

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



**JOINT GRAND JUNCTION CITY COUNCIL
AND GRAND JUNCTION DOWNTOWN DEVELOPMENT AUTHORITY**

THURSDAY, AUGUST 12, 2021

**WORKSHOP, 7:30 A.M.
CITY HALL AUDITORIUM
250 N. 5TH STREET**

- 1. Discussion Topics**
 - a. 4th and 5th Street Feasibility Study
 - b. Downtown Improvements
 - Restrooms
 - Breezeways
 - Employee Parking
 - Public Safety
- 2. Public Comments**
- 3. Adjourn**



Grand Junction City Council

Workshop Session

Item #1.a.

Meeting Date: August 12, 2021

Presented By: Brandon Stam, DDA Executive Director, Denise Aten, Trent Prall

Department: Downtown Development Authority

Submitted By: Trent Prall

Information

SUBJECT:

4th and 5th Street Feasibility Study

EXECUTIVE SUMMARY:

DDA has hired the consulting engineering firm of Bohannon Huston to conduct a Feasibility Study on the One-Way to Two-Way Conversion of 4th and 5th Streets in conjunction with City staff. A technical team comprised of CDOT, City and County staff and a project advisory committee made up of various downtown business and residential interests have met a couple of times and a public open house was held on May 4. Based on this outreach, project goals and priorities have been developed as well as alternatives for both one-way "enhanced" and two-way configurations.

This meeting is intended to update both the Downtown Development Authority and the City Council on public engagement, project goals and priorities along with alternatives being developed and evaluated.

BACKGROUND OR DETAILED INFORMATION:

In 1981, the Downtown Development Authority (DDA) identified the conversion of 4th and 5th Street from one-way to two-way as a goal in its original Plan of Development. In 2013, the City's Greater Downtown Plan also called for looking at the configuration of 4th and 5th Street. This was also confirmed again in the 2019 DDA Plan of Development and the City's updated Comprehensive Plan also identifies utilization of Complete Streets within the Downtown core.

In late 2020, the DDA hired the consulting engineering firm of Bohannon Huston of Englewood Colorado to conduct a Feasibility Study on the One-Way to Two-Way

Conversion of 4th and 5th Streets in coordination with City Staff.

Bohannon Huston is teaming with MaxGreen Transportation Engineers for the engineering and traffic analysis portion of the work and MIG for outreach and stakeholder coordination and some of the Urban Planning and Design/Economic Development elements of the proposed scope of work.

The study tasks include determining existing conditions with traffic counts and review of land use/demographics; future conditions forecast and feasibility assessment. Conceptual plans will be prepared that include visual renderings to help stakeholders envision potential changes. The feasibility assessment will be based on an evaluation of traffic circulation, safety, accessibility, parking, economic viability along with bicycle, pedestrian, transit and the movement of freight. Analysis of pros/cons and public outreach are included along with the final feasibility.

A technical team and project advisory committee have both been formed to help provide input and review findings. A public open house was held May 4 and another will be held near the end of the study currently anticipated in September.

The study team has published a project website (<https://project.bhinc.com/4th5thStudy>) with a dedicated page for an interactive map. The project website and interactive map allow the public an ongoing opportunity to provide input while respecting pandemic conditions as well as allowing flexibility with busy schedules. This helps accommodate those that might not be able to attend the public meetings while still being able to capture their feedback and provides an anonymous platform for sharing input for those who may not feel comfortable speaking out through other means. A dedicated email address (4th5thStudy@bhinc.com) is also available where the public can ask any questions or share comments throughout the duration of the study.

The attached presentation reviews the vision and goals that have been developed based on public outreach, study area priorities, input on street design elements, cross sections and a proposed alternatives analysis matrix.

Goals developed for the project include:

1. Enhancing Safety
2. Improve Walkability and Bikeability
3. Activate Economic Development
4. Optimize Traffic Circulation

Traffic modeling indicates that 4th Street and 5th Street would operate at acceptable levels under either the one-way or two-way configurations. Additional traffic analysis will be completed to ensure the appropriate infrastructure, signals, and signs are integrated at the intersections during the design phase.

Next steps will include finalizing the traffic modeling as well as a pro/con analysis for both one-way to two-way impacts to traffic congestion and circulation, safety, parking,

bicyclists, pedestrians, transit, and freight.

Project Advisory Committee Meeting #3 is scheduled for August 11th followed by the Joint Council/DDA meeting August 12th. Public Meeting #2 will be scheduled in the early fall.

FISCAL IMPACT:

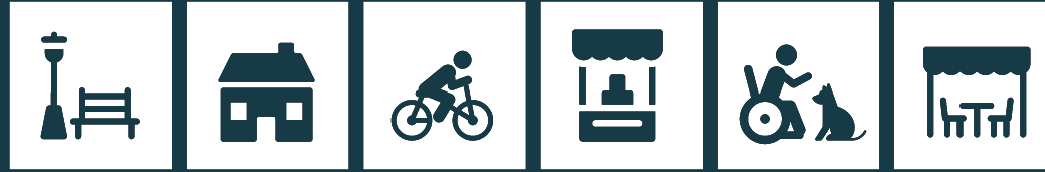
No fiscal impact at this time. Depending on proposed solutions and DDA/Council support, projects would be budgeted and added to the capital improvement program.

SUGGESTED ACTION:

For discussion purposes only.

Attachments

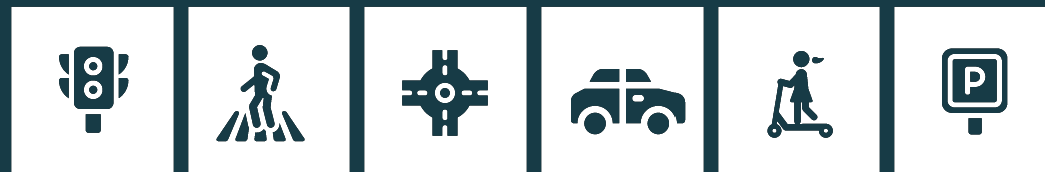
1. Presentation: 4th & 5th Street Feasibility Study



GRAND JUNCTION

4TH & 5TH ST

FEASIBILITY STUDY





VISION & **GOALS**



ENHANCE SAFETY

- *Support Traffic Calming*
- *Enhance Crossings*

IMPROVE WALKABILITY & BIKEABILITY

- *Improve accessibility*
- *Promote connections to nearby destinations*

ACTIVATE ECONOMIC DEVELOPMENT

- *Enhance Access to Downtown*
- *Create an Inviting Environment*

OPTIMIZE TRAFFIC CIRCULATION

- *Provide functional and intuitive circulation*
- *Manage travel patterns*

WHAT WE
HEARD

Over 300 total comments were collected using a combination of an interactive map, project e-mail, public open house, and an online survey.



“Enhance Safety” and “Improve Walkability and Bikeability” were the highest-ranked Vision Elements



Corridor users typically drive or walk when utilizing 4th and 5th Street



What are the top three elements that would make 4th & 5th Street more enjoyable?

- 1. SLOWER SPEEDS**
- 2. IMPROVED CROSSINGS**
- 3. MORE CROSSING LOCATIONS**

STUDY AREA
PRIORITIES

ENHANCE SAFETY

- Speeding
- Driver Inattention
- Crashes
- Wrong-Way Drivers
- Backing Out of Parking

IMPROVE WALKABILITY & BIKEABILITY

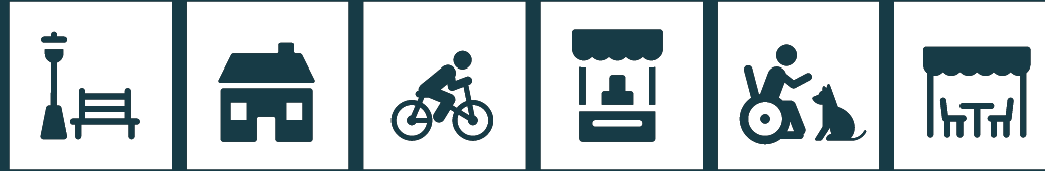
- Needs More and Safer Pedestrian Crossings
- Issues with Noncontinuous Bike Lane on 5th St
- More Bike Lanes are Desired
- Improve Access to Parks

ACTIVATE ECONOMIC DEVELOPMENT

- Improve Access to Businesses
- Expand Sidewalk for Seating Areas
- Draw More People into the Area
- Create Pedestrian-Friendly Places
- Incorporate Art and Landscaping into the Corridor
- Signage During Construction

OPTIMIZE TRAFFIC CIRCULATION

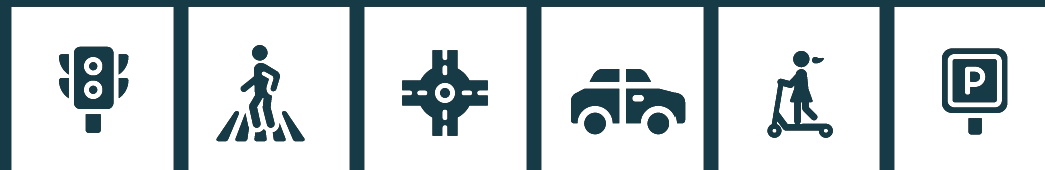
- Reduce Driver Confusion
- Increase the Amount of Signage
- Reduce Traffic Congestion
- Opportunities Exist to Re-Route Through Traffic



GRAND JUNCTION

4TH & 5TH ST

FEASIBILITY STUDY



INPUT ON DESIGN ELEMENTS

INPUT ON DESIGN ELEMENTS

- **Bike Facilities**
 - Separated bike lanes
 - Protected bike lanes
- **Parking Treatments**
 - Parallel parking
- **Pedestrian Realm Treatments**
 - Café / patio seating
 - Tree-lined sidewalks
- **Pedestrian Amenities**
 - Pedestrian lighting
 - Trash receptacles

Which pedestrian realm treatments do you feel achieve the Study Area Priorities?



Which pedestrian realm treatments do you feel achieve the Study Area Priorities?

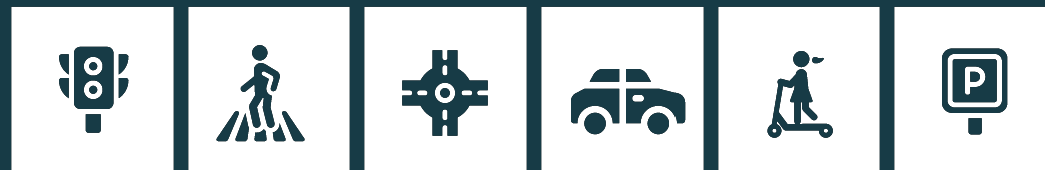




GRAND JUNCTION

4TH & 5TH ST

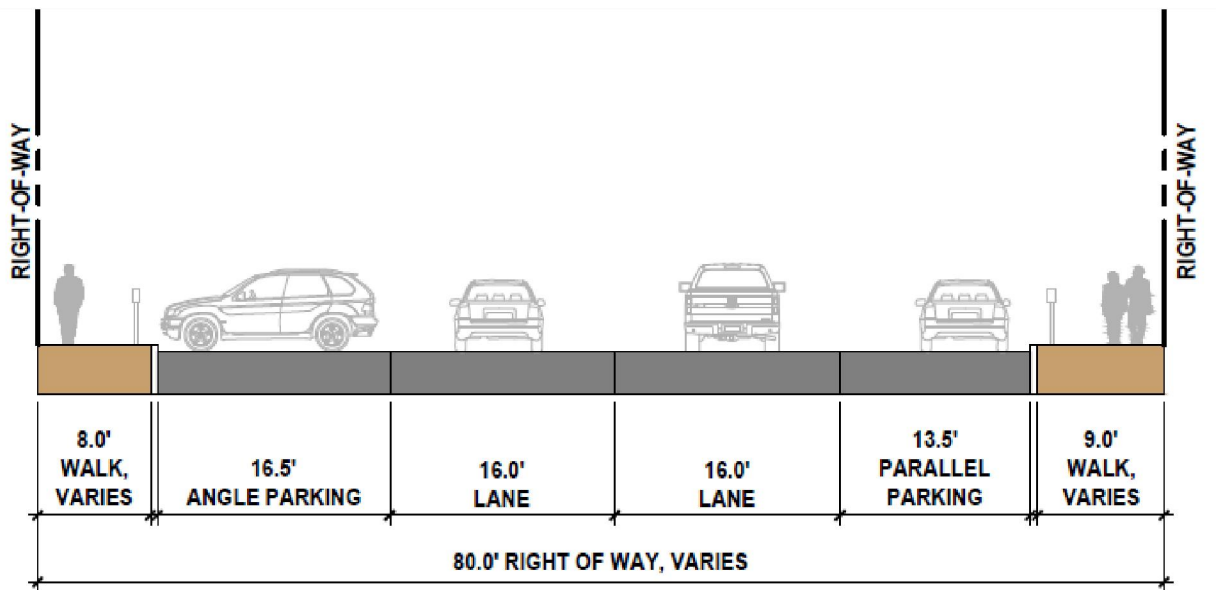
FEASIBILITY STUDY



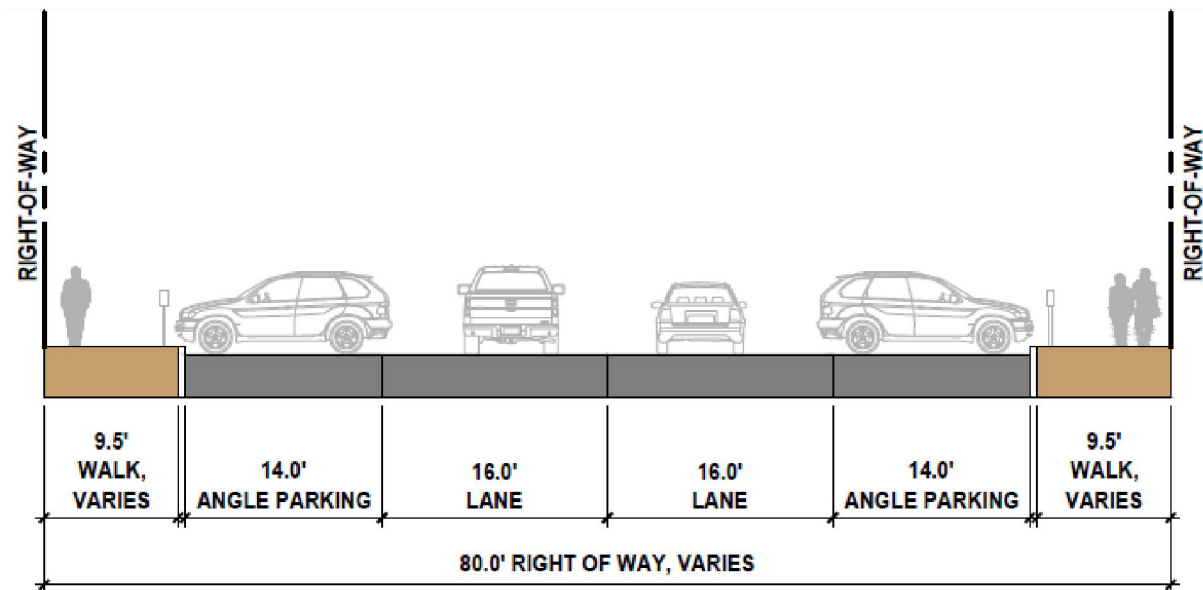
EXISTING CONDITIONS and PROPOSED ALTERNATIVES



5th STREET – Existing Conditions



5TH STREET BETWEEN UTE & COLORADO
 EXISTING SECTION (LOOKING NORTH)
 1" = 10'

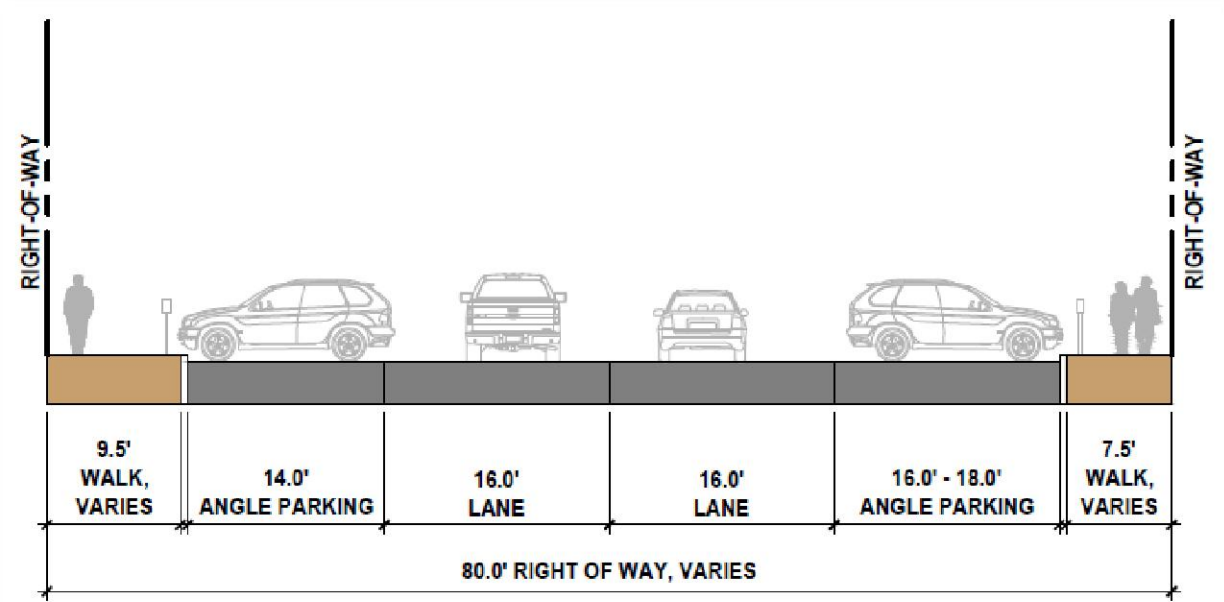


5TH STREET BETWEEN COLORADO & MAIN & MAIN TO ROAD
 EXISTING SECTION (LOOKING NORTH)
 1" = 10'

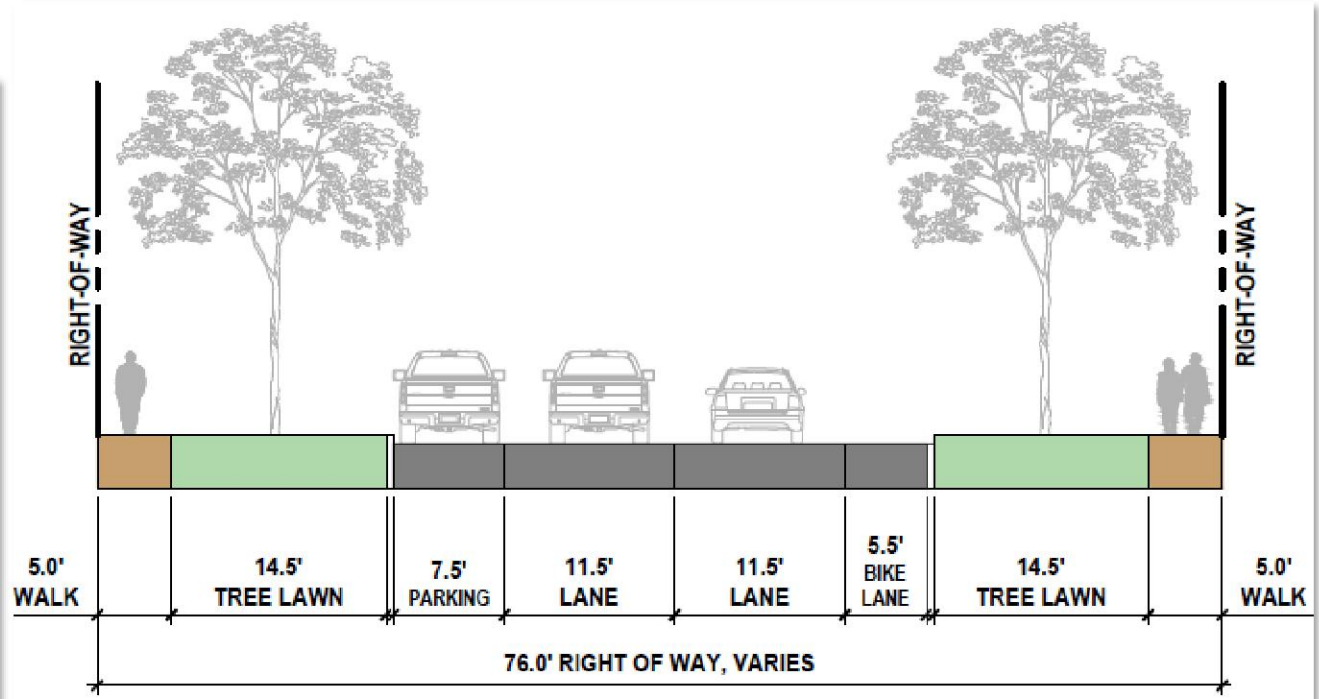
- Key Takeaways:
 - Wide lanes = more conducive to speeding
 - Inconsistency in Right of Way allocation leads to less predictable environment
 - Diminished pedestrian priority; challenging to “activate” sidewalk



5th STREET – Existing Conditions



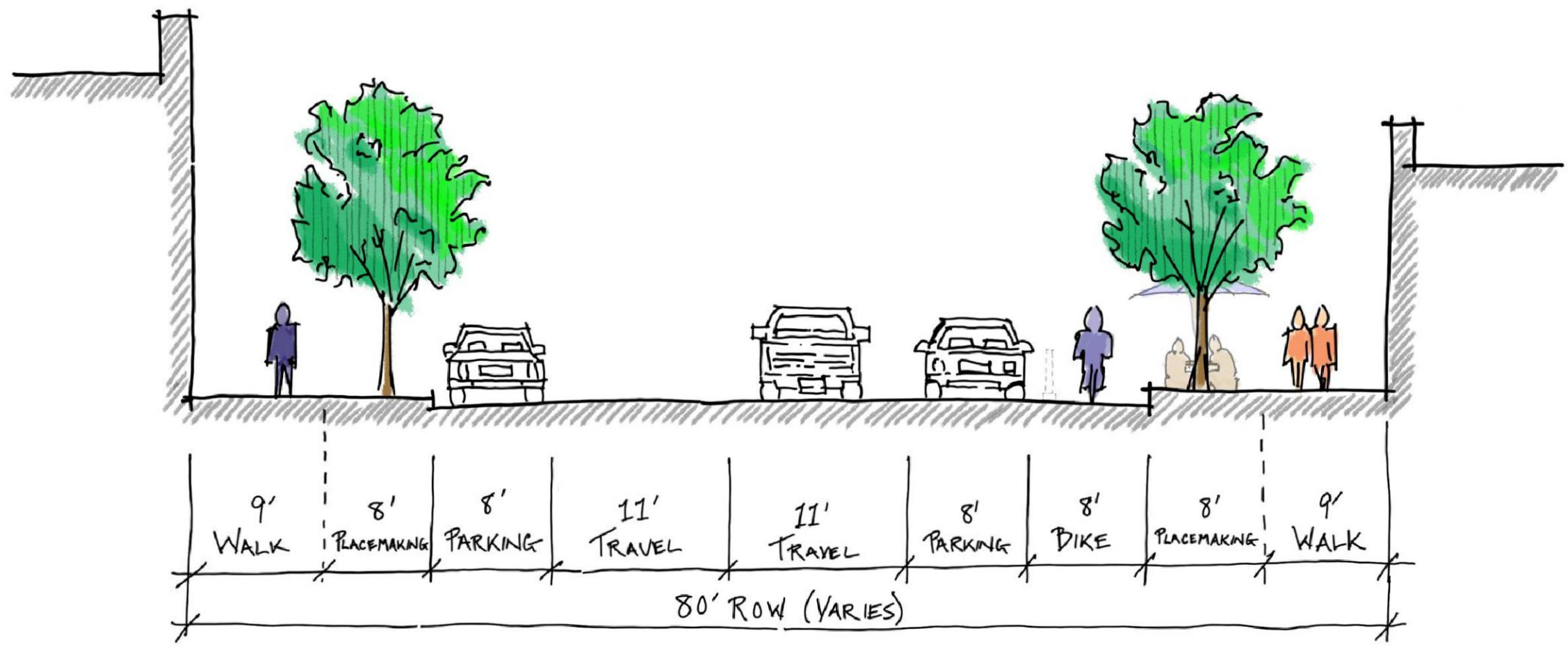
5TH STREET BETWEEN ROOD & GRAND
 EXISTING SECTION (LOOKING NORTH)
 1" = 10'



5TH STREET BETWEEN GRAND & BELFORD
 EXISTING SECTION (LOOKING NORTH)
 1" = 10'

- Key Takeaways:
 - Transition to “neighborhood” section signals shift of prioritization to other modes

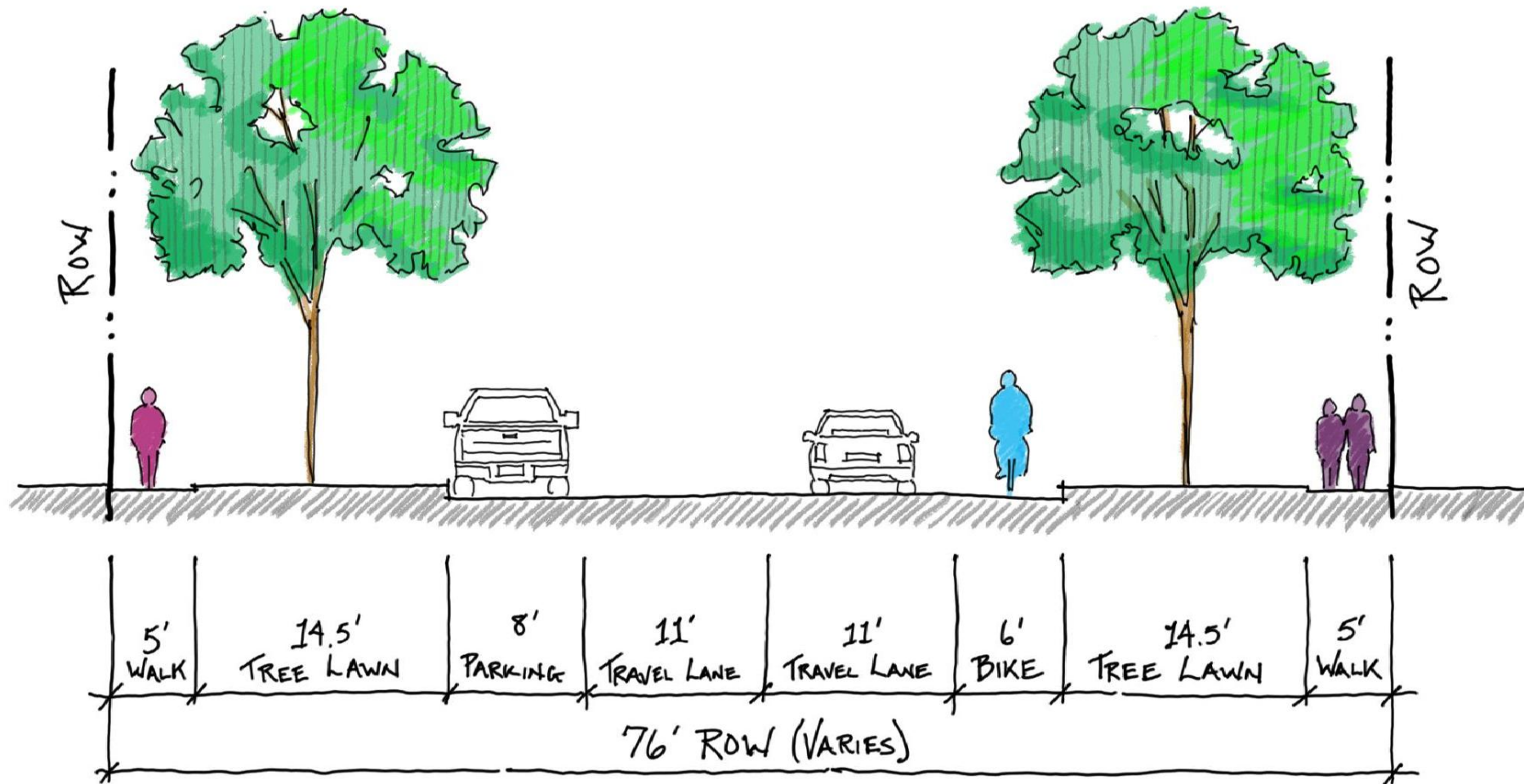
5th STREET – Proposed Alternative



Ute to Grand



5th STREET – Proposed Alternative



North of Grand





Bumpouts at Corners & Avenues

Mix of Street Furniture / Public Art Opportunities

8' Amenity Zone: Planting or Dining

Adaptive Reuse Opportunities

Parking Protected Bike Lane, with or without Bollards

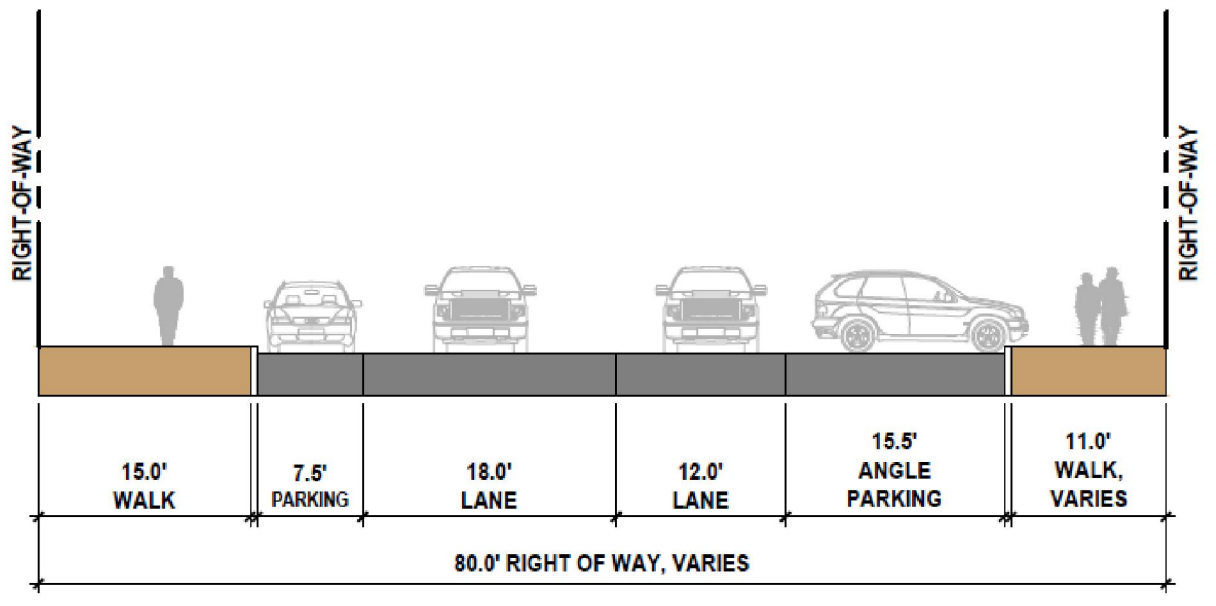
8' Amenity Zone: Planting or Dining

NOTE: CROSS SECTION IS INDEPENDENT OF ONE VS TWO-WAY

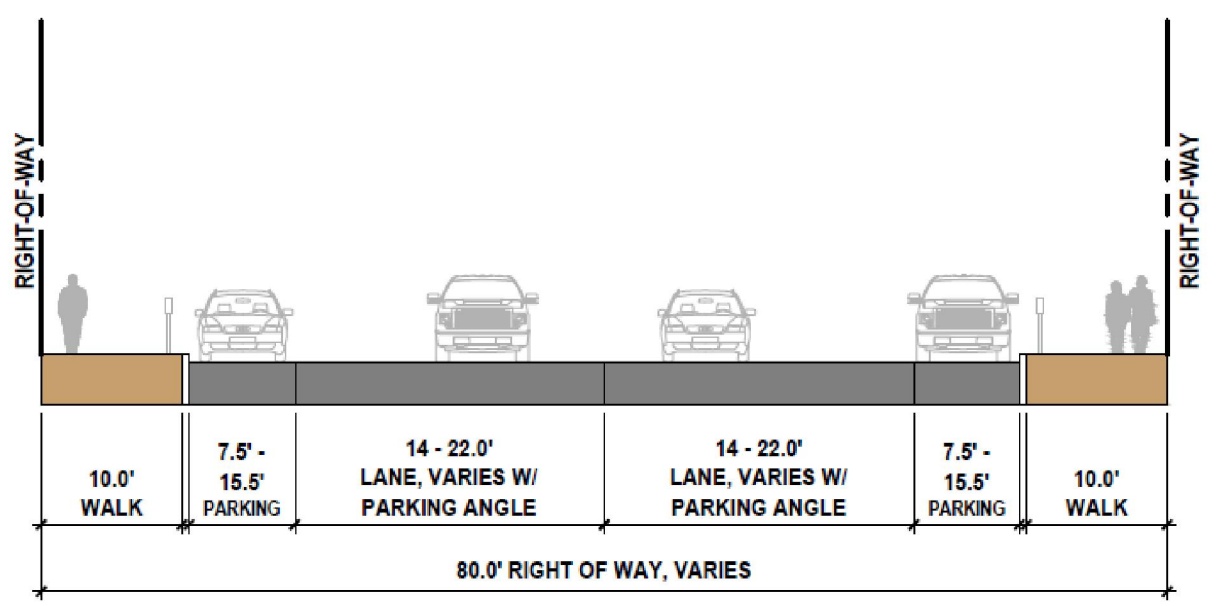
5TH STREET
PROPOSED SECTION (SOUTH OF GRAND AVE)

80' RIGHT OF WAY

4th STREET – Existing Conditions



4TH STREET BETWEEN UTE & COLORADO
 EXISTING SECTION (LOOKING NORTH)
 1" = 10'

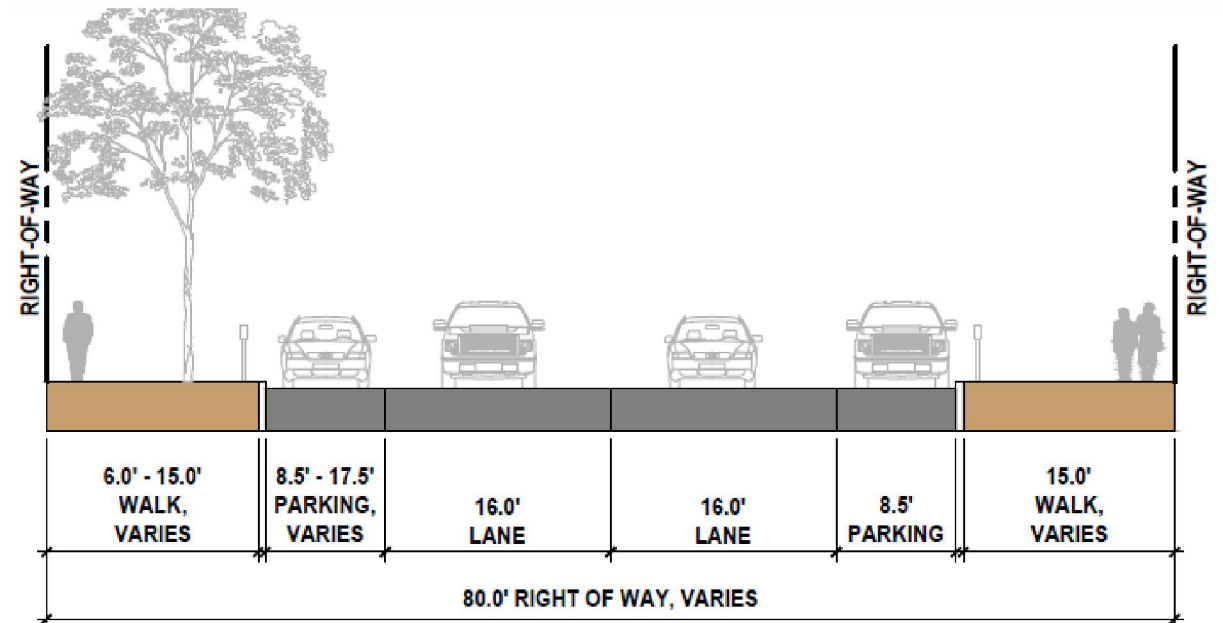


4TH STREET BETWEEN COLORADO & ROOD
 EXISTING SECTION (LOOKING NORTH)
 1" = 10'

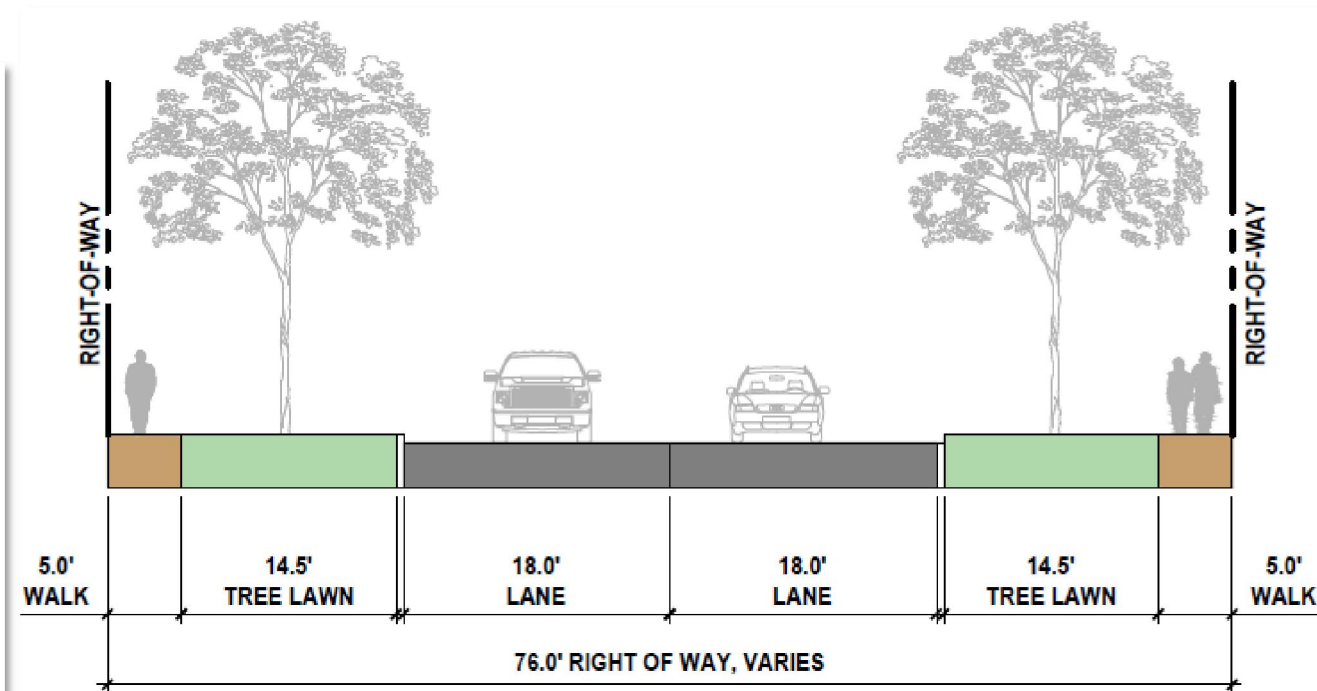
- Key Takeaways:
 - Inconsistency in Right of Way allocation leads to less predictable environment
 - More generous sidewalk promotes a more pedestrian-friendly environment



4th STREET – Existing Conditions



4TH STREET BETWEEN ROAD & WHITE
EXISTING SECTION (LOOKING NORTH)
1" = 10'

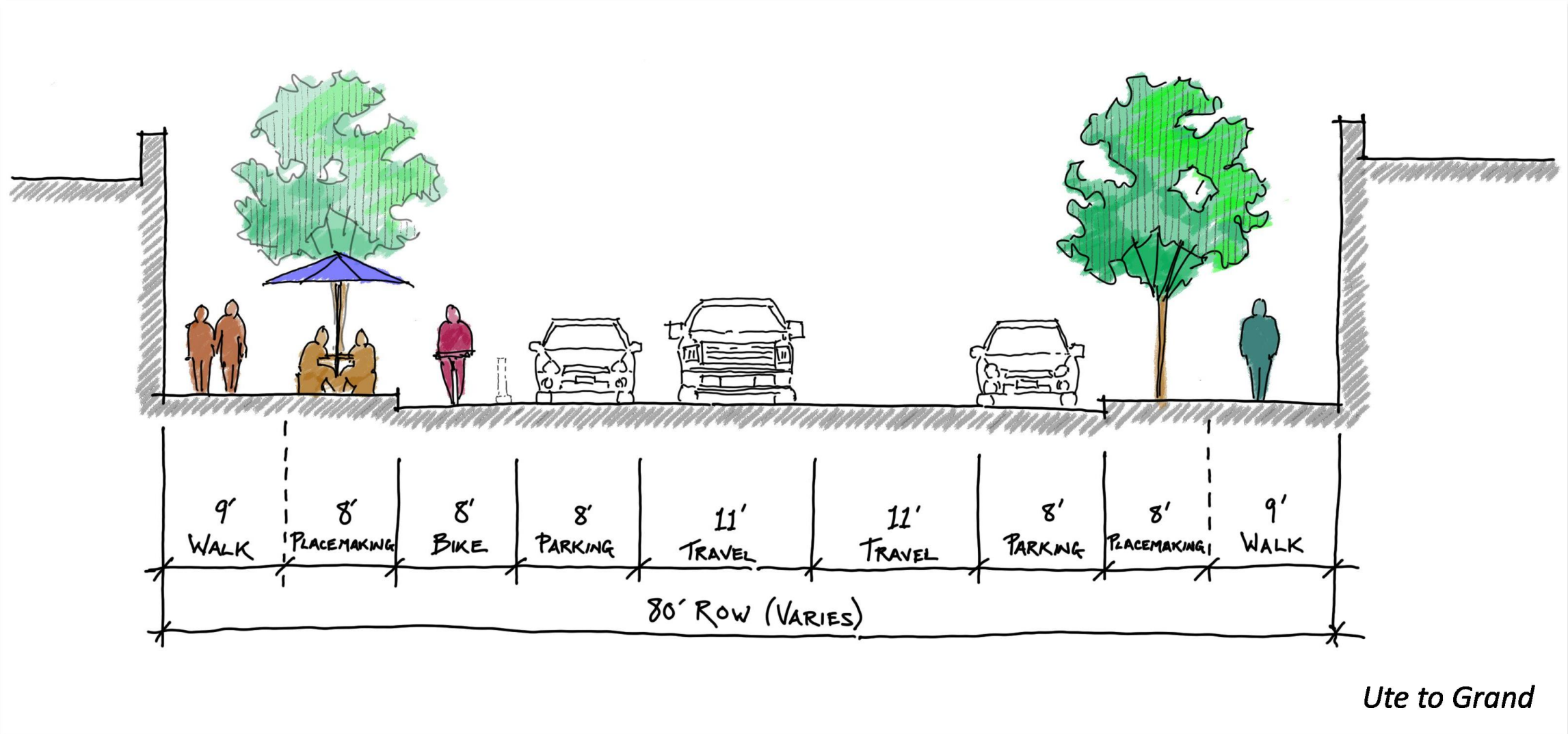


4TH STREET BETWEEN GRAND & BELFORD
EXISTING SECTION (LOOKING NORTH)
1" = 10'

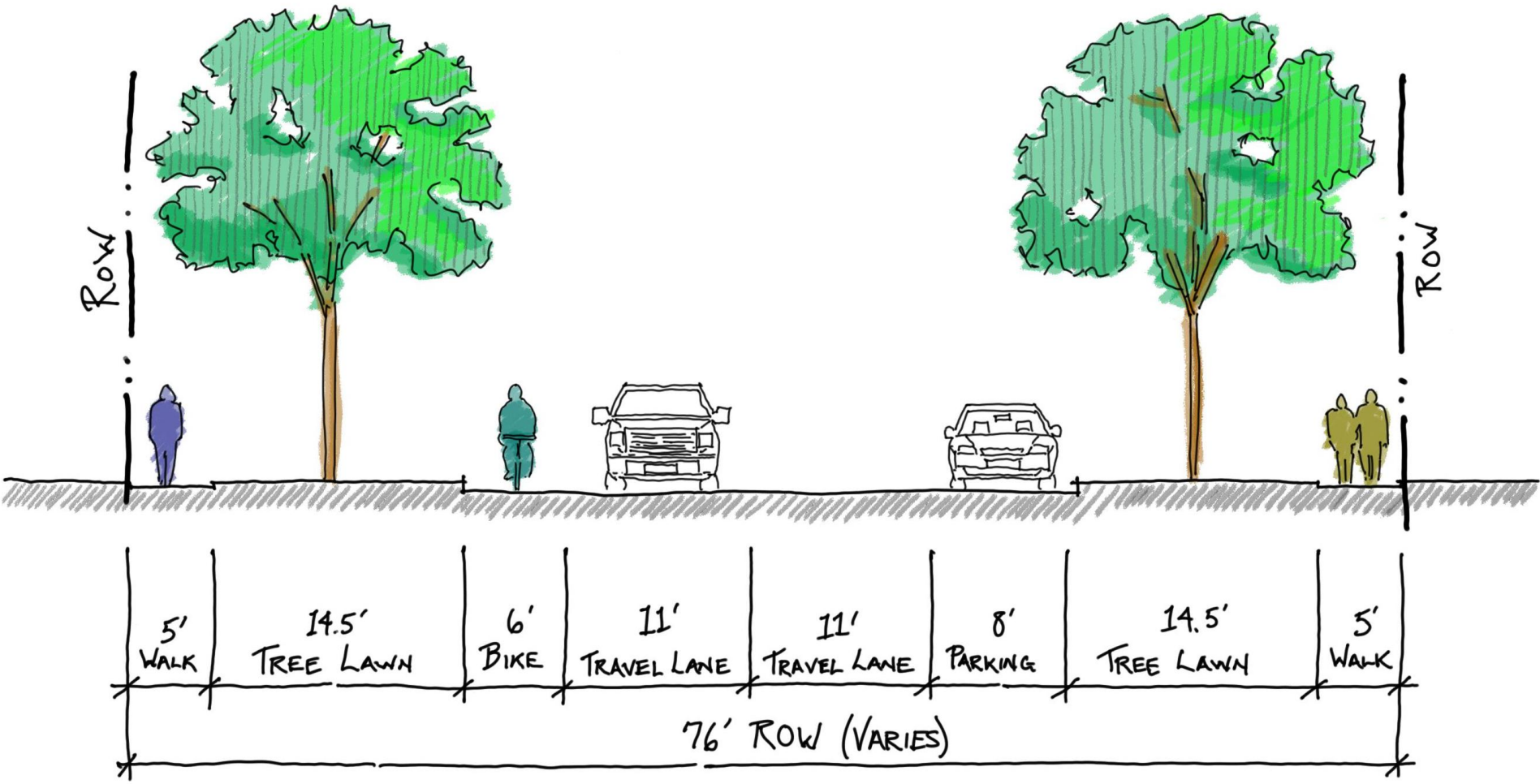
- Key Takeaways:

- Wider lanes than necessary for traffic volume
- Wide lanes = more conducive to speeding
- Missed opportunities for bike accommodations, parking capacity, etc.

4th STREET – Proposed Alternative



4th STREET – Proposed Alternative



North of Grand



4TH STREET
EXISTING CONDITIONS (4th AND MAIN ST)



Public Art

Bulbouts At Corners & Alleys

Mix of Street Furniture / Public Art Opportunities

PARKING PROTECTED BIKE LANE WITH OR WITHOUT BOLLARDS

8' AMENITY ZONE: PLANTING OR DINING

8' AMENITY ZONE: PLANTING OR DINING

Public Art

NOTE: CROSS SECTION IS INDEPENDENT OF ONE VS TWO-WAY



4TH STREET
PROPOSED SECTION (SOUTH OF GRAND AVE)

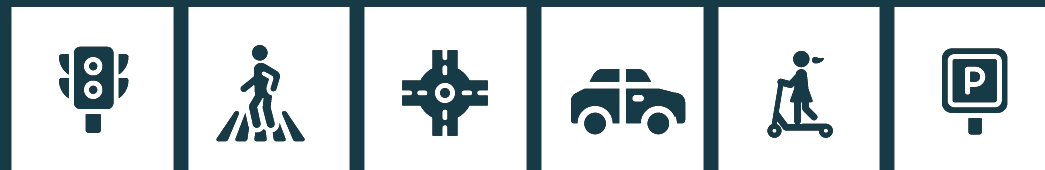
80' RIGHT OF WAY



GRAND JUNCTION

4TH & 5TH ST

FEASIBILITY STUDY



TRAFFIC ANALYSIS

Traffic Analysis Summary

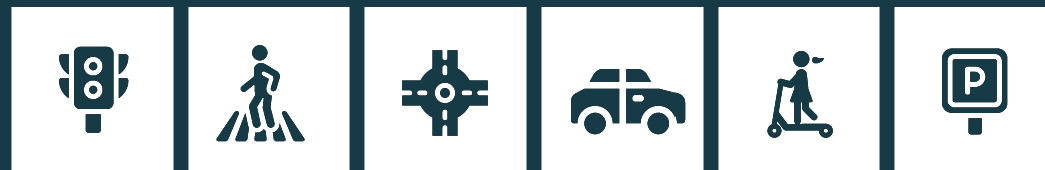
- **2045 Regional Travel Demand Model Assumptions**
 - Analyzed both one-way and two-way conditions
 - Evaluated 20 mph, 25 mph, and 30 mph
 - Included results for 1st and 7th
- **2045 Travel Demand Model Results**
 - Indicated that 4th and 5th Street would operate at acceptable levels under either one-way or two-way alternative
 - Enhanced typical sections encourage some vehicles to transition to 1st and 7th
- **Additional Traffic Analysis**
 - Will be completed to ensure the appropriate infrastructure, signals, and signs are integrated at the intersections during the design phase



GRAND JUNCTION

4TH & 5TH ST

FEASIBILITY STUDY



PROPOSED ALTERNATIVES ANALYSIS MATRIX

Proposed Alternatives Analysis Matrix

GJ 4th & 5th Street Feasibility Study - Proposed Alternatives Analysis Matrix

	Enhanced One-Way (Alternative)				Enhanced Two-Way (Alternative)			
	4th St		5th St		4th St		5th St	
	Score	Evaluation Notes	Score	Evaluation Notes	Score	Evaluation Notes	Score	Evaluation Notes
VISION-BASED CRITERIA								
Enhance Safety								
Reduce speeds								
Reduce crashes								
Optimize Traffic Circulation								
Reduce driver confusion								
Reduce congestion								
Promote direct connections								
Support corridor truck deliveries								
Support transit								
Improve Walkability & Bikeability								
Improve crossings								
Provide/improve bicycle facilities								
Improve sidewalks								
Activate Economic Development								
Improve access								
Provide opportunities for amenities								
Enhance parking								
Preliminary Costs								

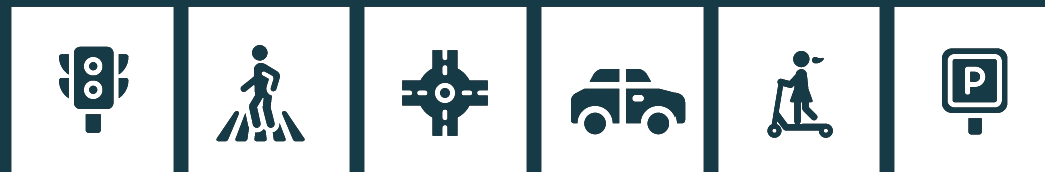
Score: The score column represents a score that ranges from * (lowest) to ***** (highest). It is a relational score representing how well each of the alternatives, as compared to the existing one-way pair, responds to the Vision-Based Criteria with * indicating little or no benefit and ***** indicating the most benefit



GRAND JUNCTION

4TH & 5TH ST

FEASIBILITY STUDY



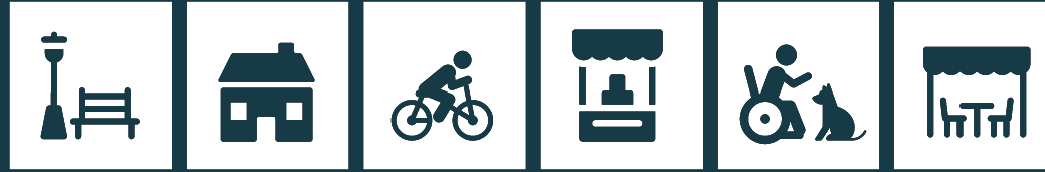
NEXT STEPS

Packet Page 27



Next Steps

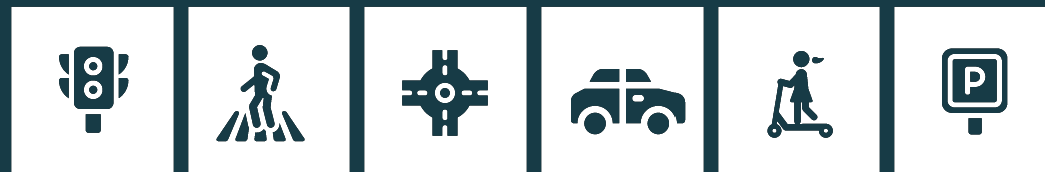
- Public Meeting (Fall 2021)
- Finalize recommendations
- Draft and Final Feasibility Study



GRAND JUNCTION

4TH & 5TH ST

FEASIBILITY STUDY



THANK YOU!

Packet Page 29



Grand Junction City Council

Workshop Session

Item #1.b.

Meeting Date: August 12, 2021
Presented By: Brandon Stam, DDA Executive Director
Department: Downtown Development Authority
Submitted By: Brandon Stam

Information

SUBJECT:

Downtown Improvements

EXECUTIVE SUMMARY:

In 2019, the Downtown Development Authority (DDA) Board of Directors formally adopted an updated Downtown Plan of Development (Vibrant Together) that provides a vision for the future along with goals and outcomes identified in the plan. Since the plan was adopted in Fall 2019 the Board has identified a variety of subgoals that help to fulfill the higher arching goals of:

Connectivity: Looking at the relationships and connections between key destinations in the Downtown.

Placemaking: Strengthening the connection between people and the places they share.

Development: Identifying specific opportunities for infill development to activate opportunity sites along key corridors.

BACKGROUND OR DETAILED INFORMATION:

There has been continued conversation around potential improvements to Downtown that will help us evolve as we continue to see growth from both increased development as well as a popular tourist destination. These improvements include but are not limited to:

- **Downtown restroom facilities:** The current restroom on 5th Street is subject to vandalism and is a maintenance hassle for the Parks staff. Additionally, the facility does not provide a safe and welcoming facility for visitors to Downtown.
- **Alleyway improvements:** The building configuration of many of the properties Downtown allow for dual entryways due to their length. Alleyway enhancements

that beautify the area allow for the potential to split buildings into multiple businesses or two have multiple attractive storefronts. Enhancements also can help alleys function more efficiently by creating dedicated delivery spots and shared trash/recycling areas that improve the aesthetic and discourage vandalism.

- Employee parking area: As the demand for parking continues to grow providing convenient and safe parking areas for employees working downtown is crucial to ensure that nearby parking is available for customers. Utilization of public and/or private lots to create employee parking areas is a strategy that other communities have utilized to help manage the parking system.
- Public Safety concerns: Ensuring Downtown is activated helps discourage vandalism and other unwanted activity in Downtown. Utilizing [CPTED](#) design principles can help reduce crime and help create safe spaces.

FISCAL IMPACT:

N/A

SUGGESTED ACTION:

For City Council/DDA Board of Directors discussion.

Attachments

None