Rd / N 15th St
- 27 1/2 Rd
- Spring Valley Cir
- Beechwood St
- El Corona Dr
- Santa Fe Dr
- 28 Rd
- Park Ave
- Rio Grande Dr
- 28 1/4 Rd
- Grand Cascade Way
- 28 3/4 Rd
- Legends Way
- Belhaven Way
- E Indian Creek Dr
- 29 Rd
- Partee Dr
- Chris-Mar St
- Colanwood St
- 29 1/2 Rd
- Greenfield Cir E
- Pioneer Rd
- Broken Spoke Rd
- Darby Dr
- Hudson Bay Dr
- 30 Rd
- Agana Dr
- Seranade St
- McMullin Dr
- Mesa Valley Dr
- Cottege Meadows Ct

The evaluated crash data provided some general observations about the crash patterns. Rear end (front to rear) crashes were the most prevalent crash type, accounting for approximately 42% of all crashes, followed by broadside (front to side) crashes at approximately 32%.

Level of Service of Safety (LOSS) was calculated for each intersection. The LOSS reflects how the intersection performs in regard to its expected crash frequency at a specific level of ADT (major and minor) when compared to intersections in Colorado with similar characteristics. LOSS can also indicate the potential for which crash reduction might be made if improvements were implemented and is graded as follows:

LOSS I – Below 20th Percentile (*Indicates a low potential for crash reduction)*

LOSS II – 20th Percentile to Mean (*Indicates a low to moderate potential for crash reduction)*

LOSS III – Mean to 80th Percentile (*Indicates a moderate to high potential for crash reduction)*

LOSS IV – Above 80th Percentile (*Indicates a high potential for crash reductions)*

Table 1 shows crash frequency for the five-year year period, LOSS considering all crash severities, and LOSS considering only injury or fatal crashes for each intersection. Several intersections indicate a high potential for crash reduction.

Table 1. Intersection Level of Service of Safety

Patterson Rd Intersection	Number of Crashes				LOSS All	LOSS Severe
	Property Damage Only	Injury	Fatal	Total		
I-70B Business Route	2	0	0	2	II	II
24 Rd	38	7	0	45	IV	IV
Market St	24	10	0	34	IV	IV
Home Depot Access	12	3	0	15	IV	III
24 1/2 Rd	52	8	0	60	IV	IV
Commerce Blvd	1	0	0	1	I	II
25 Rd	47	14	0	61	IV	IV
Foresight Cir	3	0	0	3	II	II
Northgate Dr	2	0	0	2	II	II
Burkey St	3	3	0	6	II	III
25 1/2 Rd	21	11	0	32	IV	IV
Cider Mill Rd	1	0	0	1	I	II
Park Dr	1	1	0	2	II	II
Meander Dr	5	3	0	8	III	III
26 Rd/ N 1st St	47	13	0	60	IV	IV
Park Dr	2	0	0	2	II	II
Mira Vista Rd	3	0	0	3	II	II
26 1/2 Rd/ N 7th St	46	4	0	50	IV	III
8th Ct	1	0	0	1	I	II

Table 1. Intersection Level of Service of Safety

Patterson Rd Intersection	Number of Crashes				LOSS All	LOSS Severe
	Property Damage Only	Injury	Fatal	Total		
Viewpoint Dr	2	0	0	2	II	II
26 3/4 Rd	0	2	0	2	II	III
N 12th St	63	15	1	79	IV	IV
27 1/4 Rd / N 15th St	29	7	0	36	IV	IV
27 1/2 Rd	26	6	0	32	III	III
Spring Valley Cir	4	2	0	6	II	II
Beechwood St	4	1	0	5	II	II
El Corona Dr	4	0	0	4	II	II
Santa Fe Dr	1	0	0	1	I	II
28 Rd	8	10	0	18	III	IV
Park Ave	0	1	0	1	I	II
Rio Grande Dr	4	1	0	5	II	II
28 1/4 Rd	21	7	0	28	IV	IV
Grand Cascade Way	1	1	0	2	I	II
28 3/4 Rd	1	0	0	1	I	II
Legends Way	2	0	0	2	I	II
Belhaven Way	3	0	0	3	II	II
E Indian Creek Dr	3	0	0	3	I	I
29 Rd	50	9	0	59	IV	IV
Partee Dr	0	1	0	1	I	II
Chris-Mar St	1	0	0	1	I	II
Colanwood St	1	0	0	1	I	II
29 1/2 Rd	17	6	1	24	IV	IV
Greenfield Cir E	1	0	0	1	I	II
Pioneer Rd	2	0	0	2	I	II
Broken Spoke Rd	2	1	0	3	II	II
Darby Dr	1	1	0	2	I	II
Hudson Bay Dr	1	0	0	1	I	II
30 Rd	30	10	0	40	IV	IV
Agana Dr	1	0	0	1	I	II
Serenade St	1	1	0	2	I	II
McMullin Dr	0	1	0	1	II	II
Mesa Valley Dr	1	0	0	1	II	II
Cottage Meadows Ct	0	1	0	1	II	II

Of the reported crashes, 74 crashes (6.2%) were at or related to a driveway on Patterson Rd. Figure 2 shows the number of driveway crashes occurring on Patterson Rd segment by segment. The segments from 24 1/2 Rd to 12th St display the greatest number of driveway related crashes. More specifically, almost one quarter of all driveway related crashes on Patterson Rd occurred between 24 1/2 Rd to 25 Rd.



Figure 2. Patterson Rd Driveway Crashes

Overall, implementing access management techniques will reduce the number of conflict points in the study area. According to the Highway Safety manual, the reduction of access points along a roadway segment is expected to result in a reduction of crashes. A summary of the crash history is included in Appendix D.

4.0 ACCESS PLAN DEVELOPMENT AND EVALUATION

Using the traffic volume forecasts, input from the City, input from other project stakeholders and the public outreach program, previous planning efforts and guidance from the Grand Junction TEDS Manual, an Access Control Plan (ACP) was developed for the project. This Plan considers access points in logical groupings, as well as circulation opportunities via the existing and potential future local street system.

4.1 Process

The ACP was developed using a 4-step process:

Step One - Methodology and Compatibility Index

A traffic methodology and ACP methodology were established at the beginning of the project to define the purpose, approach, and assumptions used to develop the Plan. In addition, a compatibility index was developed to provide a logical means for determining whether the ACP meets the established project goals. The index identified a set of evaluation criteria that correspond with each project objective, as listed in Section 1.1. A simple rating system that identifies the plan as favorable, neutral or unfavorable with respect to each criterion was defined. Each of the three ratings under each criterion was then defined to assist in the evaluation. The traffic methodology memo can be found in Appendix D. The ACP methodology memo and compatibility index can be found in Appendix E.

Step Two – Development of the Access Control Plan

The existing inventory of access points was reviewed with existing parcel and ownership information. This review determined which parcels adjacent to Patterson Rd lacked access to Patterson Rd, which parcels had multiple accesses to consider for consolidation, and which parcels had access or potential access to an existing or proposed lower classification roadway. It also helped identify parcels that currently have shared access or could have shared access in the future. Access solutions were developed by applying access management principles and techniques discussed in Section 2.0. Major full movement intersections have generally already been identified and signalized, but were confirmed based on traffic projections, City planning documents, and anticipated growth patterns. Access for each parcel in between major intersections was either limited (right-in/right-out or ¾ movement) or provided via a lower classification roadway. In cases where multiple access points served a single ownership, access was reduced to one per ownership. Shared access between parcels was developed wherever feasible.

Step Three – Refine the Access Control Plan

A draft ACP was presented to an internal City review team. Based on comments received from the team, the draft plan was refined and presented to the City Council, Planning Commission, and the public using both virtual and in-person methods. Public comment was reviewed, and the Plan was modified at several points throughout the project, as appropriate. Improvements considered cost prohibitive, with unmanageable physical constraints, with significant traffic operational deficiencies, inconsistent with overall community expectations, or not appearing to provide a reasonable level of access, were revised. In some cases, access conditions were defined to allow phased implementation of long-term solutions. In particular, several conditional

right-in/right-out access points were identified to clearly identify access points where redevelopment would trigger closure of the access point rather than a public project.

Step Four – Evaluation

Following the public outreach process, the refined ACP was evaluated using the compatibility index described in Step One to determine whether project objectives were met.

4.2 Evaluation Results

The results of the evaluation by objective are listed in Table 2. Overall, the ACP rates favorably and is compatible with project goals. Plan adoption by the City is recommended. Details of the Plan evaluation can be found in Appendix E. A graphical representation of the ACP is presented in Figure 3 (A-P).

Table 2. Compatibility Evaluation Summary

Project Goal	Evaluation Criteria	Rating
Provide effective and efficient through travel for traffic on Patterson Rd utilizing the existing right-of-way and identify if additional right-of-way is needed.	Corridor Travel Speeds/Time	Favorable
	Functional Intersection Area	Neutral
	Number of Conflict Points	Favorable
	Right-of-way	Neutral
Provide safe, effective, and efficient access to and from Patterson Rd for businesses, residents, and guests to support the economic viability of the City of Grand Junction and Mesa County.	Intersection Sight Distance	Favorable
	Intersection LOS or Critical Movements	Neutral
	Conformance with Grand Junction TEDS Manual	Favorable
	Out-of-direction Travel Distance	Unfavorable
	Intersection Crash Risk	Favorable
	Business Market Area	Favorable

Project Goal	Evaluation Criteria	Rating
Maintain compatibility with existing and proposed street network connections that provide local circulation to support the transportation system.	Local Route Circulation	Favorable
	Serviceability of Local Routes to Developments and Properties within the Study Area	Favorable
Support alternative modal choices, including transit, pedestrian, and bicycle routes.	Pedestrian/Bicycle Parallel Access	Favorable
	Pedestrian/Bicycle Crossing Opportunities	Neutral
	Transit Opportunities	Neutral
Provide a plan that can be implemented in phases.	Public Support	Neutral
	Phasing Opportunities	Favorable
	Physical Constraints	Neutral
	Funding Opportunities	Favorable
Maintain compatibility with previous local planning efforts, such as, the GVCP Plan, Ballot 2A measure, and the One Grand Junction Comprehensive Plan.	Compatibility with Local Planning	Favorable

5.0 PLAN RECOMMENDATIONS

This section presents details of the recommended Access Control Plan (ACP) for Patterson Rd. The Plan has been developed with considerable participation from the City of Grand Junction, project stakeholders such as emergency services, Mesa County, Grand Valley MPO, Grand Valley Transit, and the public. After evaluating both existing and future conditions, the Plan defines how each access will function in the future. In general, the ACP limits full movement access to major signalized intersections. Functional intersection area was considered in evaluating the spacing between major intersections and ¾ movement intersections. While it is ideal to provide the full functional intersection area between full movement intersections, other site-specific considerations were considered in determining intersection spacing. At a minimum, the physical length needed to accommodate auxiliary lane lengths as defined by the TEDS Manual is provided between intersections unless otherwise noted. Most access points are intended to remain open as a right-in/right-out for the long-term. However, there are some public road access points that are located within the functional intersection area of a major intersection and they have alternate traffic circulation options. These access points have the potential to close if safety or operational issues develop. The ACP designates these as a conditional safety right-in/right-out to identify the potential risk.

In addition, access is reduced to one location per ownership and where feasible, shared between adjacent properties. Where reasonable access can be provided to an alternate lower classification cross street, access points are relocated to the cross street. Access for parcels between major intersections is limited. To maximize local circulation options, minor public road intersections and private access that serves multiple properties are identified as ¾ movement. This was done where providing the left-turn movement improves operations and/or circulation and where there is adequate space to develop left turn auxiliary lanes.

Out-of-direction travel was generally limited to a maximum distance of one mile (½ mile each way). Out-of-direction travel was limited by providing full movement and ¾ movement intersections at necessary intervals. Accommodation for U-turns at major intersections is recommended to provide alternatives for restricted left-turn movements. In addition, the Grand Junction Circulation Plan, in conjunction with proposed alternate routes from this study, will provide key alternatives for restricted left-turn movements.

Traffic control measures that may be used to achieve proposed conditions include raised or depressed medians, driveway channelizing islands at limited access points, directional median openings at 3/4 movement access points, and signage and striping. To avoid turn movement violations and potential enforcement issues, eventual installation of a raised median is recommended. Based on the existing cross-section with a two-way-left turn lane on Patterson Rd, installation of a raised median can likely be achieved with little to no widening through most of the corridor. Within the section between Park Dr and Mira Vista Rd, where the cross-section of the roadway only includes two through lanes in each direction, a narrow raised median or barrier is recommended to restrict turning movements if safety or operational issues develop. Widening to the south is recommended where there is currently a tiered wall. The bottom wall will need to be reconstructed and right-of-way acquisition is likely.

The narratives in this section are intended to serve as a summary of the key features of the ACP. The figures are intended to provide a graphical representation of the ACP. A detailed explanation of each access in the study area, by reference point, is presented in the ACP Table in Appendix F. Reference the ACP Table for specific access configurations and conditions.

Recognizing that this plan is a long-term planning document and not a detailed engineering design, reference point designations are intended to be approximate. As more detailed information is available, these designations may be modified (generally within 0.05 miles of the specified reference point designation).

5.1 Access Control Plan

Key features of the ACP are summarized by major intersections on the following pages and illustrated in Figure 3. The ACP will reduce the number of access points from 283 to between 149 and 160 as the corridor and land use along the corridor changes. This reduction in access includes the following:

- 71 access closures/consolidations
- 79 conditional access points that will close upon redevelopment
- 12 conditional safety right-in/right-out access points that will close if safety or operational issues develop

In addition, there are also over 180 access points with restricted movements including right-in/right-out access, right-in or right-out only, ¾ movement access points that will result in a reduction in conflict points through the corridor. Between the consolidation of access points and the application of restricted movement access points, the number of conflict points throughout the corridor is reduced from 2600 to 1000, a total reduction in conflict points of 60%.

There are 15 signalized full movement intersections in the plan. Full movement signalized intersections have been confirmed as part of the ACP; however, this does not restrict the City from considering other types of traffic control deemed appropriate in the future, including roundabouts and continuous flow intersections (CFI's).

Auxiliary lanes shall be provided at access points in accordance with the TEDS Manual. Auxiliary lane improvements will improve safety and congestion by removing slower turning vehicles from the through lanes. This eliminates the speed differential between through movements and turning movements that commonly cause crashes, as well as eliminating queuing of turning vehicles that block the clear passage of through movements. The following fourteen intersections on the corridor are anticipated to meet requirements for additional right or left turn lanes on Patterson Rd in the 20-year planning period: 24 Rd, Market St, Home Depot access, 24 ½ Rd, 25 Rd, 25 ½ Rd, 1st St, 7th St, 12th St, 15th St, 28 ¼ Rd, 29 ½ Rd, and 30 Rd. A detailed summary of anticipated auxiliary lanes can be found in Appendix D. Some level of ROW impacts, typical to a public project, are anticipated to occur in order to accommodate the additional auxiliary lanes. In addition, the following intersection improvements are recommended consistent with previous planning efforts:

- 24 Rd intersection - two northbound thru lanes and two eastbound left turn lanes
- 12th St intersection - dual lefts for each approach
- 29 Rd intersection - dual northbound left turn lanes

The City's 2019 Ballot Measure 2A will fund auxiliary lane improvements at 25 Rd, 12th St, 28 ¼ Rd, and 29 Rd, as well as widening of 24 Rd north of Patterson. Other intersection improvements identified will be implemented in the future as funding becomes available.

I-70B to Market St (Figure 3A)

1) While I-70B is not identified as an access point in the ACP, this T-intersection is anticipated to remain full movement with the potential for signalization, if warranted and permitted by CDOT.

2) 24 Rd and Market St will also remain full movement signalized intersections. Refer to Appendix D for more information about the alternative investigations for 24 Rd and Market St.

3) Access for this section shall be limited to right-in/right-out between major intersections. Access points shall be reduced to one location per ownership, relocated to cross streets, and/or shared, where feasible. Utilizing cross-access easements as properties redevelop to ensure that all properties are provided access to the public street system. Refer to the ACP Table for conditions of implementation.

4) Access 2 is identified as a ¾ movement and is intended to serve multiple properties along the south side of Patterson Rd through cross access easements.

5) Access 5 is a conditional right-in/right-out movement and will close when a connection to Access 2 is available.

6) Due to the proximity to 24 Rd, Access 6 and 7, Rae Lynn St, are identified as conditional safety right-in/right-outs and may close if safety or operational issues develop and the conditions in the ACP Table are met. Refer to the ACP Table for conditions of implementation.

Market St to Home Depot/Mesa Mall Access (15/16) (Figure 3A-B)

1) Market St. and the Home Depot/Mesa Mall Access (Access 15 and 16) will remain full movement signalized intersections. Refer to Appendix D for more information about the alternative investigations for Market St.

2) Access for this section shall be limited to right-in/right-out between major intersections. Access points shall be reduced to one location per ownership, relocated to cross streets, and/or shared, where feasible, utilizing cross-access easements as properties redevelop to ensure that all properties are provided access to the public street system. Refer to the ACP Table for conditions of implementation.

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3A

Home Depot/Mesa Mall Access (15/16) to 24 ½ Rd (Figure 3B)

1) The Home Depot/Mesa Mall Access (Access 15 and 16) and 24 ½ Rd will remain full movement signalized intersections.

2) Access for this section shall be limited to right-in/right-out between major intersections. Access points shall be reduced to one location per ownership, relocated to cross streets, and/or shared, where feasible, utilizing cross-access easements as properties redevelop to ensure that all properties are provided access to the public street system.

3) Access 17 is identified as a conditional safety right-in only. Alternate full movement access is available at the signal at Access 15. A right-in only will remain long-term unless safety or operational issues develop, which will trigger closure of the access.

4) Access 20 was limited to a right-in only due to sight distance concerns. Alternate access is also available via 24 ½ Rd to the affected properties. Refer to the ACP Table for conditions of implementation.

24 ½ Rd to 25 Rd (Figure 3B–C)

1) 24 ½ Rd and 25 Rd will remain full movement signalized intersections. ¾ movement intersections are proposed at Access 26, 27, and 29 to serve multiple properties on the north and Commerce Blvd on the south.

2) All other access for this section shall be limited to right-in/right-out between major intersections. Access points shall be reduced to one location per ownership, relocated to cross streets, and/or shared, where feasible, utilizing cross-access easements as properties redevelop to ensure that all properties are provided access to the public street system.

3) Access 23 will close once an alternative connection to Flatop Ln is in place. Due to the proximity to 24 ½ Rd, Access 24 is identified as a conditional safety right-in/right-out and may close if safety or operational issues develop and the conditions in the ACP Table are met. Alternate access to 24 ½ Rd and Commerce Blvd is available.

4) A right-in only is located at Access 25. Several access points are identified as conditional right-in/right-out and will close upon redevelopment. Refer to the ACP Table for conditions of implementation.

5) A public connection through the Grand Valley Transit Park-n-ride between the properties adjacent to Patterson Rd and F 1/8 Rd is proposed to replace restricted movements on Patterson Rd.

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3B

25 Rd to 25 ½ Rd (Figure 3C–E)

1) 25 Rd and 25 ½ Rd will remain full movement signalized intersections.

2) Access for this section shall be limited to right-in/right-out between major intersections, except for ¾ movement at the intersections with Foresight Cir, Northgate Dr, and Burkey St (Access 40, 41, and 44).

3) Access points shall be reduced to one location per ownership, relocated to cross streets, and/or shared, where feasible, utilizing cross-access easements as properties redevelop to ensure that all properties are provided access to the public street system.

4) Access 38 will be relocated outside the functional intersection of 25 Rd to Access 38a upon redevelopment. Several access points are identified as conditional right-in/right-out and will close upon redevelopment. Refer to the ACP Table for conditions of implementation.

25 ½ Rd to 26 Rd/1st St (Figure 3E–F)

1) 25½ Rd and 26 Rd/1st St will remain full movement signalized intersections.

2) Conditional ¾ movement intersections are proposed at Access 53, 61, 62 and 64. Based on future land-use plans, either Access 53 or 61 may be a ¾ movement to serve multiple properties on the north, with the other access as a right-in/right-out. Access 61 provides better spacing with 25 ½ Rd. Accesses 62 and 64 serve public streets, 25 ¾ Rd and Meander Dr, respectively. Left-turn access into both public streets is desired, however the distance between these two intersections does not allow for the full length of auxiliary lanes required based on the current speed limit. A design variance or speed reduction must be justified and approved by the City to allow both ¾ movements when either redevelopment occurs or a public project is funded to build a median. If further study does not support ¾ movements at both locations, one access will be a right-in/right-out, as determined by the City.

3) All other access for this section shall be limited to right-in/right-out between major intersections. Access points shall be reduced to one location per ownership, relocated to cross streets, and/or shared, where feasible, utilizing cross-access easements as properties redevelop to ensure that all properties are provided access to the public street system.

4) A right-out only is located at Access 50. Several access points are identified as conditional right-in/right-out and will close upon redevelopment. Refer to the ACP Table for conditions of implementation. In addition, a connection between Cider Mill Rd and the extension of 25 ¾ Rd is proposed to provide circulation within the local street system to replace restricted left turn movements on Patterson Rd.

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3C

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3D

PATTERSON ROAD ACP EXHIBIT

NOTE:
EITHER ACCESS 53 OR ACCESS 61 MAY BE 3/4 MOVEMENT LONG-TERM WITH THE OTHER ACCESS AS A RI-RO.

NOTE:
A DESIGN VARIANCE OR SPEED REDUCTION MUST BE JUSTIFIED AND APPROVED BY THE CITY TO ALLOW 3/4 MOVEMENT AT BOTH ACCESS 62 AND 64. OTHERWISE, RI-RO WILL BE APPLIED TO ONE LOCATION AS DETERMINED BY THE CITY.

0 200 400 800 Feet

LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3E

26 Rd/1st St to 26 ½ Rd/7th St (Figure 3F–G)

1) 26 Rd/1st St and 26 ½ Rd/7th St will remain full movement signalized intersections.

2) ¾ movement intersections are proposed at Access 74 and 86a. A public road connection between Access 74 to Horizon Place is proposed to support circulation for future redevelopment in the area.

3) On the south side of Patterson Rd, only a single ¾ movement can be accommodated. To serve as many properties as possible, Access 86a was proposed as a ¾ movement. Access 86a is located far enough away from 26 ½ Rd/7th St to provide full auxiliary lane lengths and can serve both the St. Mary's Hospital and the Vanderen-Ford Heights subdivision. Connection between Mira Vista Rd and the 86a access road is required. When this connection is available, the Mira Vista Rd intersection with Patterson Rd will be closed. Similarly, Access 93 will close when Access 86a is available and on-site truck circulation to the hospital can be achieved through Access 86a. If Access 86a cannot accommodate trucks, Access 93 will be restricted to right-in only. Coordination between the City, hospital and Vanderen-Ford Heights subdivision will be required to achieve this access configuration.

4) All other access for this section shall be limited to right-in/right-out between major intersections. Access points shall be reduced to one location per ownership, relocated to cross streets, and/or shared, where feasible, utilizing cross-access easements as properties redevelop to ensure that all properties are provided access to the public street system.

5) Due to the proximity to 26 Rd/1st St, Park Dr (Access 69) is identified as a conditional safety right-in/right-out and may close if safety or operational issues develop and the conditions in the ACP Table are met. Alternate access to 1st St is available.

6) Several access points in this section are identified as conditional right-in/right-out and will close upon redevelopment. In particular, the properties on the north side of Patterson Rd should be connected through cross-access easements and access should be consolidated and shared as much as possible with redevelopment. Refer to the ACP Table for conditions of implementation.

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- **G** GATED ACCESS POINT
- **C** CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- **S** CONDITIONAL SAFETY ACCESS POINT

FIGURE 3F

26 ½ Rd/7th St to 12th St (Figure 3G–H)

1) 26 ½ Rd/7th St and 12th St will remain full movement signalized intersections.

2) A ¾ movement intersection is proposed at 26 ¾ Rd (Access 106).

3) All other access for this section shall be limited to right-in/right-out between major intersections. Access points shall be reduced to one location per ownership, relocated to cross streets, and/or shared, where feasible, utilizing cross-access easements as properties redevelop to ensure that all properties are provided access to the public street system. Several access points in this section are identified as conditional right-in/right-out or right-out only and will close upon redevelopment. Refer to the ACP Table for conditions of implementation.

4) While Access 117 is a more direct route into the commercial center, it will be closed to allow for an extension of the 12th St eastbound right turn lane at 12th St, if ever needed. Closing Access 116 and just restricting Access 117 to right-in/right-out may be considered with a median project that commences prior to redevelopment of the property.

12th St to 15th St (Figure 3H)

1) 12th St and 15th St will remain full movement signalized intersections.

2) While Access 123 is located within the functional intersection area of 12th St, traffic operational analysis indicates that adding more left turn movements to 12th St will overload the intersection. Therefore, a ¾ movement is proposed at Access 123.

3) Investigation into modifying 15th St to a ¾ movement and providing signalized crossings for bicycles and pedestrians was conducted. Ultimately, the City decided to keep 15th as a full movement intersection based on traffic patterns, circulation, and public support. Refer to Appendix D for more information about the alternative investigations for 15th St.

4) All other access for this section shall be limited to right-in/right-out between major intersections. Access points shall be reduced to one location per ownership, relocated to cross streets, and/or shared, where feasible, utilizing cross-access easements as properties redevelop to ensure that all properties are provided access to the public street system.

5) Access 126 and 127 shall be consolidated to one shared access. Access 130 will be a right-out only for circulation to the subdivision. Refer to the ACP Table for conditions of implementation.

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3G

PATTERSON ROAD ACP EXHIBIT

NOTE:
A SINGLE SHARED RI-RO FOR THESE PROPERTIES WILL BE PROVIDED.



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3H

15th St to 27 ½ Rd (Figure 3H-I)

1) 15th St and 27 ½ Rd will remain full movement signalized intersections. Investigation into modifying 15th St to a ¾ movement and providing signalized crossings for bicycles and pedestrians was conducted. Ultimately, the City decided to keep 15th as a full movement intersection based on traffic patterns, circulation, and public support. Refer to Appendix D for more information about the alternative investigations for 15th St.

2) If desired upon redevelopment, the 4th leg of 27 ½ Rd may be installed on the south side of Patterson Rd. Utility relocations will be required and must be coordinated with the utility owner. If Access 145a is implemented, Access 146 must close and Access 148 must be restricted to right-in/right-out.

3) All other access for this section shall be limited to right-in/right-out between major intersections. Access points shall be reduced to one location per ownership, relocated to cross streets, and/or shared, where feasible, utilizing cross-access easements as properties redevelop to ensure that all properties are provided access to the public street system.

4) Access 136 and 137 shall be consolidated to one shared access at Access 136a. Similarly, Access 142 and 143 shall consolidate to one shared access at Access 142a and Access 141 shall be relocated to Access 141a. Several access points in this section are identified as conditional right-in/right-out and will close upon redevelopment. Refer to the ACP Table for conditions of implementation.

5) Public road connections on the south side of Patterson Rd that connect Patterson Rd properties to Wellington Ave are recommended upon redevelopment to create more circulation to the full movement intersection at 15th St.

PATTERSON ROAD ACP EXHIBIT

NOTE:
4TH LEG OF 27 1/2 ROAD MAY BE IMPLEMENTED WITH REDEVELOPMENT AND UTILITY RELOCATION IF DESIRED.

N

0 200 400 800 Feet

LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 31

27 ½ Rd to 28 ¼ Rd (Figure 3I-K)

1) 27 ½ Rd and 28 ¼ Rd will remain full movement signalized intersections. If desired upon redevelopment, the 4th leg of 27 ½ Rd may be installed on the south side of Patterson Rd. Utility relocations will be required and must be coordinated with the utility owner.

2) If Access 145a is implemented, Access 146 must close and Access 148 must be restricted to right-in/right-out. ¾ movement intersections are proposed at Access 148, 150, 159, and 161.

3) Residents in the area were concerned about restricting 28 Rd (Access 159) to ¾ movement and were interested in the potential for signalization. However, due to the proximity of 28 Rd and 28 ¼ Rd, signalization is not recommended. The future connection of Hawthorne Ave to 28 ¼ Rd will provide the area with alternative options to a signalized intersection for left-out movements.

4) All other access for this section shall be limited to right-in/right-out between major intersections. Access points shall be reduced to one location per ownership, relocated to cross streets, and/or shared, where feasible, utilizing cross-access easements as properties redevelop to ensure that all properties are provided access to the public street system.

5) Access 162 is identified as conditional right-in/right-out and will close upon redevelopment. Refer to the ACP Table for conditions of implementation.

6) Public road connections on the south side of Patterson Rd that connect Patterson Rd properties to Wellington Ave are recommended upon redevelopment to create more circulation to the full movement intersection at 15th St.

28 ¼ Rd to 29 Rd (Figure 3K-L)

1) 28 ¼ Rd and 29 Rd will remain full movement signalized intersections. Access to Matchet Park (Access 176), Legends Way, and both sides of W Indian Creek Dr are proposed as ¾ movements. West Indian Creek Dr connects to Presley Ave and Presley will connect to 29 Rd in the future.

2) All other access for this section shall be limited to right-in/right-out between major intersections. Access points shall be reduced to one location per ownership, relocated to cross streets, and/or shared, where feasible, utilizing cross-access easements as properties redevelop to ensure that all properties are provided access to the public street system.

3) Due to the proximity to 29 Rd, E Indian Creek Dr (Access 196) is identified as a conditional safety right-in/right-out and may close if safety or operational issues develop and the conditions in the ACP Table are met. Alternate access to W Indian Creek Dr is available. Access 180 is identified as conditional right-in/right-out and will close upon redevelopment. Refer to the ACP Table for conditions of implementation.

4) Belhaven Way should be widened to full public street standards to provide access to the current Church of Christ property to the east.

PATTERSON ROAD ACP EXHIBIT

NOTE:
ALTERNATIVE ROUTE TO SIGNAL AT 28 1/4 ROAD VIA HAWTHORNE AVE.

LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3J

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3K

29 Rd to 29 ½ Rd (Figure 3L-M)

1) 29 Rd and 29 ½ Rd will remain full movement signalized intersections. Access 205 to Safeway, Redwing Ln, and the north side of 29 3/8 Rd are proposed as ¾ movements.

2) All other access for this section shall be limited to right-in/right-out between major intersections. Access points shall be reduced to one location per ownership, relocated to cross streets, and/or shared, where feasible, utilizing cross-access easements as properties redevelop to ensure that all properties are provided access to the public street system.

3) Due to the proximity to 29 ½ Rd, Colanwood St (Access 227) is identified as a conditional safety right-in/right-out and may close if safety or operational issues develop and the conditions in the ACP Table are met. Alternate access via Wellington Ave or Parkway Dr is available.

4) Several access points in this section are identified as conditional right-in/right-out and will close upon redevelopment. In particular, the properties on the north side of Patterson Rd from Access 202-206 should be connected through cross-access easements and access should be consolidated and shared as much as possible with redevelopment.

5) Penny Ln should also be constructed to provide properties currently served by Access 224 and 226 alternate access to 29 ½ Rd. 224 also has alternate access to Bonito Ave and 226 has alternate access to Mount Julian Dr and cross access will be required upon development. Refer to the ACP Table for conditions of implementation.

29 ½ Rd to 30 Rd (Figure 3M-O)

1) 29 ½ Rd and 30 Rd will remain full movement signalized intersections. A ¾ movement is proposed on both sides of the road at Placer St (Access 240 and 241).

2) All other access for this section shall be limited to right-in/right-out between major intersections. Access points shall be reduced to one location per ownership, relocated to cross streets, and/or shared, where feasible, utilizing cross-access easements as properties redevelop to ensure that all properties are provided access to the public street system.

3) Due to the proximity to 29 ½ Rd, Greenfield Cir E (Access 233) and Pioneer Rd (Access 234) are identified as a conditional safety right-in/right-out and may close if safety or operational issues develop and the conditions in the ACP Table are met. Alternate access via Bookcliff Ave and Bonito Ln respectively is available.

4) Hudson Bay Dr (Access 244) is also identified as conditional safety right-in/right-out due to proximity to 30 Rd. Alternate access to F ¼ Rd is available.

5) Several access points in this section are identified as conditional right-in/right-out and will close upon redevelopment. Refer to the ACP Table for conditions of implementation.

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3L

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3M

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3N

30 Rd to Lodgepole St (Figure 3O-P)

1) 30 Rd will remain a full movement signalized intersection. As the City boundary is crossed into Mesa County, the access points are identified as unsignalized full movement intersections. This includes Lodgepole St and the two access points to the Museum of Western Colorado (Access 284 and 286. If the museum changes use or expands in a way that significantly increases traffic, Access 284 should close and Access 286 should be realigned with Lodgepole St to create a 4-legged intersection. The north leg of Serenade St, Roundtable Rd, Gerken Rd, and Cottage Meadow Ct are proposed as ¾ movements.

2) All other access for this section shall be limited to right-in/right-out between major intersections. Access points shall be reduced to one location per ownership, relocated to cross streets, and/or shared, where feasible, utilizing cross-access easements as properties redevelop to ensure that all properties are provided access to the public street system.

3) Due to the proximity to 30 Rd, Ronlin Dr (Access 250) is identified as a conditional safety right-in/right-out and may close if safety or operational issues develop and the conditions in the ACP Table are met. Alternate access via E Vista Dr and Agana Dr is available.

4) Several access points in this section are identified as conditional right-in/right-out and will close upon redevelopment. Refer to the ACP Table for conditions of implementation.

5) Connections to Wellington Ave and/or Kirby Ln should also be constructed to provide properties currently served by Access 269, 271 and 272. Refer to the ACP Table for conditions of implementation.

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 30

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3P

5.2 Alternative Local Routes

In addition to recommended access modifications, this study has resulted in recommendations for development of several alternative local routes. These alternative routes provide additional local connections and internal circulation opportunities that will benefit operations on Patterson Rd. The alternative routes would reduce local dependence on Patterson, provide alternatives that support restricted turning movements on Patterson, and reduce demand at intersections that are already experiencing high demand. The routes illustrated in the plan are conceptual in nature and will require detailed engineering to establish exact alignments at the time of implementation. Some access improvements require development of alternative routes prior to implementation.

The following is a list of the alternative routes or additional connections identified and illustrated in Figure 4:

- North-south route through GVT Park-n-Ride between the properties adjacent to Patterson Rd and F 1/8 Rd
- East-west connection between Cider Mill Rd and the extension of 25 ¾ Rd
- North-south route from Access 74 to connect with access to 26 ½ Rd in the future
- Connections between Access 138 and 148 to Wellington Ave
- North-south connection through Matchett Park at Access 176 with an east-west connection from Navajo way to provide opportunities for the neighborhood to access the signal at 28 ¼ Rd
- Widening of Belhaven Way to a full public street width
- Development of Penny Ln between 29 ½ Rd and the properties currently served by Access 224 and 226
- Connection to Wellington Ave and/or Kirby Ln for the properties currently served by Access 269, 271 and 272.

The adoption of these additional road connections into the City of Grand Junction's Street Plan Functional Classification Map as part of the Grand Junction Circulation Plan is recommended. It is anticipated that the majority of these routes would be accomplished in phases when development or redevelopment occurs.

In support of alternate modes, the ACP also considered pedestrian, bicycle and transit access throughout the corridor. Overall, reducing access points reduces potential conflict points for pedestrians, cyclists and buses traveling Patterson Rd. Grand Valley Transit (GVT) provides fixed route transit service throughout Mesa County and the City of Grand Junction. Currently, there are four routes that travel from the GVT Park-n-ride on 24 ½ Rd. Three routes travel on Patterson for some distance. Left turn restrictions shown in the ACP will not affect existing GVT routes and no new access points conflict with existing GVT stops.

The ACP also supports the accommodation of pedestrian and bicycle crossings at full movement signalized intersections. As intersections are improved and sidewalk is added throughout the corridor, pedestrian crossings should be implemented and upgraded to current ADA standards. Further traffic and safety analysis of future opportunities for mid-block crossings to support pedestrian accessibility and transit access is recommended.

PATTERSON ROAD ACP ALTERNATIVE ROUTES

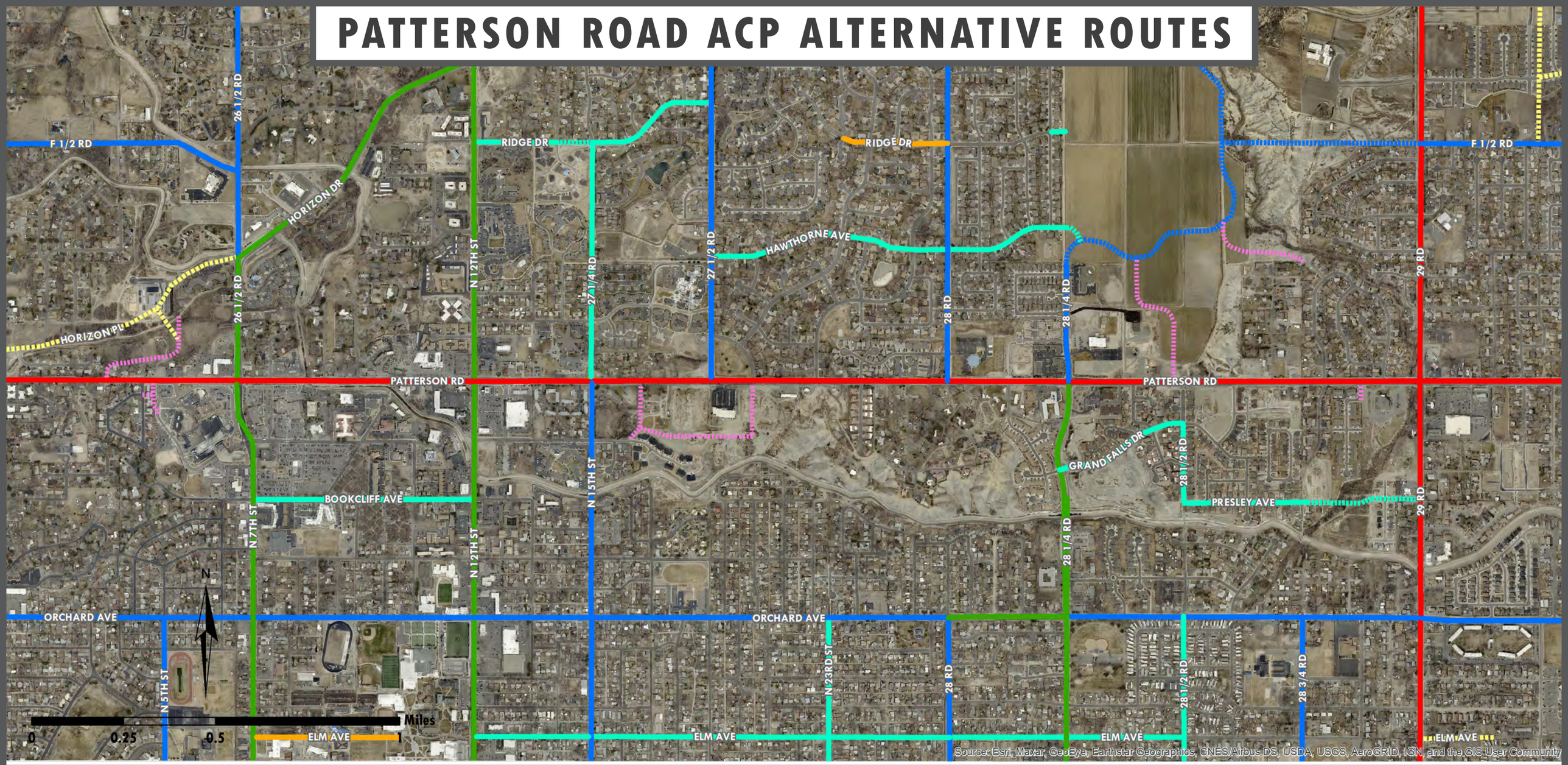


LEGEND

- PRINCIPAL ARTERIAL
- PRINCIPAL ARTERIAL - PROPOSED
- MINOR ARTERIAL
- MINOR ARTERIAL - PROPOSED
- MAJOR COLLECTOR
- MAJOR COLLECTOR - PROPOSED
- MINOR COLLECTOR
- MINOR COLLECTOR - PROPOSED
- LOCAL ROAD
- LOCAL ROAD - PROPOSED
- UNCLASSIFIED
- ACP ALTERNATIVE STREETS - PROPOSED

FIGURE 4A

PATTERSON ROAD ACP ALTERNATIVE ROUTES

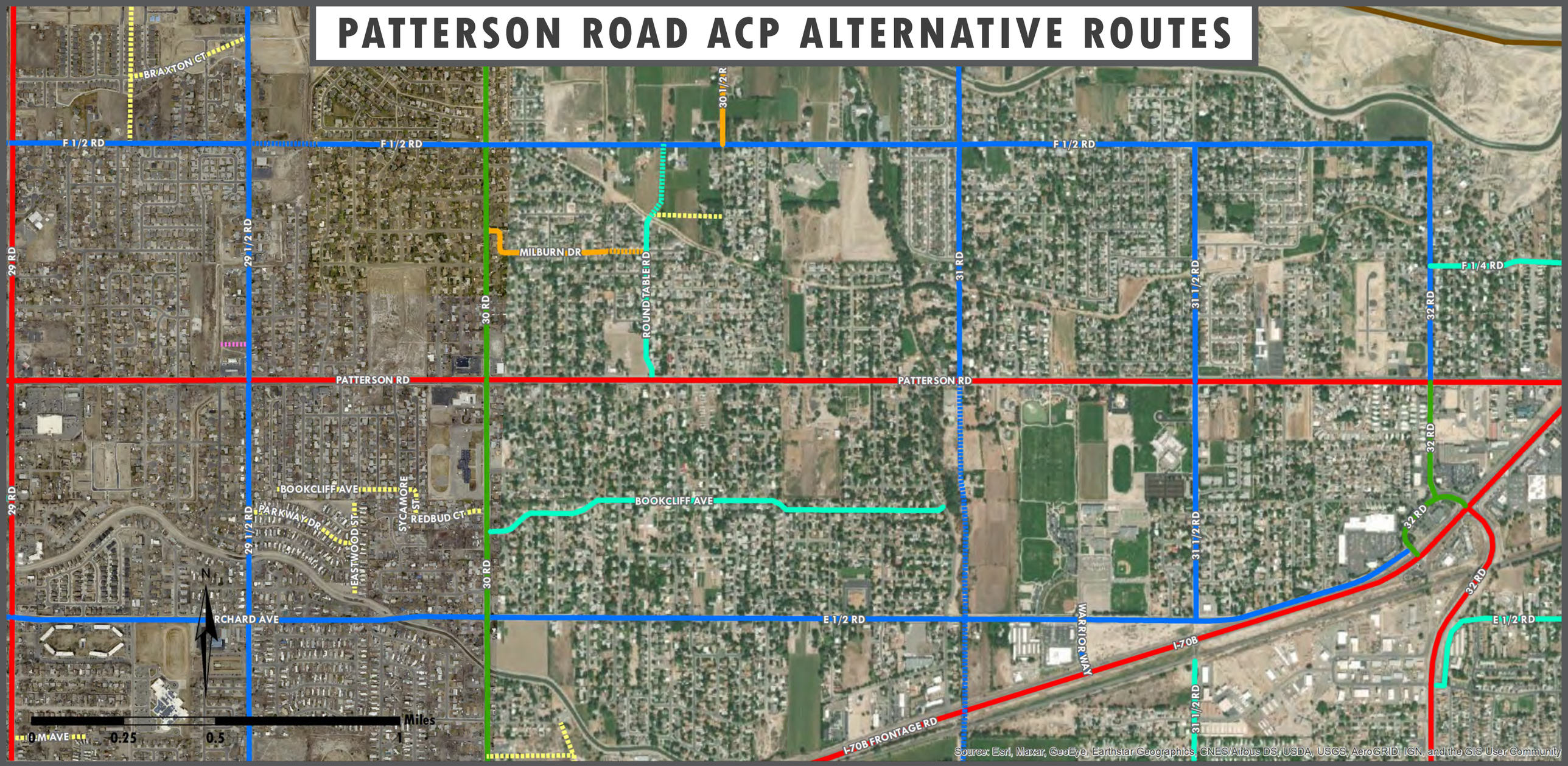


LEGEND

- PRINCIPAL ARTERIAL
- PRINCIPAL ARTERIAL - PROPOSED
- MINOR ARTERIAL
- MINOR ARTERIAL - PROPOSED
- MAJOR COLLECTOR
- MAJOR COLLECTOR - PROPOSED
- MINOR COLLECTOR
- MINOR COLLECTOR - PROPOSED
- LOCAL ROAD
- LOCAL ROAD - PROPOSED
- UNCLASSIFIED
- ACP ALTERNATIVE STREETS - PROPOSED

FIGURE 4B

PATTERSON ROAD ACP ALTERNATIVE ROUTES



LEGEND

- PRINCIPAL ARTERIAL
- PRINCIPAL ARTERIAL - PROPOSED
- MINOR ARTERIAL
- MINOR ARTERIAL - PROPOSED
- MAJOR COLLECTOR
- MAJOR COLLECTOR - PROPOSED
- MINOR COLLECTOR
- MINOR COLLECTOR - PROPOSED
- LOCAL ROAD
- LOCAL ROAD - PROPOSED
- UNCLASSIFIED
- ACP ALTERNATIVE STREETS - PROPOSED

FIGURE 4C

6.0 ACCESS PLAN IMPLEMENTATION CONDITIONS

The improvements recommended in the Plan represent a long-range plan to implement over time as traffic and safety needs arise and as funding becomes available. Construction of the improvements recommended may be completed using public and/or private funding. The following cases will trigger construction.

1. A property redevelops or changes use, resulting in an increase in traffic to and from the site of 20% or more. In this case, limited improvements at the specific access point may be required. As part of the development review process, additional transportation improvements may also be necessary to address specific traffic-related impacts created by the development. These improvements will be compatible with the ACP. In addition, upon redevelopment, property owners will provide legally defined cross-access easements for shared access points, as defined by the Plan. If a property does not redevelop, the property owner will not be required to construct access modifications. (Private Funding).

2. The City obtains funding to complete improvements to a segment of the corridor or a local route. (Public Funding)

3. A safety or operational issue develops that can be mitigated through the implementation of access management techniques consistent with the Access Plan. Depending on the extent and type of safety or operational issue, improvements may address a segment of the corridor or a local route, or may be limited to an isolated location or access point. (Public or Private Funding)

4. Any combination of 1, 2, or 3.

Detailed engineering drawings of exact roadway alignments and access improvements will be required as project funding is identified. Details related to storm drainage, utilities, landscaping, environmental issues, pedestrian/bicycle facilities, roadway sections, and other topographic features will be considered during this design process. Environmental evaluations appropriate to the size, type, and funding of the project will be completed as part of the design phase.

7.0 CONCLUSION

Traffic demand on the Patterson Rd is expected to increase by 24% to 33% over the next twenty years challenging the future functionality of the corridor. Access management has been proven both nationally and statewide to effectively preserve the transportation function of arterial roadways by optimizing the performance of the road to improve the level of safety, reduce traffic congestion and preserve property values without constructing major arterial improvements. The findings of this study indicate that applying access management techniques along Patterson Rd, including the implementation of a raised median, addition of auxiliary lanes, and the consolidation of driveways, will significantly reduce conflict points for vehicles, pedestrians, and cyclists, which correlates to reduced crashes and improved safety. In addition, smoother traffic flow and improved travel times will extend the life of the existing four-lane section on Patterson Rd. Prolonging the need for additional through lanes along Patterson Rd will result in taxpayer savings and reduced impacts to adjacent properties and businesses.

The proposed ACP and associated alternative routes provide the City with a corridor-wide vision for how to coordinate development and growth with the transportation needs on Patterson Rd. The ACP will provide clear expectations for access for both City staff and property owners/developers as land-use changes are proposed and public projects are developed. To provide for commitment to the access modifications and circulation routes recommended by this study, it is recommended that City adopt the ACP for Patterson Rd, as well as the proposed alternative routes. The ACP identifies access locations and levels of access by reference point for Patterson Rd within City limits. The ACP Table, which provides detailed conditions and requirements for each access point, is included in Appendix F. In recognition of the plan's long-range nature and the potential for conditions to change over time, the City should view this plan as a living document that can be amended to best meet future conditions and priorities for the City.

8.0 LIST OF ACRONYMS

AASHTO = American Association of State Highway and Transportation Officials

ACP = Access Control Plan

ADA = Americans with Disabilities Act

ADT = Average Daily Traffic

ATS = Average Travel Speed

BA = Business Access

CDOT = Colorado Department of Transportation

CFI = Continuous Flow Intersection

FA = Field Access

FHWA = Federal Highway Administration

GVCP = Grand Valley Comprehensive Plan

GVT = Grand Valley Transit

HCM = Highway Capacity Manual, 6th Edition

HCS = Highway Capacity Software

LOSS = Level of Service of Safety

MA = Maintenance Access

MP = Milepost

MPO = Metropolitan Planning Organization

mph = Miles Per Hour

MUTCD = Manual on Uniform Traffic Control Devices

NCHRP = National Cooperative Highway Research Program

PRU = Public Rd Unsignalized

PRS = Public Rd Signalized

PTSF = Percent Time Spent Following

PVRU = Private Rd Unsignalized

R = Residential Access

R-A = Regional Highway

RP = Reference Point

ROW = Right-of-Way

TEDS = Transportation Engineering Design Standards

TMC = Turning Movement Count

TRB = Transportation Research Board

vph = vehicles per hour

9.0 GLOSSARY

Access – Any driveway or other point of entry and/or exit such as a street, road or highway that connects to the general street system

Access Category – means one of eight categories described in Section Three of the State Highway Access Code, and determines the degree to which access to a state highway is controlled

Access Plan, Access Control Plan – A plan which designates access locations and levels of access for the purpose of bringing those portions of roadway included in the planning area into conformance with the highway functional classification to the extent feasible

Access Management – Systematic control of the location, spacing, design, and operation of driveways, median openings, and street connections to a roadway

Access Permit – Means by which access improvements are reviewed, approved and constructed in accordance with the State Highway Access Code

Average Travel Speed (ATS) – The highway segment length divided by the average travel time taken by vehicles to traverse it during a designated time interval

Driveway – An access that is not a public street, road, or highway

Full Movement Access – An access without turn restrictions

Functional Intersection Area – Area upstream and downstream of an intersection where intersection operation and conflicts influence driver behavior, vehicle operations, or traffic conditions.

Level-of-Service (LOS) – An indication of the quality of traffic flow as measured by vehicle delays or travel speeds. Level-of-service grades range from LOS A (ideal traffic flow) to LOS F (heavily congested conditions). LOS D is typically considered an acceptable traffic condition during peak demand periods in urbanized locations.

Percent Time Spent Following (PTSF) – The average percentage of time that vehicles must travel in platoons behind slower vehicles due to the inability to pass.

Right-of-way (ROW) – The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel

Turning Movement Count (TMC) – A tally of the number of vehicles turning left, right, or traveling through an intersection

Volume-to-Capacity Ratio (v/c) – The sufficiency of an intersection to accommodate vehicular demand. A v/c over 1.00 means the traffic demand exceeds the capacity.

City of Grand Junction
Patterson Road
Access Study Appendices

US 6 / US 50 / I-70B to Lodgepole Street

January 2021



CITY OF Grand Junction COLORADO

Stolfus

Appendix A - Public Outreach

PATTERSON ROAD ACCESS CONTROL PLAN
ANSWERS TO FREQUENTLY ASKED QUESTIONS

What is an Access?

An access, as related to roadways, is a location where vehicles, bicycles, or pedestrians may enter and/or exit a roadway. Access may be public, such as a street, or private, such as a driveway to a business or residence. Every property owner has the right of reasonable access to the general street system.

Why is access management beneficial?

Access management benefits communities by preserving and improving traffic operations along the most critical roadways. Efficiently managing existing roadways so that they are operating to their fullest capacity costs less than investing in new roadways. Applying access management techniques can increase roadway capacity by 20% to 40%. Access management also has tremendous safety benefits. Studies have shown a 30% to 60% reduction in crashes on roadways where access management techniques are implemented.

The reduction in vehicle conflicts has the added benefit of improving traffic flow, reducing travel times, increasing fuel efficiency and contributing less to air pollution. Access management is also good for business, providing safe access to customers and retaining more of a community's original market area.

What is an Access Control Plan?

An Access Control Plan (ACP) provides a unified vision of the future access needs for a particular roadway corridor. The goals are to define safe, effective, and efficient access to support the economic viability of the corridor, utilize existing right of way, allow for smooth passage of through traffic on the roadway, maintain compatibility with local planning efforts and the existing and proposed street network connections and circulations, provide a plan that can be implemented in phases, and support alternative modal choices.

An ACP defines existing and future access locations with consideration for spacing, traffic movements, circulation, and alternative access opportunities. The ACP does not define specific roadway improvements or funding sources. It is a long-range planning document that identifies access conditions that will be implemented as roadway and land-use characteristics change.

Why is adopting an ACP beneficial?

An ACP allows Grand Junction to make decisions about access that are more consistent with the local vision, land use, and the local transportation system as a whole. In addition, the ACP addresses access on a corridor-wide basis rather than an individual, first-come, first-serve basis. An ACP considers how adjacent access points impact each other and provides property owners with security in the planned access for their property. Recommendations of the ACP consider adjacent land use, corridor specific conditions and local plans for future improvements. Closer access spacing and increased level of access may also be recommended where technical analyses can demonstrate adequate traffic safety and operations.

How is the ACP implemented?

The ACP will be implemented in phases as changes and growth occur around the City. Portions of the plan will be implemented based on the following triggers:

1. Redevelopment that increases traffic
2. Planned publicly funded project
3. Safety or operational issue

What area does the ACP include?

The ACP study area covers approximately 7.1 miles of Patterson Road from US 6/US 50 to Lodgepole Street.

How long will it take to complete the Access Plan?

The ACP project began in January 2020 and is expected to be completed in April 2021.

How can I get more information about the project?

Please contact one of the project team representatives:

Rick Dorris
Development Engineer
City of Grand Junction
Ph. (970) 256-4034
rickdo@gjcity.org

Andrew Amend
Consultant Project Manager
Stolfus & Associates, Inc.
Ph. (303) 221-2330
andrew@stolfusandassociates.com

PLAN DE CONTROL DE ACCESO DE LA CALLE PATTERSON
RESPUESTAS A PREGUNTAS FRECUENTES

¿Qué significa el acceso?
El acceso, relacionado con carreteras, es una ubicación donde los vehículos, bicicletas o peatones pueden entrar y/o salir de una carretera. El acceso puede ser publico como una calle o privada, como una entrada de carros o un negocio o residencia. Cada dueño de propiedad tiene el derecho de tener acceso razonable al sistema de calles general.

¿Porque el manejo del acceso es bueno?
El manejo del acceso beneficia a las comunidades al preservar y mejorar las operaciones de trafico a lo largo de las carreteras más críticas. El manejo del acceso de manera eficiente en las carreteras actuales sirve para que las carreteras funcionen a su máxima capacidad y cuesta menos que invertir en nuevas carreteras. La aplicación de técnicas de manejo de acceso puede incrementar la capacidad de las carreteras entre un 20-40%. El manejo del acceso también tiene un tremendo beneficio en la seguridad. Los estudios han demostrado una reducción de un 30-60% de los choques en las carreteras donde las técnicas de manejo del acceso son implementadas.

La reducción de conflictos en vehículos tiene el beneficio adicional de mejorar el flujo de tráfico, reducción del tiempo de manejo, incremento en la eficiencia del uso de combustible y contribuye a menos contaminación. El manejo del acceso es también Bueno para negocios, les da un acceso seguro a los clientes y retiene a las áreas en la comunidad que originalmente son áreas comerciales.

¿Qué es un Plan de Control de Acceso?
Un Plan de Control de Acceso (Siglas en Ingles ACP) provee una visión unificada de las necesidades del futuro acceso de una carretera en particular. La meta es definir un acceso seguro, efectivo y eficiente para apoyar la viabilidad económica de una carretera, utilizar las salidas con derecho de paso, permitir el pase tranquilo hacia el trafico que viene de una carretera, mantener la compatibilidad con los esfuerzos de planificación y las conexiones y circulaciones de las propuestas de redes de calles y de las calles actuales, compartir un plan que sea implementado en fases y apoye los modelos opcionales alternativos.

Un ACP (siglas en ingles para Plan de Control de Acceso), define las ubicaciones de accesos futuros considerando el espacio, el movimiento del tráfico, la circulación y las oportunidades de acceso alternativo. El ACP no define las mejoras en carreteras especificas o las fuentes de financiamiento. Es un documento de un plan a largo plazo que identifica las condiciones de acceso que se implementarán a medida que cambien las características de las carreteras y el uso del suelo.

¿En qué beneficia el adoptar un ACP?
Un ACP permite que la Ciudad de Grand Junction tome decisiones acerca del acceso que es mas consistente con la visión local, el uso del suelo y el sistema de transporte en general. Adicionalmente, el ACP dirige el acceso en toda la carretera en lugar de un individuo, por orden de llegada. Un ACP considera como los puntos de acceso adjuntos impactan a cada individuo y proveen a los dueños de propiedad seguridad en el plan de acceso para su propiedad. Las recomendaciones sobre el ACP consideran el uso del suelo adjunto, las condiciones de las carreteras, y los planes locales para futuras mejoras. El espacio del acceso cercano y el incrementar el nivel de acceso puede también ser recomendado donde el análisis técnico puede demostrar la seguridad adecuada en el tráfico y las operaciones.

¿Cómo se implementa un ACP?
El ACP se implementa en fases, así como los cambios y el crecimiento ocurre en la ciudad. Las porciones del plan se implementarán basadas en los siguientes factores:

1. La reurbanización que incrementa el trafico
2. El proyecto planificado financiado por fondos públicos
3. La seguridad o problemas de operación.

¿Cuál es el área que está incluida en el ACP?
El estudio del área del ACP cubre aproximadamente 7.1 millas de la calle Patterson desde US 6/US 50 hasta la calle Lodgepole.

¿Cuánto se tardarán en terminar el Plan de Acceso?
El Proyecto del ACP comenzó en enero del 2020 y se espera que termine en abril 2021.

¿Cómo puedo obtener más información acerca del Proyecto?
Por favor contacte al representante del equipo del Proyecto.

Rick Dorris
Development Engineer
City of Grand Junction
Ph. (970) 256-4034
rickdo@gjcity.org

Andrew Amend
Consultant Project Manager
Stolfus & Associates, Inc.
Ph. (303) 221-2330
andrew@stolfusandassociates.com

Open House 1

October 1, 2020

PATTERSON ROAD ACCESS CONTROL PLAN

CITY OF GRAND JUNCTION
INVITES YOU TO THE

OPEN HOUSE

FOR THE

PATTERSON ROAD ACCESS CONTROL PLAN

FROM HIGHWAY 6 TO LODGEPOLE STREET

THURSDAY
OCTOBER 1, 2020
JUEVES
1 DE OCTUBRE DEL 2020

4:00 - 7:00 PM
(NO FORMAL PRESENTATION - COME ANYTIME)
(NO HABRA UNA PRESENTACIÓN FORMAL, PUEDE LLEGAR A CUALQUIER HORA)

FAITH HEIGHTS CHURCH
600 28 1/4 RD
GRAND JUNCTION, CO 81506

CITY OF Grand Junction COLORADO

Stolfus

PLAN DE CONTROL DE ACCESO DE LA CALLE PATTERSON

LA CIUDAD DE GRAND JUNCTION
LO INVITA

UNA EXCHIBIÓN ABIERTA AL PUBLICO

SOBRE

EL PLAN DE CONTROL DE ACCESO DE LA CALLE PATTERSON

DESDE HIGHWAY (CARRETERA) 6
HASTA LA CALLE LODGEPOLE

THIS OPEN HOUSE WILL PROVIDE THE COMMUNITY WITH AN OPPORTUNITY TO:

- DISCUSS FUTURE ACCESS TO PATTERSON RD WITH PROJECT REPRESENTATIVES
- PROVIDE COMMENTS ON THE DRAFT ACCESS CONTROL PLAN

THANK YOU FOR YOUR PARTICIPATION!
FOR ONLINE PRESENTATION, MAPS, AND COMMENTS, PLEASE SEE GJSPEAKS.ORG.

LA EXHIBICIÓN ABIERTA AL PUBLICO PROVEE LA OPORTUNIDAD PARA QUE LA COMUNIDAD:

- HABLE CON LOS REPRESENTANTES DEL PROYECTO SOBRE EL FUTURO ACCESO A LA CALLE PATTERSON
- PROPORCIONE SUS COMENTARIOS SOBRE LOS PLANES INICIALES DEL CONTROL DE ACCESO

¡GRACIAS POR SU PARTICIPACIÓN!
PARA VER LA PRESENTACIÓN POR INTERNET, MAPAS, Y COMENTARIOS, POR FAVOR VISITE LA PÁGINA GJSPEAKS.ORG.

FOR MORE INFORMATION, PLEASE CONTACT:
PARA PEDIR MÁS INFORMACIÓN, POR FAVOR CONTACTE A:

ANDREW AMEND
STOLFUS & ASSOCIATES, INC.
(303)221-2330
ANDREW@STOLFUSANDASSOCIATES.COM

STOLFUS & ASSOCIATES, INC.
5690 DTC BLVD. STE. 330W
GREENWOOD VILLAGE, CO 80111

CITY OF Grand Junction COLORADO

Stolfus

PATTERSON ROAD ACCESS CONTROL PLAN

CITY OF GRAND JUNCTION
INVITES YOU TO THE

OPEN HOUSE

FOR THE

PATTERSON ROAD ACCESS CONTROL PLAN

FROM HIGHWAY 6 & 50 TO
LODGEPOLE STREET

THURSDAY
OCTOBER 1, 2020

4:00 - 7:00 PM
(NO FORMAL PRESENTATION -
COME ANYTIME)

FAITH HEIGHTS CHURCH
600 28 1/4 RD
GRAND JUNCTION, CO

FOR MORE INFORMATION, CONTACT:
ANDREW AMEND
STOLFUS & ASSOCIATES, INC.
(303)221-2330
ANDREW@STOLFUSANDASSOCIATES.COM

FOR ONLINE PRESENTATION, MAPS, AND COMMENTS, PLEASE SEE GJSPEAKS.ORG

SI HABLA ESPAÑOL, FOR FAVOR VISITE GJSPEAKS.ORG O ASISTA A NUESTRA EXHIBICIÓN ABIERTA AL PÚBLICO

PATTERSON ROAD ACCESS CONTROL PLAN
COMMENT SHEET - PUBLIC OPEN HOUSE
October 1, 2020

Name: Roger Titmus Representing: Stinker Stores

Address: 2498 Patterson Road City: Grand Junction State: CO Zip: 81505

Phone: 208 337 2830 Email: rtitmus@stinker.com

* This survey (English only) can also be completed online at: https://www.surveymonkey.com/r/8WQF26Y
* For Spanish clients, please print this form, complete, and email or mail to the contact at the bottom of the page.

1. Are you a (check all that apply):
   - [X] Property Owner on Patterson Road
   - [ ] Renter/Lessee on Patterson Road
   - [X] Business Owner on Patterson Road
   - [ ] Commuter through corridor
   - [ ] Other _____

2. Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.
   - [X] Safety
   - [X] Mobility through the corridor
   - [X] Driveway Access
   - [ ] Pedestrian Access
   - [ ] Bicycle Access
   - [ ] Property Impacts
   - [ ] Local Street Intersections
   - [ ] Bus Service

3. What are some of your concerns regarding the proposed Access Control Plan? (check all that apply)
   - [ ] Sharing access with my neighbor
   - [ ] Accessing my property/business from a roadway other than Patterson Road
   - [ ] Modification of circulation on my property
   - [X] Reducing the number of access points to my property
   - [X] Restricting the turning movements to/from my property
   - [ ] Relocation of access point on my property
   - [ ] Other _____

4. What statement best reflects how you feel about the Access Control Plan?
   - [ ] I support the Access Control Plan
   - [ ] I support the Access Control Plan, but have concerns about access at particular locations. Please note those areas:
     _____
     _____
   - [X] I do **not** support the Access Control Plan

5. Do you have any other comments, questions, or concerns?

If the goal is to improve traffic flow on Patterson, restricting access to retail will not help achieve the goal. Restricting access causes drivers to stack up at bottleneck points, wait for opposing traffic, make u-turns, and backtrack to their destination. There are several east/west roads in Grand Junction that give drivers a lot of options. The best option to avoid hitting the brakes is to take I70, but there are few direct routes to the interstate. Providing better access to the interstate will improve traffic flow. Better north/south connectivity solves the problem. Restricting driveway access does not.

Please leave this with us, mail, or email by **October 15th** to:

Andrew Amend Stolfus & Associates, Inc.
5690 DTC Boulevard, Suite 330W, Greenwood Village, CO 80111
303.221.2330 (Phone) andrew@stolfusandassociates.com

Grand Junction Speaks
Published Comments for October 1, 2020 Patterson Access Control Meeting
Patterson Access Control Open House

As the Resident of 3030 Patterson Road, I do not find it beneficial to remove the only access point(Drive way) to my property. This is a privately owned property that is still zoned as Agricultural and thus should have its own entrance for equipment. By implementing the above changes to Patterson from 30 to Grand Valley drive you are not only creating a hazard for the business but also causing more traffic issues by introducing large Agriculture equipment into a small immobile space (between the building and fence line). These changes would cause more issues than they would prevent and should be stricken from the building plan.

09/23/2020 10:42 am

Brian Arms
3030 Patterson Road
Grand Junction, 81504

How will anyone that lives in Mantey Heights head west? Are you encouraging u-turns?

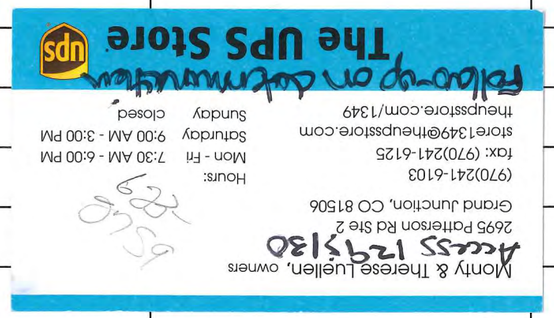
09/28/2020 9:21 am

Cheryl Fiegel
562 Grand Valley Dr
Grand Junction, 81504

One-on-One Meetings

Patterson Road Access Control Plan
One-on-One Meeting Sign Up

Name	Representing	Access Point Numbers	Phone Number	Email
PENNY WAGNER	GRAND VIEW HOA	28 ROAD	628-1858	pennywagnergvhoa@gmail.com
GARY AZOUR	COMET CURIOSITIES	25 & PATTERSON / COMET	970 201-2225	gccrone@gmail.com
Michael Shafer	Resident	2745 Patterson	970-250-5739	mikegjco@gmail.com
Pam Lambright	Bookcliff Liquors	3026 Patterson	970-250-8378	gjnana@hotmail.com
Matt Darling	Cross Orchards Museum	278 - 286	970 242 0971 X2-221	mdarling@westcomuseum.org
	Go try to get County & neighbor to attend	Mark Skwerkurt		
Monty Luellen		129 & 130 - concerned about single access - doesn't need one on one, just		
		follow up on	access determination	623-0759 or UPS Store





Patterson Road Access Control Plan
One-on-One Meeting Sign Up

Name	Representing	Address	Notes
Penny Wagner	Grand View HOA	28 Road	Called and left voice messages multiple time and reached out via email, but never received a response.
Gary Crone	Comet	25 Rd & Patterson	Met with owner to discuss his dry cleaning business access to Patterson. Agreed to allow RIRO access instead of closing it, as proposed in the original plan.
Michael Shafer	Resident	2745 Patterson	Contacted resident and he stated there was no need for a meeting. He had spoken with other community members and they are not concerned about the ACP at this time.
Pam Hambright	Bookchief Liquors	3026 Patterson	Met with owner and agreed to revise the ACP so that trucks could continue to circulate through her business.
Matt Darling	Cross Orchards Museum	3073 F Rd	Met with representatives and agreed that no modifications to the ACP were needed at the property.
Monty Luellen			Contacted owner and he stated there was no need for a meeting, but that he would like to be informed of the final access determination for his properties two Patterson access points.
Dr. Bill Merkel	W & D MERKEL FAMILY	2626 Patterson	The property was recently sold, but Dr. Merkel did provide the contact information for the real estate agent who arranged the transaction. The real estate agent has not replied to requests for information about the new owner.
Gara Ross, Executive Assistant to Michelle Shiao and Dan Prinster	SCL Health St Mary's Medicine Center	2686 Patterson	Met with representatives and agreed to modify the modify the ACP to better serve the hospital's needs. We also made small access modifications to their property at 12th Street
Pastor Seth Thomas	Northeast Christian Church	2751 Patterson	Met with representatives to discuss future development plans and the Xcel gas facilities preventing extension of 27 1/2 Road to the south. Agreed that we should rethink access in this area, which will be shown in the Revised ACP.
Bill Wade	CHURCH OF CHRIST OF GRAND JUNCTION	2893 Patterson	Contacted the church office and was referred to the head of their planning committee. Called a left voice messages, but have not received a response.
Trent Spendrup	Hope Plaza	2482 Patterson	The representative initiated contact with us to be kept informed of the ACP status, but has not responded to our follow-up meeting requests.

Open House 2

January 6-12, 2021

PATTERSON ROAD ACCESS CONTROL PLAN

FROM HIGHWAY 6 TO LODGEPOLE STREET

THE CITY OF GRAND JUNCTION INVITES YOU TO THE

VIRTUAL OPEN HOUSE

PLAN DE CONTROL DE ACCESSO DE LA CALLE PATTERSON

DESDE HIGHWAY (CARRETERA) 6 HASTA LA CALLE LODGEPOLE

LA CIUDAD DE GRAND JUNCTION LE INVITA A

UNA CASA VIRTUAL ABIERTA AL PUBLICO

JANUARY 6-12,2021
DEL 6 AL 12 DE ENERO DEL 2021

GJSPEAKS.ORG

CITY OF Grand Junction COLORADO

Stolfus

THIS VIRTUAL OPEN HOUSE WILL PROVIDE THE COMMUNITY WITH AN OPPORTUNITY TO:

- **WATCH AN INTRODUCTORY VIDEO**
- **VIEW THE REVISED ACCESS PLAN**
- **LEAVE COMMENTS**

PLEASE VISIT GJSPEAKS.ORG

ESTA CASA VIRUTAL ABIERTA DARÁ A LA COMUNIDAD UNA OPORTUNIDAD DE:

- **MIRAR UN VIDEO DE INTRODUCCIÓN**
- **VER EL PLAN DE ACCESO REVISADO**
- **DEJAR COMENTARIOS**

VISITE GJSPEAKS.ORG

FOR MORE INFORMATION, PLEASE CONTACT:
PARA MÁS INFORMACIÓN, CONTACTAR A:

DAVID THORNTON, AICP
PRINCIPAL PLANNER
CITY OF GRAND JUNCTION
970-244-1450
DAVIDTH@GJCITY.ORG

CITY OF Grand Junction COLORADO

Stolfus

STOLFUS & ASSOCIATES, INC.
5690 DTC BLVD. STE. 330W
GREENWOOD VILLAGE, CO 80111

PATTERSON ROAD ACCESS CONTROL PLAN

FROM HIGHWAY 6 & 50 TO LODGEPOLE STREET

THE CITY OF GRAND JUNCTION INVITES YOU TO THE

VIRTUAL OPEN HOUSE

JANUARY 6-12, 2021

VISIT GJSPEAKS.ORG

SI HABLA ESPAÑOL POR FAVOR VISITE GJSPEAKS.ORG O ASISTA A NUESTRA EXHIBICIÓN ABIERTA AL PÚBLICO

FOR MORE INFORMATION, PLEASE CONTACT:
DAVID THORNTON, AICP
PRINCIPAL PLANNER
CITY OF GRAND JUNCTION
970-244-1450
DAVIDTH@GJCITY.ORG

Virtual Meetings

January 13, 2021

Patterson Rd Meeting Sign-Ups				
First Name	Last Name	Email	Sign Up Items	Reference ACP Sheet
Matt	Clark	mattclarkcreations@gmail.com	01/13/2021 4:00PM-4:30PM - MST Meeting Time - Pyramid Building	Access 42
Myron	Klesner	myron@northeastchristian.org	01/13/2021 4:00PM-4:30PM - MST Meeting Time (2) - Northeast Christian Church	15th Street to Beechwood Street - Access 146
Brandon	Akins	brandshellyakins@gmail.com	01/13/2021 4:30PM-5:00PM - MST Meeting Time - Heritage Church	29 Road
Mark	Shoberg	hoa@brayandco.com	01/13/2021 4:30PM-5:00PM - MST Meeting Time - Bray HOA	Access 40
Michelle	Fisher	burkemichelle648@yahoo.com	01/13/2021 5:00PM-5:30PM - MST Meeting Time	24 1/2 Road to 25 Road - Access 29
Vicki	Konn	vickik@netpolarity.com	01/13/2021 5:00PM-5:30PM - MST Meeting Time - netPolarity	24 1/2 Road to 25 Road - Access 29
Lorena	Thompson	lorena@gjangelos.com	01/13/2021 5:30PM-6:00PM - MST Meeting Time (2) - Angelo's Pottery	24 1/2 Road to 25 Road - Access 29
Wendi	Wells	digwells@aol.com	01/13/2021 5:30PM-6:00PM - MST Meeting Time - Farmers Insurance	24 1/2 Road to 25 Road - Access 29
Bryan	Muhr	Bmurr1960@gmail.com	01/13/2021 6:00PM-6:30PM - MST Meeting Time	Access 76 and 78
monty	luellen	luellen0399@msn.com	01/13/2021 6:30PM-7:00PM - MST Meeting Time - patterson gardens hoa	Access 130, 116, 117

From:	Michelle Hansen
To:	jeff.p.tipton@gmail.com; bmurr1960@gmail.com
Cc:	Andrew Amend; David Thornton; Rick Dorris; Trenton Prall
Subject:	Patterson Access Control Plan
Date:	Wednesday, January 20, 2021 13:47:04
Attachments:	74c8b419-1438-4a22-8684-34033ad9fcc5.png Patterson ACP_Figure 2F.pdf Patterson - What is Access Management.pdf Patterson Driveway Crashes.pdf

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Jeff, Brenda, and Bryan,

Thank you for meeting with me this past Monday regarding the Patterson Access Control Plan. As discussed, I've attached the updated plan in your area reflecting the changes at Access 75 and 76 to provide conditional right-in/right-out access points at these locations. The conditional element specifies that these access points will remain open until your property redevelops. Upon redevelopment, these access points will be closed.

Also attached is some information regarding safety and crashes through the corridor. The What is Access Management document provides the information we discussed about the percentage of crashes related to left turns as opposed to right turns at access points. The Patterson Driveway Crashes document provides the information about the number of access related crashes that have occurred through different segments of the corridor between 2014 and 2018.

I have debriefed the City staff on our conversation. Jeff, someone will be contacting you before the end of this week to further discuss your concerns and answer any additional questions. Please contact me if you have any additional questions. Thank you for participating in the project.

Michelle

We moved! Please note our new Suite Number, Suite 330W
Michelle R. Hansen, PE| Senior Transportation Engineer
Stolfus
www.stolfusandassociates.com
Stolfus & Associates, Inc. | 5690 DTC Boulevard, Suite 330W | Greenwood Village, CO 80111
P: 303 221 2330 | C: 720 771 3056 | michelle@stolfusandassociates.com

From:	Andrew Amend
To:	hoa@brayandco.com
Cc:	Rick Dorris; David Thornton; Michelle Hansen; mattclarkcreations@gmail.com
Subject:	Patterson Road ACP Follow Up
Date:	Tuesday, January 19, 2021 20:19:41
Attachments:	49ae0dd3-dc72-4fe1-a533-684f76858e4f.png Patterson ACP Figure 2D.pdf

---

Dear Mr. Shoberg,

As discussed at our Zoom meeting last Wednesday, our project team has performed an engineering investigation into your request to provide ¾ (Left-In and Right-In) access to Foresight Circle. In development of this plan, our team applied the concept of Functional Intersection Area (FIA), as defined in the TRB's Access Management Manual. While accounting for the 216-foot peak queue length projected in 2045 at 25 Road, we have concluded that Foresight Circle is outside the FIA. Because Foresight Circle is a public street and outside the FIA for 25 Road, the plan has been revised to provide ¾ access at #40, as shown in the attached exhibit. We have also redesignated access to Northgate Drive to ¾ in order to provide greater access to the south side of Patterson Road and to provide a u-turn opportunity for traffic coming from the east.

Thank you for your interest in the project,

Andrew Amend, PE, PTOE | Transportation Engineer

Stolfus

www.stolfusandassociates.com

Stolfus & Associates, Inc. | 5690 DTC Boulevard, Suite 330W | Greenwood Village, CO 80111

Main: 303 221 2330 | **andrew@stolfusandassociates.com**

From:	Andrew Amend
To:	vickik@netpolarity.com; digwells@aol.com
Cc:	Rick Dorris; David Thornton; Michelle Hansen
Subject:	Patterson Road ACP
Date:	Tuesday, January 19, 2021 19:47:15
Attachments:	bda004cd-bc34-4119-90b8-d09844f1fc12.png Patterson ACP Figure 2C.pdf

---

Dear Ms. Wells and Ms. Konn,

As discussed at our Zoom meeting last Wednesday, our project team has performed an engineering investigation into your request to provide ¾ (Left-In, Right-In, Right-Out only) access to 2478 Patterson Road. We have concluded that this change is consistent with the access control plan methodology and have moved the ¾ access from #30 to #29, as shown in the attached plan. Please note that when a raised median is implemented on the segment of Patterson Road between 24 ½ Road and 25 Road, ¾ access at #29 is conditioned upon the owner of 2478 Patterson Road establishing legal cross access to the adjacent properties at 2474 Patterson Road and 2482 Patterson Road. Establishment of legal cross access does not imply an obligation for any of the property owners to physically construct the improvements.

Thank you for your interest in the project,

Andrew Amend, PE, PTOE | Transportation Engineer

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Main: 303 221 2330 | **andrew@stolfusandassociates.com**

From:	Andrew Amend
To:	lorena@gjangelos.com
Cc:	Rick Dorris; David Thornton; Michelle Hansen
Subject:	Patterson Road ACP Follow Up
Date:	Tuesday, January 19, 2021 19:42:36
Attachments:	29703b32-05e1-4447-beae-d4948f24ac8d.png Patterson ACP Figure 2C.pdf

---

Dear Ms. Thompson,
As discussed at our Zoom meeting last Wednesday, our project team has performed an engineering investigation into your request to provide ¾ (Left-In, Right-In, Right-Out only) access to 2478 Patterson Road. We have concluded that this change is consistent with the access control plan methodology and have moved the ¾ access from #30 to #29, as shown in the attached plan. Please note that when a raised median is implemented on the segment of Patterson Road between 24 ½ Road and 25 Road, ¾ access at #29 is conditioned upon the owner of 2478 Patterson Road establishing legal cross access to the adjacent properties at 2474 Patterson Road and 2482 Patterson Road. Establishment of legal cross access does not imply an obligation for any of the property owners to physically construct the improvements.

Also on our Zoom meeting, you mentioned that you had mailed us a letter last fall. We were unable to find any record of receiving your letter and so I deeply apologize for our lack of responsiveness. We would still appreciate your thoughts on the project, so if you want to reply to this message with a copy, we would be happy to take it into consideration.

Thank you for your interest in the project,

Andrew Amend, PE, PTOE | Transportation Engineer
Stolfus
www.stolfusandassociates.com
Stolfus & Associates, Inc. | 5690 DTC Boulevard, Suite 330W | Greenwood Village, CO 80111
Main: 303 221 2330 | **andrew@stolfusandassociates.com**

Survey Monkey Results

Open House 1 and Open House 2

#1

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Friday, October 02, 2020 1:49:56 PM
Last Modified: Friday, October 02, 2020 1:52:28 PM
Time Spent: 00:02:31
IP Address: 69.146.117.38

Page 1

Q1

Please provide your contact information.

Name	**Matt Darling**
Address	**3073 Patterson Rd**
City	**GRAND JUNCTION**
State	**CO**
Zip	**81504**
Phone Number	**9702617839**
Email	**mdarling@westcomuseum.org**

Q2

Are you a (check all that apply):

Business Owner on Patterson Road,

Commuter through corridor

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety,

Property Impacts

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Modification of circulation on my property

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan, but have concerns about access at particular locations.

Q6

Do you have any other comments, questions, or concerns?

No.

#2

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Monday, October 05, 2020 7:10:19 AM
Last Modified: Monday, October 05, 2020 8:26:21 AM
Time Spent: 01:16:02
IP Address: 50.211.228.253

Page 1

Q1

Please provide your contact information.

Name	**Roger Titmus representing Stinker Stores**
Address	**2498 Patterson Road**
City	**Grand Junction**
State	**CO**
Zip	**81505**
Phone Number	**209-337-2830**
Email	**rtitmus@stinker.com**

Q2

Are you a (check all that apply):

Property Owner on Patterson Road,

Business Owner on Patterson Road

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety,

Mobility through the corridor,

Driveway Access

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Restricting the turning movements to/from my property,
Other:
reducing the number of access points to my property

Q5

What statement best reflects how you feel about the Access Control Plan?

I do not support the Access Control Plan.

Q6

Do you have any other comments, questions, or concerns?

If the goal is to improve traffic flow on Patterson, restricting access to retail will not help achieve the goal. Restricting access causes drivers to stack up at bottleneck points, wait for opposing traffic, make u-turns, and backtrack to their destination. There are several east/west roads in Grand Junction that give drivers a lot of options. The best option to avoid hitting the brakes is to take I70, but there are few direct routes to the interstate. Providing better access to the interstate will improve the brakes is to take I70, but there are few direct routes to the interstate. Providing better access to the interstate will improve traffic flow. Better north/south connectivity solves the problem. Restricting driveway access does not.

#3

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Monday, October 05, 2020 1:07:20 PM
Last Modified: Monday, October 05, 2020 1:10:38 PM
Time Spent: 00:03:18
IP Address: 50.211.228.253

Page 1

Q1

Please provide your contact information.

Name	**Michael Shater**
Address	**2745 Patterson**
City	**Grand Junction**
State	**CO**
Zip	**81506**
Phone Number	**9702505739**
Email	**mikegjco@gmail.com**

Q2

Are you a (check all that apply):

Property Owner on Patterson Road

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety,

Driveway Access

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Relocation of access point on my property,
Other:
also reducing and restricting (4&5)

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan, but have concerns about access at particular locations.

,
If you chose "I support the Access Control Plan, but have concerns about access at particular locations.", please note those areas::
undecided

Q6

Do you have any other comments, questions, or concerns?

not at this time

#4

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Monday, October 05, 2020 1:10:43 PM
Last Modified: Monday, October 05, 2020 1:12:02 PM
Time Spent: 00:01:19
IP Address: 50.211.228.253

Page 1

Q1

Please provide your contact information.

Name	**Ryan Frieling representing Feather Petro - Stop n Save**
Address	**621 2Y Road**
City	**Grand Junction**
State	**CO**
Zip	**81505**
Email	**rfrieling@featherpetro.com**

Q2

Are you a (check all that apply):

Business Owner on Patterson Road

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Mobility through the corridor,

Driveway Access

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Accessing my property/business from a roadway other than Patterson Road

,
Other:
also modification and restriction (3&5)

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan, but have concerns about access at particular locations.

,
If you chose "I support the Access Control Plan, but have concerns about access at particular locations.", please note those areas::
Patterson W of 2Y road

Q6

Do you have any other comments, questions, or concerns?

none

#5

COMPLETE

Collector:	Patterson Road...al Open House (Web Link)
Started:	Monday, October 05, 2020 1:12:06 PM
Last Modified:	Monday, October 05, 2020 1:21:45 PM
Time Spent:	00:09:39
IP Address:	50.211.228.253

Page 1

Q1

Please provide your contact information.

Name	**Mike Fisher**
Address	**2918 Patterson Road**
City	**GRand Junction**
State	**CO**
Zip	**81504**
Phone Number	**970-640-9010**
Email	**mikefisher542@gmail.com**

Q2

Are you a (check all that apply):

Property Owner on Patterson Road

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Driveway Access,

Property Impacts

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Relocation of access point on my property,
Other:
also reducing and restricting (4&5) AND closing access to our garage - de-valuing our property

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan, but have concerns about access at particular locations.

,
If you chose "I support the Access Control Plan, but have concerns about access at particular locations.", please note those areas::
Our driveway access and the amount of traffic already using our street as a U-turn because of Safeway

Q6

Do you have any other comments, questions, or concerns?

Please contact us directly if the plan continues to close our driveway as we will lose considerable amount of money when we sell our house because the garage would no longer be functional as a two- car garage

#6

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Monday, October 05, 2020 1:22:09 PM
Last Modified: Monday, October 05, 2020 1:27:45 PM
Time Spent: 00:05:35
IP Address: 50.211.228.253

Page 1

Q1

Please provide your contact information.

Name	**Kaia Michaelis representing Museums of Western Co.**
Address	**3073 F. Road**
City	**Grand Junction**
State	**CO**
Zip	**81505**
Phone Number	**970-242-0971 x204**
Email	**kmichaelis@westerncomuseum.org**

Q2

Are you a (check all that apply):

Property Owner on Patterson Road,

Business Owner on Patterson Road

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety,

Mobility through the corridor,

Local Street Intersections

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Reducing the number of access points to my property

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan, but have concerns about access at particular locations.

,

If you chose "I support the Access Control Plan, but have concerns about access at particular locations.", please note those areas::

We need to maintain a secondary access point at Cross Orchards for traffic flow at large events.

Q6

Do you have any other comments, questions, or concerns?

none

#7

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Monday, October 05, 2020 1:35:45 PM
Last Modified: Monday, October 05, 2020 1:42:36 PM
Time Spent: 00:06:51
IP Address: 50.211.228.253

Page 1

Q1

Please provide your contact information.

Name	**Robert Garrison Jr.**
Address	**2778 Patterson**
City	**Grand Junction**
State	**co**
Zip	**81506**
Phone Number	**241-6565**

Q2

Are you a (check all that apply):

Property Owner on Patterson Road,

Renter/Lessee on Patterson Road,

Commuter through corridor

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety,

Driveway Access,

Property Impacts

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Restricting the turning movements to/from my property,
Other:
and relocation - future access

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan, but have concerns about access at particular locations.

,
If you chose "I support the Access Control Plan, but have concerns about access at particular locations.", please note those areas::
reduce speed to encourage alternate routes

Q6

Do you have any other comments, questions, or concerns?

none

#8

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Monday, October 05, 2020 1:28:09 PM
Last Modified: Monday, October 05, 2020 1:43:01 PM
Time Spent: 00:14:51
IP Address: 50.211.228.253

Page 1

Q1

Please provide your contact information.

Name	**Steve Scodggins representing Museum of West Slope**
Address	**3513 G. Road**
City	**Palisade**
State	**CO**
Zip	**81526**
Email	**sscodggins@coloradoe2.org**

Q2

Are you a (check all that apply):

Business Owner on Patterson Road

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety,

Mobility through the corridor,

Local Street Intersections

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Modification of circulation on my property,
Other:
also restriction and relocation

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan.,
If you chose "I support the Access Control Plan, but have concerns about access at particular locations.", please note those areas::
Thanks for developing a plan - having time for feedback and a thoughtful process are important.

Q6

Do you have any other comments, questions, or concerns?

none

#9

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Monday, October 05, 2020 1:43:02 PM
Last Modified: Monday, October 05, 2020 1:46:34 PM
Time Spent: 00:03:31
IP Address: 50.211.228.253

Page 1

Q1

Please provide your contact information.

Name	**Jim Forsythe**
Address	**2887 Streamside**
City	**Grand Junction**
State	**CO**
Zip	**81505**
Phone Number	**970-765-5532**
Email	**JLFK15@outlook.com**

Q2

Are you a (check all that apply):

Property Owner on Patterson Road

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety,

Mobility through the corridor,

Local Street Intersections

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Accessing my property/business from a roadway other than Patterson Road

,
Other:
and reducing (#4)

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan.

Q6

Do you have any other comments, questions, or concerns?

Excellent and knowledgeable staff on hand

#10

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Monday, October 05, 2020 1:46:42 PM
Last Modified: Monday, October 05, 2020 1:52:02 PM
Time Spent: 00:05:20
IP Address: 50.211.228.253

Page 1

Q1

Please provide your contact information.

Name	**Carl Zimmerman**
Address	**666 Turtledove Drive**
City	**Grand Junction**
State	**CO**
Zip	**81506**
Phone Number	**970-4244526**

Q2

Are you a (check all that apply):

Commuter through corridor,

Other (please specify):

Grandview subdivision

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Accessing my property/business from a roadway other than Patterson Road

,

Other:

Hawthorne Ave to 28 1/4 road - I support that

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan.

Q6

Do you have any other comments, questions, or concerns?

Hawthorne needs to go through to 28 1/4 road

#11

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Monday, October 05, 2020 1:53:29 PM
Last Modified: Monday, October 05, 2020 1:56:02 PM
Time Spent: 00:02:33
IP Address: 50.211.228.253

Page 1

Q1

Please provide your contact information.

Name	**Burlena Price**
Address	**2887 1/2 Cascade Ave.**
City	**Grandf Junction**
State	**CO**
Zip	**81501**
Phone Number	**970-314-9817**
Email	**bprice7372@yahoo.com**

Q2

Are you a (check all that apply):

Property Owner on Patterson Road,

Other (please specify):

property owner off of patterson rd

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Sharing access with my neighbor,

Other:

keeping it from property

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan.

Q6

Do you have any other comments, questions, or concerns?

Can't be done soon enough Thank you for your plan!

#12

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Monday, October 05, 2020 1:56:06 PM
Last Modified: Monday, October 05, 2020 2:00:11 PM
Time Spent: 00:04:05
IP Address: 50.211.228.253

Page 1

Q1

Please provide your contact information.

Name	**Janice Breagan**
Address	**2885 1/2 Cascade**
City	**Grand Junction**
State	**CO**
Zip	**81501**
Phone Number	**970-245-4193**

Q2

Are you a (check all that apply):

Commuter through corridor

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety,

Pedestrian Access,

Bicycle Access

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Sharing access with my neighbor,
Other:
none - but it makes you check something

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan.

Q6

Do you have any other comments, questions, or concerns?

Can't be done soon enough! Thank you!

#13

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Wednesday, October 07, 2020 6:52:17 AM
Last Modified: Wednesday, October 07, 2020 6:56:07 AM
Time Spent: 00:03:49
IP Address: 50.211.228.253

Page 1

Q1

Please provide your contact information.

Name	**Brian Arms**
Address	**3030 PAtterson Road**
City	**Grand Junction**
State	**co**
Zip	**81504**

Q2

Are you a (check all that apply):

Renter/Lessee on Patterson Road,

Other (please specify):

Resident From 30 to Grand Valley Drive

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Restricting the turning movements to/from my property

Q5

What statement best reflects how you feel about the Access Control Plan?

I do not support the Access Control Plan.,
If you chose "I support the Access Control Plan, but have concerns about access at particular locations.", please note those areas::
As the Resident of 3030 Patterson Road, I do not find it beneficial to remove the only access point(Drive way) to my property. This is a privately owned property that is still zoned as Agricultural and thus should have its own entrance for equipment. By implementing the above changes to Patterson from 30 to Grand Valley drive you are not only creating a hazard for the business but also causing more traffic issues by introducing large Agriculture equipment into a small immobile space (between the building and fence line). These changes would cause more issues than they would prevent and should be stricken from the building plan.

Q6

Do you have any other comments, questions, or concerns?

none

#14

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Wednesday, October 07, 2020 6:56:11 AM
Last Modified: Wednesday, October 07, 2020 7:00:09 AM
Time Spent: 00:03:57
IP Address: 50.211.228.253

Page 1

Q1

Please provide your contact information.

Name	**Cheryl Fiegel**
Address	**562 Grand VAlley Dr.**
City	**Grand Junction**
State	**CO**
Zip	**81504**

Q2

Are you a (check all that apply):

Commuter through corridor

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Restricting the turning movements to/from my property

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan, but have concerns about access at particular locations.

,
If you chose "I support the Access Control Plan, but have concerns about access at particular locations.", please note those areas::
How will anyone that lives in Mantey Heights head west? Are you encouraging u-turns?09/28/2020 9:21 am

Q6

Do you have any other comments, questions, or concerns?

none

#15

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Tuesday, October 13, 2020 8:39:38 PM
Last Modified: Tuesday, October 13, 2020 8:44:21 PM
Time Spent: 00:04:43
IP Address: 184.166.12.231

Page 1

Q1

Please provide your contact information.

Name	**Lorena Thompson -- LCAT Investments**
Address	**2478 F Road #11, 2478**
City	**Grand Junction**
State	**CO**
Zip	**81505**
Phone Number	**9702502106**
Email	**lorena@gjangelos.com**

Q2

Are you a (check all that apply):

Property Owner on Patterson Road,
Renter/Lessee on Patterson Road,
Business Owner on Patterson Road,
Commuter through corridor

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Mobility through the corridor,
Driveway Access,
Property Impacts

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Restricting the turning movements to/from my property,
Other:
See the attached statement.

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan, but have concerns about access at particular locations.

Q6

Do you have any other comments, questions, or concerns?

We own LCAT in the entry marked 29 on your project map. This plaza holds 29 active business, many of which are medical with some retail. You have chosen to take the ¾ access in at Hope Plaza (#30) next door where there is no real way to connect a drive to our plaza without knocking down a business or turning their parking lot into a thorofare. I cannot imagine that, that will be okay with them. That plaza – the only one with a ¾ access hosts only 4 businesses. This makes no sense at all. You are cutting off access to 29 businesses to give access to 4. The city's attitude seems to be that you are going to put in the median and the business along that route can just figure it out. This will – without any doubt—hurt our business.` With COVID challenging our very existence, this just adds mayhem to misery.
Could you reconsider where the ¾ access occurs and attempt to damage the least number of businesses with this decision?

#16

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Wednesday, October 14, 2020 12:02:05 PM
Last Modified: Wednesday, October 14, 2020 12:06:38 PM
Time Spent: 00:04:32
IP Address: 50.211.228.253

Page 1

Q1

Please provide your contact information.

Name	**Monty Luellen Representing Patterson Gardens HOA**
Address	**2721 Patterson**
City	**Grand Junction**
State	**CO**
Zip	**81506**
Phone Number	**970-623-2759**
Email	**Luellen0399@msn.com**

Q2

Are you a (check all that apply):

Property Owner on Patterson Road,

Business Owner on Patterson Road

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety,

Driveway Access,

Property Impacts

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Modification of circulation on my property,
Other:
also reducing and restricting (4&5)

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan, but have concerns about access at particular locations.

,
If you chose "I support the Access Control Plan, but have concerns about access at particular locations.", please note those areas::
#129, #130, #159

Q6

Do you have any other comments, questions, or concerns?

not at this time

#17

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Thursday, October 15, 2020 8:16:29 AM
Last Modified: Thursday, October 15, 2020 8:29:21 AM
Time Spent: 00:12:52
IP Address: 47.47.138.82

Page 1

Q1

Please provide your contact information.

Name	**Lori Carlston-Thompson**
Address	**2478 Patterson Rd., #15**
City	**Grand Junction**
State	**co**
Zip	**81505**
Phone Number	**9702454567**
Email	**loricarlston@allstate.com**

Q2

Are you a (check all that apply):

Property Owner on Patterson Road,
Renter/Lessee on Patterson Road,
Business Owner on Patterson Road,
Commuter through corridor

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety,
Mobility through the corridor,
Driveway Access

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Restricting the turning movements to/from my property,
Other:
No access other than Patterson, neighbor not willing to do pass through, and if he was it would cause speeding problems in parking lot. So don't really blame him.

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan, but have concerns about access at particular locations.

,

If you chose "I support the Access Control Plan, but have concerns about access at particular locations.", please note those areas::

Would like to see a left turn into the 2478 Patterson complex as there are so many businesses in this complex and we already have left in, left out access - it is not an accident hazard.

Q6

Do you have any other comments, questions, or concerns?

If the plan comes to fruition which extends the Riverside Parkway up 25 Rd to F 1/2 Rd, it will cause a lot of traffic to bypass the section of Patterson we're on, between 24 1/2 Rd and 25 Rd. There is already less traffic on this part of Patterson than there is near 7th to 12th St - so perhaps the building of medians and restricting of traffic on this section of Patterson will never need to be completed, and we can save the city and taxpayers money. The bottleneck of Patterson between 1st and 7th streets may require the city to find alternate traffic routes as the city grows.

#18

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Thursday, October 15, 2020 11:47:06 AM
Last Modified: Thursday, October 15, 2020 11:51:45 AM
Time Spent: 00:04:38
IP Address: 69.146.252.115

Page 1

Q1

Please provide your contact information.

Name	**Lynn Thompson**
Address	**2478 Patterson**
City	**Grand Junction**
State	**Colorado**
Zip	**81505**
Phone Number	**970250-0815**
Email	**lynn@gjangelos.com**

Q2

Are you a (check all that apply):

Property Owner on Patterson Road,
Business Owner on Patterson Road,
Commuter through corridor

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Mobility through the corridor,
Driveway Access,
Property Impacts

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Restricting the turning movements to/from my property

Q5

What statement best reflects how you feel about the Access Control Plan?

I do not support the Access Control Plan.

Q6

Do you have any other comments, questions, or concerns?

Having a "right only in and right only out" access to my property will make it more difficult for our customers to access my business, resulting in loss of income. Also, if it were even possible to connect access with adjoining properties, it will make my parking lot a street, resulting in safety issues for my employees and customers.

#19

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Tuesday, January 05, 2021 4:45:16 PM
Last Modified: Tuesday, January 05, 2021 4:49:23 PM
Time Spent: 00:04:07
IP Address: 98.234.51.223

Page 1

Q1

Please provide your contact information.

Name	**Haixia Zhang**
Address	**2478 Patterson Rd**
City	**GJ**
State	**CO**
Zip	**81505**
Phone Number	**4156376343**
Email	**hzhang@netpolarity.com**

Q2

Are you a (check all that apply):

Renter/Lessee on Patterson Road,

Business Owner on Patterson Road,

Other (please specify):

Blockage to Patterson Road centerline will prevent all of our employees to be able to leave our office from our parking lot. We would have to turn left out of the complex to go home. We have close to 10 employees in the office and everyone is very dissatisfied with the suggested change.

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Mobility through the corridor,

Driveway Access,

Property Impacts

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Relocation of access point on my property

Q5

What statement best reflects how you feel about the Access Control Plan?

I do not support the Access Control Plan.

Q6

Do you have any other comments, questions, or concerns?

do not block the road, we will leave Patterson Road if you do

#20

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Wednesday, January 06, 2021 8:48:55 AM
Last Modified: Wednesday, January 06, 2021 8:54:39 AM
Time Spent: 00:05:43
IP Address: 35.133.61.90

Page 1

Q1

Please provide your contact information.

Name	**robert garrison**
Address	**2778 patterson road**
City	**grand junction**
State	**CO**
Zip	**81506**
Phone Number	**18017255620**
Email	**robrlgjr@outlook.com**

Q2

Are you a (check all that apply):

Property Owner on Patterson Road,
Commuter through corridor

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Driveway Access,
Property Impacts,
Bus Service

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Restricting the turning movements to/from my property,
Other:
median design, sound reduction

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan.,
If you chose "I support the Access Control Plan, but have concerns about access at particular locations.", please note those areas::
median design, will it be like north avenue? can zeroscape be incorporated for sound reduction? traffic noise

Q6

Do you have any other comments, questions, or concerns?

getting to my home while traveling east for 12th street

#21

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Wednesday, January 06, 2021 12:38:25 PM
Last Modified: Wednesday, January 06, 2021 1:12:49 PM
Time Spent: 00:34:23
IP Address: 69.145.234.89

Page 1

Q1

Please provide your contact information.

Name	**Renee Williams**
Address	**2515 Foresight Circle**
City	**Grand Junction**
State	**CO**
Zip	**81505**
Phone Number	**970 3734**
Email	**synergisticwellnessatforesight@gmail.com**

Q2

Are you a (check all that apply):

Property Owner on Patterson Road,

Business Owner on Patterson Road

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety,

Mobility through the corridor,

Local Street Intersections

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Restricting the turning movements to/from my property

Q5

What statement best reflects how you feel about the Access Control Plan?

I do not support the Access Control Plan.,
If you chose "I support the Access Control Plan, but have concerns about access at particular locations.", please note those areas::
Access to existing Foresight Circle Industrial Park right of ways and other public right of ways should not be restricted as these have been established for decades. Restricting access to existing public streets along Patterson appears to be a result of supporting private development interests at the expense of access to existing public streets.

Q6

Do you have any other comments, questions, or concerns?

no

#22

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Wednesday, January 06, 2021 9:58:26 AM
Last Modified: Wednesday, January 06, 2021 2:35:03 PM
Time Spent: 04:36:36
IP Address: 184.166.14.14

Page 1

Q1

Please provide your contact information.

Name	**Craig Robillard**
Address	**848 Summer Sage Court**
City	**Grand Junction**
State	**CO**
Zip	**81506**
Phone Number	**9704337141**
Email	**c42skipper@gmail.com**

Q2

Are you a (check all that apply):

Commuter through corridor,

Other (please specify):

Frequentl bicycle rider in the neighborhood

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety,

Bicycle Access

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Relocation of access point on my property,

Other:

Not a property owner but I had to check a box for the survey to be accepted.

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan.

Q6

Do you have any other comments, questions, or concerns?

Any thoughts about improving bicycle path system along Patterson?

#23

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Wednesday, January 06, 2021 3:41:08 PM
Last Modified: Wednesday, January 06, 2021 3:45:54 PM
Time Spent: 00:04:45
IP Address: 97.118.29.44

Page 1

Q1

Please provide your contact information.

Name	**Bennett Boeschenstein**
Address	**1255 Ouray Ave**
City	**Grand Junction**
State	**CO**
Zip	**81501**
Phone Number	**19706408153**
Email	**boeschenstein.bennett0@gmail.com**

Q2

Are you a (check all that apply):

Commuter through corridor,

Other (please specify):

Board member museums of Western Colorado (Cross Orchards)

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety,

Mobility through the corridor,

Pedestrian Access,

Bicycle Access,

Property Impacts,

Local Street Intersections,

Bus Service

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Relocation of access point on my property

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan.

Q6

Do you have any other comments, questions, or concerns?

Cross Orchards should have at least two good access points with accel-decel lanes

#24

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Wednesday, January 06, 2021 6:01:48 PM
Last Modified: Wednesday, January 06, 2021 6:05:52 PM
Time Spent: 00:04:03
IP Address: 71.218.32.179

Page 1

Q1

Please provide your contact information.

Name	**Andrew Amend**
Address	**5690 DTC Blvd**
City	**Greenwood Village**
State	**CO**
Zip	**80111**
Phone Number	**3032212330**
Email	**andrew@stolfusandassociates.com**

Q2

Are you a (check all that apply):

Commuter through corridor,

Other (please specify):

Project Engineer

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety,

Mobility through the corridor,

Local Street Intersections

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Accessing my property/business from a roadway other than Patterson Road

,

Other:

making sure SurveyMonkey works

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan.

Q6

Do you have any other comments, questions, or concerns?

Just checking to make sure SurveyMonkey is working properly

#25

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Thursday, January 07, 2021 3:19:25 PM
Last Modified: Thursday, January 07, 2021 3:25:15 PM
Time Spent: 00:05:49
IP Address: 63.233.204.194

Page 1

Q1

Please provide your contact information.

Name	**Roger Titmus**
Address	**3184 Elder St**
City	**Boise**
State	**Idaho**
Zip	**83705**
Phone Number	**2083750942**
Email	**rtitmus@stinker.com**

Q2

Are you a (check all that apply):

Property Owner on Patterson Road,

Business Owner on Patterson Road

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Driveway Access,

Property Impacts

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Other:
All of the above

Q5

What statement best reflects how you feel about the Access Control Plan?

I do not support the Access Control Plan.

Q6

Do you have any other comments, questions, or concerns?

Reducing access to retail will discourage redevelopment and cause neighborhood blight.

#26

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Friday, January 08, 2021 2:26:20 PM
Last Modified: Friday, January 08, 2021 2:29:13 PM
Time Spent: 00:02:52
IP Address: 184.166.174.17

Page 1

Q1

Please provide your contact information.

Name	**Marilyn Swanson**
Address	**2610 Springside Ct**
City	**Grand Junction**
State	**Colorado**
Zip	**81506**
Phone Number	**3036380742**
Email	**southsidere@gmail.com**

Q2

Are you a (check all that apply):

Other (please specify):

Springside Ct is very close to Patterson Rd. A stop light is needed badly at 28 Rd and Patterson.

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Safety,

Mobility through the corridor,

Local Street Intersections

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Respondent skipped this question

Q5

What statement best reflects how you feel about the Access Control Plan?

I support the Access Control Plan, but have concerns about access at particular locations.

,

If you chose "I support the Access Control Plan, but have concerns about access at particular locations.", please note those areas::

Signal at 28 Rd is badly needed.

Q6

Do you have any other comments, questions, or concerns?

Respondent skipped this question

#27

COMPLETE

Collector: Patterson Road...al Open House (Web Link)
Started: Monday, January 11, 2021 8:53:19 PM
Last Modified: Monday, January 11, 2021 8:59:10 PM
Time Spent: 00:05:51
IP Address: 98.127.108.244

Page 1

Q1

Please provide your contact information.

Name	**Nicholas A Sechrist**
Address	**2530 Falls View Cir**
City	**Grand Junction**
State	**CO**
Zip	**81505**
Phone Number	**9702706485**
Email	**ns2chiro@msn.com**

Q2

Are you a (check all that apply):

Business Owner on Patterson Road

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Mobility through the corridor,

Driveway Access,

Property Impacts

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Restricting the turning movements to/from my property

Q5

What statement best reflects how you feel about the Access Control Plan?

I do not support the Access Control Plan.

Q6

Do you have any other comments, questions, or concerns?

The main issue is two gas stations, both with two entrances that are caddy-corner at 25 Rd and Patterson. The greater advantage for flow and safety would be widening 25 Rd. There are multiple business inside of Foresight Circle and limiting access is only going to jam up larger intersections, namely 25 Rd and Patterson.

#28

COMPLETE

Collector:	Patterson Road...al Open House (Web Link)
Started:	Tuesday, January 12, 2021 9:55:49 PM
Last Modified:	Tuesday, January 12, 2021 9:59:01 PM
Time Spent:	00:03:12
IP Address:	184.166.12.214

Page 1

Q1

Please provide your contact information.

Name	**Nathan Williams**
Address	**1915 Monument Canyon Drive**
City	**Grand Junction**
State	**CO**
Zip	**81507**
Phone Number	**9702703733**
Email	**nathan.w.williams1@gmail.com**

Q2

Are you a (check all that apply):

Property Owner on Patterson Road,

Renter/Lessee on Patterson Road,

Business Owner on Patterson Road,

Commuter through corridor

Q3

Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

Mobility through the corridor,

Property Impacts,

Local Street Intersections

Q4

If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

Reducing the number of access points to my property

Q5

What statement best reflects how you feel about the Access Control Plan?

I do not support the Access Control Plan.

Q6

Do you have any other comments, questions, or concerns?

The access plan as written will have severe deleterious impacts to my business and the several businesses in the Foresight Park. We need to have same access we have now.

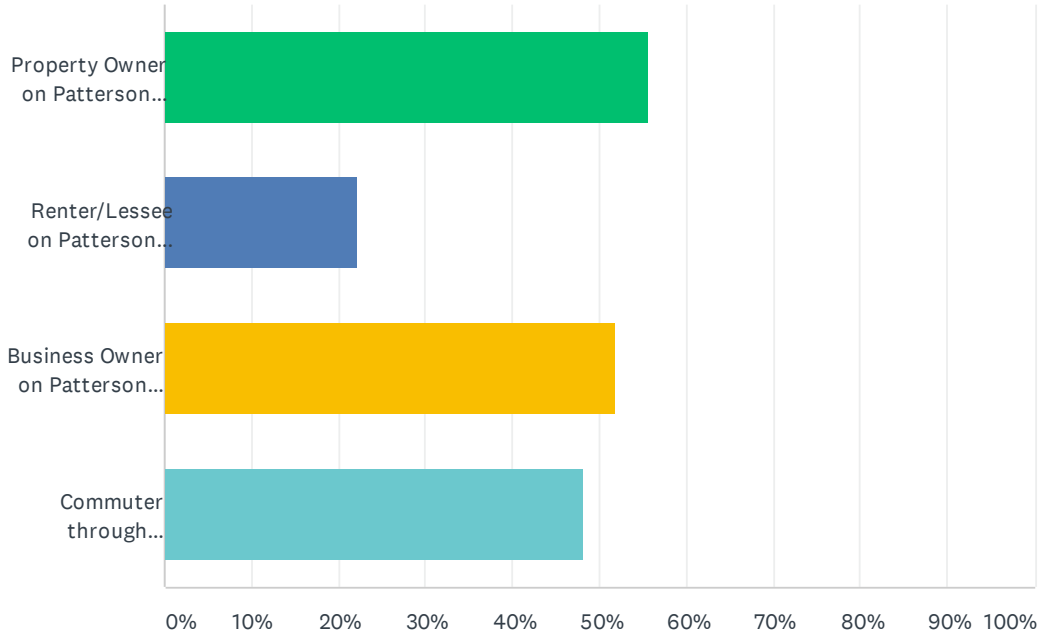
Q1 Please provide your contact information.

Answered: 28 Skipped: 0

ANSWER CHOICES	RESPONSES	
Name	100.00%	28
Address	100.00%	28
City	100.00%	28
State	100.00%	28
Zip	100.00%	28
Phone Number	85.71%	24
Email	82.14%	23

Q2 Are you a (check all that apply):

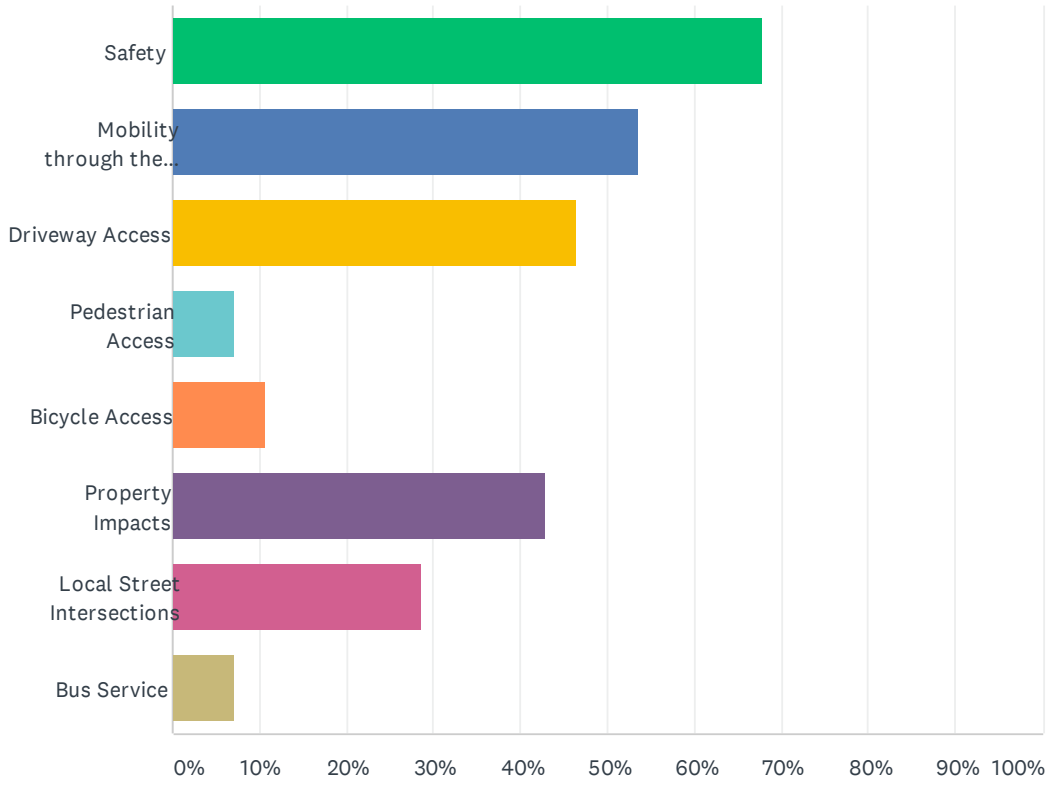
Answered: 27 Skipped: 1



ANSWER CHOICES	RESPONSES	
Property Owner on Patterson Road	55.56%	15
Renter/Lessee on Patterson Road	22.22%	6
Business Owner on Patterson Road	51.85%	14
Commuter through corridor	48.15%	13
Total Respondents: 27		

Q3 Of the following issues in the Patterson Road corridor, please mark up to three that are most important to you.

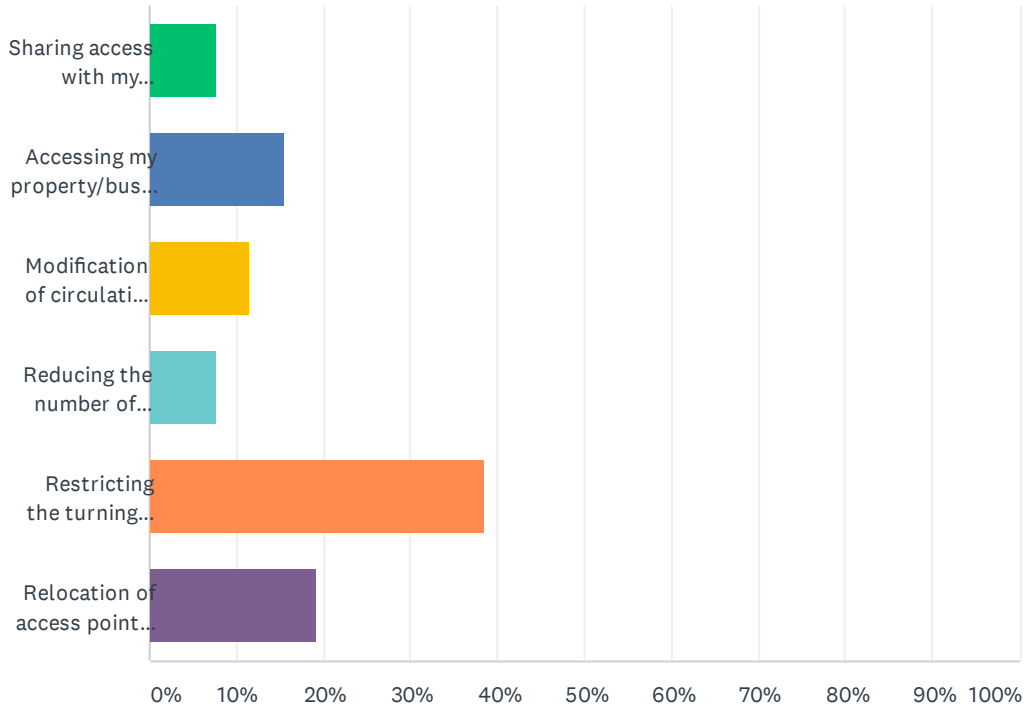
Answered: 28 Skipped: 0



ANSWER CHOICES	RESPONSES	
Safety	67.86%	19
Mobility through the corridor	53.57%	15
Driveway Access	46.43%	13
Pedestrian Access	7.14%	2
Bicycle Access	10.71%	3
Property Impacts	42.86%	12
Local Street Intersections	28.57%	8
Bus Service	7.14%	2
Total Respondents: 28		

Q4 If you own property, a business, or live along Patterson Road, what are your concerns regarding the Access Control Plan?

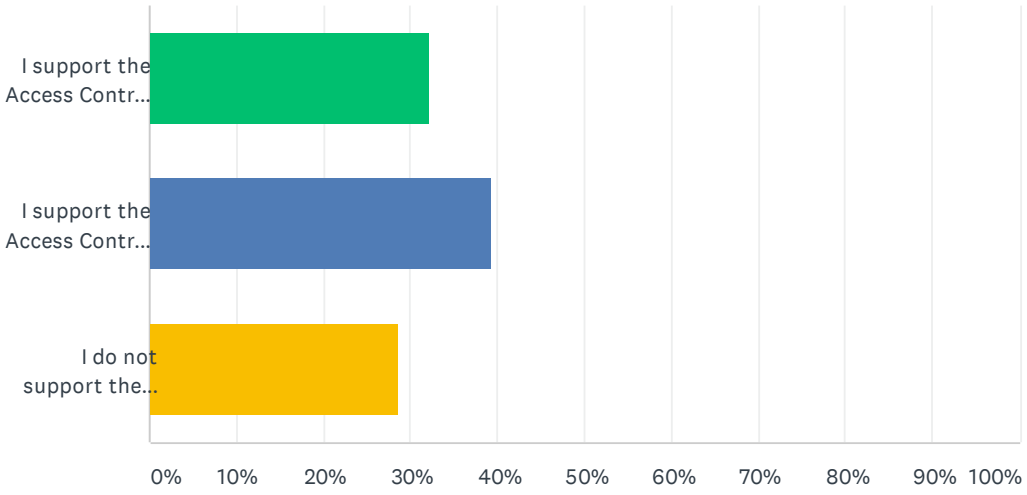
Answered: 26 Skipped: 2



ANSWER CHOICES	RESPONSES	
Sharing access with my neighbor	7.69%	2
Accessing my property/business from a roadway other than Patterson Road	15.38%	4
Modification of circulation on my property	11.54%	3
Reducing the number of access points to my property	7.69%	2
Restricting the turning movements to/from my property	38.46%	10
Relocation of access point on my property	19.23%	5
TOTAL		26

Q5 What statement best reflects how you feel about the Access Control Plan?

Answered: 28 Skipped: 0



ANSWER CHOICES	RESPONSES	
I support the Access Control Plan.	32.14%	9
I support the Access Control Plan, but have concerns about access at particular locations.	39.29%	11
I do not support the Access Control Plan.	28.57%	8
TOTAL		28

Q6 Do you have any other comments, questions, or concerns?

Answered: 27 Skipped: 1

Appendix B - Existing Access Inventory

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

* All access points are defined by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

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Access ID No.	Mile Post **	Side	Description	Type	Surface Material	Gate* (Y/N)	Existing Configuration
1	0.060	LT	2384 Patterson Rd	BA	Concrete	Y	Unsig. Full Movement
2	0.133	RT	2381, 2385, 2387 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
3	0.149	LT	2384 Patterson Rd	BA	Concrete	N	Unsig. Full Movement
4	0.157	LT	2388 Patterson Rd	FA	Dirt	N	Unsig. Full Movement
5	0.167	RT	2386 Hwy 6 & 50	BA	Asphalt	N	Unsig. Full Movement
6	0.222	RT	Rae Lynn St	PRU	Asphalt		Unsig. Full Movement
7	0.226	LT	Rae Lynn St	PRU	Asphalt		Unsig. Full Movement
8	0.292	RT	24 Rd	PRS	Asphalt		Sig. Full Movement
9	0.292	LT	24 Rd	PRS	Asphalt		Sig. Full Movement
10	0.421	RT	Market St (South side is commercial access for Mesa Mall)	PRS	Asphalt		Sig. Full Movement
11	0.421	LT	Market St (South side is commercial access for Mesa Mall)	PRS	Asphalt		Sig. Full Movement
12	0.498	LT	2412 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
13	0.505	LT	2422 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
14	0.534	LT	2424 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
15	0.600	LT	2424, 2428, 2430, 2436 Patterson Rd North, and Mesa Mall South	BA	Asphalt	N	Sig. Full Movement
16	0.600	RT	2424, 2428, 2430, 2436 Patterson Rd North, and Mesa Mall South	BA	Asphalt	N	Sig. Full Movement
17	0.675	LT	2430, 2436 Patterson Rd	BA	Asphalt	N	Unsig. 3/4 Movement
18	0.734	LT	2436, 3438, 2440 Patterson Rd and 625 24 1/2 Rd	BA	Asphalt	N	Unsig. Full Movement
19	0.814	LT	2442, 2444 Patterson Rd	BA		N	Unsig. Full Movement
20	0.855	LT	2446, 2448 Patterson Rd	BA	Asphalt	N	Unsig. 3/4 Movement
21	0.944	LT	24 1/2 Rd	PRS	Asphalt		Sig. Full Movement
22	0.944	RT	24 1/2 Rd	PRS	Asphalt		Sig. Full Movement
23	1.009	LT	2452, 2454 Patterson Rd	BA	Asphalt	N	Unsig. 3/4 Movement
24	1.031	RT	2451, 2463, 2465 Patterson Rd and 590 24 1/2 Rd	BA	Asphalt	N	Unsig. Full Movement

ACCESS CONTROL PLAN
PATTERSON ROAD
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Access ID No.	Mile Post **	Side	Description	Type	Surface Material	Gate* (Y/N)	Existing Configuration
25	1.071	LT	2460, 2464 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
26	1.113	LT	2470, 2472, 2474 Patterson Rd North	BA	Asphalt	N	Unsig. Full Movement
27	1.113	RT	Commerce Blvd South	PRU	Asphalt		Unsig. Full Movement
28	1.176	LT	2470, 2472, 2474 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
29	1.235	LT	2478 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
30	1.308	LT	2482 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
31	1.325	RT	2488 Commerce Blvd	BA	Asphalt	N	Unsig. Full Movement
32	1.358	LT	2486, 2490 2494 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
33	1.404	RT	599 25 Rd	BA	Asphalt	N	Right In-Right Out
34	1.424	LT	2498 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
35	1.459	LT	25 Rd	PRS	Asphalt		Sig. Full Movement
36	1.459	RT	25 Rd	PRS	Asphalt		Sig. Full Movement
37	1.492	RT	596 25 Rd	BA	Asphalt	N	Unsig. Full Movement
38	1.538	RT	2515 Patterson Rd	BA	Asphalt	N	Unsig. 3/4 Movement
39	1.600	LT	Foresight Cir	PRU	Asphalt		Unsig. Full Movement
40	1.619	LT	Foresight Cir	PRU	Asphalt		Unsig. Full Movement
41	1.648	RT	Northgate Dr	PRU	Asphalt		Unsig. Full Movement
42	1.715	LT	2526, 2527 Patterson Rd	BA	Asphalt	N	Right In-Right Out
43	1.768	LT	2532 Patterson Rd	BA	Asphalt	N	Unsig. 3/4 Movement
44	1.861	LT	Burkey St	PRU	Asphalt		Unsig. Full Movement
45	1.932	RT	Drain	MA	Concrete	N	Unsig. Full Movement
46	1.954	RT	Drain	MA	Concrete	N	Unsig. Full Movement
47	1.975	LT	25 1/2 Rd	PRS	Asphalt		Sig. Full Movement

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Access ID No.	Mile Post **	Side	Description	Type	Surface Material	Gate* (Y/N)	Existing Configuration
48	1.975	RT	25 1/2 Rd	PRS	Asphalt		Sig. Full Movement
49	2.040	LT	2554, 2555, 2556, 2558, 2560 Patterson Rd	BA/R	Asphalt	N	Unsig. Full Movement
50	2.092	LT	2562 Patterson Rd	R	Gravel	N	Unsig. Full Movement
51	2.104	LT	2566 Patterson Rd	R	Asphalt/Gravel	N	Unsig. Full Movement
52	2.124	LT	2570 Patterson Rd	R	Gravel	N	Unsig. Full Movement
53	2.146	LT	2570 Patterson Rd	R	Gravel	N	Unsig. Full Movement
54	2.138	RT	Cider Mill Rd	PRU	Asphalt		Unsig. Full Movement
55	2.165	LT	2566 Patterson Rd	R	Gravel	N	Unsig. Full Movement
56	2.181	LT	2572 Patterson Rd	R	Gravel	N	Unsig. Full Movement
57	2.204	LT	2574 Patterson Rd	R	Asphalt	N	Unsig. Full Movement
58	2.209	LT	2576 Patterson Rd	BA/R	Asphalt/Gravel	N	Unsig. Full Movement
59	2.229	LT	2580 Patterson Rd	BA/R	Asphalt/Gravel	N	Unsig. Full Movement
60	2.231	RT	2945-101-00-167	R	Asphalt		Unsig. Full Movement
61	2.233	LT	2580 Patterson Rd	BA/R	Asphalt/Gravel	N	Unsig. Full Movement
62	2.237	RT	25 3/4 Rd	PRU	Asphalt		Unsig. Full Movement
63	2.268	LT	2582, 2584 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
64	2.353	LT	Meander Dr	PRU	Asphalt		Unsig. Full Movement
65	2.353	RT	Meander Dr	PRU	Asphalt		Unsig. 3/4 Movement
66	2.430	LT	2594, 2596 Patterson Rd	BA	Asphalt	N	Right In-Right Out
67	2.487	LT	26 Rd	PRS	Asphalt		Sig. Full Movement
68	2.487	RT	N 1st St	PRS	Asphalt		Sig. Full Movement
69	2.561	RT	Park Dr	PRU	Asphalt		Right In-Right Out
70	2.651	RT	2615 Patterson Rd	R	Gravel	N	Unsig. Full Movement

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

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71	2.674	RT	2615 Patterson Rd	R	Asphalt/Gravel	N	Unsig. Full Movement
72	2.706	RT	2621 Patterson Rd	R	Asphalt	N	Unsig. Full Movement
73	2.714	RT	2623 Patterson Rd	R	Gravel	N	Unsig. Full Movement
74	2.718	LT	2626 Patterson Rd	R	Asphalt/Gravel	N	Unsig. Full Movement
75	2.722	RT	2623 Patterson Rd	R	Gravel	N	Unsig. Full Movement
76	2.732	RT	2625 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
77	2.740	LT	2626 Patterson Rd	R	Gravel	N	Unsig. Full Movement
78	2.746	RT	2625 Patterson Rd	R	Gravel	N	Unsig. Full Movement
79	2.749	LT	2628 Patterson Rd	R	Concrete	N	Unsig. Full Movement
80	2.756	RT	326 Belaire Dr	R	Gravel	Y	Unsig. Full Movement
81	2.761	LT	2628 Patterson Rd	R	Concrete	N	Unsig. Full Movement
82	2.765	RT	336 Belaire Dr	R	Concrete	N	Unsig. Full Movement
83	2.768	LT	2630 Patterson Rd	R	Concrete	N	Unsig. Full Movement
84	2.779	LT	2630 Patterson Rd	R	Concrete	N	Unsig. Full Movement
85	2.785	LT	2632 Patterson Rd	R	Concrete	N	Unsig. Full Movement
86	2.794	RT	Mira Vista Rd	PRU	Asphalt		Unsig. Full Movement
87	2.807	LT	2634 Patterson Rd	R	Concrete/Asphalt	N	Unsig. Full Movement
88	2.818	LT	2634 Patterson Rd	R	Concrete/Asphalt	N	Unsig. Full Movement
89	2.829	LT	2636, 2638 Patterson Rd	BA/R	Concrete	N	Unsig. Full Movement
90	2.848	LT	2640 Patterson Rd	BA	Asphalt	N	Right Out-Left Out
91	2.859	LT	2640 Patterson Rd	BA	Asphalt	N	Right In-Left In
92	2.867	LT	2642 Patterson Rd	BA	Asphalt	N	Right Out-Left Out
93	2.867	RT	2635 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement

ACCESS CONTROL PLAN
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Access ID No.	Mile Post **	Side	Description	Type	Surface Material	Gate* (Y/N)	Existing Configuration
94	2.878	LT	2642 Patterson Rd	BA	Asphalt	N	Right In-Left In
95	2.894	LT	2644 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
96	2.910	LT	2646 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
97	2.943	LT	2646, 2648 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
98	2.960	LT	2648 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
99	3.000	LT	26 1/2 Rd/N 7th St	PRS	Asphalt		Sig. Full Movement
100	3.000	RT	26 1/2 Rd/N 7th St	PRS	Asphalt		Sig. Full Movement
101	3.072	LT	N 8th Ct	PRU	Asphalt		Unsig. Full Movement
102	3.136	RT	2661 Patterson Rd, 750 Wellington Ave	BA	Asphalt	N	Unsig. 3/4 Movement
103	3.164	LT	2666 Patterson Rd	R	Gravel	N	Unsig. Full Movement
104	3.190	LT	View Point Dr	PRU	Asphalt		Unsig. Full Movement
105	3.216	LT	2674 Patterson Rd	R	Asphalt	N	Unsig. Full Movement
106	3.262	LT	26 3/4 Rd	PRU	Asphalt	N	Unsig. Full Movement
107	3.308	LT	2416 Patterson Rd, 935, 959 Northern Way	R	Asphalt	N	Unsig. Full Movement
108	3.333	LT	Northern Way	PRU	Asphalt	N	Unsig. Full Movement
109	3.333	RT	Private road, 2683 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
110	3.353	RT	2683 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
111	3.358	LT	960 Northern Way	R	Asphalt	N	Unsig. Full Movement
112	3.368	LT	2686 Patterson Rd	BA	Asphalt/Concrete	N	Unsig. Full Movement
113	3.376	RT	2683 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
114	3.391	RT	2687 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
115	3.395	LT	2686 Patterson Rd	BA	Asphalt/Concrete	N	Unsig. Full Movement
116	3.426	RT	2691, 2695, 2699 Patterson Rd, 2531, 2511 N 12th St	BA	Asphalt/Concrete	N	Unsig. Full Movement

ACCESS CONTROL PLAN
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117	3.447	RT	2691, 2695, 2699 Patterson Rd, 2531, 2511 N 12th St	BA	Asphalt/Concrete	N	Unsig. Full Movement
118	3.456	LT	2686 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
119	3.515	LT	N 12th St	PRS	Asphalt		Sig. Full Movement
120	3.515	RT	N 12th St	PRS	Asphalt		Sig. Full Movement
121	3.560	LT	2702 Patterson Rd	BA	Asphalt	N	Right In-Right Out
122	3.574	LT	2708 Patterson Rd	BA	Asphalt	N	Right In-Right Out
123	3.585	RT	2600 N 12th St	BA	Concrete	N	Unsig. 3/4 Movement
124	3.592	LT	2708 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
125	3.611	RT	2712 Patters	PO	Concrete	N	Right In-Right Out
125	3.619	LT	2710 Patterson Rd	BA	Concrete	N	Right In-Right Out
126	3.639	LT	2714 Patterson Rd	R	Concrete/Gravel	N	Right In-Right Out
127	3.643	LT	2718 Patterson Rd	R	Concrete	N	Right In-Right Out
128	3.659	LT	2718 Patterson Rd	R	Asphalt	N	Unsig. Full Movement
129	3.664	RT	2721 Patterson Rd	R	Asphalt	N	Unsig. Full Movement
130	3.744	RT	2721 Patterson Rd	R	Asphalt	N	Unsig. Full Movement
131	3.773	RT	N 15th St	PRS	Asphalt		Sig. Full Movement
132	3.773	LT	N 15th St	PRS	Asphalt		Sig. Full Movement
133	3.805	LT	2726 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
134	3.811	LT	2728 Patterson Rd	R	Gravel	N	Unsig. Full Movement
135	3.837	RT	2680 N 15th St	BA	Asphalt	N	Unsig. Full Movement
136	3.853	LT	2734 Patterson Rd	R	Gravel	Y	Unsig. Full Movement
137	3.872	LT	2736 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
138	3.875	RT	2737, 2741, 2745 Patterson Rd	R	Gravel	N	Unsig. Full Movement

ACCESS CONTROL PLAN
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139	3.887	RT	2737 Patterson Rd	FA	Gravel	N	Unsig. Full Movement
140	3.902	LT	2738 Patterson Rd	R	Gravel	N	Unsig. Full Movement
141	3.934	RT	2737, 2741, 2745 Patterson Rd	R	Gravel	N	Unsig. Full Movement
142	3.942	LT	2742 Patterson Rd	R	Gravel	N	Unsig. Full Movement
143	3.967	LT	Empty lot	FA	Asphalt	N	Sig. Full Movement
144	4.015	LT	Empty lot	FA	Asphalt	N	Sig. Full Movement
145	4.030	LT	27 1/2 Rd	PRS	Asphalt	N	Sig. Full Movement
146	4.061	RT	2751, 2765 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
147	4.121	LT	Spring Valley Cir	PRU	Asphalt		Unsig. 3/4 Movement
148	4.121	RT	2751, 2765 Patterson Rd	R	Asphalt	N	Unsig. Full Movement
149	4.250	RT	2771, 2773, 2775 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
150	4.258	LT	Beechwood St	PRU	Asphalt		Unsig. Full Movement
152	4.292	RT	2777 Patterson Rd	R	Asphalt	N	Unsig. Full Movement
153	4.323	LT	2778 Patterson Rd	R	Asphalt	N	Unsig. Full Movement
154	4.356	LT	Pheasant Trail Ct	PRU	Asphalt	N	Unsig. Full Movement
155	4.356	RT	El Corona Dr	PRU	Asphalt	N	Unsig. Full Movement
156	4.384	RT	Mount View Dr	PRU	Asphalt		Unsig. Full Movement
157	4.457	RT	Mantey Heights Dr	PRU	Asphalt		Unsig. Full Movement
158	4.504	RT	Santa Fe Dr	PRU	Asphalt		Unsig. Full Movement
159	4.546	LT	28 Rd	PRU	Asphalt		Unsig. Full Movement
160	4.558	RT	2801 Patterson Rd	R	Asphalt	N	Unsig. Full Movement
161	4.584	RT	E Park Ave	PRU	Asphalt		Unsig. Full Movement
162	4.620	RT	2811 Patterson Rd	R	Gravel	N	Unsig. Full Movement

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163	4.677	RT	Rio Grande Dr	PRU	Asphalt		Unsig. Full Movement
164	4.677	LT	2814 Patterson Rd, 615 28 1/4 Rd	R/PVRU	Asphalt		Unsig. 3/4 Movement
165	4.739	RT	2813, 2815, 2825 Patterson Rd	BA	Gravel	N	Unsig. Full Movement
166	4.776	RT	2813, 2815, 2825 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
167	4.828	RT	28 1/4 Rd	PRS	Asphalt		Sig. Full Movement
168	4.828	LT	28 1/4 Rd	PRS	Asphalt		Sig. Full Movement
169	4.866	RT	2827 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
170	4.916	RT	2835 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
171	4.930	LT	2844 Patterson Rd	PVRU	Concrete/Gravel	N	Unsig. Full Movement
172	4.946	RT	Grand Cascade Way	PRU	Asphalt		Unsig. Full Movement
173	4.972	LT	2844 Patterson Rd	R	Concrete/Gravel	Y	Unsig. Full Movement
174	4.980	LT	2844 Patterson Rd	R	Concrete/Gravel	Y	Unsig. Full Movement
175	5.000	LT	2844 Patterson Rd	R	Concrete/Gravel	Y	Unsig. Full Movement
176	5.037	LT	2844 Patterson Rd	FA	Concrete/Gravel	N	Unsig. Full Movement
177	5.048	LT	2844 Patterson Rd	FA	Concrete/Gravel	N	Unsig. Full Movement
178	5.082	LT	2854 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
179	5.111	LT	2856 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
180	5.153	LT	2844 Patterson Rd	FA	Concrete/Gravel	N	Unsig. Full Movement
181	5.165	RT	Legends Way	PRU	Asphalt		Unsig. Full Movement
182	5.189	LT	2872 Patterson Rd	FA	Concrete/Gravel	N	Unsig. Full Movement
183	5.229	LT	2872 Patterson Rd	FA	Concrete/Gravel	N	Unsig. Full Movement
184	5.248	LT	28 3/4 Rd	PRU	Asphalt		Unsig. Full Movement
185	5.264	RT	598 Sinatra Way	R	Concrete/Gravel	N	Unsig. Full Movement

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

* All access points are defined by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

1. Oriented from direction of reference point (W-E)
2. MUTCD - Manual on Uniform Traffic Control Devices
3. Full movement intersections shall accommodate U-turns for design vehicle
4. Unless otherwise specified, conditions listed refer to proposed configuration.
5. Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
6 .Implement with development, redevelopment or use change
7. If City, Town, County or CDOT improves SH 402 or if safety or operational issues develop, access modifications may be implemented as long as reasonable access to the highway or local street system is provided.
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Access ID No.	Mile Post **	Side	Description	Type	Surface Material	Gate* (Y/N)	Existing Configuration
186	5.277	LT	604 28 3/4 Rd	BA	Concrete/Gravel	N	Unsig. Full Movement
187	5.280	RT	598 Sinatra Way	R	Concrete/Gravel	N	Unsig. Full Movement
188	5.288	LT	2876 Patterson Rd	R	Concrete	N	Unsig. Full Movement
189	5.302	LT	2876 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
190	5.303	RT	598 Sinatra Way	R	Concrete/Gravel	N	Unsig. Full Movement
191	5.326	RT	2879 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
192	5.360	RT	W Indian Creek Dr	PRU	Asphalt		Unsig. Full Movement
193	5.360	LT	W Indian Creek Dr	PRU	Asphalt		Unsig. Full Movement
194	5.438	RT	Belhavan Way	PRU	Asphalt		Unsig. Full Movement
195	5.447	RT	2893 Patterson Rd	BA	Concrete/Gravel	N	Unsig. Full Movement
196	5.488	LT	E Indian Creek Dr	PRU	Asphalt		Unsig. Full Movement
197	5.488	RT	2893 Patterson Rd	BA	Concrete/Gravel	N	Unsig. Full Movement
198	5.527	RT	2893 Patterson Rd	BA	Concrete/Gravel	N	Right In-Right Out
199	5.572	RT	29 Rd	PRS	Asphalt		Sig. Full Movement
200	5.572	LT	29 Rd	PRS	Asphalt		Sig. Full Movement
199	5.603	RT	Pull off	PO	Concrete	N	Unsig. Full Movement
201	5.610	LT	2902, 2904, 2906 Patterson Rd, 606, 608 29 Rd	BA	Concrete	N	Right In-Right Out
202	5.645	LT	2908 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
203	5.662	LT	2910 Patterson Rd	R	Concrete	N	Unsig. Full Movement
204	5.679	LT	2912 Patterson Rd	R	Concrete/Dirt	N	Unsig. Full Movement
205	5.679	RT	2901, 2903, 2905, 2913, 2915 Patterson Rd	BA	Asphalt	N	Unsig. 3/4 Movement
206	5.696	LT	2914 Patterson Rd	R	Concrete	Y	Unsig. Full Movement
207	5.719	RT	2901, 2903, 2905, 2913, 2915 Patterson Rd	BA	Asphalt	N	Right In-Right Out

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

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Access ID No.	Mile Post **	Side	Description	Type	Surface Material	Gate* (Y/N)	Existing Configuration
208	5.732	LT	Partee Dr	PRU	Asphalt		Unsig. Full Movement
209	5.750	RT	2917 Patterson Rd	R	Asphalt/Concrete	N	Unsig. Full Movement
210	5.758	LT	2918 Patterson Rd	R	Asphalt/Concrete	Y	Unsig. Full Movement
211	5.792	LT	Cris-Mar St	PRU	Asphalt		Unsig. Full Movement
212	5.795	RT	Redwing Ln	PRU	Asphalt		Unsig. Full Movement
213	5.823	LT	2943-053-40-000	R	Concrete	Y	Unsig. Full Movement
214	5.836	LT	2926 Patterson Rd	R	Concrete/Asphalt	N	Unsig. Full Movement
215	5.858	LT	2926 Patterson Rd	R	Concrete/Asphalt	N	Unsig. Full Movement
216	5.858	RT	29 1/4 Rd	PRU	Asphalt		Unsig. Full Movement
217	5.880	LT	2934 Patterson Rd	R	Concrete/Dirt	N	Unsig. Full Movement
218	5.891	LT	2934 Patterson Rd	R	Concrete/Dirt	N	Unsig. Full Movement
219	5.897	LT	2938 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
220	5.905	LT	2938 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
221	5.931	LT	29 3/8 Rd	PRU	Asphalt		Unsig. Full Movement
222	5.931	RT	29 3/8 Rd	PRU	Asphalt		Unsig. Full Movement
223	5.951	LT	2940 Patterson Rd	R	Concrete	N	Unsig. Full Movement
224	5.969	LT	2942 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
225	5.974	RT	2939 Patterson Rd	R	Concrete	Y	Unsig. Full Movement
226	6.000	LT	2944 Patterson Rd	R	Concrete/Dirt	N	Unsig. Full Movement
227	6.020	RT	Colanwood St	PRU	Asphalt		Unsig. Full Movement
228	6.025	LT	2948 Patterson Rd	BA	Asphalt	N	Unsig. 3/4 Movement
229	6.041	RT	2945 Patterson Rd	R	Concrete/Asphalt	N	Unsig. Full Movement
230	6.057	RT	599 29 1/2 Rd	BA	Concrete/Asphalt	N	Unsig. Full Movement

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

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Access ID No.	Mile Post **	Side	Description	Type	Surface Material	Gate* (Y/N)	Existing Configuration
231	6.087	RT	29 1/2 Rd	PRS	Asphalt		Sig. Full Movement
232	6.087	LT	29 1/2 Rd	PRS	Asphalt		Sig. Full Movement
233	6.160	RT	E Greenfield Cir	PRU	Asphalt		Unsig. Full Movement
234	6.188	LT	Pioneer Rd	PRU	Asphalt		Unsig. Full Movement
235	6.243	LT	Broken Spoke Rd	PRU	Asphalt		Unsig. Full Movement
236	6.282	RT	Darby Dr	PRU	Asphalt		Unsig. Full Movement
237	6.345	LT	Maintenance access	MA	Gravel		Unsig. Full Movement
238	6.352	RT	2977 Patterson Rd	R	Concrete/Dirt	N	Unsig. Full Movement
239	6.390	LT	2980 Patterson Rd	FA	Concrete	N	Sig. Full Movement
240	6.400	RT	Placer St	PRU	Asphalt		Unsig. Full Movement
241	6.400	LT	2982 Patterson Rd	FA	Concrete	N	Sig. Full Movement
242	6.400	LT	2982 Patterson Rd	FA	Concrete	N	Sig. Full Movement
243	6.474	RT	Maintenance access	MA	Concrete	Y	Unsig. Full Movement
244	6.497	LT	Hudson Bay Dr	PRU	Asphalt		Unsig. Full Movement
245	6.497	RT	599 30 Rd	BA	Asphalt	N	Unsig. Full Movement
246	6.528	LT	2992 Patterson Rd	BA	Asphalt	N	Unsig. 3/4 Movement
247	6.532	RT	599 30 Rd	BA	Asphalt	N	Unsig. Full Movement
248	6.600	RT	30 Rd	PRS	Asphalt		Sig. Full Movement
249	6.600	LT	30 Rd	PRS	Asphalt		Sig. Full Movement
250	6.667	LT	Ronlin Dr	PRU	Asphalt		Unsig. Full Movement
251	6.721	LT	Agana Dr	PRU	Asphalt		Unsig. Full Movement
252	6.721	RT	Agana Dr	PRU	Asphalt		Unsig. Full Movement
253	6.776	LT	Starlight Dr	PRU	Asphalt		Unsig. Full Movement

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

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Access ID No.	Mile Post **	Side	Description	Type	Surface Material	Gate* (Y/N)	Existing Configuration
254	6.831	LT	Serenade St	PRU	Asphalt		Unsig. Full Movement
255	6.831	RT	Serenade St	PRU	Asphalt		Unsig. Full Movement
256	6.863	RT	3027 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
257	6.863	LT	3026 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
258	6.882	LT	3026 Patterson Rd	BA	Asphalt	N	Unsig. Full Movement
259	6.897	LT	3028 Patterson Rd	R	Concrete/Dirt	N	Unsig. Full Movement
260	6.911	LT	3030 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
261	6.913	RT	McMullin Dr	PRU	Asphalt		Unsig. Full Movement
262	6.962	RT	Gerken Rd	PRU	Asphalt		Unsig. Full Movement
263	6.962	LT	Round Table Rd	PRU	Asphalt		Unsig. Full Movement
264	6.991	RT	599 Grand Valley Dr	R	Concrete/Gravel	N	Unsig. Full Movement
265	7.002	RT	599 Grand Valley Dr	R	Concrete/Gravel	N	Unsig. Full Movement
266	7.016	RT	Grand Valley Dr	PRU	Asphalt		Unsig. Full Movement
267	7.016	LT	Grand Valley Dr	PRU	Asphalt		Unsig. Full Movement
268	7.039	RT	598 Grand Valley Dr	FA	Dirt	N	Unsig. Full Movement
269	7.053	RT	3047 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
270	7.060	LT	3044 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
271	7.082	RT	3047 Patterson Rd	R	Asphalt	N	Unsig. Full Movement
272	7.111	RT	3049 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
273	7.120	LT	Mesa Valley Dr	PRU	Asphalt		Unsig. Full Movement
274	7.147	LT	3054 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
275	7.147	RT	Shoshone St	PRU	Asphalt		Unsig. Full Movement
276	7.168	LT	3054 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

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Access ID No.	Mile Post **	Side	Description	Type	Surface Material	Gate* (Y/N)	Existing Configuration
277	7.221	LT	Cottage Meadows Ct	PRU	Asphalt		Unsig. Full Movement
278	7.243	RT	3065 Patterson Rd	BA	Concrete/Gravel	Y	Unsig. Full Movement
279	7.256	LT	3064 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
280	7.264	LT	3066 Patterson Rd	R	Concrete/Dirt	Y	Unsig. Full Movement
281	7.276	LT	3068 Patterson Rd	R	Concrete	N	Unsig. Full Movement
282	7.279	RT	3067 Patterson Rd	R	Concrete/Gravel	N	Unsig. Full Movement
283	7.290	LT	3068 Patterson Rd	R	Concrete	N	Unsig. Full Movement
284	7.295	RT	3073 Patterson Rd	BA	Concrete/Gravel	Y	Unsig. Full Movement
285	7.319	RT	3073 Patterson Rd	FA	Concrete/Dirt	Y	Unsig. Full Movement
286	7.341	RT	3073 Patterson Rd	BA	Concrete/Asphalt	Y	Unsig. Full Movement
287	7.349	LT	Lodgepole St	PRU	Asphalt		Unsig. Full Movement

Legend	
Access Type	Abbreviation
Business/Commercial Access	BA
Field Access	FA
Maintenance Access	MA
Residential Access	R
Pull Off	PO
Public Road Signalized	PRS
Public Road Unsignalized	PRU
Private Road Unsignalized	PVRU

Appendix C - Crash History

#	Intersection	Date	Time	Severity	Distance From Int	Direction from Int	Road Description	Accident Type	Dir	Vehicle 1 Movement	Vehicle 2 Movement
1	PATTERSON RD & NORTH GATE DR	1/6/2014	11:35:00 AM	PDO	0		At Intersection	Front to Rear	S	Backing	Stop in Traff
2	PATTERSON RD & 1ST ST	1/7/2014	10:01:00 AM	PDO	0		At Intersection	Front to Rear	E	Going Straight	Stop in Traff
3	PATTERSON RD & 7TH ST	1/7/2014	10:23:00 AM	PDO	0		At Intersection	Front to Side	N	Left Turn	Going Straight
4	PATTERSON RD & 12TH ST	1/8/2014	10:19:00 AM	PDO	0		At Intersection	Front to Side	N	Right Turn	Going Straight
5	25 RD & PATTERSON RD	1/9/2014	12:30:00 PM	PDO	50	South	Non-Int	Front to Rear	N	Going Straight	Stop in Traff
6	24 1/2 RD & PATTERSON RD	1/10/2014	2:46:00 PM	PDO	30	South	Intersection Related	Front to Rear	N	Going Straight	Stop in Traff
7	1ST ST & PATTERSON RD	1/17/2014	8:31:00 AM	PDO	25	North	Non-Int	Front to Rear	S	Going Straight	Stop in Traff
8	PATTERSON RD & 29 RD	1/19/2014	12:42:00 PM	PDO	0		At Intersection	Front to Side	W	Left Turn	Going Straight
9	PATTERSON RD & 24 RD	1/22/2014	2:42:00 PM	PDO	0		Intersection Related	Front to Rear	E	Going Straight	Stop in Traff
10	24 1/2 RD & PATTERSON RD	1/24/2014	9:43:00 PM	PDO	62	South	Non-Int	Same Dir Side Side	S	Going Straight	Going Straight
11	W. INDIAN CREEK DR & PATTERSON RD	1/24/2014	3:17:00 PM	PDO	50	West	Non-Int	Front to Rear	E	Going Straight	Stop in Traff
12	PATTERSON RD & 12TH ST	1/27/2014	11:09:00 AM	INJ	0		At Intersection	Front to Front	W	Left Turn	Going Straight
13	PATTERSON RD & 25 RD	1/28/2014	12:14:00 PM	PDO	0		At Intersection	Front to Front	W	Left Turn	Going Straight
14	PATTERSON RD & MIRA VISTA RD	1/30/2014	6:21:00 PM	PDO	200	West	Non-Int	Front to Rear	E	Going Straight	Slowing
15	12TH ST & PATTERSON RD	1/31/2014	1:04:00 PM	PDO	100	South	Non-Int	Front to Rear	N	Going Straight	Stop in Traff
16	PATTERSON RD & 1ST ST	2/1/2014	9:44:00 AM	PDO	20	East	At Intersection	Same Dir Side Side	W	Changing Lanes	Going Straight
17	PATTERSON RD & 30 RD	2/3/2014	5:39:00 PM	PDO	0		At Intersection	Front to Side	N	Right Turn	Going Straight
18	PATTERSON RD & 27 1/2 RD	2/4/2014	6:30:00 AM	PDO	0		At Intersection	Front to Side	W	Going Straight	Left Turn
19	PATTERSON RD & 29 RD	2/4/2014	7:30:00 AM	PDO	0		Intersection Related	Front to Rear	S	Slowing	Stop in Traff
20	PATTERSON RD & PARTEE DR	2/6/2014	10:25:00 AM	PDO	30	West	Non-Int	Same Dir Side Side	W	Changing Lanes	Going Straight
21	PATTERSON RD & 24 1/2 RD	2/7/2014	11:49:00 AM	PDO	0		At Intersection	Front to Side	E	Left Turn	Going Straight
22	PATTERSON RD & 30 RD	2/8/2014	6:47:00 PM	PDO	350	West	Drive Acc Relat	Front to Side	E	Left Turn	Going Straight
23	PATTERSON RD & 8TH CT	2/10/2014	3:34:00 PM	PDO	0		Non-Int	Front to Rear	E	Going Straight	Stop in Traff
24	PATTERSON RD & SERANADE ST	2/13/2014	6:54:00 PM	PDO	50	West	Drive Acc Relat	Opp Dir Side Side	S	Left Turn	Going Straight
25	PATTERSON RD & GREENFIELD CIR EAST	2/14/2014	7:05:00 PM	PDO	0		At Intersection	Light/Util Pole	E	Right Turn	UNK
26	PATTERSON RD & 28 3/4 RD	2/19/2014	3:12:00 PM	PDO	80	East	Intersection Related	Front to Rear	W	Slowing	Slowing
27	25 RD & PATTERSON RD	2/19/2014	3:31:00 PM	PDO	150	North	Drive Acc Relat	Front to Side	N	Left Turn	Going Straight
28	PATTERSON RD & 12TH ST	2/22/2014	3:20:00 PM	PDO	200	West	Drive Acc Relat	Front to Side	N	Right Turn	Going Straight
29	24 1/2 RD & PATTERSON RD	2/24/2014	12:29:00 PM	PDO	500	South	Drive Acc Relat	Front to Side	E	Left Turn	Going Straight
30	PATTERSON RD & 24 1/2 RD	2/27/2014	4:35:00 PM	PDO	25	West	Intersection Related	Front to Rear	E	Changing Lanes	Stop in Traff
31	PATTERSON RD & 7TH ST	2/28/2014	1:56:00 PM	PDO	100	West	Non-Int	Front to Rear	W	Going Straight	Going Straight
32	25 RD & PATTERSON RD	3/3/2014	2:06:00 PM	PDO	175	North	Drive Acc Relat	Front to Side	N	Left Turn	Going Straight
33	PATTERSON RD & 24 1/2 RD	3/4/2014	11:23:00 AM	PDO	0		At Intersection	Same Dir Side Side	E	Right Turn	Stop in Traff
34	7TH ST & PATTERSON RD	3/5/2014	1:57:00 PM	INJ	417	North	Drive Acc Relat	Overturning	S	Going Straight	Left Turn
35	PATTERSON RD & 27 1/2 RD	3/7/2014	7:50:00 PM	PDO	1320	East	Non-Int	Same Dir Side Side	E	Changing Lanes	Going Straight
36	PATTERSON RD & 1ST ST	3/8/2014	3:24:00 PM	PDO	100	East	Non-Int	Front to Rear	W	Going Straight	Stop in Traff
37	I-70B & PATTERSON RD	3/9/2014	3:15:00 PM	INJ	1266	West	Non-Int	Front to Rear	W	Going Straight	Going Straight
38	PATTERSON RD & 7TH ST	3/11/2014	10:00:00 AM	PDO	20	East	Intersection Related	Front to Rear	W	Going Straight	Slowing
39	PATTERSON RD & 1ST ST	3/11/2014	12:48:00 PM	PDO	300	East	Non-Int	Front to Rear	W	Going Straight	Stop in Traff
40	PATTERSON RD & MARKET STREET	3/15/2014	9:37:00 PM	PDO	0		At Intersection	Front to Side	W	Going Straight	Going Straight
41	PATTERSON RD & 7TH ST	3/18/2014	11:31:00 AM	PDO	0		Intersection Related	Front to Rear	E	Going Straight	Stop in Traff
42	PATTERSON RD & 7TH ST	3/18/2014	2:01:00 PM	PDO	0		At Intersection	Front to Side	W	Going Straight	Left Turn
43	24 RD & PATTERSON RD	3/19/2014	4:29:00 PM	PDO	80	South	Non-Int	Front to Rear	S	Changing Lanes	Going Straight
44	PATTERSON RD & 24 RD	3/19/2014	2:37:00 PM	PDO	0		Non-Int	Front to Rear	W	Going Straight	Stop in Traff
45	PATTERSON RD & 12TH ST	3/20/2014	4:42:00 PM	PDO	778	West	Non-Int	Front to Rear	E	Going Straight	Stop in Traff
46	PATTERSON RD & 7TH ST	3/23/2014	7:36:00 AM	PDO	0		At Intersection	Front to Side	E	Going Straight	Going Straight
47	PATTERSON RD & BEECHWOOD ST	3/24/2014	4:01:00 PM	PDO	0		At Intersection	Front to Side	S	Right Turn	Going Straight
48	PATTERSON RD & 26 1/4 RD	3/24/2014	4:35:00 PM	PDO	0		Non-Int	Front to Rear	W	Going Straight	Slowing
49	PATTERSON RD & 12TH ST	3/26/2014	11:54:00 AM	INJ	0		At Intersection	Front to Rear	W	Going Straight	Stop in Traff
50	PATTERSON RD & 7TH ST	3/26/2014	4:15:00 PM	PDO	0		At Intersection	Front to Rear	N	Left Turn	Left Turn
51	PATTERSON RD & 12TH ST	3/28/2014	8:20:00 PM	PDO	0		At Intersection	Front to Side	E	Right Turn	Stop in Traff
52	24 1/2 RD & PATTERSON RD	3/30/2014	11:00:00 AM	PDO	500	South	Drive Acc Relat	Front to Side	E	Left Turn	Going Straight
53	PATTERSON RD & 27 1/2 RD	3/31/2014	8:00:00 AM	PDO	0		At Intersection	Front to Front	W	Going Straight	Stop in Traff
54	25 RD & PATTERSON RD	4/1/2014	11:00:00 AM	PDO	150	North	Drive Acc Relat	Front to Side	E	Left Turn	Going Straight
55	PATTERSON RD & HOME DEPOT	4/3/2014	4:34:00 PM	PDO	0		At Intersection	Front to Side	W	Left Turn	Going Straight
56	24 1/2 RD & PATTERSON RD	4/3/2014	3:39:00 PM	PDO	500	South	Drive Acc Relat	Front to Side	E	Left Turn	Going Straight
57	PATTERSON RD & 12TH ST	4/3/2014	1:47:00 PM	PDO	100	East	Non-Int	Front to Rear	W	Going Straight	Stop in Traff
58	PATTERSON RD & GRAND CASCADE WAY	4/4/2014	9:17:00 AM	PDO	0		Intersection Related	Front to Rear	N	Going Straight	Stop in Traff
59	24 1/2 RD & PATTERSON RD	4/4/2014	12:09:00 PM	PDO	500	South	Drive Acc Relat	Front to Side	E	Left Turn	Going Straight
60	PATTERSON RD & HOME DEPOT	4/5/2014	11:58:00 AM	PDO	0		Intersection Related	Front to Rear	W	Going Straight	Stop in Traff
61	PATTERSON RD & 29 1/2 RD	4/6/2014	2:09:00 PM	PDO	100	East	Intersection Related	Front to Rear	W	Slowing	Stop in Traff
62	PATTERSON RD & 24 RD	4/8/2014	2:57:00 PM	INJ	0		At Intersection	Front to Side	N	Left Turn	Going Straight
63	PATTERSON RD & 29 RD	4/10/2014	9:31:00 PM	PDO	0		Intersection Related	Front to Front	E	Right Turn	Left Turn
64	PATTERSON RD & 27 1/2 RD	4/11/2014	7:40:00 AM	PDO	0		At Intersection	Front to Side	W	Going Straight	Left Turn
65	PATTERSON RD & 24 RD	4/12/2014	9:04:00 AM	PDO	0		At Intersection	Front to Rear	W	Going Straight	Going Straight
66	25 RD & PATTERSON RD	4/16/2014	4:39:00 PM	PDO	241	South	Intersection Related	Front to Rear	N	Going Straight	Stop in Traff
67	PATTERSON RD & 7TH ST	4/17/2014	2:11:00 PM	PDO	0		At Intersection	Front to Front	E	Right Turn	Left Turn
68	PATTERSON RD & MEANDER DR	4/18/2014	3:44:00 PM	PDO	0		At Intersection	Front to Side	W	Left Turn	Going Straight
69	7TH ST & PATTERSON RD	4/18/2014	2:09:00 PM	PDO	30	South	Non-Int	Front to Rear	N	Going Straight	Stop in Traff
70	PATTERSON RD & 30 RD	4/21/2014	2:37:00 PM	PDO	0		At Intersection	Front to Side	E	Left Turn	Left Turn
71	RIO GRANDE DR & PATTERSON RD	4/21/2014	4:42:00 PM	PDO	40	East	Non-Int	Front to Rear	E	Going Straight	Stop in Traff
72	1ST ST & PATTERSON RD	4/22/2014	5:00:00 PM	PDO	20	South	Intersection Related	Front to Rear	N	Going Straight	Stop in Traff
73	SERANADE ST & PATTERSON RD	4/23/2014	7:16:00 AM	INJ	0		At Intersection	Park Motor Veh	W	Other	Parked
74	24 RD & PATTERSON RD	4/23/2014	10:53:00 AM	PDO	50	North	Intersection Related	Front to Rear	S	Backing	Stop in Traff
75	PATTERSON RD & MARKET STREET	4/25/2014	12:26:00 PM	PDO	0		At Intersection	Front to Side	E	Left Turn	Going Straight
76	PATTERSON RD & 7TH ST	4/27/2014	3:11:00 PM	PDO	0		At Intersection	Front to Rear	N	Right Turn	Going Straight
77	PATTERSON RD & 27 1/2 RD	4/28/2014	5:22:00 PM	PDO	500	West	Non-Int	Front to Rear	E	Going Straight	Slowing
78	PATTERSON RD & 28 1/4 RD	4/30/2014	8:09:00 PM	PDO	0		At Intersection	Front to Side	W	Left Turn	Going Straight
79	PATTERSON RD & 15TH ST	5/1/2014	8:18:00 AM	PDO	300	West	Drive Acc Relat	Front to Rear	W	Going Straight	Stop in Traff
80	PATTERSON RD & 28 RD	5/2/2014	5:45:00 PM	INJ	0		At Intersection	Front to Front	S	Left Turn	Going Straight
81	PATTERSON RD & 12TH ST	5/4/2014	7:24:00 AM	PDO	0		At Intersection	Front to Side	N	Going Straight	Going Straight
82	PATTERSON RD & 24 RD	5/5/2014	4:11:00 PM	PDO	0		At Intersection	Front to Side	N	Going Straight	Going Straight
83	PATTERSON RD & 7TH ST	5/5/2014	1:11:00 PM	PDO	530	West	Non-Int	Front to Rear	W	Going Straight	Stop in Traff
84	PATTERSON RD & 24 RD	5/8/2014	3:44:00 PM	PDO	0		At Intersection	Front to Rear	W	Going Straight	Going Straight
85	PATTERSON RD & 28 1/4 RD	5/8/2014	7:08:00 AM	PDO	0		At Intersection	Front to Side	E	Going Straight	Left Turn
86	PATTERSON RD & GRAND CASCADE WAY	5/8/2014	8:00:00 AM	PDO	400	East	Non-Int	Same Dir Side Side	W	U-Turn	Going Straight
87	PATTERSON RD & 1ST ST	5/9/2014	10:13:00 AM	PDO	100	West	Non-Int	Same Dir Side Side	E	Changing Lanes	Going Straight
88	PATTERSON RD & RIO GRANDE DR	5/13/2014	5:09:00 PM	PDO	10	East	Non-Int	Front to Rear	E	Going Straight	Stop in Traff
89	PATTERSON RD & PARTEE DR	5/14/2014	7:52:00 AM	PDO	200	East	Non-Int	Front to Rear	W	Going Straight	Slowing
90	PATTERSON RD & 15TH ST	5/21/2014	8:30:00 AM	PDO	0		At Intersection	Front to Side	W	Going Straight	Left Turn
91	PATTERSON RD & 7TH ST	5/28/2014	9:32:00 PM	PDO	0		At Intersection	Front to Side	E	Going Straight	Left Turn
92	PATTERSON RD & MCMULLIN DR	5/30/2014	2:02:00 PM	PDO	90	West	Drive Acc Relat	Front to Rear	W	Going Straight	Slowing
93	PATTERSON RD & 1ST ST	6/2/2014	3:14:00 PM	PDO	0		At Intersection	Front to Side	N	Right Turn	Going Straight
94	PATTERSON RD & 12TH ST	6/4/2014	10:52:00 AM	PDO	275	East	Intersection Related	Same Dir Side Side	W	Changing Lanes	Changing Lanes
95	PATTERSON RD & 29 RD	6/4/2014	6:29:00 PM	PDO	25	East	Intersection Related	Same Dir Side Side	W	Right Turn	Going Straight
96	PATTERSON RD & MARKET STREET	6/4/2014	3:16:00 PM	PDO	30	East	Intersection Related	Front to Rear	W	Slowing	Stop in Traff
97	PATTERSON RD & 29 1/2 RD	6/6/2014	9:58:00 AM	PDO	0		At Intersection	Front to Side	S	Left Turn	Going Straight
98	PATTERSON RD & 29 RD	6/7/2014	10:51:00 PM	PDO	0		At Intersection	Front to Front	E	Left Turn	Going Straight
99	PATTERSON RD & 27 1/2 RD	6/9/2014	5:24:00 PM	PDO	1320	West	Intersection Related	Front to Rear	E	Going Straight	Slowing
100	LEGENDS WAY & PATTERSON RD	6/13/2014	3:14:00 PM	PDO	20	South	Intersection Related	Front to Rear	N	Going Straight	Stop in Traff
101	PATTERSON RD & 28 RD	6/14/2014	9:44:00 AM	INJ	0		At Intersection	Front to Side	S	Left Turn	Going Straight
102	PATTERSON RD & 30 RD	6/15/2014	3:06:00 PM	PDO	50	East	Intersection Related	Front to Rear	W	Going Straight	Stop in Traff
103	29 RD & PATTERSON RD	6/18/2014	7:47:00 PM	PDO			Intersection Related	Opp Dir Side Side	W	Left Turn	Stop in Traff
104	PATTERSON RD & 29 1/2 RD	6/18/2014	1:57:00 PM	PDO	100	East	Non-Int	Front to Rear	W	Going Straight	Slowing
105	PATTERSON RD & 12TH ST	6/20/2014	8:27:00 AM	PDO	0		At Intersection	Front to Side	W	Left Turn	Going Straight
106	PATTERSON RD & 28 1/4 RD	6/21/2014	3:38:00 PM	PDO	0		At Intersection	Tree	E	Going Straight	Going Straight
107	PATTERSON RD & 25 1/2 RD	6/21/2014	1:24:00 PM	PDO	250	East	Non-Int	Front to Rear	W	Going Straight	Stop in Traff
108	PATTERSON RD & 25 3/4 RD	6/26/2014	8:42:00 PM	PDO	139	East	Non-Int	Wild Animal	W	Going Straight	UNK
109	PATTERSON RD & 12TH ST	6/27/2014	9:57:00 AM	PDO	0		At Intersection	Same Dir Side Side	N	Right Turn	Going Straight
110	PATTERSON RD & SPRING VALLEY CIR	6/27/2014	9:37:00 AM	PDO	0		Non-Int	Front to Rear	W	Going Straight	Slowing
111	PATTERSON RD & 27 1/2 RD	6/28/2014	8:44:00 AM	PDO	0		At Intersection	Front to Side	S	Right Turn	Going Straight
112	PATTERSON RD & SANTA FE DR	7/1/2014	5:21:00 PM	INJ	0		Non-Int	Front to Rear	E	Going Straight	Stop in Traff
113	PATTERSON RD & COMMERCE BLVD	7/1/2014	12:31:00 PM	PDO	200	East	Drive Acc Relat	Front to Side	N	Left Turn	Going Straight
114	25 3/4 RD & PATTERSON RD	7/2/2014	5:48:00 PM	INJ	0		At Intersection	Front to Side	N	Left Turn	Going Straight
115	25 RD & PATTERSON RD	7/6/2014	3:23:00 PM	PDO	10	South	Intersection Related	Front to Rear	N	Going Straight	Stop in Traff
116	PATTERSON RD & 28 RD	7/10/2014	3:43:00 PM	PDO	0		At Intersection	Front to Side	S	Left Turn	Going Straight
117	PATTERSON RD & 1ST ST	7/14/2014	1:44:00 PM	PDO	100	East	Intersection Related	Front to Rear	W	Going Straight	Stop in Traff
118	PATTERSON RD & BELLHAVEN WAY	7/16/2014	1:21:00 PM	PDO	0		At Intersection	Front to Side	W	Left Turn	Going Straight

#	Intersection	Date	Time	Severity	Distance From Int	Direction from Int	Road Description	Accident Type	Dir	Vehicle 1 Movement	Vehicle 2 Movement
119	PATTERSON RD & 28 RD	7/21/2014	1:03:00 PM	INJ	0		At Intersection	Front to Side	S	Left Turn	Going Straight
120	PATTERSON RD & 29 RD	7/22/2014	11:15:00 AM	PDO	0		At Intersection	Front to Front	N	Left Turn	Going Straight
121	28 1/4 RD & PATTERSON RD	7/25/2014	1:37:00 PM	PDO	50	South	At Intersection	Front to Rear	N	Going Straight	Stop in Traff
122	PATTERSON RD & MEANDER DR	7/30/2014	12:24:00 PM	PDO	0		At Intersection	Front to Side	N	Going Straight	Going Straight
123	PATTERSON RD & 29 RD	8/1/2014	6:05:00 PM	INJ	0		At Intersection	Rear to Rear	W	Left Turn	Going Straight
124	PATTERSON RD & 29 RD	8/1/2014	6:55:00 PM	INJ	1238	West	Non-Int	Front to Rear	E	Going Straight	Stop in Traff
125	PATTERSON RD & MARKET STREET	8/2/2014	4:29:00 PM	PDO	20	West	Non-Int	Front to Rear	E	Going Straight	Stop in Traff
126	PATTERSON RD & FORESIGHT CIR SOUTH	8/4/2014	3:06:00 PM	PDO	30	East	Non-Int	Front to Rear	W	Going Straight	Slowing
127	PATTERSON RD & MEANDER DR	8/4/2014	9:49:00 AM	PDO	0		At Intersection	Front to Side	S	Right Turn	Going Straight
128	PATTERSON RD & 24 1/2 RD	8/6/2014	4:09:00 PM	PDO	40	West	Intersection Related	Same Dir Side Side	E	Right Turn	Going Straight
129	PATTERSON RD & MARKET STREET	8/9/2014	12:19:00 PM	PDO	350	East	Drive Acc Relat	Front to Side	S	Left Turn	Going Straight
130	PATTERSON RD & 29 1/2 RD	8/11/2014	7:25:00 AM	PDO	200	East	Non-Int	Front to Rear	W	Going Straight	Stop in Traff
131	PATTERSON RD & 12TH ST	8/11/2014	9:24:00 AM	PDO	200	East	Non-Int	Front to Rear	W	Going Straight	Stop in Traff
132	PATTERSON RD & EAST INDIAN CREEK D	8/11/2014	5:42:00 PM	PDO	0		At Intersection	Front to Rear	E	Going Straight	Stop in Traff
133	PATTERSON RD & 27 1/2 RD	8/14/2014	10:44:00 AM	INJ	0		At Intersection	Front to Side	S	Right Turn	Going Straight
134	24 1/2 RD & PATTERSON RD	8/14/2014	1:23:00 PM	PDO	500	South	At Intersection	Front to Side	E	Left Turn	Going Straight
135	PATTERSON RD & 25 RD	8/15/2014	11:13:00 AM	PDO	0		Drive Acc Relat	Front to Rear	N	Going Straight	Going Straight
136	PATTERSON RD & 24 1/2 RD	8/15/2014	5:08:00 PM	PDO	0		At Intersection	Front to Rear	N	Going Straight	Stop in Traff
137	24 1/2 RD & PATTERSON RD	8/19/2014	10:19:00 AM	PDO	500	South	At Intersection	Front to Rear	W	Backing	Stop in Traff
138	24 RD & PATTERSON RD	8/19/2014	12:20:00 PM	PDO	0		At Intersection	Same Dir Side Side	SE	Left Turn	Left Turn
139	PATTERSON RD & MEANDER DR	8/20/2014	4:05:00 PM	INJ	15	East	At Intersection	Front to Rear	W	Going Straight	Stop in Traff
140	PATTERSON RD & 27 1/2 RD	8/20/2014	9:00:00 AM	PDO	250	West	Non-Int	Front to Rear	E	Going Straight	Stop in Traff
141	I-70B & PATTERSON RD	8/20/2014	1:57:00 PM	PDO	0		At Intersection	Sign	E	Left Turn	UNK
142	30 RD & PATTERSON RD	8/21/2014	4:40:00 PM	PDO	100	South	Non-Int	Same Dir Side Side	N	Changing Lanes	Going Straight
143	PATTERSON RD & 12TH ST	8/21/2014	7:23:00 AM	PDO	20	East	Intersection Related	Front to Rear	W	Going Straight	Right Turn
144	PATTERSON RD & RIO GRANDE DR	8/22/2014	5:23:00 PM	PDO	0		Intersection Related	Front to Rear	E	Slowing	Stop in Traff
145	PATTERSON RD & 28 1/4 RD	8/23/2014	9:00:00 AM	PDO	632	East	Drive Acc Relat	Front to Rear	W	Going Straight	Slowing
146	12TH ST & PATTERSON RD	8/23/2014	5:11:00 PM	PDO	150	South	Non-Int	Same Dir Side Side	N	Changing Lanes	Going Straight
147	PATTERSON RD & 7TH ST	8/25/2014	10:38:00 AM	PDO	100	West	Non-Int	Front to Rear	W	Going Straight	Slowing
148	PATTERSON RD & 27 1/2 RD	8/25/2014	4:48:00 PM	PDO	700	West	Non-Int	Front to Rear	E	Going Straight	Slowing
149	29 RD & PATTERSON RD	8/26/2014	12:19:00 PM	PDO	350	South	Drive Acc Relat	Same Dir Side Side	N	Right Turn	Right Turn
150	PATTERSON RD & 12TH ST	8/27/2014	8:53:00 AM	INJ	775	West	Intersection Related	Front to Rear	W	Going Straight	Stop in Traff
151	7TH ST & PATTERSON RD	8/27/2014	3:40:00 PM	INJ	30	South	Intersection Related	Front to Rear	N	Going Straight	Going Straight
152	PATTERSON RD & 1ST ST	8/27/2014	2:02:00 PM	PDO	30	West	Non-Int	Front to Rear	W	Going Straight	Slowing
153	PATTERSON RD & 7TH ST	8/27/2014	3:32:00 PM	PDO	200	West	Non-Int	Front to Rear	E	Going Straight	Going Straight
154	PATTERSON RD & MARKET STREET	8/28/2014	10:58:00 AM	PDO	0		At Intersection	Front to Side	E	Going Straight	Left Turn
155	PATTERSON RD & 29 RD	8/31/2014	3:17:00 PM	PDO	0		At Intersection	Overturning	N	Right Turn	Going Straight
156	PATTERSON RD & 7TH ST	9/1/2014	6:48:00 PM	PDO	0		Intersection Related	Front to Rear	W	Going Straight	Stop in Traff
157	PATTERSON RD & 29 RD	9/2/2014	4:22:00 PM	INJ	512	West	Non-Int	Front to Rear	E	Going Straight	Stop in Traff
158	PATTERSON RD & MIRA VISTA DR	9/2/2014	6:01:00 PM	PDO	377	West	Drive Acc Relat	Front to Side	N	Left Turn	Going Straight
159	PATTERSON RD & 24 1/2 RD	9/3/2014	10:33:00 AM	INJ	250	East	Drive Acc Relat	Front to Side	N	Right Turn	Going Straight
160	25 RD & PATTERSON RD	9/4/2014	3:18:00 PM	INJ	150	North	Drive Acc Relat	Front to Side	N	Left Turn	Going Straight
161	PATTERSON RD & 28 1/4 RD	9/5/2014	4:26:00 PM	PDO	250	East	Non-Int	Front to Rear	W	Changing Lanes	Going Straight
162	PATTERSON RD & 1ST ST	9/6/2014	7:42:00 PM	INJ	750	East	Non-Int	Front to Rear	W	Going Straight	Slowing
163	PATTERSON RD & 25 RD	9/8/2014	4:53:00 PM	PDO	0		At Intersection	Other Harm Obj	S	Backing	Stop in Traff
164	PATTERSON RD & 15TH ST	9/11/2014	7:39:00 AM	PDO	0		At Intersection	Front to Side	W	Going Straight	Left Turn
165	PATTERSON RD & 7TH ST	9/13/2014	9:25:00 PM	PDO	100	East	Non-Int	Same Dir Side Side	E	Changing Lanes	Going Straight
166	PATTERSON RD & 12TH ST	9/14/2014	9:39:00 PM	PDO	0		At Intersection	Overturning	E	Left Turn	Going Straight
167	PATTERSON RD & BURKEY ST	9/15/2014	9:38:00 AM	PDO	0		At Intersection	Front to Rear	W	Going Straight	Right Turn
168	28 RD & PATTERSON RD	9/15/2014	1:14:00 PM	PDO	30	North	Intersection Related	Front to Rear	N	Backing	Stop in Traff
169	PATTERSON RD & MESA VALLEY DR	9/17/2014	6:19:00 PM	PDO	0		Intersection Related	Front to Rear	W	Changing Lanes	Other
170	PATTERSON RD & 12TH ST	9/22/2014	11:18:00 AM	INJ	0		At Intersection	Front to Side	E	Left Turn	Going Straight
171	PATTERSON RD & CRIS-MAR ST	9/22/2014	2:54:00 PM	PDO	0		Non-Int	Same Dir Side Side	W	Changing Lanes	Going Straight
172	PATTERSON RD & BEECHWOOD ST	9/24/2014	8:03:00 AM	PDO	0		Intersection Related	Front to Rear	W	Going Straight	Slowing
173	PATTERSON RD & 24 RD	9/25/2014	1:49:00 PM	PDO	0		At Intersection	Same Dir Side Side	W	Left Turn	Left Turn
174	PATTERSON RD & 24 1/2 RD	9/25/2014	2:12:00 PM	PDO	0		At Intersection	Same Dir Side Side	E	Right Turn	Going Straight
175	25 RD & PATTERSON RD	9/29/2014	4:09:00 PM	INJ	150	North	Drive Acc Relat	Front to Side	E	Left Turn	Going Straight
176	PATTERSON RD & 12TH ST	9/29/2014	11:26:00 AM	PDO	100	East	Non-Int	Same Dir Side Side	E	Changing Lanes	Going Straight
177	PATTERSON RD & 24 1/2 RD	9/29/2014	7:22:00 PM	PDO	0		At Intersection	Front to Rear	N	Left Turn	Going Straight
178	PATTERSON RD & 25 1/2 RD	9/30/2014	1:39:00 PM	PDO	0		At Intersection	Front to Side	W	Going Straight	Going Straight
179	24 RD & PATTERSON RD	10/1/2014	5:48:00 PM	PDO	165	South	Intersection Related	Front to Rear	N	Going Straight	Slowing
180	PATTERSON RD & MARKET STREET	10/2/2014	1:53:00 PM	PDO	0		At Intersection	Front to Side	W	Going Straight	Left Turn
181	PATTERSON RD & 1ST ST	10/3/2014	12:31:00 PM	PDO	1150	East	Drive Acc Relat	Front to Rear	W	Going Straight	Stop in Traff
182	PATTERSON RD & 27 1/2 RD	10/9/2014	1:15:00 PM	PDO	0		Intersection Related	Front to Side	S	Left Turn	Left Turn
183	PATTERSON RD & HOME DEPOT	10/13/2014	2:36:00 PM	PDO	0		At Intersection	Front to Side	S	Right Turn	Going Straight
184	PATTERSON RD & 25 1/2 RD	10/14/2014	6:21:00 PM	PDO	600	West	Non-Int	Front to Side	E	U-Turn	Going Straight
185	24 1/2 RD & PATTERSON RD	10/15/2014	11:59:00 AM	PDO	500	South	Drive Acc Relat	Front to Side	E	Going Straight	Going Straight
186	PATTERSON RD & EL CORONA DR	10/15/2014	5:22:00 PM	PDO	150	West	Intersection Related	Front to Rear	E	Going Straight	Stop in Traff
187	PATTERSON RD & 26 3/4 RD	10/17/2014	4:33:00 PM	INJ	0		At Intersection	Curb	S	Left Turn	Going Straight
188	PATTERSON RD & 24 RD	10/17/2014	4:01:00 PM	PDO	0		At Intersection	Front to Side	S	Right Turn	Going Straight
189	PATTERSON RD & 29 RD	10/18/2014	1:41:00 PM	PDO	0		At Intersection	Front to Rear	W	Going Straight	Stop in Traff
190	PATTERSON RD & PHEASANT TRAIL CT	10/19/2014	2:33:00 PM	PDO	150	East	Non-Int	Same Dir Side Side	W	Other	Going Straight
191	PATTERSON RD & 28 RD	10/19/2014	12:32:00 PM	PDO	0		At Intersection	Front to Side	S	Left Turn	Going Straight
192	PATTERSON RD & PARK DR	10/19/2014	6:58:00 PM	PDO	0		At Intersection	Same Dir Side Side	E	Changing Lanes	Going Straight
193	PATTERSON RD & 7TH ST	10/21/2014	7:57:00 AM	INJ	0		At Intersection	Front to Rear	E	Going Straight	Stop in Traff
194	I-70B & PATTERSON RD	10/22/2014	3:46:00 PM	PDO	200	West	Intersection Related	Front to Rear	W	Going Straight	Slowing
195	PATTERSON RD & 28 RD	10/24/2014	9:24:00 PM	PDO	0		At Intersection	Front to Rear	W	Going Straight	Right Turn
196	PATTERSON RD & SPRING VALLEY CIR	11/4/2014	7:49:00 AM	PDO	0		Non-Int	Front to Rear	W	Going Straight	Going Straight
197	PATTERSON RD & 12TH ST	11/4/2014	1:29:00 PM	PDO	500	West	Non-Int	Front to Rear	W	Going Straight	Stop in Traff
198	PATTERSON RD & PIONEER RD	11/5/2014	11:54:00 AM	PDO	0		At Intersection	Bicycle Collision	S	Going Straight	Going Straight
199	PATTERSON RD & 25 RD	11/5/2014	9:04:00 PM	PDO	0		At Intersection	Front to Side	W	Left Turn	Going Straight
200	PATTERSON RD & VIEWPOINT DR	11/8/2014	11:48:00 AM	INJ	50	East	Non-Int	Front to Rear	W	Changing Lanes	Slowing
201	PATTERSON RD & HOME DEPOT	11/8/2014	6:08:00 PM	INJ	500	East	Non-Int	Front to Rear	W	Going Straight	Slowing
202	PATTERSON RD & 24 RD	11/11/2014	4:36:00 PM	PDO	300	East	Non-Int	Same Dir Side Side	W	Changing Lanes	Going Straight
203	PATTERSON RD & 7TH ST	11/11/2014	5:43:00 PM	PDO	0		At Intersection	Front to Side	W	Right Turn	Going Straight
204	PATTERSON RD & 26 3/4 RD	11/12/2014	5:39:00 PM	INJ	0		At Intersection	Front to Rear	E	Going Straight	Stop in Traff
205	PATTERSON RD & 15TH ST	11/14/2014	2:03:00 PM	PDO	0		At Intersection	Front to Side	N	Right Turn	Going Straight
206	PATTERSON RD & 27 1/2 RD	11/18/2014	4:05:00 PM	PDO	0		Non-Int	Front to Rear	E	Going Straight	Going Straight
207	PATTERSON RD & 29 1/2 RD	11/18/2014	5:40:00 PM	PDO	0		At Intersection	Front to Front	E	Going Straight	Left Turn
208	PATTERSON RD & 12TH ST	11/19/2014	8:50:00 AM	INJ	266	East	Non-Int	Front to Rear	W	Going Straight	Slowing
209	PATTERSON RD & 12TH ST	11/21/2014	12:45:00 PM	PDO	693	East	Non-Int	Front to Rear	W	Going Straight	Slowing
210	PATTERSON RD & 7TH ST	11/21/2014	11:23:00 AM	PDO	0		At Intersection	Front to Side	N	Left Turn	Going Straight
211	PATTERSON RD & 12TH ST	11/21/2014	5:23:00 PM	PDO	150	East	Intersection Related	Front to Rear	W	Going Straight	Slowing
212	PATTERSON RD & HOME DEPOT	11/24/2014	1:24:00 PM	INJ	0		At Intersection	Front to Side	W	Left Turn	Going Straight
213	PATTERSON RD & 28 RD	11/25/2014	11:06:00 AM	INJ	0		At Intersection	Front to Side	S	Left Turn	Going Straight
214	29 RD & PATTERSON RD	11/26/2014	7:22:00 PM	PDO	190	North	Drive Acc Relat	Front to Side	W	Left Turn	Going Straight
215	PATTERSON RD & BROKEN SPOKE RD	11/26/2014	6:57:00 AM	PDO	0		At Intersection	Front to Rear	S	Going Straight	Stop in Traff
216	MARKET STREET & PATTERSON RD	11/28/2014	2:01:00 PM	PDO	40	North	Non-Int	Same Dir Side Side	S	Changing Lanes	Going Straight
217	PATTERSON RD & HOME DEPOT	11/29/2014	12:57:00 PM	PDO	0		At Intersection	Front to Side	N	Right Turn	Going Straight
218	PATTERSON RD & VIEWPOINT DR	12/1/2014	7:40:00 AM	PDO	0		Non-Int	Wild Animal	W	Going Straight	UNK
219	PATTERSON RD & 12TH ST	12/3/2014	5:49:00 PM	PDO	0		Non-Int	Same Dir Side Side	N	Changing Lanes	Going Straight
220	PATTERSON RD & 27 1/2 RD	12/5/2014	1:24:00 PM	PDO	100	West	Intersection Related	Front to Rear	E	Going Straight	Slowing
221	PATTERSON RD & 1ST ST	12/5/2014	9:55:00 PM	PDO	0		At Intersection	Front to Front	W	Left Turn	Going Straight
222	PATTERSON RD & 12TH ST	12/6/2014	7:47:00 AM	INJ	100	East	Non-Int	Same Dir Side Side	W	Changing Lanes	Going Straight
223	25 1/2 RD & PATTERSON RD	12/8/2014	6:30:00 PM	PDO	158	North	Drive Acc Relat	Front to Side	E	Right Turn	Going Straight
224	MEANDER DR & PATTERSON RD	12/9/2014	5:18:00 PM	PDO	200	West	Non-Int	Front to Rear	E	Slowing	Stop in Traff
225	PATTERSON RD & 24 1/2 RD	12/9/2014	6:17:00 PM	PDO	0		At Intersection	Same Dir Side Side	E	Going Straight	Going Straight
226	PATTERSON RD & 15TH ST	12/12/2014	3:39:00 PM	PDO	300	East	Intersection Related	Front to Rear	W	Going Straight	Slowing
227	PATTERSON RD & 25 1/2 RD	12/12/2014	8:16:00 PM	PDO	0		At Intersection	Front to Rear	W	Going Straight	Stop in Traff
228	PATTERSON RD & 12TH ST	12/14/2014	10:44:00 PM	INJ	0		At Intersection	Front to Side	W	Left Turn	Going Straight
229	I-70B & PATTERSON RD	12/15/2014	5:24:00 PM	INJ	0		At Intersection	Front to Side	E	Left Turn	Going Straight
230	PATTERSON RD & 7TH ST	12/15/2014	5:23:00 PM	PDO	0		At Intersection	Front to Rear	N	Going Straight	Stop in Traff
231	PATTERSON RD & 25 1/2 RD	12/16/2014	5:50:00 PM	INJ	0		At Intersection	Opp Dir Side Side	W	Left Turn	Going Straight
232	PATTERSON RD & MIRA VISTA DR	12/22/2014	10:13:00 AM	PDO	0		Non-Int	Front to Front	W	Spun Out of Cntrl	Going Straight
233	PATTERSON RD & 28 1/4 RD	12/23/2014	2:26:00 PM	INJ	0		At Intersection	Front to Side	W	Left Turn	Going Straight
234	PATTERSON RD & 24 1/2 RD	12/23/2014	6:57:00 PM	PDO	0		At Intersection	Front to Side	N	Right Turn	Going Straight
235	24 1/2 RD & PATTERSON RD	12/27/2014	3:17:00 PM	PDO	500	South	Drive Acc Relat	Front to Side	E	Left Turn	Going Straight
236	PATTERSON RD & 1ST ST	12/27/2014	5:39:00 PM	PDO	0		Intersection Related	Front to Rear	E	Going Straight	Going Straight

#	Intersection	Date	Time	Severity	Distance From Int	Direction from Int	Road Description	Accident Type	Dir	Vehicle 1 Movement	Vehicle 2 Movement
237	PATTERSON RD & LEGENDS WAY	12/29/2014	11:10:00 AM	PDO	0		Non-Int	Sign	E	Right Turn	UNK
238	PATTERSON RD & 25 RD	1/1/2015	8:01:00 PM	INJ	120	E	Driveway Access Related	Front to Front	W	Left Turn	Straight
239	PATTERSON RD & 29 RD	1/5/2015	1:10:00 PM	PDO			Non-Intersection	Side to Side Same Dir	W	Changing Lanes	Straight
240	PATTERSON RD & 25 RD	1/6/2015	4:31:00 PM	PDO	1150	W	Intersection Related	Front to Front	E	Left Turn	Straight
241	25 RD & PATTERSON RD	1/7/2015	3:20:00 PM	PDO			At Intersection	Front to Rear	N	Slowing	Stopped
242	PATTERSON RD & W INDIAN CREEK DR	1/8/2015	5:38:00 PM	PDO			Non-Intersection	Front to Rear	E	Straight	Stopped
243	PATTERSON RD & E INDIAN CREEK DR	1/9/2015	10:27:00 AM	PDO			At Intersection	Front to Side	N	Left Turn	Straight/following road
244	PATTERSON RD & 27 1/2 RD	1/12/2015	5:05:00 PM	PDO			Non-Intersection	Front to Rear	E	Straight	Slowing
245	PATTERSON RD & 24 1/2 RD	1/17/2015	2:06:00 PM	PDO			At Intersection	Front to Side	W	Left Turn	Straight
246	PATTERSON RD & N 12TH ST	1/18/2015	9:58:00 AM	PDO			At Intersection	Front to Rear	E	Left Turn	Straight
247	PATTERSON RD & 25 RD	1/23/2015	12:47:00 PM	INJ	607	W	Non-Intersection	Front to Rear	W	U-Turn	Straight
248	PATTERSON RD & MARKET ST	1/27/2015	10:00:00 AM	INJ			At Intersection	Front to Side	W	Straight	Straight
249	PATTERSON RD & 25 RD	1/30/2015	3:56:00 PM	INJ			At Intersection	Front to Rear	N	Straight	Stopped
250	PATTERSON RD & 25 RD	1/30/2015	2:36:00 PM	PDO			At Intersection	Sign	S	Straight	UNK
251	PATTERSON RD & 25 1/2 RD	2/2/2015	3:46:00 PM	PDO			At Intersection	Front to Rear	E	Straight	Straight
252	PATTERSON RD & MARKET ST	2/4/2015	7:39:00 PM	PDO	600	E	At Intersection	Front to Side	W	Left Turn	Straight
253	PATTERSON RD & N 7TH ST	2/10/2015	5:34:00 PM	INJ	300	W	Non-Intersection	Front to Rear	E	Straight	Stopped
254	PATTERSON RD & N 1ST ST	2/10/2015	11:32:00 AM	PDO	30	E	At Intersection	Front to Rear	W	Straight	Stopped
255	25 RD & PATTERSON RD	2/10/2015	3:18:00 PM	PDO	300	N	Non-Intersection	Front to Front	E	Left Turn	Straight
256	24 1/2 RD & PATTERSON RD	2/11/2015	6:48:00 PM	PDO	500	S	Intersection Related	Side to Side Same Dir	N	U-Turn	Straight
257	PATTERSON RD & N 1ST ST	2/16/2015	12:34:00 PM	PDO	50	E	Non-Intersection	Front to Rear	W	Straight	Stopped
258	PATTERSON RD & N 7TH ST	2/18/2015	4:28:00 PM	PDO	350	W	Non-Intersection	Front to Rear	E	Straight	Stopped
259	N 7TH ST & PATTERSON RD	2/19/2015	12:12:00 PM	PDO	50	S	Intersection Related	Front to Rear	N	Changing Lanes	Stopped
260	PATTERSON RD & 25 1/2 RD	2/21/2015	8:47:00 PM	PDO	300	E	Driveway Access Related	Front to Rear	W	Straight	Right Turn
261	N 12TH ST & PATTERSON RD	2/23/2015	12:44:00 PM	INJ	40	S	Intersection Related	Front to Rear	N	Straight	Stopped
262	25 RD & PATTERSON RD	2/24/2015	3:16:00 PM	PDO	100	N	Driveway Access Related	Front to Side	N	Slowing	Straight
263	30 RD & PATTERSON RD	2/24/2015	7:30:00 PM	PDO	20	S	Intersection Related	Front to Rear	N	Straight	Stopped
264	PATTERSON RD & 25 RD	2/27/2015	5:23:00 PM	PDO	100	E	Non-Intersection	Front to Rear	E	Straight	Stopped
265	PATTERSON RD & BEECHWOOD ST	2/27/2015	11:07:00 AM	PDO			At Intersection	Curb	E	Left Turn	Straight
266	24 1/2 RD & PATTERSON RD	2/28/2015	12:43:00 PM	PDO			At Intersection	Side to Side Same Dir	E	Right Turn	Straight
267	PATTERSON RD & 29 RD	2/28/2015	10:13:00 PM	PDO	100	W	Intersection Related	Front to Rear	E	Straight	Stopped
268	PATTERSON RD & MIRA VISTA RD	3/2/2015	5:37:00 PM	PDO	75	E	Non-Intersection	Side to Side Same Dir	E	Changing Lanes	Straight
269	PATTERSON RD & 25 1/2 RD	3/3/2015	12:41:00 PM	INJ	80	E	Intersection Related	Front to Rear	W	Slowing	Stopped
270	PATTERSON RD & N 15TH ST	3/5/2015	11:17:00 PM	PDO			Non-Intersection	Front to Rear	W	Straight	Stopped
271	24 RD & PATTERSON RD	3/6/2015	3:46:00 AM	PDO	726	N	Non-Intersection	Sign	S	Straight	UNK
272	PATTERSON RD & 29 RD	3/6/2015	8:46:00 AM	PDO			Intersection Related	Front to Rear	W	Straight	Slowing
273	N 12TH ST & PATTERSON RD	3/7/2015	8:45:00 PM	INJ	300	S	Non-Intersection	All Other Peds	S	Straight	UNK
274	25 RD & PATTERSON RD	3/9/2015	2:20:00 PM	PDO	150	N	Driveway Access Related	Front to Front	N	Left Turn	Straight
275	PATTERSON RD & N 15TH ST	3/10/2015	3:47:00 PM	PDO	900	E	Non-Intersection	Front to Rear	W	Straight	UNK
276	PATTERSON RD & 27 1/2 RD	3/11/2015	5:52:00 AM	PDO	300	W	Non-Intersection	Front to Rear	W	Straight	Stopped
277	PATTERSON RD & 30 3/4 RD	3/12/2015	11:10:00 AM	PDO			At Intersection	Front to Side	W	Straight	Straight
278	PATTERSON RD & 27 1/2 RD	3/13/2015	5:22:00 PM	PDO	200	W	Non-Intersection	Front to Rear	E	Straight	Straight
279	29 1/2 RD & PATTERSON RD	3/13/2015	12:33:00 PM	PDO	20	N	Intersection Related	Front to Rear	S	Straight	Straight
280	PATTERSON RD & N 12TH ST	3/16/2015	8:37:00 AM	INJ			At Intersection	Front to Side	W	Straight	Straight
281	PATTERSON RD & PATTERSON RD	3/18/2015	1:26:00 PM	PDO			At Intersection	Light Pole / Utility Pole	E	Left Turn	Straight
282	PATTERSON RD & 29 1/2 RD	3/19/2015	6:44:00 AM	PDO	300	W	Non-Intersection	Front to Rear	W	Straight	Stopped
283	PATTERSON RD & EL CORONA DR	3/19/2015	8:10:00 PM	PDO			At Intersection	Front to Rear	E	Straight	Straight
284	PATTERSON RD & 25 1/2 RD	3/20/2015	6:43:00 AM	INJ			At Intersection	Front to Front	S	Left Turn	Straight
285	PATTERSON RD & MEANDER DR	3/20/2015	1:53:00 PM	PDO			Driveway Access Related	Front to Front	W	Left Turn	Straight
286	PATTERSON RD & MARKET ST	3/20/2015	8:08:00 AM	PDO			At Intersection	Front to Side	E	Straight	Straight
287	24 1/2 RD & PATTERSON RD	3/21/2015	1:09:00 PM	PDO	500	S	Driveway Access Related	Front to Front	E	Left Turn	Straight
288	PATTERSON RD & 29 RD	3/23/2015	5:31:00 PM	PDO			At Intersection	Front to Rear	W	Straight	Stopped
289	PATTERSON RD & PARK DR	3/25/2015	1:45:00 PM	PDO	50	W	Non-Intersection	Guard Rail	W	Straight	UNK
290	PATTERSON RD & 29 RD	3/27/2015	4:38:00 PM	PDO	100	E	Driveway Access Related	Side to Side Same Dir	S	Right Turn	Straight
291	PATTERSON RD & BURKEY ST	3/30/2015	7:32:00 AM	PDO	50	E	Intersection Related	Front to Rear	W	Straight	Stopped
292	N 12TH ST & PATTERSON RD	3/30/2015	5:33:00 PM	PDO			At Intersection	Side to Side Same Dir	N	Right Turn	Straight
293	PATTERSON RD & N 1ST ST	4/1/2015	12:23:00 PM	PDO			At Intersection	Front to Rear	E	Straight	Stopped
294	PATTERSON RD & N 7TH ST	4/1/2015	6:01:00 PM	PDO			At Intersection	Front to Side	S	Straight	Straight
295	PATTERSON RD & 27 1/2 RD	4/2/2015	7:09:00 PM	INJ	50	W	Intersection Related	Front to Rear	E	Straight	Stopped
296	PATTERSON RD & 25 RD	4/2/2015	4:54:00 PM	INJ	100	E	Driveway Access Related	Other - Non Collision	N	Right Turn	Straight
297	PATTERSON RD & N 15TH ST	4/6/2015	5:29:00 PM	PDO	40	W	At Intersection	Front to Rear	E	Straight	Stopped
298	25 RD & PATTERSON RD	4/8/2015	3:47:00 PM	PDO	140	N	Driveway Access Related	Front to Side	E	Left Turn	Straight
299	PATTERSON RD & 25 1/2 RD	4/9/2015	11:27:00 AM	PDO	50	E	Intersection Related	Front to Rear	W	Straight	Stopped
300	PATTERSON RD & 24 RD	4/11/2015	2:38:00 PM	INJ			At Intersection	Front to Side	E	Left Turn	Straight
301	PATTERSON RD & 27 1/2 RD	4/11/2015	11:52:00 AM	INJ	20	W	Non-Intersection	Front to Rear	W	Straight	Stopped
302	24 1/2 RD & PATTERSON RD	4/11/2015	7:44:00 PM	PDO	492	S	Driveway Access Related	Front to Side	E	Left Turn	Straight
303	PATTERSON RD & PATTERSON RD	4/11/2015	12:36:00 PM	PDO			At Intersection	Front to Rear	W	Straight	Stopped
304	PATTERSON RD & 29 1/2 RD	4/12/2015	11:36:00 AM	INJ			At Intersection	Front to Front	S	Left Turn	Straight
305	PATTERSON RD & FORESIGHT CIR	4/13/2015	6:03:00 PM	PDO	380	E	Driveway Access Related	Front to Side	W	Changing Lanes	Straight
306	PATTERSON RD & PATTERSON RD	4/13/2015	8:17:00 AM	PDO			At Intersection	Traffic Signal Pole	W	Right Turn	UNK
307	PATTERSON RD & SPRING VALLEY CIR	4/13/2015	8:18:00 AM	PDO			At Intersection	Front to Side	S	Right Turn	Straight
308	PATTERSON RD & 28 RD	4/14/2015	5:15:00 PM	PDO	100	E	Non-Intersection	Front to Rear	E	Straight	Stopped
309	PATTERSON RD & 24 1/2 RD	4/15/2015	10:40:00 AM	PDO			At Intersection	Side to Side Same Dir	N	Right Turn	Left Turn
310	PATTERSON RD & N 12TH ST	4/16/2015	10:13:00 AM	PDO	600	W	Driveway Access Related	Front to Side	S	Left Turn	Straight
311	PATTERSON RD & N 15TH ST	4/18/2015	6:29:00 PM	INJ			At Intersection	Front to Side	E	Straight	Straight
312	PATTERSON RD & NORTHERN WAY	4/19/2015	3:17:00 AM	PDO			Non-Intersection	Guard Rail	W	Straight	UNK
313	PATTERSON RD & MARKET ST	4/20/2015	8:03:00 AM	INJ			At Intersection	Overturning	W	Left Turn	Straight
314	PATTERSON RD & N 15TH ST	4/20/2015	4:51:00 PM	INJ			At Intersection	Front to Rear	N	Slowing	Stopped
315	PATTERSON RD & SPRING VALLEY CIR	4/20/2015	8:25:00 AM	PDO	60	W	Non-Intersection	Front to Rear	W	Straight	Straight
316	PATTERSON RD & N 12TH ST	4/20/2015	7:46:00 AM	PDO	750	E	Intersection Related	Front to Rear	W	Straight	Stopped
317	24 RD & PATTERSON RD	4/22/2015	4:58:00 PM	PDO	100	S	Intersection Related	Front to Rear	N	Straight	Straight
318	PATTERSON RD & N 7TH ST	4/23/2015	7:54:00 PM	PDO			At Intersection	Front to Side	S	Straight	Straight
319	N 12TH ST & PATTERSON RD	4/24/2015	7:20:00 PM	PDO	260	S	Driveway Access Related	Front to Side	E	Right Turn	Straight
320	PATTERSON RD & 25 RD	4/25/2015	11:53:00 PM	INJ			Parking Lot	Front to Side	W	Right Turn	Parked
321	PATTERSON RD & N 1ST ST	4/25/2015	8:31:00 PM	PDO			At Intersection	Front to Side	W	Straight	Left Turn
322	PATTERSON RD & N 12TH ST	5/7/2015	9:44:00 AM	FAT			At Intersection	Front to Front	E	Left Turn	Straight
323	PATTERSON RD & MARKET ST	5/7/2015	5:28:00 PM	PDO			Intersection Related	Front to Rear	W	Straight	Stopped
324	PATTERSON RD & 25 RD	5/8/2015	11:57:00 AM	PDO			At Intersection	Front to Front	S	Left Turn	Straight
325	24 RD & PATTERSON RD	5/9/2015	12:36:00 PM	PDO	100	S	Non-Intersection	Side to Side Same Dir	N	Changing Lanes	Stopped
326	25 RD & PATTERSON RD	5/10/2015	1:29:00 PM	PDO			At Intersection	Front to Front	N	Left Turn	Left Turn
327	PATTERSON RD & 24 1/2 RD	5/11/2015	3:35:00 PM	INJ			At Intersection	Front to Front	E	Left Turn	Straight
328	PATTERSON RD & 27 1/2 RD	5/13/2015	8:00:00 AM	PDO			At Intersection	Front to Side	E	Left Turn	Straight
329	PATTERSON RD & 25 1/2 RD	5/14/2015	3:28:00 PM	INJ			At Intersection	Front to Front	W	Straight	Left Turn
330	PATTERSON RD & N 7TH ST	5/15/2015	9:45:00 PM	PDO			At Intersection	Front to Front	S	Straight	Straight
331	PATTERSON RD & 25 RD	5/16/2015	7:02:00 PM	PDO	50	W	At Intersection	Front to Rear	E	Slowing	Stopped
332	N 12TH ST & PATTERSON RD	5/17/2015	7:43:00 PM	PDO			At Intersection	Front to Side	E	Straight	Left Turn
333	PATTERSON RD & N 1ST ST	5/18/2015	3:59:00 PM	INJ	500	E	Driveway Access Related	Front to Rear	W	Straight	Stopped
334	PATTERSON RD & 25 RD	5/19/2015	1:02:00 PM	PDO			At Intersection	Front to Side	S	Left Turn	Stopped
335	29 1/2 RD & PATTERSON RD	5/22/2015	1:09:00 PM	PDO	84	S	Intersection Related	Front to Side	S	Left Turn	Straight
336	24 1/2 RD & PATTERSON RD	5/23/2015	5:37:00 PM	PDO	500	S	Driveway Access Related	Front to Front	E	Left Turn	Straight
337	24 1/2 RD & PATTERSON RD	5/23/2015	5:37:00 PM	PDO	500	S	Driveway Access Related	Front to Front	E	Left Turn	Straight
338	25 RD & PATTERSON RD	5/26/2015	7:57:00 AM	PDO	129	N	Driveway Access Related	Front to Side	E	Left Turn	Straight
339	PATTERSON RD & 28 1/4 RD	5/27/2015	11:32:00 AM	PDO	460	W	Non-Intersection	Front to Rear	E	Straight	Slowing
340	PATTERSON RD & N 12TH ST	5/27/2015	4:54:00 PM	PDO	200	E	Non-Intersection	Front to Rear	E	Straight	Slowing
341	PATTERSON RD & 29 1/2 RD	6/2/2015	2:08:00 PM	INJ	400	E	Intersection Related	Front to Rear	W	Straight	Stopped
342	24 1/2 RD & PATTERSON RD	6/5/2015	3:53:00 PM	PDO	500	S	Driveway Access Related	Front to Side	E	Left Turn	Straight
343	PATTERSON RD & 30 RD	6/10/2015	4:28:00 PM	PDO	100	W	Intersection Related	Front to Rear	E	Straight	Stopped
344	25 RD & PATTERSON RD	6/11/2015	12:08:00 PM	PDO	150	N	Driveway Access Related	Front to Side	E	Right Turn	Straight
345	PATTERSON RD & N 7TH ST	6/12/2015	1:02:00 PM	PDO			At Intersection	Front to Side	N	Right Turn	Straight
346	PATTERSON RD & PATTERSON RD	6/13/2015	1:26:00 PM	PDO			At Intersection	Front to Rear	W	Straight	Stopped
347	PATTERSON RD & DARBY DR	6/14/2015	1:00:00 PM	INJ			At Intersection	Mailbox	E	Straight	Right Turn
348	PATTERSON RD & N 12TH ST	6/15/2015	2:36:00 AM	INJ			At Intersection	Front to Side	N	Straight	Straight
349	PATTERSON RD & N 12TH ST	6/15/2015	7:20:00 PM	PDO			At Intersection	Side to Side Opp Dir	W	Left Turn	Straight
350	25 RD & PATTERSON RD	6/17/2015	3:01:00 PM	PDO	50	S	Driveway Access Related	Front to Side	W	Right Turn	Straight
351	PATTERSON RD & 27 1/2 RD	6/18/2015	10:56:00 PM	PDO			At Intersection	Front to Rear	W	Straight	Stopped
352	PATTERSON RD & FORESIGHT CIR	6/19/2015	11:20:00 AM	PDO			At Intersection	Front to Side	S	Left Turn	Straight
353	PATTERSON RD & N 12TH ST	6/19/2015	8:33:00 PM	PDO			At Intersection	Front to Side	S	Straight	Straight
354	PATTERSON RD & N 12TH ST	6/20/2015	4:49:00 PM	PDO			Intersection Related	Side to Side Same Dir	S	Left Turn	Right Turn

#	Intersection	Date	Time	Severity	Distance From Int	Direction from Int	Road Description	Accident Type	Dir	Vehicle 1 Movement	Vehicle 2 Movement
355	PATTERSON RD & 29 1/2 RD	6/22/2015	12:43:00 PM	PDO	268	E	Non-Intersection	Side to Side Same Dir	E	Changing Lanes	Straight
356	PATTERSON RD & 30 RD	6/26/2015	1:00:00 PM	PDO			At Intersection	Front to Side	W	Left Turn	Straight
357	PATTERSON RD & 25 1/2 RD	6/30/2015	10:11:00 AM	PDO			At Intersection	Front to Rear	W	Changing Lanes	Slowing
358	PATTERSON RD & 30 RD	7/3/2015	11:26:00 AM	INJ			At Intersection	Front to Side	W	Straight	Straight
359	PATTERSON RD & COMMERCE BLVD	7/8/2015	12:34:00 PM	PDO	300	W	Alley Related	Side to Side Same Dir	E	Weaving	Straight
360	PATTERSON RD & 29 RD	7/8/2015	5:43:00 PM	PDO			Intersection Related	Front to Rear	E	Backing	Stopped
361	PATTERSON RD & E INDIAN CREEK DR	7/14/2015	5:11:00 PM	PDO			Non-Intersection	Front to Rear	E	Slowing	Slowing
362	PATTERSON RD & N 1ST ST	7/21/2015	10:05:00 AM	INJ			At Intersection	All Other Peds	W	Right Turn	UNK
363	PATTERSON RD & N 12TH ST	7/21/2015	3:59:00 PM	PDO	25	E	Non-Intersection	Front to Rear	E	Straight	Stopped
364	PATTERSON RD & RIO GRANDE DR DR	7/21/2015	11:18:00 AM	PDO			Intersection Related	Front to Rear	E	Straight	Straight
365	PATTERSON RD & 28 1/4 RD	7/23/2015	5:26:00 PM	INJ			At Intersection	Front to Rear	E	Straight	Stopped
366	PATTERSON RD & 27 1/2 RD	7/23/2015	11:56:00 PM	PDO	500	W	Non-Intersection	Front to Rear	W	Straight	Stopped
367	N 12TH ST & PATTERSON RD	7/24/2015	2:03:00 PM	PDO			At Intersection	Front to Rear	S	Straight	Right Turn
368	25 RD & PATTERSON RD	7/25/2015	5:58:00 PM	PDO			At Intersection	Front to Rear	N	Straight	Stopped
369	PATTERSON RD & 24 1/2 RD	7/25/2015	10:43:00 AM	PDO			At Intersection	Rear to Side	E	Left Turn	Straight
370	PATTERSON RD & N 12TH ST	7/28/2015	2:00:00 PM	PDO	300	W	Driveway Access Related	Side to Side Same Dir	E	Changing Lanes	Changing Lanes
371	24 1/2 RD & PATTERSON RD	7/28/2015	3:16:00 PM	PDO	500	S	Non-Intersection	Side to Side Same Dir	N	Changing Lanes	Straight
372	PATTERSON RD & 25 1/2 RD	7/29/2015	12:15:00 PM	INJ			At Intersection	Front to Front	W	Left Turn	Straight
373	N 12TH ST & PATTERSON RD	7/29/2015	2:32:00 PM	PDO	25	N	Intersection Related	Front to Rear	S	Straight	Stopped
374	PATTERSON RD & 25 RD	7/30/2015	2:26:00 PM	INJ			At Intersection	Front to Side	W	Left Turn	Straight
375	PATTERSON RD & 29 1/2 RD	7/30/2015	5:30:00 PM	PDO	150	W	Non-Intersection	Front to Rear	E	Straight	Stopped
376	PATTERSON RD & N 12TH ST	8/4/2015	9:06:00 PM	INJ			At Intersection	Front to Side	W	Left Turn	Straight
377	PATTERSON RD & 24 RD	8/5/2015	3:32:00 PM	PDO			Intersection Related	Front to Rear	E	Straight	Stopped
378	PATTERSON RD & 28 1/4 RD	8/6/2015	8:58:00 AM	INJ			At Intersection	All Other Peds	S	Right Turn	UNK
379	PATTERSON RD & 29 1/2 RD	8/8/2015	5:15:00 PM	PDO			At Intersection	Front to Rear	W	Straight	Stopped
380	PATTERSON RD & N 1ST ST	8/12/2015	5:29:00 PM	PDO	500	W	Non-Intersection	Front to Side	E	Changing Lanes	Straight
381	PATTERSON RD & N 12TH ST	8/13/2015	9:59:00 AM	PDO			At Intersection	Side to Side Same Dir	W	Straight	Right Turn
382	PATTERSON RD & 27 1/2 RD	8/14/2015	3:54:00 PM	PDO			Intersection Related	Front to Rear	S	Straight	Straight
383	PATTERSON RD & 29 1/2 RD	8/15/2015	7:17:00 PM	PDO			At Intersection	Front to Side	E	Left Turn	Straight
384	PATTERSON RD & MEANDER DR	8/20/2015	11:53:00 AM	PDO	203	E	Driveway Access Related	Side to Side Same Dir	E	Changing Lanes	Straight
385	PATTERSON RD & 30 RD	8/21/2015	2:45:00 PM	INJ			At Intersection	Front to Side	E	Straight	Straight
386	PATTERSON RD & 29 1/2 RD	8/21/2015	3:40:00 PM	INJ	133	E	Non-Intersection	Tree	W	Straight	Stopped
387	PATTERSON RD & 27 1/2 RD	8/22/2015	3:37:00 PM	PDO	50	W	At Intersection	Front to Rear	E	Straight	Stopped
388	PATTERSON RD & PARTEE DR	8/23/2015	9:58:00 PM	INJ			Intersection Related	Front to Side	E	Left Turn	Straight
389	PATTERSON RD & BURKEY ST	8/24/2015	3:45:00 PM	INJ			At Intersection	Front to Side	S	Left Turn	Straight
390	PATTERSON RD & BURKEY ST	8/25/2015	10:59:00 AM	INJ			At Intersection	All Other Peds	S	Right Turn	UNK
391	PATTERSON RD & BEECHWOOD ST	8/26/2015	7:51:00 AM	PDO			Non-Intersection	Front to Rear	W	Straight	Stopped
392	PATTERSON RD & N 15TH ST	8/27/2015	2:53:00 PM	PDO			Intersection Related	Front to Side	S	Right Turn	Straight
393	PATTERSON RD & N 15TH ST	8/27/2015	2:53:00 PM	PDO			Intersection Related	Front to Rear	S	Right Turn	Straight
394	PATTERSON RD & MARKET ST	8/28/2015	5:03:00 PM	INJ			At Intersection	Front to Side	W	Left Turn	Straight
395	PATTERSON RD & PATTERSON RD	8/28/2015	8:46:00 AM	PDO			Non-Intersection	Front to Rear	W	Slowing	Stopped
396	PATTERSON RD & 30 RD	8/29/2015	8:36:00 PM	PDO			At Intersection	Front to Rear	W	Slowing	Stopped
397	PATTERSON RD & GRAND CASCADE WAY	9/1/2015	7:40:00 AM	PDO	250	E	Non-Intersection	Front to Rear	W	Straight	Slowing
398	PATTERSON RD & 25 RD	9/2/2015	1:47:00 PM	PDO	500	E	Intersection Related	Front to Rear	W	Slowing	Stopped
399	PATTERSON RD & 24 RD	9/2/2015	11:35:00 AM	PDO	30	E	Intersection Related	Front to Rear	W	Straight	Stopped
400	25 RD & PATTERSON RD	9/3/2015	3:27:00 PM	PDO	150	N	Driveway Access Related	Front to Side	E	Left Turn	Straight
401	24 1/2 RD & PATTERSON RD	9/4/2015	4:57:00 PM	PDO	500	S	Driveway Access Related	Front to Side	E	Left Turn	Straight
402	PATTERSON RD & 24 1/2 RD	9/4/2015	3:00:00 PM	PDO			At Intersection	Front to Side	W	Left Turn	Straight
403	PATTERSON RD & W INDIAN CREEK DR	9/7/2015	7:34:00 PM	PDO	150	E	Non-Intersection	Sign	E	Straight	UNK
404	PATTERSON RD & 30 RD	9/8/2015	1:01:00 PM	PDO	148	E	Non-Intersection	Fence	E	Straight	UNK
405	25 RD & PATTERSON RD	9/9/2015	12:33:00 PM	PDO	150	N	Driveway Access Related	Front to Side	N	Left Turn	Straight
406	PATTERSON RD & 24 1/2 RD	9/10/2015	6:14:00 PM	PDO	205	E	Driveway Access Related	Front to Side	N	Left Turn	Straight
407	PATTERSON RD & 28 1/4 RD	9/10/2015	5:03:00 PM	PDO			At Intersection	Front to Side	W	Left Turn	Straight
408	24 RD & PATTERSON RD	9/11/2015	7:08:00 PM	INJ			Intersection Related	Front to Rear	W	Straight	Stopped
409	PATTERSON RD & N 12TH ST	9/11/2015	8:04:00 PM	INJ			At Intersection	Front to Side	E	Left Turn	Straight
410	N 1ST ST & PATTERSON RD	9/12/2015	11:30:00 AM	PDO	25	S	Intersection Related	Front to Rear	N	Straight	Stopped
411	PATTERSON RD & 28 RD	9/14/2015	10:13:00 AM	INJ			At Intersection	Front to Side	S	Left Turn	Straight
412	24 RD & PATTERSON RD	9/15/2015	7:35:00 PM	PDO			At Intersection	Front to Front	E	Left Turn	Straight
413	30 RD & PATTERSON RD	9/16/2015	6:30:00 PM	PDO	258	S	Non-Intersection	Other Fixed Object	N	Straight	UNK
414	PATTERSON RD & 29 1/2 RD	9/20/2015	3:57:00 PM	INJ			At Intersection	Front to Side	W	Left Turn	Straight
415	PATTERSON RD & 24 1/2 RD	9/24/2015	5:38:00 PM	INJ			At Intersection	Front to Front	E	Straight	Left Turn
416	PATTERSON RD & 29 RD	9/25/2015	1:31:00 PM	PDO	75	E	Intersection Related	Side to Side Same Dir	W	Changing Lanes	Straight
417	25 RD & PATTERSON RD	9/28/2015	9:28:00 AM	PDO	100	N	Driveway Access Related	Front to Side	E	Left Turn	Straight
418	PATTERSON RD & MEANDER DR	9/28/2015	5:16:00 PM	PDO			Non-Intersection	Front to Rear	E	Straight	Stopped
419	PATTERSON RD & N 1ST ST	9/29/2015	3:49:00 PM	INJ	220	E	At Intersection	Front to Rear	W	Slowing	Stopped
420	PATTERSON RD & N 12TH ST	9/29/2015	8:38:00 AM	PDO	100	E	Non-Intersection	Front to Rear	W	Slowing	Slowing
421	N 12TH ST & PATTERSON RD	9/29/2015	7:55:00 AM	PDO	100	N	Intersection Related	Front to Rear	S	Straight	Stopped
422	PATTERSON RD & 29 RD	9/29/2015	3:49:00 PM	PDO			At Intersection	Front to Rear	S	Straight	Stopped
423	PATTERSON RD & N 1ST ST	10/1/2015	11:32:00 AM	PDO	100	E	Intersection Related	Front to Rear	W	Slowing	Stopped
424	PATTERSON RD & N 12TH ST	10/3/2015	9:13:00 AM	PDO	100	W	Driveway Access Related	Front to Rear	W	Slowing	Stopped
425	PATTERSON RD & 25 RD	10/8/2015	1:20:00 PM	PDO	60	E	Intersection Related	Front to Rear	W	Changing Lanes	Stopped
426	29 RD & PATTERSON RD	10/9/2015	5:38:00 PM	PDO	50	S	At Intersection	Front to Rear	S	Straight	Slowing
427	29 RD & PATTERSON RD	10/9/2015	5:38:00 PM	PDO			At Intersection	Front to Rear	W	Left Turn	Left Turn
428	PATTERSON RD & 25 RD	10/11/2015	3:07:00 PM	PDO			At Intersection	Front to Rear	W	Straight	Stopped
429	PATTERSON RD & 29 1/2 RD	10/11/2015	5:31:00 PM	PDO			At Intersection	Front to Side	E	Left Turn	Straight
430	PATTERSON RD & 29 1/2 RD	10/12/2015	8:51:00 AM	PDO			At Intersection	Front to Side	S	Right Turn	Straight
431	29 RD & PATTERSON RD	10/13/2015	7:55:00 AM	PDO	393	S	Non-Intersection	Front to Side	S	Left Turn	Straight
432	PATTERSON RD & 24 1/2 RD	10/14/2015	4:07:00 PM	PDO			At Intersection	Side to Side Same Dir	E	Right Turn	Straight
433	PATTERSON RD & NORTHERN WAY	10/15/2015	11:50:00 AM	INJ			Driveway Access Related	Front to Side	N	Straight	Straight
434	24 1/2 RD & PATTERSON RD	10/16/2015	8:47:00 PM	INJ	500	S	At Intersection	Front to Side	E	Left Turn	Straight
435	PATTERSON RD & N 1ST ST	10/16/2015	1:56:00 PM	INJ	150	E	Non-Intersection	Front to Rear	W	Straight	Stopped
436	PATTERSON RD & N 7TH ST	10/16/2015	1:06:00 PM	PDO			At Intersection	Side to Side Same Dir	S	Right Turn	Left Turn
437	PATTERSON RD & 29 RD	10/16/2015	7:19:00 PM	PDO			At Intersection	Front to Side	W	Left Turn	Straight
438	30 RD & PATTERSON RD	10/18/2015	5:06:00 PM	PDO			At Intersection	Front to Rear	W	Slowing	Stopped
439	PATTERSON RD & 29 1/2 RD	10/19/2015	7:29:00 AM	PDO	30	E	Intersection Related	Front to Rear	N	Right Turn	Straight
440	PATTERSON RD & N 1ST ST	10/19/2015	4:18:00 PM	PDO	268	W	Intersection Related	Front to Rear	E	Straight	Stopped
441	PATTERSON RD & N 12TH ST	10/21/2015	2:05:00 PM	PDO			Intersection Related	Side to Side Same Dir	S	Right Turn	Left Turn
442	PATTERSON RD & MIRA VISTA RD	10/24/2015	2:54:00 PM	INJ	250	W	Non-Intersection	Front to Side	E	Changing Lanes	Straight
443	PATTERSON RD & N 8TH CT	10/24/2015	12:51:00 PM	PDO	200	E	Intersection Related	Front to Rear	W	Slowing	Stopped
444	N 12TH ST & PATTERSON RD	10/26/2015	8:26:00 PM	PDO			Intersection Related	Front to Side	E	Right Turn	Stopped
445	PATTERSON RD & NORTHERN WAY	10/27/2015	9:15:00 AM	INJ	308	E	Non-Intersection	Front to Front	E	Left Turn	Straight
446	N 12TH ST & PATTERSON RD	10/30/2015	9:44:00 AM	INJ	75	N	Intersection Related	Front to Rear	S	Straight	Stopped
447	PATTERSON RD & 25 RD	10/30/2015	2:28:00 PM	PDO	360	E	Non-Intersection	Side to Side Same Dir	W	Changing Lanes	Straight
448	PATTERSON RD & 27 1/2 RD	10/31/2015	12:09:00 PM	INJ	820	W	Non-Intersection	Front to Rear	W	Straight	Slowing
449	PATTERSON RD & N 1ST ST	10/31/2015	11:02:00 AM	PDO	25	E	Intersection Related	Front to Rear	W	Straight	Stopped
450	PATTERSON RD & MARKET ST	11/1/2015	1:42:00 PM	INJ	1114	E	Intersection Related	Side to Side Same Dir	W	Changing Lanes	Straight
451	24 1/2 RD & PATTERSON RD	11/3/2015	5:40:00 PM	INJ	500	S	At Intersection	Front to Side	E	Left Turn	Straight
452	PATTERSON RD & RIO GRANDE DR DR	11/6/2015	4:15:00 PM	INJ	50	E	Non-Intersection	Front to Rear	E	Straight	Stopped
453	29 RD & PATTERSON RD	11/9/2015	8:35:00 AM	INJ	417	S	Driveway Access Related	Front to Side	S	Left Turn	Straight
454	N 12TH ST & PATTERSON RD	11/10/2015	3:52:00 PM	INJ	625	S	Non-Intersection	Front to Rear	N	Straight	Stopped
455	N 12TH ST & PATTERSON RD	11/10/2015	4:39:00 PM	PDO			At Intersection	Front to Side	N	Left Turn	Straight
456	MEANDER DR & PATTERSON RD	11/11/2015	1:09:00 PM	INJ			At Intersection	Side to Side Same Dir	S	Right Turn	Right Turn
457	PATTERSON RD & N 7TH ST	11/11/2015	3:26:00 PM	PDO	400	E	Non-Intersection	Front to Rear	E	Slowing	Slowing
458	PATTERSON RD & 27 1/2 RD	11/12/2015	8:56:00 AM	PDO			At Intersection	Side to Side Same Dir	S	Left Turn	Left Turn
459	PATTERSON RD & 25 RD	11/12/2015	12:34:00 PM	PDO	150	E	Intersection Related	Side to Side Same Dir	W	Straight	Stopped
460	PATTERSON RD & SPRING VALLEY CIR	11/13/2015	8:54:00 AM	INJ			At Intersection	Front to Rear	W	Slowing	Stopped
461	PATTERSON RD & 24 RD	11/14/2015	10:59:00 AM	PDO	70	E	Intersection Related	Front to Rear	W	Straight	Stopped
462	PATTERSON RD & N 15TH ST	11/14/2015	10:56:00 AM	PDO	10	W	Intersection Related	Vehicle Debris or Cargo	E	Slowing	Stopped
463	PATTERSON RD & N 12TH ST	11/15/2015	1:42:00 PM	PDO			At Intersection	Front to Side	N	Left Turn	Straight
464	25 RD & PATTERSON RD	11/16/2015	8:30:00 PM	PDO	20	N	Intersection Related	Front to Rear	N	Backing	Stopped
465	25 RD & PATTERSON RD	11/19/2015	9:16:00 AM	PDO	150	N	Driveway Access Related	Side to Side Opp Dir	E	Backing	Stopped
466	MARKET ST & PATTERSON RD	11/19/2015	12:59:00 PM	PDO			Driveway Access Related	Front to Side	E	Right Turn	Straight
467	PATTERSON RD & N 1ST ST	11/20/2015	3:50:00 PM	PDO	80	W	Intersection Related	Front to Rear	E	Slowing	Stopped
468	24 RD & PATTERSON RD	11/23/2015	1:42:00 PM	INJ			At Intersection	Front to Rear	S	Straight	Stopped
469	N 12TH ST & PATTERSON RD	11/23/2015	9:54:00 PM	PDO	50	N	Intersection Related	Front to Rear	S	Straight	Stopped
470	PATTERSON RD & N 1ST ST	11/25/2015	4:36:00 PM	PDO			At Intersection	Front to Front	W	Left Turn	Straight
471	PATTERSON RD & PARK DR	11/29/2015	11:42:00 PM	PDO	200	E	Non-Intersection	Wall or Building	E	Straight	UNK
472	PATTERSON RD & 29 RD	11/29/2015	10:00:00 PM	PDO			At Intersection	Front to Side	W	Left Turn	Straight

#	Intersection	Date	Time	Severity	Distance From Int	Direction from Int	Road Description	Accident Type	Dir	Vehicle 1 Movement	Vehicle 2 Movement
473	N 15TH ST & PATTERSON RD	11/30/2015	8:59:00 AM	PDO	150	N	Intersection Related	Front to Rear	S	Straight	Stopped
474	PATTERSON RD & N 1ST ST	12/1/2015	8:55:00 AM	INJ	25	E	At Intersection	Front to Rear	W	Straight	Stopped
475	PATTERSON RD & N 12TH ST	12/2/2015	5:14:00 PM	INJ	200	W	Non-Intersection	Front to Rear	E	Straight	Stopped
476	PATTERSON RD & N 15TH ST	12/4/2015	1:54:00 PM	INJ			Intersection Related	Front to Side	W	Left Turn	Straight
477	PATTERSON RD & 25 RD	12/6/2015	10:21:00 AM	INJ	150	W	Non-Intersection	Front to Rear	W	Straight	Stopped
478	PATTERSON RD & PARK DR	12/7/2015	12:46:00 PM	INJ			Non-Intersection	Front to Rear	W	Straight	Stopped
479	PATTERSON RD & 25 RD	12/7/2015	11:39:00 AM	PDO	150	E	Driveway Access Related	Front to Side	N	Left Turn	Straight
480	PATTERSON RD & N 1ST ST	12/9/2015	5:50:00 PM	PDO	600	W	Non-Intersection	Front to Rear	E	Straight	Stopped
481	PATTERSON RD & 29 RD	12/9/2015	3:49:00 PM	PDO			At Intersection	Front to Side	E	Left Turn	Straight
482	PATTERSON RD & 25 1/2 RD	12/11/2015	4:44:00 PM	PDO	10	W	At Intersection	Front to Rear	E	Straight	Stopped
483	24 1/2 RD & PATTERSON RD	12/15/2015	5:14:00 PM	PDO	500	S	Driveway Access Related	Front to Side	E	Left Turn	Straight
484	24 1/2 RD & PATTERSON RD	12/15/2015	3:48:00 PM	PDO	50	S	Non-Intersection	Front to Rear	N	Straight	Stopped
485	PATTERSON RD & 28 1/4 RD	12/16/2015	12:55:00 PM	INJ	30	W	Intersection Related	Front to Rear	E	Slowing	Stopped
486	PATTERSON RD & SERANADE ST	12/17/2015	9:50:00 PM	PDO	240	E	Non-Intersection	Light Pole / Utility Pole	W	Straight	Straight
487	PATTERSON RD & N 7TH ST	12/18/2015	3:23:00 PM	INJ	300	E	Non-Intersection	Rear to Side	E	Straight	Stopped
488	PATTERSON RD & N 12TH ST	12/18/2015	3:06:00 PM	PDO	659	W	Driveway Access Related	Front to Side	W	Left Turn	Straight
489	PATTERSON RD & 25 1/2 RD	12/18/2015	6:45:00 PM	PDO	276	W	Non-Intersection	Front to Front	E	Straight	Straight
490	PATTERSON RD & SERANADE ST	12/22/2015	7:50:00 PM	INJ	290	E	Driveway Access Related	Front to Side	S	Left Turn	Straight
491	PATTERSON RD & N 12TH ST	12/23/2015	11:46:00 AM	INJ			At Intersection	Front to Front	N	Left Turn	Straight
492	PATTERSON RD & NORTHERN WAY	12/23/2015	12:45:00 PM	PDO	20	W	Non-Intersection	Front to Front	E	Changing Lanes	Straight
493	PATTERSON RD & 25 RD	12/23/2015	2:41:00 PM	PDO	475	W	Driveway Access Related	Front to Side	S	Right Turn	Straight
494	PATTERSON RD & SERANADE ST	12/23/2015	5:34:00 PM	PDO			Driveway Access Related	Front to Front	E	Left Turn	Straight
495	PATTERSON RD & N 12TH ST	12/23/2015	1:20:00 PM	PDO	100	W	Intersection Related	Front to Rear	E	Straight	Stopped
496	PATTERSON RD & EL CORONA DR	12/23/2015	3:00:00 PM	PDO			At Intersection	Front to Rear	N	Left Turn	Straight
497	PATTERSON RD & MARKET ST	12/23/2015	2:54:00 PM	PDO	348	E	At Intersection	Front to Side	S	Left Turn	Straight
498	24 RD & PATTERSON RD	12/24/2015	9:18:00 PM	PDO			At Intersection	Front to Side	W	Changing Lanes	Straight
499	PATTERSON RD & N 12TH ST	12/27/2015	5:31:00 PM	PDO			At Intersection	Rear to Side	E	Left Turn	Straight
500	N 12TH ST & PATTERSON RD	12/28/2015	8:06:00 AM	INJ	200	S	Driveway Access Related	Front to Side	N	Left Turn	Straight
501	MARKET ST & PATTERSON RD	12/29/2015	2:30:00 PM	PDO	150	N	Non-Intersection	Side to Side Same Dir	S	Passing	Stopped
502	PATTERSON RD & 24 1/2 RD	12/30/2015	2:17:00 PM	PDO			At Intersection	Side to Side Same Dir	E	Changing Lanes	Straight
503	PATTERSON RD & RIO GRANDE DR DR	12/31/2015	2:31:00 PM	PDO	145	E	Intersection Related	Front to Rear	E	Changing Lanes	Stopped
504	PATTERSON RD & SERANADE ST	12/31/2015	12:14:00 PM	PDO	40	N	Intersection Related	Front to Rear	S	Straight	Stopped
505	24 1/2 RD & PATTERSON RD	1/1/2016	2:20:00 PM	PDO	25	S	At Intersection	Front to Rear	N	Slowing	Slowing
506	PATTERSON RD & N 1ST	1/2/2016	6:14:00 PM	PDO	0		At Intersection	Front to Rear	N	Right Turn	Right Turn
507	24 1/2 RD & PATTERSON RD	1/5/2016	1:32:00 PM	PDO	500	S	Driveway Access Related	Front to Side	E	Right Turn	Straight/following RD
508	PATTERSON RD & N 7TH ST	1/7/2016	6:11:00 PM	PDO	300	W	Non-Intersection	Front to Rear	E	Straight/following RD	Stopped
509	PATTERSON RD & VIEW POINT DR	1/7/2016	2:35:00 AM	PDO	161	W	Non-Intersection	Concrete Highway Barrier	W	Straight/following RD	UNK
510	PATTERSON RD & LEGENDS WAY	1/7/2016	7:19:00 AM	PDO	0		At Intersection	Sign	E	Straight/following RD	UNK
511	PATTERSON RD & N ST	1/9/2016	5:30:00 PM	PDO	300	W	Non-Intersection	Side to Side Same Dir	E	Weaving	Straight/following RD
512	PATTERSON RD & 30	1/13/2016	4:11:00 PM	INJ	239	W	Non-Intersection	Front to Rear	W	Straight/following RD	Stopped
513	PATTERSON RD & 24 1/2 RD	1/14/2016	6:15:00 PM	PDO	500	W	Non-Intersection	Side to Side Same Dir	E	Straight/following RD	Straight/following RD
514	28 1/4 RD & PATTERSON RD	1/15/2016	6:19:00 AM	INJ	0		At Intersection	Bicycle	S	Straight/following RD	Straight/following RD
515	PATTERSON RD & 29 RD	1/20/2016	5:35:00 PM	PDO	0		Intersection Related	Front to Front	W	Left Turn	Straight/following RD
516	PATTERSON RD & N ST	1/20/2016	12:34:00 PM	PDO	0		At Intersection	Front to Side	W	Left Turn	Straight/following RD
517	PATTERSON RD & N 15TH ST	1/24/2016	1:54:00 PM	PDO	0		At Intersection	Front to Side	W	Straight/following RD	Straight/following RD
518	24 RD & PATTERSON RD	1/25/2016	3:13:00 PM	PDO	350	S	Highway Interchange	Front to Side	W	Right Turn	Straight/following RD
519	PATTERSON RD & 28 3/4 RD RD	1/28/2016	10:53:00 AM	PDO	100	E	Non-Intersection	Side to Side Same Dir	W	Changing Lanes	Straight/following RD
520	PATTERSON RD & 30 RD	1/29/2016	8:16:00 PM	INJ	0		At Intersection	Front to Rear	W	Straight/following RD	Right Turn
521	PATTERSON RD & N ST	1/30/2016	7:26:00 PM	PDO	0		At Intersection	Front to Rear	N	Right Turn	Straight/following RD
522	PATTERSON RD & 25 RD RD	2/1/2016	6:35:00 PM	INJ	0		At Intersection	Front to Front	S	Left Turn	Straight/following RD
523	NORTHERN WAY & PATTERSON RD	2/1/2016	4:02:00 PM	PDO	300	N	Non-Intersection	Rear to Side	E	Backing	Straight/following RD
524	25 RD & PATTERSON RD	2/5/2016	11:10:00 AM	PDO	130	N	Driveway Access Related	Front to Side	E	Right Turn	Straight/following RD
525	30 RD & PATTERSON RD	2/8/2016	8:56:00 AM	PDO	200	N	Driveway Access Related	Side to Side Same Dir	S	Passing	Right Turn
526	PATTERSON RD & RIO GRANDE DR	2/11/2016	5:28:00 PM	PDO	100	E	Non-Intersection	Front to Rear	E	Straight/following RD	Stopped
527	PATTERSON RD & 24 RD	2/15/2016	2:36:00 PM	PDO	0		At Intersection	Side to Side Opposite Dir	W	Straight/following RD	Stopped
528	PATTERSON RD & 29 RD	2/16/2016	6:31:00 PM	INJ	0		At Intersection	Front to Side	W	Left Turn	Straight/following RD
529	PATTERSON RD & N 12TH ST	2/19/2016	6:42:00 PM	INJ	0		At Intersection	Front to Rear	N	Straight/following RD	Stopped
530	24 RD & PATTERSON RD	2/22/2016	8:26:00 PM	PDO	250	S	Intersection Related	Front to Side	W	Right Turn	Straight/following RD
531	PATTERSON RD & MARKET ST	2/27/2016	10:45:00 AM	INJ	0		At Intersection	Front to Side	W	Straight/following RD	Straight/following RD
532	PATTERSON RD & 25 RD	2/29/2016	3:05:00 AM	INJ	50	W	Intersection Related	Tree	W	Straight/following RD	UNK
533	PATTERSON RD & 24 RD RD	3/2/2016	1:42:00 PM	PDO	200	E	Non-Intersection	Side to Side Same Dir	W	Changing Lanes	Straight/following RD
534	PATTERSON RD & 25 RD	3/4/2016	1:01:00 PM	PDO	200	W	Intersection Related	Front to Rear	E	Straight/following RD	Slowing
535	PATTERSON RD & 24 1/2 RD RD	3/4/2016	5:16:00 PM	PDO	0		Intersection Related	Front to Rear	S	Right Turn	Right Turn
536	PATTERSON RD & 29 3/8 RD RD	3/5/2016	2:35:00 PM	PDO	93	E	Driveway Access Related	Front to Rear	W	Changing Lanes	Right Turn
537	PATTERSON RD & BEECHWOOD ST	3/7/2016	3:48:00 PM	INJ	0		At Intersection	Front to Rear	W	Slowing	Stopped
538	PATTERSON RD & N 1ST	3/8/2016	8:59:00 AM	PDO	400	E	Non-Intersection	Front to Rear	W	Straight/following RD	Slowing
539	28 1/4 RD & PATTERSON RD	3/9/2016	8:41:00 AM	PDO	50	N	Intersection Related	Front to Rear	N	Slowing	Stopped
540	PATTERSON RD & NORTHERN WAY	3/10/2016	12:17:00 PM	INJ	100	E	Driveway Access Related	Side to Side Opposite Dir	S	Left Turn	Straight/following RD
541	PATTERSON RD & N 12TH ST	3/10/2016	4:12:00 PM	PDO	80	N	Intersection Related	Front to Rear	S	Slowing	Stopped
542	24 1/2 RD & PATTERSON RD	3/11/2016	12:43:00 PM	PDO	500	S	Driveway Access Related	Front to Side	W	Straight/following RD	Straight/following RD
543	24 1/2 RD & PATTERSON RD	3/18/2016	1:01:00 PM	PDO	500	S	Driveway Access Related	Front to Front	S	Left Turn	Straight/following RD
544	PATTERSON RD & PIONEER RD	3/19/2016	11:49:00 PM	PDO	0		At Intersection	Front to Side	S	Left Turn	Left Turn
545	PATTERSON RD & 25 RD	3/25/2016	2:05:00 PM	PDO	130	E	Driveway Access Related	Front to Rear	E	Straight/following RD	Slowing
546	PATTERSON RD & MEANDER DR	3/26/2016	5:01:00 PM	PDO	50	E	Non-Intersection	Front to Rear	E	Straight/following RD	Slowing
547	PATTERSON RD & 28 1/4 RD RD	3/27/2016	1:45:00 PM	PDO	1600	E	Non-Intersection	Front to Side	E	U-Turn	Straight/following RD
548	PATTERSON RD & 27 1/2 RD RD	3/29/2016	6:19:00 PM	PDO	0		At Intersection	Side to Side Same Dir	S	Right Turn	Straight/following RD
549	PATTERSON RD & N ST	4/2/2016	2:36:00 PM	INJ	318	W	Driveway Access Related	Front to Side	W	Left Turn	Straight/following RD
550	PATTERSON RD & 28 1/4 RD	4/3/2016	7:09:00 AM	PDO	0		At Intersection	Front to Side	E	Straight/following RD	Left Turn
551	PATTERSON RD & N 15TH ST	4/5/2016	11:22:00 AM	PDO	0		Intersection Related	Front to Rear	W	Straight/following RD	Slowing
552	PATTERSON RD & 25 RD	4/6/2016	4:32:00 PM	INJ	90	E	Driveway Access Related	Front to Rear	E	Straight/following RD	Slowing
553	25 RD & PATTERSON RD	4/8/2016	2:14:00 PM	INJ	100	N	Intersection Related	Front to Rear	S	Slowing	Stopped
554	PATTERSON RD & 29 3/8 RD	4/11/2016	7:54:00 AM	PDO	150	E	Non-Intersection	Front to Rear	W	Straight/following RD	Slowing
555	PATTERSON RD & N ST	4/12/2016	10:53:00 AM	PDO	0		Intersection Related	Front to Rear	E	Backing	Stopped
556	PATTERSON RD & MEANDER DR	4/12/2016	3:42:00 PM	PDO	0		Intersection Related	Side to Side Same Dir	W	Weaving	Straight/following RD
557	PATTERSON RD & N ST	4/13/2016	1:47:00 PM	PDO	880	W	Driveway Access Related	Other Object	N	Right Turn	UNK
558	PATTERSON RD & 29 1/2 RD RD	4/15/2016	7:01:00 AM	PDO	297	W	Driveway Access Related	Bicycle	S	Right Turn	Straight/following RD
559	PATTERSON RD & N 7TH ST	4/15/2016	7:12:00 AM	PDO			At Intersection	Front to Front	E	Straight/following RD	Left Turn
560	PATTERSON RD & N ST	4/15/2016	3:37:00 PM	PDO	300	E	Intersection Related	Front to Rear	W	Other	Passing
561	PATTERSON RD & N ST	4/18/2016	12:20:00 PM	PDO			Intersection Related	Front to Side	W	Passing	Straight/following RD
562	PATTERSON RD & 30 RD RD	4/19/2016	9:15:00 AM	PDO			At Intersection	Front to Front	N	Left Turn	Straight/following RD
563	PATTERSON RD & 28 RD RD	4/20/2016	2:00:00 PM	INJ			At Intersection	Front to Side	S	Left Turn	Left Turn
564	PATTERSON RD & PARK AVE	4/20/2016	2:00:00 PM	PDO			Non-Intersection	Side to Side Same Dir	E	Changing Lanes	Straight/following RD
565	PATTERSON RD & MIRA VISTA RD	4/20/2016	5:17:00 PM	PDO	20	E	At Intersection	Front to Rear	E	Straight/following RD	Stopped
566	PATTERSON RD & 28 RD RD	4/21/2016	12:01:00 PM	INJ			At Intersection	Front to Side	S	Left Turn	Straight/following RD
567	30 RD & PATTERSON RD	4/21/2016	12:17:00 PM	PDO	50	S	Intersection Related	Front to Rear	N	Slowing	Stopped
568	PATTERSON RD & BEECHWOOD ST	4/22/2016	8:00:00 AM	PDO			Driveway Access Related	Front to Side	W	Left Turn	Straight/following RD
569	PATTERSON RD & 28 1/4 RD RD	4/22/2016	11:27:00 AM	PDO	100	W	Intersection Related	Side to Side Same Dir	E	Changing Lanes	Straight/following RD
570	PATTERSON RD & 30 RD RD	4/23/2016	5:35:00 PM	INJ	225	W	At Intersection	Front to Rear	E	Slowing	Stopped
571	PATTERSON RD & N ST	4/27/2016	7:36:00 AM	INJ			At Intersection	Front to Side	W	Left Turn	Straight/following RD
572	24 RD & PATTERSON RD	4/29/2016	11:16:00 AM	INJ	70	S	Intersection Related	Front to Rear	N	Slowing	Stopped
573	PATTERSON RD & 29 1/2 RD	4/29/2016	4:29:00 PM	INJ	70	W	Non-Intersection	Front to Rear	E	Straight/following RD	Straight/following RD
574	PATTERSON RD & 25 RD	5/2/2016	2:41:00 PM	INJ	100	E	Intersection Related	Front to Rear	W	Straight/following RD	Slowing
575	PATTERSON RD & 24 1/2 RD RD	5/2/2016	5:16:00 PM	PDO			At Intersection	Front to Side	S	Left Turn	Straight/following RD
576	PATTERSON RD & N ST	5/2/2016	4:45:00 PM	PDO	600	W	Non-Intersection	Front to Rear	E	Changing Lanes	Stopped
577	PATTERSON RD & N 12TH ST	5/3/2016	7:19:00 PM	INJ	295	N	Non-Intersection	Side to Side Opposite Dir	E	Left Turn	Straight/following RD
578	PATTERSON RD & N 7TH ST	5/5/2016	4:14:00 PM	PDO	900	W	Non-Intersection	Front to Rear	E	Straight/following RD	Stopped
579	PATTERSON RD & 25 RD RD	5/6/2016	11:58:00 AM	PDO	1433	W	Driveway Access Related	Front to Side	S	Right Turn	Straight/following RD
580	PATTERSON RD & N ST	5/8/2016	11:28:00 AM	INJ	100	W	Intersection Related	Front to Rear	E	Slowing	Stopped
581	PATTERSON RD & SPRING VALLEY CIR	5/11/2016	2:26:00 PM	INJ	150	E	Non-Intersection	Front to Rear	W	Straight/following RD	Slowing
582	PATTERSON RD & BROKEN RD	5/15/2016	6:48:00 PM	INJ			At Intersection	Front to Side	E	Left Turn	Straight/following RD
583	PATTERSON RD & 24 1/2 RD	5/15/2016	2:10:00 AM	PDO			At Intersection	Traffic Signal Pole	W	Straight/following RD	UNK
584	PATTERSON RD & 25 RD	5/16/2016	2:13:00 PM	PDO	75	W	Intersection Related	Front to Rear	E	Straight/following RD	Slowing
585	PATTERSON RD & 29 RD	5/17/2016	7:41:00 AM	PDO			At Intersection	Front to Side	W	Straight/following RD	Left Turn
586	PATTERSON RD & 24 RD RD	5/18/2016	5:10:00 PM	PDO			At Intersection	Side to Side Same Dir	E	Right Turn	Left Turn
587	PATTERSON RD & 30 RD	5/19/2016	12:14:00 PM	PDO			At Intersection	Front to Side	E	Straight/following RD	Left Turn

#	Intersection	Date	Time	Severity	Distance From Int	Direction from Int	Road Description	Accident Type	Dir	Vehicle 1 Movement	Vehicle 2 Movement
588	PATTERSON RD & 29 1/2 RD RD	5/20/2016	4:39:00 PM	INJ	300	E	Intersection Related	Front to Rear	W	Slowing	Stopped
589	PATTERSON RD & NORTHGATE DR	5/24/2016	3:20:00 PM	PDO			At Intersection	Side to Side Same Dir	N	Left Turn	Straight/following RD
590	PATTERSON RD & 30 RD	5/26/2016	1:52:00 PM	INJ	100	W	Intersection Related	Front to Rear	E	Straight/following RD	Stopped
591	PATTERSON RD & 29 RD	5/27/2016	5:17:00 PM	PDO			At Intersection	Front to Side	W	Left Turn	Straight/following RD
592	24 RD & PATTERSON RD	6/1/2016	6:14:00 PM	INJ	350	S	Highway Interchange	Front to Rear	NW	Straight/following RD	Stopped
593	PATTERSON RD & 27 1/2 RD RD	6/1/2016	8:00:00 AM	PDO	250	W	Driveway Access Related	Front to Side	N	Left Turn	Straight/following RD
594	PATTERSON RD & N 1ST	6/1/2016	8:33:00 AM	PDO			At Intersection	Front to Rear	W	Straight/following RD	Straight/following RD
595	PATTERSON RD & 28 RD	6/1/2016	5:19:00 PM	PDO	70	E	Intersection Related	Front to Rear	E	Straight/following RD	Stopped
596	PATTERSON RD & N 12TH ST	6/3/2016	5:10:00 PM	INJ	300	W	Intersection Related	Front to Rear	E	Straight/following RD	Stopped
597	PATTERSON RD & 28 3/4 RD	6/3/2016	8:49:00 AM	PDO	60	E	Non-Intersection	Front to Rear	W	Straight/following RD	Stopped
598	PATTERSON RD & 25 RD RD	6/4/2016	4:27:00 PM	PDO	120	W	Driveway Access Related	Front to Side	S	Left Turn	Straight/following RD
599	PATTERSON RD & N ST	6/7/2016	9:57:00 AM	PDO	400	W	Non-Intersection	Front to Rear	W	Changing Lanes	Straight/following RD
600	PATTERSON RD & N 12TH ST	6/7/2016	2:24:00 PM	PDO			At Intersection	Front to Side	E	Straight/following RD	Left Turn
601	PATTERSON RD & 29 RD	6/8/2016	8:58:00 AM	PDO	300	E	Non-Intersection	Front to Rear	W	Straight/following RD	Slowing
602	PATTERSON RD & N 15TH ST	6/8/2016	7:32:00 PM	PDO			At Intersection	Front to Rear	E	Straight/following RD	Stopped
603	PATTERSON RD & SPRING VALLEY CIR	6/9/2016	8:57:00 AM	PDO			At Intersection	Front to Rear	E	Straight/following RD	Slowing
604	24 RD & PATTERSON RD	6/10/2016	4:57:00 PM	PDO			Intersection Related	Side to Side Same Dir	N	Right Turn	Straight/following RD
605	PATTERSON RD & 28 1/4 RD RD	6/11/2016	2:25:00 PM	PDO	500	W	Non-Intersection	Front to Rear	E	Slowing	Stopped
606	PATTERSON RD & MARKET ST	6/14/2016	9:19:00 AM	INJ			At Intersection	Front to Side	E	Straight/following RD	Left Turn
607	PATTERSON RD & VIEW POINT DR	6/15/2016	11:42:00 AM	PDO	240	W	Intersection Related	Front to Rear	W	Straight/following RD	Stopped
608	PATTERSON RD & N ST	6/16/2016	8:22:00 AM	PDO	10	E	Intersection Related	Front to Rear	W	Slowing	Stopped
609	PATTERSON RD & RIO DR	6/20/2016	10:22:00 PM	INJ			At Intersection	Front to Rear	S	Right Turn	Straight/following RD
610	PATTERSON RD & N 15TH ST	6/20/2016	4:21:00 PM	PDO	30	E	Intersection Related	Front to Rear	W	Straight/following RD	Stopped
611	PATTERSON RD & N ST	6/21/2016	8:21:00 AM	PDO			At Intersection	Front to Side	N	Left Turn	Straight/following RD
612	PATTERSON RD & N ST	6/21/2016	3:42:00 PM	PDO			At Intersection	Front to Side	N	Left Turn	Straight/following RD
613	24 1/2 RD & PATTERSON RD	6/22/2016	4:28:00 PM	INJ	500	S	At Intersection	Front to Side	E	Left Turn	Straight/following RD
614	PATTERSON RD & 29 RD	6/22/2016	9:06:00 AM	PDO			At Intersection	Front to Side	E	Straight/following RD	Straight/following RD
615	PATTERSON RD & 25 RD RD	6/24/2016	3:32:00 PM	PDO	150	E	Driveway Access Related	Front to Side	N	Left Turn	Straight/following RD
616	PATTERSON RD & 28 RD	6/25/2016	10:30:00 AM	PDO	300	W	Non-Intersection	Front to Rear	W	Straight/following RD	Straight/following RD
617	PATTERSON RD & 28 1/4 RD RD	6/27/2016	12:40:00 PM	PDO			At Intersection	Front to Front	N	Left Turn	Straight/following RD
618	PATTERSON RD & 28 RD RD	6/29/2016	2:39:00 PM	INJ			At Intersection	Side to Side Same Dir	W	Right Turn	Straight/following RD
619	PATTERSON RD & 29 RD	6/29/2016	3:04:00 PM	INJ			At Intersection	Front to Side	W	Left Turn	Straight/following RD
620	PATTERSON RD & 29 RD	7/1/2016	2:56:00 PM	INJ			At Intersection	Front to Side	W	Left Turn	Straight/following RD
621	PATTERSON RD & N 7TH ST	7/1/2016	1:04:00 PM	PDO			At Intersection	Front to Side	W	Straight/following RD	Straight/following RD
622	PATTERSON RD & 29 RD	7/3/2016	11:50:00 PM	PDO			Non-Intersection	Sign	E	Straight/following RD	UNK
623	PATTERSON RD & N ST	7/8/2016	5:05:00 PM	PDO	300	W	Driveway Access Related	Front to Side	N	Left Turn	Straight/following RD
624	PATTERSON RD & 29 1/2 RD	7/11/2016	6:45:00 AM	INJ			Non-Intersection	Front to Rear	W	Straight/following RD	Stopped
625	PATTERSON RD & LEGENDS WAY	7/12/2016	5:35:00 PM	PDO	50	W	Non-Intersection	Front to Rear	E	Slowing	Stopped
626	PATTERSON RD & 29 RD	7/14/2016	5:47:00 PM	PDO	520	E	Intersection Related	Front to Rear	W	Straight/following RD	Stopped
627	PATTERSON RD & 28 1/4 RD RD	7/16/2016	5:12:00 PM	PDO			Non-Intersection	Front to Side	W	U-Turn	Left Turn
628	PATTERSON RD & 29 1/2 RD	7/17/2016	1:51:00 PM	PDO	60	E	Intersection Related	Front to Rear	W	Straight/following RD	Stopped
629	PATTERSON RD & MIRA VISTA RD	7/19/2016	3:38:00 PM	PDO	110	E	Non-Intersection	Front to Rear	E	Straight/following RD	Stopped
630	24 RD & PATTERSON RD	7/21/2016	4:09:00 PM	PDO	500	S	Intersection Related	Side to Side Same Dir	W	Right Turn	Straight/following RD
631	PATTERSON RD & N ST	7/24/2016	5:22:00 PM	INJ	0		At Intersection	Front to Side	W	Left Turn	Straight/following RD
632	PATTERSON RD & N 12TH ST	7/29/2016	6:29:00 PM	INJ	320	S	Non-Intersection	All Other Peds	W	Straight/following RD	Straight/following RD
633	PATTERSON RD & 25 1/2 RD RD	8/1/2016	5:32:00 PM	INJ			At Intersection	Front to Side	S	Left Turn	Straight/following RD
634	PATTERSON RD & 27 1/2 RD	8/1/2016	7:08:00 PM	PDO			Driveway Access Related	Front to Rear	E	Straight/following RD	Right Turn
635	PATTERSON RD & N 1ST	8/3/2016	7:52:00 AM	INJ	30	E	At Intersection	Front to Rear	W	Straight/following RD	Stopped
636	PATTERSON RD & 27 1/2 RD	8/5/2016	4:05:00 PM	INJ	250	E	Intersection Related	Front to Rear	W	Straight/following RD	Stopped
637	PATTERSON RD & MESA MALL ACCESS	8/8/2016	5:53:00 PM	INJ	150	W	Intersection Related	Front to Rear	E	Straight/following RD	Stopped
638	PATTERSON RD & 25 RD	8/8/2016	1:51:00 PM	PDO	100	E	Intersection Related	Front to Rear	W	Straight/following RD	Stopped
639	PATTERSON RD & 28 RD RD	8/8/2016	4:52:00 PM	PDO			At Intersection	Front to Side	S	Left Turn	Straight/following RD
640	PATTERSON RD & BURKEY ST	8/10/2016	10:33:00 AM	PDO			Non-Intersection	Front to Rear	E	Slowing	Stopped
641	PATTERSON RD & BEECHWOOD ST	8/11/2016	4:00:00 PM	PDO			Driveway Access Related	Front to Rear	E	Straight/following RD	Right Turn
642	PATTERSON RD & EL DR	8/13/2016	3:28:00 PM	PDO			At Intersection	Front to Side	N	Left Turn	Left Turn
643	28 1/4 RD & PATTERSON RD	8/14/2016	5:05:00 PM	INJ			Non-Intersection	Side to Side Same Dir	S	U-Turn	Straight/following RD
644	PATTERSON RD & N ST	8/15/2016	9:15:00 AM	PDO			At Intersection	Front to Rear	N	Left Turn	Straight/following RD
645	PATTERSON RD & N 1ST	8/15/2016	3:44:00 PM	PDO	300	E	Intersection Related	Front to Rear	W	Straight/following RD	Stopped
646	PATTERSON RD & N ST	8/17/2016	7:42:00 PM	PDO			Intersection Related	Front to Rear	S	Slowing	Stopped
647	PATTERSON RD & N 15TH ST	8/23/2016	9:14:00 AM	PDO	40	E	Intersection Related	Front to Rear	W	Straight/following RD	Straight/following RD
648	PATTERSON RD & 25 1/2 RD RD	8/26/2016	2:46:00 AM	INJ			At Intersection	Front to Side	W	Right Turn	Stopped
649	PATTERSON RD & N 12TH ST	8/26/2016	12:24:00 PM	PDO	104	N	Intersection Related	Side to Side Same Dir	S	Changing Lanes	Straight/following RD
650	PATTERSON RD & 30 RD	8/30/2016	8:20:00 PM	INJ			At Intersection	Front to Side	W	Straight/following RD	Left Turn
651	PATTERSON RD & 29 RD	8/31/2016	3:53:00 PM	INJ			At Intersection	Front to Front	W	Left Turn	Straight/following RD
652	PATTERSON RD & N 12TH ST	9/5/2016	6:45:00 PM	PDO	200	S	Driveway Access Related	Side to Side Same Dir	S	Changing Lanes	Straight/following RD
653	PATTERSON RD & GRAND CASCADE WAY	9/6/2016	7:50:00 AM	INJ	400	E	Non-Intersection	Front to Rear	W	Straight/following RD	Straight/following RD
654	PATTERSON RD & MESA ACCESS	9/7/2016	9:11:00 AM	INJ			At Intersection	Front to Front	W	Left Turn	Straight/following RD
655	PATTERSON RD & PARK AVE	9/9/2016	5:18:00 PM	INJ			At Intersection	Front to Rear	E	Slowing	Stopped
656	25 RD & PATTERSON RD	9/9/2016	8:30:00 AM	PDO	120	N	Driveway Access Related	Front to Side	E	Right Turn	Straight/following RD
657	PATTERSON RD & 25 RD	9/12/2016	7:09:00 AM	INJ			At Intersection	Front to Side	E	Straight/following RD	Straight/following RD
658	PATTERSON RD & N 7TH ST	9/13/2016	2:56:00 PM	INJ	20	E	Intersection Related	Front to Rear	W	Straight/following RD	Right Turn
659	PATTERSON RD & PHEASANT TRAIL CT	9/13/2016	7:56:00 AM	INJ	150	E	Non-Intersection	Front to Rear	W	Straight/following RD	Stopped
660	PATTERSON RD & 25 1/2 RD RD	9/13/2016	7:58:00 AM	PDO			At Intersection	Front to Rear	W	Backing	Stopped
661	PATTERSON RD & 25 1/2 RD	9/13/2016	7:57:00 AM	PDO			At Intersection	Front to Side	W	Straight/following RD	Straight/following RD
662	PATTERSON RD & MARKET ST	9/16/2016	2:51:00 PM	PDO			Intersection Related	Front to Side	E	Changing Lanes	Straight/following RD
663	PATTERSON RD & N 15TH ST	9/17/2016	8:39:00 PM	INJ			Intersection Related	Front to Rear	E	Straight/following RD	Stopped
664	PATTERSON RD & GRAND CASCADE WAY	9/20/2016	12:40:00 PM	INJ	125	E	Non-Intersection	Front to Rear	W	Straight/following RD	Stopped
665	PATTERSON RD & 24 1/2 RD RD	9/21/2016	4:38:00 PM	PDO	350	E	Non-Intersection	Front to Side	N	Left Turn	Straight/following RD
666	PATTERSON RD & PIONEER RD	9/26/2016	7:47:00 AM	PDO			Non-Intersection	Front to Rear	W	Slowing	Stopped
667	PATTERSON RD & 29 RD	9/27/2016	6:41:00 AM	PDO			At Intersection	Front to Side	N	Left Turn	Straight/following RD
668	PATTERSON RD & N ST	9/28/2016	12:00:00 PM	PDO			At Intersection	Front to Front	W	Left Turn	Straight/following RD
669	25 1/2 RD & PATTERSON RD	9/29/2016	8:12:00 AM	INJ			Intersection Related	Front to Rear	S	Straight/following RD	Stopped
670	PATTERSON RD & 25 RD RD	9/29/2016	1:45:00 PM	PDO	1150	W	Driveway Access Related	Front to Side	S	Left Turn	Straight/following RD
671	PATTERSON RD & N 1ST	9/29/2016	11:36:00 AM	PDO			At Intersection	Side to Side Same Dir	N	Left Turn	Left Turn
672	PATTERSON RD & 29 RD	9/30/2016	9:18:00 PM	PDO			At Intersection	Side to Side Opposite Dir	W	Left Turn	Straight/following RD
673	PATTERSON RD & BURKEY ST	10/5/2016	3:24:00 PM	INJ			Intersection Related	Other - Non Collision	E	Slowing	Slowing
674	25 RD & PATTERSON RD	10/6/2016	9:47:00 AM	PDO	158	N	Driveway Access Related	Front to Front	E	Left Turn	Slowing
675	25 RD & PATTERSON RD	10/6/2016	3:02:00 PM	PDO	125	N	Driveway Access Related	Front to Front	E	Left Turn	Straight/following RD
676	PATTERSON RD & N ST	10/6/2016	11:59:00 AM	PDO			At Intersection	Front to Rear	E	Slowing	Stopped
677	24 1/2 RD & PATTERSON RD	10/8/2016	11:08:00 AM	PDO	315	S	Non-Intersection	Side to Side Same Dir	S	Changing Lanes	Straight/following RD
678	PATTERSON RD & N ST	10/10/2016	1:33:00 PM	INJ			At Intersection	Front to Front	W	Left Turn	Straight/following RD
679	PATTERSON RD & 25 RD RD	10/12/2016	8:20:00 PM	INJ	150	W	Intersection Related	Front to Side	S	Left Turn	Straight/following RD
680	PATTERSON RD & 24 RD	10/13/2016	7:48:00 PM	PDO	30	E	Intersection Related	Front to Rear	W	Straight/following RD	Stopped
681	PATTERSON RD & 25 1/2 RD	10/15/2016	10:08:00 AM	PDO			At Intersection	Front to Side	W	Straight/following RD	Straight/following RD
682	PATTERSON RD & 30 RD	10/17/2016	4:53:00 PM	PDO			At Intersection	Front to Side	S	Straight/following RD	Straight/following RD
683	PATTERSON RD & MARKET ST	10/18/2016	12:10:00 PM	INJ	731	E	Non-Intersection	Side to Side Same Dir	W	Changing Lanes	Straight/following RD
684	PATTERSON RD & 25 1/2 RD RD	10/18/2016	4:32:00 PM	PDO			Intersection Related	Front to Rear	N	Stopped	Stopped
685	PATTERSON RD & 29 RD	10/20/2016	3:38:00 PM	PDO			At Intersection	Front to Side	W	Left Turn	Straight/following RD
686	PATTERSON RD & 29 1/2 RD RD	10/21/2016	11:44:00 AM	PDO	50	E	Intersection Related	Front to Rear	W	Other	Stopped
687	24 1/2 RD & PATTERSON RD	10/21/2016	6:26:00 PM	PDO	500	S	Intersection Related	Front to Side	E	Left Turn	Straight/following RD
688	PATTERSON RD & N 1ST	10/23/2016	1:40:00 AM	PDO			Intersection Related	Front to Front	W	Left Turn	Stopped
689	PATTERSON RD & N 7TH ST	10/25/2016	1:22:00 PM	INJ	400	W	Non-Intersection	Front to Rear	E	Straight/following RD	Stopped
690	PATTERSON RD & MARKET ST	10/26/2016	2:42:00 PM	INJ			At Intersection	Front to Side	E	Straight/following RD	Left Turn
691	PATTERSON RD & 29 RD	10/28/2016	4:00:00 PM	PDO			At Intersection	Front to Side	W	Straight/following RD	Slowing
692	PATTERSON RD & N 15TH ST	11/2/2016	2:28:00 PM	INJ			At Intersection	Front to Side	W	Straight/following RD	Straight/following RD
693	PATTERSON RD & GRAND CASCADE WAY	11/4/2016	2:37:00 PM	INJ	450	E	Non-Intersection	Bicycle	E	Straight/following RD	Straight/following RD
694	PATTERSON RD & 24 1/2 RD	11/5/2016	6:36:00 AM	PDO	150	E	Non-Intersection	Curb	W	Straight/following RD	UNK
695	PATTERSON RD & 28 RD RD	11/9/2016	12:09:00 PM	INJ			At Intersection	Front to Side	S	Left Turn	Straight/following RD
696	PATTERSON RD & MIRA RD	11/10/2016	4:07:00 PM	PDO	300	E	Driveway Access Related	Front to Front	W	Left Turn	Straight/following RD
697	PATTERSON RD & N 15TH ST	11/10/2016	9:04:00 AM	PDO	225	W	Non-Intersection	Front to Rear	W	Straight/following RD	Stopped
698	PATTERSON RD & SPRING CIR	11/10/2016	3:26:00 PM	PDO			At Intersection	Front to Side	E	Left Turn	Straight/following RD
699	24 1/2 RD & PATTERSON RD	11/11/2016	10:30:00 AM	INJ	150	S	Driveway Access Related	Front to Rear	N	Straight/following RD	Stopped
700	PATTERSON RD & 24 1/2 RD RD	11/13/2016	6:19:00 PM	INJ	1350	W	At Intersection	Front to Side	N	Left Turn	Straight/following RD
701	PATTERSON RD & 24 1/2 RD RD	11/13/2016	11:47:00 AM	PDO			Non-Intersection	Front to Front	E	Right Turn	Straight/following RD
702	PATTERSON RD & MEANDER DR	11/14/2016	4:13:00 PM	PDO			At Intersection	Wild Animal	E	Straight/following RD	UNK
703	PATTERSON RD & N 12TH ST	11/17/2016	8:00:00 AM	PDO	80	N	Non-Intersection	Side to Side Opposite Dir	N	Straight/following RD	Straight/following RD

#	Intersection	Date	Time	Severity	Distance From Int	Direction from Int	Road Description	Accident Type	Dir	Vehicle 1 Movement	Vehicle 2 Movement
704	PATTERSON RD & 24 1/2 RD RD	11/18/2016	6:02:00 PM	PDO			At Intersection	Front to Side	W	Left Turn	Straight/following RD
705	PATTERSON RD & 30 RD	11/23/2016	4:30:00 PM	PDO	300	W	Non-Intersection	Front to Rear	E	Straight/following RD	Slowing
706	PATTERSON RD & MARKET ST	11/23/2016	5:45:00 PM	PDO			Intersection Related	Front to Rear	W	Straight/following RD	Stopped
707	PATTERSON RD & 25 3/4 RD	11/25/2016	9:14:00 PM	INJ			Non-Intersection	Front to Rear	E	Straight/following RD	Slowing
708	24 RD & PATTERSON RD	11/29/2016	11:00:00 AM	PDO	500	S	At Intersection	Side to Side Same Dir	W	Right Turn	Straight/following RD
709	25 RD & PATTERSON RD	11/30/2016	12:48:00 PM	PDO	200	N	Driveway Access Related	Front to Side	N	Left Turn	Straight/following RD
710	PATTERSON RD & 25 RD RD	12/1/2016	4:15:00 PM	PDO	300	E	Non-Intersection	Side to Side Same Dir	W	Changing Lanes	Straight/following RD
711	PATTERSON RD & 27 1/2 RD	12/1/2016	9:11:00 PM	PDO	600	W	Non-Intersection	Wild Animal	W	Straight/following RD	UNK
712	PATTERSON RD & 28 1/4 RD RD	12/1/2016	9:38:00 AM	PDO	200	E	Intersection Related	Front to Rear	W	Slowing	Slowing
713	PATTERSON RD & N ST	12/5/2016	7:42:00 PM	INJ			At Intersection	Front to Side	E	Left Turn	Straight/following RD
714	PATTERSON RD & N ST	12/5/2016	6:26:00 PM	PDO	400	W	Non-Intersection	Front to Rear	W	Slowing	Stopped
715	PATTERSON RD & N ST	12/5/2016	6:48:00 PM	PDO	100	W	Non-Intersection	Side to Side Same Dir	W	Changing Lanes	Straight/following RD
716	PATTERSON RD & MARKET ST	12/9/2016	12:58:00 PM	INJ			At Intersection	Front to Side	W	Straight/following RD	Straight/following RD
717	PATTERSON RD & MARKET ST	12/10/2016	2:24:00 PM	INJ	395	E	Driveway Access Related	Front to Side	S	Left Turn	Straight/following RD
718	PATTERSON RD & N 12TH ST	12/12/2016	10:14:00 AM	PDO			At Intersection	Front to Side	W	Straight/following RD	Straight/following RD
719	PATTERSON RD & 28 1/4 RD RD	12/14/2016	12:24:00 PM	INJ			At Intersection	Front to Side	W	Left Turn	Straight/following RD
720	PATTERSON RD & 25 RD RD	12/15/2016	1:31:00 PM	INJ	155	W	Intersection Related	Front to Rear	E	Slowing	Stopped
721	PATTERSON RD & 24 1/2 RD RD	12/19/2016	10:22:00 AM	PDO	250	E	Driveway Access Related	Front to Side	N	Right Turn	Straight/following RD
722	PATTERSON RD & N 12TH ST	12/19/2016	4:04:00 PM	PDO	560	W	Intersection Related	Front to Rear	E	Straight/following RD	Stopped
723	PATTERSON RD & N 7TH ST	12/19/2016	4:22:00 PM	PDO	60	E	Intersection Related	Front to Rear	W	Straight/following RD	Slowing
724	PATTERSON RD & 27 1/2 RD	12/19/2016	4:07:00 PM	PDO			At Intersection	Front to Rear	W	Straight/following RD	Stopped
725	PATTERSON RD & 25 RD RD	12/22/2016	12:15:00 PM	PDO	460	E	Non-Intersection	Front to Rear	W	Changing Lanes	Straight/following RD
726	25 1/2 RD & PATTERSON RD	1/2/2017	11:52:00 AM	PDO	250	N	Driveway Related	Front to Rear	N	Straight	Slowing
727	N 7TH ST & PATTERSON RD	1/9/2017	7:30:00 AM	PDO	350	N	Non-Int	Side-Side Same Dir	S	Spun Out Of Control	Spun Out Of Control
728	24 1/2 RD & PATTERSON RD	1/13/2017	8:20:00 PM	INJ	500	S	Driveway Related	Front to Side	E	Left Turn	Straight
729	24 1/2 RD & PATTERSON RD	1/18/2017	11:51:00 AM	PDO	500	S	Driveway Related	Front to Side	E	Left Turn	Straight
730	HWY 6 & 50 & PATTERSON RD	1/18/2017	1:10:00 PM	PDO			At Intersection	Front to Side	E	Left Turn	Straight
731	PATTERSON RD & COLANWOOD ST	1/19/2017	4:49:00 AM	PDO			At Intersection	Front to Side	N	Straight	Straight
732	PATTERSON RD & N 1ST ST	1/19/2017	5:24:00 PM	PDO			At Intersection	Front to Rear	W	Slowing	Stopped
733	24 1/2 RD & PATTERSON RD	1/21/2017	12:23:00 PM	INJ	500	S	At Intersection	Front to Side	W	Straight	Straight
734	N 7TH ST & PATTERSON RD	1/22/2017	9:35:00 AM	PDO			At Intersection	Front to Rear	S	Straight	Stopped
735	29 RD & PATTERSON RD	1/23/2017	4:50:00 PM	PDO	30	S	Intersection Related	Front to Rear	N	Straight	Stopped
736	25 RD & PATTERSON RD	1/25/2017	3:16:00 PM	INJ			Intersection Related	Front to Rear	N	Straight	Stopped
737	PATTERSON RD & 29 RD	1/26/2017	7:52:00 PM	PDO			At Intersection	Front to Side	W	Left Turn	Straight
738	PATTERSON RD & 29 RD	1/27/2017	3:30:00 PM	PDO			At Intersection	Front to Rear	W	Left Turn	Left Turn
739	PATTERSON RD & MESA MALL ACCESS RD	1/27/2017	7:55:00 PM	PDO			At Intersection	Front to Side	E	Left Turn	Straight
740	PATTERSON RD & N 1ST ST	1/29/2017	11:08:00 PM	PDO	415	W	Non-Int	Curb	W	Straight	UNK
741	PATTERSON RD & MARKET ST	1/30/2017	5:08:00 PM	INJ			Intersection Related	Front to Rear	S	Straight	Stopped
742	MARKET ST & PATTERSON RD	1/30/2017	5:14:00 PM	INJ	420	N	Non-Int	Curb	S	Spun Out Of Control	UNK
743	PATTERSON RD & MEANDER DR	2/2/2017	6:10:00 PM	INJ			At Intersection	Front to Rear	W	Slowing	Straight
744	PATTERSON RD & 25 RD	2/7/2017	5:52:00 PM	INJ			At Intersection	Front to Side	N	Left Turn	Straight
745	PATTERSON RD & SPRING VALLEY CIR	2/8/2017	10:19:00 AM	INJ			Intersection Related	Bicycle	W	Straight	Stopped
746	24 1/2 RD & PATTERSON RD	2/9/2017	4:51:00 PM	PDO	1000	S	Non-Int	Side-Side Same Dir	S	Changing Lanes	Straight
747	PATTERSON RD & CIDER MILL RD	2/9/2017	5:22:00 PM	PDO	245	W	Intersection Related	Front to Rear	W	Straight	Stopped
748	PATTERSON RD & 30 RD	2/12/2017	12:21:00 PM	INJ	30	W	Intersection Related	Front to Rear	E	Straight	Slowing
749	PATTERSON RD & 25 RD	2/14/2017	10:41:00 AM	INJ			At Intersection	Front to Front	N	Left Turn	Straight
750	PATTERSON RD & N 12TH ST	2/14/2017	5:58:00 PM	PDO			At Intersection	Front to Side	S	Left Turn	Straight
751	24 RD & PATTERSON RD	2/16/2017	5:39:00 PM	PDO	100	S	Intersection Related	Front to Rear	N	Straight	Stopped
752	PATTERSON RD & 29 RD	2/22/2017	6:17:00 PM	INJ			At Intersection	Front to Side	W	Left Turn	Straight
753	PATTERSON RD & 28 1/4 RD	2/25/2017	10:04:00 PM	PDO			At Intersection	Front to Front	W	Left Turn	Straight
754	PATTERSON RD & MIRA VISTA RD	2/27/2017	12:18:00 PM	PDO	309	E	Non-Int	Side-Side Same Dir	N	Left Turn	Changing Lanes
755	25 1/2 RD & PATTERSON RD	2/28/2017	10:41:00 AM	PDO	160	S	Non-Int	Curb	S	Straight	UNK
756	PATTERSON RD & N 7TH ST	2/28/2017	10:39:00 AM	PDO			At Intersection	Front to Side	E	Straight	Left Turn
757	PATTERSON RD & 27 1/2 RD	3/1/2017	10:32:00 AM	INJ			At Intersection	Front to Side	E	Straight	Left Turn
758	PATTERSON RD & 29 RD	3/6/2017	5:21:00 PM	INJ	200	E	Intersection Related	Front to Rear	W	Slowing	Stopped
759	PATTERSON RD & 29 1/2 RD	3/7/2017	2:22:00 PM	INJ	80	W	Intersection Related	Front to Rear	E	Slowing	Slowing
760	PATTERSON RD & MARKET ST	3/11/2017	3:02:00 PM	PDO	20	W	Intersection Related	Front to Rear	W	Straight	Stopped
761	PATTERSON RD & 24 1/2 RD	3/13/2017	12:02:00 PM	INJ	250	E	Intersection Related	Front to Rear	W	Straight	Slowing
762	PATTERSON RD & 25 RD	3/16/2017	9:41:00 PM	PDO			At Intersection	Front to Side	E	Left Turn	Straight
763	PATTERSON RD & 24 RD	3/18/2017	11:28:00 AM	PDO			At Intersection	Front to Side	N	Right Turn	Left Turn
764	25 RD & PATTERSON RD	3/19/2017	3:03:00 PM	INJ	50	N	Intersection Related	Front to Rear	S	Straight	Stopped
765	N 12TH ST & PATTERSON RD	3/20/2017	4:17:00 PM	PDO	30	N	Intersection Related	Front to Rear	S	Straight	Stopped
766	PATTERSON RD & 29 1/2 RD	3/23/2017	11:40:00 AM	INJ	250	E	At Intersection	Front to Rear	W	Straight	Stopped
767	29 RD & PATTERSON RD	3/24/2017	4:52:00 PM	PDO	75	S	Intersection Related	Front to Rear	N	Left Turn	Left Turn
768	PATTERSON RD & 25 RD	3/27/2017	11:12:00 AM	INJ	481	W	Driveway Related	Front to Side	S	Left Turn	Straight
769	PATTERSON RD & 30 RD	4/2/2017	4:20:00 PM	PDO			Intersection Related	Front to Rear	E	Straight	Stopped
770	PATTERSON RD & PARK DR	4/5/2017	7:13:00 PM	PDO	100	E	Non-Int	Guard Rail	W	Straight	UNK
771	PATTERSON RD & 30 RD	4/9/2017	8:07:00 PM	INJ			Intersection Related	All Other Peds	N	Right Turn	Straight
772	PATTERSON RD & 24 RD	4/9/2017	1:53:00 PM	PDO			At Intersection	Front to Side	N	Left Turn	Straight
773	PATTERSON RD & 29 RD	4/10/2017	4:52:00 PM	INJ	200	W	Non-Int	Front to Rear	E	Straight	Stopped
774	25 RD & PATTERSON RD	4/10/2017	9:49:00 AM	PDO	200	N	Driveway Related	Front to Front	E	Right Turn	Straight
775	25 1/2 RD & PATTERSON RD	4/12/2017	4:37:00 PM	PDO	20	N	Intersection Related	Front to Rear	S	Straight	Stopped
776	PATTERSON RD & MESA MALL ACCESS RD	4/13/2017	6:46:00 PM	PDO			At Intersection	Front to Side	E	Straight	Straight
777	25 RD & PATTERSON RD	4/14/2017	1:16:00 PM	PDO	100	S	Intersection Related	Front to Rear	N	Straight	Stopped
778	PATTERSON RD & N 12TH ST	4/14/2017	2:47:00 PM	PDO			At Intersection	Front to Rear	S	Left Turn	Left Turn
779	HWY 6 & 50 & PATTERSON RD	4/15/2017	4:29:00 PM	INJ			Hwy Interchange	Other - Non Collision	SW	Right Turn	UNK
780	PATTERSON RD & BROKEN SPOKE RD	4/15/2017	1:21:00 PM	PDO			At Intersection	Front to Side	S	Straight	Straight
781	PATTERSON RD & COMMERCE BLVD	4/18/2017	10:32:00 AM	INJ	305	E	Driveway Related	Front to Side	S	Left Turn	Straight
782	PATTERSON RD & MESA MALL ACCESS RD	4/20/2017	1:04:00 PM	PDO	30	E	Intersection Related	Front to Rear	W	Straight	Straight
783	PATTERSON RD & 29 RD	4/26/2017	5:12:00 PM	PDO			Intersection Related	Side-Side Same Dir	E	Other	Stopped
784	PATTERSON RD & N 1ST ST	4/27/2017	11:35:00 AM	INJ			At Intersection	Front to Side	W	Left Turn	Straight
785	PATTERSON RD & 25 RD	5/4/2017	2:20:00 PM	INJ	350	E	Non-Int	Front to Rear	W	Straight	Stopped
786	PATTERSON RD & MARKET ST	5/4/2017	7:28:00 PM	PDO			At Intersection	Front to Side	N	Straight	Straight
787	PATTERSON RD & 25 RD	5/5/2017	5:26:00 PM	INJ	135	W	Driveway Related	Front to Side	S	Left Turn	Straight
788	PATTERSON RD & N 7TH ST	5/5/2017	12:56:00 PM	PDO			At Intersection	Front to Rear	W	Left Turn	Left Turn
789	PATTERSON RD & STARLIGHT DR	5/9/2017	12:30:00 AM	INJ	130	E	Non-Int	Tree	W	Straight	UNK
790	PATTERSON RD & E INDIAN CREEK DR	5/9/2017	7:00:00 AM	PDO			At Intersection	School Age To/From School	E	Straight	Right Turn
791	24 1/2 RD & PATTERSON RD	5/10/2017	3:37:00 PM	PDO	400	N	Driveway Related	Side-Side Same Dir	S	Passing	Right Turn
792	PATTERSON RD & 28 1/4 RD	5/12/2017	10:20:00 AM	PDO	450	W	Non-Int	Front to Rear	E	Straight	Stopped
793	29 RD & PATTERSON RD	5/17/2017	11:02:00 AM	PDO	420	S	Driveway Related	Front to Side	W	Left Turn	Straight
794	24 RD & PATTERSON RD	5/19/2017	10:07:00 AM	PDO			At Intersection	Side-Side Same Dir	S	Left Turn	Left Turn
795	PATTERSON RD & 25 1/2 RD	5/20/2017	8:22:00 PM	INJ	222	W	Intersection Related	Curb	W	Straight	UNK
796	PATTERSON RD & RIO GRANDE DR	5/22/2017	3:46:00 PM	PDO	40	E	Intersection Related	Front to Rear	E	Slowing	Stopped
797	PATTERSON RD & 29 RD	5/22/2017	5:34:00 PM	PDO	500	W	Intersection Related	Front to Rear	E	Slowing	Stopped
798	PATTERSON RD & N 7TH ST	5/28/2017	11:20:00 PM	INJ			At Intersection	Front to Side	W	Straight	Straight
799	PATTERSON RD & 25 1/2 RD	5/30/2017	4:06:00 PM	INJ	200	E	Non-Int	Front to Rear	W	Straight	Stopped
800	PATTERSON RD & MIRA VISTA RD	5/30/2017	2:58:00 PM	PDO	330	E	Driveway Related	Front to Rear	E	Straight	Left Turn
801	PATTERSON RD & 29 3/8 RD	5/30/2017	7:29:00 PM	PDO			Non-Int	Side-Side Same Dir	W	Weaving	Straight
802	PATTERSON RD & N 15TH ST	5/31/2017	4:32:00 PM	PDO	100	E	Intersection Related	Front to Rear	W	Changing Lanes	Stopped
803	PATTERSON RD & N 12TH ST	6/4/2017	3:05:00 PM	PDO			At Intersection	Front to Side	N	Straight	Straight
804	27 1/2 RD & PATTERSON RD	6/7/2017	8:04:00 AM	PDO			Intersection Related	Front to Rear	S	Straight	Stopped
805	PATTERSON RD & BEECHWOOD ST	6/8/2017	2:18:00 PM	PDO			Non-Int	Front to Rear	E	Straight	Stopped
806	PATTERSON RD & 29 RD	6/8/2017	7:24:00 AM	PDO	265	E	Intersection Related	Front to Rear	W	Straight	Slowing
807	PATTERSON RD & BEECHWOOD ST	6/8/2017	2:14:00 PM	PDO			At Intersection	Front to Rear	E	Straight	Stopped
808	PATTERSON RD & N 15TH ST	6/12/2017	7:59:00 AM	INJ			At Intersection	Bicycle	N	Left Turn	Straight
809	PATTERSON RD & N 1ST ST	6/13/2017	4:54:00 PM	PDO			At Intersection	Front to Side	N	Left Turn	Straight
810	PATTERSON RD & CIDER MILL RD	6/15/2017	5:12:00 PM	INJ			Non-Int	Front to Rear	W	Straight	Straight
811	PATTERSON RD & N 15TH ST	6/17/2017	8:39:00 AM	PDO			At Intersection	Front to Side	W	Left Turn	Straight
812	PATTERSON RD & 25 1/2 RD	6/19/2017	1:18:00 PM	INJ	279	E	Driveway Related	Front to Side	S	Left Turn	Straight
813	N 12TH ST & PATTERSON RD	6/20/2017	4:13:00 PM	PDO			At Intersection	Front to Rear	S	Straight	Stopped
814	PATTERSON RD & N 1ST ST	6/21/2017	8:07:00 PM	INJ	380	W	Intersection Related	Front to Rear	E	Straight	Stopped
815	PATTERSON RD & 24 RD	6/21/2017	2:10:00 PM	PDO	449	W	Driveway Related	Front to Front	N	Right Turn	Straight
816	PATTERSON RD & N 7TH ST	6/23/2017	5:26:00 PM	PDO	300	W	Intersection Related	Front to Rear	E	Straight	Stopped
817	PATTERSON RD & 25 1/2 RD	6/26/2017	11:53:00 AM	INJ	50	W	Intersection Related	Front to Rear	E	Straight	Stopped
818	PATTERSON RD & MARKET ST	6/26/2017	12:42:00 PM	INJ			At Intersection	Front to Side	W	Straight	Straight
819	PATTERSON RD & 27 1/2 RD	6/29/2017	9:28:00 AM	INJ			At Intersection	Front to Side	E	Left Turn	Straight
820	N 7TH ST & PATTERSON RD	6/29/2017	12:53:00 PM	PDO	130	N	Driveway Related	Front to Side	E	Right Turn	Straight

#	Intersection	Date	Time	Severity	Distance From Int	Direction from Int	Road Description	Accident Type	Dir	Vehicle 1 Movement	Vehicle 2 Movement
821	PATTERSON RD & GRAND CASCADE WAY	7/6/2017	7:53:00 AM	INJ			At Intersection	Front to Side	W	Straight	Slowing
822	PATTERSON RD & 27 1/2 RD	7/7/2017	6:40:00 PM	PDO			At Intersection	Front to Side	E	Straight	Left Turn
823	PATTERSON RD & 25 RD	7/9/2017	10:51:00 AM	PDO	100	W	Driveway Related	Side-Side Same Dir	S	Left Turn	Straight
824	PATTERSON RD & 27 1/2 RD	7/9/2017	11:01:00 AM	PDO	200	E	Intersection Related	Front to Rear	W	Straight	Stopped
825	PATTERSON RD & 25 RD	7/10/2017	11:02:00 AM	PDO			At Intersection	Front to Rear	W	Left Turn	Straight
826	PATTERSON RD & N 1ST ST	7/10/2017	4:26:00 PM	PDO	200	W	Intersection Related	Front to Rear	E	Straight	Stopped
827	24 RD & PATTERSON RD	7/14/2017	8:47:00 AM	PDO			Driveway Related	Guard Rail	S	U-Turn	UNK
828	PATTERSON RD & N 1ST ST	7/17/2017	2:15:00 PM	INJ	792	E	Driveway Related	Front to Front	E	Straight	Stopped
829	PATTERSON RD & 26 3/4 RD	7/20/2017	8:34:00 AM	PDO	25	W	Non-Int	Side-Side Same Dir	W	Changing Lanes	Stopped
830	PATTERSON RD & 29 RD	7/21/2017	6:35:00 PM	INJ			At Intersection	Front to Side	W	Left Turn	Straight
831	30 RD & PATTERSON RD	7/21/2017	4:07:00 PM	PDO	260	N	Non-Int	Front to Side	W	Left Turn	Straight
832	PATTERSON RD & 24 1/2 RD	7/29/2017	8:45:00 PM	PDO			At Intersection	Front to Front	N	Left Turn	Straight
833	25 1/2 RD & PATTERSON RD	7/31/2017	11:52:00 AM	INJ			At Intersection	Front to Side	E	Left Turn	Straight
834	PATTERSON RD & 28 1/4 RD	8/1/2017	2:59:00 PM	PDO	400	W	Intersection Related	Front to Rear	E	Straight	Slowing
835	PATTERSON RD & N 15TH ST	8/2/2017	8:00:00 AM	PDO	100	W	Intersection Related	Front to Rear	W	Slowing	Stopped
836	PATTERSON RD & 30 RD	8/5/2017	4:25:00 PM	PDO			At Intersection	Front to Side	W	Straight	Straight
837	PATTERSON RD & W GREENFIELD CIR	8/5/2017	7:44:00 AM	PDO	100	E	Non-Int	Side-Side Same Dir	W	Changing Lanes	Straight
838	PATTERSON RD & N 1ST ST	8/9/2017	7:42:00 PM	INJ			At Intersection	Bicycle	W	Straight	Straight
839	PATTERSON RD & BEECHWOOD ST	8/9/2017	7:50:00 AM	PDO	226	E	Non-Int	Front to Rear	W	Slowing	Slowing
840	PATTERSON RD & N 7TH ST	8/10/2017	9:37:00 PM	PDO			At Intersection	All Other Peds	N	Left Turn	Straight
841	PATTERSON RD & 28 1/4 RD	8/11/2017	4:49:00 PM	PDO			At Intersection	Front to Side	W	Left Turn	Straight
842	24 1/2 RD & PATTERSON RD	8/12/2017	2:45:00 PM	PDO	210	S	Driveway Related	Bicycle	W	Straight	Straight
843	PATTERSON RD & 25 1/2 RD	8/12/2017	11:21:00 AM	PDO	50	E	Intersection Related	Side-Side Same Dir	W	Changing Lanes	Slowing
844	PATTERSON RD & 28 RD	8/14/2017	7:12:00 PM	INJ			At Intersection	Front to Side	S	Left Turn	Straight
845	PATTERSON RD & N 12TH ST	8/14/2017	2:09:00 PM	PDO	400	E	Non-Int	Front to Rear	E	Straight	Slowing
846	PATTERSON RD & 25 3/4 RD	8/15/2017	10:30:00 AM	PDO	225	E	Non-Int	Curb	E	Changing Lanes	Avoiding Object
847	PATTERSON RD & N 12TH ST	8/15/2017	12:15:00 PM	PDO	418	W	Driveway Related	Front to Side	N	Straight	Straight
848	PATTERSON RD & 25 1/2 RD	8/18/2017	5:08:00 PM	PDO			At Intersection	Front to Front	W	Left Turn	Straight
849	PATTERSON RD & 25 RD	8/22/2017	1:01:00 PM	PDO	190	W	Intersection Related	Front to Rear	E	Straight	Stopped
850	PATTERSON RD & COMMERCE BLVD	8/26/2017	5:09:00 PM	PDO			Intersection Related	Front to Side	E	Left Turn	Straight
851	24 1/2 RD & PATTERSON RD	8/27/2017	12:49:00 PM	PDO	500	S	Driveway Related	Front to Side	E	Straight	Straight
852	PATTERSON RD & MESA MALL ACCESS RD	8/28/2017	4:23:00 PM	PDO	60	E	Intersection Related	Other Object	N	Right Turn	UNK
853	24 RD & PATTERSON RD	8/29/2017	3:29:00 PM	PDO			Intersection Related	Side-Side Same Dir	W	Left Turn	Left Turn
854	PATTERSON RD & N 12TH ST	9/6/2017	12:08:00 PM	PDO	250	W	Driveway Related	Front to Side	N	Right Turn	Left Turn
855	PATTERSON RD & N 7TH ST	9/6/2017	6:19:00 AM	PDO			At Intersection	Front to Side	N	UNK	Straight
856	PATTERSON RD & N 15TH ST	9/6/2017	11:57:00 AM	PDO	500	E	Intersection Related	Front to Rear	W	Slowing	Stopped
857	PATTERSON RD & 25 RD	9/6/2017	8:34:00 PM	PDO			At Intersection	Front to Side	NE	Straight	Straight
858	PATTERSON RD & FORESIGHT CIR	9/7/2017	4:53:00 PM	PDO			At Intersection	Front to Side	S	Left Turn	Left Turn
859	MARKET ST & PATTERSON RD	9/9/2017	3:14:00 PM	PDO			Driveway Related	Front to Side	E	Right Turn	Left Turn
860	PATTERSON RD & N 12TH ST	9/11/2017	7:28:00 AM	PDO			At Intersection	Front to Side	W	Right Turn	Straight
861	PATTERSON RD & N 15TH ST	9/11/2017	6:23:00 PM	PDO			At Intersection	Front to Side	E	Straight	Left Turn
862	N 1ST & PATTERSON RD	9/12/2017	5:43:00 PM	PDO	750	N	Driveway Related	Front to Rear	N	Straight	Stopped
863	PATTERSON RD & 25 RD	9/14/2017	12:43:00 PM	PDO	100	W	Non-Int	Front to Rear	W	Slowing	Stopped
864	PATTERSON RD & 25 RD	9/14/2017	4:12:00 PM	PDO	500	W	Non-Int	Front to Rear	W	Straight	Stopped
865	24 RD & PATTERSON RD	9/16/2017	8:51:00 AM	PDO	40	S	Intersection Related	Front to Rear	N	Straight	Stopped
866	PATTERSON RD & N 7TH ST	9/21/2017	4:24:00 PM	PDO			Intersection Related	Front to Rear	S	Right Turn	Right Turn
867	PATTERSON RD & N 7TH ST	9/21/2017	4:46:00 PM	PDO	100	W	Intersection Related	Front to Rear	E	Straight	Stopped
868	24 1/2 RD & PATTERSON RD	9/22/2017	11:08:00 AM	PDO			At Intersection	Front to Rear	S	Right Turn	Right Turn
869	PATTERSON RD & 25 RD	9/22/2017	12:12:00 PM	PDO	190	W	Intersection Related	Front to Rear	E	Changing Lanes	Stopped
870	24 RD & PATTERSON RD	9/23/2017	10:10:00 PM	PDO	605	N	Non-Int	Curb	N	Straight	UNK
871	PATTERSON RD & N 1ST ST	9/26/2017	9:16:00 PM	PDO	856	E	Non-Int	Guard Rail	W	Straight	UNK
872	PATTERSON RD & 29 1/2 RD	9/26/2017	6:37:00 PM	PDO			At Intersection	Bicycle	W	Left Turn	Straight
873	PATTERSON RD & 30 RD	9/28/2017	7:21:00 AM	PDO			At Intersection	Front to Side	E	Straight	Left Turn
874	PATTERSON RD & CRIS-MAR ST	9/28/2017	7:43:00 AM	PDO			At Intersection	Front to Rear	W	Straight	Stopped
875	PATTERSON RD & NORTHGATE DR	9/29/2017	7:36:00 PM	PDO			Non-Int	Front to Rear	N	Straight	Straight
876	PATTERSON RD & VIEW POINT DR	10/2/2017	5:18:00 PM	PDO			Non-Int	Front to Rear	E	Straight	Stopped
877	PATTERSON RD & 30 RD	10/2/2017	3:16:00 PM	PDO	100	W	Intersection Related	Front to Rear	E	Straight	Stopped
878	25 RD & PATTERSON RD	10/4/2017	5:22:00 PM	PDO	100	N	Intersection Related	Front to Rear	N	Straight	Stopped
879	PATTERSON RD & 25 1/2 RD	10/4/2017	12:53:00 PM	PDO	75	E	Non-Int	Front to Rear	W	Straight	Stopped
880	24 RD & PATTERSON RD	10/6/2017	6:09:00 PM	INJ			Intersection Related	Front to Front	N	Left Turn	Straight
881	PATTERSON RD & N 7TH ST	10/9/2017	6:40:00 AM	PDO			At Intersection	All Other Peds	S	Right Turn	Straight
882	PATTERSON RD & 30 RD	10/11/2017	4:34:00 PM	PDO			At Intersection	Front to Rear	S	Other	Stopped
883	PATTERSON RD & N 8TH CT	10/12/2017	3:48:00 PM	PDO	500	E	Non-Int	Front to Rear	W	Straight	Stopped
884	PATTERSON RD & N 12TH ST	10/12/2017	12:08:00 PM	PDO	375	E	Intersection Related	Front to Rear	W	Straight	Stopped
885	PATTERSON RD & N 15TH ST	10/12/2017	4:11:00 PM	PDO	600	E	Intersection Related	Front to Rear	W	Straight	Stopped
886	PATTERSON RD & MESA MALL ACCESS RD	10/16/2017	6:00:00 PM	PDO			At Intersection	Front to Rear	W	Slowing	Stopped
887	PATTERSON RD & 27 1/2 RD	10/17/2017	3:15:00 PM	PDO	170	E	Intersection Related	Front to Rear	W	Straight	Stopped
888	PATTERSON RD & 27 1/2 RD	10/18/2017	5:16:00 PM	PDO			At Intersection	Front to Rear	W	Straight	Stopped
889	PATTERSON RD & 28 1/4 RD	10/19/2017	2:43:00 PM	PDO			Intersection Related	Side-Side Same Dir	E	Changing Lanes	Straight
890	PATTERSON RD & N 12TH ST	10/21/2017	1:29:00 PM	INJ			At Intersection	Front to Side	E	Left Turn	Straight
891	PATTERSON RD & MESA MALL ACCESS RD	10/21/2017	12:06:00 PM	PDO			Intersection Related	Side-Side Same Dir	W	U-Turn	Right Turn
892	PATTERSON RD & N 12TH ST	10/22/2017	1:24:00 PM	PDO			Intersection Related	Front to Side	S	Left Turn	Right Turn
893	PATTERSON RD & N 12TH ST	10/23/2017	11:14:00 AM	PDO	20	E	Intersection Related	Front to Rear	W	Slowing	Stopped
894	PATTERSON RD & N 1ST ST	10/24/2017	5:08:00 PM	PDO	300	E	Non-Int	Guard Rail	W	Straight	UNK
895	PATTERSON RD & 25 RD	10/24/2017	11:19:00 AM	PDO	40	E	Intersection Related	Front to Rear	W	Left Turn	Left Turn
896	PATTERSON RD & 24 1/2 RD	10/26/2017	5:44:00 PM	PDO	363	E	Non-Int	Sign	W	Straight	UNK
897	PATTERSON RD & RIO GRANDE DR	10/27/2017	4:06:00 PM	INJ	100	W	Non-Int	Front to Rear	E	Straight	Stopped
898	PATTERSON RD & DARBY DR	10/27/2017	6:24:00 PM	PDO			At Intersection	Front to Side	N	Left Turn	Straight
899	PATTERSON RD & 25 RD	10/28/2017	11:07:00 PM	INJ			At Intersection	Front to Front	S	Straight	Straight
900	PATTERSON RD & MARKET ST	11/2/2017	9:30:00 AM	PDO			At Intersection	Front to Side	W	Straight	Straight
901	PATTERSON RD & PARK DR	11/3/2017	11:26:00 AM	PDO	60	E	Intersection Related	Front to Rear	W	Slowing	Stopped
902	25 RD & PATTERSON RD	11/6/2017	11:48:00 AM	PDO	127	N	Driveway Related	Front to Front	N	Left Turn	Straight
903	PATTERSON RD & 25 RD	11/7/2017	4:47:00 PM	PDO	150	E	Intersection Related	Front to Rear	W	Slowing	Stopped
904	PATTERSON RD & 25 RD	11/8/2017	2:38:00 PM	PDO	199	E	Intersection Related	Front to Rear	W	Slowing	Stopped
905	PATTERSON RD & N 12TH ST	11/10/2017	9:46:00 AM	PDO	642	E	Non-Int	Side-Side Same Dir	NE	Changing Lanes	Straight
906	PATTERSON RD & 24 1/2	11/10/2017	5:53:00 PM	PDO			At Intersection	Front to Side	W	Left Turn	Straight
907	PATTERSON RD & 28 1/4	11/10/2017	6:34:00 PM	PDO			At Intersection	Front to Side	W	Left Turn	Straight
908	PATTERSON RD & 24 1/2	11/10/2017	3:19:00 PM	PDO			At Intersection	Side-Side Same Dir	SE	Changing Lanes	Straight
909	PATTERSON RD & 24 1/2	11/11/2017	10:24:00 PM	PDO			At Intersection	Front to Side	W	Straight	Straight
910	29 RD & PATTERSON RD	11/13/2017	4:04:00 PM	PDO	268	N	Intersection Related	Front to Rear	S	Passing	Stopped
911	PATTERSON RD & 28 1/4	11/17/2017	6:49:00 PM	PDO			Non-Int	Side-Side Same Dir	W	Weaving	Straight
912	PATTERSON RD & 29 RD	11/17/2017	9:08:00 AM	PDO			At Intersection	Front to Front	E	Straight	Left Turn
913	PATTERSON RD & 25 1/2	11/18/2017	12:46:00 PM	PDO			At Intersection	Front to Rear	E	Straight	Stopped
914	PATTERSON RD & N 12TH ST	11/19/2017	10:03:00 AM	PDO			Intersection Related	Front to Rear	N	Left Turn	Left Turn
915	PATTERSON RD & 30 RD	11/19/2017	4:32:00 PM	PDO			Intersection Related	Front to Rear	S	Straight	Slowing
916	PATTERSON RD & N 7TH ST	11/22/2017	2:38:00 PM	PDO	10	W	Intersection Related	Front to Rear	E	Other	Stopped
917	PATTERSON RD & N 12TH ST	11/24/2017	1:46:00 PM	PDO	350	W	Driveway Related	Front to Rear	W	Straight	Slowing
918	PATTERSON RD & N 15TH ST	11/28/2017	1:34:00 PM	PDO			At Intersection	Front to Side	E	Straight	Straight
919	PATTERSON RD & 25 1/2	11/28/2017	5:31:00 PM	PDO			At Intersection	Front to Side	N	Straight	Left Turn
920	29 RD & PATTERSON RD	12/2/2017	2:39:00 PM	PDO	350	S	Driveway Related	Front to Side	W	Left Turn	Straight
921	PATTERSON RD & N 7TH ST	12/4/2017	8:37:00 PM	PDO			At Intersection	Front to Front	N	Straight	Straight
922	PATTERSON RD & FORESIGHT CIR	12/5/2017	3:38:00 PM	PDO	480	E	Intersection Related	Front to Rear	W	Straight	Stopped
923	PATTERSON RD & N 1ST ST	12/5/2017	5:27:00 PM	PDO			Intersection Related	Front to Rear	W	Straight	Stopped
924	PATTERSON RD & 25 RD	12/7/2017	2:37:00 PM	PDO	40	E	Intersection Related	Front to Rear	W	Straight	Slowing
925	PATTERSON RD & 24 1/2	12/8/2017	12:45:00 PM	PDO			At Intersection	Front to Front	E	Left Turn	Straight
926	PATTERSON RD & 24 RD	12/8/2017	1:50:00 PM	PDO			At Intersection	Front to Side	N	Straight	Left Turn
927	PATTERSON RD & N 7TH ST	12/14/2017	1:11:00 PM	PDO			Intersection Related	Front to Side	W	Straight	Left Turn
928	PATTERSON RD & HOME DEPOT SIGNAL	12/14/2017	1:55:00 PM	PDO			At Intersection	Front to Side	W	Left Turn	Straight
929	PATTERSON RD & N 1ST ST	12/15/2017	9:50:00 PM	PDO	100	W	Non-Int	Side-Side Same Dir	E	Changing Lanes	Straight
930	PATTERSON RD & 30 RD	12/16/2017	2:49:00 PM	PDO			At Intersection	Front to Side	N	Straight	Straight
931	PATTERSON RD & 29 RD	12/17/2017	5:31:00 PM	PDO	350	E	Driveway Related	Front to Rear	N	Right Turn	Straight
932	PATTERSON RD & AGANA	12/17/2017	1:44:00 PM	PDO	130	W	Intersection Related	Fence	N	Left Turn	UNK
933	PATTERSON RD & 24 RD	12/18/2017	2:35:00 PM	PDO	160	W	Intersection Related	Front to Front	NE	Changing Lanes	Straight
934	PATTERSON RD & 25 1/2	12/21/2017	6:15:00 PM	PDO			At Intersection	Front to Side	E	Left Turn	Straight
935	PATTERSON RD & MARKET ST	12/22/2017	2:40:00 PM	PDO	25	W	Non-Int	Front to Rear	W	Straight	Stopped
936	PATTERSON RD & 29 RD	12/23/2017	4:24:00 AM	PDO			At Intersection	Traffic Signal Pole	N	Left Turn	UNK
937	PATTERSON RD & 28 RD	12/25/2017	4:17:00 PM	PDO			At Intersection	Front to Side	S	Left Turn	Straight
938	PATTERSON RD & N 1ST ST	12/29/2017	2:44:00 PM	PDO			At Intersection	Front to Rear	W	Straight	Stopped

#	Intersection	Date	Time	Severity	Distance From Int	Direction from Int	Road Description	Accident Type	Dir	Vehicle 1 Movement	Vehicle 2 Movement
939	PATTERSON RD & N 12TH ST	12/31/2017	10:07:00 PM	PDO			At Intersection	Front to Side	W	Left Turn	Straight
940	PATTERSON RD & 25 RD	1/2/2018	10:58:00 AM	PDO	1215	N	Driveway Access Related	Front to Front	E	Left Turn	Left Turn
941	PATTERSON RD & 25 RD	1/3/2018	3:01:00 PM	PDO	120	S	Intersection Related	Front to Rear	N	Straight/following road	Stopped
942	PATTERSON RD & N 15TH ST	1/3/2018	5:24:00 PM	PDO	602	E	Intersection Related	Side to Side Same Dir	E	Changing Lanes	Straight/following road
943	PATTERSON RD & 25 RD	1/4/2018	1:55:00 PM	PDO	108	E	Driveway Access Related	Front to Side	N	Left Turn	Straight/following road
944	PATTERSON RD & 29 RD	1/8/2018	5:50:00 PM	PDO	0		Intersection Related	Front to Rear	N	Straight/following road	Stopped
945	PATTERSON RD & HOME DEPOT SIGNAL	1/9/2018	11:50:00 AM	PDO	500	E	Non-Intersection	Light Pole / Utility Pole	W	Straight/following road	UNK
946	PATTERSON RD & 24 1/2 RD	1/10/2018	2:14:00 PM	PDO	500	S	At Intersection	Front to Rear	S	Changing Lanes	Stopped
947	PATTERSON RD & 24 1/2 RD	1/10/2018	2:01:00 PM	PDO	0		Intersection Related	Front to Side	E	Left Turn	Stopped
948	PATTERSON RD & 30 RD	1/12/2018	10:15:00 AM	PDO	30	S	Intersection Related	Front to Rear	N	Straight/following road	Stopped
949	636 MARKET ST & PATTERSON RD	1/12/2018	5:15:00 PM	PDO	224	N	At Intersection	Front to Side	E	Right Turn	Left Turn
950	PATTERSON RD & N 1ST ST	1/18/2018	8:57:00 AM	PDO	20	E	Intersection Related	Enbankment	N	Right Turn	Straight/following road
951	PATTERSON RD & 29 1/2 RD	1/19/2018	3:52:00 PM	FAT	0		At Intersection	Front to Side	W	Left Turn	Straight/following road
952	PATTERSON RD & 27 1/2 RD	1/19/2018	8:20:00 PM	PDO	0		At Intersection	Traffic Signal Pole	S	Left Turn	UNK
953	PATTERSON RD & HWY 6 & 50	1/19/2018	11:11:00 PM	PDO	150	N	Non-Intersection	Enbankment	W	Straight/following road	UNK
954	PATTERSON RD & N 12TH ST	1/20/2018	7:54:00 PM	INJ	200	S	Driveway Access Related	Front to Side	E	Straight/following road	Straight/following road
955	PATTERSON RD & 28 1/4 RD	1/21/2018	5:16:00 AM	PDO	0		At Intersection	Curb	N	Left Turn	UNK
956	PATTERSON RD & 25 RD	1/21/2018	12:47:00 PM	PDO	100	N	Intersection Related	Front to Rear	S	Straight/following road	Stopped
957	PATTERSON RD & N 12TH ST	1/21/2018	4:07:00 PM	PDO	0		At Intersection	Front to Side	W	Straight/following road	Straight/following road
958	PATTERSON RD & 27 1/2 RD	1/22/2018	8:54:00 AM	PDO	0		At Intersection	Side to Side Same Dir	E	Straight/following road	Stopped
959	PATTERSON RD & 29 RD	1/23/2018	5:43:00 PM	PDO	73	S	Intersection Related	Front to Rear	N	Straight/following road	Stopped
960	PATTERSON RD & N 12TH ST	1/24/2018	5:49:00 PM	PDO	0		Intersection Related	Front to Side	N	Right Turn	Left Turn
961	PATTERSON RD & N 15TH ST	1/27/2018	11:40:00 AM	PDO	600	E	Intersection Related	Front to Rear	W	Straight/following road	Stopped
962	PATTERSON RD & 25 RD	1/29/2018	10:13:00 AM	INJ	1500	E	Driveway Access Related	Front to Rear	W	Straight/following road	Slowing
963	PATTERSON RD & 24 1/2 RD	1/30/2018	7:55:00 AM	PDO	1200	E	Non-Intersection	Side to Side Same Dir	W	Changing Lanes	Straight/following road
964	PATTERSON RD & 27 1/2 RD	1/31/2018	3:25:00 PM	PDO	0		At Intersection	Front to Side	E	Left Turn	Straight/following road
965	PATTERSON RD & N 15TH ST	2/2/2018	5:32:00 PM	PDO	300	E	Non-Intersection	Side to Side Same Dir	W	Straight/following road	Straight/following road
966	PATTERSON RD & 29 RD	2/3/2018	1:00:00 PM	PDO	200	S	Intersection Related	Front to Rear	N	Straight/following road	Stopped
967	PATTERSON RD & 25 RD	2/3/2018	10:40:00 PM	PDO	50	N	At Intersection	Side to Side Same Dir	S	Changing Lanes	Straight/following road
968	PATTERSON RD & 28 1/4 RD	2/8/2018	7:40:00 AM	INJ	0		Intersection Related	Front to Rear	W	Straight/following road	Stopped
969	PATTERSON RD & 24 1/2 RD	2/8/2018	11:14:00 AM	PDO	0		Intersection Related	Front to Rear	N	Straight/following road	Straight/following road
970	PATTERSON RD & GRAND CASCADE WY	2/9/2018	7:53:00 AM	PDO	50	E	Non-Intersection	Front to Rear	W	Straight/following road	Stopped
971	PATTERSON RD & GRAND CASCADE WY	2/9/2018	7:53:00 AM	PDO	70	E	Non-Intersection	Front to Rear	W	Straight/following road	Stopped
972	PATTERSON RD & 25 1/2 RD	2/12/2018	2:02:00 PM	PDO	50	E	Intersection Related	Side to Side Same Dir	E	Changing Lanes	Straight/following road
973	PATTERSON RD & 25 1/2 RD	2/13/2018	11:51:00 AM	PDO	300	E	Intersection Related	Front to Rear	W	Straight/following road	Slowing
974	PATTERSON RD & N 12TH ST	2/14/2018	5:14:00 PM	PDO	230	E	Intersection Related	Front to Rear	W	Straight/following road	Slowing
975	PATTERSON RD & N 7TH ST	2/14/2018	10:07:00 AM	PDO	0		At Intersection	Front to Front	N	Left Turn	Straight/following road
976	PATTERSON RD & N 7TH ST	2/15/2018	6:42:00 PM	PDO	0		At Intersection	Front to Front	N	Left Turn	Straight/following road
977	PATTERSON RD & MARKET ST	2/15/2018	6:53:00 PM	PDO	0		At Intersection	Front to Rear	W	Backing	Stopped
978	PATTERSON RD & N 12TH ST	2/16/2018	8:43:00 AM	PDO	0		Intersection Related	Front to Side	W	Changing Lanes	Straight/following road
979	PATTERSON RD & N 7TH ST	2/20/2018	3:08:00 PM	PDO	0		At Intersection	Front to Side	N	Left Turn	Straight/following road
980	PATTERSON RD & SPRING VALLEY CIR	2/22/2018	7:11:00 AM	INJ	150	E	Non-Intersection	Front to Side	E	Straight/following road	Straight/following road
981	PATTERSON RD & GRAND CASCADE WY	2/22/2018	6:51:00 AM	PDO	250	E	Non-Intersection	Front to Side	W	Straight/following road	Straight/following road
982	PATTERSON RD & 24 RD	2/22/2018	7:11:00 PM	PDO	0		At Intersection	Front to Side	N	Left Turn	Straight/following road
983	PATTERSON RD & 24 1/2 RD	2/25/2018	11:44:00 AM	PDO	50	W	Intersection Related	Front to Rear	E	Straight/following road	Stopped
984	PATTERSON RD & N 12TH ST	2/26/2018	2:40:00 PM	PDO	100	W	Intersection Related	Side to Side Same Dir	E	Changing Lanes	Stopped
985	PATTERSON RD & 28 RD	2/28/2018	5:21:00 PM	PDO	70	E	Non-Intersection	Front to Rear	E	Straight/following road	Straight/following road
986	PATTERSON RD & 29 RD	2/28/2018	7:41:00 AM	PDO	0		At Intersection	Front to Side	E	Left Turn	Straight/following road
987	PATTERSON RD & N 7TH ST	2/28/2018	10:45:00 AM	PDO	0		At Intersection	Front to Side	N	Right Turn	Left Turn
988	PATTERSON RD & N 7TH ST	2/28/2018	1:24:00 PM	PDO	0		At Intersection	Front to Side	N	Left Turn	Straight/following road
989	PATTERSON RD & PARTEE DR	3/1/2018	7:45:00 AM	PDO	0		Non-Intersection	Front to Rear	W	Straight/following road	Stopped
990	PATTERSON RD & 27 1/2 RD	3/1/2018	3:22:00 PM	PDO	300	W	At Intersection	Front to Rear	E	Straight/following road	Slowing
991	PATTERSON RD & N 1ST ST	3/3/2018	10:01:00 AM	PDO	30	N	Intersection Related	Front to Rear	S	Straight/following road	Stopped
992	PATTERSON RD & N 7TH ST	3/3/2018	10:36:00 AM	PDO	20	N	Intersection Related	Front to Rear	S	Straight/following road	Stopped
993	PATTERSON RD & 24 1/2 RD	3/3/2018	2:13:00 PM	PDO	400	S	At Intersection	Front to Side	E	Left Turn	Straight/following road
994	PATTERSON RD & 30 RD	3/5/2018	3:56:00 PM	PDO	0		At Intersection	Front to Rear	W	Straight/following road	Stopped
995	PATTERSON RD & N 1ST ST	3/6/2018	5:20:00 PM	PDO	160	W	Non-Intersection	Front to Rear	E	Slowing	Stopped
996	PATTERSON RD & 25 RD	3/6/2018	4:57:00 PM	PDO	0		At Intersection	Front to Side	W	Left Turn	Straight/following road
997	PATTERSON RD & 25 RD	3/8/2018	10:47:00 AM	PDO	15	E	Intersection Related	Front to Rear	W	Straight/following road	Stopped
998	PATTERSON RD & 24 1/2 RD	3/8/2018	1:23:00 PM	PDO	0		At Intersection	Front to Side	N	Left Turn	Straight/following road
999	PATTERSON RD & BURKEY ST	3/8/2018	2:11:00 PM	PDO	0		At Intersection	Bicycle	S	Right Turn	Straight/following road
1000	PATTERSON RD & N 15TH ST	3/8/2018	9:46:00 PM	PDO	0		At Intersection	Front to Side	W	Left Turn	Straight/following road
1001	PATTERSON RD & N 1ST ST	3/9/2018	4:06:00 PM	PDO	0		Intersection Related	Front to Rear	E	Straight/following road	Stopped
1002	PATTERSON RD & 25 1/2 RD	3/14/2018	4:10:00 PM	PDO	0		At Intersection	Front to Side	UNK	UNK	Straight/following road
1003	PATTERSON RD & 30 RD	3/15/2018	12:17:00 PM	PDO	181	N	Driveway Access Related	Front to Front	W	Left Turn	Slowing
1004	PATTERSON RD & 24 1/2 RD	3/19/2018	5:15:00 PM	PDO	0		At Intersection	Front to Side	E	Left Turn	Straight/following road
1005	PATTERSON RD & N 12TH ST	3/21/2018	2:55:00 PM	PDO	220	W	Intersection Related	Front to Rear	E	Slowing	Stopped
1006	PATTERSON RD & N 12TH ST	3/21/2018	5:08:00 PM	PDO	370	W	Intersection Related	Front to Rear	E	Straight/following road	Stopped
1007	PATTERSON RD & N 1ST ST	3/24/2018	5:22:00 PM	PDO	0		At Intersection	Front to Side	E	Left Turn	Left Turn
1008	PATTERSON RD & MARKET ST	3/28/2018	10:08:00 AM	PDO	0		At Intersection	Front to Side	E	Straight/following road	Straight/following road
1009	PATTERSON RD & N 12TH ST	3/28/2018	12:30:00 PM	PDO	0		Intersection Related	Front to Rear	N	Straight/following road	Stopped
1010	PATTERSON RD & 30 RD	3/29/2018	7:10:00 AM	PDO	0		At Intersection	Front to Side	E	Straight/following road	Straight/following road
1011	PATTERSON RD & N 7TH ST	4/1/2018	8:34:00 PM	PDO	0		At Intersection	Front to Rear	S	Straight/following road	Stopped
1012	PATTERSON RD & 29 RD	4/2/2018	1:11:00 PM	PDO	0		At Intersection	Front to Side	W	Left Turn	Straight/following road
1013	PATTERSON RD & N 15TH ST	4/4/2018	7:25:00 AM	PDO	403	E	Intersection Related	Front to Rear	W	Slowing	Stopped
1014	PATTERSON RD & N 15TH ST	4/4/2018	4:17:00 PM	PDO	363	E	Intersection Related	Front to Rear	E	Straight/following road	Stopped
1015	PATTERSON RD & 24 RD	4/6/2018	12:27:00 PM	PDO	0		At Intersection	Front to Side	N	Left Turn	Straight/following road
1016	PATTERSON RD & 25 1/2 RD	4/9/2018	4:34:00 PM	PDO	0		Non-Intersection	Front to Rear	W	Straight/following road	Avoiding Object
1017	PATTERSON RD & 25 RD	4/12/2018	3:42:00 PM	PDO	0		At Intersection	Bicycle	W	Straight/following road	Right Turn
1018	PATTERSON RD & 24 1/2 RD	4/18/2018	1:27:00 PM	PDO	170	N	Driveway Access Related	Front to Side	W	Left Turn	Straight/following road
1019	PATTERSON RD & N 12TH ST	4/18/2018	12:27:00 PM	PDO	40	S	Intersection Related	Front to Rear	N	Changing Lanes	Stopped
1020	PATTERSON RD & N 1ST ST	4/20/2018	11:08:00 AM	PDO	0		At Intersection	Front to Side	N	Right Turn	Straight/following road
1021	PATTERSON RD & MIRA VISTA RD	4/21/2018	6:12:00 PM	PDO	300	W	Non-Intersection	Front to Rear	W	Straight/following road	Slowing
1022	PATTERSON RD & VIEW POINT DR	4/21/2018	3:54:00 PM	PDO	0		At Intersection	All Other Peds	S	Right Turn	Straight/following road
1023	PATTERSON RD & 29 RD	4/27/2018	3:16:00 PM	PDO	200	E	Intersection Related	Front to Rear	W	Slowing	Stopped
1024	PATTERSON RD & N 12TH ST	5/2/2018	11:30:00 AM	PDO	100	S	Driveway Access Related	Side to Side Same Dir	N	Changing Lanes	Straight/following road
1025	PATTERSON RD & 24 1/2 RD	5/2/2018	8:37:00 PM	PDO	500	S	Driveway Access Related	Front to Side	E	Left Turn	Straight/following road
1026	PATTERSON RD & 30 RD	5/2/2018	3:12:00 PM	PDO	20	E	Intersection Related	Front to Rear	W	Straight/following road	Stopped
1027	PATTERSON RD & N 12TH ST	5/2/2018	4:41:00 PM	PDO	300	E	Intersection Related	Front to Rear	W	Straight/following road	Stopped
1028	PATTERSON RD & N 15TH ST	5/3/2018	5:29:00 PM	INJ	500	E	Non-Intersection	Front to Rear	W	Straight/following road	Stopped
1029	PATTERSON RD & 27 1/2 RD	5/3/2018	10:47:00 AM	PDO	0		At Intersection	Front to Side	E	Left Turn	Straight/following road
1030	PATTERSON RD & 25 RD	5/4/2018	12:31:00 PM	PDO	0		At Intersection	Front to Front	N	Left Turn	Straight/following road
1031	PATTERSON RD & 24 RD	5/5/2018	9:05:00 PM	INJ	0		At Intersection	Front to Side	E	Left Turn	Straight/following road
1032	PATTERSON RD & N 7TH ST	5/5/2018	12:15:00 PM	PDO	570	W	Intersection Related	Front to Rear	E	Straight/following road	Stopped
1033	PATTERSON RD & 29 RD	5/6/2018	4:32:00 PM	PDO	0		At Intersection	Front to Rear	W	Straight/following road	Stopped
1034	PATTERSON RD & 24 1/2 RD	5/8/2018	12:58:00 PM	PDO	466	S	Driveway Access Related	Front to Side	E	Left Turn	Straight/following road
1035	PATTERSON RD & 25 RD	5/9/2018	1:32:00 PM	PDO	130	S	Driveway Access Related	Front to Side	E	Left Turn	Straight/following road
1036	PATTERSON RD & RIO GRANDE DR	5/9/2018	4:10:00 PM	PDO	0		Non-Intersection	Curb	W	Straight/following road	UNK
1037	PATTERSON RD & N 12TH ST	5/9/2018	6:38:00 AM	PDO	0		At Intersection	Front to Side	N	Straight/following road	Straight/following road
1038	PATTERSON RD & 25 RD	5/11/2018	12:49:00 PM	PDO	230	S	Intersection Related	Front to Rear	N	Other	Stopped
1039	PATTERSON RD & N 12TH ST	5/12/2018	6:30:00 PM	PDO	400	W	Driveway Access Related	Front to Rear	E	Straight/following road	Slowing
1040	PATTERSON RD & 25 RD	5/13/2018	9:24:00 AM	PDO	1000	W	Driveway Access Related	Side to Side Same Dir	W	Changing Lanes	Straight/following road
1041	PATTERSON RD & HWY 6 & 50	5/15/2018	2:24:00 PM	PDO	250	N	Intersection Related	Side to Side Same Dir	NE	Changing Lanes	Straight/following road
1042	PATTERSON RD & MIRA VISTA RD	5/15/2018	5:00:00 PM	PDO	355	E	Intersection Related	Front to Rear	UNK	UNK	UNK
1043	I-70B & PATTERSON RD	5/16/2018	9:51:00 AM	PDO	0		Driveway Access Related	Front to Side	W	Changing Lanes	Left Turn
1044	PATTERSON RD & 27 1/2 RD	5/18/2018	3:55:00 PM	INJ	250	W	Intersection Related	Overturning	E	Other	UNK
1045	PATTERSON RD & GRAND VALLEY DR	5/22/2018	8:55:00 AM	INJ	155	W	Non-Intersection	Front to Rear	E	Straight/following road	Straight/following road
1046	PATTERSON RD & GRAND VALLEY DR	5/22/2018	8:55:00 AM	INJ	155	W	Non-Intersection	Front to Rear	E	Straight/following road	Straight/following road
1047	PATTERSON RD & SANTA FE DR	5/23/2018	7:16:00 AM	PDO	50	E	Intersection Related	Front to Rear	W	Straight/following road	Slowing
1048	PATTERSON RD & N 15TH ST	5/23/2018	4:12:00 PM	PDO	200	E	Intersection Related	Front to Rear	UNK	UNK	Slowing
1049	PATTERSON RD & 24 1/2 RD	5/25/2018	5:46:00 PM	PDO	0		At Intersection	Front to Side	N	U-Turn	Left Turn
1050	PATTERSON RD & MARKET ST	5/27/2018	7:18:00 AM	PDO	150	E	At Intersection	Light Pole / Utility Pole	E	Straight/following road	UNK
1051	636 MARKET ST & PATTERSON RD	5/28/2018	11:43:00 AM	PDO	250	N	Intersection Related	Front to Side	E	Right Turn	Straight/following road
1052	PATTERSON RD & MEANDER DR	5/30/2018	2:38:00 PM	PDO	451	W	Driveway Access Related	Bicycle	S	Stopped	Straight/following road
1053	PATTERSON RD & 29 RD	5/30/2018	7:51:00 PM	PDO	780	W	Non-Intersection	Front to Rear	W	Straight/following road	Straight/following road
1054	PATTERSON RD & 25 1/2 RD	6/4/2018	4:24:00 PM	PDO	0		Intersection Related	Front to Rear	W	Straight/following road	Straight/following road
1055	PATTERSON RD & 24 1/2 RD	6/5/2018	10:53:00 AM	PDO	500	W	Driveway Access Related	Front to Side	W	Right Turn	Straight/following road
1056	PATTERSON RD & N 7TH ST	6/5/2018	3:13:00 PM	PDO	0		At Intersection	Front to Side	E	Straight/following road	Left Turn

#	Intersection	Date	Time	Severity	Distance From Int	Direction from Int	Road Description	Accident Type	Dir	Vehicle 1 Movement	Vehicle 2 Movement
1057	PATTERSON RD & 24 1/2 RD	6/6/2018	11:56:00 AM	PDO	0		Intersection Related	Front to Rear	W	Slowing	Stopped
1058	PATTERSON RD & 27 1/2 RD	6/6/2018	5:02:00 PM	PDO	0		At Intersection	Front to Rear	E	Straight/following road	Stopped
1059	PATTERSON RD & 25 RD	6/7/2018	12:50:00 PM	PDO	350	W	Non-Intersection	Front to Rear	E	Slowing	Slowing
1060	PATTERSON RD & 24 1/2 RD	6/7/2018	2:28:00 PM	PDO	0		At Intersection	Front to Side	E	Left Turn	Straight/following road
1061	PATTERSON RD & 28 3/4 RD	6/8/2018	4:42:00 PM	PDO	0		Non-Intersection	Front to Rear	E	Straight/following road	Stopped
1062	PATTERSON RD & N 12TH ST	6/9/2018	12:38:00 PM	PDO	0		At Intersection	Front to Side	S	Straight/following road	Straight/following road
1063	PATTERSON RD & 24 1/2 RD	6/9/2018	6:19:00 PM	PDO	0		At Intersection	Front to Rear	S	Right Turn	Right Turn
1064	PATTERSON RD & 29 1/2 RD	6/12/2018	7:05:00 AM	PDO	40	E	Non-Intersection	Side to Side Opposite Dir	E	Drove Wrong Way	Straight/following road
1065	PATTERSON RD & 24 1/2 RD	6/12/2018	3:40:00 PM	PDO	0		At Intersection	Front to Side	E	Left Turn	Straight/following road
1066	PATTERSON RD & 24 1/2 RD	6/14/2018	4:22:00 PM	PDO	500	S	Driveway Access Related	Front to Side	E	Left Turn	Straight/following road
1067	PATTERSON RD & 24 1/2 RD	6/16/2018	2:54:00 PM	PDO	0		At Intersection	Front to Rear	W	Straight/following road	Slowing
1068	PATTERSON RD & MCMULLIN DR	6/19/2018	5:13:00 PM	INJ	0		At Intersection	Front to Side	W	Left Turn	Straight/following road
1069	PATTERSON RD & N 7TH ST	6/20/2018	11:25:00 AM	PDO	150	W	Driveway Access Related	Front to Side	W	Straight/following road	Left Turn
1070	PATTERSON RD & 29 RD	6/23/2018	11:53:00 PM	PDO	750	S	Non-Intersection	Front to Rear	S	Straight/following road	Slowing
1071	PATTERSON RD & 25 RD	6/25/2018	10:38:00 AM	PDO	150	N	Intersection Related	Front to Rear	S	Straight/following road	Stopped
1072	PATTERSON RD & MIRA VISTA RD	6/27/2018	2:26:00 PM	FAT	260	W	Non-Intersection	Front to Rear	UNK	UNK	Left Turn
1073	PATTERSON RD & COMMERCE BLVD	6/27/2018	8:55:00 AM	INJ	306	E	Driveway Access Related	Front to Side	S	Left Turn	Straight/following road
1074	PATTERSON RD & N 7TH ST	6/27/2018	9:45:00 AM	PDO	580	W	Driveway Access Related	Front to Side	E	Left Turn	Straight/following road
1075	PATTERSON RD & 30 RD	6/28/2018	3:57:00 PM	PDO	0		At Intersection	Front to Side	E	Straight/following road	Straight/following road
1076	PATTERSON RD & N 1ST ST	6/29/2018	10:56:00 AM	PDO	400	W	Intersection Related	Front to Rear	E	Slowing	Stopped
1077	PATTERSON RD & 25 RD	7/2/2018	2:23:00 PM	PDO	173	N	Driveway Access Related	Front to Side	E	Left Turn	Straight/following road
1078	PATTERSON RD & N 12TH ST	7/2/2018	3:48:00 PM	PDO	50	S	Non-Intersection	Front to Rear	N	Straight/following road	Slowing
1079	PATTERSON RD & 30 RD	7/2/2018	11:19:00 PM	PDO	0		Non-Intersection	Front to Rear	E	Straight/following road	Slowing
1080	PATTERSON RD & 24 1/2 RD	7/2/2018	2:38:00 PM	PDO	0		At Intersection	Front to Front	E	Left Turn	Straight/following road
1081	PATTERSON RD & 24 RD	7/5/2018	10:04:00 AM	PDO	80	N	Intersection Related	Side to Side Same Dir	S	Right Turn	Straight/following road
1082	PATTERSON RD & SPRING VALLEY CIR	7/5/2018	12:48:00 PM	PDO	0		Intersection Related	Front to Rear	W	Straight/following road	Stopped
1083	PATTERSON RD & 28 RD	7/7/2018	10:39:00 AM	PDO	0		At Intersection	Front to Side	S	Left Turn	Straight/following road
1084	PATTERSON RD & 30 RD	7/8/2018	7:46:00 PM	INJ	0		At Intersection	Front to Rear	N	Straight/following road	Straight/following road
1085	PATTERSON RD & N 1ST ST	7/9/2018	3:17:00 PM	PDO	0		At Intersection	Front to Side	S	Left Turn	Straight/following road
1086	PATTERSON RD & N 12TH ST	7/9/2018	1:43:00 PM	PDO	0		At Intersection	Front to Rear	E	Straight/following road	Stopped
1087	PATTERSON RD & 24 1/2 RD	7/12/2018	12:57:00 PM	PDO	0		At Intersection	Front to Side	W	Left Turn	Straight/following road
1088	PATTERSON RD & N 12TH ST	7/20/2018	1:32:00 PM	PDO	150	E	Driveway Access Related	Front to Side	N	Straight/following road	Straight/following road
1089	PATTERSON RD & 25 RD	7/22/2018	12:41:00 PM	PDO	0		At Intersection	Front to Rear	E	Straight/following road	Slowing
1090	PATTERSON RD & 25 RD	7/23/2018	5:32:00 PM	PDO	132	N	Driveway Access Related	Front to Front	E	Left Turn	Slowing
1091	636 MARKET ST & PATTERSON RD	7/24/2018	9:08:00 AM	PDO	224	N	Driveway Access Related	Front to Side	E	Right Turn	Left Turn
1092	PATTERSON RD & 27 1/2 RD	7/26/2018	4:28:00 PM	PDO	50	E	Non-Intersection	Front to Rear	E	Straight/following road	Stopped
1093	PATTERSON RD & N 12TH ST	7/26/2018	5:20:00 PM	PDO	350	E	Non-Intersection	Front to Rear	E	Straight/following road	Slowing
1094	PATTERSON RD & 29 RD	7/26/2018	2:24:00 PM	PDO	0		At Intersection	Front to Front	E	Straight/following road	Left Turn
1095	PATTERSON RD & PLACER ST	7/28/2018	10:52:00 AM	PDO	286	W	Non-Intersection	Front to Front	E	Other	Straight/following road
1096	PATTERSON RD & 28 1/4 RD	7/29/2018	4:29:00 PM	PDO	0		At Intersection	Front to Side	W	Left Turn	Straight/following road
1097	PATTERSON RD & MARKET ST	7/31/2018	4:23:00 PM	PDO	0		At Intersection	Overturning	E	Straight/following road	Straight/following road
1098	PATTERSON RD & N 7TH ST	8/6/2018	11:54:00 AM	PDO	250	W	Driveway Access Related	Front to Side	S	Left Turn	Straight/following road
1099	636 MARKET ST & PATTERSON RD	8/7/2018	12:05:00 PM	PDO	294	N	At Intersection	Front to Side	E	Right Turn	Left Turn
1100	PATTERSON RD & 30 RD	8/8/2018	4:08:00 PM	PDO	0		At Intersection	Front to Side	W	Straight/following road	Straight/following road
1101	636 MARKET ST & PATTERSON RD	8/12/2018	2:24:00 PM	PDO	220	N	Driveway Access Related	Front to Side	E	Right Turn	Left Turn
1102	PATTERSON RD & 29 1/2 RD	8/12/2018	9:52:00 AM	PDO	0		At Intersection	Front to Side	N	Left Turn	Stopped
1103	PATTERSON RD & 25 RD	8/14/2018	2:16:00 PM	PDO	695	W	Non-Intersection	Side to Side Same Dir	S	Left Turn	Straight/following road
1104	PATTERSON RD & 28 1/4 RD	8/14/2018	3:19:00 PM	PDO	0		At Intersection	Front to Side	E	Straight/following road	Left Turn
1105	PATTERSON RD & 29 1/2 RD	8/14/2018	4:52:00 PM	PDO	245	W	Intersection Related	Other - Non Collision	E	Other	UNK
1106	PATTERSON RD & 29 RD	8/18/2018	6:10:00 AM	INJ	0		At Intersection	All Other Peds	N	UNK	Straight/following road
1107	PATTERSON RD & N 12TH ST	8/22/2018	11:41:00 AM	PDO	50	N	Intersection Related	Front to Rear	S	Changing Lanes	Stopped
1108	PATTERSON RD & 28 1/4 RD	8/22/2018	3:35:00 PM	PDO	0		At Intersection	Side to Side Same Dir	N	Left Turn	Left Turn
1109	PATTERSON RD & N 12TH ST	8/23/2018	6:46:00 PM	PDO	20	E	Intersection Related	Side to Side Same Dir	N	Right Turn	Straight/following road
1110	PATTERSON RD & N 15TH ST	8/26/2018	2:14:00 PM	PDO	0		At Intersection	Front to Side	E	Left Turn	Straight/following road
1111	PATTERSON RD & 30 RD	8/26/2018	8:01:00 PM	PDO	0		At Intersection	Front to Side	W	Left Turn	Straight/following road
1112	PATTERSON RD & 25 RD	8/26/2018	8:17:00 PM	PDO	0		At Intersection	Front to Front	W	Left Turn	Straight/following road
1113	PATTERSON RD & N 15TH ST	8/27/2018	5:43:00 PM	INJ	685	E	Non-Intersection	Front to Rear	E	Straight/following road	Slowing
1114	PATTERSON RD & N 7TH ST	8/29/2018	5:41:00 PM	PDO	150	E	Non-Intersection	Front to Rear	W	Straight/following road	Stopped
1115	PATTERSON RD & 25 RD	8/29/2018	12:27:00 PM	PDO	0		At Intersection	Front to Side	W	Left Turn	Straight/following road
1116	PATTERSON RD & N 1ST ST	8/29/2018	12:40:00 PM	PDO	100	E	Intersection Related	Front to Rear	W	Straight/following road	Stopped
1117	PATTERSON RD & N 7TH ST	8/29/2018	5:26:00 PM	PDO	0		At Intersection	Front to Front	S	Right Turn	Straight/following road
1118	PATTERSON RD & N 15TH ST	9/4/2018	8:03:00 AM	PDO	175	W	Non-Intersection	Front to Rear	W	Straight/following road	Slowing
1119	PATTERSON RD & 29 RD	9/4/2018	3:17:00 PM	PDO	0		At Intersection	Front to Rear	E	Straight/following road	Right Turn
1120	PATTERSON RD & 25 1/2 RD	9/5/2018	5:27:00 PM	PDO	0		At Intersection	Front to Side	E	Left Turn	Straight/following road
1121	PATTERSON RD & N 7TH ST	9/6/2018	4:05:00 PM	PDO	200	N	Driveway Access Related	Front to Side	E	Right Turn	Straight/following road
1122	PATTERSON RD & N 12TH ST	9/7/2018	11:54:00 AM	PDO	350	E	Intersection Related	Side to Side Same Dir	W	Changing Lanes	Straight/following road
1123	PATTERSON RD & N 15TH ST	9/14/2018	6:24:00 PM	INJ	15	W	At Intersection	All Other Peds	N	Left Turn	Straight/following road
1124	PATTERSON RD & N 1ST ST	9/14/2018	3:07:00 PM	INJ	0		At Intersection	Front to Side	W	Left Turn	Straight/following road
1125	PATTERSON RD & 24 1/2 RD	9/18/2018	11:30:00 AM	PDO	0		At Intersection	Front to Side	W	Straight/following road	Straight/following road
1126	PATTERSON RD & 25 RD	9/21/2018	12:36:00 PM	PDO	150	W	Non-Intersection	Front to Side	E	Left Turn	Straight/following road
1127	PATTERSON RD & 30 RD	9/25/2018	10:33:00 AM	INJ	0		At Intersection	Front to Side	S	Right Turn	Straight/following road
1128	PATTERSON RD & 24 1/2 RD	9/25/2018	1:53:00 PM	PDO	0		At Intersection	Front to Side	N	Straight/following road	Straight/following road
1129	PATTERSON RD & N 7TH ST	9/27/2018	5:25:00 PM	PDO	0		Intersection Related	Front to Rear	E	Straight/following road	Stopped
1130	PATTERSON RD & 24 1/2 RD	9/29/2018	2:15:00 PM	PDO	0		Intersection Related	Front to Rear	W	Slowing	Stopped
1131	PATTERSON RD & 25 RD	10/1/2018	5:22:00 PM	PDO	500	S	Non-Intersection	Front to Rear	N	Slowing	Stopped
1132	PATTERSON RD & 24 1/2 RD	10/6/2018	7:48:00 PM	PDO	500	S	At Intersection	Front to Side	E	Straight/following road	Straight/following road
1133	PATTERSON RD & N 12TH ST	10/7/2018	10:34:00 PM	PDO	0		At Intersection	Front to Side	S	Straight/following road	Straight/following road
1134	PATTERSON RD & BEECHWOOD ST	10/9/2018	7:59:00 AM	PDO	250	W	Non-Intersection	Front to Rear	W	Straight/following road	Slowing
1135	PATTERSON RD & N 12TH ST	10/11/2018	7:54:00 AM	PDO	600	E	Non-Intersection	Front to Rear	W	Slowing	Stopped
1136	PATTERSON RD & 25 RD	10/13/2018	2:25:00 PM	PDO	60	E	Non-Intersection	Front to Rear	E	Straight/following road	Slowing
1137	PATTERSON RD & SERANADE ST	10/13/2018	10:32:00 PM	PDO	158	E	Driveway Access Related	Front to Side	S	Left Turn	Straight/following road
1138	PATTERSON RD & N 12TH ST	10/14/2018	10:06:00 AM	PDO	0		At Intersection	Front to Side	W	Straight/following road	Straight/following road
1139	PATTERSON RD & N 15TH ST	10/17/2018	4:55:00 PM	PDO	20	E	Intersection Related	Front to Rear	E	Straight/following road	Stopped
1140	PATTERSON RD & BELHAVEN WY	10/18/2018	3:54:00 PM	PDO	0		At Intersection	Front to Rear	E	Straight/following road	Straight/following road
1141	PATTERSON RD & 25 RD	10/19/2018	12:30:00 PM	PDO	100	E	Intersection Related	Front to Rear	W	Straight/following road	Stopped
1142	PATTERSON RD & N 12TH ST	10/24/2018	11:00:00 AM	PDO	150	W	Driveway Access Related	Front to Rear	W	Slowing	Slowing
1143	PATTERSON RD & 27 1/2 RD	10/25/2018	11:09:00 AM	PDO	200	W	Non-Intersection	Front to Rear	E	Slowing	Slowing
1144	PATTERSON RD & COTTAGE MEADOWS	10/26/2018	6:04:00 PM	INJ	0		At Intersection	Other - Non Collision	W	Changing Lanes	UNK
1145	PATTERSON RD & HWY 6 & 50	10/26/2018	8:37:00 PM	INJ	0		Non-Intersection	Enbankment	SW	Straight/following road	UNK
1146	PATTERSON RD & BEECHWOOD ST	10/27/2018	3:28:00 PM	PDO	50	W	Non-Intersection	Sign	W	Straight/following road	UNK
1147	PATTERSON RD & 30 RD	10/30/2018	10:29:00 AM	PDO	0		At Intersection	Front to Rear	W	Straight/following road	Stopped
1148	PATTERSON RD & 28 1/4 RD	10/31/2018	3:06:00 PM	PDO	200	W	Intersection Related	Front to Rear	E	Straight/following road	Slowing
1149	PATTERSON RD & 25 RD	11/3/2018	4:05:00 PM	PDO	492	E	Non-Intersection	Front to Rear	W	Straight/following road	Stopped
1150	PATTERSON RD & 24 1/2 RD	11/3/2018	11:20:00 AM	PDO	0		At Intersection	Front to Side	E	Left Turn	Straight/following road
1151	PATTERSON RD & GRAND CASCADE WY	11/4/2018	7:34:00 PM	PDO	0	W	Non-Intersection	Side to Side Same Dir	W	Straight/following road	Straight/following road
1152	PATTERSON RD & 27 1/2 RD	11/6/2018	7:53:00 PM	PDO	0		Intersection Related	Front to Rear	W	Straight/following road	Stopped
1153	PATTERSON RD & 27 1/2 RD	11/7/2018	6:46:00 PM	PDO	200	E	Driveway Access Related	Front to Side	N	Left Turn	Straight/following road
1154	636 MARKET ST & PATTERSON RD	11/9/2018	11:52:00 AM	PDO	250	N	Driveway Access Related	Front to Side	E	Right Turn	Left Turn
1155	PATTERSON RD & 28 1/4 RD	11/9/2018	6:22:00 PM	PDO	400	W	Intersection Related	Front to Rear	E	UNK	Stopped
1156	PATTERSON RD & 25 RD	11/12/2018	5:28:00 PM	PDO	250	W	Driveway Access Related	Front to Side	E	Left Turn	Straight/following road
1157	PATTERSON RD & N 7TH ST	11/12/2018	6:09:00 PM	PDO	0	S	At Intersection	Front to Side	S	Left Turn	Straight/following road
1158	PATTERSON RD & MIRA VISTA RD	11/13/2018	12:13:00 PM	PDO	500	W	Non-Intersection	Front to Rear	E	Straight/following road	Slowing
1159	PATTERSON RD & 29 RD	11/14/2018	4:03:00 PM	PDO	400	S	Driveway Access Related	Front to Side	W	Left Turn	Straight/following road
1160	PATTERSON RD & 29 RD	11/16/2018	6:07:00 PM	PDO	0		At Intersection	Front to Rear	E	Slowing	Stopped
1161	PATTERSON RD & 24 1/2 RD	11/17/2018	2:38:00 PM	PDO	0		At Intersection	Front to Front	S	Left Turn	Straight/following road
1162	PATTERSON RD & MARKET ST	11/17/2018	5:18:00 PM	PDO	0		At Intersection	Front to Side	N	Right Turn	Left Turn
1163	PATTERSON RD & 30 RD	11/22/2018	5:08:00 PM	PDO	0	W	At Intersection	Front to Side	W	Left Turn	Straight/following road
1164	PATTERSON RD & 30 RD	11/28/2018	9:58:00 PM	PDO	0		At Intersection	Front to Side	S	Straight/following road	Straight/following road
1165	PATTERSON RD & GRAND CASCADE WY	11/29/2018	5:00:00 PM	PDO	0		Non-Intersection	Front to Rear	E	Slowing	Slowing
1166	PATTERSON RD & 29 RD	11/29/2018	4:20:00 PM	PDO	0		At Intersection	Front to Front	W	Left Turn	Straight/following road
1167	PATTERSON RD & BELHAVEN WY	11/29/2018	4:39:00 PM	PDO	0	N	At Intersection	Front to Side	N	Left Turn	Straight/following road
1168	PATTERSON RD & N 12TH ST	11/30/2018	6:07:00 PM	PDO	0		At Intersection	Side to Side Same Dir	E	Right Turn	Left Turn
1169	REDLANDS PKWY RAMP & PATTERSON RD	12/2/2018	8:53:00 AM	PDO	400	S	Highway Interchange	Front to Rear	NW	Changing Lanes	Changing Lanes
1170	PATTERSON RD & N 1ST ST	12/5/2018	5:15:00 PM	PDO	50	E	Intersection Related	Front to Rear	W	Slowing	Stopped
1171	PATTERSON RD & N 12TH ST	12/5/2018	9:26:00 AM	PDO	0		At Intersection	Front to Side	E	Right Turn	Straight/following road
1172	PATTERSON RD & N 1ST ST	12/7/2018	4:11:00 PM	PDO	150	W	Non-Intersection	Front to Rear	E	Straight/following road	Stopped
1173	PATTERSON RD & 25 RD	12/7/2018	12:09:00 PM	PDO	233	N	Driveway Access Related	Front to Side	E	Left Turn	Straight/following road

#	Intersection	Date	Time	Severity	Distance From Int	Direction from Int	Road Description	Accident Type	Dir	Vehicle 1 Movement	Vehicle 2 Movement
1174	PATTERSON RD & 24 1/2 RD	12/7/2018	2:52:00 PM	PDO	189	N	Driveway Access Related	Front to Side	W	Left Turn	Straight/following road
1175	PATTERSON RD & 24 1/2 RD	12/8/2018	2:21:00 PM	PDO	0		At Intersection	Front to Rear	N	Straight/following road	Stopped
1176	PATTERSON RD & 25 RD	12/10/2018	6:45:00 AM	PDO	0		At Intersection	Front to Side	N	Right Turn	Straight/following road
1177	PATTERSON RD & 24 RD	12/11/2018	8:57:00 PM	PDO	0		At Intersection	Front to Side	N	Left Turn	Straight/following road
1178	PATTERSON RD & MESA MALL ENTRANCE	12/13/2018	10:48:00 AM	PDO	0		At Intersection	Front to Side	W	Straight/following road	Left Turn
1179	PATTERSON RD & 25 RD	12/13/2018	3:19:00 PM	PDO	0		At Intersection	Front to Side	E	Straight/following road	Left Turn
1180	PATTERSON RD & 25 RD	12/14/2018	3:15:00 PM	PDO	570	W	Non-Intersection	Front to Rear	E	Straight/following road	Stopped
1181	PATTERSON RD & 24 1/2 RD	12/15/2018	4:56:00 PM	PDO	500	S	At Intersection	Front to Front	E	Left Turn	Left Turn
1182	PATTERSON RD & 30 RD	12/16/2018	3:14:00 PM	PDO	400	W	Intersection Related	Front to Rear	E	Straight/following road	Slowing
1183	PATTERSON RD & 28 1/4 RD	12/18/2018	12:23:00 PM	PDO	150	W	Non-Intersection	Front to Rear	E	Straight/following road	Stopped
1184	PATTERSON RD & MIRA VISTA RD	12/19/2018	3:51:00 PM	PDO	0		At Intersection	Front to Rear	W	Straight/following road	Stopped
1185	PATTERSON RD & 29 1/2 RD	12/23/2018	5:37:00 PM	PDO	0		At Intersection	Bicycle	W	Straight/following road	Left Turn
1186	PATTERSON RD & 29 1/2 RD	12/24/2018	2:59:00 PM	PDO	0		At Intersection	Front to Side	E	Straight/following road	Left Turn

Appendix D - Traffic Methodology, Data, and Analysis

CITY OF GRAND JUNCTION
PATTERSON ROAD ACCESS STUDY – TRAFFIC OPERATIONS

US 6/ US 50/ I-70B to Lodgepole Street

January 2021

Prepared for:

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TABLE OF CONTENTS

1.0 Existing Traffic Operations 3

1.1 Traffic Volumes 3

1.2 Level of Service Criteria 3

1.3 LOS Analysis 4

1.3.1 Intersections 4

1.3.2 Facility Operations 5

2.0 Year 2045 No Build Traffic Operations 6

2.1 Year 2045 Traffic Volumes and Roadway Network 6

2.2 Signal Warrants 7

2.3 Auxiliary Lanes 8

2.4 Additional Geometric Changes to No Build Model 8

2.5 2045 No Build Traffic Operations 9

2.5.1 Intersections 9

2.5.2 Facility Operations 10

3.0 Year 2045 ACP Traffic Operations 10

3.1 Year 2045 ACP Scenario 10

3.2 Auxiliary Lanes 11

3.3 Geometric Changes to 2045 ACP Model 12

3.4 2045 ACP Traffic Operations 12

3.4.1 Intersections 12

3.4.2 Facility Operations 13

3.5 Evaluated Alternatives 13

1.0 EXISTING TRAFFIC OPERATIONS

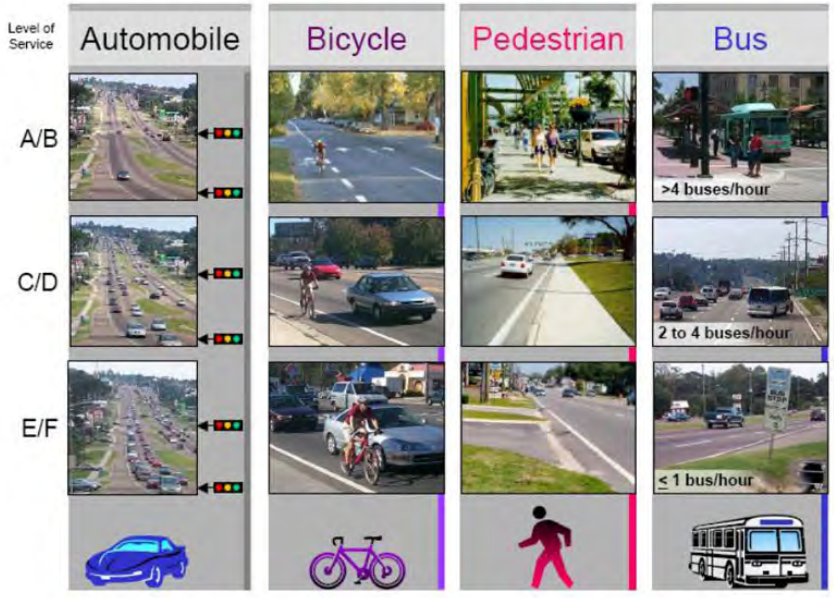
1.1 Traffic Volumes

Existing traffic volumes were collected throughout the study area. Turning movement counts were collected on Tuesday, March 3, 2020 during the AM peak period (7:00-9:00 AM) and the PM peak period (4:00-6:00 PM) at 15 intersections. Vehicle classification counts were collected at 13 locations along Patterson Rd from March 3-4, 2020. Since turning movements were not collected at 15th St, the volumes at that intersection were taken from a Traffic Impact Study conducted by Kimley Horn for the intersection of 12th St and Patterson Rd. The existing traffic counts are included in Appendix D.

1.2 Level of Service Criteria

Traffic analyses were conducted in accordance with procedures outlined in the Highway Capacity Manual, 6th Edition (HCM), and include intersection and highway segment Level-of-Service (LOS). LOS is a measure of the quality of traffic flow and ranges from LOS A (nearly ideal traffic conditions with very little delay for motorists) to LOS F (poor traffic conditions with long motorist delays). LOS C is typically considered a “good” traffic condition. LOS D or better conditions are typically desirable during peak traffic periods; however, LOS E conditions are not uncommon. LOS F, although undesirable, is also not uncommon for side street traffic movements at full movement, unsignalized intersections with high volume arterial roadways.

Where an unsignalized intersection operates at LOS E or F, a volume to capacity (V/C) ratio has been reported for the critical movement. The V/C ratio is a measure of how close a movement is to capacity, with 1.00 indicating that the movement has reached capacity. Where V/C exceeds 1.00, traffic demand during peak periods exceeds the capacity for the movement. This condition will cause queues (amount of traffic backed up at an intersection) to grow, potentially overflowing auxiliary lanes and blocking adjacent traffic lanes until demand decreases. Examples of LOS for various modes of travel are shown below.



Source: FDOT Quality/Level of Service Handbook

Table 1 provides a summary of the HCM's LOS Criteria for intersections and Table 2 provides a summary of the LOS Criteria for urban street segments.

Table 1 – Intersection LOS Criteria

Level of Service (LOS)	Signalized Intersection	Unsignalized Intersection	Traffic Characteristics
	Average Intersection Delay (sec/veh)	Worst Movement (sec/veh)	
A	<= 10	<= 10	Free Flow / Insignificant Delays
B	> 10-20	> 10-15	Stable Flow / Minimal Delays
C	> 20-35	>15-25	Stable Flow / Acceptable Delays
D	> 35-55	>25-35	Nearing Unstable / Tolerable Delays
E	> 55-80	>35-50	Unstable Flow / Significant Delays
F	> 80	> 50	Forced Flow / Excessive Delays

Table 2 – Urban Street LOS Criteria

LOS	Travel Speed Threshold by Base Free-Flow Speed (mi/h)							Volume to Capacity Ratio
	55	50	45	40	35	30	25	
A	>44	>40	>36	>32	>28	>24	>20	<=1.0
B	>37	>34	>30	>27	>23	>20	>17	
C	>28	>25	>23	>20	>18	>15	>13	
D	>22	>20	>18	>16	>14	>12	>10	
E	>17	>15	>14	>12	>11	>9	>8	
F	<=17	<=15	<=14	<=12	<=11	<=9	<=8	
F	Any							>1.0

1.3 LOS Analysis

1.3.1 Intersections

Traffic operations were evaluated using the *Highway Capacity Manual, 6th Edition* methods as

applied in the HCS 7 software. The Streets module in HCS was the primary tool used for analyzing traffic operations for both the intersections and the roadway segments between intersections along Patterson Rd. TEAPAC files containing the existing signal timings were provided by the City of Grand Junction. Since HCS is better suited to conduct the traffic analysis required by this ACP, the timings from TEAPAC were imported into the HCS models. Table 3 and

Table 4 show the existing traffic operations at the stop-controlled and signalized intersections.

Table 3 – Existing Stop-Controlled Intersection Delay & LOS

Intersection	AM			PM		
	Movement	Delay (sec)	LOS (V/C)	Movement	Delay (sec)	LOS (V/C)
28 Rd & Patterson Rd	SBL	613.0	F (1.57)	SBL	527.9	F (1.34)

Table 4 – Existing Signalized Intersection Delay & LOS

Intersection	AM		PM	
	Delay (sec)	LOS	Delay (sec)	LOS
24 Rd & Patterson Rd	31.4	C	48.6	D
Market St & Patterson Rd	11.8	B	27.8	C
Mesa Mall Access & Patterson Rd	8.4	A	19.2	B
24 1/2 Rd & Patterson Rd	15.7	B	27.4	C
25 Rd & Patterson Rd	33.2	C	108.8	F
25 1/2 Rd & Patterson Rd	21.7	C	34.0	C
N 1st St & Patterson Rd	24.3	C	19.0	B
N 7th St & Patterson Rd	26.1	C	28.2	C
N 12th St & Patterson Rd	32.9	C	39.4	D
N 15th St & Patterson Rd	5.1	A	7.1	A
27 1/2 Rd & Patterson Rd	18.9	B	18.5	B
28 1/4 Rd & Patterson Rd	18.4	B	19.0	B
29 Rd & Patterson Rd	56.1	E	54.8	D
29 1/2 Rd & Patterson Rd	19.0	B	14.1	B
30 Rd & Patterson Rd	31.7	C	30.2	C

All the signalized intersections operate at acceptable levels of service, with the exception of Patterson Rd & 25 Rd, which operates at LOS F in the PM peak hour. This is primarily due to the eastbound thru movement being over capacity. The stop-controlled intersection of Patterson Rd & 28 Rd fails in both the AM and PM time periods as a result of the southbound left turn movement having difficulty finding gaps in traffic while turning onto Patterson Rd. The V/C ratio is well over 1.00 in both time periods, indicating that queuing is likely a problem for the southbound left turning movement. Since the traffic volumes at this intersection are too low to warrant a signal, restricting the southbound left turn movement should be considered. The HCS results have been included in Appendix D.

1.3.2 Facility Operations

In accordance with HCM methods, traffic operations for both the individual urban street segments and the overall facility were analyzed. Table 5 shows the travel speed, percent of free flow speed (PFFS), and the LOS.

Table 5 – Existing Facility Operations

Segment	AM						PM					
	Eastbound			Westbound			Eastbound			Westbound		
	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS
24 Rd to Market St	12.3	29.2	F	24.8	59.7	C	12.7	30.1	E	13.1	31.6	E
Market St to Mesa Mall Access	21.6	51.3	C	25.8	61.8	C	14.4	34.1	E	18.0	43.1	D
Mesa Mall Access to 24 1/2 Rd	30.2	75.2	B	30.3	74.5	B	26.3	65.5	C	28.9	70.9	B
24 1/2 Rd to 25 Rd	34.8	85.5	A	25.2	58.6	C	26.1	64.2	C	26.2	61.0	C
25 Rd to 25 1/2 Rd	22.2	51.4	C	35.5	82.3	A	7.4	17.2	F	30.4	70.4	B
25 1/2 Rd to 1st St	31.5	73.1	B	29.6	72.6	B	21.6	50.1	C	33.2	81.6	A
1st St to 7th St	30.6	72.5	B	27.4	68.7	B	29.8	70.7	B	24.4	61.1	C
7th St to 12th St	33.6	84.0	A	23.6	55.7	C	25.9	64.7	C	22.6	53.4	C
12th St to 15th St	14.7	36.8	E	34.1	80.7	A	14.5	36.3	E	31.7	75.1	B
15th St to 27 1/2 Rd	36.2	82.2	A	27.0	61.3	C	32.8	74.5	B	26.4	59.8	C
27 1/2 Rd to 28 1/4 Rd	36.5	84.0	A	34.7	75.6	B	37.4	85.9	A	36.4	79.4	B
28 1/4 Rd to 29 Rd	35.8	84.1	A	32.6	72.6	B	34.7	81.6	A	32.4	72.2	B
29 Rd to 29 1/2 Rd	27.6	62.8	C	31.1	70.8	B	24.5	55.9	C	36.8	83.7	A
29 1/2 Rd to 30 Rd	36.7	80.6	A	20.5	50.2	C	37.4	82.1	A	19.6	48.1	D
Facility (24 Rd to 30 Rd)	**29.2**	**68.7**	**B**	**28.5**	**66.8**	**C**	**21.9**	**51.5**	**F**	**27.3**	**64.0**	**C**

As can be seen in the table, most of the segments operate acceptably. Notably, the segment from 24 Rd to Market St operates at a LOS F for the eastbound direction in the AM, and LOS E in both directions during the PM. The segment from 25 Rd to 25 ½ Rd operates at LOS F for the eastbound direction in the PM. Overall, the facility operates at LOS B and C for the eastbound and westbound directions in the AM. The westbound direction operates at LOS C in the PM, while the eastbound direction operates at LOS F. HCS gives a facility LOS of F if any of the segments are over capacity, so while the eastbound direction in the PM is technically LOS F, it is only due to one segment operating over capacity. Overall, the travel speeds along the corridor are good.

2.0 YEAR 2045 NO BUILD TRAFFIC OPERATIONS

2.1 Year 2045 Traffic Volumes and Roadway Network

The 2045 No Build scenario models the projected traffic conditions in the year 2045, assuming the access recommendations proposed by the ACP have not been implemented. The No Build scenario is used to identify which locations will potentially develop operational issues due to growth in traffic volumes, and is used to compare operational characteristics with the Year 2045 ACP scenario. Traffic operations or conditions in the 2045 No Build scenario may be unacceptable, with potential solutions to these issues proposed in the ACP scenario.

While the roadway geometry remained consistent with the Existing scenario, the traffic volumes were increased to reflect the expected growth in the surrounding area. The 2045 intersection volumes were forecasted using the Grand Valley MPO Travel Demand Model. The primary purpose of the year 2045 Travel Demand Model is to forecast traffic and travel in communities throughout the region. Additionally, the model can support evaluation of proposed roadway projects, help evaluate potential impacts of proposed development projects, and support various other studies of the region, subareas, corridors, and other planning activities. The model has been calibrated to reflect a base year of 2018, and contains future year data reflecting the forecasted year 2045 conditions. Generally speaking, collector roadways and

above are reflected in the model. Local roadways and private accesses are not represented. Land and roadway developments that are expected to be completed by the year 2045 have been incorporated into the model, while projects that are not yet a certainty, have not been included. The City of Grand Junction has provided information on several proposed developments that are expected to be completed by the year 2045. The location of each development is listed below:

- NW corner of 27 Rd and Patterson Rd
- 2566 & 2580 Patterson
- Burkey Park
- Matchett Park
- Orange Grove and Thunder Valley
- NW of 7th and Patterson

The year 2045 model from the Grand Valley MPO has the option to include an interchange between I-70 and 29 Rd. This interchange would increase traffic volumes along a portion of Patterson Rd, and decrease the volumes along a different portion. This project is currently unfunded, and there is no certainty of it being completed by 2045. Because of the uncertainty, the year 2045 Travel Demand Model that is used for this project will not include an interchange at 29 Rd.

The Iterative Procedure – Directional Method as described in NCHRP Report 765 Analytical Travel Forecasting Approaches for Project-Level Planning and Design was used to generate intersection turning movement forecasts for the horizon year. The directional method uses an iterative approach to alternatively balance entering traffic and departing traffic volumes until an acceptable level of convergence is reached. The program Turns32 was used to balance the volumes. There were three sets of volumes for this project: year 2020 turning movement counts, year 2018 travel demand model, and year 2045 travel demand model. The increase in link volumes from the 2018 to 2045 travel demand model was calculated, and then added to the link volumes of the 2020 turning movement counts. These link volumes, along with the raw 2020 turning movement counts were input into Turns32. The turning movement counts were then increased in Turns32 to balance with the link volumes. These increased turning movements are the 2045 projected turning movements used in the traffic analysis. The 2045 projected turning movement volumes are 33% higher than the 2020 turning movement counts in the AM peak hour, and 24% higher in the PM peak hour.

2.2 Signal Warrants

In order to identify potential future traffic control at full movement intersections, traffic signal warrants were evaluated at a high level. The Manual on Uniform Traffic Control Devices (MUTCD) contains nine traffic signal warrants that help determine if installing a traffic signal at a particular location is justified. The signal warrants are listed below.

#1 – Eight-Hour Vehicular Volume
#2 – Four-Hour Vehicular Volume
#3 – Peak Hour Vehicular Volume
#4 – Pedestrian Volume
#5 – School Crossing
#6 – Coordinated Signal System
#7 – Crash Experience

#8 – Roadway Network
#9 – Intersection Near a (Railroad) Grade Crossing

The only unsignalized intersection being studied along Patterson Rd is the intersection of Patterson Rd & 28 Rd, which is currently stop-controlled. Since 2045 traffic volumes are speculative, only the Peak Hour (#3) signal warrant was evaluated at corridor intersections. In order for a signal to be warranted, the left turning movement from 28 Rd onto Patterson Rd would have to be at least 100 vph. It is projected to be 49 vph in the AM, and 77 vph in the PM, meaning that a signal is not warranted. In 2021 the City will be connecting 28 Rd to the signal at 28 ¼ Rd via Hawthorne Ave. This will alleviate the left turn delay problem.

2.3 Auxiliary Lanes

With the increased volumes expected for 2045, each turning movement was assessed to see if an auxiliary lane is warranted, based on the requirements outlined by the Grand Junction Transportation Engineering Design Standards (TEDS) Manual. The number of vehicles required to warrant an auxiliary lane is based on the number of thru lanes on the arterial, the speed limit, and whether it is a right or left turning movement. These requirements can be found in section 29.28.170 of the TEDS Manual. According to the manual, dual lefts were included in locations where the left turning movement exceeded 300 vph. The warranted auxiliary lanes were included in both the 2045 No Build and Build HCS models. Some level of ROW impacts, typical to a public project, are anticipated to occur in order to accommodate the additional auxiliary lanes. Table 6 shows the warranted auxiliary lanes that are not currently in place. The ACP found that thirteen intersections warranted auxiliary lanes as listed in the table below.

Table 6–Required Auxiliary Lanes

Intersection	Movement Warranting Auxiliary Lane	
	Left Decel	Right Decel
24 Rd & Patterson Rd		EBR, WBR, SBR
Market St & Patterson Rd		EBR
Mesa Mall Access & Patterson Rd		EBR
24 1/2 Rd & Patterson Rd		EBR, WBR
25 Rd & Patterson Rd		EBR, WBR
25 1/2 Rd & Patterson Rd		EBR, WBR
N 1st St & Patterson Rd		WBR
N 7th St & Patterson Rd		WBR
N 12th St & Patterson Rd	WBL (Dual Lefts)	WBR
28 1/4 Rd & Patterson Rd		EBR
29 Rd & Patterson Rd		EBR, WBR
29 1/2 Rd & Patterson Rd	NBL, SBL	EBR, WBR
30 Rd & Patterson Rd		EBR, WBR

2.4 Additional Geometric Changes to No Build Model

Along with the required auxiliary lanes that were added to the HCS models for the 2045 No Build scenario, several other intersection improvements that are expected to be completed by the year 2045 were added to the models. The intersection of Patterson Rd & 24 Rd was

modeled with two northbound thru lanes and two eastbound left turn lanes. The intersection of Patterson Rd & 12th St was assumed to have dual lefts for each approach, and the intersection of Patterson Rd & 29 Rd was assumed to have dual northbound left turn lanes. These three intersection improvements were modeled in both the 2045 No Build and the 2045 ACP models. It is anticipated that the 12th Street project will require additional ROW. The other two projects may be able to fit the proposed infrastructure within existing ROW, but may need temporary easements for tie-ins.

2.5 2045 No Build Traffic Operations

2.5.1 Intersections

Traffic operations were evaluated using *Highway Capacity Manual, 6th Edition* methods as applied in the HCS 7 software. The Streets module in HCS is the primary tool for analyzing traffic operations for both the intersections and the roadway segments between intersections along Patterson Rd. The cycle lengths, splits, and offsets were optimized to accommodate the 2045 traffic patterns. The roadway network was updated to include all of the warranted auxiliary lanes, but the specific changes proposed by this ACP are not in the No Build scenario. Table 7 and

Table 8 show the traffic operations for the intersections along Patterson Rd in the 2045 No Build scenario. The HCS printouts of the results can be found in Appendix D.

Table 7 – 2045 No Build Stop-Control Intersection Delay & LOS

Intersection	AM			PM		
	Movement	Delay (sec)	LOS (V/C)	Movement	Delay (sec)	LOS (V/C)
28 Rd & Patterson Rd	SBL	1520.1	F (3.30)	SBL	1682.2	F (3.92)

Table 8 – 2045 No Build Signalized Intersection Delay & LOS

Intersection	AM		PM	
	Delay (sec)	LOS	Delay (sec)	LOS
24 Rd & Patterson Rd	38.2	D	40.4	D
Market St & Patterson Rd	9.0	A	24.4	C
Mesa Mall Access & Patterson Rd	13.5	B	34.4	C
24 1/2 Rd & Patterson Rd	22.6	C	39.5	D
25 Rd & Patterson Rd	31.2	C	74.0	E
25 1/2 Rd & Patterson Rd	20.9	C	24.4	C
N 1st St & Patterson Rd	30.7	C	50.5	D
N 7th St & Patterson Rd	20.4	C	52.5	D
N 12th St & Patterson Rd	33.3	C	76.4	E
N 15th St & Patterson Rd	5.9	A	6.0	A
27 1/2 Rd & Patterson Rd	19.9	B	19.2	B
28 1/4 Rd & Patterson Rd	26.1	C	36.0	D
29 Rd & Patterson Rd	30.1	C	39.2	D
29 1/2 Rd & Patterson Rd	14.3	B	50.6	D
30 Rd & Patterson Rd	27.2	C	20.1	C

The stop-controlled intersection at 28 Rd & Patterson Rd is expected to continue to operate at LOS F in 2045, due to left turns out of the side streets having difficulty finding gaps in the traffic along Patterson Rd. The V/C ratio is far over 1.00, indicating that queueing will be problematic.

Delays have increased at most of the signalized intersections along the corridor due to the increase in traffic volume. The intersections of Patterson Rd & 25 Rd and of Patterson Rd & 12th St are expected to operate at LOS E in the PM. The poor level of service is caused by the eastbound thru movement operating over capacity at both intersections. Without a third eastbound thru lane, it will be difficult to allocate enough green time to the eastbound thru movement without causing operational issues for the side streets.

2.5.2 Facility Operations

Traffic operations for both the individual urban street segments and the overall facility were analyzed using the HCS Streets methods. Table 9 shows the travel speed, percent of free flow speed (PFFS), and the LOS.

Table 9 – 2045 No Build Facility Operations

Segment	AM						PM					
	Eastbound			Westbound			Eastbound			Westbound		
	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS
24 Rd to Market St	7.5	17.9	F	18.6	44.8	D	3.2	7.7	F	10.8	26.1	F
Market St to Mesa Mall Access	29.8	70.9	B	26.5	63.6	C	18.2	43.3	D	12.3	29.6	F
Mesa Mall Access to 24 1/2 Rd	26.6	66.3	C	28.2	69.2	B	16.9	42.0	D	18.4	56.7	C
24 1/2 Rd to 25 Rd	28.1	69.2	B	23.1	53.7	C	21.0	51.6	C	12.3	28.6	F
25 Rd to 25 1/2 Rd	25.9	60.0	C	34.3	79.5	B	11.5	26.7	F	36.7	85.0	A
25 1/2 Rd to 1st St	30.6	71.0	B	23.6	57.8	C	30.1	69.9	B	26.0	63.8	C
1st St to 7th St	22.6	53.6	C	31.0	77.7	B	13.5	32.0	F	23.0	57.8	C
7th St to 12th St	29.9	74.6	B	20.2	47.8	D	11.1	27.7	F	19.2	45.3	D
12th St to 15th St	13.8	34.6	E	33.9	80.1	A	5.2	13.1	F	35.6	84.1	A
15th St to 27 1/2 Rd	32.8	74.5	B	19.0	43.2	D	28.8	65.4	C	22.4	50.8	C
27 1/2 Rd to 28 1/4 Rd	35.7	82.1	A	29.4	64.1	C	37.4	85.9	A	27.4	59.8	C
28 1/4 Rd to 29 Rd	32.8	77.0	B	28.1	62.6	C	26.2	61.6	C	24.7	54.9	C
29 Rd to 29 1/2 Rd	24.2	55.1	C	34.9	79.5	B	20.7	47.3	D	23.2	53.0	C
29 1/2 Rd to 30 Rd	41.5	91.1	A	28.1	68.9	B	14.9	32.8	F	31.9	78.1	B
Facility (24 Rd to 30 Rd)	**26.7**	**62.9**	**C**	**26.8**	**62.8**	**C**	**15.5**	**42.5**	**F**	**22.4**	**52.3**	**F**

The travel speeds along the highway segments of Patterson Rd have decreased from the Existing Conditions scenario. The roadway segment between 24 Rd and Market St is the most problematic, operating at LOS F for the eastbound direction in the AM and LOS F for both directions in the PM. Several other segments operate at LOS F for the PM time period, most notably the eastbound segment of Patterson Rd from 1st St to 15th St.

3.0 YEAR 2045 ACP TRAFFIC OPERATIONS

3.1 Year 2045 ACP Scenario

The ACP scenario analyzes the traffic conditions assuming that all of the recommendations proposed by the ACP have been implemented. The base traffic volumes remain the same as in

the 2045 No Build scenario, however, in locations where a movement has been restricted in the ACP scenario, the vehicles are rerouted, resulting in different turning movement volumes.

3.2 Auxiliary Lanes

Since the volumes of several of the turning movements in the ACP scenario differ from those in the No Build scenario, each turning movement was reassessed to see if an auxiliary lane is warranted based on the requirements outlined by the Grand Junction Transportation Engineering Design Standards (TEDS) Manual. The number of vehicles required to warrant an auxiliary lane is based on the number of thru lanes on the arterial, the speed limit, and whether it is a right or left turning movement. These requirements can be found in section 29.28.170 of the TEDS Manual. Per the TEDS Manual, dual lefts were included in locations where the left turning movement exceeded 300 vph. Along with identifying the warranted auxiliary lanes, their required lengths were calculated as well, and are shown in Table 10. The total length for both right and left turn lanes in the TEDS Manual standards is calculated by adding the taper length to the 90% queue length. The required auxiliary lanes have been included in the HCS models. It is anticipated that some level of ROW impacts, typical to a public project, will occur to accommodate the additional auxiliary lanes.

Table 10 – 2045 ACP Required Auxiliary Lanes

Intersection	Movement	Volume	Speed Limit	Taper Length	90% Queue Length	Total Length
Patterson Rd & 24 Rd	SBR	71	40	90	43	133
	EBR	207	35	60	0	60
	WBR	359	35	60	0	60
Patterson Rd & Market St	EBR	141	35	60	41	101
Patterson Rd & Home Depot	EBR	227	35	60	103	163
	NBL	279	20	60	139	199
	NBR	249	20	60	205	265
Patterson Rd & 24 1/2 Rd	EBR	251	35	60	165	225
	WBR	282	35	60	92	152
Patterson Rd & 25 Rd	EBR	181	40	90	124	214
	WBR	147	40	90	89	179
Patterson Rd & 25 1/2 Rd	EBR	144	40	90	84	174
	WBR	147	40	90	17	107
Patterson Rd & 1st St	WBR	124	35	60	93	153
Patterson Rd & 7th St	WBR	172	35	60	30	90
Patterson Rd & 12 St	SBL	288	40	90	139	229
	WBL (Dual)	382	40	90	79	169
	WBR	151	40	90	59	149
Patterson Rd & 15 St	EBR	30	40	90	175	265
	WBR	194	40	90	30	120
Patterson Rd & 28 1/4 Rd	EBR	329	40	90	73	163
Patterson Rd & 29 Rd	EBR	310	45	90	154	244
	WBR	98	45	90	21	111
Patterson Rd & 29 1/2 Rd	EBR	96	45	90	73	163
	WBR	265	45	90	114	204
	NBL	86	35	60	73	133
	SBL	155	35	60	191	251
Patterson Rd & 30 Rd	EBR	319	35	60	34	94
	WBR	69	45	90	33	123

3.3 Geometric Changes to 2045 ACP Model

The required auxiliary lanes were included in the 2045 ACP HCS models. The following three changes were added to the 2045 ACP models, just as they were to the 2045 No Build models as well. The intersection of Patterson Rd & 24 Rd was modeled with two northbound thru lanes and two eastbound left turn lanes. The intersection of Patterson Rd & 12th St was assumed to have dual lefts for each approach, and the intersection of Patterson Rd & 29 Rd was assumed to have dual northbound left turn lanes.

3.4 2045 ACP Traffic Operations

3.4.1 Intersections

Traffic operations were evaluated using *Highway Capacity Manual, 6th Edition* methods as applied in the HCS 7 software. The Streets module in HCS is the primary tool for analyzing traffic operations for both the intersections and the roadway segments between intersections along Patterson Rd. The signal cycle lengths, splits, and offsets were optimized to accommodate the changed traffic patterns. Table 11 and Table 13 show the traffic operations for the intersections along Patterson Rd in the 2045 ACP scenario. The HCS printouts of the results can be found in Appendix D.

Table 11 – 2045 ACP Stop-Control Intersection Delay & LOS

Intersection	AM			PM		
	Movement	Delay (sec)	LOS (V/C)	Movement	Delay (sec)	LOS (V/C)
28 Rd & Patterson Rd	SBR	26.4	D	SBR	16.6	C

Table 12 – 2045 ACP Signalized Intersection Delay & LOS

Intersection	AM		PM	
	Delay (sec)	LOS	Delay (sec)	LOS
24 Rd & Patterson Rd	30.1	C	37.6	D
Market St & Patterson Rd	9.7	A	22.6	C
Mesa Mall Access & Patterson Rd	8.7	A	35.5	D
24 1/2 Rd & Patterson Rd	20.5	C	35.4	D
25 Rd & Patterson Rd	28.9	C	55.7	E
25 1/2 Rd & Patterson Rd	25.7	C	31.1	C
N 1st St & Patterson Rd	27.8	C	49.0	D
N 7th St & Patterson Rd	25.6	C	34.8	C
N 12th St & Patterson Rd	27.4	C	62.4	E
N 15th St & Patterson Rd	4.5	A	10.5	B
27 1/2 Rd & Patterson Rd	20.0	C	30.4	C
28 1/4 Rd & Patterson Rd	24.5	C	33.4	C
29 Rd & Patterson Rd	26.7	C	38.4	D
29 1/2 Rd & Patterson Rd	17.8	B	32.9	C
30 Rd & Patterson Rd	21.5	C	23.0	C

The intersection results are similar to those of the 2045 No Build scenario, with the intersections of Patterson Rd & 25 Rd and Patterson Rd & 12th St still expected to operate at LOS E in the

PM. Unless geometric changes are made to increase the capacity of the eastbound thru movement, it is likely that operations at these two intersections will be problematic by year 2045.

3.4.2 Facility Operations

Traffic operations for both the individual urban street segments and the overall facility were analyzed using the HCS Streets methods. Table 13 shows the travel speed, percent of free flow speed (PFFS), and the LOS.

Table 13 – 2045 ACP Facility Operations

Segment	AM						PM					
	Eastbound			Westbound			Eastbound			Westbound		
	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS	Travel Speed MPH	PFFS	LOS
24 Rd to Market St	7.3	17.3	F	18.6	44.8	D	6.2	14.7	F	16.2	39.1	E
Market St to Mesa Mall Access	27.7	66.7	C	27.1	65.2	C	16.7	40.3	D	13.5	32.5	E
Mesa Mall Access to 24 1/2 Rd	31.9	79.2	B	26.6	65.0	C	16.8	41.7	D	21.3	52.2	C
24 1/2 Rd to 25 Rd	29.8	72.8	B	23.8	54.9	C	21.2	51.6	C	21.8	50.4	C
25 Rd to 25 1/2 Rd	25.7	59.9	C	29.8	69.4	B	16.1	37.6	F	31.6	73.6	B
25 1/2 Rd to 1st St	29.1	67.2	B	24.2	59.1	C	24.3	56.1	C	22.8	55.6	C
1st St to 7th St	24.3	56.8	C	27.0	66.8	C	14.7	34.5	F	29.3	72.6	B
7th St to 12th St	23.9	58.7	C	23.4	54.4	C	31.6	77.5	B	23.7	55.0	C
12th St to 15th St	14.0	34.7	E	34.4	80.7	A	6.1	15.0	F	24.2	56.8	C
15th St to 27 1/2 Rd	35.2	79.8	B	20.7	46.9	D	28.6	65.0	C	12.4	28.2	F
27 1/2 Rd to 28 1/4 Rd	37.7	87.2	A	31.6	69.4	B	36.6	84.6	A	16.4	36.0	F
28 1/4 Rd to 29 Rd	32.8	75.5	B	31.4	68.6	B	31.4	72.3	B	23.9	52.3	C
29 Rd to 29 1/2 Rd	28.1	62.6	C	32.1	71.3	B	23.3	51.8	C	31.5	70.1	B
29 1/2 Rd to 30 Rd	33.6	73.8	B	28.7	70.3	B	28.2	61.9	C	30.5	74.8	B
Facility (24 Rd to 30 Rd)	**26.8**	**62.7**	**C**	**27.4**	**63.6**	**C**	**19.9**	**46.5**	**F**	**22.3**	**51.8**	**F**

The roadway segment between 24 Rd and Market St is the most problematic, operating at LOS F for the eastbound direction during both time periods, similar to the 2045 No Build scenario. Much of Patterson Rd, between 25 Rd and 27 ½ Rd, is expected to be over capacity for the eastbound direction during the PM peak hour. Overall, however, travel times for both directions and time periods are expected to experience a slight improvement with the implementation of the ACP. This can mostly be attributed to the reduction of access points along the corridor.

3.5 Evaluated Alternatives

Prior to finalizing the ACP, several alternative designs were evaluated along Patterson Rd.

Market St as a Stop-Controlled Intersection: Due to the proximity of Market St to 24 Rd, and the resulting overlap of functional intersection areas, this alternative called for the signal to be removed from the intersection of Patterson Rd & Market St. The north side of the intersection would be right-in right-out, and the south side would be a ¾ movement. The northbound thru and left turn movements were rerouted to the Home Depot access point, while the southbound thru and left turn movements, and eastbound left turn movement were rerouted to 24 Rd. Although the intersection of Patterson Rd & Market St was expected to operate well in this scenario, it increased the volumes at the intersections of Patterson Rd & 24 Rd and Patterson Rd & Home Depot access. The southern leg of the Home Depot access would require dual northbound left turn lanes, a thru lane, and a right turn lane in order to operate acceptably. This

would result in impacts to the Mesa Mall circulation road and parking. The southbound left turn movement at 24 Rd was expected to increase from 465 vph to 808 vph in the PM. In order for the movement to operate under capacity, there would need to be three left turn lanes, or an alternative intersection design, such as a continuous flow intersection (CFI). Due to the impacts along 24 Rd and at the Mesa Mall and in consideration of the potential relief that a future extension of F 1/2 Rd as a principal arterial would provide, it was decided to keep Market St signalized.

Patterson Rd & 24 Rd as CFI: With Market St as a stop-controlled intersection, the intersection of Patterson Rd & 24 Rd was evaluated as a CFI to handle the increased southbound left turn movement. Only the northern leg of the intersection was analyzed as a CFI, since making the other legs CFI's did not provide significant improvements to traffic operations. The CFI option was expected to operate well during all time periods. Since it was decided to keep Market St as a signalized intersection, the forecasted southbound left turn volume was reduced back to 465 vph, making a CFI unnecessary. The intersection of Patterson Rd & 24 Rd will remain a conventional signalized intersection, with an additional northbound thru and eastbound left turn lane constructed to help traffic operations.

Patterson Rd & 15th St as a ¾ movement: A scenario was analyzed where 15th St was made a ¾ movement stop-controlled intersection, with the left turns out restricted. Although traffic operations were good under this alternative, the pedestrian crossings would be eliminated if the intersection were to be made stop controlled. As this intersection sees frequent pedestrian crossings, it was considered necessary for the pedestrian crossings to remain, so the intersection will remain signalized.

Memorandum

To: Patterson Road Access Control Plan (ACP) Project Team

From: Maxwell Rusch, PE

Date: March 18, 2020

Re: Patterson Road Traffic Methodology

This memorandum describes the general traffic engineering and transportation planning approach proposed by Stolfus & Associates, Inc. for the Patterson Road Access Control Plan (ACP). The purpose of this memorandum is to outline the primary assumptions and procedures that will be used in the traffic analyses for the project. All traffic analyses conducted for the ACP will be in accordance with this methodology, and used to support access-related decisions made during the course of the project. While access point consolidation is the primary goal of the project, recommendations resulting from the ACP traffic analyses, such as the addition of auxiliary lanes, may be incorporated as well.

STUDY AREA

The study area consists of a 7-mile segment of Patterson Road in Mesa County. The roadway is an undivided, 4-lane roadway. The segment begins at the intersection of I-70 Business & Patterson Road and ends at the intersection of Lodgepole St & Patterson Rd. The entirety of the study area lies within the Grand Junction City boundaries.

EXISTING TRAFFIC

Daily Classification Counts that will be conducted over a two-day period, have been proposed for the following 13 locations:

- East of 24 Road
- West of 24 Road
- East of 24½ Road
- West of 24½ Road
- West of 25 Road
- East of 25 Road
- West of 1st Street
- West of 7th Street
- West of 12th Street
- West of 28 ¼ Road
- West of 29 Road
- East of 29 Road
- East of 30 Road

Peak Hour Turning Movement Counts (7:00-9:00 AM & 4:00-6:00 PM) have been proposed for the following 15 locations:

- 24 Road & Patterson
- Market Street/Mall Access & Patterson
- Home Depot Access/Mesa Mall Access & Patterson
- 24 ½ Road & Patterson
- 25 Road & Patterson
- 25 ½ Road & Patterson
- 1st Street & Patterson
- 7th Street & Patterson
- 12th Street & Patterson
- 27 ½ Road & Patterson
- 28 Road & Patterson.
- 28 ¼ Road & Patterson
- 29 Road & Patterson
- 29 ½ Road & Patterson
- 30 Road & Patterson

FUTURE TRAFFIC

Future intersection volumes will be forecasted using the Grand Valley MPO Travel Demand Model. Models for existing conditions (year 2018-2019) and future conditions (year 2045) will be provided by the MPO. Roadway volumes from the model's base year traffic assignment will be compared to available traffic count data in order to ensure that the model is reasonably representing observed traffic patterns. Some amount of deviation between existing and modeled volumes is acceptable and expected. As is typical with regional models, traffic volumes on higher volume facilities are more reliable than traffic volumes on low volume facilities, such as collector streets and arterial streets. The table below reports the maximum desirable amount of deviation between modeled traffic volume and ground counts for the base year. If the deviation exceeds what is listed below, alterations may be made to the future models link volumes.

Model Volume Validation Criteria

Link Type	**Max. Deviation**
Freeway	+/- 10%
Expressway	+/- 10%
Principal Arterial	+/- 10%
Minor Arterial	+/- 15%
Collector	+/- 25%

The primary purpose of the year 2045 Travel Demand Model is to forecast traffic and travel in communities throughout the region. Additionally, the model can support evaluation of proposed roadway projects, help evaluate potential impacts of proposed development projects, and support various other studies of the region, subareas, corridors, and other planning activities. The model has been calibrated to reflect a base year of 2018 and contains future year data reflecting the forecasted year 2045 conditions. Generally speaking, Collector roadways and above are reflected in the model. Local roadways and private accesses are not represented. Land and roadway developments that are expected to be completed by the year 2045 have been incorporated into the model, while projects that are not yet a certainty, have not been included. The City of Grand Junction has provided information on several proposed developments that are expected to be completed by the year 2045. The location of each development is listed below:

- NW corner of 27 Rd and Patterson Rd
- 2566 & 2580 Patterson
- Burkey Park
- Matchett Park
- Orange Grove and Thunder Valley
- NW of 7th and Patterson

Intersection improvements have been proposed at the following intersections:

- Patterson Road & 25 Road
- Patterson Road & 28 ½ Road
- Patterson Road & 29 Road
- Patterson Road & 12th Street

Once the 2045 Travel Demand Models have been provided, they will be checked to confirm that these projects and intersection improvements are reflected in the models.

The year 2045 model will have the option to include an interchange between I-70 and 29 Rd. This interchange would increase traffic volumes along a portion of Patterson Rd, and decrease the volumes along a different portion. This project is currently unfunded, and there is no certainty of it being completed by 2045. Because of the uncertainty, the year 2045 Travel Demand Model that is used for this project will not include an interchange at 29 Rd.

The Iterative Procedure – Directional Method as described in NCHRP Report 765 Analytical Travel Forecasting Approaches for Project-Level Planning and Design will be used to generate intersection turning movement forecasts for the horizon year. The directional method uses an iterative approach to alternatively balance entering traffic and departing traffic volumes until an acceptable level of convergence is reached. This method applies existing turning movement volumes, and base and future year link volumes. The iterative procedure—directional method was previously documented in *NCHRP Report 255.* The method has been in use for many years and is widely accepted by transportation practitioners. Directional link volume forecasts and an estimate of intersection turning movement percentages are required. Estimated turning percentages can be based on existing turning movement counts, turning movement patterns at similar intersections, or professional judgment. The method alternatively balances intersection approach and departure volumes in an iterative process until an acceptable level of convergence is reached.

TRAFFIC ANALYSIS SCENARIOS

Traffic operations will be evaluated for the following three scenarios:

- Existing
- '2045 No ACP'
- '2045 ACP'

The existing scenario will be evaluated using existing count data and the existing roadway geometry. The 2045 No ACP scenario will evaluate traffic conditions using volumes from the Year 2045 Travel Demand Model. Roadway developments that are expected to occur irrespective of this ACP will be incorporated into the models. The 2045 ACP scenario will analyze the study area assuming full implementation of the proposed ACP plan. Movements will be rerouted when necessary. Traffic signal timings will be optimized in both 2045 scenarios, and where warranted by the Transportation Engineering Design Standards (TEDS) criteria, auxiliary lanes will also be assumed.

TRAFFIC ANALYSIS APPROACH

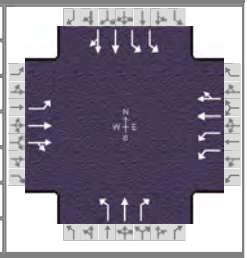
Traffic operations will be evaluated using *Highway Capacity Manual, 6th Edition* methods as applied in the HCS 7 software. The Streets module in HCS will be the primary tool for analyzing traffic operations for both the intersections and the roadway segments between intersections along Patterson Rd.

The impacts of the ACP, from a traffic operations standpoint, are applicable to two of the project goals. The first goal is to provide effective and efficient thru travel for traffic on Patterson Road. This will be evaluated by the corridor travel time in the HCS reports. A decrease in corridor travel time will be deemed favorable, while an increase will be unfavorable. The second goal is to provide safe, effective, and efficient access to and from Patterson Road for businesses, residents, and guests. This will be evaluated by looking at three metrics. The first will be to analyze the left turning movements onto and off of Patterson Road. A decrease in the number of left turning movements with unacceptable traffic operations (LOS E or F) will be deemed favorable, while an increase will be unfavorable. Another criterion that will be evaluated is the extent to which the auxiliary lanes along Patterson Road conform to the Grand Junction TEDS Manual, with the objective being to increase the compliance between the No ACP and ACP scenarios. Finally, while not a directly quantifiable measure, the amount of out of direction travel required to access stores, business, and homes from Patterson Rd, and vice versa, will be evaluated.

TEAPAC files containing the existing signal timings have been provided by the City of Grand Junction. Since HCS is better suited to conduct the traffic analysis required by this ACP, the timings from TEAPAC will be imported into the HCS models. In the year 2045 HCS models, the signal timings will be optimized to accommodate changing traffic patterns. HCS printouts summarizing the optimized timings and LOS results will be included in the technical appendices. The metrics used by HCS to determine the LOS for multimodal forms of travel along a corridor are unlikely to be changed by this ACP. As a result, while the future signal timings will ensure sufficient pedestrian crossing times, multimodal results will not be reported in this ACP.

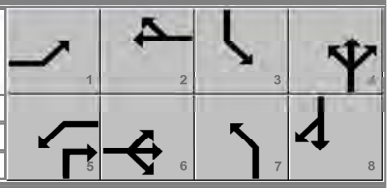
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.91
Urban Street	Patterson Rd	Analysis Year		Analysis Period	1> 7:00
Intersection	24 Road & Patterson	File Name	Existing AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	67	140	51	118	151	115	67	426	360	112	204	17

Signal Information			
Cycle, s	100.0	Reference Phase	6
Offset, s	85	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.8	0.5	33.2	7.8	0.9	27.8	
Yellow	3.5	3.5	4.0	3.5	0.0	4.0	
Red	0.5	0.5	1.0	0.5	0.0	1.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	2.0	4.0	1.1	3.0	2.0	4.0
Phase Duration, s	16.3	42.7	11.8	38.2	11.8	32.8	12.7	33.7
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	12.2		5.6		4.7	26.9	5.4	7.2
Green Extension Time (g_e), s	0.0	0.0	0.7	0.0	0.1	0.9	0.3	7.3
Phase Call Probability	1.00		0.97		0.87	1.00	0.97	1.00
Max Out Probability	1.00		0.00		0.08	1.00	0.17	0.19

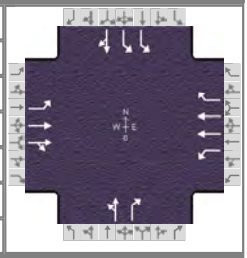
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	292	436	396	130	152	140	74	468	396	123	122	121
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1725	1841	1669	1716	1826	1571	1810	1826	1585	1730	1841	1789
Queue Service Time (g_s), s	10.2	15.6	15.2	3.6	6.1	6.5	2.7	24.9	21.4	3.4	5.1	5.2
Cycle Queue Clearance Time (g_c), s	10.2	15.6	15.2	3.6	6.1	6.5	2.7	24.9	21.4	3.4	5.1	5.2
Green Ratio (*g/C*)	0.47	0.38	0.38	0.08	0.33	0.33	0.36	0.28	0.36	0.09	0.29	0.29
Capacity (*c*), veh/h	564	694	629	267	607	522	462	508	564	301	528	513
Volume-to-Capacity Ratio (*X*)	0.518	0.629	0.630	0.485	0.250	0.269	0.159	0.922	0.701	0.409	0.231	0.235
Back of Queue (*Q*), ft/ln (90 th percentile)	175	200.8	175.1	64.1	107.5	99.9	45.9	425.2	271.7	58.6	90	91.2
Back of Queue (*Q*), veh/ln (90 th percentile)	7.6	8.8	7.9	2.8	4.7	4.5	2.1	18.6	12.2	2.6	4.0	3.9
Queue Storage Ratio (*RQ*) (90 th percentile)	0.98	0.00	0.00	0.29	0.00	0.00	0.35	0.00	1.54	0.44	0.00	0.00
Uniform Delay (d_1), s/veh	19.0	16.3	15.3	44.2	24.3	24.5	21.8	35.0	27.6	43.2	27.2	27.3
Incremental Delay (d_2), s/veh	1.1	4.3	4.7	1.7	0.9	1.1	0.2	22.3	4.2	1.3	0.3	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	20.1	20.6	20.0	45.9	25.2	25.6	22.0	57.4	31.8	44.5	27.6	27.6
Level of Service (LOS)	C	C	C	D	C	C	C	E	C	D	C	C
Approach Delay, s/veh / LOS	20.3	C		31.7	C		43.8	D		33.3	C	
Intersection Delay, s/veh / LOS	31.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.28	B	2.44	B	2.29	B
Bicycle LOS Score / LOS	0.72	A	0.84	A	2.03	B	0.79	A

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HCS7 Signalized Intersection Results Summary

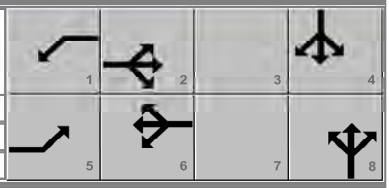
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year		Analysis Period	1> 7:00
Intersection	Market Street/Mall Acce…	File Name	Existing AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	44	541	31	12	348	72	12	6	10	60	7	23

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.9	3.6	68.7	3.0	4.8	0.0	
Yellow	3.5	0.0	4.0	4.0	4.0	0.0	
Red	0.5	0.0	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	3.0		11.0		10.0
Phase Duration, s	8.5	77.3	4.9	73.7		8.0		9.8
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g_s), s	3.3		2.1			3.2		4.1
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0		0.0		0.2
Phase Call Probability	0.90		0.18			0.61		0.95
Max Out Probability	0.00		0.00			0.00		0.00

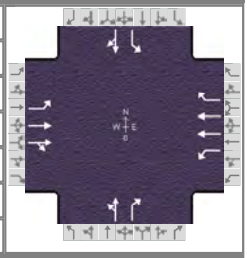
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	85	555	545	7	208	43		22	12	72	36	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1711	1856	1820	1810	1766	1522		1839	1610	1702	1670	
Queue Service Time (g_s), s	1.3	16.3	16.4	0.1	1.0	0.2		1.2	0.7	2.1	2.1	
Cycle Queue Clearance Time (g_c), s	1.3	16.3	16.4	0.1	1.0	0.2		1.2	0.7	2.1	2.1	
Green Ratio (*g/C*)	0.75	0.72	0.72	0.70	0.69	0.69		0.03	0.03	0.05	0.05	
Capacity (*c*), veh/h	912	1342	1316	369	2426	1045		56	49	162	79	
Volume-to-Capacity Ratio (*X*)	0.093	0.414	0.414	0.019	0.086	0.041		0.388	0.246	0.447	0.455	
Back of Queue (*Q*), ft/ln (90 th percentile)	14.6	227.7	219.8	1.5	13.7	3		22.1	12.2	36.6	36.1	
Back of Queue (*Q*), veh/ln (90 th percentile)	0.6	10.1	10.0	0.1	0.6	0.1		1.0	0.6	1.6	1.6	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.10	0.00	0.00	0.01	0.00	0.03		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	3.4	9.1	9.1	5.8	2.6	1.0		47.6	47.4	46.3	46.4	
Incremental Delay (d_2), s/veh	0.0	0.9	0.9	0.0	0.1	0.1		1.6	1.0	0.7	1.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	3.4	9.9	10.0	5.8	2.7	1.1		49.2	48.3	47.1	47.9	
Level of Service (LOS)	A	A	B	A	A	A		D	D	D	D	
Approach Delay, s/veh / LOS	9.5	A		2.5	A		48.9	D		47.3	D	
Intersection Delay, s/veh / LOS	11.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.85	B	2.05	B	2.47	B	2.31	B
Bicycle LOS Score / LOS	1.10	A	0.92	A	0.54	A	0.67	A

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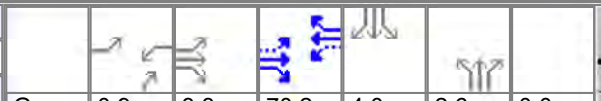
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.84
Urban Street	Patterson Rd	Analysis Year		Analysis Period	1> 7:00
Intersection	Home Depot Access/Me…	File Name	Existing AM.xus		
Project Description					

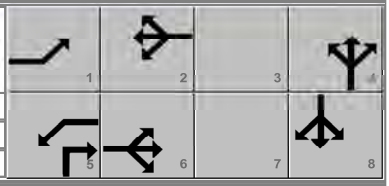


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	559	13	12	405	13	7	5	10	26	4	19

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off



Green	0.9	3.3	70.2	4.0	2.6	0.0
Yellow	3.5	0.0	4.0	4.0	4.0	0.0
Red	0.5	0.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	4.0	1.1	3.0		11.0		10.0
Phase Duration, s	8.2	78.5	4.9	75.2		7.6		9.0
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0		5.4		5.4
Queue Clearance Time (g_s), s	3.0		2.1			2.8		3.7
Green Extension Time (g_e), s	0.3	0.0	0.0	0.0		0.1		0.2
Phase Call Probability	0.85		0.18			0.52		0.80
Max Out Probability	0.00		0.00			0.00		0.00

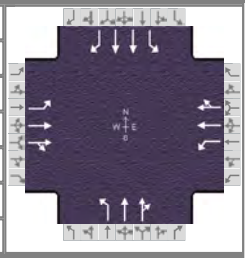
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	67	587	582	7	236	8		14	12	31	27	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1711	1856	1840	1810	1752	1610		1846	1610	1767	1654	
Queue Service Time (g_s), s	1.0	12.4	12.4	0.1	2.5	0.2		0.8	0.7	1.7	1.6	
Cycle Queue Clearance Time (g_c), s	1.0	12.4	12.4	0.1	2.5	0.2		0.8	0.7	1.7	1.6	
Green Ratio (*g/C*)	0.76	0.74	0.74	0.71	0.70	0.70		0.03	0.03	0.04	0.04	
Capacity (*c*), veh/h	883	1364	1353	376	2459	1130		48	56	71	66	
Volume-to-Capacity Ratio (*X*)	0.076	0.430	0.430	0.019	0.096	0.007		0.299	0.213	0.437	0.413	
Back of Queue (*Q*), ft/ln (90 th percentile)	11.3	147.2	144	1.5	32.5	2.2		16.5	13.1	35.4	30.6	
Back of Queue (*Q*), veh/ln (90 th percentile)	0.5	6.5	6.5	0.1	1.4	0.1		0.7	0.6	1.6	1.4	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.08	0.00	0.00	0.01	0.00	0.00		0.00	0.15	0.27	0.00	
Uniform Delay (d_1), s/veh	3.2	5.2	5.2	4.9	5.6	5.9		47.8	46.9	46.9	46.8	
Incremental Delay (d_2), s/veh	0.0	0.9	0.9	0.0	0.1	0.0		4.9	2.7	5.9	5.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	3.3	6.1	6.1	4.9	5.7	6.0		52.7	49.6	52.8	52.6	
Level of Service (LOS)	A	A	A	A	A	A		D	D	D	D	
Approach Delay, s/veh / LOS	6.0	A		5.7	A		51.3	D		52.7	D	
Intersection Delay, s/veh / LOS	8.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.85	B	1.86	B	2.46	B	2.32	B
Bicycle LOS Score / LOS	1.08	A	0.91	A	0.53	A	0.58	A

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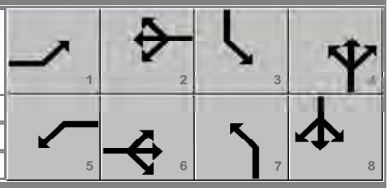
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.92
Urban Street	Patterson Rd	Analysis Year		Analysis Period	1> 7:00
Intersection	24 1/2 Rd & Patterson	File Name	Existing AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	26	502	45	71	358	102	71	121	59	117	156	24

Signal Information												
Cycle, s	100.0	Reference Phase	2									
Offset, s	28	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.1	0.7	59.9	5.3	2.9	9.5		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.0	3.5	0.0	4.0		
				Red	0.5	0.0	1.5	0.5	0.0	1.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	7.9	66.1	7.1	65.4	9.3	14.5	12.2	17.4
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	3.2		2.7		5.9	7.6	8.3	6.5
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.1	2.0	0.1	2.2
Phase Call Probability	0.78		0.63		0.88	1.00	0.97	1.00
Max Out Probability	0.00		0.00		1.00	0.03	1.00	0.01

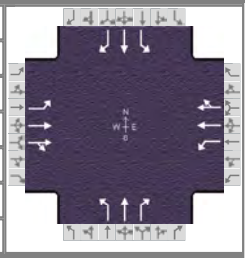
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	54	577	561	36	117	114	77	100	96	127	170	26
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1697	1870	1816	1810	1856	1716	1767	1856	1656	1767	1738	1397
Queue Service Time (g_s), s	1.2	6.9	6.4	0.7	2.2	2.5	3.9	5.1	5.6	6.3	4.5	1.7
Cycle Queue Clearance Time (g_c), s	1.2	6.9	6.4	0.7	2.2	2.5	3.9	5.1	5.6	6.3	4.5	1.7
Green Ratio (*g/C*)	0.64	0.61	0.61	0.63	0.60	0.60	0.15	0.10	0.10	0.19	0.12	0.12
Capacity (*c*), veh/h	767	1134	1101	389	1111	1028	236	177	158	264	432	174
Volume-to-Capacity Ratio (*X*)	0.071	0.509	0.510	0.092	0.106	0.110	0.328	0.564	0.606	0.482	0.392	0.150
Back of Queue (*Q*), ft/ln (90 th percentile)	17.4	81.6	73.1	10.9	34.6	35.7	70.2	102.3	98.5	111.7	80	26.6
Back of Queue (*Q*), veh/ln (90 th percentile)	0.7	3.6	3.3	0.5	1.5	1.6	3.1	4.5	4.4	5.0	3.5	1.1
Queue Storage Ratio (*RQ*) (90 th percentile)	0.13	0.00	0.00	0.08	0.00	0.00	0.53	0.00	0.00	0.84	0.00	0.00
Uniform Delay (d_1), s/veh	7.1	2.9	2.6	7.4	6.8	7.4	38.0	43.2	43.4	35.9	40.3	39.1
Incremental Delay (d_2), s/veh	0.0	1.5	1.5	0.1	0.2	0.2	1.1	4.0	5.2	1.9	0.8	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	7.1	4.3	4.1	7.5	7.0	7.6	39.1	47.2	48.7	37.8	41.1	39.6
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	D	D
Approach Delay, s/veh / LOS	4.3	A		7.3	A		45.4	D		39.7	D	
Intersection Delay, s/veh / LOS	15.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.24	B	2.39	B	2.31	B	2.30	B
Bicycle LOS Score / LOS	1.00	A	0.96	A	0.71	A	0.75	A

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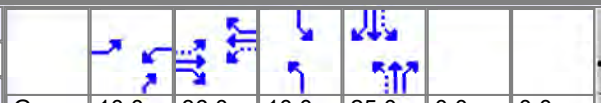
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.87
Urban Street	Patterson Rd	Analysis Year		Analysis Period	1> 7:00
Intersection	25 Road & Patterson	File Name	Existing AM.xus		
Project Description					

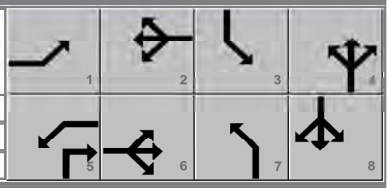


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	70	532	37	157	524	105	92	241	91	174	270	37

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	65	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	36.0	10.0	25.0	0.0	0.0
Yellow	3.5	4.5	3.5	4.0	0.0	0.0
Red	0.5	1.5	0.5	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.0	42.0	14.0	42.0	14.0	30.0	14.0	30.0
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (*g s*), s	5.5		3.7		6.2	15.5	10.1	17.5
Green Extension Time (*g e*), s	0.2	0.0	0.1	0.0	0.1	2.9	0.0	2.5
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.35		1.00	0.46	1.00	0.65

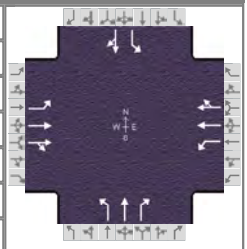
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	117	480	469	57	115	112	106	277	87	200	310	43
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1870	1827	1795	1885	1777	1753	1811	1610	1795	1811	1585
Queue Service Time (*g s*), s	3.5	22.7	22.6	1.7	4.9	4.9	4.2	13.5	3.7	8.1	15.5	2.1
Cycle Queue Clearance Time (*g c*), s	3.5	22.7	22.6	1.7	4.9	4.9	4.2	13.5	3.7	8.1	15.5	2.1
Green Ratio (*g/C*)	0.46	0.36	0.36	0.46	0.36	0.36	0.35	0.25	0.35	0.35	0.25	0.25
Capacity (*c*), veh/h	578	673	658	319	679	640	323	453	564	349	453	396
Volume-to-Capacity Ratio (*X*)	0.202	0.713	0.713	0.177	0.169	0.175	0.327	0.612	0.155	0.574	0.685	0.107
Back of Queue (*Q*), ft/ln (90 th percentile)	51.3	341.2	331.1	29	88.6	84.2	78.5	226.9	58.2	145.7	258.5	33.6
Back of Queue (*Q*), veh/ln (90 th percentile)	2.3	15.3	14.8	1.3	4.0	3.8	3.5	9.8	2.6	6.6	11.2	1.5
Queue Storage Ratio (*RQ*) (90 th percentile)	0.29	0.00	0.00	0.16	0.00	0.00	0.35	0.00	0.33	1.10	0.00	0.25
Uniform Delay (*d 1*), s/veh	12.5	29.9	29.4	17.3	26.6	25.4	24.2	33.2	22.3	25.3	33.9	28.9
Incremental Delay (*d 2*), s/veh	0.7	5.9	6.0	1.0	0.5	0.5	2.7	6.1	0.6	6.7	8.2	0.5
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	13.3	35.8	35.5	18.3	27.0	25.9	26.9	39.3	22.9	32.0	42.1	29.4
Level of Service (LOS)	B	D	D	B	C	C	C	D	C	C	D	C
Approach Delay, s/veh / LOS	33.2	C		24.9	C		33.4	C		37.5	D	
Intersection Delay, s/veh / LOS	33.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.13	B	2.11	B	2.29	B	2.29	B
Bicycle LOS Score / LOS	1.09	A	1.23	A	1.26	A	1.40	A

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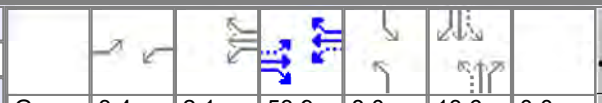
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.82
Urban Street	Patterson Rd	Analysis Year		Analysis Period	1> 7:00
Intersection	25 1/2 Road & Patterson	File Name	Existing AM.xus		
Project Description					

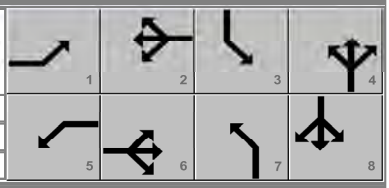


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	678	43	138	863	90	40	55	83	133	108	48

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	17	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.4	2.1	53.9	8.0	13.6	0.0
Yellow	3.5	0.0	4.5	3.5	4.0	0.0
Red	0.5	0.0	1.5	0.5	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	4.0
Phase Duration, s	7.4	59.9	9.6	62.0	12.0	18.6	12.0	18.6
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.3	5.2	5.3
Queue Clearance Time (*g s*), s	2.5		3.0		4.2	7.9	10.0	12.5
Green Extension Time (*g e*), s	0.0	0.0	0.1	0.0	0.0	1.5	0.0	1.1
Phase Call Probability	0.43		0.69		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.14	1.00	0.66

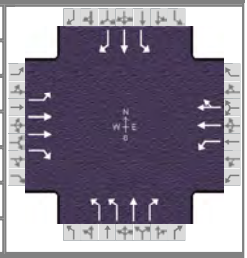
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	20	431	422	43	148	146	49	67	101	162	190	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870	1831	1781	1870	1808	1767	1885	1585	1682	1758	
Queue Service Time (*g s*), s	0.5	12.5	11.9	1.0	2.5	2.4	2.2	3.2	5.9	8.0	10.5	
Cycle Queue Clearance Time (*g c*), s	0.5	12.5	11.9	1.0	2.5	2.4	2.2	3.2	5.9	8.0	10.5	
Green Ratio (*g/C*)	0.57	0.54	0.54	0.60	0.56	0.56	0.22	0.14	0.14	0.22	0.14	
Capacity (*c*), veh/h	701	1008	986	439	1048	1013	226	256	215	303	239	
Volume-to-Capacity Ratio (*X*)	0.029	0.428	0.428	0.097	0.142	0.144	0.216	0.262	0.471	0.535	0.798	
Back of Queue (*Q*), ft/ln (90 th percentile)	7.2	166.7	154.6	14.9	39.2	36.6	43.5	60.2	96.3	151.9	182.2	
Back of Queue (*Q*), veh/ln (90 th percentile)	0.3	7.5	7.0	0.7	1.8	1.6	1.9	2.7	4.3	6.4	8.1	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.05	0.00	0.00	0.11	0.00	0.00	0.39	0.00	1.09	1.13	0.00	
Uniform Delay (*d 1*), s/veh	9.5	11.8	11.0	9.6	6.7	6.3	32.4	38.7	39.9	34.4	41.9	
Incremental Delay (*d 2*), s/veh	0.0	1.2	1.2	0.1	0.2	0.2	2.2	0.8	2.3	6.6	10.7	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	9.6	13.0	12.3	9.7	6.9	6.5	34.6	39.5	42.2	41.0	52.6	
Level of Service (LOS)	A	B	B	A	A	A	C	D	D	D	D	
Approach Delay, s/veh / LOS	12.5	B		7.1	A		39.6	D		47.3	D	
Intersection Delay, s/veh / LOS	21.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.08	B	1.89	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.23	A	1.59	B	0.85	A	1.07	A

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HCS7 Signalized Intersection Results Summary

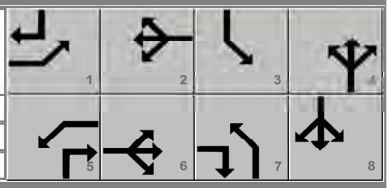
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.77
Urban Street	Patterson Rd	Analysis Year		Analysis Period	1> 7:00
Intersection	1st Street & Patterson	File Name	Existing AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	704	131	174	966	22	113	125	143	94	250	30

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	73	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.9	3.4	48.3	5.5	1.7	19.7	
Yellow	3.5	0.0	3.0	3.5	0.0	4.0	
Red	0.5	0.0	2.5	0.5	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	6.9	53.8	10.3	57.2	9.5	24.7	11.2	26.4
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	2.4		3.4		5.3	11.7	7.3	18.4
Green Extension Time (g_e), s	0.0	0.0	0.2	0.0	0.3	3.8	0.2	3.1
Phase Call Probability	0.36		0.79		0.98	1.00	0.97	1.00
Max Out Probability	0.00		0.00		0.73	0.17	1.00	0.41

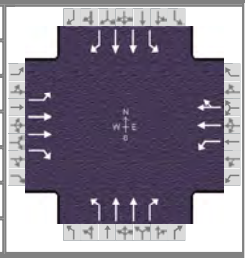
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	16	566	105	56	159	159	147	162	186	122	325	39
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1766	1598	1781	1870	1855	1743	1856	1598	1810	1885	1610
Queue Service Time (g_s), s	0.4	8.5	2.2	1.4	5.0	5.0	3.3	7.7	9.7	5.3	16.4	1.9
Cycle Queue Clearance Time (g_c), s	0.4	8.5	2.2	1.4	5.0	5.0	3.3	7.7	9.7	5.3	16.4	1.9
Green Ratio (*g/C*)	0.51	0.48	0.54	0.56	0.52	0.52	0.25	0.20	0.26	0.27	0.21	0.24
Capacity (*c*), veh/h	606	1705	859	489	967	959	399	366	416	329	404	391
Volume-to-Capacity Ratio (*X*)	0.027	0.332	0.123	0.114	0.165	0.165	0.367	0.443	0.446	0.372	0.804	0.100
Back of Queue (*Q*), ft/ln (90 th percentile)	6.4	116.3	30	20.2	79.2	79.2	55.6	133.9	139.1	92.5	263.1	29
Back of Queue (*Q*), veh/ln (90 th percentile)	0.3	5.2	1.4	0.9	3.5	3.5	2.5	5.9	6.3	4.2	11.9	1.3
Queue Storage Ratio (*RQ*) (90 th percentile)	0.05	0.00	0.23	0.18	0.00	0.00	0.42	0.00	1.05	0.84	0.00	0.00
Uniform Delay (d_1), s/veh	11.6	12.9	7.5	9.9	14.4	14.3	30.7	35.3	30.9	29.0	37.3	29.4
Incremental Delay (d_2), s/veh	0.0	0.4	0.2	0.1	0.2	0.2	0.8	1.2	1.1	1.0	7.6	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	11.7	13.4	7.7	10.0	14.6	14.5	31.5	36.5	32.0	30.0	44.9	29.5
Level of Service (LOS)	B	B	A	A	B	B	C	D	C	C	D	C
Approach Delay, s/veh / LOS	12.5	B		13.9	B		33.3	C		39.9	D	
Intersection Delay, s/veh / LOS	24.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.09	B	2.30	B	2.45	B
Bicycle LOS Score / LOS	1.40	A	1.73	B	1.30	A	1.29	A

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HCS7 Signalized Intersection Results Summary

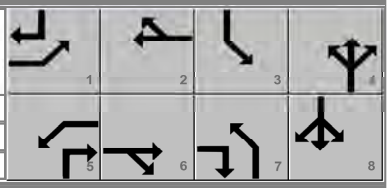
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.80
Urban Street	Patterson Rd	Analysis Year		Analysis Period	1> 7:00
Intersection	7th Street & Patterson	File Name	Existing AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	101	573	204	147	955	89	88	292	78	75	391	188

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	22	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.4	2.0	49.4	5.7	1.0	19.5	
Yellow	3.5	0.0	4.0	3.5	0.0	4.0	
Red	0.5	0.0	1.0	0.5	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	10.4	56.5	8.4	54.4	10.7	25.5	9.7	24.5
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	6.8		5.2		6.9	10.5	6.1	15.0
Green Extension Time (g_e), s	0.2	0.0	0.2	0.0	0.1	6.3	0.0	4.5
Phase Call Probability	0.91		0.82		0.95	1.00	0.93	1.00
Max Out Probability	0.26		0.00		1.00	0.43	1.00	0.73

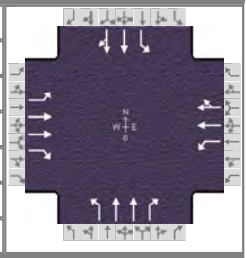
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	87	496	154	61	217	213	110	365	81	94	489	235
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1766	1431	1810	1870	1816	1767	1795	1588	1795	1809	1578
Queue Service Time (g_s), s	4.8	3.9	1.0	3.2	7.9	7.9	4.9	8.5	3.8	4.1	12.6	13.0
Cycle Queue Clearance Time (g_c), s	4.8	3.9	1.0	3.2	7.9	7.9	4.9	8.5	3.8	4.1	12.6	13.0
Green Ratio (*g/C*)	0.06	0.51	0.58	0.04	0.49	0.49	0.26	0.20	0.25	0.25	0.20	0.26
Capacity (*c*), veh/h	115	1818	842	79	924	898	240	736	395	269	706	410
Volume-to-Capacity Ratio (*X*)	0.758	0.273	0.183	0.772	0.235	0.237	0.458	0.496	0.206	0.349	0.693	0.574
Back of Queue (*Q*), ft/ln (90 th percentile)	98	52.9	13.1	61.6	124.4	124.2	87.8	132.8	56.8	72.8	191.8	175.2
Back of Queue (*Q*), veh/ln (90 th percentile)	4.5	2.3	0.6	2.8	5.6	5.4	3.9	6.0	2.6	3.3	8.7	7.9
Queue Storage Ratio (*RQ*) (90 th percentile)	0.56	0.00	0.08	0.47	0.00	0.00	0.40	0.00	0.32	0.66	0.00	0.00
Uniform Delay (d_1), s/veh	48.9	5.7	1.6	39.4	18.1	17.9	30.0	32.0	27.1	30.0	37.5	32.3
Incremental Delay (d_2), s/veh	11.1	0.3	0.4	15.3	0.4	0.5	1.9	0.7	0.4	1.1	2.4	1.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	60.0	6.0	2.0	54.7	18.6	18.4	31.9	32.7	27.5	31.1	39.8	34.1
Level of Service (LOS)	E	A	A	D	B	B	C	C	C	C	D	C
Approach Delay, s/veh / LOS	11.5	B		22.9	C		31.8	C		37.2	D	
Intersection Delay, s/veh / LOS	26.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.41	B	2.30	B	2.49	B
Bicycle LOS Score / LOS	1.37	A	1.71	B	0.95	A	1.16	A

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HCS7 Signalized Intersection Results Summary

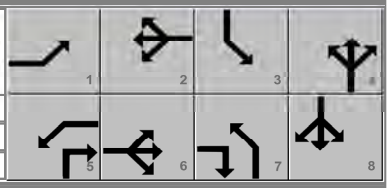
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.80
Urban Street	Patterson Rd	Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	12th Street & Patterson	File Name	Existing AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	109	470	116	259	993	96	137	295	74	73	338	82

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	69	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	12.0	24.5	11.0	21.0	0.0
Yellow	3.5	3.5	4.0	3.5	4.0	0.0
Red	0.5	0.5	1.5	0.5	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	4.0
Phase Duration, s	13.0	30.0	29.0	46.0	15.0	26.0	15.0	26.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	7.3		5.1		9.2	11.1	5.6	15.6
Green Extension Time (g_e), s	0.1	0.0	0.6	0.0	0.1	4.2	0.1	2.8
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.00		1.00	0.55	0.90	0.97

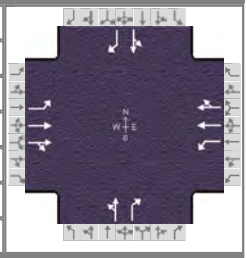
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	131	565	139	142	303	295	171	369	93	91	270	255
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1766	1602	1795	1885	1826	1781	1781	1572	1795	1870	1740
Queue Service Time (g_s), s	5.3	14.0	5.9	3.1	14.0	13.8	7.2	9.1	3.4	3.6	13.3	13.6
Cycle Queue Clearance Time (g_c), s	5.3	14.0	5.9	3.1	14.0	13.8	7.2	9.1	3.4	3.6	13.3	13.6
Green Ratio (*g/C*)	0.34	0.24	0.36	0.52	0.40	0.40	0.32	0.21	0.46	0.32	0.21	0.21
Capacity (*c*), veh/h	433	866	570	599	763	740	316	748	723	362	393	365
Volume-to-Capacity Ratio (*X*)	0.302	0.653	0.245	0.237	0.397	0.399	0.543	0.493	0.128	0.252	0.688	0.698
Back of Queue (*Q*), ft/ln (90 th percentile)	83.6	187.7	81.4	46.3	225.2	215.9	133.5	150	50.3	67.1	231.5	223.7
Back of Queue (*Q*), veh/ln (90 th percentile)	3.7	8.3	3.7	2.1	10.2	9.7	6.0	6.7	2.2	3.0	10.4	10.0
Queue Storage Ratio (*RQ*) (90 th percentile)	0.47	0.00	0.56	0.18	0.00	0.00	0.60	0.00	0.23	0.51	0.00	0.00
Uniform Delay (d_1), s/veh	23.3	31.9	21.2	9.5	29.5	28.8	27.1	34.8	15.5	25.0	36.5	36.6
Incremental Delay (d_2), s/veh	1.1	2.3	0.6	0.8	1.3	1.3	6.6	2.3	0.4	1.7	9.4	10.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	24.4	34.3	21.9	10.3	30.8	30.1	33.6	37.1	15.9	26.7	45.9	47.1
Level of Service (LOS)	C	C	C	B	C	C	C	D	B	C	D	D
Approach Delay, s/veh / LOS	30.7	C		26.6	C		33.1	C		43.6	D	
Intersection Delay, s/veh / LOS	32.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.27	B	2.30	B	2.45	B
Bicycle LOS Score / LOS	1.20	A	1.88	B	1.01	A	1.00	A

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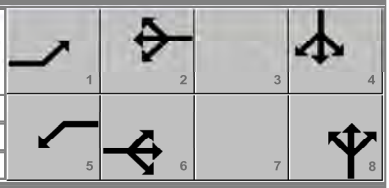
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Patterson Rd & 15th St	File Name	Existing AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	37	541	12	23	1518	29	13	3	20	13	3	62

Signal Information					EB			WB			NB			SB		
Cycle, s	100.0	Reference Phase	2													
Offset, s	47	Reference Point	Begin	Green	1.4	2.5		75.9	6.7	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0		3.5	3.5	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0		1.0	1.0	0.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	1.1	4.0	1.1	4.0		7.0		7.0
Phase Duration, s	8.4	82.9	5.9	80.4		11.2		11.2
Change Period, ($Y+R_c$), s	4.5	4.5	4.5	4.5		4.5		4.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g_s), s	2.6		2.2			3.4		6.6
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0		0.2		0.2
Phase Call Probability	0.78		0.28			0.98		0.98
Max Out Probability	0.00		0.00			0.00		0.00

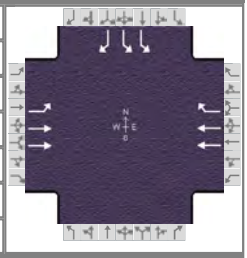
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	54	408	405	12	405	402		19	24		19	75
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1856	1781	1870	1858		1508	1585		1508	1585
Queue Service Time (g_s), s	0.6	2.0	2.0	0.2	3.3	3.3		0.0	1.4		0.0	4.6
Cycle Queue Clearance Time (g_c), s	0.6	2.0	2.0	0.2	3.3	3.3		1.1	1.4		1.1	4.6
Green Ratio (*g/C*)	0.80	0.78	0.78	0.77	0.76	0.76		0.07	0.07		0.07	0.07
Capacity (*c*), veh/h	632	1467	1455	597	1420	1411		166	106		166	106
Volume-to-Capacity Ratio (*X*)	0.086	0.278	0.278	0.020	0.285	0.285		0.116	0.228		0.116	0.707
Back of Queue (*Q*), ft/ln (90 th percentile)	5.3	21.8	22	1.4	35.3	35.4		18.3	23.1		18.3	76.5
Back of Queue (*Q*), veh/ln (90 th percentile)	0.2	1.0	1.0	0.1	1.6	1.6		0.8	1.0		0.8	3.4
Queue Storage Ratio (*RQ*) (90 th percentile)	0.07	0.00	0.00	0.02	0.00	0.00		0.00	0.52		0.00	1.73
Uniform Delay (d_1), s/veh	2.2	0.8	0.8	2.6	1.5	1.6		44.0	44.2		44.0	45.7
Incremental Delay (d_2), s/veh	0.0	0.4	0.4	0.0	0.4	0.4		0.1	0.4		0.1	3.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	2.2	1.2	1.3	2.6	2.0	2.0		44.2	44.6		44.2	48.9
Level of Service (LOS)	A	A	A	A	A	A		D	D		D	D
Approach Delay, s/veh / LOS	1.3	A		2.0	A		44.4	D		47.9	D	
Intersection Delay, s/veh / LOS	5.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.84	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.07	A	2.05	B	0.56	A	0.64	A

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HCS7 Signalized Intersection Results Summary

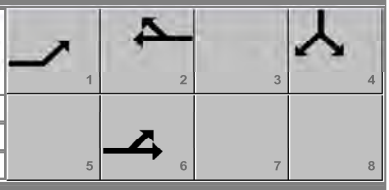
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	27 1/2 Road & Patterson	File Name	Existing AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	71	503			1418	444				344		152

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	47	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.0	59.0	20.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.0	0.0	0.0	0.0
Red	0.5	1.5	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	10.0	75.0		65.0				25.0
Change Period, ($Y+R_c$), s	4.0	6.0		6.0				5.0
Max Allow Headway (*MAH*), s	5.2	0.0		0.0				5.3
Queue Clearance Time (g_s), s	3.2							12.9
Green Extension Time (g_e), s	0.0	0.0		0.0				2.2
Phase Call Probability	1.00							1.00
Max Out Probability	1.00							0.67

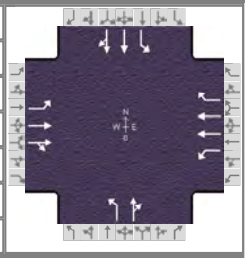
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	64	453			672	210				414		183
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1795			1795	1610				1757		1522
Queue Service Time (g_s), s	1.2	7.1			8.8	4.9				10.7		10.9
Cycle Queue Clearance Time (g_c), s	1.2	7.1			8.8	4.9				10.7		10.9
Green Ratio (*g/C*)	0.67	0.69			0.59	0.59				0.20		0.20
Capacity (*c*), veh/h	488	2477			2118	950				703		304
Volume-to-Capacity Ratio (*X*)	0.131	0.183			0.317	0.221				0.590		0.602
Back of Queue (*Q*), ft/ln (90 th percentile)	17.6	95			114.4	62				168.3		173.8
Back of Queue (*Q*), veh/ln (90 th percentile)	0.8	4.3			5.2	2.8				7.7		7.5
Queue Storage Ratio (*RQ*) (90 th percentile)	0.12	0.00			0.00	1.17				1.01		0.00
Uniform Delay (d_1), s/veh	6.2	9.8			9.4	7.2				36.3		36.4
Incremental Delay (d_2), s/veh	0.4	0.1			0.3	0.4				3.6		8.5
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	6.6	9.9			9.7	7.7				39.9		44.9
Level of Service (LOS)	A	A			A	A				D		D
Approach Delay, s/veh / LOS	9.5	A		9.2	A		0.0			41.4	D	
Intersection Delay, s/veh / LOS	18.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.66	A	2.07	B	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.06	A	2.34	B				F

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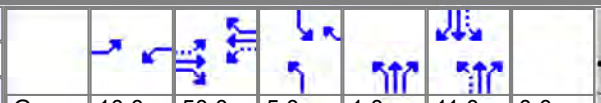
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.85
Urban Street	Patterson Rd	Analysis Year		Analysis Period	1> 7:00
Intersection	28 1/4 Road & Patterson	File Name	Existing AM.xus		
Project Description					

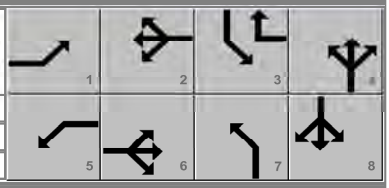


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	697	155	138	1550	61	207	20	47	23	11	22

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	50	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	50.0	5.0	1.0	11.0	0.0
Yellow	3.5	4.5	3.5	3.5	4.0	0.0
Red	0.5	1.5	0.5	0.5	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	14.0	56.0	14.0	56.0	14.0	21.0	9.0	16.0
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.1	0.0	5.2	5.4	5.2	5.4
Queue Clearance Time (*g s*), s	2.7		3.5		12.0	6.1	3.3	3.5
Green Extension Time (*g e*), s	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.3
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.10		0.30		1.00	0.05	1.00	0.24

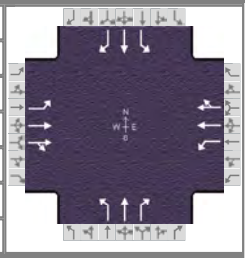
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	31	253	240	66	744	29	244	79		27	13	26
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1767	1795	1795	1610	1795	1687		1810	1900	1610
Queue Service Time (*g s*), s	0.7	5.6	5.2	1.5	11.5	1.0	10.0	4.1		1.3	0.6	1.5
Cycle Queue Clearance Time (*g c*), s	0.7	5.6	5.2	1.5	11.5	1.0	10.0	4.1		1.3	0.6	1.5
Green Ratio (*g/C*)	0.60	0.50	0.50	0.60	0.50	0.55	0.23	0.16		0.16	0.11	0.11
Capacity (*c*), veh/h	511	943	883	637	1795	886	383	270		295	209	177
Volume-to-Capacity Ratio (*X*)	0.060	0.268	0.272	0.104	0.414	0.033	0.635	0.292		0.092	0.062	0.146
Back of Queue (*Q*), ft/ln (90 th percentile)	11.3	84.3	75.5	21.5	136.4	28.4	210	74.3		24	12.5	25.9
Back of Queue (*Q*), veh/ln (90 th percentile)	0.5	3.8	3.4	1.0	6.2	1.3	9.5	3.4		1.1	0.6	1.2
Queue Storage Ratio (*RQ*) (90 th percentile)	0.04	0.00	0.00	0.08	0.00	0.29	0.79	0.00		0.22	0.00	0.00
Uniform Delay (*d 1*), s/veh	9.9	9.7	8.6	8.4	13.0	13.1	35.0	37.0		35.8	39.9	40.3
Incremental Delay (*d 2*), s/veh	0.2	0.5	0.6	0.2	0.5	0.0	7.8	2.7		0.6	0.6	1.7
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	10.1	10.2	9.2	8.6	13.5	13.2	42.8	39.7		36.4	40.4	42.0
Level of Service (LOS)	B	B	A	A	B	B	D	D		D	D	D
Approach Delay, s/veh / LOS	9.7	A		13.1	B		42.0	D		39.4	D	
Intersection Delay, s/veh / LOS	18.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.09	B	2.09	B	2.45	B	2.30	B
Bicycle LOS Score / LOS	1.37	A	2.19	B	1.02	A	0.54	A

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HCS7 Signalized Intersection Results Summary

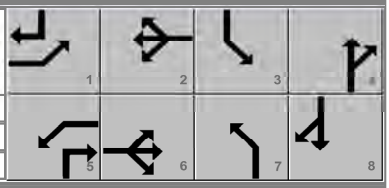
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year		Analysis Period	1> 7:00
Intersection	29 Road & Patterson	File Name	Existing AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	97	506	169	115	1269	62	243	157	57	50	142	267

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	14	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.5	45.5	7.5	4.0	13.0	0.0	
Yellow	3.5	4.5	3.5	0.0	4.0	0.0	
Red	1.0	2.0	1.0	0.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	14.0	52.0	14.0	52.0	16.0	22.0	12.0	18.0
Change Period, (*Y+R c*), s	4.5	6.5	4.5	6.5	4.5	5.0	4.5	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.2	4.3	4.2	4.3
Queue Clearance Time (*g s*), s	3.9		4.1		13.5	11.3	5.3	15.0
Green Extension Time (*g e*), s	0.1	0.0	0.1	0.0	0.0	1.4	0.0	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.21		0.24		1.00	0.67	1.00	1.00

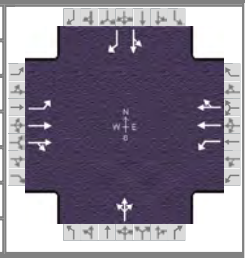
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	76	273	254	81	470	462	293	189	27	60	171	261
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1885	1724	1767	1870	1839	1767	1870	1610	1753	1870	1610
Queue Service Time (*g s*), s	1.9	11.1	11.4	2.1	17.7	17.5	11.5	9.3	1.2	3.3	8.8	13.0
Cycle Queue Clearance Time (*g c*), s	1.9	11.1	11.4	2.1	17.7	17.5	11.5	9.3	1.2	3.3	8.8	13.0
Green Ratio (*g/C*)	0.55	0.46	0.46	0.55	0.46	0.46	0.12	0.17	0.27	0.08	0.13	0.23
Capacity (*c*), veh/h	396	858	784	519	851	837	203	318	427	131	243	362
Volume-to-Capacity Ratio (*X*)	0.191	0.318	0.324	0.155	0.553	0.553	1.441	0.595	0.062	0.458	0.704	0.722
Back of Queue (*Q*), ft/ln (90 th percentile)	30.1	168.6	162	30.6	223.4	216.5	589.3	172.8	19.8	74.1	176.5	226.6
Back of Queue (*Q*), veh/ln (90 th percentile)	1.3	7.6	7.2	1.4	10.0	9.7	26.1	7.7	0.9	3.3	7.9	10.3
Queue Storage Ratio (*RQ*) (90 th percentile)	0.10	0.00	0.00	0.08	0.00	0.00	2.66	0.00	0.09	0.56	0.00	1.72
Uniform Delay (*d 1*), s/veh	12.0	22.8	22.9	10.7	18.6	18.3	44.3	38.3	27.5	44.3	41.7	35.9
Incremental Delay (*d 2*), s/veh	0.8	0.7	0.8	0.4	1.8	1.8	223.9	8.0	0.3	11.1	15.7	11.8
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	12.8	23.5	23.7	11.2	20.4	20.1	268.2	46.3	27.7	55.4	57.4	47.6
Level of Service (LOS)	B	C	C	B	C	C	F	D	C	E	E	D
Approach Delay, s/veh / LOS	22.2	C		19.5	B		173.1	F		52.0	D	
Intersection Delay, s/veh / LOS	56.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.15	B	2.17	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.25	A	1.92	B	1.33	A	1.30	A

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HCS7 Signalized Intersection Results Summary

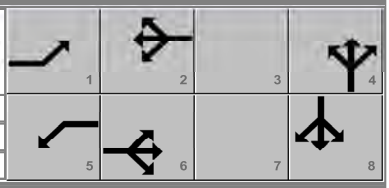
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.85
Urban Street	Patterson Rd	Analysis Year		Analysis Period	1> 7:00
Intersection	29 1/2 Road & Patterson	File Name	Existing AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	496	88	94	1231	129	78	34	59	71	49	56

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	71	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.5	3.1	50.1	14.3	10.5	0.0						
Yellow	3.5	0.0	5.0	4.0	4.0	0.0						
Red	0.5	0.0	1.5	1.0	1.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	4.0	1.1	4.0		12.0		11.0
Phase Duration, s	5.5	56.6	8.6	59.8		19.3		15.5
Change Period, ($Y+R_c$), s	4.0	6.5	4.0	6.5		5.0		5.0
Max Allow Headway (*MAH*), s	4.5	0.0	4.5	0.0		4.7		4.7
Queue Clearance Time (g_s), s	2.3		4.4			13.7		9.7
Green Extension Time (g_e), s	0.0	0.0	0.3	0.0		0.6		0.9
Phase Call Probability	0.30		0.92			1.00		1.00
Max Out Probability	0.00		0.00			0.07		0.00

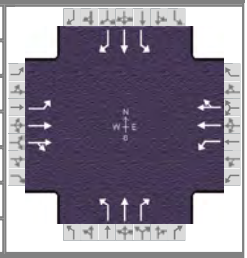
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	13	270	259	91	671	652		201			141	66
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1786	1795	1885	1822		1669			1788	1585
Queue Service Time (g_s), s	0.3	5.1	4.5	2.4	22.7	21.7		11.7			7.7	3.9
Cycle Queue Clearance Time (g_c), s	0.3	5.1	4.5	2.4	22.7	21.7		11.7			7.7	3.9
Green Ratio (*g/C*)	0.52	0.50	0.50	0.56	0.53	0.53		0.14			0.11	0.11
Capacity (*c*), veh/h	219	945	895	551	1004	970		238			188	167
Volume-to-Capacity Ratio (*X*)	0.058	0.286	0.289	0.166	0.669	0.671		0.845			0.752	0.396
Back of Queue (*Q*), ft/ln (90 th percentile)	5.2	71.9	61.3	35.2	238.2	214.6		191.8			138.3	62.9
Back of Queue (*Q*), veh/ln (90 th percentile)	0.2	3.2	2.8	1.6	10.7	9.4		8.3			6.1	2.8
Queue Storage Ratio (*RQ*) (90 th percentile)	0.04	0.00	0.00	0.27	0.00	0.00		0.00			0.00	0.00
Uniform Delay (d_1), s/veh	14.4	7.7	6.6	10.9	12.8	11.5		41.8			43.5	41.8
Incremental Delay (d_2), s/veh	0.1	0.5	0.5	0.1	2.6	2.7		9.3			5.9	1.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Control Delay (*d*), s/veh	14.5	8.2	7.2	11.0	15.4	14.2		51.1			49.4	43.3
Level of Service (LOS)	B	A	A	B	B	B		D			D	D
Approach Delay, s/veh / LOS	7.9	A		14.5	B		51.1	D		47.5	D	
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	1.89	B	2.31	B	2.32	B
Bicycle LOS Score / LOS	1.07	A	1.90	B	0.82	A	0.83	A

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HCS7 Signalized Intersection Results Summary

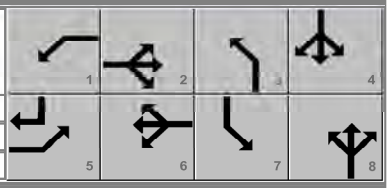
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year		Analysis Period	1> 7:00
Intersection	30 Road & Patterson	File Name	Existing AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	72	368	142	101	827	14	303	45	45	37	95	182

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	19	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.2	40.8	8.5	6.0	11.0	0.0
Yellow	3.5	5.0	3.5	3.5	4.0	0.0
Red	0.5	1.5	0.5	0.5	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.2	47.3	14.2	47.3	22.5	26.0	12.5	16.0
Change Period, ($Y+R_c$), s	4.0	6.5	4.0	6.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.2	0.0	4.2	4.3	4.2	4.3
Queue Clearance Time (g_s), s	4.5		6.2		19.7	4.8	4.0	7.8
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	1.1	0.0	0.4
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.19		1.00		1.00	0.00	0.73	1.00

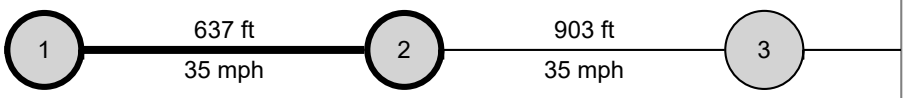
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	87	321	294	145	607	603	365	54	53	45	114	108
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1706	1795	1885	1874	1781	1870	1560	1810	1885	1585
Queue Service Time (g_s), s	2.5	7.6	7.7	4.2	29.4	29.4	17.7	2.4	2.8	2.0	5.8	5.8
Cycle Queue Clearance Time (g_c), s	2.5	7.6	7.7	4.2	29.4	29.4	17.7	2.4	2.8	2.0	5.8	5.8
Green Ratio (*g/C*)	0.51	0.41	0.41	0.51	0.41	0.41	0.31	0.21	0.21	0.19	0.11	0.21
Capacity (*c*), veh/h	301	769	696	508	769	765	462	393	328	370	207	336
Volume-to-Capacity Ratio (*X*)	0.289	0.417	0.422	0.286	0.789	0.789	0.790	0.138	0.162	0.121	0.552	0.323
Back of Queue (*Q*), ft/ln (90 th percentile)	41.6	98.3	92.5	67.9	449.1	447.2	285.8	45.5	46.2	37.5	122.3	97.4
Back of Queue (*Q*), veh/ln (90 th percentile)	1.9	4.4	4.2	3.1	20.2	20.2	12.8	2.0	2.0	1.7	5.5	4.4
Queue Storage Ratio (*RQ*) (90 th percentile)	0.32	0.00	0.00	0.51	0.00	0.00	1.29	0.00	0.26	0.28	0.00	0.73
Uniform Delay (d_1), s/veh	18.7	10.7	10.7	12.4	30.7	30.7	29.9	32.1	32.3	33.2	42.2	33.3
Incremental Delay (d_2), s/veh	1.6	1.1	1.3	1.4	8.0	8.1	12.9	0.7	1.1	0.7	10.2	2.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	20.3	11.8	12.0	13.8	38.8	38.8	42.8	32.9	33.4	33.9	52.3	35.9
Level of Service (LOS)	C	B	B	B	D	D	D	C	C	C	D	D
Approach Delay, s/veh / LOS	12.9	B		36.1	D		40.6	D		42.6	D	
Intersection Delay, s/veh / LOS	31.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	2.23	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.07	A	1.42	A	1.27	A	0.93	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Existing AM.xus	Analysis Year	Existing	System Cycle Length, s	100
Intersections	24 Road & Patterson	Market Street/Mall Access & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (24 Rd - Market St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	35	35	2	2	637	637	50	50	0	0	100	0	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	1	6	16	5	2	12
1	Bay/Lane Spillback Time, h					never	
1	Shared Lane Spillback Time, h				never		never
1	Base Free-Flow Speed, mph	41.58			42.05		
1	Running Time, s	14.79			15.06		
1	Running Speed, mph	29.37			28.85		
1	Through Delay, s/veh	2.71			20.29		
1	Travel Time, s	17.50			35.34		
1	Travel Speed, mph	24.82			12.29		
1	Stop Rate, stops/veh	0.12			0.47		
1	Spatial Stop Rate, stops/mi	0.97			3.88		
1	Through vol/cap Ratio	0.09			0.63		
1	Percent of Base FFS	59.69			29.23		
1	Level of Service	C			F		
1	Auto Traveler Perception Score	2.28			2.76		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	2.30		B	3.47		C
1	Bicycle Segment LOS Score / LOS	2.00		A	2.64		B
1	Transit Segment LOS Score / LOS	1.18		A	2.57		B

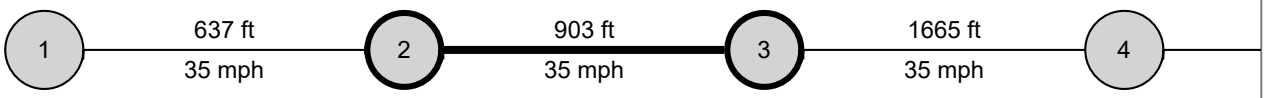
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	753.72	737.51
Facility Travel Speed, mph	28.53	29.16
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	66.77	68.66
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.31	2.27

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.14	C
Bicycle Facility LOS Score / LOS	2.63	C	2.66	C
Transit Facility LOS Score / LOS	1.01	A	0.92	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Existing AM.xus	Analysis Year	Existing	System Cycle Length, s	100
Intersections	Market Street/Mall Access & Pat	Home Depot Access/Mesa Mall Access &		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (Market St - Home Depot)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
2	35	35	2	2	903	903	50	50	2	1	70	0	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	1	6	16	5	2	12
2	Bay/Lane Spillback Time, h		never				
2	Shared Lane Spillback Time, h	never					
2	Base Free-Flow Speed, mph	41.72			42.05		
2	Running Time, s	18.20			18.58		
2	Running Speed, mph	33.83			33.13		
2	Through Delay, s/veh	5.69			9.94		
2	Travel Time, s	23.89			28.53		
2	Travel Speed, mph	25.77			21.58		
2	Stop Rate, stops/veh	0.24			0.45		
2	Spatial Stop Rate, stops/mi	1.42			2.62		
2	Through vol/cap Ratio	0.10			0.41		
2	Percent of Base FFS	61.77			51.32		
2	Level of Service	C			C		
2	Auto Traveler Perception Score	2.35			2.55		
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	2.71		B	3.63		D
2	Bicycle Segment LOS Score / LOS	2.22		B	2.77		C
2	Transit Segment LOS Score / LOS	1.12		A	1.62		A

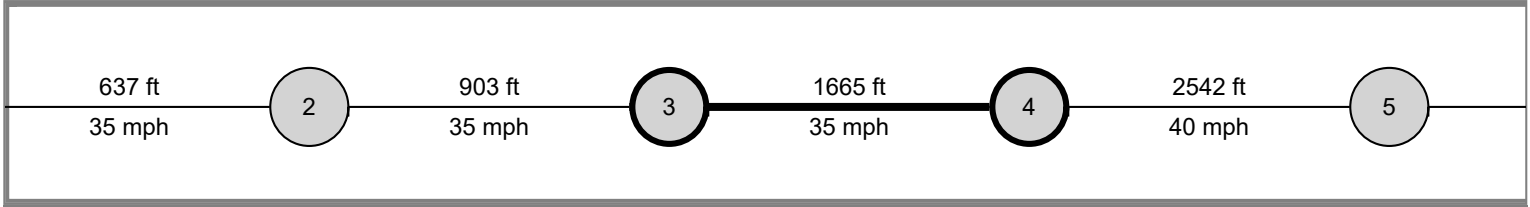
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	753.72	737.51
Facility Travel Speed, mph	28.53	29.16
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	66.77	68.66
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.31	2.27

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.14	C
Bicycle Facility LOS Score / LOS	2.63	C	2.66	C
Transit Facility LOS Score / LOS	1.01	A	0.92	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Existing AM.xus	Analysis Year	Existing	System Cycle Length, s	100
Intersections	Home Depot Access/Mesa Mall /	24 1/2 Rd & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (Home Depot - 24 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
3	35	35	2	2	1665	1665	50	50	550	550	70	100	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h		never			never	
3	Shared Lane Spillback Time, h	never			never		
3	Base Free-Flow Speed, mph	40.71			40.19		
3	Running Time, s	30.21			31.44		
3	Running Speed, mph	37.58			36.11		
3	Through Delay, s/veh	7.20			6.10		
3	Travel Time, s	37.41			37.54		
3	Travel Speed, mph	30.34			30.24		
3	Stop Rate, stops/veh	0.27			0.25		
3	Spatial Stop Rate, stops/mi	0.85			0.79		
3	Through vol/cap Ratio	0.11			0.43		
3	Percent of Base FFS	74.53			75.24		
3	Level of Service	B			B		
3	Auto Traveler Perception Score	2.27			2.26		
Multimodal Results (Segment)							
3	Pedestrian Segment LOS Score / LOS	2.83		C	3.58		D
3	Bicycle Segment LOS Score / LOS	2.29		B	2.82		C
3	Transit Segment LOS Score / LOS	0.81		A	0.98		A

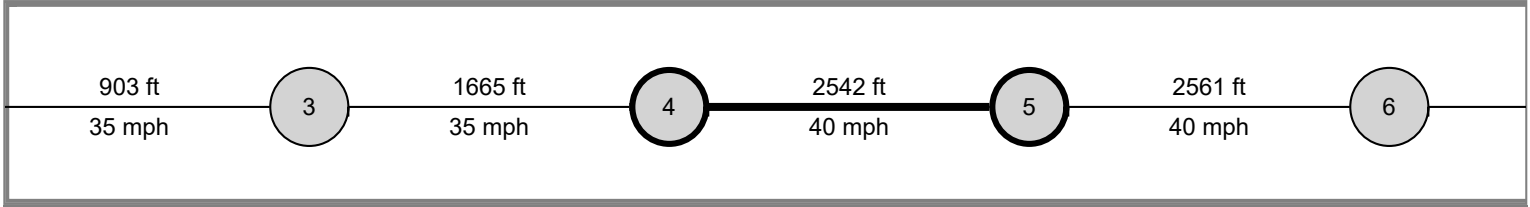
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	753.72	737.51
Facility Travel Speed, mph	28.53	29.16
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	66.77	68.66
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.31	2.27

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.14	C
Bicycle Facility LOS Score / LOS	2.63	C	2.66	C
Transit Facility LOS Score / LOS	1.01	A	0.92	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Existing AM.xus	Analysis Year	Existing	System Cycle Length, s	100
Intersections	24 1/2 Rd & Patterson	25 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (24 1/2 Rd - 25 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
4	40	35	2	2	2542	2542	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h		never			never	
4	Shared Lane Spillback Time, h	never		never	never		
4	Base Free-Flow Speed, mph	42.99			40.64		
4	Running Time, s	42.20			45.62		
4	Running Speed, mph	41.07			37.99		
4	Through Delay, s/veh	26.61			4.26		
4	Travel Time, s	68.81			49.87		
4	Travel Speed, mph	25.19			34.75		
4	Stop Rate, stops/veh	0.69			0.12		
4	Spatial Stop Rate, stops/mi	1.44			0.26		
4	Through vol/cap Ratio	0.17			0.51		
4	Percent of Base FFS	58.59			85.52		
4	Level of Service	C			A		
4	Auto Traveler Perception Score	2.36			2.18		
Multimodal Results (Segment)							
4	Pedestrian Segment LOS Score / LOS	2.81		C	3.18		C
4	Bicycle Segment LOS Score / LOS	2.35		B	2.77		C
4	Transit Segment LOS Score / LOS	1.22		A	0.71		A

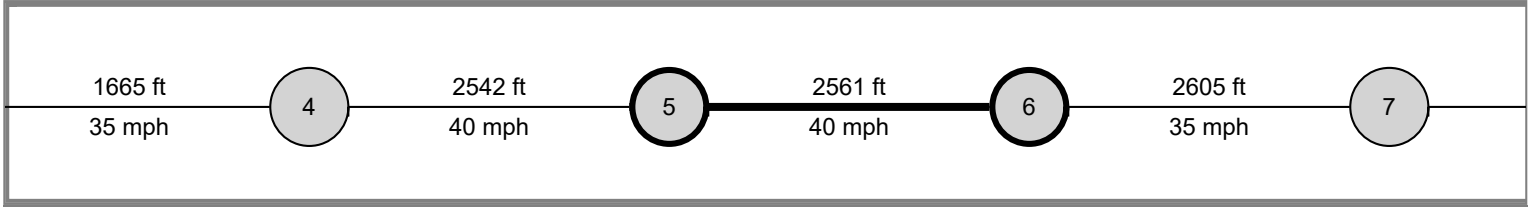
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	753.72	737.51
Facility Travel Speed, mph	28.53	29.16
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	66.77	68.66
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.31	2.27

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.14	C
Bicycle Facility LOS Score / LOS	2.63	C	2.66	C
Transit Facility LOS Score / LOS	1.01	A	0.92	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Existing AM.xus	Analysis Year	Existing	System Cycle Length, s	100
Intersections	25 Road & Patterson	25 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (25 Rd - 25 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
5	40	40	2	2	2561	2561	50	50	260	260	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h		never			never	
5	Shared Lane Spillback Time, h	never			never		never
5	Base Free-Flow Speed, mph	43.13			43.13		
5	Running Time, s	42.42			43.26		
5	Running Speed, mph	41.16			40.37		
5	Through Delay, s/veh	6.75			35.44		
5	Travel Time, s	49.17			78.70		
5	Travel Speed, mph	35.51			22.19		
5	Stop Rate, stops/veh	0.23			0.83		
5	Spatial Stop Rate, stops/mi	0.48			1.71		
5	Through vol/cap Ratio	0.14			0.71		
5	Percent of Base FFS	82.34			51.44		
5	Level of Service	A			C		
5	Auto Traveler Perception Score	2.21			2.40		
Multimodal Results (Segment)							
5	Pedestrian Segment LOS Score / LOS	2.64		B	3.44		C
5	Bicycle Segment LOS Score / LOS	2.39		B	2.81		C
5	Transit Segment LOS Score / LOS	0.54		A	1.58		A

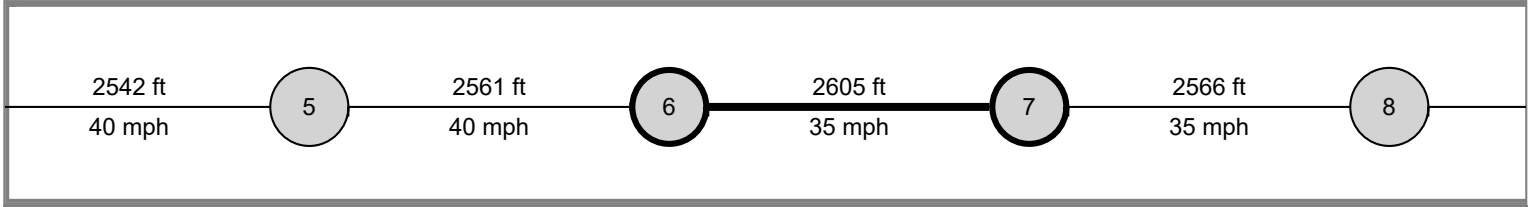
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	753.72	737.51
Facility Travel Speed, mph	28.53	29.16
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	66.77	68.66
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.31	2.27

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.14	C
Bicycle Facility LOS Score / LOS	2.63	C	2.66	C
Transit Facility LOS Score / LOS	1.01	A	0.92	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Existing AM.xus	Analysis Year	Existing	System Cycle Length, s	100
Intersections	25 1/2 Road & Patterson	1st Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (25 1/2 Rd - 26 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
6	35	40	2	2	2605	2605	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
6	Bay/Lane Spillback Time, h		never			never	
6	Shared Lane Spillback Time, h	never			never		
6	Base Free-Flow Speed, mph	40.74			43.09		
6	Running Time, s	45.46			43.74		
6	Running Speed, mph	39.07			40.61		
6	Through Delay, s/veh	14.58			12.69		
6	Travel Time, s	60.04			56.42		
6	Travel Speed, mph	29.58			31.48		
6	Stop Rate, stops/veh	0.47			0.39		
6	Spatial Stop Rate, stops/mi	0.96			0.79		
6	Through vol/cap Ratio	0.16			0.42		
6	Percent of Base FFS	72.62			73.05		
6	Level of Service	B			B		
6	Auto Traveler Perception Score	2.28			2.26		
Multimodal Results (Segment)							
6	Pedestrian Segment LOS Score / LOS	2.85		C	3.12		C
6	Bicycle Segment LOS Score / LOS	2.45		B	2.73		B
6	Transit Segment LOS Score / LOS	0.90		A	0.88		A

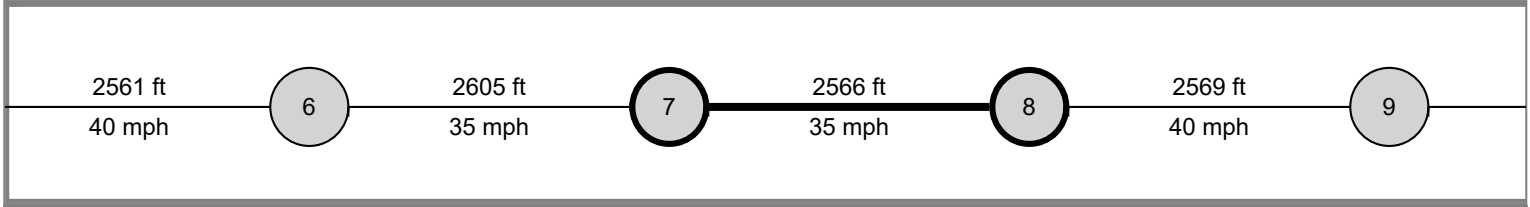
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	753.72	737.51
Facility Travel Speed, mph	28.53	29.16
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	66.77	68.66
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.31	2.27

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.14	C
Bicycle Facility LOS Score / LOS	2.63	C	2.66	C
Transit Facility LOS Score / LOS	1.01	A	0.92	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Existing AM.xus	Analysis Year	Existing	System Cycle Length, s	100
Intersections	1st Street & Patterson	7th Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (26 Rd - 26 1/2)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
7	35	40	2	2	2566	2566	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
7	Bay/Lane Spillback Time, h		never			never	
7	Shared Lane Spillback Time, h	never			never		never
7	Base Free-Flow Speed, mph	39.83			42.18		
7	Running Time, s	45.92			43.76		
7	Running Speed, mph	38.10			39.98		
7	Through Delay, s/veh	18.00			13.49		
7	Travel Time, s	63.93			57.26		
7	Travel Speed, mph	27.37			30.56		
7	Stop Rate, stops/veh	0.57			0.40		
7	Spatial Stop Rate, stops/mi	1.16			0.82		
7	Through vol/cap Ratio	0.23			0.32		
7	Percent of Base FFS	68.72			72.45		
7	Level of Service	B			B		
7	Auto Traveler Perception Score	2.31			2.26		
Multimodal Results (Segment)							
7	Pedestrian Segment LOS Score / LOS	2.77		C	2.94		C
7	Bicycle Segment LOS Score / LOS	2.53		B	2.64		B
7	Transit Segment LOS Score / LOS	1.07		A	0.89		A

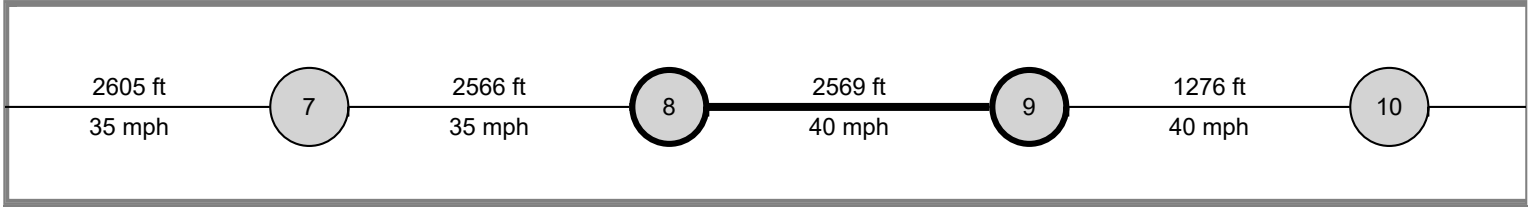
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	753.72	737.51
Facility Travel Speed, mph	28.53	29.16
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	66.77	68.66
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.31	2.27

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.14	C
Bicycle Facility LOS Score / LOS	2.63	C	2.66	C
Transit Facility LOS Score / LOS	1.01	A	0.92	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Existing AM.xus	Analysis Year	Existing	System Cycle Length, s	100
Intersections	7th Street & Patterson	12th Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (26 1/2 Rd to 12th St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
8	40	35	2	2	2569	2569	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
8	Bay/Lane Spillback Time, h		never			never	
8	Shared Lane Spillback Time, h	never			never		never
8	Base Free-Flow Speed, mph	42.34			39.99		
8	Running Time, s	43.73			46.13		
8	Running Speed, mph	40.05			37.97		
8	Through Delay, s/veh	30.49			6.04		
8	Travel Time, s	74.22			52.17		
8	Travel Speed, mph	23.60			33.57		
8	Stop Rate, stops/veh	0.83			0.19		
8	Spatial Stop Rate, stops/mi	1.71			0.39		
8	Through vol/cap Ratio	0.40			0.27		
8	Percent of Base FFS	55.74			83.95		
8	Level of Service	C			A		
8	Auto Traveler Perception Score	2.40			2.20		
Multimodal Results (Segment)							
8	Pedestrian Segment LOS Score / LOS	3.01		C	2.94		C
8	Bicycle Segment LOS Score / LOS	2.70		B	2.60		B
8	Transit Segment LOS Score / LOS	1.41		A	0.70		A

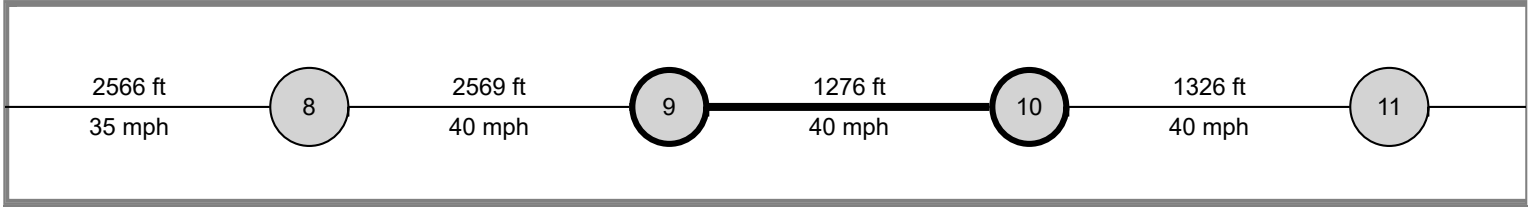
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	753.72	737.51
Facility Travel Speed, mph	28.53	29.16
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	66.77	68.66
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.31	2.27

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.14	C
Bicycle Facility LOS Score / LOS	2.63	C	2.66	C
Transit Facility LOS Score / LOS	1.01	A	0.92	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Existing AM.xus	Analysis Year	Existing	System Cycle Length, s	100
Intersections	12th Street & Patterson	Patterson Rd & 15th St		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (12th St - 27 1/4 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
9	40	35	2	2	1276	1276	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
9	Bay/Lane Spillback Time, h		never			never	
9	Shared Lane Spillback Time, h	never			never		never
9	Base Free-Flow Speed, mph	42.30			39.95		
9	Running Time, s	23.50			24.88		
9	Running Speed, mph	37.03			34.97		
9	Through Delay, s/veh	2.00			34.28		
9	Travel Time, s	25.49			59.16		
9	Travel Speed, mph	34.13			14.71		
9	Stop Rate, stops/veh	0.08			0.75		
9	Spatial Stop Rate, stops/mi	0.32			3.11		
9	Through vol/cap Ratio	0.28			0.65		
9	Percent of Base FFS	80.68			36.81		
9	Level of Service	A			E		
9	Auto Traveler Perception Score	2.19			2.63		
Multimodal Results (Segment)							
9	Pedestrian Segment LOS Score / LOS	2.99		C	3.33		C
9	Bicycle Segment LOS Score / LOS	2.67		B	2.70		B
9	Transit Segment LOS Score / LOS	0.68		A	2.25		B

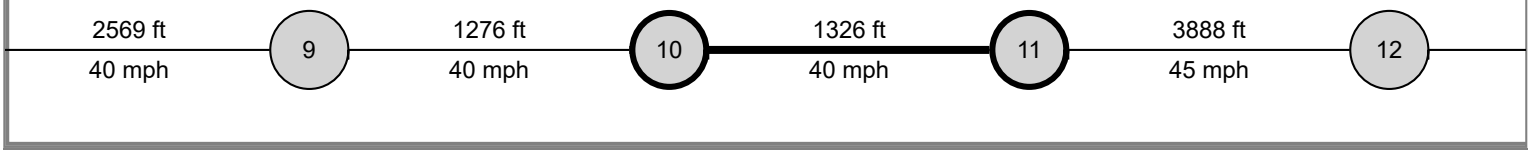
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	753.72	737.51
Facility Travel Speed, mph	28.53	29.16
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	66.77	68.66
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.31	2.27

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.14	C
Bicycle Facility LOS Score / LOS	2.63	C	2.66	C
Transit Facility LOS Score / LOS	1.01	A	0.92	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Existing AM.xus	Analysis Year	Existing	System Cycle Length, s	100
Intersections	Patterson Rd & 15th St	27 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
10	40	40	2	2	1326	1326	50	50	0	0	70	70	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
10	Bay/Lane Spillback Time, h		never			never	
10	Shared Lane Spillback Time, h	never		never	never		
10	Base Free-Flow Speed, mph	44.07			44.07		
10	Running Time, s	23.72			23.71		
10	Running Speed, mph	38.11			38.13		
10	Through Delay, s/veh	9.73			1.25		
10	Travel Time, s	33.45			24.96		
10	Travel Speed, mph	27.03			36.22		
10	Stop Rate, stops/veh	0.33			0.05		
10	Spatial Stop Rate, stops/mi	1.32			0.19		
10	Through vol/cap Ratio	0.32			0.28		
10	Percent of Base FFS	61.33			82.20		
10	Level of Service	C			A		
10	Auto Traveler Perception Score	2.56			2.17		
Multimodal Results (Segment)							
10	Pedestrian Segment LOS Score / LOS	3.43		C	3.45		C
10	Bicycle Segment LOS Score / LOS	2.78		C	2.72		B
10	Transit Segment LOS Score / LOS	1.16		A	0.57		A

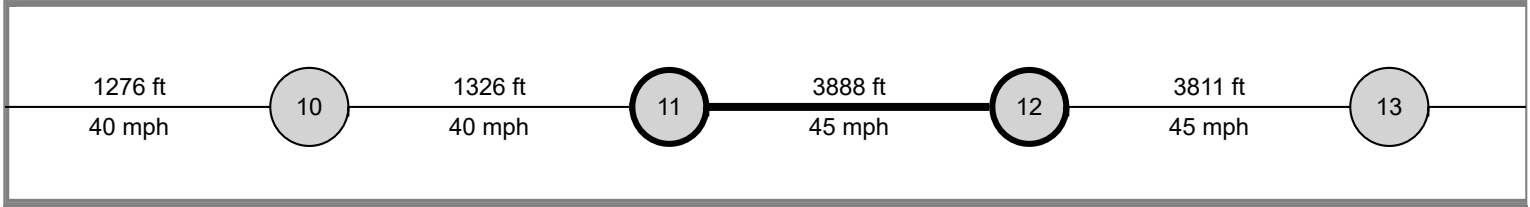
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	753.72	737.51
Facility Travel Speed, mph	28.53	29.16
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	66.77	68.66
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.31	2.27

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.14	C
Bicycle Facility LOS Score / LOS	2.63	C	2.66	C
Transit Facility LOS Score / LOS	1.01	A	0.92	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Existing AM.xus	Analysis Year	Existing	System Cycle Length, s	100
Intersections	27 1/2 Road & Patterson	28 1/4 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (27 1/4 Rd - 27 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
11	45	40	2	2	3888	3888	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement		2	12	1	6	
11	Bay/Lane Spillback Time, h		never			never	
11	Shared Lane Spillback Time, h	never		never	never		
11	Base Free-Flow Speed, mph	45.84			43.49		
11	Running Time, s	60.16			62.64		
11	Running Speed, mph	44.06			42.32		
11	Through Delay, s/veh	16.34			9.91		
11	Travel Time, s	76.50			72.55		
11	Travel Speed, mph	34.65			36.54		
11	Stop Rate, stops/veh	0.48			0.40		
11	Spatial Stop Rate, stops/mi	0.65			0.55		
11	Through vol/cap Ratio	0.44			0.18		
11	Percent of Base FFS	75.59			84.01		
11	Level of Service	B			A		
11	Auto Traveler Perception Score	2.34			2.22		
Multimodal Results (Segment)							
11	Pedestrian Segment LOS Score / LOS	3.61		D	2.96		C
11	Bicycle Segment LOS Score / LOS	2.81		C	2.55		B
11	Transit Segment LOS Score / LOS	0.69		A	0.51		A

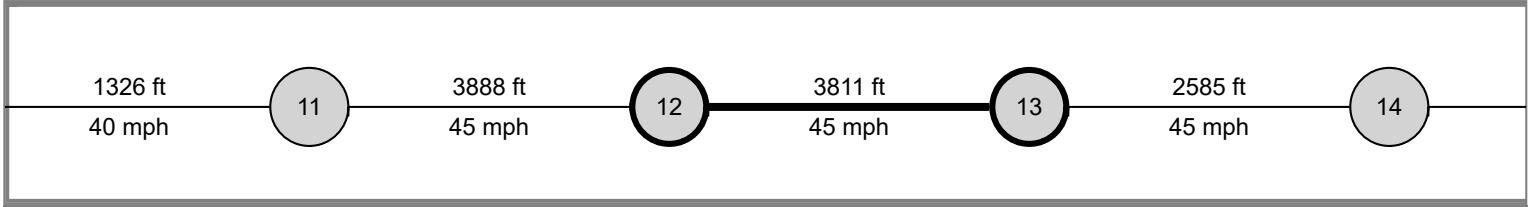
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	753.72	737.51
Facility Travel Speed, mph	28.53	29.16
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	66.77	68.66
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.31	2.27

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.14	C
Bicycle Facility LOS Score / LOS	2.63	C	2.66	C
Transit Facility LOS Score / LOS	1.01	A	0.92	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Existing AM.xus	Analysis Year	Existing	System Cycle Length, s	100
Intersections	28 1/4 Road & Patterson	29 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (28 1/4 Rd - 29 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12	45	40	2	2	3811	3811	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
12	Bay/Lane Spillback Time, h		never			never	
12	Shared Lane Spillback Time, h	never		never	never		never
12	Base Free-Flow Speed, mph	44.90			42.55		
12	Running Time, s	59.68			62.81		
12	Running Speed, mph	43.54			41.37		
12	Through Delay, s/veh	20.06			9.82		
12	Travel Time, s	79.74			72.63		
12	Travel Speed, mph	32.58			35.78		
12	Stop Rate, stops/veh	0.53			0.30		
12	Spatial Stop Rate, stops/mi	0.74			0.41		
12	Through vol/cap Ratio	0.58			0.27		
12	Percent of Base FFS	72.57			84.07		
12	Level of Service	B			A		
12	Auto Traveler Perception Score	2.25			2.20		
Multimodal Results (Segment)							
12	Pedestrian Segment LOS Score / LOS	3.58		D	2.95		C
12	Bicycle Segment LOS Score / LOS	2.86		C	2.57		B
12	Transit Segment LOS Score / LOS	0.85		A	0.56		A

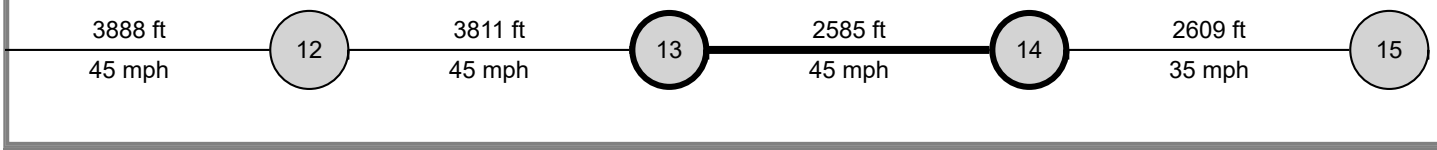
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	753.72	737.51
Facility Travel Speed, mph	28.53	29.16
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	66.77	68.66
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.31	2.27

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.14	C
Bicycle Facility LOS Score / LOS	2.63	C	2.66	C
Transit Facility LOS Score / LOS	1.01	A	0.92	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Existing AM.xus	Analysis Year	Existing	System Cycle Length, s	100
Intersections	29 Road & Patterson	29 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (29 Rd - 29 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
13	45	45	2	2	2585	2585	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
13	Bay/Lane Spillback Time, h		never			never	
13	Shared Lane Spillback Time, h	never			never		never
13	Base Free-Flow Speed, mph	43.89			43.89		
13	Running Time, s	41.28			40.34		
13	Running Speed, mph	42.69			43.69		
13	Through Delay, s/veh	15.41			23.58		
13	Travel Time, s	56.69			63.92		
13	Travel Speed, mph	31.09			27.57		
13	Stop Rate, stops/veh	0.41			0.68		
13	Spatial Stop Rate, stops/mi	0.83			1.38		
13	Through vol/cap Ratio	0.69			0.32		
13	Percent of Base FFS	70.84			62.82		
13	Level of Service	B			C		
13	Auto Traveler Perception Score	2.26			2.35		
Multimodal Results (Segment)							
13	Pedestrian Segment LOS Score / LOS	3.81		D	3.24		C
13	Bicycle Segment LOS Score / LOS	2.95		C	2.62		B
13	Transit Segment LOS Score / LOS	1.02		A	1.10		A

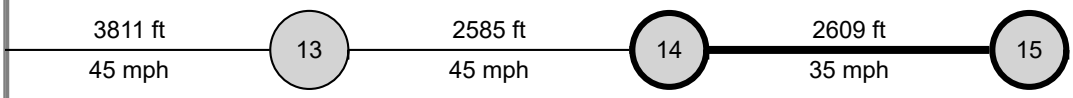
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	753.72	737.51
Facility Travel Speed, mph	28.53	29.16
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	66.77	68.66
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.31	2.27

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.14	C
Bicycle Facility LOS Score / LOS	2.63	C	2.66	C
Transit Facility LOS Score / LOS	1.01	A	0.92	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	Existing AM.xus	Analysis Year	Existing	System Cycle Length, s	100
Intersections	29 1/2 Road & Patterson	30 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (29 1/2 Rd - 30 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
14	35	45	2	2	2609	2609	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
14	Bay/Lane Spillback Time, h					never	
14	Shared Lane Spillback Time, h				never		
14	Base Free-Flow Speed, mph	40.82			45.52		
14	Running Time, s	46.85			40.65		
14	Running Speed, mph	37.97			43.76		
14	Through Delay, s/veh	40.02			7.82		
14	Travel Time, s	86.88			48.46		
14	Travel Speed, mph	20.48			36.71		
14	Stop Rate, stops/veh	0.92			0.23		
14	Spatial Stop Rate, stops/mi	1.86			0.47		
14	Through vol/cap Ratio	0.81			0.29		
14	Percent of Base FFS	50.16			80.63		
14	Level of Service	C			A		
14	Auto Traveler Perception Score	2.42			2.21		
Multimodal Results (Segment)							
14	Pedestrian Segment LOS Score / LOS	3.95		D	2.92		C
14	Bicycle Segment LOS Score / LOS	2.89		C	2.56		B
14	Transit Segment LOS Score / LOS	1.77		A	0.54		A

Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	753.72	737.51
Facility Travel Speed, mph	28.53	29.16
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	66.77	68.66
Facility Level of Service	C	B
Facility Auto Traveler Perception Score	2.31	2.27

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.14	C
Bicycle Facility LOS Score / LOS	2.63	C	2.66	C
Transit Facility LOS Score / LOS	1.01	A	0.92	A

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HCS7 Two-Way Stop-Control Report

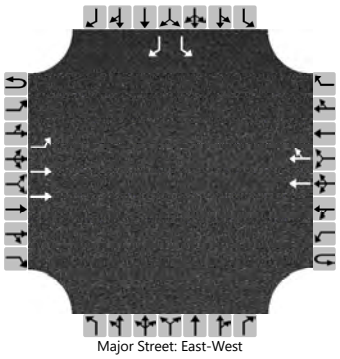
General Information

Analyst	
Agency/Co.	Stolfus and Associates
Date Performed	4/30/2020
Analysis Year	2018
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Patterson ACP

Site Information

Intersection	28 RD
Jurisdiction	
East/West Street	
North/South Street	
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T				T	TR						L		R
Volume (veh/h)	0	10	833				1759	57						37		58
Percent Heavy Vehicles (%)	3	1												3		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.12												6.86		6.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.21												3.53		3.30

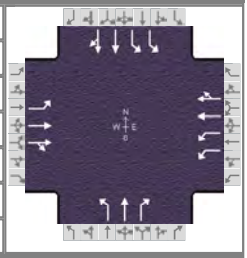
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11												40		63
Capacity, c (veh/h)		294												26		250
v/c Ratio		0.04												1.57		0.25
95% Queue Length, Q_{95} (veh)		0.1												4.9		1.0
Control Delay (s/veh)		17.7												613.0		24.2
Level of Service (LOS)		C												F		C
Approach Delay (s/veh)	0.2												253.5			
Approach LOS													F			

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HCS7 Signalized Intersection Results Summary

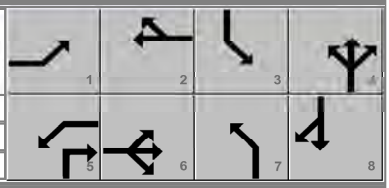
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.92
Urban Street	Patterson Rd	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	24 Road & Patterson	File Name	Existing PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	155	176	493	322	177	42	291	215	207	444	25

Signal Information			
Cycle, s	110.0	Reference Phase	6
Offset, s	81	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.7	6.6	36.8	6.0	3.7	24.3	
Yellow	3.5	3.5	4.0	3.5	0.0	4.0	
Red	0.5	0.5	1.0	0.5	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	2.0	4.0	1.1	3.0	2.0	4.0
Phase Duration, s	14.7	41.8	25.3	52.4	10.0	29.3	13.7	32.9
Change Period, (*Y+R c*), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (*g s*), s	10.1		18.1		4.1	19.3	8.9	15.3
Green Extension Time (*g e*), s	0.6	0.0	3.2	0.0	0.1	5.0	0.8	6.3
Phase Call Probability	1.00		1.00		0.75	1.00	1.00	1.00
Max Out Probability	0.42		0.07		0.00	0.47	0.22	0.20

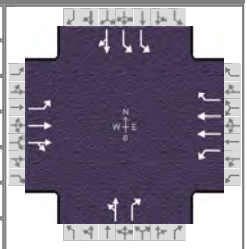
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	209	513	583	536	285	257	46	316	234	225	257	253
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1870	1579	1743	1885	1662	1810	1885	1598	1743	1856	1819
Queue Service Time (*g s*), s	8.1	27.4	36.8	16.1	11.2	11.5	2.1	17.3	11.0	6.9	13.2	13.3
Cycle Queue Clearance Time (*g c*), s	8.1	27.4	36.8	16.1	11.2	11.5	2.1	17.3	11.0	6.9	13.2	13.3
Green Ratio (*g/C*)	0.43	0.33	0.33	0.19	0.43	0.43	0.28	0.22	0.41	0.09	0.25	0.25
Capacity (*c*), veh/h	512	626	528	674	813	716	268	416	661	307	471	462
Volume-to-Capacity Ratio (*X*)	0.408	0.820	1.103	0.795	0.351	0.359	0.170	0.761	0.353	0.734	0.546	0.548
Back of Queue (*Q*), ft/ln (90 th percentile)	132.4	415	740.9	228.3	171.7	160.6	36.5	272	149.4	120.3	205.3	209.7
Back of Queue (*Q*), veh/ln (90 th percentile)	6.0	18.6	33.4	10.3	7.7	7.2	1.7	12.3	6.7	5.4	9.1	9.0
Queue Storage Ratio (*RQ*) (90 th percentile)	0.75	0.00	0.00	1.04	0.00	0.00	0.28	0.00	0.85	0.91	0.00	0.00
Uniform Delay (*d 1*), s/veh	20.8	32.1	41.9	42.3	21.0	21.1	30.3	40.2	22.1	48.9	35.6	35.6
Incremental Delay (*d 2*), s/veh	0.7	11.5	70.4	2.8	1.1	1.2	0.4	5.6	0.5	4.8	1.4	1.4
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	21.6	43.6	112.3	45.1	22.0	22.3	30.7	45.8	22.6	53.7	37.0	37.0
Level of Service (LOS)	C	D	F	D	C	C	C	D	C	D	D	D
Approach Delay, s/veh / LOS	70.8	E		33.5	C		35.5	D		42.1	D	
Intersection Delay, s/veh / LOS	48.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.27	B	2.45	B	2.29	B
Bicycle LOS Score / LOS	0.84	A	1.38	A	1.47	A	1.09	A

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HCS7 Signalized Intersection Results Summary

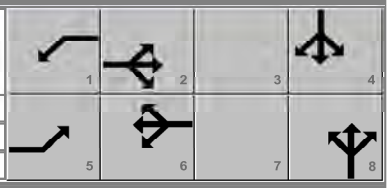
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.94
Urban Street	Patterson Rd	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Market Street/Mall Acce…	File Name	Existing PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	83	435	86	28	756	256	76	46	22	228	21	179

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.5	2.2	56.7	9.7	17.0	0.0	
Yellow	3.5	3.5	4.0	4.0	4.0	0.0	
Red	0.5	0.5	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	3.0		11.0		10.0
Phase Duration, s	11.7	67.9	5.5	61.7		14.7		22.0
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.3		3.4
Queue Clearance Time (g_s), s	7.4		2.3			9.6		15.9
Green Extension Time (g_e), s	0.3	0.0	0.0	0.0		0.2		1.0
Phase Call Probability	1.00		0.29			0.99		1.00
Max Out Probability	0.00		0.00			0.00		0.00

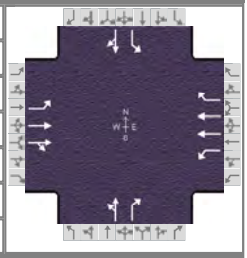
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	198	639	605	11	307	104		130	23	243	213	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1777	1810	1795	1610		1843	1610	1757	1636	
Queue Service Time (g_s), s	5.4	28.6	29.5	0.3	6.3	5.1		7.6	1.5	6.9	13.9	
Cycle Queue Clearance Time (g_c), s	5.4	28.6	29.5	0.3	6.3	5.1		7.6	1.5	6.9	13.9	
Green Ratio (*g/C*)	0.60	0.57	0.57	0.53	0.52	0.52		0.09	0.09	0.15	0.15	
Capacity (*c*), veh/h	691	1077	1015	219	1849	830		163	142	542	252	
Volume-to-Capacity Ratio (*X*)	0.287	0.593	0.596	0.052	0.166	0.125		0.798	0.165	0.448	0.844	
Back of Queue (*Q*), ft/ln (90 th percentile)	79.8	395.5	387.5	5	103.7	79		134.6	24	115.8	197.5	
Back of Queue (*Q*), veh/ln (90 th percentile)	3.6	17.8	17.6	0.2	4.7	3.6		6.1	1.1	5.3	9.0	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.55	0.00	0.00	0.05	0.00	0.75		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	10.1	21.7	22.9	14.8	18.6	20.3		49.2	46.4	42.3	45.2	
Incremental Delay (d_2), s/veh	0.1	2.0	2.1	0.0	0.2	0.3		3.4	0.2	0.2	3.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	10.2	23.6	25.0	14.9	18.7	20.6		52.6	46.6	42.5	48.2	
Level of Service (LOS)	B	C	C	B	B	C		D	D	D	D	
Approach Delay, s/veh / LOS	22.4	C		19.1	B		51.6	D		45.2	D	
Intersection Delay, s/veh / LOS	27.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	2.09	B	2.48	B	2.30	B
Bicycle LOS Score / LOS	1.02	A	1.40	A	0.74	A	1.24	A

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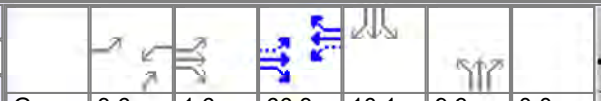
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.91
Urban Street	Patterson Rd	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Home Depot Access/Me…	File Name	Existing PM.xus		
Project Description					

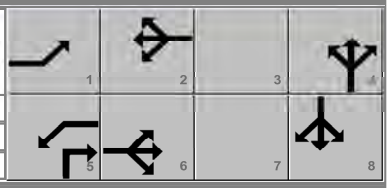


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	58	598	44	74	879	65	59	22	88	89	13	89

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	43	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off



Green	3.6	1.6	66.3	10.1	9.3	0.0	
Yellow	3.5	0.0	4.0	4.0	4.0	0.0	
Red	0.5	0.0	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	4.0	1.1	3.0		11.0		10.0
Phase Duration, s	9.2	73.0	7.6	71.3		14.3		15.1
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0		5.5		5.5
Queue Clearance Time (g_s), s	4.8		2.9			8.3		9.3
Green Extension Time (g_e), s	0.6	0.0	0.2	0.0		1.0		0.8
Phase Call Probability	0.98		0.72			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.09

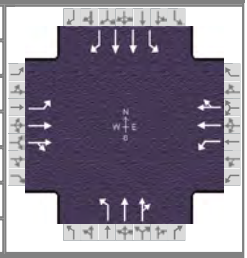
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	121	677	663	42	500	37		89	97	98	112	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1885	1839	1810	1809	1610		1833	1585	1810	1642	
Queue Service Time (g_s), s	2.8	20.4	20.2	0.9	10.1	1.7		5.1	6.3	5.7	7.3	
Cycle Queue Clearance Time (g_c), s	2.8	20.4	20.2	0.9	10.1	1.7		5.1	6.3	5.7	7.3	
Green Ratio (*g/C*)	0.65	0.62	0.62	0.64	0.60	0.60		0.08	0.12	0.09	0.09	
Capacity (*c*), veh/h	594	1165	1136	297	2181	971		155	186	167	151	
Volume-to-Capacity Ratio (*X*)	0.204	0.581	0.583	0.142	0.229	0.038		0.574	0.520	0.587	0.741	
Back of Queue (*Q*), ft/ln (90 th percentile)	41.9	237.8	227.6	13.4	154.9	23.3		101.7	106.3	108.9	127.4	
Back of Queue (*Q*), veh/ln (90 th percentile)	1.9	10.7	10.3	0.6	7.0	1.1		4.6	4.8	4.9	5.8	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.32	0.00	0.00	0.12	0.00	0.00		0.00	1.20	0.82	0.00	
Uniform Delay (d_1), s/veh	8.0	9.7	9.4	8.9	16.3	14.8		48.4	45.6	47.9	48.7	
Incremental Delay (d_2), s/veh	0.2	1.9	2.0	0.3	0.2	0.1		4.7	3.2	4.6	9.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	8.2	11.6	11.4	9.2	16.6	14.9		53.2	48.8	52.5	58.4	
Level of Service (LOS)	A	B	B	A	B	B		D	D	D	E	
Approach Delay, s/veh / LOS	11.2	B		15.9	B		50.9	D		55.7	E	
Intersection Delay, s/veh / LOS	19.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.88	B	1.88	B	2.46	B	2.32	B
Bicycle LOS Score / LOS	1.12	A	1.41	A	0.79	A	0.83	A

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HCS7 Signalized Intersection Results Summary

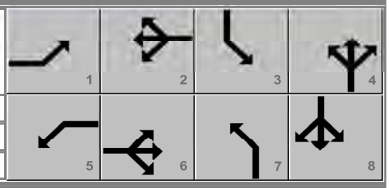
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.91
Urban Street	Patterson Rd	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	24 1/2 Rd & Patterson	File Name	Existing PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	515	161	204	720	174	219	222	166	170	208	80

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	23	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.3	0.5	58.3	9.0	1.4	13.0	
Yellow	3.5	0.0	4.0	3.5	3.5	4.0	
Red	0.5	0.0	1.5	0.5	0.5	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	9.3	63.8	9.7	64.3	18.4	23.4	13.0	18.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	5.1		5.4		14.4	15.0	11.0	8.7
Green Extension Time (g_e), s	0.4	0.0	0.5	0.0	0.1	3.4	0.0	3.6
Phase Call Probability	0.97		0.98		1.00	1.00	1.00	1.00
Max Out Probability	0.01		0.00		1.00	0.36	1.00	0.30

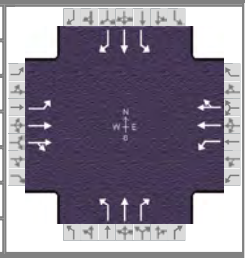
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	112	740	692	123	277	262	241	224	202	187	229	88
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1885	1732	1795	1885	1758	1810	1885	1622	1795	1781	1585
Queue Service Time (g_s), s	3.1	31.2	29.8	3.4	5.8	5.6	12.4	12.4	13.0	9.0	6.7	5.7
Cycle Queue Clearance Time (g_c), s	3.1	31.2	29.8	3.4	5.8	5.6	12.4	12.4	13.0	9.0	6.7	5.7
Green Ratio (*g/C*)	0.58	0.53	0.53	0.58	0.53	0.53	0.27	0.17	0.17	0.20	0.12	0.12
Capacity (*c*), veh/h	552	1000	918	252	1008	940	365	316	272	243	421	188
Volume-to-Capacity Ratio (*X*)	0.203	0.740	0.754	0.489	0.275	0.279	0.659	0.710	0.743	0.770	0.542	0.469
Back of Queue (*Q*), ft/ln (90 th percentile)	50.3	382.9	313.2	57.3	90.1	82	195.6	204.2	192	186.6	116.6	94.6
Back of Queue (*Q*), veh/ln (90 th percentile)	2.3	17.3	14.2	2.6	4.1	3.7	8.9	9.2	8.7	8.4	5.2	4.2
Queue Storage Ratio (*RQ*) (90 th percentile)	0.38	0.00	0.00	0.43	0.00	0.00	1.48	0.00	0.00	1.41	0.00	0.00
Uniform Delay (d_1), s/veh	11.1	16.7	13.9	17.4	8.2	7.8	34.5	43.2	43.5	41.0	45.7	45.3
Incremental Delay (d_2), s/veh	0.2	4.4	5.1	1.9	0.6	0.7	4.7	4.2	6.3	14.8	1.5	2.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	11.4	21.1	19.0	19.3	8.8	8.4	39.1	47.5	49.8	55.8	47.2	47.8
Level of Service (LOS)	B	C	B	B	A	A	D	D	D	E	D	D
Approach Delay, s/veh / LOS	19.5	B		10.6	B		45.2	D		50.5	D	
Intersection Delay, s/veh / LOS	27.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.41	B	2.30	B	2.31	B
Bicycle LOS Score / LOS	1.15	A	1.48	A	1.04	A	0.90	A

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HCS7 Signalized Intersection Results Summary

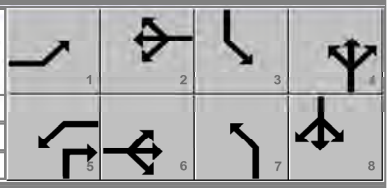
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.90
Urban Street	Patterson Rd	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	25 Road & Patterson	File Name	Existing PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	66	741	147	222	834	147	180	308	176	205	301	111

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	102	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.9	40.2	12.5	21.4	0.0	0.0
Yellow	3.5	4.5	3.5	4.0	0.0	0.0
Red	0.5	1.5	0.5	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	20.9	46.2	20.9	46.2	16.5	26.4	16.5	26.4
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (*g s*), s	5.6		6.5		11.6	21.7	13.1	21.3
Green Extension Time (*g e*), s	0.4	0.0	0.4	0.0	0.1	0.0	0.0	0.1
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.02		0.04		1.00	1.00	1.00	1.00

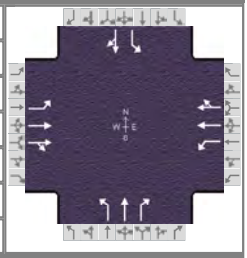
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	131	890	872	141	318	304	200	342	179	228	334	123
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1778	1795	1885	1786	1781	1885	1598	1795	1870	1610
Queue Service Time (*g s*), s	3.6	40.2	40.2	4.5	12.0	12.9	9.6	19.7	9.0	11.1	19.3	7.3
Cycle Queue Clearance Time (*g c*), s	3.6	40.2	40.2	4.5	12.0	12.9	9.6	19.7	9.0	11.1	19.3	7.3
Green Ratio (*g/C*)	0.52	0.37	0.37	0.52	0.37	0.37	0.31	0.19	0.35	0.31	0.19	0.19
Capacity (*c*), veh/h	530	689	650	341	689	653	269	367	556	269	364	313
Volume-to-Capacity Ratio (*X*)	0.247	1.291	1.342	0.412	0.462	0.465	0.744	0.933	0.322	0.845	0.919	0.394
Back of Queue (*Q*), ft/ln (90 th percentile)	56.2	1399.3	1481.6	79.1	168.5	177.5	184.7	373.2	134.3	221.2	363.5	120.5
Back of Queue (*Q*), veh/ln (90 th percentile)	2.6	63.1	66.3	3.6	7.6	7.9	8.3	16.8	6.1	10.0	16.3	5.5
Queue Storage Ratio (*RQ*) (90 th percentile)	0.32	0.00	0.00	0.45	0.00	0.00	0.84	0.00	0.76	1.67	0.00	0.91
Uniform Delay (*d 1*), s/veh	11.9	39.5	40.3	20.7	20.4	22.5	31.7	43.6	26.3	32.2	43.5	38.6
Incremental Delay (*d 2*), s/veh	1.0	141.2	163.2	3.1	1.9	2.0	17.0	32.8	1.5	26.4	30.6	3.7
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	12.9	180.7	203.5	23.8	22.2	24.5	48.7	76.4	27.8	58.7	74.0	42.3
Level of Service (LOS)	B	F	F	C	C	C	D	E	C	E	E	D
Approach Delay, s/veh / LOS	179.6	F		23.4	C		56.7	E		63.2	E	
Intersection Delay, s/veh / LOS	108.8						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.13	B	2.11	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.36	A	1.59	B	1.68	B	1.62	B

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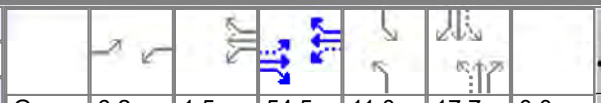
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.89
Urban Street	Patterson Rd	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	25 1/2 Road & Patterson	File Name	Existing PM.xus		
Project Description					

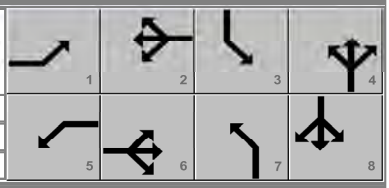


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	1077	89	182	1079	104	92	145	189	185	118	46

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	28	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.2	1.5	54.5	11.0	17.7	0.0
Yellow	3.5	0.0	4.5	3.5	4.0	0.0
Red	0.5	0.0	1.5	0.5	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	4.0
Phase Duration, s	10.2	60.5	11.8	62.1	15.0	22.7	15.0	22.7
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.3	5.2	5.3
Queue Clearance Time (g_s), s	3.4		5.2		7.0	16.0	12.6	12.7
Green Extension Time (g_e), s	0.1	0.0	0.3	0.0	0.1	1.7	0.0	2.3
Phase Call Probability	0.78		0.97		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.02		1.00	0.85	1.00	0.39

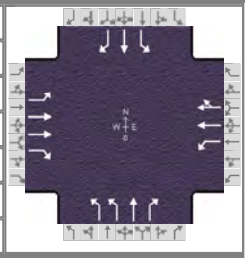
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	49	803	790	114	375	364	103	163	212	208	184	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1885	1834	1795	1885	1826	1781	1870	1610	1795	1780	
Queue Service Time (g_s), s	1.4	42.1	42.9	3.2	12.0	11.2	5.0	8.8	14.0	10.6	10.7	
Cycle Queue Clearance Time (g_c), s	1.4	42.1	42.9	3.2	12.0	11.2	5.0	8.8	14.0	10.6	10.7	
Green Ratio (*g/C*)	0.55	0.50	0.50	0.57	0.51	0.51	0.26	0.16	0.16	0.26	0.16	
Capacity (*c*), veh/h	438	935	909	226	961	931	299	301	259	309	287	
Volume-to-Capacity Ratio (*X*)	0.112	0.860	0.869	0.503	0.390	0.391	0.346	0.541	0.819	0.673	0.643	
Back of Queue (*Q*), ft/ln (90 th percentile)	20.2	578.7	578.3	62.5	163.6	149	96.3	152.5	215.6	189.1	173.5	
Back of Queue (*Q*), veh/ln (90 th percentile)	0.9	26.1	26.1	2.8	7.4	6.6	4.3	6.8	9.8	8.5	7.8	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.15	0.00	0.00	0.47	0.00	0.00	0.87	0.00	2.45	1.43	0.00	
Uniform Delay (d_1), s/veh	11.2	27.0	27.2	24.6	14.1	12.6	32.7	42.4	44.6	34.6	43.2	
Incremental Delay (d_2), s/veh	0.1	9.3	10.2	2.0	1.0	1.0	3.2	2.1	14.1	11.2	3.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	11.3	36.3	37.4	26.6	15.0	13.7	35.8	44.6	58.7	45.8	46.8	
Level of Service (LOS)	B	D	D	C	B	B	D	D	E	D	D	
Approach Delay, s/veh / LOS	36.1	D		16.0	B		49.0	D		46.3	D	
Intersection Delay, s/veh / LOS	34.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.09	B	1.90	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.60	B	1.75	B	1.28	A	1.13	A

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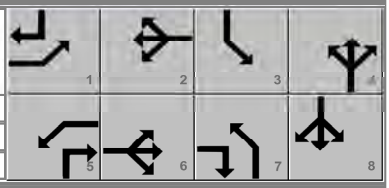
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.93
Urban Street	Patterson Rd	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	1st Street & Patterson	File Name	Existing PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	55	1203	167	187	1110	60	184	179	183	82	132	37

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	74	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.8	1.0	59.6	7.5	0.5	16.2	
Yellow	3.5	0.0	3.0	3.5	0.0	4.0	
Red	0.5	0.0	2.5	0.5	0.0	1.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	10.8	65.1	11.8	66.0	12.0	21.7	11.5	21.2
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.3	5.2	5.3
Queue Clearance Time (g_s), s	3.5		4.9		7.1	14.0	6.5	9.6
Green Extension Time (g_e), s	0.2	0.0	0.5	0.0	0.5	2.7	0.2	3.1
Phase Call Probability	0.85		0.97		1.00	1.00	0.93	1.00
Max Out Probability	0.00		0.00		0.70	0.19	0.37	0.08

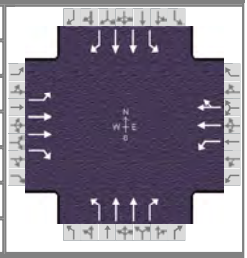
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	62	1358	189	114	360	354	198	192	197	88	142	40
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1795	1610	1781	1885	1851	1757	1885	1598	1795	1885	1610
Queue Service Time (g_s), s	1.5	25.1	3.6	2.9	6.9	6.6	5.1	10.6	12.0	4.5	7.6	2.2
Cycle Queue Clearance Time (g_c), s	1.5	25.1	3.6	2.9	6.9	6.6	5.1	10.6	12.0	4.5	7.6	2.2
Green Ratio (*g/C*)	0.60	0.54	0.61	0.61	0.55	0.55	0.22	0.15	0.22	0.22	0.15	0.21
Capacity (*c*), veh/h	521	1943	989	296	1037	1018	576	287	356	225	278	337
Volume-to-Capacity Ratio (*X*)	0.119	0.699	0.191	0.386	0.347	0.348	0.343	0.671	0.553	0.392	0.511	0.118
Back of Queue (*Q*), ft/ln (90 th percentile)	22.1	236.5	45.3	48.5	89.6	86	87.4	179.9	169.2	81	136.1	34.8
Back of Queue (*Q*), veh/ln (90 th percentile)	1.0	10.7	2.1	2.2	4.0	3.8	4.0	8.1	7.6	3.7	6.1	1.6
Queue Storage Ratio (*RQ*) (90 th percentile)	0.17	0.00	0.34	0.44	0.00	0.00	0.66	0.00	1.28	0.73	0.00	0.00
Uniform Delay (d_1), s/veh	8.8	11.8	5.4	14.3	6.9	6.5	35.8	44.0	37.9	36.4	43.2	35.3
Incremental Delay (d_2), s/veh	0.1	1.8	0.4	0.7	0.6	0.6	0.5	3.8	1.9	1.6	2.1	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	8.9	13.6	5.8	15.1	7.4	7.0	36.3	47.9	39.8	37.9	45.3	35.5
Level of Service (LOS)	A	B	A	B	A	A	D	D	D	D	D	D
Approach Delay, s/veh / LOS	12.5	B		8.3	A		41.3	D		41.5	D	
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.09	B	2.30	B	2.46	B
Bicycle LOS Score / LOS	1.75	B	1.69	B	1.46	A	0.93	A

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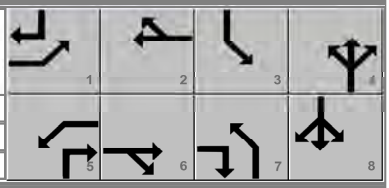
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.93
Urban Street	Patterson Rd	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	7th Street & Patterson	File Name	Existing PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	142	1204	163	104	920	46	247	407	197	66	255	174

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	15	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.5	0.4	46.5	7.1	4.3	18.3
Yellow	3.5	3.5	4.0	3.5	3.5	4.0
Red	0.5	0.5	1.0	0.5	0.5	1.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	15.8	55.9	11.5	51.5	19.4	31.6	11.1	23.3
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	11.6		7.2		14.8	12.9	5.5	12.9
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.6	7.2	0.1	5.4
Phase Call Probability	0.99		0.93		1.00	1.00	0.89	1.00
Max Out Probability	0.41		0.01		1.00	0.20	1.00	0.50

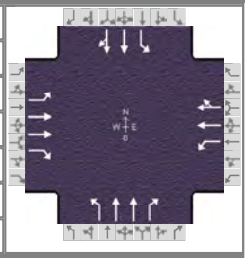
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	156	1326	151	89	414	407	266	438	198	71	274	187
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1795	1438	1795	1885	1856	1810	1795	1590	1810	1781	1562
Queue Service Time (g_s), s	9.6	30.6	2.7	5.2	17.9	17.8	12.8	10.9	10.1	3.5	7.7	10.9
Cycle Queue Clearance Time (g_c), s	9.6	30.6	2.7	5.2	17.9	17.8	12.8	10.9	10.1	3.5	7.7	10.9
Green Ratio (*g/C*)	0.11	0.46	0.60	0.07	0.42	0.42	0.32	0.24	0.31	0.23	0.17	0.27
Capacity (*c*), veh/h	193	1659	889	122	797	784	410	868	493	283	591	430
Volume-to-Capacity Ratio (*X*)	0.809	0.799	0.170	0.729	0.519	0.520	0.647	0.504	0.401	0.251	0.464	0.435
Back of Queue (*Q*), ft/ln (90 th percentile)	172.2	317.5	30	91.1	251	253.1	194.9	159.6	136.1	61.6	128.5	151.8
Back of Queue (*Q*), veh/ln (90 th percentile)	7.8	14.3	1.4	4.1	11.3	11.1	8.9	7.2	6.1	2.8	5.7	6.8
Queue Storage Ratio (*RQ*) (90 th percentile)	0.98	0.00	0.19	0.69	0.00	0.00	0.89	0.00	0.77	0.56	0.00	0.00
Uniform Delay (d_1), s/veh	53.2	17.1	4.5	45.0	23.7	23.4	30.0	31.9	26.5	34.0	41.4	33.0
Incremental Delay (d_2), s/veh	9.8	3.4	0.3	8.5	1.8	1.8	2.9	0.6	0.8	0.7	0.8	1.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	63.0	20.5	4.8	53.4	25.5	25.2	33.0	32.6	27.3	34.7	42.3	34.0
Level of Service (LOS)	E	C	A	D	C	C	C	C	C	C	D	C
Approach Delay, s/veh / LOS	23.1	C		28.1	C		31.5	C		38.3	D	
Intersection Delay, s/veh / LOS	28.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.43	B	2.30	B	2.49	B
Bicycle LOS Score / LOS	1.80	B	1.43	A	1.23	A	0.93	A

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HCS7 Signalized Intersection Results Summary

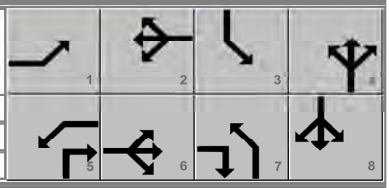
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.95
Urban Street	Patterson Rd	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	12th Street & Patterson	File Name	Existing PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	89	1185	175	152	692	52	212	364	216	136	416	112

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	85	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.5	44.0	10.3	2.6	18.1	0.0	
Yellow	3.5	4.0	3.5	3.5	4.0	0.0	
Red	0.5	1.5	0.5	0.5	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	4.0
Phase Duration, s	16.5	49.5	16.5	49.5	20.9	29.7	14.3	23.1
Change Period, (*Y+R c*), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (*g s*), s	5.2		9.1		12.3	14.1	9.0	18.8
Green Extension Time (*g e*), s	0.2	0.0	0.3	0.0	0.5	5.2	0.1	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.23		1.00		1.00	0.59	1.00	1.00

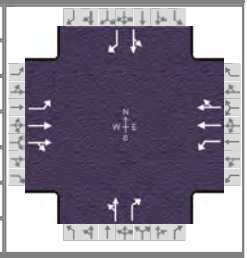
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	97	1295	191	210	521	508	223	383	227	143	287	269
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1809	1593	1795	1885	1838	1810	1809	1598	1810	1885	1741
Queue Service Time (*g s*), s	3.2	36.3	6.1	7.1	25.5	25.8	10.3	10.1	12.1	7.0	16.5	16.8
Cycle Queue Clearance Time (*g c*), s	3.2	36.3	6.1	7.1	25.5	25.8	10.3	10.1	12.1	7.0	16.5	16.8
Green Ratio (*g/C*)	0.51	0.40	0.55	0.51	0.40	0.40	0.34	0.22	0.34	0.26	0.16	0.16
Capacity (*c*), veh/h	349	1447	883	288	754	735	354	812	540	329	310	287
Volume-to-Capacity Ratio (*X*)	0.279	0.895	0.217	0.730	0.691	0.691	0.631	0.472	0.421	0.435	0.925	0.938
Back of Queue (*Q*), ft/ln (90 th percentile)	57.3	434.5	80	128.8	356.7	356.7	178	162.4	171.4	127.2	327.7	321.2
Back of Queue (*Q*), veh/ln (90 th percentile)	2.6	19.8	3.6	5.8	16.1	16.1	8.1	7.4	7.7	5.8	14.8	14.4
Queue Storage Ratio (*RQ*) (90 th percentile)	0.32	0.00	0.55	0.49	0.00	0.00	0.81	0.00	0.78	0.96	0.00	0.00
Uniform Delay (*d 1*), s/veh	19.6	28.6	11.0	22.2	28.3	29.2	29.4	37.0	28.1	33.0	45.3	45.4
Incremental Delay (*d 2*), s/veh	1.2	5.7	0.3	12.7	4.3	4.4	8.3	2.0	2.4	4.1	35.1	39.5
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	20.9	34.4	11.4	34.9	32.6	33.6	37.7	39.0	30.5	37.2	80.4	84.9
Level of Service (LOS)	C	C	B	C	C	C	D	D	C	D	F	F
Approach Delay, s/veh / LOS	30.8	C		33.4	C		36.3	D		73.3	E	
Intersection Delay, s/veh / LOS	39.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.28	B	2.30	B	2.46	B
Bicycle LOS Score / LOS	1.75	B	1.27	A	1.18	A	1.06	A

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HCS7 Signalized Intersection Results Summary

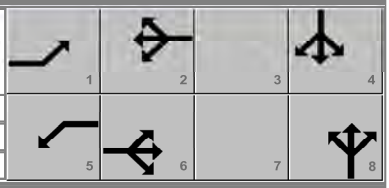
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.95
Urban Street	Patterson Rd	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	Patterson Rd & 15th St	File Name	Existing PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	90	1577	39	35	1002	39	20	6	53	65	5	85

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	88	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.6	1.0	83.4	8.5	0.0	0.0	
Yellow	3.5	0.0	3.5	3.5	0.0	0.0	
Red	1.0	0.0	1.0	1.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	1.1	4.0	1.1	4.0		7.0		7.0
Phase Duration, s	9.1	88.9	8.1	87.9		13.0		13.0
Change Period, (*Y+R c*), s	4.5	4.5	4.5	4.5		4.5		4.5
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (*g s*), s	3.1		2.6			5.7		8.1
Green Extension Time (*g e*), s	0.1	0.0	0.0	0.0		0.4		0.4
Phase Call Probability	0.92		0.72			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

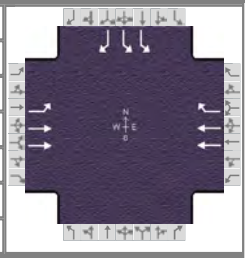
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	83	750	745	42	632	624		27	56		74	89
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1856	1840	1781	1885	1860		1522	1585		1435	1585
Queue Service Time (*g s*), s	1.1	9.9	10.1	0.6	9.6	9.3		0.0	3.7		3.8	6.1
Cycle Queue Clearance Time (*g c*), s	1.1	9.9	10.1	0.6	9.6	9.3		1.7	3.7		5.5	6.1
Green Ratio (*g/C*)	0.80	0.77	0.77	0.79	0.76	0.76		0.08	0.08		0.08	0.08
Capacity (*c*), veh/h	437	1424	1412	355	1430	1411		175	122		174	122
Volume-to-Capacity Ratio (*X*)	0.191	0.527	0.528	0.119	0.442	0.442		0.156	0.457		0.425	0.733
Back of Queue (*Q*), ft/ln (90 th percentile)	9.9	90.1	88.7	5.5	90.9	86.4		28.7	60.2		80.3	100.9
Back of Queue (*Q*), veh/ln (90 th percentile)	0.4	4.0	4.0	0.2	4.1	3.9		1.3	2.7		3.6	4.5
Queue Storage Ratio (*RQ*) (90 th percentile)	0.12	0.00	0.00	0.06	0.00	0.00		0.00	1.36		0.00	2.28
Uniform Delay (*d 1*), s/veh	2.8	2.1	2.2	3.2	3.0	2.8		47.6	48.6		49.4	49.7
Incremental Delay (*d 2*), s/veh	0.1	1.1	1.1	0.0	0.6	0.7		0.2	1.0		0.6	3.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	2.9	3.3	3.3	3.2	3.6	3.5		47.8	49.6		50.0	52.8
Level of Service (LOS)	A	A	A	A	A	A		D	D		D	D
Approach Delay, s/veh / LOS	3.3	A		3.5	A		49.0	D		51.6	D	
Intersection Delay, s/veh / LOS	7.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.84	B	1.84	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.97	B	1.42	A	0.62	A	0.76	A

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HCS7 Signalized Intersection Results Summary

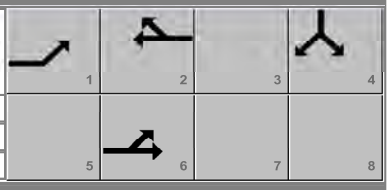
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Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.99
Urban Street	Patterson Rd	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	27 1/2 Road & Patterson	File Name	Existing PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	138	1436			822	342				545		124

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	88	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.3	64.4	20.3	0.0	0.0	0.0	
Yellow	3.5	4.5	4.0	0.0	0.0	0.0	
Red	0.5	1.5	1.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	14.3	84.7		70.4				25.3
Change Period, ($Y+R_c$), s	4.0	6.0		6.0				5.0
Max Allow Headway (*MAH*), s	5.2	0.0		0.0				5.3
Queue Clearance Time (g_s), s	4.0							18.7
Green Extension Time (g_e), s	0.2	0.0		0.0				0.7
Phase Call Probability	1.00							1.00
Max Out Probability	0.43							1.00

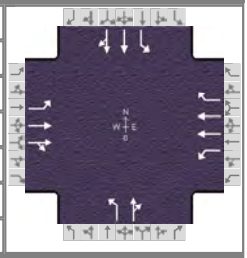
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	99	1028			932	388				551		125
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795			1795	1610				1757		1610
Queue Service Time (g_s), s	2.0	13.4			13.3	10.4				16.7		7.6
Cycle Queue Clearance Time (g_c), s	2.0	13.4			13.3	10.4				16.7		7.6
Green Ratio (*g/C*)	0.70	0.72			0.59	0.59				0.18		0.18
Capacity (*c*), veh/h	431	2568			2101	943				649		297
Volume-to-Capacity Ratio (*X*)	0.229	0.400			0.443	0.411				0.849		0.422
Back of Queue (*Q*), ft/ln (90 th percentile)	30.5	150.9			154.1	115				263.8		124.3
Back of Queue (*Q*), veh/ln (90 th percentile)	1.4	6.8			6.9	5.2				12.0		5.7
Queue Storage Ratio (*RQ*) (90 th percentile)	0.20	0.00			0.00	2.18				1.58		0.00
Uniform Delay (d_1), s/veh	7.2	6.9			9.7	7.7				43.4		39.7
Incremental Delay (d_2), s/veh	0.9	0.3			0.6	1.1				13.1		4.3
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	8.1	7.3			10.2	8.8				56.4		44.0
Level of Service (LOS)	A	A			B	A				E		D
Approach Delay, s/veh / LOS	7.3	A		9.8	A		0.0			54.1	D	
Intersection Delay, s/veh / LOS	18.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.66	A	2.08	B	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.80	B	1.46	A				F

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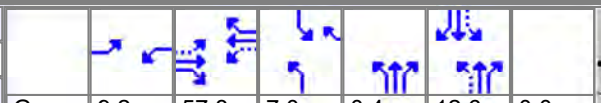
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.97
Urban Street	Patterson Rd	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	28 1/4 Road & Patterson	File Name	Existing PM.xus		
Project Description					

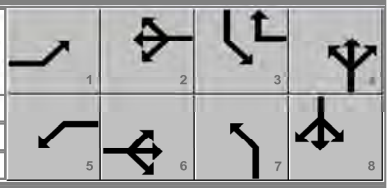


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	29	1509	266	95	913	26	226	14	156	39	22	45

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	63	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.2	57.8	7.0	0.4	12.6	0.0
Yellow	3.5	4.5	3.5	3.5	4.0	0.0
Red	0.5	1.5	0.5	0.5	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	13.2	63.8	13.2	63.8	15.4	22.0	11.0	17.6
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.1	0.0	5.2	5.4	5.2	5.4
Queue Clearance Time (*g s*), s	2.5		4.2		13.4	13.2	4.1	4.9
Green Extension Time (*g e*), s	0.0	0.0	0.1	0.0	0.0	0.5	0.0	0.8
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.13		1.00		1.00	1.00	1.00	0.38

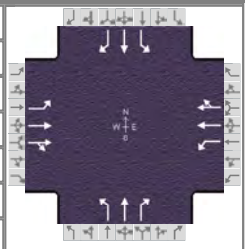
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	18	561	532	90	868	25	233	175		40	23	46
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1786	1810	1795	1560	1810	1631		1810	1900	1610
Queue Service Time (*g s*), s	0.5	15.8	14.2	2.2	13.5	0.6	11.4	11.2		2.1	1.2	2.9
Cycle Queue Clearance Time (*g c*), s	0.5	15.8	14.2	2.2	13.5	0.6	11.4	11.2		2.1	1.2	2.9
Green Ratio (*g/C*)	0.61	0.53	0.53	0.61	0.53	0.59	0.24	0.15		0.18	0.11	0.11
Capacity (*c*), veh/h	460	991	939	407	1886	919	372	252		223	218	184
Volume-to-Capacity Ratio (*X*)	0.039	0.566	0.567	0.222	0.460	0.027	0.626	0.695		0.180	0.104	0.252
Back of Queue (*Q*), ft/ln (90 th percentile)	7.2	169.1	144.2	33.9	148.5	7.8	206.4	186.8		40.1	24.1	51.9
Back of Queue (*Q*), veh/ln (90 th percentile)	0.3	7.6	6.4	1.5	6.7	0.3	9.4	8.5		1.8	1.1	2.4
Queue Storage Ratio (*RQ*) (90 th percentile)	0.03	0.00	0.00	0.13	0.00	0.08	0.78	0.00		0.36	0.00	0.00
Uniform Delay (*d 1*), s/veh	10.3	9.8	8.3	10.2	11.7	7.6	37.3	44.0		38.4	43.6	44.4
Incremental Delay (*d 2*), s/veh	0.1	1.8	1.9	0.8	0.5	0.0	7.7	14.7		1.8	1.0	3.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	10.4	11.6	10.2	11.0	12.3	7.6	45.0	58.8		40.1	44.6	47.6
Level of Service (LOS)	B	B	B	B	B	A	D	E		D	D	D
Approach Delay, s/veh / LOS	10.9	B		12.0	B		50.9	D		44.2	D	
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.09	B	2.09	B	2.46	B	2.31	B
Bicycle LOS Score / LOS	2.02	B	1.37	A	1.16	A	0.58	A

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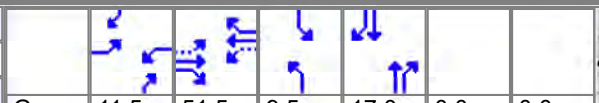
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.95
Urban Street	Patterson Rd	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	29 Road & Patterson	File Name	Existing PM.xus		
Project Description					

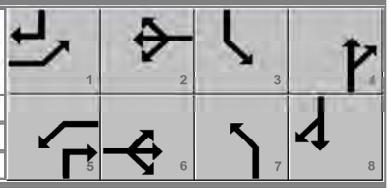


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	155	1207	310	127	766	28	238	136	183	52	83	76

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	18	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	11.5	51.5	9.5	17.0	0.0	0.0
Yellow	3.5	4.5	3.5	4.0	0.0	0.0
Red	1.0	2.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	16.0	58.0	16.0	58.0	14.0	22.0	14.0	22.0
Change Period, (*Y+R c*), s	4.5	6.5	4.5	6.5	4.5	5.0	4.5	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.2	4.3	4.2	4.3
Queue Clearance Time (*g s*), s	5.0		6.5		11.5	10.8	5.3	6.7
Green Extension Time (*g e*), s	0.1	0.0	0.2	0.0	0.0	0.9	0.0	1.2
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.11		0.50		1.00	0.44	1.00	0.07

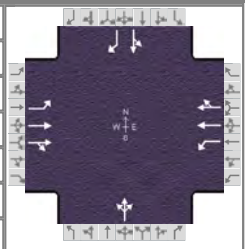
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	111	562	523	158	498	491	251	143	156	55	87	27
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1885	1751	1795	1885	1861	1795	1826	1598	1711	1826	1560
Queue Service Time (*g s*), s	3.0	27.5	27.7	4.5	19.8	19.7	9.5	7.9	8.8	3.3	4.7	1.5
Cycle Queue Clearance Time (*g c*), s	3.0	27.5	27.7	4.5	19.8	19.7	9.5	7.9	8.8	3.3	4.7	1.5
Green Ratio (*g/C*)	0.57	0.47	0.47	0.57	0.47	0.47	0.09	0.15	0.26	0.09	0.15	0.26
Capacity (*c*), veh/h	408	883	820	357	883	871	155	282	414	148	282	404
Volume-to-Capacity Ratio (*X*)	0.272	0.637	0.637	0.443	0.564	0.564	1.616	0.507	0.376	0.370	0.310	0.068
Back of Queue (*Q*), ft/ln (90 th percentile)	47.1	378.7	366.9	73	245.6	241.3	579.9	151.1	135.7	70.7	95.1	23.7
Back of Queue (*Q*), veh/ln (90 th percentile)	2.1	17.1	16.3	3.3	11.1	10.8	26.1	6.6	6.1	3.0	4.2	1.0
Queue Storage Ratio (*RQ*) (90 th percentile)	0.15	0.00	0.00	0.18	0.00	0.00	2.63	0.00	0.62	0.53	0.00	0.18
Uniform Delay (*d 1*), s/veh	12.5	28.0	28.6	16.2	19.0	18.7	50.3	42.7	33.5	47.4	41.3	30.7
Incremental Delay (*d 2*), s/veh	1.2	2.6	2.8	2.7	1.8	1.8	304.8	6.4	2.6	7.0	2.8	0.3
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	13.8	30.6	31.4	18.9	20.8	20.5	355.0	49.0	36.1	54.4	44.1	31.1
Level of Service (LOS)	B	C	C	B	C	C	F	D	D	D	D	C
Approach Delay, s/veh / LOS	29.4	C		20.4	C		184.9	F		45.3	D	
Intersection Delay, s/veh / LOS	54.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.15	B	2.17	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.94	B	1.29	A	1.39	A	0.77	A

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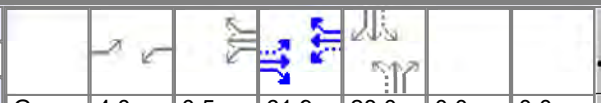
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.97
Urban Street	Patterson Rd	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	29 1/2 Road & Patterson	File Name	Existing PM.xus		
Project Description					

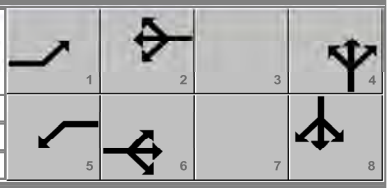


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	69	1265	73	61	793	59	82	46	124	84	19	32

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	56	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.0	0.5	61.9	28.0	0.0	0.0
Yellow	3.5	0.0	5.0	4.0	0.0	0.0
Red	0.5	0.0	1.5	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	4.0	1.1	4.0		8.0		7.0
Phase Duration, s	8.0	68.4	8.6	69.0		33.0		33.0
Change Period, ($Y+R_c$), s	4.0	6.5	4.0	6.5		5.0		5.0
Max Allow Headway (*MAH*), s	4.5	0.0	4.5	0.0		4.8		4.8
Queue Clearance Time (g_s), s	3.4		4.0			30.0		16.0
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.0		1.5
Phase Call Probability	0.81		0.91			1.00		1.00
Max Out Probability	0.01		0.04			1.00		0.08

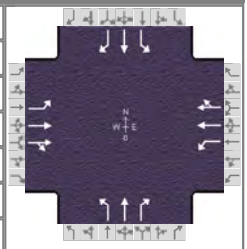
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	54	525	514	79	562	548		260			106	33
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1849	1810	1885	1839		1009			712	1572
Queue Service Time (g_s), s	1.4	9.7	9.3	2.0	11.2	10.6		14.0			0.0	1.8
Cycle Queue Clearance Time (g_c), s	1.4	9.7	9.3	2.0	11.2	10.6		28.0			14.0	1.8
Green Ratio (*g/C*)	0.60	0.56	0.56	0.60	0.57	0.57		0.25			0.25	0.25
Capacity (*c*), veh/h	363	1062	1041	403	1071	1044		300			241	400
Volume-to-Capacity Ratio (*X*)	0.148	0.494	0.494	0.197	0.525	0.525		0.865			0.441	0.082
Back of Queue (*Q*), ft/ln (90 th percentile)	20	102.1	96.6	29.9	116.4	110.5		282.7			106.8	27.3
Back of Queue (*Q*), veh/ln (90 th percentile)	0.9	4.6	4.4	1.4	5.2	4.9		12.6			4.6	1.2
Queue Storage Ratio (*RQ*) (90 th percentile)	0.15	0.00	0.00	0.23	0.00	0.00		0.00			0.00	0.00
Uniform Delay (d_1), s/veh	10.3	5.5	5.2	9.9	5.8	5.4		43.6			35.5	31.2
Incremental Delay (d_2), s/veh	0.1	1.1	1.1	0.2	1.3	1.4		22.2			1.3	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Control Delay (*d*), s/veh	10.4	6.6	6.3	10.1	7.2	6.7		65.9			36.8	31.3
Level of Service (LOS)	B	A	A	B	A	A		E			D	C
Approach Delay, s/veh / LOS	6.6	A		7.2	A		65.9	E		35.5	D	
Intersection Delay, s/veh / LOS	14.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	1.89	B	2.29	B	2.29	B
Bicycle LOS Score / LOS	1.68	B	1.26	A	0.92	A	0.72	A

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HCS7 Signalized Intersection Results Summary

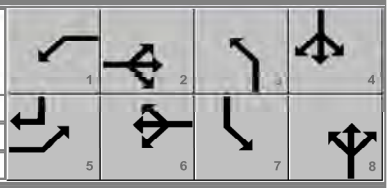
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.96
Urban Street	Patterson Rd	Analysis Year	2020	Analysis Period	1> 7:00
Intersection	30 Road & Patterson	File Name	Existing PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	155	933	219	55	580	52	197	87	80	36	55	97

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	26	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	1.0	41.5	10.0	24.0	0.0
Yellow	3.5	3.5	5.0	3.5	4.0	0.0
Red	0.5	0.5	1.5	0.5	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	19.0	53.0	14.0	48.0	14.0	29.0	14.0	29.0
Change Period, ($Y+R_c$), s	4.0	6.5	4.0	6.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.2	0.0	4.2	4.2	4.2	4.2
Queue Clearance Time (g_s), s	7.1		5.1		12.0	6.6	3.6	4.7
Green Extension Time (g_e), s	0.3	0.0	0.1	0.0	0.0	0.7	0.0	0.8
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.05		0.50		1.00	0.00	0.06	0.00

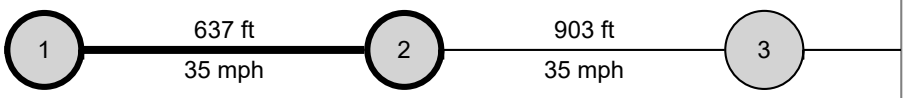
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	161	619	581	92	537	521	205	91	82	38	57	5
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1885	1761	1810	1885	1830	1767	1900	1610	1810	1900	1572
Queue Service Time (g_s), s	5.1	23.6	23.8	3.1	29.0	29.0	10.0	4.3	4.6	1.6	2.7	0.2
Cycle Queue Clearance Time (g_c), s	5.1	23.6	23.8	3.1	29.0	29.0	10.0	4.3	4.6	1.6	2.7	0.2
Green Ratio (*g/C*)	0.53	0.42	0.42	0.47	0.38	0.38	0.31	0.22	0.22	0.31	0.22	0.35
Capacity (*c*), veh/h	371	797	744	319	711	690	460	415	351	428	415	558
Volume-to-Capacity Ratio (*X*)	0.435	0.777	0.780	0.289	0.755	0.755	0.446	0.219	0.234	0.088	0.138	0.009
Back of Queue (*Q*), ft/ln (90 th percentile)	82.2	203.4	195	56.1	449	440.1	164.7	83.8	77.4	29.1	51.8	3.7
Back of Queue (*Q*), veh/ln (90 th percentile)	3.7	9.2	8.8	2.6	20.2	19.8	7.3	3.8	3.5	1.3	2.4	0.2
Queue Storage Ratio (*RQ*) (90 th percentile)	0.62	0.00	0.00	0.43	0.00	0.00	0.74	0.00	0.44	0.22	0.00	0.03
Uniform Delay (d_1), s/veh	19.5	12.9	12.9	18.0	36.6	36.8	29.8	35.3	35.4	27.0	34.7	23.0
Incremental Delay (d_2), s/veh	2.5	5.1	5.5	2.3	7.3	7.5	3.1	1.2	1.6	0.4	0.7	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	22.0	18.0	18.4	20.3	43.9	44.3	32.9	36.5	37.0	27.4	35.4	23.0
Level of Service (LOS)	C	B	B	C	D	D	C	D	D	C	D	C
Approach Delay, s/veh / LOS	18.6	B		42.2	D		34.7	C		31.7	C	
Intersection Delay, s/veh / LOS	30.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.11	B	2.24	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.61	B	1.08	A	1.11	A	0.65	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Existing PM.xus	Analysis Year	2020	System Cycle Length, s	110
Intersections	24 Road & Patterson	Market Street/Mall Access & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (24 Rd - Market St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	35	35	2	2	637	637	50	50	0	0	100	0	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement		2	12	1	6	
1	Bay/Lane Spillback Time, h				0.02	never	
1	Shared Lane Spillback Time, h				0.15		never
1	Base Free-Flow Speed, mph	41.58			42.05		
1	Running Time, s	14.85			15.15		
1	Running Speed, mph	29.24			28.67		
1	Through Delay, s/veh	18.20			19.12		
1	Travel Time, s	33.05			34.27		
1	Travel Speed, mph	13.14			12.67		
1	Stop Rate, stops/veh	0.55			0.46		
1	Spatial Stop Rate, stops/mi	4.53			3.77		
1	Through vol/cap Ratio	0.17			0.22		
1	Percent of Base FFS	31.60			30.14		
1	Level of Service	E			E		
1	Auto Traveler Perception Score	2.88			2.75		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	2.52		B	3.63		D
1	Bicycle Segment LOS Score / LOS	2.20		B	2.65		B
1	Transit Segment LOS Score / LOS	2.34		B	2.55		B

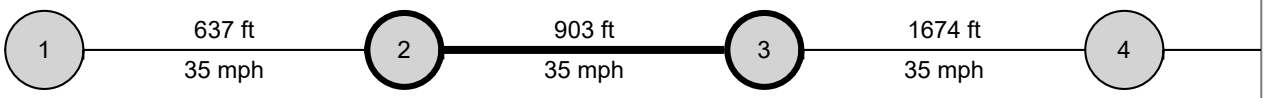
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	786.87	983.12
Facility Travel Speed, mph	27.34	21.89
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	63.99	51.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.32	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.47	C	3.69	D
Bicycle Facility LOS Score / LOS	2.77	C	2.89	C
Transit Facility LOS Score / LOS	1.10	A	1.37	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Existing PM.xus	Analysis Year	2020	System Cycle Length, s	110
Intersections	Market Street/Mall Access & Pat	Home Depot Access/Mesa Mall Access &		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (Market St - Home Depot)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
2	35	35	2	2	903	903	50	50	2	1	70	0	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
2	Bay/Lane Spillback Time, h		never				
2	Shared Lane Spillback Time, h	never					
2	Base Free-Flow Speed, mph	41.72			42.05		
2	Running Time, s	18.36			18.75		
2	Running Speed, mph	33.53			32.83		
2	Through Delay, s/veh	15.91			24.16		
2	Travel Time, s	34.27			42.91		
2	Travel Speed, mph	17.97			14.35		
2	Stop Rate, stops/veh	0.56			0.71		
2	Spatial Stop Rate, stops/mi	3.26			4.13		
2	Through vol/cap Ratio	0.23			0.59		
2	Percent of Base FFS	43.06			34.12		
2	Level of Service	D			E		
2	Auto Traveler Perception Score	2.66			2.81		
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	2.93		C	3.87		D
2	Bicycle Segment LOS Score / LOS	2.47		B	2.77		C
2	Transit Segment LOS Score / LOS	1.86		A	2.37		B

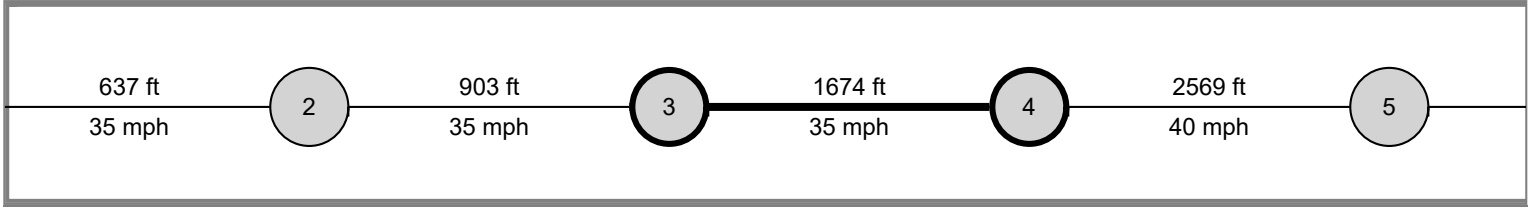
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	786.87	983.12
Facility Travel Speed, mph	27.34	21.89
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	63.99	51.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.32	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.47	C	3.69	D
Bicycle Facility LOS Score / LOS	2.77	C	2.89	C
Transit Facility LOS Score / LOS	1.10	A	1.37	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Existing PM.xus	Analysis Year	2020	System Cycle Length, s	110
Intersections	Home Depot Access/Mesa Mall /	24 1/2 Rd & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (Home Depot - 24 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
3	35	35	2	2	1674	1674	50	50	550	550	70	100	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h		never			never	
3	Shared Lane Spillback Time, h	never			never		
3	Base Free-Flow Speed, mph	40.72			40.20		
3	Running Time, s	30.68			31.84		
3	Running Speed, mph	37.21			35.84		
3	Through Delay, s/veh	8.84			11.51		
3	Travel Time, s	39.52			43.35		
3	Travel Speed, mph	28.88			26.33		
3	Stop Rate, stops/veh	0.27			0.35		
3	Spatial Stop Rate, stops/mi	0.85			1.11		
3	Through vol/cap Ratio	0.28			0.58		
3	Percent of Base FFS	70.93			65.49		
3	Level of Service	B			C		
3	Auto Traveler Perception Score	2.27			2.31		
Multimodal Results (Segment)							
3	Pedestrian Segment LOS Score / LOS	3.21		C	3.66		D
3	Bicycle Segment LOS Score / LOS	2.61		B	2.84		C
3	Transit Segment LOS Score / LOS	0.99		A	1.30		A

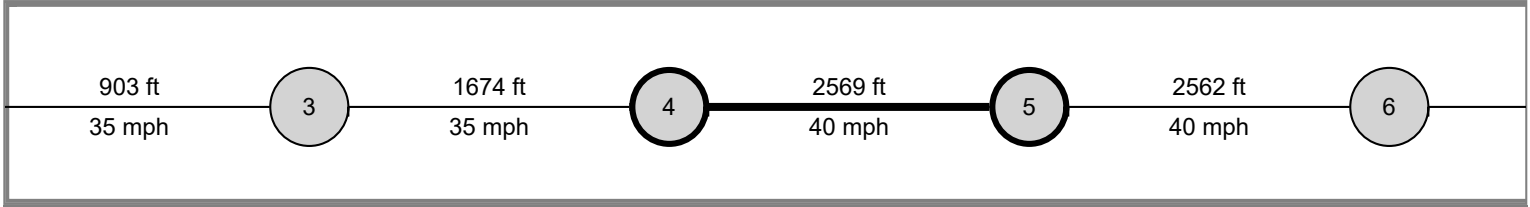
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	786.87	983.12
Facility Travel Speed, mph	27.34	21.89
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	63.99	51.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.32	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.47	C	3.69	D
Bicycle Facility LOS Score / LOS	2.77	C	2.89	C
Transit Facility LOS Score / LOS	1.10	A	1.37	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Existing PM.xus	Analysis Year	2020	System Cycle Length, s	110
Intersections	24 1/2 Rd & Patterson	25 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (24 1/2 Rd - 25 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
4	40	35	2	2	2569	2569	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h		never			never	
4	Shared Lane Spillback Time, h	never		never	never		
4	Base Free-Flow Speed, mph	43.00			40.65		
4	Running Time, s	43.15			46.64		
4	Running Speed, mph	40.60			37.55		
4	Through Delay, s/veh	23.66			20.46		
4	Travel Time, s	66.81			67.10		
4	Travel Speed, mph	26.22			26.10		
4	Stop Rate, stops/veh	0.55			0.54		
4	Spatial Stop Rate, stops/mi	1.12			1.12		
4	Through vol/cap Ratio	0.46			0.74		
4	Percent of Base FFS	60.98			64.22		
4	Level of Service	C			C		
4	Auto Traveler Perception Score	2.31			2.31		
Multimodal Results (Segment)							
4	Pedestrian Segment LOS Score / LOS	3.32		C	3.68		D
4	Bicycle Segment LOS Score / LOS	2.70		B	2.86		C
4	Transit Segment LOS Score / LOS	1.18		A	1.36		A

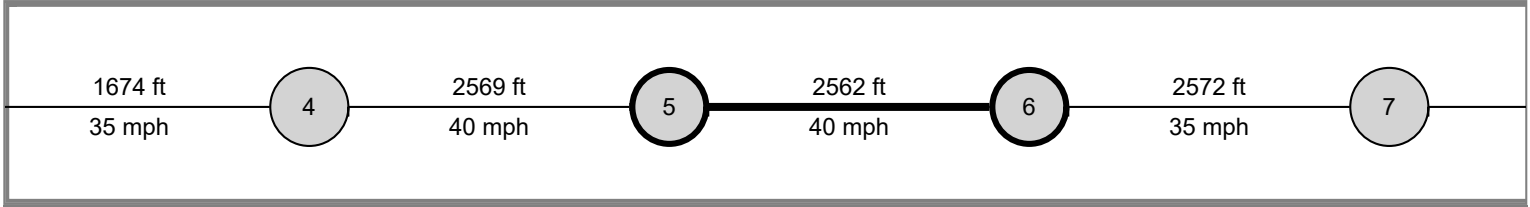
Facility Output Data	**Westbound**	**Eastbound**
Facility Travel Time, s	786.87	983.12
Facility Travel Speed, mph	27.34	21.89
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	63.99	51.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.32	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.47	C	3.69	D
Bicycle Facility LOS Score / LOS	2.77	C	2.89	C
Transit Facility LOS Score / LOS	1.10	A	1.37	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Existing PM.xus	Analysis Year	2020	System Cycle Length, s	110
Intersections	25 Road & Patterson	25 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (25 Rd - 25 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
5	40	40	2	2	2562	2562	50	50	260	260	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h		never		never	0.65	
5	Shared Lane Spillback Time, h	never			never		0.25
5	Base Free-Flow Speed, mph	43.13			43.13		
5	Running Time, s	43.02			44.51		
5	Running Speed, mph	40.61			39.25		
5	Through Delay, s/veh	14.48			190.39		
5	Travel Time, s	57.50			234.90		
5	Travel Speed, mph	30.38			7.44		
5	Stop Rate, stops/veh	0.41			1.93		
5	Spatial Stop Rate, stops/mi	0.84			3.97		
5	Through vol/cap Ratio	0.39			1.31		
5	Percent of Base FFS	70.44			17.24		
5	Level of Service	B			F		
5	Auto Traveler Perception Score	2.26			2.78		
Multimodal Results (Segment)							
5	Pedestrian Segment LOS Score / LOS	3.22		C	4.11		D
5	Bicycle Segment LOS Score / LOS	2.71		B	3.00		C
5	Transit Segment LOS Score / LOS	0.95		A	3.37		C

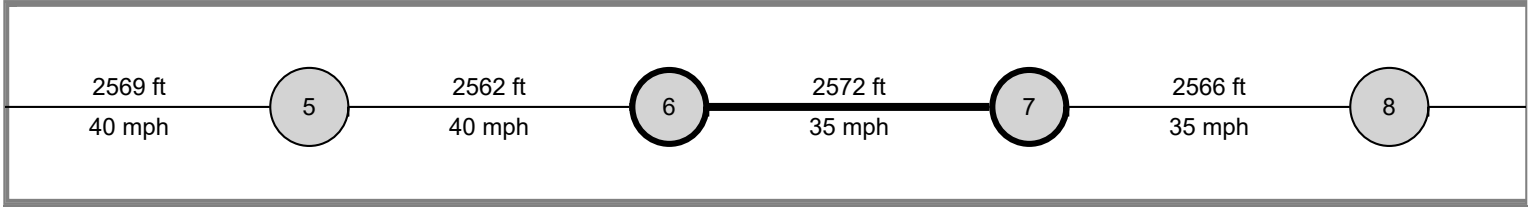
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	786.87	983.12
Facility Travel Speed, mph	27.34	21.89
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	63.99	51.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.32	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.47	C	3.69	D
Bicycle Facility LOS Score / LOS	2.77	C	2.89	C
Transit Facility LOS Score / LOS	1.10	A	1.37	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Existing PM.xus	Analysis Year	2020	System Cycle Length, s	110
Intersections	25 1/2 Road & Patterson	1st Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (25 1/2 Rd - 26 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
6	35	40	2	2	2572	2572	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
6	Bay/Lane Spillback Time, h		never			never	
6	Shared Lane Spillback Time, h	never			never		
6	Base Free-Flow Speed, mph	40.73			43.08		
6	Running Time, s	45.51			44.31		
6	Running Speed, mph	38.53			39.57		
6	Through Delay, s/veh	7.25			36.91		
6	Travel Time, s	52.76			81.23		
6	Travel Speed, mph	33.24			21.59		
6	Stop Rate, stops/veh	0.22			0.84		
6	Spatial Stop Rate, stops/mi	0.45			1.73		
6	Through vol/cap Ratio	0.35			0.87		
6	Percent of Base FFS	81.61			50.12		
6	Level of Service	A			C		
6	Auto Traveler Perception Score	2.21			2.40		
Multimodal Results (Segment)							
6	Pedestrian Segment LOS Score / LOS	3.26		C	3.95		D
6	Bicycle Segment LOS Score / LOS	2.71		B	2.97		C
6	Transit Segment LOS Score / LOS	0.75		A	1.72		A

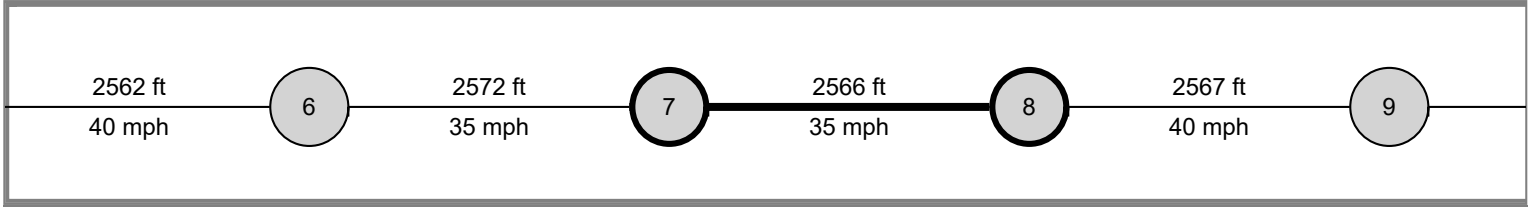
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	786.87	983.12
Facility Travel Speed, mph	27.34	21.89
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	63.99	51.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.32	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.47	C	3.69	D
Bicycle Facility LOS Score / LOS	2.77	C	2.89	C
Transit Facility LOS Score / LOS	1.10	A	1.37	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Existing PM.xus	Analysis Year	2020	System Cycle Length, s	110
Intersections	1st Street & Patterson	7th Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (26 Rd - 26 1/2)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
7	35	40	2	2	2566	2566	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
7	Bay/Lane Spillback Time, h		never			never	
7	Shared Lane Spillback Time, h	never			never		never
7	Base Free-Flow Speed, mph	39.83			42.18		
7	Running Time, s	46.50			45.07		
7	Running Speed, mph	37.63			38.82		
7	Through Delay, s/veh	25.35			13.61		
7	Travel Time, s	71.85			58.68		
7	Travel Speed, mph	24.35			29.82		
7	Stop Rate, stops/veh	0.64			0.36		
7	Spatial Stop Rate, stops/mi	1.32			0.74		
7	Through vol/cap Ratio	0.52			0.70		
7	Percent of Base FFS	61.14			70.69		
7	Level of Service	C			B		
7	Auto Traveler Perception Score	2.34			2.25		
Multimodal Results (Segment)							
7	Pedestrian Segment LOS Score / LOS	3.33		C	3.59		D
7	Bicycle Segment LOS Score / LOS	2.74		B	2.94		C
7	Transit Segment LOS Score / LOS	1.37		A	1.09		A

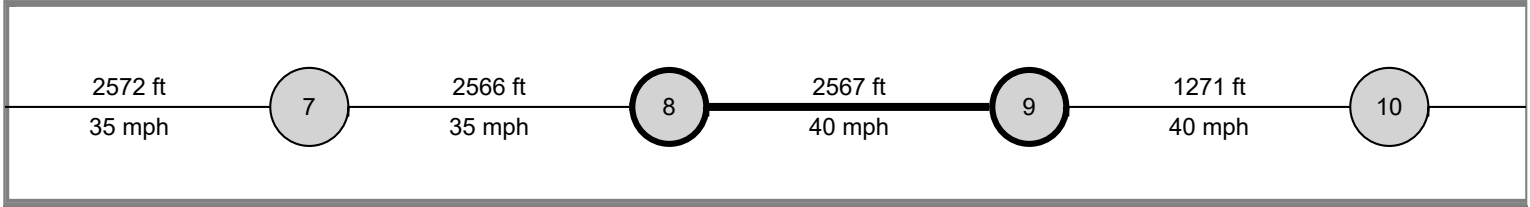
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	786.87	983.12
Facility Travel Speed, mph	27.34	21.89
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	63.99	51.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.32	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.47	C	3.69	D
Bicycle Facility LOS Score / LOS	2.77	C	2.89	C
Transit Facility LOS Score / LOS	1.10	A	1.37	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Existing PM.xus	Analysis Year	2020	System Cycle Length, s	110
Intersections	7th Street & Patterson	12th Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (26 1/2 Rd to 12th St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
8	40	35	2	2	2567	2567	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
8	Bay/Lane Spillback Time, h	never	never		never	never	
8	Shared Lane Spillback Time, h	never			never		never
8	Base Free-Flow Speed, mph	42.34			39.99		
8	Running Time, s	44.36			47.57		
8	Running Speed, mph	39.46			36.80		
8	Through Delay, s/veh	33.07			20.13		
8	Travel Time, s	77.42			67.69		
8	Travel Speed, mph	22.61			25.86		
8	Stop Rate, stops/veh	0.77			0.51		
8	Spatial Stop Rate, stops/mi	1.57			1.05		
8	Through vol/cap Ratio	0.69			0.80		
8	Percent of Base FFS	53.39			64.65		
8	Level of Service	C			C		
8	Auto Traveler Perception Score	2.38			2.30		
Multimodal Results (Segment)							
8	Pedestrian Segment LOS Score / LOS	3.56		D	3.64		D
8	Bicycle Segment LOS Score / LOS	2.82		C	2.92		C
8	Transit Segment LOS Score / LOS	1.56		A	1.37		A

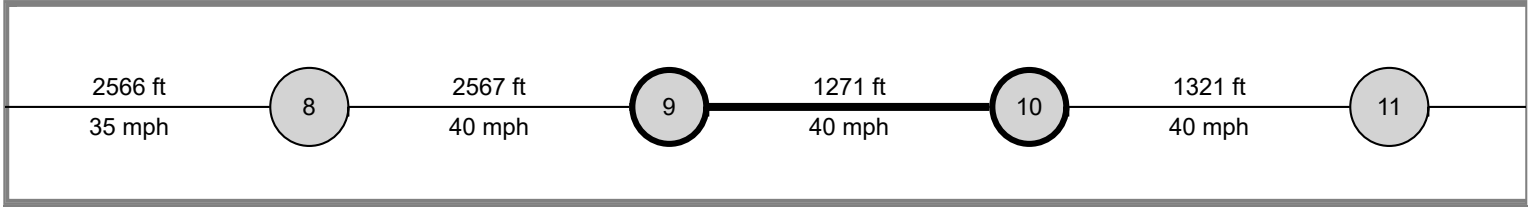
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	786.87	983.12
Facility Travel Speed, mph	27.34	21.89
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	63.99	51.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.32	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.47	C	3.69	D
Bicycle Facility LOS Score / LOS	2.77	C	2.89	C
Transit Facility LOS Score / LOS	1.10	A	1.37	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Existing PM.xus	Analysis Year	2020	System Cycle Length, s	110
Intersections	12th Street & Patterson	Patterson Rd & 15th St		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (12th St - 27 1/4 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
9	40	35	2	2	1271	1271	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
9	Bay/Lane Spillback Time, h		never		never	never	never
9	Shared Lane Spillback Time, h	never			never		never
9	Base Free-Flow Speed, mph	42.29			39.94		
9	Running Time, s	23.76			25.45		
9	Running Speed, mph	36.48			34.05		
9	Through Delay, s/veh	3.54			34.36		
9	Travel Time, s	27.30			59.82		
9	Travel Speed, mph	31.74			14.49		
9	Stop Rate, stops/veh	0.13			0.80		
9	Spatial Stop Rate, stops/mi	0.52			3.31		
9	Through vol/cap Ratio	0.44			0.89		
9	Percent of Base FFS	75.05			36.27		
9	Level of Service	B			E		
9	Auto Traveler Perception Score	2.22			2.67		
Multimodal Results (Segment)							
9	Pedestrian Segment LOS Score / LOS	3.57		D	4.07		D
9	Bicycle Segment LOS Score / LOS	2.73		B	2.93		C
9	Transit Segment LOS Score / LOS	0.91		A	2.40		B

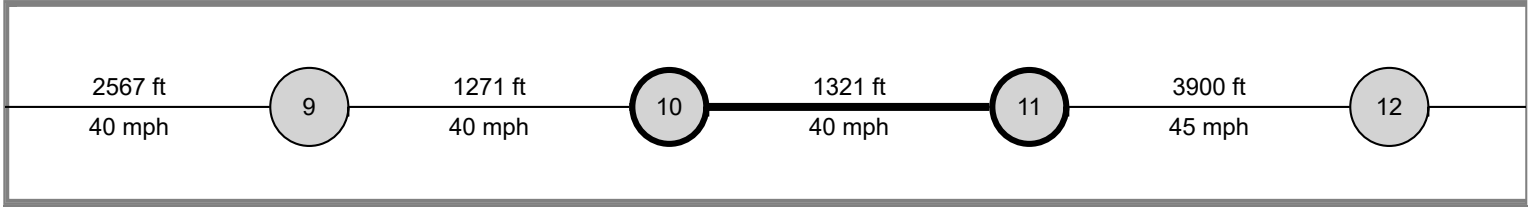
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	786.87	983.12
Facility Travel Speed, mph	27.34	21.89
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	63.99	51.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.32	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.47	C	3.69	D
Bicycle Facility LOS Score / LOS	2.77	C	2.89	C
Transit Facility LOS Score / LOS	1.10	A	1.37	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Existing PM.xus	Analysis Year	2020	System Cycle Length, s	110
Intersections	Patterson Rd & 15th St	27 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
10	40	40	2	2	1321	1321	50	50	0	0	70	70	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
10	Bay/Lane Spillback Time, h		never			never	
10	Shared Lane Spillback Time, h	never		never	never		
10	Base Free-Flow Speed, mph	44.07			44.07		
10	Running Time, s	23.96			24.17		
10	Running Speed, mph	37.59			37.27		
10	Through Delay, s/veh	10.22			3.28		
10	Travel Time, s	34.18			27.44		
10	Travel Speed, mph	26.35			32.82		
10	Stop Rate, stops/veh	0.31			0.10		
10	Spatial Stop Rate, stops/mi	1.26			0.40		
10	Through vol/cap Ratio	0.44			0.53		
10	Percent of Base FFS	59.80			74.48		
10	Level of Service	C			B		
10	Auto Traveler Perception Score	2.55			2.20		
Multimodal Results (Segment)							
10	Pedestrian Segment LOS Score / LOS	3.87		D	4.14		D
10	Bicycle Segment LOS Score / LOS	2.90		C	2.96		C
10	Transit Segment LOS Score / LOS	1.28		A	0.89		A

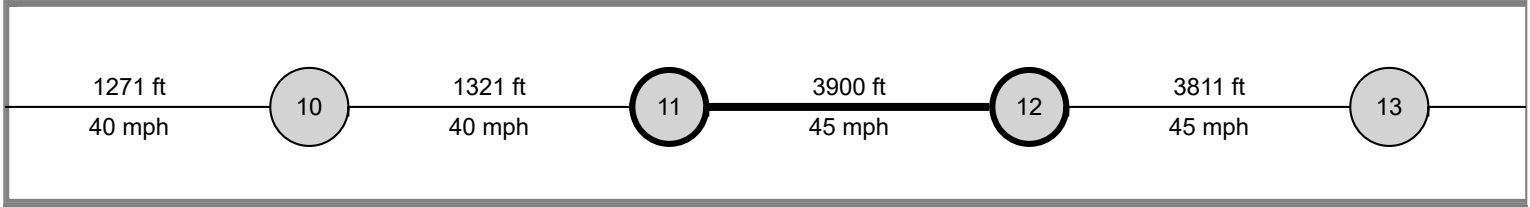
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	786.87	983.12
Facility Travel Speed, mph	27.34	21.89
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	63.99	51.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.32	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.47	C	3.69	D
Bicycle Facility LOS Score / LOS	2.77	C	2.89	C
Transit Facility LOS Score / LOS	1.10	A	1.37	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Existing PM.xus	Analysis Year	2020	System Cycle Length, s	110
Intersections	27 1/2 Road & Patterson	28 1/4 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (27 1/4 Rd - 27 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
11	45	40	2	2	3900	3900	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement		2	12	1	6	
11	Bay/Lane Spillback Time, h		never			never	
11	Shared Lane Spillback Time, h	never		never	never		
11	Base Free-Flow Speed, mph	45.85			43.50		
11	Running Time, s	60.72			63.94		
11	Running Speed, mph	43.79			41.59		
11	Through Delay, s/veh	12.38			7.25		
11	Travel Time, s	73.10			71.20		
11	Travel Speed, mph	36.38			37.35		
11	Stop Rate, stops/veh	0.34			0.28		
11	Spatial Stop Rate, stops/mi	0.46			0.39		
11	Through vol/cap Ratio	0.47			0.40		
11	Percent of Base FFS	79.35			85.87		
11	Level of Service	B			A		
11	Auto Traveler Perception Score	2.31			2.20		
Multimodal Results (Segment)							
11	Pedestrian Segment LOS Score / LOS	3.81		D	3.59		D
11	Bicycle Segment LOS Score / LOS	2.86		C	2.87		C
11	Transit Segment LOS Score / LOS	0.62		A	0.57		A

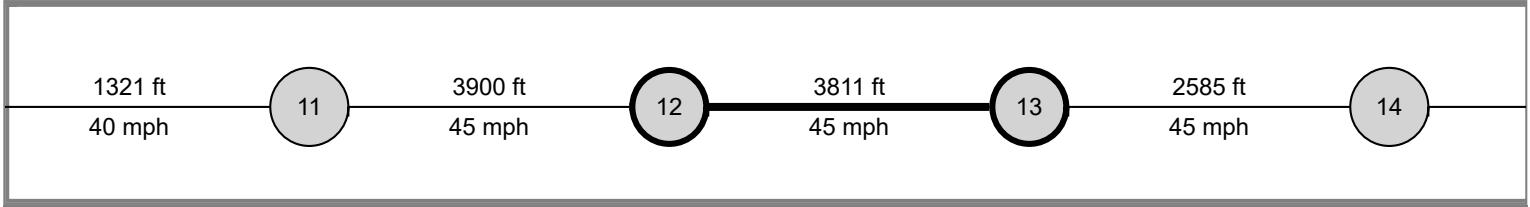
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	786.87	983.12
Facility Travel Speed, mph	27.34	21.89
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	63.99	51.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.32	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.47	C	3.69	D
Bicycle Facility LOS Score / LOS	2.77	C	2.89	C
Transit Facility LOS Score / LOS	1.10	A	1.37	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Existing PM.xus	Analysis Year	2020	System Cycle Length, s	110
Intersections	28 1/4 Road & Patterson	29 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (28 1/4 Rd - 29 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12	45	40	2	2	3811	3811	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
12	Bay/Lane Spillback Time, h		never			never	
12	Shared Lane Spillback Time, h	never		never	never		never
12	Base Free-Flow Speed, mph	44.90			42.55		
12	Running Time, s	59.86			63.85		
12	Running Speed, mph	43.41			40.69		
12	Through Delay, s/veh	20.26			11.02		
12	Travel Time, s	80.12			74.87		
12	Travel Speed, mph	32.43			34.70		
12	Stop Rate, stops/veh	0.51			0.28		
12	Spatial Stop Rate, stops/mi	0.71			0.39		
12	Through vol/cap Ratio	0.57			0.57		
12	Percent of Base FFS	72.23			81.55		
12	Level of Service	B			A		
12	Auto Traveler Perception Score	2.25			2.20		
Multimodal Results (Segment)							
12	Pedestrian Segment LOS Score / LOS	3.78		D	3.55		D
12	Bicycle Segment LOS Score / LOS	2.88		C	2.86		C
12	Transit Segment LOS Score / LOS	0.87		A	0.73		A

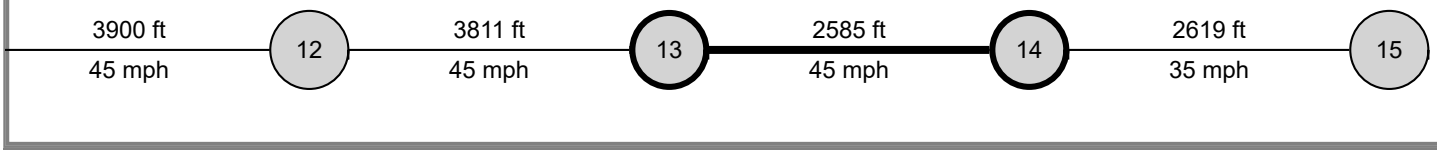
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	786.87	983.12
Facility Travel Speed, mph	27.34	21.89
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	63.99	51.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.32	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.47	C	3.69	D
Bicycle Facility LOS Score / LOS	2.77	C	2.89	C
Transit Facility LOS Score / LOS	1.10	A	1.37	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Existing PM.xus	Analysis Year	2020	System Cycle Length, s	110
Intersections	29 Road & Patterson	29 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (29 Rd - 29 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
13	45	45	2	2	2585	2585	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
13	Bay/Lane Spillback Time, h		never			never	
13	Shared Lane Spillback Time, h	never			never		never
13	Base Free-Flow Speed, mph	43.89			43.89		
13	Running Time, s	40.98			40.98		
13	Running Speed, mph	43.01			43.01		
13	Through Delay, s/veh	6.98			30.88		
13	Travel Time, s	47.96			71.86		
13	Travel Speed, mph	36.75			24.53		
13	Stop Rate, stops/veh	0.18			0.77		
13	Spatial Stop Rate, stops/mi	0.38			1.57		
13	Through vol/cap Ratio	0.53			0.64		
13	Percent of Base FFS	83.72			55.88		
13	Level of Service	A			C		
13	Auto Traveler Perception Score	2.20			2.38		
Multimodal Results (Segment)							
13	Pedestrian Segment LOS Score / LOS	3.67		D	3.41		C
13	Bicycle Segment LOS Score / LOS	2.85		C	2.90		C
13	Transit Segment LOS Score / LOS	0.63		A	1.42		A

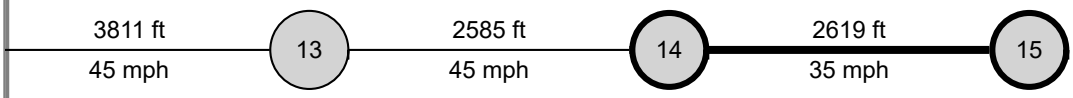
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	786.87	983.12
Facility Travel Speed, mph	27.34	21.89
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	63.99	51.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.32	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.47	C	3.69	D
Bicycle Facility LOS Score / LOS	2.77	C	2.89	C
Transit Facility LOS Score / LOS	1.10	A	1.37	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Existing PM.xus	Analysis Year	2020	System Cycle Length, s	110
Intersections	29 1/2 Road & Patterson	30 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (29 1/2 Rd - 30 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
14	35	45	2	2	2619	2619	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
14	Bay/Lane Spillback Time, h					never	
14	Shared Lane Spillback Time, h				never		
14	Base Free-Flow Speed, mph	40.83			45.53		
14	Running Time, s	46.66			41.38		
14	Running Speed, mph	38.27			43.15		
14	Through Delay, s/veh	44.37			6.43		
14	Travel Time, s	91.03			47.81		
14	Travel Speed, mph	19.62			37.35		
14	Stop Rate, stops/veh	0.94			0.17		
14	Spatial Stop Rate, stops/mi	1.89			0.35		
14	Through vol/cap Ratio	0.76			0.49		
14	Percent of Base FFS	48.05			82.05		
14	Level of Service	D			A		
14	Auto Traveler Perception Score	2.43			2.19		
Multimodal Results (Segment)							
14	Pedestrian Segment LOS Score / LOS	3.27		C	3.40		C
14	Bicycle Segment LOS Score / LOS	2.82		C	2.81		C
14	Transit Segment LOS Score / LOS	1.81		A	0.58		A

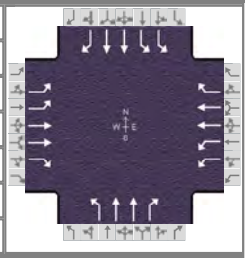
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	786.87	983.12
Facility Travel Speed, mph	27.34	21.89
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	63.99	51.53
Facility Level of Service	C	F
Facility Auto Traveler Perception Score	2.32	2.34

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.47	C	3.69	D
Bicycle Facility LOS Score / LOS	2.77	C	2.89	C
Transit Facility LOS Score / LOS	1.10	A	1.37	A

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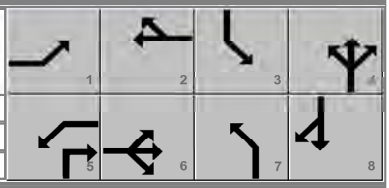
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.91
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	24 Road & Patterson	File Name	2045 NoBuild AM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	216	235	72	125	217	278	87	934	412	413	633	71

Signal Information			
Cycle, s	100.0	Reference Phase	6
Offset, s	85	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.8	3.0		18.4	8.4	2.6	37.8					
Yellow	3.5	3.5		4.0	3.5	0.0	4.0					
Red	0.5	0.5		1.0	0.5	0.0	1.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	2.0	3.0	1.1	3.0	2.0	3.0
Phase Duration, s	18.8	30.4	11.8	23.4	12.4	42.8	15.0	45.4
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	14.5		5.8		5.0	28.1	13.0	16.8
Green Extension Time (g_e), s	0.3	0.0	0.5	0.0	0.2	9.7	0.0	18.0
Phase Call Probability	1.00		0.98		0.93	1.00	1.00	1.00
Max Out Probability	1.00		0.02		0.27	0.85	1.00	0.62

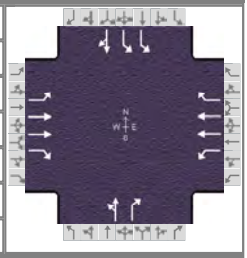
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	540	587	180	137	238	305	96	1026	453	454	696	78
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1675	1752		1716	1738		1810	1738	1585	1730	1752	1518
Queue Service Time (g_s), s	12.5	15.4		3.8	6.0		3.0	26.1	21.7	11.0	14.8	3.2
Cycle Queue Clearance Time (g_c), s	12.5	15.4		3.8	6.0		3.0	26.1	21.7	11.0	14.8	3.2
Green Ratio (*g/C*)	0.35	0.25		0.08	0.18		0.46	0.38	0.46	0.11	0.40	0.40
Capacity (*c*), veh/h	847	890		269	641		391	1314	723	381	1417	614
Volume-to-Capacity Ratio (*X*)	0.637	0.660		0.512	0.372		0.245	0.781	0.626	1.193	0.491	0.127
Back of Queue (*Q*), ft/ln (90 th percentile)	172.3	240.8		68.1	105.1		49.2	346	258.8	346.8	201.6	46.3
Back of Queue (*Q*), veh/ln (90 th percentile)	7.5	10.6		3.0	4.6		2.2	15.1	11.6	15.5	8.9	2.0
Queue Storage Ratio (*RQ*) (90 th percentile)	0.97	0.00		0.31	0.00		0.37	0.00	1.46	2.62	0.00	0.71
Uniform Delay (d_1), s/veh	24.2	36.1		44.3	35.7		16.5	27.5	20.7	44.5	22.1	18.7
Incremental Delay (d_2), s/veh	1.8	3.8		1.9	1.5		0.5	3.0	1.8	109.8	0.4	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	26.0	39.9	0.0	46.2	37.2	0.0	16.9	30.5	22.5	154.3	22.5	18.8
Level of Service (LOS)	C	D	A	D	D	A	B	C	C	F	C	B
Approach Delay, s/veh / LOS	28.6	C		22.3	C		27.4	C		71.0	E	
Intersection Delay, s/veh / LOS	38.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.59	C	2.57	C	2.57	C
Bicycle LOS Score / LOS	0.96	A	1.05	A	1.79	B	1.50	B

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HCS7 Signalized Intersection Results Summary

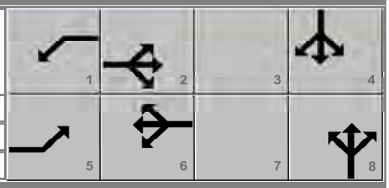
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Market Street/Mall Acce…	File Name	2045 NoBuild AM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	71	848	83	25	580	94	30	12	19	87	17	44

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	52	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	3.0	65.6	4.4	6.4	0.0						
Yellow	3.5	0.0	4.0	4.0	4.0	0.0						
Red	0.5	0.0	1.0	1.0	1.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	3.0		11.0		10.0
Phase Duration, s	8.7	73.6	5.7	70.6		9.4		11.4
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g_s), s	3.7		2.3			4.7		6.3
Green Extension Time (g_e), s	0.2	0.0	0.0	0.0		0.0		0.2
Phase Call Probability	0.94		0.34			0.87		0.99
Max Out Probability	0.00		0.00			1.00		0.32

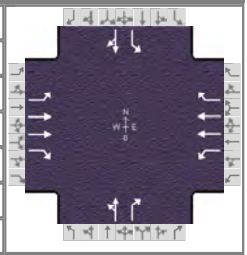
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	99	1179	115	15	342	55		51	23	105	73	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1711	1766	1610	1810	1766	1522		1834	1610	1702	1682	
Queue Service Time (g_s), s	1.7	4.6	0.3	0.3	4.7	2.3		2.7	1.4	3.0	4.3	
Cycle Queue Clearance Time (g_c), s	1.7	4.6	0.3	0.3	4.7	2.3		2.7	1.4	3.0	4.3	
Green Ratio (*g/C*)	0.71	0.69	0.69	0.67	0.66	0.66		0.04	0.04	0.06	0.06	
Capacity (*c*), veh/h	759	2423	1104	402	2317	998		80	70	217	107	
Volume-to-Capacity Ratio (*X*)	0.130	0.487	0.105	0.037	0.148	0.056		0.634	0.327	0.482	0.685	
Back of Queue (*Q*), ft/ln (90 th percentile)	22.5	43.1	4.7	3.4	67.8	30.5		52	22.7	52.4	74.4	
Back of Queue (*Q*), veh/ln (90 th percentile)	1.0	1.9	0.2	0.2	3.0	1.3		2.4	1.0	2.3	3.4	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.15	0.00	0.04	0.03	0.00	0.28		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	4.8	1.4	0.6	5.2	8.7	11.6		47.0	46.4	45.2	45.8	
Incremental Delay (d_2), s/veh	0.0	0.6	0.2	0.0	0.1	0.1		3.1	1.0	0.6	2.9	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	4.8	1.9	0.7	5.2	8.8	11.7		50.1	47.4	45.8	48.7	
Level of Service (LOS)	A	A	A	A	A	B		D	D	D	D	
Approach Delay, s/veh / LOS	2.0	A		9.1	A		49.3	D		47.0	D	
Intersection Delay, s/veh / LOS	9.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	2.06	B	2.47	B	2.46	B
Bicycle LOS Score / LOS	1.48	A	1.18	A	0.61	A	0.78	A

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HCS7 Signalized Intersection Results Summary

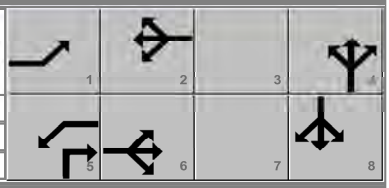
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.84
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Home Depot Access/Me…	File Name	2045 NoBuild AM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	756	189	87	571	13	70	21	47	25	30	28

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	27	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off

Green	3.9	0.3	62.2	5.8	8.7	0.0	
Yellow	3.5	0.0	4.0	4.0	4.0	0.0	
Red	0.5	0.0	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		11.0		10.0
Phase Duration, s	8.2	67.5	7.9	67.2		13.7		10.8
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0		5.4		5.4
Queue Clearance Time (g_s), s	3.4		3.1			7.7		5.9
Green Extension Time (g_e), s	0.4	0.0	0.3	0.0		1.0		0.4
Phase Call Probability	0.85		0.79			0.99		0.94
Max Out Probability	0.00		0.00			0.00		0.00

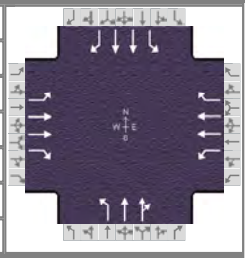
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	67	1308	327	56	367	8		108	56	30	69	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1711	1766	1598	1810	1752	1610		1830	1610	1767	1748	
Queue Service Time (g_s), s	1.4	20.2	8.1	1.1	2.8	0.1		5.7	3.1	1.6	3.9	
Cycle Queue Clearance Time (g_c), s	1.4	20.2	8.1	1.1	2.8	0.1		5.7	3.1	1.6	3.9	
Green Ratio (*g/C*)	0.66	0.63	0.63	0.66	0.62	0.62		0.09	0.13	0.06	0.06	
Capacity (*c*), veh/h	719	2209	999	269	2182	1002		159	203	103	102	
Volume-to-Capacity Ratio (*X*)	0.094	0.592	0.327	0.208	0.168	0.008		0.683	0.275	0.288	0.676	
Back of Queue (*Q*), ft/ln (90 th percentile)	19.3	220	100.2	16	38.8	2		112.7	51.9	31.4	78.7	
Back of Queue (*Q*), veh/ln (90 th percentile)	0.8	9.8	4.5	0.7	1.7	0.1		5.1	2.4	1.4	3.6	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.14	0.00	0.50	0.15	0.00	0.00		0.00	0.59	0.24	0.00	
Uniform Delay (d_1), s/veh	6.1	9.5	7.0	9.0	4.8	5.4		44.3	39.6	45.1	46.1	
Incremental Delay (d_2), s/veh	0.1	1.1	0.8	0.5	0.2	0.0		7.2	1.0	2.2	10.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	6.2	10.6	7.8	9.5	4.9	5.4		51.5	40.6	47.2	56.7	
Level of Service (LOS)	A	B	A	A	A	A		D	D	D	E	
Approach Delay, s/veh / LOS	9.8	A		5.5	A		47.8	D		53.8	D	
Intersection Delay, s/veh / LOS	13.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.88	B	1.88	B	2.46	B	2.47	B
Bicycle LOS Score / LOS	1.45	A	1.15	A	0.76	A	0.65	A

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HCS7 Signalized Intersection Results Summary

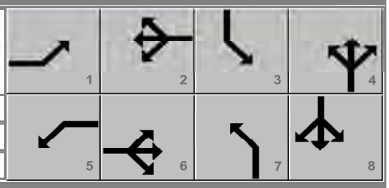
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.92
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	24 1/2 Rd & Patterson	File Name	2045 NoBuild AM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	724	70	147	442	121	144	138	62	211	307	83

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	15	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.4	0.3	52.6	10.0	1.0	13.2						
Yellow	3.5	0.0	4.0	3.5	0.0	4.0						
Red	0.5	0.0	1.5	0.5	0.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	8.4	58.1	8.7	58.4	14.0	18.2	15.0	19.2
Change Period, (*Y+R c*), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (*g s*), s	4.1		4.5		9.5	7.9	13.0	11.1
Green Extension Time (*g e*), s	0.4	0.0	0.3	0.0	0.7	3.4	0.0	3.1
Phase Call Probability	0.88		0.94		0.99	1.00	1.00	1.00
Max Out Probability	0.00		0.01		0.00	0.15	1.00	0.24

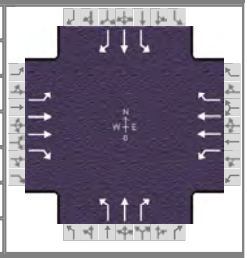
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	78	1405	136	100	301	82	157	111	106	229	334	90
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1697	1781	1610	1810	1766	1598	1767	1856	1665	1767	1738	1397
Queue Service Time (*g s*), s	2.1	26.8	3.0	2.5	3.6	2.3	7.5	5.5	5.9	11.0	9.1	5.9
Cycle Queue Clearance Time (*g c*), s	2.1	26.8	3.0	2.5	3.6	2.3	7.5	5.5	5.9	11.0	9.1	5.9
Green Ratio (*g/C*)	0.57	0.53	0.53	0.57	0.53	0.53	0.23	0.13	0.13	0.24	0.14	0.14
Capacity (*c*), veh/h	597	1873	847	245	1867	844	279	245	220	351	493	198
Volume-to-Capacity Ratio (*X*)	0.130	0.750	0.160	0.409	0.161	0.098	0.562	0.453	0.483	0.654	0.676	0.455
Back of Queue (*Q*), ft/ln (90 th percentile)	29.2	271	40.8	41.2	54.9	33	127.2	105.4	100.8	182.8	149.8	95.8
Back of Queue (*Q*), veh/ln (90 th percentile)	1.2	12.1	1.9	1.9	2.4	1.5	5.6	4.7	4.5	8.1	6.5	3.8
Queue Storage Ratio (*RQ*) (90 th percentile)	0.22	0.00	0.18	0.31	0.00	0.13	0.96	0.00	0.00	1.38	0.00	0.00
Uniform Delay (*d 1*), s/veh	9.3	12.8	8.1	15.1	9.7	10.6	32.9	40.1	40.2	33.4	40.7	39.4
Incremental Delay (*d 2*), s/veh	0.1	2.5	0.4	1.4	0.2	0.2	2.5	1.9	2.3	4.9	2.3	2.3
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	9.4	15.3	8.5	16.5	9.9	10.8	35.4	41.9	42.5	38.3	43.0	41.7
Level of Service (LOS)	A	B	A	B	A	B	D	D	D	D	D	D
Approach Delay, s/veh / LOS	14.5	B		11.4	B		39.4	D		41.2	D	
Intersection Delay, s/veh / LOS	22.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.41	B	2.46	B	2.45	B
Bicycle LOS Score / LOS	1.24	A	1.12	A	0.80	A	1.03	A

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HCS7 Signalized Intersection Results Summary

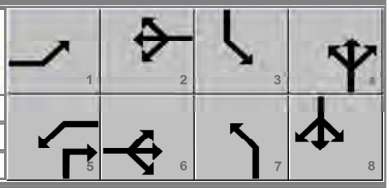
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.87
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	25 Road & Patterson	File Name	2045 NoBuild AM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	83	774	55	206	687	109	125	261	120	190	305	41

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	40	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.0	9.0	31.0	6.0	2.0	23.0	
Yellow	3.5	3.5	4.5	3.5	0.0	4.0	
Red	0.5	0.5	1.5	0.5	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	23.0	50.0	10.0	37.0	10.0	28.0	12.0	30.0
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (*g s*), s	5.1		6.2		8.0	17.3	10.0	20.0
Green Extension Time (*g e*), s	0.5	0.0	0.0	0.0	0.0	2.4	0.0	2.1
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		1.00		1.00	0.92	1.00	1.00

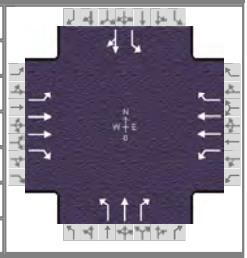
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	135	1262	90	113	376	60	144	300	121	218	351	47
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1781	1585	1795	1795	1585	1753	1811	1610	1795	1811	1585
Queue Service Time (*g s*), s	3.1	28.7	2.2	4.2	9.1	2.8	6.0	15.3	5.8	8.0	18.0	2.3
Cycle Queue Clearance Time (*g c*), s	3.1	28.7	2.2	4.2	9.1	2.8	6.0	15.3	5.8	8.0	18.0	2.3
Green Ratio (*g/C*)	0.52	0.44	0.44	0.37	0.31	0.31	0.29	0.23	0.29	0.31	0.25	0.25
Capacity (*c*), veh/h	610	1567	697	234	1113	491	226	417	467	291	453	396
Volume-to-Capacity Ratio (*X*)	0.222	0.806	0.129	0.481	0.338	0.121	0.637	0.720	0.258	0.751	0.774	0.119
Back of Queue (*Q*), ft/ln (90 th percentile)	45.7	320.8	30.8	84.2	144.5	43.5	131	261.3	92.6	182.8	302.9	37.3
Back of Queue (*Q*), veh/ln (90 th percentile)	2.0	14.3	1.4	3.8	6.5	1.9	5.8	11.3	4.2	8.2	13.1	1.7
Queue Storage Ratio (*RQ*) (90 th percentile)	0.26	0.00	0.19	0.48	0.00	0.34	0.59	0.00	0.53	1.38	0.00	0.28
Uniform Delay (*d 1*), s/veh	9.0	19.1	10.3	23.8	32.0	25.6	30.2	35.5	27.2	30.9	34.9	29.0
Incremental Delay (*d 2*), s/veh	0.8	4.2	0.4	5.9	0.7	0.4	12.9	10.3	1.3	16.3	12.2	0.6
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	9.8	23.3	10.6	29.6	32.7	26.0	43.1	45.8	28.6	47.2	47.1	29.6
Level of Service (LOS)	A	C	B	C	C	C	D	D	C	D	D	C
Approach Delay, s/veh / LOS	21.3	C		31.3	C		41.4	D		45.8	D	
Intersection Delay, s/veh / LOS	31.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.12	B	2.12	B	2.45	B	2.44	B
Bicycle LOS Score / LOS	1.35	A	1.44	A	1.42	A	1.50	B

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HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.82
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	25 1/2 Road & Patterson	File Name	2045 NoBuild AM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	934	51	137	986	90	73	89	98	212	149	118

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	98	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.2	1.4	45.1	6.0	1.0	18.3	1	2	3	4		
Yellow	3.5	0.0	4.5	3.5	3.5	4.0						
Red	0.5	0.0	1.5	0.5	0.5	1.0	5	6	7	8		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	9.2	51.1	10.6	52.5	10.0	23.3	15.0	28.3
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.3	5.2	5.3
Queue Clearance Time (g_s), s	3.1		3.9		6.0	8.7	13.0	19.9
Green Extension Time (g_e), s	0.1	0.0	0.3	0.0	0.0	3.5	0.0	3.3
Phase Call Probability	0.65		0.83		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.01	1.00	0.03

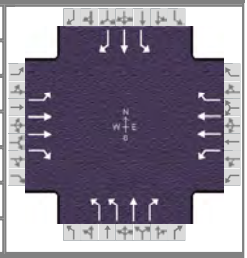
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	38	1109	61	64	460	42	89	109	120	259	326	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1781	1598	1781	1781	1572	1767	1885	1585	1682	1719	
Queue Service Time (g_s), s	1.1	18.7	0.6	1.9	4.4	0.4	4.0	5.0	6.7	11.0	17.9	
Cycle Queue Clearance Time (g_c), s	1.1	18.7	0.6	1.9	4.4	0.4	4.0	5.0	6.7	11.0	17.9	
Green Ratio (*g/C*)	0.50	0.45	0.45	0.52	0.47	0.47	0.24	0.18	0.18	0.31	0.23	
Capacity (*c*), veh/h	532	1606	720	317	1657	732	213	344	289	402	400	
Volume-to-Capacity Ratio (*X*)	0.071	0.691	0.084	0.202	0.278	0.057	0.418	0.315	0.413	0.644	0.814	
Back of Queue (*Q*), ft/ln (90 th percentile)	17.3	177.1	8.8	30.1	60.5	5.6	82.3	93	105.5	207.8	260.5	
Back of Queue (*Q*), veh/ln (90 th percentile)	0.8	7.9	0.4	1.3	2.7	0.3	3.7	4.2	4.7	8.8	11.6	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.13	0.00	0.07	0.23	0.00	0.04	0.74	0.00	1.19	1.55	0.00	
Uniform Delay (d_1), s/veh	13.4	11.7	3.8	15.1	7.8	3.4	31.4	35.4	36.1	29.0	36.3	
Incremental Delay (d_2), s/veh	0.1	2.2	0.2	0.4	0.3	0.1	5.9	0.7	1.3	7.7	5.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	13.5	13.9	4.0	15.5	8.1	3.5	37.4	36.2	37.5	36.8	42.0	
Level of Service (LOS)	B	B	A	B	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	13.4	B		8.6	A		37.0	D		39.7	D	
Intersection Delay, s/veh / LOS	20.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	1.90	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.51	B	1.71	B	1.01	A	1.45	A

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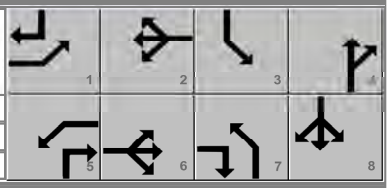
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.77
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	1st Street & Patterson	File Name	2045 NoBuild AM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	54	966	180	173	1046	40	114	213	143	178	475	67

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	47	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.7	1.8	30.0	6.9	4.0	33.1
Yellow	3.5	0.0	3.0	3.5	0.0	4.0
Red	0.5	0.0	2.5	0.5	0.0	1.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phase Duration, s	9.7	35.5	11.4	37.3	10.9	38.1	14.9	42.1
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	3.5		5.5		6.1	13.7	9.9	32.6
Green Extension Time (g_e), s	0.1	0.0	0.3	0.0	0.9	8.0	1.0	4.5
Phase Call Probability	0.71		0.93		0.98	1.00	1.00	1.00
Max Out Probability	0.01		0.00		0.00	0.20	0.02	0.74

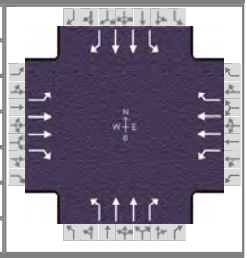
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	791	147	95	576	22	148	277	186	231	617	87
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1766	1598	1781	1781	1572	1743	1856	1598	1810	1885	1610
Queue Service Time (g_s), s	1.5	19.7	5.4	3.5	13.4	0.9	4.1	11.7	7.8	7.9	30.6	3.3
Cycle Queue Clearance Time (g_c), s	1.5	19.7	5.4	3.5	13.4	0.9	4.1	11.7	7.8	7.9	30.6	3.3
Green Ratio (*g/C*)	0.36	0.30	0.37	0.37	0.32	0.32	0.07	0.33	0.41	0.46	0.37	0.43
Capacity (*c*), veh/h	312	1061	590	266	1132	500	242	614	648	471	700	689
Volume-to-Capacity Ratio (*X*)	0.142	0.746	0.250	0.358	0.509	0.044	0.612	0.450	0.287	0.491	0.882	0.126
Back of Queue (*Q*), ft/ln (90 th percentile)	23.6	260.3	76.8	57.6	182.7	13.7	74.9	181.6	111.9	123.2	452.2	47.4
Back of Queue (*Q*), veh/ln (90 th percentile)	1.1	11.5	3.5	2.6	8.2	0.6	3.4	8.1	5.0	5.6	20.4	2.2
Queue Storage Ratio (*RQ*) (90 th percentile)	0.18	0.00	0.58	0.52	0.00	0.13	0.57	0.00	0.85	1.12	0.00	0.00
Uniform Delay (d_1), s/veh	19.4	29.2	17.2	22.2	28.5	21.6	45.2	26.3	20.0	17.9	29.4	17.3
Incremental Delay (d_2), s/veh	0.2	4.0	0.8	0.7	1.0	0.1	3.5	0.7	0.3	1.1	11.4	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	19.6	33.3	18.1	22.9	29.5	21.7	48.8	27.0	20.3	19.1	40.8	17.4
Level of Service (LOS)	B	C	B	C	C	C	D	C	C	B	D	B
Approach Delay, s/veh / LOS	30.4	C		28.4	C		30.3	C		33.2	C	
Intersection Delay, s/veh / LOS	30.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.11	B	2.43	B	2.43	B
Bicycle LOS Score / LOS	1.77	B	1.84	B	1.49	A	2.03	B

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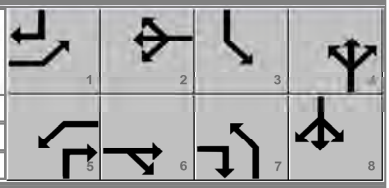
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.80
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	7th Street & Patterson	File Name	2045 NoBuild AM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	69	716	189	238	1007	106	80	301	147	168	654	204

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.2	3.0	36.5	5.7	3.3	29.2
Yellow	3.5	0.0	4.0	3.5	0.0	4.0
Red	0.5	0.0	1.0	0.5	0.0	1.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	8.2	41.5	11.2	44.6	9.7	34.2	13.0	37.5
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	5.1		6.7		5.9	9.4	10.0	21.7
Green Extension Time (g_e), s	0.2	0.0	0.7	0.0	0.2	13.2	0.0	10.8
Phase Call Probability	0.79		0.98		0.94	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.53	0.28	1.00	0.46

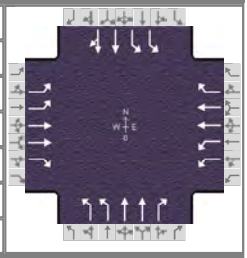
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	57	589	134	142	602	60	100	376	168	210	818	255
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1766	1374	1810	1781	1543	1767	1795	1591	1795	1809	1586
Queue Service Time (g_s), s	3.1	7.8	1.6	4.7	6.9	0.7	3.9	7.4	6.7	8.0	19.7	12.1
Cycle Queue Clearance Time (g_c), s	3.1	7.8	1.6	4.7	6.9	0.7	3.9	7.4	6.7	8.0	19.7	12.1
Green Ratio (*g/C*)	0.04	0.37	0.42	0.45	0.40	0.40	0.35	0.29	0.36	0.40	0.33	0.37
Capacity (*c*), veh/h	76	1291	592	416	1410	611	229	1049	581	423	1176	583
Volume-to-Capacity Ratio (*X*)	0.746	0.456	0.227	0.342	0.427	0.099	0.436	0.359	0.288	0.497	0.695	0.438
Back of Queue (*Q*), ft/ln (90 th percentile)	69.5	98.6	19.9	78.5	86.5	10.6	68.9	115.6	94.6	127.6	268.2	160.3
Back of Queue (*Q*), veh/ln (90 th percentile)	3.2	4.4	0.9	3.6	3.9	0.5	3.1	5.2	4.3	5.8	12.2	7.2
Queue Storage Ratio (*RQ*) (90 th percentile)	0.39	0.00	0.13	0.59	0.00	0.07	0.31	0.00	0.54	1.16	0.00	0.00
Uniform Delay (d_1), s/veh	49.2	11.5	3.7	17.6	9.5	4.9	24.5	23.9	19.2	21.2	29.4	23.9
Incremental Delay (d_2), s/veh	15.3	0.9	0.7	0.5	0.7	0.2	1.9	0.3	0.4	1.3	1.3	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	64.6	12.4	4.4	18.1	10.2	5.1	26.4	24.2	19.6	22.5	30.7	24.6
Level of Service (LOS)	E	B	A	B	B	A	C	C	B	C	C	C
Approach Delay, s/veh / LOS	14.8	B		11.2	B		23.3	C		28.2	C	
Intersection Delay, s/veh / LOS	20.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.43	B	2.45	B	2.47	B
Bicycle LOS Score / LOS	1.47	A	1.88	B	1.02	A	1.55	B

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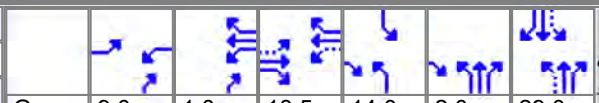
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.80
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	12th Street & Patterson	File Name	2045 NoBuild AM Optimized Timings.xus		
Project Description					

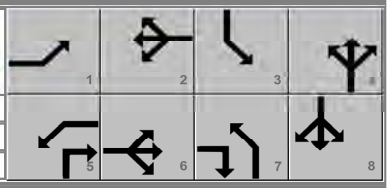


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	571	179	382	1138	114	224	501	122	96	570	107

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	45	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.0	1.0	18.5	14.0	2.0	29.0
Yellow	3.5	3.5	4.0	3.5	3.5	4.0
Red	0.5	0.5	1.5	0.5	0.5	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	13.0	24.0	18.0	29.0	24.0	40.0	18.0	34.0
Change Period, (*Y+R c*), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (*g s*), s	4.9		6.2		6.3	15.9	4.0	23.6
Green Extension Time (*g e*), s	0.2	0.0	0.7	0.0	1.4	10.4	0.4	4.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.25		0.02	0.48	0.04	0.99

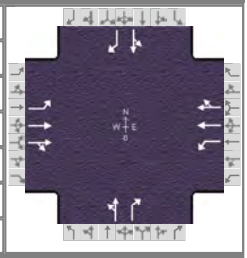
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	128	540	169	224	667	67	280	626	153	120	435	411
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1766	1600	1743	1795	1598	1730	1781	1572	1743	1870	1764
Queue Service Time (*g s*), s	2.9	13.9	6.4	4.2	17.5	3.0	4.3	13.9	5.5	2.0	21.5	21.6
Cycle Queue Clearance Time (*g c*), s	2.9	13.9	6.4	4.2	17.5	3.0	4.3	13.9	5.5	2.0	21.5	21.6
Green Ratio (*g/C*)	0.28	0.18	0.39	0.34	0.24	0.24	0.51	0.35	0.49	0.43	0.29	0.29
Capacity (*c*), veh/h	513	654	618	700	844	375	933	1246	771	900	542	512
Volume-to-Capacity Ratio (*X*)	0.249	0.826	0.274	0.320	0.790	0.178	0.300	0.502	0.198	0.133	0.803	0.803
Back of Queue (*Q*), ft/ln (90 th percentile)	50.5	174	77.3	65.4	254.4	47.3	68.5	202.1	80.6	33	346.5	332.3
Back of Queue (*Q*), veh/ln (90 th percentile)	2.3	7.7	3.5	2.9	11.5	2.1	3.1	9.0	3.6	1.5	15.5	14.9
Queue Storage Ratio (*RQ*) (90 th percentile)	0.29	0.00	0.53	0.25	0.00	0.36	0.31	0.00	0.36	0.25	0.00	0.00
Uniform Delay (*d 1*), s/veh	30.4	30.8	16.3	21.3	36.3	26.9	16.6	25.6	14.4	17.4	32.9	32.9
Incremental Delay (*d 2*), s/veh	0.7	7.3	0.7	1.0	6.3	0.9	0.8	1.4	0.6	0.3	11.9	12.6
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	31.1	38.0	17.0	22.3	42.6	27.7	17.4	27.1	15.0	17.7	44.7	45.4
Level of Service (LOS)	C	D	B	C	D	C	B	C	B	B	D	D
Approach Delay, s/veh / LOS	32.7	C		36.8	D		22.8	C		41.7	D	
Intersection Delay, s/veh / LOS	33.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.45	B	2.57	C	2.58	C
Bicycle LOS Score / LOS	1.40	A	2.17	B	1.36	A	1.28	A

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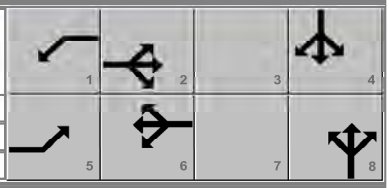
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Patterson Rd & 15th St	File Name	2045 NoBuild AM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	140	623	15	51	1800	194	12	3	20	12	3	61

Signal Information												
Cycle, s	100.0	Reference Phase	2									
Offset, s	9	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	3.2	2.8	75.4	6.6	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	0.0	4.0	4.0	0.0	0.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		7.0		7.0
Phase Duration, s	10.0	82.2	7.2	79.4		10.6		10.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g_s), s	4.0		2.3			3.4		6.5
Green Extension Time (g_e), s	0.3	0.0	0.0	0.0		0.2		0.2
Phase Call Probability	0.99		0.53			0.98		0.98
Max Out Probability	0.00		0.00			0.00		0.00

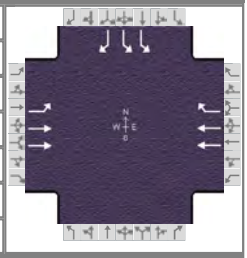
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	179	410	407	27	536	518		18	24		18	73
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1856	1840	1781	1885	1820		1515	1585		1515	1585
Queue Service Time (g_s), s	2.0	8.7	8.6	0.3	4.8	4.2		0.0	1.4		0.0	4.5
Cycle Queue Clearance Time (g_c), s	2.0	8.7	8.6	0.3	4.8	4.2		1.0	1.4		1.0	4.5
Green Ratio (*g/C*)	0.82	0.78	0.78	0.79	0.75	0.75		0.07	0.07		0.07	0.07
Capacity (*c*), veh/h	556	1451	1439	580	1422	1373		165	105		165	105
Volume-to-Capacity Ratio (*X*)	0.322	0.283	0.283	0.046	0.377	0.377		0.110	0.230		0.110	0.701
Back of Queue (*Q*), ft/ln (90 th percentile)	13.3	103.2	98.8	2.9	46	39		17.1	23.1		17.1	75.1
Back of Queue (*Q*), veh/ln (90 th percentile)	0.6	4.6	4.5	0.1	2.1	1.8		0.8	1.0		0.8	3.4
Queue Storage Ratio (*RQ*) (90 th percentile)	0.17	0.00	0.00	0.03	0.00	0.00		0.00	0.52		0.00	1.70
Uniform Delay (d_1), s/veh	2.0	4.8	4.7	2.7	1.6	1.4		44.1	44.3		44.1	45.7
Incremental Delay (d_2), s/veh	0.1	0.5	0.5	0.0	0.5	0.5		0.1	0.4		0.1	3.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	2.1	5.3	5.2	2.7	2.1	1.9		44.2	44.7		44.2	48.9
Level of Service (LOS)	A	A	A	A	A	A		D	D		D	D
Approach Delay, s/veh / LOS	4.7	A		2.0	A		44.5	D		47.9	D	
Intersection Delay, s/veh / LOS	5.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.84	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.26	A	2.52	C	0.56	A	0.64	A

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HCS7 Signalized Intersection Results Summary

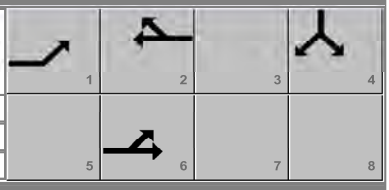
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	27 1/2 Road & Patterson	File Name	2045 NoBuild AM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	70	647			1589	304				385		214

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	59	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.0	38.0	41.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.0	0.0	0.0	0.0
Red	0.5	1.5	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	10.0	54.0		44.0				46.0
Change Period, ($Y+R_c$), s	4.0	6.0		6.0				5.0
Max Allow Headway (*MAH*), s	5.2	0.0		0.0				5.3
Queue Clearance Time (g_s), s	3.9							14.0
Green Extension Time (g_e), s	0.0	0.0		0.0				5.2
Phase Call Probability	1.00							1.00
Max Out Probability	1.00							0.02

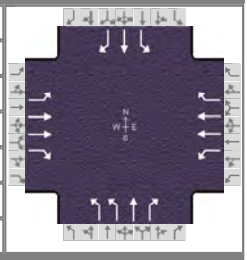
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	58	533			872	167				464		258
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1795			1795	1610				1757		1522
Queue Service Time (g_s), s	1.9	6.9			18.8	6.1				9.0		12.0
Cycle Queue Clearance Time (g_c), s	1.9	6.9			18.8	6.1				9.0		12.0
Green Ratio (*g/C*)	0.46	0.48			0.38	0.38				0.41		0.41
Capacity (*c*), veh/h	280	1723			1364	612				1441		624
Volume-to-Capacity Ratio (*X*)	0.206	0.309			0.639	0.273				0.322		0.413
Back of Queue (*Q*), ft/ln (90 th percentile)	33.9	92.9			231.7	87.9				134.4		166.8
Back of Queue (*Q*), veh/ln (90 th percentile)	1.5	4.2			10.4	4.0				6.1		7.2
Queue Storage Ratio (*RQ*) (90 th percentile)	0.22	0.00			0.00	1.67				0.80		0.00
Uniform Delay (d_1), s/veh	18.5	11.0			22.2	17.5				20.1		21.0
Incremental Delay (d_2), s/veh	1.2	0.3			1.9	0.9				0.6		2.0
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	19.7	11.4			24.1	18.4				20.6		23.0
Level of Service (LOS)	B	B			C	B				C		C
Approach Delay, s/veh / LOS	12.2		B	23.2		C	0.0			21.5		C
Intersection Delay, s/veh / LOS	19.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.70	A	2.11	B	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.20	A	2.37	B				F

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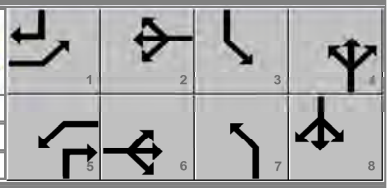
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	29 Road & Patterson	File Name	2045 NoBuild AM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	129	532	231	187	1461	98	194	173	49	73	271	360

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	50	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.5	1.5	26.5	9.5	1.0	29.0
Yellow	3.5	3.5	4.5	3.5	0.0	4.0
Red	1.0	1.0	2.0	1.0	0.0	1.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	12.0	33.0	18.0	39.0	14.0	34.0	15.0	35.0
Change Period, ($Y+R_c$), s	4.5	6.5	4.5	6.5	4.5	5.0	4.5	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.2	4.3	4.2	4.3
Queue Clearance Time (g_s), s	6.4		7.0		6.5	10.9	5.2	20.9
Green Extension Time (g_e), s	0.0	0.0	0.2	0.0	0.3	3.7	0.1	2.8
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.13		1.00	0.06	0.34	0.38

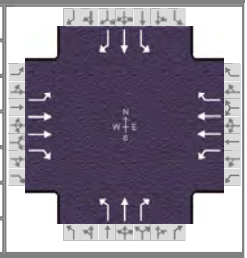
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	111	457	198	133	1042	70	234	208	17	88	327	373
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1795	1572	1767	1781	1585	1716	1870	1610	1753	1870	1610
Queue Service Time (g_s), s	4.4	10.8	9.7	5.0	26.8	1.9	4.5	8.9	0.6	3.2	14.8	18.9
Cycle Queue Clearance Time (g_c), s	4.4	10.8	9.7	5.0	26.8	1.9	4.5	8.9	0.6	3.2	14.8	18.9
Green Ratio (*g/C*)	0.34	0.26	0.26	0.42	0.32	0.32	0.38	0.29	0.43	0.40	0.30	0.38
Capacity (*c*), veh/h	226	951	417	457	1157	515	665	542	684	485	561	604
Volume-to-Capacity Ratio (*X*)	0.491	0.480	0.476	0.292	0.900	0.136	0.351	0.384	0.025	0.181	0.582	0.619
Back of Queue (*Q*), ft/ln (90 th percentile)	80.5	154.8	124.5	85.8	289.7	28.1	76.3	152.8	9.2	56.2	236.1	247.8
Back of Queue (*Q*), veh/ln (90 th percentile)	3.6	7.0	5.5	3.8	13.0	1.3	3.4	6.8	0.4	2.5	10.6	11.3
Queue Storage Ratio (*RQ*) (90 th percentile)	0.26	0.00	0.45	0.22	0.00	0.32	0.34	0.00	0.04	0.42	0.00	1.88
Uniform Delay (d_1), s/veh	25.5	31.2	26.3	22.0	24.4	14.1	21.8	28.4	16.7	19.7	29.7	25.4
Incremental Delay (d_2), s/veh	5.5	1.3	2.9	1.1	8.1	0.4	1.5	2.1	0.1	0.8	4.4	4.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	31.1	32.4	29.2	23.1	32.5	14.5	23.2	30.4	16.8	20.5	34.0	30.1
Level of Service (LOS)	C	C	C	C	C	B	C	C	B	C	C	C
Approach Delay, s/veh / LOS	31.4	C		30.5	C		26.3	C		30.7	C	
Intersection Delay, s/veh / LOS	30.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.34	B	2.18	B	2.44	B	2.44	B
Bicycle LOS Score / LOS	1.37	A	2.22	B	1.25	A	1.79	B

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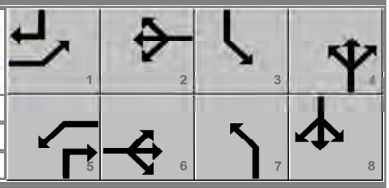
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	29 Road & Patterson	File Name	2045 NoBuild AM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	129	532	231	187	1461	98	194	173	49	73	271	360

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	50	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.5	1.5	26.5	9.5	1.0	29.0
Yellow	3.5	3.5	4.5	3.5	0.0	4.0
Red	1.0	1.0	2.0	1.0	0.0	1.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	12.0	33.0	18.0	39.0	14.0	34.0	15.0	35.0
Change Period, ($Y+R_c$), s	4.5	6.5	4.5	6.5	4.5	5.0	4.5	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.2	4.3	4.2	4.3
Queue Clearance Time (g_s), s	6.4		7.0		11.4	10.9	5.2	20.9
Green Extension Time (g_e), s	0.0	0.0	0.2	0.0	0.0	3.7	0.1	2.8
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.13		1.00	0.06	0.34	0.38

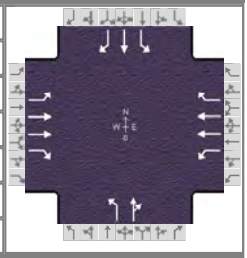
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	111	457	198	133	1042	70	234	208	17	88	327	373
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1795	1572	1767	1781	1585	1767	1870	1610	1753	1870	1610
Queue Service Time (g_s), s	4.4	10.8	9.7	5.0	26.8	1.9	9.4	8.9	0.6	3.2	14.8	18.9
Cycle Queue Clearance Time (g_c), s	4.4	10.8	9.7	5.0	26.8	1.9	9.4	8.9	0.6	3.2	14.8	18.9
Green Ratio (*g/C*)	0.34	0.26	0.26	0.42	0.32	0.32	0.38	0.29	0.43	0.40	0.30	0.38
Capacity (*c*), veh/h	226	951	417	457	1157	515	338	542	684	485	561	604
Volume-to-Capacity Ratio (*X*)	0.491	0.480	0.476	0.292	0.900	0.136	0.692	0.384	0.025	0.181	0.582	0.619
Back of Queue (*Q*), ft/ln (90 th percentile)	80.5	154.6	124.5	85.8	289.7	28.1	171.2	152.8	9.2	56.2	236.1	247.8
Back of Queue (*Q*), veh/ln (90 th percentile)	3.6	7.0	5.5	3.8	13.0	1.3	7.6	6.8	0.4	2.5	10.6	11.3
Queue Storage Ratio (*RQ*) (90 th percentile)	0.26	0.00	0.45	0.22	0.00	0.32	0.77	0.00	0.04	0.42	0.00	1.88
Uniform Delay (d_1), s/veh	25.5	31.2	26.3	22.0	24.4	14.1	23.6	28.4	16.7	19.7	29.7	25.4
Incremental Delay (d_2), s/veh	5.5	1.3	2.9	1.1	8.1	0.4	11.1	2.1	0.1	0.8	4.4	4.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	31.1	32.4	29.2	23.1	32.5	14.5	34.7	30.4	16.8	20.5	34.0	30.1
Level of Service (LOS)	C	C	C	C	C	B	C	C	B	C	C	C
Approach Delay, s/veh / LOS	31.4	C		30.5	C		32.1	C		30.7	C	
Intersection Delay, s/veh / LOS	31.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.17	B	2.18	B	2.44	B	2.44	B
Bicycle LOS Score / LOS	1.37	A	2.22	B	1.25	A	1.79	B

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HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.85
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	29 1/2 Road & Patterson	File Name	2045 NoBuild AM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	531	96	222	1549	265	48	34	67	150	106	64

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	32	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.5	1.6	53.8	9.0	10.6	0.0	1	2	3	4		
Yellow	3.5	3.5	5.0	4.0	4.0	0.0	5	6	7	8		
Red	0.5	0.5	1.5	0.0	1.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	5.5	60.3	11.1	65.9	13.0	15.6	13.0	15.6
Change Period, ($Y+R_c$), s	4.0	6.5	4.0	6.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	4.5	0.0	4.5	0.0	3.7	4.7	3.7	4.7
Queue Clearance Time (g_s), s	2.3		6.4		4.7	9.1	10.8	8.5
Green Extension Time (g_e), s	0.0	0.0	0.8	0.0	0.0	1.5	0.0	1.5
Phase Call Probability	0.29		0.99		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.40	0.00	1.00	0.00

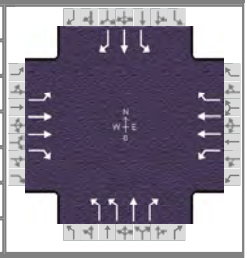
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	13	511	92	186	1300	222	56	119		176	125	75
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1598	1795	1795	1560	1767	1618		1781	1841	1585
Queue Service Time (g_s), s	0.3	1.5	0.4	4.4	17.8	2.6	2.7	7.1		8.8	6.5	4.5
Cycle Queue Clearance Time (g_c), s	0.3	1.5	0.4	4.4	17.8	2.6	2.7	7.1		8.8	6.5	4.5
Green Ratio (*g/C*)	0.55	0.54	0.54	0.63	0.59	0.59	0.20	0.11		0.20	0.11	0.11
Capacity (*c*), veh/h	236	1930	859	629	2133	927	256	172		252	195	168
Volume-to-Capacity Ratio (*X*)	0.053	0.265	0.107	0.296	0.610	0.240	0.221	0.693		0.701	0.639	0.448
Back of Queue (*Q*), ft/ln (90 th percentile)	4.6	19.6	6.3	55.2	157.2	29.9	51.1	121.2		170.3	121.4	72.6
Back of Queue (*Q*), veh/ln (90 th percentile)	0.2	0.9	0.3	2.5	7.1	1.3	2.3	5.3		7.6	5.3	3.2
Queue Storage Ratio (*RQ*) (90 th percentile)	0.04	0.00	0.07	0.42	0.00	0.13	0.66	0.00		1.24	0.00	0.00
Uniform Delay (d_1), s/veh	11.3	2.0	1.5	7.5	8.0	3.1	33.8	43.1		36.4	42.9	42.0
Incremental Delay (d_2), s/veh	0.1	0.2	0.2	0.2	0.9	0.4	2.0	4.9		15.1	3.5	1.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	11.3	2.2	1.6	7.7	8.9	3.5	35.7	48.1		51.4	46.3	43.8
Level of Service (LOS)	B	A	A	A	A	A	D	D		D	D	D
Approach Delay, s/veh / LOS	2.3	A		8.1	A		44.1	D		48.2	D	
Intersection Delay, s/veh / LOS	14.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	2.07	B	2.46	B	2.46	B
Bicycle LOS Score / LOS	1.11	A	2.46	B	0.78	A	1.11	A

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HCS7 Signalized Intersection Results Summary

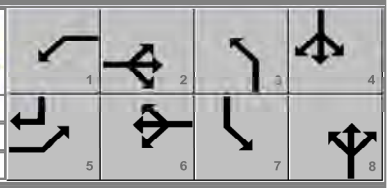
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	30 Road & Patterson	File Name	2045 NoBuild AM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	95	420	203	137	1188	17	438	57	49	42	138	279

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	60	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.0	17.0	24.5	7.0	2.0	20.0
Yellow	3.5	3.5	5.0	3.5	0.0	4.0
Red	0.5	0.5	1.5	0.5	0.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	10.0	31.0	31.0	52.0	11.0	25.0	13.0	27.0
Change Period, (*Y+R c*), s	4.0	6.5	4.0	6.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.2	0.0	4.2	4.3	4.2	4.3
Queue Clearance Time (*g s*), s	6.7		5.4		9.0	5.1	4.0	13.9
Green Extension Time (*g e*), s	0.0	0.0	0.5	0.0	0.0	1.8	0.0	1.3
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.00		1.00	0.02	0.41	0.26

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	114	506	245	146	1268	18	528	69	58	51	166	225
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1598	1795	1795	1598	1730	1870	1560	1810	1885	1585
Queue Service Time (*g s*), s	4.7	10.9	12.2	3.4	23.9	0.3	7.0	3.0	3.1	2.0	7.5	11.9
Cycle Queue Clearance Time (*g c*), s	4.7	10.9	12.2	3.4	23.9	0.3	7.0	3.0	3.1	2.0	7.5	11.9
Green Ratio (*g/C*)	0.30	0.24	0.24	0.54	0.46	0.46	0.27	0.20	0.20	0.29	0.22	0.28
Capacity (*c*), veh/h	266	879	391	654	1633	727	633	374	312	453	415	444
Volume-to-Capacity Ratio (*X*)	0.430	0.575	0.625	0.223	0.776	0.025	0.833	0.184	0.185	0.112	0.401	0.508
Back of Queue (*Q*), ft/ln (90 th percentile)	82.1	138.3	145.1	53	217.4	4.8	150.1	59.3	51.5	36.7	137	174
Back of Queue (*Q*), veh/ln (90 th percentile)	3.7	6.2	6.5	2.4	9.8	0.2	6.7	2.7	2.3	1.7	6.2	7.8
Queue Storage Ratio (*RQ*) (90 th percentile)	0.93	0.00	0.52	0.52	0.00	0.08	0.68	0.00	0.29	0.28	0.00	1.31
Uniform Delay (*d 1*), s/veh	25.9	25.6	25.9	9.8	12.6	7.4	36.3	33.2	33.2	26.0	33.4	30.2
Incremental Delay (*d 2*), s/veh	3.4	1.9	5.1	0.8	3.7	0.1	12.2	1.1	1.3	0.5	2.9	4.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	29.4	27.4	31.0	10.6	16.3	7.4	48.5	34.3	34.5	26.5	36.2	34.3
Level of Service (LOS)	C	C	C	B	B	A	D	C	C	C	D	C
Approach Delay, s/veh / LOS	28.7	C		15.6	B		45.8	D		34.1	C	
Intersection Delay, s/veh / LOS	27.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.23	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.20	A	1.82	B	1.57	B	1.22	A

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HCS7 Two-Way Stop-Control Report

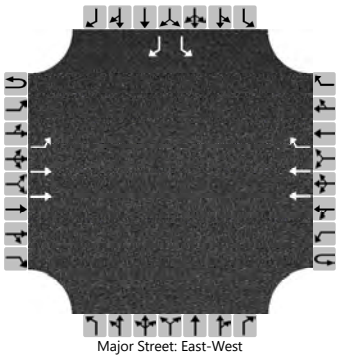
General Information

Analyst	
Agency/Co.	Stolfus and Associates
Date Performed	4/30/2020
Analysis Year	2018
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Patterson ACP

Site Information

Intersection	28 RD
Jurisdiction	
East/West Street	
North/South Street	
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T				T	R						L		R
Volume (veh/h)	0	51	987				1760	266						49		72
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No							No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

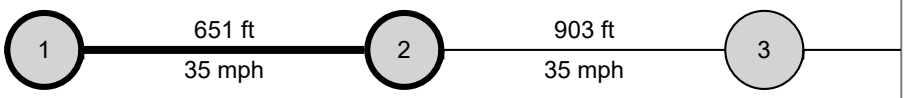
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		55												53		78
Capacity, c (veh/h)		232												16		256
v/c Ratio		0.24												3.30		0.31
95% Queue Length, Q_{95} (veh)		0.9												7.4		1.2
Control Delay (s/veh)		25.3												1520.1		25.1
Level of Service (LOS)		D												F		D
Approach Delay (s/veh)		1.2												630.5		
Approach LOS														F		

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 NoBuild AM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	24 Road & Patterson	Market Street/Mall Access & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (24 Rd - Market St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	35	35	2	2	651	651	50	50	0	0	100	0	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	1	6	16	5	2	12
1	Bay/Lane Spillback Time, h				0.06	never	
1	Shared Lane Spillback Time, h				0.18		never
1	Base Free-Flow Speed, mph	41.58			42.05		
1	Running Time, s	15.01			15.32		
1	Running Speed, mph	29.57			28.98		
1	Through Delay, s/veh	8.80			43.66		
1	Travel Time, s	23.81			58.97		
1	Travel Speed, mph	18.64			7.53		
1	Stop Rate, stops/veh	0.35			0.92		
1	Spatial Stop Rate, stops/mi	2.85			7.48		
1	Through vol/cap Ratio	0.15			0.72		
1	Percent of Base FFS	44.83			17.90		
1	Level of Service	D			F		
1	Auto Traveler Perception Score	2.59			3.44		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	2.22		B	3.66		D
1	Bicycle Segment LOS Score / LOS	2.12		B	2.68		B
1	Transit Segment LOS Score / LOS	1.75		A	3.26		C

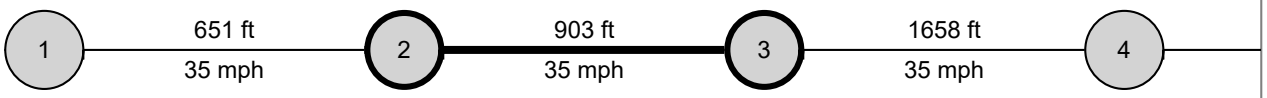
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	801.37	804.78
Facility Travel Speed, mph	26.83	26.72
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	62.79	62.91
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.23	C	3.15	C
Bicycle Facility LOS Score / LOS	2.76	C	2.72	C
Transit Facility LOS Score / LOS	1.16	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 NoBuild AM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	Market Street/Mall Access & Pat	Home Depot Access/Mesa Mall Access &		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (Market St - Home Depot)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
2	35	35	2	2	903	903	50	50	2	1	70	0	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	1	6	16	5	2	12
2	Bay/Lane Spillback Time, h		never				
2	Shared Lane Spillback Time, h	never		never			
2	Base Free-Flow Speed, mph	41.72			42.05		
2	Running Time, s	18.29			18.72		
2	Running Speed, mph	33.67			32.89		
2	Through Delay, s/veh	4.93			1.93		
2	Travel Time, s	23.22			20.65		
2	Travel Speed, mph	26.51			29.81		
2	Stop Rate, stops/veh	0.19			0.06		
2	Spatial Stop Rate, stops/mi	1.09			0.38		
2	Through vol/cap Ratio	0.17			0.49		
2	Percent of Base FFS	63.55			70.89		
2	Level of Service	C			B		
2	Auto Traveler Perception Score	2.30			2.20		
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	2.88		C	3.70		D
2	Bicycle Segment LOS Score / LOS	2.41		B	2.80		C
2	Transit Segment LOS Score / LOS	1.10		A	1.03		A

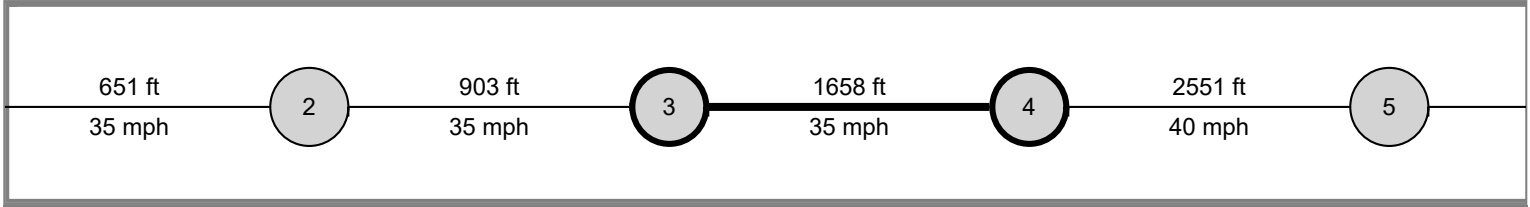
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	801.37	804.78
Facility Travel Speed, mph	26.83	26.72
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	62.79	62.91
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.23	C	3.15	C
Bicycle Facility LOS Score / LOS	2.76	C	2.72	C
Transit Facility LOS Score / LOS	1.16	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 NoBuild AM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	Home Depot Access/Mesa Mall /	24 1/2 Rd & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (Home Depot - 24 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
3	35	35	2	2	1658	1658	50	50	550	550	70	100	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h		never			never	
3	Shared Lane Spillback Time, h	never		never	never		never
3	Base Free-Flow Speed, mph	40.71			40.19		
3	Running Time, s	30.27			31.88		
3	Running Speed, mph	37.34			35.46		
3	Through Delay, s/veh	9.88			10.55		
3	Travel Time, s	40.15			42.44		
3	Travel Speed, mph	28.15			26.64		
3	Stop Rate, stops/veh	0.32			0.36		
3	Spatial Stop Rate, stops/mi	1.03			1.16		
3	Through vol/cap Ratio	0.16			0.59		
3	Percent of Base FFS	69.16			66.29		
3	Level of Service	B			C		
3	Auto Traveler Perception Score	2.29			2.31		
Multimodal Results (Segment)							
3	Pedestrian Segment LOS Score / LOS	3.04		C	3.83		D
3	Bicycle Segment LOS Score / LOS	2.50		B	2.91		C
3	Transit Segment LOS Score / LOS	1.01		A	1.31		A

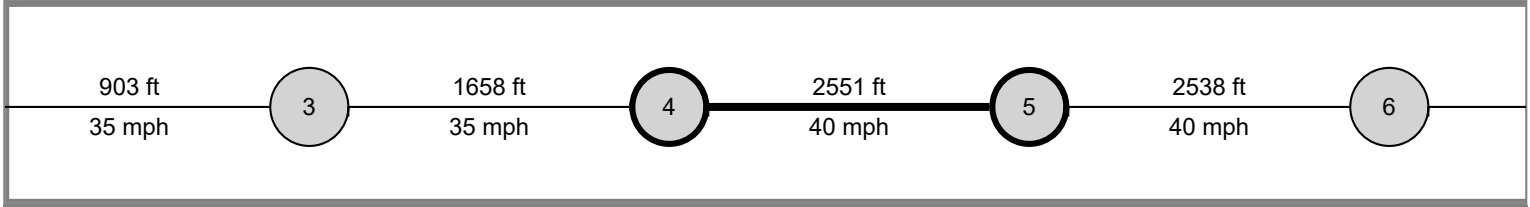
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	801.37	804.78
Facility Travel Speed, mph	26.83	26.72
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	62.79	62.91
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.23	C	3.15	C
Bicycle Facility LOS Score / LOS	2.76	C	2.72	C
Transit Facility LOS Score / LOS	1.16	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 NoBuild AM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	24 1/2 Rd & Patterson	25 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (24 1/2 Rd - 25 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
4	40	35	2	2	2551	2551	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h		never			never	
4	Shared Lane Spillback Time, h	never		never	never		never
4	Base Free-Flow Speed, mph	42.99			40.64		
4	Running Time, s	42.62			46.47		
4	Running Speed, mph	40.81			37.43		
4	Through Delay, s/veh	32.67			15.35		
4	Travel Time, s	75.30			61.82		
4	Travel Speed, mph	23.10			28.13		
4	Stop Rate, stops/veh	0.79			0.44		
4	Spatial Stop Rate, stops/mi	1.64			0.91		
4	Through vol/cap Ratio	0.34			0.75		
4	Percent of Base FFS	53.73			69.23		
4	Level of Service	C			B		
4	Auto Traveler Perception Score	2.39			2.28		
Multimodal Results (Segment)							
4	Pedestrian Segment LOS Score / LOS	2.99		C	3.53		D
4	Bicycle Segment LOS Score / LOS	2.58		B	2.91		C
4	Transit Segment LOS Score / LOS	1.42		A	1.20		A

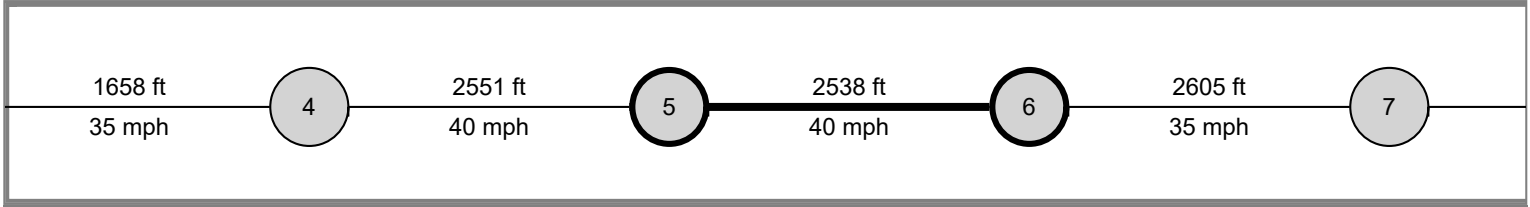
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	801.37	804.78
Facility Travel Speed, mph	26.83	26.72
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	62.79	62.91
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.23	C	3.15	C
Bicycle Facility LOS Score / LOS	2.76	C	2.72	C
Transit Facility LOS Score / LOS	1.16	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 NoBuild AM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	25 Road & Patterson	25 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (25 Rd - 25 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
5	40	40	2	2	2538	2538	50	50	260	260	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h		never			never	
5	Shared Lane Spillback Time, h	never		never	never		never
5	Base Free-Flow Speed, mph	43.12			43.12		
5	Running Time, s	42.32			43.49		
5	Running Speed, mph	40.89			39.79		
5	Through Delay, s/veh	8.14			23.34		
5	Travel Time, s	50.46			66.83		
5	Travel Speed, mph	34.29			25.89		
5	Stop Rate, stops/veh	0.24			0.59		
5	Spatial Stop Rate, stops/mi	0.49			1.23		
5	Through vol/cap Ratio	0.28			0.81		
5	Percent of Base FFS	79.52			60.04		
5	Level of Service	B			C		
5	Auto Traveler Perception Score	2.21			2.32		
Multimodal Results (Segment)							
5	Pedestrian Segment LOS Score / LOS	2.80		C	3.62		D
5	Bicycle Segment LOS Score / LOS	2.57		B	2.91		C
5	Transit Segment LOS Score / LOS	0.64		A	1.35		A

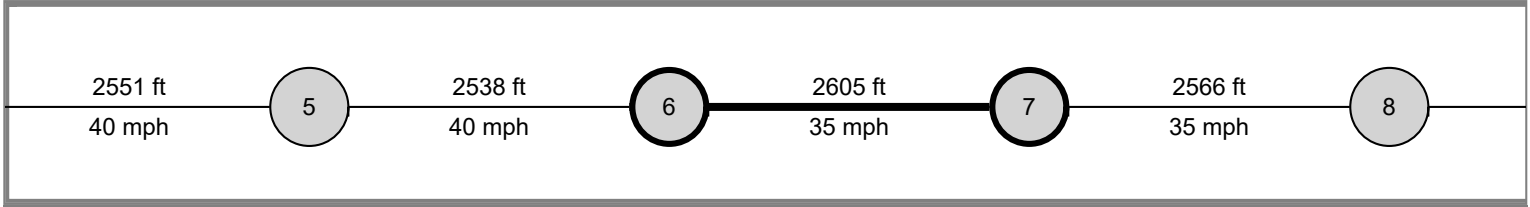
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	801.37	804.78
Facility Travel Speed, mph	26.83	26.72
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	62.79	62.91
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.23	C	3.15	C
Bicycle Facility LOS Score / LOS	2.76	C	2.72	C
Transit Facility LOS Score / LOS	1.16	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 NoBuild AM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	25 1/2 Road & Patterson	1st Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (25 1/2 Rd - 26 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
6	35	40	2	2	2605	2605	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
6	Bay/Lane Spillback Time, h		never			never	
6	Shared Lane Spillback Time, h	never		never	never		never
6	Base Free-Flow Speed, mph	40.74			43.09		
6	Running Time, s	45.86			44.19		
6	Running Speed, mph	38.73			40.20		
6	Through Delay, s/veh	29.53			13.90		
6	Travel Time, s	75.39			58.09		
6	Travel Speed, mph	23.56			30.58		
6	Stop Rate, stops/veh	0.72			0.33		
6	Spatial Stop Rate, stops/mi	1.46			0.68		
6	Through vol/cap Ratio	0.51			0.69		
6	Percent of Base FFS	57.83			70.96		
6	Level of Service	C			B		
6	Auto Traveler Perception Score	2.36			2.24		
Multimodal Results (Segment)							
6	Pedestrian Segment LOS Score / LOS	2.90		C	3.04		C
6	Bicycle Segment LOS Score / LOS	2.66		B	2.80		C
6	Transit Segment LOS Score / LOS	1.39		A	0.98		A

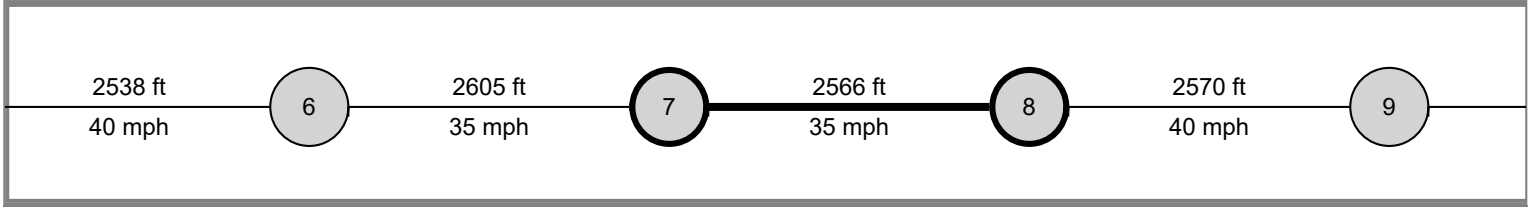
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	801.37	804.78
Facility Travel Speed, mph	26.83	26.72
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	62.79	62.91
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.23	C	3.15	C
Bicycle Facility LOS Score / LOS	2.76	C	2.72	C
Transit Facility LOS Score / LOS	1.16	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 NoBuild AM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	1st Street & Patterson	7th Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (26 Rd - 26 1/2)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
7	35	40	2	2	2566	2566	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
7	Bay/Lane Spillback Time, h		never			never	
7	Shared Lane Spillback Time, h	never		never	never		never
7	Base Free-Flow Speed, mph	39.83			42.18		
7	Running Time, s	46.35			44.16		
7	Running Speed, mph	37.75			39.62		
7	Through Delay, s/veh	10.19			33.27		
7	Travel Time, s	56.54			77.42		
7	Travel Speed, mph	30.95			22.60		
7	Stop Rate, stops/veh	0.27			0.75		
7	Spatial Stop Rate, stops/mi	0.55			1.53		
7	Through vol/cap Ratio	0.43			0.75		
7	Percent of Base FFS	77.70			53.58		
7	Level of Service	B			C		
7	Auto Traveler Perception Score	2.22			2.37		
Multimodal Results (Segment)							
7	Pedestrian Segment LOS Score / LOS	2.70		B	2.96		C
7	Bicycle Segment LOS Score / LOS	2.68		B	2.76		C
7	Transit Segment LOS Score / LOS	0.88		A	1.53		A

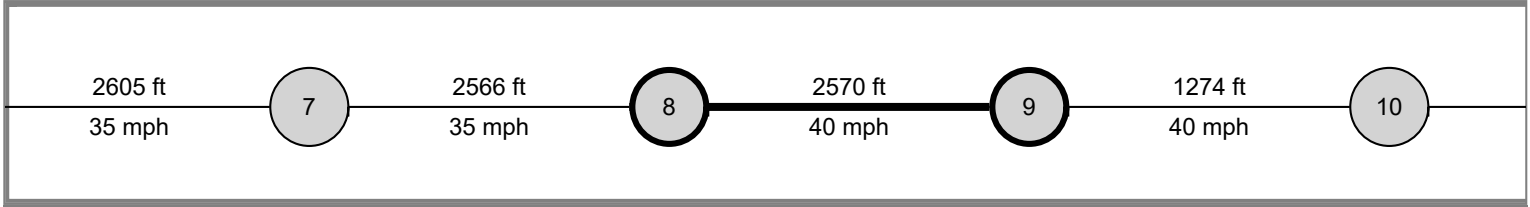
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	801.37	804.78
Facility Travel Speed, mph	26.83	26.72
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	62.79	62.91
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.23	C	3.15	C
Bicycle Facility LOS Score / LOS	2.76	C	2.72	C
Transit Facility LOS Score / LOS	1.16	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 NoBuild AM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	7th Street & Patterson	12th Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (26 1/2 Rd to 12th St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
8	40	35	2	2	2570	2570	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
8	Bay/Lane Spillback Time, h		never			never	
8	Shared Lane Spillback Time, h	never		never	never		never
8	Base Free-Flow Speed, mph	42.34			39.99		
8	Running Time, s	44.02			46.24		
8	Running Speed, mph	39.80			37.90		
8	Through Delay, s/veh	42.61			12.47		
8	Travel Time, s	86.63			58.71		
8	Travel Speed, mph	20.23			29.85		
8	Stop Rate, stops/veh	0.88			0.31		
8	Spatial Stop Rate, stops/mi	1.81			0.64		
8	Through vol/cap Ratio	0.79			0.46		
8	Percent of Base FFS	47.77			74.63		
8	Level of Service	D			B		
8	Auto Traveler Perception Score	2.42			2.24		
Multimodal Results (Segment)							
8	Pedestrian Segment LOS Score / LOS	2.88		C	2.72		B
8	Bicycle Segment LOS Score / LOS	2.79		C	2.62		B
8	Transit Segment LOS Score / LOS	1.73		A	0.95		A

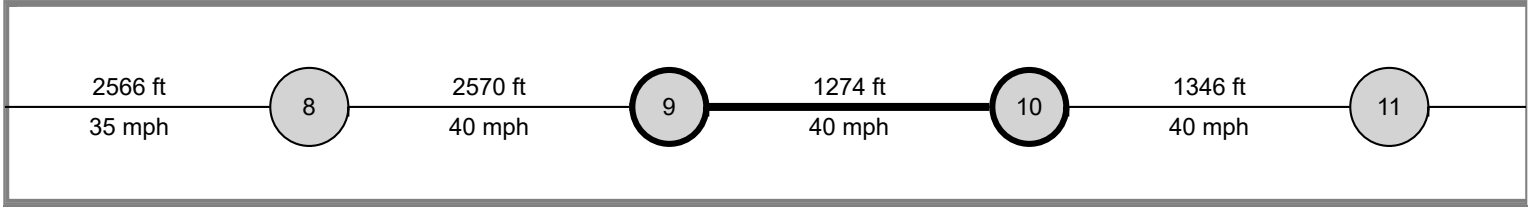
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	801.37	804.78
Facility Travel Speed, mph	26.83	26.72
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	62.79	62.91
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.23	C	3.15	C
Bicycle Facility LOS Score / LOS	2.76	C	2.72	C
Transit Facility LOS Score / LOS	1.16	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 NoBuild AM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	12th Street & Patterson	Patterson Rd & 15th St		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (12th St - 27 1/4 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
9	40	35	2	2	1274	1274	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
9	Bay/Lane Spillback Time, h				never	never	
9	Shared Lane Spillback Time, h				never		never
9	Base Free-Flow Speed, mph	42.29			39.94		
9	Running Time, s	23.65			24.85		
9	Running Speed, mph	36.74			34.96		
9	Through Delay, s/veh	2.01			38.03		
9	Travel Time, s	25.65			62.88		
9	Travel Speed, mph	33.86			13.81		
9	Stop Rate, stops/veh	0.07			0.72		
9	Spatial Stop Rate, stops/mi	0.30			2.98		
9	Through vol/cap Ratio	0.38			0.83		
9	Percent of Base FFS	80.07			34.58		
9	Level of Service	A			E		
9	Auto Traveler Perception Score	2.19			2.61		
Multimodal Results (Segment)							
9	Pedestrian Segment LOS Score / LOS	3.00		C	3.33		C
9	Bicycle Segment LOS Score / LOS	2.82		C	2.70		B
9	Transit Segment LOS Score / LOS	0.74		A	2.36		B

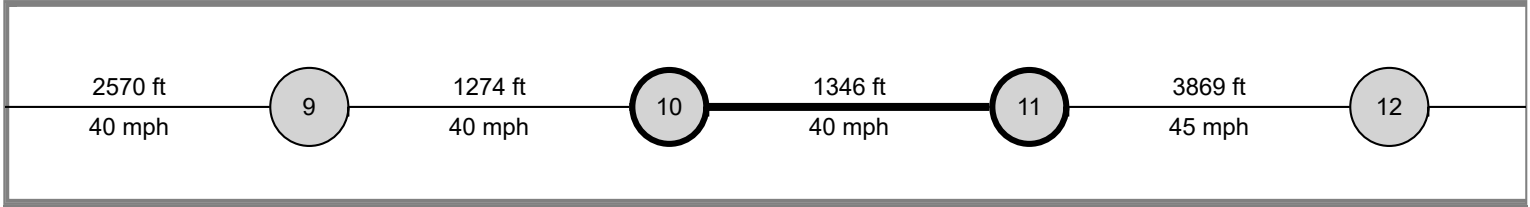
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	801.37	804.78
Facility Travel Speed, mph	26.83	26.72
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	62.79	62.91
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.23	C	3.15	C
Bicycle Facility LOS Score / LOS	2.76	C	2.72	C
Transit Facility LOS Score / LOS	1.16	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 NoBuild AM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	Patterson Rd & 15th St	27 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
10	40	40	2	2	1346	1346	50	50	0	0	70	70	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	1	6	16	5	2	12
10	Bay/Lane Spillback Time, h		never				
10	Shared Lane Spillback Time, h	never		never			
10	Base Free-Flow Speed, mph	44.07			44.07		
10	Running Time, s	24.12			24.09		
10	Running Speed, mph	38.05			38.10		
10	Through Delay, s/veh	24.13			3.87		
10	Travel Time, s	48.24			27.95		
10	Travel Speed, mph	19.02			32.83		
10	Stop Rate, stops/veh	0.60			0.16		
10	Spatial Stop Rate, stops/mi	2.36			0.62		
10	Through vol/cap Ratio	0.64			0.28		
10	Percent of Base FFS	43.16			74.49		
10	Level of Service	D			B		
10	Auto Traveler Perception Score	2.74			2.23		
Multimodal Results (Segment)							
10	Pedestrian Segment LOS Score / LOS	3.56		D	3.55		D
10	Bicycle Segment LOS Score / LOS	2.84		C	2.66		B
10	Transit Segment LOS Score / LOS	1.85		A	0.79		A

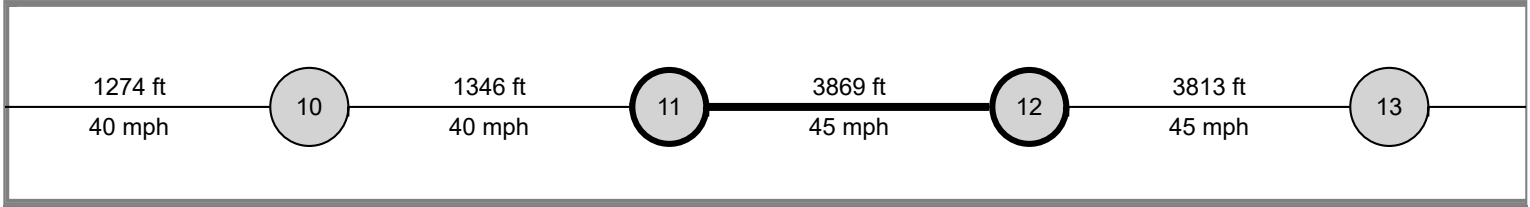
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	801.37	804.78
Facility Travel Speed, mph	26.83	26.72
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	62.79	62.91
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.23	C	3.15	C
Bicycle Facility LOS Score / LOS	2.76	C	2.72	C
Transit Facility LOS Score / LOS	1.16	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 NoBuild AM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	27 1/2 Road & Patterson	28 1/4 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (27 1/4 Rd - 27 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
11	45	40	2	2	3869	3869	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement		2	12	1	6	
11	Bay/Lane Spillback Time, h		never			never	
11	Shared Lane Spillback Time, h	never		never	never		
11	Base Free-Flow Speed, mph	45.84			43.49		
11	Running Time, s	60.41			62.49		
11	Running Speed, mph	43.67			42.22		
11	Through Delay, s/veh	29.37			11.38		
11	Travel Time, s	89.78			73.87		
11	Travel Speed, mph	29.38			35.71		
11	Stop Rate, stops/veh	0.73			0.33		
11	Spatial Stop Rate, stops/mi	0.99			0.45		
11	Through vol/cap Ratio	0.65			0.31		
11	Percent of Base FFS	64.10			82.11		
11	Level of Service	C			A		
11	Auto Traveler Perception Score	2.39			2.21		
Multimodal Results (Segment)							
11	Pedestrian Segment LOS Score / LOS	3.87		D	2.76		C
11	Bicycle Segment LOS Score / LOS	2.90		C	2.57		B
11	Transit Segment LOS Score / LOS	1.06		A	0.57		A

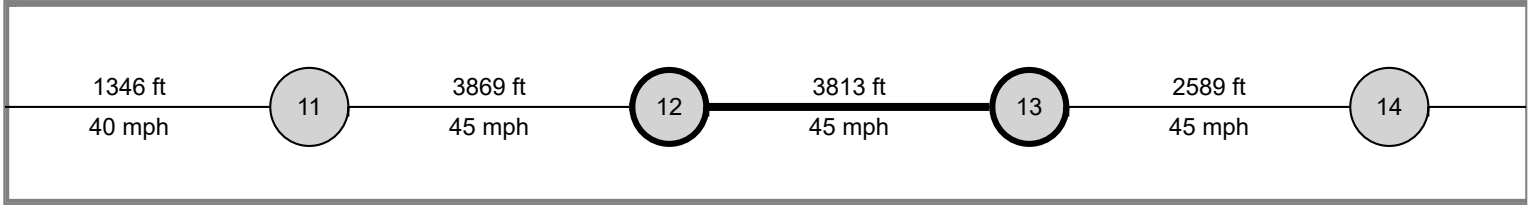
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	801.37	804.78
Facility Travel Speed, mph	26.83	26.72
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	62.79	62.91
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.23	C	3.15	C
Bicycle Facility LOS Score / LOS	2.76	C	2.72	C
Transit Facility LOS Score / LOS	1.16	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 NoBuild AM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	28 1/4 Road & Patterson	29 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (28 1/4 Rd - 29 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12	45	40	2	2	3813	3813	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
12	Bay/Lane Spillback Time, h	never	never			never	
12	Shared Lane Spillback Time, h	never		never	never		never
12	Base Free-Flow Speed, mph	44.90			42.55		
12	Running Time, s	60.03			62.97		
12	Running Speed, mph	43.30			41.28		
12	Through Delay, s/veh	32.49			16.34		
12	Travel Time, s	92.52			79.31		
12	Travel Speed, mph	28.10			32.78		
12	Stop Rate, stops/veh	0.67			0.37		
12	Spatial Stop Rate, stops/mi	0.93			0.51		
12	Through vol/cap Ratio	0.90			0.44		
12	Percent of Base FFS	62.57			77.03		
12	Level of Service	C			B		
12	Auto Traveler Perception Score	2.28			2.22		
Multimodal Results (Segment)							
12	Pedestrian Segment LOS Score / LOS	3.64		D	2.76		C
12	Bicycle Segment LOS Score / LOS	2.92		C	2.60		B
12	Transit Segment LOS Score / LOS	1.17		A	0.74		A

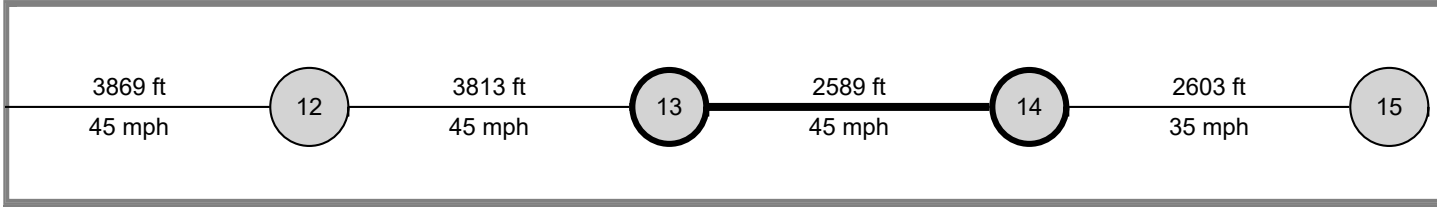
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	801.37	804.78
Facility Travel Speed, mph	26.83	26.72
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	62.79	62.91
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.23	C	3.15	C
Bicycle Facility LOS Score / LOS	2.76	C	2.72	C
Transit Facility LOS Score / LOS	1.16	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 NoBuild AM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	29 Road & Patterson	29 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (29 Rd - 29 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
13	45	45	2	2	2589	2589	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
13	Bay/Lane Spillback Time, h		never			never	
13	Shared Lane Spillback Time, h	never		never	never		never
13	Base Free-Flow Speed, mph	43.89			43.89		
13	Running Time, s	41.68			40.57		
13	Running Speed, mph	42.35			43.51		
13	Through Delay, s/veh	8.91			32.44		
13	Travel Time, s	50.59			73.01		
13	Travel Speed, mph	34.90			24.18		
13	Stop Rate, stops/veh	0.26			0.73		
13	Spatial Stop Rate, stops/mi	0.53			1.48		
13	Through vol/cap Ratio	0.61			0.48		
13	Percent of Base FFS	79.50			55.08		
13	Level of Service	B			C		
13	Auto Traveler Perception Score	2.22			2.36		
Multimodal Results (Segment)							
13	Pedestrian Segment LOS Score / LOS	3.48		C	3.37		C
13	Bicycle Segment LOS Score / LOS	3.02		C	2.72		B
13	Transit Segment LOS Score / LOS	0.81		A	1.38		A

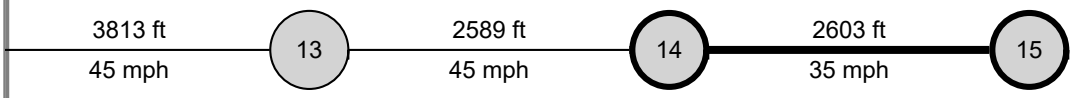
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	801.37	804.78
Facility Travel Speed, mph	26.83	26.72
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	62.79	62.91
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.23	C	3.15	C
Bicycle Facility LOS Score / LOS	2.76	C	2.72	C
Transit Facility LOS Score / LOS	1.16	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 NoBuild AM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	29 1/2 Road & Patterson	30 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (29 1/2 Rd - 30 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
14	35	45	2	2	2603	2603	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
14	Bay/Lane Spillback Time, h					never	
14	Shared Lane Spillback Time, h				never		never
14	Base Free-Flow Speed, mph	40.82			45.52		
14	Running Time, s	46.83			40.63		
14	Running Speed, mph	37.90			43.68		
14	Through Delay, s/veh	16.25			2.19		
14	Travel Time, s	63.09			42.81		
14	Travel Speed, mph	28.13			41.45		
14	Stop Rate, stops/veh	0.37			0.07		
14	Spatial Stop Rate, stops/mi	0.75			0.14		
14	Through vol/cap Ratio	0.78			0.26		
14	Percent of Base FFS	68.92			91.07		
14	Level of Service	B			A		
14	Auto Traveler Perception Score	2.25			2.16		
Multimodal Results (Segment)							
14	Pedestrian Segment LOS Score / LOS	3.75		D	2.98		C
14	Bicycle Segment LOS Score / LOS	2.92		C	2.62		B
14	Transit Segment LOS Score / LOS	1.17		A	0.29		A

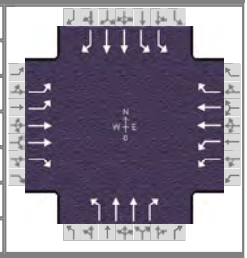
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	801.37	804.78
Facility Travel Speed, mph	26.83	26.72
Facility Base Free Flow Speed, mph	42.73	42.47
Facility Percent of Base FFS	62.79	62.91
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.23	C	3.15	C
Bicycle Facility LOS Score / LOS	2.76	C	2.72	C
Transit Facility LOS Score / LOS	1.16	A	1.08	A

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HCS7 Signalized Intersection Results Summary

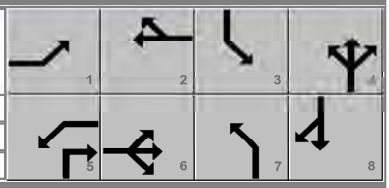
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.91
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	24 Road & Patterson	File Name	2045 NoBuild PM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	127	195	207	583	327	359	53	741	341	467	936	45

Signal Information			
Cycle, s	100.0	Reference Phase	6
Offset, s	85	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.2	4.1	15.0	7.2	3.8	32.7	
Yellow	3.5	3.5	4.0	3.5	3.5	4.0	
Red	0.5	0.5	1.0	0.5	0.5	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	2.0	3.0	1.1	3.0	2.0	3.0
Phase Duration, s	15.2	20.0	23.3	28.1	11.2	37.7	19.0	45.5
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	11.2		20.5		4.0	22.6	16.8	26.7
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.2	10.1	0.0	12.5
Phase Call Probability	1.00		1.00		0.80	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.00	0.84	1.00	0.77

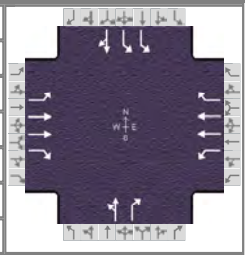
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	370	568	603	641	359	395	58	814	375	513	1029	49
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1675	1752		1716	1738		1810	1738	1585	1730	1752	1518
Queue Service Time (g_s), s	9.2	15.0		18.5	8.9		2.0	20.6	14.9	14.8	24.7	2.0
Cycle Queue Clearance Time (g_c), s	9.2	15.0		18.5	8.9		2.0	20.6	14.9	14.8	24.7	2.0
Green Ratio (*g/C*)	0.26	0.15		0.19	0.23		0.40	0.33	0.52	0.15	0.40	0.40
Capacity (*c*), veh/h	688	526		664	803		275	1136	824	519	1418	614
Volume-to-Capacity Ratio (*X*)	0.538	1.081		0.966	0.447		0.211	0.717	0.455	0.989	0.725	0.081
Back of Queue (*Q*), ft/ln (90 th percentile)	156.9	383.6		308.3	141.9		33.9	283.7	179.7	280.2	318.3	28.8
Back of Queue (*Q*), veh/ln (90 th percentile)	6.8	16.9		13.7	6.2		1.5	12.4	8.0	12.5	14.0	1.2
Queue Storage Ratio (*RQ*) (90 th percentile)	0.88	0.00		1.39	0.00		0.26	0.00	1.02	2.11	0.00	0.44
Uniform Delay (d_1), s/veh	34.2	49.8		40.0	33.0		20.7	29.6	15.1	42.4	25.1	18.3
Incremental Delay (d_2), s/veh	1.1	62.8		24.8	1.6		0.5	2.1	0.6	36.6	1.9	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	35.3	112.7	0.0	64.8	34.6	0.0	21.2	31.7	15.6	79.0	27.0	18.4
Level of Service (LOS)	D	F	A	E	C	A	C	C	B	E	C	B
Approach Delay, s/veh / LOS	50.0	D		38.7	D		26.4	C		43.5	D	
Intersection Delay, s/veh / LOS	40.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.59	C	2.58	C	2.57	C
Bicycle LOS Score / LOS	0.97	A	1.64	B	1.52	B	1.80	B

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HCS7 Signalized Intersection Results Summary

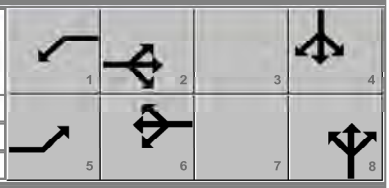
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Market Street/Mall Acce…	File Name	2045 NoBuild PM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	159	732	141	31	905	336	124	82	34	315	28	257

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	97	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.4	6.5	29.7	24.0	15.5	0.0	
Yellow	3.5	3.5	4.0	4.0	4.0	0.0	
Red	0.5	0.5	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	3.0		11.0		10.0
Phase Duration, s	15.9	45.2	5.4	34.7		20.5		29.0
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.3		3.4
Queue Clearance Time (g_s), s	11.6		2.4			15.1		22.2
Green Extension Time (g_e), s	0.3	0.0	0.0	0.0		0.3		1.8
Phase Call Probability	1.00		0.27			1.00		1.00
Max Out Probability	0.01		0.00			0.12		0.00

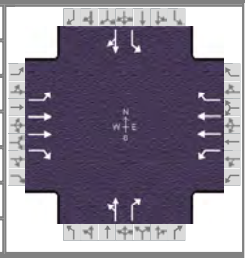
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	243	1120	216	11	332	123		248	41	380	343	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1711	1766	1610	1810	1766	1522		1844	1610	1702	1635	
Queue Service Time (g_s), s	9.6	21.9	2.8	0.4	6.4	5.1		13.1	2.2	9.5	20.2	
Cycle Queue Clearance Time (g_c), s	9.6	21.9	2.8	0.4	6.4	5.1		13.1	2.2	9.5	20.2	
Green Ratio (*g/C*)	0.44	0.40	0.40	0.31	0.30	0.30		0.15	0.15	0.24	0.24	
Capacity (*c*), veh/h	511	1421	648	180	1049	452		285	249	816	392	
Volume-to-Capacity Ratio (*X*)	0.476	0.788	0.333	0.063	0.317	0.273		0.871	0.165	0.465	0.876	
Back of Queue (*Q*), ft/ln (90 th percentile)	108.9	164.5	33.9	7.5	103.4	78.9		226.1	34.9	147.8	271.6	
Back of Queue (*Q*), veh/ln (90 th percentile)	4.7	7.3	1.5	0.3	4.6	3.4		10.3	1.6	6.5	12.3	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.74	0.00	0.27	0.07	0.00	0.74		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	17.1	13.1	4.6	25.2	22.6	20.9		41.3	36.7	32.5	36.6	
Incremental Delay (d_2), s/veh	0.1	2.1	0.6	0.1	0.7	1.4		11.9	0.1	0.2	5.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	17.2	15.2	5.3	25.2	23.4	22.3		53.2	36.8	32.7	41.9	
Level of Service (LOS)	B	B	A	C	C	C		D	D	C	D	
Approach Delay, s/veh / LOS	14.2	B		23.1	C		50.9	D		37.0	D	
Intersection Delay, s/veh / LOS	24.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	2.12	B	2.47	B	2.45	B
Bicycle LOS Score / LOS	1.51	B	1.75	B	0.96	A	1.68	B

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HCS7 Signalized Intersection Results Summary

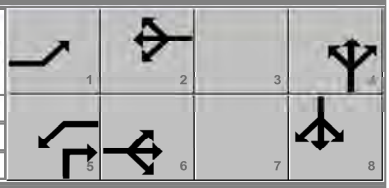
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.84
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Home Depot Access/Me…	File Name	2045 NoBuild PM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	85	760	227	130	876	65	279	72	249	88	45	127

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	78	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off

Green	5.4	1.8	32.9	14.6	26.4	0.0	
Yellow	3.5	0.0	4.0	4.0	4.0	0.0	
Red	0.5	0.0	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		11.0		10.0
Phase Duration, s	11.2	39.7	9.4	37.9		31.4		19.6
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0		5.4		5.5
Queue Clearance Time (g_s), s	7.0		5.5			23.8		13.9
Green Extension Time (g_e), s	0.4	0.0	0.3	0.0		2.5		0.7
Phase Call Probability	0.97		0.93			1.00		1.00
Max Out Probability	0.05		0.00			0.83		1.00

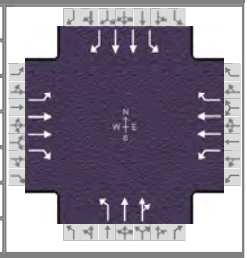
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	132	1178	352	96	647	48		418	296	105	205	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1711	1766	1598	1810	1752	1610		1827	1610	1767	1677	
Queue Service Time (g_s), s	5.0	31.4	9.4	3.5	15.8	2.5		21.8	15.4	5.4	11.9	
Cycle Queue Clearance Time (g_c), s	5.0	31.4	9.4	3.5	15.8	2.5		21.8	15.4	5.4	11.9	
Green Ratio (*g/C*)	0.40	0.35	0.35	0.38	0.33	0.33		0.26	0.32	0.15	0.15	
Capacity (*c*), veh/h	318	1225	554	174	1153	530		482	511	257	244	
Volume-to-Capacity Ratio (*X*)	0.415	0.961	0.635	0.552	0.561	0.091		0.867	0.580	0.407	0.839	
Back of Queue (*Q*), ft/ln (90 th percentile)	91.7	323.1	102.5	62.2	233.8	39.2		345.9	204.8	99.4	203.2	
Back of Queue (*Q*), veh/ln (90 th percentile)	3.9	14.3	4.6	2.8	10.3	1.8		15.7	9.3	4.4	9.2	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.68	0.00	0.51	0.57	0.00	0.00		0.00	2.33	0.75	0.00	
Uniform Delay (d_1), s/veh	22.6	18.7	8.0	25.1	30.1	28.5		35.1	28.5	38.8	41.6	
Incremental Delay (d_2), s/veh	1.1	16.9	5.0	3.6	1.8	0.3		13.1	1.6	1.5	17.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	23.7	35.6	13.0	28.7	31.9	28.8		48.3	30.1	40.3	58.8	
Level of Service (LOS)	C	D	B	C	C	C		D	C	D	E	
Approach Delay, s/veh / LOS	29.9	C		31.3	C		40.7	D		52.5	D	
Intersection Delay, s/veh / LOS	34.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.92	B	2.44	B	2.47	B
Bicycle LOS Score / LOS	1.54	B	1.54	B	1.67	B	1.00	A

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HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.92
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	24 1/2 Rd & Patterson	File Name	2045 NoBuild PM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	670	251	267	735	282	254	410	206	227	333	100

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	61	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.9	1.6	40.8	6.0	2.0	22.1	1	2	3	4		
Yellow	3.5	0.0	4.0	3.5	0.0	4.0	5	6	7	8		
Red	0.5	0.0	1.5	0.5	0.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.9	46.3	14.5	48.0	10.0	27.1	12.0	29.1
Change Period, (*Y+R c*), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (*g s*), s	8.0		9.2		8.0	20.5	10.0	10.8
Green Extension Time (*g e*), s	1.0	0.0	1.4	0.0	0.0	1.6	0.0	6.1
Phase Call Probability	0.99		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	1.00	1.00	0.41

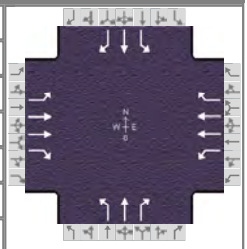
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	182	1197	449	235	647	248	276	353	317	247	362	109
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1697	1781	1610	1810	1766	1598	1767	1856	1646	1767	1738	1397
Queue Service Time (*g s*), s	6.0	31.1	24.2	7.2	11.8	12.7	6.0	18.3	18.5	8.0	8.8	6.4
Cycle Queue Clearance Time (*g c*), s	6.0	31.1	24.2	7.2	11.8	12.7	6.0	18.3	18.5	8.0	8.8	6.4
Green Ratio (*g/C*)	0.50	0.41	0.41	0.51	0.42	0.42	0.28	0.22	0.22	0.30	0.24	0.24
Capacity (*c*), veh/h	393	1454	658	292	1500	678	300	410	364	241	838	337
Volume-to-Capacity Ratio (*X*)	0.464	0.823	0.682	0.804	0.432	0.366	0.921	0.860	0.870	1.026	0.432	0.323
Back of Queue (*Q*), ft/ln (90 th percentile)	101.4	426.6	321.8	125.9	161.5	181.3	222.4	314.7	290.1	217.7	140.7	98.6
Back of Queue (*Q*), veh/ln (90 th percentile)	4.3	19.1	14.6	5.7	7.2	8.2	9.9	14.0	13.1	9.7	6.1	3.9
Queue Storage Ratio (*RQ*) (90 th percentile)	0.76	0.00	1.46	0.95	0.00	0.73	1.67	0.00	0.00	1.64	0.00	0.00
Uniform Delay (*d 1*), s/veh	16.0	31.1	28.2	22.1	17.6	25.8	37.4	37.5	37.6	34.4	32.1	31.2
Incremental Delay (*d 2*), s/veh	1.1	4.8	5.0	6.6	0.8	1.4	32.5	16.3	19.2	64.8	0.5	0.8
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	17.0	36.0	33.3	28.7	18.4	27.2	70.0	53.7	56.8	99.3	32.6	32.0
Level of Service (LOS)	B	D	C	C	B	C	E	D	E	F	C	C
Approach Delay, s/veh / LOS	33.4	C		22.5	C		59.5	E		55.5	E	
Intersection Delay, s/veh / LOS	39.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.42	B	2.45	B	2.44	B
Bicycle LOS Score / LOS	1.40	A	1.64	B	1.27	A	1.08	A

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HCS7 Signalized Intersection Results Summary

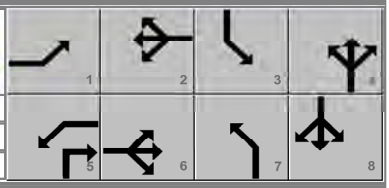
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.87
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	25 Road & Patterson	File Name	2045 NoBuild PM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	66	921	181	281	905	147	223	338	257	218	317	110

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	38	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	14.0	18.0	7.0	3.0	22.0	
Yellow	3.5	3.5	4.5	3.5	3.5	4.0	
Red	0.5	0.5	1.5	0.5	0.5	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	31.0	42.0	13.0	24.0	18.0	34.0	11.0	27.0
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	5.2		11.0		12.6	21.4	9.0	21.6
Green Extension Time (g_e), s	0.5	0.0	0.0	0.0	0.2	4.1	0.0	0.2
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		1.00		1.00	0.80	1.00	1.00

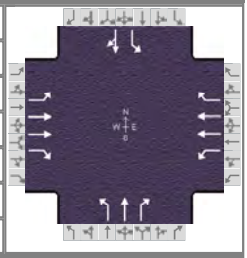
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	108	1501	295	218	701	114	256	389	278	251	364	126
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1781	1585	1795	1795	1585	1753	1811	1610	1795	1811	1585
Queue Service Time (g_s), s	3.2	36.0	9.4	9.0	18.0	6.8	10.6	19.4	12.9	7.0	19.6	6.8
Cycle Queue Clearance Time (g_c), s	3.2	36.0	9.4	9.0	18.0	6.8	10.6	19.4	12.9	7.0	19.6	6.8
Green Ratio (*g/C*)	0.47	0.36	0.36	0.27	0.18	0.18	0.38	0.29	0.38	0.29	0.22	0.22
Capacity (*c*), veh/h	545	1282	571	234	646	285	338	525	612	257	398	349
Volume-to-Capacity Ratio (*X*)	0.197	1.171	0.517	0.931	1.084	0.399	0.757	0.740	0.455	0.976	0.914	0.363
Back of Queue (*Q*), ft/ln (90 th percentile)	52.9	786.2	104.8	216	390.1	125.2	196	311.2	177.4	210.5	367.2	111.4
Back of Queue (*Q*), veh/ln (90 th percentile)	2.3	35.2	4.7	9.7	17.6	5.6	8.6	13.5	8.1	9.5	15.9	5.0
Queue Storage Ratio (*RQ*) (90 th percentile)	0.30	0.00	0.66	1.22	0.00	0.96	0.88	0.00	1.01	1.59	0.00	0.84
Uniform Delay (d_1), s/veh	15.4	22.3	12.0	33.3	40.2	40.2	25.3	32.1	23.2	36.3	38.1	33.1
Incremental Delay (d_2), s/veh	0.8	85.0	3.1	38.9	57.8	3.5	14.6	9.0	2.4	50.4	28.0	2.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.2	107.3	15.1	72.1	98.0	43.7	39.9	41.1	25.7	86.7	66.1	36.0
Level of Service (LOS)	B	F	B	E	F	D	D	D	C	F	E	D
Approach Delay, s/veh / LOS	87.9	F		86.5	F		36.1	D		67.9	E	
Intersection Delay, s/veh / LOS	74.0						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.13	B	2.13	B	2.44	B	2.45	B
Bicycle LOS Score / LOS	1.60	B	1.75	B	2.01	B	1.71	B

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HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.82
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	25 1/2 Road & Patterson	File Name	2045 NoBuild PM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	92	1205	144	181	1180	147	93	190	189	184	159	75

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	80	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.6	0.1	48.9	6.0	1.0	17.4	1	2	3	4		
Yellow	3.5	0.0	4.5	3.5	0.0	4.0	5	6	7	8		
Red	0.5	0.0	1.5	0.5	0.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	11.6	54.9	11.7	55.0	10.0	22.4	11.0	23.4
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.3	5.2	5.3
Queue Clearance Time (g_s), s	4.9		5.3		7.3	16.1	9.0	17.9
Green Extension Time (g_e), s	0.3	0.0	0.6	0.0	0.0	0.9	0.0	0.5
Phase Call Probability	0.95		0.97		1.00	1.00	1.00	1.00
Max Out Probability	0.17		0.00		1.00	1.00	1.00	1.00

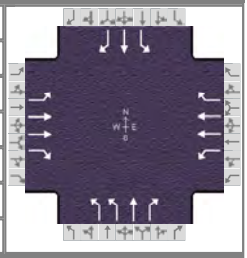
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	111	1449	173	123	805	100	113	232	230	224	285	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1781	1598	1781	1781	1572	1767	1885	1585	1682	1754	
Queue Service Time (g_s), s	2.9	26.8	1.5	3.3	5.0	0.3	5.3	11.6	14.1	7.0	15.9	
Cycle Queue Clearance Time (g_c), s	2.9	26.8	1.5	3.3	5.0	0.3	5.3	11.6	14.1	7.0	15.9	
Green Ratio (*g/C*)	0.56	0.49	0.49	0.57	0.49	0.49	0.23	0.17	0.17	0.24	0.18	
Capacity (*c*), veh/h	473	1740	781	279	1744	770	184	328	276	241	323	
Volume-to-Capacity Ratio (*X*)	0.234	0.833	0.222	0.443	0.462	0.130	0.617	0.706	0.836	0.931	0.884	
Back of Queue (*Q*), ft/ln (90 th percentile)	45.6	193.5	21.2	54.5	55.3	6.4	115.7	199.4	227.4	189.2	283.2	
Back of Queue (*Q*), veh/ln (90 th percentile)	2.1	8.7	1.0	2.4	2.5	0.3	5.1	9.0	10.2	8.0	12.6	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.35	0.00	0.17	0.41	0.00	0.05	1.04	0.00	2.57	1.41	0.00	
Uniform Delay (d_1), s/veh	11.1	9.5	2.9	17.8	3.7	1.2	32.9	38.9	39.9	38.4	39.8	
Incremental Delay (d_2), s/veh	0.3	4.4	0.6	1.3	0.7	0.3	14.5	7.0	19.3	42.6	23.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	11.5	13.9	3.5	19.0	4.4	1.4	47.4	45.9	59.3	81.0	63.3	
Level of Service (LOS)	B	B	A	B	A	A	D	D	E	F	E	
Approach Delay, s/veh / LOS	12.7	B		5.9	A		51.5	D		71.1	E	
Intersection Delay, s/veh / LOS	24.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.09	B	1.90	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.94	B	2.00	B	1.44	A	1.33	A

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HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.77
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	1st Street & Patterson	File Name	2045 NoBuild PM Optimized Timings.xus		
Project Description					

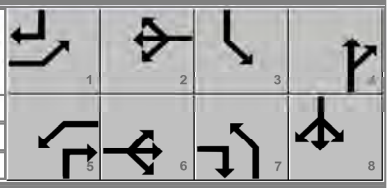


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	115	1234	197	217	1180	124	210	394	193	165	311	80

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	50	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.8	36.0	7.0	3.2	27.5	0.0
Yellow	3.5	3.0	3.5	0.0	4.0	0.0
Red	0.5	2.5	0.5	0.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phase Duration, s	11.8	41.4	11.9	41.5	14.2	35.8	11.0	32.5
Change Period, (*Y+R c*), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (*g s*), s	6.4		7.0		9.6	28.4	9.0	21.8
Green Extension Time (*g e*), s	0.6	0.0	0.7	0.0	0.6	2.4	0.0	4.2
Phase Call Probability	0.97		0.98		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	1.00	1.00	0.87

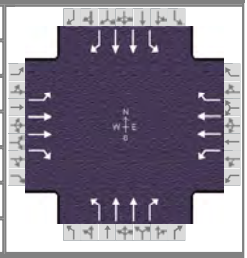
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	129	1385	221	144	784	82	273	512	251	214	404	104
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1766	1598	1781	1781	1572	1743	1856	1598	1810	1885	1610
Queue Service Time (*g s*), s	4.4	35.9	7.6	5.0	16.1	2.4	7.6	26.4	11.4	7.0	19.8	4.5
Cycle Queue Clearance Time (*g c*), s	4.4	35.9	7.6	5.0	16.1	2.4	7.6	26.4	11.4	7.0	19.8	4.5
Green Ratio (*g/C*)	0.44	0.36	0.46	0.44	0.36	0.36	0.10	0.31	0.39	0.35	0.28	0.35
Capacity (*c*), veh/h	329	1267	737	212	1280	565	357	571	617	216	519	569
Volume-to-Capacity Ratio (*X*)	0.393	1.093	0.300	0.680	0.612	0.146	0.764	0.896	0.406	0.993	0.778	0.183
Back of Queue (*Q*), ft/ln (90 th percentile)	75.5	695.5	99.6	76	184.5	35.4	131.5	423.2	152.7	181.8	306.4	66.5
Back of Queue (*Q*), veh/ln (90 th percentile)	3.4	30.9	4.5	3.4	8.3	1.6	5.9	18.8	6.9	8.3	13.8	3.0
Queue Storage Ratio (*RQ*) (90 th percentile)	0.57	0.00	0.75	0.69	0.00	0.32	0.99	0.00	1.15	1.65	0.00	0.00
Uniform Delay (*d 1*), s/veh	20.3	31.3	13.8	21.8	20.5	14.1	43.7	33.1	22.3	31.6	33.4	22.4
Incremental Delay (*d 2*), s/veh	0.9	52.8	0.9	3.3	1.3	0.3	6.0	16.3	0.6	59.1	7.3	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	21.3	84.2	14.6	25.1	21.9	14.5	49.7	49.4	23.0	90.6	40.7	22.6
Level of Service (LOS)	C	F	B	C	C	B	D	D	C	F	D	C
Approach Delay, s/veh / LOS	70.6	E		21.7	C		43.1	D		52.9	D	
Intersection Delay, s/veh / LOS	50.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.44	B	2.44	B
Bicycle LOS Score / LOS	2.14	B	2.12	B	2.20	B	1.68	B

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HCS7 Signalized Intersection Results Summary

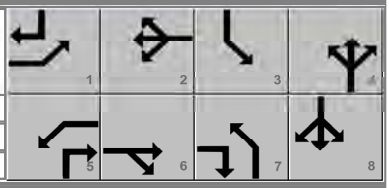
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.80
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	7th Street & Patterson	File Name	2045 NoBuild PM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	147	1222	163	202	934	172	245	586	275	151	311	173

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	10	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.3	2.1	31.9	6.0	3.7	29.0						
Yellow	3.5	0.0	4.0	3.5	0.0	4.0						
Red	0.5	0.0	1.0	0.5	0.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	15.5	39.0	13.3	36.9	10.0	34.0	13.7	37.6
Change Period, (*Y+R c*), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (*g s*), s	11.3		8.5		8.0	19.2	9.0	10.8
Green Extension Time (*g e*), s	0.3	0.0	0.9	0.0	0.0	9.8	0.7	13.6
Phase Call Probability	0.99		0.99		1.00	1.00	0.99	1.00
Max Out Probability	1.00		0.00		1.00	0.58	0.05	0.32

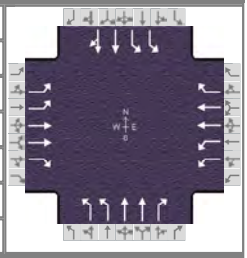
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	172	1429	160	179	827	148	306	733	328	189	389	216
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1766	1359	1810	1781	1542	1767	1795	1591	1795	1809	1586
Queue Service Time (*g s*), s	9.3	34.0	4.3	6.5	19.5	7.6	6.0	17.2	15.1	7.0	8.1	8.8
Cycle Queue Clearance Time (*g c*), s	9.3	34.0	4.3	6.5	19.5	7.6	6.0	17.2	15.1	7.0	8.1	8.8
Green Ratio (*g/C*)	0.11	0.34	0.40	0.41	0.32	0.32	0.35	0.29	0.38	0.40	0.33	0.44
Capacity (*c*), veh/h	207	1203	557	240	1136	492	360	1041	610	309	1181	701
Volume-to-Capacity Ratio (*X*)	0.829	1.188	0.288	0.744	0.728	0.301	0.850	0.704	0.537	0.612	0.329	0.309
Back of Queue (*Q*), ft/ln (90 th percentile)	160.8	745.7	46.9	98	241.4	132.7	209.2	223.1	174.5	117.8	127.7	121
Back of Queue (*Q*), veh/ln (90 th percentile)	7.3	33.1	2.1	4.5	10.8	5.8	9.3	10.1	7.9	5.3	5.8	5.5
Queue Storage Ratio (*RQ*) (90 th percentile)	0.91	0.00	0.30	0.74	0.00	0.87	0.94	0.00	0.99	1.07	0.00	0.00
Uniform Delay (*d 1*), s/veh	42.5	20.5	8.8	22.0	25.7	27.3	32.2	27.1	20.5	22.7	25.4	18.1
Incremental Delay (*d 2*), s/veh	13.7	91.7	1.1	4.8	3.1	1.2	17.8	1.7	1.0	2.8	0.2	0.4
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	56.2	112.1	9.9	26.8	28.8	28.4	50.0	28.7	21.5	25.4	25.6	18.4
Level of Service (LOS)	E	F	A	C	C	C	D	C	C	C	C	B
Approach Delay, s/veh / LOS	97.4	F		28.4	C		31.8	C		23.6	C	
Intersection Delay, s/veh / LOS	52.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.44	B	2.45	B	2.47	B
Bicycle LOS Score / LOS	2.04	B	1.83	B	1.61	B	1.14	A

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HCS7 Signalized Intersection Results Summary

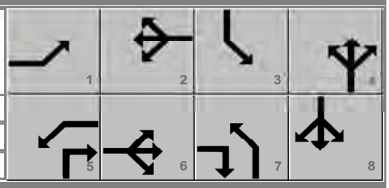
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.80
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	12th Street & Patterson	File Name	2045 NoBuild PM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	246	1289	117	106	795	151	145	629	146	288	542	238

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	59	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	6.0	29.5	7.0	26.0	0.0
Yellow	3.5	3.5	4.0	3.5	4.0	0.0
Red	0.5	0.5	1.5	0.5	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	23.0	45.0	13.0	35.0	11.0	31.0	11.0	31.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	7.1		4.6		5.7	23.0	9.0	28.0
Green Extension Time (g_e), s	1.6	0.0	0.2	0.0	0.1	2.6	0.0	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.07		1.00		1.00	1.00	1.00	1.00

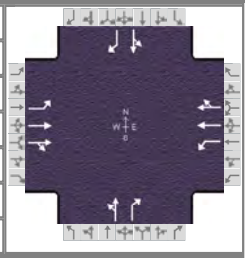
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	327	1715	156	136	1020	194	181	786	183	360	515	460
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1766	1605	1743	1795	1598	1730	1781	1572	1743	1870	1670
Queue Service Time (g_s), s	5.1	39.5	6.3	2.6	27.7	7.1	3.7	21.0	8.5	7.0	26.0	26.0
Cycle Queue Clearance Time (g_c), s	5.1	39.5	6.3	2.6	27.7	7.1	3.7	21.0	8.5	7.0	26.0	26.0
Green Ratio (*g/C*)	0.50	0.40	0.47	0.38	0.30	0.30	0.33	0.26	0.35	0.33	0.26	0.26
Capacity (*c*), veh/h	818	1396	747	458	1059	471	386	926	550	424	486	434
Volume-to-Capacity Ratio (*X*)	0.400	1.229	0.208	0.297	0.963	0.411	0.469	0.849	0.332	0.850	1.059	1.059
Back of Queue (*Q*), ft/ln (90 th percentile)	76.1	1123.4	118.3	45.7	370.4	93.2	68.2	314.8	127.7	151.7	574.5	527
Back of Queue (*Q*), veh/ln (90 th percentile)	3.4	49.8	5.4	2.1	16.7	4.2	3.1	14.1	5.7	6.8	25.7	23.6
Queue Storage Ratio (*RQ*) (90 th percentile)	0.43	0.00	0.81	0.17	0.00	0.70	0.31	0.00	0.58	1.15	0.00	0.00
Uniform Delay (d_1), s/veh	18.2	33.0	17.8	26.2	29.1	17.5	27.1	35.1	23.9	29.9	37.0	37.0
Incremental Delay (d_2), s/veh	0.9	107.1	0.4	1.4	17.8	2.2	4.1	9.6	1.6	18.8	57.4	59.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	19.1	140.1	18.2	27.6	46.9	19.7	31.1	44.7	25.5	48.7	94.4	96.7
Level of Service (LOS)	B	F	B	C	D	B	C	D	C	D	F	F
Approach Delay, s/veh / LOS	113.5	F		41.1	D		39.5	D		82.9	F	
Intersection Delay, s/veh / LOS	76.4						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.57	C	2.44	B	2.58	C	2.58	C
Bicycle LOS Score / LOS	2.19	B	1.57	B	1.44	A	1.59	B

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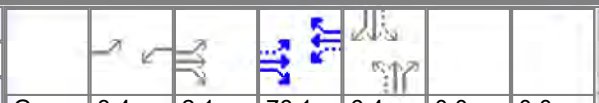
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.95
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Patterson Rd & 15th St	File Name	2045 NoBuild PM Optimized Timings.xus		
Project Description					

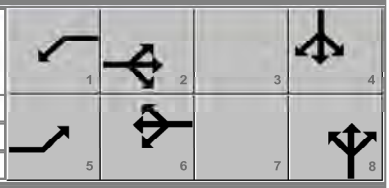


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	69	1629	30	22	1052	27	14	4	36	43	2	64

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	53	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.4	2.1	76.1	6.4	0.0	0.0
Yellow	4.0	0.0	4.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		7.0		7.0
Phase Duration, s	9.5	82.2	7.4	80.1		10.4		10.4
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g_s), s	3.0		2.4			4.3		6.2
Green Extension Time (g_e), s	0.2	0.0	0.0	0.0		0.3		0.3
Phase Call Probability	0.92		0.56			0.99		0.99
Max Out Probability	0.00		0.00			0.00		0.00

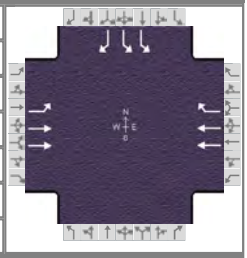
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	90	1077	1077	30	729	724		19	38		47	67
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1856	1844	1781	1885	1868		1529	1585		1434	1585
Queue Service Time (g_s), s	1.0	26.7	27.3	0.4	1.7	1.6		0.0	2.3		2.1	4.2
Cycle Queue Clearance Time (g_c), s	1.0	26.7	27.3	0.4	1.7	1.6		1.1	2.3		3.2	4.2
Green Ratio (*g/C*)	0.82	0.78	0.78	0.79	0.76	0.76		0.06	0.06		0.06	0.06
Capacity (*c*), veh/h	442	1451	1441	222	1434	1421		163	102		163	102
Volume-to-Capacity Ratio (*X*)	0.203	0.742	0.747	0.133	0.508	0.509		0.117	0.371		0.291	0.659
Back of Queue (*Q*), ft/ln (90 th percentile)	6.7	178.7	177.3	6.3	12.1	11.6		18	37		46.2	68.4
Back of Queue (*Q*), veh/ln (90 th percentile)	0.3	7.9	8.1	0.3	0.5	0.5		0.8	1.7		2.1	3.1
Queue Storage Ratio (*RQ*) (90 th percentile)	0.08	0.00	0.00	0.07	0.00	0.00		0.00	0.84		0.00	1.55
Uniform Delay (d_1), s/veh	1.8	4.4	4.5	6.8	0.3	0.3		44.2	44.8		45.2	45.7
Incremental Delay (d_2), s/veh	0.1	2.2	2.3	0.0	0.2	0.2		0.1	0.8		0.4	2.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	1.8	6.6	6.7	6.8	0.5	0.5		44.3	45.7		45.6	48.4
Level of Service (LOS)	A	A	A	A	A	A		D	D		D	D
Approach Delay, s/veh / LOS	6.4	A		0.6	A		45.2	D		47.2	D	
Intersection Delay, s/veh / LOS	6.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.84	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.99	B	1.44	A	0.58	A	0.68	A

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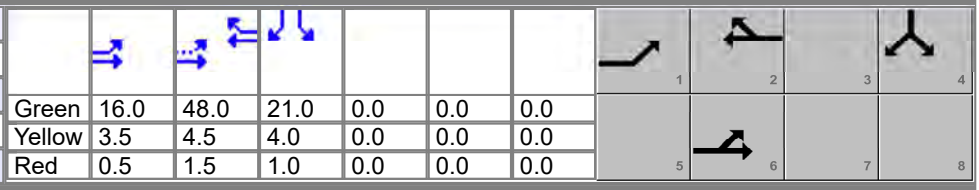
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	27 1/2 Road & Patterson	File Name	2045 NoBuild PM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	217	1478			941	362				543		135

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	19	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	48.0	21.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.0	0.0	0.0	0.0
Red	0.5	1.5	1.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	20.0	74.0		54.0				26.0
Change Period, ($Y+R_c$), s	4.0	6.0		6.0				5.0
Max Allow Headway (*MAH*), s	5.2	0.0		0.0				5.3
Queue Clearance Time (g_s), s	7.3							20.1
Green Extension Time (g_e), s	0.8	0.0		0.0				0.5
Phase Call Probability	1.00							1.00
Max Out Probability	0.20							1.00

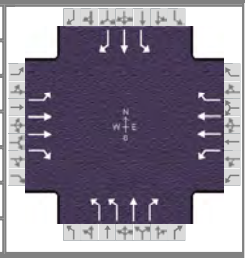
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	233	1589			1082	416				654		163
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1795			1795	1610				1757		1522
Queue Service Time (g_s), s	5.3	17.9			19.9	15.0				18.1		9.5
Cycle Queue Clearance Time (g_c), s	5.3	17.9			19.9	15.0				18.1		9.5
Green Ratio (*g/C*)	0.66	0.68			0.48	0.48				0.21		0.21
Capacity (*c*), veh/h	449	2441			1723	773				738		320
Volume-to-Capacity Ratio (*X*)	0.519	0.651			0.628	0.539				0.887		0.509
Back of Queue (*Q*), ft/ln (90 th percentile)	116.9	134.8			219.3	161.6				284.7		150.6
Back of Queue (*Q*), veh/ln (90 th percentile)	5.1	6.1			9.9	7.3				12.9		6.5
Queue Storage Ratio (*RQ*) (90 th percentile)	0.77	0.00			0.00	3.06				1.70		0.00
Uniform Delay (d_1), s/veh	15.9	4.8			15.1	13.1				38.3		34.9
Incremental Delay (d_2), s/veh	3.2	1.0			1.5	2.2				14.8		5.7
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	19.1	5.8			16.5	15.3				53.1		40.6
Level of Service (LOS)	B	A			B	B				D		D
Approach Delay, s/veh / LOS	7.5	A		16.2	B		0.0			50.6	D	
Intersection Delay, s/veh / LOS	19.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.67	A	2.09	B	2.32	B	2.32	B
Bicycle LOS Score / LOS	2.17	B	1.78	B				F

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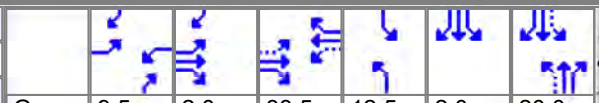
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	29 Road & Patterson	File Name	2045 NoBuild PM Optimized Timings.xus		
Project Description					

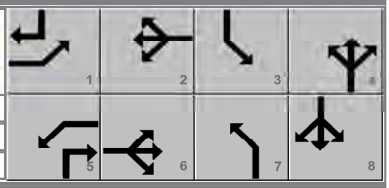


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	220	1249	310	126	809	57	245	273	267	161	95	166

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	69	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.5	2.0	33.5	12.5	2.0	20.0	
Yellow	3.5	0.0	4.5	3.5	0.0	4.0	
Red	1.0	0.0	2.0	1.0	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	16.0	42.0	14.0	40.0	17.0	25.0	19.0	27.0
Change Period, ($Y+R_c$), s	4.5	6.5	4.5	6.5	4.5	5.0	4.5	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.2	4.3	4.2	4.3
Queue Clearance Time (g_s), s	9.7		8.4		8.4	19.1	10.1	8.3
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.5	0.4	0.2	3.1
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	1.00	0.91	0.13

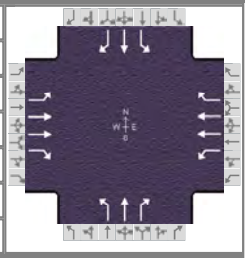
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	222	1258	312	177	1134	80	295	329	280	194	114	140
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1795	1572	1767	1781	1585	1716	1870	1610	1753	1870	1610
Queue Service Time (g_s), s	7.7	34.6	10.3	6.4	31.1	4.1	6.4	17.1	14.8	8.1	5.1	6.3
Cycle Queue Clearance Time (g_c), s	7.7	34.6	10.3	6.4	31.1	4.1	6.4	17.1	14.8	8.1	5.1	6.3
Green Ratio (*g/C*)	0.45	0.36	0.36	0.43	0.34	0.34	0.32	0.20	0.30	0.34	0.22	0.34
Capacity (*c*), veh/h	289	1274	558	240	1193	531	906	374	475	350	411	539
Volume-to-Capacity Ratio (*X*)	0.767	0.987	0.559	0.736	0.950	0.150	0.326	0.879	0.588	0.555	0.278	0.259
Back of Queue (*Q*), ft/ln (90 th percentile)	150.4	392.1	103.6	103.4	414.9	89.4	106.3	317.8	208.2	145.6	98.7	99.9
Back of Queue (*Q*), veh/ln (90 th percentile)	6.7	17.7	4.6	4.6	18.6	4.0	4.7	14.2	9.5	6.4	4.4	4.5
Queue Storage Ratio (*RQ*) (90 th percentile)	0.49	0.00	0.38	0.26	0.00	1.03	0.48	0.00	0.95	1.09	0.00	0.76
Uniform Delay (d_1), s/veh	25.4	23.4	12.1	19.7	32.6	28.2	25.1	38.8	30.1	25.9	32.4	24.2
Incremental Delay (d_2), s/veh	13.5	18.9	3.0	12.8	12.6	0.4	1.0	24.2	5.3	6.2	1.7	1.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	38.8	42.3	15.1	32.6	45.2	28.6	26.0	63.1	35.3	32.2	34.1	25.4
Level of Service (LOS)	D	D	B	C	D	C	C	E	D	C	C	C
Approach Delay, s/veh / LOS	37.1	D		42.6	D		42.4	D		30.5	C	
Intersection Delay, s/veh / LOS	39.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.33	B	2.18	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	2.26	B	1.47	A	1.98	B	1.23	A

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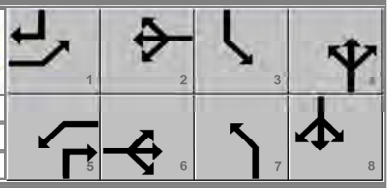
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	29 Road & Patterson	File Name	2045 NoBuild PM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	220	1249	310	126	809	57	245	273	267	161	95	166

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	69	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.5	2.0	33.5	12.5	2.0	20.0
Yellow	3.5	0.0	4.5	3.5	0.0	4.0
Red	1.0	0.0	2.0	1.0	0.0	1.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	16.0	42.0	14.0	40.0	17.0	25.0	19.0	27.0
Change Period, (*Y+R c*), s	4.5	6.5	4.5	6.5	4.5	5.0	4.5	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.2	4.3	4.2	4.3
Queue Clearance Time (*g s*), s	9.7		8.4		14.5	19.1	10.1	8.3
Green Extension Time (*g e*), s	0.1	0.0	0.1	0.0	0.0	0.4	0.2	3.1
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	1.00	0.91	0.13

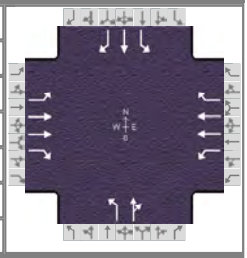
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	222	1258	312	177	1134	80	295	329	280	194	114	140
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1795	1572	1767	1781	1585	1767	1870	1610	1753	1870	1610
Queue Service Time (*g s*), s	7.7	34.6	10.3	6.4	31.1	4.1	12.5	17.1	14.8	8.1	5.1	6.3
Cycle Queue Clearance Time (*g c*), s	7.7	34.6	10.3	6.4	31.1	4.1	12.5	17.1	14.8	8.1	5.1	6.3
Green Ratio (*g/C*)	0.45	0.36	0.36	0.43	0.34	0.34	0.32	0.20	0.30	0.34	0.22	0.34
Capacity (*c*), veh/h	289	1274	558	240	1193	531	459	374	475	350	411	539
Volume-to-Capacity Ratio (*X*)	0.767	0.987	0.559	0.736	0.950	0.150	0.643	0.879	0.588	0.555	0.278	0.259
Back of Queue (*Q*), ft/ln (90 th percentile)	150.4	391.8	103.6	103.4	414.5	89.4	216.9	317.8	208.2	145.6	98.7	99.9
Back of Queue (*Q*), veh/ln (90 th percentile)	6.7	17.7	4.6	4.6	18.5	4.0	9.6	14.2	9.5	6.4	4.4	4.5
Queue Storage Ratio (*RQ*) (90 th percentile)	0.49	0.00	0.38	0.26	0.00	1.03	0.98	0.00	0.95	1.09	0.00	0.76
Uniform Delay (*d 1*), s/veh	25.4	23.4	12.1	19.7	32.6	28.2	27.9	38.8	30.1	25.9	32.4	24.2
Incremental Delay (*d 2*), s/veh	13.5	18.9	3.0	12.8	12.6	0.4	6.8	24.2	5.3	6.2	1.7	1.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	38.8	42.3	15.1	32.6	45.2	28.6	34.7	63.1	35.3	32.2	34.1	25.4
Level of Service (LOS)	D	D	B	C	D	C	C	E	D	C	C	C
Approach Delay, s/veh / LOS	37.1	D		42.6	D		45.2	D		30.5	C	
Intersection Delay, s/veh / LOS	39.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.18	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	2.26	B	1.47	A	1.98	B	1.23	A

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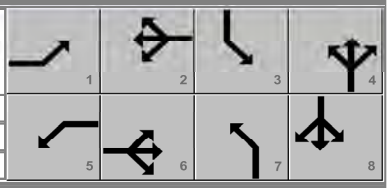
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.85
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	29 1/2 Road & Patterson	File Name	2045 NoBuild PM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	91	1484	73	99	859	129	86	98	235	155	29	32

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	54	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.8	2.7	37.1	9.0	5.0	17.9	
Yellow	3.5	0.0	5.0	4.0	4.0	4.0	
Red	0.5	0.0	1.5	0.0	0.0	1.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	8.8	43.6	11.5	46.3	22.0	31.9	13.0	22.9
Change Period, (*Y+R c*), s	4.0	6.5	4.0	6.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	4.5	0.0	4.5	0.0	3.7	4.8	3.7	4.8
Queue Clearance Time (*g s*), s	5.0		7.0		5.8	25.6	10.3	4.0
Green Extension Time (*g e*), s	0.3	0.0	0.6	0.0	0.2	1.3	0.0	2.3
Phase Call Probability	0.91		0.98		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.60	1.00	0.01

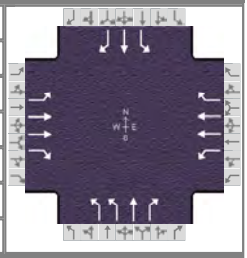
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	88	1438	71	148	1287	193	101	392		182	34	38
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1598	1795	1795	1560	1767	1607		1781	1841	1585
Queue Service Time (*g s*), s	3.0	37.1	3.2	5.0	33.3	8.8	3.8	23.6		8.3	1.6	2.0
Cycle Queue Clearance Time (*g c*), s	3.0	37.1	3.2	5.0	33.3	8.8	3.8	23.6		8.3	1.6	2.0
Green Ratio (*g/C*)	0.42	0.37	0.37	0.45	0.40	0.40	0.38	0.27		0.27	0.18	0.18
Capacity (*c*), veh/h	175	1333	593	206	1430	621	605	432		245	329	283
Volume-to-Capacity Ratio (*X*)	0.503	1.078	0.119	0.719	0.900	0.311	0.167	0.907		0.744	0.104	0.133
Back of Queue (*Q*), ft/ln (90 th percentile)	47.3	666	76.9	72.7	398.5	147.8	65.4	353.5		168.2	28.5	31.2
Back of Queue (*Q*), veh/ln (90 th percentile)	2.2	30.0	3.5	3.3	18.0	6.5	2.9	15.3		7.5	1.3	1.4
Queue Storage Ratio (*RQ*) (90 th percentile)	0.36	0.00	0.91	0.55	0.00	0.63	0.84	0.00		1.23	0.00	0.00
Uniform Delay (*d 1*), s/veh	23.4	32.7	22.7	20.6	26.5	21.8	20.5	35.4		31.3	34.4	34.5
Incremental Delay (*d 2*), s/veh	1.5	44.8	0.3	3.4	7.1	0.9	0.6	17.9		18.4	0.1	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	24.9	77.5	22.9	24.0	33.6	22.7	21.1	53.2		49.7	34.5	34.8
Level of Service (LOS)	C	F	C	C	C	C	C	D		D	C	C
Approach Delay, s/veh / LOS	72.2	E		31.4	C		46.7	D		45.5	D	
Intersection Delay, s/veh / LOS	50.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	2.10	B	2.44	B	2.45	B
Bicycle LOS Score / LOS	2.09	B	1.54	B	1.30	A	0.91	A

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HCS7 Signalized Intersection Results Summary

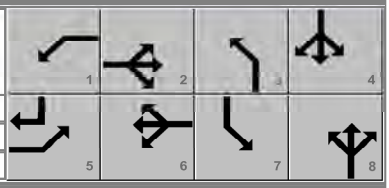
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	30 Road & Patterson	File Name	2045 NoBuild PM Optimized Timings.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	227	1174	319	72	669	69	258	132	104	47	83	128

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	53	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	52.5	6.0	1.0	7.0	0.0	
Yellow	3.5	5.0	3.5	0.0	4.0	0.0	
Red	0.5	1.5	0.5	0.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	18.0	63.0	14.0	59.0	11.0	13.0	10.0	12.0
Change Period, (*Y+R c*), s	4.0	6.5	4.0	6.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.2	0.0	4.2	4.3	4.2	4.3
Queue Clearance Time (*g s*), s	7.6		4.9		9.0	10.0	4.8	7.2
Green Extension Time (*g e*), s	0.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.26		0.48		1.00	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	273	1414	384	127	1178	121	311	159	124	57	100	43
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1598	1795	1795	1598	1730	1870	1560	1810	1885	1585
Queue Service Time (*g s*), s	5.6	6.7	2.3	2.9	14.8	1.6	7.0	8.0	8.0	2.8	5.2	2.2
Cycle Queue Clearance Time (*g c*), s	5.6	6.7	2.3	2.9	14.8	1.6	7.0	8.0	8.0	2.8	5.2	2.2
Green Ratio (*g/C*)	0.68	0.56	0.56	0.62	0.52	0.52	0.14	0.08	0.08	0.13	0.07	0.21
Capacity (*c*), veh/h	488	2028	903	378	1884	839	431	150	125	181	132	333
Volume-to-Capacity Ratio (*X*)	0.561	0.697	0.426	0.336	0.625	0.145	0.722	1.063	0.994	0.314	0.758	0.130
Back of Queue (*Q*), ft/ln (90 th percentile)	79.1	49.5	28.1	53.5	143.6	22.5	42.4	250	200.8	57.5	133.7	36.8
Back of Queue (*Q*), veh/ln (90 th percentile)	3.6	2.2	1.3	2.4	6.5	1.0	1.9	11.2	8.8	2.6	6.0	1.6
Queue Storage Ratio (*RQ*) (90 th percentile)	0.90	0.00	0.10	0.53	0.00	0.38	0.19	0.00	1.13	0.44	0.00	0.28
Uniform Delay (*d 1*), s/veh	9.7	1.5	1.3	8.6	7.4	4.6	41.7	46.0	46.0	39.3	45.7	32.1
Incremental Delay (*d 2*), s/veh	3.2	1.4	1.0	2.4	1.6	0.4	10.0	91.3	79.1	4.5	32.8	0.8
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	12.9	2.8	2.3	11.0	8.9	4.9	51.7	137.3	125.1	43.8	78.5	32.9
Level of Service (LOS)	B	A	A	B	A	A	D	F	F	D	E	C
Approach Delay, s/veh / LOS	4.1	A		8.8	A		90.0	F		58.8	E	
Intersection Delay, s/veh / LOS	20.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.22	B	2.46	B	2.46	B
Bicycle LOS Score / LOS	2.20	B	1.29	A	1.47	A	0.82	A

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HCS7 Two-Way Stop-Control Report

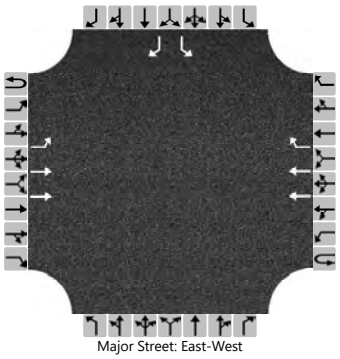
General Information

Analyst	
Agency/Co.	Stolfus and Associates
Date Performed	4/30/2020
Analysis Year	2018
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Patterson ACP

Site Information

Intersection	28 RD
Jurisdiction	
East/West Street	
North/South Street	
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		1	0	1
Configuration		L	T				T	R						L		R
Volume (veh/h)	0	57	1861				1221	130						77		83
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No							No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

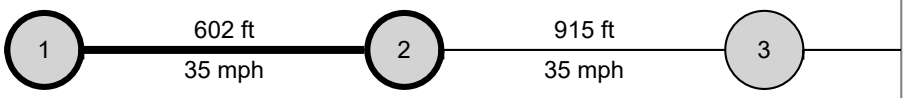
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		62												84		90
Capacity, c (veh/h)		450												21		401
v/c Ratio		0.14												3.92		0.22
95% Queue Length, Q_{95} (veh)		0.5												10.7		0.9
Control Delay (s/veh)		14.3												1682.2		16.6
Level of Service (LOS)		B												F		C
Approach Delay (s/veh)		0.4												818.1		
Approach LOS														F		

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 NoBuild PM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	24 Road & Patterson	Market Street/Mall Access & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (24 Rd - Market St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	35	35	2	2	602	602	50	50	0	0	100	0	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	1	6	16	5	2	12
1	Bay/Lane Spillback Time, h				0.15	1.19	0.03
1	Shared Lane Spillback Time, h				0.24		0.07
1	Base Free-Flow Speed, mph	41.58			42.05		
1	Running Time, s	14.47			14.87		
1	Running Speed, mph	28.37			27.61		
1	Through Delay, s/veh	23.38			112.51		
1	Travel Time, s	37.85			127.37		
1	Travel Speed, mph	10.84			3.22		
1	Stop Rate, stops/veh	0.56			1.58		
1	Spatial Stop Rate, stops/mi	4.93			13.84		
1	Through vol/cap Ratio	0.32			1.08		
1	Percent of Base FFS	26.08			7.66		
1	Level of Service	F			F		
1	Auto Traveler Perception Score	2.95			4.67		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	2.26		B	3.79		D
1	Bicycle Segment LOS Score / LOS	2.29		B	2.42		B
1	Transit Segment LOS Score / LOS	2.64		B	4.03		D

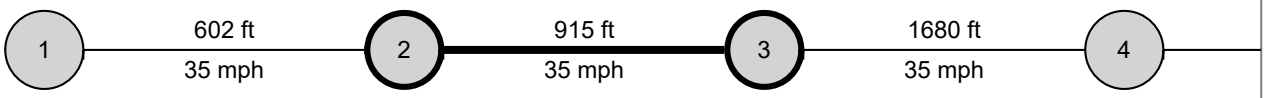
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	960.05	1381.81
Facility Travel Speed, mph	22.36	15.53
Facility Base Free Flow Speed, mph	42.73	42.46
Facility Percent of Base FFS	52.33	36.59
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.37	2.44

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.75	D
Bicycle Facility LOS Score / LOS	2.83	C	2.97	C
Transit Facility LOS Score / LOS	1.47	A	1.97	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 NoBuild PM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	Market Street/Mall Access & Pat	Home Depot Access/Mesa Mall Access &		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (Market St - Home Depot)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
2	35	35	2	2	915	915	50	50	2	1	70	0	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	1	6	16	5	2	12
2	Bay/Lane Spillback Time, h	never	never				
2	Shared Lane Spillback Time, h	never		never			
2	Base Free-Flow Speed, mph	41.72			42.05		
2	Running Time, s	18.64			19.02		
2	Running Speed, mph	33.47			32.81		
2	Through Delay, s/veh	31.92			15.23		
2	Travel Time, s	50.56			34.25		
2	Travel Speed, mph	12.34			18.22		
2	Stop Rate, stops/veh	0.78			0.34		
2	Spatial Stop Rate, stops/mi	4.51			1.97		
2	Through vol/cap Ratio	0.56			0.79		
2	Percent of Base FFS	29.58			43.32		
2	Level of Service	F			D		
2	Auto Traveler Perception Score	2.88			2.44		
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	2.98		C	3.29		C
2	Bicycle Segment LOS Score / LOS	2.53		B	2.69		B
2	Transit Segment LOS Score / LOS	2.52		B	2.00		A

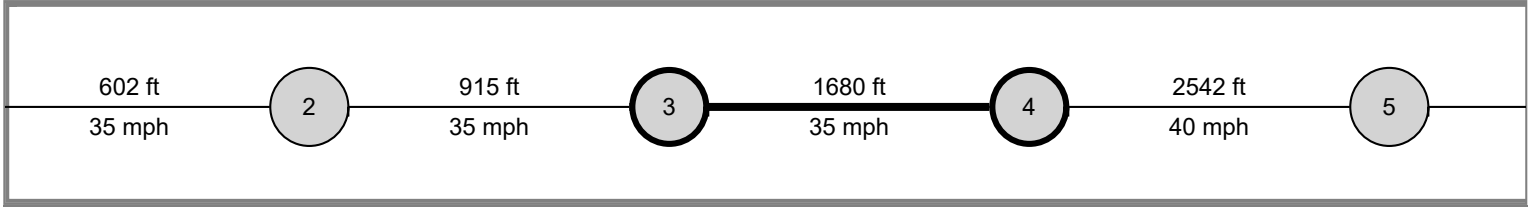
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	960.05	1381.81
Facility Travel Speed, mph	22.36	15.53
Facility Base Free Flow Speed, mph	42.73	42.46
Facility Percent of Base FFS	52.33	36.59
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.37	2.44

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.75	D
Bicycle Facility LOS Score / LOS	2.83	C	2.97	C
Transit Facility LOS Score / LOS	1.47	A	1.97	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 NoBuild PM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	Home Depot Access/Mesa Mall /	24 1/2 Rd & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (Home Depot - 24 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
3	35	35	2	2	1680	1680	50	50	550	550	70	100	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h		never		never	never	never
3	Shared Lane Spillback Time, h	never		never	never		never
3	Base Free-Flow Speed, mph	40.72			40.21		
3	Running Time, s	31.22			32.19		
3	Running Speed, mph	36.69			35.59		
3	Through Delay, s/veh	18.44			35.58		
3	Travel Time, s	49.66			67.77		
3	Travel Speed, mph	23.07			16.90		
3	Stop Rate, stops/veh	0.51			0.64		
3	Spatial Stop Rate, stops/mi	1.59			2.00		
3	Through vol/cap Ratio	0.43			0.96		
3	Percent of Base FFS	56.65			42.04		
3	Level of Service	C			D		
3	Auto Traveler Perception Score	2.38			2.45		
Multimodal Results (Segment)							
3	Pedestrian Segment LOS Score / LOS	3.66		D	3.52		D
3	Bicycle Segment LOS Score / LOS	2.73		B	2.87		C
3	Transit Segment LOS Score / LOS	1.50		A	2.16		B

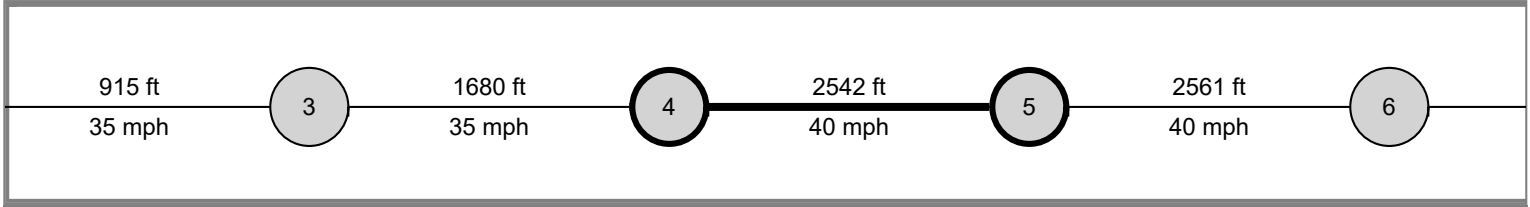
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	960.05	1381.81
Facility Travel Speed, mph	22.36	15.53
Facility Base Free Flow Speed, mph	42.73	42.46
Facility Percent of Base FFS	52.33	36.59
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.37	2.44

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.75	D
Bicycle Facility LOS Score / LOS	2.83	C	2.97	C
Transit Facility LOS Score / LOS	1.47	A	1.97	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 NoBuild PM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	24 1/2 Rd & Patterson	25 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (24 1/2 Rd - 25 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
4	40	35	2	2	2542	2542	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h	never	4.15	never	never	never	never
4	Shared Lane Spillback Time, h	never		never	never		never
4	Base Free-Flow Speed, mph	42.99			40.64		
4	Running Time, s	43.07			46.71		
4	Running Speed, mph	40.25			37.11		
4	Through Delay, s/veh	97.98			35.96		
4	Travel Time, s	141.04			82.67		
4	Travel Speed, mph	12.29			20.96		
4	Stop Rate, stops/veh	1.37			0.87		
4	Spatial Stop Rate, stops/mi	2.84			1.81		
4	Through vol/cap Ratio	1.08			0.82		
4	Percent of Base FFS	28.59			51.59		
4	Level of Service	F			C		
4	Auto Traveler Perception Score	2.59			2.42		
Multimodal Results (Segment)							
4	Pedestrian Segment LOS Score / LOS	3.11		C	3.48		C
4	Bicycle Segment LOS Score / LOS	2.79		C	2.93		C
4	Transit Segment LOS Score / LOS	2.60		B	1.80		A

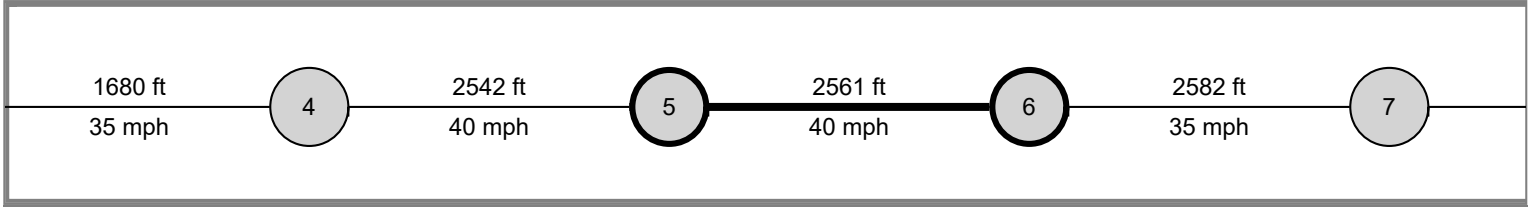
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	960.05	1381.81
Facility Travel Speed, mph	22.36	15.53
Facility Base Free Flow Speed, mph	42.73	42.46
Facility Percent of Base FFS	52.33	36.59
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.37	2.44

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.75	D
Bicycle Facility LOS Score / LOS	2.83	C	2.97	C
Transit Facility LOS Score / LOS	1.47	A	1.97	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 NoBuild PM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	25 Road & Patterson	25 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (25 Rd - 25 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
5	40	40	2	2	2561	2561	50	50	260	260	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h		never		never	1.04	never
5	Shared Lane Spillback Time, h	never		never	never		never
5	Base Free-Flow Speed, mph	43.13			43.13		
5	Running Time, s	43.22			44.51		
5	Running Speed, mph	40.40			39.23		
5	Through Delay, s/veh	4.42			107.29		
5	Travel Time, s	47.64			151.80		
5	Travel Speed, mph	36.65			11.50		
5	Stop Rate, stops/veh	0.12			1.31		
5	Spatial Stop Rate, stops/mi	0.25			2.70		
5	Through vol/cap Ratio	0.46			1.17		
5	Percent of Base FFS	84.98			26.67		
5	Level of Service	A			F		
5	Auto Traveler Perception Score	2.18			2.56		
Multimodal Results (Segment)							
5	Pedestrian Segment LOS Score / LOS	3.20		C	3.93		D
5	Bicycle Segment LOS Score / LOS	2.77		C	3.01		C
5	Transit Segment LOS Score / LOS	0.59		A	2.84		C

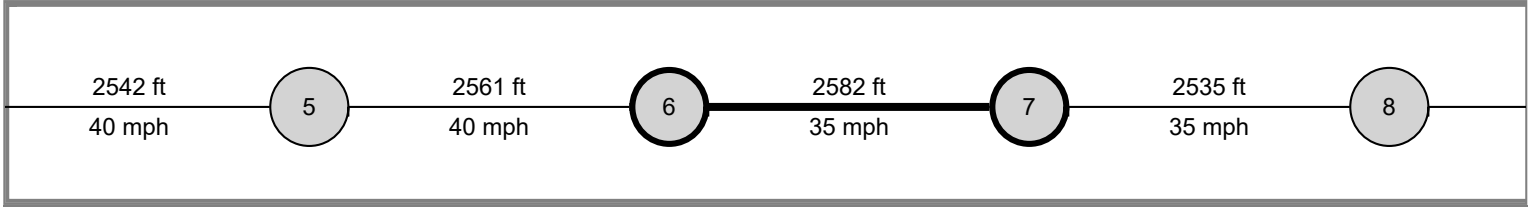
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	960.05	1381.81
Facility Travel Speed, mph	22.36	15.53
Facility Base Free Flow Speed, mph	42.73	42.46
Facility Percent of Base FFS	52.33	36.59
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.37	2.44

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.75	D
Bicycle Facility LOS Score / LOS	2.83	C	2.97	C
Transit Facility LOS Score / LOS	1.47	A	1.97	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 NoBuild PM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	25 1/2 Road & Patterson	1st Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (25 1/2 Rd - 26 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
6	35	40	2	2	2582	2582	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
6	Bay/Lane Spillback Time, h		never			never	
6	Shared Lane Spillback Time, h	never		never	never		never
6	Base Free-Flow Speed, mph	40.73			43.08		
6	Running Time, s	45.93			44.61		
6	Running Speed, mph	38.33			39.47		
6	Through Delay, s/veh	21.87			13.88		
6	Travel Time, s	67.80			58.49		
6	Travel Speed, mph	25.97			30.10		
6	Stop Rate, stops/veh	0.54			0.28		
6	Spatial Stop Rate, stops/mi	1.10			0.58		
6	Through vol/cap Ratio	0.61			0.83		
6	Percent of Base FFS	63.75			69.87		
6	Level of Service	C			B		
6	Auto Traveler Perception Score	2.30			2.23		
Multimodal Results (Segment)							
6	Pedestrian Segment LOS Score / LOS	3.24		C	3.40		C
6	Bicycle Segment LOS Score / LOS	2.80		C	2.96		C
6	Transit Segment LOS Score / LOS	1.26		A	1.10		A

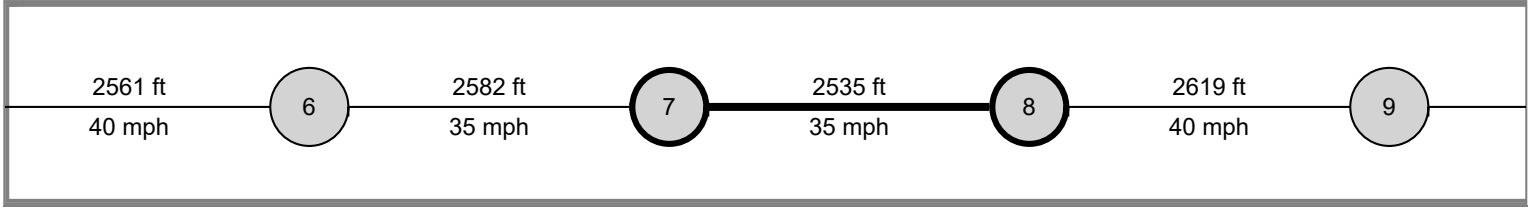
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	960.05	1381.81
Facility Travel Speed, mph	22.36	15.53
Facility Base Free Flow Speed, mph	42.73	42.46
Facility Percent of Base FFS	52.33	36.59
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.37	2.44

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.75	D
Bicycle Facility LOS Score / LOS	2.83	C	2.97	C
Transit Facility LOS Score / LOS	1.47	A	1.97	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 NoBuild PM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	1st Street & Patterson	7th Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (26 Rd - 26 1/2)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
7	35	40	2	2	2535	2535	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
7	Bay/Lane Spillback Time, h	never	never		never	1.92	never
7	Shared Lane Spillback Time, h	never		never	never		never
7	Base Free-Flow Speed, mph	39.80			42.15		
7	Running Time, s	46.36			44.79		
7	Running Speed, mph	37.28			38.59		
7	Through Delay, s/veh	28.78			83.23		
7	Travel Time, s	75.15			128.02		
7	Travel Speed, mph	23.00			13.50		
7	Stop Rate, stops/veh	0.67			1.27		
7	Spatial Stop Rate, stops/mi	1.40			2.64		
7	Through vol/cap Ratio	0.73			1.09		
7	Percent of Base FFS	57.78			32.03		
7	Level of Service	C			F		
7	Auto Traveler Perception Score	2.35			2.55		
Multimodal Results (Segment)							
7	Pedestrian Segment LOS Score / LOS	3.10		C	3.42		C
7	Bicycle Segment LOS Score / LOS	2.80		C	2.97		C
7	Transit Segment LOS Score / LOS	1.51		A	2.56		B

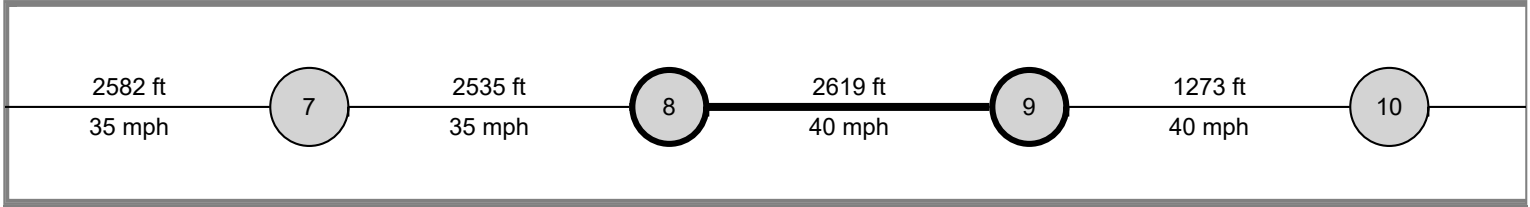
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	960.05	1381.81
Facility Travel Speed, mph	22.36	15.53
Facility Base Free Flow Speed, mph	42.73	42.46
Facility Percent of Base FFS	52.33	36.59
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.37	2.44

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.75	D
Bicycle Facility LOS Score / LOS	2.83	C	2.97	C
Transit Facility LOS Score / LOS	1.47	A	1.97	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 NoBuild PM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	7th Street & Patterson	12th Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (26 1/2 Rd to 12th St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
8	40	35	2	2	2619	2619	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
8	Bay/Lane Spillback Time, h	never	never	never	never	1.03	never
8	Shared Lane Spillback Time, h	never		never	never		never
8	Base Free-Flow Speed, mph	42.37			40.02		
8	Running Time, s	45.32			48.68		
8	Running Speed, mph	39.40			36.68		
8	Through Delay, s/veh	47.70			112.15		
8	Travel Time, s	93.02			160.83		
8	Travel Speed, mph	19.20			11.10		
8	Stop Rate, stops/veh	0.90			1.30		
8	Spatial Stop Rate, stops/mi	1.82			2.61		
8	Through vol/cap Ratio	0.96			1.19		
8	Percent of Base FFS	45.30			27.74		
8	Level of Service	D			F		
8	Auto Traveler Perception Score	2.42			2.55		
Multimodal Results (Segment)							
8	Pedestrian Segment LOS Score / LOS	3.11		C	3.52		D
8	Bicycle Segment LOS Score / LOS	2.85		C	2.97		C
8	Transit Segment LOS Score / LOS	1.89		A	2.86		C

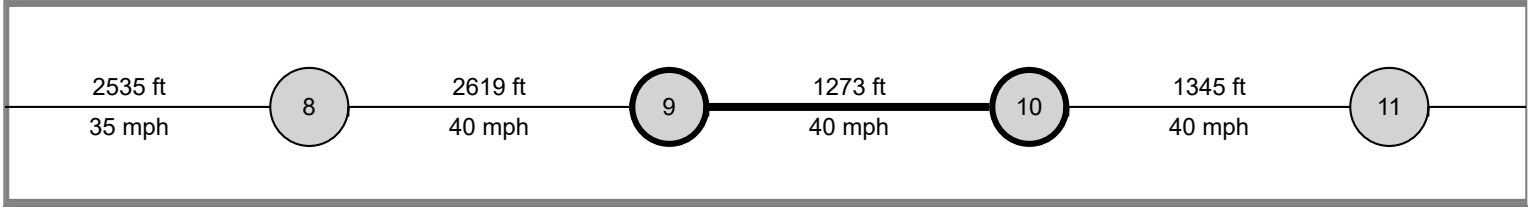
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	960.05	1381.81
Facility Travel Speed, mph	22.36	15.53
Facility Base Free Flow Speed, mph	42.73	42.46
Facility Percent of Base FFS	52.33	36.59
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.37	2.44

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.75	D
Bicycle Facility LOS Score / LOS	2.83	C	2.97	C
Transit Facility LOS Score / LOS	1.47	A	1.97	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 NoBuild PM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	12th Street & Patterson	Patterson Rd & 15th St		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (12th St - 27 1/4 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
9	40	35	2	2	1273	1273	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
9	Bay/Lane Spillback Time, h				never	0.35	never
9	Shared Lane Spillback Time, h				never		never
9	Base Free-Flow Speed, mph	42.29			39.94		
9	Running Time, s	23.94			26.20		
9	Running Speed, mph	36.26			33.13		
9	Through Delay, s/veh	0.46			140.13		
9	Travel Time, s	24.40			166.33		
9	Travel Speed, mph	35.57			5.22		
9	Stop Rate, stops/veh	0.01			1.73		
9	Spatial Stop Rate, stops/mi	0.06			7.16		
9	Through vol/cap Ratio	0.51			1.23		
9	Percent of Base FFS	84.10			13.06		
9	Level of Service	A			F		
9	Auto Traveler Perception Score	2.15			3.38		
Multimodal Results (Segment)							
9	Pedestrian Segment LOS Score / LOS	3.33		C	4.47		E
9	Bicycle Segment LOS Score / LOS	2.78		C	3.05		C
9	Transit Segment LOS Score / LOS	0.71		A	3.80		D

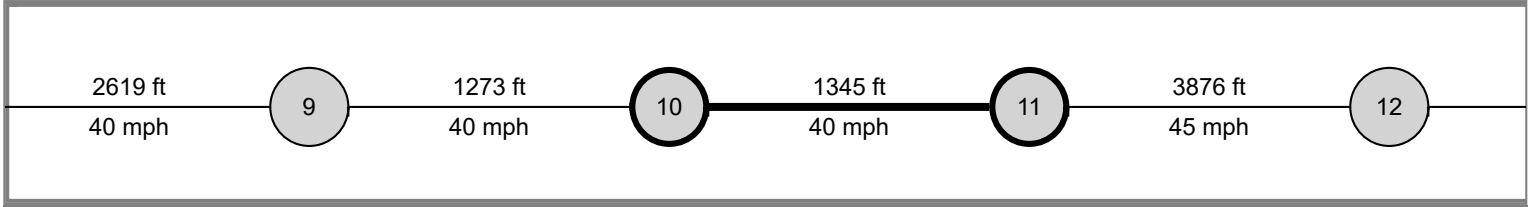
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	960.05	1381.81
Facility Travel Speed, mph	22.36	15.53
Facility Base Free Flow Speed, mph	42.73	42.46
Facility Percent of Base FFS	52.33	36.59
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.37	2.44

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.75	D
Bicycle Facility LOS Score / LOS	2.83	C	2.97	C
Transit Facility LOS Score / LOS	1.47	A	1.97	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 NoBuild PM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	Patterson Rd & 15th St	27 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
10	40	40	2	2	1345	1345	50	50	0	0	70	70	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	1	6	16	5	2	12
10	Bay/Lane Spillback Time, h		never				
10	Shared Lane Spillback Time, h	never		never			
10	Base Free-Flow Speed, mph	44.07			44.07		
10	Running Time, s	24.45			25.16		
10	Running Speed, mph	37.50			36.45		
10	Through Delay, s/veh	16.55			6.64		
10	Travel Time, s	41.00			31.80		
10	Travel Speed, mph	22.37			28.83		
10	Stop Rate, stops/veh	0.46			0.19		
10	Spatial Stop Rate, stops/mi	1.79			0.74		
10	Through vol/cap Ratio	0.63			0.74		
10	Percent of Base FFS	50.75			65.43		
10	Level of Service	C			C		
10	Auto Traveler Perception Score	2.64			2.25		
Multimodal Results (Segment)							
10	Pedestrian Segment LOS Score / LOS	3.97		D	4.79		E
10	Bicycle Segment LOS Score / LOS	2.96		C	3.01		C
10	Transit Segment LOS Score / LOS	1.63		A	1.25		A

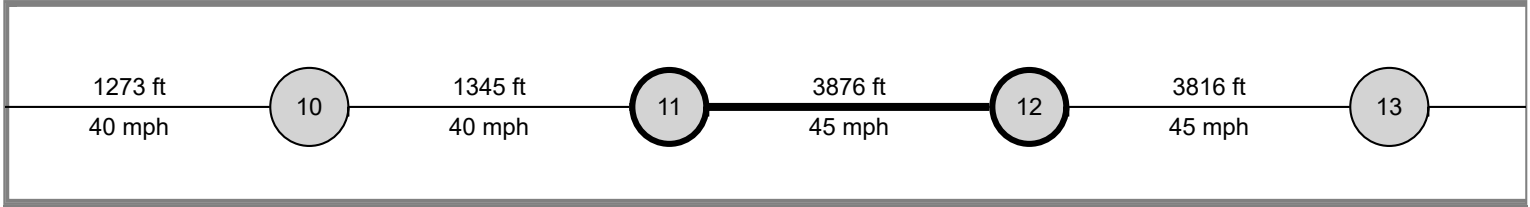
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	960.05	1381.81
Facility Travel Speed, mph	22.36	15.53
Facility Base Free Flow Speed, mph	42.73	42.46
Facility Percent of Base FFS	52.33	36.59
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.37	2.44

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.75	D
Bicycle Facility LOS Score / LOS	2.83	C	2.97	C
Transit Facility LOS Score / LOS	1.47	A	1.97	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 NoBuild PM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	27 1/2 Road & Patterson	28 1/4 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (27 1/4 Rd - 27 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
11	45	40	2	2	3876	3876	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement		2	12	1	6	
11	Bay/Lane Spillback Time, h	never	never			never	
11	Shared Lane Spillback Time, h	never		never	never		
11	Base Free-Flow Speed, mph	45.84			43.49		
11	Running Time, s	60.70			64.97		
11	Running Speed, mph	43.53			40.68		
11	Through Delay, s/veh	35.63			5.78		
11	Travel Time, s	96.33			70.75		
11	Travel Speed, mph	27.43			37.36		
11	Stop Rate, stops/veh	0.75			0.18		
11	Spatial Stop Rate, stops/mi	1.02			0.24		
11	Through vol/cap Ratio	0.90			0.65		
11	Percent of Base FFS	59.84			85.89		
11	Level of Service	C			A		
11	Auto Traveler Perception Score	2.40			2.18		
Multimodal Results (Segment)							
11	Pedestrian Segment LOS Score / LOS	3.97		D	3.87		D
11	Bicycle Segment LOS Score / LOS	2.91		C	3.04		C
11	Transit Segment LOS Score / LOS	1.22		A	0.68		A

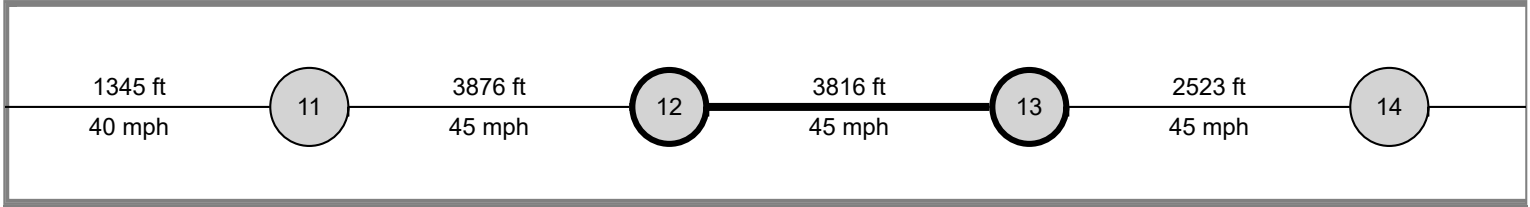
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	960.05	1381.81
Facility Travel Speed, mph	22.36	15.53
Facility Base Free Flow Speed, mph	42.73	42.46
Facility Percent of Base FFS	52.33	36.59
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.37	2.44

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.75	D
Bicycle Facility LOS Score / LOS	2.83	C	2.97	C
Transit Facility LOS Score / LOS	1.47	A	1.97	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 NoBuild PM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	28 1/4 Road & Patterson	29 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (28 1/4 Rd - 29 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12	45	40	2	2	3816	3816	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
12	Bay/Lane Spillback Time, h	never	never	never		never	never
12	Shared Lane Spillback Time, h	never		never	never		never
12	Base Free-Flow Speed, mph	44.91			42.56		
12	Running Time, s	60.34			65.36		
12	Running Speed, mph	43.12			39.81		
12	Through Delay, s/veh	45.20			33.90		
12	Travel Time, s	105.54			99.26		
12	Travel Speed, mph	24.65			26.21		
12	Stop Rate, stops/veh	0.92			0.85		
12	Spatial Stop Rate, stops/mi	1.28			1.17		
12	Through vol/cap Ratio	0.95			0.87		
12	Percent of Base FFS	54.90			61.59		
12	Level of Service	C			C		
12	Auto Traveler Perception Score	2.33			2.32		
Multimodal Results (Segment)							
12	Pedestrian Segment LOS Score / LOS	3.62		D	3.76		D
12	Bicycle Segment LOS Score / LOS	2.91		C	3.02		C
12	Transit Segment LOS Score / LOS	1.45		A	1.38		A

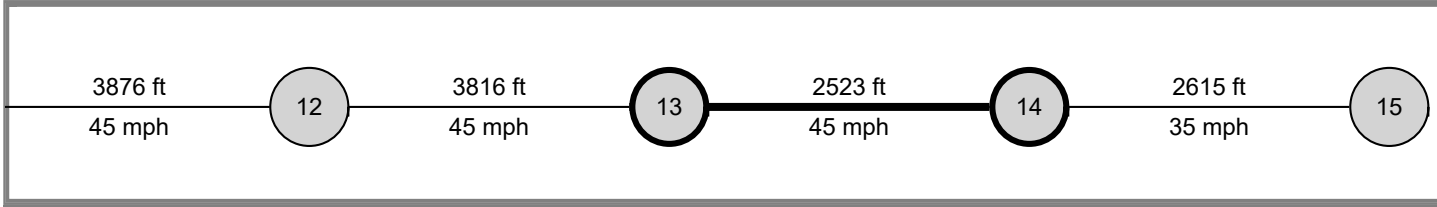
Facility Output Data	**Westbound**	**Eastbound**
Facility Travel Time, s	960.05	1381.81
Facility Travel Speed, mph	22.36	15.53
Facility Base Free Flow Speed, mph	42.73	42.46
Facility Percent of Base FFS	52.33	36.59
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.37	2.44

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.75	D
Bicycle Facility LOS Score / LOS	2.83	C	2.97	C
Transit Facility LOS Score / LOS	1.47	A	1.97	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 NoBuild PM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	29 Road & Patterson	29 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (29 Rd - 29 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
13	45	45	2	2	2523	2523	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
13	Bay/Lane Spillback Time, h	never	never	never	never	never	never
13	Shared Lane Spillback Time, h	never		never	never		never
13	Base Free-Flow Speed, mph	43.83			43.83		
13	Running Time, s	40.55			40.76		
13	Running Speed, mph	42.43			42.20		
13	Through Delay, s/veh	33.55			42.27		
13	Travel Time, s	74.10			83.03		
13	Travel Speed, mph	23.21			20.72		
13	Stop Rate, stops/veh	0.78			0.78		
13	Spatial Stop Rate, stops/mi	1.63			1.63		
13	Through vol/cap Ratio	0.90			0.99		
13	Percent of Base FFS	52.97			47.27		
13	Level of Service	C			D		
13	Auto Traveler Perception Score	2.39			2.39		
Multimodal Results (Segment)							
13	Pedestrian Segment LOS Score / LOS	3.65		D	3.62		D
13	Bicycle Segment LOS Score / LOS	2.93		C	3.02		C
13	Transit Segment LOS Score / LOS	1.60		A	1.84		A

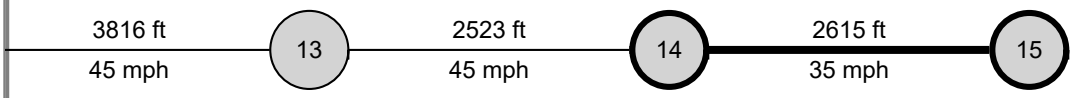
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	960.05	1381.81
Facility Travel Speed, mph	22.36	15.53
Facility Base Free Flow Speed, mph	42.73	42.46
Facility Percent of Base FFS	52.33	36.59
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.37	2.44

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.75	D
Bicycle Facility LOS Score / LOS	2.83	C	2.97	C
Transit Facility LOS Score / LOS	1.47	A	1.97	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 NoBuild PM Optimized Tim	Analysis Year	2045	System Cycle Length, s	100
Intersections	29 1/2 Road & Patterson	30 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (29 1/2 Rd - 30 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
14	35	45	2	2	2615	2615	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
14	Bay/Lane Spillback Time, h				never	2.24	never
14	Shared Lane Spillback Time, h				never		never
14	Base Free-Flow Speed, mph	40.82			45.52		
14	Running Time, s	47.02			41.94		
14	Running Speed, mph	37.92			42.52		
14	Through Delay, s/veh	8.94			77.51		
14	Travel Time, s	55.96			119.44		
14	Travel Speed, mph	31.86			14.93		
14	Stop Rate, stops/veh	0.24			1.23		
14	Spatial Stop Rate, stops/mi	0.49			2.49		
14	Through vol/cap Ratio	0.63			1.08		
14	Percent of Base FFS	78.05			32.79		
14	Level of Service	B			F		
14	Auto Traveler Perception Score	2.21			2.53		
Multimodal Results (Segment)							
14	Pedestrian Segment LOS Score / LOS	3.55		D	4.09		D
14	Bicycle Segment LOS Score / LOS	2.85		C	3.00		C
14	Transit Segment LOS Score / LOS	0.92		A	2.39		B

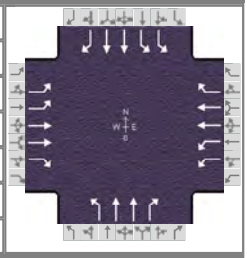
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	960.05	1381.81
Facility Travel Speed, mph	22.36	15.53
Facility Base Free Flow Speed, mph	42.73	42.46
Facility Percent of Base FFS	52.33	36.59
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.37	2.44

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.43	C	3.75	D
Bicycle Facility LOS Score / LOS	2.83	C	2.97	C
Transit Facility LOS Score / LOS	1.47	A	1.97	A

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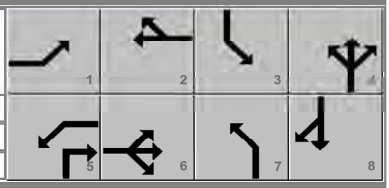
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.91
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	24 Road & Patterson	File Name	2045 ACP AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	216	235	72	125	217	278	87	934	412	412	633	71

Signal Information			
Cycle, s	100.0	Reference Phase	6
Offset, s	85	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.8	1.9	20.0	8.4	3.0	36.9
Yellow	3.5	0.0	4.0	3.5	3.5	4.0
Red	0.5	0.0	1.0	0.5	0.5	1.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	2.0	3.0	1.1	3.0	2.0	3.0
Phase Duration, s	13.7	26.9	11.8	25.0	12.4	41.9	19.4	48.9
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	11.7		5.8		5.1	28.4	14.7	15.9
Green Extension Time (g_e), s	0.0	0.0	0.4	0.0	0.5	8.5	0.6	19.8
Phase Call Probability	1.00		0.98		0.93	1.00	1.00	1.00
Max Out Probability	1.00		0.17		0.00	0.89	1.00	0.56

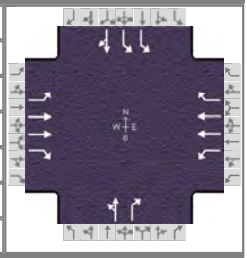
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	539	587	180	137	238	305	96	1026	453	453	696	78
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1675	1752		1716	1738		1810	1738	1585	1730	1752	1518
Queue Service Time (g_s), s	9.7	15.7		3.8	5.9		3.1	26.4	22.1	12.7	13.9	3.0
Cycle Queue Clearance Time (g_c), s	9.7	15.7		3.8	5.9		3.1	26.4	22.1	12.7	13.9	3.0
Green Ratio (*g/C*)	0.30	0.22		0.08	0.20		0.45	0.37	0.45	0.15	0.44	0.44
Capacity (*c*), veh/h	705	767		269	695		422	1283	709	532	1539	667
Volume-to-Capacity Ratio (*X*)	0.765	0.765		0.512	0.343		0.227	0.800	0.639	0.851	0.452	0.117
Back of Queue (*Q*), ft/ln (90 th percentile)	89.8	243.7		68.1	103		50	352.9	264.3	206.6	189.3	42.9
Back of Queue (*Q*), veh/ln (90 th percentile)	3.9	10.7		3.0	4.5		2.3	15.4	11.8	9.2	8.3	1.8
Queue Storage Ratio (*RQ*) (90 th percentile)	0.50	0.00		0.31	0.00		0.38	0.00	1.50	1.56	0.00	0.66
Uniform Delay (d_1), s/veh	31.4	36.4		44.3	34.4		16.3	28.2	21.4	41.2	19.6	16.6
Incremental Delay (d_2), s/veh	5.4	7.2		1.9	1.2		0.4	3.6	2.1	11.3	0.3	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	36.8	43.6	0.0	46.2	35.6	0.0	16.7	31.9	23.5	52.4	19.9	16.7
Level of Service (LOS)	D	D	A	D	D	A	B	C	C	D	B	B
Approach Delay, s/veh / LOS	34.8	C		21.8	C		28.5	C		31.7	C	
Intersection Delay, s/veh / LOS	30.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.59	C	2.57	C	2.56	C
Bicycle LOS Score / LOS	0.96	A	1.05	A	1.79	B	1.50	A

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HCS7 Signalized Intersection Results Summary

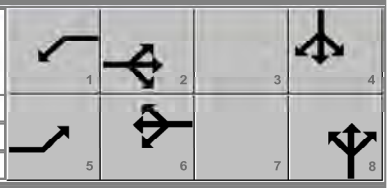
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Market Street/Mall Acce…	File Name	2045 ACP AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	71	848	83	25	580	94	30	12	19	87	17	44

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	1	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	3.0	65.6	6.3	4.4	0.0	
Yellow	3.5	0.0	4.0	4.0	4.0	0.0	
Red	0.5	0.0	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	3.0		11.0		10.0
Phase Duration, s	8.7	73.6	5.7	70.6		9.4		11.3
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g_s), s	3.8		2.3			4.7		6.3
Green Extension Time (g_e), s	0.2	0.0	0.0	0.0		0.0		0.1
Phase Call Probability	0.94		0.34			0.87		0.99
Max Out Probability	0.00		0.00			0.03		1.00

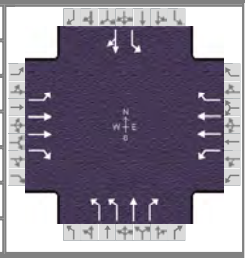
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	99	1178	115	15	342	55		51	23	105	73	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1711	1766	1610	1810	1766	1522		1834	1610	1702	1682	
Queue Service Time (g_s), s	1.8	8.1	0.9	0.3	4.4	1.4		2.7	1.4	3.0	4.3	
Cycle Queue Clearance Time (g_c), s	1.8	8.1	0.9	0.3	4.4	1.4		2.7	1.4	3.0	4.3	
Green Ratio (*g/C*)	0.71	0.69	0.69	0.67	0.66	0.66		0.04	0.04	0.06	0.06	
Capacity (*c*), veh/h	763	2425	1105	385	2319	999		80	70	216	107	
Volume-to-Capacity Ratio (*X*)	0.129	0.486	0.104	0.038	0.147	0.055		0.634	0.327	0.486	0.690	
Back of Queue (*Q*), ft/ln (90 th percentile)	20.9	79.6	10.9	3.6	62.4	18.5		52	22.7	52.4	74.5	
Back of Queue (*Q*), veh/ln (90 th percentile)	0.9	3.5	0.5	0.2	2.8	0.8		2.4	1.0	2.3	3.4	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.14	0.00	0.09	0.03	0.00	0.17		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	4.4	2.8	1.7	5.7	8.0	6.9		47.0	46.4	45.3	45.9	
Incremental Delay (d_2), s/veh	0.0	0.6	0.2	0.0	0.1	0.1		3.1	1.0	0.6	2.9	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	4.5	3.4	1.9	5.8	8.1	7.0		50.1	47.4	45.9	48.8	
Level of Service (LOS)	A	A	A	A	A	A		D	D	D	D	
Approach Delay, s/veh / LOS	3.3	A		7.9	A		49.3	D		47.1	D	
Intersection Delay, s/veh / LOS	9.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	2.06	B	2.47	B	2.46	B
Bicycle LOS Score / LOS	1.48	A	1.18	A	0.61	A	0.78	A

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HCS7 Signalized Intersection Results Summary

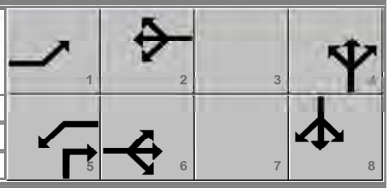
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.84
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Home Depot Access/Me…	File Name	2045 ACP AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	756	189	87	571	13	70	21	47	25	30	28

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	37	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off

Green	3.9	0.3	65.3	5.6	5.9	0.0	
Yellow	3.5	0.0	4.0	4.0	4.0	0.0	
Red	0.5	0.0	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		9.0		10.0
Phase Duration, s	8.2	70.6	7.9	70.3		10.9		10.6
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0		5.4		5.4
Queue Clearance Time (g_s), s	3.3		3.0			5.2		5.9
Green Extension Time (g_e), s	0.3	0.0	0.2	0.0		0.7		0.1
Phase Call Probability	0.85		0.79			0.99		0.94
Max Out Probability	0.00		0.00			0.01		1.00

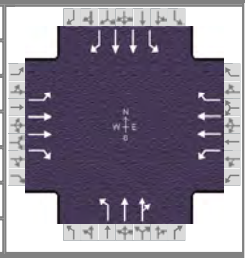
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	67	1307	327	56	367	8	83	25	56	30	69	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1711	1766	1598	1810	1752	1610	1743	1900	1610	1767	1748	
Queue Service Time (g_s), s	1.3	9.2	2.0	1.0	2.8	0.1	2.3	1.3	3.2	1.6	3.9	
Cycle Queue Clearance Time (g_c), s	1.3	9.2	2.0	1.0	2.8	0.1	2.3	1.3	3.2	1.6	3.9	
Green Ratio (*g/C*)	0.69	0.66	0.66	0.69	0.65	0.65	0.06	0.06	0.10	0.06	0.06	
Capacity (*c*), veh/h	749	2316	1047	313	2287	1051	207	113	159	98	97	
Volume-to-Capacity Ratio (*X*)	0.090	0.564	0.312	0.179	0.160	0.008	0.403	0.222	0.352	0.302	0.709	
Back of Queue (*Q*), ft/ln (90 th percentile)	16.9	84.5	25.6	13.7	36.8	1.9	42	25.3	54.6	31.6	80.6	
Back of Queue (*Q*), veh/ln (90 th percentile)	0.7	3.7	1.2	0.6	1.6	0.1	1.9	1.1	2.5	1.4	3.7	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.13	0.00	0.13	0.12	0.00	0.00	0.24	0.00	0.25	0.24	0.00	
Uniform Delay (d_1), s/veh	5.1	2.8	1.2	5.7	4.3	4.8	45.3	44.8	42.1	45.3	46.4	
Incremental Delay (d_2), s/veh	0.1	0.9	0.7	0.4	0.1	0.0	1.8	1.4	1.9	2.4	12.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	5.1	3.7	2.0	6.0	4.5	4.8	47.1	46.2	44.0	47.8	59.0	
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	E	
Approach Delay, s/veh / LOS	3.4	A		4.7	A		45.9	D		55.6	E	
Intersection Delay, s/veh / LOS	8.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.23	B	1.87	B	2.46	B	2.47	B
Bicycle LOS Score / LOS	1.45	A	1.15	A	0.76	A	0.65	A

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HCS7 Signalized Intersection Results Summary

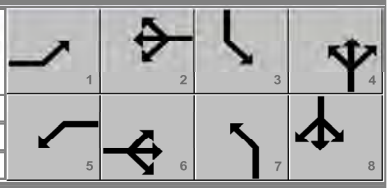
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.92
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	24 1/2 Rd & Patterson	File Name	2045 ACP AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	724	70	147	442	121	144	138	62	211	307	83

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	11	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.4	0.4	50.9	7.0	2.5	12.3	
Yellow	3.5	0.0	4.0	3.5	3.5	4.0	
Red	0.5	0.0	1.5	0.5	0.5	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	8.4	56.4	8.8	56.8	11.0	17.3	17.5	23.8
Change Period, (*Y+R c*), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (*g s*), s	4.1		4.6		9.0	8.0	12.8	10.6
Green Extension Time (*g e*), s	0.4	0.0	0.5	0.0	0.0	4.3	0.8	4.4
Phase Call Probability	0.88		0.94		0.99	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.00	0.16	0.00

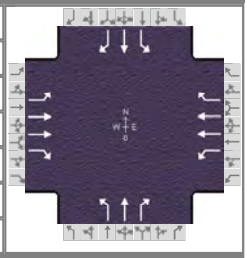
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	78	1404	136	100	301	82	157	111	106	229	334	90
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1697	1781	1610	1810	1766	1598	1767	1856	1665	1767	1738	1397
Queue Service Time (*g s*), s	2.1	23.7	1.7	2.6	4.3	3.0	7.0	5.6	6.0	10.8	8.6	5.6
Cycle Queue Clearance Time (*g c*), s	2.1	23.7	1.7	2.6	4.3	3.0	7.0	5.6	6.0	10.8	8.6	5.6
Green Ratio (*g/C*)	0.55	0.51	0.51	0.56	0.51	0.51	0.19	0.12	0.12	0.28	0.19	0.19
Capacity (*c*), veh/h	575	1813	820	251	1811	819	274	228	204	384	654	263
Volume-to-Capacity Ratio (*X*)	0.135	0.774	0.166	0.398	0.166	0.101	0.571	0.488	0.520	0.597	0.510	0.343
Back of Queue (*Q*), ft/ln (90 th percentile)	33.1	187.8	23	41.7	67.6	44.7	135.1	106.9	102.8	167.9	140.1	88.1
Back of Queue (*Q*), veh/ln (90 th percentile)	1.4	8.4	1.0	1.9	3.0	2.0	6.0	4.7	4.6	7.4	6.1	3.5
Queue Storage Ratio (*RQ*) (90 th percentile)	0.25	0.00	0.10	0.32	0.00	0.18	1.02	0.00	0.00	1.26	0.00	0.00
Uniform Delay (*d 1*), s/veh	10.8	9.3	4.3	14.2	12.3	14.6	36.3	40.9	41.1	30.3	36.5	35.2
Incremental Delay (*d 2*), s/veh	0.1	2.9	0.4	1.3	0.2	0.2	3.5	2.3	2.9	2.1	0.9	1.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	10.9	12.2	4.7	15.6	12.4	14.8	39.8	43.2	44.0	32.5	37.3	36.3
Level of Service (LOS)	B	B	A	B	B	B	D	D	D	C	D	D
Approach Delay, s/veh / LOS	11.5	B		13.5	B		42.0	D		35.5	D	
Intersection Delay, s/veh / LOS	20.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.41	B	2.46	B	2.45	B
Bicycle LOS Score / LOS	1.24	A	1.12	A	0.80	A	1.03	A

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HCS7 Signalized Intersection Results Summary

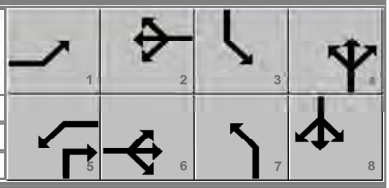
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.87
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	25 Road & Patterson	File Name	2045 ACP AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	83	774	55	206	687	109	125	261	120	190	305	41

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	35	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.0	1.0	36.0	6.0	24.0	0.0	
Yellow	3.5	3.5	4.5	3.5	4.0	0.0	
Red	0.5	0.5	1.5	0.5	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	15.0	47.0	10.0	42.0	10.0	29.0	14.0	33.0
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (*g s*), s	6.3		5.9		8.0	17.1	10.9	19.3
Green Extension Time (*g e*), s	0.2	0.0	0.0	0.0	0.0	2.7	0.0	3.2
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	0.76	1.00	0.58

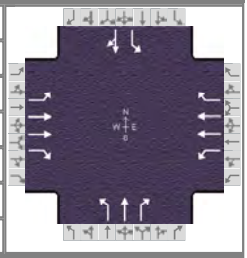
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	135	1261	90	113	376	60	144	300	121	218	351	47
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1781	1585	1795	1795	1585	1753	1811	1610	1795	1811	1585
Queue Service Time (*g s*), s	4.3	29.1	1.6	3.9	9.1	2.9	6.0	15.1	5.7	8.9	17.3	2.2
Cycle Queue Clearance Time (*g c*), s	4.3	29.1	1.6	3.9	9.1	2.9	6.0	15.1	5.7	8.9	17.3	2.2
Green Ratio (*g/C*)	0.49	0.41	0.41	0.42	0.36	0.36	0.30	0.24	0.30	0.36	0.28	0.28
Capacity (*c*), veh/h	517	1460	650	220	1292	571	262	435	483	338	507	444
Volume-to-Capacity Ratio (*X*)	0.262	0.864	0.138	0.512	0.291	0.104	0.549	0.690	0.250	0.646	0.691	0.106
Back of Queue (*Q*), ft/ln (90 th percentile)	71.3	284.2	23.1	71	145	65.6	122.7	254.4	90.9	159.9	279.4	35.4
Back of Queue (*Q*), veh/ln (90 th percentile)	3.1	12.7	1.0	3.2	6.5	2.9	5.4	11.0	4.1	7.2	12.1	1.6
Queue Storage Ratio (*RQ*) (90 th percentile)	0.40	0.00	0.14	0.40	0.00	0.50	0.55	0.00	0.52	1.21	0.00	0.27
Uniform Delay (*d 1*), s/veh	14.8	17.0	7.6	20.0	30.3	24.7	28.6	34.6	26.5	25.2	32.1	26.7
Incremental Delay (*d 2*), s/veh	1.1	6.6	0.4	7.0	0.5	0.3	8.0	8.7	1.2	9.2	7.5	0.5
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.0	23.6	8.1	27.0	30.8	25.0	36.6	43.3	27.7	34.4	39.7	27.2
Level of Service (LOS)	B	C	A	C	C	C	D	D	C	C	D	C
Approach Delay, s/veh / LOS	22.0	C		29.4	C		38.3	D		36.8	D	
Intersection Delay, s/veh / LOS	28.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.12	B	2.11	B	2.45	B	2.44	B
Bicycle LOS Score / LOS	1.35	A	1.44	A	1.42	A	1.50	B

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HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.82
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	25 1/2 Road & Patterson	File Name	2045 ACP AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	934	51	137	986	90	73	89	98	212	149	118

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	89	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.2	1.4	45.1	6.0	9.0	10.2	1	2	3	4		
Yellow	3.5	0.0	4.5	3.5	3.5	4.0	5	6	7	8		
Red	0.5	0.0	1.5	0.5	0.5	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	9.2	51.1	10.6	52.6	10.0	15.2	23.0	28.2
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.3	5.2	5.3
Queue Clearance Time (*g s*), s	3.0		3.5		6.4	9.3	14.5	19.9
Green Extension Time (*g e*), s	0.0	0.0	0.1	0.0	0.0	0.9	0.5	1.5
Phase Call Probability	0.65		0.83		1.00	1.00	1.00	1.00
Max Out Probability	0.07		0.01		1.00	1.00	1.00	1.00

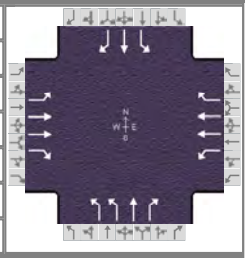
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	38	1108	60	64	460	42	89	109	120	259	326	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1781	1598	1781	1781	1572	1767	1885	1585	1682	1719	
Queue Service Time (*g s*), s	1.0	21.0	1.4	1.5	7.5	1.4	4.4	5.5	7.3	12.5	17.9	
Cycle Queue Clearance Time (*g c*), s	1.0	21.0	1.4	1.5	7.5	1.4	4.4	5.5	7.3	12.5	17.9	
Green Ratio (*g/C*)	0.50	0.45	0.45	0.52	0.47	0.47	0.16	0.10	0.10	0.31	0.23	
Capacity (*c*), veh/h	504	1608	721	306	1659	732	212	192	162	443	399	
Volume-to-Capacity Ratio (*X*)	0.075	0.689	0.084	0.209	0.278	0.057	0.420	0.564	0.739	0.584	0.816	
Back of Queue (*Q*), ft/ln (90 th percentile)	15.6	217.5	20.4	20	108.4	39.5	90.8	106.8	129.9	202.3	278.8	
Back of Queue (*Q*), veh/ln (90 th percentile)	0.7	9.7	0.9	0.9	4.8	1.8	4.0	4.8	5.8	8.6	12.4	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.12	0.00	0.16	0.15	0.00	0.30	0.82	0.00	1.47	1.50	0.00	
Uniform Delay (*d 1*), s/veh	12.3	14.9	9.9	10.2	15.2	14.2	37.2	42.8	43.6	28.3	36.4	
Incremental Delay (*d 2*), s/veh	0.1	2.2	0.2	0.4	0.3	0.1	6.0	3.7	13.7	5.5	11.7	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	12.4	17.1	10.1	10.6	15.5	14.3	43.2	46.4	57.3	33.9	48.1	
Level of Service (LOS)	B	B	B	B	B	B	D	D	E	C	D	
Approach Delay, s/veh / LOS	16.6	B		14.9	B		49.6	D		41.8	D	
Intersection Delay, s/veh / LOS	25.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	1.90	B	2.46	B	2.45	B
Bicycle LOS Score / LOS	1.51	B	1.71	B	1.01	A	1.45	A

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HCS7 Signalized Intersection Results Summary

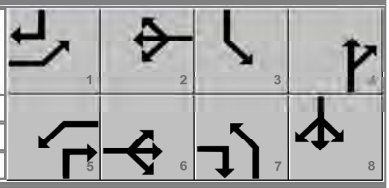
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.77
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	1st Street & Patterson	File Name	2045 ACP AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	54	966	180	173	1046	40	114	213	143	178	475	67

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	47	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.9	2.5	29.3	6.3	3.5	34.9	
Yellow	3.5	0.0	3.0	3.5	0.0	4.0	
Red	0.5	0.0	2.5	0.5	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phase Duration, s	8.9	34.8	11.4	37.3	10.3	39.9	13.9	43.4
Change Period, (*Y+R c*), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (*g s*), s	3.7		5.4		6.2	13.4	9.9	32.0
Green Extension Time (*g e*), s	0.1	0.0	0.4	0.0	0.3	8.7	0.0	6.5
Phase Call Probability	0.71		0.93		0.98	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.11	1.00	0.43

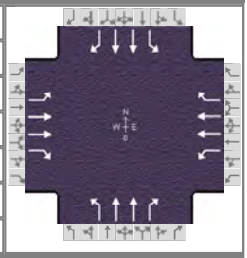
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	789	147	95	576	22	148	277	186	231	617	87
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1766	1598	1781	1781	1572	1743	1856	1598	1810	1885	1610
Queue Service Time (*g s*), s	1.7	18.5	3.6	3.4	12.9	0.8	4.2	11.4	7.6	7.9	30.0	3.2
Cycle Queue Clearance Time (*g c*), s	1.7	18.5	3.6	3.4	12.9	0.8	4.2	11.4	7.6	7.9	30.0	3.2
Green Ratio (*g/C*)	0.34	0.29	0.36	0.37	0.32	0.32	0.06	0.35	0.42	0.46	0.38	0.43
Capacity (*c*), veh/h	302	1036	570	269	1132	500	221	647	676	472	724	698
Volume-to-Capacity Ratio (*X*)	0.146	0.762	0.258	0.355	0.509	0.044	0.669	0.427	0.275	0.489	0.852	0.125
Back of Queue (*Q*), ft/ln (90 th percentile)	28.8	213.8	47.2	50.7	172.4	11.9	76.7	176.8	108.7	122.8	425.8	46.7
Back of Queue (*Q*), veh/ln (90 th percentile)	1.3	9.5	2.1	2.3	7.7	0.5	3.5	7.8	4.9	5.6	19.2	2.1
Queue Storage Ratio (*RQ*) (90 th percentile)	0.22	0.00	0.36	0.46	0.00	0.11	0.58	0.00	0.82	1.12	0.00	0.00
Uniform Delay (*d 1*), s/veh	24.1	23.9	10.6	19.4	26.8	18.6	45.8	24.9	18.8	17.6	28.2	17.0
Incremental Delay (*d 2*), s/veh	0.3	4.5	0.9	0.7	1.0	0.1	4.9	0.6	0.3	1.1	7.5	0.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	24.3	28.3	11.5	20.1	27.8	18.7	50.7	25.5	19.1	18.8	35.7	17.1
Level of Service (LOS)	C	C	B	C	C	B	D	C	B	B	D	B
Approach Delay, s/veh / LOS	25.6	C		26.4	C		29.7	C		29.8	C	
Intersection Delay, s/veh / LOS	27.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.11	B	2.43	B	2.43	B
Bicycle LOS Score / LOS	1.77	B	1.84	B	1.49	A	2.03	B

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HCS7 Signalized Intersection Results Summary

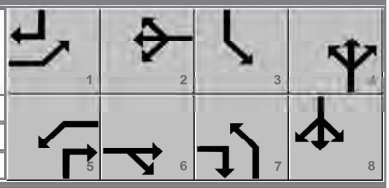
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.80
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	7th Street & Patterson	File Name	2045 ACP AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	69	716	189	238	1007	106	80	301	147	168	654	204

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	11	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.2	3.0	36.4	6.0	0.9	27.6	
Yellow	3.5	0.0	4.0	3.5	3.5	4.0	
Red	0.5	0.0	1.0	0.5	0.5	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	8.2	41.4	11.2	44.4	10.0	32.6	14.8	37.4
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	5.1		6.9		6.0	9.7	9.9	21.7
Green Extension Time (g_e), s	0.2	0.0	0.4	0.0	0.4	12.7	1.0	10.7
Phase Call Probability	0.79		0.98		0.94	1.00	1.00	1.00
Max Out Probability	0.00		0.12		0.00	0.32	0.00	0.47

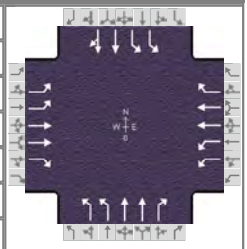
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	57	587	134	142	602	60	100	376	168	210	818	255
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1766	1373	1810	1781	1543	1767	1795	1591	1795	1809	1586
Queue Service Time (g_s), s	3.1	13.4	7.9	4.9	11.0	2.4	4.0	7.7	7.0	7.9	19.7	12.1
Cycle Queue Clearance Time (g_c), s	3.1	13.4	7.9	4.9	11.0	2.4	4.0	7.7	7.0	7.9	19.7	12.1
Green Ratio (*g/C*)	0.04	0.36	0.42	0.45	0.39	0.39	0.34	0.28	0.35	0.40	0.32	0.37
Capacity (*c*), veh/h	75	1287	594	373	1404	608	233	989	553	439	1173	581
Volume-to-Capacity Ratio (*X*)	0.749	0.456	0.225	0.382	0.429	0.099	0.429	0.380	0.303	0.478	0.697	0.439
Back of Queue (*Q*), ft/ln (90 th percentile)	65.5	195.6	150.6	57.2	144.9	35.8	70.6	119.4	99	125.5	268.6	160.8
Back of Queue (*Q*), veh/ln (90 th percentile)	3.0	8.7	6.7	2.6	6.5	1.6	3.1	5.4	4.5	5.7	12.2	7.2
Queue Storage Ratio (*RQ*) (90 th percentile)	0.37	0.00	0.97	0.43	0.00	0.23	0.32	0.00	0.56	1.14	0.00	0.00
Uniform Delay (d_1), s/veh	45.8	26.9	25.5	13.3	18.4	18.2	25.2	25.4	20.6	20.7	29.5	23.9
Incremental Delay (d_2), s/veh	15.6	0.9	0.7	0.7	0.7	0.2	1.8	0.3	0.4	1.2	1.3	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	61.4	27.8	26.3	14.0	19.1	18.5	27.0	25.7	21.0	21.9	30.8	24.7
Level of Service (LOS)	E	C	C	B	B	B	C	C	C	C	C	C
Approach Delay, s/veh / LOS	30.0	C		18.1	B		24.7	C		28.1	C	
Intersection Delay, s/veh / LOS	25.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.43	B	2.45	B	2.47	B
Bicycle LOS Score / LOS	1.47	A	1.88	B	1.02	A	1.55	B

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HCS7 Signalized Intersection Results Summary

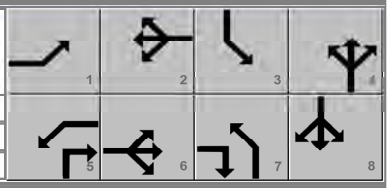
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.80
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	12th Street & Patterson	File Name	2045 ACP AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	571	179	382	1138	114	224	501	122	96	570	107

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	19	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	26.5	7.0	39.0	0.0	0.0
Yellow	3.5	4.0	3.5	4.0	0.0	0.0
Red	0.5	1.5	0.5	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	13.0	32.0	13.0	32.0	11.0	44.0	11.0	44.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	4.4		6.5		6.8	15.0	3.9	20.5
Green Extension Time (g_e), s	0.2	0.0	0.3	0.0	0.0	11.8	0.1	10.2
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	0.37	1.00	0.50

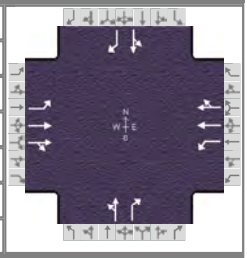
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	127	537	168	224	667	67	280	626	153	120	435	411
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1766	1603	1743	1795	1598	1730	1781	1572	1743	1870	1765
Queue Service Time (g_s), s	2.4	13.8	8.4	4.5	15.7	2.1	4.8	13.0	5.6	1.9	18.5	18.5
Cycle Queue Clearance Time (g_c), s	2.4	13.8	8.4	4.5	15.7	2.1	4.8	13.0	5.6	1.9	18.5	18.5
Green Ratio (*g/C*)	0.36	0.26	0.34	0.36	0.26	0.26	0.46	0.39	0.48	0.46	0.39	0.39
Capacity (*c*), veh/h	582	936	537	618	951	423	627	1389	755	723	729	688
Volume-to-Capacity Ratio (*X*)	0.218	0.573	0.313	0.362	0.701	0.158	0.447	0.451	0.202	0.166	0.597	0.597
Back of Queue (*Q*), ft/ln (90 th percentile)	40.3	198.5	145.2	79.4	202.2	32.5	80.5	188.9	82.6	31.3	275.4	263.6
Back of Queue (*Q*), veh/ln (90 th percentile)	1.8	8.8	6.6	3.6	9.1	1.5	3.6	8.4	3.7	1.4	12.3	11.8
Queue Storage Ratio (*RQ*) (90 th percentile)	0.23	0.00	1.00	0.30	0.00	0.24	0.36	0.00	0.37	0.24	0.00	0.00
Uniform Delay (d_1), s/veh	23.0	35.3	28.1	25.5	27.9	17.7	18.5	22.6	15.0	16.3	24.2	24.3
Incremental Delay (d_2), s/veh	0.5	1.6	0.9	1.4	3.6	0.7	2.3	1.1	0.6	0.5	3.6	3.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	23.5	36.9	29.0	26.8	31.5	18.3	20.8	23.6	15.6	16.8	27.8	28.1
Level of Service (LOS)	C	D	C	C	C	B	C	C	B	B	C	C
Approach Delay, s/veh / LOS	33.2	C		29.5	C		21.7	C		26.6	C	
Intersection Delay, s/veh / LOS	27.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.58	C	2.44	B	2.57	C	2.57	C
Bicycle LOS Score / LOS	1.40	A	2.17	B	1.36	A	1.28	A

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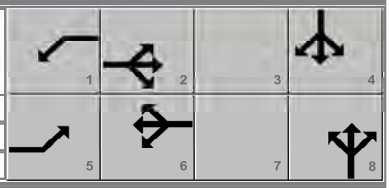
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Patterson Rd & 15th St	File Name	2045 ACP AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	140	623	15	51	1800	194	12	3	20	12	3	61

Signal Information										
Cycle, s	100.0	Reference Phase	2							
Offset, s	9	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	3.2	2.8	75.4	6.6	0.0	0.0
				Yellow	4.0	0.0	4.0	4.0	0.0	0.0
				Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		7.0		7.0
Phase Duration, s	10.0	82.2	7.2	79.4		10.6		10.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g_s), s	4.0		2.3			3.4		6.5
Green Extension Time (g_e), s	0.3	0.0	0.0	0.0		0.3		0.3
Phase Call Probability	0.99		0.53			0.98		0.98
Max Out Probability	0.00		0.00			0.00		0.00

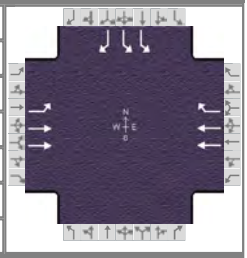
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	178	408	405	27	536	518		18	24		18	73
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1856	1840	1781	1885	1820		1514	1585		1514	1585
Queue Service Time (g_s), s	2.0	3.6	3.7	0.3	3.3	2.9		0.0	1.4		0.0	4.5
Cycle Queue Clearance Time (g_c), s	2.0	3.6	3.7	0.3	3.3	2.9		1.0	1.4		1.0	4.5
Green Ratio (*g/C*)	0.82	0.78	0.78	0.79	0.75	0.75		0.07	0.07		0.07	0.07
Capacity (*c*), veh/h	564	1451	1439	616	1422	1373		165	105		165	105
Volume-to-Capacity Ratio (*X*)	0.316	0.281	0.281	0.044	0.377	0.377		0.109	0.229		0.109	0.699
Back of Queue (*Q*), ft/ln (90 th percentile)	13.3	36.1	35.9	3	33.5	29.8		17.1	23.1		17.1	75.1
Back of Queue (*Q*), veh/ln (90 th percentile)	0.6	1.6	1.6	0.1	1.5	1.4		0.8	1.0		0.8	3.4
Queue Storage Ratio (*RQ*) (90 th percentile)	0.17	0.00	0.00	0.03	0.00	0.00		0.00	0.52		0.00	1.70
Uniform Delay (d_1), s/veh	1.9	1.6	1.6	2.4	1.0	0.9		44.0	44.3		44.0	45.7
Incremental Delay (d_2), s/veh	0.1	0.5	0.5	0.0	0.6	0.6		0.1	0.4		0.1	3.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	2.0	2.0	2.1	2.5	1.6	1.5		44.1	44.7		44.1	48.8
Level of Service (LOS)	A	A	A	A	A	A		D	D		D	D
Approach Delay, s/veh / LOS	2.0	A		1.6	A		44.4	D		47.9	D	
Intersection Delay, s/veh / LOS	4.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.84	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.26	A	2.52	C	0.56	A	0.64	A

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HCS7 Signalized Intersection Results Summary

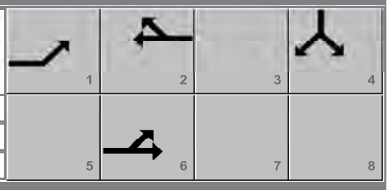
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	27 1/2 Road & Patterson	File Name	2045 ACP AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	647			1589	304				395		214

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	88	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.0	43.0	31.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.0	0.0	0.0	0.0
Red	0.5	1.5	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	15.0	64.0		49.0				36.0
Change Period, ($Y+R_c$), s	4.0	6.0		6.0				5.0
Max Allow Headway (*MAH*), s	5.2	0.0		0.0				5.3
Queue Clearance Time (g_s), s	3.4							16.1
Green Extension Time (g_e), s	0.1	0.0		0.0				4.3
Phase Call Probability	1.00							1.00
Max Out Probability	0.12							0.18

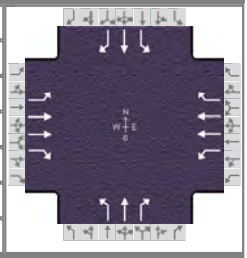
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	64	515			872	167				476		258
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1795			1795	1610				1757		1522
Queue Service Time (g_s), s	1.4	5.1			17.3	5.7				10.8		14.1
Cycle Queue Clearance Time (g_c), s	1.4	5.1			17.3	5.7				10.8		14.1
Green Ratio (*g/C*)	0.56	0.58			0.43	0.43				0.31		0.31
Capacity (*c*), veh/h	402	2082			1543	692				1089		472
Volume-to-Capacity Ratio (*X*)	0.158	0.247			0.565	0.241				0.437		0.546
Back of Queue (*Q*), ft/ln (90 th percentile)	22.2	68.6			214.2	81				161.8		199.7
Back of Queue (*Q*), veh/ln (90 th percentile)	1.0	3.1			9.7	3.7				7.4		8.6
Queue Storage Ratio (*RQ*) (90 th percentile)	0.15	0.00			0.00	1.53				0.97		0.00
Uniform Delay (d_1), s/veh	9.8	6.9			19.2	15.0				27.5		28.7
Incremental Delay (d_2), s/veh	0.6	0.2			1.2	0.7				1.3		4.5
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	10.5	7.1			20.5	15.7				28.8		33.2
Level of Service (LOS)	B	A			C	B				C		C
Approach Delay, s/veh / LOS	7.5	A		19.7	B		0.0			30.3	C	
Intersection Delay, s/veh / LOS	20.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.69	A	2.10	B	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.21	A	2.37	B				F

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HCS7 Signalized Intersection Results Summary

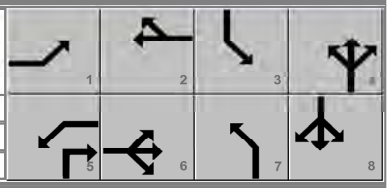
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.85
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	28 1/4 Road & Patterson	File Name	2045 ACP AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	718	264	289	1672	73	290	31	81	80	31	32

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	95	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.0	10.0	30.0	10.0	17.0	0.0
Yellow	3.5	4.0	4.5	3.5	4.0	0.0
Red	0.5	0.0	1.5	0.5	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	10.0	36.0	24.0	50.0	18.0	26.0	14.0	22.0
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	3.1	0.0	3.2	5.3	5.2	5.3
Queue Clearance Time (*g s*), s	3.2		9.1		16.0	5.7	6.0	4.0
Green Extension Time (*g e*), s	0.0	0.0	0.2	0.0	0.0	0.9	0.1	0.9
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.00		1.00	0.01	1.00	0.02

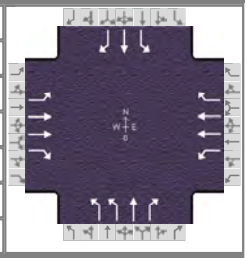
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	31	419	154	151	871	38	341	36	95	94	36	38
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1585	1795	1795	1610	1795	1900	1610	1810	1900	1610
Queue Service Time (*g s*), s	1.2	6.5	4.2	7.1	18.4	2.0	14.0	1.5	3.7	4.0	1.6	2.0
Cycle Queue Clearance Time (*g c*), s	1.2	6.5	4.2	7.1	18.4	2.0	14.0	1.5	3.7	4.0	1.6	2.0
Green Ratio (*g/C*)	0.36	0.30	0.30	0.20	0.44	0.44	0.33	0.21	0.41	0.27	0.17	0.17
Capacity (*c*), veh/h	327	1077	476	359	1579	708	529	399	660	470	323	274
Volume-to-Capacity Ratio (*X*)	0.094	0.389	0.324	0.419	0.552	0.054	0.645	0.091	0.144	0.200	0.113	0.138
Back of Queue (*Q*), ft/ln (90 th percentile)	20.5	91	55.6	111.3	229.4	54.2	241	29.7	56.6	72.2	31.9	33.6
Back of Queue (*Q*), veh/ln (90 th percentile)	0.9	4.1	2.5	5.0	10.3	2.5	10.9	1.4	2.6	3.3	1.4	1.5
Queue Storage Ratio (*RQ*) (90 th percentile)	0.08	0.00	0.19	0.42	0.00	0.56	0.91	0.00	0.00	0.66	0.00	0.00
Uniform Delay (*d 1*), s/veh	22.3	16.8	12.6	33.5	21.8	24.5	28.2	31.8	18.5	28.1	35.1	35.3
Incremental Delay (*d 2*), s/veh	0.4	0.8	1.4	2.4	0.9	0.1	6.0	0.5	0.5	1.0	0.7	1.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	22.7	17.6	13.9	35.8	22.7	24.6	34.2	32.3	19.0	29.1	35.8	36.3
Level of Service (LOS)	C	B	B	D	C	C	C	C	B	C	D	D
Approach Delay, s/veh / LOS	16.9	B		24.7	C		30.9	C		32.2	C	
Intersection Delay, s/veh / LOS	24.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.12	B	2.10	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.49	A	2.46	B	1.27	A	0.77	A

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HCS7 Signalized Intersection Results Summary

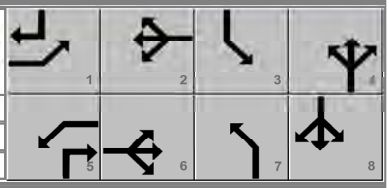
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	29 Road & Patterson	File Name	2045 ACP AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	129	532	231	187	1461	98	194	173	49	73	271	360

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	50	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.5	36.5	8.5	4.0	22.0	0.0
Yellow	3.5	4.5	3.5	0.0	4.0	0.0
Red	1.0	2.0	1.0	0.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	13.0	43.0	13.0	43.0	13.0	27.0	17.0	31.0
Change Period, ($Y+R_c$), s	4.5	6.5	4.5	6.5	4.5	5.0	4.5	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.2	4.3	4.2	4.3
Queue Clearance Time (g_s), s	5.7		6.6		7.1	11.8	5.4	21.8
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.1	2.9	0.1	1.6
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	0.31	0.06	1.00

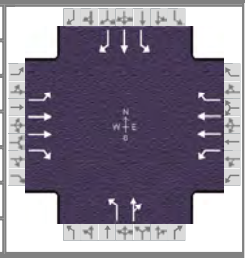
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	111	457	198	134	1046	70	234	208	17	88	327	373
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1795	1572	1767	1781	1585	1716	1870	1610	1753	1870	1610
Queue Service Time (g_s), s	3.7	8.8	6.9	4.6	23.6	1.5	5.1	9.8	0.7	3.4	15.7	19.8
Cycle Queue Clearance Time (g_c), s	3.7	8.8	6.9	4.6	23.6	1.5	5.1	9.8	0.7	3.4	15.7	19.8
Green Ratio (*g/C*)	0.45	0.36	0.36	0.45	0.36	0.36	0.30	0.22	0.31	0.36	0.26	0.35
Capacity (*c*), veh/h	282	1310	574	460	1300	579	559	411	491	430	486	556
Volume-to-Capacity Ratio (*X*)	0.392	0.349	0.346	0.291	0.805	0.121	0.418	0.507	0.034	0.205	0.671	0.672
Back of Queue (*Q*), ft/ln (90 th percentile)	69.4	124.2	89.3	78.4	223.2	21.1	89.4	171.5	11.6	60.6	256.2	263.9
Back of Queue (*Q*), veh/ln (90 th percentile)	3.1	5.6	4.0	3.5	10.0	0.9	4.0	7.7	0.5	2.7	11.5	12.0
Queue Storage Ratio (*RQ*) (90 th percentile)	0.22	0.00	0.33	0.20	0.00	0.24	0.40	0.00	0.05	0.46	0.00	2.00
Uniform Delay (d_1), s/veh	21.9	21.6	15.6	18.6	19.3	9.9	27.0	34.2	24.4	22.3	33.2	27.9
Incremental Delay (d_2), s/veh	3.0	0.5	1.2	1.1	3.7	0.3	2.3	4.4	0.1	1.1	7.2	6.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	24.9	22.1	16.8	19.7	23.0	10.2	29.3	38.6	24.5	23.3	40.4	34.3
Level of Service (LOS)	C	C	B	B	C	B	C	D	C	C	D	C
Approach Delay, s/veh / LOS	21.2	C		21.9	C		33.4	C		35.6	D	
Intersection Delay, s/veh / LOS	26.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.33	B	2.18	B	2.45	B	2.44	B
Bicycle LOS Score / LOS	1.37	A	2.22	B	1.25	A	1.79	B

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HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.85
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	29 1/2 Road & Patterson	File Name	2045 ACP AM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	531	96	222	1549	265	48	34	67	150	106	64

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	48	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.5	2.2	50.4	7.0	1.0	10.4	1	2	3	4		
Yellow	3.5	3.5	5.0	4.0	4.0	4.0	5	6	7	8		
Red	0.5	0.5	1.5	0.0	0.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	5.5	56.9	11.7	63.2	11.0	15.4	16.0	20.4
Change Period, ($Y+R_c$), s	4.0	6.5	4.0	6.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	4.5	0.0	4.5	0.0	3.7	4.7	3.7	4.7
Queue Clearance Time (g_s), s	2.3		6.9		4.7	9.1	10.3	8.1
Green Extension Time (g_e), s	0.0	0.0	0.8	0.0	0.0	1.3	0.1	1.4
Phase Call Probability	0.29		0.99		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.01	1.00	0.00

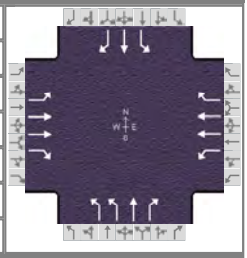
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	13	511	92	187	1304	223	56	119		176	125	75
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1598	1795	1795	1560	1767	1618		1781	1841	1585
Queue Service Time (g_s), s	0.3	7.1	2.7	4.9	22.6	6.6	2.7	7.1		8.3	6.1	4.2
Cycle Queue Clearance Time (g_c), s	0.3	7.1	2.7	4.9	22.6	6.6	2.7	7.1		8.3	6.1	4.2
Green Ratio (*g/C*)	0.52	0.50	0.50	0.60	0.57	0.57	0.17	0.10		0.24	0.15	0.15
Capacity (*c*), veh/h	210	1810	806	566	2034	884	281	168		327	283	244
Volume-to-Capacity Ratio (*X*)	0.060	0.282	0.115	0.330	0.641	0.252	0.201	0.708		0.539	0.441	0.309
Back of Queue (*Q*), ft/ln (90 th percentile)	4.9	93.9	73	55.3	225.4	113.6	51.9	121.9		148.5	112.7	66.8
Back of Queue (*Q*), veh/ln (90 th percentile)	0.2	4.2	3.3	2.5	10.2	5.0	2.3	5.3		6.6	5.0	3.0
Queue Storage Ratio (*RQ*) (90 th percentile)	0.04	0.00	0.86	0.42	0.00	0.48	0.67	0.00		1.08	0.00	0.00
Uniform Delay (d_1), s/veh	13.0	11.9	11.4	8.3	12.2	9.7	35.3	43.3		32.2	38.4	37.6
Incremental Delay (d_2), s/veh	0.1	0.3	0.2	0.2	1.1	0.5	1.6	5.4		6.2	1.1	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	13.1	12.1	11.6	8.5	13.3	10.2	36.9	48.7		38.5	39.5	38.3
Level of Service (LOS)	B	B	B	A	B	B	D	D		D	D	D
Approach Delay, s/veh / LOS	12.1	B		12.4	B		44.9	D		38.8	D	
Intersection Delay, s/veh / LOS	17.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	2.08	B	2.46	B	2.45	B
Bicycle LOS Score / LOS	1.11	A	2.46	B	0.78	A	1.11	A

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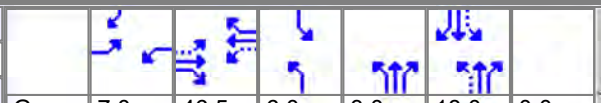
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	AM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	30 Road & Patterson	File Name	2045 ACP AM.xus		
Project Description					

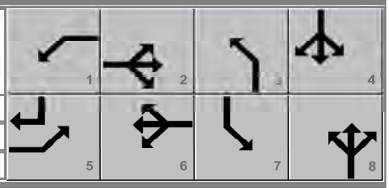


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	95	420	203	137	1188	17	438	57	49	42	138	279

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	55	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	46.5	6.0	3.0	18.0	0.0
Yellow	3.5	5.0	3.5	0.0	4.0	0.0
Red	0.5	1.5	0.5	0.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	11.0	53.0	11.0	53.0	13.0	26.0	10.0	23.0
Change Period, (*Y+R c*), s	4.0	6.5	4.0	6.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.2	0.0	4.2	4.3	4.2	4.3
Queue Clearance Time (*g s*), s	5.1		6.1		11.0	5.0	4.2	14.4
Green Extension Time (*g e*), s	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.8
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	0.02	1.00	1.00

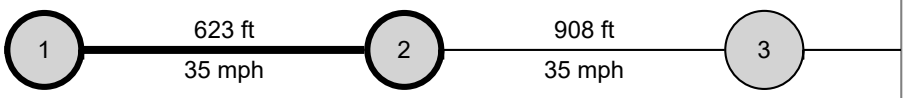
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	114	506	245	147	1271	18	528	69	58	51	166	225
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1598	1795	1795	1598	1730	1870	1560	1810	1885	1585
Queue Service Time (*g s*), s	3.1	4.1	4.6	4.1	22.8	0.3	9.0	3.0	3.0	2.2	7.9	12.4
Cycle Queue Clearance Time (*g c*), s	3.1	4.1	4.6	4.1	22.8	0.3	9.0	3.0	3.0	2.2	7.9	12.4
Green Ratio (*g/C*)	0.54	0.46	0.46	0.54	0.46	0.46	0.28	0.21	0.21	0.24	0.18	0.25
Capacity (*c*), veh/h	293	1669	743	487	1669	743	655	393	328	386	339	396
Volume-to-Capacity Ratio (*X*)	0.390	0.303	0.329	0.301	0.761	0.024	0.805	0.175	0.177	0.131	0.490	0.569
Back of Queue (*Q*), ft/ln (90 th percentile)	53.5	53.8	56.3	70	203.5	4.5	113.6	58.2	50.6	40	147.1	184.1
Back of Queue (*Q*), veh/ln (90 th percentile)	2.4	2.4	2.5	3.2	9.2	0.2	5.1	2.6	2.2	1.8	6.6	8.2
Queue Storage Ratio (*RQ*) (90 th percentile)	0.61	0.00	0.20	0.69	0.00	0.08	0.51	0.00	0.29	0.30	0.00	1.39
Uniform Delay (*d 1*), s/veh	15.7	6.5	6.5	11.9	11.5	6.7	34.2	32.4	32.4	29.7	36.9	32.8
Incremental Delay (*d 2*), s/veh	2.6	0.3	0.8	1.6	3.3	0.1	10.2	1.0	1.2	0.7	5.0	5.8
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	18.4	6.8	7.3	13.5	14.9	6.8	44.4	33.4	33.6	30.4	41.9	38.6
Level of Service (LOS)	B	A	A	B	B	A	D	C	C	C	D	D
Approach Delay, s/veh / LOS	8.5	A		14.6	B		42.3	D		38.9	D	
Intersection Delay, s/veh / LOS	21.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.23	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.20	A	1.82	B	1.57	B	1.22	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 ACP AM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	24 Road & Patterson	Market Street/Mall Access & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (24 Rd - Market St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	35	35	2	2	623	623	50	50	0	0	100	0	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	1	6	16	5	2	12
1	Bay/Lane Spillback Time, h						
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	41.58			42.05		
1	Running Time, s	14.68			14.98		
1	Running Speed, mph	28.93			28.35		
1	Through Delay, s/veh	8.14			43.57		
1	Travel Time, s	22.83			58.56		
1	Travel Speed, mph	18.61			7.25		
1	Stop Rate, stops/veh	0.32			0.89		
1	Spatial Stop Rate, stops/mi	2.75			7.56		
1	Through vol/cap Ratio	0.15			0.77		
1	Percent of Base FFS	44.75			17.25		
1	Level of Service	D			F		
1	Auto Traveler Perception Score	2.57			3.46		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	2.20		B	3.65		D
1	Bicycle Segment LOS Score / LOS	2.10		B	2.67		B
1	Transit Segment LOS Score / LOS	1.75		A	3.30		C

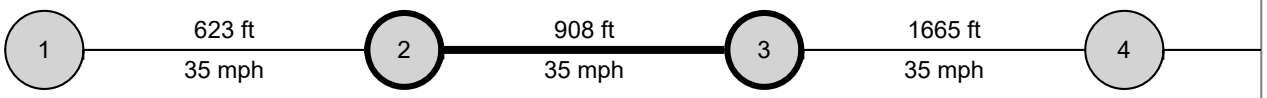
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	784.82	800.42
Facility Travel Speed, mph	27.36	26.83
Facility Base Free Flow Speed, mph	43.04	42.77
Facility Percent of Base FFS	63.57	62.72
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.21	C
Bicycle Facility LOS Score / LOS	2.76	C	2.73	C
Transit Facility LOS Score / LOS	1.13	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 ACP AM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	Market Street/Mall Access & Pat	Home Depot Access/Mesa Mall Access &		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (Market St to Home Depot)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
2	35	35	2	2	908	908	50	50	0	0	70	70	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	1	6	16	5	2	12
2	Bay/Lane Spillback Time, h						
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph	41.48			41.48		
2	Running Time, s	18.43			18.98		
2	Running Speed, mph	33.59			32.62		
2	Through Delay, s/veh	4.46			3.39		
2	Travel Time, s	22.89			22.37		
2	Travel Speed, mph	27.05			27.68		
2	Stop Rate, stops/veh	0.18			0.12		
2	Spatial Stop Rate, stops/mi	1.03			0.70		
2	Through vol/cap Ratio	0.16			0.49		
2	Percent of Base FFS	65.20			66.73		
2	Level of Service	C			C		
2	Auto Traveler Perception Score	2.29			2.24		
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	2.88		C	3.75		D
2	Bicycle Segment LOS Score / LOS	2.41		B	2.81		C
2	Transit Segment LOS Score / LOS	1.06		A	1.17		A

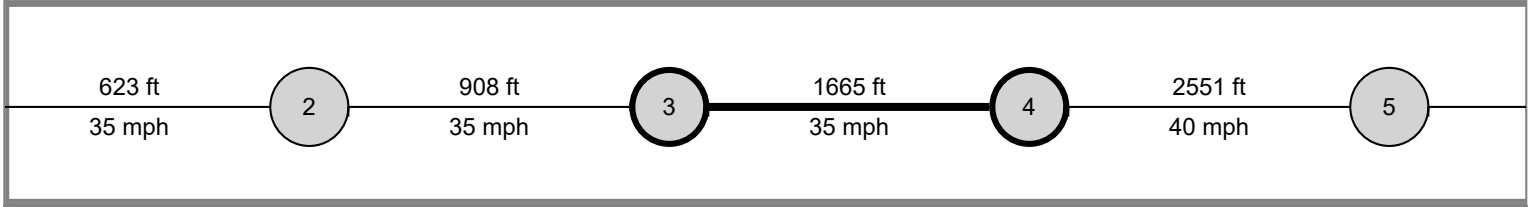
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	784.82	800.42
Facility Travel Speed, mph	27.36	26.83
Facility Base Free Flow Speed, mph	43.04	42.77
Facility Percent of Base FFS	63.57	62.72
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.21	C
Bicycle Facility LOS Score / LOS	2.76	C	2.73	C
Transit Facility LOS Score / LOS	1.13	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 ACP AM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	Home Depot Access/Mesa Mall /	24 1/2 Rd & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (Home Depot - 24 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
3	35	35	2	2	1665	1665	50	50	550	550	70	100	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h						
3	Shared Lane Spillback Time, h						
3	Base Free-Flow Speed, mph	40.84			40.32		
3	Running Time, s	30.30			31.90		
3	Running Speed, mph	37.46			35.59		
3	Through Delay, s/veh	12.44			3.67		
3	Travel Time, s	42.74			35.57		
3	Travel Speed, mph	26.56			31.92		
3	Stop Rate, stops/veh	0.40			0.11		
3	Spatial Stop Rate, stops/mi	1.26			0.36		
3	Through vol/cap Ratio	0.17			0.56		
3	Percent of Base FFS	65.04			79.16		
3	Level of Service	C			B		
3	Auto Traveler Perception Score	2.33			2.19		
Multimodal Results (Segment)							
3	Pedestrian Segment LOS Score / LOS	3.04		C	3.86		D
3	Bicycle Segment LOS Score / LOS	2.50		B	2.91		C
3	Transit Segment LOS Score / LOS	1.12		A	0.96		A

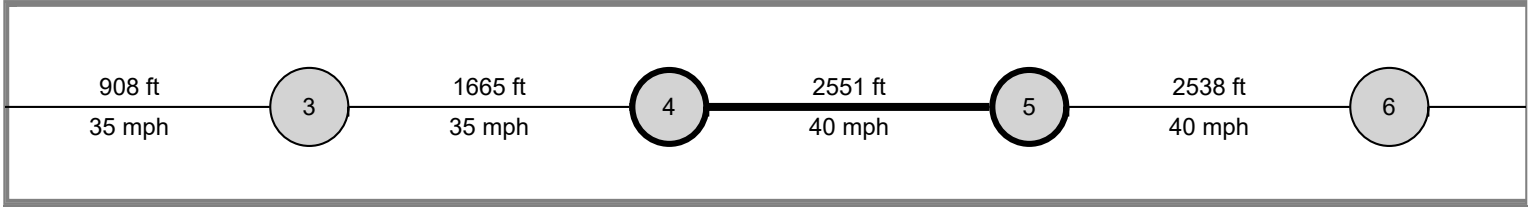
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	784.82	800.42
Facility Travel Speed, mph	27.36	26.83
Facility Base Free Flow Speed, mph	43.04	42.77
Facility Percent of Base FFS	63.57	62.72
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.21	C
Bicycle Facility LOS Score / LOS	2.76	C	2.73	C
Transit Facility LOS Score / LOS	1.13	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 ACP AM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	24 1/2 Rd & Patterson	25 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (24 1/2 Rd - 25 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
4	40	35	2	2	2551	2551	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h						
4	Shared Lane Spillback Time, h						
4	Base Free-Flow Speed, mph	43.32			40.97		
4	Running Time, s	42.33			46.11		
4	Running Speed, mph	41.09			37.72		
4	Through Delay, s/veh	30.81			12.21		
4	Travel Time, s	73.14			58.32		
4	Travel Speed, mph	23.78			29.82		
4	Stop Rate, stops/veh	0.80			0.28		
4	Spatial Stop Rate, stops/mi	1.65			0.59		
4	Through vol/cap Ratio	0.29			0.77		
4	Percent of Base FFS	54.90			72.79		
4	Level of Service	C			B		
4	Auto Traveler Perception Score	2.39			2.23		
Multimodal Results (Segment)							
4	Pedestrian Segment LOS Score / LOS	2.90		C	3.50		C
4	Bicycle Segment LOS Score / LOS	2.58		B	2.90		C
4	Transit Segment LOS Score / LOS	1.36		A	1.09		A

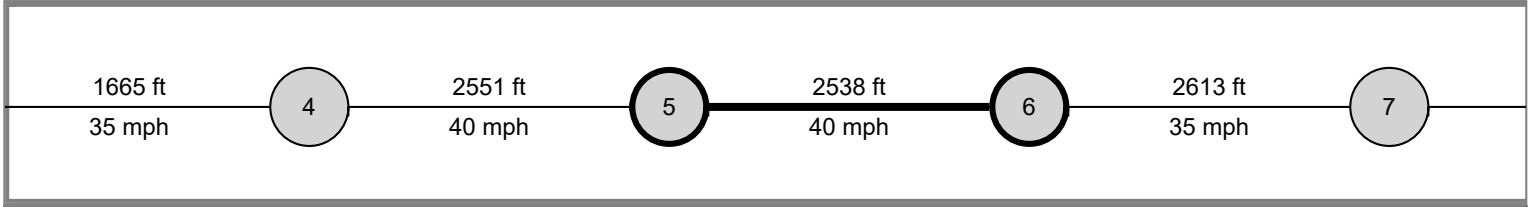
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	784.82	800.42
Facility Travel Speed, mph	27.36	26.83
Facility Base Free Flow Speed, mph	43.04	42.77
Facility Percent of Base FFS	63.57	62.72
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.21	C
Bicycle Facility LOS Score / LOS	2.76	C	2.73	C
Transit Facility LOS Score / LOS	1.13	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 ACP AM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	25 Road & Patterson	25 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (25 Rd - 25 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
5	40	40	2	2	2538	2538	50	50	260	260	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h						
5	Shared Lane Spillback Time, h						
5	Base Free-Flow Speed, mph	42.96			42.96		
5	Running Time, s	42.47			43.65		
5	Running Speed, mph	40.74			39.65		
5	Through Delay, s/veh	15.54			23.59		
5	Travel Time, s	58.01			67.24		
5	Travel Speed, mph	29.83			25.74		
5	Stop Rate, stops/veh	0.45			0.51		
5	Spatial Stop Rate, stops/mi	0.94			1.07		
5	Through vol/cap Ratio	0.28			0.86		
5	Percent of Base FFS	69.44			59.91		
5	Level of Service	B			C		
5	Auto Traveler Perception Score	2.28			2.30		
Multimodal Results (Segment)							
5	Pedestrian Segment LOS Score / LOS	2.74	B		3.86	D	
5	Bicycle Segment LOS Score / LOS	2.58	B		2.91	C	
5	Transit Segment LOS Score / LOS	0.92	A		1.36	A	

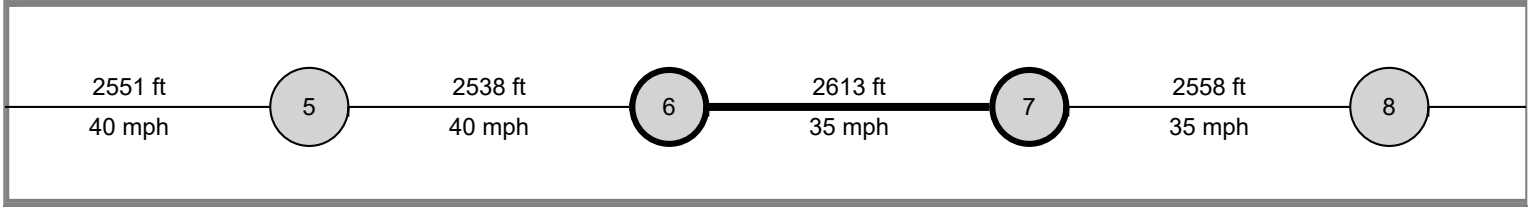
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	784.82	800.42
Facility Travel Speed, mph	27.36	26.83
Facility Base Free Flow Speed, mph	43.04	42.77
Facility Percent of Base FFS	63.57	62.72
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.21	C
Bicycle Facility LOS Score / LOS	2.76	C	2.73	C
Transit Facility LOS Score / LOS	1.13	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 ACP AM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	25 1/2 Road & Patterson	1st Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (25 1/2 Rd - 26 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
6	35	40	2	2	2613	2613	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
6	Bay/Lane Spillback Time, h						
6	Shared Lane Spillback Time, h						
6	Base Free-Flow Speed, mph	40.98			43.33		
6	Running Time, s	45.74			44.08		
6	Running Speed, mph	38.95			40.42		
6	Through Delay, s/veh	27.77			17.11		
6	Travel Time, s	73.50			61.19		
6	Travel Speed, mph	24.24			29.12		
6	Stop Rate, stops/veh	0.67			0.43		
6	Spatial Stop Rate, stops/mi	1.36			0.87		
6	Through vol/cap Ratio	0.51			0.69		
6	Percent of Base FFS	59.14			67.19		
6	Level of Service	C			B		
6	Auto Traveler Perception Score	2.35			2.27		
Multimodal Results (Segment)							
6	Pedestrian Segment LOS Score / LOS	2.90		C	3.00		C
6	Bicycle Segment LOS Score / LOS	2.66		B	2.80		C
6	Transit Segment LOS Score / LOS	1.34		A	1.08		A

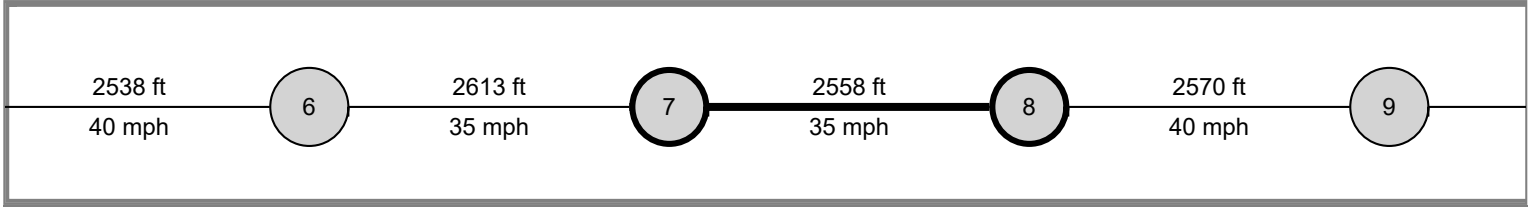
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	784.82	800.42
Facility Travel Speed, mph	27.36	26.83
Facility Base Free Flow Speed, mph	43.04	42.77
Facility Percent of Base FFS	63.57	62.72
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.21	C
Bicycle Facility LOS Score / LOS	2.76	C	2.73	C
Transit Facility LOS Score / LOS	1.13	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 ACP AM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	1st Street & Patterson	7th Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (26 Rd - 26 1/2)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
7	35	40	2	2	2558	2558	50	50	0	0	90	90	0.0	0.0

Segment Output Data		Westbound			Eastbound		
		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
7	Bay/Lane Spillback Time, h						
7	Shared Lane Spillback Time, h						
7	Base Free-Flow Speed, mph	40.40			42.75		
7	Running Time, s	45.60			43.48		
7	Running Speed, mph	38.24			40.12		
7	Through Delay, s/veh	19.06			28.35		
7	Travel Time, s	64.67			71.83		
7	Travel Speed, mph	26.97			24.28		
7	Stop Rate, stops/veh	0.50			0.59		
7	Spatial Stop Rate, stops/mi	1.04			1.22		
7	Through vol/cap Ratio	0.43			0.76		
7	Percent of Base FFS	66.77			56.81		
7	Level of Service	C			C		
7	Auto Traveler Perception Score	2.30			2.32		
Multimodal Results (Segment)							
7	Pedestrian Segment LOS Score / LOS	2.68		B	3.01		C
7	Bicycle Segment LOS Score / LOS	2.68		B	2.76		C
7	Transit Segment LOS Score / LOS	1.15		A	1.39		A

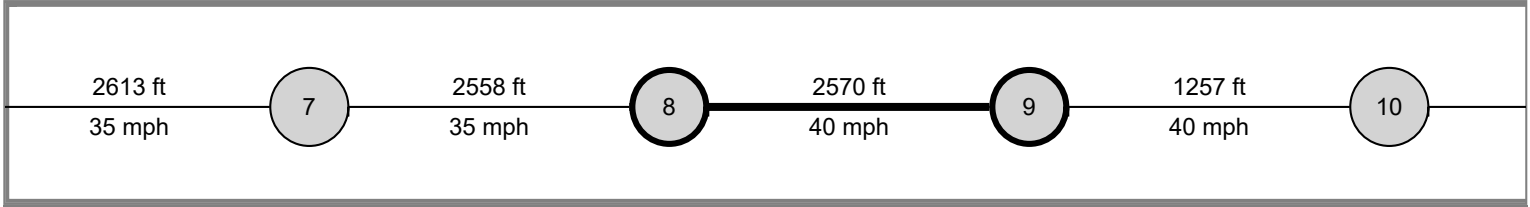
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	784.82	800.42
Facility Travel Speed, mph	27.36	26.83
Facility Base Free Flow Speed, mph	43.04	42.77
Facility Percent of Base FFS	63.57	62.72
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.21	C
Bicycle Facility LOS Score / LOS	2.76	C	2.73	C
Transit Facility LOS Score / LOS	1.13	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 ACP AM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	7th Street & Patterson	12th Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (26 1/2 Rd to 12th St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
8	40	35	2	2	2570	2570	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
8	Bay/Lane Spillback Time, h						
8	Shared Lane Spillback Time, h						
8	Base Free-Flow Speed, mph	43.08			40.73		
8	Running Time, s	43.32			45.45		
8	Running Speed, mph	40.45			38.55		
8	Through Delay, s/veh	31.46			27.81		
8	Travel Time, s	74.78			73.26		
8	Travel Speed, mph	23.43			23.92		
8	Stop Rate, stops/veh	0.67			0.72		
8	Spatial Stop Rate, stops/mi	1.38			1.48		
8	Through vol/cap Ratio	0.70			0.46		
8	Percent of Base FFS	54.39			58.72		
8	Level of Service	C			C		
8	Auto Traveler Perception Score	2.35			2.36		
Multimodal Results (Segment)							
8	Pedestrian Segment LOS Score / LOS	2.90		C	2.65		B
8	Bicycle Segment LOS Score / LOS	2.79		C	2.64		B
8	Transit Segment LOS Score / LOS	1.46		A	1.38		A

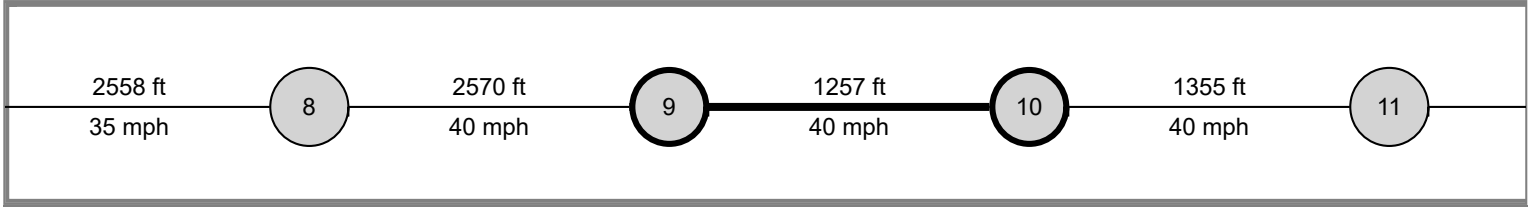
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	784.82	800.42
Facility Travel Speed, mph	27.36	26.83
Facility Base Free Flow Speed, mph	43.04	42.77
Facility Percent of Base FFS	63.57	62.72
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.21	C
Bicycle Facility LOS Score / LOS	2.76	C	2.73	C
Transit Facility LOS Score / LOS	1.13	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 ACP AM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	12th Street & Patterson	Patterson Rd & 15th St		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (12th St - 27 1/4 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
9	40	35	2	2	1257	1257	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
9	Bay/Lane Spillback Time, h						
9	Shared Lane Spillback Time, h						
9	Base Free-Flow Speed, mph	42.61			40.26		
9	Running Time, s	23.36			24.41		
9	Running Speed, mph	36.68			35.11		
9	Through Delay, s/veh	1.57			36.87		
9	Travel Time, s	24.93			61.28		
9	Travel Speed, mph	34.38			13.98		
9	Stop Rate, stops/veh	0.05			0.84		
9	Spatial Stop Rate, stops/mi	0.23			3.55		
9	Through vol/cap Ratio	0.38			0.57		
9	Percent of Base FFS	80.68			34.73		
9	Level of Service	A			E		
9	Auto Traveler Perception Score	2.17			2.71		
Multimodal Results (Segment)							
9	Pedestrian Segment LOS Score / LOS	2.79		C	3.33		C
9	Bicycle Segment LOS Score / LOS	2.82		C	2.70		B
9	Transit Segment LOS Score / LOS	0.71		A	2.34		B

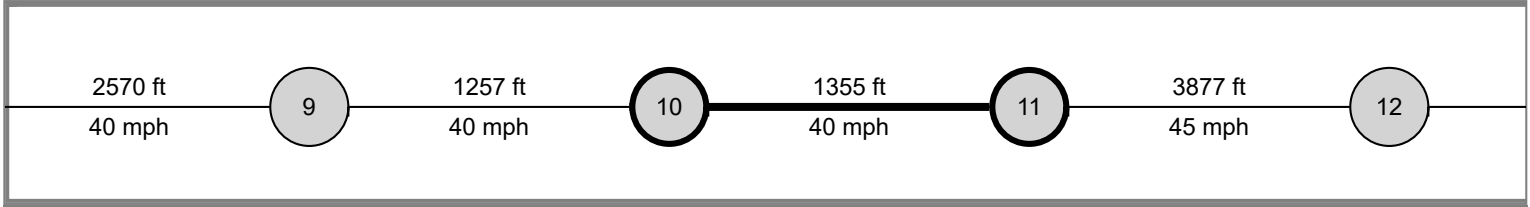
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	784.82	800.42
Facility Travel Speed, mph	27.36	26.83
Facility Base Free Flow Speed, mph	43.04	42.77
Facility Percent of Base FFS	63.57	62.72
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.21	C
Bicycle Facility LOS Score / LOS	2.76	C	2.73	C
Transit Facility LOS Score / LOS	1.13	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 ACP AM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	Patterson Rd & 15th St	27 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
10	40	40	2	2	1355	1355	50	50	0	0	70	70	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	1	6	16	5	2	12
10	Bay/Lane Spillback Time, h						
10	Shared Lane Spillback Time, h						
10	Base Free-Flow Speed, mph	44.07			44.07		
10	Running Time, s	24.25			24.22		
10	Running Speed, mph	38.10			38.15		
10	Through Delay, s/veh	20.49			2.04		
10	Travel Time, s	44.74			26.26		
10	Travel Speed, mph	20.65			35.18		
10	Stop Rate, stops/veh	0.55			0.08		
10	Spatial Stop Rate, stops/mi	2.14			0.31		
10	Through vol/cap Ratio	0.56			0.28		
10	Percent of Base FFS	46.86			79.84		
10	Level of Service	D			B		
10	Auto Traveler Perception Score	2.70			2.19		
Multimodal Results (Segment)							
10	Pedestrian Segment LOS Score / LOS	3.57		D	3.56		D
10	Bicycle Segment LOS Score / LOS	2.84		C	2.68		B
10	Transit Segment LOS Score / LOS	1.70		A	0.65		A

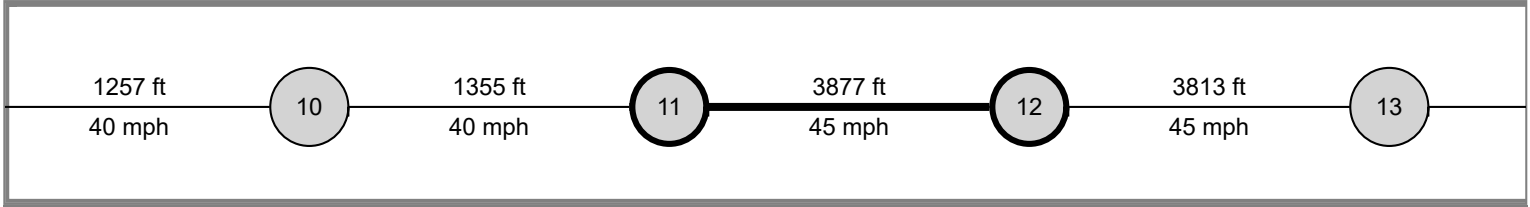
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	784.82	800.42
Facility Travel Speed, mph	27.36	26.83
Facility Base Free Flow Speed, mph	43.04	42.77
Facility Percent of Base FFS	63.57	62.72
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.21	C
Bicycle Facility LOS Score / LOS	2.76	C	2.73	C
Transit Facility LOS Score / LOS	1.13	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 ACP AM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	27 1/2 Road & Patterson	28 1/4 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (27 1/2 RD - 28 1/4 RD)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
11	45	40	2	2	3877	3877	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement		2	12	1	6	
11	Bay/Lane Spillback Time, h						
11	Shared Lane Spillback Time, h						
11	Base Free-Flow Speed, mph	45.57			43.22		
11	Running Time, s	60.87			63.04		
11	Running Speed, mph	43.43			41.93		
11	Through Delay, s/veh	22.73			7.12		
11	Travel Time, s	83.60			70.16		
11	Travel Speed, mph	31.62			37.68		
11	Stop Rate, stops/veh	0.62			0.24		
11	Spatial Stop Rate, stops/mi	0.84			0.33		
11	Through vol/cap Ratio	0.55			0.25		
11	Percent of Base FFS	69.38			87.16		
11	Level of Service	B			A		
11	Auto Traveler Perception Score	2.37			2.19		
Multimodal Results (Segment)							
11	Pedestrian Segment LOS Score / LOS	3.86		D	2.93		C
11	Bicycle Segment LOS Score / LOS	2.90		C	2.60		B
11	Transit Segment LOS Score / LOS	0.91		A	0.47		A

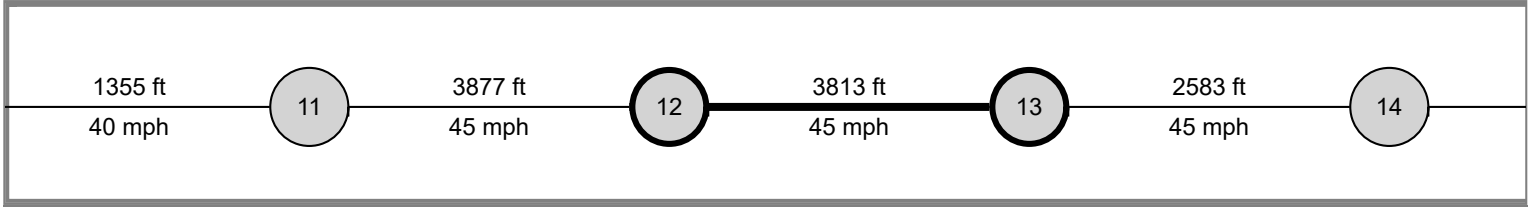
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	784.82	800.42
Facility Travel Speed, mph	27.36	26.83
Facility Base Free Flow Speed, mph	43.04	42.77
Facility Percent of Base FFS	63.57	62.72
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.21	C
Bicycle Facility LOS Score / LOS	2.76	C	2.73	C
Transit Facility LOS Score / LOS	1.13	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 ACP AM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	28 1/4 Road & Patterson	29 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (28 1/4 Rd - 29 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12	45	40	2	2	3813	3813	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
12	Bay/Lane Spillback Time, h						
12	Shared Lane Spillback Time, h						
12	Base Free-Flow Speed, mph	45.78			43.43		
12	Running Time, s	59.75			61.76		
12	Running Speed, mph	43.51			42.09		
12	Through Delay, s/veh	22.99			17.55		
12	Travel Time, s	82.74			79.31		
12	Travel Speed, mph	31.42			32.78		
12	Stop Rate, stops/veh	0.49			0.41		
12	Spatial Stop Rate, stops/mi	0.68			0.57		
12	Through vol/cap Ratio	0.80			0.39		
12	Percent of Base FFS	68.64			75.47		
12	Level of Service	B			B		
12	Auto Traveler Perception Score	2.24			2.22		
Multimodal Results (Segment)							
12	Pedestrian Segment LOS Score / LOS	3.56		D	2.91		C
12	Bicycle Segment LOS Score / LOS	2.93		C	2.62		B
12	Transit Segment LOS Score / LOS	0.95		A	0.75		A

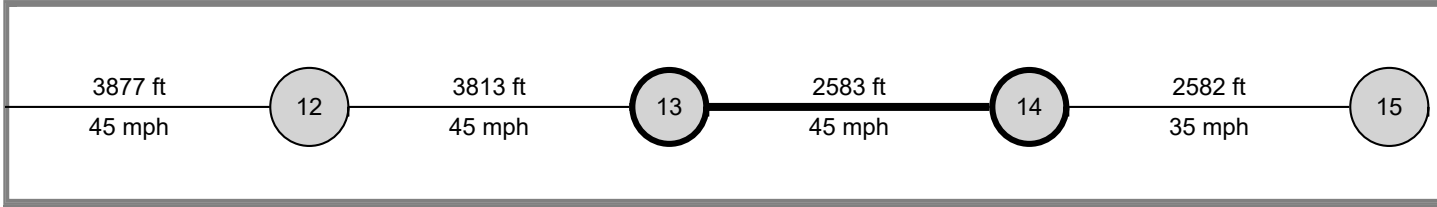
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	784.82	800.42
Facility Travel Speed, mph	27.36	26.83
Facility Base Free Flow Speed, mph	43.04	42.77
Facility Percent of Base FFS	63.57	62.72
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.21	C
Bicycle Facility LOS Score / LOS	2.76	C	2.73	C
Transit Facility LOS Score / LOS	1.13	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 ACP AM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	29 Road & Patterson	29 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (29 Rd - 29 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
13	45	45	2	2	2583	2583	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
13	Bay/Lane Spillback Time, h						
13	Shared Lane Spillback Time, h						
13	Base Free-Flow Speed, mph	44.94			44.94		
13	Running Time, s	41.59			40.48		
13	Running Speed, mph	42.34			43.51		
13	Through Delay, s/veh	13.34			22.15		
13	Travel Time, s	54.93			62.63		
13	Travel Speed, mph	32.06			28.12		
13	Stop Rate, stops/veh	0.40			0.56		
13	Spatial Stop Rate, stops/mi	0.82			1.14		
13	Through vol/cap Ratio	0.64			0.35		
13	Percent of Base FFS	71.34			62.57		
13	Level of Service	B			C		
13	Auto Traveler Perception Score	2.26			2.31		
Multimodal Results (Segment)							
13	Pedestrian Segment LOS Score / LOS	3.59		D	3.37		C
13	Bicycle Segment LOS Score / LOS	3.02		C	2.71		B
13	Transit Segment LOS Score / LOS	0.98		A	1.09		A

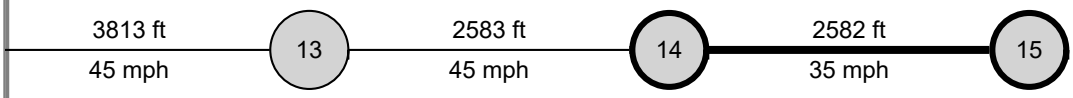
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	784.82	800.42
Facility Travel Speed, mph	27.36	26.83
Facility Base Free Flow Speed, mph	43.04	42.77
Facility Percent of Base FFS	63.57	62.72
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.21	C
Bicycle Facility LOS Score / LOS	2.76	C	2.73	C
Transit Facility LOS Score / LOS	1.13	A	1.08	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	AM Peak	Number of Iterations	15
File Name	2045 ACP AM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	29 1/2 Road & Patterson	30 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (29 1/2 Rd - 30 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
14	35	45	2	2	2582	2582	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
14	Bay/Lane Spillback Time, h						
14	Shared Lane Spillback Time, h						
14	Base Free-Flow Speed, mph	40.81			45.51		
14	Running Time, s	46.49			40.31		
14	Running Speed, mph	37.87			43.67		
14	Through Delay, s/veh	14.85			12.14		
14	Travel Time, s	61.35			52.45		
14	Travel Speed, mph	28.70			33.57		
14	Stop Rate, stops/veh	0.34			0.36		
14	Spatial Stop Rate, stops/mi	0.70			0.74		
14	Through vol/cap Ratio	0.76			0.28		
14	Percent of Base FFS	70.31			73.75		
14	Level of Service	B			B		
14	Auto Traveler Perception Score	2.24			2.25		
Multimodal Results (Segment)							
14	Pedestrian Segment LOS Score / LOS	3.63		D	2.97		C
14	Bicycle Segment LOS Score / LOS	2.91		C	2.62		B
14	Transit Segment LOS Score / LOS	1.13		A	0.71		A

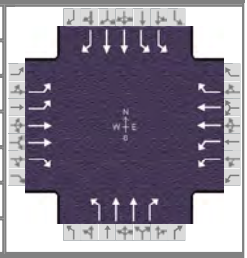
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	784.82	800.42
Facility Travel Speed, mph	27.36	26.83
Facility Base Free Flow Speed, mph	43.04	42.77
Facility Percent of Base FFS	63.57	62.72
Facility Level of Service	C	C
Facility Auto Traveler Perception Score	2.32	2.29

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.20	C	3.21	C
Bicycle Facility LOS Score / LOS	2.76	C	2.73	C
Transit Facility LOS Score / LOS	1.13	A	1.08	A

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HCS7 Signalized Intersection Results Summary

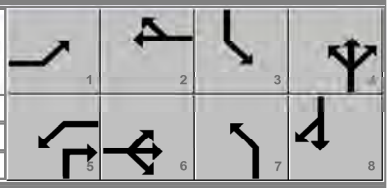
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.91
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	24 Road & Patterson	File Name	2045 ACP PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	127	195	207	583	327	359	53	741	341	467	936	45

Signal Information			
Cycle, s	100.0	Reference Phase	6
Offset, s	85	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.8	5.3	19.1	7.2	2.8	26.8	
Yellow	3.5	3.5	4.0	3.5	3.5	4.0	
Red	0.5	0.5	1.0	0.5	0.5	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	2.0	3.0	1.1	3.0	2.0	3.0
Phase Duration, s	16.8	24.1	26.1	33.4	11.2	31.8	18.0	38.6
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	10.8		19.9		4.2	24.4	16.0	29.6
Green Extension Time (g_e), s	2.0	0.0	2.2	0.0	0.2	2.4	0.0	3.7
Phase Call Probability	1.00		1.00		0.80	1.00	1.00	1.00
Max Out Probability	0.06		0.78		0.00	1.00	1.00	1.00

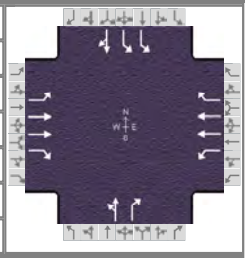
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	379	582	618	641	359	395	58	814	375	513	1029	49
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1675	1752		1716	1738		1810	1738	1585	1730	1752	1517
Queue Service Time (g_s), s	8.8	16.1		17.9	8.3		2.2	22.4	15.8	14.0	27.6	2.2
Cycle Queue Clearance Time (g_c), s	8.8	16.1		17.9	8.3		2.2	22.4	15.8	14.0	27.6	2.2
Green Ratio (*g/C*)	0.32	0.19		0.22	0.28		0.34	0.27	0.49	0.14	0.34	0.34
Capacity (*c*), veh/h	823	670		759	988		224	931	775	484	1176	509
Volume-to-Capacity Ratio (*X*)	0.461	0.870		0.844	0.364		0.261	0.875	0.484	1.060	0.875	0.097
Back of Queue (*Q*), ft/ln (90 th percentile)	148.3	267.8		256.2	131.4		38.3	332.2	192.3	312.8	380.2	33
Back of Queue (*Q*), veh/ln (90 th percentile)	6.4	11.8		11.4	5.7		1.7	14.5	8.6	14.0	16.7	1.4
Queue Storage Ratio (*RQ*) (90 th percentile)	0.83	0.00		1.16	0.00		0.29	0.00	1.09	2.36	0.00	0.51
Uniform Delay (d_1), s/veh	29.3	39.5		37.3	28.6		25.4	35.0	17.1	43.0	31.2	22.8
Incremental Delay (d_2), s/veh	0.6	14.4		6.3	0.9		0.9	9.5	0.7	57.6	7.7	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	29.9	53.9	0.0	43.6	29.5	0.0	26.3	44.5	17.8	100.6	38.9	22.9
Level of Service (LOS)	C	D	A	D	C	A	C	D	B	F	D	C
Approach Delay, s/veh / LOS	27.0	C		27.6	C		35.6	D		58.3	E	
Intersection Delay, s/veh / LOS	37.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.58	C	2.58	C	2.58	C
Bicycle LOS Score / LOS	0.97	A	1.64	B	1.52	B	1.80	B

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HCS7 Signalized Intersection Results Summary

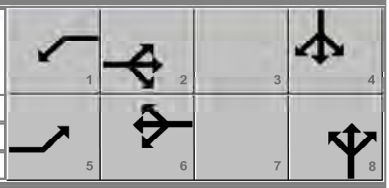
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Market Street/Mall Acce…	File Name	2045 ACP PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	159	732	141	31	905	336	124	82	34	315	28	257

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	14	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.4	6.6	29.4	24.0	15.6	0.0	
Yellow	3.5	3.5	4.0	4.0	4.0	0.0	
Red	0.5	0.5	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	3.0		11.0		10.0
Phase Duration, s	15.9	45.0	5.4	34.4		20.6		29.0
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.3		3.4
Queue Clearance Time (g_s), s	11.6		2.4			15.1		22.2
Green Extension Time (g_e), s	0.4	0.0	0.0	0.0		0.5		1.8
Phase Call Probability	1.00		0.27			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

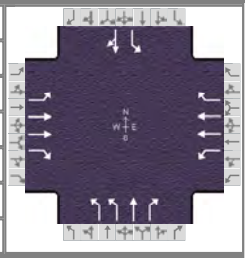
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	252	1160	223	11	332	123		248	41	380	343	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1711	1766	1610	1810	1766	1522		1844	1610	1702	1635	
Queue Service Time (g_s), s	9.6	24.7	3.3	0.4	3.5	1.3		13.1	2.2	9.5	20.2	
Cycle Queue Clearance Time (g_c), s	9.6	24.7	3.3	0.4	3.5	1.3		13.1	2.2	9.5	20.2	
Green Ratio (*g/C*)	0.43	0.40	0.40	0.31	0.29	0.29		0.16	0.16	0.24	0.24	
Capacity (*c*), veh/h	537	1413	644	162	1039	448		288	252	818	393	
Volume-to-Capacity Ratio (*X*)	0.469	0.821	0.347	0.070	0.320	0.276		0.861	0.163	0.464	0.874	
Back of Queue (*Q*), ft/ln (90 th percentile)	139.9	198.3	40.8	7.5	51.9	22.3		206.4	34.8	147.7	263.2	
Back of Queue (*Q*), veh/ln (90 th percentile)	6.0	8.8	1.9	0.3	2.3	1.0		9.4	1.6	6.5	12.0	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.95	0.00	0.33	0.07	0.00	0.21		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	20.7	14.9	5.4	25.8	10.7	4.3		41.1	36.5	32.5	36.5	
Incremental Delay (d_2), s/veh	0.1	3.0	0.8	0.1	0.8	1.5		3.0	0.1	0.2	2.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	20.8	17.9	6.1	25.9	11.5	5.8		44.1	36.6	32.6	39.0	
Level of Service (LOS)	C	B	A	C	B	A		D	D	C	D	
Approach Delay, s/veh / LOS	16.7	B		10.3	B		43.0	D		35.6	D	
Intersection Delay, s/veh / LOS	22.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	2.12	B	2.47	B	2.45	B
Bicycle LOS Score / LOS	1.51	B	1.75	B	0.96	A	1.68	B

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HCS7 Signalized Intersection Results Summary

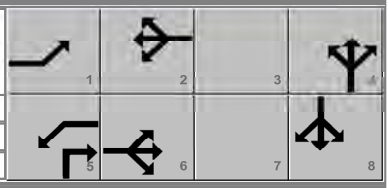
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.84
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Home Depot Access/Me…	File Name	2045 ACP PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	85	760	227	130	876	65	279	72	249	88	45	127

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	81	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	Off

Green	5.0	2.1	41.0	15.0	18.0	0.0	
Yellow	3.5	0.0	4.0	4.0	4.0	0.0	
Red	0.5	0.0	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		9.0		10.0
Phase Duration, s	11.0	48.1	9.0	46.0		23.0		20.0
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0		5.4		5.5
Queue Clearance Time (g_s), s	6.6		5.0			19.4		13.8
Green Extension Time (g_e), s	0.6	0.0	0.3	0.0		0.0		1.2
Phase Call Probability	0.98		0.93			1.00		1.00
Max Out Probability	0.00		0.01			1.00		0.27

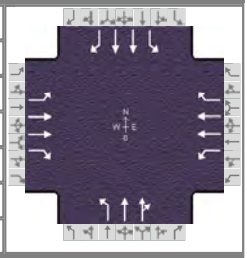
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	138	1234	369	96	647	48	332	86	296	105	205	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1711	1766	1598	1810	1752	1610	1743	1900	1610	1767	1677	
Queue Service Time (g_s), s	4.6	32.3	21.7	3.0	15.1	2.1	8.6	3.9	17.4	5.4	11.8	
Cycle Queue Clearance Time (g_c), s	4.6	32.3	21.7	3.0	15.1	2.1	8.6	3.9	17.4	5.4	11.8	
Green Ratio (*g/C*)	0.48	0.43	0.43	0.46	0.41	0.41	0.18	0.18	0.23	0.15	0.15	
Capacity (*c*), veh/h	379	1521	688	190	1437	660	626	341	369	266	252	
Volume-to-Capacity Ratio (*X*)	0.364	0.811	0.536	0.506	0.450	0.073	0.530	0.251	0.804	0.394	0.812	
Back of Queue (*Q*), ft/ln (90 th percentile)	72.7	446.6	327.4	52.9	225	31.8	139.4	73.6	258.6	98.6	188.7	
Back of Queue (*Q*), veh/ln (90 th percentile)	3.1	19.8	14.8	2.4	9.9	1.4	6.3	3.3	11.8	4.4	8.6	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.54	0.00	1.64	0.48	0.00	0.00	0.78	0.00	1.18	0.74	0.00	
Uniform Delay (d_1), s/veh	15.8	31.4	34.7	22.3	26.2	20.9	37.2	35.2	36.4	38.4	41.1	
Incremental Delay (d_2), s/veh	0.8	4.4	2.7	2.8	1.0	0.2	1.1	0.5	12.7	1.4	9.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	16.5	35.8	37.4	25.0	27.2	21.1	38.3	35.8	49.1	39.7	50.8	
Level of Service (LOS)	B	D	D	C	C	C	D	D	D	D	D	
Approach Delay, s/veh / LOS	34.6	C		26.6	C		42.5	D		47.0	D	
Intersection Delay, s/veh / LOS	35.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	1.91	B	2.45	B	2.47	B
Bicycle LOS Score / LOS	1.54	B	1.54	B	1.67	B	1.00	A

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HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.92
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	24 1/2 Rd & Patterson	File Name	2045 ACP PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	670	251	267	735	282	254	410	206	227	333	100

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	6	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	1.9	38.0	7.0	3.4	17.5	1	2	3	4		
Yellow	3.5	0.0	4.0	3.5	3.5	4.0	5	6	7	8		
Red	0.5	0.0	1.5	0.5	0.5	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	13.7	43.5	15.7	45.4	18.4	29.9	11.0	22.5
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	8.8		10.3		14.2	19.9	9.0	11.6
Green Extension Time (g_e), s	1.0	0.0	1.3	0.0	0.1	5.0	0.0	5.3
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.61	1.00	0.56

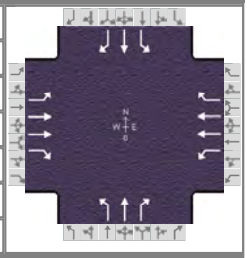
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	195	1283	481	235	647	248	276	353	317	247	362	109
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1697	1781	1610	1810	1766	1598	1767	1856	1646	1767	1738	1397
Queue Service Time (g_s), s	6.8	33.9	20.1	8.3	13.3	7.4	12.2	17.7	17.9	7.0	9.6	7.0
Cycle Queue Clearance Time (g_c), s	6.8	33.9	20.1	8.3	13.3	7.4	12.2	17.7	17.9	7.0	9.6	7.0
Green Ratio (*g/C*)	0.48	0.38	0.38	0.50	0.40	0.40	0.34	0.25	0.25	0.25	0.18	0.18
Capacity (*c*), veh/h	383	1352	611	294	1410	638	398	461	409	234	609	244
Volume-to-Capacity Ratio (*X*)	0.510	0.949	0.786	0.799	0.459	0.389	0.693	0.765	0.774	1.056	0.595	0.445
Back of Queue (*Q*), ft/ln (90 th percentile)	110	396.4	164.8	152.5	186.5	92.2	193.8	275.9	251.4	243.4	153.5	110.8
Back of Queue (*Q*), veh/ln (90 th percentile)	4.7	17.7	7.5	6.9	8.3	4.2	8.6	12.2	11.3	10.8	6.7	4.4
Queue Storage Ratio (*RQ*) (90 th percentile)	0.82	0.00	0.75	1.16	0.00	0.37	1.46	0.00	0.00	1.83	0.00	0.00
Uniform Delay (d_1), s/veh	17.1	21.6	12.5	28.2	21.6	12.0	26.9	34.9	35.0	38.5	38.0	36.9
Incremental Delay (d_2), s/veh	1.3	13.7	8.8	6.4	1.0	1.6	5.4	5.9	7.1	74.6	1.3	1.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	18.4	35.3	21.3	34.6	22.6	13.6	32.3	40.8	42.0	113.0	39.3	38.7
Level of Service (LOS)	B	D	C	C	C	B	C	D	D	F	D	D
Approach Delay, s/veh / LOS	30.2	C		23.1	C		38.7	D		64.6	E	
Intersection Delay, s/veh / LOS	35.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.43	B	2.44	B	2.45	B
Bicycle LOS Score / LOS	1.40	A	1.64	B	1.27	A	1.08	A

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HCS7 Signalized Intersection Results Summary

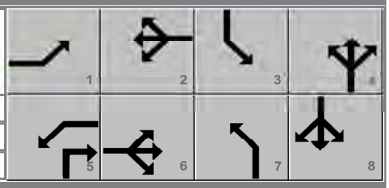
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.87
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	25 Road & Patterson	File Name	2045 ACP PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	66	921	181	281	905	147	223	338	257	218	317	110

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	45	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.0	6.0	30.0	6.0	3.0	22.0	
Yellow	3.5	3.5	4.5	3.5	3.5	4.0	
Red	0.5	0.5	1.5	0.5	0.5	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	20.0	46.0	10.0	36.0	17.0	34.0	10.0	27.0
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	4.9		8.0		12.8	21.4	8.0	21.6
Green Extension Time (g_e), s	0.3	0.0	0.0	0.0	0.0	4.1	0.0	0.2
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.02		1.00		1.00	0.80	1.00	1.00

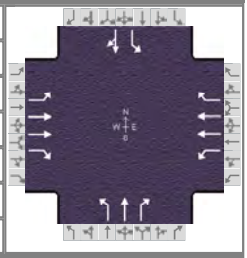
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	107	1498	294	218	701	114	256	389	278	251	364	126
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1781	1585	1795	1795	1585	1753	1811	1610	1795	1811	1585
Queue Service Time (g_s), s	2.9	40.0	10.6	6.0	17.7	5.6	10.8	19.4	13.6	6.0	19.6	6.8
Cycle Queue Clearance Time (g_c), s	2.9	40.0	10.6	6.0	17.7	5.6	10.8	19.4	13.6	6.0	19.6	6.8
Green Ratio (*g/C*)	0.48	0.40	0.40	0.36	0.30	0.30	0.37	0.29	0.35	0.28	0.22	0.22
Capacity (*c*), veh/h	433	1424	634	180	1077	476	321	525	564	239	398	349
Volume-to-Capacity Ratio (*X*)	0.248	1.052	0.464	1.210	0.651	0.239	0.799	0.740	0.494	1.050	0.914	0.363
Back of Queue (*Q*), ft/ln (90 th percentile)	46.9	629.5	123.9	298.7	256.5	88.5	206.3	311.2	187.1	252.5	367.2	111.4
Back of Queue (*Q*), veh/ln (90 th percentile)	2.1	28.2	5.5	13.5	11.6	4.0	9.1	13.5	8.5	11.4	15.9	5.0
Queue Storage Ratio (*RQ*) (90 th percentile)	0.26	0.00	0.77	1.69	0.00	0.68	0.93	0.00	1.06	1.91	0.00	0.84
Uniform Delay (d_1), s/veh	13.2	25.3	14.7	28.9	34.1	27.4	26.0	32.1	25.5	37.8	38.1	33.1
Incremental Delay (d_2), s/veh	1.3	37.9	2.3	129.9	2.6	1.0	18.5	9.0	3.1	71.8	28.0	2.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.5	63.2	17.0	158.8	36.7	28.4	44.5	41.1	28.6	109.6	66.1	36.0
Level of Service (LOS)	B	F	B	F	D	C	D	D	C	F	E	D
Approach Delay, s/veh / LOS	53.3	D		61.5	E		38.3	D		75.6	E	
Intersection Delay, s/veh / LOS	55.7						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.13	B	2.12	B	2.44	B	2.45	B
Bicycle LOS Score / LOS	1.60	B	1.75	B	2.01	B	1.71	B

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HCS7 Signalized Intersection Results Summary

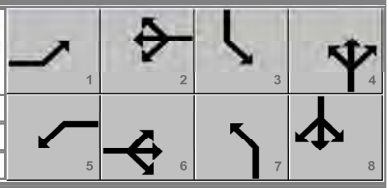
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.82
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	25 1/2 Road & Patterson	File Name	2045 ACP PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	92	1205	144	181	1180	147	93	190	189	184	159	75

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.6	0.2	48.2	6.0	2.0	17.0	
Yellow	3.5	0.0	4.5	3.5	0.0	4.0	
Red	0.5	0.0	1.5	0.5	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	11.6	54.2	11.8	54.4	10.0	22.0	12.0	24.0
Change Period, (*Y+R c*), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.3	5.2	5.3
Queue Clearance Time (*g s*), s	4.9		5.5		7.3	16.1	10.0	17.7
Green Extension Time (*g e*), s	0.6	0.0	0.7	0.0	0.0	0.9	0.0	1.0
Phase Call Probability	0.95		0.97		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	1.00	1.00	1.00

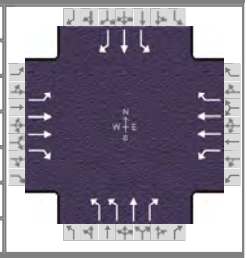
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	110	1445	173	130	848	106	113	232	230	224	285	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1781	1598	1781	1781	1572	1767	1885	1585	1682	1754	
Queue Service Time (*g s*), s	2.9	35.8	5.8	3.5	12.0	1.2	5.3	11.6	14.1	8.0	15.7	
Cycle Queue Clearance Time (*g c*), s	2.9	35.8	5.8	3.5	12.0	1.2	5.3	11.6	14.1	8.0	15.7	
Green Ratio (*g/C*)	0.56	0.48	0.48	0.56	0.48	0.48	0.23	0.17	0.17	0.25	0.19	
Capacity (*c*), veh/h	415	1717	770	249	1723	761	192	320	269	254	333	
Volume-to-Capacity Ratio (*X*)	0.265	0.841	0.224	0.522	0.492	0.139	0.592	0.724	0.856	0.885	0.857	
Back of Queue (*Q*), ft/ln (90 th percentile)	45.4	443.4	83.8	62.5	136.7	16.9	114.2	201.6	232.6	159.2	271.1	
Back of Queue (*Q*), veh/ln (90 th percentile)	2.1	19.8	3.8	2.8	6.1	0.7	5.1	9.1	10.4	6.7	12.0	
Queue Storage Ratio (*RQ*) (90 th percentile)	0.34	0.00	0.66	0.47	0.00	0.13	1.03	0.00	2.63	1.18	0.00	
Uniform Delay (*d 1*), s/veh	12.1	23.7	13.5	22.0	10.9	4.1	33.1	39.3	40.3	36.9	39.2	
Incremental Delay (*d 2*), s/veh	0.4	4.7	0.6	2.0	0.8	0.3	12.7	7.8	21.8	33.2	18.6	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	12.6	28.4	14.1	24.0	11.7	4.4	45.8	47.1	62.1	70.1	57.8	
Level of Service (LOS)	B	C	B	C	B	A	D	D	E	E	E	
Approach Delay, s/veh / LOS	26.0	C		12.4	B		52.9	D		63.2	E	
Intersection Delay, s/veh / LOS	31.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.09	B	1.90	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.94	B	2.00	B	1.44	A	1.33	A

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HCS7 Signalized Intersection Results Summary

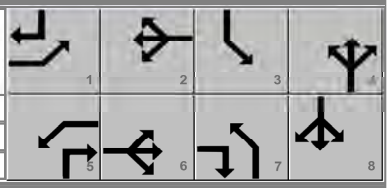
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.77
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	1st Street & Patterson	File Name	2045 ACP PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	115	1234	197	217	1180	124	210	394	193	165	311	80

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	72	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.8	0.1	35.7	9.0	2.4	26.6	
Yellow	3.5	0.0	3.0	3.5	0.0	4.0	
Red	0.5	0.0	2.5	0.5	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	11.8	41.2	11.9	41.3	13.0	31.6	15.4	33.9
Change Period, (*Y+R c*), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (*g s*), s	6.2		7.2		7.5	28.5	10.3	21.4
Green Extension Time (*g e*), s	0.5	0.0	0.7	0.0	1.5	0.0	1.1	4.4
Phase Call Probability	0.97		0.98		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	1.00	0.00	0.83

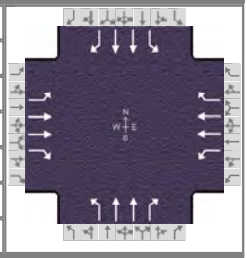
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	126	1349	215	150	817	86	273	512	251	214	404	104
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1766	1598	1781	1781	1572	1743	1856	1598	1810	1885	1610
Queue Service Time (*g s*), s	4.2	35.7	7.5	5.2	20.1	4.4	5.5	26.5	12.2	8.3	19.4	4.4
Cycle Queue Clearance Time (*g c*), s	4.2	35.7	7.5	5.2	20.1	4.4	5.5	26.5	12.2	8.3	19.4	4.4
Green Ratio (*g/C*)	0.43	0.36	0.45	0.44	0.36	0.36	0.36	0.27	0.34	0.38	0.29	0.37
Capacity (*c*), veh/h	299	1261	714	212	1276	563	590	492	550	279	545	590
Volume-to-Capacity Ratio (*X*)	0.420	1.070	0.301	0.707	0.640	0.152	0.462	1.040	0.456	0.768	0.741	0.176
Back of Queue (*Q*), ft/ln (90 th percentile)	62.9	627.7	99.1	82.4	269	93	89.7	556.4	163.5	140.8	296.1	64.8
Back of Queue (*Q*), veh/ln (90 th percentile)	2.9	27.8	4.5	3.7	12.0	4.1	4.0	24.7	7.4	6.4	13.4	2.9
Queue Storage Ratio (*RQ*) (90 th percentile)	0.48	0.00	0.75	0.75	0.00	0.85	0.68	0.00	1.24	1.28	0.00	0.00
Uniform Delay (*d 1*), s/veh	18.2	29.6	14.3	23.0	30.4	26.8	24.7	36.7	25.5	25.2	32.2	21.4
Incremental Delay (*d 2*), s/veh	1.1	44.3	0.9	3.7	1.5	0.4	0.8	51.2	0.8	6.2	5.8	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	19.3	73.9	15.2	26.7	31.9	27.2	25.5	88.0	26.4	31.4	37.9	21.6
Level of Service (LOS)	B	F	B	C	C	C	C	F	C	C	D	C
Approach Delay, s/veh / LOS	62.4	E		30.8	C		56.6	E		33.6	C	
Intersection Delay, s/veh / LOS	49.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.44	B	2.44	B
Bicycle LOS Score / LOS	2.14	B	2.12	B	2.20	B	1.68	B

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HCS7 Signalized Intersection Results Summary

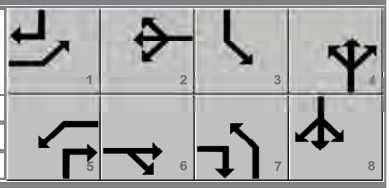
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.80
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	7th Street & Patterson	File Name	2045 ACP PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	147	1222	163	202	934	172	245	586	275	151	311	173

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	26	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.2	2.2	44.6	5.0	3.0	19.0	
Yellow	3.5	0.0	4.0	3.5	0.0	4.0	
Red	0.5	0.0	1.0	0.5	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	14.4	51.8	12.2	49.6	12.0	27.0	9.0	24.0
Change Period, ($Y+R_c$), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	9.8		7.2		10.0	21.8	7.0	13.2
Green Extension Time (g_e), s	0.8	0.0	1.1	0.0	0.0	0.2	0.0	4.4
Phase Call Probability	0.98		0.99		1.00	1.00	0.99	1.00
Max Out Probability	0.00		0.00		1.00	1.00	1.00	0.97

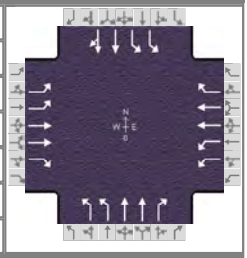
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	142	1184	133	184	851	152	306	733	328	189	389	216
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1766	1417	1810	1781	1543	1767	1795	1589	1795	1809	1577
Queue Service Time (g_s), s	7.8	15.7	0.9	5.2	13.1	2.2	8.0	19.8	18.0	5.0	9.8	11.2
Cycle Queue Clearance Time (g_c), s	7.8	15.7	0.9	5.2	13.1	2.2	8.0	19.8	18.0	5.0	9.8	11.2
Green Ratio (*g/C*)	0.10	0.47	0.55	0.53	0.45	0.45	0.28	0.22	0.30	0.24	0.19	0.29
Capacity (*c*), veh/h	188	1653	789	345	1589	689	288	789	481	163	686	466
Volume-to-Capacity Ratio (*X*)	0.756	0.716	0.168	0.534	0.535	0.221	1.064	0.929	0.681	1.161	0.566	0.465
Back of Queue (*Q*), ft/ln (90 th percentile)	141.4	126.5	12.3	88.9	145.6	29.6	291.8	303.5	220.2	239.2	154.6	153.3
Back of Queue (*Q*), veh/ln (90 th percentile)	6.4	5.6	0.5	4.0	6.5	1.3	12.9	13.7	9.9	10.8	7.0	6.9
Queue Storage Ratio (*RQ*) (90 th percentile)	0.80	0.00	0.08	0.67	0.00	0.19	1.32	0.00	1.25	2.17	0.00	0.00
Uniform Delay (d_1), s/veh	48.0	6.9	1.8	15.8	12.4	5.3	37.0	34.6	27.7	38.1	36.8	28.9
Incremental Delay (d_2), s/veh	7.0	2.2	0.4	1.4	1.0	0.5	70.9	17.4	4.3	120.4	1.4	1.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	55.0	9.1	2.2	17.2	13.3	5.8	107.9	51.9	32.1	158.6	38.1	29.9
Level of Service (LOS)	D	A	A	B	B	A	F	D	C	F	D	C
Approach Delay, s/veh / LOS	12.9	B		13.0	B		59.7	E		64.5	E	
Intersection Delay, s/veh / LOS	34.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.42	B	2.45	B	2.49	B
Bicycle LOS Score / LOS	2.04	B	1.83	B	1.61	B	1.14	A

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HCS7 Signalized Intersection Results Summary

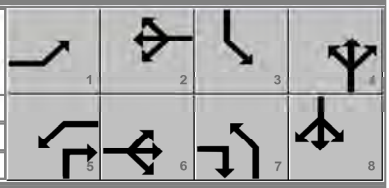
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.80
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	12th Street & Patterson	File Name	2045 ACP PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	246	1289	117	106	795	151	145	629	146	288	542	238

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	49	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.0	45.5	5.0	1.0	20.0	0.0
Yellow	3.5	4.0	3.5	3.5	4.0	0.0
Red	0.5	1.5	0.5	0.5	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	10.0	51.0	10.0	51.0	9.0	25.0	14.0	30.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	5.2	0.0	5.2	5.2	5.2	5.2
Queue Clearance Time (g_s), s	7.2		4.0		6.1	22.0	9.8	27.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	1.00	1.00	1.00

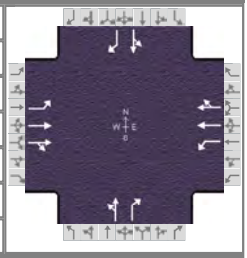
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	333	1743	158	137	1024	194	181	786	183	360	515	460
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1730	1766	1606	1743	1795	1598	1730	1781	1572	1743	1870	1670
Queue Service Time (g_s), s	5.2	45.5	5.5	2.0	19.6	4.5	4.1	20.0	9.7	7.8	25.0	25.0
Cycle Queue Clearance Time (g_c), s	5.2	45.5	5.5	2.0	19.6	4.5	4.1	20.0	9.7	7.8	25.0	25.0
Green Ratio (*g/C*)	0.52	0.46	0.51	0.52	0.46	0.46	0.25	0.20	0.26	0.32	0.25	0.25
Capacity (*c*), veh/h	570	1607	811	353	1633	727	317	712	409	493	468	417
Volume-to-Capacity Ratio (*X*)	0.584	1.084	0.195	0.387	0.627	0.268	0.572	1.104	0.446	0.731	1.102	1.102
Back of Queue (*Q*), ft/ln (90 th percentile)	78.2	804.4	105.4	33.1	221.7	58.7	81	470.4	147.8	139.3	619.7	567.1
Back of Queue (*Q*), veh/ln (90 th percentile)	3.5	35.7	4.8	1.5	10.0	2.6	3.6	21.0	6.6	6.3	27.7	25.4
Queue Storage Ratio (*RQ*) (90 th percentile)	0.44	0.00	0.73	0.13	0.00	0.44	0.37	0.00	0.67	1.05	0.00	0.00
Uniform Delay (d_1), s/veh	16.3	28.3	14.0	22.1	16.6	8.9	31.7	40.0	31.0	28.2	37.5	37.5
Incremental Delay (d_2), s/veh	2.7	45.3	0.3	2.6	1.5	0.7	7.3	65.8	3.5	9.2	72.2	74.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	19.0	73.6	14.4	24.7	18.2	9.6	39.0	105.8	34.5	37.4	109.7	111.9
Level of Service (LOS)	B	F	B	C	B	A	D	F	C	D	F	F
Approach Delay, s/veh / LOS	61.3	E		17.6	B		84.0	F		91.0	F	
Intersection Delay, s/veh / LOS	62.4						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.56	C	2.42	B	2.59	C	2.59	C
Bicycle LOS Score / LOS	2.19	B	1.57	B	1.44	A	1.59	B

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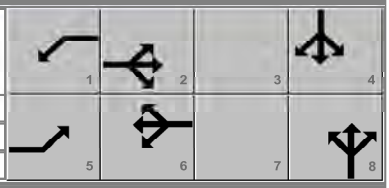
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Patterson Rd & 15th St	File Name	2045 ACP PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	69	1629	30	22	1052	27	14	4	36	43	2	64

Signal Information												
Cycle, s	100.0	Reference Phase	2									
Offset, s	66	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	3.2	2.3	75.4	7.1	0.0	0.0		
				Yellow	4.0	0.0	4.0	4.0	0.0	0.0		
				Red	0.0	0.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		7.0		7.0
Phase Duration, s	9.5	81.8	7.2	79.4		11.1		11.1
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g_s), s	3.0		2.3			4.6		6.8
Green Extension Time (g_e), s	0.2	0.0	0.0	0.0		0.4		0.3
Phase Call Probability	0.92		0.53			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

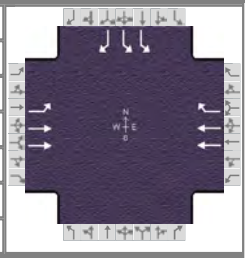
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	90	1083	1083	27	668	663		22	43		54	77
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1856	1844	1781	1885	1868		1526	1585		1433	1585
Queue Service Time (g_s), s	1.0	27.0	27.6	0.3	22.3	22.6		0.0	2.6		2.4	4.8
Cycle Queue Clearance Time (g_c), s	1.0	27.0	27.6	0.3	22.3	22.6		1.2	2.6		3.6	4.8
Green Ratio (*g/C*)	0.81	0.78	0.78	0.79	0.75	0.75		0.07	0.07		0.07	0.07
Capacity (*c*), veh/h	388	1443	1433	216	1422	1409		172	112		172	112
Volume-to-Capacity Ratio (*X*)	0.232	0.751	0.756	0.125	0.470	0.470		0.126	0.387		0.316	0.688
Back of Queue (*Q*), ft/ln (90 th percentile)	14.2	176.2	174.8	5.2	292	291.3		20.5	42.1		52.7	78.2
Back of Queue (*Q*), veh/ln (90 th percentile)	0.6	7.8	7.9	0.2	13.2	13.2		0.9	1.9		2.4	3.5
Queue Storage Ratio (*RQ*) (90 th percentile)	0.18	0.00	0.00	0.06	0.00	0.00		0.00	0.95		0.00	1.77
Uniform Delay (d_1), s/veh	5.2	4.4	4.4	6.2	11.2	11.4		43.7	44.4		44.9	45.4
Incremental Delay (d_2), s/veh	0.1	2.3	2.3	0.1	0.7	0.7		0.1	0.8		0.4	2.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Control Delay (*d*), s/veh	5.2	6.6	6.8	6.3	11.9	12.1		43.8	45.2		45.2	48.2
Level of Service (LOS)	A	A	A	A	B	B		D	D		D	D
Approach Delay, s/veh / LOS	6.6	A		11.9	B		44.8	D		47.0	D	
Intersection Delay, s/veh / LOS	10.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.83	B	1.84	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	2.21	B	1.58	B	0.59	A	0.70	A

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HCS7 Signalized Intersection Results Summary

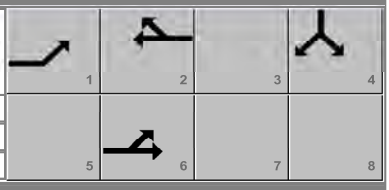
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	27 1/2 Road & Patterson	File Name	2045 ACP PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	227	1478			941	362				558		135

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	56	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	33.0	31.0	21.0	0.0	0.0	0.0
Yellow	3.5	4.5	4.0	0.0	0.0	0.0
Red	0.5	1.5	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	37.0	74.0		37.0				26.0
Change Period, (*Y+R c*), s	4.0	6.0		6.0				5.0
Max Allow Headway (*MAH*), s	5.2	0.0		0.0				5.3
Queue Clearance Time (*g s*), s	5.6							20.7
Green Extension Time (*g e*), s	1.4	0.0		0.0				0.2
Phase Call Probability	1.00							1.00
Max Out Probability	0.00							1.00

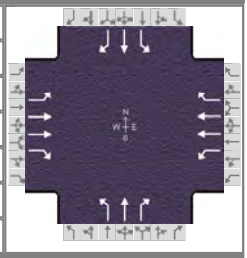
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6			2	12				7		14
Adjusted Flow Rate (*v*), veh/h	243	1584			1005	386				672		163
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1795			1795	1610				1757		1522
Queue Service Time (*g s*), s	3.6	19.8			27.3	22.6				18.7		9.5
Cycle Queue Clearance Time (*g c*), s	3.6	19.8			27.3	22.6				18.7		9.5
Green Ratio (*g/C*)	0.66	0.68			0.31	0.31				0.21		0.21
Capacity (*c*), veh/h	665	2441			1113	499				738		320
Volume-to-Capacity Ratio (*X*)	0.366	0.649			0.903	0.774				0.911		0.509
Back of Queue (*Q*), ft/ln (90 th percentile)	45.7	157.7			403.4	346.4				298.7		150.6
Back of Queue (*Q*), veh/ln (90 th percentile)	2.0	7.1			18.2	15.7				13.6		6.5
Queue Storage Ratio (*RQ*) (90 th percentile)	0.30	0.00			0.00	6.56				1.79		0.00
Uniform Delay (*d 1*), s/veh	6.6	5.7			38.5	35.9				38.6		34.9
Incremental Delay (*d 2*), s/veh	1.2	1.0			10.1	9.4				17.4		5.7
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	7.8	6.7			48.6	45.3				56.0		40.6
Level of Service (LOS)	A	A			D	D				E		D
Approach Delay, s/veh / LOS	6.9	A		47.7	D		0.0			53.0	D	
Intersection Delay, s/veh / LOS	30.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.67	A	2.12	B	2.32	B	2.32	B
Bicycle LOS Score / LOS	2.18	B	1.78	B				F

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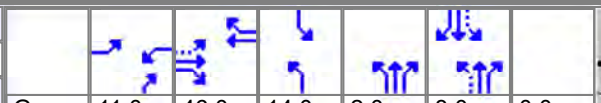
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.85
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	28 1/4 Road & Patterson	File Name	2045 ACP PM.xus		
Project Description					

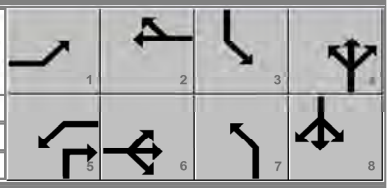


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	1469	329	159	965	46	288	30	259	116	37	47

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	72	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	On



Green	11.0	46.0	14.0	2.0	8.0	0.0
Yellow	3.5	4.5	3.5	0.0	4.0	0.0
Red	0.5	1.5	0.5	0.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	15.0	52.0	15.0	52.0	20.0	15.0	18.0	13.0
Change Period, ($Y+R_c$), s	4.0	6.0	4.0	6.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	5.2	0.0	3.1	0.0	3.2	5.4	5.2	5.4
Queue Clearance Time (g_s), s	2.9		10.4		18.0	12.0	8.4	5.3
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.7
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.05		1.00		1.00	1.00	0.77	1.00

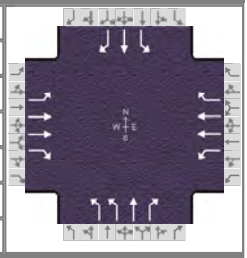
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	38	1456	326	156	944	45	339	35	305	136	44	55
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1585	1795	1795	1610	1795	1900	1610	1810	1900	1610
Queue Service Time (g_s), s	0.9	35.0	9.9	8.4	23.7	2.4	16.0	1.7	10.0	6.4	2.2	3.3
Cycle Queue Clearance Time (g_c), s	0.9	35.0	9.9	8.4	23.7	2.4	16.0	1.7	10.0	6.4	2.2	3.3
Green Ratio (*g/C*)	0.57	0.46	0.46	0.11	0.46	0.46	0.24	0.10	0.21	0.22	0.08	0.08
Capacity (*c*), veh/h	388	1651	729	197	1651	741	436	190	338	392	152	129
Volume-to-Capacity Ratio (*X*)	0.097	0.882	0.447	0.788	0.572	0.061	0.778	0.186	0.901	0.348	0.286	0.429
Back of Queue (*Q*), ft/ln (90 th percentile)	13.8	366.2	109.6	150.8	325.4	67.2	286.2	35.6	304.4	114.7	47.4	65.2
Back of Queue (*Q*), veh/ln (90 th percentile)	0.6	16.5	4.9	6.8	14.7	3.1	12.9	1.6	13.8	5.2	2.2	3.0
Queue Storage Ratio (*RQ*) (90 th percentile)	0.05	0.00	0.38	0.57	0.00	0.69	1.08	0.00	0.00	1.04	0.00	0.00
Uniform Delay (d_1), s/veh	12.1	19.0	10.9	42.7	31.0	24.4	35.9	41.3	38.5	32.9	43.3	43.8
Incremental Delay (d_2), s/veh	0.4	5.5	1.5	18.7	1.0	0.1	12.8	2.1	29.3	2.4	4.7	10.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	12.5	24.5	12.3	61.4	32.0	24.5	48.7	43.4	67.8	35.4	48.0	53.9
Level of Service (LOS)	B	C	B	E	C	C	D	D	E	D	D	D
Approach Delay, s/veh / LOS	22.1	C		35.7	D		57.0	E		42.1	D	
Intersection Delay, s/veh / LOS	33.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	2.10	B	2.46	B	2.46	B
Bicycle LOS Score / LOS	2.27	B	1.62	B	1.61	B	0.88	A

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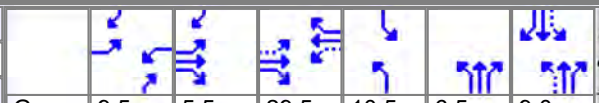
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	29 Road & Patterson	File Name	2045 ACP PM.xus		
Project Description					

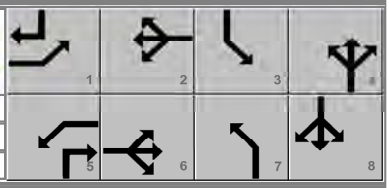


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	220	1249	310	126	809	57	245	273	267	161	95	166

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	8	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.5	5.5	29.5	10.5	6.5	9.0	
Yellow	3.5	3.5	4.5	3.5	3.5	4.0	
Red	1.0	1.0	2.0	1.0	1.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	24.0	46.0	14.0	36.0	26.0	25.0	15.0	14.0
Change Period, ($Y+R_c$), s	4.5	6.5	4.5	6.5	4.5	5.0	4.5	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.2	4.3	4.2	4.3
Queue Clearance Time (g_s), s	8.3		7.8		8.4	19.1	12.0	8.8
Green Extension Time (g_e), s	0.6	0.0	0.1	0.0	1.0	0.4	0.0	0.1
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.01		1.00		0.00	1.00	1.00	1.00

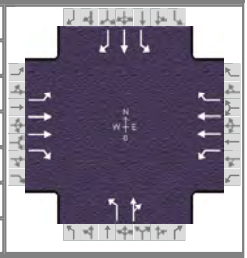
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	230	1304	324	153	983	69	295	329	280	194	114	140
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1795	1572	1767	1781	1585	1716	1870	1610	1753	1870	1610
Queue Service Time (g_s), s	6.3	33.9	13.5	5.8	27.1	3.2	6.4	17.1	14.8	10.0	5.9	6.8
Cycle Queue Clearance Time (g_c), s	6.3	33.9	13.5	5.8	27.1	3.2	6.4	17.1	14.8	10.0	5.9	6.8
Green Ratio (*g/C*)	0.51	0.40	0.40	0.39	0.30	0.30	0.32	0.20	0.30	0.20	0.09	0.29
Capacity (*c*), veh/h	433	1418	621	255	1051	468	950	374	475	264	168	459
Volume-to-Capacity Ratio (*X*)	0.530	0.920	0.521	0.601	0.936	0.148	0.311	0.879	0.588	0.736	0.680	0.305
Back of Queue (*Q*), ft/ln (90 th percentile)	87.3	396.6	153.6	107.8	382.1	49.5	106.1	317.8	208.2	190.7	135.9	108.1
Back of Queue (*Q*), veh/ln (90 th percentile)	3.9	17.9	6.8	4.8	17.1	2.2	4.7	14.2	9.5	8.4	6.1	4.9
Queue Storage Ratio (*RQ*) (90 th percentile)	0.28	0.00	0.56	0.27	0.00	0.57	0.48	0.00	0.95	1.43	0.00	0.82
Uniform Delay (d_1), s/veh	13.3	25.1	17.7	26.9	36.9	26.0	25.3	38.8	30.1	36.8	44.1	28.0
Incremental Delay (d_2), s/veh	3.4	8.7	2.3	7.0	12.0	0.5	0.9	24.2	5.3	16.7	20.0	1.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.8	33.8	20.0	33.8	48.9	26.5	26.1	63.1	35.3	53.5	64.1	29.7
Level of Service (LOS)	B	C	B	C	D	C	C	E	D	D	E	C
Approach Delay, s/veh / LOS	29.3	C		45.7	D		42.4	D		48.8	D	
Intersection Delay, s/veh / LOS	38.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.19	B	2.45	B	2.46	B
Bicycle LOS Score / LOS	2.26	B	1.47	A	1.98	B	1.23	A

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HCS7 Signalized Intersection Results Summary

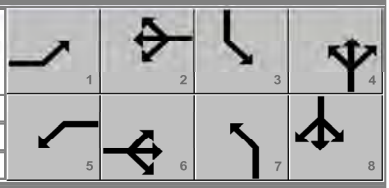
General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.85
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	29 1/2 Road & Patterson	File Name	2045 ACP PM.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	91	1484	73	99	859	129	86	98	235	155	29	32

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	58	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.6	1.8	44.2	9.0	9.0	8.0						
Yellow	3.5	0.0	5.0	4.0	4.0	4.0						
Red	0.5	0.0	1.5	0.0	0.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	8.6	50.7	10.3	52.4	26.0	26.0	13.0	13.0
Change Period, ($Y+R_c$), s	4.0	6.5	4.0	6.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	4.5	0.0	4.5	0.0	3.7	4.8	3.7	4.8
Queue Clearance Time (g_s), s	4.6		6.0		6.1	23.0	11.0	4.2
Green Extension Time (g_e), s	0.3	0.0	0.5	0.0	0.2	0.0	0.0	0.9
Phase Call Probability	0.91		0.98		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	1.00	1.00	1.00

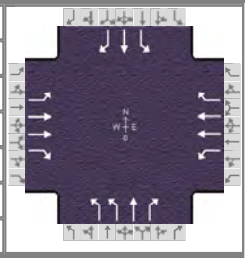
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	88	1438	71	135	1168	175	101	392		182	34	38
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1598	1795	1795	1560	1767	1607		1781	1841	1585
Queue Service Time (g_s), s	2.6	33.7	1.3	4.0	20.8	2.4	4.1	21.0		9.0	1.7	2.2
Cycle Queue Clearance Time (g_c), s	2.6	33.7	1.3	4.0	20.8	2.4	4.1	21.0		9.0	1.7	2.2
Green Ratio (*g/C*)	0.49	0.44	0.44	0.50	0.46	0.46	0.32	0.21		0.17	0.08	0.08
Capacity (*c*), veh/h	250	1585	706	222	1649	716	543	337		232	147	127
Volume-to-Capacity Ratio (*X*)	0.352	0.907	0.100	0.606	0.709	0.245	0.186	1.161		0.785	0.232	0.297
Back of Queue (*Q*), ft/ln (90 th percentile)	40.3	251.3	18.3	67.6	184.3	30.7	73.2	567.9		190.6	33.2	36.6
Back of Queue (*Q*), veh/ln (90 th percentile)	1.8	11.3	0.8	3.0	8.3	1.4	3.2	24.6		8.5	1.5	1.6
Queue Storage Ratio (*RQ*) (90 th percentile)	0.31	0.00	0.22	0.51	0.00	0.13	0.94	0.00		1.39	0.00	0.00
Uniform Delay (d_1), s/veh	16.5	14.8	7.8	23.0	12.7	4.8	24.6	39.5		39.0	43.1	43.3
Incremental Delay (d_2), s/veh	0.6	6.3	0.2	1.9	1.9	0.6	0.8	100.2		22.9	0.8	1.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	17.1	21.1	8.0	24.9	14.6	5.4	25.4	139.7		61.9	43.9	44.6
Level of Service (LOS)	B	C	A	C	B	A	C	F		E	D	D
Approach Delay, s/veh / LOS	20.3	C		14.4	B		116.2	F		56.9	E	
Intersection Delay, s/veh / LOS	32.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	2.10	B	2.45	B	2.46	B
Bicycle LOS Score / LOS	2.09	B	1.54	B	1.30	A	0.91	A

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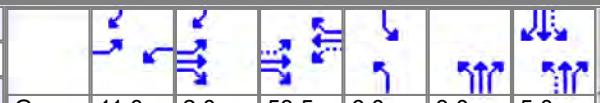
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Stolfus and Associates			Duration, h	0.250
Analyst	Max Rusch	Analysis Date		Area Type	Other
Jurisdiction		Time Period	PM Peak	PHF	0.83
Urban Street	Patterson Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	30 Road & Patterson	File Name	2045 ACP PM.xus		
Project Description					

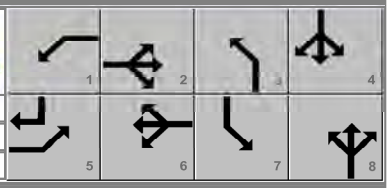


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	227	1174	319	72	669	69	258	132	104	47	83	128

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	90	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	11.0	2.0	53.5	6.0	3.0	5.0						
Yellow	3.5	0.0	5.0	3.5	0.0	4.0						
Red	0.5	0.0	1.5	0.5	0.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	17.0	62.0	15.0	60.0	13.0	13.0	10.0	10.0
Change Period, ($Y+R_c$), s	4.0	6.5	4.0	6.5	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.2	0.0	4.2	4.3	4.2	4.3
Queue Clearance Time (g_s), s	8.0		4.4		10.4	10.0	4.9	7.0
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.58		0.12		1.00	1.00	1.00	1.00

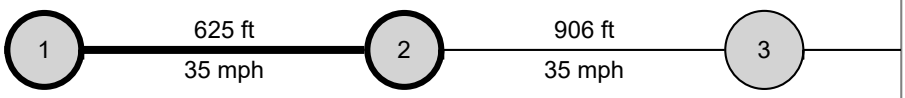
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	273	1414	384	116	1080	111	311	159	124	57	100	43
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1598	1795	1795	1598	1730	1870	1560	1810	1885	1585
Queue Service Time (g_s), s	6.0	8.6	3.0	2.4	15.9	2.4	8.4	8.0	8.0	2.9	5.0	2.3
Cycle Queue Clearance Time (g_c), s	6.0	8.6	3.0	2.4	15.9	2.4	8.4	8.0	8.0	2.9	5.0	2.3
Green Ratio (*g/C*)	0.66	0.56	0.56	0.64	0.54	0.54	0.15	0.08	0.08	0.11	0.05	0.18
Capacity (*c*), veh/h	487	1992	887	388	1920	855	455	150	125	181	94	285
Volume-to-Capacity Ratio (*X*)	0.562	0.710	0.433	0.299	0.562	0.130	0.683	1.063	0.994	0.314	1.061	0.152
Back of Queue (*Q*), ft/ln (90 th percentile)	84.6	61.1	34	40	176.4	33.1	146.6	250	200.8	58.8	183	38.9
Back of Queue (*Q*), veh/ln (90 th percentile)	3.8	2.8	1.5	1.8	8.0	1.5	6.6	11.2	8.8	2.7	8.3	1.7
Queue Storage Ratio (*RQ*) (90 th percentile)	0.96	0.00	0.12	0.39	0.00	0.56	0.66	0.00	1.13	0.45	0.00	0.29
Uniform Delay (d_1), s/veh	9.6	2.0	1.8	7.0	10.3	7.7	39.9	46.0	46.0	41.0	47.5	34.6
Incremental Delay (d_2), s/veh	3.2	1.5	1.1	2.0	1.2	0.3	8.1	91.3	79.1	4.5	110.2	1.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	12.7	3.5	2.8	9.0	11.5	8.0	47.9	137.3	125.1	45.5	157.7	35.7
Level of Service (LOS)	B	A	A	A	B	A	D	F	F	D	F	D
Approach Delay, s/veh / LOS	4.6	A		10.9	B		88.0	F		99.5	F	
Intersection Delay, s/veh / LOS	23.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.21	B	2.46	B	2.46	B
Bicycle LOS Score / LOS	2.20	B	1.29	A	1.47	A	0.82	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 ACP PM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	24 Road & Patterson	Market Street/Mall Access & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (24 Rd - Market St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
1	35	35	2	2	625	625	50	50	0	0	100	0	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	1	6	16	5	2	12
1	Bay/Lane Spillback Time, h						
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	41.58			42.05		
1	Running Time, s	14.73			15.15		
1	Running Speed, mph	28.93			28.12		
1	Through Delay, s/veh	11.51			53.88		
1	Travel Time, s	26.24			69.04		
1	Travel Speed, mph	16.24			6.17		
1	Stop Rate, stops/veh	0.28			1.01		
1	Spatial Stop Rate, stops/mi	2.34			8.50		
1	Through vol/cap Ratio	0.32			0.87		
1	Percent of Base FFS	39.06			14.68		
1	Level of Service	E			F		
1	Auto Traveler Perception Score	2.50			3.64		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	2.37		B	3.85		D
1	Bicycle Segment LOS Score / LOS	2.30		B	2.45		B
1	Transit Segment LOS Score / LOS	2.00		A	3.52		D

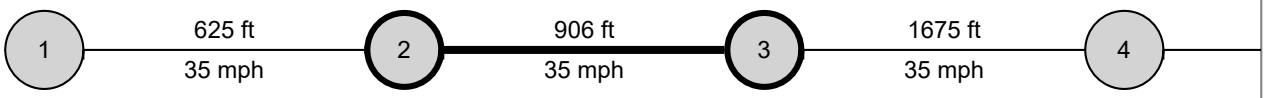
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	964.15	1079.36
Facility Travel Speed, mph	22.28	19.91
Facility Base Free Flow Speed, mph	43.04	42.78
Facility Percent of Base FFS	51.77	46.54
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.50	C	3.86	D
Bicycle Facility LOS Score / LOS	2.82	C	2.98	C
Transit Facility LOS Score / LOS	1.51	A	1.63	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 ACP PM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	Market Street/Mall Access & Pat	Home Depot Access/Mesa Mall Access &		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (Market St to Home Deopt Access)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
2	35	35	2	2	906	906	50	50	0	0	70	70	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	1	6	16	5	2	12
2	Bay/Lane Spillback Time, h						
2	Shared Lane Spillback Time, h						
2	Base Free-Flow Speed, mph	41.48			41.48		
2	Running Time, s	18.59			19.12		
2	Running Speed, mph	33.23			32.31		
2	Through Delay, s/veh	27.20			17.86		
2	Travel Time, s	45.79			36.98		
2	Travel Speed, mph	13.49			16.70		
2	Stop Rate, stops/veh	0.75			0.40		
2	Spatial Stop Rate, stops/mi	4.35			2.33		
2	Through vol/cap Ratio	0.45			0.82		
2	Percent of Base FFS	32.53			40.27		
2	Level of Service	E			D		
2	Auto Traveler Perception Score	2.85			2.50		
Multimodal Results (Segment)							
2	Pedestrian Segment LOS Score / LOS	2.99		C	3.54		D
2	Bicycle Segment LOS Score / LOS	2.53		B	2.74		B
2	Transit Segment LOS Score / LOS	2.38		B	2.16		B

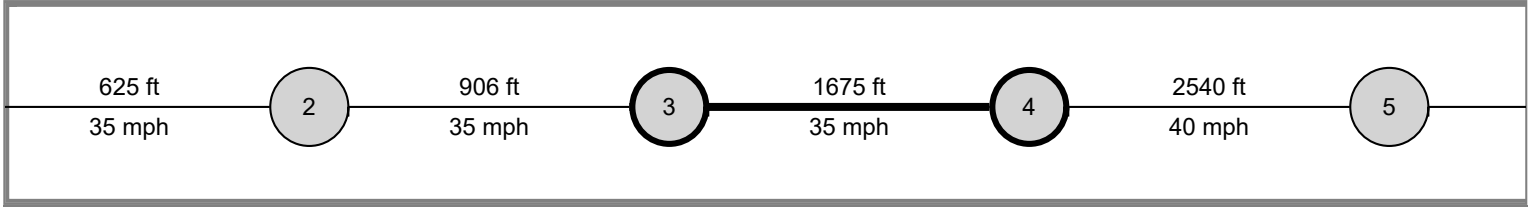
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	964.15	1079.36
Facility Travel Speed, mph	22.28	19.91
Facility Base Free Flow Speed, mph	43.04	42.78
Facility Percent of Base FFS	51.77	46.54
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.50	C	3.86	D
Bicycle Facility LOS Score / LOS	2.82	C	2.98	C
Transit Facility LOS Score / LOS	1.51	A	1.63	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 ACP PM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	Home Depot Access/Mesa Mall /	24 1/2 Rd & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (Home Depot - 24 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
3	35	35	2	2	1675	1675	50	50	550	550	70	100	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
3	Bay/Lane Spillback Time, h						
3	Shared Lane Spillback Time, h						
3	Base Free-Flow Speed, mph	40.85			40.33		
3	Running Time, s	31.05			32.12		
3	Running Speed, mph	36.78			35.56		
3	Through Delay, s/veh	22.56			35.80		
3	Travel Time, s	53.61			67.92		
3	Travel Speed, mph	21.30			16.81		
3	Stop Rate, stops/veh	0.60			0.88		
3	Spatial Stop Rate, stops/mi	1.90			2.77		
3	Through vol/cap Ratio	0.46			0.81		
3	Percent of Base FFS	52.15			41.69		
3	Level of Service	C			D		
3	Auto Traveler Perception Score	2.43			2.57		
Multimodal Results (Segment)							
3	Pedestrian Segment LOS Score / LOS	3.66		D	3.49		C
3	Bicycle Segment LOS Score / LOS	2.75		C	2.87		C
3	Transit Segment LOS Score / LOS	1.65		A	2.18		B

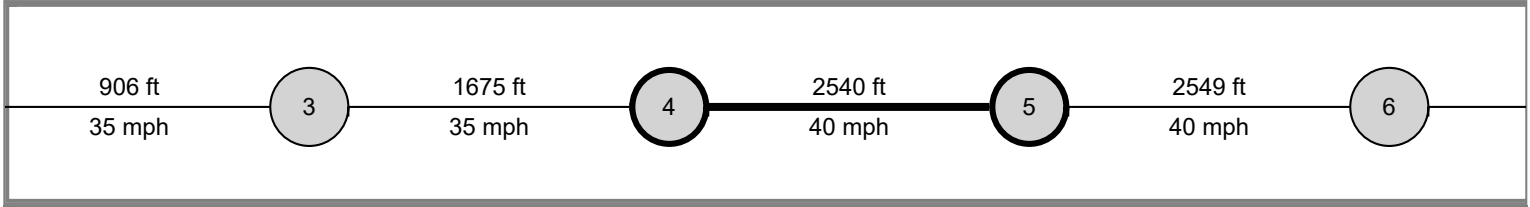
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	964.15	1079.36
Facility Travel Speed, mph	22.28	19.91
Facility Base Free Flow Speed, mph	43.04	42.78
Facility Percent of Base FFS	51.77	46.54
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.50	C	3.86	D
Bicycle Facility LOS Score / LOS	2.82	C	2.98	C
Transit Facility LOS Score / LOS	1.51	A	1.63	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 ACP PM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	24 1/2 Rd & Patterson	25 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (24 1/2 Rd - 25 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
4	40	35	2	2	2540	2540	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
4	Bay/Lane Spillback Time, h						
4	Shared Lane Spillback Time, h						
4	Base Free-Flow Speed, mph	43.32			40.97		
4	Running Time, s	42.73			46.56		
4	Running Speed, mph	40.53			37.20		
4	Through Delay, s/veh	36.66			35.33		
4	Travel Time, s	79.39			81.89		
4	Travel Speed, mph	21.81			21.15		
4	Stop Rate, stops/veh	0.84			0.75		
4	Spatial Stop Rate, stops/mi	1.75			1.55		
4	Through vol/cap Ratio	0.65			0.95		
4	Percent of Base FFS	50.36			51.62		
4	Level of Service	C			C		
4	Auto Traveler Perception Score	2.41			2.38		
Multimodal Results (Segment)							
4	Pedestrian Segment LOS Score / LOS	3.28		C	3.56		D
4	Bicycle Segment LOS Score / LOS	2.79		C	2.97		C
4	Transit Segment LOS Score / LOS	1.61		A	1.81		A

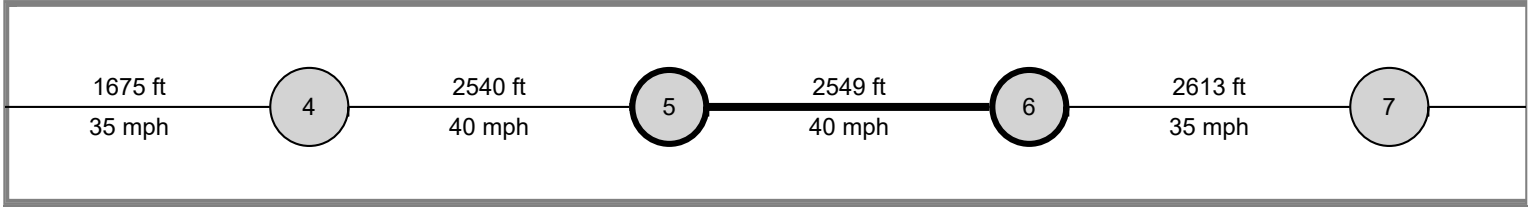
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	964.15	1079.36
Facility Travel Speed, mph	22.28	19.91
Facility Base Free Flow Speed, mph	43.04	42.78
Facility Percent of Base FFS	51.77	46.54
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.50	C	3.86	D
Bicycle Facility LOS Score / LOS	2.82	C	2.98	C
Transit Facility LOS Score / LOS	1.51	A	1.63	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 ACP PM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	25 Road & Patterson	25 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (25 Rd - 25 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
5	40	40	2	2	2549	2549	50	50	260	260	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
5	Bay/Lane Spillback Time, h						
5	Shared Lane Spillback Time, h						
5	Base Free-Flow Speed, mph	42.96			42.96		
5	Running Time, s	43.26			44.48		
5	Running Speed, mph	40.17			39.08		
5	Through Delay, s/veh	11.67			63.19		
5	Travel Time, s	54.94			107.67		
5	Travel Speed, mph	31.64			16.14		
5	Stop Rate, stops/veh	0.33			1.07		
5	Spatial Stop Rate, stops/mi	0.68			2.21		
5	Through vol/cap Ratio	0.49			1.05		
5	Percent of Base FFS	73.64			37.57		
5	Level of Service	B			F		
5	Auto Traveler Perception Score	2.24			2.48		
Multimodal Results (Segment)							
5	Pedestrian Segment LOS Score / LOS	3.23		C	3.94		D
5	Bicycle Segment LOS Score / LOS	2.80		C	3.01		C
5	Transit Segment LOS Score / LOS	0.89		A	2.29		B

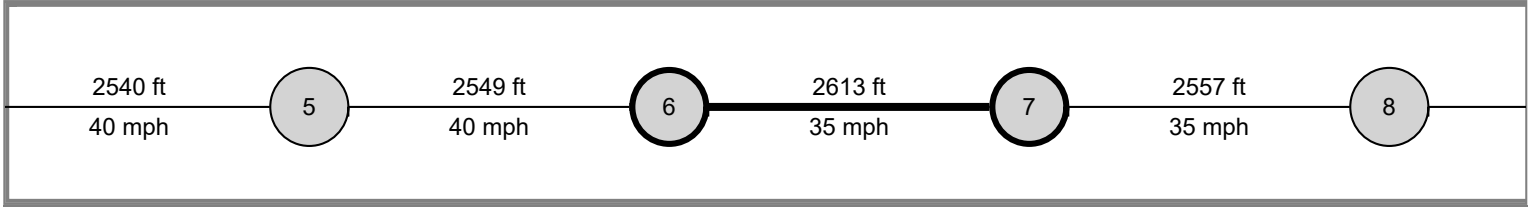
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	964.15	1079.36
Facility Travel Speed, mph	22.28	19.91
Facility Base Free Flow Speed, mph	43.04	42.78
Facility Percent of Base FFS	51.77	46.54
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.50	C	3.86	D
Bicycle Facility LOS Score / LOS	2.82	C	2.98	C
Transit Facility LOS Score / LOS	1.51	A	1.63	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 ACP PM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	25 1/2 Road & Patterson	1st Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (25 1/2 Rd - 26 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
6	35	40	2	2	2613	2613	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
6	Bay/Lane Spillback Time, h						
6	Shared Lane Spillback Time, h						
6	Base Free-Flow Speed, mph	40.98			43.33		
6	Running Time, s	46.23			44.84		
6	Running Speed, mph	38.54			39.73		
6	Through Delay, s/veh	31.92			28.42		
6	Travel Time, s	78.15			73.26		
6	Travel Speed, mph	22.80			24.32		
6	Stop Rate, stops/veh	0.80			0.75		
6	Spatial Stop Rate, stops/mi	1.61			1.52		
6	Through vol/cap Ratio	0.64			0.84		
6	Percent of Base FFS	55.62			56.12		
6	Level of Service	C			C		
6	Auto Traveler Perception Score	2.38			2.37		
Multimodal Results (Segment)							
6	Pedestrian Segment LOS Score / LOS	3.26		C	3.52		D
6	Bicycle Segment LOS Score / LOS	2.82		C	2.97		C
6	Transit Segment LOS Score / LOS	1.52		A	1.51		A

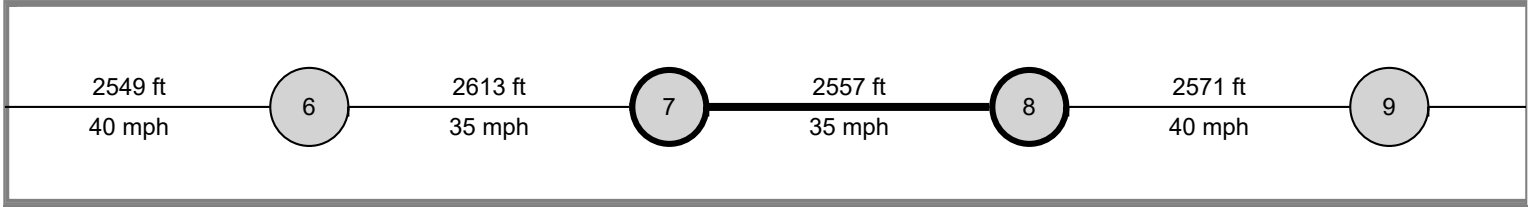
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	964.15	1079.36
Facility Travel Speed, mph	22.28	19.91
Facility Base Free Flow Speed, mph	43.04	42.78
Facility Percent of Base FFS	51.77	46.54
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.50	C	3.86	D
Bicycle Facility LOS Score / LOS	2.82	C	2.98	C
Transit Facility LOS Score / LOS	1.51	A	1.63	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 ACP PM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	1st Street & Patterson	7th Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (26 Rd - 26 1/2)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
7	35	40	2	2	2557	2557	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
7	Bay/Lane Spillback Time, h						
7	Shared Lane Spillback Time, h						
7	Base Free-Flow Speed, mph	40.39			42.74		
7	Running Time, s	46.14			44.48		
7	Running Speed, mph	37.78			39.20		
7	Through Delay, s/veh	13.33			73.91		
7	Travel Time, s	59.47			118.38		
7	Travel Speed, mph	29.31			14.73		
7	Stop Rate, stops/veh	0.36			1.18		
7	Spatial Stop Rate, stops/mi	0.74			2.44		
7	Through vol/cap Ratio	0.54			1.07		
7	Percent of Base FFS	72.57			34.45		
7	Level of Service	B			F		
7	Auto Traveler Perception Score	2.25			2.52		
Multimodal Results (Segment)							
7	Pedestrian Segment LOS Score / LOS	3.10		C	3.61		D
7	Bicycle Segment LOS Score / LOS	2.82		C	2.99		C
7	Transit Segment LOS Score / LOS	1.05		A	2.41		B

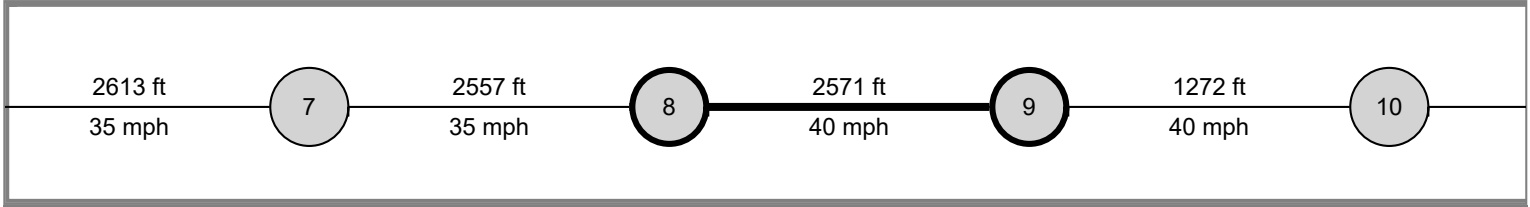
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	964.15	1079.36
Facility Travel Speed, mph	22.28	19.91
Facility Base Free Flow Speed, mph	43.04	42.78
Facility Percent of Base FFS	51.77	46.54
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.50	C	3.86	D
Bicycle Facility LOS Score / LOS	2.82	C	2.98	C
Transit Facility LOS Score / LOS	1.51	A	1.63	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 ACP PM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	7th Street & Patterson	12th Street & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (26 1/2 Rd to 12th St)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
8	40	35	2	2	2571	2571	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
8	Bay/Lane Spillback Time, h						
8	Shared Lane Spillback Time, h						
8	Base Free-Flow Speed, mph	43.08			40.73		
8	Running Time, s	43.87			46.49		
8	Running Speed, mph	39.96			37.70		
8	Through Delay, s/veh	30.19			9.06		
8	Travel Time, s	74.06			55.55		
8	Travel Speed, mph	23.67			31.55		
8	Stop Rate, stops/veh	0.74			0.21		
8	Spatial Stop Rate, stops/mi	1.51			0.43		
8	Through vol/cap Ratio	0.72			0.72		
8	Percent of Base FFS	54.95			77.47		
8	Level of Service	C			B		
8	Auto Traveler Perception Score	2.37			2.20		
Multimodal Results (Segment)							
8	Pedestrian Segment LOS Score / LOS	3.48		C	3.38		C
8	Bicycle Segment LOS Score / LOS	2.92		C	2.90		C
8	Transit Segment LOS Score / LOS	1.50		A	0.95		A

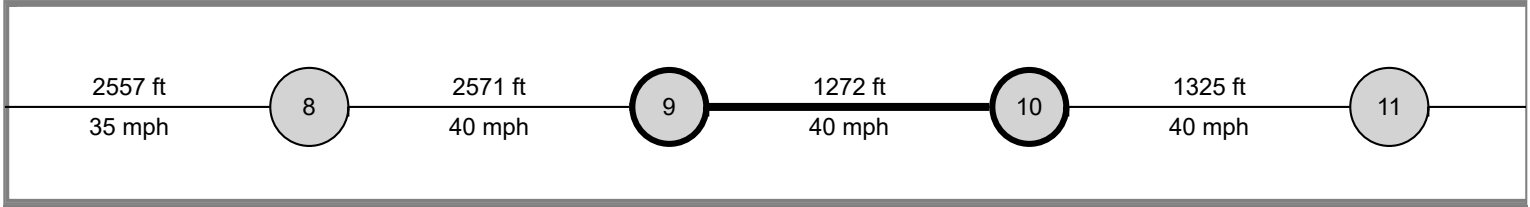
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	964.15	1079.36
Facility Travel Speed, mph	22.28	19.91
Facility Base Free Flow Speed, mph	43.04	42.78
Facility Percent of Base FFS	51.77	46.54
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.50	C	3.86	D
Bicycle Facility LOS Score / LOS	2.82	C	2.98	C
Transit Facility LOS Score / LOS	1.51	A	1.63	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 ACP PM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	12th Street & Patterson	Patterson Rd & 15th St		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (12th St - 27 1/4 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
9	40	35	2	2	1272	1272	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
9	Bay/Lane Spillback Time, h						
9	Shared Lane Spillback Time, h						
9	Base Free-Flow Speed, mph	42.63			40.28		
9	Running Time, s	23.82			26.02		
9	Running Speed, mph	36.41			33.34		
9	Through Delay, s/veh	11.98			117.38		
9	Travel Time, s	35.80			143.39		
9	Travel Speed, mph	24.23			6.05		
9	Stop Rate, stops/veh	0.54			1.55		
9	Spatial Stop Rate, stops/mi	2.24			6.42		
9	Through vol/cap Ratio	0.47			1.18		
9	Percent of Base FFS	56.83			15.02		
9	Level of Service	C			F		
9	Auto Traveler Perception Score	2.49			3.23		
Multimodal Results (Segment)							
9	Pedestrian Segment LOS Score / LOS	3.17		C	4.47		E
9	Bicycle Segment LOS Score / LOS	2.75		B	3.04		C
9	Transit Segment LOS Score / LOS	1.44		A	3.67		D

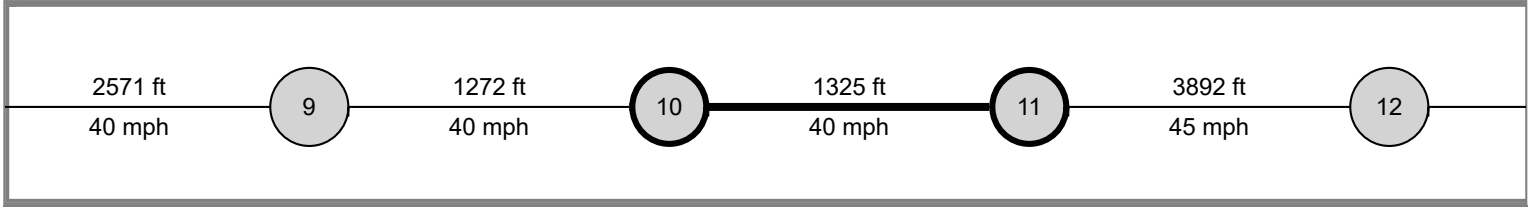
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	964.15	1079.36
Facility Travel Speed, mph	22.28	19.91
Facility Base Free Flow Speed, mph	43.04	42.78
Facility Percent of Base FFS	51.77	46.54
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.50	C	3.86	D
Bicycle Facility LOS Score / LOS	2.82	C	2.98	C
Transit Facility LOS Score / LOS	1.51	A	1.63	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 ACP PM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	Patterson Rd & 15th St	27 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
10	40	40	2	2	1325	1325	50	50	0	0	70	70	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	1	6	16	5	2	12
10	Bay/Lane Spillback Time, h						
10	Shared Lane Spillback Time, h						
10	Base Free-Flow Speed, mph	44.07			44.07		
10	Running Time, s	24.07			24.87		
10	Running Speed, mph	37.53			36.32		
10	Through Delay, s/veh	48.58			6.69		
10	Travel Time, s	72.66			31.56		
10	Travel Speed, mph	12.43			28.62		
10	Stop Rate, stops/veh	0.99			0.18		
10	Spatial Stop Rate, stops/mi	3.96			0.73		
10	Through vol/cap Ratio	0.90			0.75		
10	Percent of Base FFS	28.21			64.95		
10	Level of Service	F			C		
10	Auto Traveler Perception Score	3.02			2.25		
Multimodal Results (Segment)							
10	Pedestrian Segment LOS Score / LOS	3.86		D	4.80		E
10	Bicycle Segment LOS Score / LOS	2.93		C	2.98		C
10	Transit Segment LOS Score / LOS	2.63		B	1.27		A

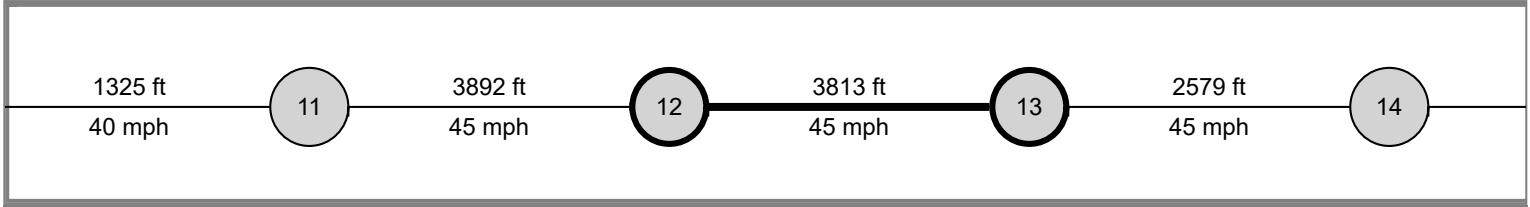
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	964.15	1079.36
Facility Travel Speed, mph	22.28	19.91
Facility Base Free Flow Speed, mph	43.04	42.78
Facility Percent of Base FFS	51.77	46.54
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.50	C	3.86	D
Bicycle Facility LOS Score / LOS	2.82	C	2.98	C
Transit Facility LOS Score / LOS	1.51	A	1.63	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 ACP PM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	28 1/4 Road & Patterson	29 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (28 1/4 Rd - 29 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12	45	40	2	2	3813	3813	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
12	Bay/Lane Spillback Time, h						
12	Shared Lane Spillback Time, h						
12	Base Free-Flow Speed, mph	45.78			43.43		
12	Running Time, s	59.68			64.10		
12	Running Speed, mph	43.56			40.56		
12	Through Delay, s/veh	48.95			18.73		
12	Travel Time, s	108.62			82.83		
12	Travel Speed, mph	23.93			31.39		
12	Stop Rate, stops/veh	0.97			0.49		
12	Spatial Stop Rate, stops/mi	1.34			0.68		
12	Through vol/cap Ratio	0.94			0.83		
12	Percent of Base FFS	52.28			72.27		
12	Level of Service	C			B		
12	Auto Traveler Perception Score	2.34			2.24		
Multimodal Results (Segment)							
12	Pedestrian Segment LOS Score / LOS	3.61		D	3.80		D
12	Bicycle Segment LOS Score / LOS	2.85		C	3.04		C
12	Transit Segment LOS Score / LOS	1.48		A	1.03		A

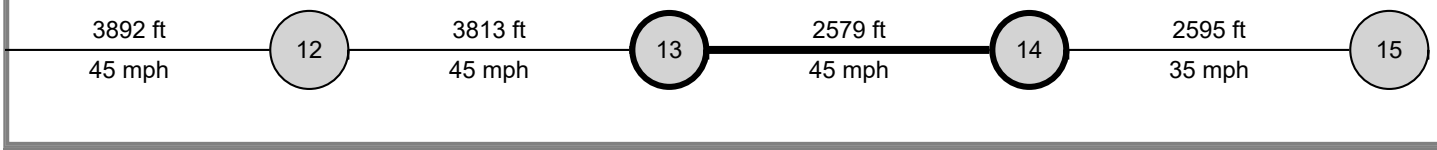
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	964.15	1079.36
Facility Travel Speed, mph	22.28	19.91
Facility Base Free Flow Speed, mph	43.04	42.78
Facility Percent of Base FFS	51.77	46.54
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.50	C	3.86	D
Bicycle Facility LOS Score / LOS	2.82	C	2.98	C
Transit Facility LOS Score / LOS	1.51	A	1.63	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 ACP PM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	29 Road & Patterson	29 1/2 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (29 Rd - 29 1/2 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
13	45	45	2	2	2579	2579	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
13	Bay/Lane Spillback Time, h						
13	Shared Lane Spillback Time, h						
13	Base Free-Flow Speed, mph	44.94			44.94		
13	Running Time, s	41.22			41.73		
13	Running Speed, mph	42.65			42.14		
13	Through Delay, s/veh	14.59			33.80		
13	Travel Time, s	55.82			75.53		
13	Travel Speed, mph	31.50			23.28		
13	Stop Rate, stops/veh	0.35			0.76		
13	Spatial Stop Rate, stops/mi	0.72			1.56		
13	Through vol/cap Ratio	0.71			0.92		
13	Percent of Base FFS	70.09			51.80		
13	Level of Service	B			C		
13	Auto Traveler Perception Score	2.25			2.38		
Multimodal Results (Segment)							
13	Pedestrian Segment LOS Score / LOS	3.96		D	3.85		D
13	Bicycle Segment LOS Score / LOS	2.89		C	3.05		C
13	Transit Segment LOS Score / LOS	0.98		A	1.63		A

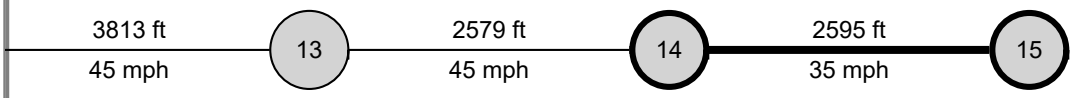
Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	964.15	1079.36
Facility Travel Speed, mph	22.28	19.91
Facility Base Free Flow Speed, mph	43.04	42.78
Facility Percent of Base FFS	51.77	46.54
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.39	2.38

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.50	C	3.86	D
Bicycle Facility LOS Score / LOS	2.82	C	2.98	C
Transit Facility LOS Score / LOS	1.51	A	1.63	A

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HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Stolfus and Associates			Number of Intersections	15
Analyst	Max Rusch	Analysis Date		Number of Segments	14
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	2045 ACP PM.xus	Analysis Year	2045	System Cycle Length, s	100
Intersections	29 1/2 Road & Patterson	30 Road & Patterson		Analysis Period	1> 7:00
Project Description					



Basic Segment Information (29 1/2 Rd - 30 Rd)

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
14	35	45	2	2	2595	2595	50	50	0	0	90	90	0.0	0.0

		Westbound			Eastbound		
Segment Output Data		WBL	WBT	WBR	EBL	EBT	EBR
Segment	Movement	5	2	12	1	6	16
14	Bay/Lane Spillback Time, h						
14	Shared Lane Spillback Time, h						
14	Base Free-Flow Speed, mph	40.82			45.52		
14	Running Time, s	46.50			41.62		
14	Running Speed, mph	38.05			42.51		
14	Through Delay, s/veh	11.46			21.15		
14	Travel Time, s	57.96			62.77		
14	Travel Speed, mph	30.53			28.19		
14	Stop Rate, stops/veh	0.34			0.42		
14	Spatial Stop Rate, stops/mi	0.69			0.85		
14	Through vol/cap Ratio	0.56			0.91		
14	Percent of Base FFS	74.79			61.92		
14	Level of Service	B			C		
14	Auto Traveler Perception Score	2.24			2.27		
Multimodal Results (Segment)							
14	Pedestrian Segment LOS Score / LOS	3.75		D	4.08		D
14	Bicycle Segment LOS Score / LOS	2.84		C	3.00		C
14	Transit Segment LOS Score / LOS	0.99		A	1.22		A

Facility Output Data	Westbound	Eastbound
Facility Travel Time, s	964.15	1079.36
Facility Travel Speed, mph	22.28	19.91
Facility Base Free Flow Speed, mph	43.04	42.78
Facility Percent of Base FFS	51.77	46.54
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.39	2.38

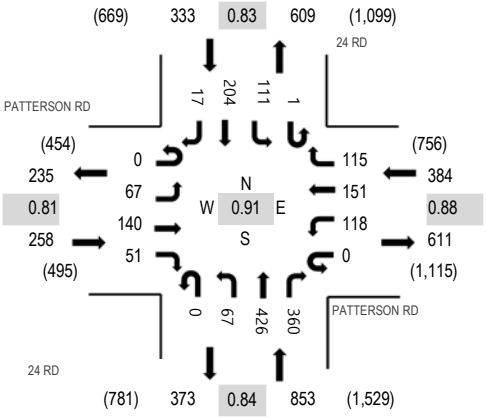
Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	3.50	C	3.86	D
Bicycle Facility LOS Score / LOS	2.82	C	2.98	C
Transit Facility LOS Score / LOS	1.51	A	1.63	A

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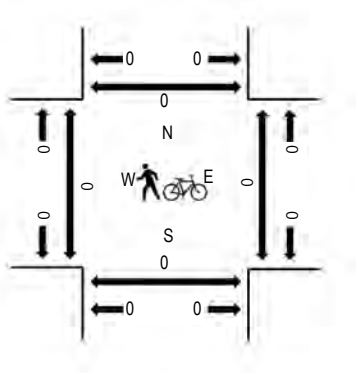
Location: 1 24 RD & PATTERSON RD AM
Date: Tuesday, March 3, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

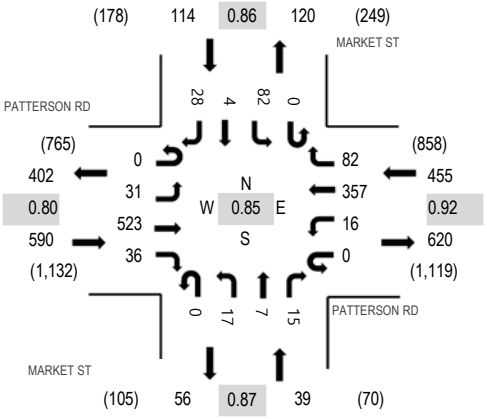
Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				24 RD Northbound				24 RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	6	25	5	0	23	23	16	0	10	98	47	0	14	33	3	303	1,726	0	0	0	0
7:15 AM	0	16	29	13	0	29	33	28	0	12	105	86	0	20	52	5	428	1,828	0	0	0	0
7:30 AM	0	27	39	15	0	24	41	35	0	17	111	95	1	31	60	4	500	1,782	0	0	0	0
7:45 AM	0	9	43	11	0	36	31	31	0	14	125	115	0	28	47	5	495	1,743	0	0	0	0
8:00 AM	0	15	29	12	0	29	46	21	0	24	85	64	0	32	45	3	405	1,723	0	0	0	0
8:15 AM	0	13	25	23	0	51	30	20	0	11	69	64	0	17	50	9	382		0	0	0	0
8:30 AM	0	18	42	15	0	42	46	29	0	23	79	67	1	37	57	5	461		0	0	0	0
8:45 AM	0	10	39	16	0	35	33	24	0	18	107	83	0	44	58	8	475		0	0	0	0
Count Total	0	114	271	110	0	269	283	204	0	129	779	621	2	223	402	42	3,449		0	0	0	0
Peak Hour	0	67	140	51	0	118	151	115	0	67	426	360	1	111	204	17	1,828		0	0	0	0

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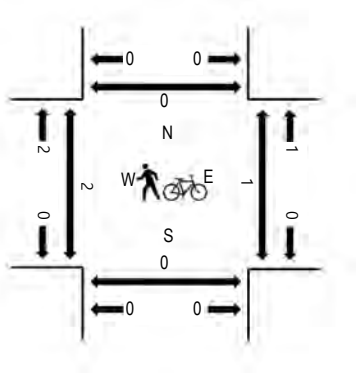
Location: 2 MARKET ST & PATTERSON RD AM
Date: Tuesday, March 3, 2020
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



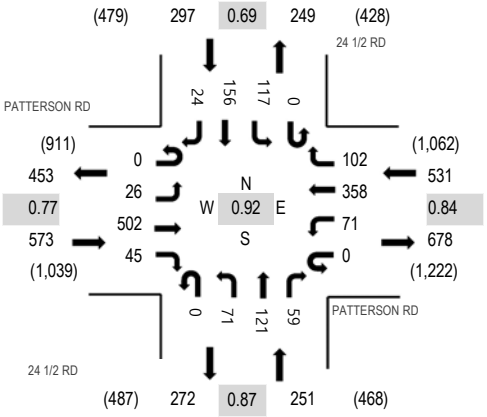
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				MARKET ST Northbound				MARKET ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	6	72	8	0	0	55	11	0	2	2	1	0	1	0	8	166	1,058	0	0	0	0
7:15 AM	0	12	107	6	0	0	83	16	0	3	1	1	0	11	1	3	244	1,166	0	0	0	0
7:30 AM	0	16	138	6	0	2	90	20	0	4	1	3	0	6	4	7	297	1,176	0	0	0	0
7:45 AM	0	10	174	9	0	4	90	24	0	3	2	2	0	26	1	6	351	1,198	0	1	0	0
8:00 AM	0	6	122	10	0	6	85	12	0	2	2	4	0	17	1	7	274	1,180	0	0	0	0
8:15 AM	0	6	98	5	0	5	86	17	0	6	1	5	0	17	2	6	254		0	0	0	0
8:30 AM	0	9	129	12	0	1	96	29	0	6	2	4	0	22	0	9	319		0	0	0	0
8:45 AM	0	15	142	14	0	3	96	27	0	6	2	5	0	12	5	6	333		0	0	0	0
Count Total	0	80	982	70	0	21	681	156	0	32	13	25	0	112	14	52	2,238		0	1	0	0
Peak Hour	0	31	523	36	0	16	357	82	0	17	7	15	0	82	4	28	1,198		0	1	0	0

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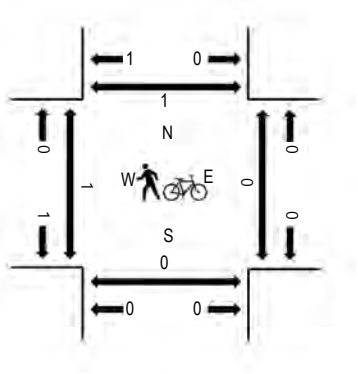
Location: 3 24 1/2 RD & PATTERSON RD AM
Date: Tuesday, March 3, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



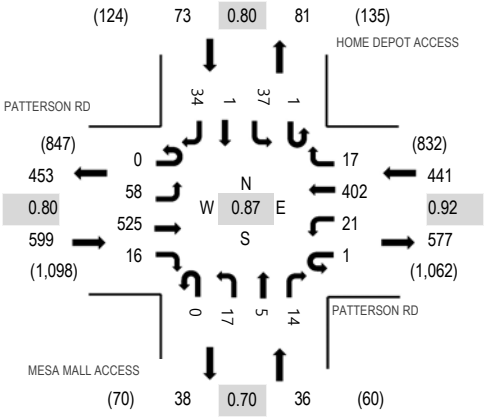
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				24 1/2 RD Northbound				24 1/2 RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	5	58	6	0	6	67	24	0	12	30	9	0	13	14	2	246	1,553	0	0	0	0
7:15 AM	0	6	100	7	0	20	78	47	0	11	48	14	0	32	44	6	413	1,652	0	0	0	0
7:30 AM	0	8	124	10	0	15	93	24	0	21	34	12	0	43	54	10	448	1,582	1	0	0	1
7:45 AM	0	6	162	19	0	15	93	16	0	21	22	20	0	28	39	5	446	1,518	0	0	0	0
8:00 AM	0	6	116	9	0	21	94	15	0	18	17	13	0	14	19	3	345	1,495	0	0	0	0
8:15 AM	0	3	99	10	0	20	94	15	0	12	13	25	0	22	22	8	343		0	0	0	0
8:30 AM	0	6	120	15	0	24	106	8	0	17	24	14	0	21	21	8	384		0	0	0	0
8:45 AM	0	5	124	15	0	33	112	22	0	18	24	19	0	20	29	2	423		0	0	0	0
Count Total	0	45	903	91	0	154	737	171	0	130	212	126	0	193	242	44	3,048		1	0	0	1
Peak Hour	0	26	502	45	0	71	358	102	0	71	121	59	0	117	156	24	1,652		1	0	0	1

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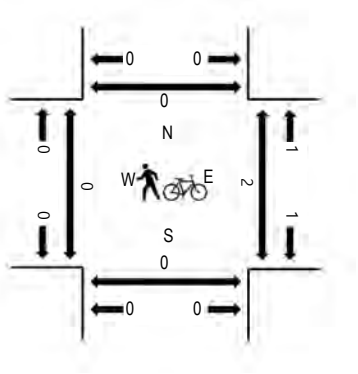
Location: 4 MESA MALL ACCESS & PATTERSON RD AM
Date: Tuesday, March 3, 2020
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



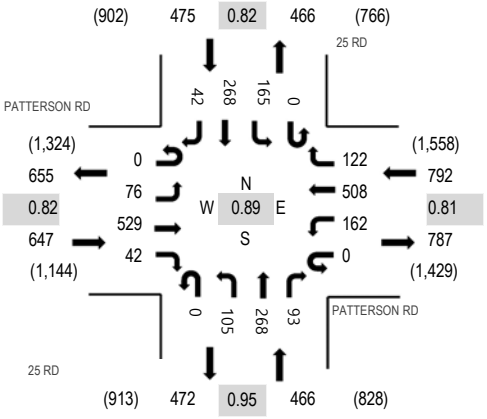
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				MESA MALL ACCESS Northbound				HOME DEPOT ACCESS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	67	3	0	2	63	2	0	0	0	1	0	2	1	5	149	994	0	0	0	1
7:15 AM	0	7	116	0	0	3	92	0	0	0	0	2	0	2	3	3	228	1,106	0	0	0	0
7:30 AM	0	5	150	2	0	3	107	5	0	1	1	3	0	5	0	5	287	1,122	0	0	0	0
7:45 AM	0	14	170	6	0	2	108	5	0	3	2	2	0	11	0	7	330	1,149	0	0	0	0
8:00 AM	0	7	123	5	1	3	98	3	0	3	2	3	1	7	1	4	261	1,120	0	2	0	0
8:15 AM	0	13	100	2	0	6	90	5	0	3	1	5	0	6	0	13	244		0	0	0	0
8:30 AM	0	24	132	3	0	10	106	4	0	8	0	4	0	13	0	10	314		0	0	0	0
8:45 AM	0	21	116	9	0	6	98	10	0	6	0	10	0	11	0	14	301		0	0	0	0
Count Total	0	94	974	30	1	35	762	34	0	24	6	30	1	57	5	61	2,114		0	2	0	1
Peak Hour	0	58	525	16	1	21	402	17	0	17	5	14	1	37	1	34	1,149		0	2	0	0

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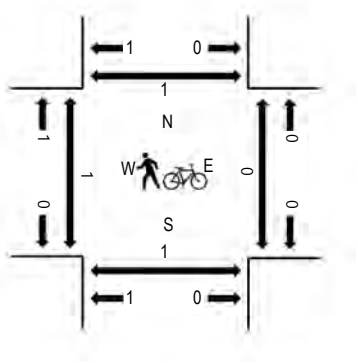
Location: 5 25 RD & PATTERSON RD AM
Date: Tuesday, March 3, 2020
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



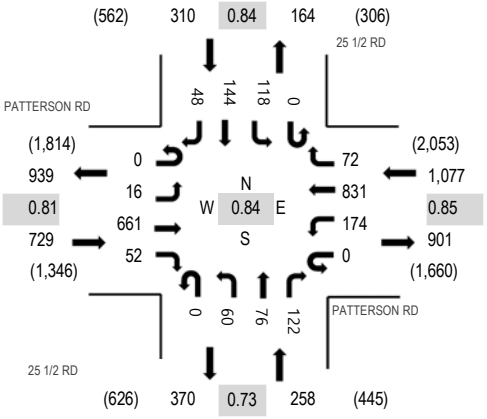
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				25 RD Northbound				25 RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	4	69	5	0	27	91	19	0	13	34	11	0	32	49	4	358	2,148	0	0	0	0
7:15 AM	0	10	113	9	0	37	141	16	0	15	47	18	0	42	61	8	517	2,330	0	0	0	0
7:30 AM	0	18	146	10	0	47	118	23	0	22	66	27	0	49	63	12	601	2,380	0	0	1	0
7:45 AM	0	26	168	4	0	47	132	29	0	31	63	25	0	50	86	11	672	2,319	0	0	0	0
8:00 AM	0	16	105	14	0	26	133	37	0	24	65	21	0	33	60	6	540	2,284	1	0	0	0
8:15 AM	0	16	110	14	0	42	125	33	0	28	74	20	0	33	59	13	567		0	0	0	0
8:30 AM	0	10	122	9	0	25	132	21	0	24	51	25	0	45	62	14	540		0	0	0	0
8:45 AM	0	8	112	26	0	64	169	24	0	41	56	27	0	26	67	17	637		0	0	0	0
Count Total	0	108	945	91	0	315	1,041	202	0	198	456	174	0	310	507	85	4,432		1	0	1	0
Peak Hour	0	76	529	42	0	162	508	122	0	105	268	93	0	165	268	42	2,380		1	0	1	0

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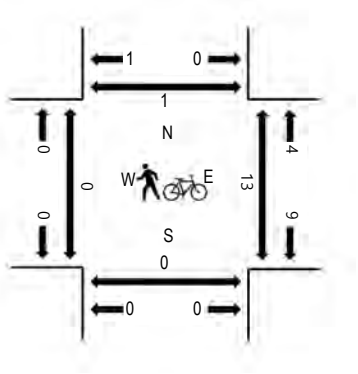
Location: 6 25 1/2 RD & PATTERSON RD AM
Date: Tuesday, March 3, 2020
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



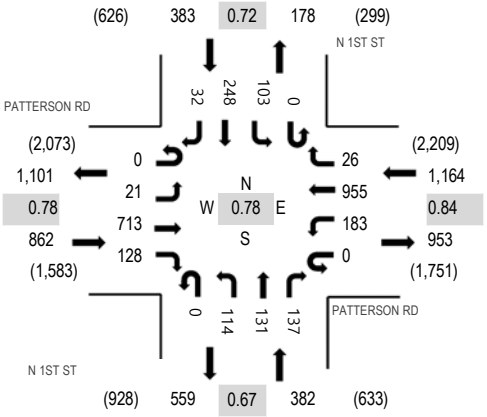
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				25 1/2 RD Northbound				25 1/2 RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	85	12	0	24	154	20	0	6	7	9	0	20	14	7	361	2,115	0	1	0	0
7:15 AM	0	3	149	5	0	24	211	23	0	6	5	20	0	26	19	7	498	2,296	0	0	0	0
7:30 AM	0	3	178	16	0	23	191	19	0	7	14	19	0	39	26	18	553	2,335	1	0	0	0
7:45 AM	0	8	207	12	0	49	243	28	0	21	15	26	0	45	33	16	703	2,374	0	0	0	0
8:00 AM	0	3	144	10	0	42	218	20	0	6	21	18	0	23	30	7	542	2,291	0	0	0	0
8:15 AM	0	1	140	12	0	43	194	16	0	10	15	26	0	28	37	15	537		0	2	0	0
8:30 AM	0	4	170	18	0	40	176	8	0	23	25	52	0	22	44	10	592		0	11	0	0
8:45 AM	0	3	149	11	0	46	232	9	0	20	33	41	0	24	36	16	620		0	4	0	0
Count Total	0	28	1,222	96	0	291	1,619	143	0	99	135	211	0	227	239	96	4,406		1	18	0	0
Peak Hour	0	16	661	52	0	174	831	72	0	60	76	122	0	118	144	48	2,374		0	13	0	0

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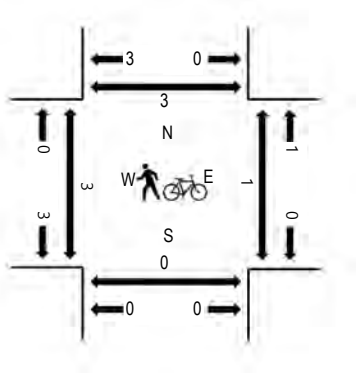
Location: 7 N 1ST ST & PATTERSON RD AM
Date: Tuesday, March 3, 2020
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



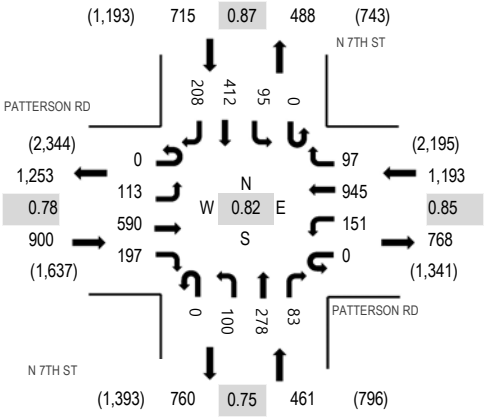
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				N 1ST ST Northbound				N 1ST ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	4	92	11	0	18	181	2	0	10	12	17	0	17	21	8	393	2,545	0	0	0	0
7:15 AM	0	5	153	24	0	31	233	2	0	20	14	30	0	19	40	6	577	2,772	2	0	0	0
7:30 AM	0	3	174	43	0	45	204	6	0	28	27	36	0	28	80	4	678	2,791	3	0	0	2
7:45 AM	0	8	227	42	0	52	285	8	0	32	51	59	0	29	93	11	897	2,719	0	0	0	0
8:00 AM	0	4	150	22	0	46	244	6	0	33	33	18	0	18	37	9	620	2,506	0	1	0	0
8:15 AM	0	6	162	21	0	40	222	6	0	21	20	24	0	28	38	8	596		0	0	0	0
8:30 AM	0	2	192	29	0	39	195	13	0	21	24	23	0	25	32	11	606		0	0	0	0
8:45 AM	0	6	179	24	0	66	251	14	0	30	23	27	0	24	34	6	684		0	0	0	1
Count Total	0	38	1,329	216	0	337	1,815	57	0	195	204	234	0	188	375	63	5,051		5	1	0	3
Peak Hour	0	21	713	128	0	183	955	26	0	114	131	137	0	103	248	32	2,791		3	1	0	2

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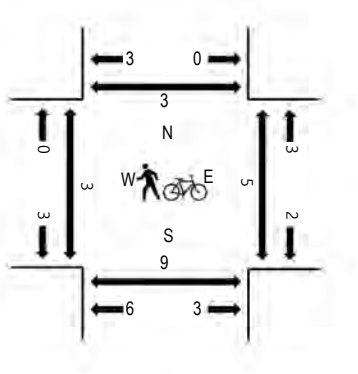
Location: 8 N 7TH ST & PATTERSON RD AM
Date: Tuesday, March 3, 2020
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

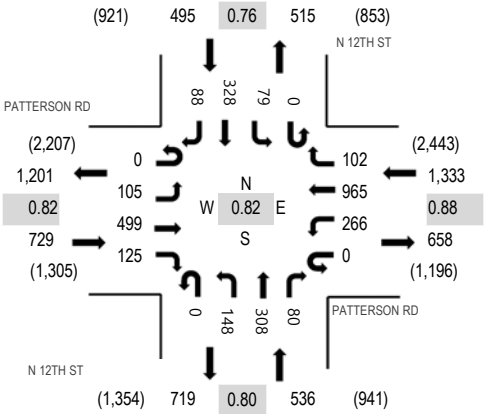
Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				N 7TH ST Northbound				N 7TH ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	11	67	32	0	20	169	1	0	25	26	12	0	7	61	26	457	2,838	1	0	2	0
7:15 AM	0	13	115	49	0	28	215	6	0	20	52	14	0	7	80	35	634	3,181	2	1	3	0
7:30 AM	0	22	151	53	0	46	225	16	0	11	58	22	0	13	93	37	747	3,269	0	0	1	0
7:45 AM	0	39	187	64	0	38	287	27	0	34	98	21	0	21	123	61	1,000	3,213	1	1	2	0
8:00 AM	0	27	120	38	0	35	228	40	0	23	84	21	0	34	95	55	800	2,983	0	0	3	1
8:15 AM	0	25	132	42	0	32	205	14	0	32	38	19	0	27	101	55	722		1	1	2	0
8:30 AM	0	19	143	65	0	44	203	11	0	19	37	16	0	11	80	43	691		0	0	1	1
8:45 AM	0	18	150	55	0	38	259	8	0	37	53	24	0	7	81	40	770		4	0	6	4
Count Total	0	174	1,065	398	0	281	1,791	123	0	201	446	149	0	127	714	352	5,821		9	3	20	6
Peak Hour	0	113	590	197	0	151	945	97	0	100	278	83	0	95	412	208	3,269		2	2	8	1

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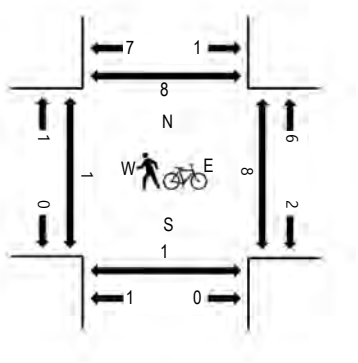
Location: 9 N 12TH ST & PATTERSON RD AM
Date: Tuesday, March 3, 2020
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

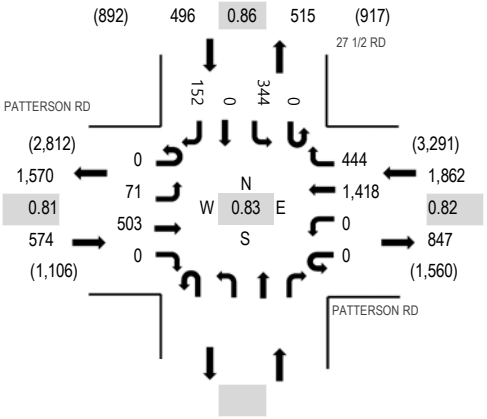
Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				N 12TH ST Northbound				N 12TH ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	9	56	14	0	36	154	13	0	22	35	19	0	6	34	11	409	2,689	2	1	1	0
7:15 AM	0	20	94	22	0	47	204	13	0	27	45	15	0	10	70	10	577	3,042	0	0	0	0
7:30 AM	0	24	109	34	0	87	240	26	0	28	74	18	0	20	76	21	757	3,093	1	1	0	1
7:45 AM	0	41	143	37	0	67	283	34	0	43	103	21	0	22	120	32	946	3,064	0	4	0	7
8:00 AM	0	24	124	23	0	58	266	23	0	39	73	20	0	21	72	19	762	2,921	0	2	0	0
8:15 AM	0	16	123	31	0	54	176	19	0	38	58	21	0	16	60	16	628		0	0	0	0
8:30 AM	0	18	117	32	0	73	222	18	0	33	49	18	0	30	97	21	728		0	2	0	0
8:45 AM	0	21	128	45	0	62	247	21	0	38	76	28	0	17	103	17	803		4	1	3	0
Count Total	0	173	894	238	0	484	1,792	167	0	268	513	160	0	142	632	147	5,610		7	11	4	8
Peak Hour	0	105	499	125	0	266	965	102	0	148	308	80	0	79	328	88	3,093		1	7	0	8

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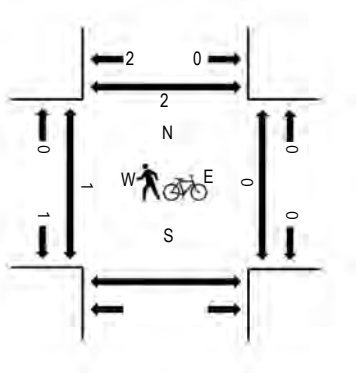
Location: 10 27 1/2 RD & PATTERSON RD AM
Date: Tuesday, March 3, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				Northbound				27 1/2 RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	8	70	0	0	0	204	79					0	46	0	16	423	2,728	0	0		0
7:15 AM	0	12	104	0	0	0	317	105					0	86	0	28	652	2,932	0	0		0
7:30 AM	0	13	122	0	0	0	381	110					0	99	0	45	770	2,844	0	0		0
7:45 AM	0	18	151	0	0	0	417	152					0	96	0	49	883	2,724	0	0		0
8:00 AM	0	28	126	0	0	0	303	77					0	63	0	30	627	2,561	1	0		1
8:15 AM	0	16	119	0	0	0	250	80					0	59	0	40	564		0	0		0
8:30 AM	0	16	115	0	0	0	325	87					0	65	0	42	650		0	0		0
8:45 AM	0	27	161	0	0	0	315	89					0	78	0	50	720		0	0		1
Count Total	0	138	968	0	0	0	2,512	779					0	592	0	300	5,289		1	0		2
Peak Hour	0	71	503	0	0	0	1,418	444					0	344	0	152	2,932		1	0		1

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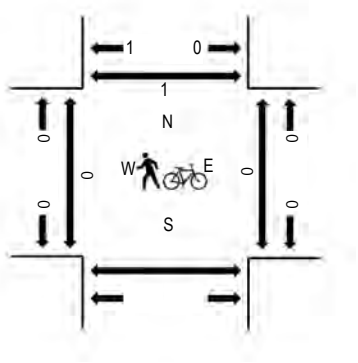
Location: 11 28 RD & PATTERSON RD AM
Date: Tuesday, March 3, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



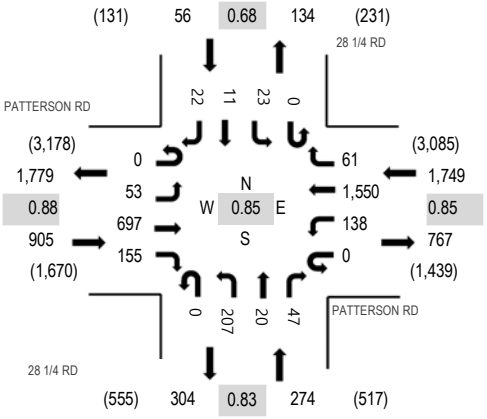
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				Northbound				28 RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	110	0	0	0	284	11					0	12	0	15	434	2,601	0	0		0
7:15 AM	0	2	184	0	0	0	394	6					0	10	0	14	610	2,754	0	0		0
7:30 AM	0	2	214	0	0	0	471	12					0	11	0	17	727	2,689	0	0		0
7:45 AM	0	4	236	0	0	0	542	27					0	7	0	14	830	2,574	0	0		0
8:00 AM	0	2	199	0	0	0	352	12					0	9	0	13	587	2,388	0	0		0
8:15 AM	0	4	197	0	0	0	318	7					0	6	0	13	545		0	0		0
8:30 AM	0	5	191	0	0	0	387	7					0	9	0	13	612		0	0		0
8:45 AM	0	10	220	0	0	0	370	15					0	12	0	17	644		1	0		1
Count Total	0	31	1,551	0	0	0	3,118	97					0	76	0	116	4,989		1	0		1
Peak Hour	0	10	833	0	0	0	1,759	57					0	37	0	58	2,754		0	0		0

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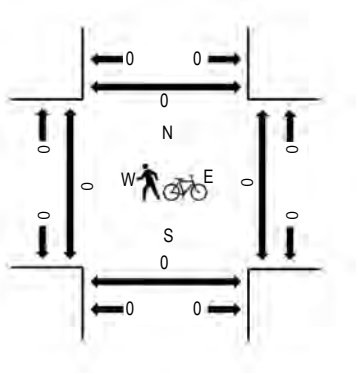
Location: 12 28 1/4 RD & PATTERSON RD AM
Date: Tuesday, March 3, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



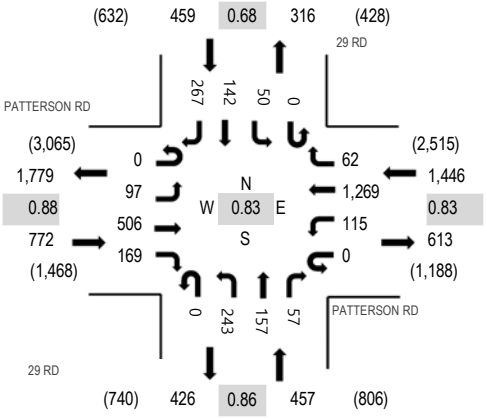
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				28 1/4 RD Northbound				28 1/4 RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	8	101	12	0	16	268	8	0	29	2	8	0	1	1	2	456	2,799	0	0	0	0
7:15 AM	0	9	153	32	0	21	352	17	0	41	4	11	0	7	1	7	655	2,984	0	0	0	0
7:30 AM	0	19	188	33	0	40	424	18	0	57	2	12	0	6	3	4	806	2,929	0	0	0	0
7:45 AM	0	14	198	50	0	46	458	13	0	69	9	8	0	3	6	8	882	2,790	0	0	0	0
8:00 AM	0	11	158	40	0	31	316	13	0	40	5	16	0	7	1	3	641	2,604	0	0	0	0
8:15 AM	0	8	152	46	0	28	268	9	0	48	7	13	0	6	4	11	600		0	0	1	0
8:30 AM	0	10	148	43	0	23	344	6	0	38	6	19	0	13	6	11	667		0	0	0	0
8:45 AM	0	16	184	37	0	27	328	11	0	44	6	23	0	4	8	8	696		0	0	0	0
Count Total	0	95	1,282	293	0	232	2,758	95	0	366	41	110	0	47	30	54	5,403		0	0	1	0
Peak Hour	0	53	697	155	0	138	1,550	61	0	207	20	47	0	23	11	22	2,984		0	0	0	0

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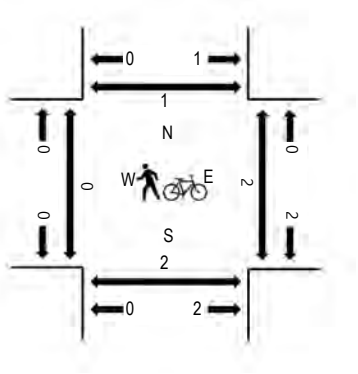
Location: 13 29 RD & PATTERSON RD AM
Date: Tuesday, March 3, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



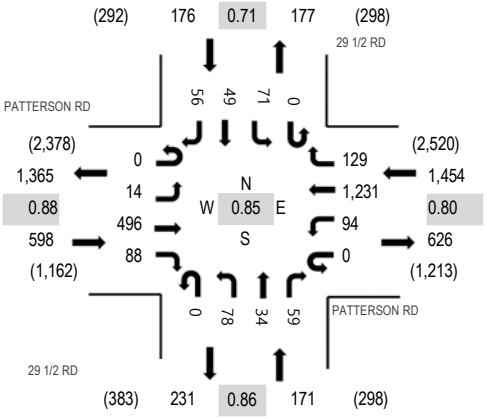
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				29 RD Northbound				29 RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	10	66	33	0	19	229	6	0	31	9	6	0	1	13	30	453	2,967	0	1	0	0
7:15 AM	0	18	106	46	0	23	297	13	0	68	30	11	0	5	18	41	676	3,134	0	0	0	0
7:30 AM	0	29	138	39	0	29	357	26	0	62	56	15	0	16	43	80	890	2,993	0	1	0	0
7:45 AM	0	33	141	47	0	41	377	19	0	53	50	17	0	23	56	91	948	2,725	0	1	2	1
8:00 AM	0	17	121	37	0	22	238	4	0	60	21	14	0	6	25	55	620	2,454	0	0	0	0
8:15 AM	0	7	125	43	0	25	206	2	0	55	9	22	0	10	12	19	535		1	0	0	0
8:30 AM	0	15	125	39	0	31	268	2	0	62	8	27	0	5	16	24	622		0	0	0	1
8:45 AM	0	18	162	53	0	24	249	8	0	82	18	20	0	6	6	31	677		0	1	1	1
Count Total	0	147	984	337	0	214	2,221	80	0	473	201	132	0	72	189	371	5,421		1	4	3	3
Peak Hour	0	97	506	169	0	115	1,269	62	0	243	157	57	0	50	142	267	3,134		0	2	2	1

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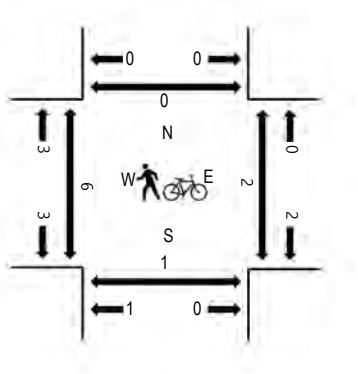
Location: 14 29 1/2 RD & PATTERSON RD AM
Date: Tuesday, March 3, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



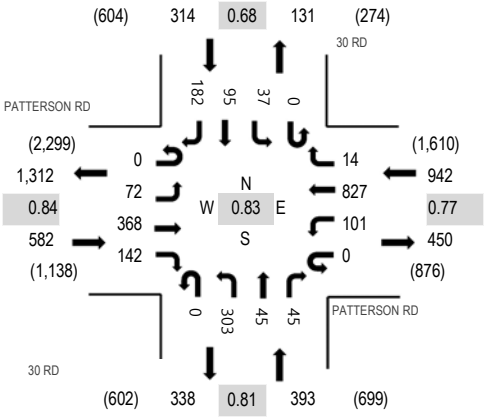
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				29 1/2 RD Northbound				29 1/2 RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	6	64	7	0	17	208	21	0	7	2	4	0	7	4	12	359	2,291	0	0	1	0
7:15 AM	0	4	98	14	0	18	290	25	0	21	9	14	0	16	6	12	527	2,399	4	2	1	0
7:30 AM	0	2	131	21	0	30	382	43	0	28	8	11	0	8	17	18	699	2,332	2	0	0	0
7:45 AM	0	6	150	26	0	31	338	43	0	17	10	23	0	26	17	19	706	2,175	0	0	0	0
8:00 AM	0	2	117	27	0	15	221	18	0	12	7	11	0	21	9	7	467	1,981	0	0	0	0
8:15 AM	0	13	127	16	0	13	205	15	0	12	2	23	0	20	7	7	460		0	0	0	0
8:30 AM	0	4	126	16	0	18	268	22	0	22	6	21	0	27	6	6	542		0	0	0	0
8:45 AM	0	11	153	21	0	23	241	15	0	16	4	8	0	7	4	9	512		0	0	0	0
Count Total	0	48	966	148	0	165	2,153	202	0	135	48	115	0	132	70	90	4,272		6	2	2	0
Peak Hour	0	14	496	88	0	94	1,231	129	0	78	34	59	0	71	49	56	2,399		6	2	1	0

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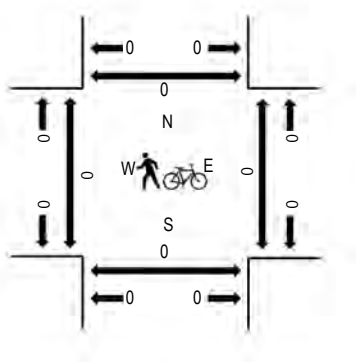
Location: 15 30 RD & PATTERSON RD AM
Date: Tuesday, March 3, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



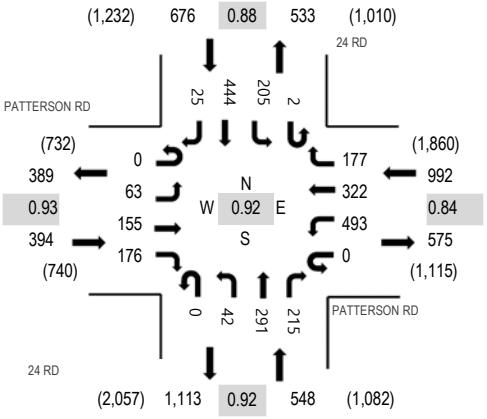
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				30 RD Northbound				30 RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	53	10	0	9	119	4	0	63	3	4	0	10	15	38	330	2,120	0	0	0	0
7:15 AM	0	4	94	25	0	21	184	3	0	69	7	10	0	9	20	42	488	2,231	0	0	0	0
7:30 AM	0	11	87	35	0	33	271	3	0	89	8	13	0	18	32	68	668	2,188	0	0	0	0
7:45 AM	0	30	114	51	0	30	213	4	0	96	16	9	0	5	27	39	634	2,052	0	0	0	0
8:00 AM	0	27	73	31	0	17	159	4	0	49	14	13	0	5	16	33	441	1,931	0	0	0	0
8:15 AM	0	26	90	46	0	19	132	4	0	53	10	9	0	12	8	36	445		0	1	0	2
8:30 AM	0	32	97	41	0	18	164	5	0	66	9	17	0	8	21	54	532		0	0	0	0
8:45 AM	0	28	99	32	0	17	169	8	0	42	12	18	0	9	28	51	513		0	0	0	0
Count Total	0	160	707	271	0	164	1,411	35	0	527	79	93	0	76	167	361	4,051		0	1	0	2
Peak Hour	0	72	368	142	0	101	827	14	0	303	45	45	0	37	95	182	2,231		0	0	0	0

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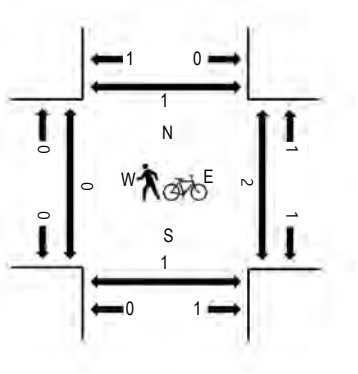
Location: 1 24 RD & PATTERSON RD PM
Date: Tuesday, March 3, 2020
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



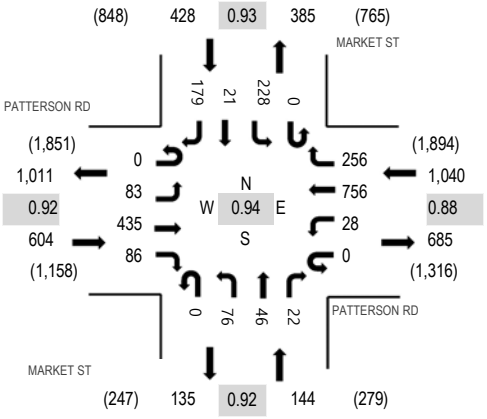
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				24 RD Northbound				24 RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	17	24	32	0	95	81	40	0	11	76	67	0	58	97	4	602	2,470	0	0	0	0
4:15 PM	0	14	39	46	0	94	69	36	0	15	68	73	0	49	96	4	603	2,566	0	0	0	0
4:30 PM	0	13	43	48	0	123	93	50	0	9	72	66	2	63	119	7	708	2,610	0	0	0	0
4:45 PM	0	16	44	37	0	95	60	36	0	13	66	40	0	52	93	5	557	2,468	0	1	1	1
5:00 PM	0	16	43	51	0	147	96	51	0	10	78	50	0	41	107	8	698	2,444	0	0	0	0
5:15 PM	0	18	25	40	0	128	73	40	0	10	75	59	0	49	125	5	647		0	0	0	0
5:30 PM	0	12	33	45	0	111	76	37	1	5	59	42	0	42	99	4	566		0	0	1	0
5:45 PM	0	16	31	37	0	127	62	40	0	10	62	45	0	37	64	2	533		0	0	0	1
Count Total	0	122	282	336	0	920	610	330	1	83	556	442	2	391	800	39	4,914		0	1	2	2
Peak Hour	0	63	155	176	0	493	322	177	0	42	291	215	2	205	444	25	2,610		0	1	1	1

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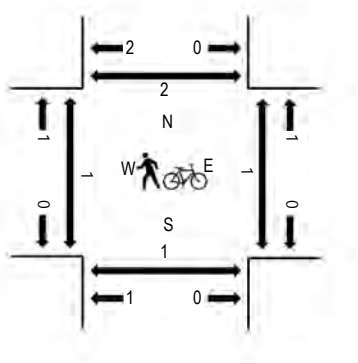
Location: 2 MARKET ST & PATTERSON RD PM
Date: Tuesday, March 3, 2020
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



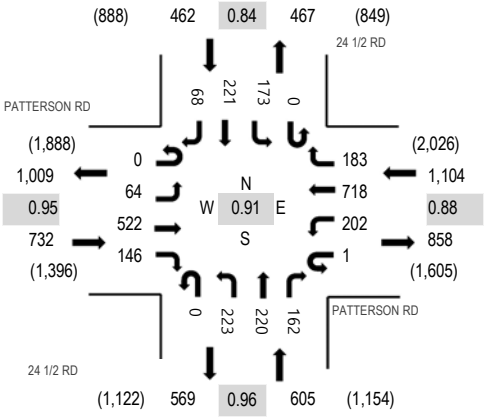
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				MARKET ST Northbound				MARKET ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	19	111	25	1	7	160	59	0	19	9	7	0	63	9	32	521	2,095	0	0	0	0
4:15 PM	0	31	121	24	0	4	121	54	0	15	10	16	0	35	8	48	487	2,157	0	2	1	1
4:30 PM	0	17	131	27	0	3	203	67	0	22	11	1	0	50	7	50	589	2,216	0	0	0	0
4:45 PM	0	26	95	18	0	12	146	51	0	17	13	8	0	66	7	39	498	2,120	1	0	1	0
5:00 PM	0	20	109	19	0	7	224	63	0	17	15	6	0	52	3	48	583	2,084	0	1	0	1
5:15 PM	0	20	100	22	0	6	183	75	0	20	7	7	0	60	4	42	546		0	0	0	1
5:30 PM	1	21	79	12	0	2	146	79	0	15	7	13	0	55	5	58	493		0	0	0	0
5:45 PM	0	23	75	12	0	3	158	60	0	11	8	5	0	50	1	56	462		0	0	0	1
Count Total	1	177	821	159	1	44	1,341	508	0	136	80	63	0	431	44	373	4,179		1	3	2	4
Peak Hour	0	83	435	86	0	28	756	256	0	76	46	22	0	228	21	179	2,216		1	1	1	2

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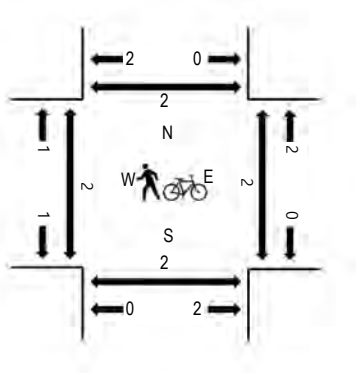
Location: 3 24 1/2 RD & PATTERSON RD PM
Date: Tuesday, March 3, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



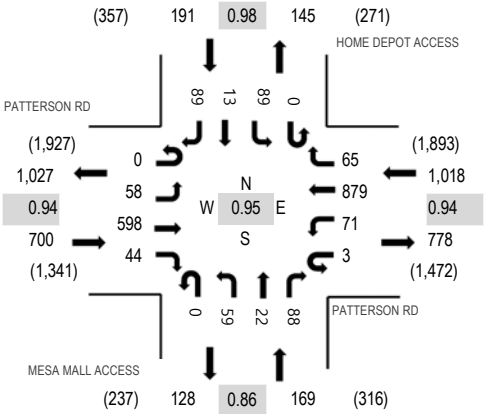
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				24 1/2 RD Northbound				24 1/2 RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	16	123	35	0	47	157	35	0	55	54	33	0	42	58	11	666	2,775	0	1	0	0
4:15 PM	0	24	127	35	0	56	170	48	0	59	57	35	0	44	54	12	721	2,903	0	0	2	0
4:30 PM	0	10	128	39	1	42	171	40	0	61	58	39	0	41	53	18	701	2,892	0	0	0	0
4:45 PM	0	16	122	38	0	49	168	47	0	43	59	43	0	42	48	12	687	2,781	0	1	0	0
5:00 PM	0	14	145	34	0	55	209	48	0	60	46	45	0	46	66	26	794	2,689	1	0	0	0
5:15 PM	0	13	120	50	0	57	172	39	0	55	59	39	0	41	41	24	710		2	0	0	0
5:30 PM	0	13	110	35	0	45	131	38	0	57	37	35	0	27	42	20	590		2	0	0	0
5:45 PM	0	10	101	38	0	43	142	16	0	37	52	36	0	40	62	18	595		0	1	1	1
Count Total	0	116	976	304	1	394	1,320	311	0	427	422	305	0	323	424	141	5,464		5	3	3	1
Peak Hour	0	64	522	146	1	202	718	183	0	223	220	162	0	173	221	68	2,903		1	1	2	0

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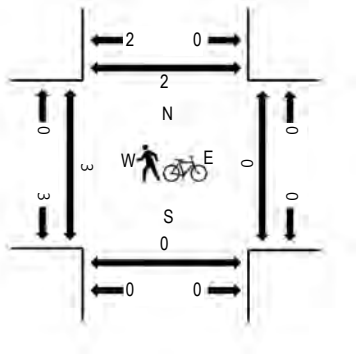
Location: 4 MESA MALL ACCESS & PATTERSON RD PM
Date: Tuesday, March 3, 2020
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

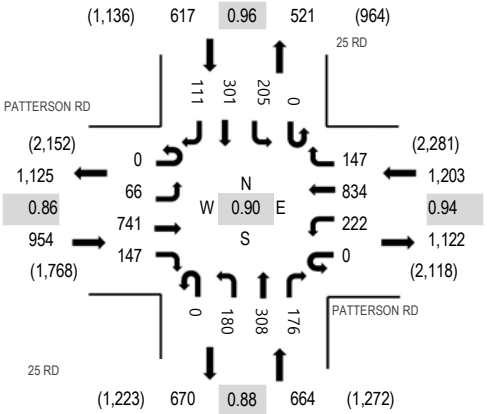
Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				MESA MALL ACCESS Northbound				HOME DEPOT ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	22	147	13	0	21	204	10	0	13	4	20	0	20	6	21	501	1,986	0	0	0	0
4:15 PM	0	19	148	9	1	14	183	19	0	9	6	22	0	22	6	19	477	2,029	0	0	1	0
4:30 PM	0	11	162	16	1	19	227	22	0	12	5	16	0	22	3	24	540	2,078	0	0	0	0
4:45 PM	0	18	135	13	0	22	171	16	0	18	5	23	0	24	4	19	468	1,994	0	0	0	0
5:00 PM	0	14	150	8	1	15	241	15	0	16	8	27	0	21	1	27	544	1,921	3	0	0	1
5:15 PM	0	15	151	7	1	15	240	12	0	13	4	22	0	22	5	19	526		0	0	0	1
5:30 PM	0	9	133	8	0	15	203	9	0	17	7	16	0	16	3	20	456		0	0	0	0
5:45 PM	0	8	118	7	0	6	182	8	0	11	5	17	0	14	1	18	395		0	0	0	1
Count Total	0	116	1,144	81	4	127	1,651	111	0	109	44	163	0	161	29	167	3,907		3	0	1	3
Peak Hour	0	58	598	44	3	71	879	65	0	59	22	88	0	89	13	89	2,078		3	0	0	2

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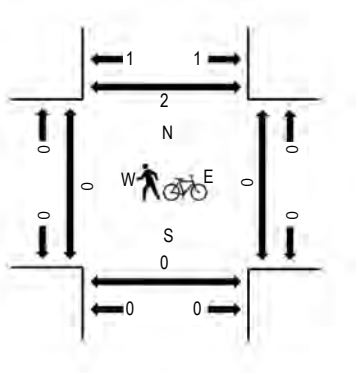
Location: 5 25 RD & PATTERSON RD PM
Date: Tuesday, March 3, 2020
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



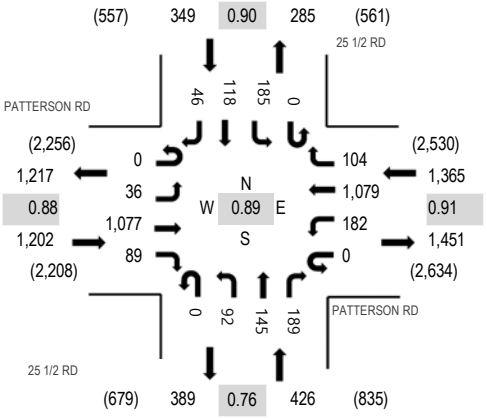
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				25 RD Northbound				25 RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	16	171	35	0	56	184	31	0	41	59	57	0	44	67	30	791	3,260	0	0	0	1
4:15 PM	0	9	153	31	0	55	236	27	0	54	64	53	0	42	72	27	823	3,420	0	0	0	0
4:30 PM	0	15	180	36	0	51	209	36	0	45	69	38	0	55	73	28	835	3,438	0	0	0	1
4:45 PM	0	19	173	34	0	56	197	33	0	39	68	50	0	51	63	28	811	3,333	0	0	0	0
5:00 PM	0	18	212	46	0	56	227	42	0	57	86	49	0	49	81	28	951	3,197	0	0	0	0
5:15 PM	0	14	176	31	0	59	201	36	0	39	85	39	0	50	84	27	841		0	0	0	0
5:30 PM	0	18	161	27	0	37	174	37	0	30	78	39	0	41	67	21	730		0	0	0	0
5:45 PM	0	13	157	23	0	34	180	27	0	30	64	39	0	39	49	20	675		0	2	0	3
Count Total	0	122	1,383	263	0	404	1,608	269	0	335	573	364	0	371	556	209	6,457		0	2	0	5
Peak Hour	0	66	741	147	0	222	834	147	0	180	308	176	0	205	301	111	3,438		0	0	0	1

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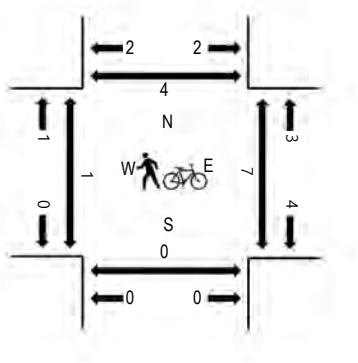
Location: 6 25 1/2 RD & PATTERSON RD PM
Date: Tuesday, March 3, 2020
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



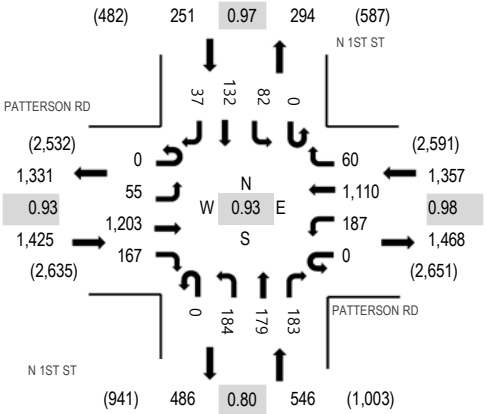
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				25 1/2 RD Northbound				25 1/2 RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	12	253	30	0	46	244	30	0	31	48	65	0	25	23	9	816	3,081	0	21	0	0
4:15 PM	0	7	210	15	0	35	253	17	0	24	41	45	0	24	21	10	702	3,205	1	0	0	3
4:30 PM	0	12	252	19	0	43	263	25	0	19	32	32	0	53	28	9	787	3,342	1	2	0	3
4:45 PM	0	5	257	20	0	35	255	33	0	26	26	48	0	39	21	11	776	3,217	0	0	0	1
5:00 PM	0	10	314	18	0	40	305	30	0	22	46	58	0	44	36	17	940	3,049	0	3	0	0
5:15 PM	0	9	254	32	0	64	256	16	0	25	41	51	0	49	33	9	839		0	1	0	0
5:30 PM	0	15	215	14	0	38	229	19	0	9	39	34	0	37	11	2	662		0	1	0	0
5:45 PM	0	11	216	8	0	29	210	15	0	8	22	43	0	16	20	10	608		0	2	0	0
Count Total	0	81	1,971	156	0	330	2,015	185	0	164	295	376	0	287	193	77	6,130		2	30	0	7
Peak Hour	0	36	1,077	89	0	182	1,079	104	0	92	145	189	0	185	118	46	3,342		1	6	0	4

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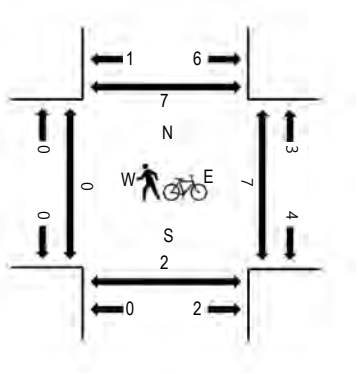
Location: 7 N 1ST ST & PATTERSON RD PM
Date: Tuesday, March 3, 2020
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

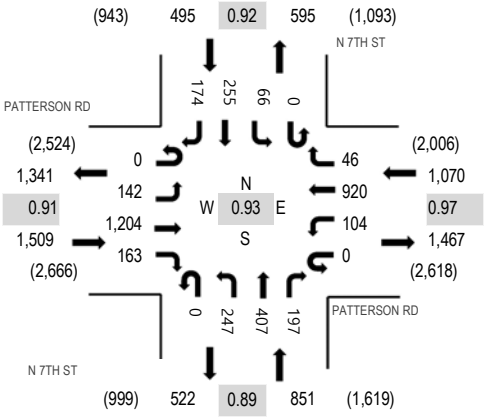
Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				N 1ST ST Northbound				N 1ST ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	18	300	41	0	33	255	17	0	47	47	31	0	14	36	10	849	3,406	0	2	2	0
4:15 PM	0	17	220	35	0	49	291	14	0	44	34	43	0	15	36	8	806	3,524	0	6	0	1
4:30 PM	0	19	278	37	0	44	297	15	0	33	44	49	0	16	32	12	876	3,579	0	2	1	1
4:45 PM	0	11	287	49	0	50	269	13	0	48	38	46	0	24	34	6	875	3,440	0	4	0	3
5:00 PM	0	16	326	41	0	47	281	22	0	60	52	60	0	22	32	8	967	3,305	0	0	0	2
5:15 PM	0	9	312	40	0	46	263	10	0	43	45	28	0	20	34	11	861		0	1	1	0
5:30 PM	0	9	250	42	0	37	241	13	0	30	40	32	0	7	31	5	737		0	0	0	1
5:45 PM	0	18	223	37	0	34	239	11	0	23	55	31	0	17	44	8	740		0	0	0	0
Count Total	0	117	2,196	322	0	340	2,136	115	0	328	355	320	0	135	279	68	6,711		0	15	4	8
Peak Hour	0	55	1,203	167	0	187	1,110	60	0	184	179	183	0	82	132	37	3,579		0	7	2	6

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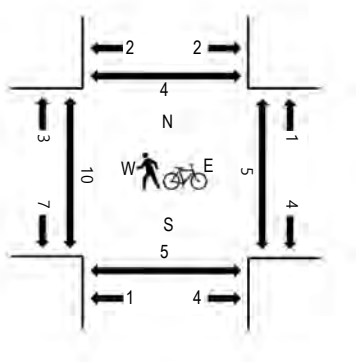
Location: 8 N 7TH ST & PATTERSON RD PM
Date: Tuesday, March 3, 2020
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



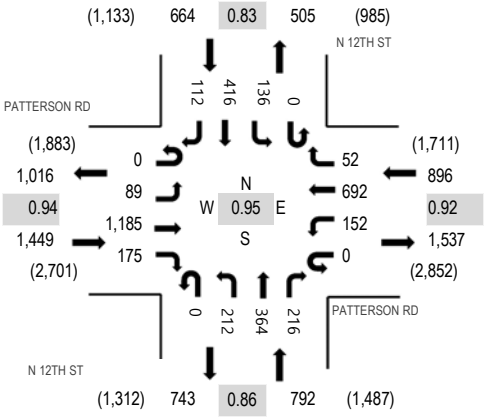
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				N 7TH ST Northbound				N 7TH ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	29	282	43	0	26	194	13	0	69	94	56	0	13	70	47	936	3,646	0	1	2	0
4:15 PM	0	33	198	39	0	28	232	7	0	65	89	41	0	13	57	46	848	3,768	5	0	0	0
4:30 PM	0	39	263	34	0	27	231	8	0	66	95	48	0	19	56	49	935	3,925	5	2	1	1
4:45 PM	0	35	273	42	0	27	235	17	0	60	82	53	0	16	49	38	927	3,803	2	2	2	2
5:00 PM	0	35	338	42	0	21	238	9	0	62	127	51	0	11	79	45	1,058	3,588	1	0	2	0
5:15 PM	0	33	330	45	0	29	216	12	0	59	103	45	0	20	71	42	1,005		1	0	0	0
5:30 PM	0	19	236	31	0	27	181	8	0	52	101	56	0	22	42	38	813		1	1	0	1
5:45 PM	0	22	196	29	0	25	183	12	0	42	71	32	0	6	60	34	712		0	0	0	1
Count Total	0	245	2,116	305	0	210	1,710	86	0	475	762	382	0	120	484	339	7,234		15	6	7	5
Peak Hour	0	142	1,204	163	0	104	920	46	0	247	407	197	0	66	255	174	3,925		9	4	5	3

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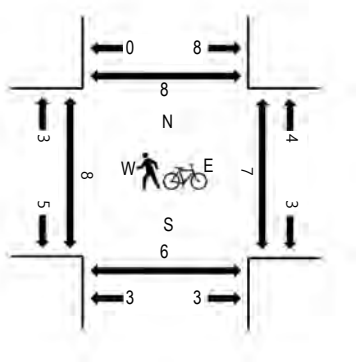
Location: 9 N 12TH ST & PATTERSON RD PM
Date: Tuesday, March 3, 2020
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



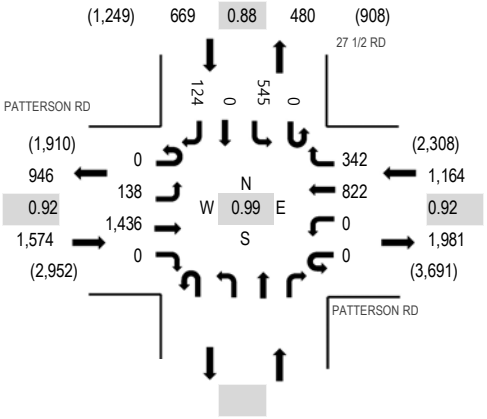
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				N 12TH ST Northbound				N 12TH ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	26	285	33	0	32	142	15	0	43	104	67	0	25	80	29	881	3,531	5	2	0	1
4:15 PM	0	25	236	37	0	34	207	14	0	45	73	49	0	30	64	16	830	3,646	2	1	0	1
4:30 PM	0	18	276	43	0	35	196	10	0	48	89	50	0	30	90	23	908	3,801	2	2	0	0
4:45 PM	0	26	277	42	0	34	179	11	0	65	83	44	0	27	94	30	912	3,700	0	1	1	0
5:00 PM	0	20	315	43	0	41	159	16	0	51	106	74	0	39	110	22	996	3,501	1	1	0	7
5:15 PM	0	25	317	47	0	42	158	15	0	48	86	48	0	40	122	37	985		2	1	1	1
5:30 PM	0	16	287	49	0	37	128	13	0	43	82	36	0	22	62	32	807		0	0	3	0
5:45 PM	0	24	205	29	0	45	132	16	0	38	72	43	0	30	67	12	713		1	1	2	0
Count Total	0	180	2,198	323	0	300	1,301	110	0	381	695	411	0	243	689	201	7,032		13	9	7	10
Peak Hour	0	89	1,185	175	0	152	692	52	0	212	364	216	0	136	416	112	3,801		5	5	2	8

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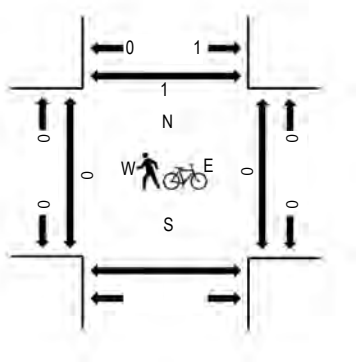
Location: 10 27 1/2 RD & PATTERSON RD PM
Date: Tuesday, March 3, 2020
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

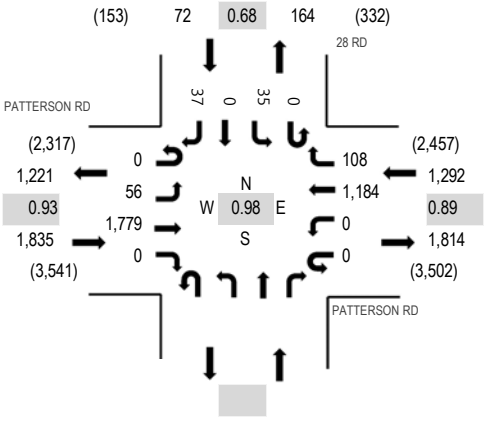
Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				Northbound				27 1/2 RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	56	346	0	0	0	221	59					0	135	0	30	847	3,347	0	0		0
4:15 PM	0	33	320	0	0	0	225	78					0	140	0	21	817	3,360	0	0		0
4:30 PM	0	31	332	0	0	0	225	106					0	122	0	31	847	3,407	0	0		0
4:45 PM	0	31	350	0	0	0	219	81					0	126	0	29	836	3,258	0	0		0
5:00 PM	0	35	369	0	0	0	190	76					0	159	0	31	860	3,162	0	0		1
5:15 PM	0	41	385	0	0	0	188	79					0	138	0	33	864		0	0		0
5:30 PM	0	34	279	0	0	0	204	60					0	105	0	16	698		0	0		0
5:45 PM	0	33	277	0	0	0	222	75					0	108	0	25	740		0	0		0
Count Total	0	294	2,658	0	0	0	1,694	614					0	1,033	0	216	6,509		0	0		1
Peak Hour	0	138	1,436	0	0	0	822	342					0	545	0	124	3,407		0	0		1

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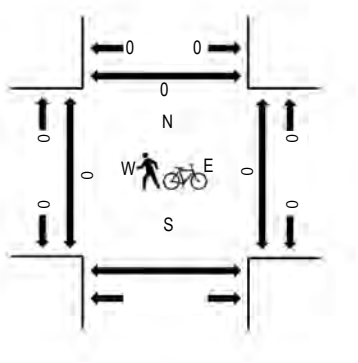
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Location: 11 28 RD & PATTERSON RD PM
Date: Tuesday, March 3, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

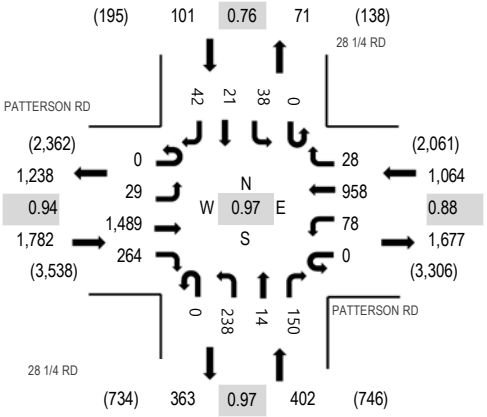
Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				Northbound				28 RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	12	455	0	0	0	265	22					0	9	0	3	766	3,145	0	0		0
4:15 PM	0	12	452	0	0	0	306	28					0	9	0	9	816	3,199	0	0		0
4:30 PM	0	12	423	0	0	0	335	26					0	5	0	6	807	3,184	0	0		0
4:45 PM	0	17	423	0	0	0	276	21					0	10	0	9	756	3,071	0	0		0
5:00 PM	0	15	481	0	0	0	267	33					0	11	0	13	820	3,006	0	0		0
5:15 PM	0	13	493	0	0	0	249	33					0	5	0	8	801		0	0		0
5:30 PM	0	8	367	0	0	0	256	29					0	11	0	23	694		0	0		0
5:45 PM	0	17	341	0	0	0	277	34					0	7	0	15	691		0	0		0
Count Total	0	106	3,435	0	0	0	2,231	226					0	67	0	86	6,151		0	0		0
Peak Hour	0	56	1,779	0	0	0	1,184	108					0	35	0	37	3,199		0	0		0

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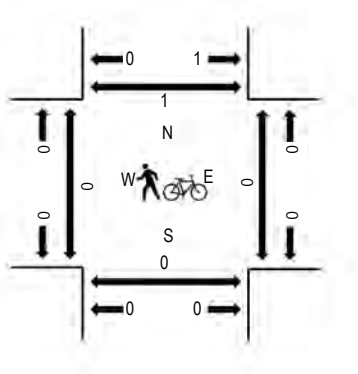
Location: 12 28 1/4 RD & PATTERSON RD PM
Date: Tuesday, March 3, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

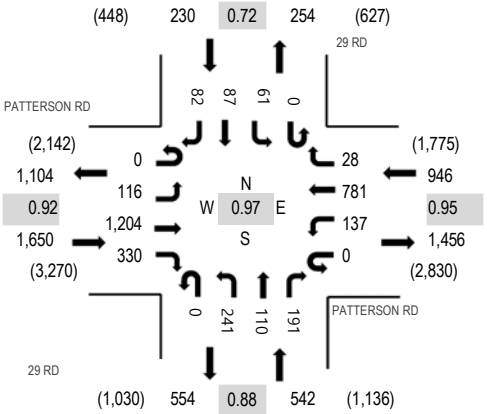
Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				28 1/4 RD Northbound				28 1/4 RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	11	395	66	0	23	205	1	0	66	2	25	0	13	5	12	824	3,339	1	0	0	0
4:15 PM	0	9	378	72	0	21	255	9	0	63	5	28	0	8	3	12	863	3,349	0	0	0	0
4:30 PM	0	9	369	60	0	17	278	6	0	55	2	42	0	10	6	8	862	3,340	0	0	0	0
4:45 PM	0	7	348	76	0	21	207	8	0	63	2	39	0	9	6	4	790	3,250	0	0	0	1
5:00 PM	0	4	394	56	0	19	218	5	0	57	5	41	0	11	6	18	834	3,201	0	0	0	0
5:15 PM	0	9	398	74	0	38	210	7	0	51	5	34	0	9	4	15	854		0	0	0	0
5:30 PM	0	5	365	66	0	19	211	4	0	42	4	35	0	5	4	12	772		0	0	0	1
5:45 PM	0	7	311	49	0	20	254	5	0	40	7	33	0	6	3	6	741		0	2	0	0
Count Total	0	61	2,958	519	0	178	1,838	45	0	437	32	277	0	71	37	87	6,540		1	2	0	2
Peak Hour	0	29	1,489	264	0	78	958	28	0	238	14	150	0	38	21	42	3,349		0	0	0	1

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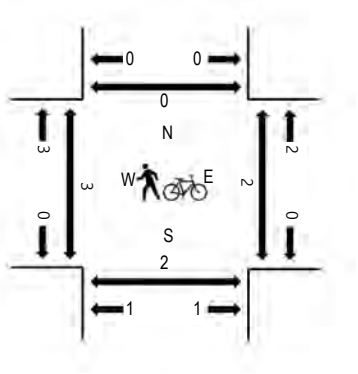
Location: 13 29 RD & PATTERSON RD PM
Date: Tuesday, March 3, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

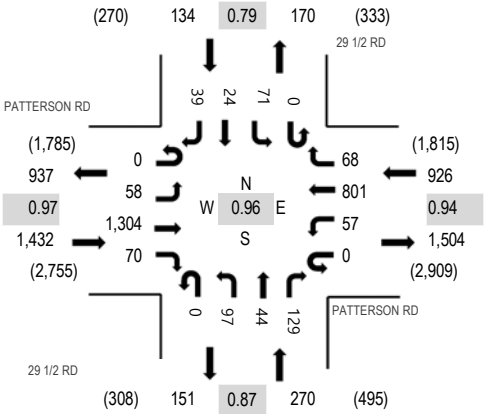
Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				29 RD Northbound				29 RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	31	322	99	0	34	175	7	0	56	30	53	0	19	29	17	872	3,368	0	0	0	0
4:15 PM	0	32	292	83	0	32	200	11	0	67	27	49	0	18	10	24	845	3,318	2	0	0	0
4:30 PM	0	29	294	73	0	32	214	4	0	67	26	47	0	16	35	29	866	3,361	0	0	0	0
4:45 PM	0	24	296	75	0	39	192	6	0	51	27	42	0	8	13	12	785	3,327	1	0	2	0
5:00 PM	0	44	302	80	0	32	183	6	0	54	32	42	0	11	19	17	822	3,261	1	1	0	0
5:15 PM	0	58	315	82	0	24	177	12	0	66	51	52	0	17	16	18	888		0	0	0	0
5:30 PM	0	44	283	76	0	23	157	7	0	60	49	41	0	20	24	48	832		0	1	1	0
5:45 PM	0	28	244	64	0	24	177	7	0	70	35	42	0	5	12	11	719		2	0	2	0
Count Total	0	290	2,348	632	0	240	1,475	60	0	491	277	368	0	114	158	176	6,629		6	2	5	0
Peak Hour	0	116	1,204	330	0	137	781	28	0	241	110	191	0	61	87	82	3,368		3	0	2	0

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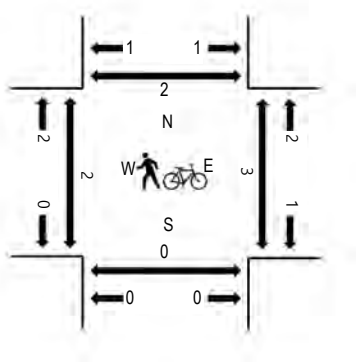
Location: 14 29 1/2 RD & PATTERSON RD PM
Date: Tuesday, March 3, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

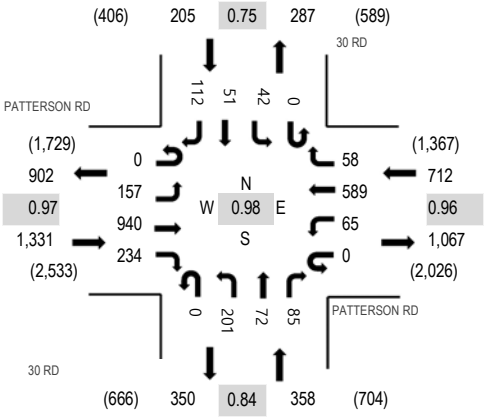
Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				29 1/2 RD Northbound				29 1/2 RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	330	19	0	18	191	21	0	26	8	44	0	14	4	8	688	2,762	2	0	0	1
4:15 PM	0	18	327	14	0	20	199	19	0	32	8	37	0	25	8	14	721	2,739	0	1	0	1
4:30 PM	0	20	333	17	0	8	223	14	0	22	12	18	0	15	8	7	697	2,707	0	1	0	0
4:45 PM	0	15	314	20	0	11	188	14	0	17	16	30	0	17	4	10	656	2,647	0	1	0	0
5:00 PM	0	15	290	14	0	15	200	14	0	26	10	40	0	24	3	14	665	2,573	2	0	0	2
5:15 PM	0	19	328	22	0	27	182	17	0	17	8	36	0	28	4	1	689		0	0	0	0
5:30 PM	0	14	308	23	0	14	178	20	0	16	9	21	0	24	6	4	637		0	0	0	0
5:45 PM	0	13	271	6	0	14	189	19	0	11	5	26	0	9	9	10	582		0	1	0	0
Count Total	0	119	2,501	135	0	127	1,550	138	0	167	76	252	0	156	46	68	5,335		4	4	0	4
Peak Hour	0	58	1,304	70	0	57	801	68	0	97	44	129	0	71	24	39	2,762		2	3	0	2

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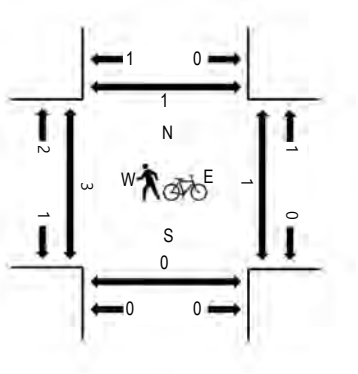
Location: 15 30 RD & PATTERSON RD PM
Date: Tuesday, March 3, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	PATTERSON RD Eastbound				PATTERSON RD Westbound				30 RD Northbound				30 RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	39	237	66	0	19	146	20	0	55	20	22	0	8	12	24	668	2,606	2	1	0	0
4:15 PM	0	46	221	54	0	14	151	10	0	45	18	23	0	15	12	41	650	2,536	0	0	0	0
4:30 PM	0	33	234	68	0	14	152	15	0	54	12	16	0	12	12	30	652	2,546	1	0	0	1
4:45 PM	0	39	248	46	0	18	140	13	0	47	22	24	0	7	15	17	636	2,486	0	0	0	0
5:00 PM	0	46	212	50	0	9	150	11	0	43	23	15	0	7	8	24	598	2,404	0	0	0	0
5:15 PM	0	37	239	55	0	14	138	13	0	53	30	25	0	10	20	26	660		0	0	0	0
5:30 PM	0	37	212	54	0	17	121	14	0	37	17	26	0	12	15	30	592		0	0	0	0
5:45 PM	0	41	173	46	0	15	144	9	0	40	24	13	0	15	13	21	554		1	1	0	0
Count Total	0	318	1,776	439	0	120	1,142	105	0	374	166	164	0	86	107	213	5,010		4	2	0	1
Peak Hour	0	157	940	234	0	65	589	58	0	201	72	85	0	42	51	112	2,606		3	1	0	1

Appendix E - Access Plan Methodology and Evaluation Process

Memorandum

TO: Patterson Road Access Plan Project Team
FROM: Janet Lundquist
DATE: March 17, 2020
PROJECT: **Patterson Road Access Study**
RE: Access Plan Methodology

This memorandum describes the general approach proposed by Stolfus & Associates, Inc. (Stolfus) to develop the Patterson Road Access Plan. The purpose of this memorandum is to outline, for the benefit of the City of Grand Junction, the primary assumptions that will be used in developing the recommended access plan and to document agency concurrence with the proposed methodology. A separate methodology for the related traffic engineering elements of the project has been prepared documenting the primary assumptions and procedures that will be used to develop future traffic projections and analysis.

STUDY AREA
The study area consists of approximately 7.0 miles of Patterson Road between I-70B (23.75 Road) and Lodgepole Street (30.75 Road). The study area is located within the City of Grand Junction in Mesa County, Colorado.

ACCESS GUIDANCE
The Street Plan Functional Classification Map within the Grand Junction Circulation Plan identifies the corridor as a Minor Arterial from I-70B (23.75 Road) to 25 Road and a Principal Arterial from 25 Road to Lodgepole Street (30.75 Road). Guidance from the Transportation Engineering Design Standards (TEDS) for applicable classifications will be considered in developing the Access Plan. Currently, the study corridor falls under two categories:

Principal Arterial
A principal arterial is a 4-lane roadway with a right-of-way of 110 feet that includes a center median and detached sidewalks. The posted speed limits range from 35 mph-45 mph. Direct access is subordinate to through traffic movements. Full movement intersections are spaced 1/2 mile apart. Exceptions to ½ mile spacing may be permitted if no reasonable alternative exists, the need for the intersection is justified, and spacing meets the functional intersection area. One access is granted per parcel if reasonable access cannot be obtained from a lower classification roadway.

Within the Principal Arterial segment, a majority of accesses will be limited to right-in/right-out movements due to the median separated roadway and to reduce vehicle conflicts. Major intersections will be full movement and will be given priority since they serve many properties and interests. These intersections may currently be signalized or may reasonably be expected to meet signal warrants in the future. Three-quarter (left-in, right-in, right-out only) movements may be permitted if operations at adjacent full movement intersections are improved and design standards are met. Single or individual

properties are typically not granted a three-quarter movement access. Accommodation for passenger vehicle U-turns at major intersections is recommended to provide alternatives for restricted left-turn movements.

Minor Arterial

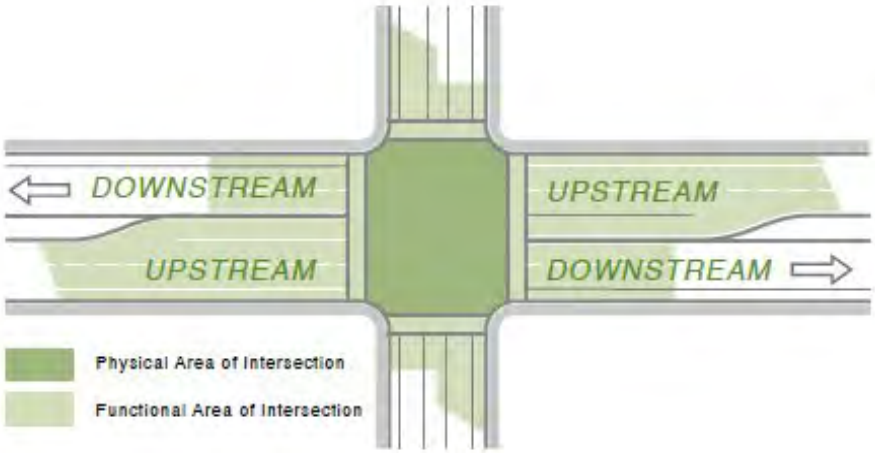
A minor arterial is a 4-lane roadway with a right-of-way of 80 feet, a center median or turn lane, and attached sidewalks. The posted speed limit is 35 mph. Direct access is subordinate to through traffic movements. Full movement intersections are spaced 1/4 mile apart. Exceptions to 1/4 mile spacing may be permitted if no reasonable alternative exists, the need for the intersection is justified, and spacing for the functional intersection area is met. One access is granted per parcel if reasonable access cannot be obtained from a lower classification roadway.

The Minor Arterial typical section allows for a center turn lane or a median. For the purposes of the Access Plan the most restrictive condition will be considered first. Within the Minor Arterial segment, a majority of accesses will be limited to right-in/right-out movements to reduce vehicle conflicts and with the assumption that the segment will be a median separated roadway. Major intersections will be full movement and will be given priority since they serve many properties and interests. These intersections may currently be signalized or may reasonably be expected to meet signal warrants in the future. Three-quarter movements may be permitted if operations at adjacent full movement intersections are improved and design standards are met. Single or individual properties are typically not granted a three-quarter movement access. Accommodation for passenger vehicle U-turns at major intersections is recommended to provide alternatives for restricted left-turn movements.

ACCESS PLAN APPROACH

The following assumptions regarding access points will be used during the development of the Access Plan:

- The existing posted speed limits will be retained through the Plan.
- Maximum 1-mile out of direction travel standard (1/2 mile each way) on Patterson Road.
- While intersection spacing guidance from TEDS will be used as a guideline, minimum full movement intersection spacing will be based on the following measures:
    - Functional Intersection Area – AASHTO and the TRB Access Management Manual indicate separation of access points by a distance not less than the functional area of the intersection. The functional intersection area extends upstream and downstream from the physical intersection. The upstream distance is a combination of the storage length, deceleration and taper length, and the perception-reaction distance required for the speed of the segment. The downstream distance is measured as either acceleration length or decision sight distance. Providing acceleration length allows vehicles to accelerate to normal speed without conflict. Providing decision sight distance allows drivers to pass through an intersection before considering potential conflicts at the next intersection. Based on the suburban character of Patterson Road through this segment, the need for acceleration lanes is low. Therefore, we will use decision sight distance as the controlling downstream functional intersection distance.



The functional intersection area will depend on the speed of the segment and the number of projected turning vehicles. As an example, in a 45-mph suburban section with a maximum of 100 turning vehicles during the peak hour, the upstream and downstream functional intersection areas (FIA) are as follows:

- Upstream FIA = 100' (SHAC storage) + 350'(AASHTO decel + taper) + 100'(Access Management Manual suburban perception-reaction) = 550'
- Downstream FIA = 590'(Access Management Manual suburban DSD)

For additional explanation of the functional intersection area, refer to attached excerpts from AASHTO A Policy on Geometric Design of Highways and Streets, 2018 and TRB Access Management Manual, 2014. The most current guidance available from AASHTO will be used for deceleration and taper lengths.

Ideally, the full functional intersection area will be provided between full movement intersections. At a minimum, the physical length needed to accommodate storage length, deceleration and taper length will be provided between intersections for the current speed limit to ensure that proposed improvements will meet current design standards on opening day upon construction.

- Other site-specific considerations as appropriate, including: locations of existing intersections, physical and/or right-of-way limitations, community and stakeholder input, type of access/traffic using access, etc.

- Three-quarter movement access points may be allowed if spacing meets functional intersection area for major intersections and traffic volumes and operations support a three-quarter movement.
- Relocate private access outside of the functional intersection area, if feasible.
- Consolidate private access to one access per ownership unless extenuating circumstances are identified related to property size, circulation and/or business operations. Multiple parcels under one ownership will be considered a single property or ownership.
- Share private accesses or locate public accesses to serve multiple properties, wherever possible.

- Eliminate direct private access to Patterson Road if reasonable access to the local street network is available. As described in TEDS Chapter 29.12.050: If a property has frontage on more than one street, access will be permitted only on those street frontages where design and safety standards can be met. The primary access shall be on the lower-order street.
- For the purposes of the access evaluation, it is assumed that Patterson Road will become a four-lane roadway with median separation based on the roadway classifications identified in the Grand Junction Circulation and TEDS. The appropriateness of additional access points between full movement intersections will be considered on a case-by-case basis. If such access is appropriate, it will be limited to right-in, right-out unless extenuating circumstances suggest that ¾ movement is more appropriate.
- The Grand Junction Circulation Plan and TEDS will be considered in identifying future access points. Any information available from the update that may impact the Patterson Road corridor will be considered. Additional or modified connections that provide circulation will be identified, if applicable. These local alternate routes may be adopted separately by the City in their Street Plan Functional Classification Map, if deemed beneficial.

- Potential techniques for access management will be identified within the study document, but specific techniques will not be identified for each access point. Full movement intersections may be signalized when warranted or other traffic control recognized by the MUTCD may be implemented.

ACCESS PLAN EVALUATION

The project team will develop a single overall recommended long-term access scenario. While options for specific areas may be identified and evaluated during the overall development of the plan, multiple corridor scenarios will not be developed and compared beyond those defined in the Traffic Methodology Memo. In order to provide a logical means for determining whether the Access Plan meets the purpose and need of the project, a compatibility index was developed. The index identifies a set of evaluation criteria that correspond with each access related project goal defined by the project team at the beginning of the project. A simple rating system that identifies if the plan is favorable, neutral or unfavorable with respect to each criterion is defined. Each of the three ratings under each criterion is given a definition specific to the criterion to assist in the evaluation. In cases where the access plan evaluation requires a comparison, the criteria will be measured against the 2045 No-ACP scenario. Please refer to the attached compatibility index for evaluation criteria and definitions.

IMPLEMENTATION

The improvements recommended in the Access Plan will represent a long-range plan to implement over time as traffic and safety needs arise and as funding becomes available. Construction of the improvements recommended may be completed using public and/or private funding. The following cases will trigger construction.

1. A property redevelops or changes use, resulting in an increase in traffic to and from the site of 20% or more. In this case, improvements at the specific access point may be required by the City. As part of the development review process, additional transportation improvements may also be necessary to address specific traffic-related impacts created by the development. These improvements will be compatible with the Access Control Plan (ACP). Upon redevelopment, the City may require property owners to provide legally defined cross-access easements for shared access points, as defined by the ACP. If a property does not redevelop, the property owner will not be required to construct access modifications. (Private Funding).

2. The City may obtain funding to complete improvements to a segment of the Patterson Road corridor. (Public Funding)

3. A safety or operational issue develops that can be mitigated through the implementation of access management techniques consistent with the ACP. Depending on the extent and type of safety or operational issue, improvements may address a segment of the Patterson Road corridor or may be limited to an isolated location or access point. (Public Funding)

It is important to remember that implementation of improvements recommended in the Access Plan will only occur if one of the triggers listed above are met. If a trigger is not met, a change to the existing condition will not be made. In short, if nothing changes, nothing changes.

A single access control plan table will be developed for this segment of Patterson Road. An access ID number and a reference point will identify the location of each access point in the table. A control point will be established for Patterson Road at I-70B (23.75 Road) to establish reference points. All other access point locations will be measured from the control point established. The access control plan table will provide a listing of each existing and future access point in the study area. For each access point the following information is provided: location, description of the current access status, the future configuration (Access Plan), and the condition(s) for change. Future exhibits graphically illustrating the Access Plan will be used for reference. In case of discrepancy, the access control plan table takes precedence over graphical illustrations.

PUBLIC INVOLVEMENT

The public involvement plan for the Access Plan will include presentations to City Council and Planning Commission. In advance of the public Open Houses a workshop will be held for the City Council and Planning Commission to explain:

- Project background information
- Access management principles and techniques
- Summary of the project process
- Benefits of Access Control Plans
- Preliminary Draft Plan

A group stakeholder meeting will be held in advance of the public first Open House with other agencies including Mesa County, CDOT, Emergency Services, School District, Grand Valley Irrigation Company and Mesa Regional Transportation Planning Organization.

Two public Open Houses will be held to gather input from property owners, tenants, and the general public. All property owners adjacent to the Patterson Road corridor within the project study area will be invited to the open houses with a post card via first class mail. A legal notice and a display ad will be published in the Grand Junction Sentinel in advance of the public Open Houses. The project team will coordinate with the City Manager's office for publications of the Open House Materials on the City website. Exhibits presenting access management principles, the study process, and the recommended draft ACP will be displayed at the Open Houses. The second Open House will present changes to the Plan based upon input from the public and project stakeholders from the first open house and one-on-one meetings. Representatives from the project team will be available for questions and discussion at all open houses.

The project team will hold one-on-one meetings after the first Open House for access points of concern or requiring complex solutions. Additional meetings with stakeholders may also take place during the one-on-one meetings. The purpose of these meetings will be to resolve outstanding issues that require detailed discussion beyond the level possible during a public meeting.

PLAN ACCEPTANCE

The final Access Plan Report and ACP Table will be presented to the Planning Commission and City Council. The final acceptance of the Plan will be in the form of a Resolution adopting the Plan and/or adopting a local ordinance. The final Access Plan will be incorporated within the Grand Junction Circulation Plan. The local alternate routes identified within the Access Plan may be adopted separately by the City in their Street Plan Functional Classification Map.

Access Plan Compatibility Index

The Access Plan will be evaluated using the following criteria to determine if the Plan meets the established project goals. In cases where the evaluation requires a comparison, the criteria will be measured against the 2045 No-Build scenario.

		Status with Respect to Criteria		
Project Goal	**Evaluation Criteria**	**Favorable (+)**	**Neutral (0)**	**Unfavorable (-)**
Provide effective and efficient through travel for traffic on Patterson Road utilizing the existing right-of-way and identify if additional right-of-way is needed.	Corridor Travel Speeds/Time	Increases/improves from No-Build scenario	Little or no change from No-Build scenario	Decreases/degrades from No-Build scenario
	Functional Intersection Area	Full functional intersection area provided between intersections.	At a minimum, accommodates turn lane storage, decel and taper lengths between intersections without overlap.	Turn lane storage, decel and taper lengths overlap between intersections.
	Number of Conflict Points	Fewer conflict points per mile	Number of conflict points maintained	More conflict points per mile
	Right-of-way	Proposed ACP improvements can be implemented within the existing right-of-way	Proposed ACP improvements will require minimal right-of-way typical to a public project which may include minor ROW or easements on a few properties.	Proposed ACP improvements will require significant right-of-way purchase which may include full takes and/or impacts to numerous properties.
Provide safe, effective, and efficient access to and from Patterson Road for businesses, residents, and guests to support the economic viability of the City of Grand Junction and Mesa County.	Intersection Sight Distance	More intersections have adequate sight distance	Same number of intersections have adequate sight distance	Fewer intersections have adequate sight distance
	Intersection LOS or Critical Movements	More intersections or left turn movements operating at better LOS	Intersections or left turn movements operating at similar LOS	More intersections or left turn movements operating worse LOS
	Conformance with Grand Junction TEDS manual	More locations meet auxiliary lane standards	Some locations meet auxiliary lane standards	Fewer locations meet auxiliary lane standards
	Out of Direction Travel Distance	Less out-of-direction travel distance is required	No change	More out-of-direction travel distance is required
	Intersection Crash Risk	Reduced by implementing needed physical improvements and access control measures	Maintained by implementing needed physical improvements only	Increased due to failure to implement needed physical improvements or access control measures
	Business Market Area	Expands market area for the majority of businesses in the corridor	Market area maintained for a majority of businesses in the corridor	Reduced market area for a majority of businesses in the corridor
Maintain compatibility with existing and proposed street network connections that provide local circulation to support the transportation system.	Local Route Circulation	Improve circulation via local routes	Maintain circulation via local routes	Reduce circulation via local routes
	Serviceability of Local Routes to Developments and Properties within the Study Area	Improve serviceability of local routes	Maintain serviceability of local routes	Reduce serviceability of local routes
Support alternative modal choices, including transit, pedestrian, and bicycle routes.	Pedestrian/Bicycle Parallel Access	Number of access points reduced	Number of access points maintained	Number of access points increased
	Pedestrian/Bicycle Crossing Opportunities	Number of potential warranted signalized full movement intersections with opportunities for crossings increased compared to No-Build	No changes to number of potential warranted signalized full movement intersections with opportunities for crossings compared to No-Build	Number of potential warranted signalized full movement intersections with opportunities for crossings decreased compared to No-Build
	Transit Opportunities	Increases opportunities to expand future transit plans	Maintains compatibility with future transit plans	Reduces compatibility with future transit plans
Provide a plan that can be implemented in phases.	Public Support	Has positive public support	Has balanced public support	Does not have public support
	Phasing Opportunities	Plan recommendations can be segmented into logical, compatible pieces funded by private development	Plan recommendations can be segmented into logical, compatible pieces requiring public & private funding	Plan recommendations not easily segmented and require significant public investment to implement
	Physical Constraints	No physical constraints	Manageable physical constraints	Physical constraints are not manageable
	Funding Opportunities	Commitment for public and/or private funding	Opportunity for public and/or private funding	Opportunity for public and/or private funding unlikely
Maintain compatibility with previous local planning efforts, such as, the GVCP Plan, Ballot 2A measure, and the One Grand Junction Comprehensive Plan.	Compatibility with Local Planning	Expands/improves upon previous local planning recommendations	Consistent with previous local planning recommendations	Not consistent with previous local planning efforts

Access Plan Compatibility Index

The Access Plan will be evaluated using the following criteria to determine if the Plan meets the established project goals. In cases where the evaluation requires a comparison, the criteria will be measured against the 2045 No-Build scenario.

Project Goal	Evaluation Criteria	Rating	Reasoning
Provide effective and efficient through travel for traffic on Patterson Road utilizing the existing right-of-way and identify if additional right-of-way is needed.	Corridor Travel Speeds/Time	Favorable	The segment PFFS is approximately 1% better with the ACP. Generally the travel speed and corridor travel time are better than the No-Build.
	Functional Intersection Area	Neutral	Generally full functional intersection area is provided between intersections. There are a few locations, including between 24 Rd and Market St and a few 3/4 movement locations where only turn lane requirements can be met or a variance is required. In addition, conditional safety access points are identified for public road intersections inside the functional intersection area that have alternative circulation options, These access points may be closed in the future if safety issues develop.
	Number of Conflict Points	Favorable	Access points decrease from 283 to 149-160 total access points and there are over 125 restricted movement access points resulting in a significant reduction in conflict points.
	Right-of-way	Neutral	Typical ROW easements for a public project anticipated to install identified auxiliary lanes and to install a barrier median through the narrow segment between 1st St and Mira Vista.
Provide safe, effective, and efficient access to and from Patterson Road for businesses, residents, and guests to support the economic viability of the City of Grand Junction and Mesa County.	Intersection Sight Distance	Favorable	Restricting movements at locations with sight distance concerns such as between 24 1/2 Road and the Home Depot access and in the narrow section between 1st St and Mira Vista has reduced the risk of conflicts due to sight distance.
	Intersection LOS or Critical Movements	Neutral	5 intersections operate at better LOS, 3 intersections operate at worse LOS. Generally, the intersection results are similar to the No Build scenario or slightly better.
	Conformance with Grand Junction TEDS Manual	Favorable	The Plan allows for full movement intersections and 3/4 movement access points to meet the auxiliary lane standards by protecting functional intersection areas at intersections.
	Out of Direction Travel Distance	Unfavorable	Out of direction travel increases due to the application of limited movement intersections. The 1-mile out-of-direction travel standard established at the beginning of the project is followed using 3/4 movement's where signals are spaced farther apart.
	Intersection Crash Risk	Favorable	The intersection crash risk has been reduced by implementing needed physical improvements and access control measures through anticipated implementation of raised medians throughout the corridor to restrict movements.
	Business Market Area	Favorable	The market area is maintained for a majority of businesses in the corridor as evidenced by improved/unchanged travel times.
Maintain compatibility with existing and proposed street network connections that provide local circulation to support the transportation system.	Local Route Circulation	Favorable	The Plan is consistent with the GJCP Plan and recommends alternative routes that will help improve circulation via existing and proposed local routes to provide circulation for restricted movement access points at adjacent full movement intersections.
	Serviceability of Local Routes to Developments and Properties within the Study Area	Favorable	Access points are compatible with routes identified in the GJCP Plan to serve major traffic generators and consistent with travel patterns. Full movement access points and 3/4 movements serve public road intersections or private access points supporting multiple properties.
Support alternative modal choices, including transit, pedestrian, and bicycle routes.	Pedestrian/Bicycle Parallel Access	Favorable	The number of access points is reduced along the corridor thereby reducing conflicts for parallel ped/bike routes.
	Pedestrian/Bicycle Crossing Opportunities	Neutral	No changes to number of signalized full movement intersections with opportunities for crossings compared to No-Build. Recommend further traffic and safety analysis of future opportunities for mid-block crossings to support pedestrian accessibility and transit access.
	Transit Opportunities	Neutral	The Plan maintains compatibility with future transit plans along the corridor.
Provide a plan that can be implemented in phases.	Public Support	Neutral	Generally the public supports improving Patterson Road. Some individual property owners view the plan unfavorably as it relates to their individual property, but not as it relates to the entire corridor. Property owners that participated in the outreach program helped form the plan and several revisions were incorporated based on public comment. In particular, several conditional right-in,right-out access points were added to clearly denote where redevelopment would trigger the closure of the access rather than a public project.
	Phasing Opportunities	Favorable	The plan recommendations can be segmented into logical, compatible pieces funded by private development. Conditional access points provided for interim development conditions. (Public funding may be used to implement plan, if available).
	Physical Constraints	Neutral	Beyond the narrow segment between 1st St and Mira Vista, few physical constraints have been identified and are anticipated to be manageable. (Several physical constraints identified during the development of the plan through one-on-one meetings and observation resulted in modifications to the plan.)
	Funding Opportunities	Favorable	Plan implementation has potential for public and/or private funding as redevelopment and corridor development occurs. Several public projects that support access and circulation are already funded through the Ballot 2A measure. City of Grand Junction is actively applying access management principles and plan recommendations with developments currently in process.
Maintain compatibility with previous local planning efforts, such as, the GJCP Plan, Ballot 2A measure, and the One Grand Junction Comprehensive Plan.	Compatibility with Local Planning	Favorable	The Plan is compatible with existing planning and will improves upon previous local planning recommendations including the GJCP Plan, Ballot 2A measure, and One Grand Junction Comprehensive Plan. The ACP has expanded upon the GJCP Plan to identify additional circulation routes.

Functional Intersection Area References

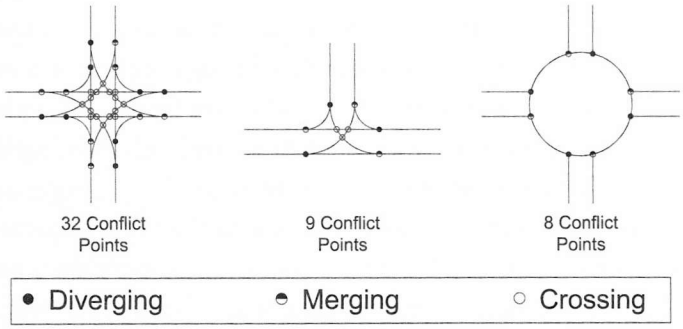


Figure 9-1. Conflict Points at Various Intersection Types

9.2.2 Intersection Functional Area

An intersection is defined by both its functional and physical areas (*18*), as illustrated in Figure 9-2. The functional area of an intersection extends both upstream and downstream from the physical intersection area and includes any auxiliary lanes and their associated channelization.

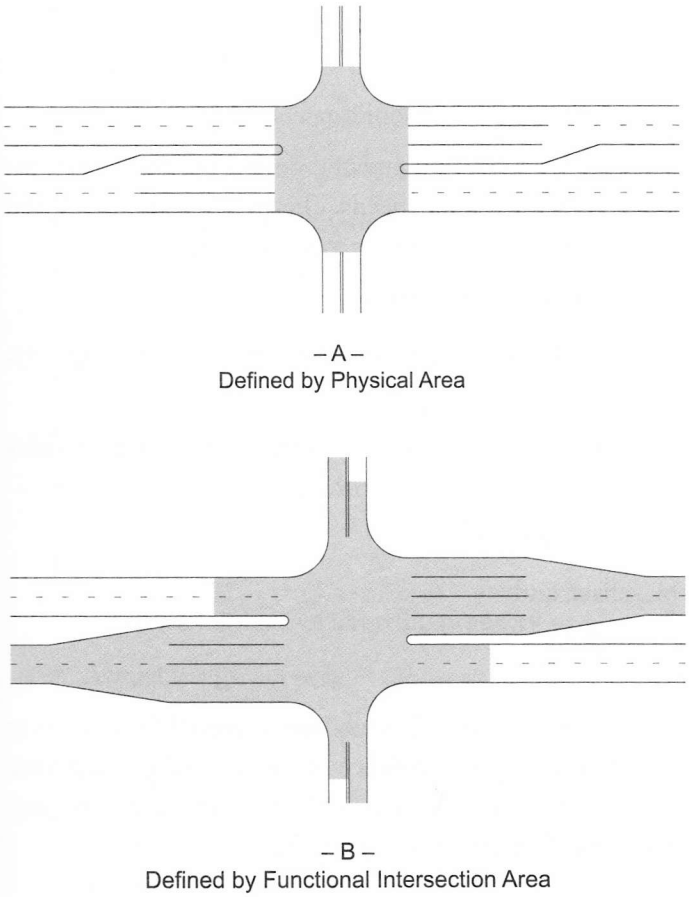


Figure 9-2. Physical and Functional Area of an Intersection

The functional area on the approach to an intersection or driveway consists of three basic elements: (1) perception–reaction decision distance, (2) maneuver distance, and (3) queue-storage distance. These elements are shown in Figure 9-3. The distance traveled during the perception–reaction time will depend upon vehicle speed, driver characteristics, and driver familiarity with the location. Where there is a left- or right-turn lane, the maneuver distance includes the length needed for both braking and lane changing. In the absence of turn lanes, it involves braking to a comfortable stop. The storage length should be sufficient to accommodate the longest queue expected most of the time. Ideally, driveways should not be located within the functional area of an intersection, as shown in Figure 9-2, or within the influence area of an adjacent driveway.

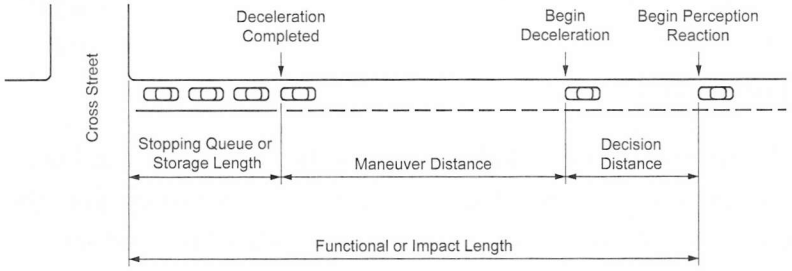


Figure 9-3. Elements of the Functional Area of an Intersection

9.2.3 Design Objectives

The key to any intersection design is achieving a set of fundamental design principles that includes speed reductions, lane alignments, and human factors needs. The goal of any intersection design, regardless of type or location, should be to implement the following principles:

- Reduce vehicle speeds through the intersection, as appropriate;
- Provide the appropriate number of lanes and lane assignment to achieve adequate capacity, lane volume, and lane continuity;
- Provide channelization that operates smoothly, is intuitive to drivers, and results in vehicles naturally using the intended lanes;
- Provide adequate accommodation for the design vehicles;
- Meet the needs of pedestrians and bicyclists; and
- Provide appropriate sight distance and visibility.

Each element described above influences the operational efficiency and potential for crashes at intersections. When developing a design, the appropriate balance of operational performance for various modes, safety, and cost considerations should be sought throughout the design process. Favoring one component of the design may negatively affect another.

Deceleration lanes are advantageous on higher speed roads, because the driver of a vehicle leaving the roadway has no choice but to slow down on the through-traffic lane if a deceleration lane is not provided. The failure to brake by the following drivers, because of a lack of alertness, may result in rear-end collisions. Acceleration lanes are advantageous on roads without stop control, particularly those with higher operating speeds and/or higher volumes. Acceleration lanes are not desirable at all-way stop-controlled or signalized intersections where entering drivers can wait for an opportunity to merge without disrupting through traffic. For additional design guidance related to lengths and other aspects of deceleration and acceleration auxiliary lanes, refer to Section 10.9.6.

9.7.2 Deceleration Lanes

Figure 9-32 illustrates the upstream functional area of an intersection in relation to the components of deceleration lane length, which consist of the perception–reaction distance, the lane change and deceleration distance (also called the maneuver distance), and the storage length (also called the queue storage distance) (*39*).

Desirably, the total physical length of the auxiliary lane should be the sum of the length for these three components (lane change, deceleration, and storage distances). Common practice, however, is to accept a moderate amount of deceleration within the through lanes and to consider the taper length as a part of the deceleration within the through lanes. Each component of the deceleration lane length is discussed below.

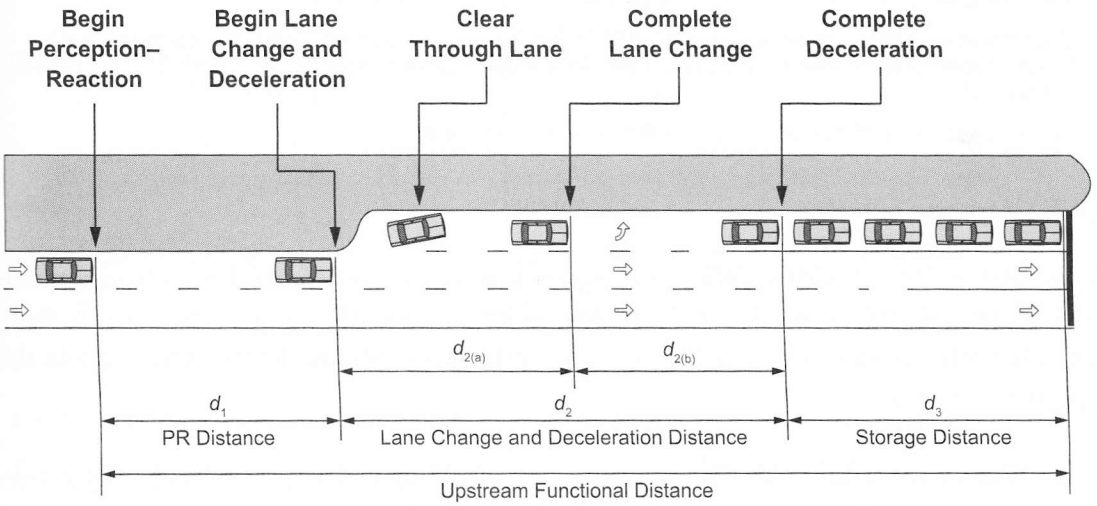
9.7.2.1 Perception–Reaction Distance

The perception–reaction distance (d_1) in Figure 9-32 represents the distance traveled while a driver recognizes the upcoming turn lane and prepares for the left-turn maneuver. The distance increases with perception–reaction time and speed. The perception–reaction time varies with the driver's familiarity with the roadway segment and state of alertness; for example, an alert driver who is familiar with the roadway and traffic conditions has a smaller perception–reaction time than an unfamiliar driver. Traffic conditions on urban and suburban roadways could result in drivers having a higher level of alertness than those on highways in rural areas. Therefore, a value of 1.5 s is often used as the perception–reaction time for suburban, urban, urban core, and rural town contexts, and 2.5 s is often used for rural contexts (*44*).

Provision for deceleration clear of the through-traffic lanes is a desirable objective on arterial roads and streets and should be incorporated into design, whenever practical. Approximately two-thirds of the drivers observed making left turns in a research study concerning turn lanes used deceleration rates greater than 6.5 ft/s^2 [2.0 m/s^2] to come to a stop at the stop line (*16*). A turn lane design based on that rate will accommodate the preferred behavior of 85 percent of turning drivers at high-speed sites. Table 9-20 presents the estimated distances needed by drivers to maneuver from the through lane into a left- or right-turn lane and brake to a stop based on an equivalent deceleration rate of 6.5 ft/s^2 [2.0 m/s^2]. These distances are based on accommodat-

ing observed driver behavior; drivers and vehicles are capable of much greater comfortable, controlled deceleration, when needed. Since provision of deceleration length based deceleration at a rate of 6.5 ft/s^2 [2.0 m/s^2] is not always practical, it should be noted that drivers are capable of much higher deceleration rates. For example, the stopping sight distance calculations in Chapter 3 use 11.2 ft/s^2 [3.4 m/s^2] as a comfortable, controlled deceleration threshold for most drivers and the *Access Management Manual* (*48*) presents distances for "limiting conditions" based on the equivalent of a 9.9-ft/s^2 [3.0-m/s^2] deceleration rate throughout the full deceleration length (i.e., taper and full-width deceleration lane). Thus, deceleration rates greater than 6.5 ft/s^2 [2.0 m/s^2] may be used where needed.

As noted above, it is not practical on many facilities to provide the full length of the auxiliary lane for deceleration due to constraints such as restricted right-of-way, distance available between adjacent intersections, and storage needs. However, research has demonstrated that providing a left- and right-turn lane on any intersection approach has a substantial crash reduction benefit (*22*). Therefore, turn lanes should be installed where warranted (see Section 9.7.3), even where the distances in Table 9-20 cannot be achieved.



Where:

d_1 = distance traveled while driver recognizes upcoming turn lane and prepares for the left-turn maneuver

$d_{2(a)}$ = distance traveled while decelerating and changing lanes from the through-lane into the turn lane

$d_{2(b)}$ = distance traveled during deceleration after lane change

d_3 = distance provided for the storage of the queue of stopped vehicles waiting to turn

Figure 9-32. Functional Area Upstream of an Intersection Illustrating Components of Deceleration Lane Length

Table 9-20. Desirable Lane Change and Deceleration Distances

U.S. Customary		Metric	
Speed (mph)	Lane Change and Deceleration Distance (ft)	Speed (km/h)	Lane Change and Deceleration Distance (m)
20	70	30	25
25	105	40	35
30	150	50	50
35	205	55	65
40	265	65	85
45	340	70	105
50	415	80	130
55	505	90	155
60	600	95	185
65	700	105	215
70	815	110	250

Notes:

1. The lane change and deceleration lengths are shown as d_2 in Figure 9-32.
2. Deceleration lengths are based on a 6.5 ft/s^2 [2.0 m/s^2] deceleration throughout the entire length. Larger deceleration rates may be used when deceleration lengths based on 6.5 ft/s^2 [2.0 m/s^2] are impractical.
3. Access points should not be located in the deceleration areas.

9.7.2.2 Storage Length

A deceleration lane should be sufficiently long to store the number of vehicles likely to accumulate in a queue during a critical period. The storage length should be sufficient to avoid spillback of turning vehicles into the through-travel lanes waiting for a signal change or for a gap in the opposing traffic flow.

At signalized intersections, the storage length needed should be determined by an intersection traffic analysis, and will depend on the signal cycle length, the signal phasing arrangement, and the rate of arrivals and departures of turning vehicles. The storage length is a function of the probability of occurrence of events and should usually be based on 1.5 to 2 times the average number of vehicles that would need to be stored per signal cycle, which should be estimated based on the design volume or directly from traffic counts. Where turning lanes are designed for two-lane operation, the storage length is reduced to approximately half of that needed for single-lane operation. For further information, refer to the *Highway Capacity Manual* (*49*).

The storage length needed for a left-turn lane for any set of turning movement volumes and an assumed probability the storage length will be exceeded can be determined with the following sequence of equations, adapted from (*16*):

14

Functional Intersection Area and Access Location

14.1 INTRODUCTION

The area around an urban intersection is complex and unique. It is affected by the numerous conflicts that can occur within and near the intersection. Consequently, the design and control of access features, geometrics, and operations in the vicinity of intersections must be explicitly considered. Considerations include

- Geometrics within and near the intersection, such as number and width of lanes, presence of raised medians, curb returns, channelization features, and turn lanes;
- Traffic conditions, including the volume, peak times, mix of vehicle types, speeds, traffic control, and queuing;
- Driver performance and human factors, including perception–reaction time, deceleration characteristics, and drivers' understanding of traffic controls;
- Transit, pedestrian, and bicycle presence, considering the number, frequency, and location of transit stops, pedestrian crossings, and bicycle lanes; and
- Land use activities that require access, generate travel demand, and require transportation service for patrons and deliveries.

Management of conflicts within the intersection area requires identification of the functional area of the intersection. The functional area of an intersection extends both upstream and downstream from the physical intersection area and includes the longitudinal limits of auxiliary lanes. The influence area associated with a driveway includes (*a*) the impact length (the distance back from a driveway in which cars begin to be affected), (*b*) the perception–reaction distance, and (*c*) the car length.

Thus, the functional intersection area includes any area upstream or downstream of an intersection where intersection operation and conflicts significantly influence driver behavior, vehicle operations, or traffic conditions. Consequently, the functional intersection area can always be expected to be larger than the physical intersection, as shown in Exhibit 14-1. Although the intersection depicted in Exhibit 14-1 is a typical at-grade intersection,

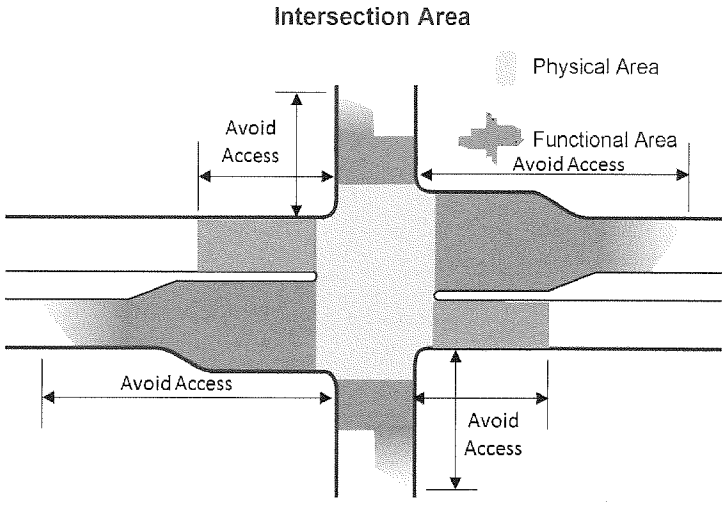


EXHIBIT 14-1 Functional area in which access should be avoided (*1*).

the concept of functional intersection area applies to stop-controlled intersections, signalized intersections, and roundabouts.

Ideally, no access should be provided within these functional distances. If access must be provided within the functional distance, the challenge is to determine the best location and the type of access that may be permitted. This chapter provides methods and guidelines for determining the upstream and downstream functional distances of an intersection, how to manage access connections within the functional area, and how to determine the best location, or window, where access can be provided with the least negative impact on the intersection. Also addressed are considerations relative to connection on opposite sides of a roadway, as well as the location of transit access.

14.2 UPSTREAM FUNCTIONAL DISTANCE

The presence of an auxiliary lane, such as a right-turn lane, can potentially extend the functional intersection area if the transition from the through lane to the turn lane requires additional time and attention by the driver. As illustrated in Exhibit 14-2, the upstream functional distance of an intersection on a roadway consists of three elements:

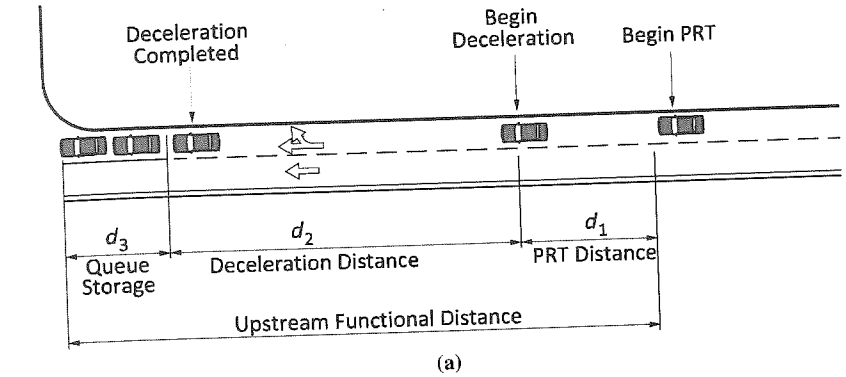
- Distance traveled during a perception–reaction time (d_1);
- Deceleration distance while the driver maneuvers to a stop (d_2); and
- Queue storage (d_3).

The minimum physical length consists of the perception–reaction distance (d_1), the deceleration–maneuver distance (d_2), plus the queue storage (d_3). Exhibit 14-2*a* demonstrates the upstream functional intersection area for locations without a turn lane; Exhibit 14-2*b* represents the upstream functional intersection area at locations where a right-turn lane is present.

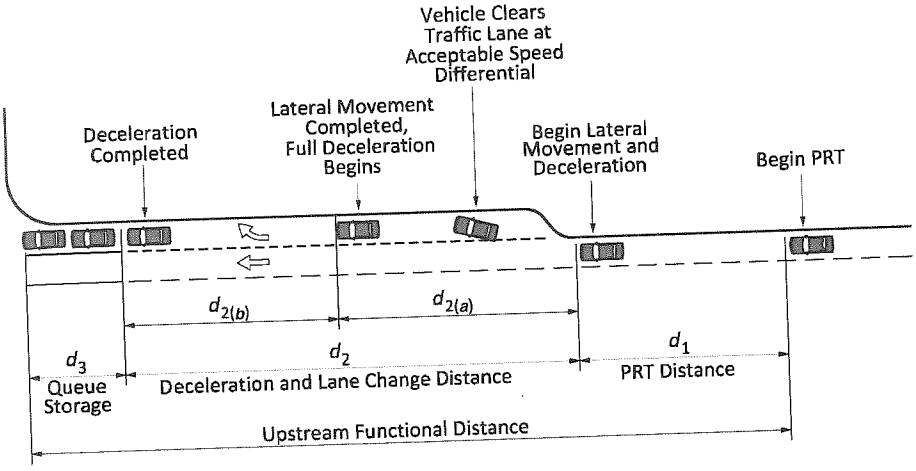
The functional intersection area is defined for through lanes on the basis of the same three elements: perception–reaction distance, deceleration to a stop at the back of the queue, and size of the queue. Thus, the functional intersection area is defined by the largest functional intersection distance of the lanes on an approach.

14.2.1 Distance Traveled During Perception–Reaction Time

Distance d_1 in Exhibit 14-2 increases with perception–reaction time and speed. The perception–reaction time varies with the driver's familiarity with the roadway segment and state of alertness. The perception–reaction time of an alert driver who is familiar with the roadway and traffic conditions is less than that of an unfamiliar driver.



(a)



Where

$d_{2(a)}$ = distance traveled while decelerating and transitioning from the through lane into the turn lane and

$d_{2(b)}$ = distance traveled under full deceleration and lane-change maneuver.

(b)

EXHIBIT 14-2 Upstream functional intersection area: (*a*) without a turn bay and (*b*) with a turn bay (*1*, *2*). (NOTE: PRT = perception–reaction time.)

Additionally, traffic conditions on urban and suburban roadways result in drivers having a higher level of alertness than drivers on rural highways. Thus, a value of 1.5 s is often used as the perception–reaction time for urban and suburban conditions, and 2.5 s is often used for rural situations (*1*). Exhibit 14-3 demonstrates the perception–reaction distances for a variety of speed and perception–reaction time values.

14.2.2 Distance Traveled During Deceleration–Maneuver

During low-volume conditions and in locations with only a few driveways, deceleration characteristics of the vehicles and their drivers determine the length of the deceleration–maneuver distance (d_2). Studies have determined, however, that with increasing and closely spaced driveway density, the additional influence of driveway maneuvers introduces associated delays and reduced roadway capacity (*3*). Consequently, the deceleration–maneuver distance can also be influenced by ambient traffic activities, including driveway maneuvers. National Cooperative Highway Research Program (NCHRP) Report 420 (*3*) introduced the concept of probability-based impact lengths that take into consideration these additional operational constraints. The distance traveled during the deceleration–maneuver component

EXHIBIT 14-3 Distance Traveled During Driver's Perception–Reaction

Speed (mph)	Perception–Reaction Distance (d_1) (ft), by Perception–Reaction Time						
	1.0 s	1.5 s	2.0 s	2.5 s	3.0 s	3.5 s	4.0 s
20	30	45	60	75	90	105	120
25	35	55	75	90	110	130	145
30	45	65	85	110	130	155	175
35	50	75	105	130	155	180	205
40	60	90	120	145	175	205	235
45	65	100	130	165	200	230	265
50	75	110	145	185	220	255	295
55	80	120	160	200	240	285	325
60	90	130	175	220	265	265	355
65	95	145	190	240	285	335	380
70	105	155	205	255	310	360	410
75	110	165	220	275	330	385	440

NOTE: Distances rounded to 5 ft.

of upstream functional distance may be determined by two parameters:

1. Deceleration distance and
2. Impact distance.

The largest length should then be conservatively applied.

The deceleration method provides values of d_2 for a wide range of speeds on the basis of deceleration rate; the impact method is applicable only for select speeds of 30, 40, 45, and 50 mph. For the impact distance method, the difference in the recommended distance for 30 and 35 mph is very small (on the order of 20% or less); thus, it is suggested that the 30-mph curve also be used for 35 mph.

The deceleration and impact methods are described in detail in the following subsections.

14.2.2.1 Deceleration Distance

Gates et al. (*4*), Chang et al. (*5*), and Williams (*6*) reported similar deceleration rates for drivers braking to a stop at a traffic signal without changing lanes. The research by Gates et al. (*4*) is the most recent and the most detailed and is used as the basis for the deceleration–maneuver distances in Exhibit 14-4. Gates et al. also reported that deceleration rate is related to drivers traveling at a slower speed before braking and thereby using a lower average deceleration rate than those traveling at a higher initial speed (*4*). Thus, the deceleration distances at slower speeds (less than 40 mph) are slightly longer (15 ft or less) than the deceleration–maneuver distances given in Exhibit 14-4. The conservative and recommended deceleration distance for locations with left-turn or right-turn lanes is associated with the column labeled "Most Drivers" in Exhibit 14-4. Because turn-lane operations are more complex than queuing in a through lane, the column labeled "Limiting Conditions" can be applied to through lanes or shared right-turn lanes, as the sighting conditions and braking to the back of the queue are straightforward and less complex than those of the turning lanes.

As demonstrated in Exhibit 14-2, more distance is required for d_2 at turn-lane locations than for d_2 at locations without turn lanes. In general, a vehicle will reduce speed by approximately 10 mph while maneuvering into a turn lane. Because of the attention needed to accomplish the lane change, the vehicle does not initiate full deceleration until it has cleared the through lane. Consequently, the full deceleration portion of d_2 [referred to as $d_{2(b)}$ (see Exhibit 14-2*b*)] begins at a lower speed than the initial intersection

EXHIBIT 14-4 Deceleration–Maneuver Distance Based on Average Deceleration Rate

Speed (mph)	Deceleration–Maneuver Distance (d_2) (ft)	
	Most Drivers[a]	Limiting Conditions[b]
20	60	45
25	95	70
30	135	100
35	185	135
40	240	175
45	305	220
50	375	275
55	455	330
60	540	395
65	635	460
70	735	535
75	840	610

NOTE: Deceleration while steering straight ahead. Distances rounded to 5 ft.

[a]Eighty-five percent of drivers traveling at a speed of 40 mph or less were reported to use a deceleration rate of 7.2 ft/s² or less. Thus, the distance for d_2 given in the table accommodates 85% of drivers; only 15% will require a longer distance (*4*).

[b]Based on 50th percentile of drivers using a deceleration rate of 9.9 ft/s², yielding a shorter deceleration–maneuver distance (*4*). Braking distances to determine AASHTO stopping sight distance are based on 11.2 ft/s² (*7*).

EXHIBIT 14-5 Distance Traveled During Lane Change and Deceleration to a Stop

Speed (mph)	Distance Traveled (ft)		
	Deceleration[a] and Lateral Movement [$d_{2(a)}$]	Full Deceleration Distance[b] [$d_{2(b)}$]	Total Distance (d_2)
20	55	15	70
25	70	35	105
30	90	60	150
35	130	95	225
40	155	135	290
45	175	185	360
50	200	240	440
55	220	305	525
60	380	375	655
65	310	455	755
70	335	540	875
75	360	635	995

NOTE: Distance traveled rounded to 5 ft.

[a]Deceleration while moving laterally from through lane into turn lane:

Speed (mph)	*Time in Lateral Movement (s)*	*Deceleration Rate (ft/s²)*
≤30	2.5	5.9
30–55	3	4.9
≥60	3.5	4.2

[b]7.2 ft/s².

approach speed. Exhibit 14-5 presents distances similar to those shown in Exhibit 14-4 that directly define the two distances that collectively result in the d_2 value. These candidate values are based on assumed values for time in lateral movement and their respective deceleration rates. Exhibit 14-6 shows how one agency has adapted d_2 values on the basis of deceleration for its jurisdiction.

EXHIBIT 14-6 Alternative Values for d_2 from the Lincoln, Nebraska, *Access Management Policy* (*8*)

Speed (mph)	d_2 (ft)	AASHTO (ft)
15	NA	80
20	NA	115
25	80	155
30	115	200
35	155	250
40	200	305
45	250	360
50	305	425
55	360	496

NOTE: AASHTO values for stopping sight distance after 10-mph speed reduction before entering the turn lane (assumes deceleration rate of 11.2 ft/s²); NA = not available.

14.2.2.2 Impact Distance

Impact distance is the distance upstream of an access connection at which the brake lights of a through vehicle in the curb lane are activated in response to the interference of a right-turning vehicle. This impact distance concept is based on the research in NCHRP 420 (*3*). This empirical method for determining d_2 has two advantages: (*a*) a value for d_2

EXHIBIT 14-7 Suggested Percentage of Through Vehicles That Will Sustain an Impact, by Functional Roadway Category

Functional Roadway Category	Through Vehicles Sustaining Impact[a] (%)
Principal arterial	2–4
Minor arterial	4–10
Major collector	5–20
Minor collector	10–30
Local	na

NOTE: na = not applicable.
[a]May also be stated as "the probability that a through vehicle must decelerate because of a preceding turning vehicle."

can be obtained for different probabilities that a through vehicle will sustain an impact (see Exhibit 14-7) and (*b*) the probability that a through vehicle will sustain an impact can be estimated for a queue distance d_2.

Exhibit 14-8 depicts these impact distances. For example, if it is acceptable to affect 10% of through vehicles on a 40-mph roadway, the d_2 distance is approximately 250 ft. This distance is comparable to the 240 ft for most drivers based on the deceleration–maneuver distance in Exhibit 14-4.

EXHIBIT 14-9 Example of Calculation of d_2 by Impact Method

Estimation of d_2 by the impact method:

Given a principal arterial where 2% probability of impact is considered acceptable,

if

speed = 45 mph

then

d_2 = 460 ft (according to Exhibit 14-8).

Estimation of probability of impact given d_2:

If

impact distance = 220 ft and
speed = 40 mph,

then

probability of impact ≈ 20%
(according to Exhibit 14-8).

A limitation of the impact distance for determining d_2 is that data are available for only four speeds; in contrast, the deceleration method provides a d_2 value for all speeds. The examples in Exhibit 14-9 demonstrate the use of the impact method to estimate d_2.

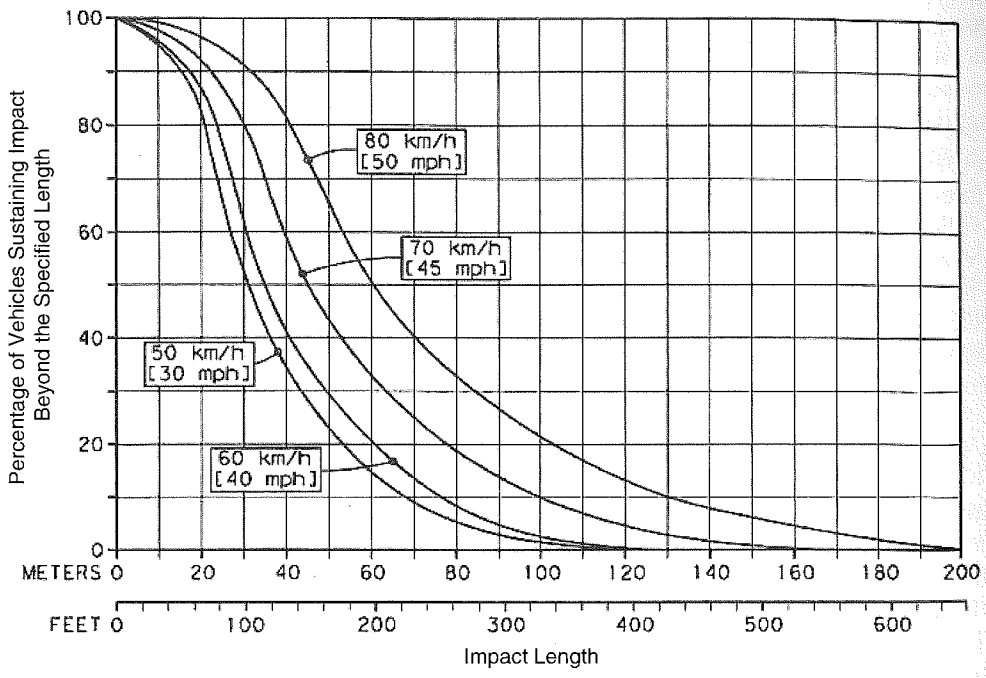


EXHIBIT 14-8 Cumulative frequency distribution of impact lengths.
[SOURCE: Research conducted in association with NCHRP Report 420 (*3*).]

14.2.3 Queue Storage

In rural areas, turn volumes are typically low and speeds are high. Although queue storage (d_3) is short, long upstream functional distances result from the long distances traveled during drivers' perception–reaction times plus the long maneuver distances.

In urban areas, different traffic conditions are encountered in peak and off-peak periods. In peak periods, traffic volumes are high and speeds are slow in comparison with off-peak conditions. Peak periods commonly require more queue storage and less maneuver distance, as well as shorter distances for the perception–reaction (decision-making) process. The upstream functional distance may thus be determined by the peak or the off-peak, whichever results in the greater sum of $d_1 + d_2 + d_3$. Thus, determination of the upstream functional distance requires calculation for both the peak and off-peak, especially for urban roadways.

As illustrated in Exhibit 14-2, the physical length of a turn bay is the functional length minus the distance traveled during the driver's perception–reaction time (i.e., $d_2 + d_3$). The physical length, which is an access design topic, is discussed in Chapter 16. The functional distance for a specific approach can be calculated by adding the appropriate distance for d_1 from Exhibit 14-3 to the maneuver distance (d_2) plus queue storage (d_3) by using procedures presented in Chapter 16. When traffic volumes and speeds are different in peak and off-peak periods, the sum of $d_1 + d_2 + d_3$ is calculated for both the peak and off-peak for the through lanes and the turn lanes; the largest distance is the upstream functional intersection distance.

The examples in Exhibit 14-10 demonstrate the calculation for the overall functional intersection distance. For the purposes of these examples, a queue storage length (d_3) is assumed. In the calculation of the upstream functional distance of a specific access connection, the procedures presented in Chapter 16 would be used.

14.3 DOWNSTREAM FUNCTIONAL DISTANCE

The downstream functional distance can be affected by various factors:

- **Geometric features**—acceleration lanes, bus bays, bus pullouts, parked vehicles, midblock pedestrian crossings, bulb-outs;
- **Operational effects**—speeds, right and left turns into driveways, right and left turns out of driveways, bicycles, multilane cross sections, two-way left-turn lanes (TWLTLs), bus stops and reentry points, major weaving movement from the side access to a downstream left-turn opportunity; and
- **Human factors**—driver perception–reaction times, acceleration and deceleration characteristics, and drivers' sighting ability.

Drivers must have the time and distance provided by the downstream functional distance to deal with traffic conflicts, roadside activities, and roadway features. This requirement may be addressed by providing sight distance to see and avoid conflicts or by assuring there is adequate distance to accelerate to roadway speed.

Research conducted for NCHRP Project 03-99, "Development and Application of Access Management Guidelines," suggests that the nonemergency driving activity associated with driveway detection and reaction, during which a vehicle may reduce speed to accommodate driveway activities, results in driver perception–reaction times that range from 2.8 s for left-turn driveway maneuvers up to 6.5 s for right-turn driveway maneuvers. An average perception–reaction time associated with access management activities is approximately 2.8 s, with an 85th percentile perception–reaction duration of 4.3 s. These lengths are considerably longer than the values based on geometric design associated with the AASHTO geometric design policy for alert drivers (*7*).

The downstream functional distances discussed in the following subsections help to limit access points that are close enough to the intersection to create unacceptable conflicts, cause breakdowns in platoons, and generate shock waves when slower vehicles enter the traffic stream. If conditions are restricted, a variance in determination of the downstream functional distance may be offered. If conditions are not complex, reduced stopping sight distance or perception–reaction times may be accepted, if a study of the conditions shows these changes are acceptable. Principal and strategic arterials would not receive this variance.

EXHIBIT 14-10 Examples of Calculation of Overall Functional Intersection Distance

Example 1. Determination of upstream functional distance for a rural roadway environment

Given a perception–reaction time of 3.5 s and a speed of 65 mph, the upstream functional intersection distance is calculated as follows:

If

d_1 (Exhibit 14-3) = 335 ft,
d_2 (Exhibit 14-4) = 635 ft, and
d_3 (assuming one vehicle) = 25 ft,

then

upstream functional distance = 1,195 ft.

Example 2. Comparison of upstream functional distance for peak and off-peak conditions for a suburban roadway environment

Given

perception–reaction time = 1.5 s,
off-peak speed = 45 mph,
peak speed = 30 mph,
assumed off-peak queue storage = 75 ft, and
assumed peak queue storage = 225 ft,

Find the upstream functional distance on the basis of

Method A, deceleration–maneuver distance or
Method B, impact distance.

Method A: Upstream Functional Distance Based on Deceleration–Maneuver Distance

Component	*Off-Peak (ft)*	*Peak (ft)*
d_1 (Exhibit 14-3)	100	65
d_2 (Exhibit 14-4)	305	135
d_3 (assumed)	75	225
Upstream functional distance	480	425

Solution: The off-peak distance is longer than the peak period distance; thus, the upstream functional distance is 480 ft.

Method B. Upstream Functional Distance Based on Impact Distance

Component	*Off-Peak (ft)*	*Peak (ft)*
d_1 (Exhibit 14-3)	100	65
d_2 (Exhibit 14-4, 15% probability of impact)	280	190
d_3 (assumed)	75	225
Upstream functional distance	455	480

Solution: The peak period distance is longer; thus, the upstream functional distance is 480 ft.

14.3.1 Adequate Downstream Acceleration Distance

Sufficient distance must be provided for vehicles leaving the intersection from a stop to accelerate to normal roadway speed. Access points within this distance would introduce unacceptable conflicts and unexpected operations. These acceleration distances are given in Exhibit 14-11.

The total acceleration lane length, including the taper distance, would be the required downstream functional distance. If an acceleration lane is not provided, the downstream functional distance would be the acceleration distance alone. Acceleration rates are much

EXHIBIT 14-11 Ideal Downstream Functional Distance Based on Acceleration

Speed (mph)	Acceleration Distance[a] (ft)	Typical Taper Distance[b] (ft)	Downstream Functional Distance[c] (ft)
20	100	60	160
25	150	80	230
30	220	100	320
35	320	120	440
40	440	140	580
45	580	160	740
50	770	180	950
55	1,000	200	1,200
60	1,300	220	1,520
65	1,750	240	1,990
70	2,320	260	2,580

[a]Based on AASHTO (*7*, Figure 2-24).
[b]Based on AASHTO (*7*, Figure 9-49 and p. 9-127).
[c]Acceleration lane length.

less than comfortable deceleration rates, which may result in acceleration lane lengths and downstream functional distances that exceed upstream functional distances at some intersections. No driveway access should be allowed in the acceleration-based ideal downstream intersection distance.

14.3.2 Sufficient Downstream Sight Distance

If a vehicle is not required to stop at a traffic signal, the driver requires sufficient time to identify conflicts and associated downstream operational constraints after he or she has successfully navigated the intersection. The available distance must be long enough so that the driver can see, understand, and react to downstream conditions. Depending on the complexity of the downstream configuration, a distance longer than stopping sight distance may be necessary. Stopping sight distance provides perception–reaction time plus braking distance to a single clearly discernible hazard in the middle of the roadway. The downstream functional distance often must provide sight distance to more subtle and complex situations, both within the traffic stream and along the roadside. Consequently, a longer sight distance, such as decision sight distance, should be provided.

Use of decision sight distance for recommended downstream functional distances recognizes the added complexity, increased conflicts, and added difficulty in viewing both roadside and traffic stream conditions through increased perception–reaction times and longer braking or maneuver times. These values are given in Exhibit 14-12.

Decision sight distance to a stop is a logical minimum downstream functional distance for arterials and is based on adequate perception–reaction and maneuver times plus braking to a stop. Multilane arterials may use decision sight distance for changes in speed, path, or direction that accommodate safe, smooth, comfortable operations. Decision sight distance for a change in speed, path, or direction provides sufficient travel time to adjust to traffic conditions and make a lane change in multilane facilities. The larger of the distances—acceleration distance versus decision sight distance—should be used to determine the downstream functional distance.

14.4 IDENTIFYING THE ACCESS WINDOW

AASHTO states, "Ideally, driveways should not be situated within the functional area of an intersection or in the influence area of an

EXHIBIT 14-12 Ideal Downstream Functional Distance Based on Decision Sight Distance to Stop and for Change in Speed, Path, or Direction

Speed (mph)	Decision Sight Distance to Stop (ft)			Decision Sight Distance (ft) for Change in Speed, Path, or Direction		
	Rural[a]	Suburban[b]	Urban[c]	Rural[d]	Suburban[e]	Urban[f]
20	130	215	305	305	340	430
25	180	280	400	375	400	525
30	220	350	490	450	535	620
35	275	425	590	525	625	720
40	330	505	690	600	715	825
45	395	590	800	675	800	930
50	465	680	910	750	890	1,030
55	535	775	1,030	865	980	1,135
60	610	875	1,150	990	1,125	1,280
65	695	980	1,275	1,050	1,220	1,365
70	780	1,090	1,410	1,105	1,275	1,445
75	875	1,200	1,545	1,180	1,365	1,545

[a]Stop on a rural road with perception–reaction time (PRT) = 3.0 s.
[b]Stop on a suburban road with PRT = 6.0 s.
[c]Stop on an urban road with PRT = 9.1 s.
[d]Change in speed, path, or direction on a rural road, PRT = 10.2 to 11.2 s.
[e]Change in speed, path, or direction on a suburban road, PRT = 12.1 to 12.9 s.
[f]Change in speed, path, or direction on an urban road, PRT = 14.0 to 14.5 s.

adjacent driveway" (*7*, p. 9-182). To identify where access can best be located, it is helpful to first identify where access should not be located (Exhibit 14-13). The remaining window is where access can be located with the least interference to the abutting roadway and with the most benefit and flexibility for the site (*1*).

The steps in determining the location and size of the access window are as follows:

1. Locate nearby intersections (streets and driveway connections).
2. Arrange these intersections in descending order of importance; for example, arterial-to-arterial intersections are the most important, arterial–collector intersections are next in importance, and so on.
3. Define the upstream functional area of each intersection (i.e., the distance traveled during perception–reaction time plus maneuver distance plus queue storage). Note the largest queue may be in a through lane.
4. Define the downstream functional area of each intersection.
5. Identify the window in which direct access can best be provided. The larger the window, the greater the flexibility in site layout, including building location, site circulation design, and driveway design. Keep in mind that traffic queue lengths (and, therefore, upstream functional areas) are sensitive to changing traffic volumes and intersection traffic control.
6. Ask the question, how much flexibility is there for the site access and circulation to accommodate changing traffic conditions?
7. If the access window is very small or if there is no access window, additional questions need to be asked:
   - How much interference will be caused by the site development and direct access to the abutting street? What safety and operational problems can be expected?
   - Can the site traffic that is necessary for a successful development adequately enter or exit the site? If not, how much traffic can be accommodated and at what times of the day?

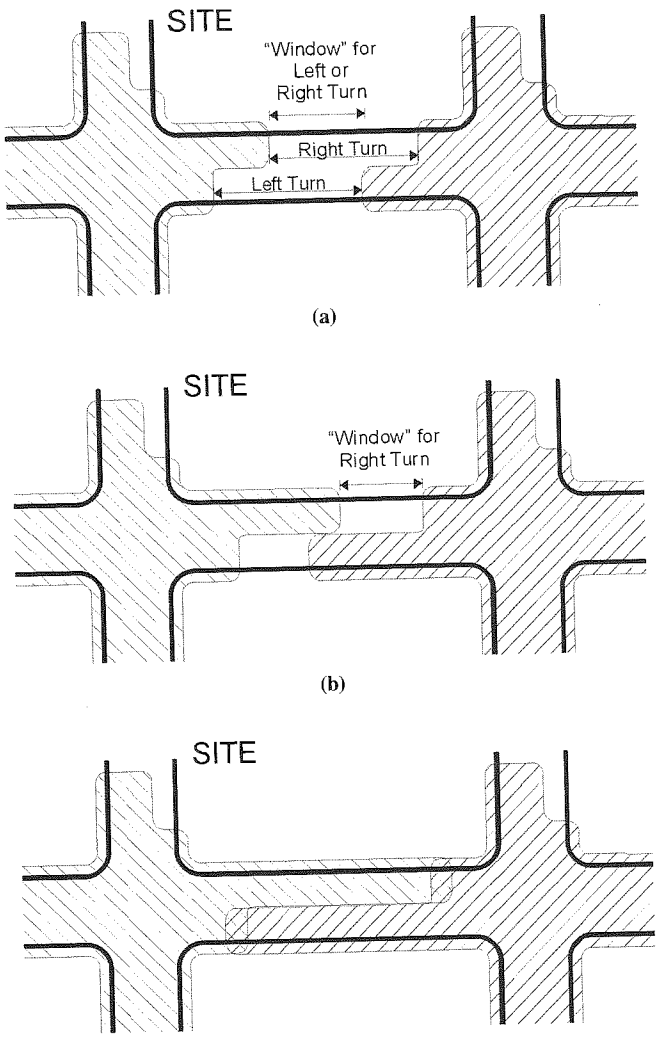


EXHIBIT 14-13 Window of opportunity for direct access drive: (*a*) left or right turn, (*b*) right turn only, and (*c*) no window (*1*).

14.5 ACCESS CONNECTIONS WITHIN THE FUNCTIONAL AREA

Although it is desirable to avoid access within the functional area, this is not always possible in urban areas, where short street spacing and small property frontages are common. If the property frontage is within the functional intersection area and alternative access is not available or cannot be provided at reasonable cost, it may be necessary to permit an access connection. Locating a connection within the functional area may be necessary if (*a*) no other reasonable access to the property is available or (*b*) topographic conditions preclude locating the access beyond the upstream or downstream functional distance. In such cases, including the following conditions in the access permit can minimize the adverse impacts of the connection:

1. Require that the access connection be located as far as possible from the intersection.
2. Limit movements to right in, right out by provision of a nontraversable median or flexible pylons (see Exhibits 14-14 and 14-15 for examples).
3. Specify the maximum volume entering and leaving the driveway in the 1-h peak and in a 24-h period.
4. Require the applicant to agree to close the access connection if and when alternative access becomes available.

If the property frontage is within the functional intersection area, and alternative access is not available or cannot be provided at reasonable cost, it may be necessary to permit an access connection.

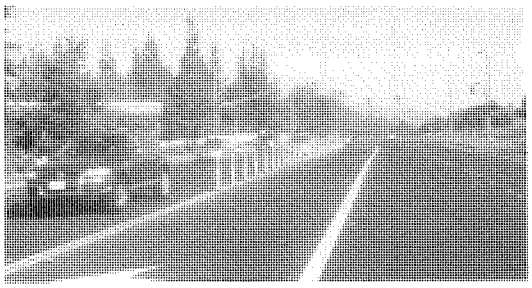


EXHIBIT 14-14 Installation of flexible pylons to restrict movements on opposite sides of this roadway and permit right-in, right-out only.
(Photograph by V. G. Stover.)



EXHIBIT 14-16 Problem resulting from an access connection located within the left-turn queue length.
(Photograph by V. G. Stover.)

Exhibit 14-16 illustrates a problem that can occur when an access connection is located within the upstream functional distance of an intersection. After exiting from a driveway that is within the upstream functional intersection distance, a driver blocks the through traffic lanes while waiting to enter the left-turn lane. Corrective actions might be to make the driveway a one-way entrance only and to use flexible pylons between the left-turn lane and the adjacent through lane.

14.5.1 Driveways and Auxiliary Lanes

The placement of a driveway within the physical boundaries of a turn lane or located in the upstream deceleration lanes or downstream acceleration lanes should be avoided. Placing a driveway within the turn-lane boundaries creates a driver expectancy problem: drivers of trailing vehicles expect the leading vehicle to turn at the intersection and often must stop abruptly to accommodate the vehicle turning into the driveway. Similarly, drivers should be introduced to one decision at a time. Positioning a driveway in acceleration or deceleration lanes or adjacent to lanes where acceleration and deceleration movements are expected to occur creates unexpected vehicle conflicts with turning vehicles.



EXHIBIT 14-15 Nontraversable median installed circa 2009 on Southwest Parkway at Texas Avenue, College Station, Texas, as a retrofit action to restrict left turns at a driveway serving a strip commercial center.
(Photograph by V. G. Stover.)

14.5.2 Corner Clearance

Corner clearance represents the distance that is provided between an intersection and the nearest driveway. Because it is a special case of access spacing, it is addressed in Chapter 15. Section 15.4 discusses how corner clearance is determined and is integrated with the functional intersection area.

14.6 CONNECTIONS ON OPPOSITE SIDES OF A ROADWAY

Access connections on opposite sides of a roadway present specific access location and management issues. Closely spaced connections on opposite sides of an undivided roadway or on a roadway with a TWLTL result in jog maneuvers instead of separate and distinct turning movements, as illustrated in Exhibit 14-17. Such connections can also result in conflicting left turns, as illustrated in Exhibit 14-18.

Separation of the access connections to create two separately functioning T-intersections

Appendix F - Access Control Plan Tables

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

* All access points are defined by the approximate reference point (milepost) (in hundredths of a mile) based on GIS.

1. Oriented from direction of reference point (W-E)
2. MUTCD - Manual on Uniform Traffic Control Devices
3. Full movement intersections and 3/4 movements shall accommodate U-turns for passenger vehicles.
4. Unless otherwise specified, conditions listed refer to proposed configuration.
5. Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
6. Implement with land development, redevelopment or use change
7. If the City of Grand Junction improves Patterson Road or if safety or operational issues develop, access modifications may be implemented as long as reasonable access to the local street
8. Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.
9. Cross Access Easements shall be required between properties upon redevelopment if the plan shows cross access but easements do not exist.

Access ID No.	Mile Post **	Side	Description	Existing Configuration	Proposed Configuration [2,3,8]	Conditions for Implementation [2,4,5,6,7,9]
1	0.060	LT	2384 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 3	When property redevelops, safety or operational issues occur, or when a public project is funded.
2	0.133	RT	2381, 2385, 2387 Patterson Rd	Unsignalized Full Movement	Conditional Shared Unsignalized 3/4 Movement	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-054-09-001 and parcel no. 2945-054-00-087 and any adjacent properties with same ownership upon redevelopment. If a public project is funded prior to redevelopment, parcel no. 2945-054-09-001 must provide a cross access agreement to parcel no. 2945-054-00-087 or the access shall be restricted to Right-In/Right-Out.
3	0.149	LT	2384 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
4	0.157	LT	2388 Patterson Rd	Unsignalized Full Movement	Close - Access via Rae Lynn St	When property redevelops, safety or operational issues occur, or when a public project is funded.
5	0.167	RT	2386 Hwy 6 & 50	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Access will close when alternate access is available via Access 2. Cross access agreements required between parcel no. 2945-054-09-001 and parcel no. 2945-054-00-087 and any adjacent properties with same ownership upon redevelopment.
6	0.222	RT	Rae Lynn St (private)	Unsignalized Full Movement	Conditional Safety Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. If a safety or operational issue develops, the access may be closed - alternate access to 24 Rd available.
7	0.226	LT	Rae Lynn St (public)	Unsignalized Full Movement	Conditional Safety Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. Once Rae Lynn St is extended to Leland Ave (and to 24 Rd), the access may be closed if a safety or operational issue develops.
8	0.292	RT	24 Rd	Signalized Full Movement	Signalized Full Movement	
9	0.292	LT	24 Rd	Signalized Full Movement	Signalized Full Movement	
10	0.421	RT	Commercial access for Mesa Mall	Signalized Full Movement	Signalized Full Movement	
11	0.421	LT	Market St	Signalized Full Movement	Signalized Full Movement	
12	0.498	LT	2412 Patterson Rd	Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-043-022-002 and parcel no. 2945-043-01-001 and any adjacent properties with same ownership upon redevelopment.
13	0.505	LT	2422 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 12 or 14	When property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-043-022-002 and parcel no. 2945-043-01-001 and any adjacent properties with same ownership upon redevelopment.
14	0.534	LT	2422 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Access will be closed when alternate access to Access 12 is available. Cross access agreements required between parcel no. 2945-043-022-002 and parcel no. 2945-043-01-001 and any adjacent properties with same ownership upon redevelopment.

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

* All access points are defined by the approximate reference point (milepost) (in hundredths of a mile) based on GIS.

1. Oriented from direction of reference point (W-E)
2. MUTCD - Manual on Uniform Traffic Control Devices
3. Full movement intersections and 3/4 movements shall accommodate U-turns for passenger vehicles.
4. Unless otherwise specified, conditions listed refer to proposed configuration.
5. Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
6. Implement with land development, redevelopment or use change
7. If the City of Grand Junction improves Patterson Road or if safety or operational issues develop, access modifications may be implemented as long as reasonable access to the local street
8. Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.
9. Cross Access Easements shall be required between properties upon redevelopment if the plan shows cross access but easements do not exist.

Access ID No.	Mile Post **	Side	Description	Existing Configuration	Proposed Configuration [2,3,8]	Conditions for Implementation [2,4,5,6,7,9]
15	0.600	LT	2424, 2428, 2430, 2436 Patterson Rd (Home Depot)	Signalized Full Movement	Signalized Full Movement	
16	0.600	RT	Commercial access for Mesa Mall	Signalized Full Movement	Signalized Full Movement	
17	0.675	LT	2430, 2436 Patterson Rd	Unsignalized 3/4 Movement	Conditional Safety Right-In Only	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. If a safety or operational issue develops, the access may be closed - alternate access via Access 15 available.
18	0.734	LT	2436, 2438, 2440 Patterson Rd and 625 24 1/2 Rd	Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
19	0.814	LT	2442, 2444 Patterson Rd	Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
20	0.855	LT	2446, 2448 Patterson Rd	Right-In/Right-Out	Shared Right-In Only	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
21	0.944	LT	24 1/2 Rd	Signalized Full Movement	Signalized Full Movement	
22	0.944	RT	24 1/2 Rd	Signalized Full Movement	Signalized Full Movement	
23	1.009	LT	2452, 2454 Patterson Rd	Right-In/Right-Out	Conditional Right-In/Right-Out	Access will close upon redevelopment and when alternate access to Flatop Ln is available.
24	1.031	RT	2451, 2463, 2465 Patterson Rd and 590 24 1/2 Rd	Unsignalized Full Movement	Shared Conditional Safety Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. If a safety or operational issue develops, the access may be closed - alternate access via 24 1/2 Rd and Commerce Blvd available.
25	1.071	LT	2460, 2464 Patterson Rd	Unsignalized Full Movement	Shared Right-In Only	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no 2945-044-10-002 and parcel no 2945-044-18-000 and any adjacent properties with same ownership upon redevelopment.
26	1.113	LT	2470, 2472, 2474 Patterson Rd (north side)	Unsignalized Full Movement	Shared Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no 2945-044-10-002 and parcel no 2945-044-18-000 and any adjacent properties with same ownership upon redevelopment.If a public project is funded prior to redevelopment, parcel no. 2945-044-18-000 must provide a cross access agreement to parcel no. 2945-044-10-002 or the access shall be restricted to Right-In/Right-Out.
27	1.113	RT	Commerce Blvd (south side)	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
28	1.176	LT	2470, 2472, 2474 Patterson Rd	Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no 2945-044-00-065 and parcel no 2945-044-17-000 and any adjacent properties with same ownership upon redevelopment.

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

* All access points are defined by the approximate reference point (milepost) (in hundredths of a mile) based on GIS.

1. Oriented from direction of reference point (W-E)
2. MUTCD - Manual on Uniform Traffic Control Devices
3. Full movement intersections and 3/4 movements shall accommodate U-turns for passenger vehicles.
4. Unless otherwise specified, conditions listed refer to proposed configuration.
5. Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
6. Implement with land development, redevelopment or use change
7. If the City of Grand Junction improves Patterson Road or if safety or operational issues develop, access modifications may be implemented as long as reasonable access to the local street
8. Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.
9. Cross Access Easements shall be required between properties upon redevelopment if the plan shows cross access but easements do not exist.

Access ID No.	Mile Post **	Side	Description	Existing Configuration	Proposed Configuration [2,3,8]	Conditions for Implementation [2,4,5,6,7,9]
29	1.235	LT	2478 Patterson Rd	Unsignalized Full Movement	Shared Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-044-00-068, parcel no 2945-044-00-065 and parcel no 2945-044-17-000 and any adjacent properties with same ownership upon redevelopment. If a public project is funded prior to redevelopment, parcel no. 2945-044-17-000 must provide a cross access agreement to parcel no. 2945-044-00-068 and parcel no. 2945-044-00-065 or the access shall be restricted to Right-In/Right-Out.
30	1.308	LT	2482 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-044-00-068, parcel no 2945-04-17-000 and parcel no. 2945-044-05-000 and any adjacent properties with same ownership upon redevelopment.
31	1.325	RT	2488 Commerce Blvd	Unsignalized Full Movement	Close - Access via Commerce Blvd	When property redevelops, safety or operational issues occur, or when a public project is funded.
32	1.358	LT	2486, 2490 2494 Patterson Rd	Unsignalized Full Movement	Shared Conditional Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Access will close when alternate access is available via Access 30. Cross access agreements required between parcel no. 2945-044-00-068 and parcel no. 2945-044-05-000 and any adjacent properties with same ownership upon redevelopment.
33	1.404	RT	599 25 Rd	Right In-Right Out	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops - access via 25 Rd. Cross access agreements required between property numbers 2945-091-06-001, 2945-091-06-002, and 2945-091-06-003 and any adjacent properties with same ownership upon redevelopment.
34	1.424	LT	2498 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops - access via 25 Rd. Cross access agreements required between parcel no. 2945-044-05-002 and parcel no. 2945-044-05-000 and any adjacent properties with same ownership upon redevelopment.
35	1.459	LT	25 Rd	Signalized Full Movement	Signalized Full Movement	
36	1.459	RT	25 Rd	Signalized Full Movement	Signalized Full Movement	
37	1.492	RT	596 25 Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops - access via 25 Rd.
38	1.538	RT	2515 Patterson Rd	Unsignalized 3/4 Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops - access via Access 38a.
38a	1.590	RT	2515 Patterson Rd	None	Right-In/Right-Out	When property redevelops.
39	1.600	LT	Foresight Cir (outbound)	Unsignalized Full Movement	Right-Out Only	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
40	1.619	LT	Foresight Cir (inbound)	Unsignalized Full Movement	Right-In Only	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

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1. Oriented from direction of reference point (W-E)
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3. Full movement intersections and 3/4 movements shall accommodate U-turns for passenger vehicles.
4. Unless otherwise specified, conditions listed refer to proposed configuration.
5. Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
6. Implement with land development, redevelopment or use change
7. If the City of Grand Junction improves Patterson Road or if safety or operational issues develop, access modifications may be implemented as long as reasonable access to the local street
8. Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.
9. Cross Access Easements shall be required between properties upon redevelopment if the plan shows cross access but easements do not exist.

Access ID No.	Mile Post **	Side	Description	Existing Configuration	Proposed Configuration [2,3,8]	Conditions for Implementation [2,4,5,6,7,9]
41	1.648	RT	Northgate Dr	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
42	1.715	LT	2526, 2528 Patterson Rd, 606 East Foresight Cir	Shared Right In-Right Out	Shared Right-In/Right-Out	
43	1.768	LT	2532 Patterson Rd	Unsignalized 3/4 Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
44	1.861	LT	Burkey St	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
47	1.975	LT	25 1/2 Rd	Signalized Full Movement	Signalized Full Movement	
48	1.975	RT	25 1/2 Rd	Signalized Full Movement	Signalized Full Movement	
49	2.040	LT	2554, 2555, 2556, 2558, 2560 Patterson Rd	Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.Cross access agreements required between parcel no. 2945-034-17-001 and parcel no. 2945-034-17-002 and any adjacent properties with same ownership upon redevelopment.
50	2.092	LT	2562 Patterson Rd - Consolidated with properties at Accesses 50 through 55	Unsignalized Full Movement	Right-Out Only	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
51	2.104	LT	2566 Patterson Rd - Consolidated with properties at Accesses 50 through 55	Unsignalized Full Movement	Close - access via Accesses 50 and 53	When property redevelops, safety or operational issues occur, or when a public project is funded.
52	2.124	LT	2570 Patterson Rd - Consolidated with properties at Accesses 50 through 55	Unsignalized Full Movement	Close - access via Accesses 50 and 53	When property redevelops, safety or operational issues occur, or when a public project is funded.
53	2.141	LT	2570 Patterson Rd - Consolidated with properties at Accesses 50 through 55	Unsignalized Full Movement	Conditional Unsignalized 3/4 Movement	Either Access 53 or 61 may be unsignalized 3/4 movement. The other access will be RIRO. Movements may be restricted when properties redevelop, safety or operational issues occur or when a public project is funded.Cross access agreements required for properties currently served by Access 53, 56, 57, 58, 59, 61 upon redevelopment.
54	2.138	RT	Cider Mill Rd - Consolidated with properties at Accesses 50 through 55	Unsignalized Full Movement	Right In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
55	2.146	LT	2570 Patterson Rd - Consolidated with properties at Accesses 50 through 55	Unsignalized Full Movement	Close - access via Accesses 50 and 53	When property redevelops, safety or operational issues occur, or when a public project is funded.
56	2.165	LT	2572 Patterson Rd	Unsignalized Full Movement	Close - access via Access 53 or 61	When property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required for properties currently served by Access 53, 56, 57, 58, 59, 61 upon redevelopment.
57	2.181	LT	2574 Patterson Rd	Unsignalized Full Movement	Close - access via Access 53 or 61	When property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required for properties currently served by Access 53, 56, 57, 58, 59, 61 upon redevelopment.
58	2.204	LT	2576 Patterson Rd	Unsignalized Full Movement	Close - access via Access 53 or 61	When property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required for properties currently served by Access 53, 56, 57, 58, 59, 61 upon redevelopment.
59	2.209	LT	2580 Patterson Rd	Unsignalized Full Movement	Close - access via Access 61	When property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required for properties currently served by Access 53, 56, 57, 58, 59, 61 upon redevelopment.

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

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1. Oriented from direction of reference point (W-E)
2. MUTCD - Manual on Uniform Traffic Control Devices
3. Full movement intersections and 3/4 movements shall accommodate U-turns for passenger vehicles.
4. Unless otherwise specified, conditions listed refer to proposed configuration.
5. Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
6. Implement with land development, redevelopment or use change
7. If the City of Grand Junction improves Patterson Road or if safety or operational issues develop, access modifications may be implemented as long as reasonable access to the local street
8. Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.
9. Cross Access Easements shall be required between properties upon redevelopment if the plan shows cross access but easements do not exist.

Access ID No.	Mile Post **	Side	Description	Existing Configuration	Proposed Configuration [2,3,8]	Conditions for Implementation [2,4,5,6,7,9]
60	2.253	RT	Unaddressed Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops or when alternate access to a public road is available.
61	2.229	LT	2580 Patterson Rd	Unsignalized Full Movement	Conditional Unsignalized 3/4 Movement	Either Access 53 or 61 may be unsignalized 3/4 movement. The other access will be RIRO. Movements may be restricted when properties redevelop, safety or operational issues occur or when a public project is funded.Cross access agreements required for properties currently served by Access 53, 56, 57, 58, 59, 61 upon redevelopment.
62	2.266	RT	25 3/4 Rd	Unsignalized Full Movement	Conditional Unsignalized 3/4 Movement	Access 62 and Access 64 shall be evaluated to determine if a 3/4 movement may be implemented at both locations. A design variance or speed reduction must be justified and approved by the City to allow 3/4 movement at both locations. Otherwise, one location must be restricted to RIRO as determined by the City. Movements may be restricted when adjacent properties redevelop, safety or operational issues occur or when a public project is funded.
63	2.255	LT	2582, 2584 Patterson Rd	Shared Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
64	2.353	LT	Meander Dr	Unsignalized Full Movement	Conditional Unsignalized 3/4 Movement	Access 62 and Access 64 shall be evaluated to determine if a 3/4 movement may be implemented at both locations. A design variance or speed reduction must be justified and approved by the City to allow 3/4 movement at both locations. Otherwise, one location must be restricted to RIRO as determined by the City. Movements may be restricted when adjacent properties redevelop, safety or operational issues occur or when a public project is funded.
65	2.353	RT	Meander Ct	Unsignalized 3/4 Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
66	2.430	LT	2594, 2596 Patterson Rd	Shared Right In-Right Out	Shared Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when adjacent properties redevelop - access via Meander Dr or 26 Rd.
67	2.487	LT	26 Rd (N 1st St)	Signalized Full Movement	Signalized Full Movement	
68	2.487	RT	N 1st St (26 Rd)	Signalized Full Movement	Signalized Full Movement	
69	2.561	RT	Park Dr	Right In-Right Out	Conditional Safety Right-In/Right-out	If a safety or operational issue develops, the access may be closed - alternate access to 1st St via Belaire Dr available.
70	2.651	RT	2615 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 71	When property redevelops, safety or operational issues occur, or when a public project is funded.
71	2.674	RT	2615 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops - access via Lost Lane.
72	2.706	RT	2621 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops and alternate acccess to Access 73 is available.Cross access agreements required between parcel no. 2945-112-11-018, parcel no 2945-112-11-019, and any adjacent properties with same ownership upon redevelopment.

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

* All access points are defined by the approximate reference point (milepost) (in hundredths of a mile) based on GIS.

1. Oriented from direction of reference point (W-E)
2. MUTCD - Manual on Uniform Traffic Control Devices
3. Full movement intersections and 3/4 movements shall accommodate U-turns for passenger vehicles.
4. Unless otherwise specified, conditions listed refer to proposed configuration.
5. Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
6. Implement with land development, redevelopment or use change
7. If the City of Grand Junction improves Patterson Road or if safety or operational issues develop, access modifications may be implemented as long as reasonable access to the local street
8. Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.
9. Cross Access Easements shall be required between properties upon redevelopment if the plan shows cross access but easements do not exist.

Access ID No.	Mile Post **	Side	Description	Existing Configuration	Proposed Configuration [2,3,8]	Conditions for Implementation [2,4,5,6,7,9]
73	2.714	RT	2623 Patterson Rd	Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.Cross access agreements required between parcel no. 2945-112-11-018, parcel no 2945-112-11-019, and any adjacent properties with same ownership upon redevelopment.
74	2.718	LT	2626 Patterson Rd	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. The connection to Horizon Place will be a public street and all appropriate Rights-Of-Way shall be dedicated upon redevelopment.
75	2.722	RT	2623 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops and alternate acccess to Access 73 is available.Cross access agreements required between parcel no. 2945-112-11-018, parcel no 2945-112-11-019, and any adjacent properties with same ownership upon redevelopment.
76	2.732	RT	2625 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops.
77	2.740	LT	2626 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 74	When property redevelops, safety or operational issues occur, or when a public project is funded.
78	2.746	RT	2625 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
79	2.749	LT	2628 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops and alternate acccess to Access 83 is available.Cross access agreements required between parcel no. 2945-023-00-038, parcel no 2945-023-00-039, and any adjacent properties with same ownership upon redevelopment.
80	2.756	RT	326 Belaire Dr	Unsignalized Full Movement	Close - Access via Belaire Dr	When property redevelops, safety or operational issues occur, or when a public project is funded.
81	2.761	LT	2628 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 79 or 83	When property redevelops, safety or operational issues occur, or when a public project is funded.
82	2.765	RT	336 Belaire Dr	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops - access via Belaire Dr.
83	2.768	LT	2630 Patterson Rd	Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-023-00-040, parcel no 2945-023-00-039, parcel no. 2945-023-00-038, and any adjacent properties with same ownership upon redevelopment.
84	2.779	LT	2630 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 83	When property redevelops, safety or operational issues occur, or when a public project is funded.

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85	2.785	LT	2632 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops and alternate acccess to Access 87 or 83 is available.Cross access agreements required between parcel no. 2945-023-00-040, parcel no. 2945-023-00-042, parcel no 2945-023-00-039, and any adjacent properties with same ownership upon redevelopment.
86	2.794	RT	Mira Vista Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when access to Access 86a is available.
86a	2.819	RT	2624 Mira Vista Rd	None	Conditional 3/4 Movement	Installation of the a new 3/4 movement access at 86a may be implemented when the property redevelops. Access 93 must be restricted or closed and Access 86 must be closed, when implemented.
87	2.807	LT	2634 Patterson Rd	Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-023-00-041, parcel no 2945-023-00-042, parcel no. 2945-023-14-010, parcel no. 2945-023-00-040 and any adjacent properties with same ownership upon redevelopment.
88	2.818	LT	2634 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 87	When property redevelops, safety or operational issues occur, or when a public project is funded.
89	2.829	LT	2636, 2638 Patterson Rd	Unsignalized Full Movement	Shared Right-in/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-023-00-041, parcel no. 2945-023-00-042, parcel no 2945-023-14-009, parcel no. 2945-023-14-010 and any adjacent properties with same ownership upon redevelopment.
90	2.848	LT	2640 Patterson Rd	Unsignalized Full Movement	Close - Access via 89	When property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-023-14-008, parcel no 2945-023-14-009, parcel no. 2945-023-14-010 and any adjacent properties with same ownership upon redevelopment.
91	2.859	LT	2640 Patterson Rd	Unsignalized Full Movement	Close - Access via 89	When property redevelops, safety or operational issues occur, or when a public project is funded.
92	2.867	LT	2642 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-023-14-008, parcel no 2945-023-14-009 and any adjacent properties with same ownership upon redevelopment. Access will close when property redevelops and cross access to 89 is available.
93	2.867	RT	2635 N 7th St	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, when a public project is funded, or when Access 86a is implemented. Access will be restricted to Right-In Only if Access 86a is implemented, but trucks cannot be accomodated there. Access will close when the property redevelops or when on-site truck movments can be accomodated at Access 86a.
94	2.878	LT	2642 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 92	When property redevelops, safety or operational issues occur, or when a public project is funded.

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95	2.894	LT	2644 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 96	When property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-023-14-006, parcel no 2945-023-14-007 and any adjacent properties with same ownership upon redevelopment.
96	2.910	LT	2646 Patterson Rd	Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-023-14-006, parcel no 2945-023-14-007 and any adjacent properties with same ownership upon redevelopment.
97	2.943	LT	2646, 2648 Patterson Rd	Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
98	2.960	LT	2648 Patterson Rd	Unsignalized Full Movement	Close - Access via 26 1/2 Rd or Access 97	When property redevelops, safety or operational issues occur, or when a public project is funded.
99	3.000	LT	26 1/2 Rd (N 7th St)	Signalized Full Movement	Signalized Full Movement	
100	3.000	RT	N 7th St (26 1/2 Rd)	Signalized Full Movement	Signalized Full Movement	
101	3.072	LT	N 8th Ct	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
102	3.136	RT	2661 Patterson Rd, 750 Wellington Ave	Unsignalized 3/4 Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
103	3.164	LT	2666 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops - access via Viewpoint Dr.
104	3.190	LT	View Point Dr	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
105	3.216	LT	2674 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when adjacent properties redevelop - access via Viewpoint Dr.
106	3.262	LT	26 3/4 Rd	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
107	3.308	LT	2416 26 3/4 Rd, 935, 959 Northern Way	Unsignalized Full Movement	Close - Access via Northern Way	When property redevelops, safety or operational issues occur, or when a public project is funded.
108	3.333	LT	Northern Way	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
109	3.333	RT	Private road, 2683 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
110	3.353	RT	2683 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when alternate access is available to Access 109, 114, or 116.
111	3.358	LT	960 Northern Way	Unsignalized Full Movement	Close - Access via Northern Way	When property redevelops, safety or operational issues occur, or when a public project is funded.
112	3.368	LT	2686 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 115	When property redevelops, safety or operational issues occur, or when a public project is funded.
113	3.376	RT	2683 Patterson Rd	Unsignalized Full Movement	Conditional Right Out Only	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops.

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Access ID No.	Mile Post **	Side	Description	Existing Configuration	Proposed Configuration [2,3,8]	Conditions for Implementation [2,4,5,6,7,9]
114	3.391	RT	2687 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops and alternative access to Access 116 is available. Cross access agreements required between parcel no. 2945-111-27-005 and parcel no. 2945-111-00-009 and any adjacent properties with same ownership upon redevelopment.
115	3.395	LT	2686 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
116	3.426	RT	2691, 2695, 2699 Patterson Rd, 2531 N 12th St	Shared Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-111-27-005 and parcel no. 2945-111-00-009 and any adjacent properties with same ownership upon redevelopment.
117	3.447	RT	2691, 2695, 2699 Patterson Rd, 2531 N 12th St	Unsignalized Full Movement	Close - Access via Access 116	When property redevelops, safety or operational issues occur, or when a public project is funded.
118	3.456	LT	2686 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 115	When property redevelops, safety or operational issues occur, or when a public project is funded. Access closure will require coordination with Grand Valley Transit since they use this access point to stop on the hospital site.
119	3.515	LT	N 12th St	Signalized Full Movement	Signalized Full Movement	
120	3.515	RT	N 12th St	Signalized Full Movement	Signalized Full Movement	
121	3.560	LT	2702 Patterson Rd	Right In-Right Out	Close - Access via 12th St	When property redevelops, safety or operational issues occur, or when a public project is funded.
122	3.574	LT	2708 Patterson Rd	Right In-Right Out	Close - Access via Access 124	When property redevelops, safety or operational issues occur, or when a public project is funded.
123	3.585	RT	2600 N 12th St	Unsignalized 3/4 Movement	Unsignalized 3/4 Movement	
124	3.592	LT	2708 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
125	3.619	LT	2710 Patterson Rd	Right In-Right Out	Right-In/Right-Out	
126	3.639	LT	2714 Patterson Rd	Right In-Right Out	Conditional Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. A single shared access will be provided at Access 126/127 when cross access agreements are established and the other access will be closed. Cross access agreements required between parcel no. 2945-013-00-013 and 2945-013-00-014 and any adjacent properties with same ownership upon redevelopment.
127	3.643	LT	2718 Patterson Rd	Right In-Right Out	Conditional Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. A single shared access will be provided at Access 126/127 when cross access agreements are established and the other access will be closed. Cross access agreements required between parcel no. 2945-013-00-013 and 2945-013-00-014 and any adjacent properties with same ownership upon redevelopment.
128	3.659	LT	2718 Patterson Rd	Unsignalized Full Movement	Close- Access via Access 126 or 127	When property redevelops, safety or operational issues occur, or when a public project is funded.
129	3.664	RT	2721 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.

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130	3.744	RT	2721 Patterson Rd	Unsignalized Full Movement	Right-Out Only	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
131	3.773	RT	N 15th St	Signalized Full Movement	Signalized Full Movement	
132	3.773	LT	N 15th St	Signalized Full Movement	Signalized Full Movement	
133	3.805	LT	2726 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops - access via 27 1/4 Rd.
134	3.811	LT	2728 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
135	3.837	RT	2680 N 15th St	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops - access via 15th St.
136	3.853	LT	2734 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops - access via Access 136a. Cross access agreements required between parcel no. 2945-013-00-030, parcel no. 2945-013-00-031, and any adjacent properties with same ownership upon redevelopment.
136a	3.863	LT	2734/2736 Patterson Rd Property Line	None	Shared Right-In/Right-Out	Shared access at the property line when either property redevelops. Movements may be restricted to right-in/right-out when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-013-00-030, parcel no. 2945-013-00-031, and any adjacent properties with same ownership upon redevelopment.
137	3.872	LT	2736 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops - access via Access 136a. Cross access agreements required between parcel no. 2945-013-00-030, parcel no. 2945-013-00-031, and any adjacent properties with same ownership upon redevelopment.
138	3.875	RT	2737, 2741, 2745 Patterson Rd	Unsignalized Full Movement	Right In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-122-28-004, parcel no. 2945-122-40-003, and any adjacent properties with same ownership upon redevelopment.
139	3.887	RT	2737 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 138	When property redevelops, safety or operational issues occur, or when a public project is funded.
140	3.902	LT	2738 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
141	3.934	RT	2737, 2741, 2745 Patterson Rd	Unsignalized Full Movement	Shared Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops and access to Access 141a or 138 is available. Cross access agreements required between parcel no. 2945-122-28-002, parcel no. 2945-122-40-003, parcel no. 2945-122-40-004 and any adjacent properties with same ownership upon redevelopment.

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141a	3.948	RT		None	Shared Right-In/Right-Out	Shared access at the property line when either property redevelops. Movements may be restricted to right-in/right-out when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-122-28-002, parcel no. 2945-122-40-003, and any adjacent properties with same ownership upon redevelopment.
142	3.942	LT	2742 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops - access via Access 142a.Cross access agreements required between parcel no. 2945-013-00-33, parcel no. 2945-013-22-003, and any adjacent properties with same ownership upon redevelopment.
142a	3.955	LT	2742 Patterson Rd, Empty lot	None	Shared Right-In/Right-Out	Shared access at the property line when either property redevelops. Movements may be restricted to right-in/right-out when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-013-00-33, parcel no. 2945-013-22-003, and any adjacent properties with same ownership upon redevelopment.
143	3.967	LT	Empty lot	Signalized Full Movement	Close - Access via 27 1/2 Rd	When property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-013-00-33, parcel no. 2945-013-22-003, and any adjacent properties with same ownership upon redevelopment.
144	4.015	LT	Empty lot	Signalized Full Movement	Close - Access via 27 1/2 Rd	When property redevelops, safety or operational issues occur, or when a public project is funded.
145	4.049	LT	27 1/2 Rd	Signalized Full Movement	Signalized Full Movement	
145a	4.049	RT	South leg 27 1/2 Rd	None	Signalized Full Movement	Installation of the south leg of 27 1/2 Rd may be implemented when the property redevelops, if desired and approved by the City. Access 148 must be restricted to RIRO if implemented.
146	4.061	RT	2751, 2765 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when property redevelops and/or access to Access 145a or 148 becomes available.
147	4.121	LT	Spring Valley Cir	Unsignalized 3/4 Movement	Conditional Safety Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
148	4.121	RT	2751, 2765 Patterson Rd	Unsignalized Full Movement	Shared Conditional Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. If Access 145a is implemented, access must be restricted to RIRO.
149	4.250	RT	2771, 2773, 2775 Patterson Rd	Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-121-00-002 and parcel no. 2945-121-00-019 and any adjacent properties with same ownership upon redevelopment.
150	4.258	LT	Beechwood St	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
151	Not used					

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Access ID No.	Mile Post **	Side	Description	Existing Configuration	Proposed Configuration [2,3,8]	Conditions for Implementation [2,4,5,6,7,9]
152	4.292	RT	2777 Patterson Rd	Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2945-121-00-018 and parcel no. 2945-121-00-003 and any adjacent properties with same ownership upon redevelopment.
153	4.323	LT	2778 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
154	4.356	LT	Pheasant Trail Ct	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
155	4.356	RT	El Corona Dr	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
156	4.384	RT	Mount View Dr	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
157	4.457	RT	Mantey Heights Dr	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
158	4.504	RT	Santa Fe Dr	Unsignalized Full Movement	Close - Access via E Park Ave	When adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
159	4.546	LT	28 Rd	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
160	4.558	RT	2801 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
161	4.584	RT	E Park Ave	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
162	4.620	RT	2811 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops - access via Camino Del Rey Dr or Rio Grande Drive.
163	4.677	RT	Rio Grande Dr	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
164	4.677	LT	2814 Patterson Rd, 615 28 1/4 Rd	Right-In/Right-Out	Right-In/Right-Out	
165	4.739	RT	2813, 2815, 2825 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
166	4.776	RT	2813, 2815, 2825 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 165	When property redevelops, safety or operational issues occur, or when a public project is funded.
167	4.828	RT	28 1/4 Rd	Signalized Full Movement	Signalized Full Movement	
168	4.828	LT	28 1/4 Rd	Signalized Full Movement	Signalized Full Movement	
169	4.866	RT	2827 Patterson Rd	Unsignalized Full Movement	Close - Access via 28 1/4 Rd	When property redevelops, safety or operational issues occur, or when a public project is funded.
170	4.916	RT	2835 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
171	4.930	LT	2844 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 176	When property redevelops, safety or operational issues occur, or when a public project is funded.

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

* All access points are defined by the approximate reference point (milepost) (in hundredths of a mile) based on GIS.

1. Oriented from direction of reference point (W-E)
2. MUTCD - Manual on Uniform Traffic Control Devices
3. Full movement intersections and 3/4 movements shall accommodate U-turns for passenger vehicles.
4. Unless otherwise specified, conditions listed refer to proposed configuration.
5. Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
6. Implement with land development, redevelopment or use change
7. If the City of Grand Junction improves Patterson Road or if safety or operational issues develop, access modifications may be implemented as long as reasonable access to the local street
8. Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.
9. Cross Access Easements shall be required between properties upon redevelopment if the plan shows cross access but easements do not exist.

Access ID No.	Mile Post **	Side	Description	Existing Configuration	Proposed Configuration [2,3,8]	Conditions for Implementation [2,4,5,6,7,9]
172	4.946	RT	Grand Cascade Way	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
173	4.972	LT	2844 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 176	When property redevelops, safety or operational issues occur, or when a public project is funded.
174	4.980	LT	2844 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 176	When property redevelops, safety or operational issues occur, or when a public project is funded.
175	5.000	LT	2844 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 176	When property redevelops, safety or operational issues occur, or when a public project is funded.
176	5.037	LT	2844 Patterson Rd	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2943-064-00-082, parcel no. 2943-064-00-083, and parcel no. 2943-062-00-101 and any adjacent properties with same ownership upon redevelopment.
177	5.048	LT	2844 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 176	When property redevelops, safety or operational issues occur, or when a public project is funded.
178	5.082	LT	2854 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 176	When alternate access to Access 176 is available. Cross access agreements required between parcel no. 2943-064-00-082 and parcel no. 2943-062-00-101 and any adjacent properties with same ownership upon redevelopment.
179	5.111	LT	2856 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 176	When alternate access to Access 176 is available. Cross access agreements required between parcel no. 2943-064-00-083 and parcel no. 2943-062-00-101 and any adjacent properties with same ownership upon redevelopment.
180	5.153	LT	2844 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops - access via Access 176.
181	5.165	RT	Legends Way	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
182	5.189	LT	2872 Patterson Rd	Unsignalized Full Movement	Close - Access via 28 3/4 Rd	When property redevelops, safety or operational issues occur, or when a public project is funded.
183	5.229	LT	2872 Patterson Rd	Unsignalized Full Movement	Close - Access via 28 3/4 Rd	When property redevelops, safety or operational issues occur, or when a public project is funded.
184	5.248	LT	28 3/4 Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
185	5.264	RT	598 Sinatra Way	Unsignalized Full Movement	Close - Access via Naples Dr	Access closing with Bella Dimora subivision redevelopment
186	5.277	LT	604 28 3/4 Rd	Unsignalized Full Movement	Close - Access via 28 3/4 Rd	When property redevelops, safety or operational issues occur, or when a public project is funded.
187	5.280	RT	598 Sinatra Way	Unsignalized Full Movement	Close - Access via Naples Dr	Access closing with Bella Dimora subivision redevelopment
188	5.288	LT	2876 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
189	5.302	LT	2876 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 188	When property redevelops, safety or operational issues occur, or when a public project is funded.
190	5.303	RT	598 Sinatra Way	Unsignalized Full Movement	Close - Access via Naples Dr	Access closing with Bella Dimora subivision redevelopment
191	5.326	RT	2879 Patterson Rd	Unsignalized Full Movement	Close - Access via W Indian Creek Dr	When property redevelops, safety or operational issues occur, or when a public project is funded.

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

* All access points are defined by the approximate reference point (milepost) (in hundredths of a mile) based on GIS.

1. Oriented from direction of reference point (W-E)
2. MUTCD - Manual on Uniform Traffic Control Devices
3. Full movement intersections and 3/4 movements shall accommodate U-turns for passenger vehicles.
4. Unless otherwise specified, conditions listed refer to proposed configuration.
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6. Implement with land development, redevelopment or use change
7. If the City of Grand Junction improves Patterson Road or if safety or operational issues develop, access modifications may be implemented as long as reasonable access to the local street
8. Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.
9. Cross Access Easements shall be required between properties upon redevelopment if the plan shows cross access but easements do not exist.

Access ID No.	Mile Post **	Side	Description	Existing Configuration	Proposed Configuration [2,3,8]	Conditions for Implementation [2,4,5,6,7,9]
192	5.360	RT	W Indian Creek Dr	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
193	5.360	LT	W Indian Creek Dr	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
194	5.438	RT	Belhaven Way	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
195	5.447	RT	2893 Patterson Rd	Unsignalized Full Movement	Close - Access via Belhaven Way	When property redevelops, safety or operational issues occur, or when a public project is funded. Belhaven Way to be widened to full width with redevelopment or a public project.
196	5.488	LT	E Indian Creek Dr	Unsignalized Full Movement	Conditional Safety Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. If a safety or operational issue develops, the access may be closed - alternate access via W Indian Creek Dr available.
197	5.488	RT	2893 Patterson Rd	Unsignalized Full Movement	Close - Access via Belhaven Way	When property redevelops, safety or operational issues occur, or when a public project is funded.
198	5.527	RT	2893 Patterson Rd	Right-In/Right-Out	Close - Access via Belhaven Way	When property redevelops, safety or operational issues occur, or when a public project is funded.
199	5.572	RT	29 Rd	Signalized Full Movement	Signalized Full Movement	
200	5.572	LT	29 Rd	Signalized Full Movement	Signalized Full Movement	
201	5.610	LT	2902, 2904, 2906 Patterson Rd, 606, 608 29 Rd	Right In-Right Out	Shared Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when adjacent properties redevelop - access via 29 Road,
202	5.645	LT	2908 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements are required between properties currently served by Access 202, 203, 204, and 206 upon redevelopment. Access points shall be consolidated and shared between these properties as redevelopment occurs. Proposed configuration to be approved by the City.
203	5.662	LT	2910 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements are required between properties currently served by Access 202, 203, 204, and 206 upon redevelopment. Access points shall be consolidated and shared between these properties as redevelopment occurs. Proposed configuration to be approved by the City.
204	5.679	LT	2912 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements are required between properties currently served by Access 202, 203, 204, and 206 upon redevelopment. Access points shall be consolidated and shared between these properties as redevelopment occurs. Proposed configuration to be approved by the City.
205	5.679	RT	2901, 2903, 2905, 2913, 2915 Patterson Rd	Unsignalized 3/4 Movement	Unsignalized 3/4 Movement	

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

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1. Oriented from direction of reference point (W-E)
2. MUTCD - Manual on Uniform Traffic Control Devices
3. Full movement intersections and 3/4 movements shall accommodate U-turns for passenger vehicles.
4. Unless otherwise specified, conditions listed refer to proposed configuration.
5. Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
6. Implement with land development, redevelopment or use change
7. If the City of Grand Junction improves Patterson Road or if safety or operational issues develop, access modifications may be implemented as long as reasonable access to the local street
8. Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.
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Access ID No.	Mile Post **	Side	Description	Existing Configuration	Proposed Configuration [2,3,8]	Conditions for Implementation [2,4,5,6,7,9]
206	5.696	LT	2914 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements are required between properties currently served by Access 202, 203, 204, and 206 upon redevelopment. Access points shall be consolidated and shared between these properties as redevelopment occurs. Proposed configuration to be approved by the City.
207	5.719	RT	2901, 2903, 2905, 2913, 2915 Patterson Rd	Right In-Right Out	Right-In/Right-Out	Cross access agreements required between parcel no. 2943-082-33-003, parcel no. 2943-082-33-002 and parcel no. 2943-082-00-043 and any adjacent properties with same ownership upon redevelopment.
208	5.732	LT	Partee Dr	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
209	5.750	RT	2917 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops and alternative access to Access 207 is available.Cross access agreements required between parcel no. 2943-082-33-003, parcel no. 2943-082-33-002 and parcel no. 2943-082-00-043 and any adjacent properties with same ownership upon redevelopment.
210	5.764	LT	2918 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops - access via Partee Dr.
211	5.792	LT	Cris-Mar St	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
212	5.795	RT	Redwing Ln	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
213	5.829	LT	Parcel Number: 2943-053-40-000	Unsignalized Full Movement	Gated Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
214	5.836	LT	2926 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
215	5.858	LT	2926 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 214	When property redevelops, safety or operational issues occur, or when a public project is funded.
216	5.858	RT	29 1/4 Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
217	5.880	LT	2934 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
218	5.891	LT	2934 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 217	When property redevelops, safety or operational issues occur, or when a public project is funded.
219	5.897	LT	2938 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
220	5.905	LT	2938 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 219	When property redevelops, safety or operational issues occur, or when a public project is funded.

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

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1. Oriented from direction of reference point (W-E)
2. MUTCD - Manual on Uniform Traffic Control Devices
3. Full movement intersections and 3/4 movements shall accommodate U-turns for passenger vehicles.
4. Unless otherwise specified, conditions listed refer to proposed configuration.
5. Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
6. Implement with land development, redevelopment or use change
7. If the City of Grand Junction improves Patterson Road or if safety or operational issues develop, access modifications may be implemented as long as reasonable access to the local street
8. Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.
9. Cross Access Easements shall be required between properties upon redevelopment if the plan shows cross access but easements do not exist.

Access ID No.	Mile Post **	Side	Description	Existing Configuration	Proposed Configuration [2,3,8]	Conditions for Implementation [2,4,5,6,7,9]
221	5.931	LT	29 3/8 Rd	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
222	5.931	RT	29 3/8 Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
223	5.951	LT	2940 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops or when alternative access to 29 3/8 Rd is available.
224	5.969	LT	2942 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops and alternative access to 29 1/2 Rd via Penny Lane is available.Cross access agreements required between parcel no. 2943-053-00-051 and parcel no. 2943-053-00-052 and any adjacent properties with same ownership upon redevelopment.
225	5.974	RT	2939 Patterson Rd	Unsignalized Full Movement	Close - Access via Colanwood St.	When property redevelops, safety or operational issues occur, or when a public project is funded.
226	6.000	LT	2944 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops and alternative access to 29 1/2 Rd via Penny Lane is available.Cross access agreements required between parcel no. 2943-053-00-051 and parcel no. 2943-053-00-052 and any adjacent properties with same ownership upon redevelopment.
227	6.020	RT	Colanwood St	Unsignalized Full Movement	Conditional Safety Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. If a safety or operational issue develops, the access may be closed - alternate access via Wellington Ave or Parkway Dr available.
228	6.025	LT	2948 Patterson Rd	Unsignalized 3/4 Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops - access via 29 1/2 Rd.
229	6.041	RT	2945 Patterson Rd	Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
230	6.057	RT	599 29 1/2 Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops - access via 29 1/2 Rd.
231	6.087	RT	29 1/2 Rd	Signalized Full Movement	Signalized Full Movement	
232	6.087	LT	29 1/2 Rd	Signalized Full Movement	Signalized Full Movement	
233	6.160	RT	E Greenfield Cir	Unsignalized Full Movement	Conditional Safety Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. If a safety or operational issue develops, the access may be closed - alternate access via Bookcliff Ave available.
234	6.188	LT	Pioneer Rd	Unsignalized Full Movement	Conditional Safety Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. If a safety or operational issue develops, the access may be closed - alternate access via Bonito Ln available.
235	6.243	LT	Broken Spoke Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

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1. Oriented from direction of reference point (W-E)
2. MUTCD - Manual on Uniform Traffic Control Devices
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6. Implement with land development, redevelopment or use change
7. If the City of Grand Junction improves Patterson Road or if safety or operational issues develop, access modifications may be implemented as long as reasonable access to the local street
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Access ID No.	Mile Post **	Side	Description	Existing Configuration	Proposed Configuration [2,3,8]	Conditions for Implementation [2,4,5,6,7,9]
236	6.282	RT	Darby Dr	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
237	6.345	LT	Maintenance access	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will close when access to Access 241 is available.
238	6.352	RT	2977 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
239	6.391	LT	2980 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 241	When property redevelops, safety or operational issues occur, or when a public project is funded.
240	6.400	RT	Placer St	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
241	6.404	LT	2982 Patterson Rd	Unsignalized Full Movement	Shared Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
242	6.484	LT	2982 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 241	When property redevelops, safety or operational issues occur, or when a public project is funded.
243	6.474	RT	Maintenance access	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when alternate access to Access 245 or 30 Rd is available. Cross access agreements required between parcel no. 2943-081-00-042 and parcel no. 2943-081-00-051 and any adjacent properties with same ownership upon redevelopment.
244	6.497	LT	Hudson Bay Dr	Unsignalized Full Movement	Conditional Safety Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. If a safety or operational issue develops, the access may be closed - alternate access via F 1/4 Rd available.
245	6.497	RT	599 30 Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops - access via 30 Rd. Cross access agreements required between parcel no. 2943-081-00-042 and parcel no. 2943-081-00-051 and any adjacent properties with same ownership upon redevelopment.
246	6.528	LT	2992 Patterson Rd	Unsignalized 3/4 Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops - access via 30 Rd.
247	6.532	RT	599 30 Rd	Unsignalized Full Movement	Close - Access via Access 245	When property redevelops, safety or operational issues occur, or when a public project is funded.
248	6.600	RT	30 Rd	Signalized Full Movement	Signalized Full Movement	
249	6.600	LT	30 Rd	Signalized Full Movement	Signalized Full Movement	
250	6.667	LT	Ronlin Dr	Unsignalized Full Movement	Conditional Safety Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded. If a safety or operational issue develops, the access may be closed - alternate access via E Vista Dr available.
251	6.721	LT	Agana Dr	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
252	6.721	RT	Agana Dr	Unsignalized Full Movement	Close - Access via Seranade Dr	When adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.

ACCESS CONTROL PLAN
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253	6.776	LT	Starlight Dr	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
254	6.831	LT	Serenade St	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
255	6.831	RT	Serenade St	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
256	6.863	RT	3027 Patterson Rd	Unsignalized Full Movement	Close - Access via McMullin Dr	When property redevelops, safety or operational issues occur, or when a public project is funded.
257	6.863	LT	3026 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops - access via Access 258. Cross access agreements required between parcel no. 2943-043-00-143 and parcel no. 2943-043-00-082 and any adjacent properties with same ownership upon redevelopment.
258	6.882	LT	3026 Patterson Rd	Unsignalized Full Movement	Shared Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded. Cross access agreements required between parcel no. 2943-043-00-143 and parcel no. 2943-043-00-082 and any adjacent properties with same ownership upon redevelopment.
259	6.897	LT	3028 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops - access via Access 258. Cross access agreements required between parcel no. 2943-043-00-143, parcel no. 2943-043-00-082 and parcel no 2943-043-00-195 and any adjacent properties with same ownership upon redevelopment.
260	6.911	LT	3030 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops - access via Access 263. Cross access agreements required between parcel no. 2943-043-00-195 and parcel no. 2943-043-00-082 and any adjacent properties with same ownership upon redevelopment.
261	6.913	RT	McMullin Dr	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
262	6.962	RT	Gerken Rd	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
263	6.962	LT	Round Table Rd	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
264	6.991	RT	599 Grand Valley Dr	Unsignalized Full Movement	Close - Access via Grand Valley Dr	When property redevelops, safety or operational issues occur, or when a public project is funded.
265	7.002	RT	599 Grand Valley Dr	Unsignalized Full Movement	Close - Access via Grand Valley Dr	When property redevelops, safety or operational issues occur, or when a public project is funded.
266	7.016	RT	Grand Valley Dr	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

* All access points are defined by the approximate reference point (milepost) (in hundredths of a mile) based on GIS.

1. Oriented from direction of reference point (W-E)
2. MUTCD - Manual on Uniform Traffic Control Devices
3. Full movement intersections and 3/4 movements shall accommodate U-turns for passenger vehicles.
4. Unless otherwise specified, conditions listed refer to proposed configuration.
5. Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
6. Implement with land development, redevelopment or use change
7. If the City of Grand Junction improves Patterson Road or if safety or operational issues develop, access modifications may be implemented as long as reasonable access to the local street
8. Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.
9. Cross Access Easements shall be required between properties upon redevelopment if the plan shows cross access but easements do not exist.

Access ID No.	Mile Post **	Side	Description	Existing Configuration	Proposed Configuration [2,3,8]	Conditions for Implementation [2,4,5,6,7,9]
267	7.016	LT	Grand Valley Dr	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
268	7.039	RT	598 Grand Valley Dr	Unsignalized Full Movement	Close - Access via Grand Valley Dr	When property redevelops, safety or operational issues occur, or when a public project is funded.
269	7.053	RT	3047 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur or when a public project is funded. Access will be closed when property redevelops - access via Wellington Ave or Kirby Lane.
270	7.060	LT	3044 Patterson Rd	Unsignalized Full Movement	Close - access via Stoney Brook Ln	When property redevelops, safety or operational issues occur, or when a public project is funded.
271	7.082	RT	3047 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops or when alternate access to Wellington Ave or Kirby Lane is available.
272	7.111	RT	3049 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops - access via Wellington Ave.
273	7.120	LT	Mesa Valley Dr	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
274	7.147	LT	3054 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 276	When property redevelops, safety or operational issues occur, or when a public project is funded.
275	7.147	RT	Shoshone St	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
276	7.168	LT	3054 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
277	7.221	LT	Cottage Meadows Ct	Unsignalized Full Movement	Unsignalized 3/4 Movement	Movements may be restricted when adjacent properties redevelop, safety or operational issues occur, or when a public project is funded.
278	7.243	RT	3065 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 284, 286 and Wellington Ave	When property redevelops, safety or operational issues occur, or when a public project is funded.
279	7.256	LT	3064 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
280	7.264	LT	3066 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops and alternate access to Orange Grove Way is available. Cross access agreements required between parcel no. 2943-044-00-217, and parcel no. 2943-044-37-002 and any adjacent properties with same ownership upon redevelopment.
281	7.276	LT	3068 Patterson Rd	Unsignalized Full Movement	Conditional Right-In/Right-Out	Movements may be restricted when safety or operational issues occur, or when a public project is funded. Access will be closed when property redevelops - access via Orange Grove Way.
282	7.279	RT	3067 Patterson Rd	Unsignalized Full Movement	Right-In/Right-Out	Movements may be restricted when property redevelops, safety or operational issues occur, or when a public project is funded.
283	7.290	LT	3068 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 281	When property redevelops, safety or operational issues occur, or when a public project is funded.
284	7.295	RT	3073 Patterson Rd	Gated Unsignalized Full Movement	Gated Unsignalized Full Movement	When property redevelops, close access - access via Access 286.

ACCESS CONTROL PLAN
PATTERSON ROAD
I-70B(MP 0.000) to Lodgepole St (MP 7.349)

* All access points are defined by the approximate reference point (milepost) (in hundredths of a mile) based on GIS.

1. Oriented from direction of reference point (W-E)
2. MUTCD - Manual on Uniform Traffic Control Devices
3. Full movement intersections and 3/4 movements shall accommodate U-turns for passenger vehicles.
4. Unless otherwise specified, conditions listed refer to proposed configuration.
5. Access closures are conditional upon alternative access to the highway or local street system. Refer to alternative access listed in proposed configuration.
6. Implement with land development, redevelopment or use change
7. If the City of Grand Junction improves Patterson Road or if safety or operational issues develop, access modifications may be implemented as long as reasonable access to the local street
8. Conditional proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.
9. Cross Access Easements shall be required between properties upon redevelopment if the plan shows cross access but easements do not exist.

Access ID No.	Mile Post **	Side	Description	Existing Configuration	Proposed Configuration [2,3,8]	Conditions for Implementation [2,4,5,6,7,9]
285	7.319	RT	3073 Patterson Rd	Unsignalized Full Movement	Close - Access via Access 284 and 286	When property redevelops, safety or operational issues occur, or when a public project is funded.
286	7.341	RT	3073 Patterson Rd	Gated Unsignalized Full Movement	Gated Unsignalized Full Movement	When property redevelops, realign Access 286 across from Lodgepole St. Realigned access does not need to be gated.
287	7.349	LT	Lodgepole St	Unsignalized Full Movement	Unsignalized Full Movement	

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3A

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3B

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3C

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3D

PATTERSON ROAD ACP EXHIBIT

NOTE:
EITHER ACCESS 53 OR ACCESS 61 MAY BE 3/4 MOVEMENT LONG-TERM WITH THE OTHER ACCESS AS A RI-RO.

NOTE:
A DESIGN VARIANCE OR SPEED REDUCTION MUST BE JUSTIFIED AND APPROVED BY THE CITY TO ALLOW 3/4 MOVEMENT AT BOTH ACCESS 62 AND 64. OTHERWISE, RI-RO WILL BE APPLIED TO ONE LOCATION AS DETERMINED BY THE CITY.

0 200 400 800 Feet

LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3E

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- **G** GATED ACCESS POINT
- **C** CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- **S** CONDITIONAL SAFETY ACCESS POINT

FIGURE 3F

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3G

PATTERSON ROAD ACP EXHIBIT

NOTE:
A SINGLE SHARED RI-RO FOR THESE PROPERTIES WILL BE PROVIDED.



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3H

PATTERSON ROAD ACP EXHIBIT

NOTE:
4TH LEG OF 27 1/2 ROAD MAY BE IMPLEMENTED WITH REDEVELOPMENT AND UTILITY RELOCATION IF DESIRED.

N

0 200 400 800 Feet

LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 31

PATTERSON ROAD ACP EXHIBIT

NOTE:
ALTERNATIVE ROUTE TO SIGNAL AT 28 1/4 ROAD VIA HAWTHORNE AVE.

LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3J

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3K

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3L

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3M

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3N

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 30

PATTERSON ROAD ACP EXHIBIT



LEGEND

- BUS STOP
- BUS STOP - PULL OFF
- CROSS ACCESS - EXISTING
- CROSS ACCESS - PROPOSED
- PARCEL
- TRAIL
- PROPOSED CITY STREET OR PRIVATE CONNECTION
- PLANNED CITY STREET

ACCESS POINT INFORMATION

- SIGNALIZED FULL MOVEMENT
- UNSIGNALIZED FULL MOVEMENT
- 3/4 MOVEMENT
- RIGHT IN - RIGHT OUT
- CLOSE
- SIGNALIZED INTERSECTION
- RIGHT IN ONLY
- RIGHT OUT ONLY
- G GATED ACCESS POINT
- C CONDITIONAL ACCESS POINT
  SEE ACCESS TABLE FOR CONDITIONS.
  TYPICALLY CLOSES WITH REDEVELOPMENT.
- S CONDITIONAL SAFETY ACCESS POINT

FIGURE 3P

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

AN ORDINANCE ADOPTING THE PATTERSON ROAD ACCESS CONTROL PLAN AS VOLUME III, TITLE 38 OF THE MUNICIPAL CODE

THE ACCESS CONTROL PLAN IS FOR APPROXIMATELY SEVEN MILES OF PATTERSON ROAD BETWEEN I-70 B (23.75 ROAD) AND LODGE POLE STREET (30.75 ROAD)

Recitals

The City of Grand Junction staff and Stolfus and Associates as a planning team have diligently worked jointly to prepare an Access Control Plan (ACP) Study for the Patterson Road corridor within the city limits of Grand Junction. This action follows public meetings and virtual and in-person open houses during the planning process where members of the public attended and participated.

After twelve months of public outreach and deliberation by the planning team, public notice and a public hearing, by the City Planning Commission, the Planning Commission forwards its recommendation of adoption of the Access Control Plan for the future of the Patterson Road corridor.

The City Council finds that the proposed Patterson Road Access Control Plan is consistent with the City's overall vision, implements the 2020 One Grand Junction Comprehensive Plan, and overall manages the Patterson Road corridor to not only preserve the transportation functions of the corridor, but also helps to preserve property values and the economic viability of abutting developments. It optimizes the performance of the roadway to improve the level of safety, reduction of traffic congestion and is key in minimizing the need to add additional lanes of traffic that would have a much greater impact to the corridor and adjacent properties.

Further, the City Council finds that the ACP will afford maximum opportunity, consistent with the sound need and plans of the municipality as a whole, for the development or redevelopment of the corridor.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The Patterson Road Access Control Plan (ACP), City of Grand Junction, Colorado, in the form of the document attached hereto, and as recommended for adoption by the City Planning Commission is hereby adopted.

The full text of this Ordinance, including the text of the Patterson Road Access Control Plan, in accordance with paragraph 51 of the Charter of the city of Grand Junction, shall be published in pamphlet form with notice published in accordance with the Charter.

INTRODUCED on first reading the 17th day of February, 2021 and ordered published in pamphlet form.

ADOPTED on second reading the _____ day of _____, 2021 and ordered published in pamphlet form.

ATTEST:

_____
C.E. “Duke” Wortmann
President of the Council

_____
Wanda Winkelmann
City Clerk

Patterson Road Access Control Plan File # CPA-2021-17

Agenda item can be viewed online here at 44:25

Consider a request by the City of Grand Junction to adopt the Patterson Road Access Control Plan (ACP), an element of the City's Comprehensive Plan as Title 38, Volume III, of the Municipal Code.

Staff Presentation

Dave Thornton, Principal Planner, introduced exhibits into the record.

Trent Prall, Public Works Director, Michelle Hansen, Stolfus and Associates, and Rick Dorris, Development Engineer, gave a presentation regarding the request.

Questions for Staff

Commissioner Gatseos asked a question regarding clarification on what safety or operational issue scenarios would trigger construction and implementation of the Plan.

Commissioner Gatseos asked if there were any publicly funded projects slated for Patterson Road.

Commissioner Scissors asked a question regarding non-motorized transportation along the Patterson corridor.

Commissioner Gatseos asked a question regarding how much Staff time has been spent with concerned citizens to explain the Plan.

Commissioner Ehlers asked a question regarding questions that came up in the public comment.

Public Hearing

The public hearing was opened at 5 p.m. on Tuesday, February 2, 2021 via www.GJSpeaks.org.

Comments from Lois Dunn, Ruth Kinnett, Nova Turner, Peter Firmin, William Ferguson, Heather Pool, Merton Fisher, Virginia Brown, John Edwards, Tim Kubat, Patricia Johns, KJ Kraich, Seth Thomas, and Robert Garrison were submitted via GJSpeaks regarding the request.

David Scanga, Jeff Tipton, Marie Frederick, Rachel Strautins, Tom Parish, Virginia Brown, and Karen Newell all spoke regarding the request.

The public hearing was closed at 7:47 p.m. on February 23, 2021.

DRAFT

Staff Response
Trent Prall and Michelle Hansen provided response to citizen comment.

Questions for Staff
Commissioner Teske had a question regarding the differences between the Patterson Road corridor and the North Avenue corridor.

Commissioner Teske asked a question regarding cross-access.

Discussion
Commissioner Gatseos made a comment regarding the request.

Commissioner Susuras made a comment opposing the request.

Commissioner Scissors made a comment regarding the request.

Commissioner Haitz made a comment regarding the request.

Commissioner Ehlers made a comment regarding the request.

Commissioner Gatseos made a comment regarding the request.

Motion and Vote
Commissioner Ehlers made the following motion, “Mr. Chairman, on the Patterson Road Access Control Plan, CPA-2021-17, I move that Planning Commission continue this item for the March 23rd meeting.”

Commissioner Susuras seconded the motion. The motion carried 6-0.

DRAFT

Grand Junction City Council

Regular Session

Item #3.b.i.

Meeting Date: April 7, 2021

Presented By: Kristen Ashbeck, Principal Planner/CDBG Admin

Department: Community Development

Submitted By: Kristen Ashbeck

Information

SUBJECT:

Ordinance to Amend Municipal Code Volume II: Development Regulations to Adopt Standards and Guidelines for the Lincoln Park Residential Historic District as Title 30 and Amend Section 21.07.040 of the Zoning and Development Code pertaining to the Role of the Historic Preservation Board in the Review of Alterations within the District **(ITEM WITHDRAWN)**

RECOMMENDATION:

Planning Commission heard this item at its March 23, 2021 meeting and recommended denial 5-1.

EXECUTIVE SUMMARY:

The Applicant, the Lincoln Park Neighborhood/Residential Historic District, is requesting Zoning and Development Code (Code) amendments to: 1) adopt the Lincoln Park Residential Historic District Standards and Guidelines; and 2) amend the Code pertaining to the jurisdiction, duties and responsibilities of the City of Grand Junction Historic Preservation Board (Board). The proposed Standards and Guidelines have been developed by a group of property owners within the District and, if adopted, would be applicable to properties and structures located within the boundaries of the District between 12th and 15th Streets and Gunnison and Grand Avenues.

BACKGROUND OR DETAILED INFORMATION:

The Lincoln Park Residential Historic District ("District") includes the properties between the eastern side of North 12th Street and the western side of North 15th Street and the south side of Gunnison Avenue and the north side of Grand Avenue

(refer to the location map in the attachments). The boundaries coincide with the City-recognized Lincoln Park Neighborhood Association. The four blocks between North 12th Street and North 14th Street and Gunnison Avenue to Ouray Avenue formed the original District designated in the City Register of Historic Structures, Sites and Districts in 1997. The District boundaries were expanded to the current designated area in May 2018. The neighborhood is proud of the designation and desires to establish a process and standards through which to maintain and enhance its historic character.

Over the past two years, an organized group of residents/property owners within the District has been working together, with broad input from others in the neighborhood, to develop design standards and guidelines intended to preserve its historic nature and quality. The Historic Preservation Board and members of City Staff have been involved in neighborhood and group meetings, discussed the goals and objectives of the standards and guidelines with the neighborhood, reviewed draft documents and have provided comments and suggestions as the document evolved. The result of this long and sustained effort is the Lincoln Park Residential Historic District Standards and Guidelines included in the proposed ordinance ("Standards and Guidelines") which City Staff and the neighborhood now request that the City adopt for the District. A historic inventory was conducted by the Museum of the West in the late 1990s that included many homes within the District. The characteristics and history of the homes recorded in the inventory formed the basis for development of the Standards and Guidelines in order to promote and ensure the maintenance and enhancement of the major exterior elements that characterize the District.

The neighborhood conducted a series of meetings and a property owner poll to discuss and determine the direction for the guidelines and standards. Several drafts of the document were prepared and reviewed. The poll and notices of the meetings were provided to the neighborhood, with the last overall meeting being held in December 2018.

Since that time, the document has been reviewed by the Board, which has generally indicated its approval of the guidelines and standards and of its proposed expanded role of reviewing and deciding development applications in public hearings. City staff has also worked with neighborhood representatives to refine the document so that it better implements the desires of the residents and defines the review process for proposed alterations. The process is basically the same as the review already being conducted for alterations within the North Seventh Street Historic Residential District. A property owner will apply for a Certificate of Appropriateness which will be reviewed by staff and then a recommendation made to the Board for a final decision. A decision by the Board may be appealed to City Council for consideration.

Generally, approval of the proposed ordinance will:

• Retain the existing zone districts of R-5 (Residential 5 dwelling units per acre) and R-8 (Residential 8 dwelling units per acre)

• Establish bulk standards for all properties within the District that vary slightly from those in the standard R-5 and R-8 zone districts due to the unique nature of development within the District

• Require property owners that propose alterations addressed in the Standards and Guidelines make application for a Certificate of Appropriateness that is reviewed by Community Development staff and final decisions are made by the Grand Junction Historic Preservation Board

• Provide guidelines and standards by which changes to structures and sites in the District are reviewed that primarily address maintenance and enhancement of the major exterior elements that characterize the District and the structures within it such as streetscape, site development features, mass and proportion of buildings, rooflines, siding, windows, doors and porches and similar features

PUBLIC NOTICE

The Code does not require neighborhood meetings for amendments such as this. However, as previously summarized, after the District was designated, a series of neighborhood-wide meetings were held to discuss whether a majority wanted to move ahead with creating standards and guidelines as well as determine the site and architectural elements within the District were most important to be addressed.

The neighborhood distributed 111 copies of the draft standards and guidelines to all property owners in the District, including Mesa County Valley School District 51. Eleven (11) responses were received of which six (6) were positive and supportive, four (4) were negative and 1 was neutral. Concerns expressed against adoption of the Standards and Guidelines included: do not want formation of an homeowners' association with dues; unable to replace windows; how can ADA requirements be met; and possibly not being able to cut down trees on their property.

In addition, all property owners within the District were notified of the public hearing schedule via a mailing sent on March 12, 2021. In addition, the notice of this public hearing was published on March 16, 2021 in the Grand Junction Daily Sentinel.

ANALYSIS

In accordance with Section 21.02.140(c)(3), a proposed Code amendment shall address in writing the reasons for the proposed amendment. There are no specific criteria for review because a code amendment is a legislative act and within the discretion of the City Council to amend the Code with a recommendation from the Planning Commission. The purpose for proposing these amendments is to facilitate the

enhancement and preservation of a historic neighborhood. This is clearly supported in the recently adopted One Grand Junction Comprehensive under Plan Principle 1: Collective Identity that further states the strategies listed below. Adoption of the Code amendments to establish design standards and guidelines and a process by which to review alterations in the Lincoln Park Residential Historic District will strengthen this neighborhood, provide a historic context, and educate the community about its heritage in general and specifically this part of the City.

d. Historic Properties – Identify, recognize, and increase historic resources by encouraging and incentivizing the addition of properties to the local, state and national historic registers.

e. Heritage Preservation – Emphasize the economic benefits of historic preservation and its role in economic development, sustainability, and heritage tourism.

f. Historic Preservation Education – Support efforts to provide educational resources on the city and region, while maintaining the City's direct efforts in historic preservation, the City's register of historic places and historic districts.

FINDINGS OF FACT AND RECOMMENDATION

After reviewing the request by the Lincoln Park Residential Historic District to adopt Standards and Guidelines for the District amend the Code pertaining to the jurisdiction, duties and responsibilities of the City of Grand Junction Historic Preservation Board (Board), ZCA-2021-67, for properties located within the Lincoln Park Residential Historic District lying between North 12th Street and 15th Street and Gunnison Avenue to Grand Avenue, the following findings of fact have been made:

1. Reasons stated for the proposed Code amendments are consistent with and supported by the 2020 One Grand Junction Comprehensive Plan.

Therefore, Staff recommended approval of the request.

The Planning Commission found there was insufficient evidence that all property owners within the District had had ample opportunity to assess the proposal and provide an individual vote to demonstrate neighborhood consensus. Consequently, Planning Commission recommended denial of the request.

FISCAL IMPACT:

This land use action does not have fiscal impact to the City of Grand Junction.

SUGGESTED MOTION:

I move to introduce an ordinance to amend Municipal Code Volume II: Development Regulations to adopt standards and guidelines for the Lincoln Park Residential Historic District as Title 30 and amend Section 21.07.040 of the Zoning and Development Code pertaining to the role of the Historic Preservation Board in the review of alterations within the district and set a public hearing for April 21, 2021.

Attachments

1. Lincoln Park Historic District Location Map
2. Planning Commission Minutes - 2021 - March 23 - Draft
3. Lincoln Park S&G Ordinance v2

LINCOLN PARK HISTORIC DISTICT LOCATION MAP



GRAND JUNCTION PLANNING COMMISSION
March 23, 2021 MINUTES
5:30 p.m.

The meeting of the Planning Commission was called to order at 5:30 p.m. by Chair Andrew Teske.

Those present were Planning Commissioners; Chair Andrew Teske, Vice Chair Christian Reece, George Gatseos, Sam Susuras, Andrea Haitz, and Sandra Weckerly.

Also present were Jamie Beard (Assistant City Attorney), Tamra Allen (Community Development Director), Dave Thornton (Principal Planner), and Kristen Ashbeck (Principal Planner).

There were 6 members of the public in virtual attendance: Brenda Muhr, Daniel Nordmeyer, Ellie Schulz, Sheree Fukai, Abe Herman, Jennifer Kelly.

CONSENT AGENDA

Commissioner Reece moved to adopt Consent Agenda Items #1-2. Commissioner Susuras seconded the motion. The motion carried 6-0.

1. **Approval of Minutes**

   Minutes of Previous Meeting(s) from March 9, 2021.

2. **R-5 High School Block Public Easement Vacation** **File # VAC-2021-99**

   Consider a request by Downtown Grand Junction REGeneration LLC, Pete Hopkinson Smith Jr., Robert Wayne Traw and Robert Aaron Breeden to vacate a public sanitary sewer easement within the R-5 Block Subdivision on the Southeast Corner of 7th Street and Grand Avenue.

REGULAR AGENDA

1. **Patterson Road Access Control Plan** **File # CPA-2021-17**

   Agenda item can be viewed online here at XXX

   Consider a request by the City of Grand Junction to adopt the Patterson Road Access Control Plan (ACP), an element of the City's Comprehensive Plan as Title 38, Volume III, of the Municipal Code.

   Staff requested that the Planning Commission table the Plan.

DRAFT

Motion and Vote
Commissioner Gatseos made the following motion, “Mr. Chairman, on the Patterson Road Access Control Plan, CPA-2021-17, I move that Planning Commission table this item.”

Commissioner Reece seconded the motion. The motion carried 6-0.

2. Lincoln Park Historic District Guidelines and Standards File # ZCA-2021-67
Agenda item can be viewed online here at XXX
Consider a request by the Lincoln Park Neighborhood/Residential Historic District to amend Municipal Code Volume II: Development Regulations to adopt standards and guidelines for the Lincoln Park Historic District as Title 30 and Amend Section 21.02.040 of the Zoning and Development Code pertaining to the role of the Historic Preservation Board in the review of alterations within the District.

Staff Presentation
Kristen Ashbeck, Principal Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for Staff
Commissioner Reece asked a question regarding notice to property owners in the District.

Commissioner Weckerly asked a follow-up question regarding notice.

Applicant Presentation
Elizabeth Rowan, Bennett Boeschenstein, and Kristen Armbruster, representing the Lincoln Park Historic District, gave a presentation regarding the request.

Questions for Applicant
Commissioner Gatseos asked a question regarding the accessory dwelling unit provision.

Commissioner Reece asked a question regarding the notice.

Commissioner Weckerly asked a question about the attendance of a meeting that was held.

Commissioner Haitz

Public Hearing
The public hearing was opened at 5 p.m. on Tuesday, March 16, 2021 via www.GJSpeaks.org.

DRAFT

The following made comments regarding the request: Akira Fukai, Jennifer Kelly (Mayo), Deese Dancy and David Dancy, Michael and Tracy LeFebre, Jeanne Haberer, Bill Scheskie, Sheree Fukai, Rebecca Mullen, Florence Irene (Renee) Sheilds, Riecke Claussen, Bennet Boeschenstein, and Elizabeth Rowan.

Sheree Fukai gave testimony regarding the request.

The public hearing was closed at 6:50 p.m. on March 23, 2021.

Questions for Applicant or Staff
None.

Discussion
Commissioner Gatseos made a comment regarding the request.

Commissioner Reece made a comment regarding the request.

Commissioner Haitz agreed with Commissioner Gatseos and Reece.

Chair Teske made a comment regarding the request.

Motion and Vote
Commissioner Reece made the following motion, “Mr. Chairman, on the Code amendments to 1) adopt the Lincoln Park Residential Historic District Standards and Guidelines as a new Title within Volume II, Development Regulations, of the Municipal Code; and 2) amend Title 21, Zoning and Development Code pertaining to the jurisdiction, duties and responsibilities of the City of Grand Junction Historic Preservation Board, ZCA-2021-67, I move that the Planning Commission forward a recommendation of approval of the request with the findings of fact listed in the staff report.”

Commissioner Gatseos seconded the motion. The motion failed 1-5.

3. Zoning and Development Code Amendments File # ZCA-2021-100
Agenda item can be viewed online here at XXX
Consider a Request by the City of Grand Junction to Amend Title 21 of the Grand Junction Municipal Code to modify and clarify various provisions of the Zoning and Development Code ("Code").

Staff Presentation
Kristen Ashbeck, Principal Planner, introduced exhibits into the record and provided a presentation regarding the request.

DRAFT

Questions for Staff
Commissioner Reece offered appreciation of staff for this request.

Chair Teske asked questions regarding Item 5 and Item 10.

Public Hearing
The public hearing was opened at 5 p.m. on Tuesday, March 16, 2021 via www.GJSpeaks.org.

None.

The public hearing was closed at 7:31 p.m. on March 23, 2021.

Questions for Applicant or Staff
None.

Discussion
None.

Motion and Vote
Commissioner Reece made the following motion, "Chair Teske, on the Zoning and Development Code Amendments, ZCA-2021-100, I move that the Planning Commission forward a recommendation of approval of Items 1-9 with the findings of fact as listed in the staff report."

Commissioner Susuras seconded the motion. The motion carried 6-0.

Commissioner Teske moved to table Item 10. Commissioner Reece seconded the motion. The motion carried 6-0.

4. Other Business
None.

5. Adjournment
Commissioner Reece moved to adjourn the meeting. Commissioner Teske seconded the motion. The vote to adjourn was 6-0. The meeting adjourned at 7:34 p.m.

DRAFT

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE AMENDING MUNICIPAL CODE VOLUME II: DEVELOPENT REGULATIONS TO ADOPT STANDARDS AND GUIDELINES FOR THE LINCOLN PARK RESIDENTIAL HISTORIC DISTRICT AS TITLE 30 AND AMEND SECTION 21.07.040 OF THE ZONING AND DEVELOPMENT CODE PERTAINING TO THE ROLE OF THE HISTORIC PRESERVATION BOARD IN THE REVIEW OF ALTERATIONS WITHIN THE DISTRICT

Recitals.

The Lincoln Park Residential Historic District ("District") includes the properties between the eastern side of North 12th Street and the western side of North 15th Street and the south side of Gunnison Avenue and the north side of Grand Avenue (refer to the location map in the attachments). The boundaries coincide with the City-recognized Lincoln Park Neighborhood Association. The four blocks between North 12th Street and North 14th Street and Gunnison Avenue to Ouray Avenue formed the original District designated in the City Register of Historic Structures, Sites and Districts in 1997. The District boundaries were expanded to the current designated area in May 2018. The neighborhood is proud of the designation and desires to establish a process and standards through which to maintain and enhance its historic character.

The standards and guidelines that comprise the proposed Code amendment were developed by a group of property owners within the District after a series of neighborhood meetings and with collaboration of the residents. City staff and the Grand Junction Historic Preservation Board were consulted as well.

The neighborhood and City staff desire and recommend that the Historic Preservation Board be charged with the interpretation, implementation and application of the *Guidelines and Standards* to the covered properties in the Lincoln Park Residential Historic District, as defined by the Standards and Guidelines.

After thorough review, deliberation and consideration, the City Council of the City of Grand Junction has determined that the Historic Preservation Board, with its interest and expertise in matters of historic preservation, is the appropriate body to review and decide *Certificate of Appropriateness* applications in the Lincoln Park Residential Historic District and to apply the *Guidelines and Standards* to those applications, subject to review on appeal by the City Council.

After thorough review, deliberation and consideration, the City Council of the City of Grand Junction finds that it is in the interest of the public to adopt the Lincoln Park Historic District Standards and Guidelines as presented in Exhibit A attached to this ordinance.

Initial determination of compliance with the Guidelines and Standards shall be made by the Director, who shall then make a recommendation to the Historic Preservation Board. The Historic Preservation Board shall hear and decide applications for alteration/construction within the PD zone district. A decision of the Historic Preservation Board may be appealed to the City Council.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT VOLUME II: DEVELOPMENT REGULATIONS IS HEREBY AMENDED TO

ADOPT IN ITS ENTIRETY EXHIBIT A OF THIS ORDINANCE AS TITLE 30 AND SECTIONS 21.01.130(G), 21.01.130(f)(9)(ix) AND 21.07.040(g) OF THE ZONING AND DEVELOPMENT CODE ARE AMENDED TO GRANT AUTHORITY TO THE HISTORIC PRESERVATION BOARD TO REVIEW AND DECIDE APPLICATIONS FOR ALTERATION OR CONSTRUCTION WITHIN THE LINCOLN PARK HISTORIC DISTRICT AS FOLLOWS (NEW TEXT UNDERLINED).

(g) **Summary of Authority.** The following table summarizes the review and approval authority provided in this code. If there is a discrepancy between this table and the text where the authority is specifically prescribed, the text shall control.

Sec.	Procedure	Director	Planning Commission	HPB	City Council	ZBOA
R = Review D = Decision A = Appeal						
21.02.070	Administrative development permit, all administrative permits not listed herein	D	A			
21.02.070	Subdivision	D			A	
21.02.090	Vacation of plat without public right-of-way or easement	R	D		A	
21.02.090	Vacation of plat with public right-of-way or easement	R	R		D	
21.02.100	Vacation of public right-of-way or easement	R	R		D	
21.02.110	Conditional use permit	R	D		A	
21.02.120	Special permit	R	R		D	
21.02.130(d)	Administrative changes to Comprehensive Plan	D			A	
21.02.130(e)	Comprehensive Plan amendment, plan amendments	R	R		D	
21.02.140	Code amendment and rezoning	R	R		D	
21.02.150	Planned development	R	R		D	
21.02.160	Annexation	R			D	
21.02.170	Vested property rights	R	R		D	
21.02.180	Revocable permit – Landscaping and irrigation	D			A	
21.02.180	Revocable permit, other	R			D	
21.02.190	Institutional and civic facility master plans	R	R		D	
21.02.200	Variance	R				D
21.04.030(p)(1)	Fraternity or sorority	D				A
21.04.030(p)(2)	Group living facility (*except where a conditional use permit is required, see “Conditional use permit”)	D*				A*
21.04.030(p)(2)(iv)(C)(b)	Group living facility – Sex offenders		D			
21.07.040(d) and (h)	Designation of historic structures, sites and districts and revocation of designation	R		R	D	
21.07.040(g)(2)	Certificate of Appropriateness, N. Seventh Street and Lincoln Park Historic Districts	R		D		

(f)(9)(ix) (ix) Review and decide applications for a Certificate of Appropriateness for alteration to a site and/or structure in the North Seventh Street Historic Residential District and in the Lincoln Park Residential Historic District;

(g) **Review of Alterations.**

(1) City Registry. The owner of any historic structure or site on the City Registry designated pursuant to subsection (e) of this section is requested to consult with the Historic Board before making any alteration. The Historic Board shall determine if the alteration is compatible with the designation. In reviewing a proposed alteration, the Historic Board shall consider design, finish, material, scale, mass and height. When the subject site is in an historic district, the Historic Board must also find that the proposed development is visually compatible with development on adjacent properties, as well as any guidelines adopted as part of the given historic district designation. For the purposes of this section, the term "compatible" shall mean consistent with, harmonious with and/or enhances the mixture of complementary architectural styles either of the architecture of an individual structure or the character of the surrounding structures. The Historic Board shall use the following criteria to determine compatibility of a proposed alteration:

(i) The effect upon the general historical and architectural character of the structure and property;

(ii) The architectural style, arrangement, texture and material used on the existing and proposed structures and their relation and compatibility with other structures;

(iii) The size of the structure, its setbacks, its site, location, and the appropriateness thereof, when compared to existing structure and the site;

(iv) The compatibility of accessory structures and fences with the main structure on the site, and with other structures;

(v) The effects of the proposed work in creating, changing, destroying, or otherwise impacting the exterior architectural features of the structure upon which such work is done;

(vi) The condition of existing improvements and whether they are a hazard to public health and safety; or

(vii) The effects of the proposed work upon the protection, enhancement, perpetuation and use of the property.

(2) North Seventh Street Historic Residential District and Lincoln Park Residential Historic District ("Districts" when referred to jointly or either alone as "District").. The owner of any property within the North Seventh Street Historic Residential District shall comply with the North Seventh Street Historic Residential District Guidelines and Standards. The owner of any property within the Lincoln Park Historic District shall comply with the Lincoln Park Residential Historic District Standards and Guidelines.

(i) Before making any construction or alteration to a site or structure, such owner shall make application to the City for a Certificate of Appropriateness. The Director shall ~~make~~ review such application for compliance with the Guidelines and Standards and make an initial determination and recommendation to the Board. The Director may include in that recommendation any conditions deemed appropriate to comply with the Guidelines and Standards and with the Zoning and Development Code.

(ii) The Board shall have jurisdiction to review City staff recommendations and to decide applications for Certificates of Appropriateness at a public hearing. The Board may include any conditions of approval deemed appropriate for compliance with the Guidelines and Standards. No owner shall construct or alter a structure or site in the District without first obtaining a Certificate of Appropriateness from the Board.

(iii) A decision of the Board may be appealed to City Council within 30 days of the issuance of the decision. Appeals to City Council shall be de novo.

(iv) All reviews pursuant to this subsection (2) shall determine if the new construction or alteration is compatible with the historic designation as provided in the respective ~~North Seventh Street Historic Residential District~~ Guidelines and Standards for the appropriate District. In reviewing an application, consideration shall be given to design, siting, form, texture, setbacks, orientation, alignment, finish, material, scale, mass, height and overall visual compatibility, according to and with reference to the applicable Guidelines and Standards for the respective District. ~~of the North Seventh Street Historic Residential District~~. For purposes of this section, the term "compatible" shall mean consistent with, harmonious with and/or enhancing the mixture of complementary architectural styles either of the architecture of an individual structure or the character of the surrounding structures.

Introduced on first reading this ____ day of _____ 2021 and authorized the publication in pamphlet form.

Passed and adopted on second reading the _____ day of _____ 2021 and authorized the publication in pamphlet form.

_____
President of the City Council

ATTEST:

_____
City Clerk

EXHIBIT A – PROPOSED TITLE 30

Lincoln Park

Residential Historic District

Standards and Guidelines



LPHD Standards and Guidelines

Below is a quick reference guide to help property owners determine what is a Standard and what is a Guideline. Remember to always check with the Mesa County Building Department and City of Grand Junction Community Development Department to apply for all permits when necessary. Guidelines are *Italicized* and Standards are **Bold**.

Sec.	*GUIDELINE* / **STANDARD**	OWNER'S DISCRETION	COMMUNITY DEVELOPMENT REVIEW REQUIRED	HISTORIC BOARD REVIEW REQUIRED	Appellate body
					City Council
	New Construction, Additions		**X**	**X**	**City Council**
	Remodels (Exterior)		**X**	**X**	**City Council**
G	**Exterior Materials**			**X**	**City Council**
H	**Windows**		**X**	**X**	**City Council**
H	**Trim and Details**			**X**	
3	*Front Porch*		**X**		HPB
J	**Manufactured / Modular Homes**		**X**	**X**	**City Council**
K	**Demolition**				
K	**Primary Structure**		**X**	**X**	**City Council**
	Accessory Structures	**X**	**X (over 200 sq ft)**		
	Window Replacement	**X**			
	Interior Remodel	**X**			
1	*Fences*		**X**		HPB
	Accessory Structures				

	Garages		**X**		HPB
	Chicken Coops	**X**			
	Shed (Over 200 sq ft)		**X**		HPB
	Dwelling Unit		**X**		HPB
2	*Street Scape*	**X**			
	Re-Roofing		**X**		HPB

Note: Anything not addressed above is controlled by the Grand Junction Municipal Code – Zoning and Development Codes

A010. How we got here: The formation of the Lincoln Park Neighborhood Association

On Nov. 16, 2017, a meeting of Lincoln Park residents took place at the Lincoln Park Barn. Discussion centered on whether to form a Neighborhood Association, potential boundaries, and concerns of residents. Common concerns were: potential for incompatible new development, potential development impact from CMU, and potential for expansion of the existing Lincoln Park Residential Historic District (LPHD). The consensus of those attending was to proceed with formation of the Neighborhood Association and to expand the existing LPHD. The Lincoln Park Neighborhood Association was approved by Grand Junction City Council in December 2017 to strengthen the neighborhood, create a strong voice to address local concerns within our area of the City, and build a sense of community. Boundaries were based on original plats of Dundee Place and Lincoln Park Addition.



This bungalow on Ouray Avenue illustrates the typical property layout within
the Lincoln Park Historic District - detached garage located behind the primary residence. The deep front porch connects the

A020. Expansion of the Lincoln Park Historic District

In 1997, a historic district consisting of 53 homes (1200 and 1300 blocks of Gunnison Avenue, Chipeta Avenue, and the north side of Ouray Avenue) was created in the Lincoln Park Neighborhood. Its purpose was to preserve the character of our historic homes and speak with a unified voice in opposing the widening of 12th Street.



This home on Ouray Avenue perfectly illustrates the Lincoln Park Neighborhood ... bungalow, sun porch, a detached garage in the rear. Originally accessed from the alley, detached garages in the district also sit at the end of long driveways along the primary

Following up on the 2017 Neighborhood Association meeting referenced above, a meeting was held in January 2018 to determine neighborhood interest in expanding the historic district, to match the neighborhood association boundaries. This would add 58 properties. The consensus at the meeting was to pursue expansion.

Several neighborhood volunteers went door to door in the expansion area with approval forms drafted by the City. A total of 64% (60% was required) believed that expansion of the LPHD would foster community pride and encourage preservation of the historic character of our homes.

In April 2018, the Grand Junction Historic Preservation Board recommended to the Grand Junction City Council that this “gem of a historic neighborhood” (quote from a member of the Historic Preservation Board) be expanded to include all 110 homes and the Lincoln Park School. The Grand Junction City Council expanded the historic district designation on May 2, 2018 in the passage of Resolution Number 26-18.

A030. Character of the Lincoln Park Historic District

The LPHD reflects the transition from a streetcar, horse-and-buggy city, to an automobile-dominated city and is typified by detached garages or carriage houses, detached sidewalks, front and rear yards, tree lawns, alleys, neighborhood parks, and neighborhood schools. Most of the homes have stayed true to their original architectural integrity, and are of the Bungalow, Craftsman architectural styles.

The majority of the homes are over 50 years old and range to those more than a century old. Specific architectural elements include hardwood floors, casement windows, stained glass windows, cobblestone foundations, peaked roofs, brick walls laid in a precise Flemish bond, porticos with casement windows, wide gables with staggered wall beams, well laid, multi-color brickwork or wood lap siding and sun porches.

Garages are typically separate structures at the rear of the property, which originally had access off of the alley, but now have access off of the street via long driveways. Houses situated on a corner lot typically have garage access from the side street (not primary street) to allow for proper access.

The architectural elements of the existing homes and the detached garages in the rear lots are the qualities and characteristics valued by the residents and community. The Lincoln Park Historic District Standards and Guidelines are based upon these existing features.



One of the older homes in the district built along Gunnison Avenue, directly facing Lincoln Park. This adobe home illustrates the Spanish Revival style with its clay tile roof and arched entryway. The properties located on Gunnison Avenue facing Lincoln Park are larger than the typical property within the District. Setbacks from the sidewalk to the front of the house are

The Lincoln Park School was built in 1910 of brick construction with arched windows and a gable or hip roof. Although there have been several additions to the school throughout the years, the core of the original building and surrounding playground remains.

A040. A bit of history on Lincoln Park neighborhood

The Lincoln Park neighborhood was named for the adjacent, large 42-acre city park. It consists of the Dundee Place subdivision created in 1909 and the Lincoln Park Addition in 1925. The growth of this area, east of the original square mile of the city, reflected the prosperous times of the Grand Junction community in the 1920's. It is a classic Bungalow, Craftsman neighborhood, not unlike many of those found throughout America during this time period.

A050. Development of LPHD Standards and Guidelines

In circulating approval forms for the expansion of the LPHD, several residents inquired whether there would be standards and guidelines associated with the historic district. All residents of the LPHD were invited to attend an informational meeting on December 6, 2018, to consider whether there was a desire to preserve the character of our neighborhood homes - and what approach might be taken to do that.



Floor-to-ceiling arched, tripartite windows are the defining feature of this stucco home on Gunnison Avenue. Built in 1926, this home is located in the Lincoln Park Addition, across the street from Lincoln Park.

The majority of those present thought some measures of compatibility and preservation were desirable. Everyone had the opportunity to vote on which aspects of the character of the homes in the LPHD that they thought were important, and the extent of their importance.

For example, the majority of those present believed that new construction was very important and should require a Standard. The majority also believed that front yard fence materials were somewhat important and should be encouraged with a Guideline. Participants voted on 11 subject areas.

Two other important ideas were agreed to at the meeting:

(1) Current structures which exist at the time of adoption of the Standards and Guidelines will be grandfathered in as long as they are legal per City Code; and

(2) Standards and Guidelines will address visual appearance from the street and will not address interior construction.

Volunteers were recruited for a committee to draft the LPHD Standards and Guidelines to present to neighborhood residents and eventually, the Grand Junction Historic Preservation Board and the Grand Junction City Council. This committee of dedicated residents from the LPHD met for several months during 2019 and 2020 to draft these Standards and Guidelines. Committee members were: Greg Reed, Kirsten Armbruster, Aki and Sheree Fukai, Rand Porter, Bill Scheskie, Stephanie Matlock, Barb Sullivan, Elizabeth Rowan and Bennett Boeschenstein.

A060. Proposed LPHD Standards and Guidelines

These Standards and Guidelines are meant to promote compatibility of structures in the Lincoln Park Historic District and to preserve the historic character, consistency, and uniformity of the District. New construction in the LPHD is allowed, as long as the siting, design, and construction are compatible with the character of the LPHD.

The LPHD Standards and Guidelines shall be used in conjunction with the City of Grand Junction Zoning and Development Code to guide development according to the principles of historic preservation. The LPHD Standards and Guidelines include specific materials, styles, orientation, and other design criteria, which, when in conflict with another adopted standard, the more restrictive standard shall apply.



Not all houses within The District are single-story bungalows. This residence is a two-story Georgian Revival style constructed in 1935. The symmetrical

All structures existing within the LPHD at the time of the adoption of these standards and guidelines which do not meet the requirements of these standards and guidelines are considered acceptable and may continue indefinitely as long as they maintain their current size and scope. These structures may not be expanded, altered, or enlarged without meeting the newly adopted Standards and Guidelines.

1. STANDARDS - Required

Process: Interpretation of the application of standards for the LPHD shall be the responsibility of the City of Grand Junction Community Development Department staff. Any modification to an element addressed in the standards shall require an application to the City Community Development Department for a Certificate of Appropriateness for staff review and recommendation and consideration by the Historic Preservation Board. The Department staff shall prepare a report with findings. The Historic Preservation Board will then review the report and make a decision (the procedure involving demolition is detailed in the Demolition section).

New Construction, Additions, and Remodels

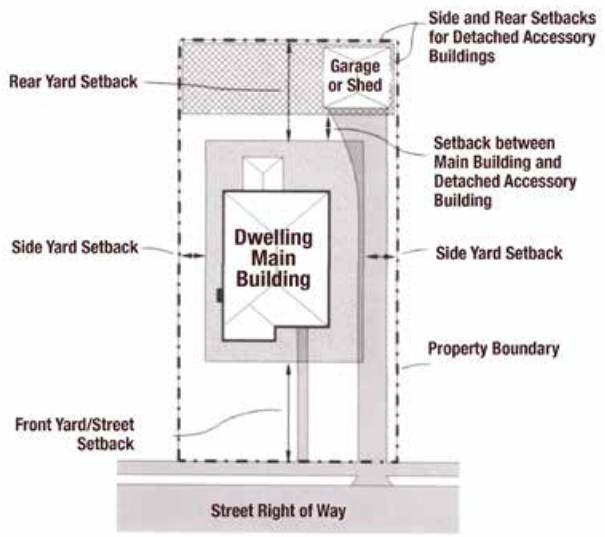
New construction, additions, and remodels are allowed as long as they are compatible with adjacent homes, the specific block within the district, and retain the character of the district as defined in Section A030. See also Manufactured Home standards for the placement of manufactured homes in the LPHD. Multifamily development is subject to the standards listed below, including setbacks, compatibility, lot size, building proportions, mass, form, orientation and lot coverage, alignment and spacing, exterior materials, and trim and details.

A. Setbacks

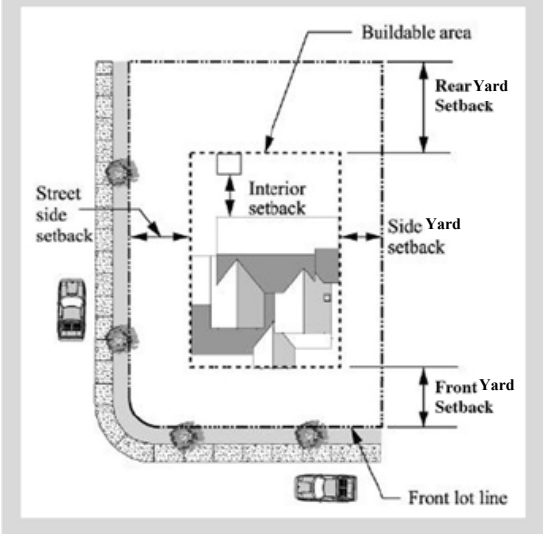
(1) Setbacks and placement of buildings within the LPHD will maintain the cohesive character within LPHD. Gunnison and Grand Avenues shall retain larger setbacks to preserve their historic value as major arterials and transportation routes for street cars and other public transit.

(2) Setbacks for primary and accessory structures within the LPHD are set forth below.

Setbacks



Corner Lot Setbacks



Residential Setbacks for Lincoln Park Historic District

New Construction, Additions, and Remodels			
	Gunnison Avenue	**Grand Avenue**	**Chipeta/Ouray Avenues**
Primary Structure			
Front Yard/Street Setback (min. feet) incl. porch	60	35	20
Front Yard Setback – Corner Lot (min. feet) incl. porch	10	10	10
Side Yard Setback (min. feet)	3	3	3
Street Side Setback – Corner Lot (min. feet)	10	10	10
Rear Yard Setback (min. feet)	5	5	5
Accessory Structure			
Setback from Front Lot Line (min. feet)	65	40	25
Side Setback (min. feet)	3	3	3
Street Side Setback – Corner Lot (min. feet)	10	10	10
Rear Setback (min. feet)	2	2	2

B. Compatibility




Compatibility: New construction compatible with historic character of neighborhood; front porches, Bungalow, Craftsman style.

New construction in LPHD is allowed, as long as the design, siting, and construction are compatible with the character of the LPHD as defined in Section A030. Siting is critical due to various lot configurations and in considering the overall appearance within the context of neighboring buildings set within the immediate block. Important design considerations for new buildings include height, massing, scale, form, lot coverage, setbacks, spacing of buildings, orientation, and alignment. Compatibility of proposed foundations, porches, landscaping, utility systems, and other site features is also important.

C. Orientation and Lot Coverage

(1) New buildings shall be oriented with the primary entrance façade parallel to the street and provide visual continuity with proportional lot coverage similar to other buildings on the same block. This is a consistent pattern throughout the LPHD which shall be preserved to maintain the prevailing visual continuity.



This picture shows a detached garage that is architecturally compatible with the primary residence, yet subordinate to the primary residence, located to the

(2) General proportions of buildings-to-lot areas shall remain consistent with their historic appearance. Lot coverage shall be similar in proportion to the lot coverage of neighboring lots. Overall proportions of building-to-lot area shall remain consistent from lot to lot along the block.

(3) New detached accessory structures shall be architecturally compatible with and subordinate to the primary residential building on the site by placing the structure to the rear of the lot. The footprint of the new detached accessory structure shall not be larger than the footprint of the primary residential building. Chicken coops, dog runs, rabbit cages and similar out structures are



Another picture of the detached garage set to the rear of the lot. Across the alley behind, you can see an accessory unit that is both subordinate to and

allowed in the rear part of the lot, subject to regulations of City Code.

D. Lot Size, Building Proportions, Mass and Form

(1) Minimum lot size in the 1200 block of Gunnison Ave. shall be 14,000 square feet, and maximum lot size in the 1200 block of Gunnison Ave. shall be 20,000 square feet. Minimum lot size everywhere else within the LPHD shall be 6,000 square feet and the maximum lot size everywhere else within the LPHD shall be 10,000 square feet.



New building broken up into smaller segments; taller masses away from the street; design characteristics unique but relate to the neighborhood.

(2) Buildings shall be similar in height and width to buildings on adjacent sites and block.

(3) A new building which is wider and higher than buildings on adjacent sites may be constructed if the new building is broken up into smaller masses that are more similar to adjacent buildings and if the height of the building at the street facade and at the sides facing adjacent sites is similar to the height of buildings on those sites. This is achieved by placing the taller masses away from the street and adjacent buildings to either side.

(4) Foundation height shall be similar in proportion and appearance to neighboring buildings.

(5) New buildings shall reinforce a pedestrian friendly character from the front elevation by maintaining the similarity of building, roof form, and front porches traditionally found on the block.

(6) New construction shall incorporate design elements such as height, roof forms, lines, openings, vertical and horizontal proportions of building mass, symmetry and asymmetrical diversity and other characteristics commonly found in the LPHD.

(7) New construction may have a building form which is unique in the LPHD but it shall relate to the neighboring buildings and to the neighborhood through its overall massing.

(8) New construction shall not use massing and building forms which are inconsistent with the LPHD as determined by the Historic Preservation Board.

E. Alignment and Spacing

(1) Proportions of facades and spacing of buildings shall be consistent along the street within the LPHD. Along a block, the uniformity of the facades and the spacing of the buildings shall be consistent along the streets of the LPHD. Along a block, the uniformity of the

proportions of the facades and the spacing of the buildings must be considered in new construction to achieve harmony along the streetscape.

(2) Porches, projecting bays, balconies, and other facade elements shall be aligned vertically with those of the original structure and the existing buildings along the street. This alignment creates harmony and maintains the rhythm of façade proportions along the block length.

(3) Street-facing facade widths of new primary structures shall correspond with existing building widths; however, a wider facade can be broken into separate elements that suggest front widths similar to those of neighboring buildings. Where lots are combined to create a larger development, the building-to-lot proportions shall visually suggest a relationship with adjacent buildings by breaking large building masses into smaller elements. Where a building site is comprised of multiple lots, the new building or components thereof shall be clearly of similar proportion to the original building and other buildings on the same block.

(4) New building facades shall align (horizontally and vertically) with the facades of existing buildings on adjacent sites.



Where lots are combined to create a larger development, the building-to-lot proportions shall visually suggest a relationship with adjacent buildings by breaking large building masses into smaller segments.

(5) New buildings shall be constructed with similar spacing from other structures relative to other buildings along that street

F. Entrances

(1) Buildings shall not contain a primary entrance that is simply a door and provides little or no transition from outside to



Primary entrance is elevated with stairs, and in this case – like many in the neighborhood - the home is adorned with an elevated front porch. This one is open, some are screened or fully enclosed.

inside. Primary entrances shall be provided on the street-facing façade.

(2) Owners may install an Americans with Disability Act (ADA) compliant ramp for accessibility to the primary entrance. Accessibility modifications should be in scale with the historic property, visually compatible, and, whenever possible, reversible. Reversible means that if the new feature were removed at a later date, the essential form and integrity of the property would be unimpaired.

G. Exterior Materials

(1) Exterior wall materials shall be those that are commonly present in the LPHD.



Corrugated metal is not an allowable siding material in the LPHD.

(2) Allowable siding materials for new construction include, but are not limited to wood, brick, stone, painted composite wood-resin, aluminum, steel, vinyl, stucco, or fiber cement siding.

(3) The use of corrugated metal/plastic siding on primary structures is prohibited.

(4) Metal roofs (architectural or standing-seam) are allowed for existing buildings and new buildings.

H. Windows, Trim and Details

(1) Windows - In new construction, additions and remodels of primary residential structures, street facing windows shall be of similar proportion, size, and character with the original building (if an addition), neighboring homes and other homes in the LPHD.

(2) Trim and Details

(a) Exterior trim details on new construction, additions and remodels of primary residential structures shall be compatible with the original building (if an addition), adjacent homes and other homes in the block.

(b) Windowsills, moldings, and eave lines shall be aligned with similar elements on the existing primary residential structure, adjacent homes and other homes in the block.





The home on the left shows new construction with windows that are not compatible in the LPHD. The home on the right, however, shows replacement windows in the LPHD that maintain the look and feel of the craftsman-bungalow style.

I. Additions

(1) Additions shall not alter the historical alignment of structures in relation to the streets within the LPHD.

(2) The design of second-story additions shall preserve the historic eave or roof line of the original structure (See the photo below). The majority of the addition bulk shall be predominantly sited toward the rear of the lot.

(3) The materials (e.g. siding, trim, details and roofing) used for additions shall be similar to materials used in the original construction.



This recent second-story addition at a house on Ouray Avenue is in keeping with the tradition of the bungalow style. The short top-plate at the upper eaves minimized the overall height at the peak of the roof, reducing the appearance of height from the street.

J. Manufactured and Modular Homes

(1) Any new manufactured and modular homes proposed for placement in the LPHD shall be double-wide with characteristics similar to the existing homes in the District. Such characteristics include pitched roofs and front doors facing the street. New manufactured and modular homes must be HUD approved and constructed on a permanent foundation (wheels must be removed). If an existing manufactured home is proposed to be moved from its foundation, the District's demolition standards shall be followed.

(2) No pre-owned manufactured homes may be placed in the LPHD.



This is an example of a compatible manufactured home - a lookalike double-wide; front door facing street; a front porch; a pitched roof; and is compatible with architectural



This is an example of a non-compatible manufactured home – Single-wide; it has no front entrance; and is incompatible with adjacent historic home to the right.

K. Demolition

A) Applicability. Any applicant/owner requesting demolition of 500 square feet or more of a primary structure within the Lincoln Park Residential Historic District shall demonstrate that the demolition is warranted either by cause or by effect of the structure being noncontributing to the District. This section does not apply to interior demolition or to demolition of accessory structures.

B) Review criteria. A Certificate of Appropriateness for the demolition may only be issued if/when the Grand Junction Historic Preservation Board (GJHPB) finds:

(1) That the applicant has made a good-faith effort to pursue reasonable, cost effective alternatives to demolition.

(2) That the loss of part or all of the subject property would not be detrimental to the quality and continuity of the site, LPHD, or surrounding neighborhood.

(3) That denial of the application would result in an undue economic hardship for the owner/applicant. Based on a thorough analysis of the financial, economic, and engineering information described below, the City Council may determine that there is an undue economic hardship if all the following criteria are met:

(a) No economically viable use consistent with zoning of the property will exist unless the demolition is approved. Inability to put the property to its most profitable use does not constitute an undue economic hardship.

(b) The hardship is peculiar to the building or property in question and must not be in common with other properties.

(c) The hardship is not self-imposed, caused by action or inaction of the owner, applicant or some other agent.

(d) The applicant/owner has attempted and exhausted all reasonable alternatives which would eliminate the hardship, such as offering the property for sale.

C) Submittal requirements. The applicant/owner for demolition of part or all of a primary structure shall provide information including:

(1) A report from a licensed engineer, contractor or architect with experience in rehabilitation as to the structural soundness of the structure and its suitability for economic rehabilitation.

(2) A narrative description with supporting photographs of the structure including all special architectural features and details and materials used throughout the exterior of the structure.

(3) Additional information identified by staff or the Board to ensure sufficient evidence for reviewing the request.

(4) An estimate of the cost of the proposed demolition or removal and an estimate of any additional cost that would be incurred to comply with recommendations of the Board.

(5) Estimated current market value of the property prepared by a Colorado licensed real estate appraiser for the property in its current condition and after completion of the proposed demolition or removal.

D) Procedure. Upon submittal of the application for a Certificate of Appropriateness for demolition to the City, Staff shall review all the documentation submitted for completeness. Staff shall prepare a report with findings, including recommendation regarding historic significance and integrity based on architectural survey and other history resources, considering the age of the structure, architectural value. All decisions

on Certificate of Appropriateness shall be noticed and conducted as public hearings consistent with GJMC 21.02.080(g).

(1) For all primary structures:

(a) The GJHPB will provide a recommendation to City Council.

(b) Within 90 days of the GJHPB hearing, the City Council shall consider and decide upon the Certificate of Appropriateness for Demolition.

(2) If a Certificate of Appropriateness is approved for a historic structure, all salvageable building materials shall be collected and recycled if possible. Waste must be removed from the property and properly disposed of.

E) Penalty. If the applicant/owner of a structure within the LPHD abates or demolishes part or all of a primary structure over 500 square feet without first obtaining the Certificate of Appropriateness, the applicant/owner shall pay a fine of $250.00 per square foot of the affected area.

C010. GUIDELINES - Suggested

Interpretation of the application of Guidelines for the LPHD shall be the responsibility of the homeowners in the LPHD. Adherence to Guidelines is encouraged in order to maintain compatibility within the LPHD, but not required.

1. Fences

Fencing materials and styles in the front yard are encouraged to complement the character of the LPHD. Fence styles, especially in the front yard, are encouraged to be compatible with the characteristics of the house. Materials such as solid wood, solid vinyl, galvanized steel, and chain link with slats are discouraged. All fencing must be in compliance with City Code.





These front yard fences are examples of materials and styles compatible with characteristics of the house; wood and iron

Below are examples of front yard fence materials and styles that are not compatible with characteristics of the house; chain link with slats and galvanized steel are not encouraged materials. Solid wood, solid vinyl, galvanized steel and chain link with vinyl slats are discouraged.





2. Streetscape

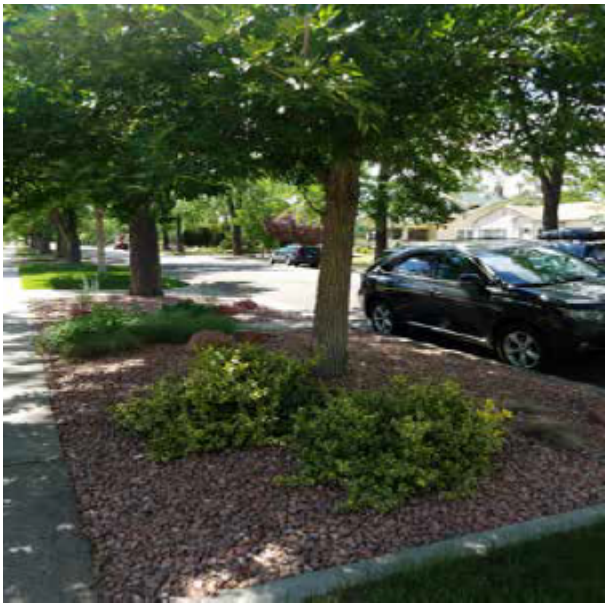
The LPHD's unique streetscape has historical significance in its own right. Upon consultation with the City Forester, residents are encouraged to maintain, and restore where missing, the historic spacing of street trees along the planting strip (the space between the sidewalk and the street curb) within the LPHD. Street trees in the LPHD provide full canopy coverage shade for residents and pedestrians. Damaged or diseased trees in the public right-of-way may only be removed by the City or with approval by the City and planting of new trees to fill gaps may only be approved by the City. Again, residents are encouraged to call the City of Grand Junction Forestry Division, with any questions regarding street trees within the public right-of-way. Russian olive and Siberian elm trees should not be considered as a suitable replacement. Residents are encouraged to place additional landscaping in the planting strip provided it does not interfere with sight distance for adjacent driveways and



Examples of encouraged streetscapes: street trees are well maintained; natural landscaping.

streets and, per City Code, it must be maintained. Materials should be primarily non-invasive plants and/or inorganic mulch which will control weeds and maintain soil moisture. Organic mulch is strongly discouraged.

Installation of dense, tall plant materials in the planting strips is discouraged, as this impedes visibility and safety for pedestrians and vehicles and can be noncompliant with City code. Residents are encouraged to maintain trees and landscaping within the planting strips adjacent to their property with regular watering.




Examples of encouraged streetscapes:
At Left: Street trees well maintained; inorganic rock mulch with xeriscape.
At Right: Street trees well maintained; inorganic mulch with non-invasive plants.

3. Front Porches

(a) Existing front porches are encouraged to be maintained as an integral part of the overall house and style.




Examples of encouraged porches: porches are integrated into architectural style of the house. The porch provides a stepping up entrance.

(b) Primary entrances are encouraged to not be at-grade, as virtually all existing homes with historic significance provide a "stepping up" to the front entrance of at least 8 inches above surrounding ground level.

(c) The primary entrance is encouraged to be enhanced through the use of steps, functional porches, stoops, porticos or other design features appropriate to the architectural style of the building.

4. Lincoln Park School

The historic Lincoln Park School was built in 1910 of brick construction with a gable or hip roof. Although there have been several additions to the school throughout the years, the core of the original building remains and preservation and adaptive reuse are encouraged.



Grand Junction City Council

Regular Session

Item #4.a.

Meeting Date: April 7, 2021

Presented By: Ken Sherbenou, Parks and Recreation Director

Department: Parks and Recreation

Submitted By: Ken Sherbenou, Parks and Recreation Director

Information

SUBJECT:

Contract Approval for the Architect/Engineer for the Lincoln Park Stadium Renovation Project

RECOMMENDATION:

Staff recommends the City Purchasing Division to enter into a Professional Architectural/Engineering Services Contract with Perkins & Will for design services for renovations of the Lincoln Park Stadium Complex in the amount of $631,500.

EXECUTIVE SUMMARY:

The Lincoln Park Stadium is one of our community defining assets that contributes greatly to our quality of life and community vitality. After the original opening of the Stadium in 1949, it has been renovated several times, the most recent of which was 2011. In 2019, the Parks Improvement Advisory Board (PIAB) comprised of the City of Grand Junction, Mesa County, School District 51, Colorado Mesa University and Grand Junction Baseball Committee (JUCO), conducted a Master Plan process that identified improvements, repairs and renovation priorities at the Stadium. On May 20, 2020, the City of Grand Junction, the Grand Junction Baseball Committee (JUCO) and the National Junior College Athletic Association (NJCAA) signed an extension for the JUCO World Series to continue in Grand Junction at the Lincoln Park Stadium until at least 2045. Given this confirmation of the continuation of the tournament, along with the extremely favorable interest rates available, on November 18, 2020 City Council approved the refinance of the Stadium to create a project fund to complete a major renovation.

These funds are now planned to be expended with engaging an architect and engineer

team, who will then work with the Stadium Improvement Committee comprised of the funders of the renovation: the City, Grand Junction Baseball and Colorado Mesa University. The Construction Manager - General Contractor will be selected next and renovation of the Stadium complex will commence. This contract pertains to the Architect and Engineer, who after a competitive selection process, is proposed to be a team led by Perkins & Will. This firm was the lead on completing the Lincoln Park Master Plan in 2006, the Lincoln Park Tower project in 2011 and the Stadium Master Plan in 2019. Their extensive experience with similar projects across the state and country will promote success of this major renovation of the stadium.

BACKGROUND OR DETAILED INFORMATION:

At the November 18, 2020 City Council meeting, the City Council approved a refinance on the Lincoln Park Stadium. This refinance on the Lincoln Park Stadium affords the opportunity to renovate this major cornerstone of the community's infrastructure. To fund the annual payment on the refinance, the City of Grand Junction committed $300,000 per year, which matches the contribution from the Grand Junction Baseball Committee. The source of these City funds is Conservation Trust Fund dollars that come from proceeds from the Colorado Lottery. They are distributed to districts and municipalities that provide parks and recreation services based on population, and must be spent on parks and recreation. Colorado Mesa University (CMU) has also pledged $100,000 annually for 25 years, which makes the total annual debt service $700,000. These annual contributions are subject to annual appropriation and will continue through 2044.

This has enabled a $7,957,368 project fund with the possibility of another $1,000,000 plus in grant proceeds from the Department of Local Affairs and additional funders such as the Mesa County Federal and Mineral Lease and Great Outdoors Colorado. Originally, the refinance was projected to generate $7,465,000. However, a very positive credit rating and well timed sale of the Certificates of Participation enabled a lower than expected interest rate. This generated an additional $492,368 in project funds. This funds the first phase of the Stadium Master Plan, the 2-4 year projects, adopted by the Parks Improvement Advisory Board in January 2019. Additionally, there is a 10-12 year project list and a 12+ year project list that constitute over $34,000,000 in projects. The architect and engineer team is crucial to ensure effective prioritization to maximize the impact of the available project budget.

A formal Request for Proposals was issued via BidNet (an on-line site for government agencies to post solicitations), posted on the City's Purchasing website, sent to the Grand Junction Chamber of Commerce, and advertised in the Daily Sentinel. Two firms submitted formal bids, which were found to be responsive and responsible in the following amounts as reflected in their original proposal:

Firm	Location	Not-to-Exceed fee

Chamberlin / Convergence Design	Grand Junction, CO & Kansas City, MO	$ 865,102
Perkins & Will	Denver, CO	$ 709,500

A committee comprised of City staff, CMU and JUCO stakeholder representatives reviewed the proposals thoroughly, scored the proposals following Section 6 of the RFP and agreed that interviews would be necessary prior to selection of a consulting firm. Following interviews with each firm, the review committee deliberated the information presented by the two firms and recommends selection of Perkins & Will.

The subconsultants to Perkins & Will include Millennium Sports, WJHW Audio-Visual, DHM Design Landscape Architect, JVA Consulting Civil Engineers, Bighorn Electrical Engineering, Lindauer Dunn Structural Engineers, ME Engineers for Mechanical, Plumbing, and Technology. The City does not have a local preference but it is important to note that between the two proposing firms, the Perkins and Will team kept 100% of fees in Colorado with 35% on the western slope. In contrast, Chamberlin kept 51% of fees in Colorado and 38% on the western slope.

The process was a qualifications-based selection process where experience, project understanding and implementation strategy outweighed price. Perkins & Will, along with their group of subcontractors, was favored by the selection committee who decided to enter into negotiations. $709,500 (which includes site survey and reimbursable expenses) was the initially stated fee. After negotiations, the not to exceed price was agreed upon at $631,500. This is savings of $78,000 from the original proposal, funds which will be put back into the project.

The remaining project budget will be used to select a contractor to construct the Stadium Improvements. This process will follow a Construction Management / General Contractor (CM/GC) project delivery method. The selected contractor will work with the Architectural/Engineering Consultant during design to provide cost estimates of construction of the proposed scope of work.

Thus far, $28,565 in expense has been incurred with RockSol to perform a geotechnical investigation. This contract with Perkins & Will comprises the next expenditure of a not to exceed price of $631,500 for professional architectural and engineering services to design the renovation and for contract administration during construction.

Enclosed with this agenda documentation is a location map.

FISCAL IMPACT:

The total cost of the design contract is a not to exceed fee of $631,500 and is approved in the 2021 Adopted Budget. The current budget for the full renovation is $7,957,368,

with the possibility of additional funds from grants in excess of $1,000,000.

Project Expenses To Date –

Design Contract with Perkins & Will: $631,500
Rocksol Geotech Report: $28,565

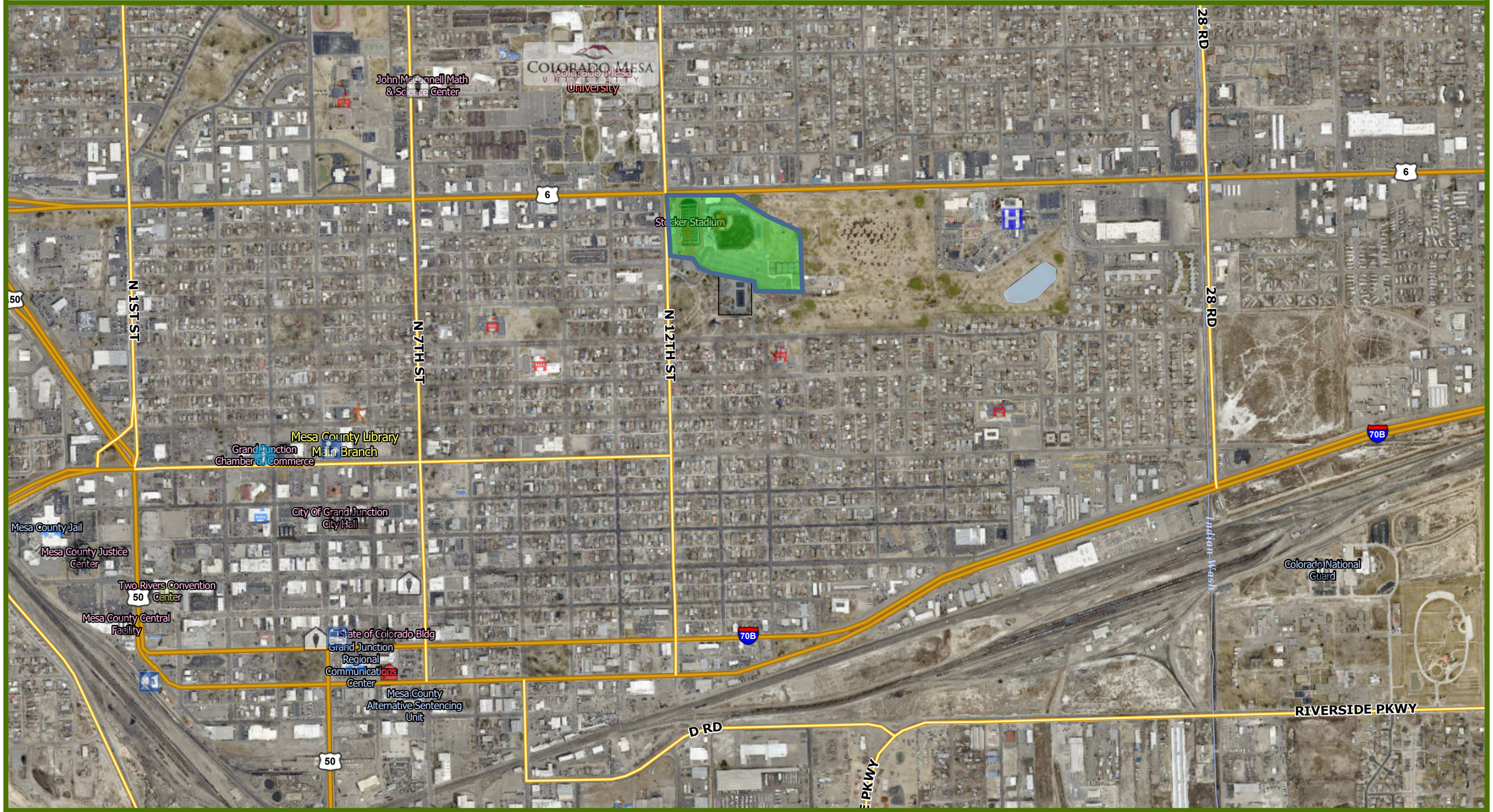
SUGGESTED MOTION:

I move to (authorize/not authorize) the Purchasing Division to enter into a contract with Perkins & Will in the amount of $631,500 for professional architectural/engineering services to renovate the Lincoln Park Sports Complex.

Attachments

1. Suplizio-Stocker Location Map

Suplizio - Stocker Location Map



N

0 0.5 1 mi

Printed: 1/29/2021

1 inch equals 880 feet

Scale: 1:10,560

CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEM

Grand Junction City Council

Regular Session

Item #4.b.

Meeting Date: April 7, 2021

Presented By: Randi Kim, Utilities Director

Department: Utilities

Submitted By: Mark Ritterbush

Information

SUBJECT:

Purchase Order for PVC Pipe for Water Supply Line Replacement Projects

RECOMMENDATION:

Staff recommends the approval of the authorization for the City Purchasing Division to execute a Purchase Order with Core and Main of Grand Junction for purchase of PVC pipe materials in the amount of $455,224.00

EXECUTIVE SUMMARY:

This request is to award a Material Purchase Order for PVC pipe and ancillary fittings. Water supply line replacement projects include replacing 10,880 feet of the Kannah Creek Flowline which has surpassed it useful life (installed in the 1940s) and has experienced breaks.

BACKGROUND OR DETAILED INFORMATION:

The Utilities Department recently completed replacement of a 2-mile segment of the Kannah Creek Flowline in response to multiple breaks. Pipe included in this purchase will serve as Phase 2 of this project and will connect Phase 1 to the Juniata Inlet Reroute Project. Staff recommends direct purchase of the pipe as construction of this phase will be completed in-house.

The Kannah Creek Flowline serves as a secondary supply line to the Purdy Mesa Flowline and is used to supplement delivery of water to the Grand Junction Water Treatment Plant during times of high demands.

The Kannah Creek pipeline replacement will be self-performed by Pipeline Maintenance staff beginning this Spring. Construction of the Juniata Inlet Reroute project will be bid separately.

A formal Invitation for Bids was issued via BidNet (an online site for government agencies to post solicitations), posted on the City's Purchasing website, sent to the Grand Junction Chamber of Commerce and the Western Colorado Contractor's Association, and advertised in The Daily Sentinel. Three (3) companies submitted formal bids, of which, three (3) bids were found to be responsive and responsible as follows:

Supplier	**Location**	**Amount**
Core and Main	Grand Junction	$455,224.00
Grand Junction Pipe & Supply	Grand Junction	$589,266.15
Grand Junction Winwater	Grand Junction	$477,601.76
Dana Kepner	Denver	$689,040.44

FISCAL IMPACT:

This amount is budgeted within the 2021 Budget for the Water Fund for the Flow Line Replacement Project at $460,000.

SUGGESTED MOTION:

I move to (authorize/not authorize) the City Purchasing Division to execute a Purchase Order with Core and Main of Grand Junction, Colorado, for the Materials Purchase of PVC Pipe in the amount of $455,224.00.

Attachments

None

Grand Junction City Council

Regular Session

Item #5.a.

Meeting Date: April 7, 2021

Presented By: Scott D. Peterson, Senior Planner

Department: Community Development

Submitted By: Scott D. Peterson, Senior Planner

Information

SUBJECT:

Resolution Issuing a Revocable Permit to Continue to Allow and Modify an Existing Free-Standing Sign for Mesa Mall within the Right-of-Way Located at the Intersection of Patterson Road and the Mesa Mall Access Road

RECOMMENDATION:

Staff recommends approval of this request.

EXECUTIVE SUMMARY:

The Applicant, Washington Prime Group/SM Mesa Mall LLC, is requesting a Revocable Permit to continue to allow and modify an existing free-standing sign which advertises Mesa Mall within the right-of-way of Patterson Road at the intersection with the Mesa Mall Access Road, directly across the street from the Home Depot entrance. The new modified sign will replace the existing free-standing sign at this location and would not impact safety or cause sight distance issues. The Revocable Permit allows the City to acknowledge the existing sign encroachment and ensures that any private development on public land is safely conducted in a manner that does not pose potential burdens on the public.

BACKGROUND OR DETAILED INFORMATION:

The existing Mesa Mall entrance sign located at the intersection of Patterson Road and the Mesa Mall Access Road, directly across the street from the Home Depot entrance, has been in place for approximately 23 years, since 1998. Washington Prime Group, the developer, recently submitted a new Sign Package to the City for review and approval that would encompass the entire Mesa Mall properties that will update both

building and free-standing signs (City file # SPP-2020-757). However, the City was unable to locate any previous Revocable Permit issuance for the existing sign at this location that allowed the encroachment of the free-standing sign into the City's right of way of Patterson Road. With this separate Revocable Permit application, the applicant is requesting to receive approval for the existing sign to remain within the median divider of the Mesa Mall Access Road located within the Patterson Road right-of-way.

Mesa Mall has recently been undergoing improvements to the site within the last couple of years. These improvements, which are still in progress, include Home Goods, Dillard's and Dick's Sporting Goods. The proposed new Sign Package application is intended to complement those improvements and provide better wayfinding for visitors to the mall area in conjunction with an updated and refreshed branding image for Mesa Mall.

The existing location for the respective free-standing sign is located within the median divider of the Patterson Road right-of-way within a stop-light controlled intersection at the entrance to the Mesa Mall Access Road. The location has been reviewed by the City Development Engineer and no issue with safety or sight distance has been identified. The Revocable Permit request is to replace the existing 27 square feet sign with a new 98 square feet sign.

The purpose of a Revocable Permit is to ensure that any private development on public land is safely conducted in a manner that does not pose potential burdens on the public. Further, the Code provides no structure, fence, sign or other permanent object shall be constructed, maintained, or erected, or a public right-of-way used, without a Revocable Permit. The Code also provides that the Director shall make a recommendation to City Council and the City Council shall approve, conditionally approve, or deny all applications for a Revocable Permit except for those requested for landscaping and/or irrigation lines within a public right-of-way.

ANALYSIS

Per Section 21.02.180 (c) of the Grand Junction Zoning and Development Code, requests for a Revocable Permit shall demonstrate compliance with all of the following approval criteria:

(1) There will be benefits derived by the community or area by granting the proposed revocable permit;

The granting of the Revocable Permit will continue to allow wayfinding for the traveling public by maintaining an identifying element of Mesa Mall within view of the Patterson Road right-of-way, at the intersection with the Mesa Mall Access Road. Staff therefore finds this criterion has been met.

(2) There is a community need for the private development use proposed for the City property;

The granting of the Revocable Permit will continue to allow wayfinding for the traveling public by maintaining an identifying element of Mesa Mall at the intersection of Patterson Road and the Mesa Mall Access Road. This will continue to aid in finding the Mall entrance efficiently. There is a strong desire from the developer of the project to continue the placement of the sign at this location which assists in wayfinding and locating an entrance to the Mall properties. Staff has found this criterion to have been met.

(3) The City property is suitable for the proposed uses and no other uses or conflicting uses are anticipated for the property;

The existing intersection of Patterson Road with the Mesa Mall Access Road is suitable for the placement of a free-standing sign and it has been erected for approximately 23 years at this location without issue or obstruction for those utilizing the right of way. The existing location of the sign within the right-of-way does not interfere with any anticipated future City improvements at this time and does not create a sight distance problem. The granting of the Revocable Permit does not inhibit the City or other utility companies from maintaining their required infrastructure, if necessary. Therefore, staff finds this criterion has been met.

(4) The proposed use shall not negatively impact access, traffic circulation, neighborhood stability or character, sensitive areas such as floodplains or natural hazard areas;

The existing location for the free-standing Mesa Mall sign, which has been in this location for nearly 23-years, has not had any documented negative impacts within this time period on access, traffic circulation, or character and is located outside of the floodplain. Staff therefore finds this criterion has been met.

(5) The proposed use is in conformance with and in furtherance of the implementation of the goals, objectives and policies of the Comprehensive Plan, other adopted plans and the policies, intents and requirements of this code and other City policies; and

The free-standing Mesa Mall sign will conform with all City standards should approval of the Revocable Permit be approved. The applicant has submitted for a Sign Package and Sign Permit for the entire Mall properties and has demonstrated compliance with the City's sign regulations; however, the permit issuance for this specific sign location within the Patterson Road right-of-way is contingent upon approval of the encroachment into City right of way.

The proposal also conforms to the recently adopted Comprehensive Plan, in the particular, Plan Principle 2: Resilient and Diverse Economy, Goal 1, Foster a vibrant, diverse and resilient economy, specifically Strategy 2.a. that identifies the desire for Urban Reinvestment. In addition, Plan Principle 3: Responsible and Managed Growth identifies the goal of continuing efforts to create a community that provides a sense of arrival, attractive design and well-maintained properties; this proposal aligns with this goal. Staff, therefore, finds this criterion has been met.

(6) The application complies with the submittal requirements as set forth in Section 127 of the City Charter, this chapter and the Submittal Standards for Improvements and Development manual.

The application complied with the submittal requirements for a Revocable Permit and Sign Package. Therefore, this criterion has been found to be met.

RECOMMENDATION AND FINDINGS OF FACT

After reviewing the Revocable Permit request from Washington Prime Group to allow and modify an existing free-standing sign for Mesa Mall within the Right-of-Way Located at the Intersection of Patterson Road and the Mesa Mall Access Road, the following findings of fact and conditions have been made:

1. The request has demonstrated compliance with Section 21.02.180 (c) of the Zoning and Development Code.

Condition 1. Obtain a Sign Permit.

Therefore, Staff recommends approval of the request.

FISCAL IMPACT:

This action does not have a direct fiscal impact to the City.

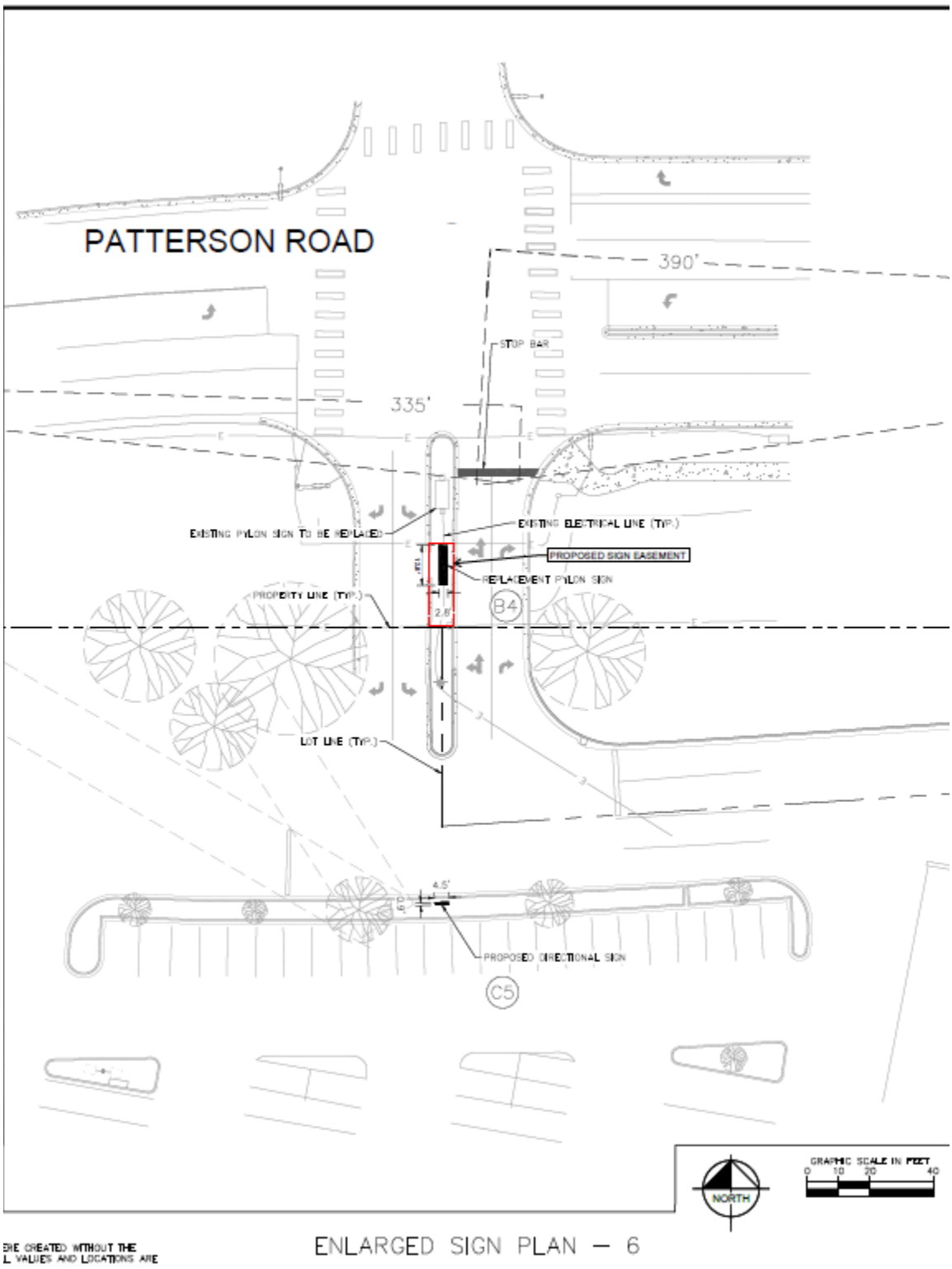
SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 31-21, a resolution concerning the issuance of a Revocable Permit to allow and modify an existing free-standing sign for Mesa Mall within the Right-of-Way located at the intersection of Patterson Road and the Mesa Mall Access Road with the findings of fact and condition as listed in the staff report.

Attachments

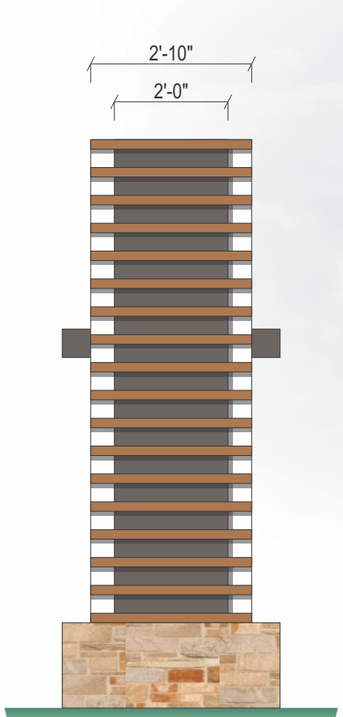
1. Sign Location Drawing
2. Proposed Sign Elevation
3. Resolution - Mesa Mall Sign - Revocable Permit

Sign Location

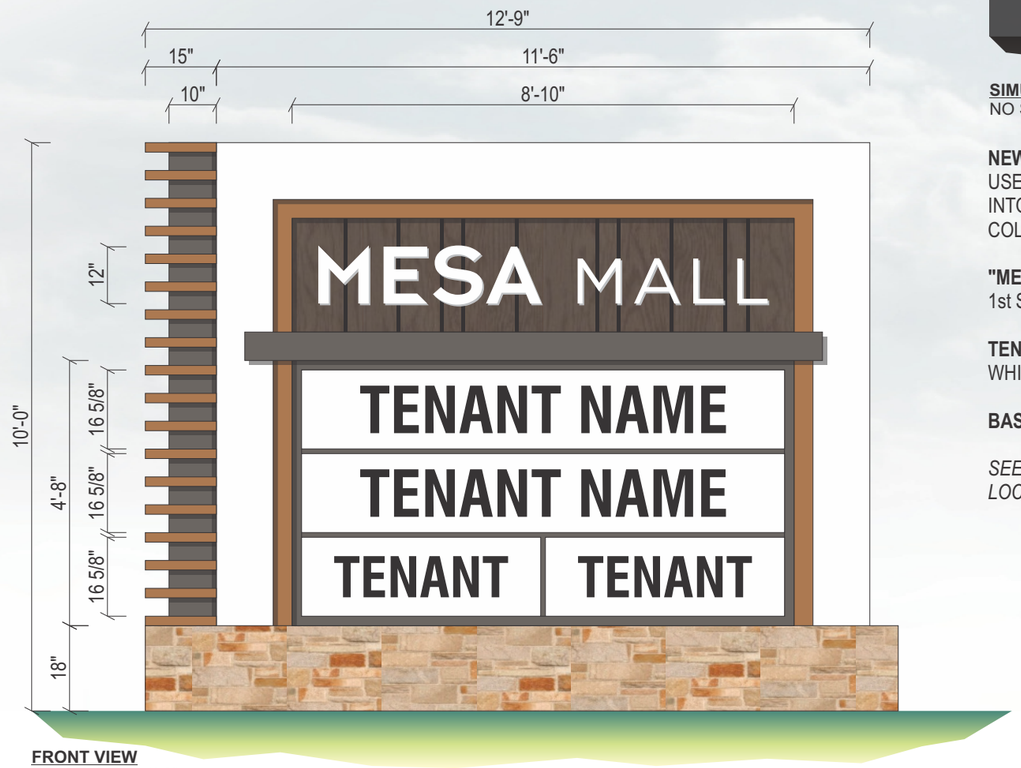


RE CREATED WITHOUT THE
L VALUES AND LOCATIONS ARE

B NEW D/F INTERNALLY-ILLUMINATED MONUMENT SIGN (Qty 5)



END VIEW
SCALE: 3/8" = 1'-0"



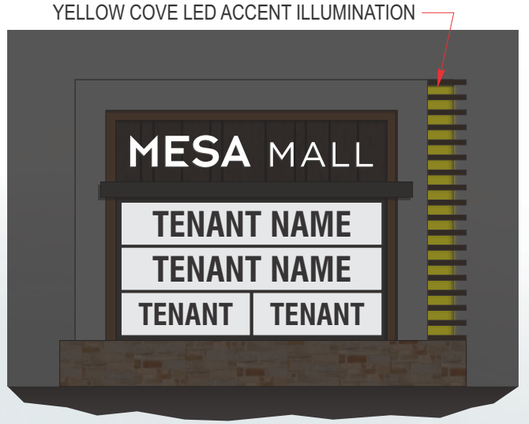
FRONT VIEW
SCALE: 3/8" = 1'-0"

COLORS/FINISHES

- P-1 WHITE
- P-2 COLOR TO MATCH EXISTING BUILDING *(VERIFY)*
- P-3 COLOR TO MATCH EXISTING BUILDING *(VERIFY)*
- V-1 WHITE
- S-1 STONE VENEER TO MATCH EXISTING BUILDING *(VERIFY)*

SPECIFICATIONS

1. SEE SPECIFICATION CALL-OUTS THIS SHEET



SIMULATED NIGHT VIEW - OPPOSITE VIEW
NO SCALE



SIMULATED 3-FORM TENANT PANEL CONSTRUCTION

CLEAR PLEX LIGHTLY SANDED ON 1st SURFACE w/ 2nd SURFACE APPLIED VINYL TENANT GRAPHICS & WHITE DIFFUSER BEHIND

NEW D/F INTERNALLY-ILLUMINATED MONUMENT SIGN
USE STANDARD ALUMINUM CONSTRUCTION w/ ANGLE FRAME & STEEL PIPE SUPPORT INTO CONCRETE FOOTING. ALUMINUM STRUCTURE TO HAVE LIGHT STUCCO FINISH w/ COLORS TO MATCH EXISTING BUILDING P-1,P-2,P-3.

"MESA MALL" TO BE ROUTED-OUT FROM BACKGROUND & PUSH-THRU w/ CLEAR PLEX w/ 1st SURFACE APPLIED VINYL OVERLAYS V-1. ILLUMINATE w/ WHITE LEDS.

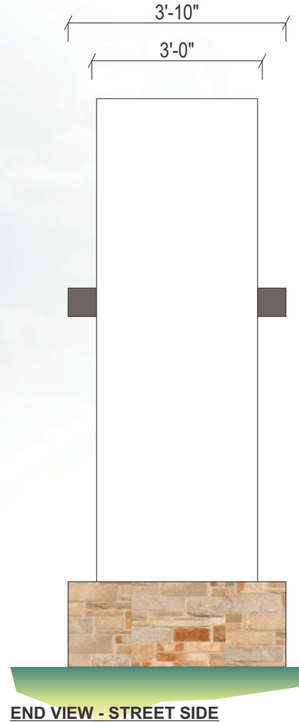
TENANT PANELS TO HAVE SIMULATED 3-FORM PANEL CONSTRUCTION. ILLUMINATE w/ WHITE LEDS.

BASE TO HAVE STONE VENEER FINISH TO MATCH BUILDING S-1.

SEE ENGINEERS SPECIFICATIONS FOR STRUCTURAL CALCULATIONS. VERIFY EXACT LOCATION OF SIGN PRIOR TO INSTALLATION.



EXISTING CONDITIONS



END VIEW - STREET SIDE
SCALE: 3/8" = 1'-0"

JONES SIGN
Your Vision. Accomplished.
WWW.JONESSIGN.COM

JOB #: 10084_R26
DATE: 12.11.2019
DESIGNER: J. CASTILLO
SALES REP: J. HADAYA
PROJ MGR:

REV.	DATE	BY	DESCRIPTION
21	08.25.20	JC	REVISED TENANT PANEL GRAPHICS
22	00.00.20	XX	XXXX
23	00.00.20	XX	XXXX
24	12.09.20	JC	ADDED TEMPORARY "COMING SOON" VINYL
25	01.28.21	AR	ADD FREEWAY SITE PLAN W/ SIGNS
26	02.02.21	AR	REVISE SITE PLAN
27			
28			
29			
30			

CLIENT APPROVAL DATE

LANDLORD APPROVAL DATE

QC

MESA MALL

MESA MALL
2424 OLD US HWY 6 & 50
GRAND JUNCTION, CO 81505

DESIGN PHASE: CONCEPTUAL

SHEET NUMBER
3.0

This is an original, unpublished drawing by Jones Sign Co., Inc. It is for your personal use in conjunction with a project being planned for you by JONES SIGN. It is not to be shown to anyone outside of your organization, nor is it to be used, reproduced, copied or exhibited in any fashion. Use of this design or the salient elements of this design in any sign done by any other company, without the express written permission of JONES SIGN, is forbidden by law and carries a civil forfeiture of up to 25% of the purchase price of the sign. JONES SIGN will endeavor to closely match colors, including PMS, where specified. We cannot guarantee exact matches due to varying compatibility of surface materials and paints used. All sizes and dimensions are illustrated for client's conception of project and are not to be understood as being exact size or exact scale.

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. _____

A RESOLUTION CONCERNING THE ISSUANCE OF A REVOCABLE PERMIT TO SM MESA MALL LLC TO CONTINUE TO ALLOW AND MODIFY A FREE-STANDING SIGN FOR MESA MALL WITHIN THE PUBLIC RIGHT-OF-WAY OF PATTERSON ROAD

Recitals.

A. SM Mesa Mall LLC, hereinafter referred to as the Petitioner, has requested that the City Council of the City of Grand Junction issue a Revocable Permit to allow the Petitioner to install, maintain and repair a free-standing sign advertising Mesa Mall within the following described public right-of-way:

A PARCEL OF LAND OVER A PORTION OF PATTERSON ROAD (FORMERLY F ROAD), BEING A PUBLIC RIGHT-OF-WAY WITH A WIDTH THAT VARIES, IN THE CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO, PER THE PLAT OF MESA MALL, RECORDED MARCH 13, 1979 IN PLAT BOOK 12, PAGE 130, IN THE RECORDS OF THE CLERK AND RECORDER FOR SAID COUNTY, LYING WITHIN THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN, IN SAID CITY, COUNTY AND STATE, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF LOT 2, MESA MALL'S THIRD MINOR SUBDIVISION, PER THE PLAT RECORDED DECEMBER 27, 2019 AT RECEPTION NO. 2908272, IN SAID RECORDS;
THENCE ALONG THE NORTH LINE OF SAID LOT 2, NORTH 89°59'50" EAST, A DISTANCE OF 506.99 FEET TO THE **POINT OF BEGINNING**;
THENCE DEPARTING SAID NORTH LINE, NORTH 00°00'00" EAST, A DISTANCE OF 24.48 FEET;
THENCE SOUTH 90°00'00" EAST, A DISTANCE OF 7.95 FEET;
THENCE SOUTH 00°29'15" WEST, A DISTANCE OF 24.49 FEET TO THE NORTH LINE OF LOT 5, MESA MALL SUBDIVISION, PER THE PLAT RECORDED FEBRUARY 7, 1980 AT RECEPTION NO. 1215388, IN SAID RECORDS;
THENCE ALONG SAID NORTH LINE, SOUTH 89°59'50" WEST, A DISTANCE OF 3.96 FEET TO THE NORTHWEST CORNER OF SAID LOT 5, ALSO BEING THE NORTHEAST CORNER OF LOT 2, MESA MALL'S THIRD MINOR SUBDIVISION;
THENCE ALONG THE NORTH LINE OF SAID LOT 2, SOUTH 89°59'50" WEST, A DISTANCE OF 3.78 FEET TO THE **POINT OF BEGINNING**.

CONTAINS 192 SQUARE FEET OR 0.004 ACRES, MORE OR LESS.

AS SHOWN ON THE EXHIBIT ATTACHED HERETO, MADE A PART HEREOF.

B. Relying on the information supplied by the Petitioner and contained in File No. RVP-2021-190 in the office of the City's Community Development Department, the City Council has determined that such action would not at this time be detrimental to the inhabitants of the City of Grand Junction.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:

1. That the City Manager is hereby authorized and directed to issue the attached Revocable Permit to the above-named Petitioner for the purpose aforedescribed and within the limits of the public right-of-way aforedescribed, subject to each and every term and condition contained in the attached Revocable Permit.

PASSED and ADOPTED this _____ day of _____, 2021.

Attest:

_____
President of the City Council

_____
City Clerk

REVOCABLE PERMIT

Recitals.

A. SM Mesa Mall LLC, hereinafter referred to as the Petitioner, has requested that the City Council of the City of Grand Junction issue a Revocable Permit to allow the Petitioner to install, maintain and repair a free-standing sign advertising Mesa Mall within the following described public right-of-way:

A PARCEL OF LAND OVER A PORTION OF PATTERSON ROAD (FORMERLY F ROAD), BEING A PUBLIC RIGHT-OF-WAY WITH A WIDTH THAT VARIES, IN THE CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO, PER THE PLAT OF MESA MALL, RECORDED MARCH 13, 1979 IN PLAT BOOK 12, PAGE 130, IN THE RECORDS OF THE CLERK AND RECORDER FOR SAID COUNTY, LYING WITHIN THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN, IN SAID CITY, COUNTY AND STATE, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF LOT 2, MESA MALL'S THIRD MINOR SUBDIVISION, PER THE PLAT RECORDED DECEMBER 27, 2019 AT RECEPTION NO. 2908272, IN SAID RECORDS;
THENCE ALONG THE NORTH LINE OF SAID LOT 2, NORTH 89°59'50" EAST, A DISTANCE OF 506.99 FEET TO THE **POINT OF BEGINNING**;
THENCE DEPARTING SAID NORTH LINE, NORTH 00°00'00" EAST, A DISTANCE OF 24.48 FEET;
THENCE SOUTH 90°00'00" EAST, A DISTANCE OF 7.95 FEET;
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THENCE ALONG THE NORTH LINE OF SAID LOT 2, SOUTH 89°59'50" WEST, A DISTANCE OF 3.78 FEET TO THE **POINT OF BEGINNING**.

CONTAINS 192 SQUARE FEET OR 0.004 ACRES, MORE OR LESS.

AS SHOWN ON THE EXHIBIT ATTACHED HERETO, MADE A PART HEREOF.

Legal Description & Exhibit Prepared by:
Jesus A. Lugo, PLS 38081
Altura Land Consultants, LLC
6950 South Tucson Way, Unit C
Centennial, Colorado 80112

B. Relying on the information supplied by the Petitioner and contained in File No. RVP-2021-190 in the office of the City's Community Development Department, the City Council has determined that such action would not at this time be detrimental to the inhabitants of the City of Grand Junction.

NOW, THEREFORE, IN ACCORDANCE WITH THE ACTION OF THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:

There is hereby issued to the above-named Petitioner a Revocable Permit for the purpose aforedescribed and within the limits of the public right-of-way aforedescribed; provided, however, that the issuance of this Revocable Permit shall be conditioned upon the following terms and conditions:

1. The Petitioner's use and occupancy of the public right-of-way as authorized pursuant to this Permit shall be performed with due care or any other higher standard of care as may be required to avoid creating hazardous or dangerous situations and to avoid damaging public improvements and public utilities or any other facilities presently existing or which may in the future exist in said right-of-way.

2. The City hereby reserves and retains a perpetual right to utilize all or any portion of the aforedescribed public right-of-way for any purpose whatsoever. The City further reserves and retains the right to revoke this Permit at any time and for any reason.

3. The Petitioner, for itself and for its successors, assigns and for all persons claiming through the Petitioner, agrees that it shall defend all efforts and claims to hold, or attempt to hold, the City of Grand Junction, its officers, employees and agents, liable for damages caused to any property of the Petitioner or any other party, as a result of the Petitioner's occupancy, possession or use of said public right-of-way or as a result of any City activity or use thereof or as a result of the installation, operation, maintenance, repair and replacement of public improvements.

4. The Petitioner agrees that it shall at all times keep the above described public right-of-way in good condition and repair.

5. This Revocable Permit shall be issued only upon the concurrent execution by the Petitioner of an agreement that the Petitioner and the Petitioner's successors and assigns shall save and hold the City of Grand Junction, its officers, employees and agents harmless from, and indemnify the City, its officers, employees and agents, with respect to any claim or cause of action however stated arising out of, or in any way related to, the encroachment or use permitted, and that upon revocation of this Permit by the City the Petitioner shall, at the sole cost and expense of the Petitioner, within thirty (30) days of notice of revocation (which may occur by mailing a first class letter to the last known address), peaceably surrender said public right-of-way and, at its own expense, remove any encroachment so as to make the aforedescribed public right-of-way available for use by the City or the general public. The provisions concerning holding harmless and

indemnity shall survive the expiration, revocation, termination or other ending of this Permit.

6. The Petitioner agrees to obtain a separate Sign Permit.

7. This Revocable Permit, the foregoing Resolution and the following Agreement shall be recorded by the Petitioner, at the Petitioner's expense, in the office of the Mesa County Clerk and Recorder.

Dated this _____ day of _____, 2021.

Attest:

The City of Grand Junction,
a Colorado home rule municipality

_____
City Clerk

_____
City Manager

Acceptance by the Petitioner:

_____
SM Mesa Mall LLC
Robert P. Demchak, EVP, GC & Corp Secretary

AGREEMENT

SM Mesa Mall LLC, for itself and for its successors and assigns, does hereby agree to:

(a) Abide by each and every term and condition contained in the foregoing Revocable Permit;

(b) Indemnify and hold harmless the City of Grand Junction, its officers, employees and agents with respect to all claims and causes of action, as provided for in the approving Resolution and Revocable Permit;

(c) Within thirty (30) days of revocation of said Permit by the City Council, peaceably surrender said public right-of-way to the City of Grand Junction;

(d) At the sole cost and expense of the Petitioner, remove any encroachment so as to make said public right-of-way fully available for use by the City of Grand Junction or the general public.

Dated this _____ day of _____, 2021.

SM Mesa Mall LLC

By:_____
Robert P. Demchak, EVP, GC & Corp Secretary

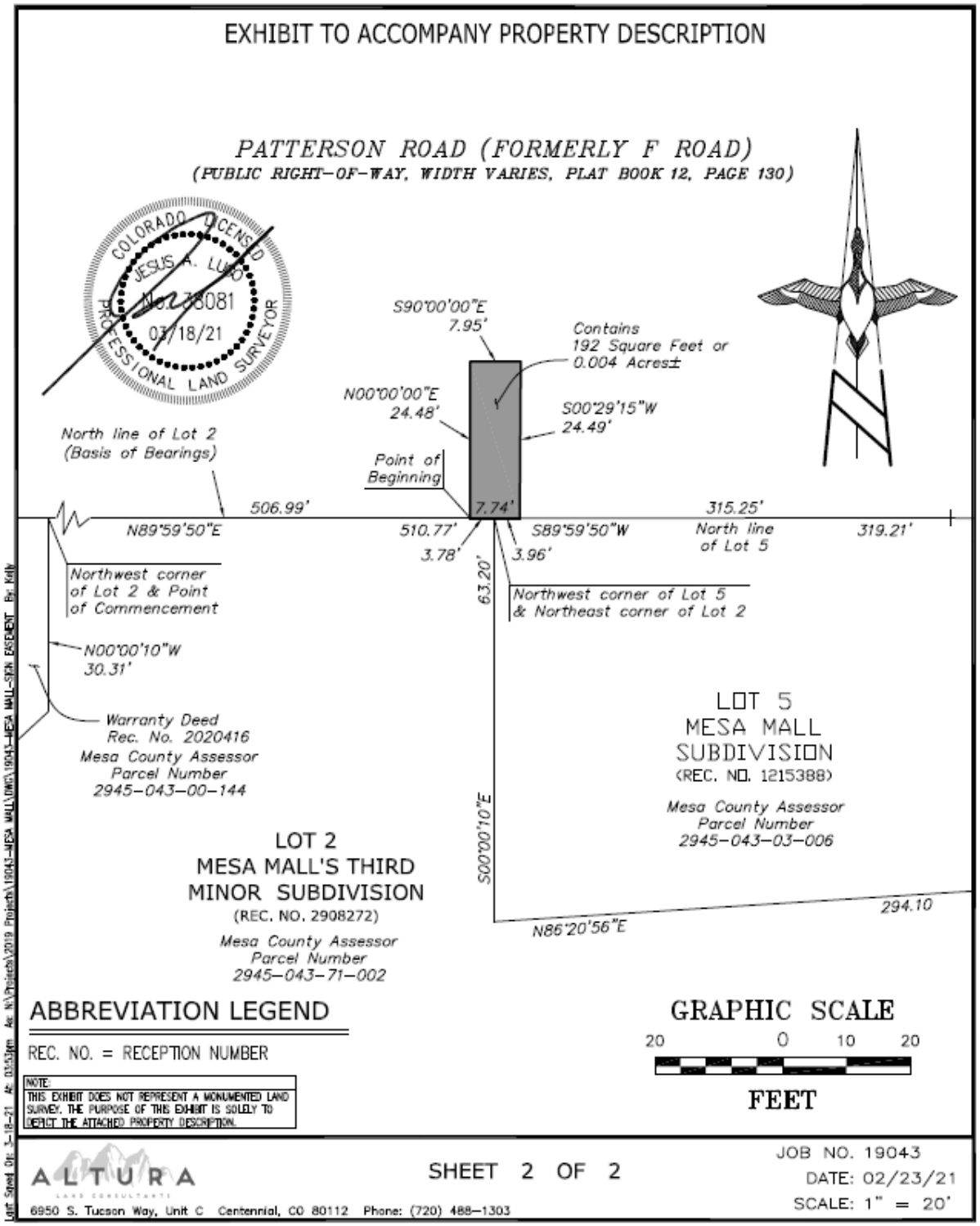
State of _____)
)ss.
County of ____)

The foregoing Agreement was acknowledged before me this___ day of _____, 2021, by Robert P. Demchak, EVP, GC & Corp Secretary of SM Mesa Mall LLC.

My Commission expires:_____
Witness my hand and official seal.

_____
Notary Public

Exhibit A


EXHIBIT TO ACCOMPANY PROPERTY DESCRIPTION
PATTERSON ROAD (FORMERLY F ROAD)
(PUBLIC RIGHT-OF-WAY, WIDTH VARIES, PLAT BOOK 12, PAGE 130)
COLORADO LICENSED
JESUS A. LUNA
No. 38081
03/18/21
PROFESSIONAL LAND SURVEYOR
S90°00'00"E
7.95'
Contains
192 Square Feet or
0.004 Acres±
N00°00'00"E
24.48'
S00°29'15"W
24.49'
North line of Lot 2
(Basis of Bearings)
Point of
Beginning
506.99'
7.74'
315.25'
N89°59'50"E
510.77'
S89°59'50"W
North line
of Lot 5
319.21'
3.78'
3.96'
63.20'
Northwest corner
of Lot 2 & Point
of Commencement
Northwest corner of Lot 5
& Northeast corner of Lot 2
N00°00'10"W
30.31'
Warranty Deed
Rec. No. 2020416
Mesa County Assessor
Parcel Number
2945-043-00-144
LOT 5
MESA MALL
SUBDIVISION
(REC. NO. 1215388)
Mesa County Assessor
Parcel Number
2945-043-03-006
LOT 2
MESA MALL'S THIRD
MINOR SUBDIVISION
(REC. NO. 2908272)
Mesa County Assessor
Parcel Number
2945-043-71-002
S00°00'10"E
294.10
N86°20'56"E
ABBREVIATION LEGEND
REC. NO. = RECEPTION NUMBER
NOTE:
THIS EXHIBIT DOES NOT REPRESENT A MONUMENTED LAND SURVEY. THE PURPOSE OF THIS EXHIBIT IS SOLELY TO DEPICT THE ATTACHED PROPERTY DESCRIPTION.
GRAPHIC SCALE
20 0 10 20
FEET
ALTURA
LAND CONSULTANTS
6950 S. Tucson Way, Unit C Centennial, CO 80112 Phone: (720) 488-1303
SHEET 2 OF 2
JOB NO. 19043
DATE: 02/23/21
SCALE: 1" = 20'
Last Saved On: 3-18-21 At: 03:53pm As: N:\Projects\2019 Projects\19043-MESA MALL\DWGS\19043-MESA MALL-SIGN EASEMENT By: Kelly

Grand Junction City Council

Regular Session

Item #5.b.

Meeting Date: April 7, 2021

Presented By: Greg Caton, City Manager

Department: Grand Junction Regional Airport

Submitted By: Greg LeBlanc, Sr. Asst. to the City Manager

Information

SUBJECT:

Resolution Authorizing the City Manager to Accept Airport Authority Grant Offer

RECOMMENDATION:

Staff recommends approval of the Airport Coronavirus Response Grant Program grant offer for $2,165,017 from the FAA to the Grand Junction Regional Airport Authority as a co-sponsor of the Airport Authority.

EXECUTIVE SUMMARY:

The Airport Coronavirus Response Grant Program (ACRGP) Grant offer is funded by the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and is being distributed by the FAA to provide economic relief to the Airports. The ACRGP Grant can be used to fund costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments. As creators and co-sponsors of the Airport Authority, both the County Commissioners and the City Council must also approve grant awards from the FAA to the Airport Authority. The Airport Board of Commissioners approved the grant offer at the March 16, 2021 meeting and is scheduled to be reviewed by the City Council at the April 7, 2021 meeting.

BACKGROUND OR DETAILED INFORMATION:

The Airport Coronavirus Response Grant Program (ACRGP) Grant offer is funded by the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and is being distributed by the FAA to provide economic relief to the Airports. The ACRGP Grant can be used to fund costs related to operations, personnel, cleaning, sanitization,

janitorial services, combating the spread of pathogens at the airport, and debt service payments. As creators and co-sponsors of the Airport Authority, both the County Commissioners and the City Council must also approve grant awards from the FAA to the Airport Authority. The Airport Board of Commissioners approved the grant offer at the March 16, 2021 meeting and is scheduled to be reviewed by the City Council at the April 7, 2021 meeting.

FISCAL IMPACT:

No direct fiscal impact to the City resulting from this action.

SUGGESTED MOTION:

I move to adopt Resolution No. 32-21, a resolution authorizing the City Manager to sign and submit a Grant Offer Agreement and as necessary or required a Supplemental Co-Sponsorship Agreement for the Airport Coronavirus Response Grant Program (ACRGP) funded by the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) for and in support of the Grand Junction Regional Airport Authority.

Attachments

1. Grant Offer
2. Resolution

U.S. Department
of Transportation
Federal Aviation
Administration

Airports Division
Northwest Mountain Region
Colorado, Utah, Wyoming

FAA DEN ADO
26805 E 68th Ave, Suite 224
Denver, CO 80249

CRRSA Act Transmittal Letter

{{DateTime_es_:signer1:calc(now()):format(date," mmmm d, yyyy")}}

Mr. Thomas Benton, Chair
Grand Junction Regional Airport Authority
800 Eagle Drive
Grand Junction, Colorado 81506

Mr. Greg Caton, Manager
City of Grand Junction
250 North Fifth Street
Grand Junction, Colorado 81501

Ms. Janet Rowland, Chair
Mesa County Board of Commissioners
544 Rood Avenue
Grand Junction, Colorado 81501

Dear Mr. Benton, Mr. Caton, and Commissioner Rowland:

Please find the following electronic Airport Coronavirus Response Grant Program (ACRGP) Grant Offer, Grant No. 3-08-0027-070-2021 for the Grand Junction Regional Airport. This letter outlines expectations for success. Please read and follow the instructions carefully.

To properly enter into this agreement, you must do the following:

a. The governing body must provide authority to execute the grant to the individual signing the grant; i.e. the sponsor's authorized representative.

b. The sponsor's authorized representative must execute the grant, followed by the attorney's certification, no later than **April 22, 2021** in order for the grant to be valid.

c. You may not make any modification to the text, terms or conditions of the grant offer.

d. The grant offer must be digitally signed by the sponsor's legal signatory authority and then the grant offer will be routed via email to the sponsor's attorney. Once the attorney has digitally attested to the grant, an email with the executed grant will be sent to all parties.

Subject to the requirements in 2 CFR §200.305, each payment request for reimbursement under this grant must be made electronically via the Delphi eInvoicing System. Please see the attached Grant Agreement for more information regarding the use of this System. The terms and conditions of this agreement require you drawdown and expend these funds within four years.

An airport sponsor may use these funds for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments. Please refer to the ACRGP Frequently Asked Questions for further information.

With each payment request you are required to upload an invoice summary directly to Delphi. The invoice summary should include enough detail to permit FAA to verify compliance with the Coronavirus Response and Relief Supplemental Appropriations Act (Public Law 116-260).

For the final payment request, in addition to the requirement listed above for all payment requests, you are required to upload directly to Delphi:

- A final financial report summarizing all of the costs incurred and reimbursed, and
- An SF-425, and.
- A closeout report (A sample report is available here).

Until the grant is completed and closed, you are responsible for submitting a signed/dated SF-425 annually, due 90 days after the end of each federal fiscal year in which this grant is open (due December 31 of each year this grant is open).

As a condition of receiving Federal assistance under this award, you must comply with audit requirements as established under 2 CFR part 200. Subpart F requires non-Federal entities that expend $750,000 or more in Federal awards to conduct a single or program specific audit for that year. Note that this includes Federal expenditures made under other Federal-assistance programs. Please take appropriate and necessary action to assure your organization will comply with applicable audit requirements and standards. **A copy of a "Single Audit Certification Form" will be sent separately via email.** Please complete and return a copy to our office and make a copy for your files.

Kristin Brownson is the assigned program manager for this grant and is readily available to assist you and your designated representative with the requirements stated herein. If you should have any questions, please contact Kristin Brownson at Kristin.Brownson@faa.gov.

We sincerely value your cooperation in these efforts and look forward to working with you to complete this important project.

Sincerely,

{{Sig_es_:signer1: signature}}

John P. Bauer
Manager, Denver Airports District Office

U.S. Department of Transportation Federal Aviation Administration

AIRPORT CORONAVIRUS RELIEF GRANT PROGRAM (ACRGP)

GRANT AGREEMENT

Part I - Offer

Federal Award Offer Date **{{DateTime_es_:signer1:calc(now()):format(date," mmmm d, yyyy")}}**

Airport/Planning Area Grand Junction Regional Airport

ACRGP Grant Number 3-08-0027-070-2021 [Contract No. DOT-FA21NM-K1061]

Unique Entity Identifier 15-613-5394

TO: County of Mesa, Colorado, City of Grand Junction, Colorado, and the Grand Junction Regional Airport Authority

(herein called the "Sponsor")

FROM: **The United States of America** (acting through the Federal Aviation Administration, herein called the "FAA")

WHEREAS, the Sponsor has submitted to the FAA an Airports Coronavirus Response Grant Program (herein called "ACRGP") Application dated February 24, 2021, for a grant of Federal funds at or associated with the Grand Junction Regional Airport, which is included as part of this ACRGP Grant Agreement; and

WHEREAS, the Sponsor has accepted the terms of FAA's ACRGP Grant offer;

WHEREAS, in consideration of the promises, representations and assurances provided by the Sponsor, the FAA has approved the ACRGP Application for the Grand Junction Regional Airport, (herein called the "Grant" or "ACRGP Grant") consisting of the following:

This ACRGP Grant is provided in accordance with the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA Act or "the Act"), Division M of Public Law 116-260, as described below, to provide eligible Sponsors with funding for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments. ACRGP Grant amounts to specific airports are derived by legislative formula (See Division M, Title IV of the Act).

The purpose of this ACRGP Grant is to prevent, prepare for, and respond to coronavirus. Funds provided under this ACRGP Grant Agreement must only be used for purposes directly related to the airport. Such purposes can include the reimbursement of an airport's operational and maintenance expenses or debt

service payments in accordance with the limitations prescribed in the Act. ACRGP Grants may be used to reimburse airport operational and maintenance expenses directly related to the Grand Junction Regional Airport incurred no earlier than January 20, 2020. ACRGP Grants also may be used to reimburse a Sponsor's payment of debt service where such payments occur on or after December 27, 2020. Funds provided under this ACRGP Grant Agreement will be governed by the same principles that govern "airport revenue." New airport development projects not directly related to combating the spread of pathogens and approved by the FAA for such purposes, may not be funded with this Grant.

NOW THEREFORE, in accordance with the applicable provisions of the CRRSA Act, Public Law 116-260, the representations contained in the Grant Application, and in consideration of (a) the Sponsor's acceptance of this Offer; and, (b) the benefits to accrue to the United States and the public from the accomplishment of the Grant and in compliance with the conditions as herein provided,

THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay 100% percent of the allowable costs incurred as a result of and in accordance with this Grant Agreement.

Assistance Listings Number (Formerly CFDA Number): 20.106

This Offer is made on and **SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS**:

CONDITIONS

1. **Maximum Obligation.** The maximum obligation of the United States payable under this Offer is $2,165,017, allocated as follows:

$77,850	Primary	KC2021
$2,087,167	Primary	KQ2021

2. **Grant Performance.** This ACRGP Grant Agreement is subject to the following federal award requirements:
   a. The Period of Performance:
      1. Shall start on the date the Sponsor formally accepts this agreement, and is the date signed by the last Sponsor signatory to the agreement. The end date of the period of performance is 4 years (1,460 calendar days) from the date of acceptance. The period of performance end date shall not affect, relieve or reduce Sponsor obligations and assurances that extend beyond the closeout of this Grant Agreement.
      2. Means the total estimated time interval between the start of an initial Federal award and the planned end date, which may include one or more funded portions, or budget periods. (2 Code of Federal Regulations (CFR) § 200.1)
   b. The Budget Period:
      1. The budget period for this ACRGP Grant is 4 years (1,460 calendar days). Pursuant to 2 CFR § 200.403(h), the Sponsor may charge to the Grant only allowable costs incurred during the budget period.
      2. Means the time interval from the start date of a funded portion of an award to the end date of that funded portion during which the Sponsor is authorized to expend the funds awarded, including any funds carried forward or other revisions pursuant to §200.308.

c. Close out and Termination.

1. Unless the FAA authorizes a written extension, the Sponsor must submit all Grant closeout documentation and liquidate (pay-off) all obligations incurred under this award no later than 120 calendar days after the end date of the period of performance. If the Sponsor does not submit all required closeout documentation within this time period, the FAA will proceed to close out the grant within one year of the period of performance end date with the information available at the end of 120 days. (2 CFR § 200.344)

2. The FAA may terminate this ACRGP Grant, in whole or in part, in accordance with the conditions set forth in 2 CFR § 200.340, or other Federal regulatory or statutory authorities as applicable.

3. **Unallowable Costs.** The Sponsor shall not seek reimbursement for any costs that the FAA has determined to be unallowable under the CRRSA Act.

4. **Indirect Costs - Sponsor.** The Sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the Grant Application as accepted by the FAA, to allowable costs for Sponsor direct salaries and wages only.

5. **Final Federal Share of Costs.** The United States' share of allowable Grant costs is 100%.

6. **Completing the Grant without Delay and in Conformance with Requirements.** The Sponsor must carry out and complete the Grant without undue delays and in accordance with this ACRGP Grant Agreement, the CRRSA Act, and the regulations, policies, standards, and procedures of the Secretary of Transportation ("Secretary"). Pursuant to 2 CFR § 200.308, the Sponsor agrees to report to the FAA any disengagement from funding eligible expenses under the Grant that exceeds three months or a 25 percent reduction in time devoted to the Grant, and request prior approval from FAA. The report must include a reason for the stoppage. The Sponsor agrees to comply with the attached assurances, which are part of this agreement and any addendum that may be attached hereto at a later date by mutual consent.

7. **Amendments or Withdrawals before Grant Acceptance.** The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.

8. **Offer Expiration Date.** This offer will expire and the United States will not be obligated to pay any part of the costs unless this offer has been accepted by the Sponsor on or before April 22, 2021, or such subsequent date as may be prescribed in writing by the FAA.

9. **Improper Use of Federal Funds.** The Sponsor must take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner, including uses that violate this ACRGP Grant Agreement, the CRRSA Act or other provision of applicable law. For the purposes of this ACRGP Grant Agreement, the term "Federal funds" means funds however used or dispersed by the Sponsor, that were originally paid pursuant to this or any other Federal grant agreement(s). The Sponsor must return the recovered Federal share, including funds recovered by settlement, order, or judgment, to the Secretary. The Sponsor must furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal share require advance approval by the Secretary.

10. **United States Not Liable for Damage or Injury.** The United States is not responsible or liable for damage to property or injury to persons which may arise from, or relate to this ACRGP Grant Agreement, including, but not limited to, any action taken by a Sponsor related to or arising from, directly or indirectly, this ACRGP Grant Agreement.

11. **System for Award Management (SAM) Registration and Unique Entity Identifier (UEI).**

    a. Requirement for System for Award Management (SAM): Unless the Sponsor is exempted from this requirement under 2 CFR 25.110, the Sponsor must maintain the currency of its information in the SAM until the Sponsor submits the final financial report required under this grant, or receives the final payment, whichever is later. This requires that the Sponsor review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at http://www.sam.gov).

    b. Unique entity identifier (UEI) means a 12-character alpha-numeric value used to identify a specific commercial, nonprofit or governmental entity. A UEI may be obtained from SAM.gov at https://sam.gov/SAM/pages/public/index.jsf.

12. **Electronic Grant Payment(s).** Unless otherwise directed by the FAA, the Sponsor must make each payment request under this agreement electronically via the Delphi eInvoicing System for Department of Transportation (DOT) Financial Assistance Awardees.

13. **Air and Water Quality.** The Sponsor is required to comply with all applicable air and water quality standards for all projects in this grant. If the Sponsor fails to comply with this requirement, the FAA may suspend, cancel, or terminate this agreement.

14. **Financial Reporting and Payment Requirements.** The Sponsor will comply with all Federal financial reporting requirements and payment requirements, including submittal of timely and accurate reports.

15. **Buy American.** Unless otherwise approved in advance by the FAA, in accordance with 49 United States Code (U.S.C.) § 50101 the Sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured goods produced outside the United States to be used for any project for which funds are provided under this grant. The Sponsor will include a provision implementing Buy American in every contract.

16. **Audits for Sponsors.**

    PUBLIC SPONSORS. The Sponsor must provide for a Single Audit or program-specific audit in accordance with 2 CFR Part 200. The Sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at http://harvester.census.gov/facweb/ . Upon request of the FAA, the Sponsor shall provide one copy of the completed audit to the FAA.

17. **Suspension or Debarment.** When entering into a "covered transaction" as defined by 2 CFR § 180.200, the Sponsor must:

    a. Verify the non-Federal entity is eligible to participate in this Federal program by:

        1. Checking the excluded parties list system (EPLS) as maintained within the System for Award Management (SAM) to determine if the non-Federal entity is excluded or disqualified; or

2. Collecting a certification statement from the non-Federal entity attesting the entity is not excluded or disqualified from participating; or

3. Adding a clause or condition to covered transactions attesting the individual or firm is not excluded or disqualified from participating.

b. Require prime contractors to comply with 2 CFR § 180.330 when entering into lower-tier transactions (e.g. sub-contracts).

c. Immediately disclose to the FAA whenever the Sponsor (1) learns the Sponsor has entered into a covered transaction with an ineligible entity, or (2) suspends or debars a contractor, person, or entity.

18. **Ban on Texting While Driving.**

a. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the Sponsor is encouraged to:

1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government, including work relating to this ACRGP Grant or subgrant funded by this Grant.

2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:

A. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

B. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

b. The Sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts, and subcontracts funded by this ACRGP Grant.

19. **Trafficking in Persons.**

a. You as the recipient, your employees, subrecipients under this ACRGP Grant, and subrecipients' employees may not –

1. Engage in severe forms of trafficking in persons during the period of time that the award is in effect;

2. Procure a commercial sex act during the period of time that the award is in effect; or

3. Use forced labor in the performance of the award or subawards under the ACRGP Grant.

b. The FAA as the Federal awarding agency may unilaterally terminate this award, without penalty, if you or a subrecipient that is a private entity –

1. Is determined to have violated a prohibition in paragraph A of this ACRGP Grant Agreement term; or

2. Has an employee who is determined by the agency official authorized to terminate the ACRGP Grant Agreement to have violated a prohibition in paragraph A.1 of this ACRGP Grant term through conduct that is either –

A. Associated with performance under this ACRGP grant; or

B. Imputed to the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement),"as implemented by the FAA at 2 CFR Part 1200.

c. You must inform us immediately of any information you receive from any source alleging a violation of a prohibition in paragraph A during this ACRGP Grant Agreement.

d. Our right to terminate unilaterally that is described in paragraph A of this section:

1. Implements section 106(g) of the Trafficking Victims Protection Act of 2000 (TVPA), as amended (22 U.S.C. § 7104(g)), and

2. Is in addition to all other remedies for noncompliance that are available to the FAA under this ACRGP Grant.

20. **Employee Protection from Reprisal.**

a. Prohibition of Reprisals —

1. In accordance with 41 U.S.C. § 4712, an employee of a grantee or subgrantee may not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in sub-paragraph (A)(2), information that the employee reasonably believes is evidence of:

a. Gross mismanagement of a Federal grant;
b. Gross waste of Federal funds;
c. An abuse of authority relating to implementation or use of Federal funds;
d. A substantial and specific danger to public health or safety; or
e. A violation of law, rule, or regulation related to a Federal grant.

2. Persons and bodies covered: The persons and bodies to which a disclosure by an employee is covered are as follows:

a. A member of Congress or a representative of a committee of Congress;
b. An Inspector General;
c. The Government Accountability Office;
d. A Federal office or employee responsible for oversight of a grant program;
e. A court or grand jury;
f. A management office of the grantee or subgrantee; or
g. A Federal or State regulatory enforcement agency.

3. Submission of Complaint — A person who believes that they have been subjected to a reprisal prohibited by paragraph A of this ACRGP Grant Agreement may submit a complaint regarding the reprisal to the Office of Inspector General (OIG) for the U.S. Department of Transportation.

4. Time Limitation for Submittal of a Complaint — A complaint may not be brought under this subsection more than three years after the date on which the alleged reprisal took place.

5. Required Actions of the Inspector General — Actions, limitations, and exceptions of the Inspector General's office are established under 41 U.S.C. § 4712(b).

6. Assumption of Rights to Civil Remedy — Upon receipt of an explanation of a decision not to conduct or continue an investigation by the Office of Inspector General, the person submitting a complaint assumes the right to a civil remedy under 41 U.S.C. § 4712(c).

21. **Co-Sponsor.** The Co-Sponsors understand and agree that they jointly and severally adopt and ratify the representations and assurances contained herein and that the word "Sponsor" as used in the application and other assurances is deemed to include all co-sponsors.

22. **Limitations.** Nothing provided herein shall be construed to limit, cancel, annul, or modify the terms of any Federal grant agreement(s), including all terms and assurances related thereto, that have been entered into by the Sponsor and the FAA prior to the date of this ACRGP Grant Agreement.

23. **Face Coverings Policy.** The sponsor agrees to implement a face-covering (mask) policy to combat the spread of pathogens. This policy must include a requirement that all persons wear a mask, in accordance with Centers for Disease Control (CDC) and Transportation Security Administration (TSA) requirements, as applicable, at all times while in all public areas of the airport property, except to the extent exempted under those requirements. This special condition requires the airport sponsor continue to require masks until Executive Order 13998, Promoting COVID-19 Safety in Domestic and International Travel, is no longer effective.

SPECIAL CONDITIONS FOR USE OF ACRGP FUNDS

CONDITIONS FOR ROLLING STOCK/EQUIPMENT -

1. **Equipment or Vehicle Replacement.** The Sponsor agrees that when using funds provided by this grant to replace equipment, the proceeds from the trade-in or sale of such replaced equipment shall be classified and used as airport revenue.

2. **Equipment Acquisition.** The Sponsor agrees that for any equipment acquired with funds provided by this grant, such equipment shall be used solely for purposes directly related to the airport.

3. **Low Emission Systems.** The Sponsor agrees that vehicles and equipment acquired with funds provided in this grant:

   a. Will be maintained and used at the airport for which they were purchased; and

   b. Will not be transferred, relocated, or used at another airport without the advance consent of the FAA.

   The Sponsor further agrees that it will maintain annual records on individual vehicles and equipment, project expenditures, cost effectiveness, and emission reductions.

CONDITIONS FOR UTILITIES AND LAND -

4. **Utilities Proration.** For purposes of computing the United States' share of the allowable airport operations and maintenance costs, the allowable cost of utilities incurred by the Sponsor to operate and maintain airport(s) included in the Grant must not exceed the percent attributable to the capital or operating costs of the airport.

5. **Utility Relocation in Grant.** The Sponsor understands and agrees that:

   a. The United States will not participate in the cost of any utility relocation unless and until the Sponsor has submitted evidence satisfactory to the FAA that the Sponsor is legally responsible for payment of such costs;

b. FAA participation is limited to those utilities located on-airport or off-airport only where the Sponsor has an easement for the utility; and

c. The utilities must serve a purpose directly related to the Airport.

6. **Land Acquisition.** Where funds provided for by this grant are used to acquire land, the Sponsor shall record the grant agreement, including the grant assurances and any and all related requirements, encumbrances, and restrictions that shall apply to such land, in the public land records of the jurisdiction in which the land is located.

The Sponsor's acceptance of this Offer and ratification and adoption of the ACRGP Grant Application incorporated herein shall be evidenced by execution of this instrument by the Sponsor. The Offer and Acceptance shall comprise an ACRGP Grant Agreement, as provided by the CRRSA Act, constituting the contractual obligations and rights of the United States and the Sponsor with respect to this Grant. The effective date of this ACRGP Grant Agreement is the date of the Sponsor's acceptance of this Offer.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

Dated **{{DateTime_es_:signer1:calc(now()):format(date," mmmm d, yyyy")}}**

UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION

{{Sig_es_:signer1: signature}}

(Signature)

John. P. Bauer

(Typed Name)

Manager, Denver Airports District Office

(Title of FAA Official)

Part II - Acceptance

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the ACRGP Grant Application and incorporated materials referred to in the foregoing Offer under Part I of this ACRGP Grant Agreement, and does hereby accept this Offer and by such acceptance agrees to comply with all of the terms and conditions in this Offer and in the ACRGP Grant Application and all applicable terms and conditions provided for in the CRRSA Act and other applicable provisions of Federal law.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct. [1]

Dated **{{DateTime_es_:signer2:calc(now()):format(date," mmmm d, yyyy")}}**

Grand Junction Regional Airport Authority

(Name of Sponsor)

{{Sig_es_:signer2: signature}}

(Signature of Sponsor's Designative Official/Representative)

By: **{{N_es_:signer2: fullname}}**

(Type Name of Sponsor's Designative Official/Representative)

Title: **{{*Ttl_es_:signer2: title}}**

(Title of Sponsor's Designative Official/Representative)

[1] Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. Section 1001 (False Statements) and could subject you to fines, imprisonment, or both.

CERTIFICATE OF SPONSOR'S ATTORNEY

I, **{{N_es_:signer3: fullname}}**, acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of Colorado. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State and the CRRSA Act. The Sponsor understands funding made available under this Grant Agreement may only be used to reimburse for airport operational and maintenance expenses, and debt service payments. The Sponsor further understands it may submit a separate request to use funds for new airport/project development purposes, subject to additional terms, conditions, and assurances. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

Dated at **{{DateTime_es_:signer3:calc(now()):format(date," mmmm d, yyyy")}}**

By: **{{Sig_es_:signer3: signature}}**

(Signature of Sponsor's Attorney)

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the ACRGP Grant Application and incorporated materials referred to in the foregoing Offer under Part I of this ACRGP Grant Agreement, and does hereby accept this Offer and by such acceptance agrees to comply with all of the terms and conditions in this Offer and in the ACRGP Grant Application and all applicable terms and conditions provided for in the CRRSA Act and other applicable provisions of Federal law.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct. [1]

Dated **{{DateTime_es_:signer4:calc(now()):format(date," mmmm d, yyyy")}}**

City of Grand Junction, Colorado

(Name of Sponsor)

{{Sig_es_:signer4: signature}}

(Signature of Sponsor's Designative Official/Representative)

By: **{{N_es_:signer4: fullname}}**

(Type Name of Sponsor's Designative Official/Representative)

Title: **{{*Ttl_es_:signer4: title}}**

(Title of Sponsor's Designative Official/Representative)

[1] Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. Section 1001 (False Statements) and could subject you to fines, imprisonment, or both.

CERTIFICATE OF SPONSOR'S ATTORNEY

I, **{{N_es_:signer5: fullname}}**, acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of Colorado. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State and the CRRSA Act. The Sponsor understands funding made available under this Grant Agreement may only be used to reimburse for airport operational and maintenance expenses, and debt service payments. The Sponsor further understands it may submit a separate request to use funds for new airport/project development purposes, subject to additional terms, conditions, and assurances. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

Dated at **{{DateTime_es_:signer5:calc(now()):format(date," mmmm d, yyyy")}}**

By: **{{Sig_es_:signer5: signature}}**

(Signature of Sponsor's Attorney)

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the ACRGP Grant Application and incorporated materials referred to in the foregoing Offer under Part I of this ACRGP Grant Agreement, and does hereby accept this Offer and by such acceptance agrees to comply with all of the terms and conditions in this Offer and in the ACRGP Grant Application and all applicable terms and conditions provided for in the CRRSA Act and other applicable provisions of Federal law.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct. [1]

Dated **{{DateTime_es_:signer6:calc(now()):format(date," mmmm d, yyyy")}}**

County of Mesa, Colorado

(Name of Sponsor)

{{Sig_es_:signer6: signature}}

(Signature of Sponsor's Designative Official/Representative)

By: **{{N_es_:signer6: fullname}}**

(Type Name of Sponsor's Designative Official/Representative)

Title: **{{*Ttl_es_:signer6: title}}**

(Title of Sponsor's Designative Official/Representative)

[1] Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. Section 1001 (False Statements) and could subject you to fines, imprisonment, or both.

CERTIFICATE OF SPONSOR'S ATTORNEY

I, **{{N_es_:signer7: fullname}}**, acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of Colorado. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State and the CRRSA Act. The Sponsor understands funding made available under this Grant Agreement may only be used to reimburse for airport operational and maintenance expenses, and debt service payments. The Sponsor further understands it may submit a separate request to use funds for new airport/project development purposes, subject to additional terms, conditions, and assurances. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

Dated at **{{DateTime_es_:signer7:calc(now()):format(date," mmmm d, yyyy")}}**

By: **{{Sig_es_:signer7: signature}}**

(Signature of Sponsor's Attorney)

AIRPORT CORONAVIRUS RELIEF GRANT PROGRAM (ACRGP) ASSURANCES

AIRPORT SPONSORS

A. General.

1. These Airport Coronavirus Relief Grant Program (ACRGP) Assurances are required to be submitted as part of the application by sponsors requesting funds under the provisions of the Coronavirus Response and Relief Supplemental Appropriations Act of 2020 (CRRSA Act or "the Act"), Public Law 116-260. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
2. Upon acceptance of this ACRGP Grant offer by the sponsor, these assurances are incorporated into and become part of this ACRGP Grant Agreement.

B. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this ACRGP Grant that:

It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds for this ACRGP Grant including but not limited to the following:

FEDERAL LEGISLATION

a. 49 U.S.C. Chapter 471, as applicable
b. Davis-Bacon Act — 40 U.S.C. 276(a), et. seq.
c. Federal Fair Labor Standards Act — 29 U.S.C. 201, et. seq.
d. Hatch Act — 5 U.S.C. 1501, et. seq. [2]
e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 Title 42 U.S.C. 4601, et. seq.
f. National Historic Preservation Act of 1966 — Section 106 — 16 U.S.C. 470(f).
g. Archeological and Historic Preservation Act of 1974 — 16 U.S.C. 469 through 469c.
h. Native Americans Grave Repatriation Act — 25 U.S.C. Section 3001, et. seq.
i. Clean Air Act, P.L. 90-148, as amended.
j. Coastal Zone Management Act, P.L. 93-205, as amended.
k. Flood Disaster Protection Act of 1973 — Section 102(a) — 42 U.S.C. 4012a.
l. Title 49, U.S.C., Section 303, (formerly known as Section 4(f)).
m. Rehabilitation Act of 1973 — 29 U.S.C. 794.
n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin).

o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.), prohibits discrimination on the basis of disability).

p. Age Discrimination Act of 1975 — 42 U.S.C. 6101, et. seq.

q. American Indian Religious Freedom Act, P.L. 95-341, as amended.

r. Architectural Barriers Act of 1968 — 42 U.S.C. 4151, et. seq.

s. Power plant and Industrial Fuel Use Act of 1978 — Section 403- 2 U.S.C. 8373.

t. Contract Work Hours and Safety Standards Act — 40 U.S.C. 327, et. seq.

u. Copeland Anti-kickback Act — 18 U.S.C. 874.1.

v. National Environmental Policy Act of 1969 — 42 U.S.C. 4321, et. seq.

w. Wild and Scenic Rivers Act, P.L. 90-542, as amended.

x. Single Audit Act of 1984 — 31 U.S.C. 7501, et. seq. [2]

y. Drug-Free Workplace Act of 1988 — 41 U.S.C. 702 through 706.

z. The Federal Funding Accountability and Transparency Act of 2006, as amended (Pub. L. 109-282, as amended by section 6202 of Pub. L. 110-252).

EXECUTIVE ORDERS

a. Executive Order 11246 – Equal Employment Opportunity

b. Executive Order 11990 – Protection of Wetlands

c. Executive Order 11998 – Flood Plain Management

d. Executive Order 12372 – Intergovernmental Review of Federal Programs

e. Executive Order 12699 – Seismic Safety of Federal and Federally Assisted New Building Construction

f. Executive Order 12898 – Environmental Justice

g. Executive Order 14005 – Ensuring the Future Is Made in All of America by All of America's Workers.

FEDERAL REGULATIONS

a. 2 CFR Part 180 – OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).

b. 2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. [3, 4]

c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment.

d. 28 CFR Part 35 – Discrimination on the Basis of Disability in State and Local Government Services.

e. 28 CFR § 50.3 – U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964.

f. 29 CFR Part 1 – Procedures for predetermination of wage rates. [1]

g. 29 CFR Part 3 – Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States. [1]

h. 29 CFR Part 5 – Labor standards provisions applicable to contracts covering Federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act). [1]

i. 41 CFR Part 60 – Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and Federally assisted contracting requirements). [1]

j. 49 CFR Part 20 – New restrictions on lobbying.

k. 49 CFR Part 21 – Nondiscrimination in Federally-assisted programs of the Department of Transportation - effectuation of Title VI of the Civil Rights Act of 1964.

l. 49 CFR Part 23 – Participation by Disadvantage Business Enterprise in Airport Concessions.

m. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Program.

n. 49 CFR Part 27 – Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance. [1]

o. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities conducted by the Department of Transportation.

p. 49 CFR Part 30 – Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors.

q. 49 CFR Part 32 – Government-wide Requirements for Drug-Free Workplace (Financial Assistance).

r. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).

s. 49 CFR Part 41 – Seismic safety of Federal and Federally assisted or regulated new building construction.

FOOTNOTES TO ASSURANCE ACRGP ASSURANCE B.1.

[1] These laws do not apply to airport planning sponsors.
[2] These laws do not apply to private sponsors.
[3] Cost principles established in 2 CFR Part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses
[4] Audit requirements established in 2 CFR Part 200 subpart F are the guidelines for audits.

SPECIFIC ASSURANCES

Specific assurances required to be included in grant agreements by any of the above laws, regulations, or circulars are incorporated by reference in this Grant Agreement.

1. Purpose Directly Related to the Airport

It certifies that the reimbursement sought is for a purpose directly related to the airport.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this Grant, and to finance and carry out the proposed grant; that an official decision has been made by the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. Private Sponsor:

It has legal authority to apply for this Grant and to finance and carry out the proposed Grant and comply with all terms, conditions, and assurances of this Grant Agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Good Title.

It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.

4. Preserving Rights and Powers.

a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish, or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

b. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with this Grant Agreement.

c. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to insure that the airport will be operated and maintained in accordance Title 49, United States Code, the regulations, and the terms and conditions of this Grant Agreement.

5. Consistency with Local Plans.

Any project undertaken by this Grant Agreement is reasonably consistent with plans (existing at the time of submission of the ACGRP application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

6. Consideration of Local Interest.

It has given fair consideration to the interest of communities in or near where any project undertaken by this Grant Agreement may be located.

7. Consultation with Users.

In making a decision to undertake any airport development project undertaken by this Grant Agreement, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

8. Pavement Preventative Maintenance.

With respect to a project undertaken by this Grant Agreement for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed, or repaired with Federal financial assistance at the airport, including ACRGP funds provided under this Grant Agreement. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

9. Accounting System, Audit, and Record Keeping Requirements.

a. It shall keep all Grant accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this Grant, the total cost of the Grant in connection with which this Grant is given or used, and the amount or nature of that portion of the cost of the Grant supplied by other sources, and such other financial records pertinent to the Grant. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this Grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a Grant or relating to the Grant in connection with which this Grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

10. Minimum Wage Rates.

It shall include, in all contracts in excess of $2,000 for work on any projects funded under this grant agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor, in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

11. Veteran's Preference.

It shall include in all contracts for work on any project funded under this grant agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in Section 47112 of Title 49, United States Code. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

12. Operation and Maintenance.

a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state and local agencies for maintenance and

operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for-

1. Operating the airport's aeronautical facilities whenever required;
2. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
3. Promptly notifying airmen of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

13. Hazard Removal and Mitigation.

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

14. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft.

15. Exclusive Rights.

The sponsor shall not grant an exclusive right to use an air navigation facility on which this Grant has been expended. However, providing services at an airport by only one fixed-based operator is not an exclusive right if—

a. it is unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide the services; and

b. allowing more than one fixed-based operator to provide the services requires a reduction in space leased under an agreement existing on September 3, 1982, between the operator and the airport.

16. Airport Revenues.

a. This Grant shall be available for any purpose for which airport revenues may lawfully be used to prevent, prepare for, and respond to coronavirus. Funds provided under this ACRGP Grant Agreement will only be expended for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport(s) subject to this agreement and all applicable addendums for costs related to

operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments as prescribed in the Act

b. For airport development, 49 U.S.C. § 47133 applies.

17. Reports and Inspections.

It will:

a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;

b. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:

1. all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and

2. all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

18. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein, or rights in buildings of the sponsor as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

19. Airport Layout Plan.

a. Subject to the FAA Reauthorization Act of 2018, Public Law 115-254, Section 163, it will keep up to date at all times an airport layout plan of the airport showing:

1. boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;

2. the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities;

3. the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and

4. all proposed and existing access points used to taxi aircraft across the airport's property boundary. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan

as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.

b. Subject to the FAA Reauthorization Act of 2018, Public Law 115-254, Section 163, if a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary (1) eliminate such adverse effect in a manner approved by the Secretary; or (2) bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

20. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, creed, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any activity conducted with, or benefiting from, funds received from this Grant.

a. Using the definitions of activity, facility, and program as found and defined in §§ 21.23 (b) and 21.23 (e) of 49 CFR Part 21, the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.

b. Applicability

1. Programs and Activities. If the sponsor has received a grant (or other Federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities

2. Facilities. Where it receives a grant or other Federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.

3. Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration

The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or

2. So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language

It will include the following notification in all solicitations for bids, Requests for Proposals for work, or material under this Grant and in all proposals for agreements, including airport concessions, regardless of funding source:

"The Grand Junction Regional Airport Authority, City of Grand Junction, Colorado, and County of Mesa, Colorado, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, disadvantaged business enterprises and airport concession disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

e. Required Contract Provisions.

1. It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the DOT, and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT Acts and regulations.
2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.
3. It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin, creed, sex, age, or handicap as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:
    A. For the subsequent transfer of real property acquired or improved under the applicable activity, grant, or program; and
    B. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, grant, or program.
    C. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.
    D. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

21. Foreign Market Restrictions.

It will not allow funds provided under this Grant to be used to fund any activity that uses any product or service of a foreign country during the period in which such foreign country is listed by

the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

22. Policies, Standards and Specifications.

It will carry out any project funded under an Airport Coronavirus Relief Program Grant in accordance with policies, standards, and specifications approved by the Secretary including, but not limited to, the advisory circulars listed in the Current FAA Advisory Circulars for AIP projects, dated {{DateTime_es_:signer1:calc(now()):format(date," mmmm d, yyyy")}}, and included in this grant, and in accordance with applicable state policies, standards, and specifications approved by the Secretary.

23. Access By Intercity Buses.

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

24. Disadvantaged Business Enterprises.

The sponsor shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its Disadvantaged Business Enterprise (DBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE) programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1936 (31 U.S.C. 3801).

25. Acquisition Thresholds.

The FAA deems equipment to mean tangible personal property having a useful life greater than one year and a per-unit acquisition cost equal to or greater than $5,000. Procurements by micro-purchase means the acquisition of goods or services for which the aggregate dollar amount does not exceed $10,000, unless authorized in accordance with 2 CFR § 200.320. Procurement by small purchase procedures means those relatively simple and informal procurement methods for securing goods or services that do not exceed the $250,000 threshold for simplified acquisitions.

RESOLUTION ___-21

AUTHORIZING THE CITY MANAGER TO SIGN AND SUBMIT A GRANT OFFER AGREEMENT AND AS NECESSARY OR REQUIRED A SUPPLEMENTAL CO-SPONSORSHIP AGREEMENT FOR THE AIRPORT CORONAVIRUS RESPONSE GRANT PROGRAM (ACRGP) FUNDED BY THE CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT (CRRSAA) FOR AND IN SUPPORT OF THE GRAND JUNCTION REGIONAL AIRPORT AUTHORITY

RECITALS:

The Grand Junction Regional Airport Authority (GJRAA) has received a grant offer under the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) in the amount of $2,165,017.00. The grant offer is 100% Federal funds and requires no local match and is being distributed by the Federal Aeronautics Administration (FAA) to provide economic relief to airports. The Airport Coronavirus Response Grant may be used to fund costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the Airport, and debt service payments.

The City and Mesa County, as co-sponsors of the GJRAA, must execute the Grant Offer. Acceptance of the Grant has no direct fiscal impact or spending requirement on the City.

Having been fully advised in the premises, the City Council by and with this Resolution affirms and directs the execution of the Grant Offers and Agreement(s) from the Federal Aviation Administration in the amount of $2,165,017.00 in support of the GJRAA for the purposes described generally herein and in more detail in the Grant Offer and Agreement(s).

NOW THEREFORE, the City Council of the City of Grand Junction authorizes the execution of the Grant Agreements(s) in the amount of $2,165,017.00 for and in support of the Grand Junction Regional Airport Authority's receipt and expenditure of the Airport Coronavirus Response Grant #3-08-0027-070-2021.

_____

C.E. "Duke" Wortmann
President of the Council and Mayor

ATTEST:

_____

Wanda Winkelmann
City Clerk

Grand Junction City Council

Regular Session

Item #5.c.

Meeting Date: April 7, 2021

Presented By: Kristen Ashbeck, Principal Planner/CDBG Admin

Department: Community Development

Submitted By: Kristen Ashbeck

Information

SUBJECT:

Resolution Vacating a Public Sanitary Sewer Easement within the R5 Block Subdivision Amended which is Located on the Southeast Corner of 7th Street and Grand Avenue

RECOMMENDATION:

Planning Commission heard this item at its March 23, 2021 meeting and voted (6-0) to recommend approval of the request.

EXECUTIVE SUMMARY:

Downtown Grand Junction Regeneration LLC, Peter Smith Jr, Robert Traw and Robert Breeden ("Applicants") are requesting vacation of a public sanitary sewer easement located within the R5 Block Subdivision Amended on the southeast corner of 7th Street and Grand Avenue to clear encumbrances for their proposed development ("Development.") The request to vacate is consistent with the City's 2020 One Grand Junction Comprehensive Plan.

BACKGROUND OR DETAILED INFORMATION:

Development of the Lowell Village Townhomes project on the R5 Block Subdivision Amended lots, except for Lot 5 (Development) has been approved for two phases. The first phase was recorded with the Lowell Village Phase 1 plat in July 2020 and the second phase ("Phase 2") is in the City's process. The Development less Lots 1 through 4 and Tract A and Tract S of the Lowell Village Phase 1 plat which shall be referred to herein as the Property. The Applicants have requested vacation of the public sewer easement as a new sanitary sewer line will be constructed and installed

as a part of the project in a different location than the existing (to be vacated) public sewer line. The Lowell Village Townhomes Metropolitan District ("Metro District") has been created to provide various services for the Development including sanitary sewer services.

Currently, a public sewer line runs north-south through the Property just east of the R-5 (aka Lowell School) building. An easement for this line was previously granted to the City for the benefit of the Persigo Sewer System. As part of the Applicants plan for Lowell Village Townhomes, the public sewer line is to be abandoned and a new sewer line shall be constructed and installed to serve the new development on the block and be operated by the Metro District. Easements shall be dedicated on the Phase 2 plat

To ensure Lot 5 has continuing legal access to the sewer easement the City recommends that the Applicants request be granted CONDITIONALLY; one of the two conditions provided below must, assuming Planning Commission and City Council approval of the Applicants request, be met before the easement vacation will become effective. The condition options are as follows:

(1) Legally sufficient sanitary sewer easement(s) as the same is determined in the sole and absolute discretion of the City, including but not limited to width and location, shall be provided to the owner(s) of Lot 5 for the benefit of Lot 5 with written approval of the easement(s) from the owner(s) provided to City staff indicating acceptance of the easement(s) and the owner(s) satisfaction that the easement(s) will adequately serve Lot 5. Continuous sanitary sewer service shall be maintained for Lot 5, except for a temporary duration as may be necessary to substitute the City's public line to the Metro District's line to provide sewer to Lot 5. Sewer service for Lot 5 shall be connected to the Metro District's sewer line only when the replacement line has been constructed and installed in the easement(s) areas in accordance with the project plans included in the City's files, all as required by applicable City laws, rules, and regulations. Connection of the sewer requires City inspection and written approval in advance as the same is determined in the sole and absolute discretion of the City.

AND

Complete, legally sufficient sanitary sewer easement(s) as the same is (are) determined in the sole and absolute discretion of the City shall be provided to the owner(s) of Lots 1-4 of the R5 Block Subdivision Amended as the same may be further described by subsequent re-platting of those Lots. The sanitary sewer easement(s), adequate in width and location as the same shall be determined in the sole and absolute discretion of the City.

OR

(2) A City approved subdivision plat of the Property is recorded in the Mesa County land title records on or before June 30, 2021, which plat shall provide for the lawful and proper dedication of sanitary sewer easement(s), adequate in width and location as the same is determined in the sole and absolute discretion of the City, for sewer service to Lot 5 of the R5 Block Subdivision Amended, City of Grand Junction, Colorado.

NOTIFICATION REQUIREMENTS

A Neighborhood Meeting was not required for the proposed easement vacation; no utility companies expressed opposition to the proposed vacation request (City file VAC-2021-99).

Notice was completed consistent with the provisions in Section 21.02.080 (g) of the Zoning and Development Code. The subject area was posted with application signs on March 8, 2021. Mailed notice of the public hearings before Planning Commission and City Council in the form of notification cards was sent to surrounding property owners within 500 feet of the subject property on March 12, 2021. The notice of this public hearing was published March 16, 2021 in the Grand Junction Daily Sentinel.

ANALYSIS

The criteria for review of a vacation request are set forth in Section 21.02.100(c) of the Zoning and Development Code ("Code"). The purpose of this section is to permit the vacation of surplus easements.

(1) The Comprehensive Plan, Grand Junction Circulation Plan and other adopted plans and policies of the City.

Since the sewer line is to be replaced with a new sewer line to be owned and operated by the Metro District within the proposed development with continued service to Lot 5 now owned by the Grand Junction, Colorado, Downtown Development Authority ("DDA") and as agreed by the Applicants and the DDA, its vacation is inconsequential.

Further, the vacation request is consistent with the following goals and policies of the 2020 One Grand Junction Comprehensive Plan:

Plan Principle 4: Downtown and University Districts

Strategies: Mix of Uses – support a diverse mix of land uses that is tailored to support the vision and unique focus for the Downtown District. Housing Options – Encourage a variety of housing options at a range of price points to support a more diversified workforce and composition of residents in the Downtown District.

Thus, staff has found the request to vacate a public sewer easement does not conflict with the Comprehensive Plan or other adopted plans and policies of the City and finds

this criterion has been met.

(2) No parcel shall be landlocked as a result of the vacation;

No parcels will become landlocked from sanitary sewer availability if the easement is vacated as a new sanitary sewer line shall be provided and operated by the Metro District for all parcels affected by the vacation of the sewer easement. Therefore, staff has found this criterion has been met.

(3) Access to any parcel shall not be restricted to the point where access is unreasonable, economically prohibitive, or reduces or devalues any property affected by the proposed vacation;

Vacation of the sewer easement will not change the access or restrict access to the sanitary sewer or to the properties. Sewer services shall continue to be provided but through the Metro District. In addition, easements are provided and shall be provided to the DDA for Lot 5 or the then owner(s) for the sanitary sewer and the DDA with the proposed conditions to the vacation has consented to the sewer easement being vacated and its service being provided through the Metro District.

The vacation will increase total developable square footage of the block, maximizing future (re)development potential.

Staff finds this criterion has been met.

(4) There shall be no adverse impacts on the health, safety, and/or welfare of the general community, and the quality of public facilities and services provided to any parcel of land shall not be reduced (e.g., police/fire protection and utility services);

No comments were received from utility service providers or the City of Grand Junction that this vacation request would create any adverse impacts or that facilities or services would be diminished. City Utilities and Public Works identified there is an existing public sewer line in the sanitary sewer easement. This line is to be abandoned and sewer service to the proposed new development will be provided with a private line in new easement(s) dedicated elsewhere on the site by the Lowell Village Phase 2 subdivision plat.

Staff finds this criterion has been met subject to with a new sanitary sewer line in place to serve Lot 5 with the appropriate easement(s) granted for the benefit of Lot 5.

(5) The provision of adequate public facilities and services shall not be inhibited to any property as required in Chapter 21.06 GJMC; and

As stated in criterion 4 above, there were no comments from utility service providers other than the City of Grand Junction and Xcel Energy that the sewer easement vacation would inhibit the provision of adequate access, public facilities and services to any property. The City Development Engineer noted the need to condition the decision regarding new sewer easements and the Persigo Wastewater facility expressed no concern with the vacation. Xcel Energy stated they had no objections provided the vacation was only for the sewer easement and no other easements on the site. Xcel Energy stated they had no objections provided the vacation was only for the sewer easement and no other easements on the site. Per the approval with conditions, adequate sanitary sewer services will be provided for the new development and the existing school building onLot 5. Therefore, this criterion has been met.

(6) The proposal shall provide benefits to the City such as reduced maintenance requirements, improved traffic circulation, etc.

The vacation will eliminate the City's responsibility for ongoing maintenance of the public sewer line. The Metro District shall be responsible for the new sewer line and providing sewer services to Lot 5.

As such, Staff finds that this criterion has been met.

FINDINGS OF FACT AND RECOMMENDATION

After reviewing the request to vacate a public sewer easement within the proposed Lowell Village Townhomes development located on the southeast corner of 7th Street and Grand Avenue, City file number VAC-2021-99, the following findings of fact have been made:

1. The request conforms with Section 21.02.100(c) of the of the Zoning and Development Code.

Therefore, the Planning Commission recommends approval of the request subject to the following condition.

(1) Complete legally sufficient sanitary sewer easement(s) as the same is determined in the sole and absolute discretion of the City, including but not limited to width and location, shall be provided to the owner(s) of Lot 5 for the benefit of Lot 5 with written approval of the easement(s) from the owner(s) provided to City staff indicating acceptance of the easements as meeting the owner(s) needs. Continuous sanitary sewer service shall be maintained for Lot 5, except for a temporary duration as may be necessary to switchover from the City's public line to the Metro District's line which provides sewer to Lot 5. Transfer shall not occur until the Metro District's sewer line has been constructed and installed in the easement(s) areas in accordance with the project plans included in the City's files and the City's laws and regulations. Transfer

requires the City's written approval in advance as the same is determined in the sole and absolute discretion of the City.

AND

Complete legally sufficient sanitary sewer easement(s) as the same is determined in the sole and absolute discretion of the City shall be provided to the owner(s) of Lots 1-4 of the R5 Block Subdivision Amended. The sanitary sewer easement(s), adequate in width and location as the same is determined in the sole and absolute discretion of the City, for sewer service to Lots 1–4 of the R5 Block Subdivision Amended, City of Grand Junction, Colorado.

OR

(2) A City approved subdivision plat of the Property is recorded in the Mesa County land title records on or before June 30, 2021, which plat shall provide for the lawful and proper dedication of sanitary sewer easement(s), adequate in width and location as the same is determined in the sole and absolute discretion of the City, for sewer service to Lot 5 of the R5 Block Subdivision Amended, City of Grand Junction, Colorado.

FISCAL IMPACT:

There is no direct fiscal impact related to this request.

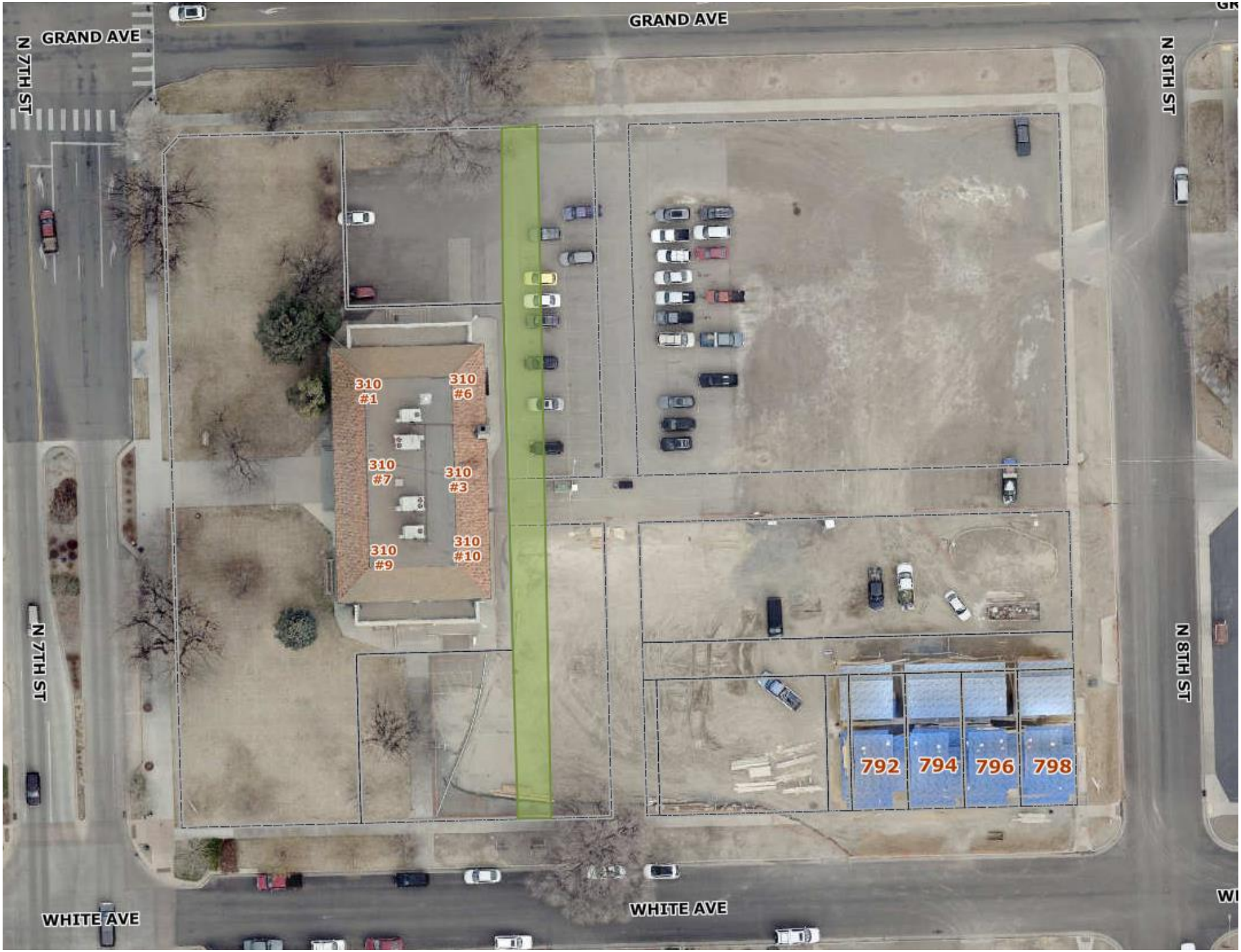
SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 33-21, a resolution vacating a Public Sanitary Sewer Easement within the R5 Block Subdivision Amended which is located on the Southeast Corner of 7th Street and Grand Avenue subject to the condition(s) contained in the staff report.

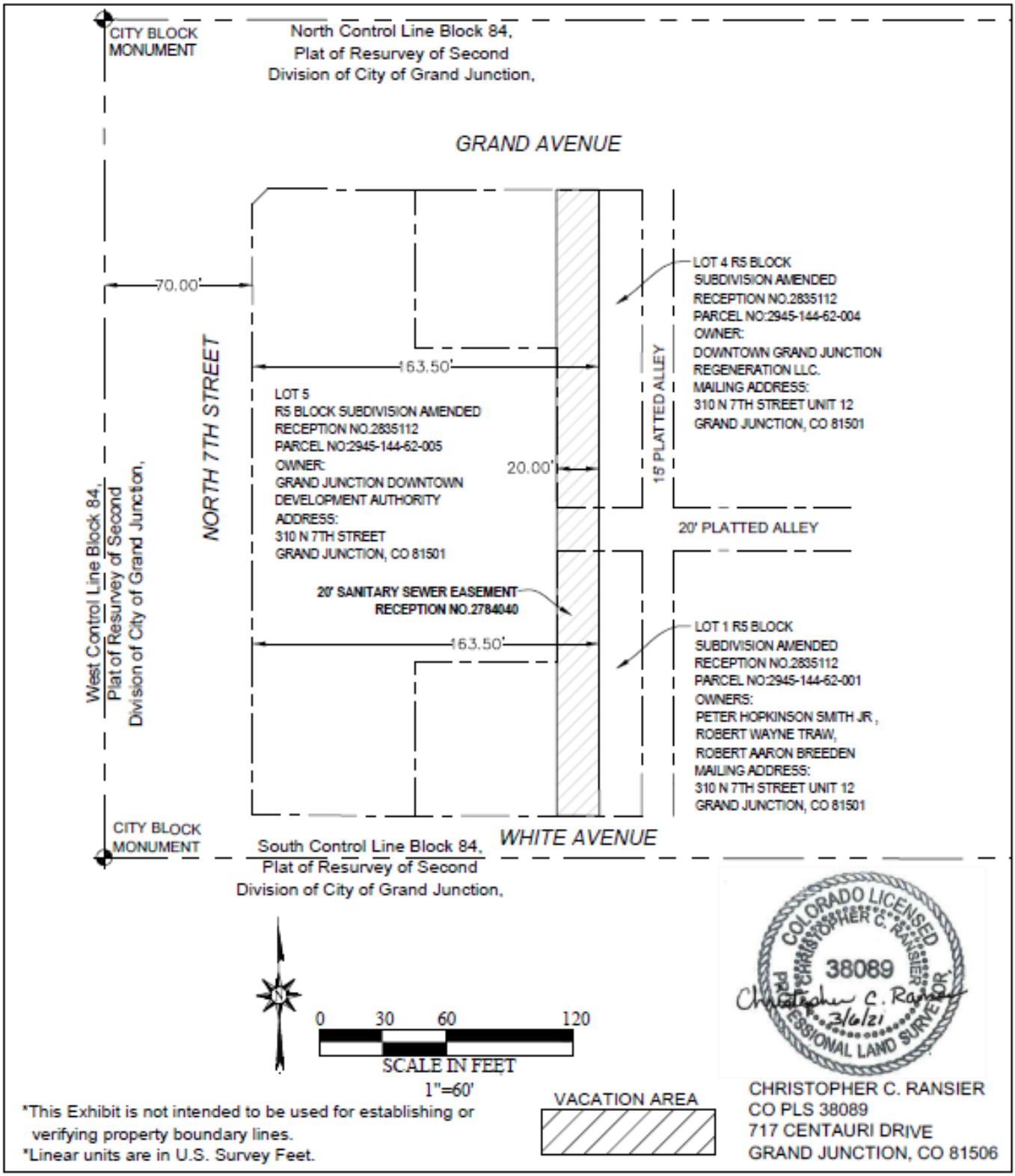
Attachments

1. Location Maps
2. Planning Commission Minutes - 2021 - March 23 - Draft
3. Sewer Easement Vacation Resolution


GRAND AVE
GRAND AVE
SITE
N 6TH ST
WHITE AVE
N 7TH ST
N 8TH ST
N 9TH ST
ROOD AVE
ROOD AVE


GRAND AVE
GRAND AVE
N 7TH ST
N 8TH ST
310 #1
310 #6
310 #7
310 #3
310 #9
310 #10
792
794
796
798
N 7TH ST
N 8TH ST
WHITE AVE
WHITE AVE

PROPOSED PUBLIC SEWER EASEMENT VACATION



*This Exhibit is not intended to be used for establishing or verifying property boundary lines.
*Linear units are in U.S. Survey Feet.

CHRISTOPHER C. RANSIER
CO PLS 38089
717 CENTAURI DRIVE
GRAND JUNCTION, CO 81506

GRAND JUNCTION PLANNING COMMISSION
March 23, 2021 MINUTES
5:30 p.m.

The meeting of the Planning Commission was called to order at 5:30 p.m. by Chair Andrew Teske.

Those present were Planning Commissioners; Chair Andrew Teske, Vice Chair Christian Reece, George Gatseos, Sam Susuras, Andrea Haitz, and Sandra Weckerly.

Also present were Jamie Beard (Assistant City Attorney), Tamra Allen (Community Development Director), Dave Thornton (Principal Planner), and Kristen Ashbeck (Principal Planner).

There were 6 members of the public in virtual attendance: Brenda Muhr, Daniel Nordmeyer, Ellie Schulz, Sheree Fukai, Abe Herman, Jennifer Kelly.

CONSENT AGENDA

Commissioner Reece moved to adopt Consent Agenda Items #1-2. Commissioner Susuras seconded the motion. The motion carried 6-0.

1. **Approval of Minutes**

   Minutes of Previous Meeting(s) from March 9, 2021.

2. **R-5 High School Block Public Easement Vacation** **File # VAC-2021-99**

   Consider a request by Downtown Grand Junction REGeneration LLC, Pete Hopkinson Smith Jr., Robert Wayne Traw and Robert Aaron Breeden to vacate a public sanitary sewer easement within the R-5 Block Subdivision on the Southeast Corner of 7th Street and Grand Avenue.

REGULAR AGENDA

1. **Patterson Road Access Control Plan** **File # CPA-2021-17**

   Agenda item can be viewed online here at XXX

   Consider a request by the City of Grand Junction to adopt the Patterson Road Access Control Plan (ACP), an element of the City's Comprehensive Plan as Title 38, Volume III, of the Municipal Code.

   Staff requested that the Planning Commission table the Plan.

DRAFT

Motion and Vote
Commissioner Gatseos made the following motion, “Mr. Chairman, on the Patterson Road Access Control Plan, CPA-2021-17, I move that Planning Commission table this item.”

Commissioner Reece seconded the motion. The motion carried 6-0.

2. Lincoln Park Historic District Guidelines and Standards File # ZCA-2021-67
Agenda item can be viewed online here at XXX
Consider a request by the Lincoln Park Neighborhood/Residential Historic District to amend Municipal Code Volume II: Development Regulations to adopt standards and guidelines for the Lincoln Park Historic District as Title 30 and Amend Section 21.02.040 of the Zoning and Development Code pertaining to the role of the Historic Preservation Board in the review of alterations within the District.

Staff Presentation
Kristen Ashbeck, Principal Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for Staff
Commissioner Reece asked a question regarding notice to property owners in the District.

Commissioner Weckerly asked a follow-up question regarding notice.

Applicant Presentation
Elizabeth Rowan, Bennett Boeschenstein, and Kristen Armbruster, representing the Lincoln Park Historic District, gave a presentation regarding the request.

Questions for Applicant
Commissioner Gatseos asked a question regarding the accessory dwelling unit provision.

Commissioner Reece asked a question regarding the notice.

Commissioner Weckerly asked a question about the attendance of a meeting that was held.

Commissioner Haitz

Public Hearing
The public hearing was opened at 5 p.m. on Tuesday, March 16, 2021 via www.GJSpeaks.org.

DRAFT

The following made comments regarding the request: Akira Fukai, Jennifer Kelly (Mayo), Deese Dancy and David Dancy, Michael and Tracy LeFebre, Jeanne Haberer, Bill Scheskie, Sheree Fukai, Rebecca Mullen, Florence Irene (Renee) Sheilds, Riecke Claussen, Bennet Boeschenstein, and Elizabeth Rowan.

Sheree Fukai gave testimony regarding the request.

The public hearing was closed at 6:50 p.m. on March 23, 2021.

Questions for Applicant or Staff
None.

Discussion
Commissioner Gatseos made a comment regarding the request.

Commissioner Reece made a comment regarding the request.

Commissioner Haitz agreed with Commissioner Gatseos and Reece.

Chair Teske made a comment regarding the request.

Motion and Vote
Commissioner Reece made the following motion, “Mr. Chairman, on the Code amendments to 1) adopt the Lincoln Park Residential Historic District Standards and Guidelines as a new Title within Volume II, Development Regulations, of the Municipal Code; and 2) amend Title 21, Zoning and Development Code pertaining to the jurisdiction, duties and responsibilities of the City of Grand Junction Historic Preservation Board, ZCA-2021-67, I move that the Planning Commission forward a recommendation of approval of the request with the findings of fact listed in the staff report.”

Commissioner Gatseos seconded the motion. The motion failed 1-5.

3. Zoning and Development Code Amendments File # ZCA-2021-100
Agenda item can be viewed online here at XXX
Consider a Request by the City of Grand Junction to Amend Title 21 of the Grand Junction Municipal Code to modify and clarify various provisions of the Zoning and Development Code ("Code").

Staff Presentation
Kristen Ashbeck, Principal Planner, introduced exhibits into the record and provided a presentation regarding the request.

DRAFT

Questions for Staff
Commissioner Reece offered appreciation of staff for this request.

Chair Teske asked questions regarding Item 5 and Item 10.

Public Hearing
The public hearing was opened at 5 p.m. on Tuesday, March 16, 2021 via www.GJSpeaks.org.

None.

The public hearing was closed at 7:31 p.m. on March 23, 2021.

Questions for Applicant or Staff
None.

Discussion
None.

Motion and Vote
Commissioner Reece made the following motion, "Chair Teske, on the Zoning and Development Code Amendments, ZCA-2021-100, I move that the Planning Commission forward a recommendation of approval of Items 1-9 with the findings of fact as listed in the staff report."

Commissioner Susuras seconded the motion. The motion carried 6-0.

Commissioner Teske moved to table Item 10. Commissioner Reece seconded the motion. The motion carried 6-0.

4. Other Business
None.

5. Adjournment
Commissioner Reece moved to adjourn the meeting. Commissioner Teske seconded the motion. The vote to adjourn was 6-0. The meeting adjourned at 7:34 p.m.

DRAFT

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. _____

A RESOLUTION VACATING A PUBLIC SEWER EASEMENT WITHIN THE R5 BLOCK SUBDIVISION AMENDED LOCATED ON THE SOUTHEAST CORNER OF 7TH STREET AND GRAND AVENUE

Recitals:

Downtown Grand Junction Regeneration LLC, Peter Smith Jr, Robert Traw and Robert Breeden ("Applicants"), as the owners of the Lowell Village Townhomes project on the property also known as the R-5 High School block on the southeast corner of 7th Street and Grand Avenue (Lots 1-4 of the R5 Block Subdivision) ("Property" or "the Property") are in the process of developing residential units on the Property.

Currently, a public sewer line runs north-south through the Property just east of the R-5 school building. An easement for the sewer line was granted by the previous landowner, to the City for the benefit of the sanitary sewer system ("Existing Sewer.")[1]

As part of the proposed development plan for Lowell Village, which was approved in November 2020, the Existing Sewer is to be abandoned and relocated ("New Sewer") so that the New Sewer will serve the proposed redevelopment of the Property. Replacement easement(s) for the New Sewer are to be dedicated to the Lowell Village Townhomes Metropolitan District with the Phase 2 subdivision plat for the project.

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, and upon recommendation of approval by the Planning Commission, the Grand Junction City Council finds that the request to vacate portions of a public utility easement, known and referred to herein generally as the Existing Sewer, is consistent with the Comprehensive Plan, and §21.02.100 of the Grand Junction Municipal Code ("GJMC.")

Staff has determined for protection of the interest of the City and the landowner(s) relying on the easement requested to be vacated one of two conditions must be met before vacating the easement. The condition options are as follows:

(1) Complete legally sufficient sanitary sewer easement(s) as the same is determined in the sole and absolute discretion of the City, including but not limited to width and location, shall be provided to the owner(s) of Lot 5 for the benefit of Lot 5 with written approval of the easement(s) from the owner(s)

---

[1] Existing Sewer easement description:
All that certain 20' Sanitary Sewer Easement Recorded with Reception No.2784040 of the Mesa County Clerk and Recorder Records situated in the Southeast Quarter of Section 14, Township 1 South, Range 1 West of the Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado. Containing an area of 5,907 Square Feet more or less, as described herein.

provided to City staff indicating acceptance of the easements as meeting the owner(s) needs. Continuous sanitary sewer service shall be maintained for Lot 5, except for a temporary duration as may be necessary to switchover from the City's public line to the Metro District's line which provides sewer to Lot 5. Transfer shall not occur until the Metro District's sewer line has been constructed and installed in the easement(s) areas in accordance with the project plans included in the City's files and the City's laws and regulations. Transfer requires the City's written approval in advance as the same is determined in the sole and absolute discretion of the City.

AND

Complete legally sufficient sanitary sewer easement(s) as the same is determined in the sole and absolute discretion of the City shall be provided to the owner(s) of Lots 1-4 of the R5 Block Subdivision Amended. The sanitary sewer easement(s), adequate in width and location as the same is determined in the sole and absolute discretion of the City, for sewer service to Lots 1–4 of the R5 Block Subdivision Amended, City of Grand Junction, Colorado.

OR

(2) A City approved subdivision plat of the Property is recorded in the Mesa County land title records on or before June 30, 2021, which plat shall provide for the lawful and proper dedication of sanitary sewer easement(s), adequate in width and location as the same is determined in the sole and absolute discretion of the City, for sewer service to Lot 5 of the R5 Block Subdivision Amended, City of Grand Junction, Colorado.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION PURSUANT TO GJMC §21.02.100(d)2 THAT THE PUBLIC SEWER EASEMENT CONTAINING AN AREA OF 5,907 SQUARE FEET MORE OR LESS, DESCRIBED AS ALL THAT CERTAIN 20' SANITARY SEWER EASEMENT RECORDED WITH RECEPTION NO.2784040 OF THE MESA COUNTY CLERK AND RECORDER RECORDS SITUATED IN THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN, CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO, AS DEPICTED ON EXHIBIT A ATTACHED HERETO, IS VACATED SUBJECT TO AND CONTINGENT ON THE APPLICANTS OR ANY SUCCESSOR(S) OR ASSIGN(S) OF THE APPLICANTS FULLY AND COMPLETELY SATISFYING THE CONDITIONS STATED HEREIN.

Passed and adopted this _____ day of April 2021.

_____

C.E "Duke" Wortmann

President of the City Council

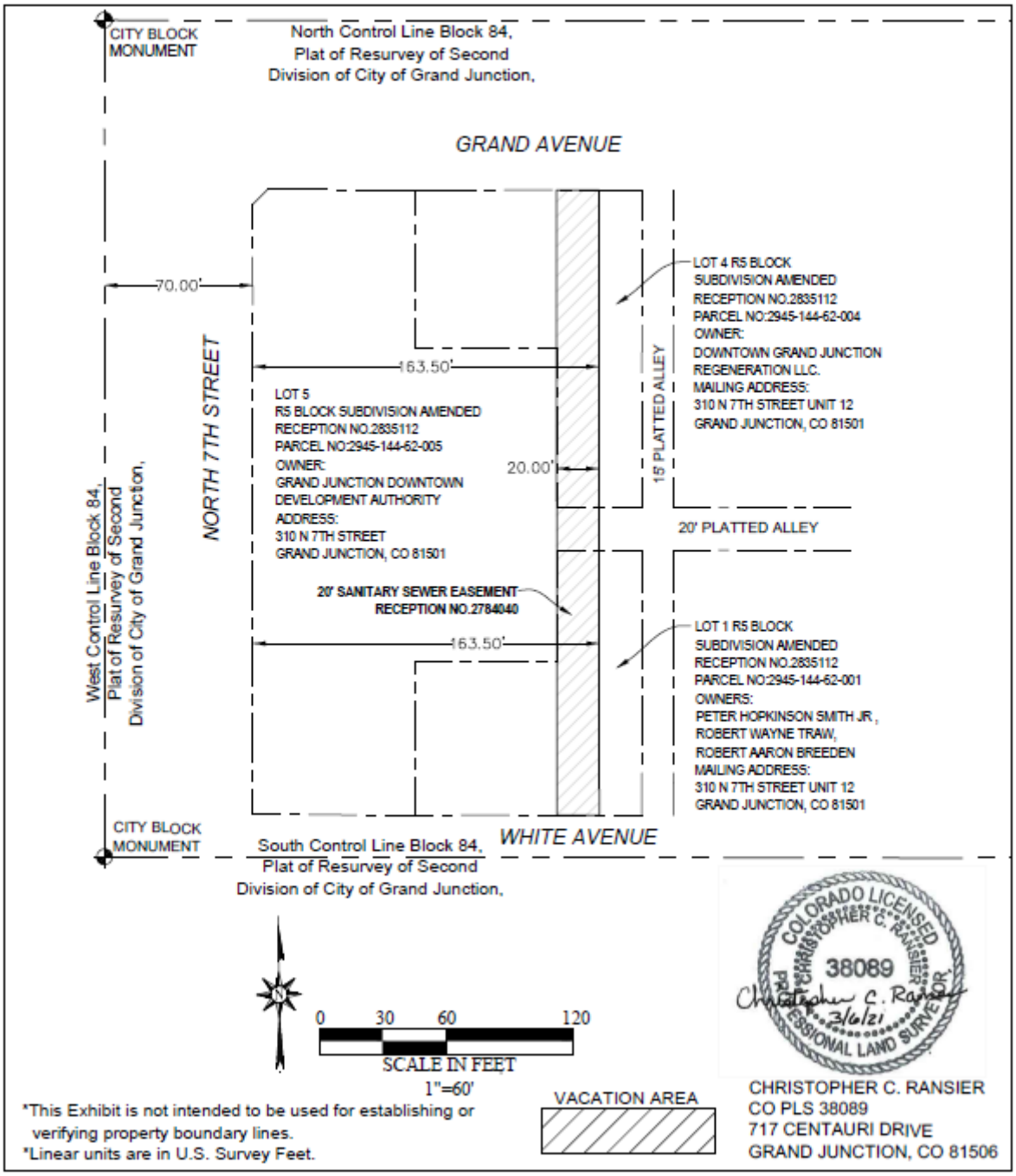
ATTEST:

_____

Wanda Winkelmann
City Clerk

EXHIBIT A

20' SANITARY SEWER EASEMENT VACATION
SOUTHEAST 1/4 OF SECTION 14,
TOWNSHIP 1 SOUTH, RANGE 1 WEST, UTE MERIDIAN,
CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO



*This Exhibit is not intended to be used for establishing or verifying property boundary lines.
*Linear units are in U.S. Survey Feet.

CHRISTOPHER C. RANSIER
CO PLS 38089
717 CENTAURI DRIVE
GRAND JUNCTION, CO 81506

Grand Junction City Council

Regular Session

Item #5.d.

Meeting Date: April 7, 2021

Presented By: Jace Hochwalt, Senior Planner

Department: Community Development

Submitted By: Jace Hochwalt, Senior Planner

Information

SUBJECT:

Resolution Issuing a Revocable Permit to Allow for Parking Lot and Landscaping Improvements within the Public Right-of-Way Located Adjacent to 450 West Kennedy Avenue

RECOMMENDATION:

Staff recommends approval of the request.

EXECUTIVE SUMMARY:

The Applicant, Kennedy OZ LLC, is requesting a Revocable Permit to allow for parking lot and landscaping improvements within the right-of-way along West Kennedy Avenue/Poplar Drive. A five-unit multi-family development has been approved and is currently being constructed at 450 West Kennedy Avenue. While sufficient parking is provided on-site for the proposal, the Applicant is proposing five additional overflow parking spaces and landscaping improvements situated partially within right-of-way. This parking/landscaping area will not negatively impact safety or create access or sight distance concerns and does not pose potential burdens on the public.

BACKGROUND OR DETAILED INFORMATION:

The property at 450 West Kennedy had a single-family residence situated on site that was originally constructed in 1937. The property transferred ownership in 2020, and the residence has since been demolished. Since the demolition of the residence on site, the new property owner submitted for a Major Site Plan review (City File Number SPN-2020-290) for a five-unit apartment building. This use was allowed under the zoning (R-12 – Residential 12 units/acre) and was administratively approved in November of

2020.

As part of the above-mentioned site plan review, the Applicant proposed a small five-stall parking area which is partially situated within West Kennedy Avenue/Poplar Drive right-of-way (as shown in Exhibit 2.1). While on-site parking standards were met for the Site Plan Review, the Applicant is proposing additional overflow parking to limit parking congestion on the property, and reduce parking within unimproved areas of West Kennedy Avenue/Poplar Drive, which has sloping topography in areas. In addition, the street does not contain curb, gutter, or sidewalk. The proposed parking area has been reviewed and supported by City Planning and Public Works staff, and will be graded, paved, and landscaped to meet City Code.

A Revocable Permit is needed to ensure that any private development on public land is safely conducted in a manner that does not pose potential burdens on the public. Further, the Code provides no structure, fence, sign or other permanent object shall be constructed, maintained, or erected, or a public right-of-way used, without a Revocable Permit. The Code also provides that the Director shall make a recommendation to City Council and the City Council shall approve, conditionally approve, or deny applications for a Revocable Permit.

ANALYSIS

Per Section 21.02.180 (c) of the Grand Junction Zoning and Development Code, requests for a Revocable Permit shall demonstrate compliance with all of the following approval criteria:

(1) There will be benefits derived by the community or area by granting the proposed revocable permit;

The granting of the Revocable Permit will allow for improved overflow parking for the new multi-family development that is currently under construction at 450 West Kennedy Avenue. It will reduce potential on-site parking congestion, and will also limit parking within unimproved areas of West Kennedy Avenue/Poplar Drive which has downward sloping topography and does not contain curb, gutter, or sidewalk in the immediate area. Staff therefore finds this criterion has been met.

(2) There is a community need for the private development use proposed for the City property;

While the development proposal at 450 West Kennedy has sufficient on-site parking, the granting of the Revocable Permit will allow for improved overflow parking, thereby limiting parking within unimproved areas of West Kennedy Avenue/Poplar Drive which does not contain curb, gutter, or sidewalk in the immediate area. The City has no current plans to widen the asphalt of West Kennedy Avenue/Poplar Drive, which is too

narrow to park a vehicle on-street. Given the narrowness of the street and the downward sloping topography on the western edge of the right-of-way, the proposed parking area will provide for safer parking and circulation than what is currently available within the existing right-of-way. Staff therefore finds this criterion has been met.

(3) The City property is suitable for the proposed uses and no other uses or conflicting uses are anticipated for the property;

While situated within right-of-way, the parking area proposed will be over 20 feet off the existing asphalt of West Kennedy Avenue/Poplar Drive. This will provide an adequate and safe buffer distance from the roadway. The proposal within the right-of-way does not interfere with any anticipated future City improvements at this time and does not create sight distance or access problems. The granting of the Revocable Permit does not inhibit the City or other utility companies from maintaining their required infrastructure, if necessary. Therefore, staff finds this criterion has been met.

(4) The proposed use shall not negatively impact access, traffic circulation, neighborhood stability or character, sensitive areas such as floodplains or natural hazard areas;

The proposed parking stalls are over 20 feet off the existing asphalt of West Kennedy Avenue/Poplar Drive, which will provide an adequate and safe buffer distance from the roadway. The area proposed for parking improvements is relatively flat, whereas a sizable portion of the west side of West Kennedy Avenue/Poplar Drive has some topographical challenges related to downhill slopes. As such, clustering the parking at the proposed location would provide for safer parking without disturbing the natural sloped hazard areas further to the south and west. The proposal will not negatively impact access, traffic circulation, or character and is located outside of the floodplain. Staff therefore finds this criterion has been met.

(5) The proposed use is in conformance with and in furtherance of the implementation of the goals, objectives and policies of the Comprehensive Plan, other adopted plans and the policies, intents and requirements of this code and other City policies; and

The proposal conforms to the recently adopted Comprehensive Plan, in the particular, Goal 2 of Plan Principal 3, which encourages infill and redevelopment, as well as Goal 3, which encourages collaboration with regional entities and service providers on growth and infrastructure issues, and Goal 7, which seeks to continue efforts to create a community that provides a sense of arrival, attractive design, and well-maintained properties. Staff, therefore, finds this criterion has been met.

(6) The application complies with the submittal requirements as set forth in Section 127 of the City Charter, this chapter and the Submittal Standards for Improvements and Development manual.

The application complies with the submittal requirements for a Revocable Permit. Therefore, this criterion has been found to be met.

RECOMMENDATION AND FINDINGS OF FACT

After reviewing the Revocable Permit request from Kennedy OZ LLC to allow for parking lot and landscaping improvements within the right-of-way located adjacent to 450 West Kennedy Avenue, the following findings of fact have been made:

1. The request has demonstrated compliance with Section 21.02.180 (c) of the Zoning and Development Code.

Therefore, Staff recommends approval of the request.

FISCAL IMPACT:

This action does not have a direct fiscal impact to the City.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 34-21, a resolution concerning the issuance of a Revocable Permit to allow for parking and landscaping improvements within the right-of-way located adjacent to 450 West Kennedy Avenue with the findings of fact as listed in the staff report.

Attachments

1. Application Packet
2. Maps & Exhibits
3. Proposed Resolution

CITY OF Grand Junction COLORADO
COMMUNITY DEVELOPMENT

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: Revocable Permit

Please fill in blanks below ***only*** for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation		Existing Zoning	
Proposed Land Use Designation		Proposed Zoning	

Property Information

Site Location:	450 W. Kennedy St, GJ, CO	Site Acreage:	.40 AC
Site Tax No(s):	R057743	Site Zoning:	R-16

Project Description: New Construction For 5 unit townhomes - Permit For Additional Parking

Property Owner Information		Applicant Information		Representative Information	
Name:	Kennedy 02 LLC	Name:	Smart Choice RE	Name:	Levi Pino
Street Address:	2695 Patterson Rd STE-2-265	Street Address:	SAME	Street Address:	SAME
City/State/Zip:	GJ, CO 81506	City/State/Zip:		City/State/Zip:	
Business Phone #:	970-692-4140	Business Phone #:	SAME	Business Phone #:	
E-Mail:	levi@smartchoicere.com	E-Mail:		E-Mail:	SAME
Fax #:		Fax #:		Fax #:	
Contact Person:	Levi Pino	Contact Person:	SAME	Contact Person:	SAME
Contact Phone #:	970-692-4140	Contact Phone #:		Contact Phone #:	

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application	Levi Pino	Date	10/15/2020
Signature of Legal Property Owner	Member of Kennedy 02 LLC	Date	10/15/2020

Levi Pino

Smart Choice RES, LLC

City of Grand Junction

c/o Jace Hochwalt- City Planner

Re: Application for Revocable permit at 450 W Kennedy St, Grand Junction, CO

To Whom it may concern,

It is the desire of Kennedy OZ, LLC and it partners to develop the property located at 450 W Kennedy street into a 5-unit townhome community that will provide leased housing to local families. In working with our engineers, draftsman, and planners, it has come to our attention that in order to provide the best possible living experience for the location mentioned above, we will be making some improvements to a small area of public land adjacent to our property. Please see Exhibit "A" which has both the legal description and a drawing showing the area in question. The rest of this document will show how the approval of this permit will improve the surrounding neighborhood and assist the city in its development goals. We are hoping to start this project as soon as possible.

We feel like our growing area needs more housing for families and that this improvement to the public land will add to the functionality and aesthetics of our community. We are developing this piece of property to add more comfortable housing to our city. Per the city development code, we were only required to add one additional parking space outside of the 1-car garage that each unit has for parking. However, we would like to add five additional parking spaces in the public land to the south west of our property. This would limit the amount of on-street parking by guests. Since, there is a hill the West side of the property that prevents any development in that area and the road has plenty of width for the right-of-way, these new additional spaces should not conflict with future development or road improvements. With the additional parking it will improve the look and safety of the neighborhood by keeping more vehicles and pedestrians off the street areas. This development will assist the city in its goals of increasing density in specific areas. This parcel is Zoned R16, but is currently only vacant land. The cost associated with adding the additional parking and landscaping will be covered by Kennedy OZ, LLC, as well as the maintenance and upkeep to the areas improved. These improvements include a small area of asphalt for the additional parking, grass area and a shade tree. There will be irrigation added to maintain this space

We thank you for your time and consideration for the Revocable permit. Please feel free to reach out with any questions or concerns.

Sincerely,

Levi Pino

VP of Construction

970-692-4140

levi@smartchoiceres.com

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) Kennedy OZ LLC ("Entity") is the owner of the following property:

(b) 450 W. Kennedy Ave, Grand Junction, CO 81506 Reception #2907374 Legal Sec 10 T1S R1W (See Deed)

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) managing member for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

◉ My legal authority to bind the Entity both financially and concerning this property is unlimited.

○ My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

◉ The Entity is the sole owner of the property.

○ The Entity owns the property with other(s). The other owners of the property are:

On behalf of Entity, I have reviewed the application for the (d) construction of 5 new townhomes

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) none. There is a proposed utility easement at 448 W. Kennedy Ave, Grand Junction, CO

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Entity representative:

Printed name of person signing: Levi Pino

State of Colorado)

County of Mesa) ss.

Subscribed and sworn to before me on this 16 day of March, 2020

by

Witness my hand and seal.

My Notary Commission expires on March 1 2021

ALAN WATERHOUSE
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20174009268
MY COMMISSION EXPIRES MARCH 1, 2021

Notary Public Signature

QUITCLAIM DEED

THIS DEED, dated this 17th day of December, 2019,
between **Smart Choice RES, LLC, a Nevada Limited Liability Company**
of the County of **Mesa** and State of **Colorado**, grantor(s), and
Kennedy OZ, LLC, a Colorado Limited Liability Company, grantee(s)

whose legal address is 2695 Patterson Road, Suite 2-265, Grand Junction, CO 81506 of the County of Mesa and State of CO, grantee(s):

WITNESS, that the grantor(s), for and in consideration of the sum of Ten dollars and no/100 ($10.00), the receipt and sufficiency of which is hereby acknowledged, has remised, released, sold and QUITCLAIMED, and by these presents does remise, release, sell and QUITCLAIM, unto the grantee(s), his heirs and assigns forever, , all the right, title, interest, claim and demand which the grantor(s) has in and to the real property, together with improvements, if any, situate, lying and being in the County of Mesa and State of Colorado, described as follows:

A parcel of land situated in the SW1/4 of the SE1/4 of Section 10, Township 1 South, Range 1 West of the Ute Meridian being more particularly described as follows:

Commencing at the Southeast Corner of the NE1/4 of the SW1/4 of the SE1/4 of Section 10, Township 1 South Range 1 West of the Ute Meridian and considering the East line of the NE 1/4 of the SW1/4 of said Section 10 to bear South 00°07'21" West from the Northeast Corner of the SW1/4 of the SE1/4 of said Section 10 to the Southeast Corner of the NE1/4 of the SW1/4 of the SE1/4 of said Section 10 and with all bearings contained herein relative thereto;
thence North 89°40'55" West 76.00 feet to the Point of Beginning on the South line of said Parcel;
thence North 89°40'55" West 12.00 feet;
thence North 00°07'21" East 439.27 feet;
thence South 89°40'55" East 88.00 feet;
thence South 00°07'21" West 127.67 feet;
thence South 50°29'00" West 98.69 feet;
thence South 00°07'21" West 248.49 feet to the Point of Beginning.
County of Mesa, State of Colorado

also known by street and number as: **450 W Kennedy Avenue, Grand Junction, CO 81505**

TO HAVE AND TO HOLD the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, all the estate, right, title, interest and claim whatsoever of the grantor(s), either in law or equity, to the only proper use, benefit and behoof of the grantee(s), his heirs and assigns forever.

The singular number shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

IN WITNESS WHEREOF, the grantor(s) has executed this deed on the date set forth above.

Smart Choice RES, LLC, a Nevada Limited Liability Company

Levi Pino, Managing Member

STATE OF **COLORADO** }
} ss.
COUNTY OF **Mesa** }

The foregoing instrument was subscribed, sworn to, and acknowledged before me this 17th day of December, 2019, by **Levi Pino as Managing Member of Smart Choice RES, LLC, a Nevada Limited Liability Company.**

My Commission expires:

WHITNEY WELCH
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20164018077
My Commission Expires May 11, 2020

Witness my hand and official seal.

Notary Public

STATEMENT OF AUTHORITY

This Statement of Authority concerns an entity named:
Kennedy OZ LLC.
and is executed on behalf of the entity pursuant to the provisions of Section 38-30-172, C.R.S.

The type of entity is: limited liability company.

The entity is formed under the laws of the State of Colorado.

The mailing address for the entity is: 2695 Patterson Rd., Suite 2-265, Grand Junction, CO 81506.

The name and position of each person authorized to execute instruments conveying, encumbering, or otherwise affecting title to real property on behalf of the entity is:
Brain Stahl and Levi Pino.

The authority of the foregoing person(s) to bind the entity is (not limited) (limited as follows):
Brian Stahl - Not Limited Levi Pino - Not Limited.

Other matters concerning the manner in which the entity deals with interests in real property:

Executed this 14 day of March, 2020.

Signature (Type or Print Name Below)

Brian T Stahl

STATE OF COLORADO)
)ss.
COUNTY OF Larimer)

The foregoing instrument was acknowledged before me this 14 day of March, 2020, by Brian T. Stahl (insert name of individual) as Manager (insert office held or role (President, Vice President or member, manager or managing member for LLCs) for Kennedy OZ LLC (insert name of corporation or LLC).

Witness my hand and official seal.
My commissioner expires: 03.04.2023

Notary Public

ALEXIS CONNER
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20194008326
MY COMMISSION EXPIRES 03-04-2023

EXHIBIT "A"
REVOCABLE PERMIT LEGAL DESCRIPTION

A REVOCABLE PERMIT in the SW1/4 SE1/4 Section 10, Township 1 South, Range 1 West of the Ute Meridian being described as follows:
Commencing at the SW corner of Lot 2 of ARNOLD Subdivision (Reception 1074840) and considering the West line Lot 2 of Arnold Subdivision to bear N00°08'29"W with all other bearings contained herein to be relative thereto;
thence S50°13'10"W 24.45 feet to the Point of Beginning;
thence S39°46'50"E 11.34 feet;
thence 80.66 feet along a curve turning to the left with a radius of 153.58 feet and a chord that bears S20°30'33"W 79.74 feet;
thence S05°27'45"W 37.91 feet;
thence S01°34'25"W 15.64 feet;
thence S89°51'26"W 32.11 feet;
thence N00°08'29"W 89.35 feet;
thence N50°13'10"E 74.23 feet to the point of beginning, containing 4457.4 square feet as described.

all in City of Grand Junction, Mesa County, Colorado.



Authored by:
David M. Morris PLS #30111
Q.E.D. Surveying Systems Inc.
2718 Sierra Vista Rd.
Grand Junction, Colorado 81503
(970)241-2370

EXHIBIT "A"

LIST OF ABBREVIATIONS

PC POINT OF CURVATURE
PT POINT OF TANGENCY

0 30 60 90

All Lineal Units used on this plat are U.S. Survey feet.





448 W KENNEDY AVE
Parcel #2945-104-18-002
Owners: TERESA SHIELDS
PATRICK SHIELDS

N00°08'29"W (Basis of Bearings)

Arnold Subdivision
(Reception 1074840)

LOT 2

450 W KENNEDY AVE
Parcel #2945-104-00-037
Owner: KENNEDY OZ LLC

Point of Commencement

S50°13'10"W 24.45'

S39°46'50"E 11.34'

Point of Beginning

P.C.

N50°13'10"E 74.23'

4457.4 Sq. Feet

N00°08'29"W 89.35'

P.T.

POPLAR DRIVE
Reception #783942

A=80.66'
R=153.58'
Δ=30°05'35"
B=S20°30'33"W
C=79.74'
T=41.28'

S05°27'45"W 37.91'

S01°34'25"W 15.64'

S89°51'26"W 32.11'

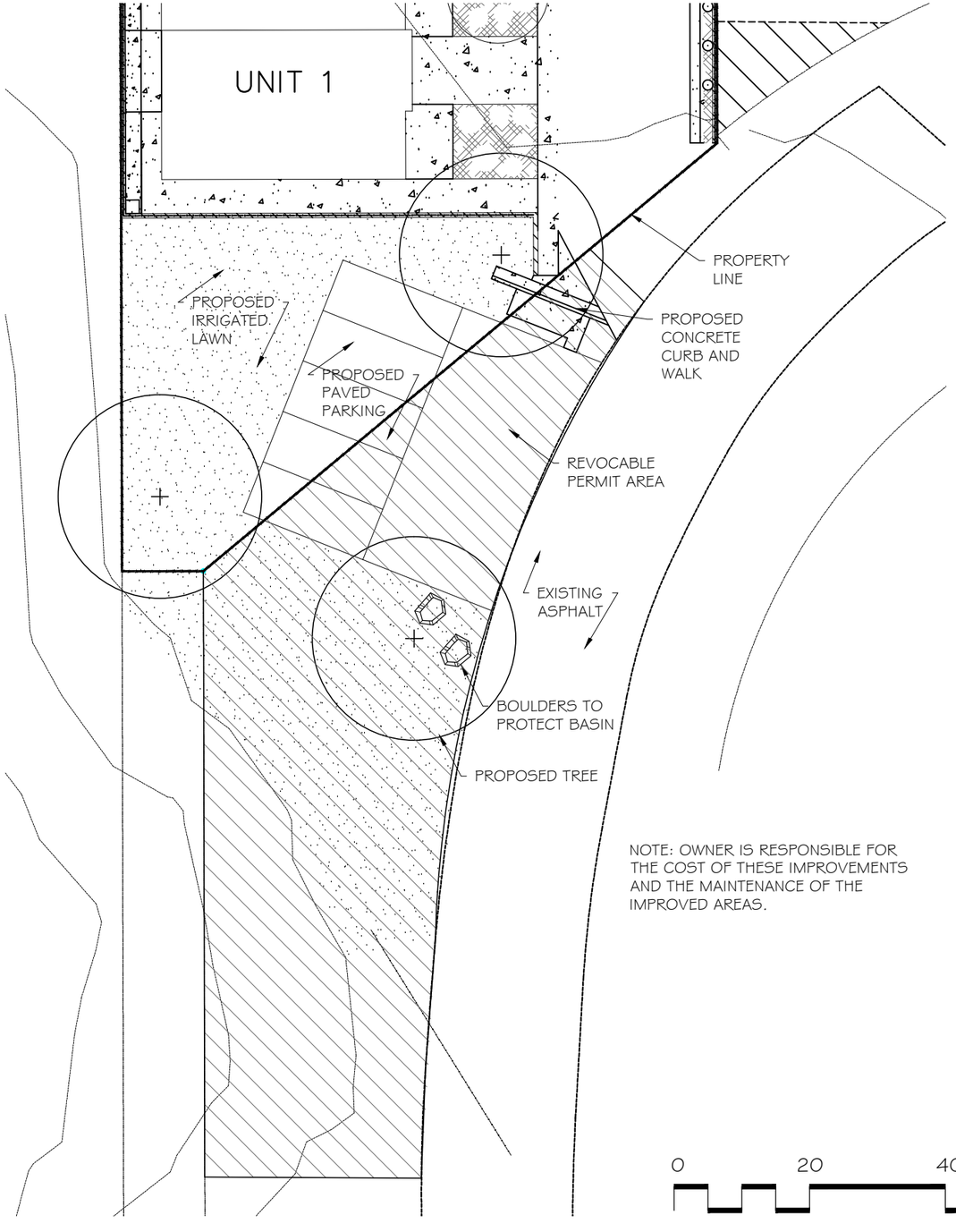
NOTES:

1.) THIS EXHIBIT IS FOR THE PURPOSE OF GRAPHICALLY REPRESENTING A WRITTEN DESCRIPTION– IT DOES NOT REPRESENT A MONUMENTED BOUNDARY SURVEY

REVOCABLE PERMIT

SITUATED IN THE SW1/4 SE1/4 SECTION 10, T1S, R1W OF THE UTE MERIDIAN

FOR: SMART CHOICE RES,LLC	Q.E.D. SURVEYING SYSTEMS Inc. 2718 Sierra Vista GRAND JUNCTION COLORADO 81503 (970) 241-2370 464-7568	SURVEYED BY: MSM
		DRAWN BY: DMM
SCALE: 1" = 30'		ACAD ID: 450 W KENNEDY SITE
		SHEET NO.
DATE: 10/20/2020		FILE: 2019-312



NOTE: OWNER IS RESPONSIBLE FOR THE COST OF THESE IMPROVEMENTS AND THE MAINTENANCE OF THE IMPROVED AREAS.

450 West Kennedy Ave.
Revocable Permit Area

0 20 40 60

NORTH

DRAWN BY CR
CHECKED LP
JOB NO. 1953
DATE 10-19-2020
REVISIONS 1-27-2021

450 West Kennedy Ave.
Grand Junction, Colorado

CIAVONNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND LANDSCAPE ARCHITECTURE
222 N. 7TH STREET
GRAND JUNCTION, CO 81501
970-241-0745 P
970-241-0765 F
www.ciavonne.com

450 West Kennedy Ave.

REVOCABLE PERMIT

SHEET NO.
R-1

S:\Projects\2019 job numbers\1953 450 W. Kennedy\1953 8-13-20.dwg, 1/27/2021 10:04:19 AM

Exhibit 2.1 – Revocable Area Site Plan

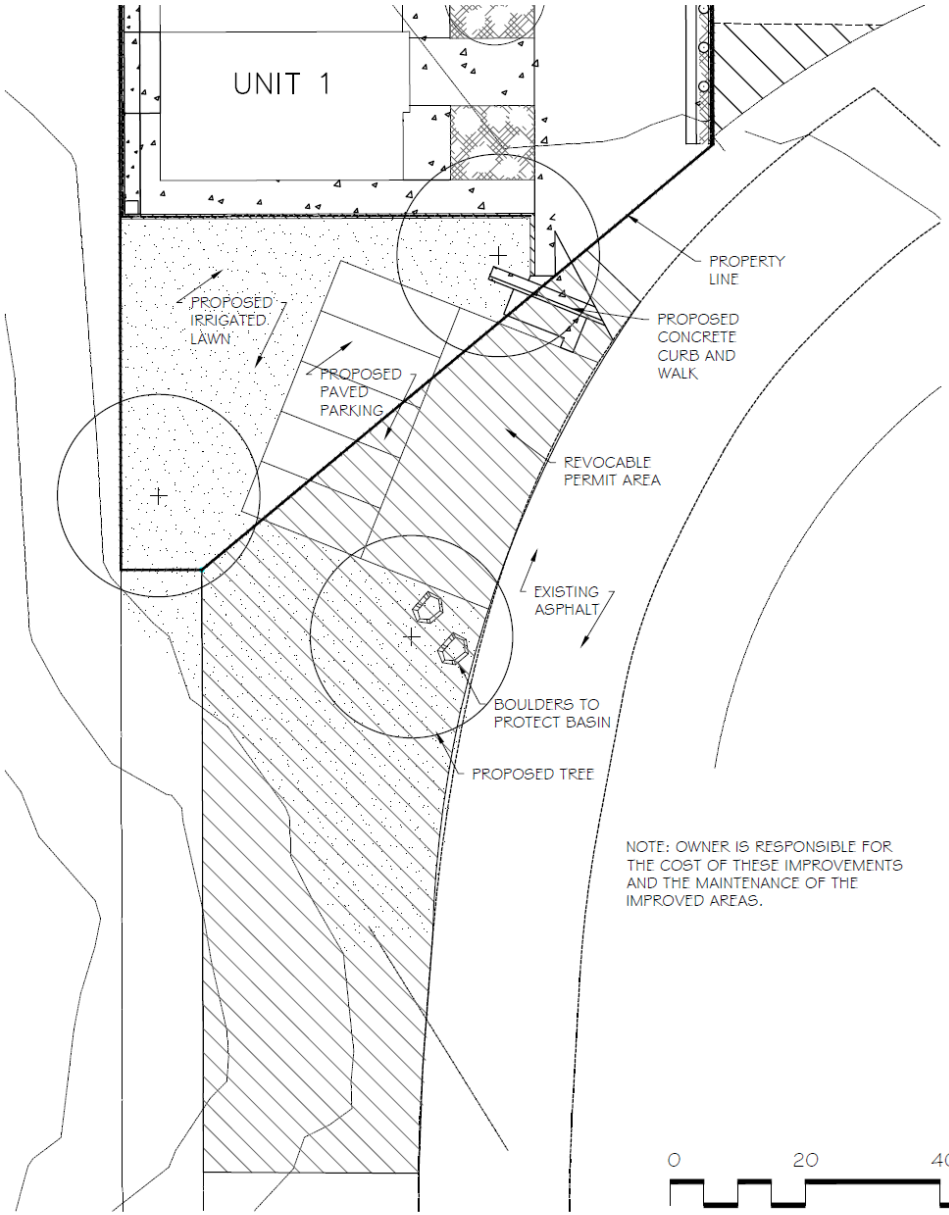


Exhibit 2.2 – Approved Multi-Family Site Plan (SPN-2020-290)

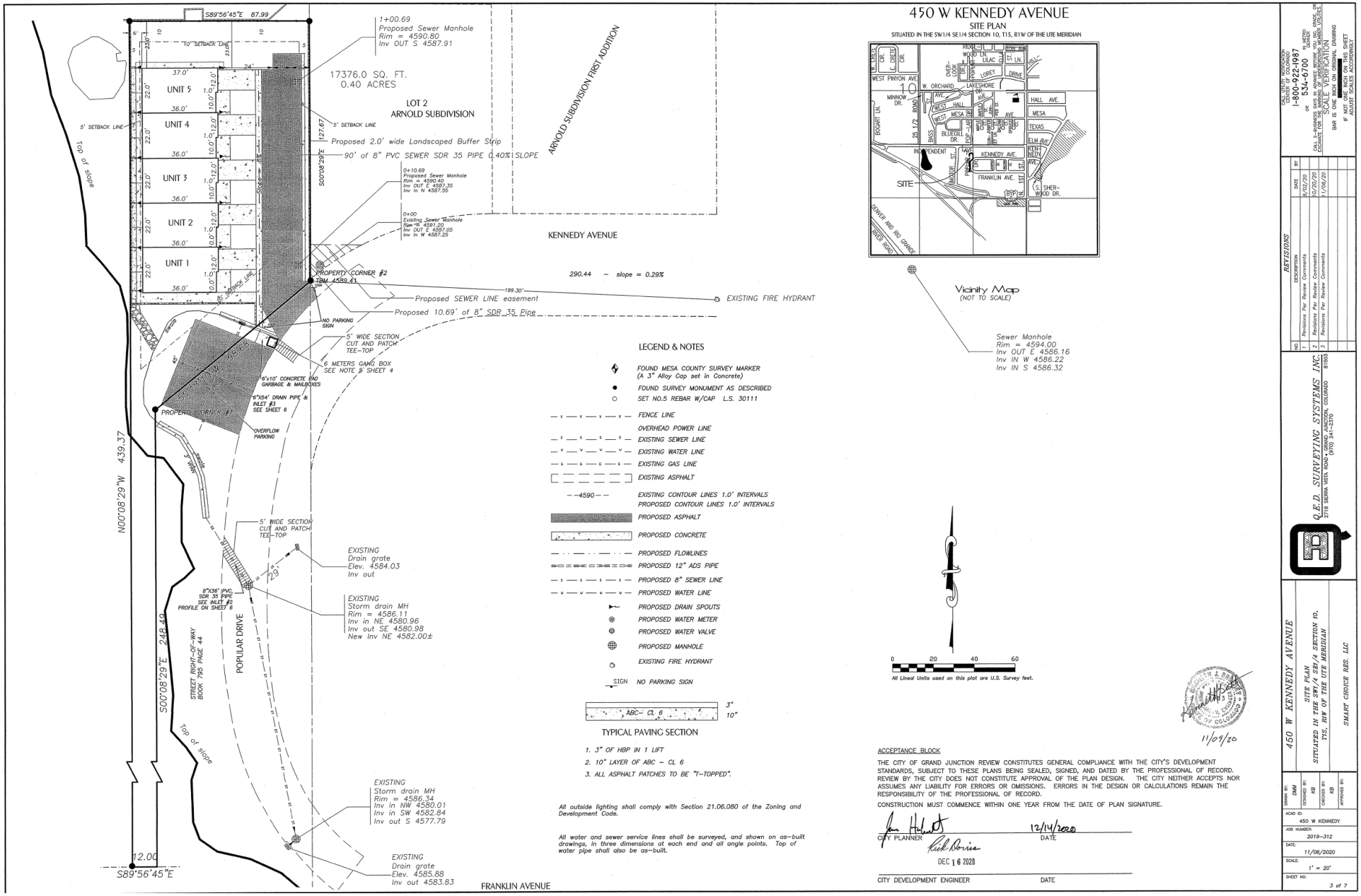


Exhibit 2.3 – Vicinity Map



Exhibit 2.4 – Contours Map



CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. _____

A RESOLUTION CONCERNING THE ISSUANCE OF A REVOCABLE PERMIT TO KENNEDY OZ LLC TO ALLOW FOR PARKING AND LANDSCAPING IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY OF WEST KENNEDY AVENUE/POPLAR DRIVE

Recitals.

A. Kennedy OZ LLC, hereinafter referred to as the Petitioner, is the owner of the following described real property in the City of Grand Junction, County of Mesa, State of Colorado, to wit:

A parcel of land situated in the SW ¼ of the SE ¼ of Section 10, Township 1 South, Range 1 West of the Ute Meridian being more particularly described as follows:

Commencing at the Southeast Corner of the NE ¼ of the SW ¼ of the SE ¼ of Section 10, Township 1 South Range 1 West of the Ute Meridian and considering the East line of the NE ¼ of the SW ¼ of said Section 10 to bear South 00°07’21” West from the Northeast Comer of the SW ¼ of the SE ¼ of said Section 10 to the Southeast Corner of the NE ¼ of the SW ¼ of the SE ¼ of said Section 10 and with all bearings contained herein relative thereto: thence North 89°40'55" West 76.00 feet to the Point of Beginning on the South line of said Parcel; thence North 89°40’55” West 12.00 feet; thence North 00°07’21” East 439.27 feet; thence South 89°40’55” East 88.00 feet; thence South 00°07’21” West 127.67 feet; thence South 50°29’00” West 98.69 feet; thence South 00°07’21” West 248.49 feet to the Point of Beginning. County of Mesa, State of Colorado

B. The Petitioner has requested that the City of Grand Junction issue a Revocable Permit to allow for parking and landscaping improvements within the limits of the following described public right-of-way for West Kennedy Avenue/Poplar Drive, to wit (refer to Exhibit B for graphical representation):

A REVOCABLE PERMIT in the SW1/4 SE1/4 Section 10, Township 1 South, Range 1 West of the Ute Meridian being described as follows:
Commencing at the SW corner of Lot 2 of ARNOLD Subdivision (Reception 1074840) and considering the West line Lot 2 of Arnold Subdivision to bear N00°08'29"E with all other bearings contained herein to be relative thereto;
thence S50°13'10"W 24.45 feet to the Point of Beginning;
thence S39°46'50"E 11.34 feet;
thence 80.66 feet along a curve turning to the left with a radius of 153.58 feet and a chord that bears S20°30'33"W 79.74 feet;
thence S05°27'45"W 37.91 feet;
thence S01°34'25"W 15.64 feet;
thence S89°51'26"W 32.11 feet;

thence N00°08'29"W 89.35 feet;
thence N50°13'10"E 74.23 feet to the point of beginning,

all in Mesa County, Colorado.

C. Relying on the information supplied by the Petitioner and contained in File No. RVP-2020-628 in the office of the City's Community Development Department, the City Council has determined that such action would not at this time be detrimental to the inhabitants of the City of Grand Junction.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:

1. That the City Manager is hereby authorized and directed to issue the attached Revocable Permit to the above-named Petitioner for the purpose aforedescribed and within the limits of the public right-of-way aforedescribed, subject to each and every term and condition contained in the attached Revocable Permit.

PASSED and ADOPTED this _____ day of _____, 2021.

Attest:

_____ _____

City Clerk President of the City Council

REVOCABLE PERMIT

Recitals.

A. Kennedy OZ LLC, hereinafter referred to as the Petitioner, is the owner of the following described real property in the City of Grand Junction, County of Mesa, State of Colorado, to wit:

> A parcel of land situated in the SW ¼ of the SE ¼ of Section 10, Township 1 South, Range 1 West of the Ute Meridian being more particularly described as follows:
>
> Commencing at the Southeast Corner of the NE ¼ of the SW ¼ of the SE ¼ of Section 10, Township 1 South Range 1 West of the Ute Meridian and considering the East line of the NE ¼ of the SW ¼ of said Section 10 to bear South 00°07’21” West from the Northeast Comer of the SW ¼ of the SE ¼ of said Section 10 to the Southeast Corner of the NE ¼ of the SW ¼ of the SE ¼ of said Section 10 and with all bearings contained herein relative thereto: thence North 89°40'55" West 76.00 feet to the Point of Beginning on the South line of said Parcel; thence North 89°40’55” West 12.00 feet; thence North 00°07’21” East 439.27 feet; thence South 89°40’55” East 88.00 feet; thence South 00°07’21” West 127.67 feet; thence South 50°29’00” West 98.69 feet; thence South 00°07’21” West 248.49 feet to the Point of Beginning. County of Mesa, State of Colorado

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> thence N00°08'29"W 89.35 feet;
> thence N50°13'10"E 74.23 feet to the point of beginning,
>
> all in Mesa County, Colorado.

B. Relying on the information supplied by the Petitioner and contained in File No. RVP-2020-628 in the office of the City's Community Development Department, the City Council has determined that such action would not at this time be detrimental to the inhabitants of the City of Grand Junction.

NOW, THEREFORE, IN ACCORDANCE WITH THE ACTION OF THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:

There is hereby issued to the above-named Petitioner a Revocable Permit for the purpose aforedescribed and within the limits of the public right-of-way aforedescribed; provided, however, that the issuance of this Revocable Permit shall be conditioned upon the following terms and conditions:

1. The Petitioner's use and occupancy of the public right-of-way as authorized pursuant to this Permit shall be performed with due care or any other higher standard of care as may be required to avoid creating hazardous or dangerous situations and to avoid damaging public improvements and public utilities or any other facilities presently existing or which may in the future exist in said right-of-way.

2. The City hereby reserves and retains a perpetual right to utilize all or any portion of the aforedescribed public right-of-way for any purpose whatsoever. The City further reserves and retains the right to revoke this Permit at any time and for any reason.

3. The Petitioner, for itself and for its successors, assigns and for all persons claiming through the Petitioner, agrees that it shall defend all efforts and claims to hold, or attempt to hold, the City of Grand Junction, its officers, employees and agents, liable for damages caused to any property of the Petitioner or any other party, as a result of the Petitioner's occupancy, possession or use of said public right-of-way or as a result of any City activity or use thereof or as a result of the installation, operation, maintenance, repair and replacement of public improvements.

4. The Petitioner agrees that it shall at all times keep the above described public right-of-way in good condition and repair.

5. This Revocable Permit shall be issued only upon the concurrent execution by the Petitioner of an agreement that the Petitioner and the Petitioner's successors and assigns shall save and hold the City of Grand Junction, its officers, employees and agents harmless from, and indemnify the City, its officers, employees and agents, with respect to any claim or cause of action however stated arising out of, or in any way related to, the encroachment or use permitted, and that upon revocation of this Permit by the City the Petitioner shall, at the sole cost and expense of the Petitioner, within thirty (30) days of notice of revocation (which may occur by mailing a first class letter to the last known address), peaceably surrender said public right-of-way and, at its own expense, remove any encroachment so as to make the aforedescribed public right-of-way available for use by the City or the general public. The provisions concerning holding harmless and

indemnity shall survive the expiration, revocation, termination or other ending of this Permit.

6. This Revocable Permit, the foregoing Resolution and the following Agreement shall be recorded by the Petitioner, at the Petitioner's expense, in the office of the Mesa County Clerk and Recorder.

Dated this _____ day of _____, 2021.

Attest:

The City of Grand Junction,
a Colorado home rule municipality

_____
City Clerk

_____
City Manager

Acceptance by the Petitioner:

_____
Kennedy OZ LLC

AGREEMENT

Kennedy OZ LLC, for itself and for its successors and assigns, does hereby agree to:

(a) Abide by each and every term and condition contained in the foregoing Revocable Permit;

(b) Indemnify and hold harmless the City of Grand Junction, its officers, employees and agents with respect to all claims and causes of action, as provided for in the approving Resolution and Revocable Permit;

(c) Within thirty (30) days of revocation of said Permit by the City Council, peaceably surrender said public right-of-way to the City of Grand Junction;

(d) At the sole cost and expense of the Petitioner, remove any encroachment so as to make said public right-of-way fully available for use by the City of Grand Junction or the general public.

Dated this _____ day of _____, 2021.

By:_____
Kennedy OZ LLC

State of _____)
)ss.
County of _____)

The foregoing Agreement was acknowledged before me this_____ day of _____, 2021, by Kennedy OZ LLC.

My Commission expires:_____
Witness my hand and official seal.

_____
Notary Public

EXHIBIT B

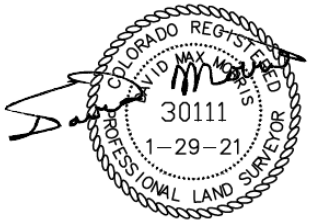
LIST OF ABBREVIATIONS

PC POINT OF CURVATURE
PT POINT OF TANGENCY

0 30 60 90

All Lineal Units used on this plat are U.S. Survey feet.





448 W KENNEDY AVE
Parcel #2945-104-18-002
Owners: TERESA SHIELDS
PATRICK SHIELDS

N00°08'29"W (Basis of Bearings)

Arnold Subdivision
(Reception 1074840)

LOT 2

450 W KENNEDY AVE
Parcel #2945-104-00-037
Owner: KENNEDY OZ LLC

Point of Commencement

S50°13'10"W 24.45'

S39°46'50"E 11.34'

Point of Beginning

P.C.

N50°13'10"E 74.23'

4457.4 Sq. Feet

N00°08'29"W 89.35'

P.T.

Poplar Drive
Reception #783942

A=80.66'
R=153.58'
Δ=30°05'35"
B=S20°30'33"W
C=79.74'
T=41.28'

S05°27'45"W 37.91'

S01°34'25"W 15.64'

S89°51'26"W 32.11'

NOTES:

1.) THIS EXHIBIT IS FOR THE PURPOSE OF GRAPHICALLY REPRESENTING A WRITTEN DESCRIPTION- IT DOES NOT REPRESENT A MONUMENTED BOUNDARY SURVEY

REVOCABLE PERMIT

SITUATED IN THE SW1/4 SE1/4 SECTION 10, T1S, R1W OF THE UTE MERIDIAN

FOR: Smart Choice RES,LLC	Q.E.D. SURVEYING SYSTEMS Inc. 2718 Sierra Vista GRAND JUNCTION COLORADO 81503 (970) 241-2370 464-7568	SURVEYED BY: MSM
		DRAWN BY: DMM
SCALE: 1" = 30'		ACAD ID:450 W KENNEDY SITE
		SHEET NO.
DATE: 10/20/2020		FILE: 2019-312

Grand Junction City Council

Regular Session

Item #6.a.i.

Meeting Date: April 7, 2021

Presented By: Brandon Stam, DDA Executive Director

Department: Downtown Development Authority

Submitted By: Brandon Stam

Information

SUBJECT:

Ordinance Expanding the Boundary of the Grand Junction, Colorado Downtown Development Authority to Include the Properties Located at and Known as 920 and 1020 Grand Avenue

RECOMMENDATION:

Staff recommends approval of the ordinance.

EXECUTIVE SUMMARY:

The property owner 1020 Grand LLC represented by David Weckerly has requested to incorporate 920 and 1020 Grand Avenue into the Downtown Development Authority boundaries. The DDA Board of Directors have approved this request.

BACKGROUND OR DETAILED INFORMATION:

Future plans for the sites include the development of approximately 150 mixed-income apartment units known as "The Lofts" project.

FISCAL IMPACT:

There is no direct fiscal impact from this action.

SUGGESTED MOTION:

I move (adopt/deny) Ordinance No. 4988, an ordinance expanding the boundary of the Grand Junction, Colorado Downtown Development Authority to include the properties located at and known as 920 Grand Avenue and 1020 Grand Avenue on final passage and order final publication in pamphlet form.

Attachments

1. DDA Inclusion letter - GJ Lofts LLC
2. Map - 920 and 1020 Grand Avenue
3. Ordinance - DDA Inclusion of 920 & 1020 Grand Avenue

2/15/21

Brandon Stam
Downtown Director
Downtown Grand Junction
437 Colorado Avenue
Grand Junction, CO 81501

Request for "The Lofts on Grand" entry into the DDA

Dear Mr. Stam:

We respectfully request to have our two neighboring properties and project, 950 and 1020 Grand Avenue - "The Lofts on Grand" by GJ Lofts LLC – officially added into the Grand Junction DDA. We have worked long and hard to bring this affordable residential project to the Downtown area and feel being a part of the DDA is both important to the success of the project as well as to the success of Downtown Grand Junction.

We thank you for this opportunity and look forward to becoming valuable contributing members to the DDA and all it strives for in Downtown.

The legal descriptions of our parcels are:

950 Grand: **LOTS 17 THRU 32 INC LOT 69 GRAND JUNCTION SEC 14 1S 1W**

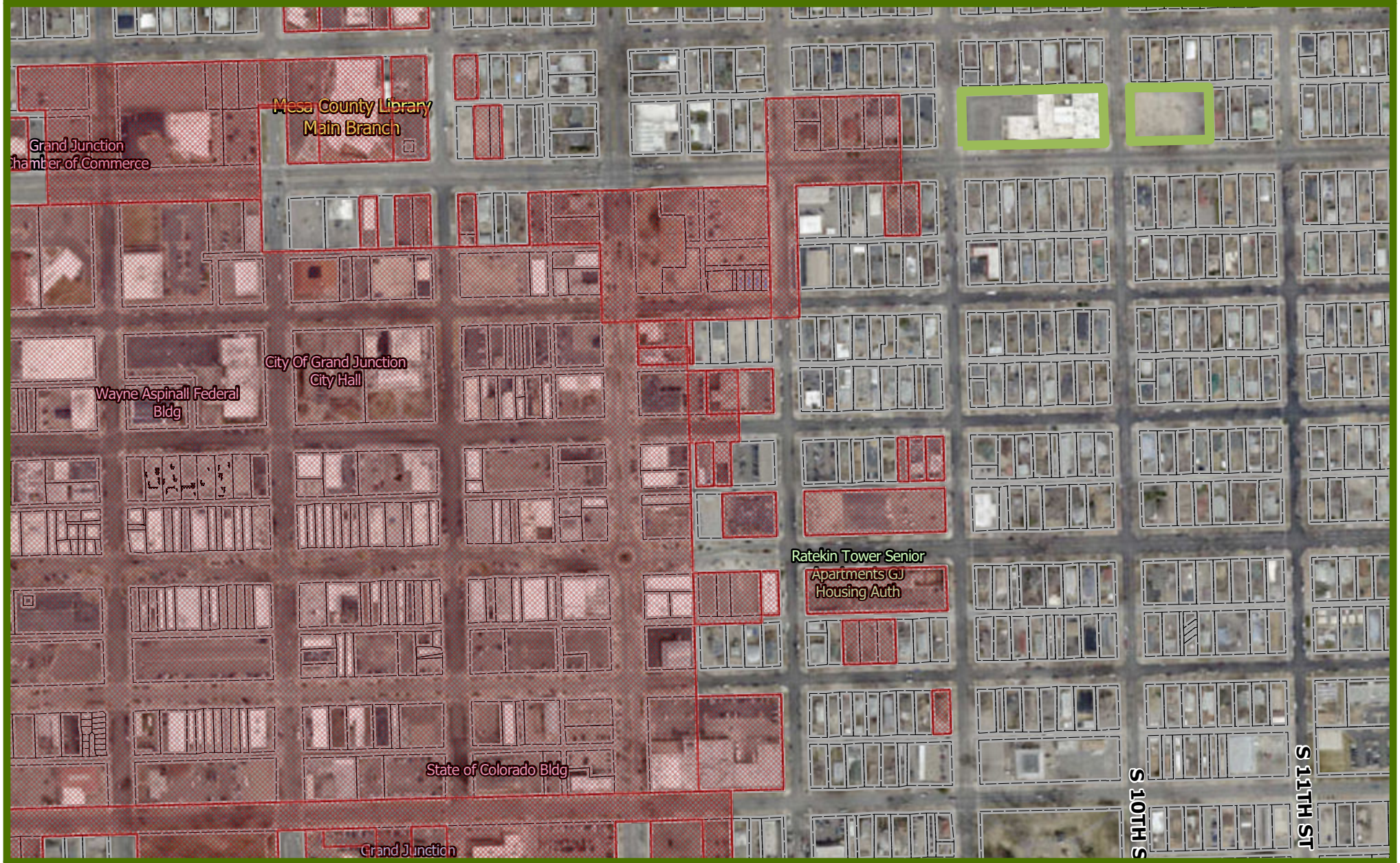
1020 Grand: **LOTS 24 THRU 32 BLK 68 CITY OF GRAND JCT SEC 14 1S 1W**

Best regards,

David Weckerly
GJ Lofts LLC
Member

Bruce Milyard
GJ Lofts LLC
Member

City of Grand Junction



N

0 0.13 0.25 mi

Printed: 3/5/2021

1 inch equals 376 feet

Scale: 1:4,514

CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEM

ORDINANCE NO. ___

AN ORDINANCE EXPANDING THE BOUNDARY OF THE GRAND JUNCTION, COLORADO DOWNTOWN DEVELOPMENT AUTHORITY TO INCLUDE THE PROPERTIES LOCATED AT AND KNOWN AS 920 GRAND AVENUE AND 1020 GRAND AVENUE

The Grand Junction, Colorado, Downtown Development Authority ("the Authority" or "DDA") has adopted a Plan of Development ("Plan") for the boundaries of the Authority. The Plan and boundaries were initially approved by the Grand Junction, Colorado, City Council ("the Council") on in 1981 and subsequently updated and amended in 2019 and 2020 ("Plan.")

Pursuant to Section 31-25-822, C.R.S. and Article X of the Authority's Plan, the Owner of the property has petitioned for inclusion in to the Authority's boundary.

The Board of the Authority reviewed the proposed inclusion and has determined that the boundary of the DDA should be expanded. With the expansion the Tax Increment Financing ("TIF") district will be coterminous with the Authority boundary.

The Board of the Authority requests the Council's approval to expand the Authority's boundary to include the property included by reference in this ordinance and to expand the Authority to receive a portion or increment of ad valorem and sales taxes collected with the Plan area in accordance with State law, the Plan and other applicable law, rules or regulations.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO, that

1. The Council finds the existence of blight within the boundary of the Authority, within the meaning of C.R.S. 31-25-802(1.5).

2. The Council hereby finds and determines that the approval of the expansion of the boundary for the Authority and the Plan, as shown on the attached Exhibit A, will serve a public use; will promote the health, safety, prosperity, security and general welfare of the inhabitants of the City and of its central business district; will halt or prevent the deterioration of property values or structures; will halt or prevent the growth of blighted area; will assist the City and the Authority in the development and redevelopment of the district and in the overall planning to restore or provide for the continuance of the economic health; and will be of specific benefit to the property to be included within the amended boundary of the Authority and the TIF district.

3. The expansion of the Authority's boundary, as shown on the attached Exhibit A, is hereby approved by the Council and incorporated into the Plan for TIF purposes. The Authority is hereby authorized to undertake development projects as described in the Plan and to act consistently with the Plan including, but not necessarily limited to, receiving and expending for development and redevelopment efforts a portion or increment of ad valorem and sales taxes generated in the area in accordance with C.R.S. 31-25-801 *et. seq*. and other applicable law.

4. The Council hereby request that the County Assessor certify the valuation for the assessment of the new property included by this Ordinance within the Authority's boundaries and the TIF district as of the date of the last certification. The City Finance Director is hereby directed to certify the sales tax receipts for the properties included in and described by the attached Exhibit A for the twelve (12) months prior to the inclusion.

5. Adoption of this Ordinance and amendment to, or expansion of the boundary of the Authority and the TIF District, does not, shall not and will not provide for or allow or authorize receipt or expenditure of tax increments without requisite statutory and Plan compliance.

6. If any provision of the Ordinance is judicially adjudged invalid or unenforceable, such judgment shall not affect the remaining provisions hereof, it being the intention of the City Council that the provisions hereof are severable.

INTRODUCED on first reading the 17th day of March 2021 and ordered published in pamphlet form.

PASSED and ADOPTED on second reading the ___ th day of April 2021 and ordered published in pamphlet form.

_____
C.E. “Duke” Wortmann
President of the Council

ATTEST:

_____
Wanda Winkelmann
City Clerk

Exhibit A

LOTS 17 THRU 32 INC LOT 69 GRAND JUNCTION SEC 14 15 1W

920 Grand Avenue, Grand Junction Colorado

LOTS 24 THRU 32 BLK 68 CITY OF GRAND JCT SEC 141S 1W

1020 Grand Avenue, Grand Junction Colorado

Grand Junction City Council

Regular Session

Item #6.a.ii.

Meeting Date: April 7, 2021

Presented By: Brandon Stam, DDA Executive Director

Department: Downtown Development Authority

Submitted By: Brandon Stam

Information

SUBJECT:

Ordinances Expanding the Boundaries of the Grand Junction, Colorado Downtown Development Authority and the Downtown Grand Junction Business Improvement District to Include the Property Located at and Known as 535 North 7th Street

RECOMMENDATION:

Staff recommends approval of this request.

EXECUTIVE SUMMARY:

The property owner, Arlo Decristina, at 535 N. 7th Street has requested to incorporate the property into the Downtown Development Authority and Business Improvement District boundaries. The DDA and BID Board of Directors have approved this request.

BACKGROUND OR DETAILED INFORMATION:

Property owner plans to develop an a tattoo studio with room for guest artists while retaining the historic character of the neighborhood. Property is in the Historic 7th Street Corridor and is subject to certain conditions that exist in that area.

FISCAL IMPACT:

No direct fiscal impact from this action.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 4989, an ordinance expanding the boundary of the Grand Junction, Colorado Downtown Development Authority to include the property located at and known as 535 N. 7th Street and Ordinance No. 4990, an ordinance

expanding the boundary of and including property located at and known as 535 N. 7th Street into the Downtown Grand Junction Business Improvement District on final passage and order final publications in pamphlet form.

Attachments

1. Elysium Studios Letter to DDA
2. DDA Map - 535 N. 7th Street
3. BID Map - 535 N. 7th Street
4. Elysium Studios BID Petition
5. Ordinance - DDA & BID Inclusion of 535 N 7th Street

February 2, 2021

Brandon Stam
Downtown Grand Junction
437 Colorado Avenue
Grand Junction, CO 81501

RE: Request for Entry into DDA

Dear Mr. Stam,

Elysium Studios enthusiastically request entry of our parcels into the Grand Junction Authority (DDA). Having been located at 535 N. 7th Street and seeing the ups and downs of the area we appreciate the efforts that are being made to ensure the continued viability of the downtown area.

As our business has grown over the years, we have realized the need to provide more space for our employees. Rather than moving to another area we have chosen to remodel our interior to provide for additional office space so that we can remain within walking distance of Main Street.

Our complex consists of the parcels described below, which are adjacent to current DAA parcels. Please enroll our parcels into the DDA so that we can contribute to your efforts.

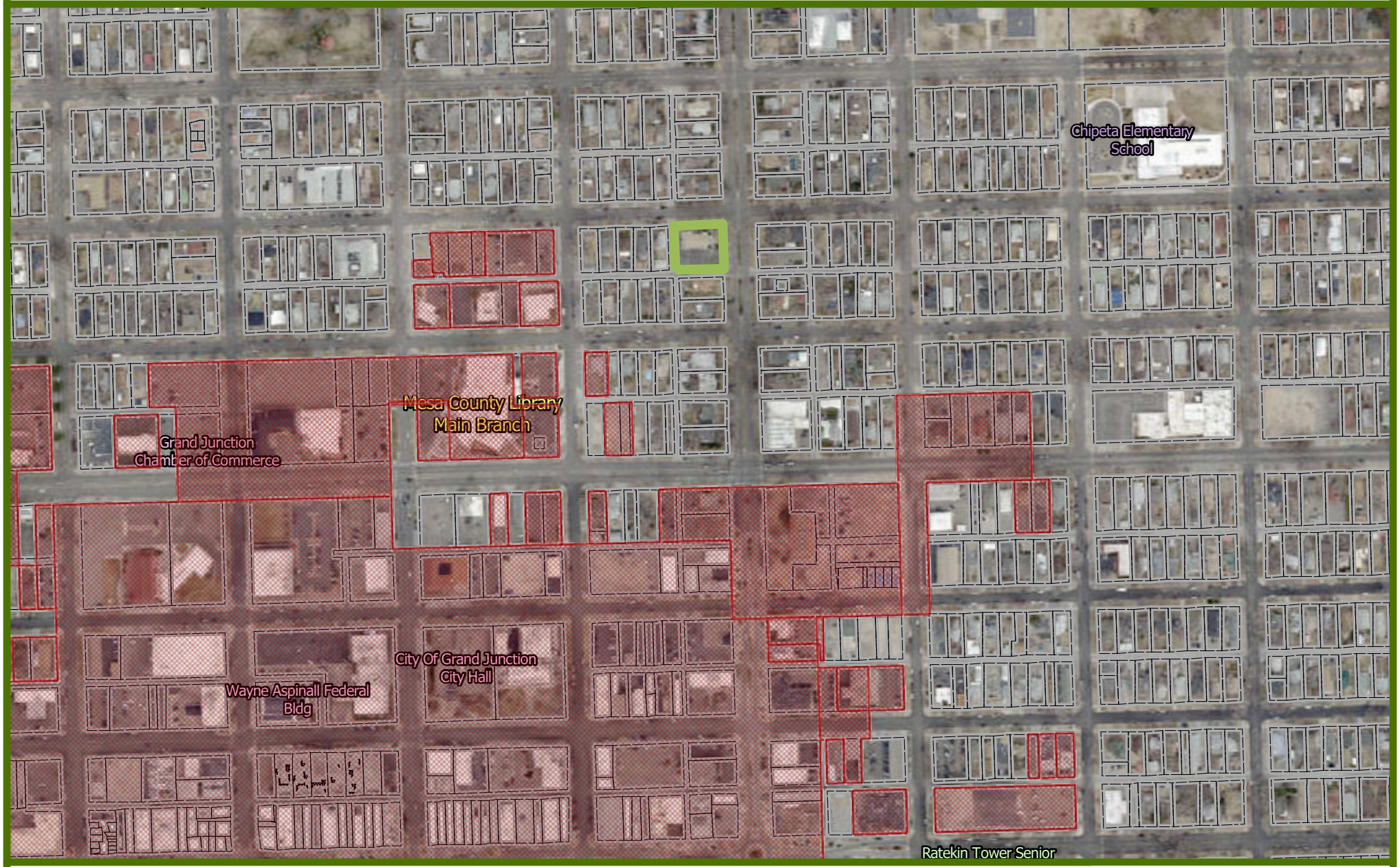
535 N. 7th Street, Parcel # 2945-141-36-005

Thank you for your consideration and please feel free to contact me if you have any questions. I look forward to hearing from you soon.

Sincerely,

Arlo Dicristina
Owner, Elysium Studios

City of Grand Junction



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0 0.13 0.25 mi

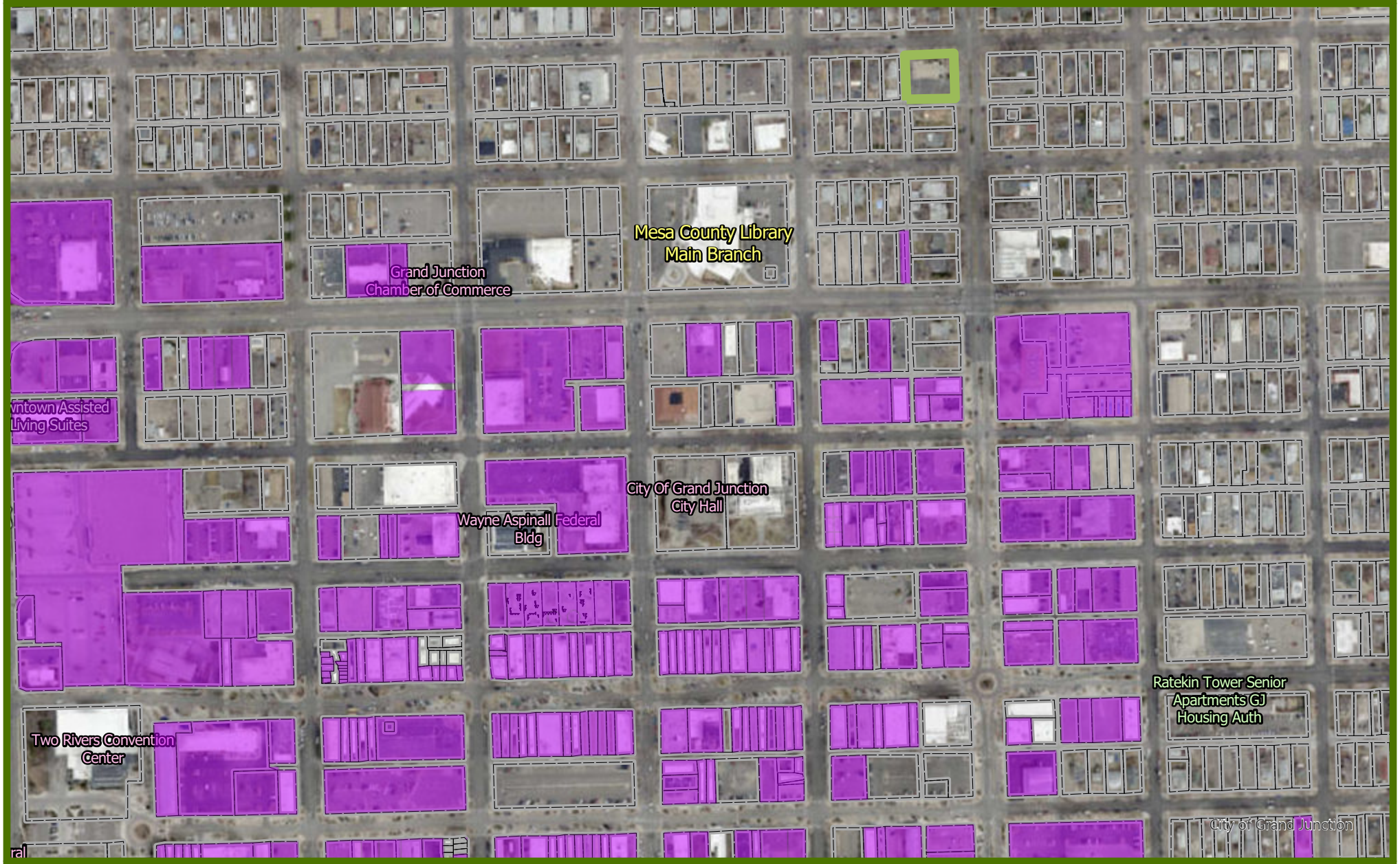
Printed: 3/5/2021

1 inch equals 376 feet

Scale: 1:4,514

CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEM

City of Grand Junction



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Printed: 3/5/2021

1 inch equals 376 feet

Scale: 1:4,514

CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEM

VERIFIED PETITION FOR INCLUSION OF PROPERTY
INTO THE
DOWNTOWN GRAND JUNCTION BUSINESS IMPROVEMENT DISTRICT

TO: City Council, City of Grand Junction, Colorado

The undersigned Petitioner, Elysium Studios own, as tenants in common, the following described property located within the boundaries of the City of Grand Junction, in the County of Mesa, Colorado:

LOTS 11 THRU 15 BLK 61 CITY OF GRAND JUNCTION RESURVEY OF SECOND DIVISION SEC 14 1S 1W UM RECD 4/17/1905 RECPT NO 54332 MESA CO RECDS-0.39 AC

(the "Property"). The address of the Property is **535 N 7th Street**

The Petitioners hereby respectfully petition the City Council of the City of Grand Junction, Colorado pursuant to Section 31-25-1220, C.R.S. for the inclusion of the Property into the Downtown Grand Junction Business Improvement District ("the District").

The Petitioners hereby request that the Property be included in the District and that an Ordinance be adopted by the City Council including the Property into the District, and that a certified copy of said Ordinance be recorded with the Mesa County Clerk and Recorder on or about the effective date of said Ordinance, and that from and after the recording of the certified copy of the Ordinance, the Property shall be subject to the levy of taxes for payment of its proportionate share of any indebtedness of the District outstanding at the time of inclusion and liable for assessments for any obligations of the District.

The Petitioners hereby represent to the City Council and verify that they are the owners of the Property described above and that no other persons, entity or entities own an interest therein except as holders of encumbrances.

Acceptance of this Petition shall be deemed to have occurred at the time when the City Council sets the date (by publication of notice thereof) for the public hearing for consideration of the Petition.

In accordance with Section 31-25-1220(1), C.R.S., this Petition is accompanied by a deposit of monies sufficient to pay all costs of the inclusion proceedings.

PETITIONERS:

Arlo Dicristina Elysium Studios

Address: 535 N. 7th St, Grand Junction, Colorado 81501

STATE OF COLORADO)

) ss.

COUNTY OF MESA)

Brianna Geyler
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20194037064
MY COMMISSON EXPIRES 09/26/2023

The foregoing instrument was acknowledged and sworn to before me this 3 day of feb., 2021, by Arlo Dicristina Elysium Studios

Witness my hand and official seal.

My commission expires: 09/26/2023

Notary Public

Elysium Studios

Address: 535 N. 7th Street Grand Junction, CO 81501

STATE OF COLORADO)

) ss.

COUNTY OF MESA)

The foregoing instrument was acknowledged and sworn to before me this ___ day of _____, 2021, by Arlo Dicristina Elysium Studios

Witness my hand and official seal.

My commission expires: _____

Notary Public

ORDINANCE NO. ___

AN ORDINANCE EXPANDING THE BOUNDARY OF THE GRAND JUNCTION, COLORADO DOWNTOWN DEVELOPMENT AUTHORITY TO INCLUDE THE PROPERTY LOCATED AT AND KNOWN AS 535 N. 7th STREET

The Grand Junction, Colorado, Downtown Development Authority ("the Authority" or "DDA") has adopted a Plan of Development ("Plan") for the boundaries of the Authority. The Plan and boundaries were initially approved by the Grand Junction, Colorado, City Council ("the Council") on in 1981 and subsequently updated and amended in 2019 and 2020 ("Plan.")

Pursuant to Section 31-25-822, C.R.S. and Article X of the Authority's Plan, the Owner of the property has petitioned for inclusion in to the Authority's boundary.

The Board of the Authority reviewed the proposed inclusion and has determined that the boundary of the DDA should be expanded. With the expansion the Tax Increment Financing ("TIF") district will be coterminous with the Authority boundary.

The Board of the Authority requests the Council's approval to expand the Authority's boundary to include the property included by reference in this ordinance and to expand the Authority to receive a portion or increment of ad valorem and sales taxes collected with the Plan area in accordance with State law, the Plan and other applicable law, rules or regulations.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO, that

1. The Council finds the existence of blight within the boundary of the Authority, within the meaning of C.R.S. 31-25-802(1.5).

2. The Council hereby finds and determines that the approval of the expansion of the boundary for the Authority and the Plan, as shown on the attached Exhibit A, will serve a public use; will promote the health, safety, prosperity, security and general welfare of the inhabitants of the City and of its central business district; will halt or prevent the deterioration of property values or structures; will halt or prevent the growth of blighted area; will assist the City and the Authority in the development and redevelopment of the district and in the overall planning to restore or provide for the continuance of the economic health; and will be of specific benefit to the property to be included within the amended boundary of the Authority and the TIF district.

3. The expansion of the Authority's boundary, as shown on the attached Exhibit A, is hereby approved by the Council and incorporated into the Plan for TIF purposes. The Authority is hereby authorized to undertake development projects as described in the Plan and to act consistently with the Plan including, but not necessarily limited to, receiving and expending for development and redevelopment efforts a portion or increment of ad valorem and sales taxes generated in the area in accordance with C.R.S. 31-25-801 *et. seq*. and other applicable law.

4. The Council hereby request that the County Assessor certify the valuation for the assessment of the new property included by this Ordinance within the Authority's boundaries and the TIF district as of the date of the last certification. The City Finance Director is hereby directed to certify the sales tax receipts for the properties included in and described by the attached Exhibit A for the twelve (12) months prior to the inclusion.

5. Adoption of this Ordinance and amendment to, or expansion of the boundary of the Authority and the TIF District, does not, shall not and will not provide for or allow or authorize receipt or expenditure of tax increments without requisite statutory and Plan compliance.

6. If any provision of the Ordinance is judicially adjudged invalid or unenforceable, such judgment shall not affect the remaining provisions hereof, it being the intention of the City Council that the provisions hereof are severable.

INTRODUCED on first reading the 17th day of March 2021 and ordered published in pamphlet form.

PASSED and ADOPTED on second reading the ___ th day of April 2021 and ordered published in pamphlet form.

_____
C.E. “Duke” Wortmann
President of the Council

ATTEST:

_____
Wanda Winkelmann
City Clerk

Exhibit A

Parcel # 2945-141-36-005

535 N. 7th Street, Grand Junction Colorado

ORDINANCE NO. _____

AN ORDINANCE EXPANDING THE BOUNDARY OF AND INCLUDING PROPERTY LOCATED AT AND KNOWN AS 535 N. 7th STREET INTO THE DOWNTOWN GRAND JUNCTION BUSINESS IMPROVEMENT DISTRICT

Recitals:

The Downtown Grand Junction Business Improvement District (District) was formed by the Grand Junction City Council by Ordinance 3815 in 2005 in accordance with the Business Improvement District Act, Part 12 of Article 25 of Title 31 of the Colorado Revised Statutes (the Act). The District's term was extended by Ordinance 4651 in 2014.

The District consists of taxable real property that is not classified for property tax purposes as either residential or agricultural (together with the improvements thereon). It was formed to provide resources to promote business activity and improve the economic vitality and overall commercial appeal of the Downtown area. Since its inception the District has operated in compliance with the Act.

The owner of the property at 535 N. 7th Street (Property) seeks to have it included into the boundary of the District. The owner (Petitioner) has submitted a Verified Petition for Inclusion of Property into the Downtown Grand Junction Business Improvement District (Petition).

The District's Board of Directors supports inclusion of the Property and finds that the rights, contracts, obligations, liens and charges of the District will not be impaired by the expansion of its boundary to include the Property, and believes that the District will benefit from the inclusion.

Notice was posted in accordance with C.R.S. 31-25-1220 informing all persons having objection to appear at the time and place stated in the notice and show cause why the petition should not be granted.

The City Council finds that:

- The Petitioner owns the Property requested to be included;
- The Petition is sufficient;
- The Property is not classified for property tax purposes as either agricultural or residential;
- The District will not be adversely affected by the inclusion of the Property;
- The failure of persons to appear and show cause against inclusion of the Property into the boundary of the District is deemed to be assent to the inclusion;
- No cause has been shown that the Property should not be included;
- Expansion of the boundary of the District to include the Property furthers the goals and policies of the City and DDA plans and serves the interests of the District and the community.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:

The following real property together with improvements thereon shall be included in the Downtown Grand Junction Business Improvement District:

Parcel # 2945-141-36-005

535 N. 7th Street, Grand Junction Colorado

The City Clerk is directed to file a certified copy of this Ordinance with the Mesa County Clerk and Recorder.

The Property shall thereafter be subject to the levy of taxes and assessments for the payment of its proportionate share of any indebtedness and expenses of the District outstanding at the time of inclusion and thereafter.

Introduced on first reading this 17th day of March 2021 and ordered published in pamphlet form.

Adopted on second reading this ___ day of ___ 2021 and ordered published in pamphlet form.

_____

C.E. “Duke” Wortmann

President of the Council

ATTEST:

_____

Wanda Winkelmann

City Clerk

Grand Junction City Council

Regular Session

Item #6.a.iii.

Meeting Date: April 7, 2021

Presented By: John Shaver, City Attorney

Department: City Attorney

Submitted By: John Shaver

Information

SUBJECT:

Ordinance Confirming the City - Las Colonias Development Corporation Master Lease, First Amendment and Voter Approval of Authority to Lease Certain Property at Las Colonias Park for the Purpose of Facilitating the Development of the Las Colonias Business Park in the City of Grand Junction, Colorado

RECOMMENDATION:

Hold a public hearing, approve and adopt the ordinance on final passage and publish in pamphlet form.

EXECUTIVE SUMMARY:

With approval of the Ordinance the City Council will confirm and ratify prior actions concerning the Master Lease and the First Amendment for Las Colonias Business and Recreation Park all in furtherance of the Las Colonias Development Corporation (LCDC) subleasing, managing and developing the property that is subject to the lease.

BACKGROUND OR DETAILED INFORMATION:

In November 2017 with adoption of Resolution 69-17 the City Council authorized and approved actions furthering the development of 15 acres of the Las Colonias property known as the Las Colonias Business Park. The redevelopment was anticipated to occur pursuant to a Master Lease from the City to the Las Colonias Development Corporation (LCDC). The Master Lease was considered and approved by the City Council in accordance with the City Charter.

In November 2019 City voters approved an amendment to the City Charter which

allowed the City to lease certain property, including the Las Colonias Business Park, for a term of up to 99 years. The Charter amendment affirmed the City Council's right to lease the property for a term of not to exceed 99-years. Resolution 5-20 amended the Master Lease to provide the same.

The LCDC has subleased three of the developable sites and otherwise facilitated the development of two of those sites within the Las Colonias Business Park by commercial subtenants in accordance with the Master Lease, as amended. Recently an action has been filed against the LCDC by a plaintiff who has raised concerns about its operations, the rights conferred by the underlying Master Lease and the LCDC's relationship with the City.

With approval of the Ordinance the City Council confirms and ratifies the prior actions all more particularly described in City Resolution 69-17, Ordinance 4874, and Resolution 05-20 concerning the Master Lease and the First Amendment to Master Lease and Development Agreement for Las Colonias Business and Recreation Park. Those actions were all in furtherance of the LCDC subleasing, managing and developing the property under the Master Lease and First Amendment attached thereto and/or the documents incorporated by reference which the City Council concludes to discharge the City Charter and the laws and ordinances of the City of Grand Junction and State of Colorado.

FISCAL IMPACT:

There is no fiscal impact associated with this action.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 4991, an ordinance confirming the City - Las Colonias Development Corporation Master Lease, First Amendment and Voter Approval of Authority to lease certain property at Las Colonias Park for the purpose of facilitating the development of the Las Colonias Business Park in the City of Grand Junction, Colorado on final passage and order final publication in pamphlet form.

Attachments

1. Ordinance - LCDC

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. ____

AN ORDINANCE CONFIRMING THE CITY- LAS COLONIAS DEVELOPMENT CORPORATION MASTER LEASE, FIRST AMENDMENT AND VOTER APPROVAL OF AUTHORITY TO LEASE CERTAIN PROPERTY AT LAS COLONIAS PARK FOR THE PURPOSE OF FACILITATING THE DEVELOPMENT OF THE LAS COLONIAS BUSINESS PARK IN THE CITY OF GRAND JUNCTION, COLORADO.

RECITALS:

In November 2017 with adoption of Resolution 69-17 the City Council authorized and approved actions furthering the development of 15 acres of the Las Colonias property known as the Las Colonias Business Park. The redevelopment was anticipated to occur pursuant to a Master Lease from the City to the Las Colonias Development Corporation (LCDC). The Master Lease was considered and approved by the City Council in accordance with the City Charter.

In November 2019 City voters approved an amendment to the City Charter which allowed the City to lease certain property, including the Las Colonias Business Park, for a term of up to 99 years. The Charter amendment affirmed the City Council's right to lease the property for a term of not to exceed 99-years. Resolution 5-20 amended the Master Lease to provide the same.

The LCDC has subleased three of the developable sites and otherwise facilitated the development of two of those sites within the Las Colonias Business Park by commercial subtenants in accordance with the Master Lease, as amended. Recently an action has been filed against the LCDC by a plaintiff who has raised concerns about its operations, the rights conferred by the underlying Master Lease and the LCDC's relationship with the City.

The City Council, by and with approval of this Ordinance does confirm and ratify the actions heretofore taken and more particularly described in City Resolutions 69-17, Ordinance 4874, and Resolution 05-20 concerning the Master Lease and the First Amendment to Master Lease and Development Agreement for Las Colonias Business and Recreation Park all in furtherance of the LCDC subleasing, managing and developing the property.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:

Incorporating the foregoing Recitals, the City Council does confirm and ratify the actions heretofore taken and more particularly described in City Resolutions 69-17, Ordinance 4874, and Resolution 05-20 concerning the Master Lease and the First Amendment for Las Colonias Business and Recreation Park all in furtherance of the LCDC subleasing,

DRAFT

managing and developing the property. And furthermore that this Ordinance, together with Resolution 69-17, Ordinance 4874, Resolution 5-20 and the Master Lease and First Amendment attached thereto and/or incorporated by reference are deemed by the City Council to discharge the City Charter and the laws and ordinances of the City of Grand Junction and State of Colorado.

Introduced on first reading this 17th day of March 2021 and ordered published in pamphlet form.

Adopted on second reading the ___th day of April 2021 and ordered published in pamphlet form.

_____
C.E. “Duke” Wortmann
President of City Council

ATTEST:

_____
Wanda Winkelmann
City Clerk

DRAFT

Grand Junction City Council

Regular Session

Item #6.a.iv.

Meeting Date: April 7, 2021

Presented By: John Shaver, City Attorney

Department: City Attorney

Submitted By: John Shaver

Information

SUBJECT:

Ordinance Authorizing and Confirming the Sale of Real Property Located in the Riverfront at Dos Rios Subdivisions in the City of Grand Junction, Colorado and Ratifying Actions Heretofore Taken in Connection Therewith

RECOMMENDATION:

Staff recommends adoption of the ordinance.

EXECUTIVE SUMMARY:

The attached draft ordinance confirms the prior City Council direction regarding the sale transactions for the the properties in the Dos Rios subdivisions. The Dos Rios properties are planned for redevelopment/reuse by the private sector.

BACKGROUND OR DETAILED INFORMATION:

All property in all filings of the Riverfront at Dos Rios subdivisions including Lot 16 Filing One, the Inholding Parcels (as the same will be finally described in the re-plat of Lot 6 of Filing Three of the Dos Rios subdivision as called for in the Third Amendment to the Purchase and Sale Agreement dated September 30, 2020, which amendment was ratified by City Council on March 3, 2020, shall together with First and Second Amendments be referred to as the “Agreement”) and Lots 1,3,4,5,7,8 and 9 designated in the Agreement are neither used for nor held as park or for governmental purposes. Therefore, the sale of the property and all interests therein is within the discretion of the City Council.

The City Charter provides that the City Council has the power to sell certain real estate

by ordinance or resolution; with this ordinance the City Council ratifies and confirms the authority of the City acting through the City Manager, consistent with the Charter and applicable law to sell and dispose of the Dos Rios property as provided in the Agreement and prior City Council motion(s), resolution(s) and action(s) taken by the City in furtherance of the sale of the property comprising the Riverfront at Dos Rios subdivisions ("Dos Rios.")

The City Council has considered all matters relating to the sales of the Dos Rios properties and deems the sales necessary and proper as stated herein, and furthermore, allows that the deed(s) of conveyance executed and acknowledged by the proper officers of the City for the property(ies) shall be deemed prima facie evidence of compliance with the Charter, the laws of the City and State and the acts hereby and herewith ordained.

To the extent necessary or required the City Council consents to an amendment/extension of the Initial Closing date stated in the Agreement to the effective date of this Ordinance or no later than May 12, 2021. With approval of the Ordinance the City Council of the City of Grand Junction authorizes, confirms and ratifies the sale of Lots 1,3,4,5 and 6 as will be re-platted and described to include the Inholdings Parcels, and Lots 7, 8 and 9 of the Riverfront at Dos Rios Filing Three on the terms stated in the Agreement, which terms include but are not limited to the payment of $4,295,982.00 to the City all as provided in the Agreement and confirms and ratifies the sale of Lot 16 of the Riverfront at Dos Rios Filing One as provided in Resolution 34-19 and Mesa County Reception #2885042.

FISCAL IMPACT:

The City will realize payment for the sale of the Dos Rios properties as provided in the Agreement and documents relating to the sales.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 4992, an ordinance authorizing and confirming the sale of real property located in the Riverfront at Dos Rios Subdivisions in the City of Grand Junction, Colorado and ratifying actions heretofore taken in connection therewith on final passage and order final publication in pamphlet form.

Attachments

1. Ordinance - Dos Rios Sale

ORDINANCE NO. __-21

AN ORDINANCE AUTHORIZING AND CONFIRMING THE SALE OF REAL PROPERTY LOCATED IN THE RIVERFRONT AT DOS RIOS SUBDIVISIONS IN THE CITY OF GRAND JUNCTION, COLORADO AND RATIFYING ACTIONS HERETOFORE TAKEN IN CONNECTION THEREWITH

RECITALS:

All property in all filings of the Riverfront at Dos Rios subdivisions including Lot 16 Filing One, the Inholding Parcels (as the same will be finally described in the re-plat of Lot 6 of Filing Three of the Dos Rios subdivision as called for in the Third Amendment to the Purchase and Sale Agreement dated September 30, 2020, which amendment was ratified by City Council on March 3, 2021, shall together with First and Second Amendments be referred to as the "Agreement") and Lots 1,3,4,5,7,8 and 9 designated in the Agreement are neither used for nor held as park or for governmental purposes. Therefore, the sale of the property and all interests therein is within the discretion of the City Council.

The City Charter provides that the City Council has the power to sell certain real estate by ordinance or resolution; with this ordinance the City Council ratifies and confirms the authority of the City acting through the City Manager, consistent with the Charter and applicable law to sell and dispose of the Dos Rios property as provided in the Agreement and prior City Council motion(s), resolution(s) and action(s) taken by the City in furtherance of the sale of the property comprising the Riverfront at Dos Rios subdivisions ("Dos Rios.")

The City Council has considered all matters relating to the sales of the Dos Rios properties and deems the sales necessary and proper as stated herein, and furthermore, allows that the deed(s) of conveyance executed and acknowledged by the proper officers of the City for the property(ies) shall be deemed prima facie evidence of compliance with the Charter, the laws of the City and State and the acts hereby and herewith ordained.

To the extent necessary or required the City Council consents to an amendment/extension of the Initial Closing date stated in the Agreement to the effective date of this Ordinance or no later than May 12, 2021.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO THAT:

1. The foregoing Recitals are incorporated and adopted and in accordance with and pursuant to this Ordinance the City Council of the City of Grand Junction hereby authorizes, confirms and ratifies the sale of Lots 1,3,4,5 and 6 as will be re-platted and described to include the Inholdings Parcels, and Lots 7, 8 and 9 of the Riverfront at Dos Rios Filing Three on the terms stated in the Agreement, which terms include but are not limited to the payment of $4,295,982.00 to the City all as provided in the Agreement.

2. Lines 6-24 of the foregoing Recitals are incorporated and adopted and in accordance with and pursuant to this Ordinance the City Council of the City of Grand Junction confirms and ratifies the sale of Lot 16 of the Riverfront at Dos Rios Filing One as provided in Resolution 34-19 and Mesa County Reception #2885042.

3. All actions heretofore taken by the officers, employees and agents of the City relating to the sale of the property(ies) described or referred to herein and which actions are consistent with the provisions hereof are hereby ratified, approved and confirmed.

4. The officers, employees and agents of the City are hereby authorized and directed to take all actions necessary or appropriate to effectuate the provisions hereof, including, without limitation, the execution and delivery of deeds and such certificate(s) and documents as may be necessary or required to affect the intent and purposes hereof.

INTRODUCED ON FIRST READING, PASSED for publication in pamphlet form and setting a hearing for April 7th 2021, this 17th day of March 2021.

HEARD, PASSED and ADOPTED ON SECOND READING and ordered published in pamphlet form this __ th day of April 2021.

_____

C.E. "Duke" Wortmann
President of the Council

ATTEST:

_____

Wanda Winkelmann
City Clerk

Grand Junction City Council

Regular Session

Item #6.b.i.

Meeting Date: April 7, 2021

Presented By: Lance Gloss, Senior Planner

Department: Community Development

Submitted By: Lance Gloss, Senior Planner

Information

SUBJECT:

Ordinance Rezoning Two (2) Properties from PD (Planned Development) to C-1 (Light Commercial), Located at 287 27 Road and the adjacent Dixson Park, Collectively Comprising 8.7 Acres; and, to Rezone One Property from PD (Planned Development) to M-U (Mixed Use), Located at 288 27 Road, Comprising 2.8 Acres

RECOMMENDATION:

Planning Commission heard this item at their March 9, 2021 meeting and voted (7-0) to recommend approval of the request.

EXECUTIVE SUMMARY:

The application concerns three adjacent properties, including the property at 287 27 Rd which contains the Ametek building, the former Dixson Park property abutting to the west, and the property at 288 27 Road, which lies across 27 Road to the east. All three of these properties are currently zoned PD (Planned Development). Specifically, the properties located at 287 27 Road and the adjacent property known as Dixson Park, a total of 8.7 acres, are proposed to be rezoned from PD (Planned Development) to C-1 (Light Commercial). The property located at 288 27 Road, a total of 2.8 acres, is proposed to be rezoned from PD (Planned Development) to M-U (Mixed Use). The rezone is intended to provide for future commercial and residential development on the site. Staff considers the request to align with the vision and goals of the 2020 One Grand Junction Comprehensive Plan, including the Comprehensive Plan Land Use designations for the properties.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

Each of the three adjacent properties considered here for rezoning have distinct historical uses. The Ametek property was developed with a warehouse in 1960, with the current manufacturing/warehouse structure of 103,238 square feet completed in 1990. Ametek manufacturing activities were subsequently moved out of state, and the facility is vacant and is in a state of neglect. The Dixson Park property was, until 2020, a privately-owned park that was previously available for public use by lease arrangement and consideration of $1 per year between the City and the property owner. This arrangement has now ended. The property at 288 27 Road is currently vacant, and consists of natural scrub vegetation and a gravel area that has been used as parking in the past, also containing several streetlights.

The properties at 287 and 288 27 Road and the adjacent Dixson Park were zoned to PD (Planned Development) under Mesa County jurisdiction, and were annexed to the City's PD (Planned Development) zone in 1973. Perhaps due to this history, the PD zoning for this property is particularly narrow and ill-defined, relative to other PD zones throughout the City. For example, the only permitted use of the properties at 287 and 288 27 Road is manufacturing, with accessory uses such as office. No use whatsoever is clearly specified by the original PD ordinance that would indicate whether or not the property that was, until recently, Dixson Park is properly zoned for use as a park. Thus, in various ways, the PD is cumbersome, unclear, and not permissive of the continued development of the site. For an example of just how cumbersome this particular PD is, consider that the only other City file concerning this property since the zone of annexation was applied is a 1999 file, which demonstrates that a PD amendment – which is a zoning action – was required simply to permit the addition of 384 square feet to the warehouse structure at 287 27 Road.

The parameters and requirements of the existing PD zone can be summarized as being narrowly aligned with the operation of a warehouse and manufacturing structure for manufacturing, distribution, and engineering. Furthermore, City review of the rezone request yielded no substantial objections from review agencies, including City and County departments and private utilities.

NOTIFICATION REQUIREMENTS

Two Neighborhood Meetings regarding this rezone request were required in accordance with Section 21.02.080(e) of the Zoning and Development Code. The first Neighborhood Meeting was held virtually following proper notice on Monday, October 5, 2020. At that meeting, a different proposed zone district was provided by the Applicant for one of the properties; specifically, the property now proposed for rezoning to M-U was initially proposed for rezoning to R-8. Subsequent to this change of intent, the second Neighborhood Meeting was held virtually following proper notice on Thursday, January 14, 2021. Three members of the public attended. One attendee expressed concern about low-income multifamily housing being constructed at the

subject property. One attendee expressed concern about water rights associated with the irrigation ditch adjacent to the subject property. One attendee expressed concern about ongoing notifications related to future development.

Notice was completed consistent with the provisions in Section 21.02.080(g) of the Zoning and Development Code. The subject property was posted with an application sing on February 25, 2021. Mailed notice of the public hearings before Planning Commission and City Council the form of notification cards was sent to surrounding property owners within 500 feet of the subject property on February 28, 2021. The notice of this public hearing was published on March 2, 2021 in the Grand Junction Daily Sentinel.

ANALYSIS

Pursuant to Section 21.02.140 of the Grand Junction Municipal Code, in order to maintain internal consistency between this code and the zoning maps, rezones must only occur if the five criteria listed below are all met. Staff analysis of the criteria is found below each listed criterion.

(1) Subsequent events have invalidated the original premises and findings; and/or

The PD zoning that was applied to these properties has not been updated since 1999, and even then the change was only a minor amendment to PD zoning accepted by the City in 1973, which was itself existed previously under Mesa County jurisdiction. Numerous events have occurred in the City at large, and in the immediate area of the subject properties, since that time. These include the adoption of multiple Comprehensive Plans that affected these properties, including the 2010 Grand Junction Comprehensive Plan and the 2020 One Grand Junction Comprehensive Plan. One relevant change included in the 2020 One Grand Junction Comprehensive Plan is the redesignation of the Dixson Park property from Park Future Land Use to Commercial Land Use. This aligns with the recent termination of the City's lease on the property by determination of the City, a factor which substantially alters the premises for zoning of the property. Specifically, it is no longer appropriate for the PD zoning of the Dixson Park property to identify it as a park, when the arrangement that provides for park-like use of the property no longer exists. Further, and as explored in relation to criterion two below, the ongoing residential development of the Orchard Mesa neighborhood has appreciably increased the viability of medium- or high-density residential development for the property at 288 27 Road, which is currently underutilized. Finally, the relocation of Ametek operations that had formerly used the warehouse facility at 287 27 Road, which had been the primary use of that building since the establishment of the existing PD zoning, represents a major event that suggests the need to increase flexibility of the zoning for that property. Therefore, staff finds that this criterion is met.

(2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or

The character of the Orchard Mesa neighborhood has substantially changed since the last zoning decision to amend the previously existing PD zoning for this property was made in 1999. Specifically, residential development—primarily single-family residential development—has occurred in many of the former greenfield areas of Orchard Mesa since that time. Where similar changes have occurred citywide, the provision of adequate housing supply for the needs of current and future residents increasingly requires the development of housing typologies other than single-family residences. Providing adequate housing is a primary goal of the 2020 One Grand Junction Comprehensive Plan, which calls for housing to keep "pace with demand and the variety of housing options the needs of residents and families of all ages and income levels" (p. 25). Thus, it is logical that rezoning of properties with access to services to zone districts that allow for a range of high-density multifamily residential development (i.e. high-density infill development) is consistent with the Plan.

Similarly, the Plan identifies the need to provide for neighborhood services and a mix of uses within neighborhoods, while preserving the fabric of the neighborhood. Provision of neighborhood services is also a crucial element of the Comprehensive Plan, which calls for "neighborhood-serving retail such as grocers, pharmacies, childcare facilities, and other basic services" as provided for under C-1 and M-U zoning regulations (p. 23). In these ways, rezoning these properties to C-1 and M-U, both of which allow for multifamily residential and commercial services that serve neighborhoods, is consistent with the Plan because of the evolving character of the neighborhood. Staff thus finds that this criterion is met.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or

The subject property is well served by public and community facilities. The transportation network in the vicinity of the subject properties is well-developed, with the exception that adequate sidewalk is not found adjacent to the subject properties along 27 Road or David Street. The site has excellent access to arterial roads (Unaweep Avenue) and the State highway system (Highway 50). A Grand Valley Transit (GVT) bus stop can be accessed within a 900-foot walk of the subject property. 27 Road is a minor collector, which provides for efficient automobile transportation to and from the subject properties. Public and private utilities are also available, with sanitary sewer located in 27 Road, David Street, and the alley abutting the subject properties to the north. City water service is available in these same locations. Xcel electrical and gas services are similarly available to the site, and currently serve the Ametek warehouse building. There is, overall, no appreciable utility deficiency to the site. There is also reasonable access to public schools of all grade levels. Therefore,

staff finds that this criterion is met.

(4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or

The supply of land in the M-U zone district is extremely limited in the Orchard Mesa neighborhood, and there is reason to assert that the Orchard Mesa neighborhood can continue to absorb additional land with C-1 zoning. There is currently no M-U zoning in the Orchard Mesa neighborhood, nor in proximate portions of the City Center or Redlands neighborhoods. While C-1 zoning exists along much of Highway 50, the City has continued to receive rezoning requests to C-1 in Orchard Mesa and throughout the City in recent years, and such properties continue to develop with both commercial services and multifamily residential. It is thus a reasonable assertion that the supply of M-U and C-1 zoning can continue to be increased to meet demonstrated community need. Thus, staff finds this criterion to be met.

(5) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.

PD zoning can have many benefits to the community and serves especially well when a proposed development has a specific vision that cannot be provided for by other zoning categories. The same feature of PD zoning—the ability to specifically tailor it to a project's needs—can also present a challenge with the property's use or configuration is contemplated to change. This particular PD zone, as illustrated in the Background, has functioned in essentially the same manner for nearly five decades. It is narrow in terms of use (allowing only manufacturing) and site design (requiring zoning action for minor additions).

Above all, the existing PD zones no longer aligns with the use or likely future use of the property, particularly given that the company that designed it no longer operates locally. Thus, the primary and significant benefit to be derived from rezoning is to restore flexibility to the property, both in terms of use and form. Rezoning to M-U and C-1 would allow for a wider range of development projects to take place on the subject properties, and for the property to develop its highest and best use. Rezoning will allow the current property owner and any future developer involved with the property to respond to demonstrated community need. Thus, staff finds that this criterion is met.

RECOMMENDATION AND FINDINGS OF FACT

After reviewing the Ametek Rezone, City File RZN-2020-592, a request to rezone two (2) properties from PD (Planned Development) to C-1 (Light Commercial), located at 287 27 Road and the adjacent Dixson Park, collectively comprising 8.7 acres; and, to rezone one property from PD (Planned Development) to M-U (Mixed Use), located at 288 27 Road, comprising 2.81 acres, the following findings of fact have been made:

1. The request conforms with Section 21.02.140(a) of the Zoning and Development Code.

Therefore, the Planning Commission recommends approval of the request to rezone the properties from PD to C-1 and from PD to MU.

FISCAL IMPACT:

There is no direct fiscal impact related to this request.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 4993, an ordinance rezoning the Ametek Properties to C-1 (Light Commercial) and M-U (Mixed Use) located at 287 27 Road, the adjacent Dixson Park and 288 27 Road on final passage and order final publication in pamphlet form.

Attachments

1. Draft Zoning Ordinance
2. 1974 Zoning Ordinance
3. Development Application Packet
4. Map Exhibits
5. Planning Commission Minutes - 2021 - March 9 - Ametek Rezone

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE REZONING THE AMETEK PROPERTIES TO C-1 (LIGHT COMMERCIAL) AND MU (MIXED USE)

LOCATED AT 287 27 ROAD, THE ADJACENT DIXSON PARK, AND 288 27 ROAD

Recitals

After public notice and public hearing as required by the Grand Junction Municipal Code, the Grand Junction Planning Commission recommended approval of rezoning the Ametek Properties located at 287 27 Road and the adjacent Dixson Park from PD (Planned Development) to C-1 (Light Commercial); and, rezoning the property located at 288 27 Road from PD (Planned Development) to M-U (Mixed Use), finding that it conforms with the recommended land use category as shown on the future land use map of the Comprehensive Plan and the Comprehensive Plan's goals and policies and is generally compatible with land uses located in the surrounding area. The zone district meets the criteria found in Section 21.02.140 of the Grand Junction Municipal Code.

After public notice and public hearing before the Grand Junction City Council, City Council finds that the C-1 (Light Commercial) and MU (Mixed Use) zone districts are in conformance with the stated criteria of Section 21.02.140 of the Grand Junction Municipal Code.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The following property be zoned C-1 (Light Commercial):

287 27 Road and Adjacent Dixson Park

287 27 Road:

BLOCKS 7 AND 9 IN PERKINS SUBDIVISION – FIRST ADDITION – REPLAT NO. 1, COUNTY OF MESA, STATE OF COLORADO.

CONTAINING 213,481 Square Feet or 4.901 Acres, more or less, as described.

Dixson Park:

BLOCK 3 IN PERKINS SUBDIVISION – FIRST ADDITION – REPLAT NO. 1:
EXCEPT THAT PART OF DAVID STREET AS SHOWN ON THE PLAT OF REPLAT OF PART OF BLOCKS 2, 3, & 4 of PERKINS SUB'D, 1 ST. ADD. REPLAT NO. 1 & REPLAT OF PERKIN SUBDIVISION,

COUNTY OF MESA, STATE OF COLORADO.

CONTAINING 165,060 Square Feet or 3.789 Acres, more or less, as described.

AND

The following property be rezoned M-U (Mixed Use):

288 27 Road

THE WEST 285 FEET OF THE N½ NW¼ NW¼ OF SECTION 25, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN;
EXCEPT BEGINNING AT THE NORTHEAST CORNER OF THE WEST 285 FEET OF SAID N½ NW¼ NW¼;
THENCE SOUTH 155 FEET;
THENCE WEST 150 FEET;
THENCE NORTH 155 FEET;
THENCE EAST TO THE POINT OF BEGINNING;

AND EXCEPT COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 25, AND CONSIDERING THE WEST LINE OF THE NW¼ OF SAID SECTION 25 TO BEAR NORTH 00°00'00" EAST WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO;
THENCE SOUTH 89°50'00" EAST ALONG THE NORTH LINE OF THE NW1/4 OF SAID SECTION 25, 135.00 FEET;
THENCE SOUTH 00°00'00" WEST 30.00 FEET TO THE SOUTH RIGHT OF WAY OF "C" ROAD AND THE POINT OF BEGINNING;
THENCE CONTINUING SOUTH 00°00'00" WEST 125.00 FEET;
THENCE SOUTH 90°00'00" EAST 29.18 FEET;
THENCE SOUTH 00°00'00" WEST 50.13 FEET;
THENCE NORTH 90°00'00" WEST 134.18 FEET TO THE EAST RIGHT OF WAY OF 27 ROAD;
THENCE NORTH 00°00'00" EAST 175.43 FEET ALONG SAID EAST RIGHT OF WAY OF 27 ROAD TO THE SOUTH RIGHT OF WAY OF "C" ROAD;
THENCE SOUTH 89°59'00" EAST 105.00 FEET ALONG SAID SOUTH RIGHT OF WAY "C" ROAD TO THE POINT OF BEGINNING;

AND ALSO EXCEPT ROAD RIGHT OF WAY ACROSS THE WEST 30 FEET OF HEREIN DESCRIBED PROPERTY AS GRANTED TO MESA COUNTY BY INSTRUMENT RECORDED DECEMBER 9, 1959 IN BOOK 769 AT PAGE 581,

COUNTY OF MESA, STATE OF COLORADO

CONTAINING 122,231 Square Feet or 2.806 Acres, more or less, as described.

INTRODUCED on first reading the ___ day of ___, 2021 and ordered published in pamphlet form.

ADOPTED on second reading the _____ day of _____, 2021 and ordered published in pamphlet form.

ATTEST:

_____
President of the Council

_____
City Clerk

Published by Municipal Code Corporation

ORDINANCE NO. 1506

AN ORDINANCE AMENDING THE ZONING MAP, A PART OF CHAPTER 32 OF THE CODE OF ORDINANCES OF THE CITY OF GRAND JUNCTION, BY ADDING THERETO THE ZONING ON CERTAIN LANDS WITHIN THE CITY.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION:

That the Zoning Map, a part of Chapter 32 of the Code of Ordinances of the City of Grand Junction, be amended by adding the zoning on the following described land, situate in the City of Grand Junction, Mesa County, Colorado, to wit:

All that part of Section 23, Township 1 South, Range 1 West, U.M., included in the Central Orchard Mesa Annexation of December 19, 1973, to be zoned R-2-A (Two family Residential), EXCEPT that part of the SE 1/4 SE 1/4 lying South of the Colorado River to be zoned R-1-C (One family Residence), also EXCEPT beginning at the Northwest corner of the NE 1/4 SE 1/4 of said Section 23, thence South 503', thence West to the point of intersection with the City limits line prior to aforementioned annexation, thence North 2° 55' W 186 feet, thence North 2° 37' W 317 feet to the East-West Center Line of Section 23, Township 1 South, Range 1 West, U.M., thence East along said line to the point of beginning to be zoned I-2 (Heavy Industry), also EXCEPT beginning 503' South of the Northwest corner of the NE 1/4 SE 1/4 Section 23, Township 1 South, Range 1 West, U.M., thence South to the South bank of the Colorado River, thence Westerly along the South bank to the City limits line prior to aforementioned annexation, thence Northeasterly along said line 1231', thence East to the point of beginning to be zoned I-2 (Heavy Industry).

All that part of Section 26, Township 1 South, Range 1 West, U.M., included in the Central Orchard Mesa Annexation of December 19, 1973, to be zoned R-2-A (Two family Residence) EXCEPT beginning at the Northeast corner of said Section 26, thence South 660.9', thence West to the East right-of-way line of David Street, thence North to the North line of Section 26, Township 1 South, Range 1 West, U.M., thence East to the point of beginning to be zoned PD-B (Planned Development-Business), also EXCEPT beginning at the Southeast corner of Lot 8, Block 7, Fairley Subdivision, Section 26, Township 1 South, Range 1 West, U.M., thence North to the centerline of U.S. Highway 50, thence Northwesterly along said centerline to the point of intersection with the Southeasterly lot lines of Lots 3 & 4, Block 2, Fairley Subdivision projected, Section 26, Township 1 South, Range 1 West, U.M., thence Northeasterly along said lot lines 330' thence Southeasterly on a line parallel to and 330' North of the centerline of U.S. Highway 50 to the centerline of Palmer Street, thence South to the North line of the SW 1/4 NE 1/4, thence West to the point of beginning to be zoned H.O. (Highway Oriented), also EXCEPT beginning at the

Southeast corner of Lot 8, Block 7, Fairley Subdivision, in Section 26, Township 1 South, Range 1 West, U.M., thence West to the City limits prior to the Central Orchard Mesa Annexation of December 19, 1973, thence North to the Southwest lot line of Lot 4, Block 5, Fairley Subdivision, Section 26, Township 1 South, Range 1 West, U.M., thence Southeasterly along the Southwesterly lot lines of Lots 4 & 3, and the Northwesterly 25 feet of Lot 2, all in Block 5 of said Fairley Subdivision, thence Northwesterly at right angles to said Southwest lot lines to the center line of U.S. Highway 50, thence Southeasterly along said centerline to the East line of said Fairley Subdivision, thence South to the point of beginning to be zoned PD-M (Planned Development Mobile Home), also EXCEPT beginning at the intersection of the South line of the NW 1/4 NE 1/4, Section 26, Township 1 South, Range 1 West, U.M., and the Southwesterly right-of-way line of U.S. Highway 50, thence East along said quarter section line to the East line of Section 26, Township 1 South, Range 1 West, U.M., thence South to the Southwesterly line of U.S. Highway 50, thence Northwesterly along said right-of-way line to the point of beginning to be zoned H.O. (Highway Oriented), also EXCEPT beginning at the Southeast corner of Lot 10, Block 4, Fairley Subdivision in Section 26, Township 1 South, Range 1 West, U.M., thence North to the Southwesterly line of Lot 4, Block 5, said Fairley Subdivision, thence Southeasterly along said Southwesterly lot lines of Lots 4 & 3, and the Northwesterly 25 feet of Lot 2, thence Northeasterly at right angles to said Southwesterly lot lines to the centerline of U.S. Highway 50, thence Northwesterly along said centerline to the intersection of said centerline and the North line of Section 26, Township 1 South, Range 1 West, U.M., thence West along said line to the East line of the NW 1/4 NW 1/4 Section 26, Township 1 South, Range 1 West, U.M., thence South 660 feet, thence East to the point of beginning to be zoned H.O. (Highway Oriented).

All that part of Section 24, Township 1 South, Range 1 West lying South of the Colorado River to be zoned R-1-C.

All that part of Section 19, Township 1 South, Range 1 East, U.M., lying South of the Colorado River and included in the Central Orchard Mesa Annexation of December 19, 1973, to be zoned R-1-C (One Family Residence).

All that part of Section 25, Township 1 South, Range 1 West, U.M., included in the Central Orchard Mesa Annexation of December 19, 1973, to be zoned R-1-C (One family Residence), EXCEPT beginning 205.43' South of the Northwest corner of Section 25, Township 1 South, Range 1 West, U.M., thence East 285 feet, thence South 455.47 feet, thence West 285 feet, thence North to the point of beginning to be zoned PD-8 (Planned Development - Business), also EXCEPT beginning at the intersection of the West line of Section 25, Township 1 South, Range 1 West, U.M., and the centerline of Sherman Drive, thence East to the centerline of Dorothy Avenue, thence South to the Southwesterly right-of-way line of U.S. Highway 50, thence Northwesterly along said right-of-way line to the West line of Section 25, Township 1 South, Range 1 West, U.M.,

thence North along said line to the point of beginning to be zoned H.O. (Highway Oriented), also EXCEPT Lots 6 through 16, Block 6; Lots 6 through 16 and the South one-half of Lot 5, Block 7; Lots 17, 18, and the South one-half of Lot 16, Block 8; all in Artesia Heights Subdivision, Section 25, Township 1 South, Range 1 West, U.M., to be zoned H.O. (Highway Oriented).

PASSED and ADOPTED this 15th day of May, 1974.

Lawrence L. Kozisek

_____
President of the Council

ATTEST:

Neva B. Lockhart

_____
City Clerk

I HEREBY CERTIFY that the foregoing ordinance, being Ordinance No. 1506, was introduced, read and ordered published by the City Council of the City of Grand Junction, Colorado, at a regular meeting of said body held on the 1st day of May, 1974, and that the same was published in The Daily Sentinel, a newspaper published and in general circulation in said City, at least ten days before its final passage.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said City, this 16th day of May, 1974.

Neva B. Lockhart

_____
Neva B. Lockhart
City Clerk

First Publication: May 5, 1974
Final Publication: May 19, 1974

CITY OF Grand Junction COLORADO
COMMUNITY DEVELOPMENT

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: Rezone

Please fill in blanks below ***only*** for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation: Industrial
Existing Zoning: PD
Proposed Land Use Designation: Residential
Proposed Zoning: R8

Property Information

Site Location: 288 27 Rd. Grand Junction CO 81503
Site Acreage: 2.81 Acres
Site Tax No(s): R070882
Site Zoning: PD
Project Description: Future residential development

Property Owner Information	Applicant Information	Representative Information
Name: ~~Aaron Nesbitt~~ 1215-1217 Perry LLC	Name: Aaron Nesbitt	Name:
Street Address: 3521 Osage St	Street Address: 3521 Osage St	Street Address:
City/State/Zip: Denver CO 80211	City/State/Zip: Denver CO 80211	City/State/Zip:
Business Phone #: 303-931-3307	Business Phone #: 303 931 3307	Business Phone #:
E-Mail: nesbitt.broker@gmail.com	E-Mail: Nesbitt.broker@gmail.com	E-Mail:
Fax #:	Fax #:	Fax #:
Contact Person: Aaron Nesbitt	Contact Person: Aaron Nesbitt	Contact Person:
Contact Phone #: 303-931-3307	Contact Phone #: 303-931-3307	Contact Phone #:

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application: Aaron Nesbitt
Date: 10/6/2020

Signature of Legal Property Owner: Aaron Nesbitt, manager
Date:

CITY OF Grand Junction COLORADO
COMMUNITY DEVELOPMENT

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: Rezone

Please fill in blanks below ***only*** for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation: ~~Industrial~~ Industrial | Existing Zoning: PD

Proposed Land Use Designation: ~~Commercial~~ Commercial | Proposed Zoning: C-1

Property Information

Site Location: 287 27 Rd Grand Junction CO 81503 | Site Acreage: 4.9 Acres

Site Tax No(s): R071493 | Site Zoning: PD

Project Description: ~~Improve vacant building~~ Lease vacant space and improve property accordingly.

Property Owner Information	Applicant Information	Representative Information
Name: 1215-1217 Pessy LLC	Name: Aaron Nesbitt	Name:
Street Address: 3521 Osage St	Street Address: 3521 Osage St.	Street Address:
City/State/Zip: Denver Co 80211	City/State/Zip: Denver Co 80211	City/State/Zip:
Business Phone #: 303-931-3307	Business Phone #: 303-931-3307	Business Phone #:
E-Mail: nesbitt.broker@gmail.com	E-Mail: ~~nesbitt.broker@~~ nesbitt.broker@gmail.com	E-Mail:
Fax #:	Fax #:	Fax #:
Contact Person: Aaron Nesbitt	Contact Person: Aaron Nesbitt	Contact Person:
Contact Phone #: 303-931-3307	Contact Phone #: 303-931-3307	Contact Phone #:

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application: Aaron Nesbitt | Date: 10/6/2020

Signature of Legal Property Owner: Aaron Nesbitt, manager | Date: 10/6/2020

Project Report For

Ametek Rezone Request -

287 27 Rd: PD (Planned Development) to C-1 (Light Commercial)

288 27 Rd: PD (Planned Development) to R-8 (Residential 4-8 du/ac)

Date:	October 7th, 2020
Prepared by:	Aaron Nesbitt, Manager 1215-1217 Perry, LLC
Submitted to:	City of Grand Junction 250 N. 5th St Grand Junction, CO 80501
Type of Design:	Rezone request from PD to C-1 and PD to R-8
Property Owner:	1215-1217 Perry, LLC 3521 Osage St, Denver, CO 80211
Property Address:	287 & 288 27 Rd, Grand Junction, CO 80501
Tax Parcel:	2945-261-03-008 and 2945-252-00-099

1.) Project Intent:

This application is made to request a rezone of 287 27 Rd from PD (Planned Development) zone district to the C-1 (Light Commercial) zone district to support the revitalization of the Ametek building and surrounding area; 288 27 Rd from PD (Planned Development) zone district to the R8 (Residential 4-8 du/ac) zone district to support future residential development. The owner's intent is to revitalize the Ametek warehouse through physical improvements and improved occupancy, as well as improving the surrounding area through the future residential development of 288 27 Rd (currently vacant lot).

2.) Project Description:

The subject property 287 27 Rd is approximately 4.9 acres and 288 27 Rd is approximately 2.81 acres. Both proposed zoning changes align with the City's Comprehensive Plan for future land use.



Ametek originally built and occupied the entire 103,238 square foot warehouse located at 287 27 Rd. After moving their manufacturing out of state, much of the building has been left vacant and physical improvements have been neglected. Under the new ownership, Ametek is leasing back approximately 25% of building. The C1 zone district allows numerous applicable uses for the vacant space such as office space, light industrial, self-storage, manufacturing, medical/dental clinics, daycare, indoor/outdoor recreation, and animal care/boarding.

The applicant is requesting a rezone of 288 27 Rd from PD (Planned Development) to R8 zone district (Residential 4-8 du/ac). The residential area will allow the provision of a variety of housing types to serve the community.

Legal Description

287 27 Rd: ALL BLKS 7 & 9 Perkins SUB 1st ADD Replat NO 1 R-941769 MESA CO RECDS SEC 26 1S 1W UM

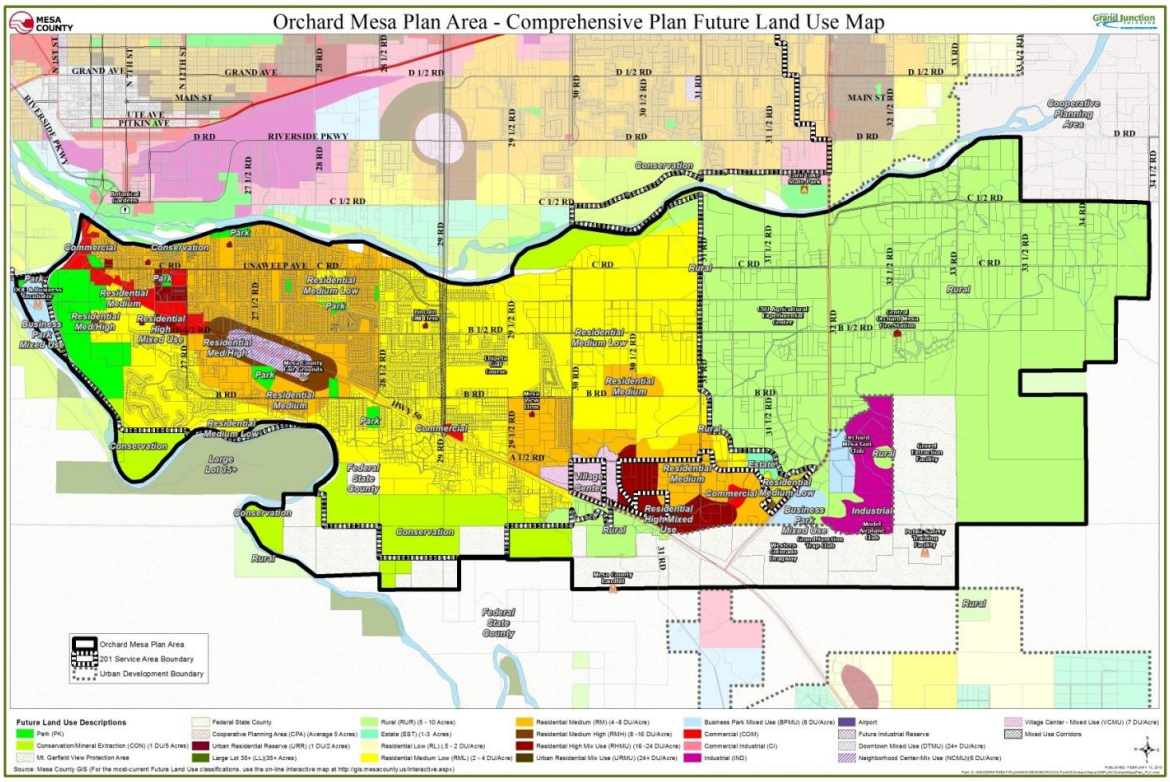
288 27 Rd: BEG 205.43FT S OF NW COR SEC 25 1S 1W E 164. 18FT N 50.18FT TO E LI W 285FT NW4NW4NW4 S 505.6FT TO S LI NW4NW4NW4 W 285FT N 455.47FT TO BEG

3.) Neighborhood Meeting

A neighborhood meeting was held via Zoom at 5:30pm October 5th, 2020. The owner provided an overview of the proposed rezone requests and answered questions from attendees. 8 community members attended the Zoom meeting. The primary concern raised by community members was the risk of low-income housing being built on 288 27 Rd, which attendees fear would exacerbate crime and vandalism in community.

4.) Comprehensive Plan

Both proposed rezoning requests align with the Comprehensive Plan's Future Land Use Map.



4.)Approval Criteria:

In order to maintain internal consistency between this code and the zoning maps, map amendments must only occur if:

(1) Subsequent events have invalidated the original premises and findings; and/or

Yes. Original owner (Ametek) moved much of their operation out of state, only utilizing a portion of the property and leaving 288 27 Rd lot vacant.

(2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or

Yes. Proposed zoning is consistent with the Comprehensive Plan Future Land Use.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or

Yes. Water, sewer, electric and gas utilities are available to serve proposed land use.

(4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or

Yes. Proposed zoning is consistent with the Comprehensive Plan Future Land Use.

(5) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.

Yes. Comprehensive Plan shows 287 27 Rd as commercial zoning and 288 27 Rd as residential zoning. Since Ametek will no longer use the property for their manufacturing operation, proposed zoning changes will align both 287 and 288 27 Rd with the Comprehensive Plan's future land use.

5.) Conclusion:

After demonstrating how the proposed rezone request meets the goals and policies of the Comprehensive Plan and the approved criteria of the Grand Junction Municipal Code, the applicant respectfully requests approval of the request to rezone 287 27 Rd from PD to C1 and 288 27 Rd from PD to R8.

Approval of Deed, Bill of Sale and Tenancy

The undersigned **1215-1217 PERRY, LLC, A COLORADO LIMITED LIABILITY COMPANY** Buyer(s) hereby acknowledge that they intend to take title to the following described property:

PARCEL 1:

BLOCKS 7 AND 9 IN PERKINS SUBDIVISION - FIRST ADDITION - REPLAT NO. 1,

COUNTY OF MESA, STATE OF COLORADO.

PARCEL 2:

BLOCK 3 IN PERKINS SUBDIVISION - FIRST ADDITION - REPLAT NO. 1;
EXCEPT THAT PART OF DAVID STREET AS SHOWN ON THE PLAT OF REPLAT OF PART OF BLOCKS 2, 3 & 4 OF PERKINS SUB'D, 1 ST. ADD. REPLAT NO. 1 & REPLAT OF PERKIN SUBDIVISION,

COUNTY OF MESA, STATE OF COLORADO.

PARCEL 3:

THE WEST 285 FEET OF THE N½ NW¼ NW¼ OF SECTION 25, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN;
EXCEPT BEGINNING AT THE NORTHEAST CORNER OF THE WEST 285 FEET OF SAID N½ NW¼ NW¼;
THENCE SOUTH 155 FEET;
THENCE WEST 150 FEET;
THENCE NORTH 155 FEET;
THENCE EAST TO THE POINT OF BEGINNING;

AND EXCEPT COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 25, AND CONSIDERING THE WEST LINE OF THE NW¼ OF SAID SECTION 25 TO BEAR NORTH 00°00'00" EAST WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO;
THENCE SOUTH 89°50'00" EAST ALONG THE NORTH LINE OF THE NW¼ OF SAID SECTION 25, 135.00 FEET;
THENCE SOUTH 00°00'00" WEST 30.00 FEET TO THE SOUTH RIGHT OF WAY OF "C" ROAD AND THE POINT OF BEGINNING;
THENCE CONTINUING SOUTH 00°00'00" WEST 125.00 FEET;
THENCE SOUTH 90°00'00" EAST 29.18 FEET;
THENCE SOUTH 00°00'00" WEST 50.13 FEET;
THENCE NORTH 90°00'00" WEST 134.18 FEET TO THE EAST RIGHT OF WAY OF 27 ROAD;
THENCE NORTH 00°00'00" EAST 175.43 FEET ALONG SAID EAST RIGHT OF WAY OF 27 ROAD TO THE SOUTH RIGHT OF WAY OF "C" ROAD;
THENCE SOUTH 89°59'00" EAST 105.00 FEET ALONG SAID SOUTH RIGHT OF WAY OF "C" ROAD TO THE POINT OF BEGINNING;

AND ALSO EXCEPT ROAD RIGHT OF WAY ACROSS THE WEST 30 FEET OF HEREIN DESCRIBED PROPERTY AS GRANTED TO MESA COUNTY BY INSTRUMENT RECORDED DECEMBER 9, 1959 IN BOOK 769 AT PAGE 581,

COUNTY OF MESA, STATE OF COLORADO.

As ☐ **Joint Tenants** ☐ **Tenants in Common** ☒ **Other ENTITY**

Whose mailing address is:**3521 OSAGE ST, Denver, CO 80211**

They have reviewed the and **Bill of Sale** dated **September 25th, 2020** from **AMETEK, INC., WHICH ACQUIRED TITLE AS AMETEK AEROSPACE PRODUCTS, INC.** to **1215-1217 PERRY, LLC, A COLORADO LIMITED LIABILITY COMPANY** and by their signature hereto approve the deed and confirm that it correctly reflects the choice of tenancy, if applicable.

Date: **September 25, 2020**

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) 1215-1217 Perry LLC ("Entity") is the owner of the following property:

(b) 287 & 288 27 Rd Grand Junction CO 81503

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) Manager for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

- [x] My legal authority to bind the Entity both financially and concerning this property is unlimited.
- [ ] My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

- [ ] The Entity is the sole owner of the property.
- [ ] The Entity owns the property with other(s). The other owners of the property are:

On behalf of Entity, I have reviewed the application for the (d) Rezone

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) N/A

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Entity representative: Aaron Nesbitt

Printed name of person signing: Aaron Nesbitt

State of Colorado)

County of Denver) ss.

Subscribed and sworn to before me on this 6 day of October, 20 20

by AARON NESBITT

Witness my hand and seal.

My Notary Commission expires on 03/04/2024

TIANA MICKLOS
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20204008838
MY COMMISSION EXPIRES 03/04/2024

Notary Public Signature

Instructions

An ownership statement must be provided for each and every owner of the property.

(a) Insert complete name of owner as it appears on deed by which it took title. If true naem differs form that on the deed, please provide explanation by separate document

(b) Insert legally sufficient description of land for which application has been made to the City for development. Include the Reception number or Book and Page for recorded information. Assessor's records and tax parcel numbers are not legally sufficient description. Attach additional sheet(s) as necessary, and reference attachment(s) here. If the legal description or boundaries do not match those on the plat, provide an explanation.

(c) Insert title/capacity within the Entity of person who is signing.

(d) Insert the type of development application request that has been made. Include all pending applications affecting the property.

(e) Insert name of all other owners, if applicable.

(f) Insert the type of development application request(s) that has/have been made. Include all pending development applications affecting the property.

(g) Explain the conflict and/or possible conflict and describe the information and/or evidence available concerning the conflict and/or possible conflict. Attach copies of written evidence.

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

Holland & Hart LLP
555 17th Street, Suite 3200
Denver, Colorado 80202
Attn: W. Craig Willis, Esq.

SPACE ABOVE THIS LINE FOR RECORDER'S USE

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is dated as of the 23 day of September, 2020, between AMETEK, INC., a Delaware corporation, f/k/a AMETEK AEROSPACE PRODUCTS, INC., a Delaware corporation ("Grantor"), whose street address is 1100 Cassatt Rd, Berwyn, PA 19312, and 1215-1217 PERRY, LLC, a Colorado limited liability company ("Grantee"), whose street address is 3521 Osage Street, Denver, Colorado, 80211.

WITNESSETH, that Grantor, for and in consideration of the sum of Ten Dollars ($10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell, convey and confirm unto Grantee, all of that certain real property in the County of Mesa and State of Colorado that is legally described on **Exhibit A** attached hereto (the "Property");

TOGETHER WITH all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof; and all the estate, right, title, interest, claim and demand whatsoever, of Grantor, either in law or equity, of, in and to the Property;

TO HAVE AND TO HOLD the Property unto Grantee forever;

SUBJECT only to the matters set forth on **Exhibit B** attached hereto, provided that nothing in **Exhibit B** shall serve to reimpose any such matters.

AND Grantor hereby binds itself and its successors to warrant and defend the title, as against all acts of Grantor herein and none other, subject to the matters set forth in **Exhibit B**.

[remainder of page blank; signatures follow]

IN WITNESS WHEREOF, Grantor has executed this Special Warranty Deed as of the day and year first written above.

AMETEK, INC., a Delaware corporation, which acquired title as Ametek Aeorospace Products, Inc.

By: Keith A Reazin

Name: Keith A. Reazin
Title: Vice President

STATE OF Illinois)

COUNTY OF DuPage)

The foregoing instrument was acknowledged before me this 23rd day of September, 2020, by Keith A. Reazin, Vice President of AMETEK, INC., a Delaware corporation, which acquired title as Ametek Aerospace Products, Inc.

WITNESS my hand and official seal.

Signature Katherine A Poe
(Seal)

KATHERINE A. POE
OFFICIAL SEAL
Notary Public - State of Illinois
My Commission Expires Jun 15, 2024

EXHIBIT A
TO SPECIAL WARRANTY DEED

(Legal Description)

PARCEL 1:

BLOCKS 7 AND 9 IN PERKINS SUBDIVISION - FIRST ADDITION - REPLAT NO. 1,

COUNTY OF MESA, STATE OF COLORADO.

PARCEL 2:

BLOCK 3 IN PERKINS SUBDIVISION - FIRST ADDITION - REPLAT NO. 1;
EXCEPT THAT PART OF DAVID STREET AS SHOWN ON THE PLAT OF REPLAT OF PART OF BLOCKS 2, 3 & 4 OF PERKINS SUB'D, 1 ST. ADD. REPLAT NO. 1 & REPLAT OF PERKIN SUBDIVISION,

COUNTY OF MESA, STATE OF COLORADO.

PARCEL 3:

THE WEST 285 FEET OF THE N½ NW¼ NW¼ OF SECTION 25, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN;
EXCEPT BEGINNING AT THE NORTHEAST CORNER OF THE WEST 285 FEET OF SAID N½ NW¼ NW¼;
THENCE SOUTH 155 FEET;
THENCE WEST 150 FEET;
THENCE NORTH 155 FEET;
THENCE EAST TO THE POINT OF BEGINNING;

AND EXCEPT COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 25, AND CONSIDERING THE WEST LINE OF THE NW¼ OF SAID SECTION 25 TO BEAR NORTH 00°00'00" EAST WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO;
THENCE SOUTH 89°50'00" EAST ALONG THE NORTH LINE OF THE NW¼ FO SAID SECTION 25, 135.00 FEET;
THENCE SOUTH 00°00'00" WEST 30.00 FEET TO THE SOUTH RIGHT OF WAY OF "C" ROAD AND THE POINT OF BEGINNING;
THENCE CONTINUING SOUTH 00°00'00" WEST 125.00 FEET;
THENCE SOUTH 90°00'00" EAST 29.18 FEET;
THENCE SOUTH 00°00'00" WEST 50.13 FEET;
THENCE NORTH 90°00'00" WEST 134.18 FEET TO THE EAST RIGHT OF WAY OF 27 ROAD;
THENCE NORTH 00°00'00" EAST 175.43 FEET ALONG SAID EAST RIGHT OF WAY OF 27 ROAD TO THE SOUTH RIGHT OF WAY OF "C" ROAD;

THENCE SOUTH 89°59'00" EAST 105.00 FEET ALONG SAID SOUTH RIGHT OF WAY OF "C" ROAD TO THE POINT OF BEGINNING;
AND ALSO EXCEPT ROAD RIGHT OF WAY ACROSS THE WEST 30 FEET OF HEREIN DESCRIBED PROPERTY AS GRANTED TO MESA COUNTY BY INSTRUMENT RECORDED DECEMBER 9, 1959 IN BOOK 769 AT PAGE 581,

COUNTY OF MESA, STATE OF COLORADO.

Property Address (for reference only): 287, 288 and TBD 27 Road, Grand Junction, CO 81503

EXHIBIT B
TO SPECIAL WARRANTY DEED

(Permitted Exceptions)

1. TAXES AND ASSESSMENTS FOR THE YEAR 2020 AND SUBSEQUENT YEARS, A LIEN, BUT NOT YET DUE OR PAYABLE.

2. RIGHT OF THE PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES HEREBY GRANTED AS RESERVED IN UNITED STATES PATENTS RECORDED FEBRUARY 5, 1891 IN BOOK 11 AT PAGE 82 UNDER RECEPTION NO. 11107 (AFFECTS NW¼ NW¼ OF SECTION 25, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN) AND MARCH 21, 1891 IN BOOK 11 AT PAGE 82 UNDER RECEPTION NO. 11372 (AFFECTS E½ NE¼ OF SECTION 26, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN).

3. ALL VEINS AND DEPOSITS OF COAL THEREIN WITH THE RIGHT IN THE GRANTOR, HIS HEIRS AND ASSIGNS, TO MINE AND EXTRACT THE SAME THEREFROM IN ORDINARY MINE FASHION BUT NOT TO ENTER UPON THE SURFACE THEREOF, AS RESERVED BY W. H. LEE IN DEED RECORDED JANUARY 18, 1908 IN BOOK 128 AT PAGE 57 AND AS CONVEYED TO THE ORCHARD MESA COAL COMPANY BY INSTRUMENT RECORDED JANUARY 3, 1908 IN BOOK 93 AT PAGE 562. UNDER RECEPTION NO. 71914 AND ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN.

4. ALL OF THE COAL VEINS AND DEPOSITS IN THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 25, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN, WITH THE PERPETUAL RIGHT IN THE GRANTEE AND ITS ASSIGNS, TO MINE, EXTRACT AND REMOVE ANY AND ALL OF THE VEINS OR DEPOSITS OF COAL SITUATED AND BEING UNDERNEATH THE SURFACE OF SAID LANDS IN ORDINARY MINE FASHION (BUT NOT TO ENTER UPON THE SURFACE THEREOF), AS GRANTED TO THE ORCHARD MESA COAL COMPANY IN WARRANTY DEED RECORDED NOVEMBER 8, 1907 IN BOOK 93 AT PAGE 545, UNDER RECEPTION NO. 70827, AND ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN.

5. RIGHTS OF SURFACE ENTRY AND ANY OTHER INCIDENTAL RIGHTS USED, CLAIMED OR ASSERTED UNDER ANY MINERAL RESERVATION, LEASE OR CONVEYANCE AFFECTING THE LANDS HEREIN.

6. THE RIGHT TO CONSTRUCT AND MAINTAIN A TWO INCH PIPELINE, AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN WARRANTY DEED RECORDED MARCH 25, 1955 IN BOOK 638 AT PAGE 78 UNDER RECEPTION NO. 629333. (AFFECTS PARCEL 3)

7. ANY AND ALL DITCHES AND DITCH RIGHTS OF WAY BELONGING WITH OR APPURTENANT TO LANDS LYING UNDER AND BEING IRRIGATED FROM WHAT IS KNOWN AS LATERAL47 DITCH, FURNISHING WATER TO THE NW¼ NW¼ OF SECTION 25; AND THE SE¼ NE¼ NE¼ OF SECTION 26, IN TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN, AS CONVEYED TO LATERAL 47 ASSOCIATION, A NONPROFIT CORPORATION, IN DEED TO DITCHES AND DITCH RIGHTS OF WAY RECORDED APRIL 1, 1958 IN BOOK 729 AT PAGE 428 UNDER RECEPTION NO. 715895.

8. EASEMENTS, CONDITIONS, COVENANTS, RESTRICTIONS, RESERVATIONS AND NOTES ON THE PLAT OF PERKINS SUBDIVISION RECORDED APRIL 05, 1960 IN BOOK 9 AT PAGE 101 UNDER RECEPTION NO. 765263.

9. EASEMENTS, CONDITIONS, COVENANTS, RESTRICTIONS, RESERVATIONS AND NOTES ON THE PLAT OF PERKINS SUBDIVISION FIRST ADDITION RECORDED OCTOBER 18, 1963 IN BOOK 9 AT PAGE 177 UNDER RECEPTION NO. 850896.

10. EASEMENTS, CONDITIONS, COVENANTS, RESTRICTIONS, RESERVATIONS AND NOTES ON THE PLAT OF PERKINS SUBDIVISION FIRST ADDITION - REPLAT NO. 1 RECORDED SEPTEMBER 05, 1967 IN BOOK 10 AT PAGE 47 UNDER RECEPTION NO . 941769.

11. EASEMENTS, CONDITIONS, COVENANTS, RESTRICTIONS, RESERVATIONS AND NOTES ON THE PLAT OF REPLAT OF PART OF BLOCKS 2, 3 & 4 OF PERKINS SUBDIVISION, 1ST ADD. REPLAT NO. 1 & REPLAT OF PERKINS SUBDIVISION RECORDED OCTOBER 20, 1970 IN BOOK 11 AT PAGE 21 UNDER RECEPTION NO. 995333.

12. TERMS, CONDITIONS, STIPULATIONS, OBLIGATIONS AND PROVISIONS OF RIGHT OF WAY, GRANTED TO THE ORCHARD MESA IRRIGATION DISTRICT, RECORDED OCTOBER 15, 1986 IN BOOK 1609 AT PAGE 476 UNDER RECEPTION NO. 1434690.

13. TERMS, CONDITIONS, STIPULATIONS, OBLIGATIONS AND PROVISIONS OF UNRECORDED MEMORANDUM OF AGREEMENT WITH THE CITY OF GRAND JUNCTION, AS LESSEE, WHICH WAS EXTENDED BY AN EXTENSION OF MEMORANDUM OF AGREEMENT DATED JULY 31, 1984, AS DISCLOSED IN GENERAL WARRANTY DEED APRIL 3, 1995 IN BOOK 2136 AT PAGE 880 UNDER RECEPTION NO. 1713317.

14. RIGHT-OF-WAY FOR 27 ROAD, AND RIGHTS INCIDENTAL THERETO, AS DISCLOSED IN THE RECORDS OF THE OFFICE OF THE MESA COUNTY ASSESSOR.

15. ANY RIGHTS, INTERESTS OR EASEMENTS WHICH EXIST OR ARE CLAIMED TO EXIST IN FAVOR OF THE PUBLIC THROUGH OR WITHIN PARCEL 2 OF THE SUBJECT PROPERTY EXISTING BY REASON OF THE PARCEL BEING USED AS A PUBLIC PARK, AS DISCLOSED IN THE RECORDS OF THE OFFICE OF THE MESA COUNTY ASSESSOR.

16. ANY AND ALL UNRECORDED LEASES AND/OR TENANCIES IN EXISTENCE.

15395972_v1

ADJACENT PROPERTY OWNER
NAME & ADDRESS ORDER FORM

☒ Please check if labels are needed for a Neighborhood Meeting. Name & address lists are valid for 6 months only. If the project goes to Planning Commission later than 6 months from submittal, another request for names & addresses must be submitted, along with an additional $50.

Tax Parcel #(s): 2945-261-03-009

Property Address: Dixson Park

Property Owner: 1215-1217 Perry LLC

Contact Person: Aaron Nesbitt

Mailing Address: 3521 Osage St, Denver CO 80211

E-Mail Address: Nesbitt.Broker@gmail.com

Applicant: Aaron Nesbitt

Contact Person: Aaron Nesbitt

Mailing Address: 3521 Osage St, Denver CO 80211

E-Mail Address: Nesbitt.Broker@gmail.com

Project Representative: Aaron Nesbitt

Contact Person: Aaron Nesbitt

Mailing Address: 3521 Osage St Denver CO 80211

Phone Number: 303-931-3307

E-Mail Address: Nesbitt.Broker@gmail.com

*This request for labels and/or the name and address list **MUST BE SUBMITTED A MINIMUM OF 2 WEEKS PRIOR** to a Neighborhood Meeting.

The adjacent property mailing list is created by pulling all property owners within 500 feet and all registered Homeowners Associations or citizens groups within 1000 feet of all properties involved in the project. The property owner information is put together using the information in the Mesa County Assessor's records and the HOA's and citizens' groups on record with the City of Grand Junction Community Development Department.

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) 1215-1217 Perry LLC ("Entity") is the owner of the following property:

(b) Dixson Park, Parcel # 2945-261-03-009

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) Manager for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

○ My legal authority to bind the Entity both financially and concerning this property is unlimited.

○ My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

☒ The Entity is the sole owner of the property.

○ The Entity owns the property with other(s). The other owners of the property are:

On behalf of Entity, I have reviewed the application for the (d) _____

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) _____

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Entity representative: Aaron Nesbitt, manager

Printed name of person signing: Aaron Nesbitt

State of Colorado)

County of Denver) ss.

Subscribed and sworn to before me on this 16th day of NOV, 20 20

by Shane M Sunn

Witness my hand and seal.

My Notary Commission expires on 9/25/2024

SHANE MCCLELLAND SUNN
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20204033491
MY COMMISSION EXPIRES 09/25/2024

Notary Public Signature

Legal Description: Parcel #2945-361-03-009, Grand Junction CO 81503

PARCEL 2:

BLOCK 3 IN PERKINS SUBDIVISION - FIRST ADDITION - REPLAT NO. 1;
EXCEPT THAT PART OF DAVID STREET AS SHOWN ON THE PLAT OF REPLAT OF PART OF BLOCKS 2, 3 & 4 OF PERKINS SUB'D, 1 ST. ADD. REPLAT NO. 1 & REPLAT OF PERKIN SUBDIVISION,

COUNTY OF MESA, STATE OF COLORADO.

Project Report For

Ametek Rezone Request -

287 27 Rd and Dixson Park Site: PD (Planned Development) to C-1 (Light Commercial)

288 27 Rd: PD (Planned Development) to MU (Mixed Use)

Date:	January 18th, 2021
Prepared by:	Aaron Nesbitt, Manager 1215-1217 Perry, LLC
Submitted to:	City of Grand Junction 250 N. 5th St Grand Junction, CO 80501
Type of Design:	Rezone request from PD to C-1 (Dixson Park and 287 27 Rd) and PD to MU (288 27 Rd).
Property Owner:	1215-1217 Perry, LLC 3521 Osage St, Denver, CO 80211
Property Address:	Parcel #2945-361-03-009, 287 and 288 27 Rd, Grand Junction, CO 80501
Tax Parcel:	2945-261-03-009, 2945-252-00-099, 2945-261-03-008

1.) Project Intent:

This application is made to request a rezone Dixson Park site and 287 27 Rd from PD (Planned Development) zone district to the C-1 (Light Commercial) zone district and 288 27 Rd from PD to MU (Mixed Use) to support the revitalization of the Ametek building and surrounding area. The owner's intent is to revitalize the Ametek warehouse and improve the surrounding area through future commercial and residential development.

2.) Project Description:

The subject property Dixson Park site is approximately 3.79 acres, 287 27 Rd is approximately 4.9 acres and 288 27 Rd is approximately 2.81 acres. Proposed zoning change aligns with the City's Comprehensive Plan for future land use.



Ametek originally built and occupied the entire 103,238 square foot warehouse located at 287 27 Rd. After moving manufacturing operation out of state, majority of the building has been vacant and physical improvements have been neglected. The C1 zone district allows numerous applicable uses for the vacant space such as office space, light industrial, self-storage, manufacturing, medical/dental clinics, daycare, indoor/outdoor recreation, and animal care/boarding.

The applicant is requesting a rezone of 288 27 Rd from PD (Planned Development) to MU zone district (Mixed Use) in anticipation of future development. The residential area will allow the provision of a variety of housing types to serve the community.

The applicant is requesting a rezone of Dixson Park parcel from PD to C1 zone district in anticipation of future development. The previous owner (Ametek Dixson) was maintaining a $1 per year lease agreement for Dixson park site with the Parks and Recreation department. The risk associated with continuing this agreement are too high for the new ownership. The use of the parcel as "public space" encourages loitering, illegal dumping and other criminal behavior. The proposed C1 zone district provides numerous applicable uses for developing the parcel including residential development.

Legal Description

Dixson Park Site: BLK 3 PERKINS SUB 1ST ADD REPLAT NO 1 R-941769 MESA CO RECDS SEC 26 1S 1W UM

287 27 Rd: ALL BLKS 7 & 9 Perkins SUB 1st ADD Replat NO 1 R-941769 MESA CO RECDS SEC 26 1S 1W UM

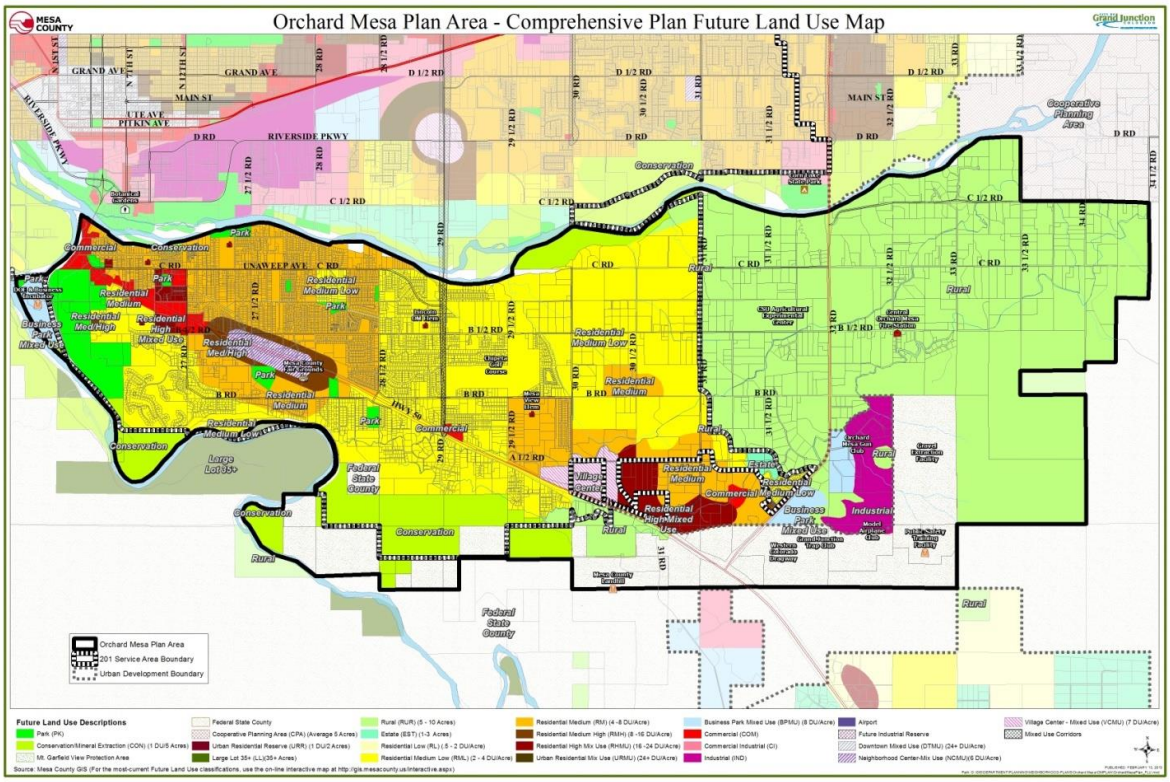
288 27 Rd: BEG 205.43FT S OF NW COR SEC 25 1S 1W E 164. 18FT N 50.18FT TO E LI W 285FT NW4NW4NW4 S 505.6FT TO S LI NW4NW4NW4 W 285FT N 455.47FT

3.) Neighborhood Meeting

A neighborhood meeting was held via Zoom at 5:30pm January 14th, 2020. The owner provided an overview of the proposed rezone request and answered questions from attendees.

4.) Comprehensive Plan

Proposed rezoning request aligns with the Comprehensive Plan's Future Land Use Map.



4.)Approval Criteria:

In order to maintain internal consistency between this code and the zoning maps, map amendments must only occur if:

(1) Subsequent events have invalidated the original premises and findings; and/or

Yes. Original owner (Ametek) Dixson park lease agreement with Parks and Recreation department has been terminated. Original owner (Ametek) moved much of their operation out of state, only utilizing a portion of the property and leaving 288 27 Rd lot vacant.

(2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or

Yes. Proposed zoning is consistent with the Comprehensive Plan Future Land Use.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or

Yes. Water, sewer, electric and gas utilities are available to serve proposed land use.

(4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or

Yes. Proposed zoning is consistent with the Comprehensive Plan Future Land Use.

(5) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.

Yes. Comprehensive Plan shows 288 27 Rd as Mixed Use (MU) zoning, Dixson park site and 287 27 Rd as light commercial zoning (C1). Proposed zoning changes will align Dixson Park, 287 27 Rd and 288 27 Rd with the Comprehensive Plan's future land use.

5.) Conclusion:

After demonstrating how the proposed rezone request meets the goals and policies of the Comprehensive Plan and the approved criteria of the Grand Junction Municipal Code, the applicant respectfully requests approval of the request to rezone 288 27 Rd from PD to MU, 287 27 Rd and "Dixson Park" parcel from PD to C1.

Dixson Park, 287 & 288 27 Rd Rezone- Grand Junction

Neighborhood Meeting Minutes:

Zoom meeting began at 5:30pm 1/14/2021. Meeting concluded at 5:50pm.

Aaron Nesbitt hosted meeting.

Total of 5 attendees including Host and Scott Peterson.

Of the 3 neighborhood property owners that joined the Zoom meeting:

- 1 attendees expressed concern about low income multi-family housing being built on 288 27 Rd
- 1 attendee expressed concern about water rights to irrigation ditch off 288 27 Rd lot
- 1 attendee expressed concern about staying informed of future development

Regarding the attendees' concern about the prospect of low-income multi-family housing:

I explained that although I cannot guarantee specifically when 288 27 Rd will be developed or what will be built, my interests align with theirs. Whatever is built on 288 27 Rd will be directly across the street from 287 27 Rd. Building a low-income multifamily housing project across the street from 287 27 Rd would negatively impact the desirability and quality of tenant for the Ametek building commercial space.

In response to attendees' interest in staying informed of future plans:

Scott Peterson and I reiterated that neighbors would be kept informed of potential building plans through the site development plan process.

Grand Junction COLORADO
COMMUNITY DEVELOPMENT

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: Rezone

Please fill in blanks below ***only*** for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation: Park
Existing Zoning: PD
Proposed Land Use Designation: Commercial
Proposed Zoning: C1

Property Information

Site Location: Dixson Park
Site Acreage: 3.79
Site Tax No(s): 2945-261-03-009
Site Zoning: PD
Project Description: Rezone parcel from PD to C1

Property Owner Information	Applicant Information	Representative Information
Name: 1215-1217 Perry LLC	Name: Aaron Nesbitt	Name: Aaron Nesbitt
Street Address: 3521 Osage St	Street Address: 3521 Osage St	Street Address: 3521 Osage St
City/State/Zip: Denver, CO 80211	City/State/Zip: Denver CO 80211	City/State/Zip: Denver Co 80211
Business Phone #: 303-931-3307	Business Phone #: 303-931-3307	Business Phone #: 303-931-3307
E-Mail: Nesbitt.Broker@gmail.com	E-Mail: Nesbitt.Broker@gmail.com	E-Mail: Nesbitt.Broker@gmail.com
Fax #:	Fax #:	Fax #:
Contact Person: Aaron Nesbitt	Contact Person: Aaron Nesbitt	Contact Person: Aaron Nesbitt
Contact Phone #: 303-931-3307	Contact Phone #: 303-931-3307	Contact Phone #: 303-931-3307

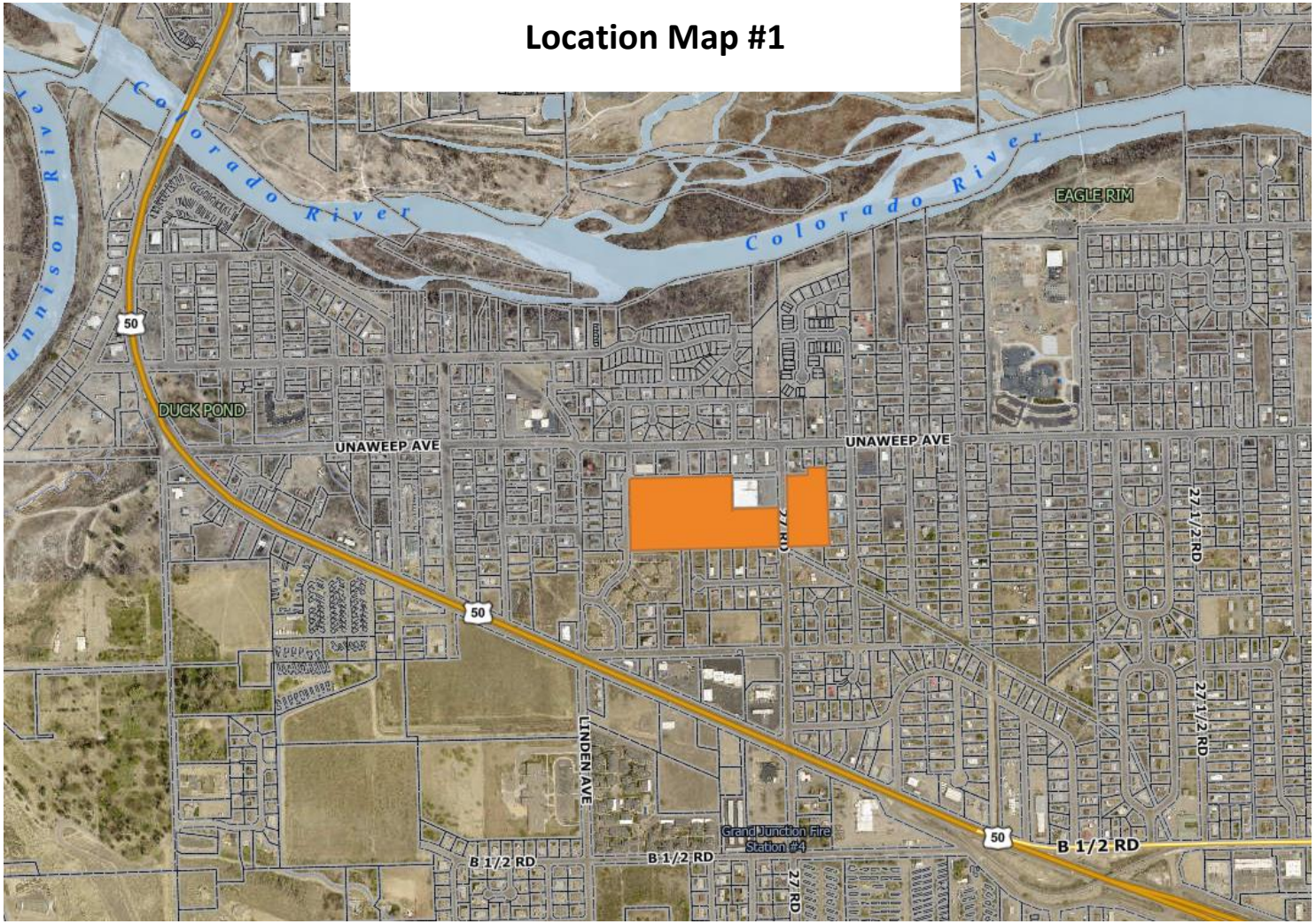
NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application: Aaron Nesbitt, manager
Date: 11/16/2020

Signature of Legal Property Owner: Aaron Nesbitt
Date: 11/16/2020

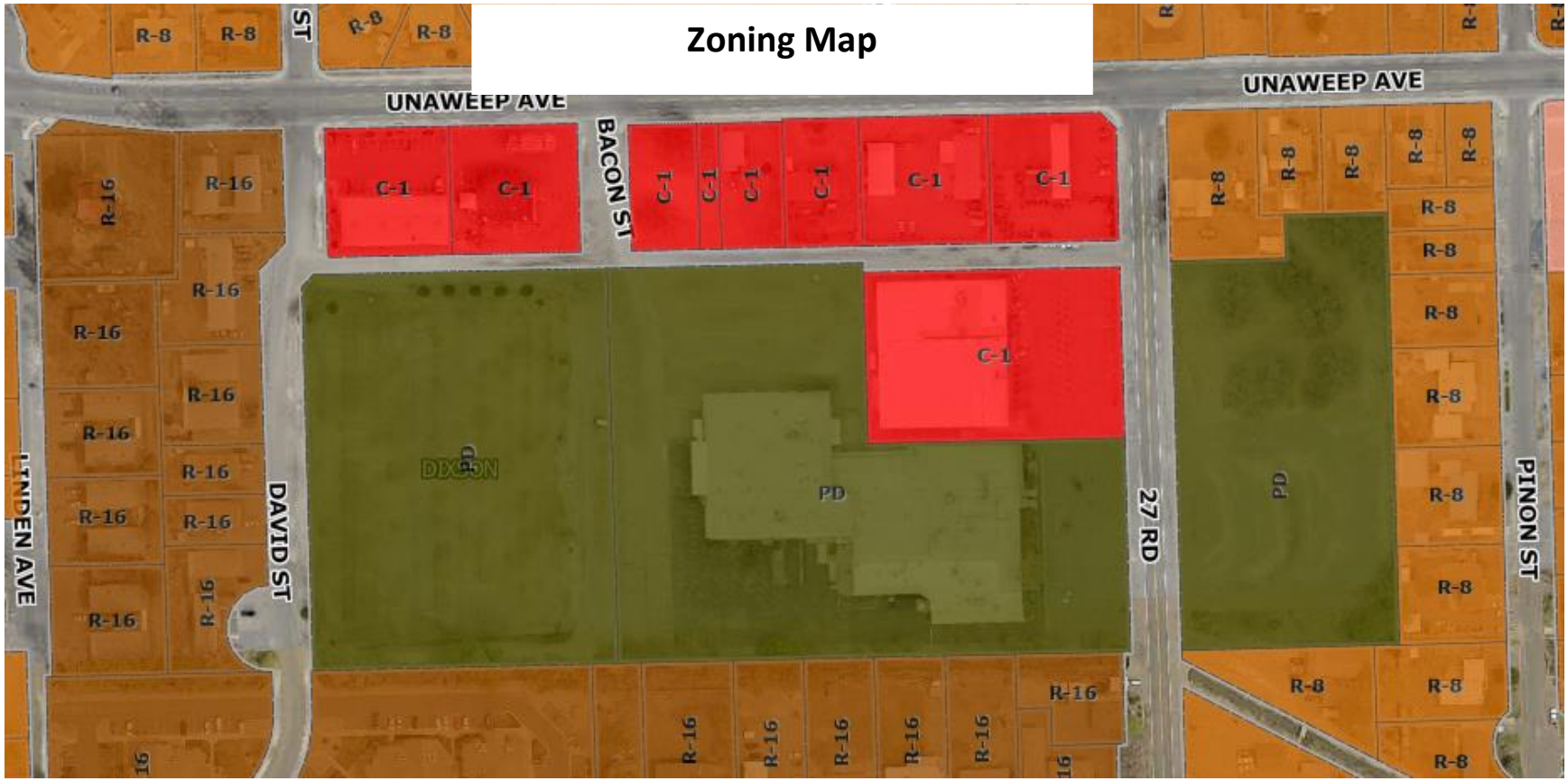
Location Map #1



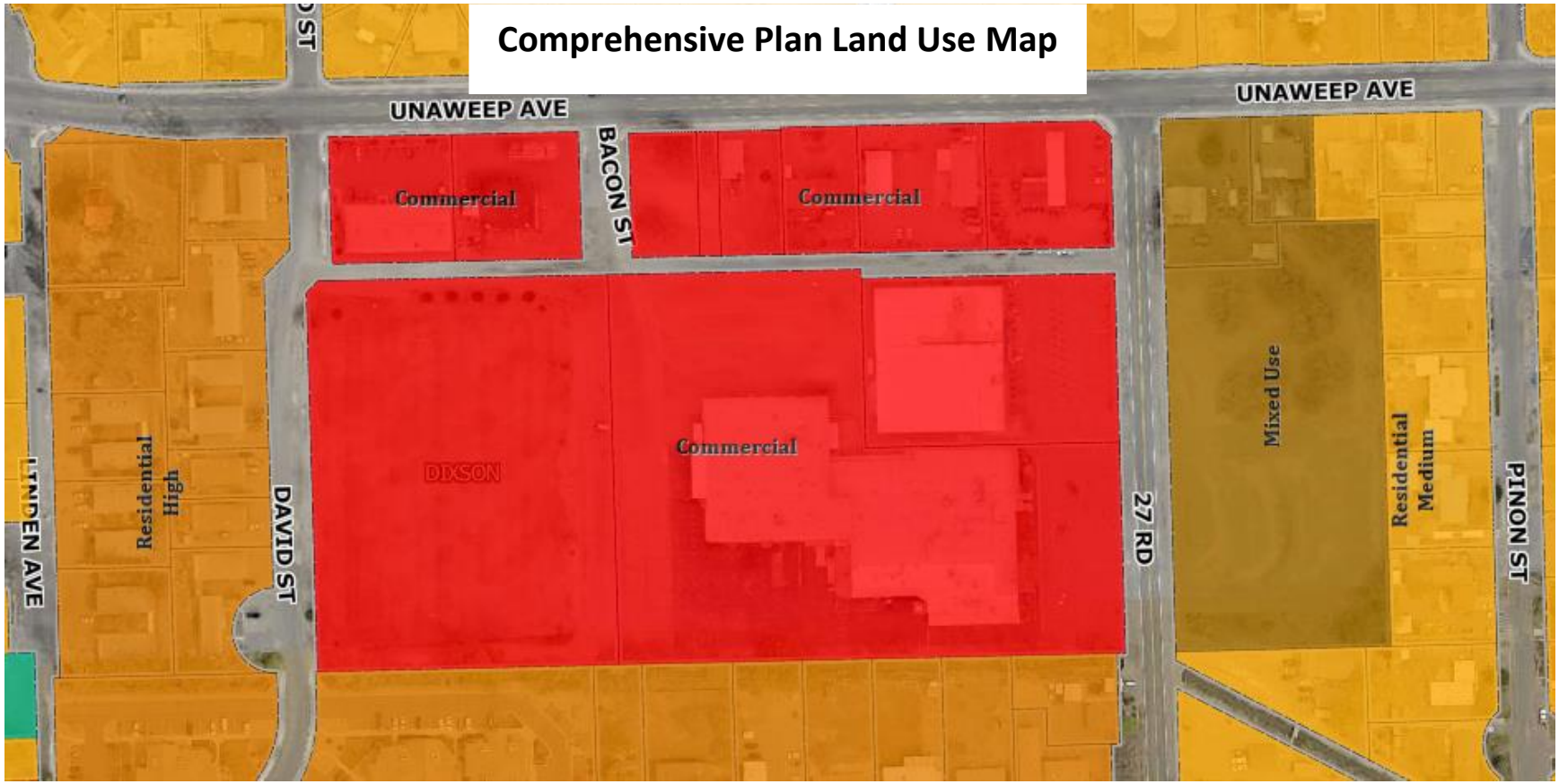
Location Map #2



Zoning Map


UNAWEEP AVE
UNAWEEP AVE
BACON ST
DAVID ST
LINDEN AVE
27 RD
PINON ST
C-1
R-16
R-8
PD

Comprehensive Plan Land Use Map



Ametek Rezone **File # RZN-2020-592**

Agenda item can be viewed online here at 56:53

Consider a request by 1215-1217 Perry LLC to rezone two (2) properties from PD (Planned Development) to C-1 (Light Commercial), located at 287 27 Road and the adjacent Dixson Park, collectively comprising 8.7 acres; and, to rezone one property from PD (Planned Development) to M-U (Mixed Use), located at 288 27 Road, comprising 2.81 acres.

Staff Presentation

Lance Gloss, Senior Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for Staff

None.

Public Hearing

The public hearing was opened at 5 p.m. on Tuesday, March 2, 2021 via www.GJSpeaks.org.

None.

The public hearing was closed at 6:28 p.m. on March 9, 2021.

Questions for Applicant or Staff

None.

Discussion

None.

Motion and Vote

Commissioner Gatseos made the following motion, “Chairman, on the Rezone request for the property located at 287 27 Road, 288 27 Road, and the adjacent unaddressed property known as Dixson Park, City file number RZN-2020-592, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact as listed in the staff report.”

Commissioner Ehlers made a comment regarding the request.

Commissioner Ehlers seconded the motion. The motion carried 7-0.

DRAFT

Grand Junction City Council

Regular Session

Item #6.b.ii.

Meeting Date: April 7, 2021

Presented By: Lance Gloss, Senior Planner

Department: Community Development

Submitted By: Lance Gloss, Senior Planner

Information

SUBJECT:

Ordinance Rezoning Four (4) Properties from PD (Planned Development) to R-8 (Residential – 8 du/ac), Located at 585 North Grand Falls Court A, B, C, and D, Comprising 0.7 Acres

RECOMMENDATION:

Planning Commission heard this item at their March 9, 2021 meeting and voted (7-0) to recommend approval of the request.

EXECUTIVE SUMMARY:

During the development of The Falls Subdivision (c. 1981-1994), several lots were platted that were never developed. These include the four lots located at 585 North Grand Falls Court A, B, C, and D. These lots are currently zoned PD affiliated with The Falls Subdivision plans, but that PD zone no longer has an active plan; therefore, in order to establish development rights on the four properties, the Applicant has requested that the properties be rezoned to R-8 (Residential – 8 dwelling units per acre. R-8 zoning of these four lots would allow for the construction of a single-family dwelling (attached or detached) on each of the lots.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The four properties at 585 North Grand Falls Court were created by the 1994 subdivision plat for Falls Village Subdivision, itself a replat of the 1983 subdivision plat for The Falls – Filing No. 3 Subdivision. The majority of the 22 lots that were created by the Falls Village Subdivision were developed subsequent to plat recording, and now

contain single family attached residences. Those lots and subdivisions were all associated with the PD zoning that remains on the lots, and which—at the time—provided for development of the properties at a density approximating the City's current R-8 zone district. Specifically, the Falls Village Subdivision created 18 lots on 2.51 acres, for a density of one 7.2 dwelling units per acre, which falls between the minimum and maximum densities in the R-8 zone district of 5.5 dwelling units per acre and 8 dwelling units per acre.

Per Section 21.05.010 of the Zoning and Development code, the Planned Development (PD) zone district is to apply to mixed-use or unique single-use projects where design flexibility is desired and is not available through the application of the standards established in the Code and when long-term community benefits will be derived and the vision, goals, and policies of the Comprehensive Plan can be achieved. Such benefits include more effective infrastructure, a greater quality and quantity of public and/or open space, other recreational amenities or innovative designs. In Staff's analysis, there are no elements of this small project that would warrant the continued application of PD zoning to this parcel.

An example of the relative inefficiency of the PD zoning can be found in previous attempts to generate a viable project for the four parcels under the PD zoning. The four subject properties were considered for development in 1996 under City File No. MC-96-146. That application was for a minor change to the Planned Development zoning that would have allowed for slight reconfiguration of the development of four properties with attached single-family residences. This update was of very limited scope, and would not have required a zoning action in a zone other than PD, but was required due to the narrower constraints of the PD zone. The plan was approved but never carried out, and expired in 1996 site plan two years after approval. The four subject properties have remained in their current, undeveloped state with no active approvals. An R-8 zone has therefore been recommended by staff and applied for by the Applicant, so as to reduce the complexity of developing these already-platted lots in a manner consistent with their size and apparent highest and best use.

NOTIFICATION REQUIREMENTS

Notice was completed consistent with the provisions in Section 21.02.080 (g) of the Zoning and Development Code. The subject property was posted with an application sign on February 24, 2021. Mailed notice of the public hearings before Planning Commission and City Council in the form of notification cards was sent to surrounding property owners within 500 feet of the subject property, as well as neighborhood associations within 1000 feet, on February 28, 2021. The notice of this public hearing was published on March 2, 2021 in the Grand Junction Daily Sentinel.

ANALYSIS

Pursuant to Section 21.02.140 of the Grand Junction Municipal Code, in order to

maintain internal consistency between this code and the zoning maps, zoning map amendments must only occur if at least one of the five criteria listed below is met. Staff analysis of the criteria is found below each listed criterion.

(1) Subsequent events have invalidated the original premises and findings; and/or

The existing zoning for these properties is PD (Planned Development) without an approved plan; this PD closely approximates R-8 (Residential – 8 du/ac) zoning. The PD zoning that was applied to these properties has not been updated since 1996 and no longer provides for development rights on these properties, as approvals have lapsed. As discussed in the Background, the purpose of the PD zone district is to introduce design flexibility to achieve unique design goals. In staff's analysis, there are no unique elements of this small project that would warrant PD zoning. Moreover, the lapsing of the approved plan itself represents an event that establishes new premises for zoning. Therefore, staff finds that this criterion is met.

(2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or

The character and/or condition of the immediate area of The Falls development has not changed. The Falls continues to exist as a Planned Development without a current plan. However, in the vicinity, there continues to be residential growth to the east and west of the site, making development of these infill properties more appropriate now than in the past few decades. The character of the broader area is now primarily residential, rather than undeveloped, owing to the development medium density residences, including attached single-family homes, on approximately three-quarters all properties within 1000 feet of the subject properties. The rezone to R-8 is also consistent with the Plan in that it meets the established goals of the Comprehensive Plan to provide housing of a range of types and densities and to focus infill development that makes "efficient use of existing public facilities and services" (p. 20). Therefore, staff finds this criterion to be met.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or

The subject property is well served by public and community facilities. The transportation network in the vicinity of the subject properties is well-developed, with the exception that adequate sidewalk is not found adjacent to the subject properties along the west side of North Grand Falls Court. The site has excellent access to arterial roads (28 ¼ Road and Patterson Road) as well as to bicycle-friendly facilities (28-1/4 Road and Orchard Avenue). Grand Valley Transit (GVT) bus stops can be readily accessed along Patterson Road and Orchard Avenue. Public and private utilities are also available, with sanitary sewer located in North Grand Falls Court. Ute Water

service is available in the same location. Xcel electrical and gas services are similarly available to the site. There is, overall, no appreciable utility deficiency to the site. Therefore, staff finds that this criterion is met.

(4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or

The City is broadly in need of medium-density residential zoning if it is to accommodate anticipated growth in population while retaining housing accessibility. Infill, of which these properties are a prime example, is a central strategy for meeting housing needs as outlined in the 2020 One Grand Junction Comprehensive Plan. The Comprehensive Plan explicitly identifies the relative lack of land suitable for the density of “missing middle” housing, which includes the types of attached dwellings for which these lots would be suitable if rezoned to R-8. Thus, while the proposed R-8 zoning is not entirely uncommon in the City or in the vicinity, more R-8 zoning is considered necessary in order to meet housing demand. Staff thus finds that this criterion is met.

(5) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.

PD zoning can have many benefits to the community, and serves especially well when a proposed development has a specific vision that cannot be provided for by other zoning categories. The same feature of PD zoning—the ability to specifically tailor it to a project’s needs—can also present a challenge with the property’s use or configuration is contemplated to change. This particular PD zone, as illustrated in the Background, has functioned in essentially the same manner for nearly five decades. Moreover, it is particularly inefficient for the City to retain PD zoning that no longer has a valid plan associated with it, as no further development can occur in that situation. Leaving the existing PD zoning in place effectively prevents the development of the subject properties. Rezoning to R-8 would provide for the development of these properties, which is not possible under current zoning, but which is necessary to meet the City’s housing provision goals as outlined above, and for the properties to serve their highest and best use. Staff therefore finds this criterion to be met.

RECOMMENDATION AND FINDINGS OF FACT

After reviewing the request by H & M trust to rezone the properties located at 585 North Grand Falls Court A, B, C, and D, City File RZN-2021-25, for the property located at 2103 North 7th St., the following findings of fact have been made:

1. The request conforms with Section 21.02.140(a) of the Zoning and Development Code.

Therefore, the Planning Commission recommends approval of the request.

FISCAL IMPACT:

There is no direct fiscal impact related to this request.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 4994, an ordinance rezoning H & M Trust Properties from PD (Planned Development) to R-8 (Residential - 8 du/ac), located at 585 N. Grand Falls Court A, B, C, and D on final passage and order final publication in pamphlet form.

Attachments

1. Development Application Packet
2. Map Exhibits
3. Draft Zoning Ordinance
4. Planning Commission Minutes - 2021 - March 9 - Munkres Rezone

CITY OF Grand Junction COLORADO
COMMUNITY DEVELOPMENT

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: Rezone

Please fill in blanks below ***only*** for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation: _____ Existing Zoning: None

Proposed Land Use Designation: Residential Proposed Zoning: R-8

Property Information

Site Location: 585 North Grand Falls Ct., Units A through D Site Acreage: .70 +/-

Site Tax No(s): 2943-072-28-001, 002,003,004 Site Zoning: None

Project Description: The property owner, H&M Trust, is requesting a rezone to establish zoning for these four lots. The Outline Development Plan for this PD expired without a base zoning district established, and therefore that the property is currently without a zone.

Property Owner Information	Applicant Information	Representative Information
Name: H&M Trust	Name: H&M Trust	Name: Kim Kerk Land Consulting
Street Address: 2664 Eagle Ridge Dr	Street Address: 2664 Eagle Ridge Dr	Street Address: 355 Hancock St
City/State/Zip: Grand Jct., CO 81507	City/State/Zip: Grand Jct., CO 81507	City/State/Zip: GJ, CO 81504
Business Phone #:	Business Phone #:	Business Phone #: 970-640-6913
E-Mail: barbhm12@gmail.com	E-Mail: ted.build @gmail.com	E-Mail: kimk355@outlook.com
Fax #:	Fax #:	Fax #:
Contact Person: Barb Hinze	Contact Person: Ted Munkres	Contact Person: Kim Kerk
Contact Phone #: 970-201-4472	Contact Phone #: 970-270-1107	Contact Phone #: 970-640-6913

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application: Kim Kerk Date: 01/18/2021

Signature of Legal Property Owner: Barb Hinze Ted Munkres Date: 01/18/2021

RECEPTION#: 2926801, at 6/3/2020 1:49:07 PM, 1 of 1
Recording: $13.00, Tina Peters, Mesa County, CO. CLERK AND RECORDER

QUITCLAIM DEED

The "Grantors," Theodore W. Munkres and Barbara L. Hinze, whose legal address is 2664 Eagle Ridge Drive, Grand Junction, Colorado 81503, County of **Mesa** and State of **Colorado**, for the consideration of --NO CONSIDERATION--, hereby sell and quitclaim to **the H & M Trust, dated June 3, 2020, the "Grantee,"** whose legal address is **2664 Eagle Ridge Drive, Grand Junction, Colorado 81503**, County of Mes and State of Colorado, the following real property, in the County of **Mesa** and State of **Colorado**, to wit:

Lots 1, 2, 3 & 4 in Block 1 of
FALLS VILLAGE,
a Replat of Lot 9, Block Two of The Falls Filing No. Two,
and Lots 11 and 15, Block Two of The Falls Filing No. Three

County of Mesa, State of Colorado

also known by street address as: **585 North Grand Falls Ct., #A, #B, #C, and #D, Grand Junction, Colorado 81501** and assessor's schedule or parcel numbers: **2943-072-28-001; 2943-072-28-002; 2943-072-28-003; and 2943-072-28-004**

with all its appurtenances.

Signed this 3rd day of June, 2020.

Theodore W. Munkres

Barbara L. Hinze

STATE OF COLORADO)
) ss.
County of Mesa)

The foregoing instrument was acknowledged before me this 3rd day of June, 2020, by Theodore W. Munkres and Barbara L. Hinze.

Witness my hand and official seal.

DEBBIE A. FISHER
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #19914003584
My Commission Expires March 14, 2023

Notary Public

Kim Kerk LAND CONSULTING & DEVELOPMENT

Rezone Request

585 North Grand Falls Ct.

Grand Junction, Colorado

Date: January 14, 2021

Prepared by: Kim Kerk, PM

Submitted to: Lance Gloss, Sr Planner

City of Grand Junction

250 N. 5th Street

Grand Junction, CO 81501

Project: Rezone Request to R-8 (default zoning)

Property Address: 585 North Grand Falls Ct., Units A, B, C, & D
Grand Junction, CO 81501

355 Hancock St. Grand Junction, CO 81504
Ph: (970) 640-6913 kimk355@outlook.com

Introduction:

585 N Grand Falls Ct. contains approximately .70 acres with 4 existing lots. The addresses are 585 N Grand Falls Ct. Units A, B, C, & D Grand Junction, CO 81501. The property owner H&M Trust is requesting a rezone to establish zoning for these four lots. Originally these 4 lots were part of the Falls Village Subdivision. Falls Village had an approved subdivision with the zoning of Planned Development (PD). The Outline Development Plan (ODP) for the PD Zoning was recorded on May 25th, 1994. The ODP which expired after 10 years, left this property without a base zoning in place. The default zoning for this property is R-8. Therefore, this request is for R-8 Zoning (Residential – 8 du/ac) zone district (5.5 – 8 du/ac allowed). This would yield a density of approximately 5.7 units per acre which is appropriate for an R-8 zone. Not only is the zoning appropriate but also an excellent opportunity for infill and beautifying the neighborhood.

Petitioners Intent:

The owners understand that 4 lots would be appropriate 4 for single-family attached or detached dwelling units. The proposed rezone will utilize the bulk standards for the R-8 default zone district; therefore, no deviations from bulk standards or design standards of the underlying zone district of R-8 are being requested. Allowed uses will be the same as those permitted in R-8 zoning.

- **Property Locations/ Zonings and Legal**

  The properties are located at 585 North Grand Falls Ct., Units A through D, Grand Junction, CO 81501.

  THE LEGAL DESCRIPTION OF THIS SITE IS AS FOLLOWS:

  UNIT D: LOT 4 BLK 1 FALLS VILLAGE A REPLAT OF LOT 9 BLK TWO THE FALLS FILING NO TWO AND LOT 11 AND 15 BLK TWO THE FALLS FILING NO THREE SEC 7 1S 1E & ALSO INCLUDING THAT PTN OF VAC R.O.W. AS DESC IN B-2882 P-246/248 MESA CO RECDS

  UNIT C: LOT 3 BLK 1 FALLS VILLAGE A REPLAT OF LOT 9 BLK TWO THE FALLS FILING NO TWO AND LOT 11 AND 15 BLK TWO THE FALLS FILING NO THREE SEC 7 1S 1E & ALSO INCLUDING THAT PTN OF VAC R.O.W. AS DESC IN B-2882 P-246/248 MESA CO RECDS

  UNIT B: LOT 2 BLK 1 FALLS VILLAGE A REPLAT OF LOT 9 BLK TWO THE FALLS FILING NO TWO AND LOT 11 AND 15 BLK TWO THE FALLS FILING NO THREE SEC 7 1S 1E & ALSO INCLUDING THAT PTN OF VAC R.O.W. AS DESC IN B-2882 P-246/248 MESA CO RECDS

  UNIT A: LOT 1 BLK 1 FALLS VILLAGE A REPLAT OF LOT 9 BLK TWO THE FALLS FILING NO TWO & LOT 11 AND 15 BLK TWO THE FALLS FILING NO THREE SEC 7 1S 1E & ALSO INCLUDING THAT PTN OF VAC R.O.W. AS DESC IN B-2882 P-246/248 MESA CO RECDS

355 Hancock St. Grand Junction, CO 81504
Ph: (970) 640-6913 kimk355@outlook.com

- **Development Schedule and Phasing:**

  Development Schedule and/ or phasing is not applicable as the 4 lots are already in existence. The site is currently vacant and not occupied or used for any purpose. It is undecided at this point whether the owners will sell the vacant lots or elect to build the houses.

- **Current Use/Site Characteristics:**

  Currently the property is vacant and has not been occupied or used for many years.

Zoning Review and Criteria: Impacts:

- **Neighborhood Impact:**

  We will ensure that the existing services to adjacent properties continue and are not disturbed or negatively impacted.

- **Domestic Water Impact:**

  The provider for domestic water service in this area is Ute Water Conservancy District.

- **Drainage Impacts:**

  The builder will apply for all required permits required by the CDPHE Stormwater Management Manual (SWMM) and applicable local, state, and federal laws.

- **Fire Protection Impact:**

  The service provider for fire protection in this area is the Grand Junction Fire Department. Fire hydrants shall be placed and have fire flow capabilities in accordance with the City's ordinances.

- **Flood Hazard Impact**

  There are no mapped FEMA flood hazards in or near the proposed project area. In addition, based on requirements from the City of Grand Junction the peak 100-year discharge from developed conditions will be less than the historic conditions. Therefore, this subdivision will not create a flood hazard.

- **Historic Preservation Impact:**

  No structures requiring preservation in accordance with City Standards exist on the site.

- **Irrigation Impact:**

  Upon further design of the housing the irrigation system and its maintenance shall be an integral part of the project. We will ensure that the existing irrigation service to adjacent properties continue and are not disturbed or negatively impacted.

355 Hancock St. Grand Junction, CO 81504
Ph: (970) 640-6913 kimk355@outlook.com

- **Natural Features and Environmental Protection Impacts:**

  The site does not contain natural features or environmental resources.

- **Noise, Dust & Odor Impacts:**

  The intent of the builder will be to limit the amount of unnecessary work which would pose a threat or be offensive to occupants of adjacent properties by reason of emission of noise, vibration, dust, smoke, odor, or particulate matter, toxic or noxious materials.

- **Public Facilities Impacts:**

  The impact on public facilities (i.e., schools, fire, police, roads, parks, etc...) will be minimal given the size of this development and considering that the project is proposed to develop within the density allowed by existing zoning and the recommendations of the Growth Plan.

- **Sewer Impacts:**

  All lots will be served by a sewer system connected to Persigo Wastewater Treatment Facility and serviced by Grand Jct. City Sewer.

- **Soils Impacts:**

  The Natural Resources Conservation Service identifies 2 types of soils which are identified in the Drainage Report and are all typical of the vicinity.

- **Transportation and Traffic:**

  All streets and/ or improvements will be constructed in conformance with current City of Grand Junction standards and specifications.

355 Hancock St. Grand Junction, CO 81504
Ph: (970) 640-6913 kimk355@outlook.com

Kim Kerk
LAND
CONSULTING
DEVELOPMENT

Legal Description: 585 N Grand Falls Ct.
Units A, B, C, and D

Lots 1, 2, 3 & 4 in Block 1 of
FALLS VILLAGE,
a Rep lat of Lot 9, Block Two of The Falls Filing No. Two, and Lots 11 and 15, Block Two of The Falls Filing No. Three
County of Mesa, State of Colorado

also known by street address as:
585 North Grand Falls Ct., #A, #B, #C, and #D, Grand Junction, Colorado 81501 and assessor's schedule or parcel numbers: 2943-072-28-001; 2943-072-28-002; 2943-072-28-003; and 2943-072-28-004

355 Hancock St. Grand Junction, CO 81504
kimk355@outlook.com Ph: 970-640-6913

Kim Kerk
LAND
CONSULTING
DEVELOPMENT

VIA: US Mail
Zoom Neighborhood Meeting

Adjacent Property Owner
Grand Junction, CO
RE: 585 N. Grand Falls Ct.
Grand Junction, CO 81501

Dear Property Owner:
The above referenced property will soon be the subject of a Rezone application with the City of Grand Junction's Community Development Department. A Neighborhood Meeting is being held to introduce the proposed 4 lot Rezone Request to you and answer any questions that you might have about the project.

The rezone area encompasses 4 lots located at 585 N. Grand Falls Ct., south of Patterson Road and west of 28 1/4 Rd. The property was originally part of The Falls Village Subdivision. Grand Junction City Development staff has verified that the Falls Village Outline Development Plan for this PD expired without a base zoning district established, leaving the 4 lots without a zone. This request is for R-8 (8 residential- dwelling units per acre), which is the default zone for this property.

The Neighborhood Meeting is held to allow the neighborhood an opportunity to see the area to be rezoned and to answer questions about the request. The property owner's representative, Kim Kerk, and a City Planner will attend the meeting to discuss the proposed rezone.

A Neighborhood meeting will be held via ZOOM in compliance with the City of Grand Junction's COVID Neighborhood Meeting process. The ZOOM meeting is designed to present information for you to learn more about the proposed project in a safe meeting environment. The meeting is scheduled for Monday **December 17, 2020 at 5:30 P.M.**

To attend and participate in the virtual ZOOM meeting, follow the link below and enter the meeting ID and password. You will be joined into the meeting and will have an opportunity to ask questions after.

Hello Neighbor,
You are invited to a Zoom meeting.
When: Dec 17, 2020 05:30 PM Pacific Time (US and Canada)

Register in advance for this meeting:
https://us02web.zoom.us/meeting/register/tZ0kcumpqDoqGdYaxL4fmDI7I6lXaB8Dg5Hz
After registering, you will receive a confirmation email containing information about joining the meeting.

Kim Kerk Land Consulting & Development
355 Hancock St., Grand Junction, CO 81504
Ph: 970-640-6913

A Site Location Map below shows the location of the property to be rezoned.

Sincerely,
Kim

Kim Kerk
kimk355@outlook.com
970-640-6913

Please do not hesitate to contact me at 970-640-6913 should you have any questions about this project.



OWNERSHIP STATEMENT - TRUST

(a) H & M Trust ("Trust") is the owner of the following property:

(b) 585 N. Grand Falls Ct. Lots A,B,C, and D Grand Junction, CO 81501

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner is also attached.

I, (c) Barbara Louise Hinze, co-trustee, and The[redacted], am the Trustee for the Trust. I have the legal authority to bind the Trust to agreements concerning financial obligations and this property. I have attached the most recently recorded Statement of Authority of the Trust.

(•) My legal authority to bind the Trust both financially and concerning this property is unlimited.

( ) My legal authority to bind the Trust financially and/or concerning this property is limited in the following manner:

All other Trustees and their authority to bind the Trust are listed and described here:

(•) Trust is the sole owner of the property.

( ) Trust owns the property with other(s). The other owners of the property are:

(d)

On behalf of Trust, I have reviewed the application for the (e) _____

I understand the continuing duty to inform the City planner of any changes in my authority to bind the Trust or regarding any interest in the property, such as ownership, easement, right-of-way, encroachment, boundary disputes, lienholder and any other interest in the property.

(•) I and the Trustees have no knowledge of any possible conflicts between the boundary of the property and abutting properties.

( ) I and the Trustees have the following knowledge (indicate who has the knowledge) and evidence concerning possible boundary conflicts between the property and the abutting property(ies):

(f) _____

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

X Signature of Partnership representative: Barbara Louise Hinze, T. of Munkres

Printed name of person signing: Barbara Louise Hinze, co-trustee, and Theodore Wayne Munkres, co-trustee

State of Colorado)

County of Mesa) ss.

KIM A. KERK
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20064014738
My Commission Expires April 14, 2022

Subscribed and sworn to before me on this 20th day of January, 2021

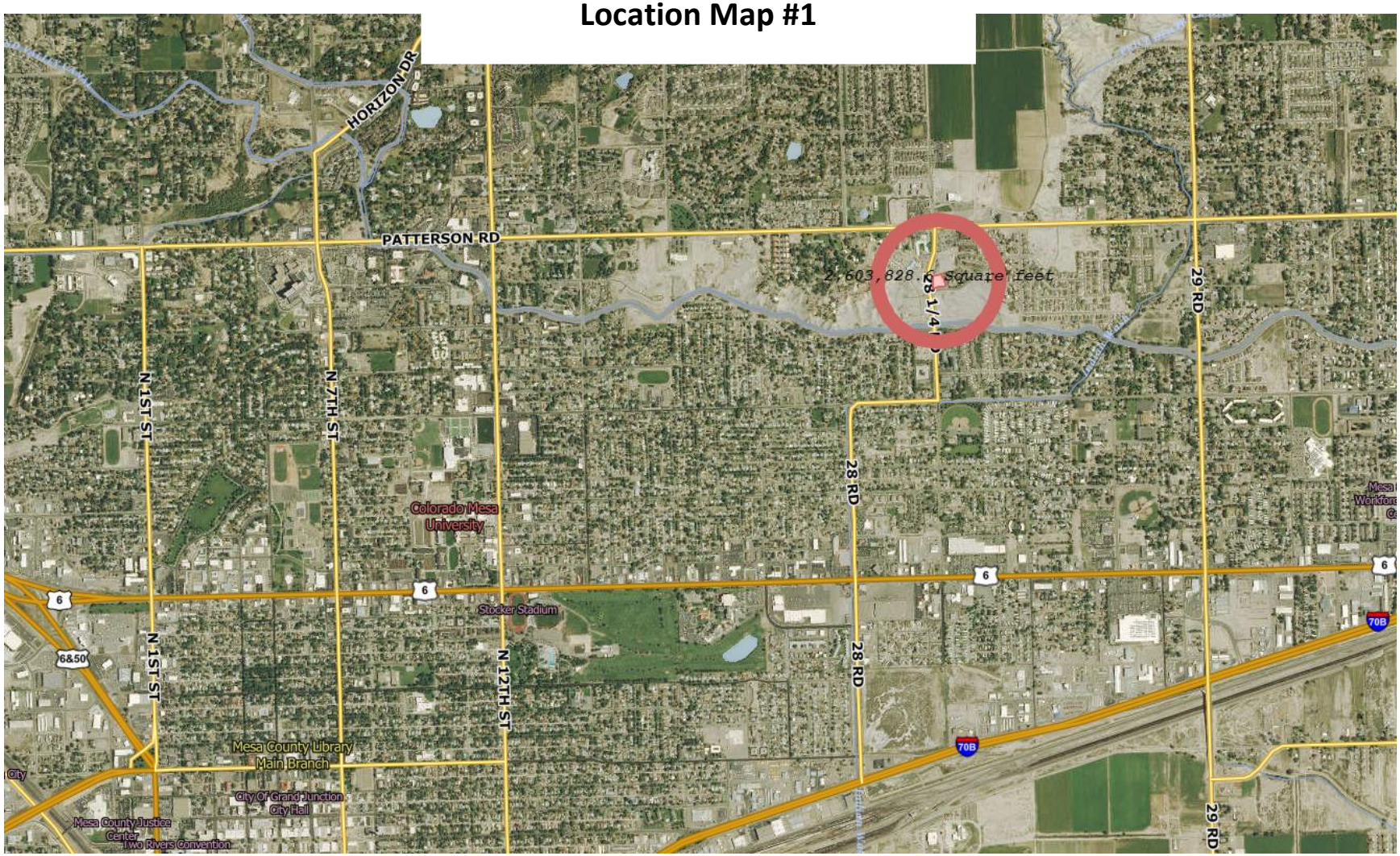
by Barbara Louise Hinze & Theodore Wayne Munkres

Witness my hand and seal.

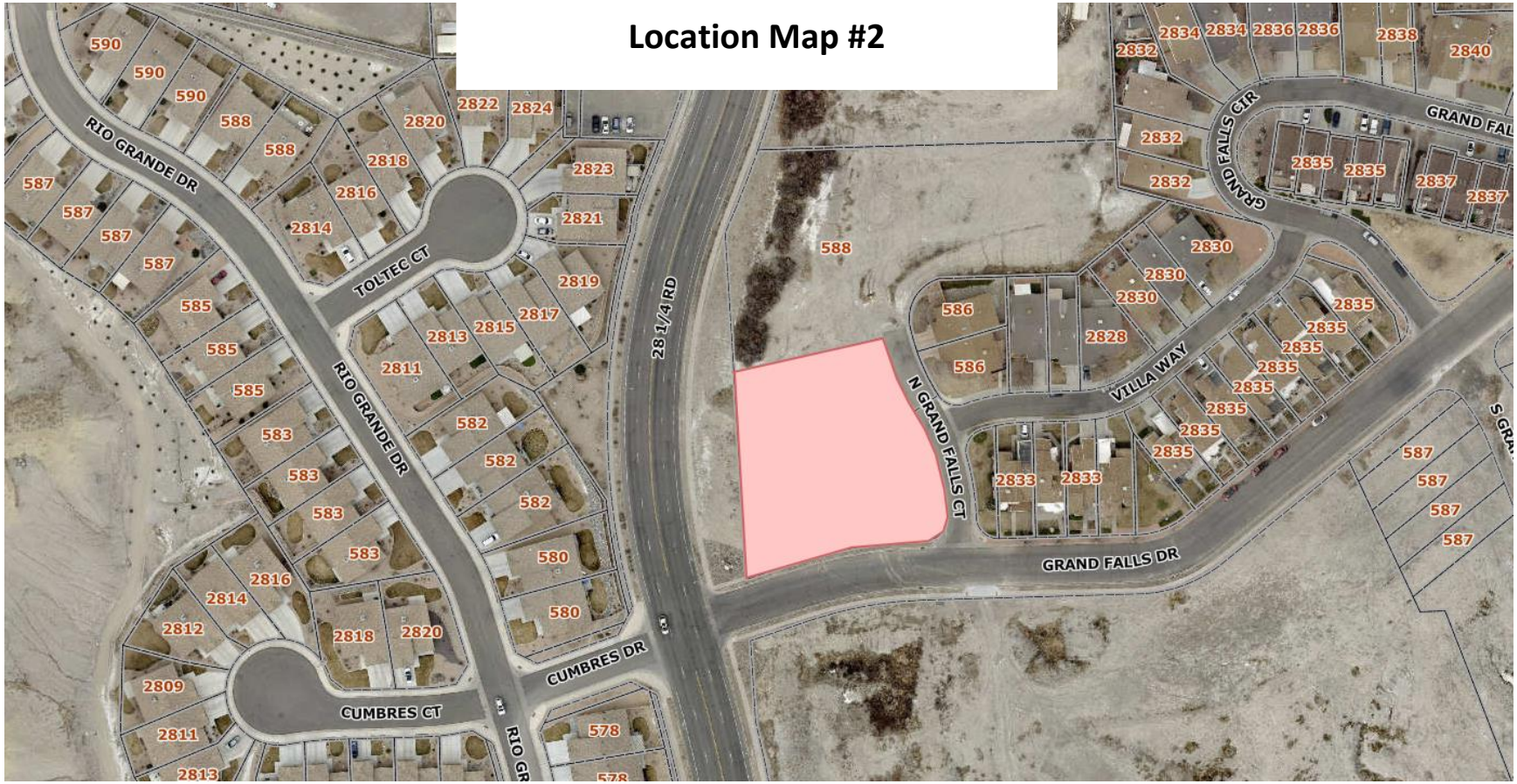
My Notary Commission expires on 04/14/2022

Kim A. Kerk
Notary Public Signature

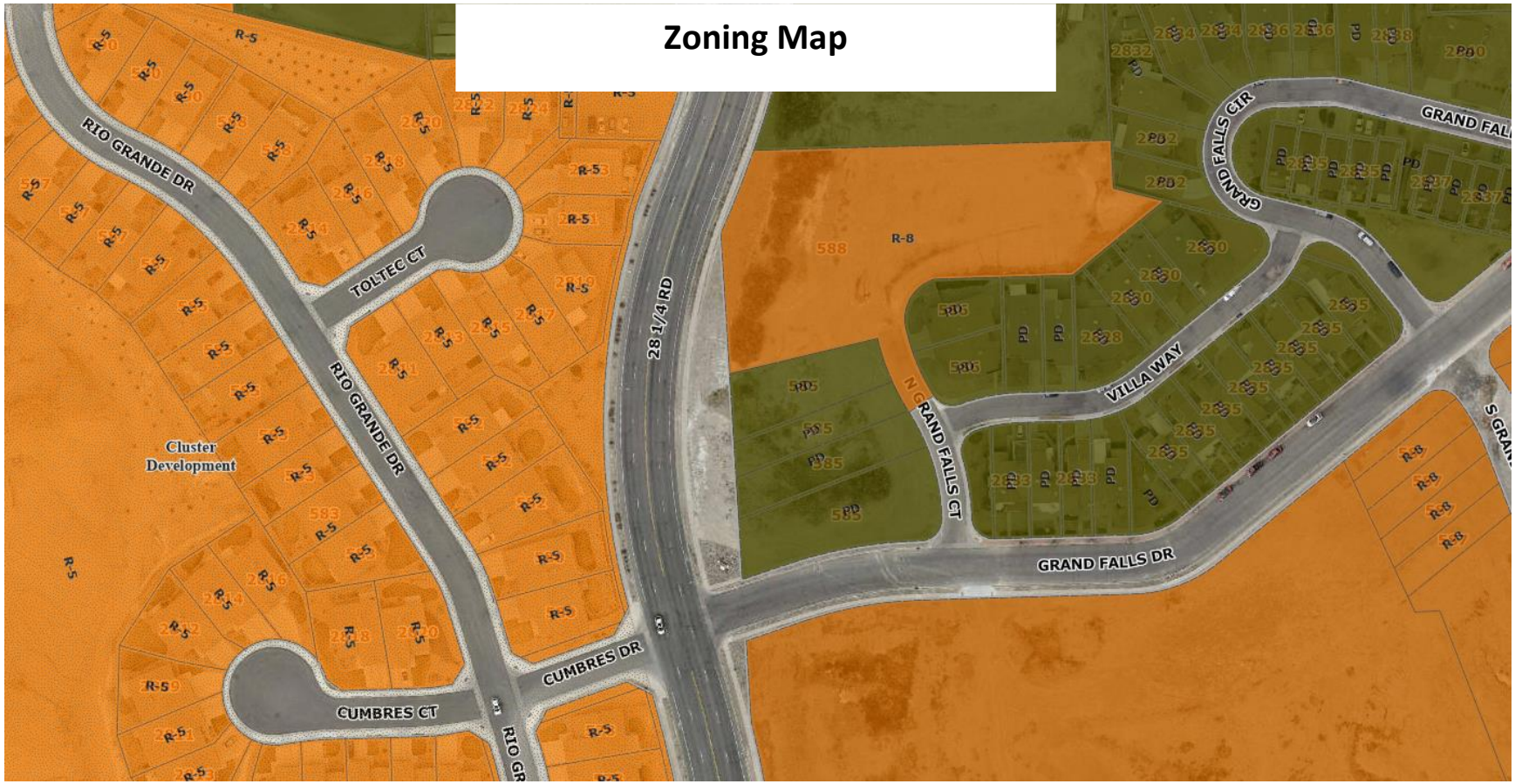
Location Map #1



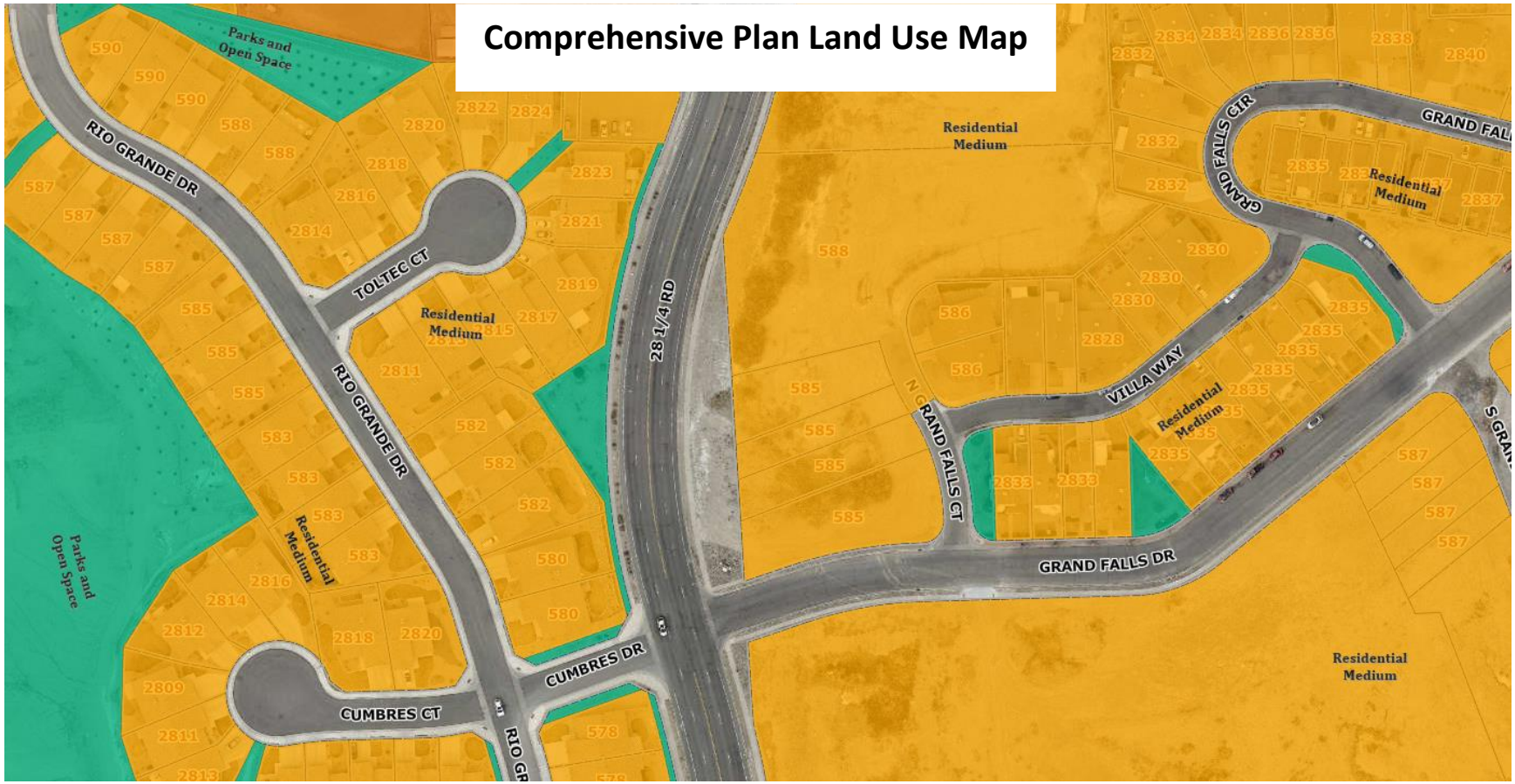
Location Map #2



Zoning Map


RIO GRANDE DR
TOLTEC CT
RIO GRANDE DR
CUMBRES DR
CUMBRES CT
Cluster Development
R-5
R-8
PD
28 1/4 RD
GRAND FALLS GTR
VILLA WAY
N GRAND FALLS CT
GRAND FALLS DR

Comprehensive Plan Land Use Map



CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

AN ORDINANCE REZONING H & M TRUST PROPERTIES FROM PD (PLANNED DEVELOPMENT) TO R-8 (RESIDENTIAL – 8 DU/AC)

LOCATED AT 585 N. GRAND FALLS COURT A, B, C, & D

Recitals:

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, the Grand Junction Planning Commission recommended approval of zoning the H & M Trust properties to the R-8 (Residential – 8 du/ac) zone district, finding that it conforms to and is consistent with the Land Use Map designation of Residential Medium of the Comprehensive Plan and the Comprehensive Plan's goals and policies and is generally compatible with land uses located in the surrounding area.

After public notice and public hearing, the Grand Junction City Council finds that the R-8 (Residential – 8 du/ac) zone district is in conformance with at least one of the stated criteria of Section 21.02.140 of the Grand Junction Zoning and Development Code.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The following properties shall be zoned R-8 (Residential – 8 du/ac):

LOTS 1, 2, 3 & 4 IN BLOCK 1 OF
FALLS VILLAGE
A REPLAT OF LOT 9, BLOCK TWO OF THE FALLS FILING N0. TWO, AND LOTS 11 AND 15, BLOCK TWO OF THE FALLS FILING NO. THREE
COUNTY OF MESA, STATE OF COLORADO

Introduced on first reading this 17TH day of March, 2021 and ordered published in pamphlet form.

Adopted on second reading this 5th day of May, 2021 and ordered published in pamphlet form.

ATTEST:

_____ _____

City Clerk Mayor

Munkres Rezone **File # RZN-2021-25**

Agenda item can be viewed online here at 1:11:07

Consider a request by H & M Trust to rezone four (4) properties from PD (Planned Development) to R-8 (Residential – 8 du/ac), located at 585 North Grand Falls Court A, B, C, and D, comprising 0.7 acres.

Staff Presentation

Lance Gloss, Senior Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for Staff

None.

Applicant Presentation

Kim Kerk, Kim Kerk Land Consulting & Development, was present and available for questions.

Public Hearing

The public hearing was opened at 5 p.m. on Tuesday, March 2, 2021 via www.GJSpeaks.org.

None.

The public hearing was closed at 6:44 p.m. on March 9, 2021.

Questions for Staff

None.

Discussion

Commissioner Gatseos made a comment regarding the request.

Motion and Vote

Commissioner Ehlers made the following motion, “Chairman, on the rezone request for the property located at 585 Grand Falls Court A, B, C, and D, City file number RZN-2021-25, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact as listed in the staff report.”

Commissioner Reece seconded the motion. The motion carried 7-0.

DRAFT

Grand Junction City Council

Regular Session

Item #6.b.iii.

Meeting Date: April 7, 2021

Presented By: Jace Hochwalt, Senior Planner

Department: Community Development

Submitted By: Jace Hochwalt, Senior Planner

Information

SUBJECT:

Ordinance Amending the Phasing Schedule and Patio Home Orientation and Setbacks of the Red Rocks Valley Planned Development Comprising 138.97 Acres Located at South Camp Road and Rock Valley Road

RECOMMENDATION:

The Planning Commission heard this request at their March 9, 2021 meeting and voted (7-0) to recommend approval of the request.

EXECUTIVE SUMMARY:

The Applicants, Conquest Homes LLC and Surf View Development Co., are requesting amendments to the Red Rocks Valley Planned Development. The original application for the Planned Development (PD) and Outline Development Plan (ODP) received City Council approval in July of 2007. The Applicant is unable to meet the deadline set by the previously approved phasing schedule and is therefore requesting an extension of the ODP that would provide for completion of the remaining phases of development by December 31, 2029. In addition to a phasing schedule extension, the Applicant is requesting amendments specific to the patio home area as defined in the original ODP. These requests include the allowance of some patio home lots to access perimeter streets, removal of the requirement for building footprints to be recorded for patio homes, and revisions and clarification to the patio home area setback requirements.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The subject property totals 138.97 acres and was originally annexed into the City limits

in June of 2006 as the Fletcher Annexation. An Outline Development Plan (ODP) was subsequently submitted, and the property was zoned Planned Development (PD) in August of 2007 via Ordinance No. 4109 (see Exhibit 5). The zoning ordinance and approved ODP allowed for a total of 155 residential units, inclusive of detached single-family homes (on ½-acre lots or larger) and patio homes (which could be attached or detached units). The plat phasing schedule was separated out into five phases, with the fifth phase having a required completion date of March 2, 2017.

Following the approval of the Outline Development Plan, a Final Development Plan (FDP) was submitted in October of 2007 (City File Number FP-2007-319). The intent of this plan was to subdivide 98 of the originally proposed 155 residential lots, dedicate tracts and open space, and designate areas for "future development" for the 57 remaining allowable lots. This FDP was approved and platted in October of 2008 as the Red Rocks Valley Subdivision. Of the lots platted, 46 lots were designated for detached single family homes on large lots, while the other 52 units were designated as patio homes with specific building footprints.

Following plat approval, infrastructure began for the development, which included public and private roads, and utility lines and stubs. Infrastructure was completed by 2010, but due to the 2008 financial crisis, new home construction saw a sharp decline. Many of the developable lots transferred ownership between 2009 and 2011, and no new homes were constructed until 2012. Because of the delay in home construction and change in ownership, the original Planned Development ordinance approved in 2007 was amended in 2012 to extend the construction phasing schedule. The amended ordinance extended the phasing schedule for all remaining undeveloped phases of the Planned Development to March 1, 2022, and was recorded as Ordinance 4511 (see Exhibit 6).

From 2012 to present, all 46 of the lots for single family detached homes on ½-acre (or larger) lots have been built out. However, the 52 building footprints for the proposed patio homes, as indicated in the recorded FDP Site Plan, were nullified in 2014, at which time the designated patio home area was separated into four blocks (reflected in City File SSU-2014-45). In 2014, one of the four patio home blocks was replatted and built out (inclusive of 12 homes). However, the three remaining patio home blocks have not yet been replatted or built-out (which is inclusive of 40 homes). In addition, there are multiple other developable parcels within the Red Rocks Valley Subdivision that could be developed with an additional 57 residences on large lots, but have yet to be platted. Due to the economic downturn and market conditions following the original approval of the ODP, the Applicant is requesting that the phasing schedule for the remainder of the developable area be extended to December 31, 2029. In addition to the phasing extension request, the Applicant is requesting other amendments to the ODP. These additional amendments are listed below and will be further evaluated in the Analysis section of this report.

1) Allowance of perimeter patio home lots to access perimeter streets instead of access being required from interior private roads (as reflected in Exhibit 2.7).

2) Remove requirement for building footprints to be recorded for the patio homes, and clarify/revise patio home setbacks.

At the time of the original ODP approval, the City Council determined that the public benefit was met due to the sizable amount of dedicated private and public open space (33.6% of the entire property), a needed housing mix inclusive of large lot single-family residential as well as patio homes, and the preservation of natural resources and habitat areas.

NOTIFICATION REQUIREMENTS

A Neighborhood Meeting regarding the proposed Planned Development Amendment request was held in-person on June 30, 2020 in accordance with Section 21.02.080 (e) of the Zoning and Development Code. The Applicant and City staff were present, along with approximately 20 area residents who attended the meeting. After the Applicant provided a presentation of the proposal, neighbors addressed their concerns related to reorientation of patio homes if access is allowed from perimeter streets, dust and weeds on the vacant parcels, expected construction timelines, and the potential of increased traffic and on-street parking within the subdivision.

Notice was completed consistent with the provisions in Section 21.02.080 (g) of the Zoning and Development Code. The subject property was posted with an application sign on December 15, 2020. Mailed notice of the public hearings before Planning Commission and City Council in the form of notification cards was sent to surrounding property owners within 500 feet of the subject property, as well as neighborhood associations within 1000 feet, on February 26, 2021. The notice of the Planning Commission public hearing was published on March 2, 2021 in the Grand Junction Daily Sentinel.

ANALYSIS

Pursuant to Section 21.02.150 (e) of the Grand Junction Zoning and Development Code, requests for an Outline Development Plan (ODP) major amendment shall demonstrate conformance with all of the following:

a) The Comprehensive Plan, Grand Valley Circulation Plan and other adopted plans and policies (Section 21.02.150(b)(2)(i));

The Red Rocks Valley ODP was approved in 2007, at which time the property was designated Residential Low (½ to 2 acres per dwelling unit) by the Growth Plan in place at that time. The Residential Low designation allowed for R-E zone (one dwelling

unit per 2 acres) at the low end and R-2 (2 dwelling units per acre) at the high end. At time of original approval, the ODP proposal was consistent with the Growth Plan by providing an overall density of 1.12 dwelling units per acre. The Applicant is not proposing increasing density from the originally approved ODP, which proposed a total of 155 residential units on the 139-acre property.

The Grand Valley Circulation Plan shows only South Camp Road, which is classified as a Major Collector, and is the sole access for the development. Since approval of the original ODP, local and private streets were designed and constructed per the TEDS (Transportation Engineering Design Standards) manual. As indicated in the original ODP, there is a "100-lot rule" in the TEDS manual that establishes that no more than 99 homes can be accessed by a single point of ingress/egress. As previously indicated, the original ODP proposed 155 total residential units, and would require an eventual second access upon the construction of the 100th unit. This was also indicated in Ordinance 4511 and will remain in effect with this amendment proposal.

Further, the Outline Development Plan request is consistent with the following goals and/or policies of the Comprehensive Plan by providing a residential development conveniently located to services, a needed housing mix of small and large lot residential units, and the preservation of natural resources and habitat areas.

Goal 3: The Comprehensive Plan will create ordered and balanced growth and spread future growth throughout the community.

Goal 5: To provide a broader mix of housing types in the community to meet the needs of a variety of incomes, family types and life stages.

Policy B: Encourage mixed-use development and identification of locations for increased density.

Policy C: Increasing the capacity of housing developers to meet housing demand.

Goal 9: Develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air and freight movement while protecting air, water and natural resources.

Policy D: A trails master plan will identify trail corridors linking neighborhoods with the Colorado River, Downtown, Village Centers and Neighborhood Centers and other desired public attractions.

Goal 10: Develop a system of regional, neighborhood and community parks protecting open space corridors for recreation, transportation and environmental purposes.

Policy B: Preserve areas of scenic and/or natural beauty and, where possible, include these areas in a permanent open space system.

b) The rezoning criteria provided in Section 21.02.140 (a) of the Grand Junction Zoning and Development Code (Section 21.02.150(b)(2)(ii));

(1) Subsequent events have invalidated the original premises and findings; and/or

The proposed amendments seek to allow perimeter patio home lots to access perimeter streets, remove the requirement for building footprints to be recorded for patio homes, and revision to the patio home area setback requirements as originally approved. These are requests by the Applicants, but no subsequent events have invalidated the original ODP premises and findings. As such, staff finds this criterion has not been met.

(2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or

Since the approval of the original ODP ordinance in 2007 and the amended ordinance in 2012, the Red Rocks Valley subdivision has been constructed in phases with a large portion having been built out as of the date of this report. The character and condition of the area has not changed in a substantial way since original approval. As such, staff finds that this criterion has not been met.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or

The subject property is within an urbanized area of the City of Grand Junction. Adequate public and community facilities and services are available and sufficient to serve uses proposed within the PD. The subject site is currently served by Ute Water, Persigo Wastewater Treatment, and Xcel Energy (electricity and natural gas). Much of the infrastructure has already been constructed within the development. As such, staff finds that this criterion has been met.

(4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or

While portions of the Red Rocks Valley Subdivision are suitable for immediate development (the patio home area in particular), there is ample developable/underdeveloped land for low density residential use within a mile of the subject site. Therefore, Staff finds this criterion has not been met.

(5) The community or area, as defined by the presiding body, will derive benefits from

the proposed amendment.

As indicated previously, ample infrastructure has already been constructed within the Red Rocks Valley Subdivision. The patio home area is suitable for immediate development, with roads and utilities in place. If the area is not platted before the ODP lapses in 2022, the Applicants will need to go through a new zoning and/or Planned Development submittal process, which the extension of the phasing schedule would relieve. In addition, the Applicant has determined that allowing exterior patio homes to have direct access from exterior public roads will alleviate access conflicts within the private interior streets. With that said, staff is unable to conclude that the community will derive additional benefits from these amendments as compared to the original ODP approval.

The subject property is zoned PD, which is a zone category based on specific design and is applied on a case-by-case basis. In 2007, City Council concluded that the original ODP conformed with the rezoning criteria of the Zoning and Development Code. While the proposed amendments do not meet all the rezoning criteria, staff has determined that one or more of the criteria have been met as previously described.

c) The planned development requirements of Section 21.05 of the Zoning and Development Code (Section 21.02.150(b)(2)(iii));

Planned Development (PD) zoning should be utilized when long-term community benefits will be derived and the vision, goals and policies of the Comprehensive Plan can be achieved. In 2007, City Council concluded that the original ODP conformed with the planned development requirements of the Zoning and Development Code. There is no proposed change in density for the development (1.12 units/acre), open space dedication (33.6% of the property), trails, street networks, or parking. The proposed amendments reflect changes in the development phasing schedule, removal of the requirement for recorded building footprints for patio homes, revisions and clarification to setbacks for patio homes, and the allowance of access to perimeter patio homes from public streets (instead of just the existing private roads).

As per Section 21.05.040(f), Development Standards, exceptions may be allowed for setbacks in accordance with this section.

(1) Setback Standards. (i) Principal structure setbacks shall not be less than the minimum setbacks for the default zone unless the applicant can demonstrate that buildings can be safely designed and that the design is compatible with the lesser setbacks, (ii) reduced setbacks are offset by increased screening or primary recreation facilities in private or common open space, (iii) reduction of setbacks is required for protection of steep hillsides, wetlands or other environmentally sensitive natural areas. The setback standards for the single-family homes on ½-acre (or larger) lots is

consistent with the R-2 default zone: The front setback is 20 feet for the principle structure and 25 feet for accessory structures. Side setbacks are 15-feet for the principle structure and 3 feet for accessory structures. The rear setback is 30-feet for the principle structure and 3 feet for an accessory structure. The proposed amendments do not propose a deviation from the setbacks for these lots.

As indicated in the original ODP, setbacks for the patio home area are less than the default zone and were reduced because of the amount of common open space and the protection of the environmentally sensitive areas within the overall development. Per the originally approved ODP, a minimum 14-foot setback is required around the perimeter of the patio home area tract for the multi-purpose easement as well as a landscape buffer. No access will be obtained directly from these perimeter streets, and all access for the patio home area will be obtained from the interior private streets functioning more as a driveway than a street. A minimum front yard setback for garages is 20 feet. The principle structure front setback will be a minimum of 10-feet, measured from the back edge of the private street. The side setback between buildings is 10-feet, except for those units that are attached, and then a zero setback is allowed. A site plan shall be recorded to show the proposed building layout and further establish the setbacks that are proposed on the preliminary plan. The intent is for the patio home to be “the lot” surrounded by common open space, maintained by the HOA. No accessory structures will be allowed.

As indicated, the original intent of the patio homes was that they would be sold in fee simple where the footprints of the homes would act as the “lots”, and the areas surrounding the homes would be landscaped and maintained by the HOA. The intent of the proposed amendments are to subdivide the patio home areas into separate lots that do not contain common space, other than previously approved trails. As such, the HOA will not be responsible for landscaping and maintenance, and that will fall on the individual property owners. The requirements and setback standards for the patio home area (known as the Red Rocks Patio Homes subdivision) are as follows: The front yard setback shall be a minimum of 20 feet for the garage portion of a principal structure and 14 feet for the remainder of the principal structure. Side and rear yard setbacks shall be a minimum of 3 feet from the property line, with a minimum setback of 10 feet from adjacent lot principal structures. No structures shall be placed within easements. No recorded site plans reflecting building footprints shall be required at time of final platting. No accessory structures will be allowed. Perimeter patio homes may take access from public roads including Rock Valley Road, Red Point Road, Trail Ridge Road, and Ruby Mountain Road. Driveway locations will be reviewed at time of planning clearance to determine proper driveway spacing.

While the patio home setbacks will remain generally similar to the original ODP and subsequent FDP approved plans, the primary changes involve the elimination of the building footprint requirement, clarification and revision of setback dimensions, and the

allowance for perimeter patio homes to take access off either the private streets or public perimeter streets. While this may change the orientation of some of the patio homes as originally approved, staff is of the same conclusion as the original ODP, in that the clustering of the patio home area and reduction of setbacks are allowed to be less than the default zone because of the amount of common open space and the protection of the environmentally sensitive areas. In addition, the buildout of Red Rocks Homes Filing 1 has demonstrated that patio home buildings can be safely designed and that the design is compatible with the lesser setbacks. In conclusion, staff supports the proposed amendments to setback standards and finds this criterion has been met.

(2) Open Space. All residential planned developments shall comply with the minimum open space standards established in the open space requirements of the default zone.

This criterion was found to be met with the original ODP approval, and there are no proposed changes to areas or percentage of open space with the proposed amendments. For reference, the proposed open space is approximately 33.6% of the total development. As such, staff finds this criterion has been met.

(3) Fencing/Screening. Fencing shall comply with GJMC 21.04.040(i).

This criterion was found to be met with the original ODP approval, and there are no proposed changes to fencing/screening with the proposed amendments. Due to the natural site features, no perimeter fencing is required with this subdivision since the density and intensity of the surrounding subdivisions are similar, and in places it would be very difficult to install or would not serve a purpose. As such, staff finds this criterion has been met.

(4) Landscaping. Landscaping shall meet or exceed the requirements of GJMC 21.06.040.

Landscaping on individual single-family lots will be done by the homeowner with approval from the HOA, subject to easements for maintenance of slopes and berms in the sensitive areas. The originally approved ODP provides the required landscape buffer along South Camp Road and pedestrian trail per the Urban Trails Master Plan. Since the patio home area was originally designed for building footprints to act as “lots”, the original ODP reflected that open space within the patio home area be landscaped and maintained by the HOA. The proposed amendments seek to eliminate building footprint requirements, and as such, landscaping on individual patio home lots will be done by the homeowner with the approval of the HOA. The proposed amendments do not create compliance issues with the landscaping code, and therefore staff finds this criterion has been met.

(5) Parking. Off-street parking shall be provided in accordance with GJMC 21.06.050.

This criterion was found to be met with the original ODP approval, and there are no proposed changes to parking with the proposed amendments. Parking will be provided in accordance with the Code, and as such, staff finds this criterion has been met.

(6) Street Development Standards. Streets, alleys and easements shall be designed and constructed in accordance with TEDS (GJMC Title 29) and applicable portions of GJMC 21.06.060.

The originally approved ODP provided adequate vehicle circulation throughout the proposed development by taking advantage of the TEDS manual using the alternative street standards and use of private streets. Currently, the primary access to the development is directly off South Camp Road, via Rock Valley Road. Road infrastructure as approved from the Final Development Plan in 2008 has been constructed. Future development areas will require a Final Development Plan submittal in which proposed roads will meet all City Standards, and/or alternative street designs will require future approval. The proposed amendments provide no revisions to streets, alleys, or easements. The only modification with regard to access is that perimeter patio home lots will have the option of having driveways which access the public streets which they front (see Exhibit 2.7). The perimeter and interior roads for the patio homes area have already been approved and constructed, and staff has determined that the access revision request for the patio homes will not be detrimental to the overall circulation and design of the development. As such, staff finds this criterion has been met.

In conclusion, the proposed amendments do not invalidate the original ODP approval and long-term community benefits provided therein. Staff finds that the planned development requirements of Section 21.05 of the Zoning and Development Code are met.

d) The applicable corridor guidelines and other overlay districts in the Grand Junction Municipal Titles 23, 24, and 25 (Section 21.02.150(b)(2)(iv));

There are no corridor guidelines or overlay district that are applicable for this development, nor was there at the time of the original ODP approval. As such, staff finds this criterion has been met.

e) Adequate public services and facilities shall be provided concurrent with the projected impacts of the development (Section 21.02.150(b)(2)(v));

Existing public and community facilities and services are available to the property and are sufficient to serve the residential uses allowed in the PD zone district. Many of these services have already been extended throughout the development. This criterion

was found to be met in the original ODP approval, and the proposed amendments provide no impacts on public services and facilities for the property. As such, staff finds this criterion has been met.

f) Adequate circulation and access shall be provided to serve all development pods/areas to be developed (Section 21.02.150(b)(2)(vi));

The originally approved ODP provided adequate vehicle circulation throughout the proposed development by taking advantage of the TEDS manual using the alternative street standards and use of private streets. Currently, the primary access to the development is directly off South Camp Road, via Rock Valley Road. Road infrastructure as approved from the Final Development Plan in 2008 has been constructed.

For the purpose of this amendment, changes to access and circulation are being proposed only as it relates to the patio home area. As approved in the original ODP, all patio homes were to be directly accessed via the private streets (inclusive of Red Vista Court, Red Vale Court, Red Wash Court, and Rocky Knoll Court). These private streets have a right-of-way width of 25 feet, which is narrower than the public perimeter streets (40 feet in width). The Applicant is requesting that perimeter patio home lots, as identified in Exhibit 2.7, be allowed to have direct access from the perimeter public streets (inclusive of Rock Valley Road, Ruby Mountain Road, Trail Ridge Road, and Red Point Road). The Applicant is requesting this amendment because of the noted increase in congestion on Red Vista Court, which is the private street that serves the 12 patio homes constructed as part of Red Rocks Patio Homes Filing 1. Within that subdivision, all patio homes were constructed between 2015 and 2016, and they all have access solely via the private street known as Red Vista Court. The narrow nature of the private streets in conjunction with the density of the patio home area has caused congestion for residents. Additionally, while “on-street” parking is not allowed on the private streets, it does happen on occasion, which causes more congestion issues.

The Applicant also states that from an aesthetic standpoint, the future perimeter patio homes will fit in better with the neighborhood if they access the public streets, as all the large lot single-family residences already constructed have direct access to the public streets. In conclusion, staff supports the Applicant’s request for revised access to perimeter patio homes. Driveway locations will be reviewed at time of planning clearance to confirm spacing requirements from intersections and other driveways meet development standards. As such, staff finds this criterion has been met.

g) Appropriate screening and buffering of adjacent property and uses shall be provided (Section 21.02.150(b)(2)(vii));

This criterion was found to be met with the original ODP approval, and there are no

proposed changes to screening and buffering with the proposed amendments. Along the eastern most portion of the property is an extensive open space area that provides as a natural buffer. The northern most portion of the project abuts the Redlands Mesa Golf Course, therefore no screening or buffering is required. The western portion of the development abuts large-lot residential properties and there are no screening or buffering requirements for residential districts that adjoin other residential districts. As such, staff finds this criterion has been met.

h) An appropriate range of density for the entire property or for each development pod/area to be developed (Section 21.02.150(b)(2)(viii));

This criterion was found to be met with the original ODP approval, and there are no proposed changes to density standards due to the proposed amendments. The density for the overall development is 1.12 dwelling units per acre (155 residential units on 138.97 acres). The patio home area density, which is 9.66 acres, will be 5.38 dwelling units per acre (7.0% of the site). The single-family residential area consists of 55.91 acres, with a density of 0.80 dwelling units per acre (40.2% of the site). The open space area equals 46.69 acres (33.6%). Public right-of-way consists of 10.04 acres (7.2%). The remainder of the site, placed in tracts for various uses, equals 16.67 acres or 12.0% of the site. As such, staff finds this criterion has been met.

i) An appropriate set of “default” or minimum standards for the entire property or for each development pod/area to be developed;

As indicated in the original ODP, 155 residential units are allowed for the property, comprising 103 single-family residential lots with a size of ½ acre or larger, and 52 attached or detached patio homes. The default standard for the single-family residential areas on ½-acre lots is that of the R-2 zoning district. The front setback is 20-feet for the principle structure and 25-feet for an accessory structure. Side setbacks are 15-feet for the principle structure and 3-feet for accessory structures. The rear setback is 30-feet for the principle structure and 3-feet for an accessory structure. The proposed amendments have no impact on the setbacks of these ½-acre lots.

The proposed amendments do impact the patio home area. The original intent of the patio homes was that they would be sold in fee simple where the footprints of the homes would act as the “lots”, and the areas surrounding the homes would be landscaped and maintained by the HOA. The intent of the proposed amendments is to subdivide the patio home area into separate lots that do not contain common space, other than previously approved trails. Because the building footprint requirement is proposed to be eliminated, the setbacks must be clarified. As such, the requirements and setback standards for the patio home area is as follows: The front yard setback shall be a minimum of 20 feet for the garage portion of a principal structure and 14 feet for the remainder of the principal structure. Side and rear yard setbacks shall be a

minimum of 3 feet from the property line, with a minimum setback of 10 feet from adjacent lot principal structures. No structures shall be placed within easements. No recorded site plans reflecting building footprints shall be required at time of final platting. No accessory structures will be allowed. Perimeter patio homes may take access from public roads including Rock Valley Road, Red Point Road, Trail Ridge Road, and Ruby Mountain Road. Driveway locations will be reviewed at time of planning clearance to determine proper driveway spacing.

Staff supports the amendments as proposed. The patio home setbacks will remain generally similar to the original ODP and subsequent FDP approved plans, and staff has determined that the setbacks for the patio home area are appropriate because of the amount of common open space and the protection of the environmentally sensitive areas, and that the patio home buildings can be safely designed and that the design is compatible with the lesser setbacks. In conclusion, staff finds this criterion has been met.

j) An appropriate phasing or development schedule for the entire property or for each development pod/area to be developed (Section 21.02.150(b)(2)(x));

In accordance with the Zoning and Development Code, a development phasing schedule may be set for greater than one year, but not more than 10 years pursuant to Section 21.02.080(n)(2). The Applicant's request to allow the remainder of the development to be completed by December 31, 2029 is consistent with the Code in regard to requisite timeframes for the overall project. As such, staff finds this criterion has been met.

In addition, Section 21.02.080 (n)(2)(i) states that the decision-making body may extend any deadline if the applicant demonstrates why the original effective period or development phasing schedule was not sufficient and cannot be met. The decision-making body shall consider when deciding to extend or change any deadlines if development regulations have materially changed so as to render the project inconsistent with the regulations prevailing at the time the extension would expire. The Applicants have remained active in the pursuit of completing the Planned Development, however, changes in ownership of developable areas has caused delays, and up until recently, completing the project has not been economically viable due to the past market conditions. The Applicants remain optimistic given current market conditions and indicators that the development could be completed by December 31, 2029, which is the requested extension date.

RECOMMENDATION AND FINDINGS OF FACT

After reviewing the request to amend the Red Rocks Valley Outline Development Plan, PLD-2020-693, located at South Camp Road and Rock Valley Road, the following findings of fact have been made:

1. The Planned Development is in accordance with Section 21.02.150 (e) and all criteria in Section 21.02.150 (b) (2) and of the Grand Junction Zoning and Development Code.

2. Pursuant to Section 21.05.010, the Planned Development has been found to have long term community benefits including:

a. A greater quality and quantity of public and/or private open space.
b. Protection and/or preservation of natural resources, habitat areas and natural features; and/or Public art.

3. Pursuant to 21.05.040(f) Development Standards exceptions to setbacks; buildings can be safely designed to be compatible with lesser setbacks.

4. Pursuant to 21.05.040(g) Deviation from Development Default Standards, it has been found to provide amenities in excess in what would otherwise be required by the code.

5. The requested phasing schedule is in compliance with Section 21.02.080(n)(2) of the Zoning and Development Code.

6. The Planned Development is consistent with the vision, goals and policies of the Comprehensive Plan.

Therefore, the Planning Commission recommends approval of the requested amendment.

FISCAL IMPACT:

There is no direct fiscal impact related to this request.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 4995, an ordinance amending Ordinance No. 4109 & 4511 for the Red Rocks Valley Planned Development Residential Subdivision revising the proposed phasing schedule and clarifying setbacks and allowed access for the patio home area, located approximately 1/2 mile west of Monument Road on the North Side of South Camp Road on final passage and order final publication in pamphlet form.

Attachments

1. Exhibit 1 - Application Packet
2. Exhibit 2 - Maps and Exhibits

3. Exhibit 3 - Neighborhood Meeting Documentation
4. Exhibit 4 - Public Comment Received
5. Exhibit 5 - Ordinance 4109 (2007)
6. Exhibit 6 - Ordinance 4511 (2012)
7. Exhibit 7 - ODP Staff Report and Documentation 2007
8. Exhibit 8 - Planning Commission Minutes
9. Exhibit 9 - Amended Ordinance

CITY OF Grand Junction COLORADO

COMMUNITY DEVELOPMENT

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: MAJOR SUBDIVISION + PLANNED DEVELOPMENT AMENDMENT

Please fill in blanks below ***only*** for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation		Existing Zoning	
Proposed Land Use Designation		Proposed Zoning	

Property Information

Site Location:	2280 RED WASH CT	Site Acreage:	2.13 AC.
Site Tax No(s):	2945-194-36-002	Site Zoning:	PD
Project Description:	RED ROCKS HOMES FILING 2 (13 PATIO HOME LOTS)		

Property Owner Information		Applicant Information		Representative Information	
Name:	CONQUEST HOMES LLC	Name:	Same as Owner	Name:	ROLLAND CONSULTING ENG.
Street Address:	1111 S. 12TH ST	Street Address:		Street Address:	405 RIDGES BLVD
City/State/Zip:	GJ, CO 81501	City/State/Zip:		City/State/Zip:	GJ, CO 81507
Business Phone #:	970-243-1242	Business Phone #:		Business Phone #:	970-243-8300
E-Mail:	dc@conquestgj.com	E-Mail:		E-Mail:	eric@rcegj.com
Fax #:		Fax #:		Fax #:	970-241-1273
Contact Person:	Darren Caldwell	Contact Person:		Contact Person:	Eric Slivon
Contact Phone #:	970-986-5359	Contact Phone #:		Contact Phone #:	970-243-8300

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application: Eric S Slivon — Date: 2/18/20

Signature of Legal Property Owner: [signature] — Date: 2/25/20

GRAND JUNCTION
COLORADO
COMMUNITY DEVELOPMENT

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: Planned Development Amendment

Please fill in blanks below ***only*** for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation		Existing Zoning	
Proposed Land Use Designation		Proposed Zoning	

Property Information

Site Location:	Redlands Red Rocks Valley subdivision	Site Acreage:	
Site Tax No(s):		Site Zoning:	
Project Description:			

Property Owner Information		Applicant Information		Representative Information	
Name:	Surf View Dev. Co.	Name:	Surf View Development Co	Name:	David Fletcher
Street Address:	PO Box 821	Street Address:	PO Box 821	Street Address:	PO Box 2243
City/State/Zip:	Rancho Santa Fe, Ca 92067	City/State/Zip:	Rancho Santa Fe, Ca 92067	City/State/Zip:	Rancho Santa Fe, Ca 92067
Business Phone #:	858-756-6253	Business Phone #:	858-756-6253	Business Phone #:	858-756 6253
E-Mail:	fletcherdlsg@gmail.com	E-Mail:	fletcherdlsg@gmail.com	E-Mail:	fletcherdlsg@gmail.com
Fax #:		Fax #:		Fax #:	
Contact Person:	David Fletcher	Contact Person:	David Fletcher	Contact Person:	David Fletcher
Contact Phone #:	858-756-6253	Contact Phone #:	858-756 6253	Contact Phone #:	858 756 6253

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application: David L. Fletcher — Date: 2/25/21

Signature of Legal Property Owner: Surf View Development Co, D.L. Fletcher, president — Date: 2/25/21

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) Conquest Homes, LLC ("Entity") is the owner of the following property:

(b) Blocks 2, 3 and 4, Red Rocks Patio Homes

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) Manager for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

(●) My legal authority to bind the Entity both financially and concerning this property is unlimited.

( ) My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

(●) The Entity is the sole owner of the property.

( ) The Entity owns the property with other(s). The other owners of the property are:

On behalf of Entity, I have reviewed the application for the (d) Final Development Plan (Subdivision) & Planned Development Amendment

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) NONE

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Entity representative: [signature]

Printed name of person signing: Darren Caldwell

State of Colorado)

County of Mesa) ss.

Subscribed and sworn to before me on this 4th day of December, 2020

by Darren Caldwell

Witness my hand and seal.

My Notary Commission expires on 8-23-2024

LORNA L DIVINNY
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 19924011431
MY COMMISSION EXPIRES AUGUST 23, 2024

[signature]
Notary Public Signature

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) Surf View Development Co. ("Entity") is the owner of the following property:

(b) [ ]

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) President for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

○ My legal authority to bind the Entity both financially and concerning this property is unlimited.

○ My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

[ ]

○ The Entity is the sole owner of the property.

◉ The Entity owns the property with other(s). The other owners of the property are:

[Eugene B. Fletcher, Jr. and Grant Lee Fletcher]

On behalf of Entity, I have reviewed the application for the (d) _____

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) _____

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Entity representative: David Lee Fletcher

Printed name of person signing: David Lee Fletcher

State of California)

County of San Diego) ss.

Subscribed and sworn to before me on this 10th day of February, 20 21

by David Lee Fletcher

Witness my hand and seal.

My Notary Commission expires on 6/20/2022

KYLIE FLETCHER
Commission No. 2243622
NOTARY PUBLIC-CALIFORNIA
SAN DIEGO COUNTY
My Comm. Expires JUNE 20, 2022

Notary Public Signature Kylie Fletcher

$20.00 S $1.00 D $43.50 Sheila Reiner, Mesa County, CO CLERK AND RECORDER

RECORDING REQUESTED BY:
WHEN RECORDED RETURN TO:

Benjamin P. Parrott, Esq.
Campbell Killin Brittan & Ray, LLC
270 Saint Paul Street, Suite 200
Denver, Colorado 80206

SPACE ABOVE THIS LINE FOR RECORDER'S USE

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, made as of November 16, 2015, between RED ROCKS REAL ESTATE PARTNERS, LLC, a Colorado limited liability company ("**Grantor**"), CONQUEST HOMES, LLC, a Colorado limited liability company, whose legal address is 1111 South 12th Street, Grand Junction, Colorado 81501 ("**Grantee**").

WITNESSETH, that Grantor, for and in consideration of the sum of Ten Dollars ($10.00) and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell, convey and confirm, unto Grantee, its successors and assigns forever, all the real property, together with improvements, if any, situate, lying and being in the Mesa County, State of Colorado, as more particularly described on **Exhibit A** attached hereto and incorporated herein by this reference, together with all and singular the rights, tenements, hereditaments, easements, appendages, ways, privileges and appurtenances, if any, thereto belonging, or in anyway appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof; and all the estate, right, title, interest, claim and demand whatsoever of Grantor, either in law or equity, of, in and to the Real Estate (the "**Real Estate**"), subject to all matters of record.

TO HAVE AND TO HOLD the said Real Estate above bargained and described with the appurtenances, unto Grantee, its successors and assigns forever. Grantor, for itself, its successors and assigns, does covenant and agree that it shall and will WARRANT AND FOREVER DEFEND the Real Estate in the quiet and peaceable possession of Grantee, its successors and assigns, against all and every person or persons claiming or to claim the whole or any part thereof by, through or under Grantor, except for all matters of record.

IN WITNESS WHEREOF, this Special Warranty Deed is executed by Grantor the day and year first above written.

GRANTOR:

RED ROCKS REAL ESTATE PARTNERS, LLC,
a Colorado limited liability company

By: _____
Mike Serra III, Authorized Signatory

$20.00 S $1.00 D $43.50 Sheila Reiner, Mesa County, CO CLERK AND RECORDER

STATE OF COLORADO)
) ss.
CITY AND COUNTY OF DENVER)

The foregoing instrument was acknowledged before me on November 16, 2015, by Mike Serra III as Authorized Signatory of Red Rocks Real Estate Partners, LLC, a Colorado limited liability company.

WITNESS my hand and official seal.

My commission expires July 14, 2019.

Notary Public

REBECCA TALADAY
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20034020980
MY COMMISSION EXPIRES 07/14/2019

$20.00 S $1.00 D $43.50 Sheila Reiner, Mesa County, CO CLERK AND RECORDER

EXHIBIT A
TO
SPECIAL WARRANTY DEED

LEGAL DESCRIPTION

Blocks 2, 3 and 4,
Red Rocks Patio Homes,
in the City of Grand Junction,
County of Mesa,
State of Colorado.

RECEPTION #: 2592426, BK 5228
PG 327 11/28/2011 at 11:31:34 AM, 1
OF 1, R $10.00 S $1.00 EXEMPT
Sheila Reiner, Mesa County, CO
CLERK AND RECORDER

PUBLIC TRUSTEE'S CONFIRMATION DEED

(C.R.S. 38-38-502)

Public Trustee's Foreclosure #2011-0573

This Deed is made 11/23/2011, between the Public Trustee, of Mesa County, State of Colorado, and **SURF VIEW DEVELOPMENT CO** , Grantee, the holder of the Certificate of Purchase, whose legal address is P.O. BOX 821 , RANCHO SANTA FE, CA 92067-0821.

WHEREAS, **REDLANDS VALLEY CACHE LLC,** did by Deed of Trust dated 4/10/2007, and recorded in the office of the Clerk and Recorder of the County of Mesa, Colorado, on 4/16/2007, at Reception No. 2374901, Book 4400, Page 305, convey to the Public Trustee, in Trust, the property hereinafter described to secure the payment of the indebtedness provided in said Deed of Trust, and **WHEREAS,** a violation was made in certain of the terms and covenants of said Deed of Trust as shown by the Notice of Election and Demand for Sale filed with the Public Trustee; the said property was advertised for public sale at the place and in the manner provided by law and by said Deed of Trust; Combined Notice of Sale and Right to Cure and Redeem was given as required by law; said property was sold according to said Combined Notice; and a Certificate of Purchase thereof was made and recorded in the office of the Mesa County Clerk and Recorder, and

WHEREAS, all periods of redemption have expired.

NOW, THEREFORE, the Public Trustee, pursuant to the power and authority vested by law and by the said Deed of Trust, confirms the foreclosure sale and sells and conveys to Grantee the following described property located in the County of Mesa, State of Colorado, to-wit:

TRACT J; TRACT N; LOT AA IN BLOCK 2; LOT BB IN BLOCK 2; LOT CC IN BLOCK 6; BLOCK 7, ALL IN RED ROCKS VALLEY;
BLOCK E AND BLOCK F IN MONUMENT VALLEY SUBDIVISION, ALL IN COUNTY OF MESA, STATE OF COLORADO.

TO HAVE AND TO HOLD the same, with all appurtenances, forever.

Executed 11/23/2011.

PAUL N. BROWN
Public Trustee, Mesa County
State of Colorado

By: Sharon Ener

Sharon Ener
Chief Deputy Public Trustee

Consideration: $3,754,850.21

PUBLIC TRUSTEE'S CERTIFICATE OF PURCHASE
PT# 2011-0573

I, the undersigned Public Trustee, certify that pursuant to the power and authority vested in me by law and by the Deed of Trust described as follows:

Original Grantor	REDLANDS VALLEY CACHE LLC
Original Beneficiary	SURF VIEW DEVELOPMENT CO.
Current Beneficiary	SURF VIEW DEVELOPMENT CO
Date of Deed of Trust	4/10/2007
Recording Date of Deed of Trust	4/16/2007
Recorded in Mesa County	Reception No. 2374901 Book 4400 Page 305
Original Principal Amount	$5,183,805.00
Outstanding Balance	$3,339,964.38

AND, upon notice of election and demand being filed with me and recorded in Mesa County on:

7/1/2011, at Reception No. 2577336

Pursuant to §38-38-103, I first mailed a Combined Notice of Sale, Right to Cure, and Right to Redeem to the original grantor(s) of said Deed of Trust and to any persons required to be notified by C.R.S. §38-38-103, §38-38-104, §38-38-302, §38-38-303, and §38-38-305. I further published the Combined Notice of Sale, Right to Cure, and Right to Redeem in **The Daily Sentinel**, a newspaper of general circulation in said **Mesa** County, as prescribed by law.

AND, on **November 2, 2011, at 10:00 a.m.**, the date and time to which said sale was duly continued, I exposed to public sale the property situated in Mesa County, State of Colorado, described as follows:

TRACT J; TRACT N; LOT AA IN BLOCK 2; LOT BB IN BLOCK 2; LOT CC IN BLOCK 6; BLOCK 7, ALL IN RED ROCKS VALLEY;
BLOCK E AND BLOCK F IN MONUMENT VALLEY SUBDIVISION, ALL IN COUNTY OF MESA, STATE OF COLORADO.

At said sale, **SURF VIEW DEVELOPMENT CO** , Purchaser, whose legal address is, **P.O. BOX 821 , RANCHO SANTA FE, CA 92067-0821,** bid the sum **$3,754,850.21** for said property. Being the highest and best bid received therefor, the said property was struck off and sold to the said Purchaser. Unless a redemption is made, the said Purchaser or assignee of the Certificate of Purchase shall be entitled to a confirmation deed for said property at the end of all redemption periods allowed by law to all subsequent lienors, and other persons entitled to redeem.

The following documents are attached to and made a part of this Certificate of Purchase:

1. Copy of the executed Order Authorizing Sale
2. Mailing List(s) submitted to the public trustee for this foreclosure.

Executed on November 9, 2011.

Paul N. Brown
Public Trustee, Mesa County
State of Colorado



By: Sharon Ener

Sharon Ener
Chief Deputy Public Trustee

When Recorded Return to:

Mesa County Public Trustee

SURF VIEW DEVELOPMENT CO

BOARD OF DIRECTORS MEETING JUNE 9, 2016

8:15 AM CALL TO ORDER BY PRESIDENT DAVID FLETCHER

GRANT FLETCHER , EUGENE FLETCHER IN ATTENDANCE

AGENDA

REPLACEMENT OF ADMINISTRATITVE ASSISTANT Effective 6/30/16 Starts 7/1/16

JANICE GROSSE HAS RETIRED HER POSITION AND WE ARE INTERVIEWING SUMMER LONERGAN

FOR HER POSITION

ALL AGREE ON HIRING SUMMER. JANICE AGREED TO TRAIN IN HER POSITION.

SHE WILL BE COMPENDSATED AT THE RATE OF $ 40.00 PER HOUR ANDSURFVIEW WILL 1099 HER FOR TAX PURPOSES

OTHER DISCUSSION INCLUDED BEACH HOUSE REMODEL AND PERSONAL LOANS TO SURFVIEW AS NEEDED.

DAVID TO CHECK ON ELIMINATION OF MONTH FEESA FRROM CONSIDINE & CONSIDINE

DAVID TO ELIMINATE WATER SHARES IN COLORADO

GENE TO TAKE CARE OF BEACH HOUSE REMODEL PROJECT.

NEXT MEETING SCHEDULED FOR NOVEMBER 15 2016 FOR SURV VIEW ELVUALATION

MEETING AJOURNED AT 9:30 AM

GRANT FLETCHER

SECRETARY

Rolland Consulting Engineers, LLC

405 RIDGES BOULEVARD, SUITE A
GRAND JUNCTION, COLORADO 81507
Phone: (970) 243-8300 • Fax (970) 241-1273
email: rce@rcegj.com

February 18, 2020

Jace Hochwalt, Associate Planner
City of Grand Junction
250 N. 5th Street
Grand Junction, CO 81501

Re: Request to Amend the Red Rocks Valley PD

On the behalf of Conquest Homes LLC, the following Amendments to Red Rocks Valley PD are being requested: 1) extension of the Final Plat deadline of the remaining phases and 2) removing the requirement that the Patio Homes obtain access from only the interior private streets.

1) Extend Final Plat Deadline

Conquest Homes LLC purchased the remaining three Blocks for Patio Home development, platted as Blocks 2, 3 and 4, Red Rocks Patio Homes (A Replat of Block 5 Red Rocks Valley). Conquest Homes LLC intends of building the remaining 40 Patio Homes in three filings over the next six years. Conquest Homes LLC has had a shortened development time since they purchased the lots later than the initial development. The Current Deadline to Plat all remaining phases is March 1, 2022. Since purchase, Conquest Homes LLC has remained active in the pursuit of this development. We reviewed site and engineering plans with the Planning Department to assure all elements of the project meet current criteria. We have revised and updated both exterior and interior elements of the housing units to meet current market preferences and demands. Conquest Homes remains committed to creating a quality patio homes in this planned subdivision that will improve and enhance the neighborhood and community.

We request that the deadline for recording the Final Plat of Remaining Phases to be December 31, 2029. It is our understanding that this extended deadline would also apply to Block 2, Lot AA, Tract N and Lot BB, Block 6, Lot CC and Block 7, Red Rocks Valley.

2) Driveway Access to Patio Homes

The original Red Rocks Valley PD states that the Patio Homes driveway access shall be from the interior Private Streets. Conquest Homes LLC request that the Patio Home Lots, being proposed in Blocks 2, 3 and 4 of Red Rocks Patio Homes (to be Platted as Red Rocks Homes Filings 2, 3 and 4) that are adjacent to the public Roads, have the option of having the driveways access those public roads. Using the Lot numbers and Filing sequence with the companion subdivision submittal for Red Rocks Homes Filing 2, 3 and 4, the lots to be considered with this request are Lots 13, 14, 15, 16, 24 and 25 in Homes Filing 2, Lots 26, 35, 36,

37, 38, 39 and 40 in Filing 3 and Lots 41, 42, 43, 44, 50, 51 and 52 in Filing 4. The actual Lot numbers and Filing order may change, so the Lots pertaining to this request are shown on the attached exhibit.

Reasons for this request follow:

- The three filings addressed in this report are all part of a greater development – Red Rocks Valley
- The first filing has all the lots in that filing (12 lots) accessed from the private road Red Vista Court.
- The private Roads, Red Vista Court, Red Wash Court, Rocky Knoll Court and Red Vale Court are narrower than the public access roads.
- As the homes accessed from Red Vista Court have been built out it has become apparent that there is considerable congestion along that private road. At most times, this congestion would present a safety issue for any first responders to the homes in the neighborhood which access Red Vista Court. Building the remaining homes with private access will only exacerbate the problem.
- If the access for the listed lots were transferred to the public access roads, it would cut the congestion for the remaining lots to be accessed from the private roads considerably, which in effect would provide greater safety for all the lots in Filings 2, 3 and 4.
- Transfer of access for the listed lots would not add sufficient traffic to the public roads to cause concern for the activity on those roads.
- All of the other homes located in the "master" subdivision that are along those public roads access from the public roads; and from an aesthetic concern, having those few homes that have been built out along the public road not access from the public road looks out of place. More homes built in this fashion will not correct the aesthetic issues, it will compound the irregular appearance for the overall subdivision.

Please submit this request for the extension of the Final Plat deadline and alternate driveway access to the Planning Commission and City Council for review and approval of this request. Should you have further questions or concerns or require additional information, please do not hesitate to contact me or Darren Caldwell.

Respectfully Submitted,



Eric S. Slivon, P.E
Rolland Consulting Engineers, LLC

For:
Darren Caldwell, Manager
Conquest Homes LLC



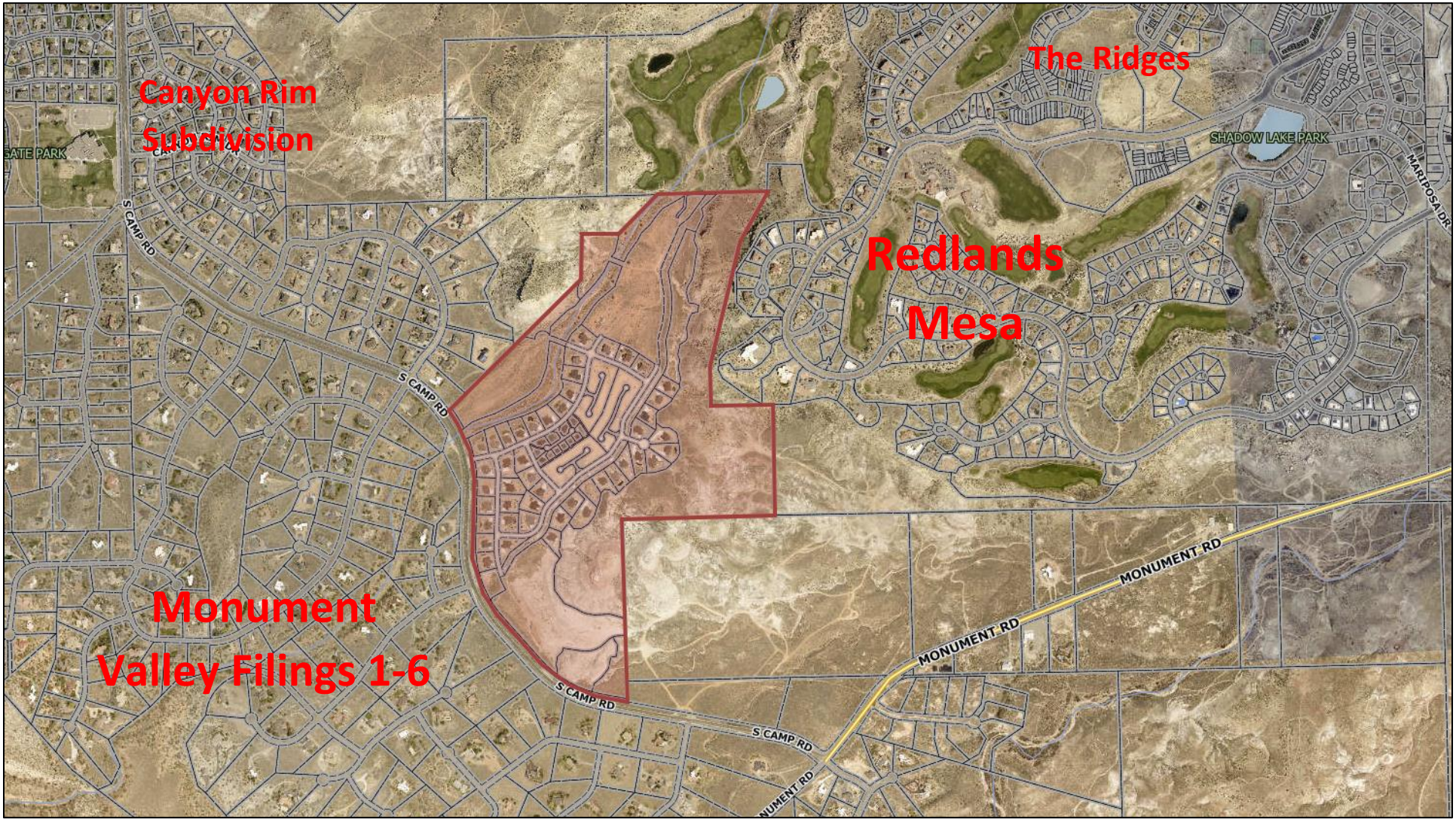
ALTERNATIVE DRIVEWAY ACCESS LOTS

FILING 2:
LOT 13
LOT 14
LOT 15
LOT 16
LOT 24
LOT 25

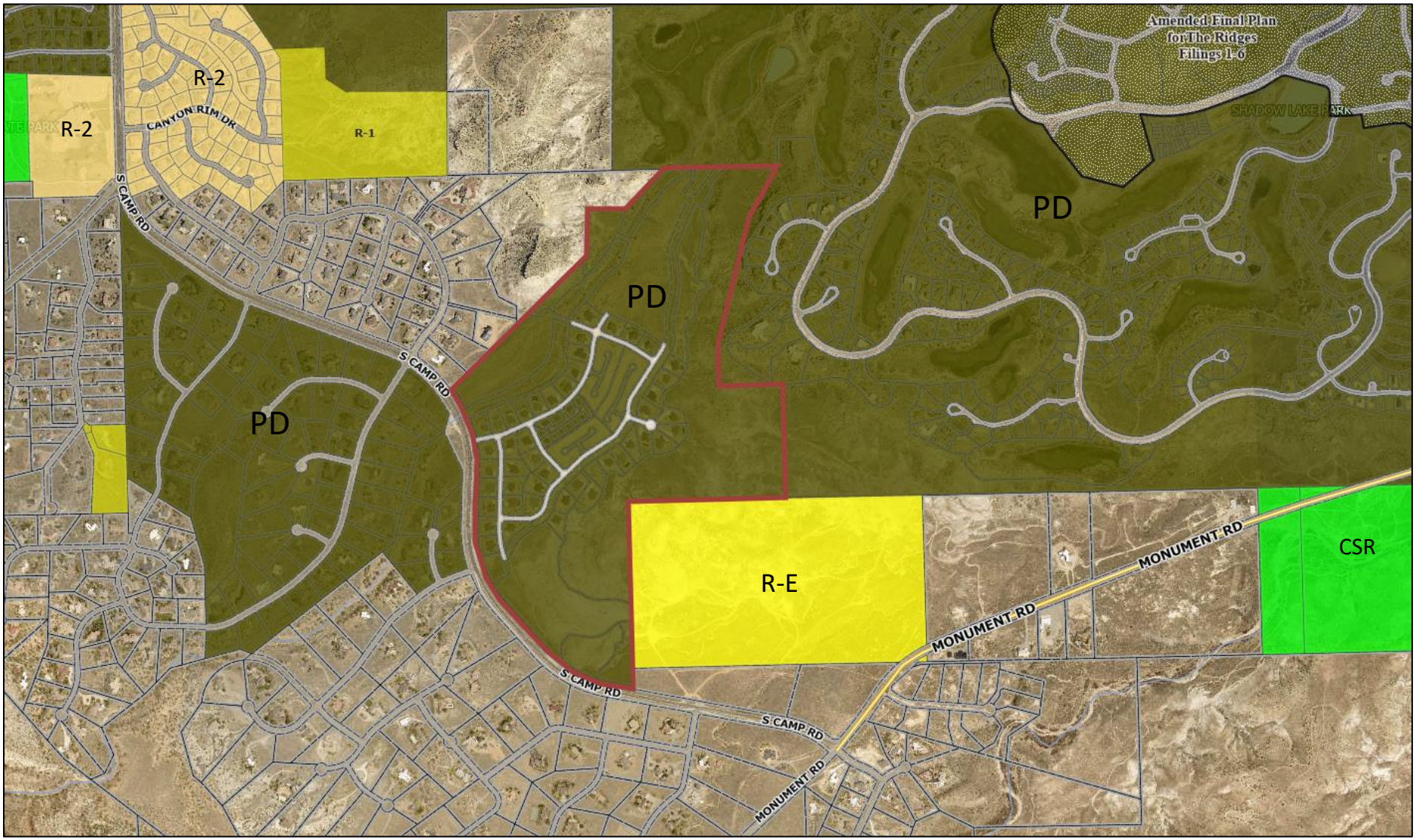
FILING 3:
LOT 26
LOT 35
LOT 36
LOT 37
LOT 38
LOT 39
LOT 40

FILING 4:
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LOT 42
LOT 43
LOT 44
LOT 50
LOT 51
LOT 52

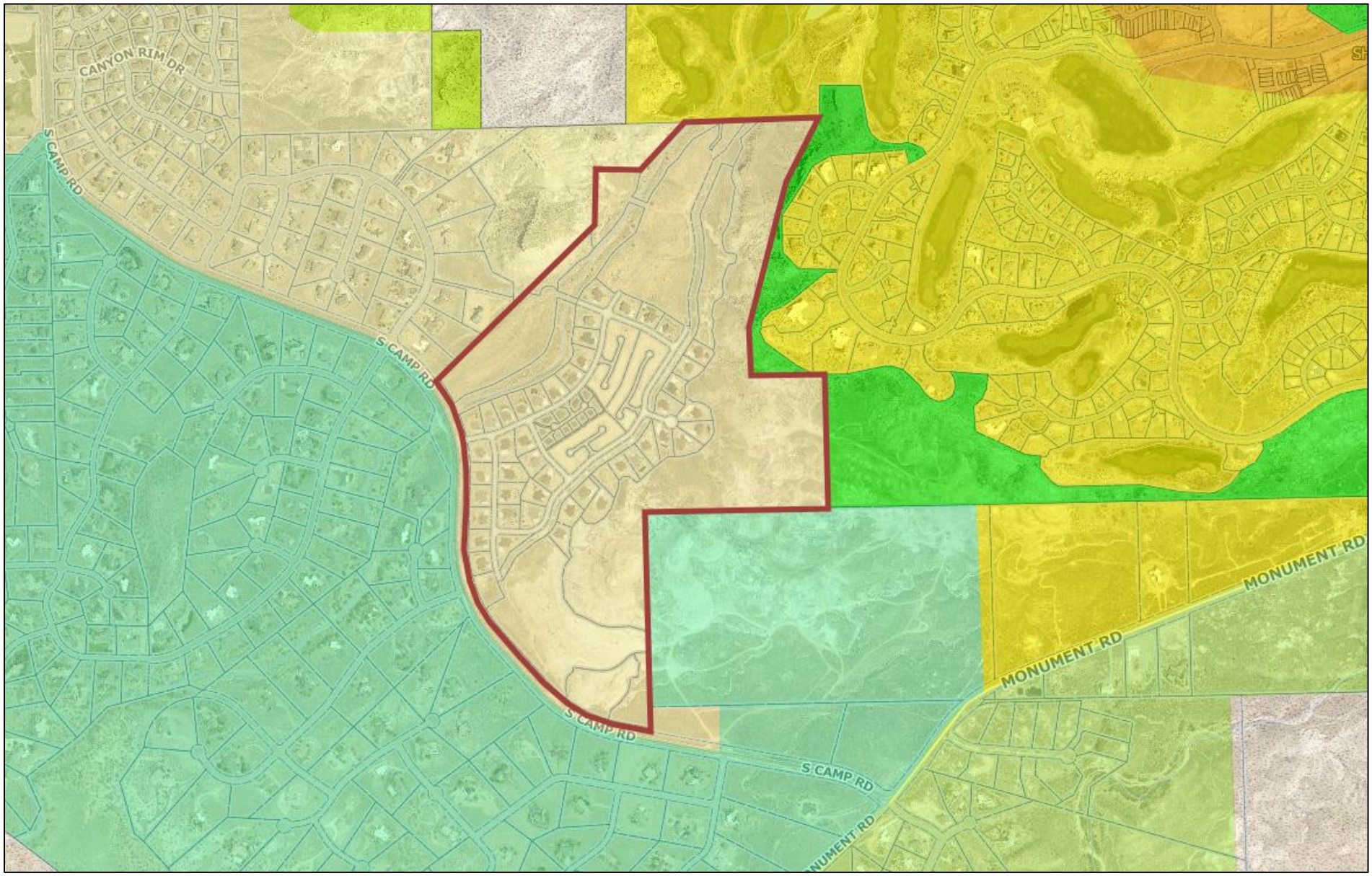
Vicinity Map (Exhibit 2.1)



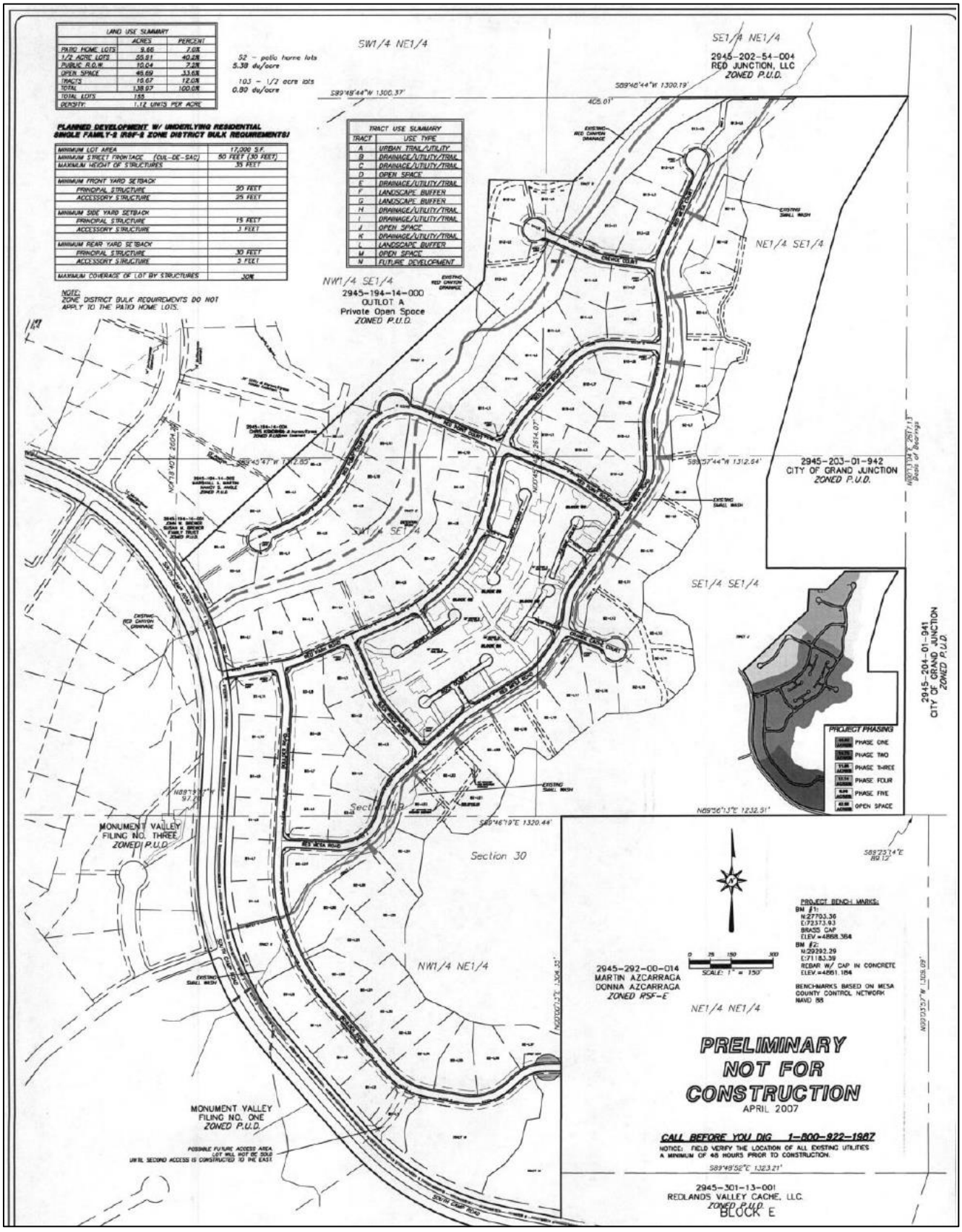
Zoning Map (Exhibit 2.2)



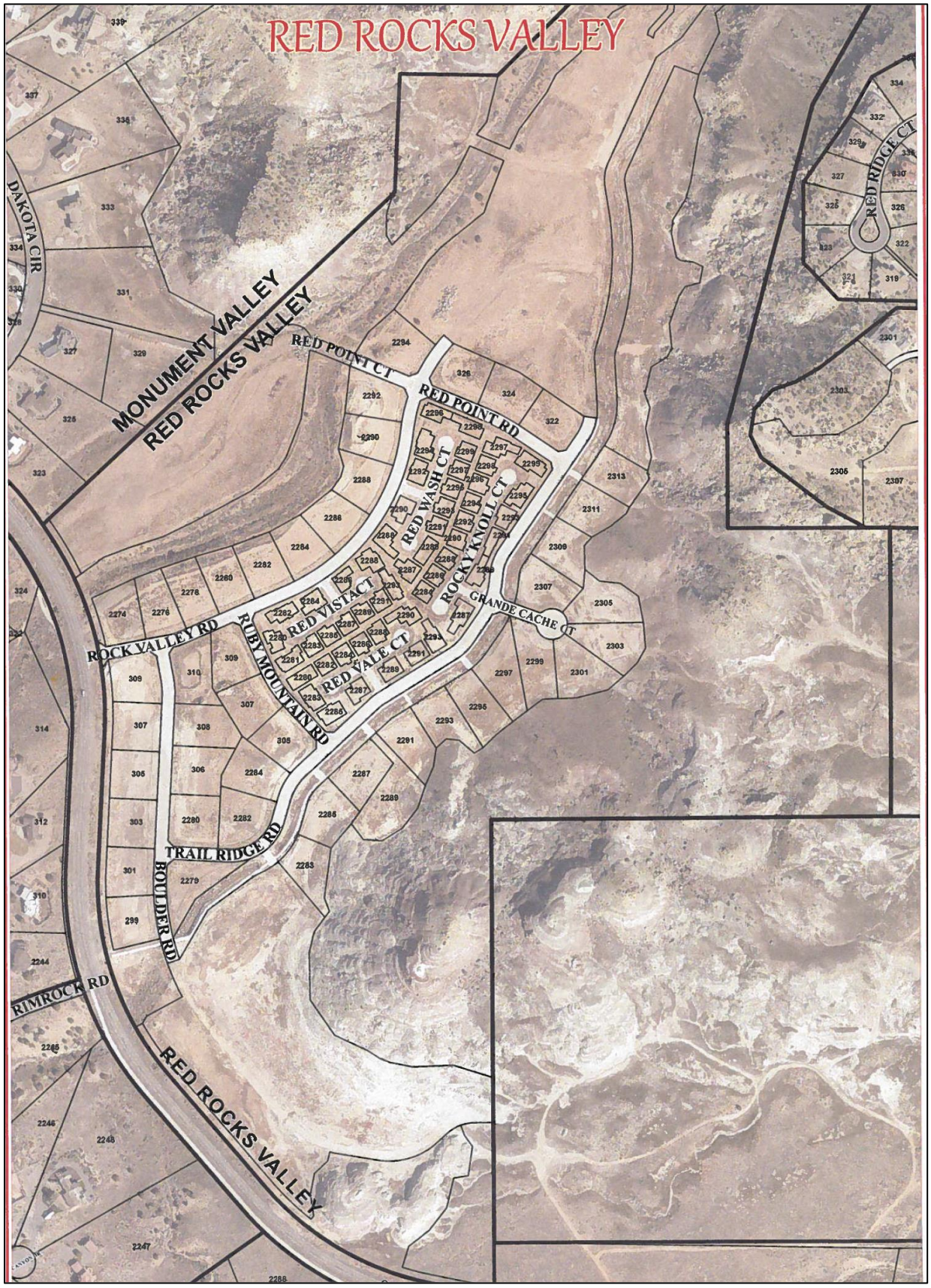
Future Land Use Map - 2010 (Exhibit 2.3)



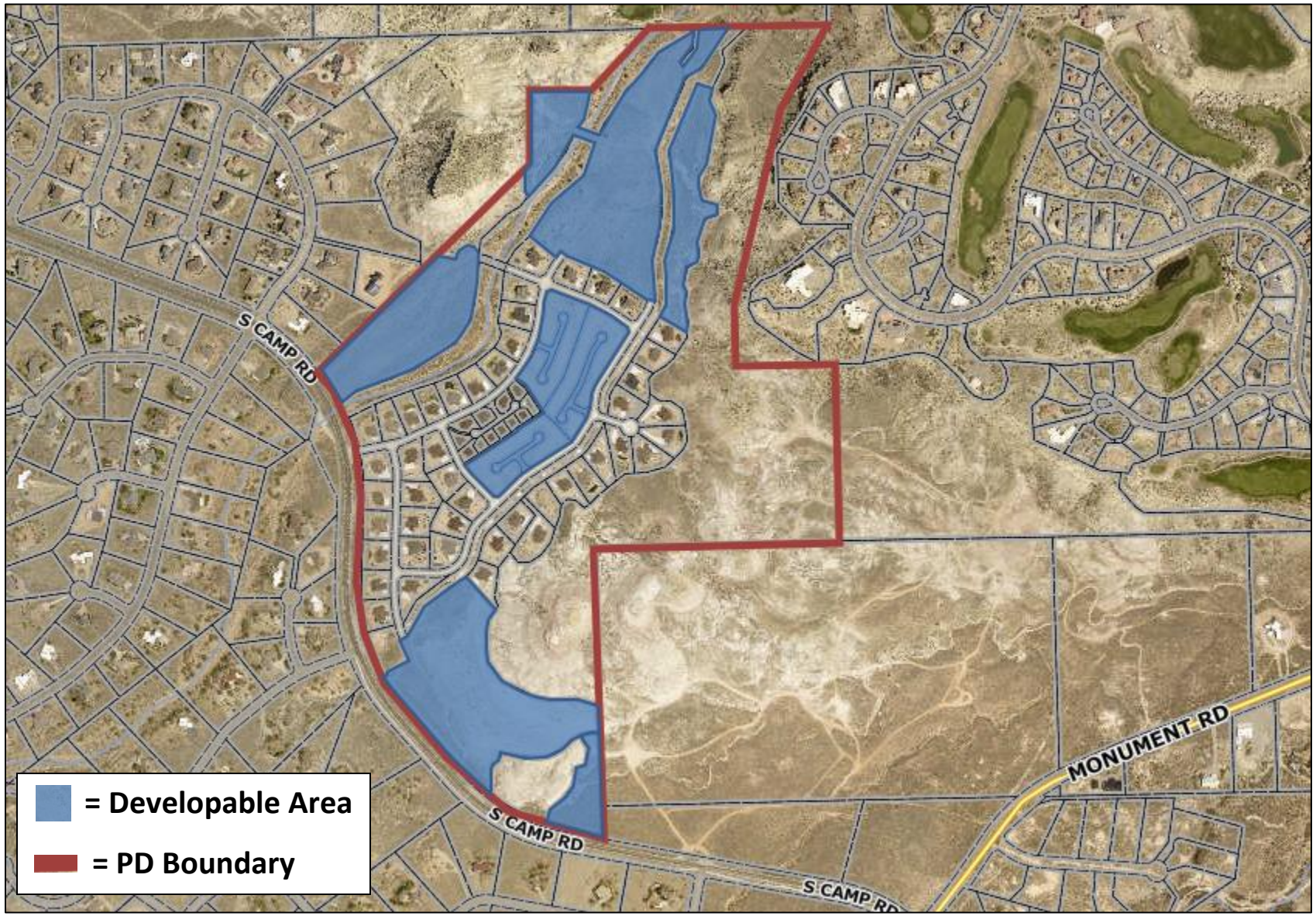
Outline Development Plan - Site Plan Approved in 2007 (Exhibit 2.4)



Final Development Plan - Site Plan Approved in 2008 (Exhibit 2.5)



Development Boundary/Remaining Developable Area (Exhibit 2.6)



Alternative Patio Home Driveway Illustration (Exhibit 2.7)



You are invited:

What: Neighborhood Meeting

When: June 30, 2020

Where: Red Rocks Homes, On Site (2280 Red Vale Court, see map below)

Conquest Homes, LLC has prepared a Development Application for the Major Subdivision of Red Rocks Homes Filing 2, containing 13 Patio Home lots. Development plans also include preliminary plans for Red Rocks Homes Filing 3 and 4, containing 15 and 12 Patio Home lots, respectively.

Conquest Homes, LLC is requesting an amendment to the Red Rocks Valley Planned Development (PD). The amendment includes an extension of the deadline for Final Plat recording of all remaining phases to December 31, 2029. A second amendment request is to allow the 20 Patio Homes in Red Rocks Homes Filling 2, 3, and 4, that are adjacent to exterior public roads to have driveway access to those exterior roads. City of Grand Junction requires a neighborhood meeting in advance of public hearings of this request.

If you are unable or uncomfortable attending the meeting in person, there will be an online presentation of the project available at GJ Speaks (http://www.gjspeaks.org). It will be available to view on or before June 25th. The GJSpeaks.org site allows you to submit comments viewable by all, as well as to submit questions you may have directly to either the project representative or City Staff.

Should you have any questions or concerns, please contact:
Jace Hochwalt, City of Grand Junction Associate Planner jaceh@gjcity.org
Darren Caldwell, Conquest Homes, LLC dc@conquestgj.com
Jami Hallett Conquest Construction, LLC jami@conquestgj.com
970-243-1242



Red Rocks Homes, Filings 2, 3, and 4

Neighborhood Meeting June 30, 2020

Attendees:

Brian Hart	2281 Red Vista Ct	bhartco@gmail.com
Tyson Goredey	2289 Trail Ridge Rd	303-905-2780
Bernie Ferrero	2289 Trail Ridge Rd	tysona@me.com
Richard Janson	2294 Red Point Ct	970-241-0213
Keith & Sally Jones	2307 Grande Cache Ct	208-861-9066
Greg & Patty Arnquist	2290 Rock Valley Rd	970-644-5044
David & Judy Barnett	2288 Red Vista Ct	rockbarn@gmail.com
Alan Emmendorfer	308 Boulder Rd	a.emmendorfer@msn.com
Sally Smith	2287 Trail Ridge Rd	mustangsgsmith@gmail.com
Brain & Helen Stone	2311 Trail Ridge Rd	brianstone575@gmail.com
Mark & Kathy Green	2291 Trail Ridge Rd	mwgreen1105@gmail.com
Ken Follett	2313 Trail Ridge Rd	
Jace Hochwalt	City of GJ Planning	970-256-4008
Eric Slivon, PE	Roland Consulting	eric@rcegj.com
Jami Hallett	Conquest Construction	jami@conquestgj.com
Darren Caldwell	Conquest Construction	970-243-1242
		Dc@conquestgj.com

Meeting Summary:

The neighborhood meeting was held to allow residents near the development to ask questions about the proposed changes to the subdivision and to view the map detailing the reorientation of the perimeter driveways and other details of the neighborhood. Darren Caldwell, owner, and Jami Hallett were there from Conquest Construction to answer questions, along with Jace Hochwalt with City of Grand Junction Planning, and Eric Slivon, PE with Roland Consulting Engineers, who has worked on the design.

The main issue being addressed was the reorientation of the houses that abut an exterior street- these will be “flipped” so that the driveway and front of the homes will be visible from the main streets, rather than the backs or fences.

One attendee was particularly concerned about the weeds, and dust from empty lots blowing onto neighboring properties. He was assured that dust and weed mitigation will continue throughout the development process. The drought conditions this year have exacerbated the problem.

A couple residents worried that there would be increased traffic and parking on the exterior streets, but the number of lots and houses remains the same as the original development, and so no increased traffic will result from the changes proposed. As for parking, the covenants call for no long term on-street parking, and parking of vehicles in garages. This does not change that.

Most of the attendees agreed that moving the driveways of the perimeter lots to the exterior streets not only improves traffic flow but improves the appearance of the neighborhood as well.

In summary, the design for Red Rocks Homes, Filings 2, 3, and 4 were well received by the neighbors that attended the meeting.

January 5, 2021

Rudolph T. Textor
2297 Trail Ridge Rd.
Grand Junction, Co.
81507-1681

Planning Commission
c/o Jace Hochwalt, AICP
Community Development Department
City of Grand Junction
250 N. 5th St.
Grand Junction, Co. 81501-2628

Re: PLD-2020-694, Red Wash Court

Dear Planning Commission Members:

My name is Ted Textor and I live in the Red Rocks Valley subdivision, at the address noted above. I purchased my home new from the Pauls Corp., moved into it on September 1, 2015, and it is my sole and primary residence. I am writing to you to notify you of my concerns with respect to Conquest Construction's application to make two changes to Red Rocks Homes, Filing 2. I am enclosing nine photos with this letter, to which I will refer.

Pictures 1, 2, and 3, were taken on June 27, 2016, some months after Darren Caldwell, owner of Conquest Construction, purchased the remaining 42 lots of the subdivision. They depict the denuding of plant life from the lots due to repeated saturation of the land with highly toxic, cancer causing, chemical defoliants. Pictures 4, 5, and 6, were taken on July 29, 2018. When the wind kicks up, our homes are covered with, and subjected to infiltration from, the degraded and defoliated soils. There are other negative consequences, as well. Pictures 7, 8, and 9, depict the current state of the lots, five years after their purchase. Simply put, Mr. Caldwell has given the homeowners of RRV an industrial scale wasteland in the heart of our neighborhood for five long years.

The current state of Mr. Caldwell's lots has been, and is, depriving the homeowners from realizing the peaceful enjoyment of their homes. It is almost certainly negatively impacting the value of our homes and, by not building for five years, significant and needed tax revenues to the city have been lost. It is not helping to promote the reputation of Grand Junction as a city where the interests of all stakeholders are respected and balanced. I am suggesting that the appropriate city regulatory authority compels Mr. Caldwell to contact the Colorado State University Extension, and, with a qualified contractor, formulate a comprehensive and effective plan to remediate and restore his despoiled property, and implement it as soon as practicable.

Conquest's request to reverse the current and approved orientation of homes, and to add numerous driveways exiting into the four main thoroughfares of the subdivision, should be rejected. The Meeting Summary documenting the June 30, 2020, neighborhood meeting attached to the October 25, 2020, General Project Report, contains some important errors and has some relevant omissions. The Attendees Record has left out a number of residents who were there, including me. As to content, I don't believe it's fair to say, "Most of the attendees agreed that moving the driveways of the perimeter lots to the exterior streets not only improves traffic flow but improves the appearance of the neighborhood as well." No poll of the residents of this neighborhood has been conducted. If you review the comments posted to the GJSpeaks website some months ago, you will see representative sentiments of homeowners, which are consistent with some expressed at the meeting. Also, some residents of the Pauls Corp. lock and leave homes, have expressed their concerns that this request by Conquest, if approved, may negatively impact the value of their properties.

The fourth paragraph of the Summary states, in part, that, "As for parking, the covenants call for no long term on-street parking, and parking of vehicles in garages." For the five years that I have lived in RRV, on street parking has been a consistent and continuing problem. In November of 2019, there was a vehicle accident involving a parked vehicle in front of my house, which resulted in no injuries, but serious property damage. As to parking vehicles in garages, one or two homeowners refuse to park their vehicles in their garages to this day. This problem, and some related variants, has been the source of time consuming, costly, and bitter conflict. Mr. Caldwell has been directly involved in this issue and it is extensively documented. Due to this history, homeowners are rightfully concerned that such conflict will continue, and almost certainly worsen, if Conquest's request is granted. Mr. Caldwell has been, for five years, the most influential member of the RRV HOA Board, and accordingly, is in a position to correct this problem finally and effectively. We have a state- of- the art HOA structure, with state- of-the art procedures and remedies for violations of the CCRs, if utilized.

If the concerns noted above are fairly addressed, and adequate solutions are derived and implemented, I believe that Conquest Construction's build out of Mr. Caldwell's 42 lots can be successfully concluded to the satisfaction of all of the affected parties. If that happens, I think the effect will be very positive for the acceptance of, and future success of, the "Redlands 360" project, and for the future of residential development in the Redlands area, in general.

Thank you for your attention to and consideration of the content of this letter. Thanks also, to the city professionals who have put together a regulatory regime which invites citizen participation, and to the professionals who administer it.

Very truly yours,



Rudolph T. Textor




GREEN WAY








Grande Cache Ct






Red Vale

Grand Junction Speaks
Published Comments for March 9, 2021 Planning Commission Meeting
Red Rocks Valley Planned Development Amendment

The lack of consideration for houses located north of the now vacant land where Conquest will be constructing homes is disconcerting as the building process is set to begin, When defoliation of that property took place last summer, the loose sand and bentonite were freed up and began to sandblast our front landscaping with every wind. The front third of this professionally xeriscaped yard is now buried under 2-3 inches of sand. The piles of loose dirt recently dumped in direct line with our house are being blown our way as well.
If such lack of concern for neighboring properties is going to be the norm during construction, then this is going to make a lot of people very unhappy.

03/08/2021 5:08 pm

Karen Brennan
324 Red Point Rd.
Grand Junction, 81507

Please see the attached letter and photos sent to the Planning Commission on January 5, 2021. I hope that the regulatory structure of the City of Grand Junction does not allow the right of a for-profit developer to build, to be held superior to the rights of neighborhood homeowners to realize the peaceful enjoyment of living in their own homes. Note: Software would only allow one file to be attached. Would not allow the nine photos of the January 5th letter.

03/07/2021 1:45 pm

Rudolph T. Textor
2297 Trail Ridge Rd.
Grand Junction, 81507-1681

Neighborhoods in this area of Grand Junction and Mesa County adjacent to South Camp Road and Monument Road are blessed with natural beauty; we have amazing natural rock formations and dark night skies and treasure these attributes. Placing houses and new streets is inevitable but we urge planners and developers to be sensitive to these natural values that are important not only to the local neighborhoods but also to all our citizens and visitors who come to admire such a remarkable place. For many of us, having no streetlights to mar the dark night sky is very important to our styles of living. Dark skies are being diminished everywhere; for us and for future generations let's minimize additional light to the night.

The proposed neighborhood traffic entering South Camp Road on the very sight-limited curve seems excessively hazardous and we would not support such access. Traffic Engineers should get out here and personally try to dodge the westbound traffic as they walk across South Camp.

To us, the construction of the proposed development on bentonitic rocks of the Brushy Basin Member of the Morrison Formation is unwise as these rocks, when watered and dried and watered and dried will expand and contract and heave and disrupt any solid surface development (i.e., foundations of homes, concrete gutters and pavements, and other hardscaping). The entire proposed development is on such rocks. Buyers beware!

Thank you for the opportunity to comment.
George and Judy Callison

03/05/2021 7:44 am

George Callison
2247 Codels Canyon Dr
Grand Junction, 81507

Planning Tech

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. 4109

AN ORDINANCE ZONING THE FLETCHER ANNEXATION TO PLANNED DEVELOPMENT 1.12 (PD)

LOCATED APPROXIMATELY 1/2 MILE WEST OF MONUMENT ROAD ON THE NORTH SIDE OF SOUTH CAMP ROAD

Recitals

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, the Grand Junction Planning Commission recommended approval of zoning the Fletcher Annexation to the PD zone district finding that it conforms with the recommended land use category as shown on the Future Land Use map of the Growth Plan, and the Growth Plan's goals and policies, and is generally compatible with land uses located in the surrounding area. The zone district meets the criteria found in Section 2.6 of the Zoning and Development Code and the requirements of Chapter 5, regarding Planned Developments. The default zoning is R-2, Residential – 2 units per acre.

After public notice and public hearing before the Grand Junction City Council, City Council finds that the PD zone district is in conformance with the stated criteria of Section 2.6 of the Grand Junction Zoning and Development Code.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The following property be zoned Planned Development not to exceed 1.12 dwelling units per acre.

PERIMETER BOUNDARY LEGAL DESCRIPTION
FLETCHER ANNEXATION
2945-194-11-001 & 2945-301-12-001

A certain parcel of land located in the Southeast Quarter (SE1/4) of Section 19 and the Northeast Quarter (NE1/4) of Section 30, Township 1 South, Range 1 West of the Ute Principal Meridian, County of Mesa, State of Colorado and being more particularly described as follows:

BEGINNING at the Southeast corner of Block D, Monument Valley Subdivision, as same is recorded in Plat Book 16, page 269-270, Public Records of Mesa County, Colorado, and assuming the East line of the NW1/4 NE1/4 of said Section 30 bears S00°00'15"W with all other bearings contained herein being relative thereto; thence from said Point of Beginning; S11°52'16"W to a point on the South right of way line of

South Camp Road, as same is recorded in Book 997, pages 945-946, a distance of 100.00 feet; thence along said right of way N78°07'44"W a distance of 204.77 feet; thence 662.69 feet along the arc of a 1004.93 foot radius curve concave Northeast, having a central angle of 37°46'59" and a chord bearing N59°14'14"W a distance of 650.75 feet; thence N40°20'44"W a distance of 457.15 feet; thence 390.46 feet along the arc of a 1004.93 foot radius curve concave Northeast, having a central angle of 22°15'42" and a chord bearing N29°12'52"W a distance of 388.01 feet to a point on the centerline of Rimrock Drive, as same is shown on the plat of Monument Valley Subdivision Filing No. 5, as same is recorded in Plat Book 14, Pages 212-214, Public Records of Mesa County, Colorado; thence N71°52'16"E a distance of 50.00 feet to a point on the East line of the Monument Valley Annexation, City of Grand Junction Ordinance No. 2850, and the centerline of said South Camp Road; thence 353.46 feet along the arc of a 954.93 foot radius curve concave East, having a central angle of 21°12'28" and a chord bearing N07°28'38"W a distance of 351.45 feet; thence N03°07'36"E along a line 429.61 feet; thence 602.38 feet along the arc of a 954.93 foot radius curve concave West, having a central angle of 36°08'35" and a chord bearing N14°55'27"W a distance of 592.44 feet; thence N57°08'32"E a distance of 50.00 feet to a point on the North right of way of said South Camp Road; thence S32°59'44"E a distance of 45.59 feet; thence 633.56 feet along the arc of a 1004.93 foot radius curve concave West, having a central angle of 36°07'20" and a chord bearing S14°56'04"E a distance of 623.12 feet; thence S03°07'36"W a distance of 429.95 feet; thence 686.60 feet along the arc of a 904.93 foot radius curve concave Northeast, having a central angle of 43°28'20" and a chord bearing S18°36'34"E a distance of 670.25 feet; thence S40°20'44"E a distance of 457.15 feet; thence 596.27 feet along the arc of a 904.93 foot radius curve concave Northeast, having a central angle of 37°45'09" and a chord bearing S59°13'19"E a distance of 585.54 feet; thence S78°07'44"E a distance of 205.25 feet; more or less to the Point of Beginning, TOGETHER WITH Block C and Block D, of said Monument Valley Subdivision.

Said parcel contains 144.43 acres (6,291,761 square feet), more or less, as described.

This Ordinance prescribes as follows:

1) **Default zoning standards.** If the planned development approval expires or becomes invalid for any reason, the property shall be fully subject to the default standards. The default standards of the R-2 zoning designation will apply.

2) **Phasing schedule.** The Phasing Schedule is:
First Phase shall be platted by March 1, 2008;
Phase 2 – by March 1, 2011;
Phase 3 – by March 1, 2013,
Phase 4 – by March 1, 2015
Phase 5 – by March 1, 2017.

A graphic depiction of the phasing is shown on sheet 3 of the approved preliminary drawings, dated 4/24/07, included in development file number PP-2006-217.

3) **Number of units allowed.** 155 residential units allowed – 103 single family residential lots, 1/2 acre in size or larger; 52 patio homes (attached and detached).

4) **Applicable setbacks.**

a) Patio homes. The setback standards for the patio homes are as follows: A minimum 14-foot setback is required around the perimeter of the patio home area. This setback is measured from the back of walk and includes Red Park Road, Red Point Road, Red Mesa Road, and Slick Rock Road. The front setback for all garages shall be 20 feet. The side setback between buildings is 10 feet, except for those units that are attached, and then a zero setback is allowed. No accessory structures will be allowed. A dimensioned final design of the patio home area will be recorded with the Final Plat.

b) Other homes. The setbacks for the single-family homes not designated as patio homes are as follows: The front setback is 20 feet for the principle structure and 25 feet for accessory structures. Side setbacks are 15-feet for the principle structure and 3 feet for accessory structures. The rear setback is 30-feet for the principle structure and 3 feet for an accessory structure. (These setbacks are consistent with the R-2 default zone.)

5) **Future development.** A tract (shown as Tract N on the approved preliminary drawings dated 4/24/07, found in development file number PP-2006-217) is reserved for future development to adjoin the property to the east.

6) **Construction restrictions.**

Construction outside of the designated building envelopes will not be permitted. Engineered foundations and site grading plans shall be required on all lots. The Final Plat shall include a note requiring construction with the designated building envelopes, engineered foundations and site grading plans for each and every lot.

Mitigation berms, swales for drainage and rock fall areas shall be constructed. City engineer(s) and Colorado Geological Survey representatives shall be permitted to supervise the construction of these features and these features must be inspected and approved by a City engineer. These features will be considered and treated as "as-builts." The construction of these features shall be guaranteed and secured by Development Improvements Agreement (DIA) and associated security. Maintenance of these features shall be provided by an association of the homeowners in perpetuity, and easements in favor of said association for this purpose shall be granted.

No planning clearance or building permit shall issue for any construction on the lot designated as Lot 1, Block 1 on the approved preliminary drawings dated 4/24/07, included in development file number PP-2006-217, and said lot shall not be sold, unless and until a secondary access is constructed in the subdivision to the east. No more than 99 homes shall be constructed in area comprised by the Plan (referred to presently

as the Red Rocks Valley Subdivision) unless and until a secondary access to a public roadway or street is constructed, whether within the Red Rocks Valley Subdivision or in the subdivision / development to the east. A Recording Memorandum setting forth in detail these restrictions shall be recorded so as to inform potential buyers of such restrictions. Construction of said secondary access shall be guaranteed and secured by a DIA and associated security.

If no access to South Camp Road that can serve as a secondary access for Red Rocks Valley Subdivision is completed in the subdivision / development to the east by the time a planning clearance or building permit for the 99th house issues, the developer shall promptly construct the secondary access in the location of Lot 1, Block 1 on the approved preliminary drawings dated 4/24/07, included in development file number PP-2006-217.

No planning clearance or building permit shall issue for any construction on the lot designated on the approved preliminary drawings, dated 4/24/07 and included in development file number PP-2006-217 as Lot 1, Block 5, unless and until the ingress/egress easement is vacated and the lift station associated with it has been relocated or is no longer needed, as determined by City staff. A Recording Memorandum setting forth in detail these restrictions shall be recorded so as to inform potential buyers of such restrictions.

The Final Plat shall show any and all "no-disturbance" and/or "no-build" zones as designated by the Army Corps of Engineers or City engineers.

7) **Private Streets Agreement.** Private streets as proposed by the Applicant are approved; an agreement for the maintenance of all private streets in the subdivision in accordance with City Transportation Engineering and Design Standards (TEDS) shall be required and shall be recorded with the Final Plat.

8) **Sidewalks.** The following sidewalks not shown on the approved preliminary drawings dated 04/24/07 included in development file number PP-2006-217 shall be provided:

- Sidewalk on both sides of Slick Rock Road.
- Sidewalks on both sides of Red Park Road.
- Sidewalk on both sides on Red Pointe Road between Red Mesa Road and Red Park Road.
- Sidewalk along north side of Boulder Road.

9) **Park land dedication.** The final plat shall include a dedication to the City for a public park holding in the corner of land which connects with and would make contiguous City's two holdings to the north and east of this parcel. Said dedication shall be sufficient, at a minimum, to allow maintenance access, and shall be to the reasonable specifications of the Parks and Recreation Department.

10) **Trails.** Existing public trails in the area shall connect through this subdivision.

INTRODUCED on first reading the 18th day of July, 2007 and ordered published.

ADOPTED on second reading the 1st day of August, 2007.

ATTEST:

President of the Council

City Clerk

RECEPTION #: 2606299, BK 5282 PG 252 04/04/2012 at 08:25:28 AM, 1 OF 5, R
$30.00 S $1.00 Sheila Reiner, Mesa County, CO CLERK AND RECORDER

5 PAGE DOCUMENT

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. 4511

AN ORDINANCE AMENDING ORDINANCE NO. 4109, WHICH ZONED THE FLETCHER ANNEXATION (RED ROCKS VALLEY PD) TO PLANNED DEVELOPMENT

LOCATED APPROXIMATELY ½ MILE WEST OF MONUMENT ROAD ON THE NORTH SIDE OF SOUTH CAMP ROAD

Recitals

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, the Grand Junction Planning Commission recommended approval of zoning the Fletcher Annexation to the PD zone district finding that it conforms with the recommended land use category as shown on the Future Land Use map of the Growth Plan, and the Growth Plan's goals and policies, and is generally compatible with land uses located in the surrounding area. The zone district meets the criteria found in Section 21.02.150 of the Zoning and Development Code and the requirements of Section 21.05, regarding Planned Developments. The default zoning is R-2, Residential – 2 units per acre.

After public notice and public hearing before the Grand Junction City Council, City Council finds that the PD zone district is in conformance with the stated criteria of Section 21.02 of the Grand Junction Zoning and Development Code.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The following property be zoned Planned Development not to exceed 1.12 dwelling units per acre.

PERIMETER BOUNDARY LEGAL DESCRIPTION
RED ROCKS VALLEY

A certain parcel of land located in the Southeast Quarter (SE1/4) of Section 19 and the Northeast Quarter (NE1/4) of Section 30, Township 1 South, Range 1 West of the Ute Principal Meridian, County of Mesa, State of Colorado and being more particularly described as follows:

BEGINNING at the Southeast corner of Block D, Monument Valley Subdivision, as same is recorded in Plat Book 16, page 269-270, Public Records of Mesa County, Colorado, and assuming the East line of the NW1/4 NE1/4 of said Section 30 bears S00°00'15"W with all other bearings contained herein being relative thereto; thence from said Point of Beginning; S11°52'16"W to a point on the South right of way line of

South Camp Road, as same is recorded in Book 997, pages 945-946, a distance of 100.00 feet; thence along said right of way N78°07'44"W a distance of 204.77 feet; thence 662.69 feet along the arc of a 1004.93 foot radius curve concave Northeast, having a central angle of 37°46'59" and a chord bearing N59°14'14"W a distance of 650.75 feet; thence N40°20'44"W a distance of 457.15 feet; thence 390.46 feet along the arc of a 1004.93 foot radius curve concave Northeast, having a central angle of 22°15'42" and a chord bearing N29°12'52"W a distance of 388.01 feet to a point on the centerline of Rimrock Drive, as same is shown on the plat of Monument Valley Subdivision Filing No. 5, as same is recorded in Plat Book 14, Pages 212-214, Public Records of Mesa County, Colorado; thence N71°52'16"E a distance of 50.00 feet to a point on the East line of the Monument Valley Annexation, City of Grand Junction Ordinance No. 2850, and the centerline of said South Camp Road; thence 353.46 feet along the arc of a 954.93 foot radius curve concave East, having a central angle of 21°12'28" and a chord bearing N07°28'38"W a distance of 351.45 feet; thence N03°07'36"E along a line 429.61 feet; thence 602.38 feet along the arc of a 954.93 foot radius curve concave West, having a central angle of 36°08'35" and a chord bearing N14°55'27"W a distance of 592.44 feet; thence N57°08'32"E a distance of 50.00 feet to a point on the North right of way of said South Camp Road; thence S32°59'44"E a distance of 45.59 feet; thence 633.56 feet along the arc of a 1004.93 foot radius curve concave West, having a central angle of 36°07'20" and a chord bearing S14°56'04"E a distance of 623.12 feet; thence S03°07'36"W a distance of 429.95 feet; thence 686.60 feet along the arc of a 904.93 foot radius curve concave Northeast, having a central angle of 43°28'20" and a chord bearing S18°36'34"E a distance of 670.25 feet; thence S40°20'44"E a distance of 457.15 feet; thence 596.27 feet along the arc of a 904.93 foot radius curve concave Northeast, having a central angle of 37°45'09" and a chord bearing S59°13'19"E a distance of 585.54 feet; thence S78°07'44"E a distance of 205.25 feet; more or less to the Point of Beginning, TOGETHER WITH Block C and Block D, of said Monument Valley Subdivision.

Said parcel contains 144.43 acres (6,291,761 square feet), more or less, as described.

This Ordinance prescribes as follows:

1) **Default zoning standards.** If the planned development approval expires or becomes invalid for any reason, the property shall be fully subject to the default standards. The default standards of the R-2 zoning designation will apply.

2) **Phasing schedule.** Remaining Phases are to be Final Platted by March 1, 2022.

3) **Number of units allowed.** 155 residential units allowed – 103 single family residential lots, 1/2 acre in size or larger; 52 patio homes (attached and detached).

4) **Applicable setbacks.**

a) Patio homes. The setback standards for the patio homes are as follows: A minimum 14-foot setback is required around the perimeter of the patio home area. This setback is measured from the back of walk and includes Red Park Road, Red Point Road, Red Mesa Road, and Slick Rock Road. The front setback for all garages shall be 20 feet. The side setback between buildings is 10 feet, except for those units that are attached, and then a zero setback is allowed. No accessory structures will be allowed. A dimensioned final design of the patio home area will be recorded with the Final Plat.

b) Other homes. The setbacks for the single-family homes not designated as patio homes are as follows: The front setback is 20 feet for the principle structure and 25 feet for accessory structures. Side setbacks are 15-feet for the principle structure and 3 feet for accessory structures. The rear setback is 30-feet for the principle structure and 3 feet for an accessory structure. (These setbacks are consistent with the R-2 default zone.)

5) **Future development.** A tract (shown as Tract N on the approved preliminary drawings dated 4/24/07, found in development file number PP-2006-217) is reserved for future development to adjoin the property to the east.

6) **Construction restrictions.**

Construction outside of the designated building envelopes will not be permitted. Engineered foundations and site grading plans shall be required on all lots. The Final Plat shall include a note requiring construction with the designated building envelopes, engineered foundations and site grading plans for each and every lot.

Mitigation berms, swales for drainage and rock fall areas shall be constructed. City engineer(s) and Colorado Geological Survey representatives shall be permitted to supervise the construction of these features and these features must be inspected and approved by a City engineer. These features will be considered and treated as "as-builts." The construction of these features shall be guaranteed and secured by Development Improvements Agreement (DIA) and associated security. Maintenance of these features shall be provided by an association of the homeowners in perpetuity, and easements in favor of said association for this purpose shall be granted.

No planning clearance or building permit shall issue for any construction on the lot designated as Lot 1, Block 1 on the approved preliminary drawings dated 4/24/07, included in development file number PP-2006-217, and said lot shall not be sold, unless and until a secondary access is constructed in the subdivision to the east. No more than 99 homes shall be constructed in area comprised by the Plan (referred to presently as the Red Rocks Valley Subdivision) unless and until a secondary access to a public roadway or street is constructed, whether within the Red Rocks Valley Subdivision or in the subdivision / development to the east. A Recording Memorandum setting forth in detail these restrictions shall be recorded so as to inform potential buyers of such restrictions. Construction of said secondary access shall be guaranteed and secured by a DIA and associated security.

If no access to South Camp Road that can serve as a secondary access for Red Rocks Valley Subdivision is completed in the subdivision / development to the east by the time a planning clearance or building permit for the 99th house issues, the developer shall promptly construct the secondary access in the location of Lot 1, Block 1 on the approved preliminary drawings dated 4/24/07, included in development file number PP-2006-217.

No planning clearance or building permit shall issue for any construction on the lot designated on the approved preliminary drawings, dated 4/24/07 and included in development file number PP-2006-217 as Lot 1, Block 5, unless and until the ingress/egress easement is vacated and the lift station associated with it has been relocated or is no longer needed, as determined by City staff. A Recording Memorandum setting forth in detail these restrictions shall be recorded so as to inform potential buyers of such restrictions.

The Final Plat shall show any and all "no-disturbance" and/or "no-build" zones as designated by the Army Corps of Engineers or City engineers.

7) **Private Streets Agreement.** Private streets as proposed by the Applicant are approved; an agreement for the maintenance of all private streets in the subdivision in accordance with City Transportation Engineering and Design Standards (TEDS) shall be required and shall be recorded with the Final Plat.

8) **Sidewalks.** The following sidewalks not shown on the approved preliminary drawings dated 04/24/07 included in development file number PP-2006-217 shall be provided:

- Sidewalk on both sides of Slick Rock Road.
- Sidewalks on both sides of Red Park Road.
- On Grand Cache Court, continue the sidewalk around the entire cul-de-sac and both sides of the street.
- Sidewalk on both sides on Red Pointe Road between Red Mesa Road and Red Park Road.
- Continue sidewalk around the cul-de-sac on Crevice Court to the trail in Red Canyon.

9) **Park land dedication.** The final plat shall include a dedication to the City for a public park holding in the corner of land which connects with and would make contiguous City's two holdings to the north and east of this parcel. Said dedication shall be sufficient, at a minimum, to allow maintenance access, and shall be to the reasonable specifications of the Parks and Recreation Department.

10) **Trails.** Existing public trails in the area shall connect through this subdivision.

RECEPTION #: 2606299, BK 5282 PG 252 04/04/2012 at 08:25:28 AM, 5 OF 5, R
$30.00 S $1.00 Sheila Reiner, Mesa County, CO CLERK AND RECORDER

INTRODUCED on first reading the 7th day of March, 2012 and ordered published in pamphlet form.

PASSED and ADOPTED on second reading the 21st day of March, 2012 and ordered published in pamphlet form.

ATTEST:

Tom Kenyon
President of the Council

Stephanie Tuin
City Clerk

CITY OF GRAND JUNCTION

CITY COUNCIL AGENDA									
Subject	Zoning of the Fletcher Annexation located ½ mile west of Monument Road on South Camp Road								
Meeting Date	August 1, 2007								
Date Prepared	July 23, 2007					File # ANX-2006-108			
Author	Lori V. Bowers				Senior Planner				
Presenter Name	Lori V. Bowers				Senior Planner				
Report results back to Council		**Yes**	**X**	**No**	**When**				
Citizen Presentation	X	**Yes**		**No**	**Name**	Sid Squirrell			
	Workshop	**X**	**Formal Agenda**			**Consent**	**X**	**Individual Consideration**	

Summary: Request to zone 139-acre Fletcher Annexation, on South Camp Road 1/2 mile west of Monument Road, Planned Development, 1.12 dwelling units per acre.

Budget: N/A

Action Requested/Recommendation: Hold a public hearing on August 1, 2007 to adopt an ordinance zoning the Fletcher Annexation as Planned Development, not to exceed 1.12 dwelling units per acre (PD 1.12), and a Preliminary Development Plan (hereinafter "Plan"). Planning Commission recommend approval of the Plan, with the inclusion of private streets and sidewalks and paths described herein not shown on the Plan.

Attachments:
Site Location Map / Aerial Photo Map
Future Land Use Map / Existing City and County Zoning Map
Minutes from the Planning Commission meeting
Letters from neighbors
Preliminary Development Plan
Zone of Annexation Ordinance

Background:
The proposed Red Rocks Valley Subdivision (also the Fletcher Annexation) is approximately 138.97 acres in size, located in the Redlands bounded on the southwest by South Camp Road, the northwest by the last filing of Monument Valley Subdivision, the north and east by Redlands Mesa Subdivision and the south by private property. The topography on part of the site is steep with approximately 160 feet of relief. Red Canyon Wash and another minor wash on the east side connecting to Red Canyon Wash cross through the parcel from southwest to northeast. The land use classification for the area is Residential Low.

BACKGROUND INFORMATION					
Location:		South Camp Road and Monument Road			
Applicant:		Redlands Valley Cache, LLC, owner and developer; LANDesign Consulting, Bill Merrell, representative.			
Existing Land Use:		Vacant land			
Proposed Land Use:		Residential subdivision			
Surrounding Land Use:	North	Redlands Mesa Golf and residential			
	South	Residential subdivision			
	East	Vacant land and Redlands Mesa			
	West	Residential subdivision			
Existing Zoning:		County PD			
Proposed Zoning:		PD (density 1.12 Du/Ac)			
Surrounding Zoning:	North	PD			
	South	RSF-E and PD			
	East	RSF-E and PD			
	West	PD			
Growth Plan Designation:		Residential Low (1/2 to 2 AC/DU)			
Zoning within density range?		X	Yes		No

The Applicant sought annexation into the City on March 31, 2006 with a zoning at R-2, a designation at the high end of the zoning allowed by the Growth Plan. A neighborhood meeting at Wingate Elementary on May 18, 2006 brought in approximately 25 neighbors who voiced concerns about sewer, drainage, road capacity for South Camp Road, flooding in the area, the site's geologic attributes, density and lighting. The Preliminary Development Plan (hereinafter "Plan") proposed at this time is considerably different from the plan presented at the neighborhood meeting. County zoning on this property was planned development at 3 units per acre.

The Applicant provided a site analysis as required by Zoning and Development Code (ZDC) Section 6.1, including map overlays indicating development potential of all areas and a description of assumptions and methodology used to reach those conclusions. Based on the site's physical constraints, Staff recommended the Applicant request a zoning designation of Planned Development (PD). The Applicants, its designers and engineers, City Staff and outside review agencies have come to what we feel is a workable and sensitive plan, developing the potential of the property while taking into account its physical constraints.

Planning Commission Recommendation:

1) The Planning Commission forwards a recommendation of approval of the Planned Development zone district, not to exceed 1.12 dwelling units per acre, for the Fletcher Annexation, ANX-2006-108 to the City Council with the findings and conclusions listed herein.

2) The Planning Commission forwards a recommendation of approval of the Preliminary Development Plan, file number PP-2006-217, to the City Council with the findings and conclusions listed herein, with the specific addition of direct sidewalk or path connections for those lots that do not have a direct connection shown on the proposed plan. This aspect of the recommendation is described more fully herein and is incorporated in the proposed Ordinance.

Minutes from the Planning Commission meeting of June 28, 2007, are attached.

Discussion of Key Features

1. Community Benefits.

Zoning and Development Code Sections 5.1 A and 2.12 A provide that PD zoning should be used only when long-term community benefits are derived. This proposed Plan provides the following community benefits.

(a) A greater quality and quantity of public and /or private open space (§5.1 A.3.) than that in a typical subdivision is provided. The Plan provides 46.69 acres of open space, 33.6% of the overall site.

(b) The Plan provides needed housing types and/or mix (§5.1 A.5). The housing mix includes large-lot single-family residential and patio homes, which are currently in demand in the Grand Valley. The housing mix will be that of large lot single-family residential as the Redlands area has been known for, and patio homes similar to the Seasons at Tiara Rado.

(d) The Plan includes innovative design features (§5.1 A.6.). The character of the site with steeper slopes on the north and east, and interesting geologic features shall be protected by no disturbance and no build zones to be shown on the Final Plat.

(e) The Plan protects and preserves natural resources, habitat areas and natural features (§5.1. A.7.). The character of the site with its steeper slopes on the north and east, and interesting geological features are protected by "no-disturbance" and "no-build zones," which will be shown on a final plat.

2. Physical hazards and mitigation.

The site's physical constraints include poor soils and the two washes referred to above, which carry the potential for flash flooding as evidenced by signs of past slope failure,

slope creep and rock fall throughout the site. To mitigate this potential and to protect the safety and welfare of the community, the proposed ordinance requires engineered foundations and strict building envelopes for all structures, site grading plans, drainage swales and berms with boulder barriers, to redirect small storm flows without radical changes from the natural drainage, placed so as to allow reasonable and necessary cleaning. These low-tech barriers may consist of existing larger boulders with additional boulders positioned to protect the building envelopes. These features must be constructed to the satisfaction of the City Engineer, treated as "as-builts," covered by a Development Improvements Agreement, and maintained in perpetuity by a homeowners' association.

The flash flood areas located in the site's two major drainage channels will require more review prior to recordation of a final plat. An analysis of possible wetlands areas and delineation of other waters was prepared by Wright Water Engineers and was submitted to the Army Corps of Engineers (hereinafter Corps) for their determination of their wetlands jurisdiction. Because the Corps has not yet determined what its requirements for these areas will be, the Applicant's engineer is requesting flexibility on how and where to design the required drainage basins. Staff feels that with the liberal amount of room in the channels and the placement of the channels in a Tract, it can support the general locations shown in the Plan regardless of how the Corps claims jurisdiction. The drainage basins will, however, need to be specified in more detail and in compliance with wetlands restrictions imposed by the Corps, if any, before a final plat is recorded.

The Colorado Geologic Survey (CGS) has also commented on the Plan, stating that the Lincoln DeVore study was detailed and suggesting that a CGS representative be on site during construction of the rock swales and berms, and that each feature be inspected and approved by the City Engineer (Ceclia Greenman letter dated May 9, 2007). This recommendation has been incorporated into the PD Ordinance.

The Colorado Natural Heritage Program was contacted by Wright Water Engineers for any concerns about endangered species or rarity of plat forms. The report area is extensive covering Glade Park, the Monument out to Fruita, etc. No significant findings are claimed for this parcel.

The Colorado Division of Wildlife, in their letter dated November 16, 2006, stated: "While it is always unfortunate to lose open space, given the location and the condition of the surrounding properties, the Division of Wildlife had no major issues with the development as proposed;" there is further discussion of this in this report.

3. Requested exceptions and alternatives.

(a) Reduced lighting. A Transportation Engineering Design Standards (TEDS) exception was requested to address the lighting concerns of the neighbors. Given that the Redlands Area Plan encourages reduced lighting intensity in streets and other public places, TEDS Exception #13-07 was granted, allowing for minimal placement of

street lights and low level lighting for the entrance to pedestrian areas. Street lights are limited to public street intersections and one is required on the bulb out on Red Point Court. These lights are required for police and fire protection services. No street lights will be required on the private streets in the patio home area.

(b) Alternate streets. Applicant requested benefit of the Alternate Residential Street Standards found in Chapter 15 of TEDS. City Staff supports their design, with one exception described below. The Applicant proposed non-traditional streets to create a less "urbanized" feel to the area, based on the fact that much of the neighboring area was developed in Mesa County where the requirement for sidewalks and pedestrian paths was minimal, or non-existent. The proposed design has one remaining flaw, however; its pedestrian facilities do not meet the Alternative Street Standards in Chapter 15 of TEDS, which requires equal or better than the existing adopted street sections. Based on these standards Staff recommends that direct access to a trail or sidewalk should be provided, while the Applicant proposes no sidewalks in certain areas (typically but not limited to cul-de-sacs). Further discussion of this item is found later in this Staff report.

(c) Private Streets. The Applicants requested private streets in the interior of the proposed subdivision (the patio home area). This request requires City Council approval. Staff recommends approval subject to a requirement of a private streets maintenance agreement in conformance with TEDS and recorded before the final plat.

Conformity with Code Standards and Criteria

1. Consistency with the Growth Plan:

The Plan is consistent with the following goals and policies of the Growth Plan:

> Goal 1: To achieve a balance of open space, agricultural, residential and nonresidential land use opportunities that reflects the residents' respect for the natural environment, the integrity of the community's neighborhoods, the economic needs of the residents and business owners, the rights of private property owners and the needs of the urbanizing community as a whole.

The Plan meets this goal by providing 46.69 acres of open space, which is 33.6% of the overall site. The flood and drainage mitigation measures incorporate natural features, thereby respecting the natural environment.

> Policy 1.4: The City and County may allow residential dwelling types (*e.g.,* patio homes, duplex, multi-family and other dwelling types) other than those specifically listed for each residential category through the use of planned development regulations that ensure compatibility with adjacent development. Gross density within a project should not exceed planned densities except as

provided in Policy 1.5. Clustering of dwellings on a portion of a site should be encouraged so that the remainder of the site is reserved for usable open space or agricultural land.

The Plan clusters dwellings on the site in the "high" developable areas identified in the Site Analysis. Patio homes will be developed in this area. The outlaying parcels are larger in size and reflect the adjacent neighborhoods. Several pedestrian paths are provided through the project for usable open space and interconnectivity to other properties.

Policy 13.6: Outdoor lighting should be minimized and designed to reduce glare and light spillage, preserving “dark sky” views of the night sky, without compromising safety.

This policy (which also reflects that of the Redlands Area Plan) is implemented by reduced street lighting, for which a TEDS Exception (#13-07) has been granted.

Redlands Area Plan goals.

The Redlands Area Plan was adopted as part of the Growth Plan. A goal of this plan is to minimize the loss of life and property by avoiding inappropriate development in natural hazard areas. The proposed subdivision was closely reviewed by the developer’s engineers, City engineers, Colorado Geological Survey, Lincoln DeVore, and is currently undergoing review by the Army Corps of Engineers. The natural hazard areas have been mapped and mitigation measures have been proposed. The mitigation measures are addressed elsewhere in this report as well as in the proposed PD Ordinance. Staff believes that although the details of some of these measures are left to be worked out at a later development stage, which is not ideal, the Plan provides sufficient assurance that loss of life and property can and will be minimized by the features in the Plan and the proposed ordinance.

Another goal of the Redlands Area Plan is to achieve high quality development in terms of site planning and architectural design. The Plan proposed does not include any references to types of or to specific architectural design(s); however, the site analysis process has resulted in what Staff feels is a quality subdivision. The subdivision incorporates the natural hazard areas by grouping higher density patio homes in the "high" developable area, while the larger lots (minimum ½ acre in size) surround the patio homes in the "medium" developable areas. The lot sizes, proposed setbacks and bulk standards for the default zone of Residential – 2 dwelling units per acre (R-2) will work for this subdivision. The overall density proposed is 1.12 dwelling units per acre, which is just under the Redlands area average of 1.14 dwelling units per acre.

2. Section 2.12.C.2 of the Zoning and Development Code

Requests for a Planned Development Preliminary Development Plan must demonstrate conformance with all of the following:

a) The Outline Development Plan review criteria in Section 2.12.B of the Zoning and Development Code, which are as follows:

1) The Growth Plan, Major street plan and other adopted plans and policies.

The Growth Plan designation for this area is Residential Low (½ to 2 acres per dwelling unit), which allows for R-E zone (one dwelling unit per 2 acres) at the low end and R-2 (2 dwelling units per acre) at the high end. The proposal is consistent with the Growth Plan by providing an overall density of 1.12 dwelling units per acre.

The Grand Valley Circulation Plan shows only South Camp Road; the proposed subdivision will access this road. Private streets are proposed for the patio home area. All other local streets are designed using the alternate street standards as provided for in Chapter 15 of TEDS (Transportation Engineering Design Standards). The proposed subdivision needs a secondary access that is not included in the Plan. The Plan does include a proposed stub street to the property directly to the east (the Azcarraga property). The Applicant anticipates that the Azcarraga property will develop, including an access to South Camp Road, before 100 homes are constructed in the Red Rocks Subdivision, and that the stub street will provide the required secondary access. (The "100 lot rule" establishes the maximum number of homes that may be accessed by a single point of ingress/egress). In the event that this does not occur, a secondary access must be constructed across Lot 1, Block 1. The ordinance provides for the activation of the "100 lot rule" in the event that the Azcarraga property is not developed by the appropriate time, and requires a DIA with guarantee for the road's construction. It also requires that potential buyers be alerted to the existence of building restrictions by use of a recording memorandum.

The Urban Trails Master Plan requires useable public trails through this subdivision and along South Camp Road. These trails have been provided in coordination with requests from the Parks and Recreation Department and the Urban Trails Committee. The developer will work with the City to ensure that existing trails will connect through this subdivision. The Parks & Recreation Department requests a dedication of the corner of land which would connect and make contiguous the City's two holdings north and east of this parcel, sufficient to allow maintenance access. Also a trail access across Red Canyon is provided along the north end of the property adjacent to the Redlands Mesa Golf Course, providing bicycle/pedestrian access from Redlands Mesa to the west and the future trail development in the area. The developers are currently in conversation with the Parks and Recreation Department and by the time of final design the details of the trail connections and possible land dedication shall be in place. The area is currently part of an open space tract. A dedication of land in the area to attach to the other City owned parcels is above and beyond the Code requirements for open space.

2) The rezoning criteria provided in Section 2.6 of the Zoning and Development Code is applicable to rezones. Section 2.6.A.3 and 4

of the Zoning and Development Code are applicable to annexations:

Zone of Annexation: The requested zone of annexation to the PD district is consistent with the Growth Plan density of Residential Low. The existing County zoning is PD 3, although no plan was approved. Section 2.14 of the Zoning and Development Code states that the zoning of an annexation area shall be consistent with either the Growth Plan or the existing County zoning.

In order for the zoning to occur, the following questions must be answered and a finding of consistency with the Zoning and Development Code must be made per Section 2.6.A.3 and 4 as follows:

- The proposed zone is compatible with the neighborhood, conforms to and furthers the goals and policies of the Growth Plan and other adopted plans and policies, the requirements of this Code, and other City regulations.

  Response: The proposed zone is compatible with the surrounding neighborhood if developed at a density not exceeding 1.12 dwelling units per acre. The applicants have requested that the underlying default zoning of R-2. Other existing densities in the area are similar to the County RSF-1 (Residential Single-Family – one dwelling unit per acre). The overall average density throughout the Redlands, as provided in the Redlands Area Plan, is 1.14 dwelling units per acre. Therefore the PD zoning of 1.12 dwelling units per acre is similar to the existing area.

- Adequate public facilities and services are available or will be made available concurrent with the projected impacts of development allowed by the proposed zoning;

  Response: Adequate public facilities are available or will be supplied at the time of further development of the property.

3) The planned development requirements of Chapter Five of the Zoning and Development Code.

Chapter Five of the Code lists examples of types of community benefits that can support a planned development zoning designation. The Plan meets several of those as discussed earlier in this report under the heading "Community Benefits."

Further requirements of Chapter Five are to establish the density requirement for the Planned Development Ordinance. The proposed PD ordinance establishes the density requirement of 1.12 dwelling units per acre. The R-2 zone as a default zone is appropriate. It has the same bulk standards and setbacks as what is being requested for the new PD zone district. Deviations from the R-2 zone would be in the patio home

area. The Code states that the ordinance shall contain a provision that if the planned development approval expires or becomes invalid for any reason, the property shall be fully subject to the default standards of the R-2 zone district. The patio home area could then be reviewed using the cluster provisions, but the density may drop in that area. The proposed setbacks for this PD are discussed further in this staff report.

4) Section 5.4, Development standards.

Setback standards shall not be less than the minimum setbacks for the default zone unless the applicant can demonstrate that the buildings can be safely designed and that the design is compatible with lesser setbacks. The setback standards for the single-family homes is consistent with the R-2 default zone: The front setback is 20 feet for the principle structure and 25 feet for accessory structures. Side setbacks are 15-feet for the principle structure and 3 feet for accessory structures. The rear setback is 30-feet for the principle structure and 3 feet for an accessory structure.

Setbacks for the patio home area are less than the default zone and are allowed to be reduced because of the amount of common open space and the protection of the environmentally sensitive areas that were determined through the Site Analysis process and is allowed through the Planned Development process of the Code. The Planning Commission will make recommendation to City Council that the patio home area setbacks are adequate as follows for what is being proposed for the ordinance: A minimum 14-foot setback is required around the perimeter of the patio home area tract for the multi-purpose easement as well as a landscape buffer. This setback is measured from the back of walk and includes Red Park Road, Red Point Road, Red Mesa Road, and Slick Rock Road. No access will be obtained directly from these perimeter streets. All access for the patio home area will be obtained from the interior private streets functioning more as a driveway than a street. This does require City Council approval. Required is a front setback for all garages at 20 feet. The principle structure front setback will be a minimum of 10-feet, measured from the back edge of the private street. The side setback between buildings is 10-feet, except for those units that are attached, and then a zero setback is allowed. At final, a site plan shall be recorded to show the proposed building layout and further establish the setbacks that are proposed on the preliminary plan. It is the intention of the patio home area of the subdivision to sell the patio homes in fee simple and the areas surrounding the homes to be landscaped and maintained by the HOA. No accessory structures will be allowed. This is a deviation of the Zoning and Development Code Section 9.32. which talks about single-family detached dwellings on a single lot; and two-family dwellings located on separate lots. The intent is for the home to be “the lot” surrounded by common open space, maintained by the HOA. At final design the applicant will provide a dimensioned final site plan depicting this area. This will be recorded with the final plat for verification of building placements

The Open Space requirements established in Chapter Six are exceeded with this plan. Over 33.6% of the site is dedicated to Open Space, which totals 46.69 acres. Fourteen Tracts of land are provided totaling 16.67 acres or 12.0% of the land. These Tracts are

for various purposes, and sometimes dual purposes, such as trails, utilities and drainage. Tract N is reserved for future development to adjoin the property to the east. This was a decision that was reached with the applicant when a good design for this area could not be found. It made sense to include it with the development of the property to the east when it develops.

Planned Developments are to provide uniform perimeter fencing in accordance with Chapter Six. It is Staff's position that no perimeter fencing is required with this subdivision since the density and intensity of the surrounding subdivisions are similar, and in places it would be very difficult to install, nor would it serve a purpose. This is further discussed in number 9 below.

Development standards require compatibility with adjacent residential subdivisions. Compatibility does not mean the same as, but compatible to. It is Staff's opinion that residential compatibility exists but single family lots abutting other single family lots on the west side.

Landscaping shall meet or exceed the requirements of Chapter Six. The landscaping requirements of the Code do not apply to a lot zoned for one (1) or two (2) dwelling units. Landscaping in the single-family area will be done by the home owner with approval from the HOA, subject to easements for maintenance of slopes and berms in the sensitive areas. The Plan provides the required landscape buffer along South Camp Road and pedestrian trail per the Urban Trails Master Plan. Landscaping in the patio home area will be maintained by the HOA. Because the soils report prepared by Lincoln DeVore recommends that the steeper slopes be non-irrigated due to the high possibility of slope failure, the majority of the steep slopes are in open space tracts. This should also serve to notify the developer of the soil conditions of this area and to landscape appropriately.

Colorado Division of Wildlife reviewed the proposal as the Redlands Area Plan (Figure 10, page 65) specified the Red Canyon Wash as having a potential impact to wildlife in this area. The DOW stated that they had no major issues with the development; however they recommended that the main drainage be left in its native state with a 100-foot buffer for wildlife to travel on their way to the Colorado River and back. They also strongly encouraged native and xeric landscaping for the existing wildlife of the area and not to disturb areas where it is not necessary beyond the roads and homes.

Parking has been addressed through a parking analysis done by the applicant to ensure adequate off-street parking exists for the patio home area and additional parking is obtained "on street" surrounding the development. Parking is further addressed below in item 8.

Deviation from the above development default standards shall be recommended by the Planning Commission to the City Council to deviate from the default district standards subject to the provision of the community amenities that include more trails other than

those listed on Urban Trails Master Plan and open space greater than the required 20% of the site.

5) The applicable corridor guidelines and other overlay districts in Chapter Seven.

Chapter Seven of the Zoning and Development Code addresses special regulations and are discussed below. There are no corridor guidelines in place for South Camp Road.

6) Section 7.2.F. Nighttime Light Pollution.

This section of the Code is to enforce that all outdoor lights mounted on poles, buildings or trees that are lit between the hours of 10:00 PM and 6:00 AM shall use full cutoff light fixtures. This in conjunction with the TEDS exception that was granted for reduced street lighting in this area. Reduced lighting should help protect the night sky and the neighborhood from excessive lighting. Minimal street lighting will be required where the TEDS committee determined it to be necessary for the public safety of this subdivision. Street lights will be required at the intersection of public streets, not private streets, and at the bulb out on Red Point Court. Low level lighting is encouraged at the entrance to pedestrian paths.

7) Adequate public services and facilities shall be provided concurrent with the projected impacts of the development.

Adequate public utilities are present in the area and the services will be extended throughout the subdivision. Sewer will be extended through the site and an existing lift station will be removed once all the sewer improvements are completed. Presently there is an ingress/egress easement on Lot 1, Block 5, for maintenance of the existing lift station. As part of the future requirements of the development, the easement will be vacated when the lift station is taken out of service. There is an existing 12" Ute Water line for service located in South Camp Road. Telephone, electric and gas is also available in South Camp Road.

8) Adequate circulation and access shall be provided to serve all development pods/areas to be developed.

LSC Transportation Consultants prepared the traffic analysis for this project. The study showed no need for improvements to South Camp Road.

The applicants have provided adequate vehicle circulation throughout the proposed subdivision by taking advantage of Chapter 15 in the TEDS manual using the alternative street standards (with the exception of the secondary access requirement, which is addressed elsewhere herein). The applicants are also requesting City Council approval of the private streets proposed in the patio home area.

The intent of using in the “Alternate Residential Street Standards” is to provide flexibility in the creation, approval and use of public street infrastructure that varies from the cross-sectional standards provided in Chapter 5 of TEDS. These proposals are approved administratively and the implementation of these standards should result in “a better solution” allowing alterations to the standard street section that produce benefits to the community. Staff supports the road layout and configuration but does not agree with the applicant as to their lack of sidewalks or paths in some areas.

Section 15.1.6 of TEDS states that the design must provide adequate pedestrian facilities equal or better than existing adopted street sections. Detached walk and additional walk width are encouraged are by TEDS. Sidewalks are required to create continuous pedestrian walkways parallel with the public roadway. Generally, if lots front both sides of the street, sidewalk will be required on both sides of the street. In this proposal there are trails provided through open space areas that may be accessed from the rear or sides of the properties, therefore Staff agreed that sidewalks would not be needed on the street side where a path ran along the backside or side yard of the lots. The alternate streets, as proposed, include 40-foot right-of-way, sidewalk on one side of the street and only a 25-foot wide asphalt section. The applicants further feel that narrow streets will help with traffic calming. There is a network of pedestrian paths proposed to be installed. Most of these paved trails will include both a paved bicycle path and a smooth gravel jogging path.

There are several areas where the Plan does not provide direct access to sidewalks and/or paths from lots. Staff does not agree with the Applicant’s reasoning for not providing them since TEDS requires that the proposal “be a better solution”. The Applicants feels that the lack of sidewalks in the cul-de-sacs provides a more rural feel to the subdivision therefore less urbanized, and similar to other subdivisions in this area that were developed in the County. The Applicant requested the Planning Commission to determine if this is “a better solution”, and allow these areas to remain as proposed without direct access to a pedestrian feature. The Planning Commission declined to make this finding, and forwarded a recommendation to the Council of approval of the Plan with the addition of the specific sidewalk requirements described herein and prescribed in the proposed ordinance.

Private Streets are generally not permitted. The applicants are requesting the use of private streets in the patio home area of the plan. Section 6.7.E.5. requires the City Council to authorize the use of private streets in any development to be served by private streets. Since there will be no “on-street” parking allowed in the patio home area on the private streets, a parking analysis was provided to show that there is sufficient on street parking provided on the streets surrounding the patio home area. Sidewalks and paths will direct pedestrians from the exterior sidewalks to the interior sidewalks and to a 20-foot wide pedestrian trail that will run through this portion of the subdivision. While these will be classified as Private Streets, they will act more as driveways since they do not interconnect, they are a series of small drives with cul-de-sac turn-a-rounds at the end. Staff supports the private streets given the overall design

of the Plan including the effective clustering of home types and preservation of unique natural features.

9) Appropriate screening and buffering of adjacent property and uses shall be provided.

Along the eastern most portions of the site will be an extensive open space area that will provide a natural buffer. The northern most portion of the project abuts the Redlands Mesa Golf Course, therefore no screening or buffering is required. The western most portion of the project is where eight residential properties will abut another residential subdivision. There is no screening or buffering requirements for residential districts that adjoin other residential districts. The remainder of the site is adjacent to South Camp Road where a landscaping tract is being provided along that section of the road.

10) An appropriate range of density for the entire property or for each development pod/area to be developed.

The density for the overall site is 1.12 dwelling units per acre (138.97 acres). The patio home area density, which is 9.66 acres, will be 5.38 dwelling units per acre (7.0% of the site). The single-family residential area consists of 55.91 acres, with a density of 0.80 dwelling units per acre (40.2% of the site). The open space area equals 46.69 acres (33.6%). Public right-of-way consists of 10.04 acres (7.2%). The remainder of the site, placed in tracts for various uses, equals 16.67 acres or 12.0% of the site.

11) An appropriate set of "default" or minimum standards for the entire property or for each development pod/area to be developed.

The default standard for the single family residential areas on ½ acre lots will be those of the R-2 zoning district. The front setback is 20-feet for the principle structure and 25-feet for an accessory structure. Side setbacks are 15-feet for the principle structure and 3-feet for accessory structures. The rear setback is 30-feet for the principle structure and 3-feet for an accessory structure.

The patio home area standards are as follows:
A minimum 14-foot setback is required around the perimeter of the patio home area. This setback is measured from the back of walk and includes Red Park Road, Red Point Road, Red Mesa Road, and Slick Rock Road. The front setback for all garages shall be 20-feet. The side setback between buildings is 10 feet, except for those units that are attached, and then a zero setback is allowed. At final, a dimensioned site design plan shall be recorded with the Final Plat showing the exact building placements. No accessory structures will be allowed.

12) An appropriate phasing or development schedule for the entire property or for each development pod/area to be developed.

A phasing schedule for the property has been provided. Five phases are proposed with the first phase to platted by March 1, 2008; Phase 2 - March 1, 2011; Phase 3 - March 1, 2013, Phase 4 - March 1, 2015 and Phase 5 - March 1, 2017. A graphic depiction of the phasing is shown on sheet 3 of the drawings.

13) The property is at least twenty (20) acres in size.

The property is about 139 acres in size, well over the required 20 acre requirement.

b) The applicable preliminary plat criteria in Section 2.8.B of the Zoning and Development Code.

1) The Growth Plan, major street plan, Urban Trails Plan, and other adopted plans:

This was discussed above in regards to Section 2.12.C.2.

2) The purposes of this Section 2.8.B

The purpose of Section 2.8.B. is to ensure conformance with all the provisions of the Zoning and Development Code. Staff feels that the Applicant has addressed the seventeen criteria of conformance with the Growth Plan and other adopted plans and policies; coordination of the public improvements; safeguarding the interests of the public; preserving natural features of the property; prevention and control of erosion, sedimentation and other pollution of surface and subsurface water; restricting building in areas poorly suited for construction; and prevent loss and injury from landslides, mudflows, and other geologic hazards.

3) The Subdivision standards (Section 6.7)

The subdivision standards have been met by providing open space integrated with the subdivision and adjacent property to create an attractive area for active and passive use. There is adequate access to public roads and existing trails in the area. Additional interior trails are planned. Along with single family units there is also zero lot line development in the patio home area. This provides greater usable yard space as suggested in the Zoning and Development Code for Planned Developments, innovative design and a mix of housing types. Although the clustering provisions do not apply to planned developments, the concept is being employed here, derived through the site analysis process. Should the default zone of R-2 become effective due to the expiration or lapse of the Ordinance, the clustering provisions could be applied.

There are some shared driveways in the single family area, and there are several cul-de-sacs provided. The subdivision standards further require that the subdivision include and protect as much of the natural, geologic and other hazard areas as possible. The Plan identifies drainages, washes, and flash flood areas and the detention basins are generically shown on the Plans in the Red Canyon Wash channel. The Applicant's

Engineer is requesting flexibility on how and where to design the basins until the final design process because the Corps of Engineers has not yet determined their requirements. The general location shown on the Plan is still effective, from the Staff's point of view, because there is plenty of room within the channel, regardless of how the Corps claims jurisdiction, for location of the specific basins. Specific drainage basin design and location shall be shown on the final plat. Mitigation berms and swales for drainage and rock fall areas are shown on the Plan as easements, which shall be granted to the HOA and designated appropriately on the Final Plat. Based upon general agreement between Staff, Colorado Geological Survey, and Ed Morris of Lincoln DeVore, these will be treated as "as-builts" and covered in the Development Improvements Agreement (DIA). The City will further require that a representative be on site during construction of the rock swales and berms, and that each feature be inspected and approved by the City Engineer. Construction and installation of these berms is discussed in the report by Lincoln DeVore, Inc. Also a note on the final plat shall state that construction outside of the designated building envelopes is not permitted. Engineered foundations and site grading plans will be required for all lots. Each of these requirements is reflected in the proposed ordinance.

4) The Zoning standards (Chapter 3)

The Zoning of the subdivision to PD is consistent with Section 5.1 of the Zoning and Development Code. The desired flexibility is not available through the application of the standards established in Chapter Three, but the bulk standards of the R-2 district will apply to the single-family residential lots.

5) Other standards and requirements of the Zoning and Development Code and other City policies and regulations

Staff feels that the standards of the Zoning and Development Code as well as TEDS, SWMM and the Redlands Area Plan have been met with this application and can be applied at the Final Plat stage.

6) Adequate public facilities and services will be available concurrent with the subdivision

Adequate public facilities are in the area and can be extended to serve the proposed subdivision.

7) The project will have little or no adverse or negative impacts upon the natural or social environment

With the proposed easements and supervised construction there should be minimal adverse impacts upon the natural environment. The social environment will change as more needed housing is provided for the community when none existed previously, but this should not be an adverse impact.

8) Compatibility with existing and proposed development on adjacent properties

Compatibility will be obtained by providing single family residences on the periphery of the property where the development potential is more constrained, and cluster of higher density homes in the area where higher development potential exists. This was determined through the site analysis process.

9) Adjacent agricultural property and land uses will not be harmed.

There are no agricultural uses adjacent to this site. Adjacent residential uses will not be harmed by more residential uses.

10) Is neither piecemeal development nor premature development of agricultural land or other unique areas.

The proposed plan is neither piecemeal nor premature development of agricultural land. The property is unique in its geological formations; these are being preserved as open space areas.

11) There is adequate land to dedicate for provision of public services.

There is adequate land available throughout the proposed subdivision for easements for public utilities and services.

12) This project will not cause an undue burden on the City for maintenance or improvement of land and/or facilities.

The City should not see an undue burden for maintenance or improvements. There are currently discussions with the City's Parks and Recreation Department regarding land dedication or trail easements. The Parks Department would like to obtain a section of property that will connect two existing parcels owned by the City in the upper north east section of the project. The discussions are such that the area could be dedicated to the City for continuation and access of existing pedestrian trails, or easements provided for connecting the trails. At final design stages this will need to be decided. Ownership would then dictate who maintains the area.

The HOA will be responsible for maintenance of drainage and detention areas and the developer will be required to grant an access and maintenance easement to said HOA for this purpose. The City will also have access to these areas for stormwater management purposes in accordance with the law. The HOA will also be responsible for the maintenance of the private streets. TEDS as well as the proposed ordinance requires a TEDS-compliant Private Streets Agreement to be in place and recorded with the Final Plat.

c) The applicable site plan review criteria in Section 2.2.D.4 of the Zoning and Development Code.

1) Adopted plans and policies such as the Growth Plan, applicable corridor or neighborhood plans, the major street plan, trails plan and the parks plan.

These items have previously been addressed in this Staff report.

2) Conditions of any prior approvals

There are no prior City approvals on this site. The County had previously zoned this property with a Planned Development designation but not other action was taken on the property that conditions it.

3) Other Code requirements including rules of the zoning district, applicable use specific standards of Chapter Three of the Zoning and Development Code and the design and improvement standards of Chapter Six of the Code.

These items have been addressed above and with the preliminary plat criteria in Section 2.8.B.

4) Quality site design practices:

Quality site design practices are outlined in Section 2.2.D.4.b (4) (A thru K) in the Zoning and Development Code. The Plan efficiently organizes the development in relation to the topography. Erosion areas are left to their natural state with the addition of mitigation measures described herein and sufficient to protect life and property. Exterior lighting will be minimized to lessen impact on night sky visibility. All utility service lines shall be undergrounded. Pedestrian and bicycle access are provided through the site. Some pedestrian accesses will also double as maintenance vehicle access points to drainage and detention areas. All public facilities and utilities shall be available concurrent with the development.

d) The approved ODP, if applicable.

There is no approved ODP for this project.

e) The approved PD rezoning ordinance, if adopted with an ODP.

The PD Ordinance is also the zone of annexation for this project. There is no ODP for this project, therefore the PD zoning shall be established with the Preliminary Development Plan and approved by City Council.

f) An appropriate, specific density for all areas included in the preliminary plan approval.

The specific density for this project is 52 patio homes, which calculates to 5.38 dwelling units per acre; and 103 single family detached homes located on ½ acre or greater lots, for a density of 0.80 dwelling units per acre.

g) The area of the plan is at least five (5) acres in size or as specified in an applicable approved ODP.

There is no ODP for this project and the plan extends well over five acres in size at almost 139 acres.

FINDINGS OF FACT/CONCLUSIONS:

After reviewing the Fletcher Annexation, ANX-2006-108 and the Red Rocks Valley application, file number PP-2006-217 for a Planned Development, Preliminary Development Plan, Staff makes the following findings of fact and conclusions with respect to the zoning and Plan proposed by the Applicant:

1. The Planned Development zone and Preliminary Development Plan are consistent with the goals and policies of the Growth Plan.

2. The goals and policies of the Redlands Area Plan have been met.

3. The review criteria in Section 2.6.A.3 and 4 of the Zoning and Development Code have been met.

4. The review criteria in Section 2.12.C.2 of the Zoning and Development Code have been met.

5. The review criteria in Section 2.8.B of the Zoning and Development Code have all been met.

6. The review criteria in Section 2.2.D.4 of the Zoning and Development Code have all been met.

7. The review criteria of Section 15.1.6 of TEDS are not entirely met by the Plan due to the lack of a direct connection for some lots to sidewalks or paths in the subdivision. Staff and Planning Commission recommend direct connections from all lots to pedestrian facilities. These connections include:

   Sidewalk on both sides of Slick Rock Road;
   Sidewalks on both sides of Red Park Road;
   Sidewalk on Grand Cache Court, continuing around the entire cul-de-sac and both sides of the street;

Sidewalk on both sides on Red Pointe Road between Red Mesa Road and Red Park Road.
Sidewalk around the cul-de-sac on Crevice Court to the trail in Red Canyon.

8. The proposed phasing schedule shall be as follows:
   First phase to be platted by March 1, 2008;
   Phase 2 - March 1, 2011;
   Phase 3 - March 1, 2013,
   Phase 4 - March 1, 2015 and
   Phase 5 - March 1, 2017. A graphic depiction of the phasing is shown on sheet 3 of the drawings.

9. TEDS exception #13-07 has been granted for reduced lighting.

10. City Council approval is required for the private streets proposed for the patio home area. All other local streets meet the Alternate Residential Street Standards found in Chapter 15 of TEDS.

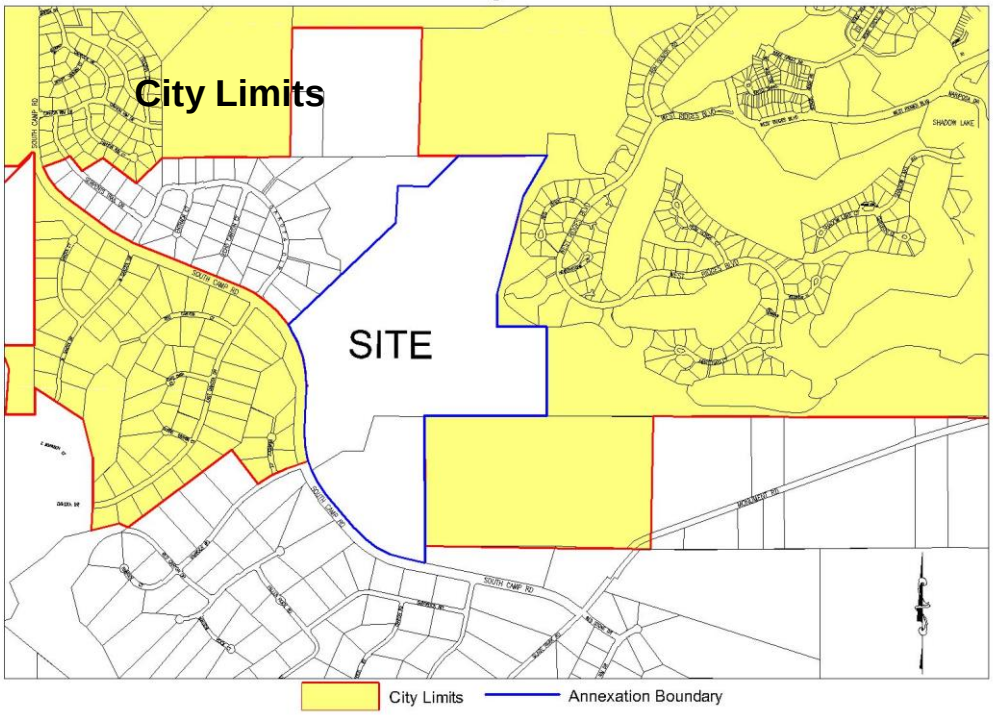
11. A dimensioned site plan for the patio home area is required with the final plat.

12. Trail connections near the existing City properties in the northeast area of the site shall be dedicated to the City and shown on the Final Plat being recorded.

Site Location Map

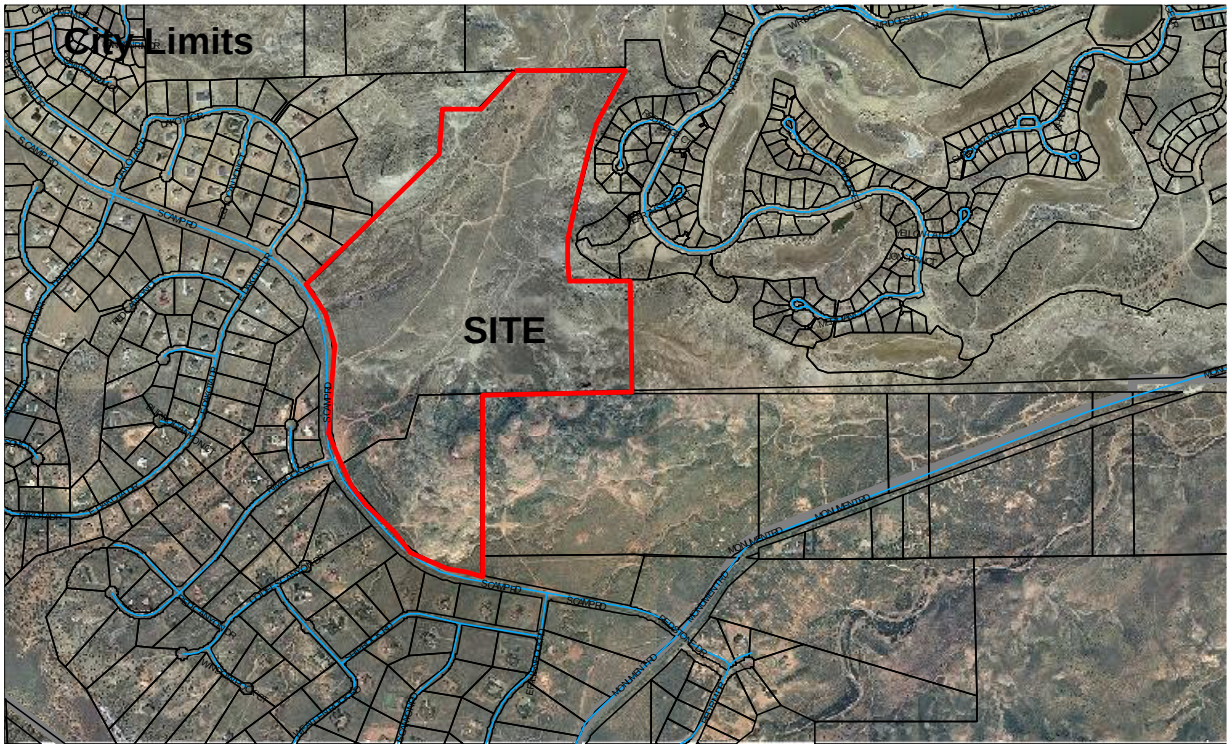
Fletcher Annexation

Fletcher Annexation
Figure 5



Aerial Photo Map

Fletcher Annexation



GRAND JUNCTION PLANNING COMMISSION
JUNE 26, 2007 MINUTES (condensed)
7:00 p.m. to 1:55 a.m.

The regularly scheduled Planning Commission hearing was called to order at 7:00 p.m. by Chairman Paul Dibble. The public hearing was held in the City Hall Auditorium.

In attendance, representing the City Planning Commission, were Dr. Paul A. Dibble (Chairman), Roland Cole (Vice-Chairman), Tom Lowrey, Bill Pitts, William Putnam, Reggie Wall and Patrick Carlow (1st alternate). Commissioner Lynn Pavelka-Zarkesh was absent.

In attendance, representing the City's Public Works and Planning Department, were Lisa Cox (Planning Manager), Kristen Ashbeck (Senior Planner), Ronnie Edwards (Associate Planner), Lori Bowers (Senior Planner) and Ken Kovalchik (Senior Planner)

Also present were Jamie Beard (Assistant City Attorney), Rick Dorris (Development Engineer), Eric Hahn (Development Engineer and Jody Kliska (City Transportation Engineer).

Wendy Spurr (Planning Technician) was present to record the minutes. The minutes were transcribed by Lynn Singer.

There were approximately 200 interested citizens present during the course of the hearing.

6. ANX-2006-108 ANNEXATION – Fletcher Annexation

Request approval to zone 139 acres from a County PD (Planned Development) to a City Planned Development district.

PETITIONER: Redlands Valley Cache LLC
LOCATION: South Camp Road & ½ Mile West Monument Road
STAFF: Lori Bowers, Senior Planner

7. PP-2006-217 PRELIMINARY PLAN – Red Rocks Valley Subdivision

Request approval of the Preliminary Development Plan to develop 155 lots on 139 acres in a PD (Planned Development) zone district.

PETITIONER: Redlands Valley Cache LLC
LOCATION: South Camp Road & ½ Mile West Monument Road
STAFF: Lori Bowers, Senior Planner

APPLICANT'S PRESENTATION

Sid Squirrell appeared on behalf of applicant. Mr. Squirrell stated that a neighborhood meeting was conducted with regard to the Fletcher Annexation and Red Rocks Valley Subdivision. He stated that this project is located north of South Camp Road, west of

Monument Road and south of Redlands Mesa Golf Course and Subdivision. He stated that it was zoned under the County plan at 3 units per acre. The Growth Plan Amendment is zoned ½ acre to 2 acre sites. Applicant is proposing a total of 155 lots on the 139 acre site. He also pointed out that there are two drainages on the property which will not be built upon; however, a jogging trail and a bike trail will be built through the drainages. Mr. Squirrell stated that ½ acre lots will be on the outside of the property and patio homes would be clustered in the center of the property. Additionally, he pointed out that there would be 46 acres (33%) of open space in this project. He also stated that all utilities are existing and in place and were designed to accommodate 3 units per acre. He addressed the expansive soils and rockslide issues by stating that each site will have a designed drainage system that will incorporate and coordinate other lots. Additionally, drainage structures and berms will be built during construction to serve multiple lots so that water is collected above the lots and brought down between lots which will be maintained by the homeowners' association. Mr. Squirrell next stated that there will be 5 phases of the project. He also addressed architectural controls and street lighting that will be put in place.

QUESTIONS

Commissioner Putnam asked if applicant is proposing to complete all infrastructure before houses are constructed. Mr. Squirrell stated that they do not anticipate that lots will be sold and built upon immediately.

Commissioner Cole asked if there is only one access off of South Camp Road and if a traffic study has been performed. Mr. Squirrell stated that there will be only one entrance up until the 100th lot is sold. At that time, there will be a second entrance. Applicant has performed a traffic study.

Commissioner Wall asked how many of the 46 acres that will be dedicated as open space are buildable lots. Sid Squirrell stated that he was not sure but believed it would be a small percentage.

Commissioner Lowrey suggested that there should be a sidewalk on the proposed street that will provide the second access for safety concerns.

Chairman Dibble asked about the traffic study that has been performed. Mr. Squirrell stated that the traffic engineer is not present.

Commissioner Carlow asked if applicant believes the proposed reduced lighting will be adequate. Mr. Squirrell stated that applicant believes it will be adequate for this project.

Chairman Dibble asked what the minimum lot size is. Mr. Squirrell stated that the single-family lots are half acre lots.

STAFF'S PRESENTATION

Lori Bowers of the Public Works and Planning Department spoke first about the annexation criteria. She stated that the requested zone of annexation to the PD district is consistent with the Growth Plan density of Residential Low. The existing County zoning on this property was PD-3 although there was no approved plan. She further stated that the proposed zone is compatible with the surrounding neighborhood if developed at a density not exceeding 1.12 dwelling units per acre. Applicant has requested the underlying default zoning of R-2. Ms. Bowers finds that adequate public facilities are available or will be supplied at a time of further development of the property. Ms. Bowers stated that due to the size of the property, applicant was required to perform a site analysis of the property. She also stated that the final plat will require building envelopes for geotechnical reasons, part of the mitigation of the rockfall and drainage areas will be the construction of small drainage berms combined with boulder barriers. As part of the ordinance, applicant is required to have an inspector be on site during the construction of the berms and drainage pathways. She stated that staff is requesting that there be sidewalks around the entire perimeter of this area. Alternate street standards are being proposed by applicant. Staff is suggesting that all lots should have direct access either to a sidewalk or to a pedestrian path.

QUESTIONS

Commissioner Cole asked if there was any need for an accel/decal lane at the entrance of the property. Ms. Bowers stated that according to the information she has received an accel/decal lane is not warranted.

Commissioner Putnam asked if the proposed development is adjacent to the Colorado National Monument. Lori Bowers stated that it is not adjacent to the Colorado National Monument.

Chairman Dibble asked what the long term benefits of this development might be. Ms. Bowers enumerated those benefits to be protection of a lot of open space area, innovative design, protection of the flash flood areas, among others.

Chairman Dibble asked what the minimum lot size for the backup zoning would be. Lori said that that smallest lot on this plan is .49 acres with the largest being .89 acres.

STAFF'S PRESENTATION

Rick Dorris, City Development Engineer, confirmed that a traffic study has been done and turn lanes were not warranted on South Camp Road. A TEDS exception for reduced street lighting was submitted and it was determined the number of required street lights to be 11.

QUESTIONS

Commissioner Pitts asked if from an engineering standpoint that water will not come down the two water contributories. Mr. Dorris stated that applicant has analyzed the 100 year flood plain. He also stated that it is applicant's engineer's responsibility to calculate what the 100 year flow rate is to determine how wide that will be.

Chairman Dibble stated that he has a concern with only one entrance until the 100th lot is sold. Mr. Dorris confirmed that you can develop 99 lots with a single access provided there is stubbing for another access in the future. He also stated that applicant has provided a contingency plan to be able to develop the subdivision past the 99 lot threshold.

PUBLIC COMMENT

Karen Urban, 313 Rimrock Court, stated that the numbers the developers are providing are deceiving because of the 46 acres of open space. She believes that a park is needed more than bike paths. She further stated that she believes the density is inappropriate. "It will take away all of the rural feel of that whole end of South Camp Road."

Gary Liljenberg of 2297 Shiprock Road stated that school buses will have a great deal of difficulty turning into the subdivision without turn lanes. He stated his biggest concern is with the widening of Monument Road at the same time of this development and wants to assure that both roads are not closed at the same time.

Nancy Angle (325 Dakota Circle) stated that she has many concerns, some of which are wildlife issues, the drainage off Red Canyon, lights, traffic, density and irrigation.

Gary Pfeufer, 351 Dakota Circle, stated that he does not believe the traffic study. He believes South Camp Road will need to be widened with a third lane in the middle for turning all the way to Monument Road. Additionally, he does not believe the soil engineer's study of the water.

Gregory Urban, 313 Rimrock Court, stated that looking at the most critical portion of where this development is, it's a high density plan. "What this development does is place exceedingly high density housing right in the middle of that migratory pattern which is the only migratory path that these animals have from Monument to Broadway because there's sheer rock walls all of the rest of the distance and that is where all the animals travel." He suggests a review by the Division of Wildlife and National Park Service to see what kind of impact this development will have on the migratory patterns on the animals that come down the wash before any type of high density is approved.

John Frost (2215 Rimrock Road) stated that two items of concern are innovative slope failure control and the open space.

APPLICANT'S REBUTTAL

Sid Squirrell confirmed that they have addressed the wildlife issue with the Division of Wildlife. Further, the culverts will be engineered to allow the water to come through. They are proposing native plantings and xeriscaping using limited irrigation water.

QUESTIONS

Chairman Dibble asked about the use of sidewalk and gutter around certain portions of the development. Mr. Squirrell stated that, "We're trying to create an urban feel, trying to blend in with our surroundings and instead of having sidewalks, we'll have landscaping up to the roads or gravel. It's just a softer feel than a traditional two sidewalk neighborhood."

Commissioner Carlow asked whether or not South Camp Road would need to be expanded. Rick Dorris addressed the traffic study, which has been reviewed by the City, and stated that turn lanes are not warranted. He believes that ultimately South Camp Road would be expanded to three lanes all the way down to Monument Road. "It's not warranted now and it's not warranted twenty years from now based on the numbers used in the study."

Commissioner Pitts had a question regarding the need for only one entrance. Rick Dorris stated that it is fire code driven. It is necessary to have a second physical access when the 100th dwelling unit is built.

DISCUSSION

Commissioner Wall stated that he does not think that this planned development is compatible with other neighborhoods. "I think it's an abuse of the planned development code by saying that we're giving 47 acres to open space which basically 46 of it isn't usable."

Commissioner Pitts stated that he concurs with Commissioner Wall. "It doesn't conform with the neighborhood so I cannot support the proposal."

Commissioner Carlow stated that he is reluctant to vote without the Corps of Engineer's decision on this project.

Commissioner Lowrey stated that he can support the project. He believes that the density does conform with the Redlands. He finds the diversity is something that is needed and creates a healthier neighborhood. He also is in favor of applicant not building on geological features.

Commissioner Putnam stated that the patio home feature makes it attractive and supports the project.

Commissioner Cole stated that opponents and proponents of any project need to be considered as well as whether or not it is going to be an asset for the entire community. He believes a tremendous amount of planning has gone into this proposal.

Chairman Dibble stated that with regard to the zone of annexation, a default of R-2 would be appropriate. He believes the planned development overlay fits better because most of the surrounding development is an overlay district of planned development to

utilize the intricate conditions of the area. He also concurs that more sidewalks and pedestrian crosswalks are necessary.

MOTION: (Commissioner Cole) "Mr. Chairman, on the Fletcher Zone of Annexation, ANX-2006-108, I move that the Planning Commission forward to the City Council a recommendation of approval of the Planned Development (PD) zone district for the Fletcher Annexation with the facts and conclusions listed in the staff report."

Commissioner Lowrey seconded the motion. A vote was called and the motion passed by a vote of 5-2.

MOTION: (Commissioner Cole) "Mr. Chairman, on item number PP-2006-217, I move that we forward to the City Council a recommendation of approval of the Preliminary Development Plan for Redrocks Valley Subdivision conditioned upon the applicant providing direct access to either a sidewalk or path for those lots that do not currently have direct access and a sidewalk on one side of Boulder Road its entire length."

Commissioner Lowrey seconded the motion. A vote was called and the motion passed by a vote of 4-3, with Commissioners Pitts, Wall, and Carlow opposed.

A brief recess was taken.

July 14, 2006

Planning Commission
City Hall
250 North 5th Street
Grand Junction, Colorado 81501

Attn: Lori Bowers

Re: ANX-2006-108 Fletcher Annexation

To whom it may concern:

We are residents of Monument Valley Estates and are writing to oppose the proposed development zoning request to zone 139 acres from a County PD to a City RSF-2 zone district. We believe that the appropriate zoning for the Development should be RSF-1 to match the existing neighboring developments. We have lived on Rimrock Court, one block off South Camp Road , for ten years. To develop the 139 acres across the street, as proposed, would change the character of the existing subdivision and create tremendous traffic problems. We concur with the opinions stated in the enclosed copy of a letter, dated June 8, from our neighbors, Greg and Karen Urban.

Respectfully submitted,

George Demos

Priscilla Demos

George and Priscilla Demos

309 Rimrock Court
Grand Junction, Colorado 81503

Enclosure

June 27, 2006

To: ATTN: Lori Bowers
Planning Commission
Grand Junction City Hall
250 N 5th St.
Grand Junction, CO 81501

RE: ANX-2006-108 Fletcher Annexation

To Whom It May Concern:

We oppose the proposed annexation and zoning change for this parcel. It does not fit with the existing contiguous neighborhood, and it presents traffic issues and lighting issues that compromise those existing developments.

Several items from the city's Context for Planning documents must be considered.

Is this development appropriate for the existing community? No. It's much higher density, presenting significant traffic impact on South Camp Rd.

Is there an identifiable focus on preserving environmental quality? No. Its density, its lack of concern for usable open space, its impact on local vegetation and wildlife all indicate the answer is no. Further, the developer proposes to significantly alter the native landscape, removing geological landmarks.

Are the factors that shape the quality of life in the neighborhood clear? No. Its density, its impact on traffic patterns, and its significant light and noise pollution argue against it.

It may be true that original zoning allowed 3 units per acre, but times have changed, and it's clear that the proposed density would overwhelm the existing neighborhood. The developer might argue that the request is only for 2 units, but that is deceptive given the amount of unusable land. The actual density would be much, much heavier.

We are particularly concerned with the major intersection the developers propose at the corner of South Camp and Rimrock Rd. As currently designed, this is where the bulk of traffic for the development will enter and leave. It is on an already strained curve. Traffic using Rimrock to the west must proceed with caution. We have witnessed many near accidents. A stop sign on South Camp would change the nature of the road, and probably end up causing even more accidents. A stop light would change the character of the neighborhood, also causing collateral problems.

The current bicycle traffic is stressed at this stretch of road. Adding 300-400 cars using this intersection would be a disaster.

We cherish the absence of street lights in our neighborhood. We strongly oppose a development that would necessitate their use.

We request that the Planning Commission permit a rezone only to RSF 1, and that the Planning Commission ensure that the development fits the character of the existing community, and that it includes the open space and park land that a new community deserves. The development will happen only once. We urge the Commission to ensure that the development occur in a quality fashion.

In addition, we refer the Commission to the excellent letter submitted by Karen and Greg Urban. We agree with most of its substance.

Respectfully,

James & Sheila Goldsmith
2244 Rimrock Rd.
Grand Junction, CO 81503

June 8, 2006

To: ATTN: Lori Bowers
Planning Commision
City Hall,
250 North 5th Street
Grand Junction, CO 81501

RE: ANX-2006-108 Fletcher Annexation

To whom it may concern:

We oppose the proposed Development zoning request to zone 139 acres from a County PD to a City RSF-2 zone district. The appropriate zoning for the proposed Development should be RSF 1 in order to match what already exists in ALL of the immediately adjacent developments. Also of special consideration is the contiguous location of the proposed Development to the East corridor entrance to the Colorado National Monument.

The City of Grand Junction's Context for Planning documents several items that must be considered upon the request for the zoning change for this new Development. Is the Development appropriate for the current community? Is there an identifiable focus on preserving environmental quality? Are the factors that shape the quality of life in a neighborhood clear for the proposed New Development? Items such as availability of parks and open space, a sense of tranquility and safety, friendliness and neighborhood pride should be considered. New development should be compatible with the existing neighbors and that is not what is visible in this proposed Development. The Growth Plan for the City of Grand Junction specifically states that a community must actively manage its growth and respond to changing circumstances if it is to meet the needs of its residents AND RETAIN THE QUALITY OF LIFE THAT INITIALLY ATTACTED THOSE RESIDENTS TO THE COMMUNITY. We recognize that development will take place in this area; we require that the area maintain compatibility with the existing neighbors surrounding it. This may be accomplished by appropriate zoning that does not exceed RSF-1.

The City of Grand Junction Parks Master Plan clearly recommends several neighborhood parks located throughout the Redlands Area. They note specific criteria including that the park should be a 5-10 minute walk in a ½ mile radius. The Developer plans for nearly 100 new homes and no neighborhood park. The reason for Planning per the City of Grand Junction includes addressing the need for open space requirements and acknowledges that the dedication of adequate open space can help to ensure the long term integrity of individual neighborhoods. In the Growth Plan the context for planning notes that new development in areas which are not now urban must include parks to replace

some of the open space benefits of the undeveloped land. The new development should include:

1. Continuation of the paved walkway on the North Side of South Camp Road to provide symmetry like the rest of South Camp Road (except for the current undeveloped area.
2. A turn lane at all entrances and exits off of South Camp Road.
3. A bike lane. The proposed entrance/exit road (Rimrock Road) is located at a point where cars exiting the new development who want to turn left (east) onto South Camp have to deal with a curve and cars/bikes coming from the west are not seen in the distance Blind spot). Currently cars/bikes traveling west on South Camp Road wanting to turn left (South) onto Rimrock Road must proceed with caution due to the limited visibility of cars/bikes traveling east on South Camp Road.
4. At a recent neighborhood meeting, the Developers suggested a plan that included around 39 acres of what they called open space; however, the areas they include do not fit the definition of open space. The areas they included were part of the floodplain and nearly 39 acres of rock walls that are nearly unscaleable let alone buildable.

How does the proposed Development address the concerns clearly documented in the Redlands Neighborhood Plan as it notes the location of the Colorado National Monument? The proposed Development is contiguous to the Monument and so must follow the broad principles identified in the Plan. The proposed Development erases and blocks the primary migratory pathway (Red Canyon, for example) for wildlife moving between the Monument and the Colorado River. This includes packs of coyotes, mountain lions and bobcats.

How do the developers address the issue of the Floodplain (Red Canyon) which goes through the development? Do they ensure the safety of the persons and homes in the area? How? Are the potential owners of homes in or near the floodplain exposed to undo hazards? Do the developers protect the integrity of the floodplain?

Also, how do the Developers document their effort to avoid nighttime light pollution, minimize contact with domestic pets and enhance or maintain the movement corridor for the wildlife?

Based on the specific goal and policies of the Growth Plan, the impact of new development on the natural values and resources of the Monument should be minimized or avoided and we question how the new Development responds to that goal.

The Growth Plan also requires that new developments along the border of the Colorado National Monument not exceed 1 dwelling per 5 acres, promote the use of native plants for landscaping new developments adjacent to the Monument and WASHES coming from the development (like Red Canyon). It may also be noted that based on the present location of the proposed Development, it is impossible to maintain a native landscape as all of the adjacent neighborhoods do. By the presented plan, most of the lots would require significant infill to change the elevations to allow building. There has been suggestion of removing one of the hillsides of the horizon to accomplish this.

Land subject to hazardous conditions such as flash flooding shall be identified in all applications, and development shall not be permitted in these areas unless the application provides for the avoidance of the particular hazard. Does this proposed Development meet this requirement?

We request that the Colorado Division of Wildlife and the Museum of Western Colorado review the planned Development so that destruction of irreplaceable elements, a negative impact on a paleontologic/prehistoric or archaeological site does not occur. Alteration of a native wildlife corridor would put wildlife and current residents at risk. According to the Master Plan, a comprehensive inventory of paleontologic resources in the proposed Development in conjunction with the Museum of Western Colorado is appropriate.

Please note that according to the Grand Junction Redlands Neighborhood Plan the Red Canyon is a mapped drainage and wash and provides important value and function to the residents of the Redlands area and requires the use of best management practice and protection. This wash and canyon is contiguous and consistent with the absence of residential development in Redlands Mesa Golf Course.

The Community Image/Character Action Plan recognizes that the Monument Road and South Camp Road are important corridors on the Redlands because of their approach to the Colorado National Monument. It states that the Redlands has a distinct character, with the varying topography, scenic vistas, open and somewhat rural feel. One goal of the Plan is to achieve high quality development on the Redlands in terms of site planning and architectural design. The proposed Development is within 1 mile of the East entrance to the Colorado National Monument. The proposed Development is adjacent to Monument Valley which has homes on lots of over 1 acre to about 5 acres. Redstone is nearby with homes on lots of over 1 acre to about 5 acres. The proposed Development should be the same (RSF-1, which is low NOT RSF-2 which is medium low).

We request close review of the request and find ourselves with strong support from many residents of Monument Valley in our opposition to allow a higher density than what currently exists in the neighborhood so close to the Colorado National Monument. We moved here over 10 years ago to enjoy the views of the Monument, the peaceful and rural nature of the Monument Valley Development, the dark and beautiful night sky; we hope that this neighborhood may maintain the distinct and unique rural atmosphere that presently exists.

Respectfully submitted,

Karen & Greg Urban
313 Rimrock Court
Grand Junction, CO 81503

Cc: Division of Wildlife
Museum of Western Colorado

Lori,

After reading the staff report I have several comments about the zone of annexation and Red Rocks Valley Subdivision.

I have been interested in how this land would develop. With the natural topography and drainages on this property I knew it would be a challenge. After reading the report several things have come to mind.

1. Even though there is more open space than is required of a development of this size I question whether this open space is really usable for the future residents. It might be nice to look at but can they do anything with it? I would hope at final design there is open space that is actually usable by the residents rather than just drainages and steep hillsides.

2. I believe having private streets in the patio home area is not a good idea. What is the reasoning of the developer for private streets? Are they private so they can escape city street requirements? No on street parking is allowed in the patio homes since there will be no room. Where will visitors park? Will the visitors park on the streets behind the patio homes across from the single family dwellings? There must be parking within the patio home development for excess vehicles of residents as well as visitors. Where will residents of the patio homes park their recreational vehicles? Many will have boats, RV's etc. Also, it is stated in the project report that the HOA will maintain the private streets. Will there be a separate HOA for the patio homes? It does not seem right that all the single family homes in the subdivision would be required to maintain the private streets in the patio home development.

3. When looking at the preliminary plans which I realize are not the final plans, I see a much denser subdivision than the existing subdivisions which surround this development. It does not appear to be compatible as most are on 1-5 acre lots. Because of the topographical issues with this parcel it appears the developer is trying to crowd as many homes into the subdivision as possible to make up for the topigraphical constraints.

4. The developer does not want to build sidewalks and connecting pedestrial trails in some portions of the development. I question the reasoning of the developer for wanting to build this subdivision similar to other developments that were built in the county. The county has not typically designed to urban standards since it deals with more rural settings. If the developer is asking for annexation to the city with all city services he should be required to design to city standards.

5. There was no mention of a traffic study. Doesn't there need to be a traffic study for a development of this size which will generate over a

thousand trips a day upon buildout?

6. What about accel and decel lanes on Southcamp Road?

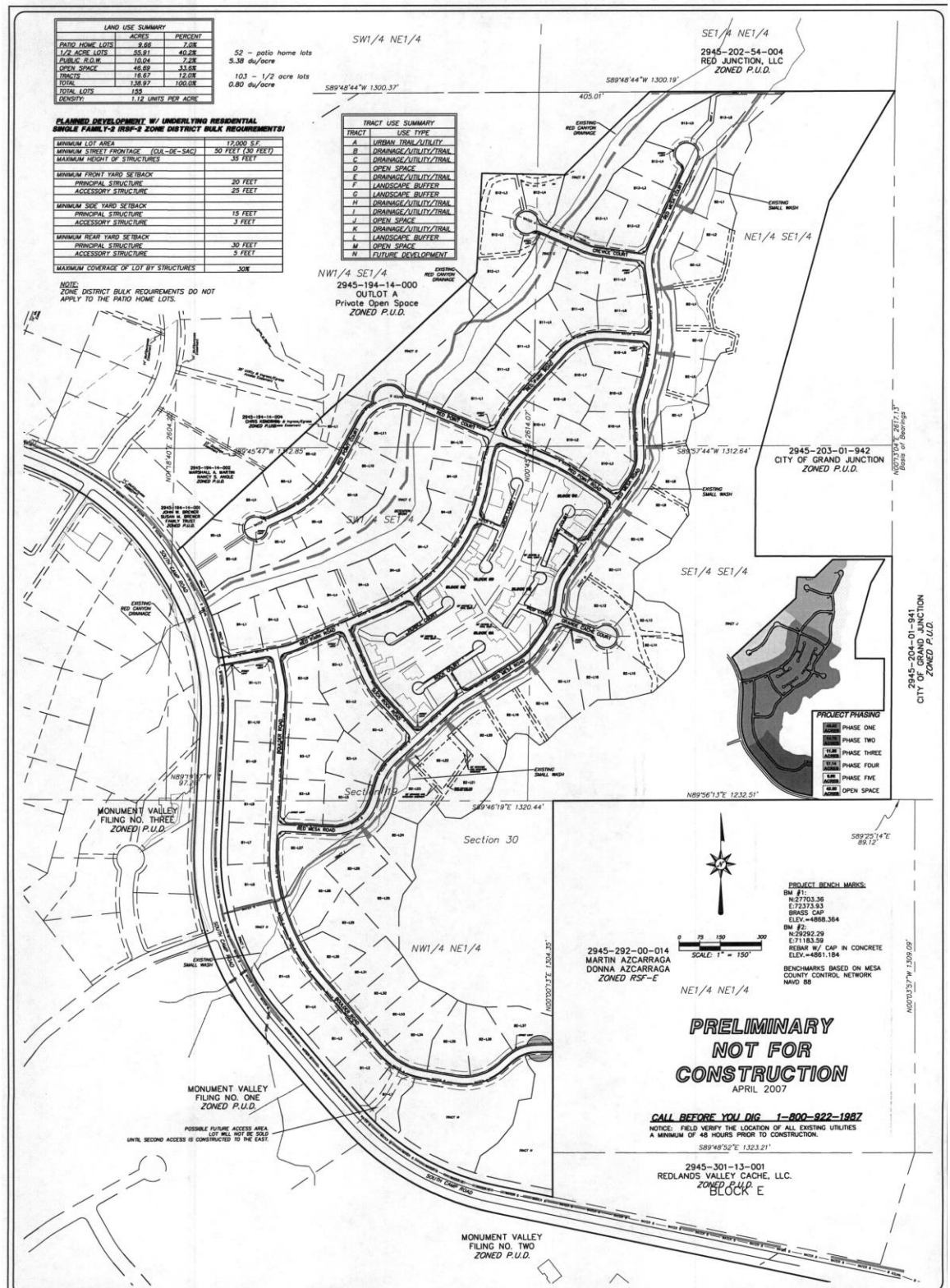
7. Will there be a provision for a street connection between the adjacent development to the north or to Redlands Mesa or will everyone have to go to Southcamp Road to access this subdivision by vehicle.

8. I see the old lift-station will be removed. Won't the developer have to build a new lift-station since much of this development is below Southcamp Road? Who is responsible for the maintenance of this lift-station if one is required?

I believe this land will be developed but I question the density being proposed even though the developer is providing lots of open space. The questions is--Did he really have a choice due to the topography and is it really desirible for the future resident's use? Also, is this development compatible with existing developments adjacent to it? I think not.

Thanks,

Terri Binder



SHEET 3 OF 31

RED ROCKS VALLEY

OVERALL SITE

FILE NAME: 205096-RED ROCKS VALLEY

PROJECT NO. 205096

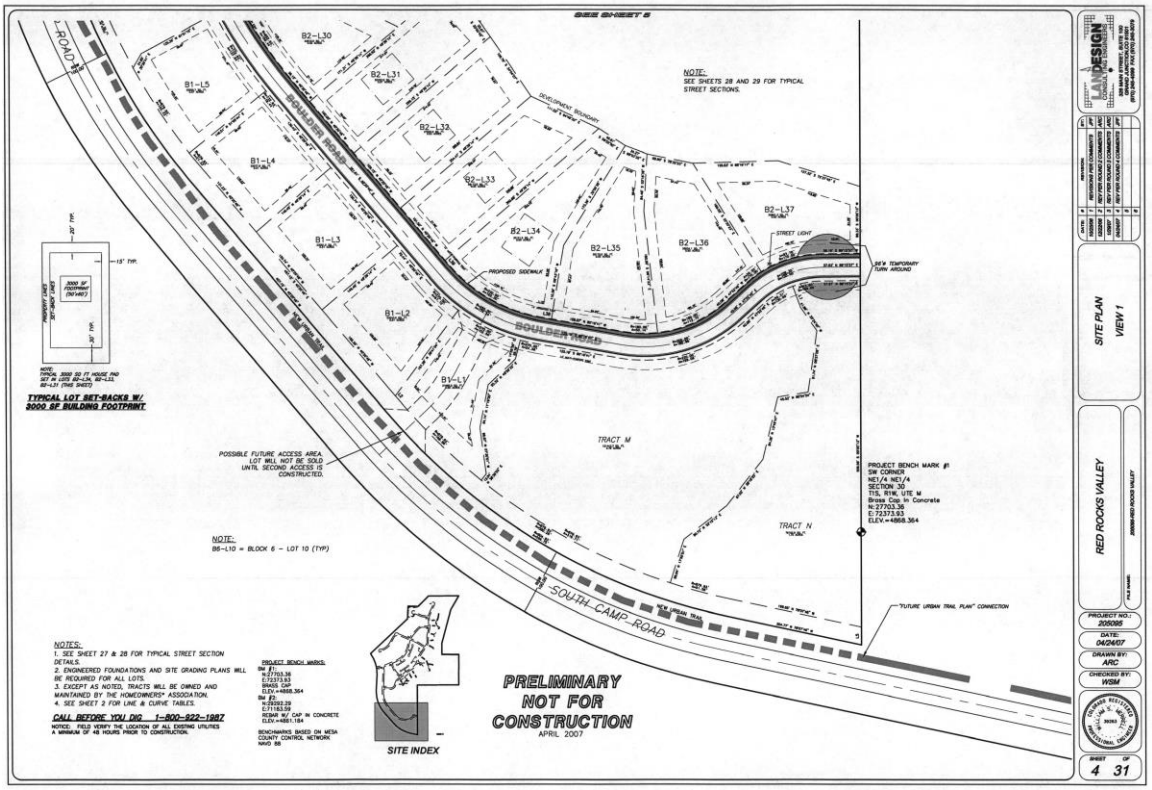
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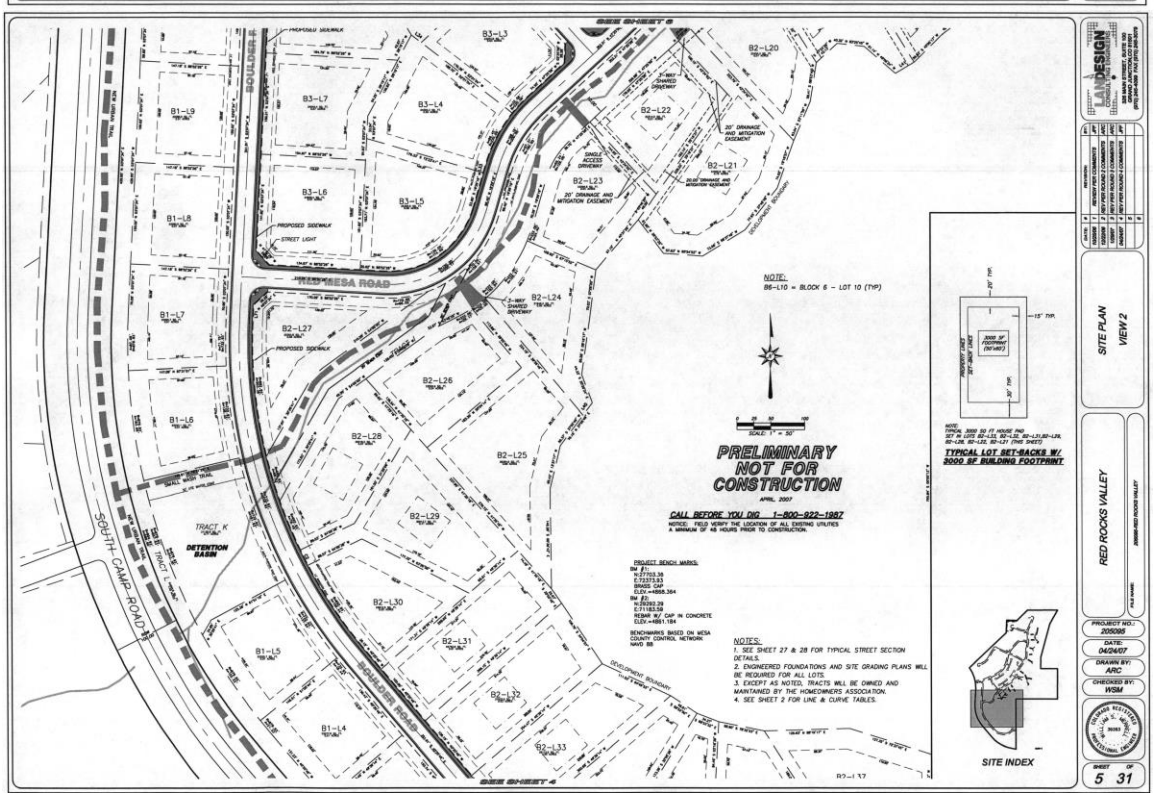
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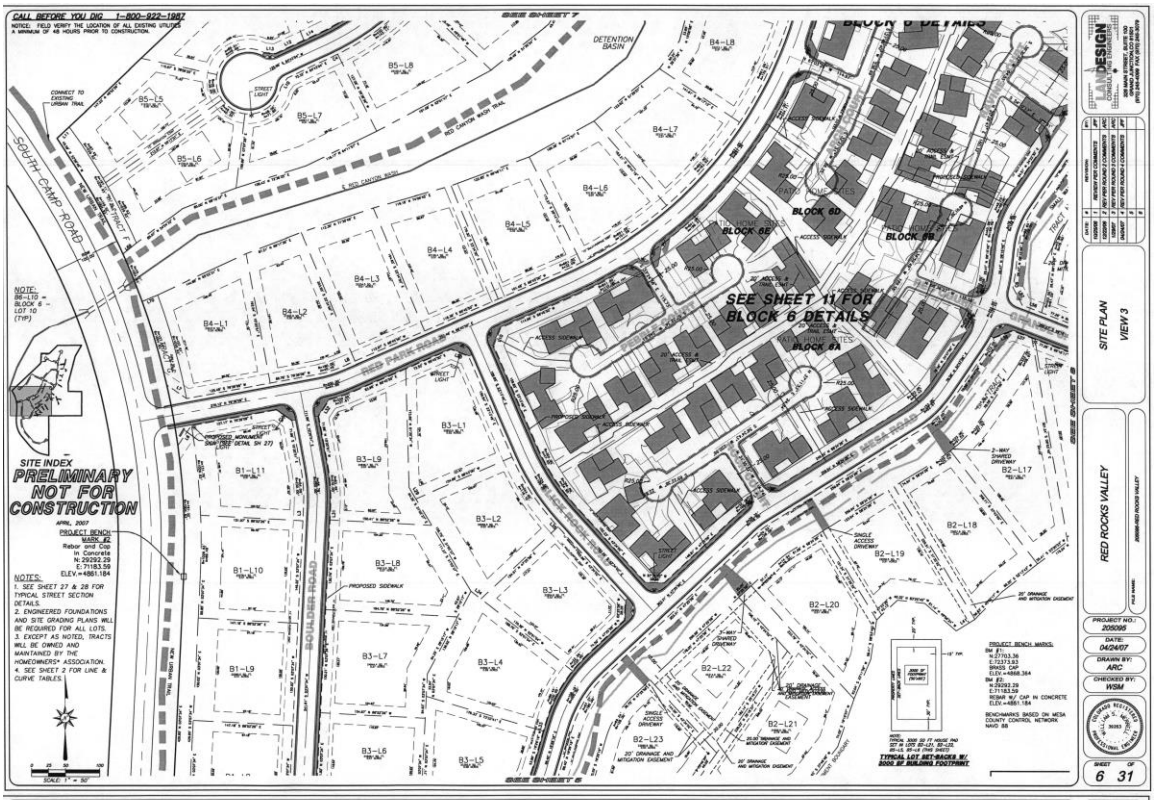
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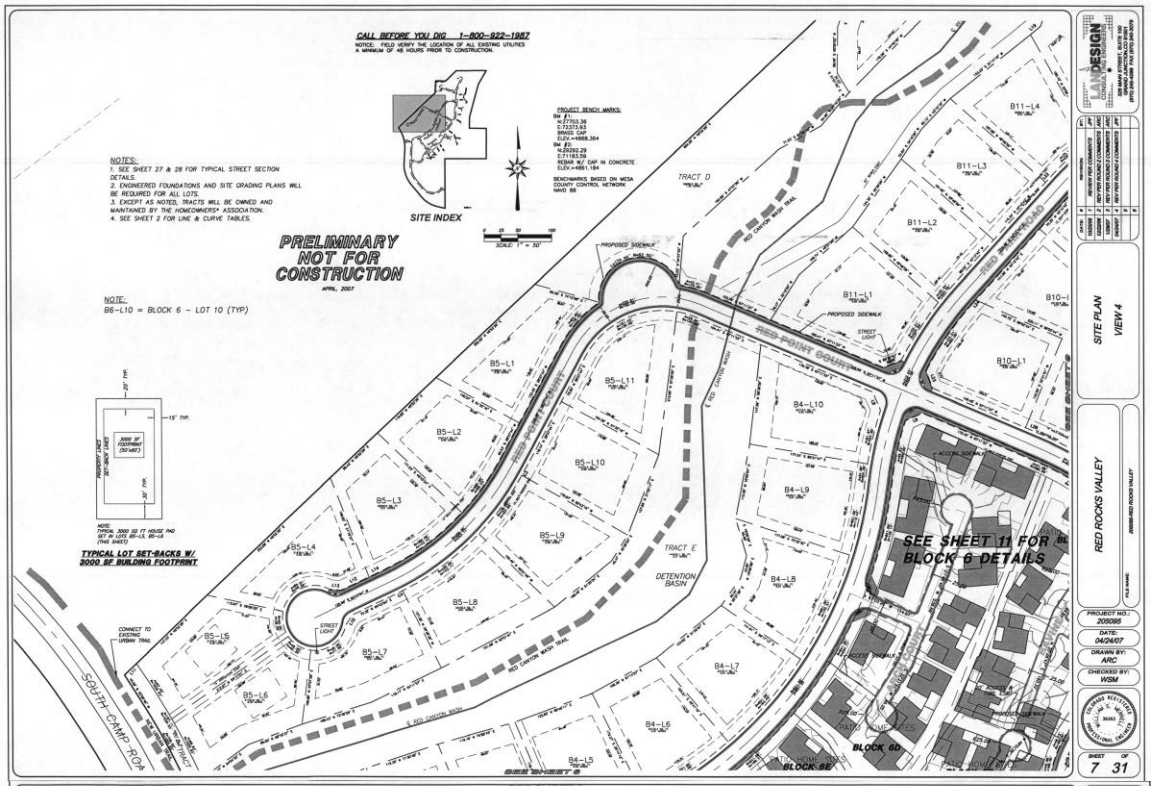
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10/25/06	1	REVIEW PER COMMENTS	JPF
12/22/06	2	REV PER ROUND 2 COMMENTS	ARC
1/29/07	3	REV PER ROUND 3 COMMENTS	ARC
04/24/07	4	REV PER ROUND 4 COMMENTS	JPF
	5		
	6		

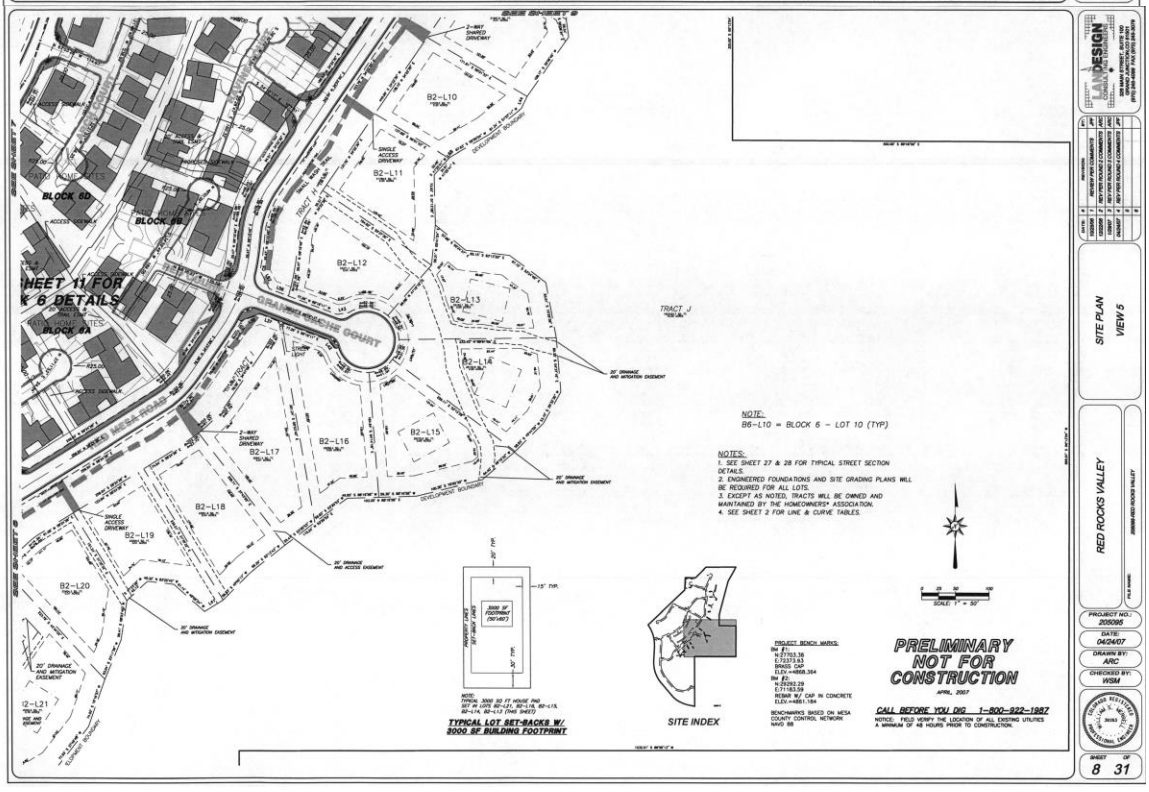
LANDESIGN CONSULTING ENGINEERS
328 MAIN STREET, SUITE 100
GRAND JUNCTION,CO 81501
(970) 245-4099 FAX (970) 245-3079


SEE SHEET 6
L ROAD
BOULDER ROAD
SOUTH CAMP ROAD
NOTE:
SEE SHEETS 28 AND 29 FOR TYPICAL STREET SECTIONS.
TYPICAL LOT SET-BACKS W/ 3000 SF BUILDING FOOTPRINT
POSSIBLE FUTURE ACCESS AREA. LOT WILL NOT BE SOLD UNTIL SECOND ACCESS IS CONSTRUCTED.
NOTE:
B6-L10 = BLOCK 6 – LOT 10 (TYP)
TRACT M
TRACT N
PROJECT BENCH MARK #1
SW CORNER
NE1/4 NE1/4
SECTION 35
T1S, R1W, UTE M
Brass Cap in Concrete
N:27703.36
E:72373.53
ELEV.=4868.364
"FUTURE URBAN TRAIL PLAN" CONNECTION
NOTES:
1. SEE SHEET 27 & 28 FOR TYPICAL STREET SECTION DETAILS.
2. ENGINEERED FOUNDATIONS AND SITE GRADING PLANS WILL BE REQUIRED FOR ALL LOTS.
3. EXCEPT AS NOTED, TRACTS WILL BE OWNED AND MAINTAINED BY THE HOMEOWNERS' ASSOCIATION.
4. SEE SHEET 2 FOR LINE & CURVE TABLES.
CALL BEFORE YOU DIG 1-800-922-1987
NOTICE: FIELD VERIFY THE LOCATION OF ALL EXISTING UTILITIES A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION.
PROJECT BENCH MARKS:
BM #1:
N:27703.36
E:72373.53
BRASS CAP
ELEV.=4868.364
BM #2:
N:26092.29
E:71183.59
REBAR W/ CAP IN CONCRETE
ELEV.=4851.184
BENCHMARKS BASED ON MESA COUNTY CONTROL NETWORK
NAVD 88
PRELIMINARY
NOT FOR
CONSTRUCTION
APRIL 2007
SITE INDEX
SITE PLAN
VIEW 1
RED ROCKS VALLEY
PROJECT NO.: 205095
DATE: 04/24/07
DRAWN BY: ARC
CHECKED BY: WSM
SHEET 4 OF 31

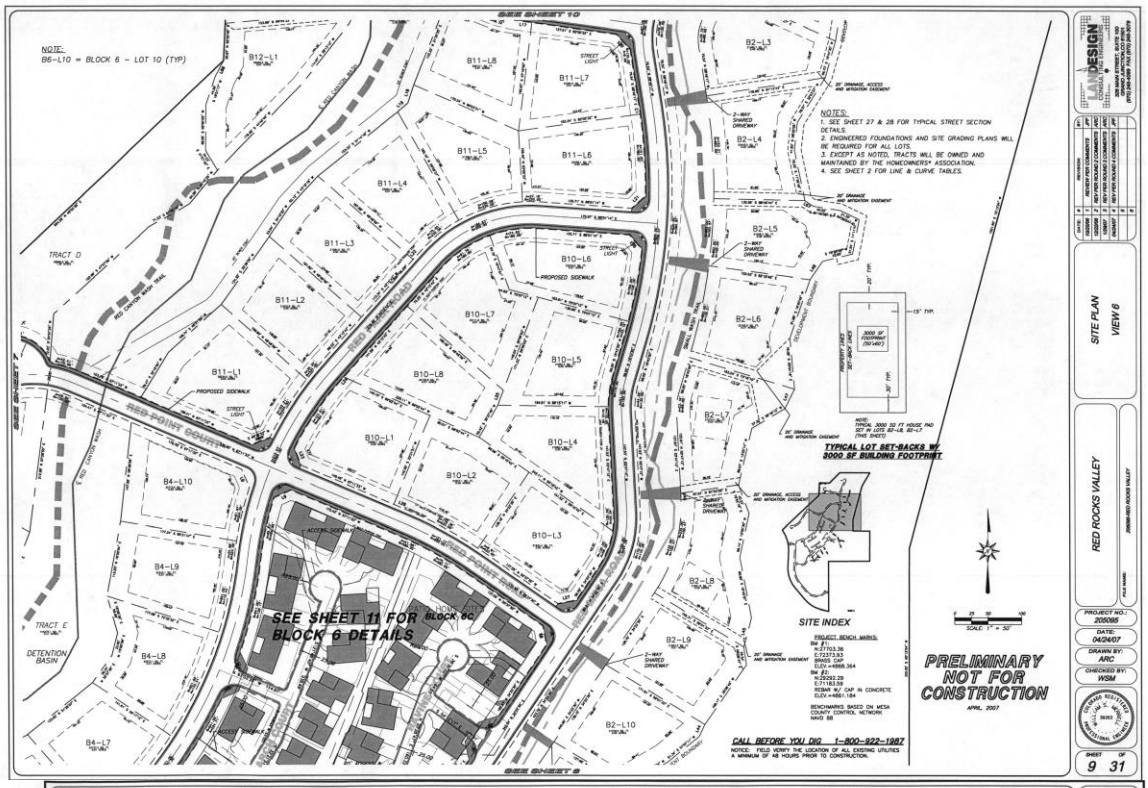

SEE SHEET 6
SEE SHEET 4
BOULDER ROAD
SOUTH CAMP ROAD
MESA MESA ROAD
TRACT K
DETENTION BASIN
NOTE:
B6-L10 = BLOCK 6 – LOT 10 (TYP)
SCALE: 1" = 30'
TYPICAL LOT SET-BACKS W/ 2000 SF BUILDING FOOTPRINT
PRELIMINARY
NOT FOR
CONSTRUCTION
APRIL 2007
CALL BEFORE YOU DIG 1-800-922-1987
NOTICE: FIELD VERIFY THE LOCATION OF ALL EXISTING UTILITIES A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION.
PROJECT BENCH MARKS:
BM #1:
N:27703.36
E:72373.53
BRASS CAP
ELEV.=4868.364
BM #2:
N:26092.29
E:71183.59
REBAR W/ CAP IN CONCRETE
ELEV.=4851.184
BENCHMARKS BASED ON MESA COUNTY CONTROL NETWORK
NAVD 88
NOTES:
1. SEE SHEET 27 & 28 FOR TYPICAL STREET SECTION DETAILS.
2. ENGINEERED FOUNDATIONS AND SITE GRADING PLANS WILL BE REQUIRED FOR ALL LOTS.
3. EXCEPT AS NOTED, TRACTS WILL BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
4. SEE SHEET 2 FOR LINE & CURVE TABLES.
SITE INDEX
SITE PLAN
VIEW 2
RED ROCKS VALLEY
PROJECT NO.: 205095
DATE: 04/24/07
DRAWN BY: ARC
CHECKED BY: WSM
SHEET 5 OF 31

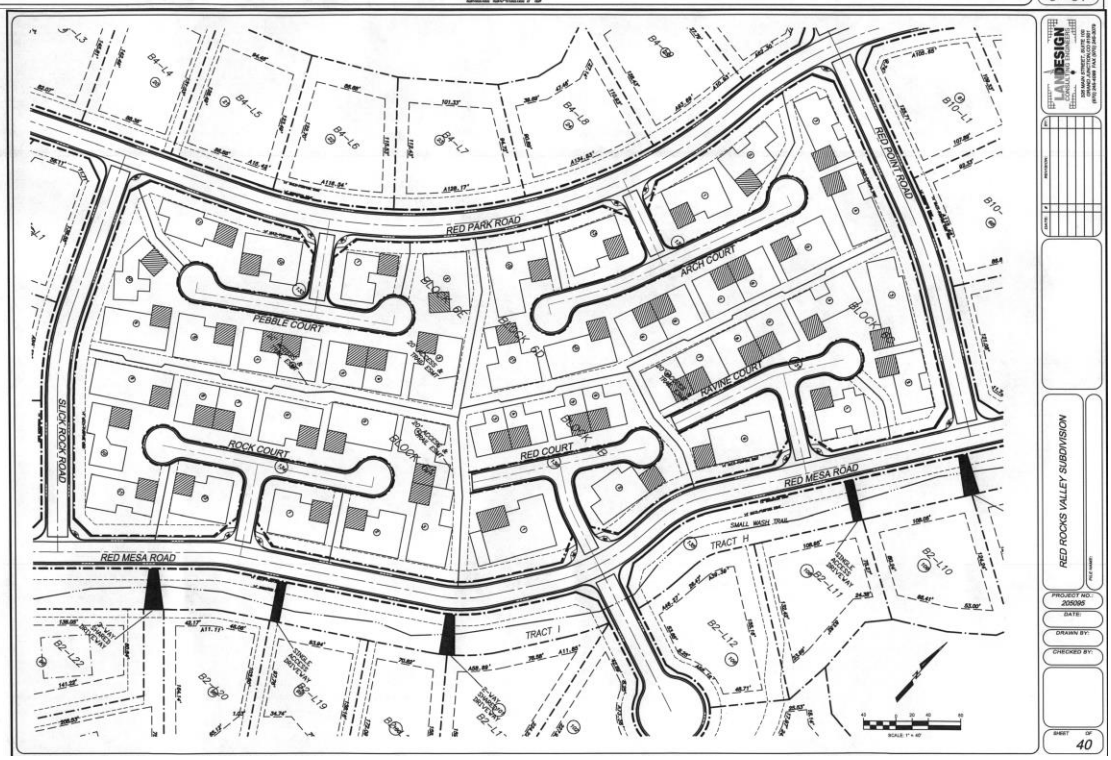

CALL BEFORE YOU DIG 1-800-922-1987
NOTICE: FIELD VERIFY THE LOCATION OF ALL EXISTING UTILITIES A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION.
SEE SHEET 7
DETENTION BASIN
SOUTH CAMP ROAD
CONNECT TO EXISTING URBAN TRAIL
RED CANYON WASH TRAIL
RED CANYON WASH
SEE SHEET 8
NOTE: B6-L10 = BLOCK 6 - LOT 10 (TYP.)
SITE INDEX
PRELIMINARY NOT FOR CONSTRUCTION
APRIL, 2007
PROJECT BENCH MARK #2
Rebar and Cap In Concrete
N: 29292.29
E: 7183.59
ELEV. = 4861.184
NOTES:
1. SEE SHEET 27 & 28 FOR TYPICAL STREET SECTION DETAILS.
2. ENGINEERED FOUNDATIONS AND SITE GRADING PLANS WILL BE REQUIRED FOR ALL LOTS.
3. EXCEPT AS NOTED, TRACTS WILL BE OWNED AND MAINTAINED BY THE HOMEOWNERS' ASSOCIATION.
4. SEE SHEET 2 FOR LINE & CURVE TABLES.
SCALE: 1" = 50'
RED PARK ROAD
BOULDER ROAD
MESA ROAD
PROPOSED SIDEWALK
PROPOSED MONUMENT SIGN (SEE DETAIL SH 27)
PROPOSED STREET LIGHT (SEE DETAIL SH 27)
SEE SHEET 11 FOR BLOCK 6 DETAILS
BLOCK 6A
BLOCK 6B
BLOCK 6C
BLOCK 6D
BLOCK 6E
MH HOME SITES
TRACT A
TRACT B
TRACT C
TRACT D
TRACT E
TRACT F
TRACT G
TRACT H
TRACT I
TRACT J
TRACT K
TRACT L
TRACT M
TRACT N
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TRACT U
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TRACT W
TRACT X
TRACT Y
TRACT Z
TRACT AA
TRACT BB
TRACT CC
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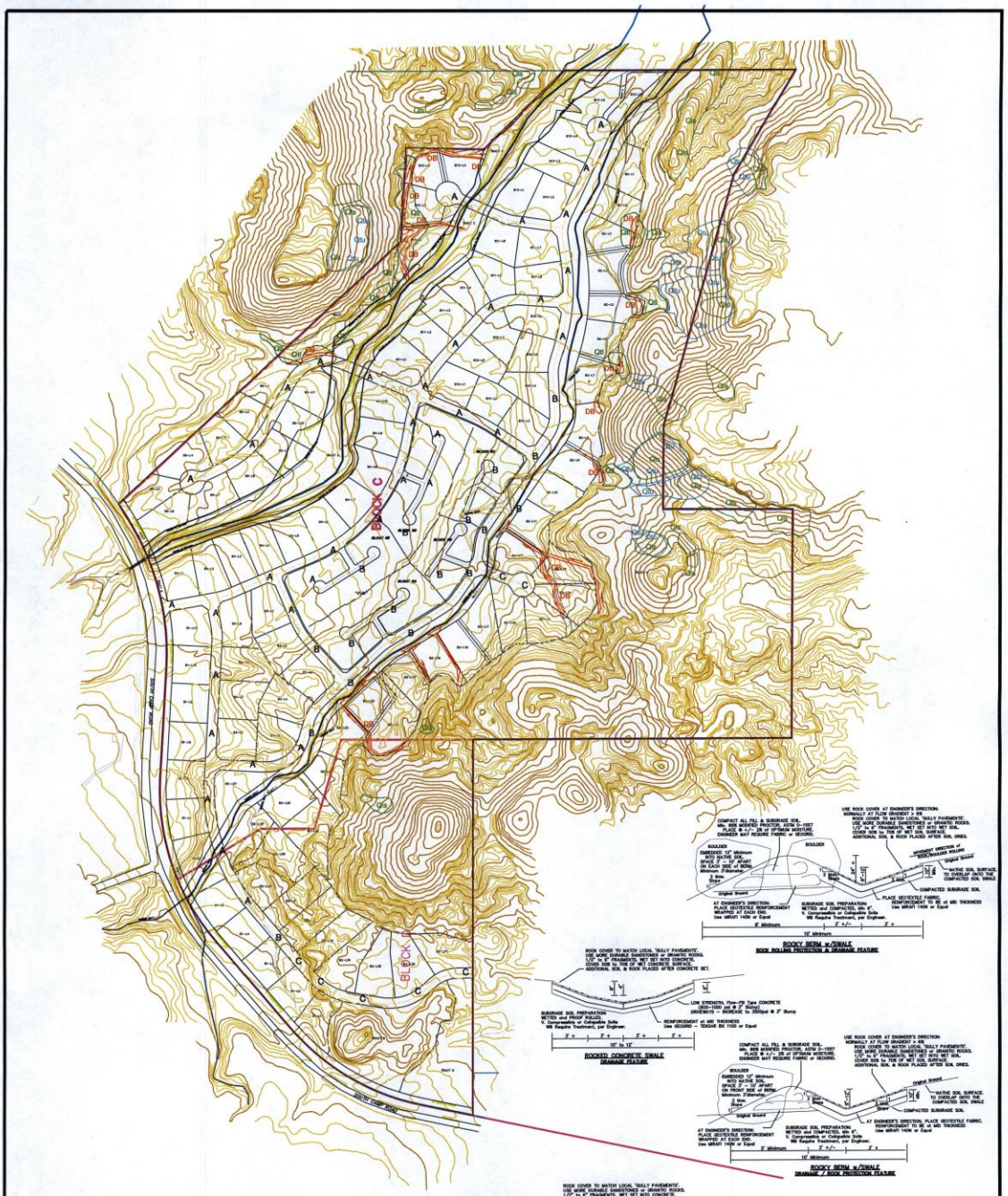


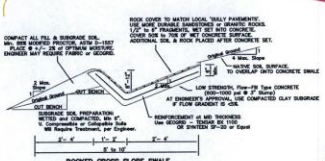


LAND DESIGN CONSULTANTS, INC.
SITE PLAN VIEW 4
SITE PLAN VIEW 5
RED ROCKS VALLEY
PROJECT NO.: 205095
DATE: 04/24/07
DRAWN BY: ARC
CHECKED BY: WSM
SHEET 7 OF 31
SHEET 8 OF 31


SEE SHEET 10
NOTE:
B6-L10 = BLOCK 6 - LOT 10 (TYP)
NOTES:
1. SEE SHEET 27 & 28 FOR TYPICAL STREET SECTION DETAILS.
2. ENGINEERED FOUNDATIONS AND SITE GRADING PLANS WILL BE REQUIRED FOR ALL LOTS.
3. EXCEPT AS NOTED, TRACTS WILL BE OWNED AND MAINTAINED BY THE HOMEOWNER'S* ASSOCIATION.
4. SEE SHEET 2 FOR LINE & CURVE TABLES.
RED POINT ROAD
RED PARK ROAD
RED MESA ROAD
TRACT D
TRACT E
DETENTION BASIN
SEE SHEET 11 FOR BLOCK 6 DETAILS
TYPICAL LOT SET-BACKS W/ 3000 SF BUILDING FOOTPRINT
SITE INDEX
PRELIMINARY NOT FOR CONSTRUCTION
APRIL, 2007
CALL BEFORE YOU DIG 1-800-922-1987
SEE SHEET 8
SITE PLAN VIEW 6
RED ROCKS VALLEY
PROJECT NO.: 205095
DATE: 04/24/07
DRAWN BY: ARC
CHECKED BY: WSM
SHEET 9 OF 31


RED PARK ROAD
RED POINT ROAD
RED MESA ROAD
SLICK ROCK ROAD
PEBBLE COURT
ROCK COURT
ARCH COURT
RAVINE COURT
RED COURT
SMALL WASH TRAIL
TRACT H
TRACT I
RED ROCKS VALLEY SUBDIVISION
PROJECT NO.: 205095
SHEET OF 40





Qls Slope Failure Mass (Landslide)
Usually a Small to medium Sized Mass
Most Features are Thin to Very Thin, Resembling 'Sloughing'

Qtu Rock & Boulder Talus on Upper Slopes
Oftentimes Associated with Thin Slope Failures Beneath Rock Outcrops.
A Source for Potential Rock Rolling & Rock Sliding

Qtl Rock & Boulder Talus Accumulations at Slope Base.
Indicating Need for Rock Rolling & Rock Sliding Protection or Avoidance,
When Adjacent to Proposed Building Envelopes.

DB Drainage Berm and/or Boulder Barrier Feature
Small Drainage Berms and Boulder Placements to Protect Structures.
Usually Augmenting Existing Features, When Possible.
Most Berms Are Anticipated to be Maximum 24inches High and to Discharge Into Established Drainageways
Stormwater Drainage from Undeveloped Slopes into Paved Streets should be Discouraged.

Direction of Constructed Site Drainage (Preliminary)
Associated With Drainage Berm and/or Boulder Barrier Feature Cunstruction.
Developed Drainage Must be Maintained by Final Residential Construction & Landscaping.

ROAD SECTION SUBGRADE PREPARATION – PRELIMINARY

A 12 Inch SUBGRADE Moisture Conditioning & Compaction (90% Modified Proctor, ASTM D-1557)

B 20 Inch SUBGRADE Moisture Conditioning & Compaction (90% Modified Proctor, ASTM D-1557)

C 36 Inch SUBGRADE Moisture Conditioning & Compaction (86-92% Modified Proctor, ASTM D-1557)

This PRELIMINARY Mapping For Road Subgrade Preparation Is Based Upon The Exploration Borings and Surface Observations, to date.
This Mapping Will Require Updating (Intermediate) When The Site Grading Has Been Determined and Final Determination Will Be Accomplished When Site Grading Has Commenced and Soils Are Exposed.

DESIGN, CONSULTING ENGINEERS, 9-15-2006

PLAN ADAPTED FROM:

DRAINAGE & ROCK PROTECTION CONSTRUCTIONS:

THESE 'TYPICAL DETAILS' ARE TO BE USED, AS REQUIRED.

DUE TO EXISTING TOPOGRAPHY and NEEDS, THE ACTUAL CONSTRUCTION WILL CHANGE FROM ONE TYPE, TO ANOTHER TYPE.

IT WOULD BE TYPICAL FOR THE ROCKED CROSS SLOPE SWALE DETAIL TO BECOME A ROCKY BERM DETAIL TO BECOME A ROCKED CONCRETE SWALE DETAIL, AS THE HYDROLOGIC AND LANDSCAPING NEEDS CHANGE.

ENGINEERING GEOLOGY MITIGATION DIAGRAM
RED ROCKS VALLEY Sub., Redlands Area, G.J.
REDLANDS VALLEY CACHE, LLC, Grand Junction, CO.

GRAND JUNCTION LINCOLN DeVORE
1441 MOTOR STREET
GRAND JCT., COLORADO
970-242-8968 (fax 970-242-1561)

JOB # 92161-GJ	SHEET 31 OF 31
DRAWN BY: E. M. MORRIS	SCALE: PLAN – 1"=180'	DATE: 11-7-2006
CHECKED BY: E. M. MORRIS	FILE # 92161 Red Rock Valley-geo	REV. 4-18-2007

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

AN ORDINANCE ZONING THE FLETCHER ANNEXATION TO PLANNED DEVELOPEMET 1.12 (PD)

LOCATED APPROXIMATELY 1/2 MILE WEST OF MONUMENT ROAD ON THE NORTH SIDE OF SOUTH CAMP ROAD

Recitals

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, the Grand Junction Planning Commission recommended approval of zoning the Fletcher Annexation to the PD zone district finding that it conforms with the recommended land use category as shown on the Future Land Use map of the Growth Plan, and the Growth Plan's goals and policies, and is generally compatible with land uses located in the surrounding area. The zone district meets the criteria found in Section 2.6 of the Zoning and Development Code and the requirements of Chapter 5, regarding Planned Developments. The default zoning is R-2, Residential – 2 units per acre.

After public notice and public hearing before the Grand Junction City Council, City Council finds that the PD zone district is in conformance with the stated criteria of Section 2.6 of the Grand Junction Zoning and Development Code.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The following property be zoned Planned Development not to exceed 1.12 dwelling units per acre.

PERIMETER BOUNDARY LEGAL DESCRIPTION
FLETCHER ANNEXATION
2945-194-11-001 & 2945-301-12-001

A certain parcel of land located in the Southeast Quarter (SE1/4) of Section 19 and the Northeast Quarter (NE1/4) of Section 30, Township 1 South, Range 1 West of the Ute Principal Meridian, County of Mesa, State of Colorado and being more particularly described as follows:

BEGINNING at the Southeast corner of Block D, Monument Valley Subdivision, as same is recorded in Plat Book 16, page 269-270, Public Records of Mesa County, Colorado, and assuming the East line of the NW1/4 NE1/4 of said Section 30 bears S00°00'15"W with all other bearings contained herein being relative thereto; thence

from said Point of Beginning; S11°52’16”W to a point on the South right of way line of South Camp Road, as same is recorded in Book 997, pages 945-946, a distance of 100.00 feet; thence along said right of way N78°07’44”W a distance of 204.77 feet; thence 662.69 feet along the arc of a 1004.93 foot radius curve concave Northeast, having a central angle of 37°46’59” and a chord bearing N59°14’14”W a distance of 650.75 feet; thence N40°20’44”W a distance of 457.15 feet; thence 390.46 feet along the arc of a 1004.93 foot radius curve concave Northeast, having a central angle of 22°15’42” and a chord bearing N29°12’52”W a distance of 388.01 feet to a point on the centerline of Rimrock Drive, as same is shown on the plat of Monument Valley Subdivision Filing No. 5, as same is recorded in Plat Book 14, Pages 212-214, Public Records of Mesa County, Colorado; thence N71°52’16”E a distance of 50.00 feet to a point on the East line of the Monument Valley Annexation, City of Grand Junction Ordinance No. 2850, and the centerline of said South Camp Road; thence 353.46 feet along the arc of a 954.93 foot radius curve concave East, having a central angle of 21°12’28” and a chord bearing N07°28’38”W a distance of 351.45 feet; thence N03°07’36”E along a line 429.61 feet; thence 602.38 feet along the arc of a 954.93 foot radius curve concave West, having a central angle of 36°08’35” and a chord bearing N14°55’27”W a distance of 592.44 feet; thence N57°08’32”E a distance of 50.00 feet to a point on the North right of way of said South Camp Road; thence S32°59’44”E a distance of 45.59 feet; thence 633.56 feet along the arc of a 1004.93 foot radius curve concave West, having a central angle of 36°07’20” and a chord bearing S14°56’04”E a distance of 623.12 feet; thence S03°07’36”W a distance of 429.95 feet; thence 686.60 feet along the arc of a 904.93 foot radius curve concave Northeast, having a central angle of 43°28’20” and a chord bearing S18°36’34”E a distance of 670.25 feet; thence S40°20’44”E a distance of 457.15 feet; thence 596.27 feet along the arc of a 904.93 foot radius curve concave Northeast, having a central angle of 37°45’09” and a chord bearing S59°13’19”E a distance of 585.54 feet; thence S78°07’44”E a distance of 205.25 feet; more or less to the Point of Beginning, TOGETHER WITH Block C and Block D, of said Monument Valley Subdivision.

Said parcel contains 144.43 acres (6,291,761 square feet), more or less, as described.

This Ordinance prescribes as follows:

1) **Default zoning standards.** If the planned development approval expires or becomes invalid for any reason, the property shall be fully subject to the default standards. The default standards of the R-2 zoning designation will apply.

2) **Phasing schedule.** The Phasing Schedule is:
First Phase shall be platted by March 1, 2008;
Phase 2 – by March 1, 2011;
Phase 3 – by March 1, 2013,
Phase 4 – by March 1, 2015
Phase 5 – by March 1, 2017.

A graphic depiction of the phasing is shown on sheet 3 of the approved preliminary drawings, dated 4/24/07, included in development file number PP-2006-217.

3) **Number of units allowed.** 155 residential units allowed – 103 single family residential lots, 1/2 acre in size or larger; 52 patio homes (attached and detached).

4) **Applicable setbacks.**

a) Patio homes. The setback standards for the patio homes are as follows: A minimum 14-foot setback is required around the perimeter of the patio home area. This setback is measured from the back of walk and includes Red Park Road, Red Point Road, Red Mesa Road, and Slick Rock Road. The front setback for all garages shall be 20 feet. The side setback between buildings is 10 feet, except for those units that are attached, and then a zero setback is allowed. No accessory structures will be allowed. A dimensioned final design of the patio home area will be recorded with the Final Plat.

b) Other homes. The setbacks for the single-family homes not designated as patio homes are as follows: The front setback is 20 feet for the principle structure and 25 feet for accessory structures. Side setbacks are 15-feet for the principle structure and 3 feet for accessory structures. The rear setback is 30-feet for the principle structure and 3 feet for an accessory structure. (These setbacks are consistent with the R-2 default zone.)

5) **Future development.** A tract (shown as Tract N on the approved preliminary drawings dated 4/24/07, found in development file number PP-2006-217) is reserved for future development to adjoin the property to the east.

6) **Construction restrictions.**

Construction outside of the designated building envelopes will not be permitted. Engineered foundations and site grading plans shall be required on all lots. The Final Plat shall include a note requiring construction with the designated building envelopes, engineered foundations and site grading plans for each and every lot.

Mitigation berms, swales for drainage and rock fall areas shall be constructed. City engineer(s) and Colorado Geological Survey representatives shall be permitted to supervise the construction of these features and these features must be inspected and approved by a City engineer. These features will be considered and treated as “as-builts.” The construction of these features shall be guaranteed and secured by Development Improvements Agreement (DIA) and associated security. Maintenance of these features shall be provided by an association of the homeowners in perpetuity, and easements in favor of said association for this purpose shall be granted.

No planning clearance or building permit shall issue for any construction on the lot designated as Lot 1, Block 1 on the approved preliminary drawings dated 4/24/07, included in development file number PP-2006-217, and said lot shall not be sold, unless

and until a secondary access is constructed in the subdivision to the east. No more than 99 homes shall be constructed in area comprised by the Plan (referred to presently as the Red Rocks Valley Subdivision) unless and until a secondary access to a public roadway or street is constructed, whether within the Red Rocks Valley Subdivision or in the subdivision / development to the east. A Recording Memorandum setting forth in detail these restrictions shall be recorded so as to inform potential buyers of such restrictions. Construction of said secondary access shall be guaranteed and secured by a DIA and associated security.

If no access to South Camp Road that can serve as a secondary access for Red Rocks Valley Subdivision is completed in the subdivision / development to the east by the time a planning clearance or building permit for the 99th house issues, the developer shall promptly construct the secondary access in the location of Lot 1, Block 1 on the approved preliminary drawings dated 4/24/07, included in development file number PP-2006-217.

No planning clearance or building permit shall issue for any construction on the lot designated on the approved preliminary drawings, dated 4/24/07 and included in development file number PP-2006-217 as Lot 1, Block 5, unless and until the ingress/egress easement is vacated and the lift station associated with it has been relocated or is no longer needed, as determined by City staff. A Recording Memorandum setting forth in detail these restrictions shall be recorded so as to inform potential buyers of such restrictions.

The Final Plat shall show any and all "no-disturbance" and/or "no-build" zones as designated by the Army Corps of Engineers or City engineers.

7) **Private Streets Agreement.** Private streets as proposed by the Applicant are approved; an agreement for the maintenance of all private streets in the subdivision in accordance with City Transportation Engineering and Design Standards (TEDS) shall be required and shall be recorded with the Final Plat.

8) **Sidewalks.** The following sidewalks not shown on the approved preliminary drawings dated 04/24/07 included in development file number PP-2006-217 shall be provided:

- Sidewalk on both sides of Slick Rock Road.
- Sidewalks on both sides of Red Park Road.
- On Grand Cache Court, continue the sidewalk around the entire cul-de-sac and both sides of the street.
- Sidewalk on both sides on Red Pointe Road between Red Mesa Road and Red Park Road.
- Continue sidewalk around the cul-de-sac on Crevice Court to the trail in Red
- Canyon.

9) **Park land dedication.** The final plat shall include a dedication to the City for a public park holding in the corner of land which connects with and would make contiguous City's two holdings to the north and east of this parcel. Said dedication shall be sufficient, at a minimum, to allow maintenance access, and shall be to the reasonable specifications of the Parks and Recreation Department.

10) **Trails.** Existing public trails in the area shall connect through this subdivision.

INTRODUCED on first reading the 18th day of July, 2007 and ordered published.

ADOPTED on second reading the _____ day of _____, 2007.

ATTEST:

_____
President of the Council

_____
City Clerk

Red Rocks Valley Planned Development Amendment File # PLD-2020-693

Agenda item can be viewed online here at 17:55

Consider a request by NorthStar Towing for a Conditional Use Permit for an impound lot on 1.657 acres in a C-2 (General Commercial) zone district.

Staff Presentation

Jace Hochwalt, Senior Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for Staff

Commissioner Reece asked a question about the orientation of the access points.

Commissioner Gatseos asked as question regarding safety on the private, internal streets.

Applicant Presentation

Dorothy Shepard, DOR Studio Architecture, gave a presentation regarding the request.

Questions for Applicant

Commissioner Scissors asked a question regarding the orientation of the houses in future filings.

Commissioner Gatseos asked a question regarding drainage in the area.

Commissioner Reece asked a question regarding the construction of the first filing.

Public Hearing

The public hearing was opened at 5 p.m. on Tuesday, March 2, 2021 via www.GJSpeaks.org.

Karen Brennan, Rudolph T. Textor, and George Callison left comments on GJSpeaks regarding the request.

Ms. Jennifer Rhamy made a comment regarding the request.

The public hearing was closed at 6:05 p.m. on March 9, 2021.

Applicant Response

Darren Caldwell provided a response to public comment.

Questions for Applicant or Staff

Chair Teske asked a question regarding the staff report analysis.

DRAFT

Commissioner Gatseos asked a question regarding the change in setbacks.

Discussion
Commissioner Ehlers made a comment regarding the request.

Motion and Vote
Commissioner Scissors made the following motion, “Chairman, on the request to amend the previously approved Red Rocks Valley Outline Development Plan, located at South Camp Road and Rock Valley Road, City file number PLD-2020-693, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact as provided within the staff report.

Commissioner Gatseos seconded the motion. The motion carried 7-0.

DRAFT

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. ____

AN ORDINANCE AMENDING ORDINANCE NO. 4109 & 4511 FOR THE RED ROCKS VALLEY PLANNED DEVELOPMENT RESIDENTIAL SUBDIVISION REVISING THE PROPOSED PHASING SCHEDULE AND CLARIFYING SETBACKS AND ALLOWED ACCESS FOR THE PATIO HOME AREA

LOCATED APPROXIMATELY ½ MILE WEST OF MONUMENT ROAD ON THE NORTH SIDE OF SOUTH CAMP ROAD

Recitals:

The Applicants, Conquest Homes LLC and Surf View Development Co, wish to amend the Red Rocks Valley Planned Development residential subdivision. The Red Rocks Valley residential development plan consists of 155 proposed residential units, common areas, and private drives on the 139.87-acre property. The Planned Development is partially developed, with undeveloped areas still remaining.

The purpose of this Ordinance is to extend the phasing schedule for the Red Rocks Valley Planned Development provided in Ordinance No. 4109 and subsequently amended in Ordinance No. 4511. In addition, this Ordinance will eliminate references to building envelopes and amend setbacks for future patio homes. Lastly, this Ordinance will allow patio homes to have the option of taking access from exterior public roads instead of private drives.

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, the Grand Junction Planning Commission recommended approval of the amendment for the Red Rocks Valley Planned Development.

The City Council finds that the review criteria for the Planned Development that were established at the time Ordinance No. 4109 was adopted are still applicable and are still met and that the establishment thereof is not affected by the proposed amendments.

The City Council finds that the amendments are reasonable in light of current market conditions and economic feasibility of the project and are in the best interests of the community.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The development phasing schedule established by Ordinance No. 4109 & 4511 is amended as follows:

Remaining Phases are to be Final Platted by December 31, 2029.

Patio Homes: The requirements and setback standards for the patio home area (known as the Red Rocks Patio Homes subdivision) are as follows: The front yard setback shall be a

minimum of 20 feet for the garage portion of a principal structure and 14 feet for the remainder of the principal structure. Side and rear yard setbacks shall be a minimum of 3 feet from the property line, with a minimum setback of 10 feet from adjacent lot principal structures. No structures shall be placed within easements. No recorded site plans reflecting building footprints shall be required at time of final platting. No accessory structures will be allowed. Perimeter patio homes may take access from public roads including Rock Valley Road, Red Point Road, Trail Ridge Road, and Ruby Mountain Road. Driveway locations will be reviewed at time of planning clearance to determine proper driveway spacing.

Introduced on first reading this 17th day of March, 2021 and ordered published in pamphlet form.

Adopted on second reading this 7th day of April, 2021 and ordered published in pamphlet form.

ATTEST:

_____ _____

City Clerk Mayor

Grand Junction City Council

Regular Session

Item #7.a.

Meeting Date: April 7, 2021

Presented By: Greg Caton, City Manager

Department: City Manager's Office

Submitted By: John Shaver

Information

SUBJECT:

Resolution Opposing Senate Bill 21-062 a Bill for an Act in the Colorado General Assembly Concerning Arrest Standards, Bail Reform and Jail Management

RECOMMENDATION:

Approve Resolution No. 35-21.

EXECUTIVE SUMMARY:

For the reasons stated in the Resolution and attached statements of GJPD Chief Shoemaker and the Colorado Association of Chiefs of Police attached to and incorporated by reference in to the Resolution, the City Council of the City of Grand Junction, Colorado finds that Senate Bill 21-062 would materially harm law enforcement and in turn community safety and that the Bill should not be approved. The Colorado Municipal League initially opposed the legislation and after working to update the bill language, now has a formerly opposed position. The Colorado Association of Chiefs of Police opposes the bill.

If the Resolution is adopted the City Council will, by and through the President of the Council, write to the legislative delegation to express its opposition to SB21-062.

BACKGROUND OR DETAILED INFORMATION:

According to the Colorado Bureau of Investigation Crime rates in Colorado have increased dramatically with many increases in the high double digits. Considering the increase in crime, the bond policies, regulation of jails and jail management and arrest policies proposed in SB21-062 are not in Grand Junction's or the State's best interests.

As summarized in the attached statement from the Colorado Association of Chiefs of Police and Grand Junction Police Chief Doug Shoemaker crime is a real and growing problem. Senate Bill 21-062 would result in fewer arrests, more personal recognizance bonds and would expect “jail population management” and would “establish admission standards" to limit jail admissions. Those polices are not in the best interest of Grand Junction or any Colorado city, county or town.

Pretrial detention and release are properly matters for the exercise of sound judicial discretion. That discretion, as well as the discretion of law enforcement officers and sheriffs, must not be legislated away. The passage of SB21-062 will do just that.

The Colorado Municipal League initially opposed the legislation and after working to update the bill language, now has a formerly opposed position. The Colorado Association of Chiefs of Police opposes the bill.

FISCAL IMPACT:

N/A

SUGGESTED MOTION:

I move to (approve/not approve) Resolution No. 35-21, a resolution opposing Senate Bill 21-062, a Bill for an Act in the Colorado General Assembly Concerning Arrest Standards, Bail Reform and Jail Management.

Attachments

1. Resolution Regarding Senate Bill 21 062
2. Senate Bill 21-062 Bill Text
3. Chief Shoemaker Open Letter to Community
4. CACP SB21-062 Information Sheet

RESOLUTION NO. _____

A RESOLUTION OPPOSING SENATE BILL 21-062 A BILL FOR AN ACT IN THE COLORADO GENERAL ASSEMBLY CONCERNING ARREST STANDARDS, BAIL REFORM AND JAIL MANAGEMENT

RECITALS.

Senate Bill 21-062 in the Seventy-third Colorado General Assembly (Bill or SB21-062) is vaguely titled *"Concerning Measures to Reduce Jail Populations."*

The Colorado Association of Chiefs of Police (CACP) strongly oppose SB21-062. The CACP concludes that SB21-062 is the "wrong policy at the wrong time." That conclusion derives in part from the fact that crime rates in Colorado have increased dramatically with many increases in the high double digits. Those crime rates as reported by Colorado Bureau of Investigation (CBI) and other rationale for the CACP opposition to SB21-062 is summarized in the attached statement.

Grand Junction Police Chief Doug Shoemaker recently sent an open letter to the Grand Junction community. In that letter, a copy of which is attached, Chief Shoemaker reports equally disconcerting crime statistics as those reported by the CBI and CACP.

Grand Junction and the State do not need fewer arrests and more personal recognizance bonds as intended by SB21-062. Nor does Mesa County Sheriff Lewis need a new law directed toward "jail population management" or to "establish admission standards that include offense-based admission standards that limit jail admissions."

Jail depopulation by statute is not good policy for any Colorado jail and in turn is not good policy for any Colorado city, county or town.

Pretrial detention and release are properly matters for the exercise of sound judicial discretion. That discretion, as well as the discretion of law enforcement officers and sheriffs, must not be legislated away. The passage of SB21-062 will do just that.

The Bill, and the cost to respond to it if passed, may constitute an unlawful unfunded mandate.

For the reasons stated in these Recitals and the attached statements of GJPD Chief Shoemaker and the Colorado Association of Chiefs of Police, the City Council of the City of Grand Junction, Colorado finds that Senate Bill 21-062 would materially harm law enforcement and community safety in Grand Junction and that the Bill should not be adopted into law.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, **THAT** the City Council after due and careful consideration has determined that the passage of SB21-062 will cause significant negative impact to our community and therefore the City Council urges legislators to reject it; and,

FURTHER BE IT RESOLVED THAT the City Council will, by and through the President of the Council, write to the legislative delegation to express its opposition to SB21-062.

Passed and Adopted this 7th day of April, 2021.

GRAND JUNCTION CITY COUNCIL

DRAFT

By: _____
C. E. “Duke” Wortmann
President of the City Council

[SEAL]

Attest:

By: _____
Wanda Winkelmann
City Clerk

DRAFT

First Regular Session
Seventy-third General Assembly
STATE OF COLORADO

INTRODUCED

LLS NO. 21-0193.02 Michael Dohr x4347 **SENATE BILL 21-062**

SENATE SPONSORSHIP

Lee,

HOUSE SPONSORSHIP

Benavidez,

Senate Committees
Judiciary

House Committees

A BILL FOR AN ACT

101 **CONCERNING MEASURES TO REDUCE JAIL POPULATIONS.**

Bill Summary

(Note: This summary applies to this bill as introduced and does not reflect any amendments that may be subsequently adopted. If this bill passes third reading in the house of introduction, a bill summary that applies to the reengrossed version of this bill will be available at http://leg.colorado.gov.)

The bill gives a peace officer the authority to issue a summons and complaint for any offense committed in the officer's presence, or if not committed in the officer's presence, for any offense that the officer has probable cause to believe was committed and probable cause to believe was committed by the person charged, unless arrest is statutorily required or the offense is a crime of violence.

The bill prohibits a peace officer from arresting a person based solely on the alleged commission of a traffic offense; petty offense;

municipal offense; misdemeanor offense; a class 4, 5, or 6 felony; or a level 3 or 4 drug felony unless:

- A custodial arrest is statutorily required;
- The officer is unable to sufficiently verify the individual's identity absent a custodial arrest;
- The person was convicted for a violation of section 42-4-1301, Colorado Revised Statutes, in the previous 12 months; or
- The offense is a felony or a victims' rights crime, the offense includes an element of illegal possession or use of firearm, the offense constitutes unlawful sexual behavior, or the offense is a violation a temporary or regular extreme risk protection order, a violation of a credible threat to a school, or a violation of eluding in a vehicle and:
  - The arresting officer records in the arrest documents a reasonable suspicion to conclude the person poses a threat to the safety of another, absent custodial arrest; or
  - The arresting officer records in the arrest documents a reasonable suspicion to conclude the person has indicated a clear unwillingness to cease and desist in criminal behavior, absent custodial arrest.

The bill prohibits a court from issuing a monetary bond for a misdemeanor offense; municipal offense; class 4, 5, or 6 felony; or level 3 or 4 drug felony unless the court finds the defendant will flee prosecution or threaten the safety of another and no other condition of release can reasonably mitigate the risk. The bill requires the court to issue a personal recognizance bond when the defendant fails to appear unless the defendant has failed to appear 3 or more times in the case. The bill requires the court to issue a personal recognizance bond in a failure to comply with conditions probation hearing unless it is based on a commission of a new crime.

The bill authorizes sheriffs to actively manage their jail populations in order to keep the population as low as possible while maintaining community safety, including the authority to establish jail admission standards that include offense-based admission standards that limit jail admissions.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. In Colorado Revised Statutes, **amend** 16-2-104 as follows:

16-2-104. Issuance of summons and complaint. (1) (a) ~~A~~

~~summons and complaint may be issued by any peace officer for an offense constituting a misdemeanor, or a petty offense committed in his presence or, if not committed in his presence, which he has probable cause to believe was committed and probable cause to believe was committed by the person charged~~ A SUMMONS AND COMPLAINT MAY BE ISSUED BY ANY PEACE OFFICER FOR ANY OFFENSE COMMITTED IN THE OFFICER'S PRESENCE, OR IF NOT COMMITTED IN THE OFFICER'S PRESENCE, FOR ANY OFFENSE THAT THE OFFICER HAS PROBABLE CAUSE TO BELIEVE WAS COMMITTED AND PROBABLE CAUSE TO BELIEVE WAS COMMITTED BY THE PERSON CHARGED, UNLESS ARREST IS STATUTORILY REQUIRED OR THE OFFENSE IS A CRIME OF VIOLENCE, AS DEFINED IN SECTION 16-1-104 (8.5).

(b) A PEACE OFFICER SHALL NOT SUBJECT A PERSON TO A CUSTODIAL ARREST BASED SOLELY ON THE ALLEGED COMMISSION OF A TRAFFIC OFFENSE; PETTY OFFENSE; MUNICIPAL OFFENSE; MISDEMEANOR OFFENSE; A CLASS 4, 5, OR 6 FELONY; OR A LEVEL 3 OR 4 DRUG FELONY UNLESS:

(I) A CUSTODIAL ARREST IS STATUTORILY REQUIRED;

(II) THE OFFICER IS UNABLE TO SUFFICIENTLY VERIFY THE INDIVIDUAL'S IDENTITY ABSENT A CUSTODIAL ARREST;

(III) THE OFFICER HAS PROBABLE CAUSE TO BELIEVE THE PERSON VIOLATED SECTION 42-4-1301 AND PERSON WAS CONVICTED FOR A VIOLATION OF SECTION 42-4-1301 IN THE PREVIOUS TWELVE MONTHS; OR

(IV) THE OFFENSE IS A FELONY, A CRIME, AS DEFINED IN SECTION 24-4.1-302 (1), THE OFFENSE INCLUDES AN ELEMENT OF ILLEGAL POSSESSION OR USE OF FIREARM, THE OFFENSE CONSTITUTES UNLAWFUL SEXUAL BEHAVIOR AS DEFINED IN SECTION 16-22-102 (9), OR THE OFFENSE IS A VIOLATION SECTION 13-14.5-111, SECTION 18-9-109 (6), OR SECTION

42-4-1413 AND:

(A) THE ARRESTING OFFICER RECORDS IN THE ARREST DOCUMENTS A REASONABLE SUSPICION TO CONCLUDE THE PERSON POSES A THREAT TO THE SAFETY OF ANOTHER, ABSENT CUSTODIAL ARREST; OR

(B) THE ARRESTING OFFICER RECORDS IN THE ARREST DOCUMENTS A REASONABLE SUSPICION TO CONCLUDE THE PERSON HAS INDICATED A CLEAR UNWILLINGNESS TO CEASE AND DESIST IN CRIMINAL BEHAVIOR, ABSENT CUSTODIAL ARREST.

(c) THIS SECTION CREATES OBLIGATIONS UPON ARRESTING OFFICERS. THIS SUBSECTION (1) DOES NOT REQUIRE A COURT OR A SHERIFF TO PERFORM A REVIEW TO ENSURE COMPLIANCE WITH THIS SECTION AS IT RELATES TO JAIL ADMISSIONS. THIS SUBSECTION (1) DOES NOT CREATE A PRIVATE RIGHT OF ACTION FOR VIOLATIONS OF THIS SUBSECTION OR PROVIDE A BASIS TO SEEK DISMISSAL OR SUPPRESSION OF EVIDENCE IN A CRIMINAL CASE.

(2) Except for penalty assessment notices, which ~~shall~~ MUST be handled according to the procedures set forth in section 16-2-201, a copy of a summons and complaint ~~so~~ issued ~~shall~~ PURSUANT TO THIS SECTION MUST be filed immediately with the county court before which appearance is required, and a second copy ~~shall~~ MUST be given to the district attorney or deputy district attorney for the county.

(3) (a) AS USED IN THIS SECTION, "CUSTODIAL ARREST" MEANS WHEN A PEACE OFFICER ARRESTS A PERSON AND TAKES THE PERSON INTO PHYSICAL CUSTODY FOR THE PURPOSE OF TRANSPORTING THE PERSON TO BE HELD IN A CITY, CITY AND COUNTY, OR COUNTY JAIL OR DETENTION FACILITY UNTIL SUCH TIME AS THE PERSON EITHER APPEARS BEFORE A COURT OR IS RELEASED ON BOND.

(b) "CUSTODIAL ARREST" DOES NOT INCLUDE:

(I) WHEN A PEACE OFFICER TRANSPORTS A PERSON TO A CITY, CITY AND COUNTY, OR COUNTY JAIL OR DETENTION FACILITY IN ORDER TO HAVE THE PERSON SUBMIT TO FINGERPRINTING, PHOTOGRAPHING, DNA TESTING, OR BREATH ALCOHOL TESTING PRIOR TO BEING RELEASED ON A SUMMONS AND COMPLAINT;

(II) WHEN A PEACE OFFICER TRANSPORTS A PERSON FOR ANY OTHER LAWFUL PURPOSE OR TO ANY OTHER FACILITY TO WHICH A PEACE OFFICER HAS STATUTORY OR COURT ORDERED AUTHORITY TO TRANSPORT SUCH AS A HOSPITAL OR BEHAVIORAL OR MENTAL HEALTH FACILITY, UNLESS THE PEACE OFFICER INTENDS TO HAVE THE PERSON TRANSPORTED TO BE HELD IN JAIL UPON DISCHARGE FROM SUCH FACILITY.

SECTION 2. In Colorado Revised Statutes, 16-4-113, **add** (3) as follows:

16-4-113. Type of bond in certain cases. (3) (a) EXCEPT AS PROVIDED FOR IN SUBSECTION (2) OF THIS SECTION, FOR A DEFENDANT CHARGED WITH A CLASS 4, 5, OR 6 FELONY; A LEVEL 3 OR 4 DRUG OFFENSE; A MISDEMEANOR; OR A MUNICIPAL OFFENSE, A COURT SHALL NOT IMPOSE A MONETARY CONDITION OF RELEASE UNLESS THE COURT FINDS ON THE RECORD THAT THERE IS A SUBSTANTIAL RISK THAT THE DEFENDANT WILL FLEE PROSECUTION OR THREATEN THE SAFETY OF ANOTHER PERSON AND NO OTHER CONDITION OF RELEASE CAN REASONABLY MITIGATE THE RISK.

(b) WHEN A DEFENDANT APPEARS BEFORE THE COURT BASED ON A FAILURE TO APPEAR WARRANT, THE COURT SHALL GRANT THE DEFENDANT A PERSONAL RECOGNIZANCE BOND UNLESS THE DEFENDANT HAS FAILED TO APPEAR THREE OR MORE TIMES IN THE CASE OR THE COURT FINDS ON THE RECORD THAT THE DEFENDANT IS LIKELY TO FLEE

PROSECUTION.

(c) (I) WHEN A PROBATIONER APPEARS BEFORE THE COURT ON A WARRANT FOR FAILURE TO COMPLY WITH CONDITIONS OF PROBATION FOR WHICH THE UNDERLYING BEHAVIOR IS NOT A CRIMINAL OFFENSE, THE COURT SHALL GRANT THE PROBATIONER A PERSONAL RECOGNIZANCE BOND.

(II) NOTWITHSTANDING THE PROVISIONS OF SUBSECTION (3)(c)(I) OF THIS SECTION, A COURT MAY ISSUE A MONETARY BOND IF THE DEFENDANT HAS ALREADY HAD PROBATION REVOKED FOR FAILURE TO COMPLY IN THAT CASE. NOTHING IN THIS SUBSECTION (3) LIMITS A COURT'S AUTHORITY TO REVOKE PROBATION BASED ON FAILURE TO COMPLY PURSUANT TO SECTION 16-11-206.

SECTION 3. In Colorado Revised Statutes, **add** 30-10-528 as follows:

30-10-528. Sheriff - jail population management. THE GENERAL ASSEMBLY ENCOURAGES AND AUTHORIZES SHERIFFS TO ACTIVELY MANAGE THEIR JAIL POPULATIONS IN ORDER TO KEEP THE POPULATION AS LOW AS POSSIBLE WHILE MAINTAINING COMMUNITY SAFETY, INCLUDING THE AUTHORITY TO ESTABLISH JAIL ADMISSION STANDARDS THAT INCLUDE OFFENSE-BASED ADMISSION STANDARDS THAT LIMIT JAIL ADMISSIONS.

SECTION 4. In Colorado Revised Statutes, 16-5-206, **repeal** (1.5) as follows:

16-5-206. Summons in lieu of warrant. (1.5) ~~(a) Except in class 1, class 2, class 3, and class 4 felonies; in crimes described in section 24-4.1-302 (1), C.R.S.; and in unclassified felonies punishable by a maximum penalty of more than ten years, a law enforcement officer may issue a summons commanding the appearance of the defendant in lieu of~~

~~a warrant for his or her arrest based on probable cause if:~~

~~(I) The local district attorney consents to such procedure and has developed and approved criteria for the issuance of such a summons pursuant to this subsection (1.5);~~

~~(II) There is a reasonable likelihood that the defendant will appear;~~

~~(III) The defendant has had no felony arrests during the preceding five years;~~

~~(IV) There is no allegation that the defendant used a deadly weapon as defined in section 18-1-901 (3)(e), C.R.S., in the commission of the crime; and~~

~~(V) There are no outstanding warrants for the defendant's arrest.~~

~~(b) No later than ten days after a law enforcement officer issues a summons pursuant to this subsection (1.5), he or she shall deliver a copy to the court and to the office of the district attorney where jurisdiction lies.~~

~~(c) When the procedure described in this subsection (1.5) is used, an information or complaint may be filed in open court on the date specified in the summons.~~

SECTION 5. Act subject to petition - effective date. This act takes effect January 1, 2022; except that, if a referendum petition is filed pursuant to section 1 (3) of article V of the state constitution against this act or an item, section, or part of this act within the ninety-day period after final adjournment of the general assembly, then the act, item, section, or part will not take effect unless approved by the people at the

general election to be held in November 2022 and, in such case, will take effect on the date of the official declaration of the vote thereon by the governor.

CITY OF Grand Junction COLORADO

POLICE

A Message to Our Community

As your police chief, I believe it's important to ensure that the citizens we serve are kept informed about crime within our community. For this reason, I'd like to convey some policing challenges we've been facing over the last year.

In 2020, violent crime in Grand Junction increased by 36% over the previous year. That is a 36% increase in crimes like serious assaults, robberies, rape, and homicide. Assaults on police officers have seen an even larger increase. Over the past 10 years, we averaged 18 assaults on our peace officers each year. In 2020, that number rose to 89. That's an increase of 395%.

Over the course of just four days last month, our officers and detectives began the work of investigating three shootings in our community:

- On February 20, four people were shot at a house party. One of the victims died at the scene. We have arrested a suspect in that case.
- On February 21, officers responded to a victim who stated that a suspect had fired a gun after the victim approached him to check his welfare. Fortunately, no one was injured. That suspect has been arrested, and made repeated statements to the arresting officer that "he wished he would have pulled his firearm on law enforcement."
- On February 23, officers were dispatched to a reported shooting at an apartment complex, where they found multiple shell casings in the parking lot and bullet holes in the building. Two subjects transported themselves to the hospital with gunshot wounds. Suspects have been arrested in this case as well.

Our officers and detectives are working diligently to address crime in this community. In 2020, our SWAT team was called out to critical incidents over 20 times, with each responding SWAT operator averaging over five hours of time per call. In the past six months alone, our patrol officers have worked more than 3,700 hours of overtime. In 2020, our investigations unit averaged 149 hours of overtime each month. These employees get called out at all times of the day and night to address danger and violence in this city, and the subsequent hours poured into investigations in an effort to lead to successful prosecutions are staggering.

However, the safety of our community can't be achieved by responding patrol officers and detectives alone. It takes the efforts of an engaged community in partnership with a comprehensive and robust criminal justice response to make a difference. Unfortunately, 2020 saw setbacks in that area. It's changed the way we police. Jail standards have changed, making it difficult to remove dangerous offenders from our streets. State legislation in the form of Senate Bill 21-62 has now been introduced which will seriously impact an officer's ability to even make an arrest for certain crimes, taking discretion out of the hands of the men and women who patrol our streets every day. I, along with many other police chiefs, as well as victims of crime, testified last week to our legislators to express our strong opposition to this harmful legislation, but that fight has just begun.

Officers routinely contact individuals with active warrants for their arrest, but those offenders are often turned away at the jail and released. Serious offenders who are arrested and booked into the jail are commonly released and continue to commit crimes. In 2020, 144 firearms were reported missing in Grand Junction, a 40% increase over the previous year. Calls for service involving shots fired were up 27%. Combine all of these factors together, and we land where we are with the current state of policing and criminal activity in our area.

These are not anecdotal concerns. Examples of holes in our current state of policing are all too easy to find:

- In April, officers contacted a suspect for trespassing. The suspect fought with officers, ultimately resulting in the suspect being tased. The suspect was arrested for numerous charges, including obstructing, resisting arrest, and possession of drugs. Under the current standards, the jail advised they would not accept custody, and the suspect was released.
- For several months last year, officers deployed significant resources to investigate a suspect of multiple burglaries. After developing probable cause for arrest, detectives were advised that under the current standards, the jail would not accept custody of the suspect. Detectives continued to investigate in an effort to build a case for custody arrest and were able to show that the suspect continued to commit additional burglaries before a warrant was issued and the suspect was arrested.

These facts are only part of a much larger discussion; the numbers do not fully tell the story of the issues contributing to a systemic breakdown of our law enforcement process which ultimately leads to violence in our community.

One key priority is all too often overlooked in these conversations; the victims of crime. Our compassionate victim advocates volunteer their time to respond to scenes where they comfort victims, offer support and resources, and see firsthand the trauma caused by crime. They can attest that those voices are not being heard. Victims deserve our best community effort to bring peace to hurting families and justice to perpetrators of crime. That should be the expectation of any citizen, regardless of whether they have been personally affected by crime.

So, where to do we go from here? The Grand Junction Police Department continues to recruit exceptional candidates to put on the badge and serve this community. Since January of 2020, we have hired 24 men and women to do just that. Additionally, we've doubled down on retention efforts to ensure that we are retaining the high quality officers who currently work here. In late 2020, we formed a Special Investigations Unit intended to implement more targeted policing strategies as a team. We continue to explore and invest in innovative strategies that empower our officers to do their jobs effectively.

Our commitment hasn't wavered; we will continue to police with honor and distinction, to enhance community safety, reduce fear of crime, and elevate the quality of life in Grand Junction. But we are not in this alone. We need community members to pay attention to what's happening around them, locally, statewide, and nationally. Ask questions, seek accurate information, and don't be a part of spreading a narrative that is half-truth, at best. Support your local law enforcement personnel; they are your friends, your neighbors, your peers, and they are doing the best that they can to serve

you. We appreciate the wonderful citizens in this community; the good exponentially outweighs the bad. We look forward to moving forward, continuing to make improvements in Grand Junction, and building relationships that are stronger than ever.

- *Doug Shoemaker, Chief of Police*

Colorado Association of Chiefs of Police

Vote NO
Senate Bill 21-062
Jail Depopulation Management Tools
Sen Lee/Rep. Benavidez

SB 62 is the wrong policy at the wrong time.

The Colorado Bureau of Investigation's just released report on increasing crime rates across Colorado show alarming – and unfortunate – numbers. Sadly, **353,528** victims across Colorado were the subject of crime in 2020.

- 26,477 victims. Violent crime increased by 6.5% in 2020.
- 258,132 victims. A 10.4% increase in crimes against property reported in 2020.
- 30,942 victims. 38.6% increase in motor vehicle thefts in 2020.
- 353,528 total victims. Murder +29%. Assault +17%. Robbery +6%. Violent Crime with Firearm +26.5%. Violent Crime with Dangerous Weapon +18%. Theft +11%. Auto Theft +38%. Burglary +12%. Fraud +16%

These are statewide numbers. In communities across Colorado, the statistics are even more startling. In Denver, 50% increase in homicide, 87% increase in motor vehicle thefts and 40% in property crime. In Colorado Springs, a 59% increase in motor vehicle theft. In Grand Junction, 35% increase in violent crime, 395% increase in assaults on police officers.

The numbers don't lie. Crime has dramatically increased. Every crime statistic is a person. Your neighbor. Your constituent. Your community.

Chiefs of Police stand united.
North. South. East. West. Rural. Urban. Large. Small. Mountain. Plains. City. Suburban. The Chiefs of Police across Colorado and the CACP strongly oppose SB 21-062.

SB 62 is anti-victim. SB 62 is anti-community safety. CACPs opposition is grounded in principle against the intent of the measure…putting criminals ahead of victims and communities. By placing limits on when people may be arrested for certain felonies, they are allowed to be returned to the community. Often to offend again and revictimize our community.

The ACLU claims this bill increases officer discretion. That is simply not true. When the words "shall" are used that is the exact opposite of discretion. This bill removes officer discretion in many instances.

Wrong Policy. Wrong time.

The rush to codify COVID response jail de-population measures and arrest standards is irresponsible until we fully understand our increasing crime rates the crime rate connection to COVID jail depopulation measures and other factors present in our current environment. Compounded by economic conditions, passage of SB 62 signals that there are few consequences for illegal activities and will only serve to exacerbate the already challenging crime occurring in our neighborhoods and communities. Now is not the time to pass SB 62.

SB 62 Sends the Wrong Message

- This mandatory "summons and release" on warrantless arrests would apply to various crimes, including, for example, auto theft, violation of a custody order, theft of up to $100,000, criminal trespass, identity theft, and contributing to the delinquency of a minor.
- The inability to arrest offenders often results in offenders continuing to commit criminal acts, often escalating the severity of the crimes.
- The mandatory personal recognizance bond upon first appearance before a judge applies to all arrestees without the exceptions for crimes of violence listed in the "summons and release" section of the bill, in effect creating a revolving door for these offenders to return to the community, sometimes within hours of being jailed.
- This places victims in fear of becoming revictimized, sends the message that there are no consequences for committing crimes and reduces crime victims' trust in the ability of police to protect them from criminal activity.

SB 62 is the wrong solution for real challenges

- SB 62 is an end of the line solution for challenges for struggling individuals that require full-spectrum solutions.
    - Solutions that address mental health, education and job disparities and the need for equity
- SB 62 harms the very disadvantaged communities proponents purport to wish to help. Increasing crime rates more dramatically and more significantly affect disadvantaged communities.
- Concerns raised about disparities in money bonds is a worthy discussion. SB 62 isn't the solution.

Vote No on SB 62.

Anti-Victim. Anti-Neighborhood. Anti-Community.
Wrong time. Wrong policy. Wrong signal. Wrong solution.

Articles of interest.

Opinion: Understanding Denver's devastating rise in homicides in 2020, the largest in at least 5 years
Editorial: Renewing our commitment to the crime fight.
Editorial: Don't increase crime by ending cash bail.

Thoughts from Chiefs across Colorado:

- Our officers routinely encounter persons who have multiple warrants for their arrest, yet they are not able to arrest them and take them to jail on those warrants. These encounters continue, generally with more charges for further crimes, and still we are unable to get them into jail based on the current standards.
- I have personally been on patrol with officers and have had offenders tell me they know the jail standards and that we "can't take them to jail" because their crimes aren't serious enough. I have multiple examples of such encounters, as well as other instances where failure to arrest per the restrictive standards has led to further commission of crimes in our community.
- The lack of ability to enforce the law has led to an unprecedented number of attacks against our officers, as the lack of accountability continues. Last year we had 89 assaults and aggravated assaults against our officers, a rise from 18 the year prior and 27 the year prior to that. In essence, we had more assaults on our officers in 2020 (89) than we did from 2016-2019 combined (83 total in that four-year period).
- A major issue is the inability for victims to achieve justice. Since they can't get offenders to trail, they are forced to cover costs of the crime that could otherwise be ordered through restitution. Victims face hardships, including the risk of bankruptcy while waiting for a court resolution that never seems to come. These include costs such as ambulance rides and medicals bills whose collection teams won't care to wait years for a resolution.