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**PLANNING COMMISSION WORKSHOP AGENDA
PLANNING CONFERENCE ROOM, CITY HALL, 250 N 5TH STREET**

THURSDAY, OCTOBER 21, 2021 @ 12:00 PM

Call to Order - 12:00 PM

1. Update on the 4th and 5th Street One-Way to Two-Way Study
 - i. 4th and 5th Street Feasibility Study Update

Other Business

Adjournment



Grand Junction Planning Commission

Workshop Session

Item #1.

Meeting Date: October 21, 2021
Presented By: Trenton Prall, Public Works Director
Department: Community Development
Submitted By:

Information

SUBJECT:

Update on the 4th and 5th Street One-Way to Two-Way Study

RECOMMENDATION:

EXECUTIVE SUMMARY:

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

Attachments

None



Grand Junction City Council

Workshop Session

Item #1.i.

Meeting Date: October 21, 2021
Presented By: Trent Prall
Department: Public Works - Engineering
Submitted By: Trent Prall

Information

SUBJECT:

4th and 5th Street Feasibility Study Update

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.

At this Workshop meeting, it is intended to update the Planning Commission 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 presented to DDA and City Council on August 12th 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.

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 City's capital improvement program.

SUGGESTED ACTION:

For discussion purposes only.

Attachments

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



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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



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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?





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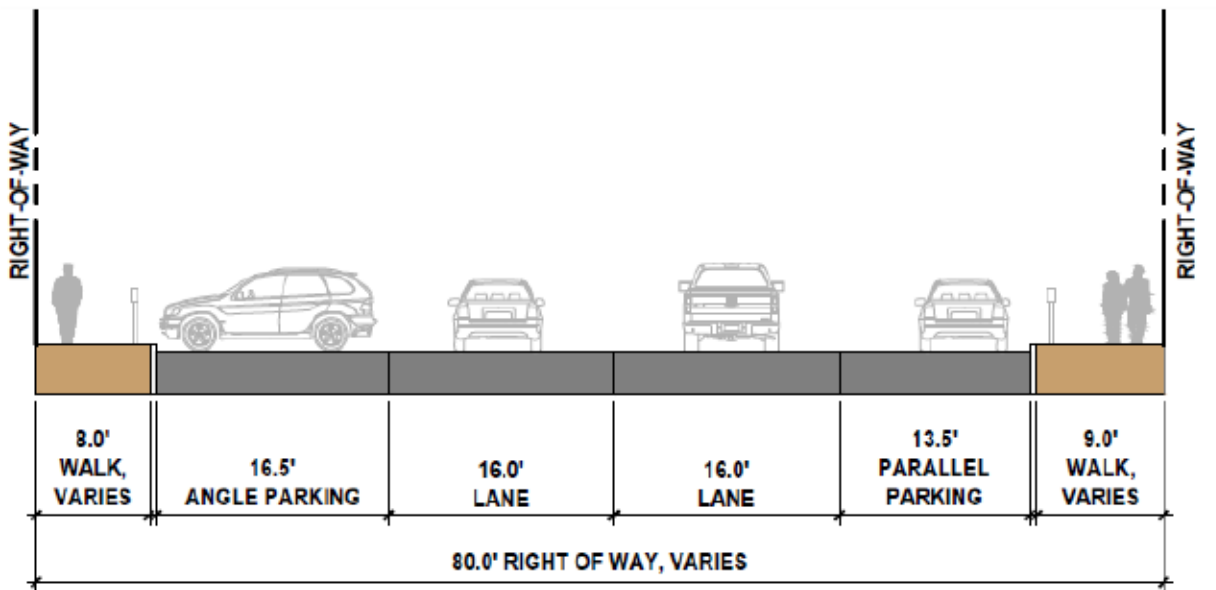
4TH & 5TH ST

FEASIBILITY STUDY

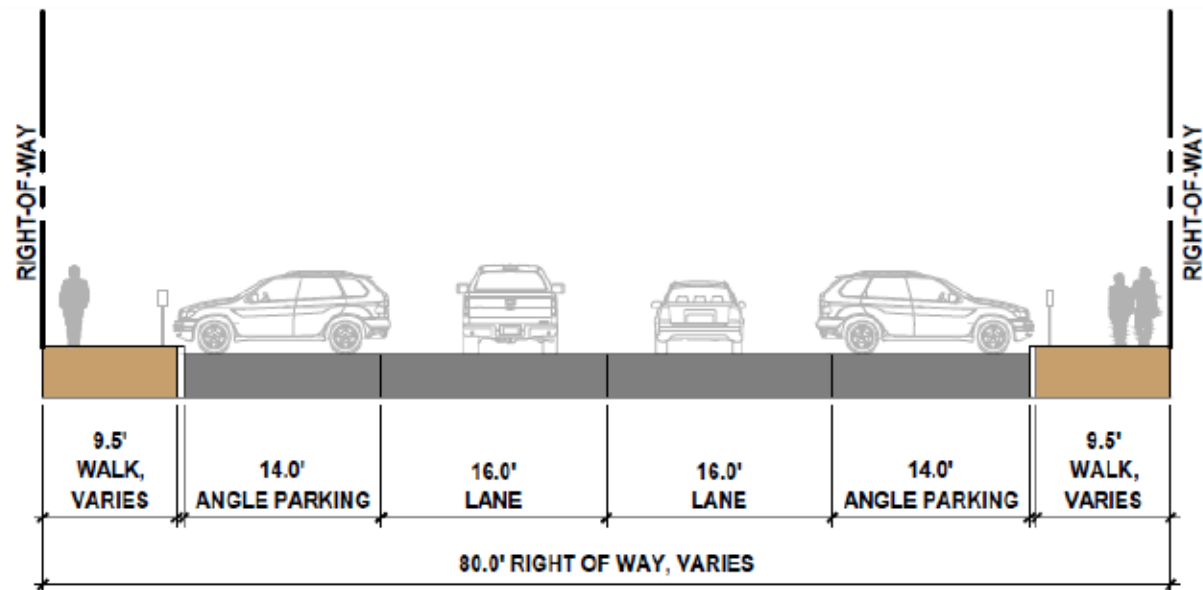


EXISTING CONDITIONS and PROPOSED ALTERNATIVES

5th STREET – Existing Conditions



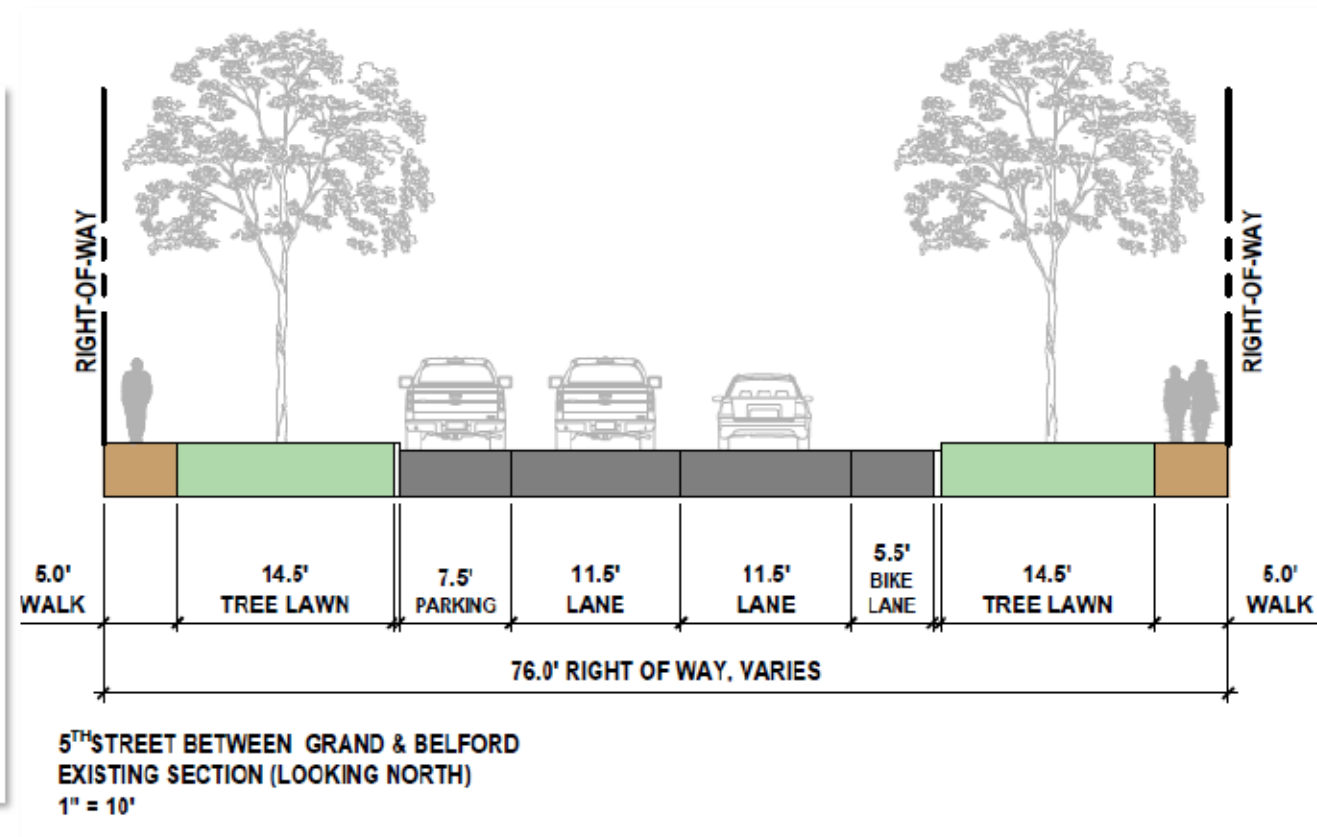
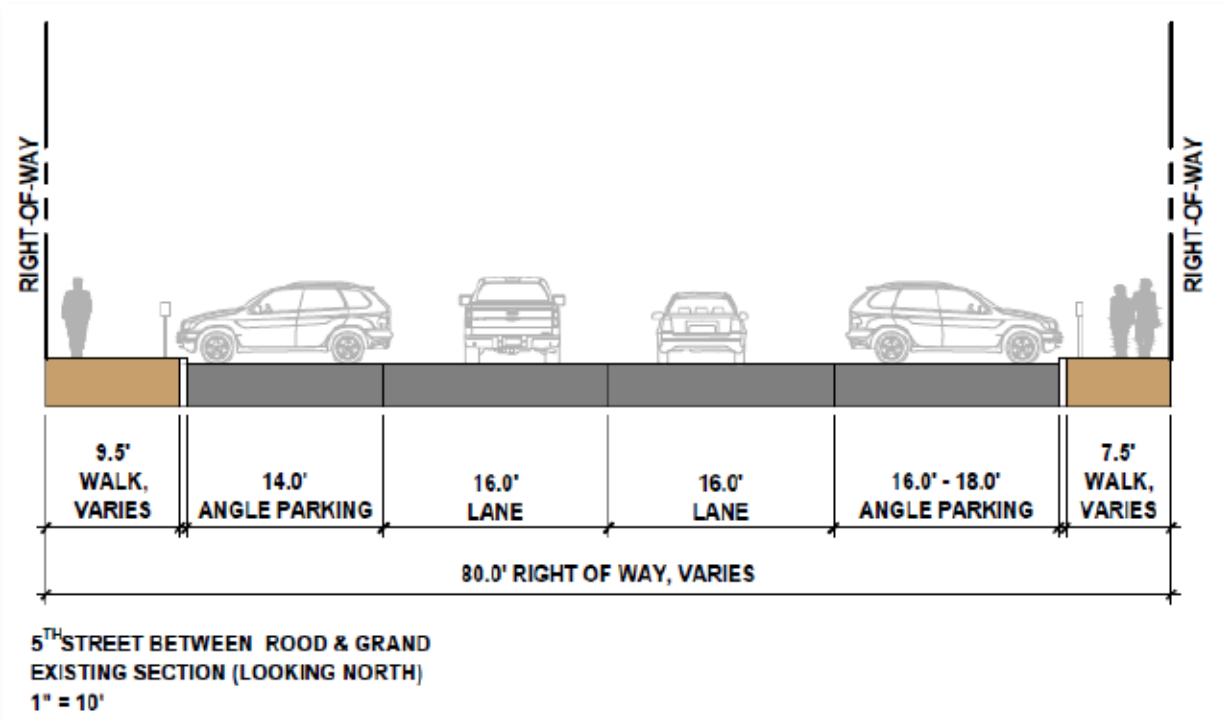
5TH STREET BETWEEN UTE & COLORADO
 EXISTING SECTION (LOOKING NORTH)
 1" = 10'



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

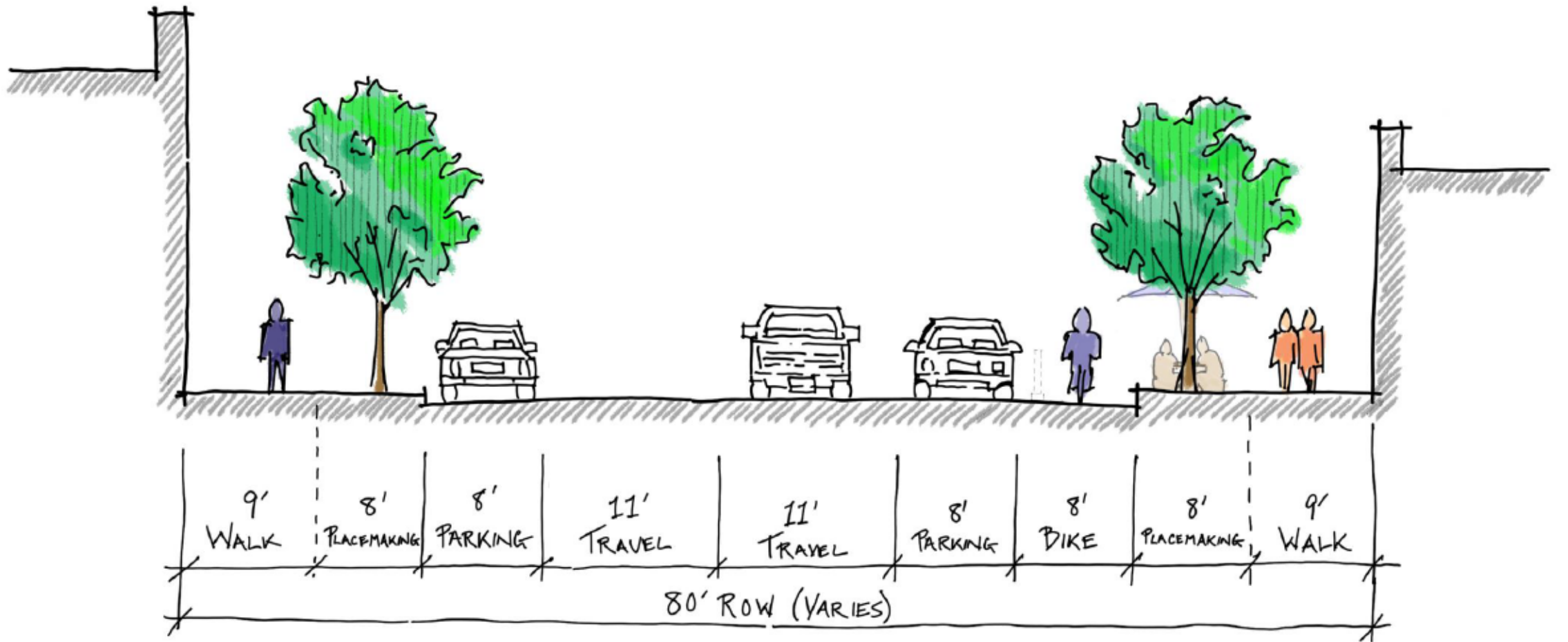
- Key Takeaways:
 - Wide lanes = more conducive to speeding
 - Inconsistency in Right of Way allocation leads to less predictable environment
 - Diminished pedestrian priority; challenging to “activate” sidewalk

5th STREET – Existing Conditions



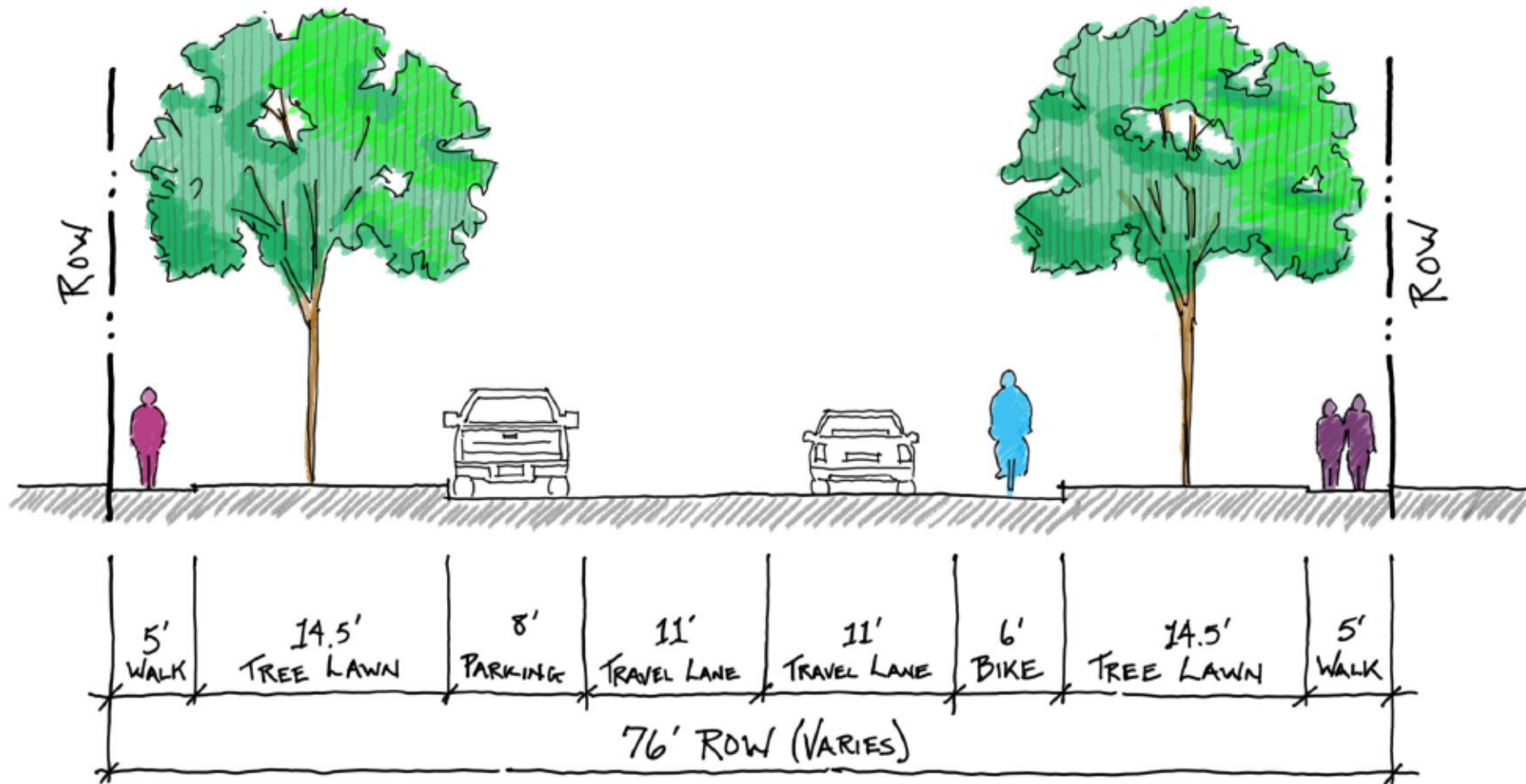
- Key Takeaways:
 - Transition to “neighborhood” section signals shift of prioritization to other modes

5th STREET – Proposed Alternative



Ute to Grand

5th STREET – Proposed Alternative



North of Grand



5TH STREET
EXISTING CONDITIONS (5th AND UTE AVE)



Amenities for
Cafe/Store & Access

Adapting to
Opportunities

Mix of Street
Furniture / Public
Art Opportunities

Parking Protected
Bike Lane with or
without Boulevards

8' Amenity Zone
Planting or Dining

8' Amenity Zone
Planting or Dining

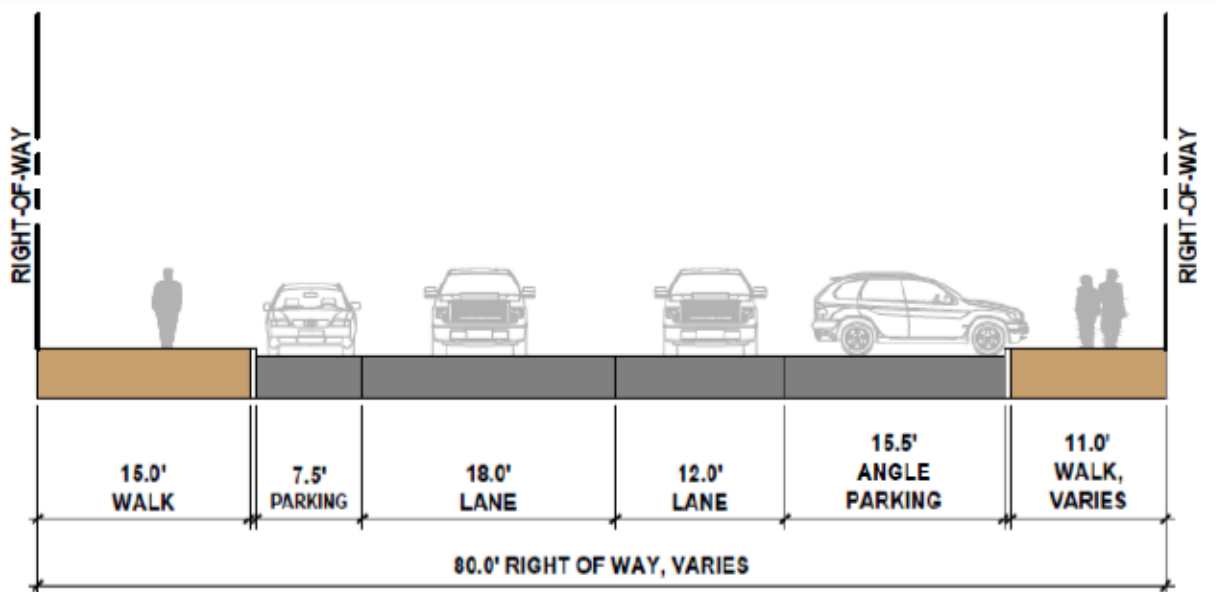
Note: Cross Section
is Independent of
One Way vs Two-Way



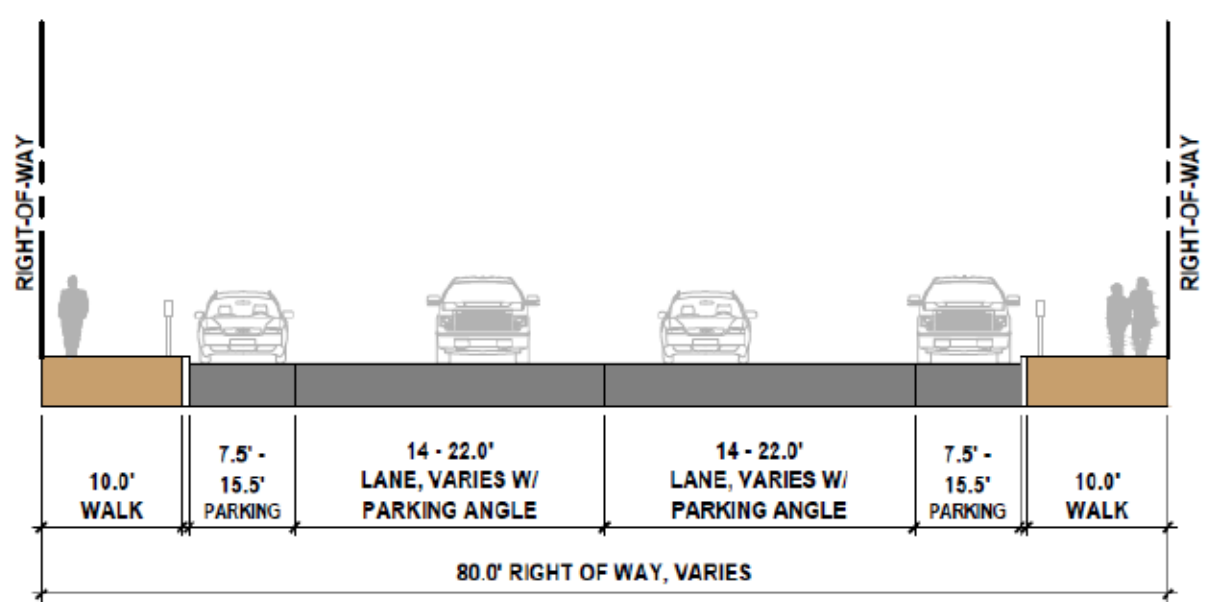
5TH STREET
PROPOSED SECTION (SOUTH OF GRAND AVE)

80' RIGHT OF WAY

4th STREET – Existing Conditions



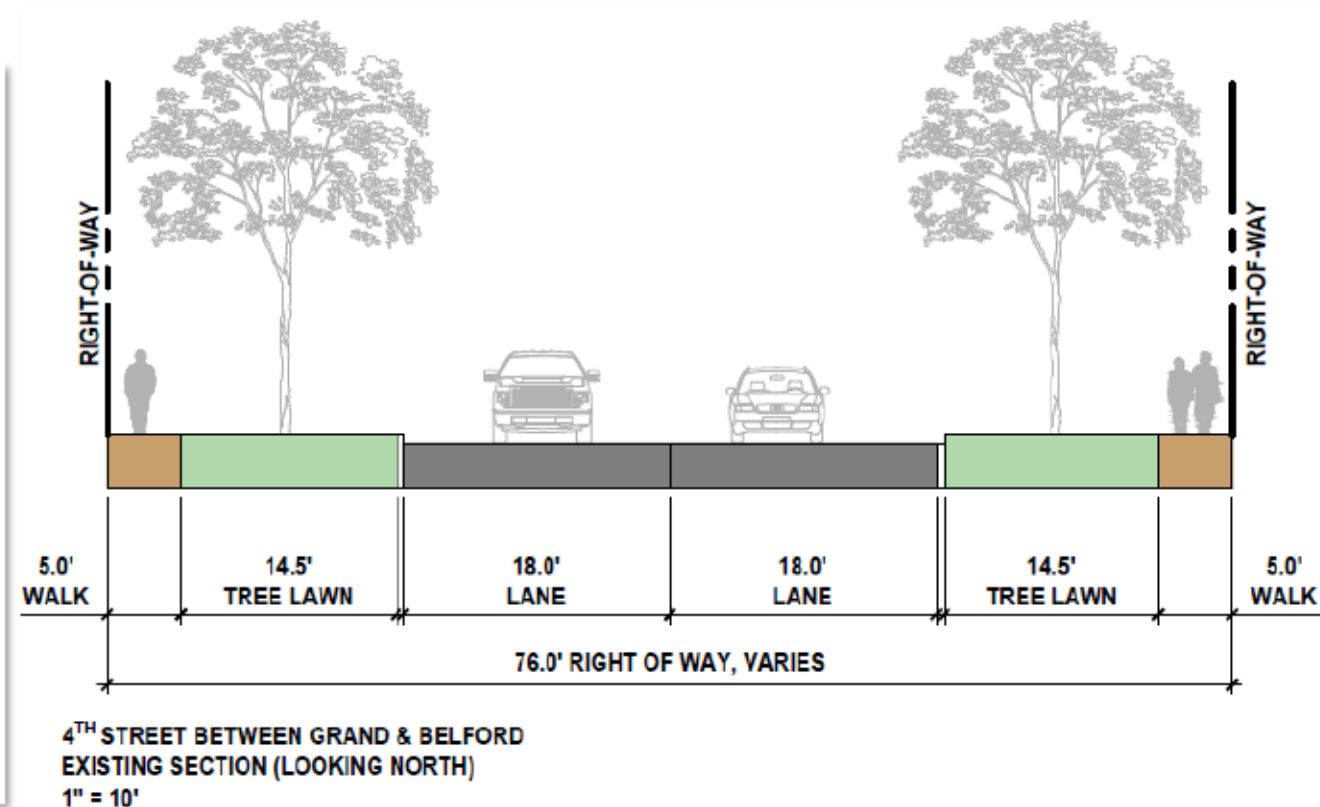
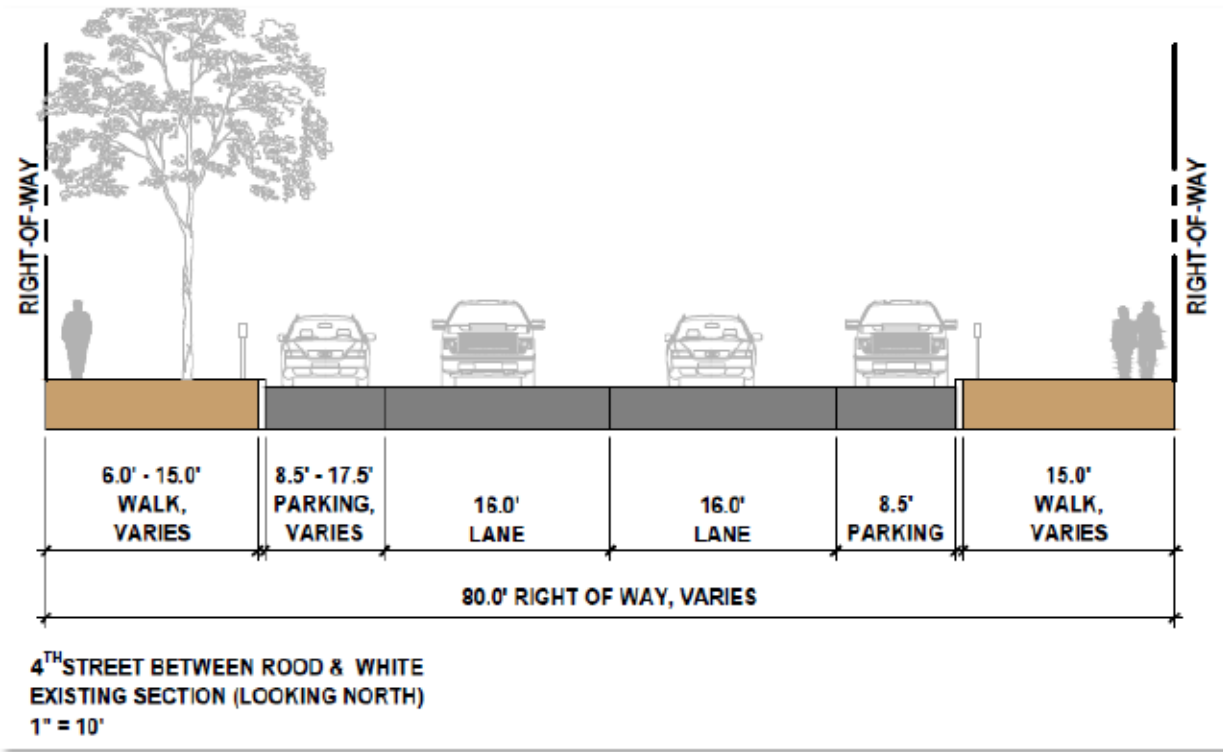
4TH STREET BETWEEN UTE & COLORADO
 EXISTING SECTION (LOOKING NORTH)
 1" = 10'



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

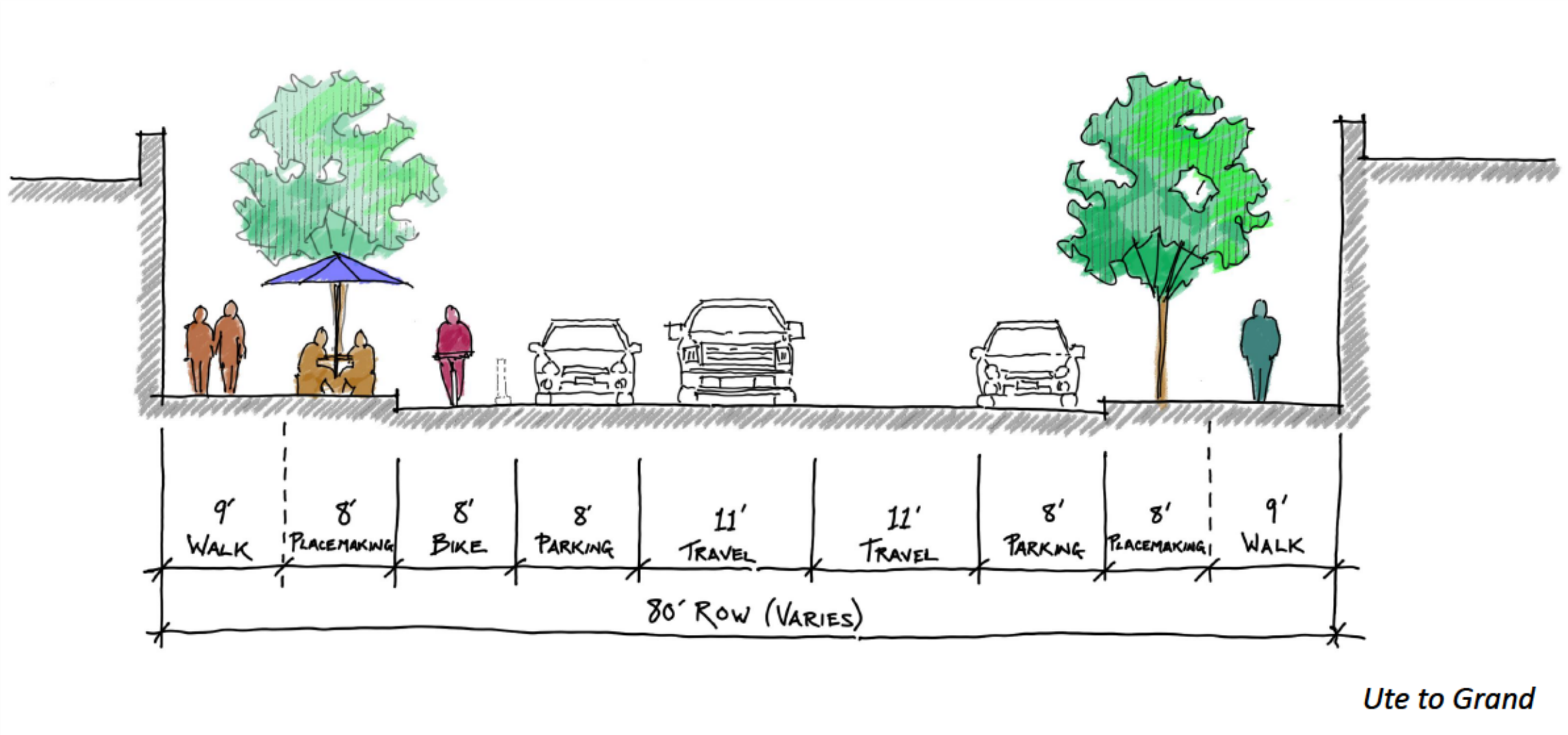
4th STREET – Existing Conditions



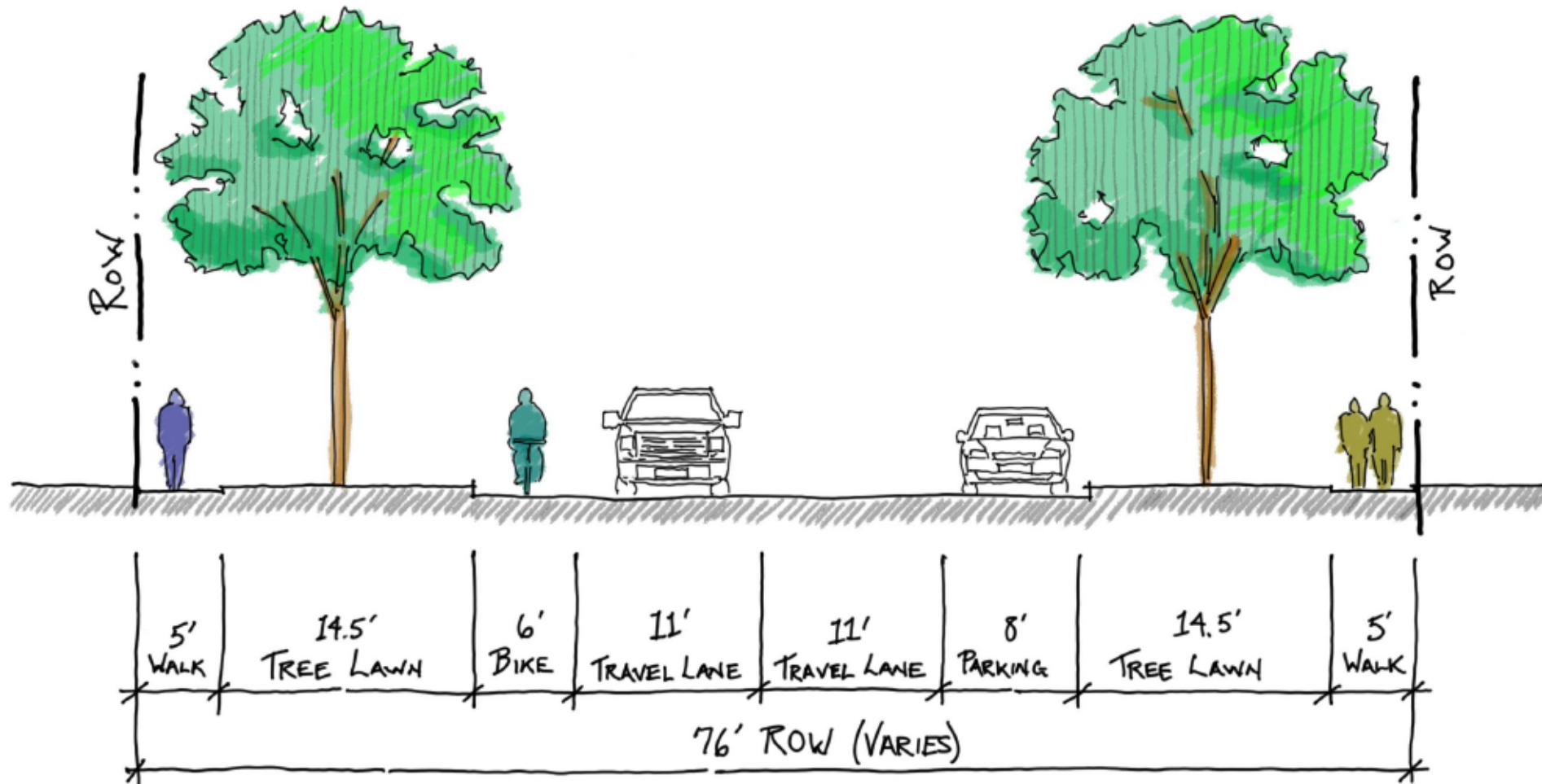
- Key Takeaways:

- 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)



4TH STREET
 PROPOSED SECTION (SOUTH OF GRAND AVE)



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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



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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								

TEMPLATE ONLY-
 BHI will provide a
 summary of a
 completed version
 at the meeting.

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



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NEXT STEPS

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Next Steps

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



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FEASIBILITY STUDY



THANK YOU!