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CITY OF Grand Junction COLORADO

GRAND JUNCTION CITY COUNCIL
MONDAY, FEBRUARY 27, 2023
WORKSHOP, 5:30 PM
FIRE DEPARTMENT TRAINING ROOM AND VIRTUAL
625 UTE AVENUE

1. Discussion Topics

a. Cannabis Randomized Selection Process

b. Draft Pedestrian and Bicycle Plan

c. Council Policies

d. Zoning and Development Code Update

e. Implementation of a Land Acquisition Funding Program

2. City Council Communication

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

3. Next Workshop Topics

4. Other Business

What is the purpose of a Workshop?

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

How can I provide my input about a topic on tonight's Workshop agenda?
Individuals wishing to provide input about Workshop topics can:

1. Send an email (addresses found here https://www.gjcity.org/313/City-Council) or call one or more members of City Council (970-244-1504);

2. Provide information to the City Manager (citymanager@gjcity.org) for dissemination to the City Council. If your information is submitted prior to 3 p.m. on the date of the Workshop, copies will be provided to Council that evening. Information provided after 3 p.m. will be disseminated the next business day.

3. Attend a Regular Council Meeting (generally held the 1st and 3rd Wednesdays of each month at 6 p.m. at City Hall) and provide comments during "Citizen Comments."

Grand Junction City Council

Workshop Session

Item #1.a.

Meeting Date: February 27, 2023

Presented By: John Shaver, City Attorney, Greg Caton, City Manager

Department: City Attorney

Submitted By: John Shaver

Information

SUBJECT:

Cannabis Randomized Selection Process

EXECUTIVE SUMMARY:

Section 5.13.017(b) of the Grand Junction Municipal Code ("GJMC") provides that: “If more than two applications are submitted for a location within [Horizon Drive], the City shall conduct a random selection process for the Horizon Drive applications only;” however, because that section of the ordinance came late in the consideration and adoption of the ordinance and may not have been fully considered, the City Council will be discussing the recommendation of the City Attorney and City Manager that the City hold only one license selection process for all applicants when the current district court litigation is resolved, and that the City prepare and adopt an Administraive Regulation that clarifies the selection process prior to it occurring.

BACKGROUND OR DETAILED INFORMATION:

While the Grand Junction Municipal Code (“GJMC”) does include a provision for a separate process for Horizon Drive Association Business District applicants, concerns have been raised that the GJMC does not require any licenses to be awarded to Horizon Drive applicants, that a separate licensure for Horizon Drive businesses would be unfair because it would create a competitive advantage, and that the separate Horizon Drive process is inconsistent with other provisions of the GJMC and the process that other applicants claim to have relied on.

Section 5.13.017(b) states that: “If more than two applications are submitted for a location within [Horizon Drive], the City shall conduct a random selection process for the Horizon Drive applications only"; however, because that section of the ordinance came late and may not have been fully considered the City staff is recommending that only one license selection process be held when the current court challenge over one of the rejected applications is resolved.

The City issued the attached infographic that some applicants claim to have relied on. That, coupled with what may be uncertainty about how 5.13.017(b) is to be applied, gives rise to a recommendation to cancel the Horizon Drive process that was discussed with the Council at its February 13, 2023 work session.

Under Section 5.13.047, the City Manager is authorized to issue Administrative Regulations regarding the marijuana licensing code. The City Attorney suggests that he, City Manager Caton and City Clerk Phillips write a regulation so that the infographic and the selection process are crystal clear and that, due to a probable legal challenge, the City not hold a separate selection process for marijuana business licenses for the Horizon Drive District. Attorneys for license applicants and the Marijuana Industry Group (MIG) have indicated that a legal challenge will ensue if the City proceeds with a separate process for the Horizon Drive Business Improvement District marijuana business license applicants. To avoid further complications with the licensing of cannabis businesses in Grand Junction, it is recommended that the City hold only one licensing process instead of two, which will occur at the conclusion of the pending litigation concerning the City's denial of an application for licensure by High Colorado.

FISCAL IMPACT:

N/A

SUGGESTED ACTION:

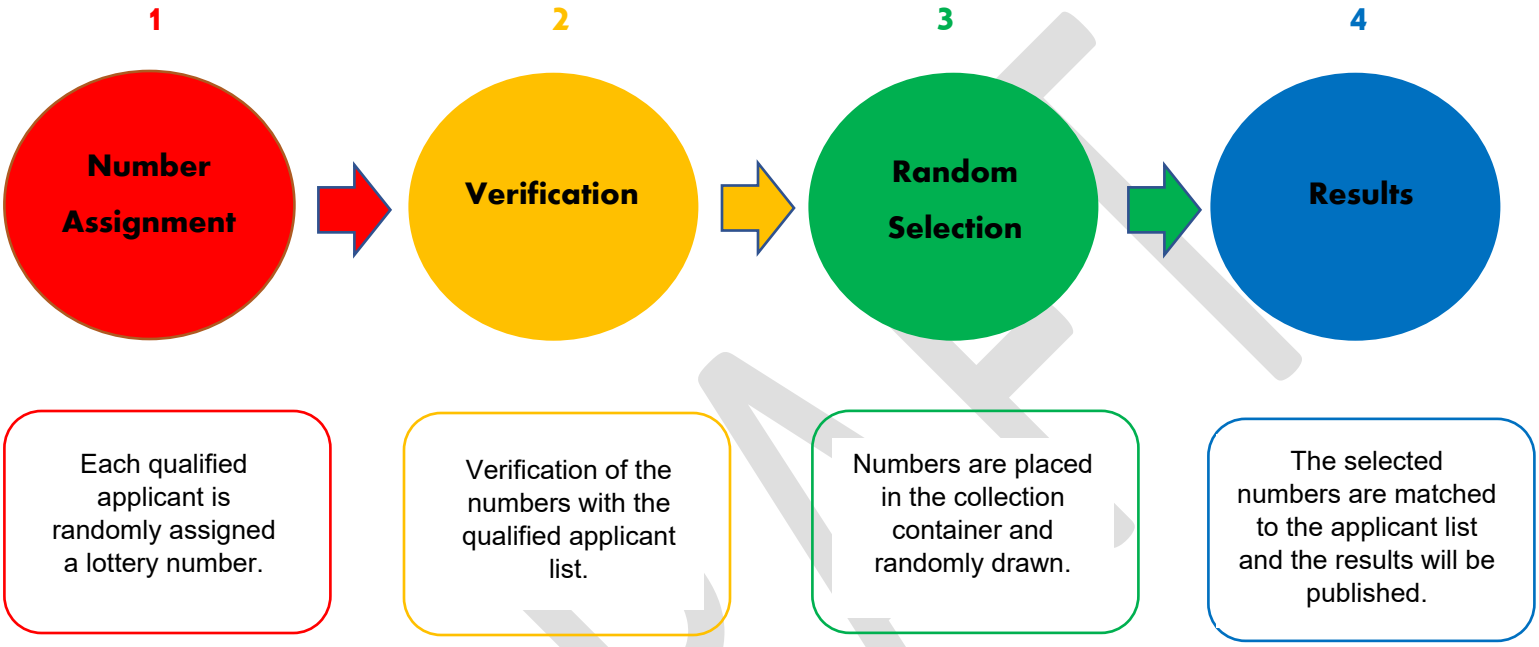
Discussion by, and acknowledgment of the City Council, that the City will conduct one marijuana licensing process at the conclusion of the pending litigation.

Attachments

1. Radomized Selection Process (1)

Cannabis Randomized Selection Process

This document outlines the process for which qualified applicants are randomly selected and will have an opportunity to be issued a Cannabis Business License.



Additional Information:

If there are more qualified applicants than the number of available licenses, the randomized selection shall occur.

Because only two licenses may be issued for Horizon Drive, if two applicants for Horizon Drive license are drawn, any subsequent Horizon Drive applicants selected will be disqualified.

In the event that the number of qualified applicants is less than the number of available license(s), the randomized selection shall not occur.

The randomized selection will be publicly conducted. Entrants need not be present at the selection.

If any of the applicants selected at the random selection do not commence operations of the business, then another random selection process will occur in the same format.

In no event may a qualified applicant sell its position in the randomized selection process, nor may an applicant selected for licensure be allowed to sell, transfer, or otherwise assign its position/license to any other person or entity.

Randomized selection results will be published the same day the randomized selection is conducted.

Grand Junction City Council

Workshop Session

Item #1.b.

Meeting Date: February 27, 2023

Presented By: David Thornton, Principal Planner, Patrick Picard

Department: Community Development

Submitted By: Dani Acosta, Senior Planner

Information

SUBJECT:

Draft Pedestrian and Bicycle Plan

EXECUTIVE SUMMARY:

The City hired Fehr and Peers to work on developing the first ever Pedestrian and Bicycle Plan (Plan) for the Grand Junction community. This effort will work towards three primary goals:

- Establish a vision for the future pedestrian and bicycle network.
- Identify prioritized investments that the City will gradually implement over time.
- Create a more comfortable and welcoming place for people walking, rolling and biking across all ages and abilities.

The project team will present the recommendations in the consolidated draft for discussion.

BACKGROUND OR DETAILED INFORMATION:

This effort will address the City's active transportation (multi-modal) programs, policies and infrastructure in alignment with the City's 2020 Comprehensive Plan, Plan Principle 6; Efficient and Connected Transportation and the City Council's Strategic Priority Mobility and Infrastructure. Additionally, the focus of the Plan shall be to identify strategies, policies, and performance measures to guide the planning, funding, and implementation of future active transportation projects, and to encourage increased non-motorized trips across all ages and abilities.

The City launched the development of the Pedestrian and Bicycle Plan in August 2022 with the formation of a 17-member steering committee. Members of the Steering

Committee will play a critical role supporting the completion of the plan. In an effort to ensure the steering committee reflected the everyday user, the City put out a call for applications to the broader community to solicit candidates interested in serving on the Steering Committee. A total of 72 applications were received. Staff solicited a pool of applicants that were geographically diverse and inclusive of different age groups and professions who were part of a target demographic or who may, through their employment, represent vulnerable or underrepresented users, such as individuals with disabilities, youth, low-income populations, and service industry workers.

Following the formation of the steering committee, staff conducted extensive community outreach consisting of 12 intercept events throughout the community, a walk audit and bike audit with members of the steering committee, nine focus groups, an online survey and an interactive mapping exercise, and an open house to collect input on existing conditions and community needs. Approximately 80 community members attended the open house. Through the engagement process, staff made 300 individual points of contact with community members at the intercept events, solicited input from 65 focus group participants, and received 669 comments on the online survey and 1098 comments on the interactive online map.

In December 2022, the City released an Existing Conditions and Needs Assessment Report that synthesized all public input and findings during the first phase of the project. Additionally, the City released the draft network plans for pedestrian corridors and bicycle corridors, and additions to the Active Transportation Corridors map. Both documents are available for review on GJSpeaks.org. Staff workshopped the Existing Conditions and Needs Assessment Report with the City Council on December 19, 2022 and with the Planning Commission on January 5, 2023.

The City released the first draft of the Plan on February 2. The draft plan presents the identified level of traffic stress (LTS) for corridors in the City ranked for both pedestrians and bikes and recommended treatments. The consultants also prepared a prioritized projects list for infrastructure improvements. The plan also includes non-infrastructure policy and programmatic recommendations.

The City has entered into a second round of public outreach to gather input on the elements of the draft plan. Staff has conducted to date nine intercept events to encourage the public to read and provide comments on the draft plan:

- Mesa County Public Library, Feb 2 and Feb 16
- KAFM Radio Show, Mobile Mesa County, Feb 8
- Downtown Development Authority Board Meeting, Feb 9
- Winter Bike to Work Day, Feb 10
- Colorado E-Bikes, Feb 11
- Horizon Drive BID Board Meeting, Feb 15
- Colorado Mesa University Natural Resources Job Fair, Feb 15
- Virtual Open House, Feb 21.

The City also held a second in-person open house on February 22 at the Lincoln Park Barn as an additional venue to collect public comment. Additionally, there is an online survey available to fill out until February 26. The public comment portion for the draft plan will be open until February 26.

NEXT STEPS
Staff and the consultant team will take the second round of public comments and revise the draft plan accordingly. A final version of the draft plan will be presented to the Urban Trails Committee for recommendation in March. Staff plan to take the recommended final plan to Planning Commission for a hearing on March 28 and City Council hearing for final approval and adoption on April 19.

FISCAL IMPACT:

None.

SUGGESTED ACTION:

For discussion only.

Attachments

1. GJ Bike Ped Plan_Public Draft

PEDESTRIAN & BICYCLE PLAN

February 2023

DRAFT PLAN

Prepared by:

CITY OF Grand Junction COLORADO

Prepared by:

FEHR & PEERS

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CHAPTER 1.

INTRODUCTION

The Grand Junction Pedestrian & Bicycle Plan (PBP) is the city's first ever pedestrian and bicycle plan and provides a long-term vision for the future pedestrian and bicycle networks in Grand Junction. The vision, goals, and key elements of the PBP are based on best practice, national research, analysis, and input received through an extensive community engagement process that included over 2,000 touch points with community members. Ultimately, this PBP identifies strategies and prioritized investments that the city will gradually implement over time to make Grand Junction a more comfortable and welcoming place for people walking, rolling, and biking.

Why Develop a Pedestrian and Bicycle Plan?

In 2021, the city of Grand Junction adopted the *One Grand Junction Comprehensive Plan*, as an update to the 2010 Comprehensive Plan. Community outreach conducted for the Comprehensive Plan revealed a strong desire to improve walking and biking in Grand Junction. A key directive of the *One Grand Junction Comprehensive Plan* was to develop a citywide Pedestrian and Bicycle Plan.

Prior to this PBP, the city developed an Active Transportation Corridor map as part of the 2018 *Grand Junction Circulation Plan* and adopted a complete streets policy in 2019. Both efforts set Grand Junction on a path to improve the pedestrian and bicycle network. In addition, the city has been gradually making infrastructure improvements over the past two decades, such as adding new sidewalks, widening sidewalks, improving pedestrian crossings, and adding bike lanes, guided in part by the Urban Trails Committee (UTC). However, many of these improvements are often done piecemeal without a cohesive larger vision. This PBP fills this gap, building off the Active Transportation Corridors and complete streets policy, and providing a vision and clear guidance based on community priorities.

Benefits of Investing in the Pedestrian and Bicycle Environment

The benefits to the community of improving the pedestrian and bicycle network in Grand Junction are far-reaching, including to public health, equity, economic access, private investment, and quality of life:

- **Public Health:** Improved physical and mental health outcomes for community members as well as reduced instances of fatal and injury crashes for people walking and biking.
- **Equity:** Increased equity by providing more transportation choices that are accessible and affordable, particularly to the most vulnerable populations, including youth, seniors, people with disabilities, and low-income households that often rely on walking and bicycling as primary modes of transportation.
- **Access to Transit:** Safe and comfortable routes to transit facilities for those who cannot drive or choose not to drive.
- **Quality of Life**: More opportunities for community members to interact and connect, building social capital in the city, while providing opportunities to be outside experiencing Grand Junction's abundant sunshine.
- **Environmental:** Strengthened environmental sustainability through improved air quality by providing better options for people to travel without a motorized vehicle.
- **Economic:** Improved access to jobs and services, benefiting both employees and employers, increasing economic productivity, as well as increasing the attractiveness of Grand Junction for economic investment.

Coordination with the Transportation Design and Engineering Standards (TEDS) Manual Update

The PBP was developed in coordination with the first update to Grand Junction's Transportation Design and Engineering Standards (TEDS) Manual in nearly 20 years. The TEDS Manual provides regulatory guidance on street design and other transportation related standards in the city. The TEDS Manual is used by city engineers and private developers whenever a new street is constructed or an existing street is reconstructed. The TEDS Manual dictates key active transportation infrastructure

design elements, such as the width and placement of sidewalks and bike lanes within different street contexts. Coordinating development of the PBP with the update to the TEDS Manual ensures that the vision for the future pedestrian and bicycle environment and amenities is reflected in the city's transportation design standards. The updated TEDS Manual will be a key component of implementing the PBP.

Implementing the City of Grand Junction Complete Streets Policy

The Complete Streets Vision is to develop a safe, efficient, and reliable travel network of streets, sidewalks, and urban trails throughout the city of Grand Junction to equitably serve all users and all modes of transportation. Complete Streets will provide residents improved access, safety, health and environment. The purpose of the policy is to commit to improvements that are planned, designed, constructed, operated, and maintained to support safe, efficient, and convenient mobility for all roadway users—pedestrians, bicyclists, people who use mobility devices, transit riders, freight traffic, emergency response vehicles, and motorists—regardless of age or ability. Complete streets are necessary to expand everyone's mobility choices for safe and convenient travel by different modes between destinations throughout Grand Junction and are designed, appropriate to the context, to balance safety and convenience for everyone using the road.

What's Included in this Plan?

This PBP includes the following key elements that will be used by the city to guide implementation:

- **Existing Conditions & Community Engagement Key Findings** – Based on the findings of the *Existing Conditions and Needs Assessment* report which is provided in Appendix A.
- **Vision, Goals, and Objectives** – Based on priorities identified by the community.
- **Bicycle Network Plan** – Includes a map illustrating the long-term vision for the future bicycle network, planned bicycle facility types, and infrastructure design guidance.
- **Pedestrian Network Plan** – Includes sidewalk and pedestrian crossing policy and design guidance to build out the pedestrian network.
- **Program & Policy Recommendations** – To support active transportation use and infrastructure implementation.
- **Implementation & Prioritization** – To guide systematic implementation of the long-term vision.

KEY THEMES

of Plan Development

Two important themes are important to acknowledge as they served as overarching principles in developing the PBP. These include:

1

An inclusive approach to community engagement.

2

A conscientious effort to address the needs for both people walking and people biking.

Inclusive Community Engagement

The approach to community engagement in developing the PBP recognizes that Grand Junction does not have one voice or one perspective, but is a conglomeration of individuals and families that represent a diverse set of backgrounds, perspectives, and experiences. As such, engagement was conducted in a manner to be inclusive and representative of these diverse perspectives. This was achieved through three distinct strategies:

- Providing a variety of methods for the public to participate including through an online survey, an in-person public open house, via the project website, and interacting with the public at over a dozen in-person community events.
- Conducting nine focus groups with representatives of groups that are directly impacted by the walking and biking environment and can sometimes be difficult to reach through traditional engagement means, such as students (college and K-12), people experiencing homelessness, disabled persons, seniors, and the Spanish speaking community among others.
- Lastly, the PBP was guided by a 17-member Steering Committee selected from a pool of over 70 interested citizens that applied for that role. Selection of the Steering Committee was based on criteria to ensure representation was geographically diverse, inclusive of different age groups and professions, and representative of vulnerable or underrepresented users, such as individuals with disabilities, youth, low-income populations, and service industry workers.

Altogether, the vision, goals, and recommendations included in the PBP reflect the input received through this broad and inclusive public engagement process.

Both a Pedestrian AND a Bicycle Plan

Pedestrians and bicyclists are often grouped together as they share some common attributes, including sometimes using the same infrastructure (such as multiuse trails) and are both vulnerable users that are more susceptible to severe injury in a crash and often do not have the option to drive. For these reasons, the PBP was developed to address the needs of both of these users. However, the needs of pedestrians and bicyclists are also often inherently different and the PBP provides guidance that addresses the unique needs of both active transportation user groups.

Best Practices in Pedestrian & Bicycle Design

The design recommendations included in this plan are based on best practices from local and national resources. A leading resource in urban bicycle design is the National Association of Transportation Officials (NACTO). Other resources for pedestrian and bicycle design include the American Association of State Highway Transportation Officials (AASHTO), the Federal Highway Administration (FHWA), and the Colorado Department of Transportation (CDOT).

The following publications were used to inform design guidance in the PBP and will be useful resources for city planners and engineers to consult during implementation:

- NACTO *Urban Bikeway Design Guide*
- NACTO *Don't Give Up at the Intersection: Design All Ages and Abilities Bicycle Crossings*
- AASHTO *Guide for Development of Bicycle Facilities*
- FHWA *Guide for Improving Pedestrian Safety at Uncontrolled Intersections*
- CDOT *Roadway Design Guide: Chapter 14 Bicycle and Pedestrian Facilities*
- CDOT *Pedestrian Crossing Installation Guide*

CHAPTER 2.

EXISTING CONDITIONS & OUTREACH SUMMARY

This section provides a brief summary of analysis performed and key findings of the public outreach and existing conditions assessment of the pedestrian and bicycle environment in Grand Junction. Please refer to the Existing Conditions & Needs Assessment Report in Appendix A for a complete summary.

Key Outcomes of the Existing Conditions Analysis

The *Existing Conditions & Needs Assessment Report* included a review of existing relevant plans, mapping of the existing pedestrian and bicycle network, a level of traffic stress analysis for people walking and biking for every street in Grand Junction, development of an Active Transportation High Injury Network based on existing crash data, and summary of existing pedestrian and bicycle use in Grand Junction based on available data. Key outcomes of these analyses are provided below. Please consult Appendix A for more detail on these findings.

Relevant Plans

Key relevant plans and documents to the PBP include the *One Grand Junction Comprehensive Plan*, The *Grand Junction Circulation Plan*, The Mesa County *Regional Transportation Plan*, Grand Junction's Complete Streets Policy, the Fire Code, and the Zoning and Development Code. The Active Transportation Corridors that were developed as part of the *Grand Junction Circulation Plan* were reevaluated and updated as part of the PBP. These corridors serve as the backbone for the vision of the future bike network and key pedestrian corridors in Grand Junction.

Existing Pedestrian Network

Mapping walkways in Grand Junction revealed that the condition of the existing pedestrian network varies considerably by location in the city. **Figure 1** shows the three existing sidewalk types mapped. Many of the major streets in Grand Junction currently have a sidewalk, but there are notable gaps as well with missing or narrow sidewalks, including (but not limited to).

- North Avenue
- Patterson Road
- 24 Road (over US 50/US 6)
- 28 Road
- 9th Street (south of downtown)
- Several key connections in the Orchard Mesa Neighborhood, such as US 50, B ½ Road, 27 Road, and 28 ½ Road.

Of particular importance are streets with missing or inadequate sidewalks along the Active Transportation Corridors, collector and arterial streets, and at major crossings of the Colorado River, railroad tracks, and highways. Analysis revealed there are limited existing options that connect across the river and railroad tracks which separate key destinations in the city.

FIGURE 1: EXISTING SIDEWALK TYPES MAPPED IN GRAND JUNCTION

Existing Bicycle Network

Grand Junction currently has four general types of bicycle facilities as shown in **Figure 2**, including separated multi-use trails, on-street bike lanes, on-street buffered bike lanes, and signed bike routes. One of the city's most used facilities and a key asset for bicycle mobility across the city is the Riverfront Trail that parallels the Colorado River, generally running east–west. Most of the existing bike facilities overlap with the city's designated Active Transportation Corridors. However, the existing bike network is disconnected in many places. Most of the Active Transportation Corridors currently lack bike facilities, and in many parts of the city multi-use trails, bike lanes and bike routes on low volume streets end abruptly. Key gaps in the bike network include, but are not limited to, sections of: 7th Street and 12th Street, North Avenue, Patterson Road, 24 Road, and Orchard Avenue. Similar to the pedestrian network, there are a limited number of crossings of the Colorado River, railroad tracks, and highways (notably US 50 and I-70B) that divide the city and serve as barriers for people walking and biking.

FIGURE 2: EXISTING BICYCLE FACILITY TYPES IN GRAND JUNCTION

Level of Traffic Stress Maps

A methodology and maps of the Level of Traffic Stress (LTS) on a scale of 1 to 4 for both pedestrians and bicyclists on all streets in Grand Junction were developed (see Appendix A). Streets with LTS 1 and 2 are considered low stress, while streets with LTS 3 or 4 are considered higher stress for people walking and biking, see **Figure 3**. The LTS maps show critical gaps in the pedestrian and bicycle network where the existing facilities do not provide a sufficient level of comfort for people walking and biking given key characteristics of the streets, including the volume and speed of traffic, and the number of travel lanes. In general, streets with more traffic, higher speeds, and/or more travel lanes require a higher degree of separation for people walking and bicycling to feel safe and comfortable. The LTS maps were a critical component is developing recommendations for the active transportation network and street design.

FIGURE 3: BICYCLE LEVEL OF TRAFFIC STRESS (LTS) MEASURES

Active Transportation High Injury Network

An Active Transportation High Injury Network (HIN) Map was developed representing the streets with the highest concentration of pedestrian and bicycle involved crashes in the city (see map in Appendix A). The HIN map shows that over 80% of pedestrian and bicycle crashes occur on just 5% of city streets. Focusing resources and investment on upgrading active transportation facilities and making safety improvements on these streets will have the greatest impact on improving bicycle and pedestrian safety in Grand Junction. The HIN is an important evaluation tool for project prioritization.

About 84% of all pedestrian and cyclist-involved crashes occurred on just 5% of city streets, which are identified as part of the Active Transportation High Injury Network.

FIGURE 4: PEDESTRIAN & CYCLIST SAFETY FINDINGS

Pedestrian and Bicycle Demand

In addition to community input which helped reveal important corridors for people walking and biking, Strava Metro Data was used to identify important corridors in the city for people walking and biking. This showed key corridors through downtown as well as popular routes used to cross the Colorado River and railroad tracks.

Community Engagement

Community input was an important driver in identifying the vision and goals for the PBP, including understanding existing concerns from the community, informing recommendations, and prioritizing improvements. With a goal of being inclusive and representative of these diverse perspectives across the city, including reaching those most impacted by pedestrian and bicycle infrastructure, the engagement process was multifaceted and comprehensive.

Engagement included an online survey with an interactive webmap, an in-person community open house, nine focus group meetings, a dozen intercept events across the city, and formation of a 17-person resident Steering Committee that guided plan development. In all, over 2,000 touch points were made with the community through this process including over 660 survey responses, and over 1,000 comments on the interactive webmap as shown in **Figure 6**.

FIGURE 5: OUTREACH EVENTS

FIGURE 6: SUMMARY OF COMMUNITY PARTICIPATION

Key Outcomes of Community Engagement

A detailed summary of outcomes of community engagement is provided in Appendix A. A brief summary of key highlights is provided below:

- **Improve Traffic Safety** – Safety emerged from the visioning process at the open house and online survey as a top theme. It was also a high priority identified in the focus groups and from the Steering Committee. A lot of people would like to walk and bike more and would like kids to be able to walk and bike more in Grand Junction, but don't feel safe doing so in many areas of the city.
- **Improve Active Transportation Infrastructure** – The community consistently reiterated their desire for more sidewalks, wider sidewalks, more bike trails, more bike lanes, wider bike lanes, and more facilities separated from traffic on busy, higher-speed streets.
- **Missing Connections** – The public acknowledged many great existing walk and bike facilities in Grand Junction, including the Riverfront Trail, but because there are missing connections in the network, and due to difficulty crossing major streets, many people are not able to or do not feel comfortable walking and biking places.
- **Key Destinations** – Several important destinations were reiterated by the community, including downtown, the Riverfront Trail, CMU, Mesa Mall, K-12 schools, and medical clinics and businesses, particularly along North Avenue and Patterson Road.
- **Key Connections Across Barriers** – A common theme emerged in discussion and feedback received by the community is that there are a limited number of ways to cross the Colorado River, railroad tracks, and highways (including US 50 and I-70B) and many of the existing corridors across these barriers do not adequately support people walking/rolling and biking. These connections are critical for people to connect from downtown, CMU, and the Mesa Mall on the north side of the city to the Riverfront Trail, the Redlands, and Orchard Mesa on the south side of the city.
- **Riverfront Trail** – The Riverfront Trail is a key east-west connection for both recreational and utilitarian active transportation in Grand Junction and connecting to/from the Riverfront Trail should be an important aspect of the future pedestrian and bicycle network.
- **Unmet Demand** – The community would like to be able to walk and bike more frequently and to more places in Grand Junction, but are not comfortable doing so due to inadequate infrastructure and key missing connections in the pedestrian and bicycle network.

95% of survey respondents said they would like to be able to walk and bike more in Grand Junction.

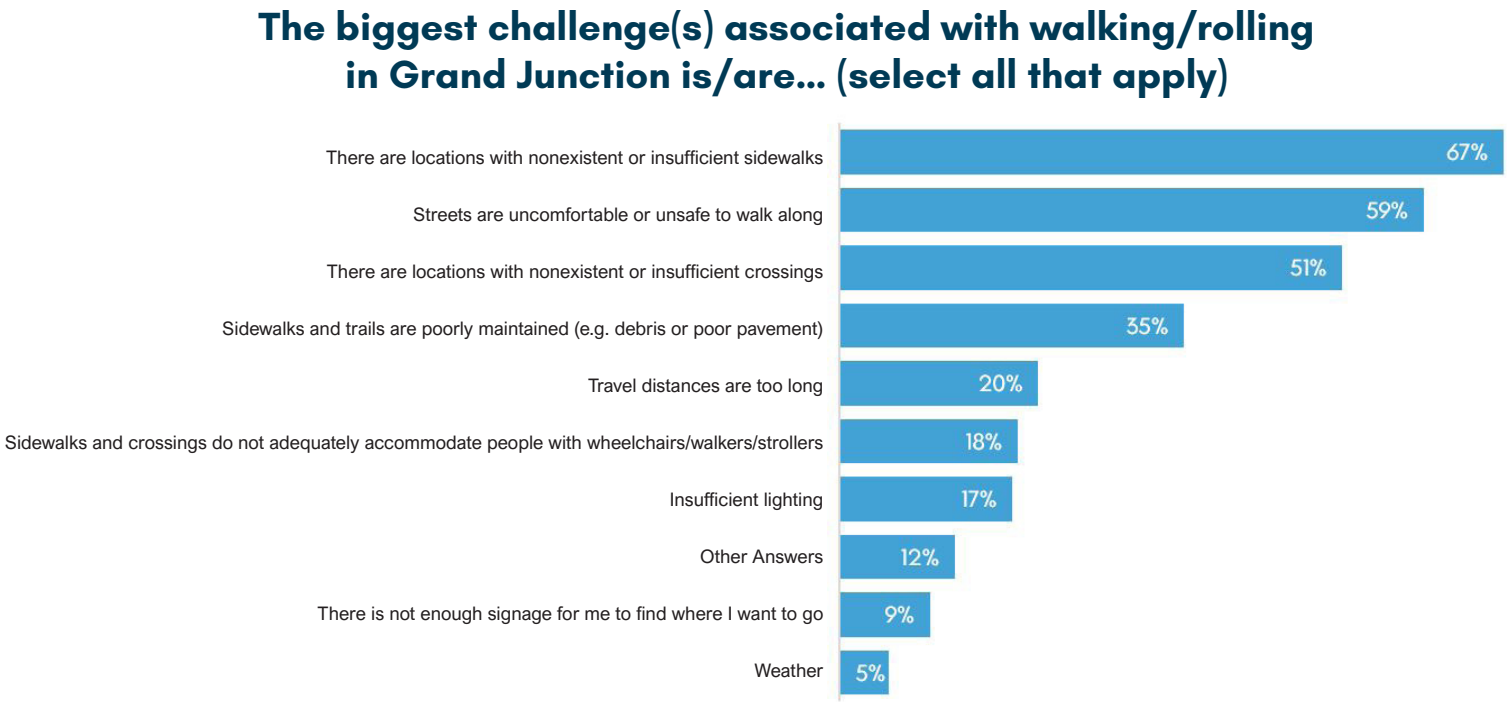


FIGURE 7: SURVEY RESPONSES ON CHALLENGES WALKING AND ROLLING

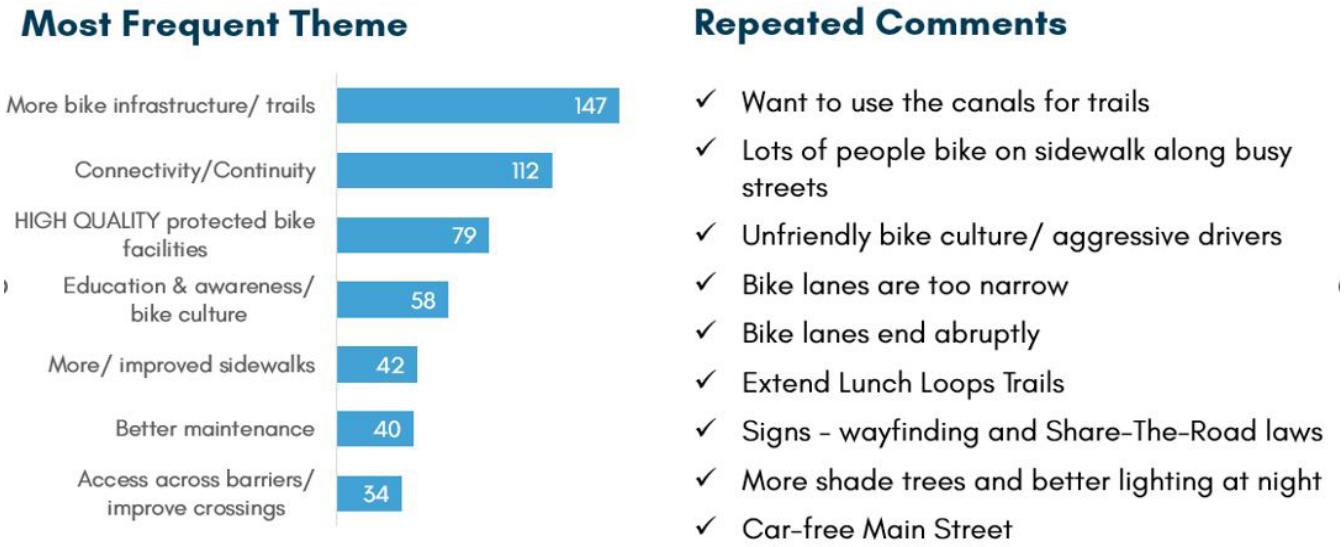


FIGURE 8: COMMON THEMES OF 593 GENERAL COMMENTS RECEIVED

CHAPTER 3.

VISION & GOALS

The following general definitions provide the basis for how the vision, goals, and objectives were developed for the PBP:

Vision: Thinking about the future with wisdom and/or imagination. Something to be pursued. The end result.

Goals: The desired end result of any number of efforts. A goal defines the direction and destination, changes the direction of the city toward the end result.

Objectives: All about the tactics. Objectives are action items to get from where we are to where we want to be. A goal defines the direction and destination, but the road to get there is accomplished by a series of objectives.

The vision and goals were developed based on input received from the community engagement process, including the Steering Committee, public open house, and focus groups as well as the outcomes of the 669 visioning survey responses received from the online survey as shown in **Figure 9**.

FIGURE 9: COMMUNITY VISION FOR WALKING AND BIKING IN GRAND JUNCTION FROM 669 SURVEY RESPONSES

VISION

Grand Junction is a city where people of all ages and abilities can safely and conveniently walk, roll, and bike on a connected network of well-maintained facilities for transportation or recreation.

GOALS

The five goals identified to move the city towards its vision are: equitable, safe, connected, multimodal community, and quality. Each goal is further defined in this section.

Equitable

Design and operate the communities' streets and right-of-way to reasonably enable convenient access and travel for people walking and biking of all ages, abilities, and income levels and prioritize improvements that benefit vulnerable users and underserved areas.

Safe

Improve perceived and real safety by reducing the level of traffic stress (LTS) and reducing bicycle and pedestrian involved crashes. Invest and implement countermeasures at and along segments of the Active Transportation High Injury Network where there are known safety challenges.

Connected

Provide convenient access to Community Attractions and reduce the need for out of direction travel. Increase the number of direct and low-stress connections to key destinations within the city.

Multimodal Community

Facilitate a pleasant experience that creates a sense of place, that increases separation of pedestrians/rollers/bicyclists from vehicular travel lanes and makes travel without a vehicle a viable option for more people.

Quality

Investwin high-quality facilities that minimize the level of traffic stress experienced by travelers using the corridor and are well-maintained.

Equitable

OBJECTIVES

E1: Design crossings with ADA accessible pedestrian ramps, detectable surfaces, and other universal design features.

E2: Prioritize locations for sidewalk gap completion or rehabilitation according to the strategy outlined in the Prioritized Pedestrian Network section.

E3: Prioritize bike project locations according to the tiers established in the Prioritized Bicycle Network Map.

Safe

OBJECTIVES

S1: When upgrading bike facilities on a corridor, incorporate suggested intersection treatments to reduce stress of bicycle crossings, and ensure continuity of high-comfort facilities.

S2: When upgrading pedestrian facilities on a corridor, incorporate suggested intersection treatments to reduce stress of crossings, and ensure continuity of high-comfort facilities.

S3: Bolster the existing Safe Routes to School program by incorporating new elements of the six Es.

S4: Work with local driving schools to expand the curriculum on laws governing interactions with people walking, rolling, and biking.

S5: Partner with law enforcement to increase enforcement of speeding and reckless driving in areas with high pedestrian volumes and/or safety issues and consider automated enforcement. Consider expanding the police bike patrol unit.

S6: Improve the North Avenue access management policy in alignment with national best practices and expand to all the Active Transportation Corridors.

S7: Join the statewide program – Moving Towards Zero Deaths – as a first step in solidifying a citywide commitment to supporting multimodal travel through ensuring all trips in the community are as safe as possible.

Connected

OBJECTIVES

C1: Complete bike facilities on the Active Transportation Corridors as shown in the Future Bicycle Network Map.

C2: Consider adopting a construction zones policy that requires developers/construction companies to provide pedestrian pathways and bicycle facilities during construction.

C3: Require new developments to provide or set aside space for pedestrian and bicycle connections within the local street network of new developments and to adjacent streets in situations where there is a lack of connectivity in the roadway network.

C4: Develop an ordinance mandating a minimum level of street connectivity. A more densely connected or gridded network makes for a more walkable and bikeable area by increasing route options and reducing out of direction travel. Connectivity can be defined by a "connectivity index" which is the ratio of roadway links (or block) to intersections. An ordinance on maximum block length can also increase connectivity. A connectivity index or maximum block length can help reduce the number of cul-de-sacs and guide new development to a more walk and bike-friendly street network.

Multimodal Community

OBJECTIVES

M1: Grand Junction's streets shall be designed as public amenities and include aesthetic elements such as street trees, landscaping, pedestrian lighting, street furniture, and wayfinding signage wherever possible.

M2: Prioritize installation of bike and micromobility parking and secure storage in key destinations downtown, outside of city properties, and near major transit hubs, parks, schools, employment centers, and shopping areas.

M3: Encourage new and existing developments to provide secure bike parking and amenities through requirements and incentives.

M4: When upgrading bicycle and/or pedestrian facilities on a corridor, design high-quality landscaped or hardscaped buffers with street furniture and pedestrian amenities.

M5: When upgrading bicycle and/or pedestrian facilities on a corridor, concurrently plan for the upgrade of lighting in the project area.

M6: Initiate a comprehensive wayfinding and signage study to create a consistent strategy for connecting people walking, biking, and driving to downtown and other key destinations.

M7: As the city continues to build out bike facilities and new trails over time, incorporate additional signs with the same wayfinding standards at decision points.

M8: Improve signage on the Riverfront Trail.

M9: Close the gaps on first-and-last mile connections through the deployment of shared micromobility devices (e-scooters, e-bikes, etc.) and utilize geofencing and parking corrals to accommodate device parking in high-traffic areas.

Multimodal Community

OBJECTIVES CONTINUED

M10: Develop a community-wide incentive program and work with large employers to implement a Guaranteed Ride Home program to encourage and support bike commuters. Incentives can include e-bike rebates, bike-themed events such as bike rodeos and Bike to Work Day, shwag such as bike lights and helmets, and gift certificates for those who bike to City events. Guaranteed Ride Home provides commuters who did not drive to work with alternative means home in case of an emergency.

M11: Establish a more positive culture around walking and biking in Grand Junction by creating Bicycle & Pedestrian Coordinator position, educating city staff, promoting the Bicycle Friendly Business program, and/or hosting an LCI seminar.

M12: Update the Transportation Impact Study guidelines (Chapter 29.08.200 of the Municipal Code) to encourage Transportation Demand Management (TDM) measures that major developments should provide specifically to support walking and biking. These could include bike racks, showers, car share, or support for bike commuters.

M13: Revise the parking minimum standards for different land uses in the city's Municipal Code (21.06.050) to serve as parking maximums for development and/or reduce parking requirements to better align parking with the community's goals.

Quality

OBJECTIVES

Q1: Install high-comfort bike facilities on the Active Transportation Corridors as recommended in the Future Bicycle Network Map and according to the design guidance in the Bicycle Facility Types section.

Q2: Install high-comfort sidewalks and trails according to the design guidance in the Pedestrian Facility Types section.

Q3: Develop a set of maintenance standards and a maintenance plan to prioritize upkeep of the active transportation network.

Q4: Explore and pursue new funding sources to support maintenance of the expanded system.

Q5: Consider expanding the SRTS program by diversifying funding sources to include CDOT funding in addition to dedicated CDBG funding.

Q6: Continue to enforce the current policy where planned Active Transportation Corridors that run through a site or along the edge of a site be constructed by the developer.

Q7: Explore and pursue funding opportunities to support continual capital construction and maintenance of the projects listed in this plan.

Q8: To the greatest extent practicable given budget constraints include pedestrian and bicycle facilities in all street projects and phases, including new construction, reconstruction, resurfacing, and maintenance.

Q9: Approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and work in coordination with other departments, agencies and jurisdictions.

Q10: Implement bicycle and pedestrian improvement projects by integrating with other city standard procedures.

CHAPTER 4.

BICYCLE NETWORK PLAN

The bicycle network plan in this section includes the following:

- **Active Transportation Corridors map update.** Includes updates since the original map developed in the 2018 Grand Junction Circulation Plan. This map represents the vision for the ultimate backbone network once completely built out.
- **Bicycle facility design.** Includes a description of the preferred design user that bike facilities will be designed to support.
- **Bicycle facilities by type.** Includes a description of each type of bicycle facility and provides general design guidelines for each.
- **Bicycle network map.** As supported by the Plan's vision, the future bicycle network map shows the alignment and recommended facility types of future bike corridors across the city.
- **Street/intersection crossings.** Includes bicycle crossing guidance to improve comfort and convenience for bicyclists at intersections.

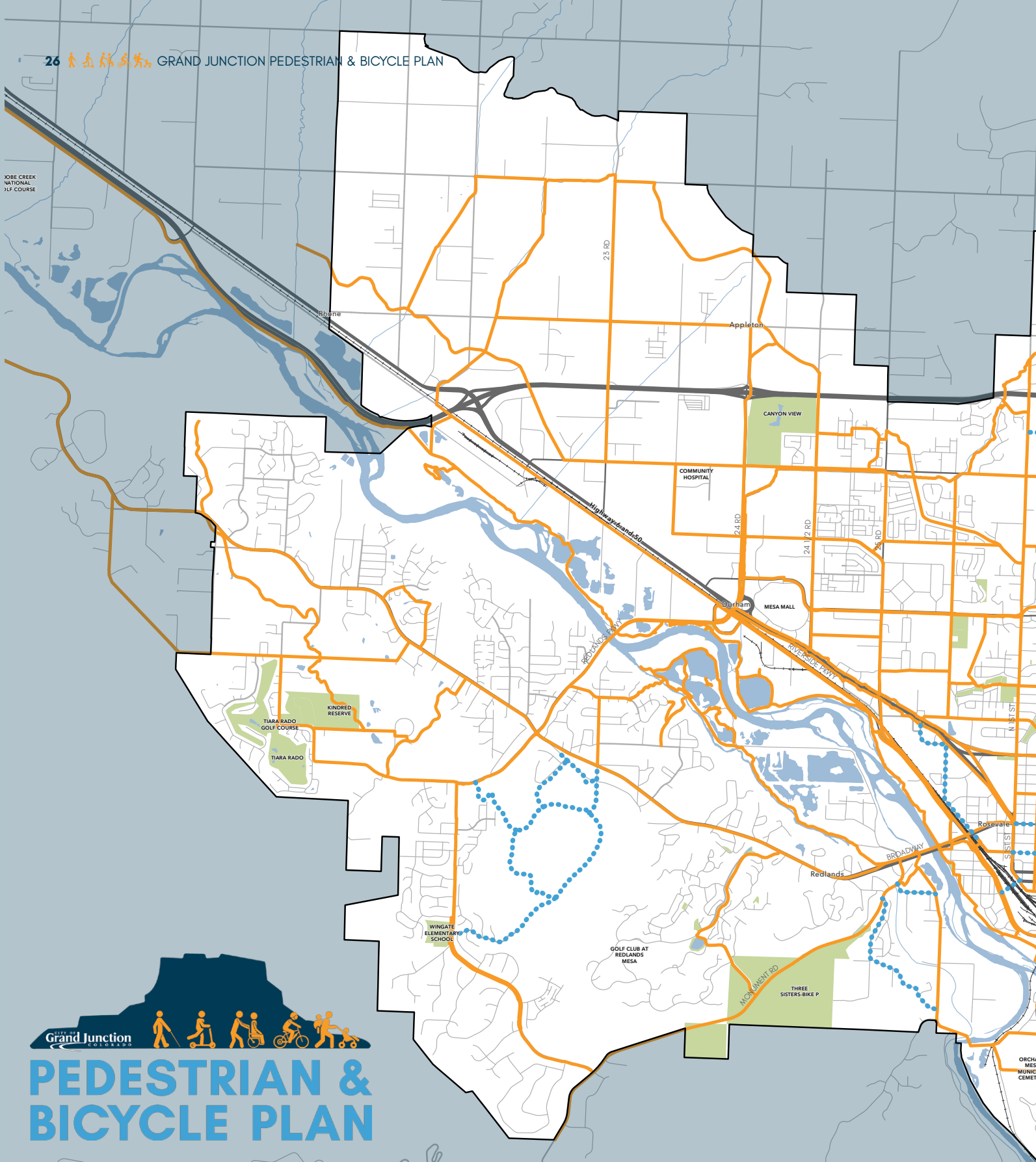
Updated Active Transportation Corridors

The 2018 *Grand Junction Circulation Plan* identified a network of Active Transportation Corridors across the city. The corridors were identified as those that provide continuous and convenient connections for bicyclists and pedestrians and may be on the road network or separate trail. The Active Transportation Corridors are the vision for the backbone of the future bicycle network in Grand Junction and also represent key pedestrian corridors in the city.

As part of the planning process for the PBP, the Active Transportation Corridors developed as part of the 2018 *Grand Junction Circulation Plan*, were reevaluated and numerous additions and modifications were made based on input from the community (particularly from the 1,098 comments received from the online interactive map), the Steering Committee, and city staff. This process resulted in approximately 32 additions to the Active Transportation Corridors from the previous plan, listed in **Table 1**. The additions reflect planned developments, provide additional redundancy in the system (particularly in the core of the city), and provide more direct east-west and north-south connections for people walking and biking. These modifications also improve the feasibility, comfort, convenience, connectivity, and access to key destinations of the bike network. Note: **Table 1** includes a list of additions to the planned Active Transportation Corridors. For a list of planned bicycle projects see the tables by neighborhood starting on page 34 or Appendix B.

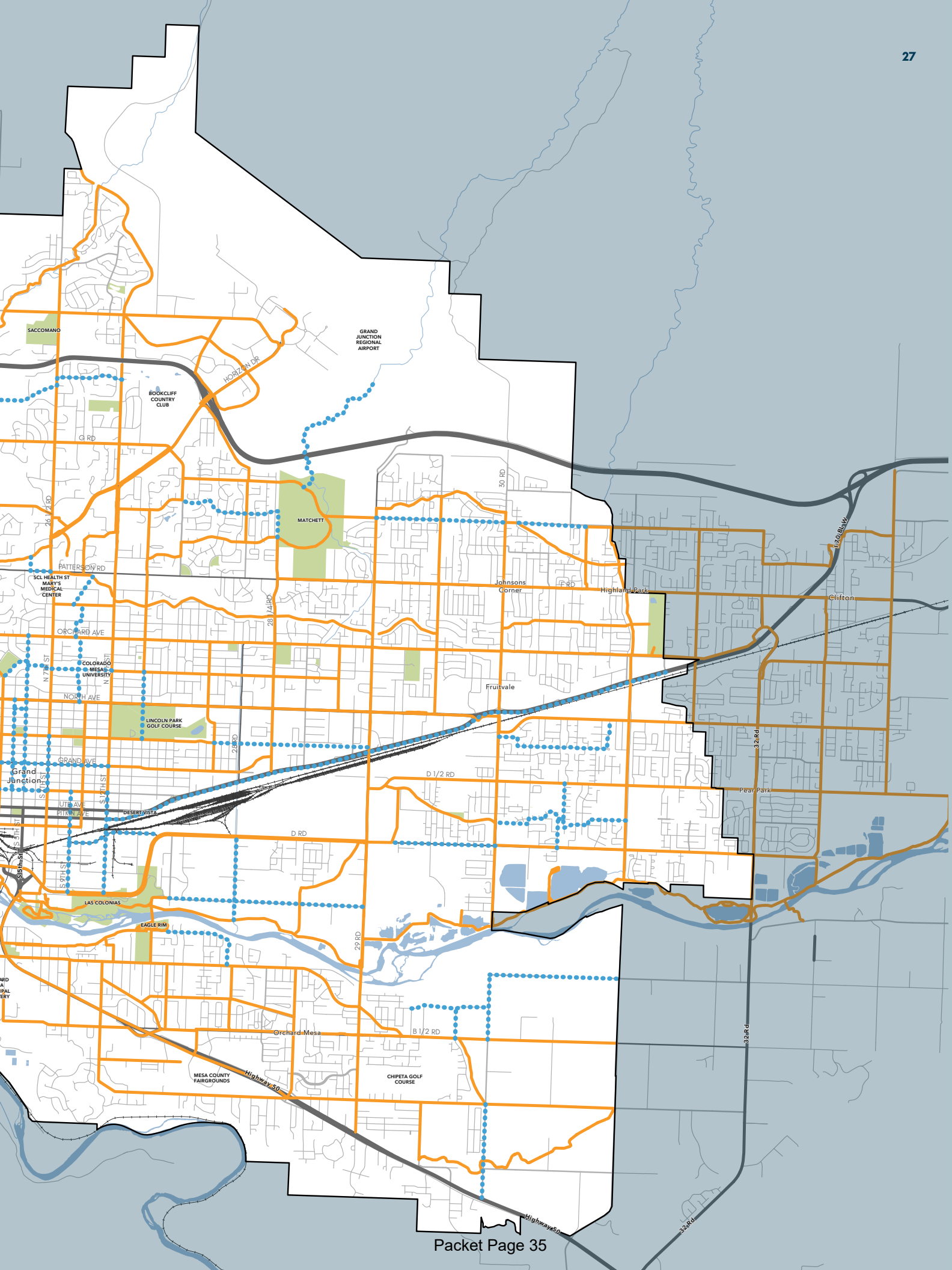
TABLE 1: ACTIVE TRANSPORTATION CORRIDOR ADDITIONS

Segment	Miles
5th Street (Orchard to Downtown) & 4th Street (North to Downtown) with Belford Avenue connection	2.0
7th Street (missing segment)	0.4
9th Street (Main to Riverside Parkway)	0.8
Cannell Avenue / 9th Street / Little Bookcliff Drive	1.1
12th Street south of Main (new crossing of railroad)	0.8
28 Road (Riverside Parkway to Riverfront Trail)	0.6
Ridge Road (28 1/4 Rd to 27 1/2 Rd) / 28 1/4 Road	1.0
F 1/2 Road (29 Rd to 30 1/2 Rd)	1.5
Patterson Road (7th St to Independence Ranchman's Ditch)	0.3
Elm Street (3rd Street to 12th Street)	0.9
Gunnison Ave (24th St to 29 Rd)	1.2
Grand Ave (1st Street to 12th Street)	1.0
Main Street (missing segment)	0.5
West Main / Crosby / Base Rock Street	1.1
D Road (9th to Riverside & 29 Rd to 30 Rd)	1.5
Dos Rios Bridge (2nd Street to Riverfront Trail)	0.2
Redlands 360	4.7
C 1/2 Road (27 1/2 Rd to 29 Rd)	1.5
Cheyenne Drive / Hopi Avenue (Unaweep to Eagle Rim Park)	0.7
Indian Wash Trail (Matchett Park to 29 Road / I-70 Commercial Area)	1.3
D Road (Monument Road to Rosedale Road)	0.3
S Redlands Road (Monument Road to Rosedale Road)	1.1
30 Road (B Road to US-50 and C Road to B 1/2 Road)	1.2
I-70 Business Loop south side (12th Street to Warrior Way)	4.5
C Road (30 Road to 31 Road)	1.0
Chestnut Drive / G 1/2 Road (26 Road to 27 Road)	1.1
Hill Court / Gunnison Avenue / Ol' Sun Drive (30 Road to E Road)	1.1
30 1/2 Road / Wedgewood Avenue (D1/2 Road to D Road)	0.5
15th Street (Elm Avenue to Gunnison Avenue)	0.5
Pear Park Corridor (Trail / Sandpiper Avenue / Colorado Avenue from 30 Road to 31 Road)	1.2
B 3/4 Road (Durant Street to 30 Road)	0.6
29 3/4 Road (B 3/4 Road to B 1/2 Road)	0.2



PEDESTRIAN & BICYCLE PLAN

FIGURE 10: UPDATED ACTIVE TRANSPORTATION CORRIDORS MAP


SACCOMANO
GRAND JUNCTION REGIONAL AIRPORT
HORIZON DR
BOOKCLIFF COUNTRY CLUB
G RD
26 1/2 RD
MATCHETT
30 RD
I-70 Bus W
PATTERSON RD
SCL HEALTH ST MARY'S MEDICAL CENTER
Johnsons Corner
F RD
Highland Park
Clifton
28 1/4 RD
ORCHARD AVE
N 7TH ST
COLORADO MESA UNIVERSITY
Fruitvale
NORTH AVE
LINCOLN PARK GOLF COURSE
29 RD
32 Rd
GRAND AVE
Grand Junction
SOUTH 7TH ST
D 1/2 RD
Pear Park
UTE AVE
PITKIN AVE
DESERT VISTA
D RD
S 9TH ST
LAS COLONIAS
EAGLE RIM
29 RD
Orchard Mesa
B 1/2 RD
MESA COUNTY FAIRGROUNDS
Highway 50
CHIPETA GOLF COURSE
Highway 50
32 Rd

Preferred Design User

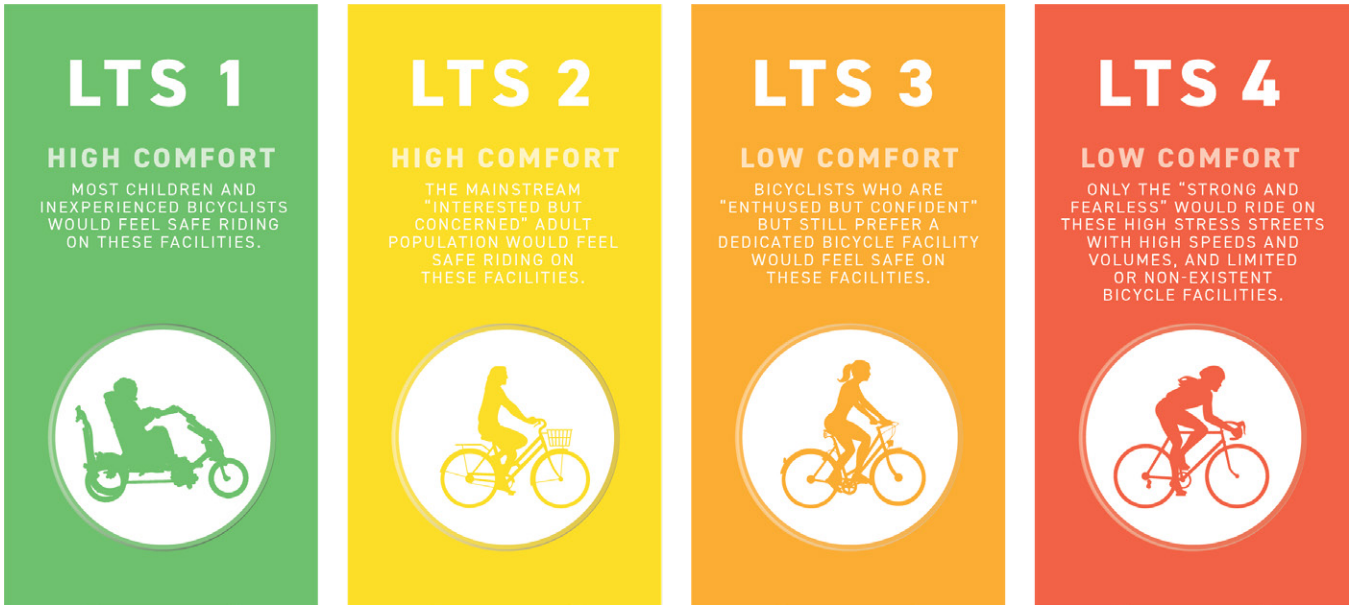
Based on input from the community, Steering Committee, and city staff, this plan sets forth a goal to have low-stress, high-comfort bike facilities on all Active Transportation Corridors shown in **Figure 10**. Low-stress facilities are defined as those that score an LTS 1 or LTS 2 on the LTS 1-4 rating system as shown in **Figure 11**, meaning they cater to all ages and abilities. Future bicycle facilities in Grand Junction will cater to the most cautious design user, ranging from children, older adults, and people with mobility challenges to the most "strong and fearless" bicyclist. Designing bike facilities to support the "interested but concerned" riders, which represent roughly 60% of the population, will ensure all residents and visitors of Grand Junction can feel comfortable choosing to bike.[1]

[1] Geller R. (2006). Four Types of Cyclists. Portland Bureau of Transportation. Retrieved from http://www.portlandoregon.gov/transportation/article/264746.

Bicycle Facility Types

Bicycle facility types recommended in the Future Bicycle Network map in **Figure 19** are those needed to achieve an LTS 1 or 2 on Active Transportation Corridors based on the roadway speed, number of lanes, and traffic volumes. This section describes the toolbox of bicycle facility types (summarized in **Figure 12**) and basic design guidance for each type, with more specific guidance found in the updated TEDS Manual. Design guidance is based primarily on NACTO recommendations.

FIGURE 3: BICYCLE LEVEL OF TRAFFIC STRESS (LTS) MEASURES



PEDESTRIAN & BICYCLE PLAN

BICYCLE FACILITY GUIDE

NOTE: Recommendations shown are the minimum facilities needed to create a high-comfort environment for biking, given street characteristics. Facilities with greater separation and protection than the minimum option are desirable and sometimes warranted.

BIKE BOULEVARD

May include sharrow markings & bike route signage, traffic calming elements like curb extensions, mini roundabouts, traffic diverters

Recommended on streets with:
Low speeds (25 mph or lower), low traffic volumes (1,000 cars per day or fewer), few travel lanes (up to two), parallel routes to major arterials

BIKE LANE

Painted stripe, usually 6' or wider

Recommended on streets with:
Few travel lanes and/or low speeds (two lanes up to 35 mph or three to four lanes up to 25 mph)

BUFFERED BIKE LANE

Painted stripe, usually 5' or wider with 1.5' or wider buffer

Recommended on streets with:
Three to four travel lanes and speeds of 30 or 35 mph

PROTECTED BIKE LANE

Bike lane 5' or wider, protected by 3' or wider buffer such as flex posts, planters, rigid bollards, parking strip, or concrete barriers

Recommended on streets with:
High speeds (40 mph or greater), many travel lanes (more than four)

RAISED CYCLE TRACK

Bike lane 6.5' or wider, elevated from street level to curb height or mid-curb height, separated from sidewalk and roadway

Recommended on streets with:
High speeds (40 mph or greater), many travel lanes (more than four)

TRAIL

Multi-use path 10' feet or wider, separated from the roadway by a high-quality buffer

Recommended on streets with:
High speeds (40 mph or greater), many travel lanes (more than four)

FIGURE 12: BICYCLE FACILITY GUIDE

Table 2 summarizes the minimum bike facility to achieve an LTS 2 or better given the street characteristics of speed, number of travel lanes, and volume. In some cases, a higher comfort facility is recommended than what is shown in Table 2 given other context-sensitive characteristics, such as volume of motor vehicles, volume of bicyclists, frequency of large trucks. The city may also elect to provide a higher comfort facility than what is listed on Table 2 to achieve an LTS 1. Notably, if the city chooses to reduce the speed and/or number of lanes on a street as part of a corridor project, the recommended minimum bike facility may change. It is recommended that changes to posted speed are accompanied by geometric design changes and traffic calming interventions to be effective. While using the posted speed is acceptable when identifying the best bicycle facility for a given street it is preferred to use the 85th percentile operating speed when possible.

TABLE 2: MINIMUM BIKE FACILITY RECOMMENDED TO ACHIEVE LTS 2 OR BETTER GIVEN STREET CHARACTERISTICS

			Lanes		
			1-2	3-4	5+
Speed	<25 mph	≤ 1,000 ADT	Bike Boulevard	Bike Lane	Trail, Cycletrack, or Protected Bike Lane
		> 1,000 ADT	Bike Lane		
	25-30 mph		Bike Lane	Bike Lane	Trail, Cycletrack, or Protected Bike Lane
	30-35 mph		Bike Lane	Buffered Bike Lane	Trail, Cycletrack, or Protected Bike Lane
	40+		Trail, Cycletrack, or Protected Bike Lane	Trail, Cycletrack, or Protected Bike Lane	Trail, Cycletrack, or Protected Bike Lane

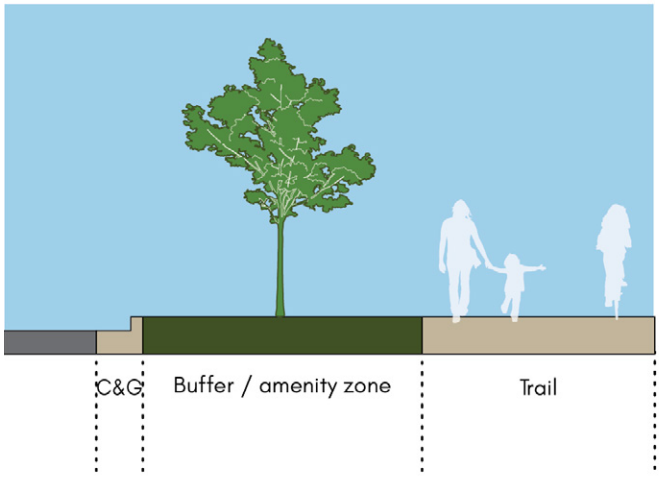
Streets with more than four through lanes, and streets with speeds greater than or equal to 40 mph will require a trail, cycletrack, or protected bike lane.

Trail

To achieve at least an LTS 2, trails should be at least 10 feet wide and preferably 12 feet, with a 5-foot buffer on local streets, 8-foot buffer on collector streets, and 12-foot buffer on arterials. Striping on major trails can help separate opposing traffic where needed, especially in areas where visibility is limited due to trail curvature. In locations with high concentrations of both pedestrians and bicyclists that may increase frequency of conflict the city may consider widening the trail to 12 feet or 14 feet, or providing separate facilities for pedestrians and bicyclists, such as a 6-foot sidewalk and a raised cycle track (see Raised Cycle Track description).

In a constrained environment with limited right-of-way behind the curb, trails should be as wide as possible, with an absolute minimum width of 8 feet and a minimum buffer width of 2 feet.

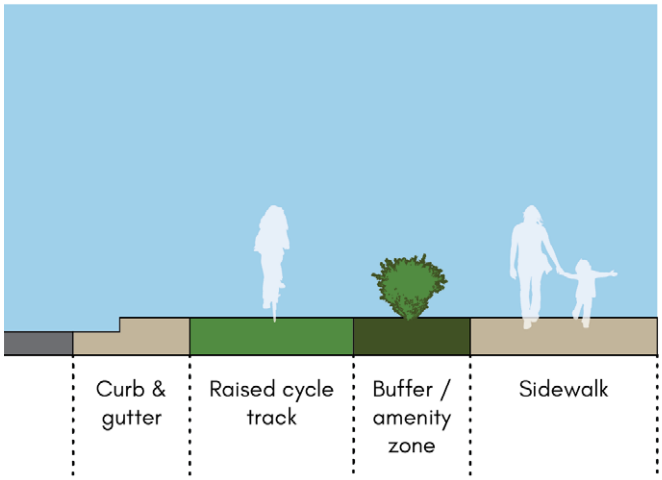
FIGURE 13: TRAIL ELEMENTS



Raised Cycle Track

To achieve an LTS 1, raised cycle tracks must be 6.5 feet or wider, with 8 feet or 10 feet suggested for streets with higher volumes of bicyclists. They should be raised from street level between 2 and 6 inches and have horizontal and/or vertical separation from the sidewalk. Buffers should be at least a one-foot mountable curb when adjacent to travel lanes, or 3-foot raised curb buffers when adjacent to parking lanes. Refer to the Raised Cycle Track section of the NACTO *Urban Bikeway Design Guide* for additional design guidance for raised cycle tracks.

FIGURE 14: RAISED CYCLE TRACK ELEMENTS

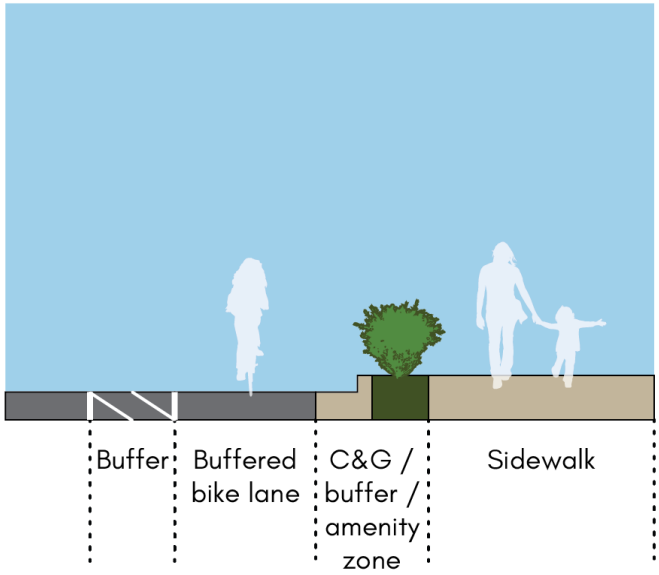


Streets with three to four lanes and speeds of 30 or 35 mph will require a buffered bike lane.

Buffered Bike Lane

Buffered bike lanes (with horizontal buffer) must be 5 feet or wider, and 7 feet is recommended along streets with high volumes of bicyclists or uphill sections to allow passing or side-by-side riding. Buffers should be at least 1.5 feet, and buffers 3 feet or wider should include diagonal hatching. Separation may also be provided between bike lane striping and the parking lane to reduce door conflicts. Refer to the Buffered Bike Lanes section of the NACTO *Urban Bikeway Design Guide* for additional design guidance.

FIGURE 15: PROTECTED BIKE LANE ELEMENTS

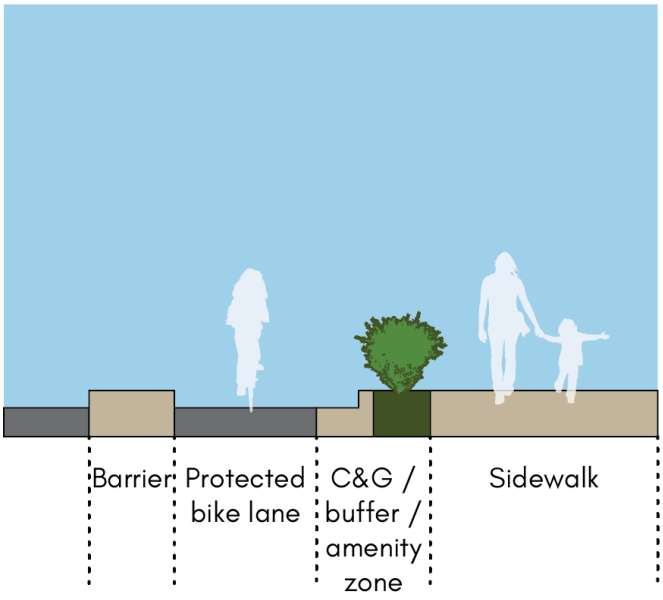


Protected Bike Lane

To achieve an LTS 1, protected bike lanes (with vertical buffers) must be 5 feet or wider, with 7 feet or wider suggested for streets with higher volumes of bicyclists or uphill sections to allow passing. They should have buffers of 3 feet or wider, even when parking protected. Possible barriers include flex posts, planters, rigid bollards, parking strips, and/or concrete barriers. Refer to the One-Way Protected Cycle Track section or Two-Way Cycle Track section of the NACTO *Urban Bikeway Design Guide* for additional design guidance for protected bike lanes.

Streets with three to four lanes and speeds less than 30 mph and streets with two or fewer lanes will require a striped bike lane.

FIGURE 16: BUFFERED BIKE LANE ELEMENTS

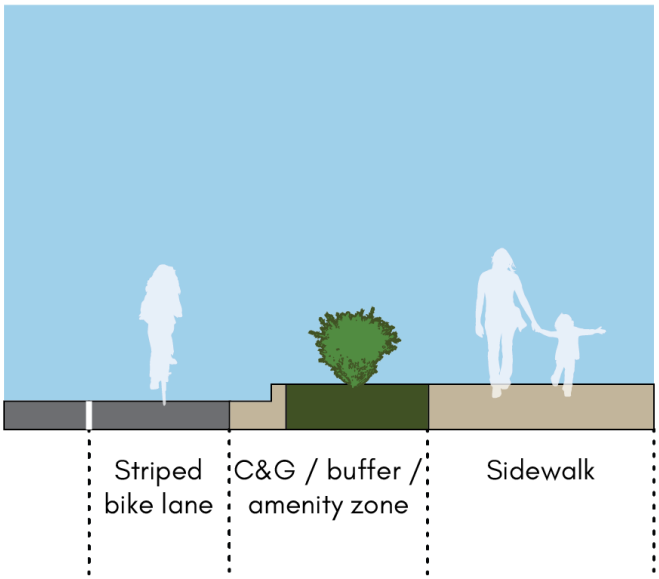


Striped Bike Lane

Striped bike lanes adjacent to a curb face should be 6 feet, with 4 feet of width from the longitudinal joint (such as a gutter pan) preferred and an absolute minimum of 3 feet of width from the gutter pan. When placed adjacent to a parking lane, bike lanes without a buffer must be 5 feet or wider, and the width from the curb face to the edge of the bike lane should be at least 14 feet and in constrained environments the width should be not less than 12 feet from the curb when adjacent to parking. Refer to the Conventional Bike Lanes section of the NACTO *Urban Bikeway Design Guide* for additional design guidance.

Major arterials on the active transportation network are all eligible for bicycle boulevards on adjacent local streets, if there is a parallel and relatively direct connection. This treatment is also appropriate on low speed (25 mph or less), low volume (1,000 ADT or less), and narrow streets (1 or 2 lanes).

FIGURE 17: STRIPED BIKE LANE ELEMENTS



Bike Boulevards

Bike boulevards are more than just a "shared street" with cars and bicycle traffic sharing the same space. These boulevards often incorporate traffic diversion and/or traffic calming to limit vehicle traffic to local residents on the street and to reduce speeds to no more than 15 to 20 mph to create a more comfortable environment for people biking. Of particular importance along bike boulevards are providing treatments at major street crossings to allow for a comfortable means for bicyclists to cross (see the Bicycle Crossing Guidance section). According to the NACTO *Urban Bikeway Design Guide*, bicycle boulevards incorporate some or all of the following elements, with examples shown in **Figure 18**:

1. **Route Planning:** Direct access to destinations
2. **Signs and Pavement Markings:** Easy to find and to follow
3. **Speed Management:** Slow motor vehicle speeds
4. **Volume Management:** Low or reduced motor vehicle volumes
5. **Minor Street Crossings:** Minimal bicyclist delay
6. **Major Street Crossings:** Safe and convenient crossings
7. **Offset Crossings:** Clear and safe navigation
8. **Green Infrastructure:** Enhancing environments

FIGURE 18: EXAMPLE CHARACTERISTICS OF BICYCLE BOULEVARDS

Future Bicycle Network Map

Figure 19 shows the existing bike facilities and recommended future bike facility types in Grand Junction. This map illustrates the long-term vision for the bicycle network in Grand Junction. These recommendations are the minimum type of bike facility needed to achieve an LTS 1 or 2 (or provide a high-comfort facility that caters to all ages and abilities) on each Active Transportation Corridor, based on posted speed limits, existing traffic volume, and existing number of lanes on the roadway.

Neighborhood Maps

Maps and tables of projects by priority for each neighborhood are also provided. Refer to the Implementation & Prioritization chapter for how projects were prioritized.

Abbreviations for Minimum Recommended Facility Type

- BB – Bike Boulevard
- BL – Bike Lane
- BBL – Buffered Bike Lane
- T or CT or PBL – Multiuse Trail or Cycle Track or Protected Bike Lane
- T – Multiuse Trail

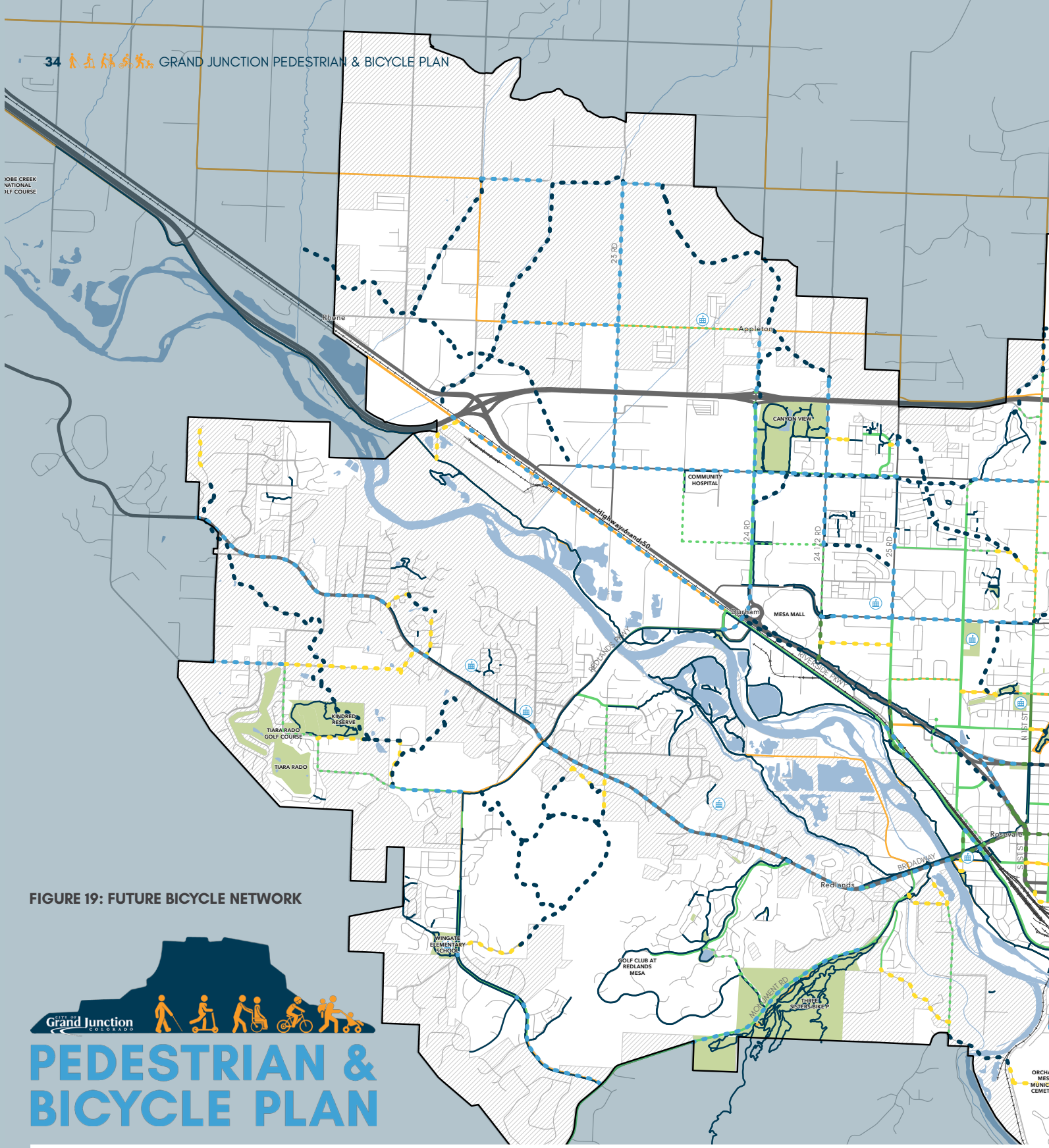


FIGURE 19: FUTURE BICYCLE NETWORK

PEDESTRIAN & BICYCLE PLAN

LEGEND

- Unincorporated Mesa County
- Urban Development Boundary
- Parks
- Railroads
- Schools

Street Classification

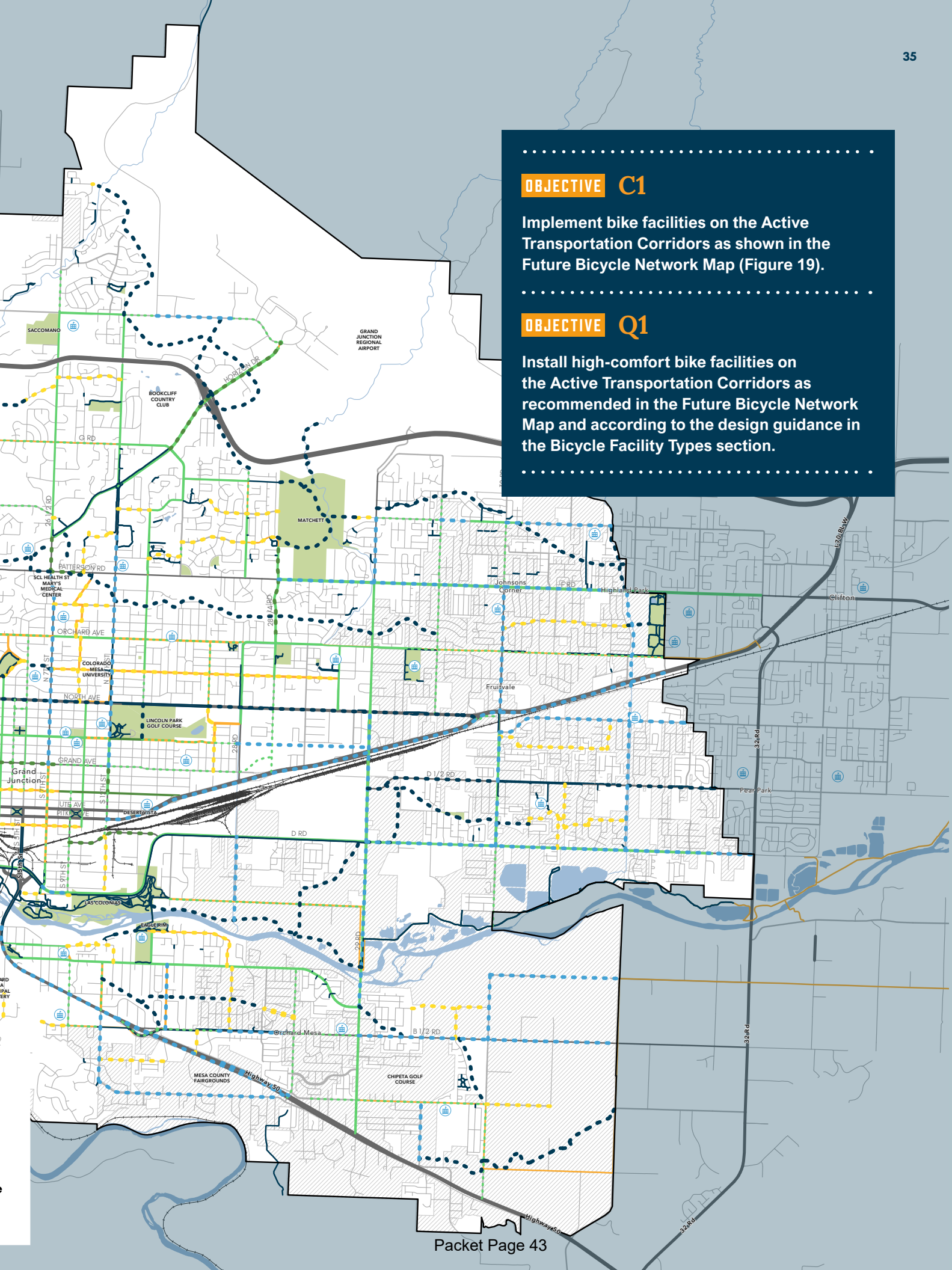
- Local
- Collector
- Arterial
- Highway

Existing Bicycle Facilities

- Signed Bike Route
- Striped Bike Lane
- Buffered Bike Lane
- Trail

Bicycle Facility Recommendation

- Bike Boulevard
- Bike Lane
- Buffered Bike Lane
- Trail, Cycletrack, or Protected Bike Lane
- Trail

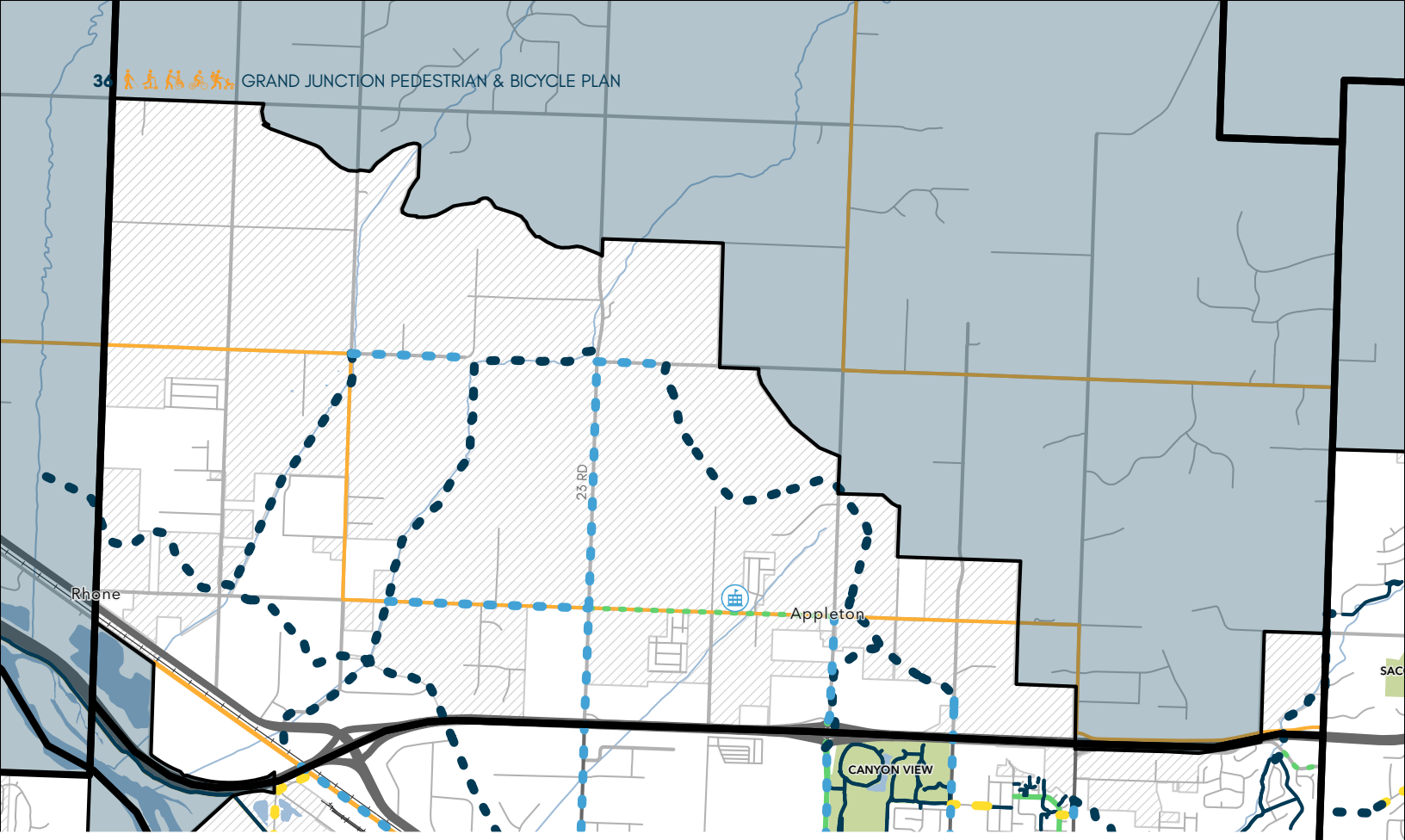


OBJECTIVE C1

Implement bike facilities on the Active Transportation Corridors as shown in the Future Bicycle Network Map (Figure 19).

OBJECTIVE Q1

Install high-comfort bike facilities on the Active Transportation Corridors as recommended in the Future Bicycle Network Map and according to the design guidance in the Bicycle Facility Types section.



LEGEND

- Unincorporated Mesa County
- Urban Development Boundary
- Parks
- Railroads
- Schools

Street Classification

- Local
- Collector
- Arterial
- Highway

Existing Bicycle Facilities

- Signed Bike Route
- Striped Bike Lane
- Buffered Bike Lane
- Trail

Bicycle Facility Recommendation

- Bike Boulevard
- Bike Lane
- Buffered Bike Lane
- Trail, Cycletrack, or Protected Bike Lane
- Trail

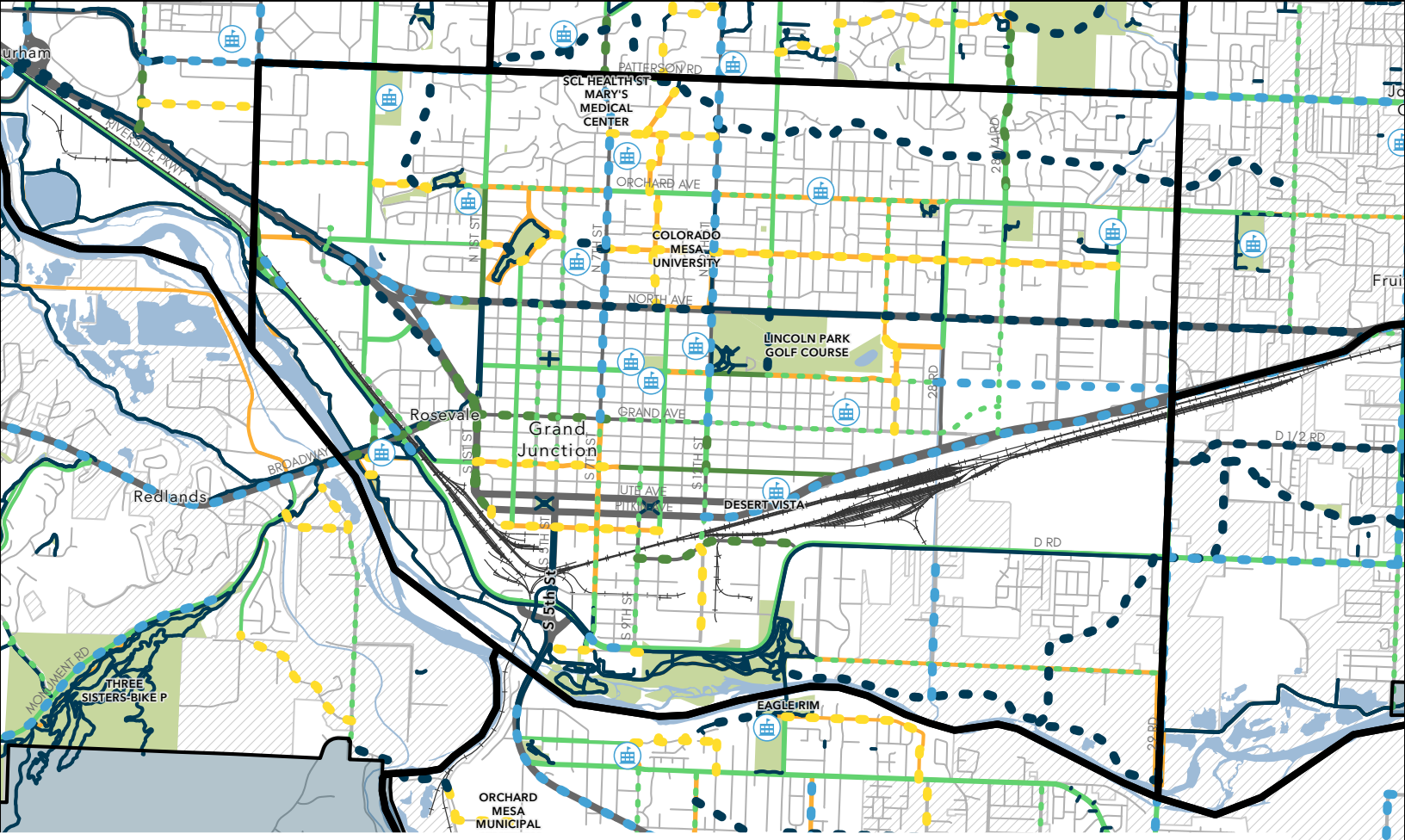
Appleton

Medium Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
23 RD	I RD	G RD	2.00	T or CT or PBL
24 1/2 RD	S OF KELLEY DR	S OF AJAY AVE	1.19	T or CT or PBL
FUTURE ATC TRAIL	HUNTER WASH N OF HWY 6 AND 50	G RD W OF ARROWEST RD	2.80	T
FUTURE ATC TRAIL	W OF 24 1/2 RD S OF H RD	24 RD S OF I70 FRONTAGE ROAD	0.55	T

Low Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
24 RD	H RD	I70 FRONTAGE RD	0.42	T or CT or PBL
26 RD	FREEDOM DR	KELLY DR	0.29	T
FREEDOM DR	26 RD	FREEDOM WAY	0.06	T
FUTURE ATC TRAIL	I RD	HWY 6 AND 50	2.41	T
FUTURE ATC TRAIL	KELLEY DR / 26 RD	BEAVER LDG N OF EGRET CIR	0.40	T
FUTURE ATC TRAIL	I RD E OF 23 RD	24 1/2 RD S OF KELLEY DR	2.19	T
FUTURE ATC TRAIL	23 RD / I RD	NE OF 21 1/2 RD / H RD	1.09	T
H RD	23 RD	24 RD	1.00	BL
H RD	NEW TRAIL E OF 22 RD	23 RD	0.82	T or CT or PBL
I RD	22 RD	22 1/2 RD	0.46	T or CT or PBL
I RD	23 RD	NEW TRAIL E OF 23 RD	0.29	T or CT or PBL
RIVER RD	I70 FRONTAGE RD	PARKWAY RAMP	2.37	T or CT or PBL



LEGEND

- Unincorporated Mesa County
- Urban Development Boundary
- Parks
- Railroads
- Schools

Street Classification

- Local
- Collector
- Arterial
- Highway

Existing Bicycle Facilities

- Signed Bike Route
- Striped Bike Lane
- Buffered Bike Lane
- Trail

Bicycle Facility Recommendation

- Bike Boulevard
- Bike Lane
- Buffered Bike Lane
- Trail, Cycletrack, or Protected Bike Lane
- Trail

City Center

High Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
26 1/2 RD	HORIZON DR	PATTERSON RD	0.26	BBL
26 RD	KELLY DR	PATTERSON RD	1.78	BL
28 1/4 RD	ELM AVE	I70 BUSINESS LOOP	0.74	BL
29 RD	E NORTH AVE	RIVER BEND LN	2.16	T or CT or PBL
BELFORD AVE	N 4TH ST	N 5TH ST	0.09	BL
BROADWAY	RIVERSIDE TRAIL	SPRUCE ST	0.51	BBL
BROADWAY	22 1/2 RD	RIVERSIDE TRAIL	3.39	T or CT or PBL
CANNELL AVE	ELM AVE	E NORTH AVE	0.26	BB
CANNELL AVE	ORCHARD AVE	TEXAS AVE	0.18	BB
D RD	S 9TH ST	RIVERSIDE PKWY	0.72	BBL
ELM AVE	N 7TH ST	COLLEGE PL	0.33	BB

ELM AVE	N 12TH ST	28 3/4 RD	1.75	BB
FUTURE ATC TRAIL	N 5TH ST N OF ELM CT	ELM AVE / N 7TH ST	0.21	T
FUTURE ATC TRAIL	PATTERSON RD W OF W PARK DR	W ORCHARD AVE / LAKESHORE DR	0.53	T
FUTURE ATC TRAIL	N 12TH ST N OF BOOKCLIFF AVE	29 RD N OF PINYON AVE	2.10	T
FUTURE ATC TRAIL	PATTERSON RD W OF VIEWPOINT DR	N 12TH ST S OF WELLINGTON AVE	0.43	T
FUTURE ATC TRAIL	W OF WILLOWBROOK RD AND E OF HORIZON PL	PATTERSON RD / N 7TH ST	0.26	T
FUTURE ATC TRAIL	N 27TH ST / GUNNISON AVE	29 RD N OF I70 BL	1.02	T or CT or PBL
GRAND AVE	N 1ST AVE	N 8TH ST	0.62	BBL
GRAND AVE	N 8TH ST	28 1/4 RD	1.67	BL
GUNNISON AVE	N 10TH ST	N 12TH ST	0.19	BL
GUNNISON AVE	N 15TH ST	N 27TH ST	0.73	BL
HWY 6	I70 FRONTAGE RD	N 1ST ST	0.20	BBL
HWY 6	NORTH AVE W OF MOTOR ST	NORTH AVE E OF N 1ST ST	0.34	T or CT or PBL
HWY 6 AND 50	W GUNNISON AVE	GRAND AVE	0.53	BBL
HWY 6 AND 50	NORTH AVE	SE OF MULBERRY ST	0.64	T or CT or PBL
I70B	DESERT VISTA / PITKIN AVE	WARRIOR WAY	4.10	T or CT or PBL
INDEPENDENT AVE	INDEPENDENT AVE	HWY 6 AND 50	0.03	BL
INDUSTRIAL BLVD	24 1/2 RD	25 RD	0.50	BB
LINCOLN PARK TRAIL/15TH ST	NORTH AVE	GUNNISON AVE	0.27	T
LITTLE BOOKCLIFF DR	BOOKCLIFF AVE	DEAD END	0.23	BB
MAIN ST	S 1ST ST	S 8TH ST	0.62	BB
N 12TH ST	LAKESIDE DR	GRAND AVE	1.80	T or CT or PBL
N 15TH ST	ELM AVE	E NORTH AVE	0.25	BL
N 23RD ST	ORCHARD AVE	E NORTH AVE	0.50	BL
N 4TH AVE	NORTH AVE	MAIN ST	0.69	BL
N 5TH ST	GRAND AVE	MAIN ST	0.21	BL
N 5TH ST	ORCHARD AVE	BELFORD AVE	0.57	BL
N 7TH ST	GRAND AVE	MAIN ST	0.21	BL
N 7TH ST	PATTERSON RD	GRAND AVE	1.49	T or CT or PBL
N 9TH ST	BOOKCLIFF AVE	ORCHARD AVE	0.29	BB
NORTH AVE	N 1ST AVE	N 12TH ST	1.00	T
NORTH AVE	N 23RD ST	I70 BL	2.14	T
ORCHARD AVE	WEST MIDDLE SCHOOL	N 7TH ST	0.61	BL
ORCHARD AVE	N 12TH ST	CINDY ANN RD	1.06	BL
PATTERSON RD	26 1/2 RD	26 3/4 RD	0.25	BBL
PATTERSON RD	24 1/2 RD	26 RD	1.50	T or CT or PBL
PATTERSON RD	28 1/4 RD	E OF 31 RD	2.68	T or CT or PBL
S 12TH ST	MAIN ST	D RD	0.34	BL
S 1ST ST	W GRAND AVE	PITKIN AVE	0.50	BBL
S 7TH ST	MAIN ST	STRUTHERS AVE	0.80	BL
S 9TH ST	MAIN ST	STRUTHERS AVE	0.80	BL
W ORCHARD AVE	25 1/2 RD	POPLAR DR	0.26	BB
W PINYON AVE	25 RD	25 1/2 RD	0.50	BL

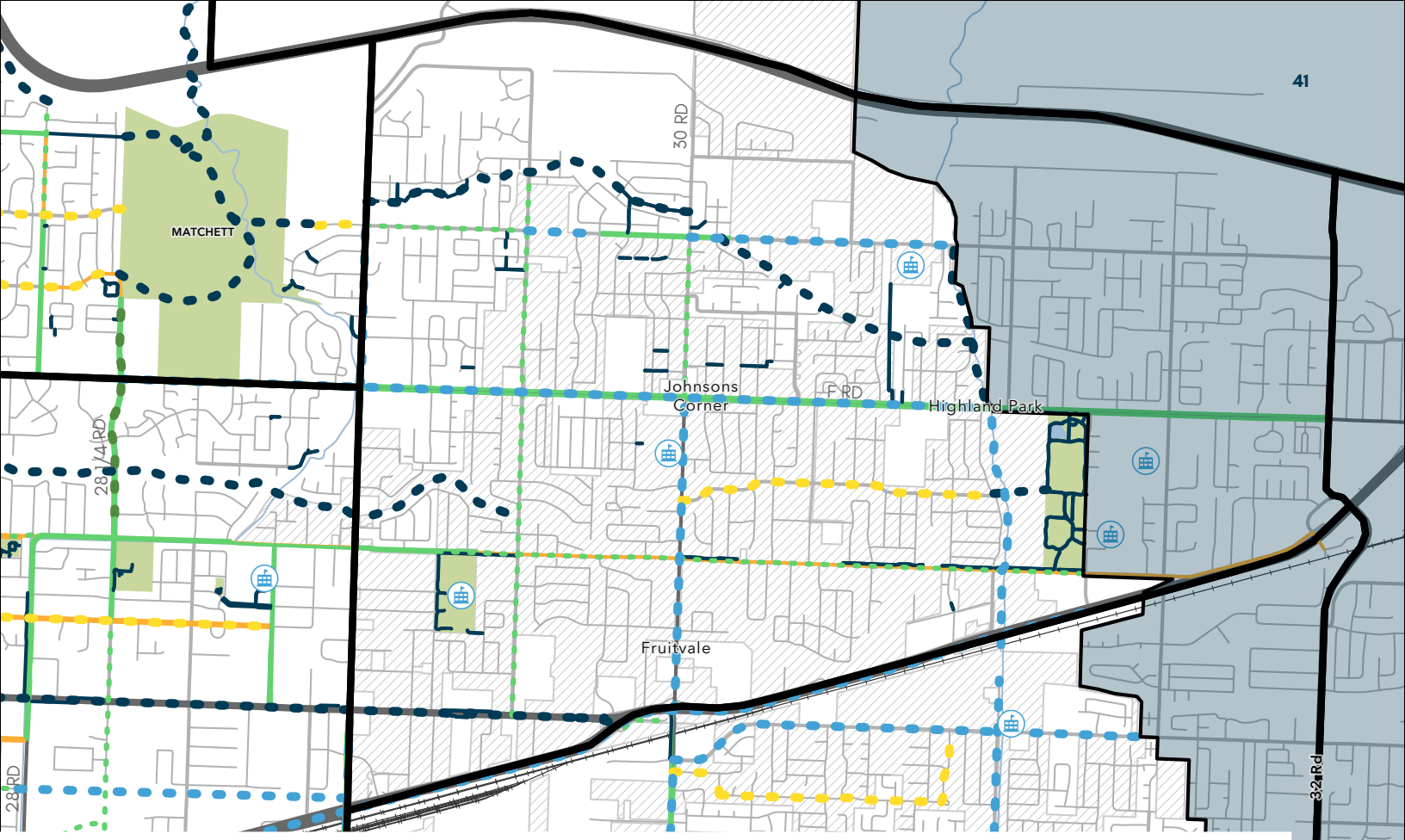
City Center

Medium Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
25 RD	BLICHMANN AVE	PATTERSON RD	0.34	T or CT or PBL
26 3/4 RD	CAPRA WAY	PATTERSON RD	0.19	BB
28 1/4 RD	VILLAGE PARK DR	BRITTANY DR	0.67	BBL
28 1/4 RD	BRITTANY DR	ORCHARD AVE	0.07	BL
BELFORD AVE	DIRT ROAD	N 24TH ST	0.04	BB
BOOKCLIFF AVE	N 7TH ST	N 12TH ST	0.47	BB
C 1/2 RD	27 1/2 RD	29 RD	1.50	BL
CROSBY AVE	BASE ROCK ST	W GRAND AVE	0.32	BL
D 1/2 RD	29 RD	30 RD	1.03	T
E SHERWOOD DR	N 3RD ST	N SHERWOOD DR	0.19	BB
ELM AVE	N 1ST ST	W SHERWOOD DR	0.10	BB
FUTURE ATC TRAIL	LAS COLONIAS TRAIL	29 RD N OF COLORADO RIVER	1.78	T
FUTURE ATC TRAIL	ELM AVE / W SHERWOOD DR	E SHERWOOD DR / N 3RD ST	0.09	T
N 12TH ST	GRAND AVE	MAIN ST	0.21	BBL
N 23RD ST	E NORTH AVE	BELFORD AVE	0.12	BB
N 24TH ST	BELFORD AVE	GRAND AVE	0.37	BB
N SHERWOOD DR	E SHERWOOD DR	N 5TH ST	0.04	BB
PITKIN AVE	S 12TH ST	DESERT VISTA E OF S 15TH ST	0.39	T or CT or PBL
S 12TH ST	D RD	KIMBALL AVE	0.41	BB
SOUTH AVE/S 2ND ST	PITKIN AVE	S 10TH ST	0.78	BB
W GRAND AVE	SPRUCE ST	N 1ST ST	0.07	BBL

Low Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
25 RD	TROLLEY ST	INDEPENDENT AVE	0.17	BBL
28 RD	RIVERSIDE PKWY	NEW TRAIL S OF C 1/2 ROAD	0.64	T or CT or PBL
FUTURE ATC TRAIL	RIVERSIDE PKWY W OF 29 RD	N OF COLORADO RIVER	0.99	T
FUTURE ATC TRAIL	N OF BASE ROCK ST S OF HWY 6 AND 50	NW OF MULBERRY ST S OF HWY 6 AND 50	0.44	T
RIMROCK AVE	HWY 6 AND 50	BASE ROCK ST	0.32	BL
RIVERSIDE PKWY	INDEPENDENT AVE	RIVERSIDE PKWY	0.31	BBL
RIVERSIDE PKWY	S 7TH ST	S 9TH ST	0.21	T or CT or PBL
RIVERSIDE PKWY	WEST AVE	N OF LAWRENCE AVE	0.32	T or CT or PBL
RIVERSIDE PKWY	RIVER RD	25 RD	0.29	T or CT or PBL
STRUTHERS AVE	DEAD END	S 7TH ST	0.12	BB
STRUTHERS AVE	S 9TH ST	DEAD END	0.03	BB
W COLORADO AVE	RIVERSIDE PARK DR	WEST AVE	0.02	BB
W MAIN ST	DEAD END	WEST AVE	0.05	BB
WEST AVE	RIVERSIDE PKWY	W GRAND AVE	0.16	BBL
WEST AVE	W GRAND AVE	W MAIN ST	0.05	BB



Fruitvale

High Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
29 1/2 RD	BRET DR	E NORTH AVE	1.67	BL
29 RD	E NORTH AVE	RIVER BEND LN	2.16	T or CT or PBL
30 RD	F RD	I70 BL	0.97	T or CT or PBL
BOOKCLIFF AVE	30 RD	31 RD	0.99	BB
FUTURE ATC TRAIL	GRAND VALLEY CANAL N OF PINYON AVE	29 1/2 RD S OF SUNSET DR	0.52	T
FUTURE ATC TRAIL	F RD E OF 31 RD	RAIL ROAD S OF I70 FRONTAGE RD	0.75	T or CT or PBL
I70B	DESERT VISTA / PITKIN AVE	WARRIOR WAY	4.10	T or CT or PBL
NORTH AVE	N 23RD ST	I70 BL	2.14	T
ORCHARD AVE	29 1/4 RD	30 RD	0.75	BL
PATTERSON RD	28 1/4 RD	E OF 31 RD	2.68	T or CT or PBL

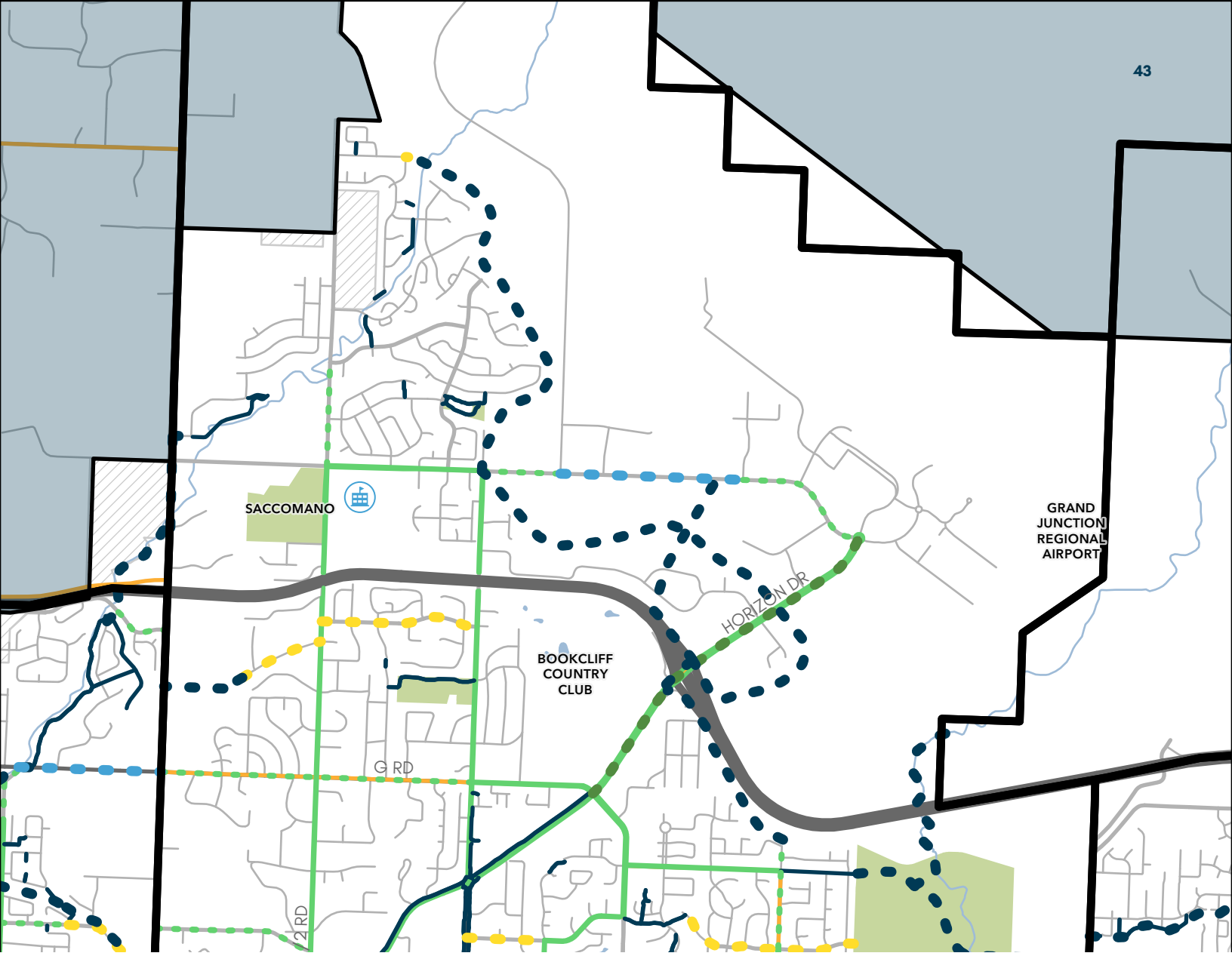
Fruitvale

Medium Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
E 1/2 RD	30 RD	WARRIOR WAY	1.24	BL
FUTURE ATC TRAIL	F 1/2 RD / CITY BOUNDARY	F RD / CITY BOUNDARY	0.50	T
FUTURE ATC TRAIL	F 1/2 RD E OF STARLIGHT DR	CITY BOUNDARY S OF PRICE DITCH CT	0.91	T
NORTH AVE	I70 BL W	JERRY'S OUTDOOR SPORTS	0.19	BL
TRAIL CONNECTION	31 RD / BOOKCLIFF AVE	LONG FAMILY MEMORIAL PARK	0.17	T

Low Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
29 RD	F 1/2 RD	PATTERSON RD	0.50	T or CT or PBL
30 RD	F 1/2 RD	F RD	0.50	BL
BRODICK WAY/ HERON DRIVE	29 RD	30 RD	1.09	T
F 1/2 RD	29 RD	29 1/2 RD	0.50	BL
F 1/2 RD	29 1/2 RD	OX-BOW RD	0.22	T or CT or PBL
F 1/2 RD	30 RD	E OF THUNDER RIDGE DR	0.82	T or CT or PBL



Horizon

High Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
26 1/2 RD	HORIZON DR	PATTERSON RD	0.26	BBL
26 RD	KELLY DR	PATTERSON RD	1.78	BL
FUTURE ATC TRAIL	W OF WILLOWBROOK RD AND E OF HORIZON PL	PATTERSON RD / N 7TH ST	0.26	T
N 12TH ST	LAKESIDE DR	GRAND AVE	1.80	T or CT or PBL
PATTERSON RD	28 1/4 RD	E OF 31 RD	2.68	T or CT or PBL

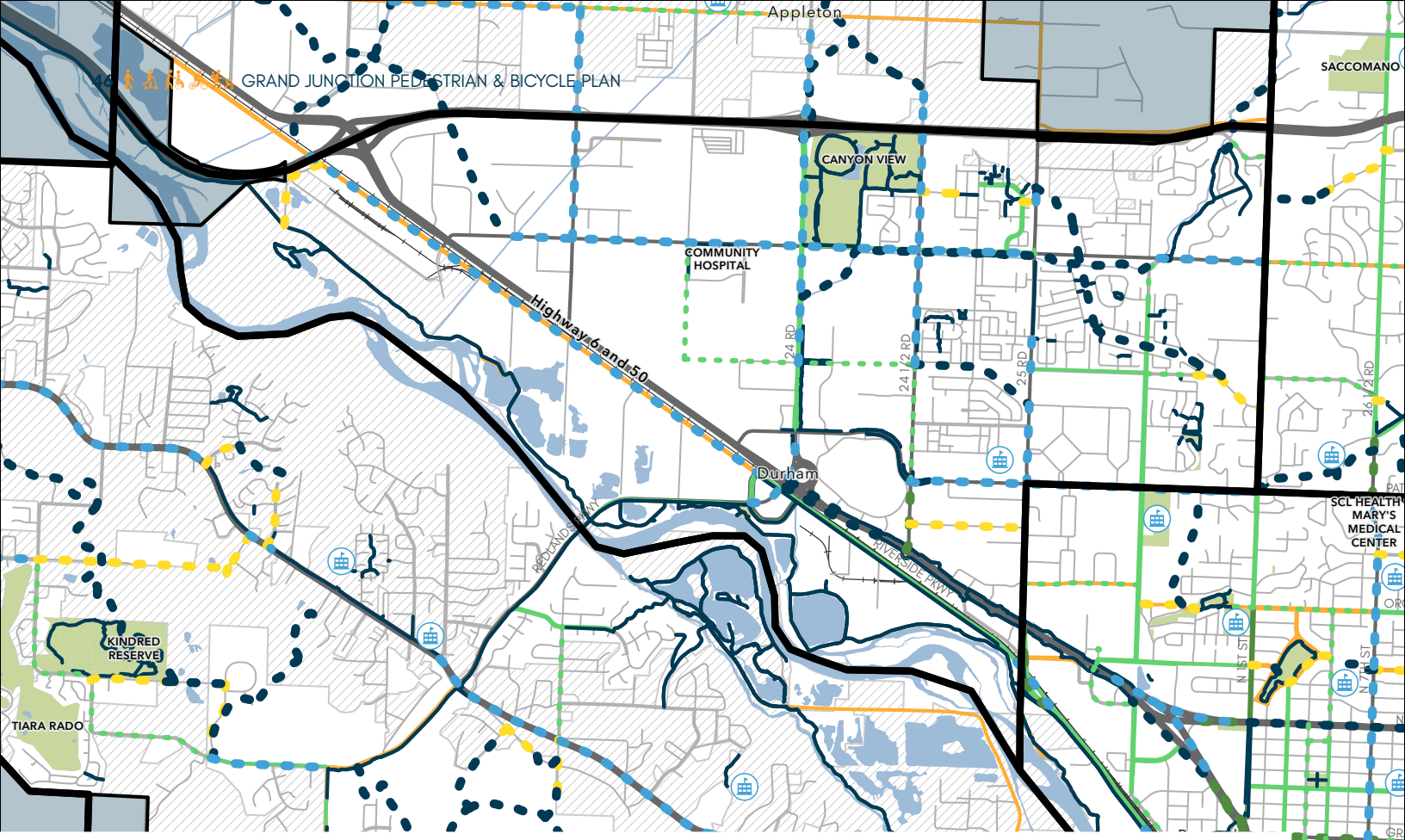
Horizon

Medium Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
26 3/4 RD	CAPRA WAY	PATTERSON RD	0.19	BB
28 1/4 RD	VILLAGE PARK DR	BRITTANY DR	0.67	BBL
FUTURE ATC TRAIL	26 RD / F RD	26 1/2 RD / GLEN CT	0.56	T
FUTURE ATC TRAIL	HORIZON DR E OF 26 1/2 RD	NE OF 8TH CT / NW OF VIEWPOINT DR	0.19	T
FUTURE ATC TRAIL	HORIZON DR E OF HORIZON 70 CT	HORIZON DR NE OF I70	0.12	T
FUTURE ATC TRAIL	E OF I RD / OVERVIEW RD	HORIZON DR NE OF I70	3.11	T
HAWTHORNE AVE	27 1/2 RD	DEAD END	0.76	BB
HORIZON DR	G RD	H RD	1.20	BBL
INDIAN WASH TRAIL FROM MATCHETT PARK	STREAM S OF AIRPORT	E OF CORTLAND AVE / TAMARRON DR	0.68	T
MATCHETT PARK ATC	E OF CORTLAND AVE / TAMARRON DR TO F 1/2 RD	TAMARRON DR / HAWTHORNE AVE	1.37	T

Low Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
26 1/2 RD	CATALINA DR	H RD	0.33	BL
26 RD	FREEDOM DR	KELLY DR	0.29	T
27 1/2 RD	HAWTHORNE AVE	HERMOSA AVE	0.22	BL
28 RD	APPLEWOOD PL	RIDGE DR	0.33	BL
29 RD	F 1/2 RD	PATTERSON RD	0.50	T or CT or PBL
BRODICK WAY/ HERON DRIVE	29 RD	30 RD	1.09	T
CHESTNUT DR	DEAD END	26 1/2 RD	0.28	BB
F 1/2 RD	26 RD	26 1/2 RD	0.51	BL
F 1/2 RD	29 RD	29 1/2 RD	0.50	BL
F 1/2 RD	TRAILS END CT	26 RD	0.33	BB
F 1/2 RD	DEAD END	29 RD	0.15	BB
FREEDOM DR	26 RD	FREEDOM WAY	0.06	T
FUTURE ATC TRAIL	HORIZON DR / VISITORS WAY	N OF 28 RD / APPLEWOOD PL	0.64	T
FUTURE ATC TRAIL	H RD W OF N CREST DR	HORIZON DR NE OF I70	0.67	T
FUTURE ATC TRAIL	KELLEY DR / 26 RD	BEAVER LDG N OF EGRET CIR	0.40	T
G 1/2 RD	BEAVER LDG	26 RD	0.18	BL
G 1/2 RD	26 1/2 RD	27 RD	0.51	BB
G RD	26 RD	N 12TH ST	1.00	BL
H RD	27 RD	27 1/4 RD	0.25	BL
H RD	N CREST DR	WALKER FIELD DR	0.45	BL
H RD	27 1/4 RD	N CREST DR	0.59	T or CT or PBL
HERMOSA AVE	N 15TH ST	27 1/2 RD	0.26	BB
I RD	OVERVIEW RD	DEAD END	0.01	BB
LAKESIDE CT	DEAD END	LAKESIDE DR	0.20	BB
LAKESIDE DR	LAKESIDE CT	N 12TH ST	0.05	BB
LEVI CT	26 1/2 RD	DEAD END	0.06	BB
NEIGHBORHOOD CONNECTION TO 26 RD	E OF 26 RD N OF G RD	CHESTNUT DR	0.07	T
RIDGE DR	N 12TH ST	N 15TH ST	0.25	BB
RIDGE DR	CUL DE SAC	MATCHETT	0.60	BB
TRAIL CONNECTION	26 RD S OF G 1/2 RD	SW OF ASH DR / CHESTNUT DR	0.19	T



LEGEND

- Unincorporated Mesa County
- Urban Development Boundary
- Parks
- Railroads
- Schools

Street Classification

- Local
- Collector
- Arterial
- Highway

Existing Bicycle Facilities

- Signed Bike Route
- Striped Bike Lane
- Buffered Bike Lane
- Trail

Bicycle Facility Recommendation

- Bike Boulevard
- Bike Lane
- Buffered Bike Lane
- Trail, Cycletrack, or Protected Bike Lane
- Trail

North West

High Priority

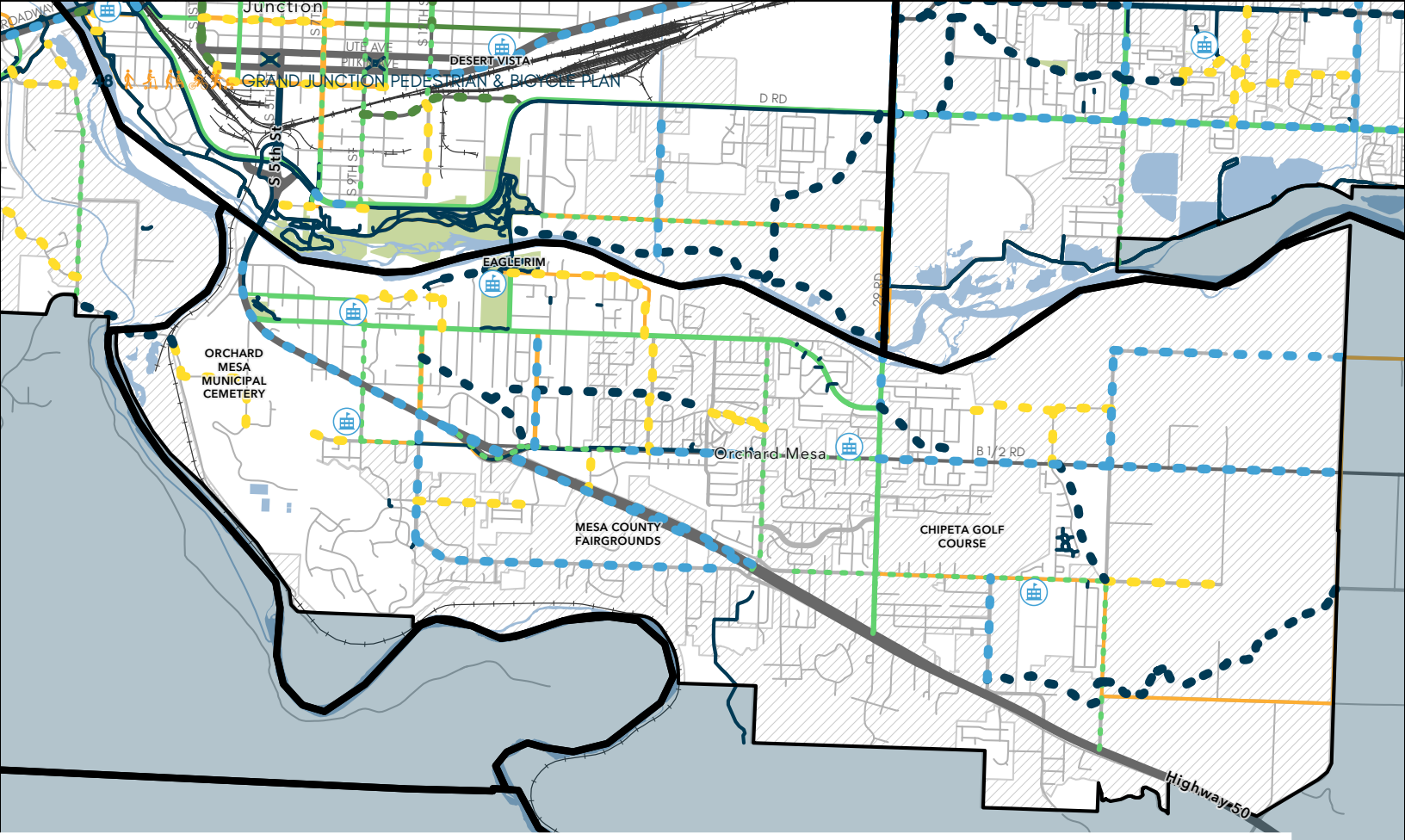
Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
26 RD	KELLY DR	PATTERSON RD	1.78	BL
INDUSTRIAL BLVD	24 1/2 RD	25 RD	0.50	BB
PATTERSON RD	24 1/2 RD	26 RD	1.50	T or CT or PBL
W PINYON AVE	25 RD	25 1/2 RD	0.50	BL

Medium Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
23 RD	I RD	G RD	2.00	T or CT or PBL
24 1/2 RD	S OF KELLEY DR	S OF AJAY AVE	1.19	T or CT or PBL
25 RD	BLICHMANN AVE	PATTERSON RD	0.34	T or CT or PBL
FUTURE ATC TRAIL	REDLANDS PKWY S OF I70 BL	I70 BL E / HWY 6 AND 50	0.47	T
FUTURE ATC TRAIL	26 RD / F RD	26 1/2 RD / GLEN CT	0.56	T
FUTURE ATC TRAIL	24 RD S OF G RD	G RD E OF 25 1/2 RD	1.75	T
FUTURE ATC TRAIL	HUNTER WASH N OF HWY 6 AND 50	G RD W OF ARROWEST RD	2.80	T
FUTURE ATC TRAIL	W OF 24 1/2 RD S OF H RD	24 RD S OF I70 FRONTAGE ROAD	0.55	T
HANNAH LN	24 1/2 RD S OF HANNAH LN	25 RD / BLICHMANN AVE	0.55	T

Low Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
23 1/2 RD	G RD	E 1/2 RD	0.50	BL
24 1/2 RD	PATTERSON RD	HWY 6 AND 50	0.30	BBL
24 1/2 RD	HANNAH LN	PATTERSON RD	0.50	BL
24 RD	I70 FRONTAGE RD	F 1/2 RD	0.99	T OR CT OR PBL
24 RD/REDLANDS PKWY	PATTERSON RD	PARKWAY RAMP	0.41	T OR CT OR PBL
25 1/2 RD	G RD	MOONRIDGE DR	0.20	BL
25 RD	TROLLEY ST	INDEPENDENT AVE	0.17	BBL
25 RD	WAITE AVE	F 1/2 RD	0.14	T OR CT OR PBL
25 RD	NEW TRAIL S OF G 3/8 RD	FOUNTAIN GREENS PL	0.05	T OR CT OR PBL
F 1/2 RD	23 3/4 RD	24 1/2 RD	1.00	BL
F 1/2 RD	25 1/2 RD	TRAILS END CT	0.22	BL
F 1/2 RD	TRAILS END CT	26 RD	0.33	BB
FOUNTAIN GREENS PL	FOUNTAINHEAD BLVD	25 RD	0.06	BB
FUTURE ATC TRAIL	REDLANDS PKWY N OF I70 BL	1ST MESA MALL E OF 24 RD	0.25	T
FUTURE ATC TRAIL	25 1/2 RD N OF FOUNTAIN GREENS PL	F 1/2 RD E OF YOUNG ST	1.37	T
FUTURE ATC TRAIL	KELLEY DR / 26 RD	BEAVER LDG N OF EGRET CIR	0.40	T
G 1/2 RD	BEAVER LDG	26 RD	0.18	BL
G 1/4 RD	DEAD END	MOUNTAIN VIEW DR	0.02	BB
G RD	26 RD	N 12TH ST	1.00	BL
G RD	ARROWEST RD	25 RD	2.25	T OR CT OR PBL
G RD	25 1/2 RD	26 RD	0.46	T OR CT OR PBL
GARDEN RD	24 1/2 RD	DEAD END	0.12	BB
RAILHEAD CIR	MONUMENT VIEW TRAIL	RIVER RD	0.35	BB
RIVER RD	I70 FRONTAGE RD	PARKWAY RAMP	2.37	T OR CT OR PBL
RIVERSIDE PKWY	RIVER RD	25 RD	0.29	T OR CT OR PBL
TRAIL CONNECTION	26 RD S OF G 1/2 RD	SW OF ASH DR / CHESTNUT DR	0.19	T



LEGEND

- Unincorporated Mesa County
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Street Classification

- Local
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- Arterial
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Existing Bicycle Facilities

- Signed Bike Route
- Striped Bike Lane
- Buffered Bike Lane
- Trail

Bicycle Facility Recommendation

- Bike Boulevard
- Bike Lane
- Buffered Bike Lane
- Trail, Cycletrack, or Protected Bike Lane
- Trail

Orchard Mesa

High Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
27 1/2 RD	C RD	B 1/2 RD	0.50	T OR CT OR PBL
27 RD	C RD	HWY 50	0.37	BL
27 RD	HWY 50	B RD	0.54	T OR CT OR PBL
28 1/2 RD	C RD	HWY 50	1.01	BL
28 RD	C RD	B 1/2 RD	0.50	BB
29 RD	E NORTH AVE	RIVER BEND LN	2.16	T OR CT OR PBL
B 1/2 RD	GLOUCESTER AVE	W OF 28 1/2 RD	0.49	T OR CT OR PBL
B 1/4 RD	27 RD	27 1/2 RD	0.50	BB
FUTURE ATC TRAIL	27 RD N OF B 3/4 RD	B 1/2 RD E OF 27 1/2 RD	0.61	T
FUTURE ATC TRAIL	NE OF SHERMAN DR	NW OF ARLINGTON DR	0.95	T
FUTURE ATC TRAIL	N OF CHRISTOPHER WAY	N OF OM MIDDLE SCHOOL	0.17	T

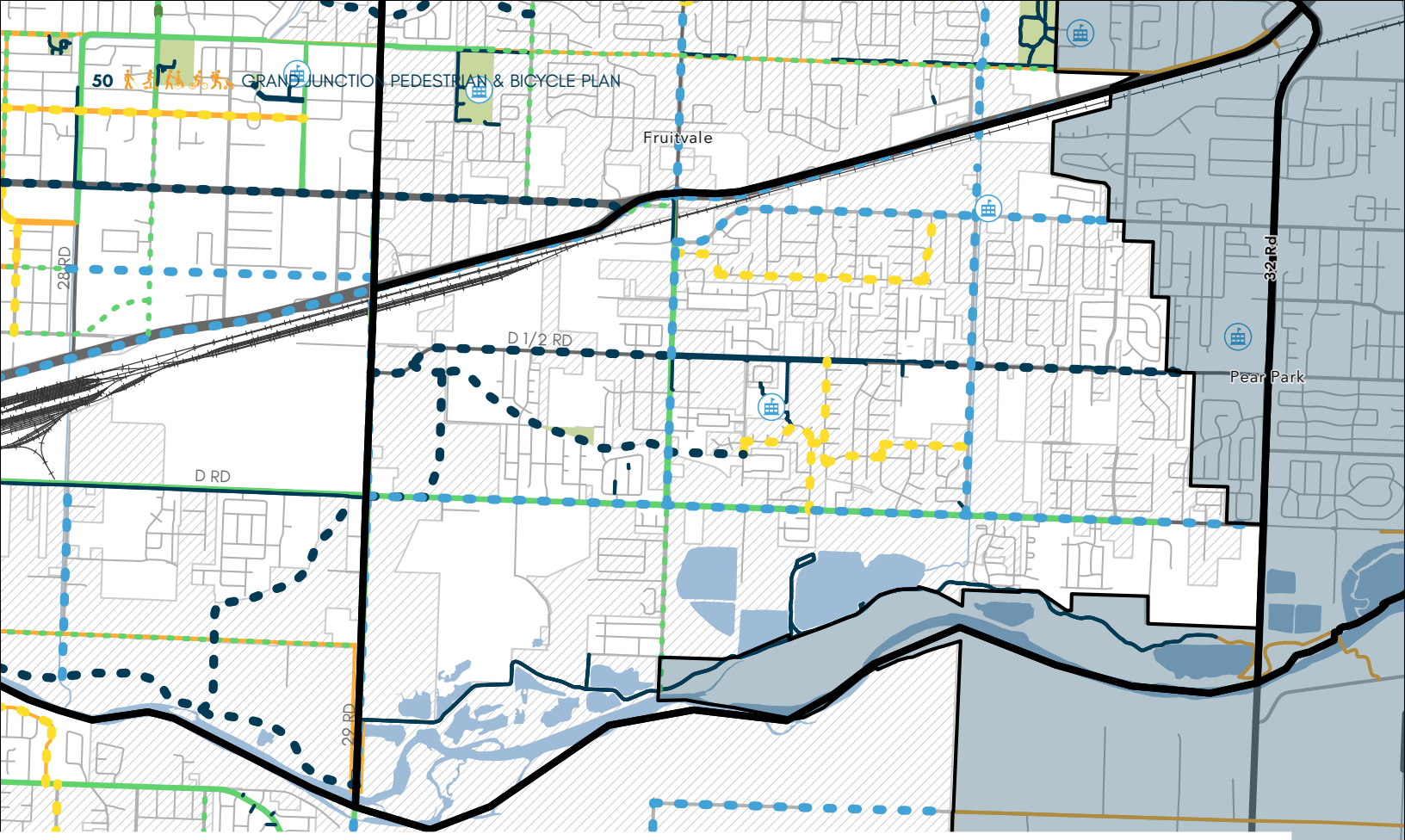
HWY 50	GRAND MESA AVE	28 1/2 RD	3.50	T or CT or PBL
HWY 50 RAMP	HWY 50	B 1/2 RD	0.35	BL
LINDEN AVE	C RD	B 1/2 RD	0.50	BL
OXFORD AVE	ARLINGTON DR	28 1/2 RD	0.49	BB
PINON ST	SANTA CLARA AVE	C RD	0.13	BB
S REDLANDS RD/26 3/8 RD	LITTLE PARK RD	26 3/8 RD	0.52	T

Medium Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
26 1/4 RD	LEGACY WAY	GETTYSBURG ST	0.21	BB
26 3/8 RD	RAILROAD	LEGACY WAY	0.14	BB
27 3/4 RD	B 1/2 RD	HWY 50	0.18	BB
29 1/2 RD	B RD	NEW TRAIL N OF A 1/2 RD	0.44	T or CT or PBL
29 RD	COLORADO RIVER	HWY 50	1.09	BL
B 1/2 RD	LINDEN AVE	27 RD	0.25	BL
B 1/2 RD	W PARKVIEW DR	GLOUCESTER AVE	0.48	BL
B 1/2 RD	LIVING HOPE CHURCH	29 RD	0.59	BL
B 1/2 RD	DEAD END	LINDEN AVE	0.21	BB
B 1/2 RD	29 RD	W OF 31 RD	1.98	T or CT or PBL
B RD	TENNESSEE ST	30 RD	1.35	BL
B RD	27 RD	GLORY VIEW DR	1.39	T or CT or PBL
CHEYENNE DR	27 3/8 RD	HOPI DR	0.62	BB
FUTURE ATC TRAIL	29 RD / UNWEEP AVE	B 1/2 RD W OF DURANT ST	0.42	T
LEGACY WAY	26 3/8 RD	26 1/4 RD	0.29	BB
OLSON AVE	DEAD END	SANTA CLARA AVE	0.01	BB
RIVER CIR	DEAD END	SANTA CLARA AVE	0.01	BB
SANTA CLARA AVE	ROUBIDEAU ST	DEAD END	0.25	BB
SANTA CLARA AVE	CHRISTOPHER CT	PINON ST	0.06	BB

Low Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
29 3/4 RD	B 3/4 RD	B 1/2 RD	0.23	BB
30 RD	B RD	HWY 50	0.73	BL
30 RD	C RD	B 1/2 RD	0.50	T or CT or PBL
ATHENA ST	DURANT ST	B 3/4 RD	0.37	BB
B 3/4 RD	29 3/4 RD	30 RD	0.24	BB
B RD	30 RD	30 1/2 RD	0.50	BB
C RD	30 RD	W OF 31 RD	0.99	T or CT or PBL
FUTURE ATC TRAIL	29 1/2 RD N OF HWY 50	CITY BOUNDARY / B RD	1.95	T
FUTURE ATC TRAIL	B 1/2 RD E OF FRONTIER ST	B RD / 30 RD	0.55	T
HOPI DR	CHEYENNE DR	C RD	0.20	BB



Pear Park

High Priority

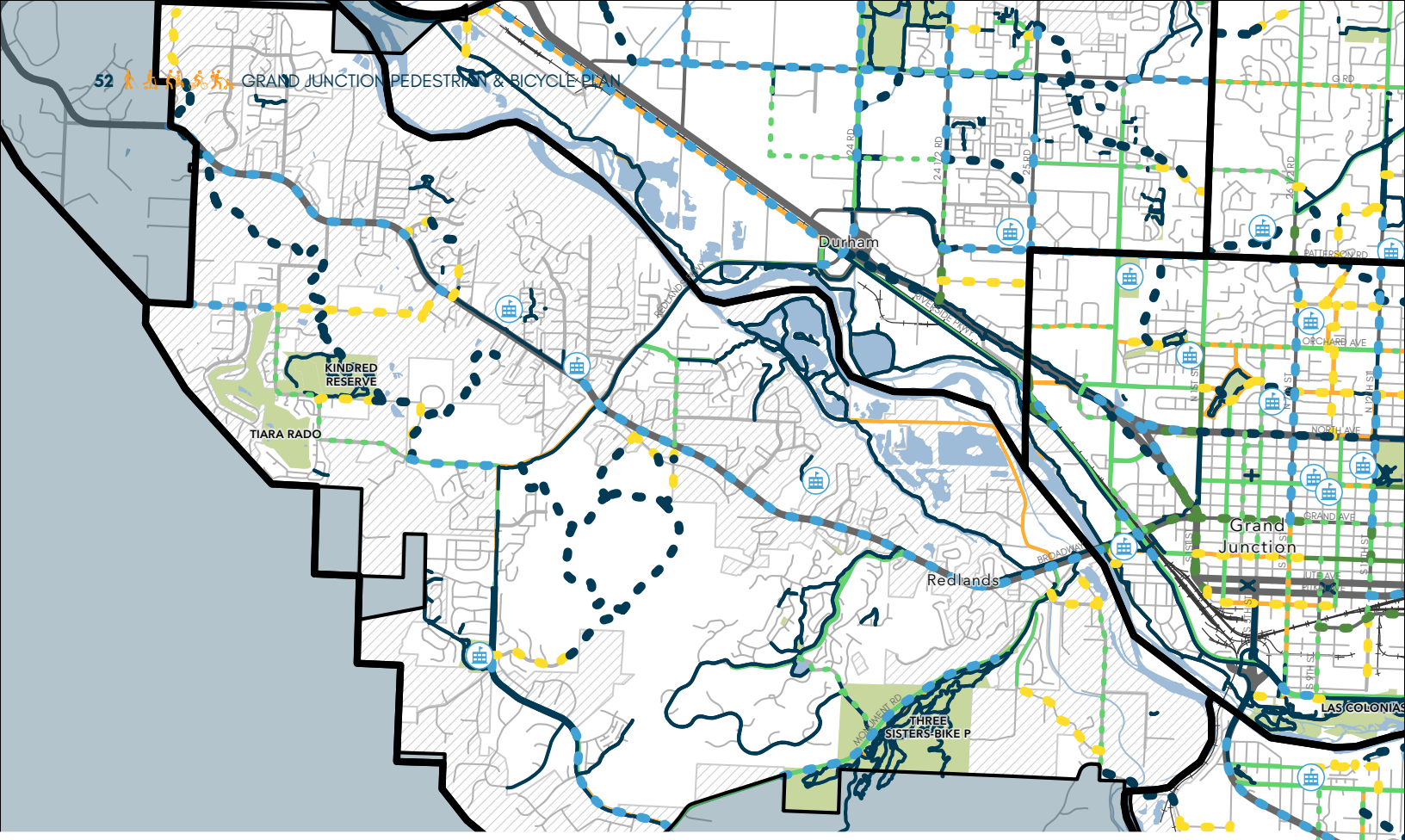
Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
29 RD	E NORTH AVE	RIVER BEND LN	2.16	T or CT or PBL
30 RD	F RD	I70 BL	0.97	T or CT or PBL
FUTURE ATC TRAIL	F RD E OF 31 RD	RAIL ROAD S OF I70 FRONTAGE RD	0.75	T or CT or PBL
I70B	DESERT VISTA / PITKIN AVE	WARRIOR WAY	4.10	T or CT or PBL

Medium Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
30 1/2 RD	D 1/2 RD	SANDPIPER AVE	0.34	BB
30 1/4 RD	COLORADO AVE	RED PEAR DR	0.04	BB
30 RD	E RD	D 1/2 RD	0.38	T or CT or PBL
31 RD	S OF I70 BL E	D RD	1.16	T or CT or PBL
C 1/2 RD	27 1/2 RD	29 RD	1.50	BL
CHATFIELD DR	CITY BOUNDARY	D 1/2 RD	0.01	T
COLORADO AVE	30 1/4 RD	WEDGEWOOD AVE	0.13	BB
COLORADO AVE	MEADOWVALE WAY	31 RD	0.28	BB
COLOROW DR	HILL CT	GUNNISON AVE	0.07	BB
D 1/2 RD	29 RD	30 RD	1.03	T
D 1/2 RD	W OF BISMARCK ST	FOX MEADOWS ST	0.87	T
D RD	29 RD	W OF 32 RD	2.98	T or CT or PBL
E RD	30 RD	W OF 31 1/2 RD	1.47	T or CT or PBL
FUTURE ATC TRAIL	LAS COLONIAS TRAIL	29 RD N OF COLORADO RIVER	1.78	T
FUTURE ATC TRAIL	D 1/2 RD S OF D 1/2 CT	30 1/4 RD / RED PEAR DR	1.19	T
GUNNISON AVE	COLOROW DR	OL SUN DR	0.69	BB
HILL CT	30 RD	COLOROW DR	0.14	BB
NORTH AVE	I70 BL W	JERRY'S OUTDOOR SPORTS	0.19	BL
SANDPIPER AVE	30 1/2 RD	MEADOWVALE WAY	0.19	BB

Low Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
30 RD	D RD	COLORADO RIVER	0.62	BL
30 RD	ROOD AVE	D RD	0.38	T or CT or PBL
COLORADO AVE	WEDGEWOOD AVE	30 1/2 RD	0.04	BB
FUTURE ATC TRAIL	S OF D 1/2 RD AND W OF 29 1/4 RD	29 RD / D RD	0.61	T
MEADOWVALE WAY	COLORADO AVE	SANDPIPER AVE	0.05	BB
OL SUN DR	E RD	GUNNISON AVE	0.23	BB
WEDGEWOOD AVE	COLORADO AVE	D RD	0.39	BB



Redlands

High Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
BROADWAY	22 1/2 RD	RIVERSIDE TRAIL	3.39	T or CT or PBL
S REDLANDS RD/26 3/8 RD	LITTLE PARK RD	26 3/8 RD	0.52	T

Low Priority

Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
23 RD	S RIM DR	BROADWAY	0.49	BL
23 RD	BROADWAY	DEAD END	0.22	BB
BROADWAY	W GREENWOOD DR	GREENWOOD DR	0.11	T or CT or PBL
BROADWAY	W OF CANYON CREEK DR	COLONIAL DR	1.57	T or CT or PBL
CANYON CREEK DR	DEAD END	BASELINE DR	0.30	BB
CANYON RIM DR	S CAMP RD	DEAD END	0.49	BB
COLONIAL DR	BROADWAY	CARLSBAD DR	0.18	BB
D RD	S BROADWAY	ROSEVALE RD	0.30	BB
DESERT HILLS RD	S BROADWAY	DEAD END	0.33	BB
DESERT HILLS RD	DEAD END	ESCONDIDO CIR	0.26	T
E 1/2 RD	20 1/2 RD	W GREENWOD CT	0.82	BB
E MAYFIELD DR	BROADWAY WB	BROADWAY EB	0.04	BL
EASTER HILL DR	N EASTER HILL DR	S BROADWAY	0.05	BB
ESCONDIDO CIR	DESERT HILLS RD	S BROADWAY	0.34	BB
FUTURE ATC TRAIL	MOCKINGBIRD LN S OF BROADWAY	ESCONDIDO CIR / S BROADWAY	0.95	T
FUTURE ATC TRAIL	2292 S BROADWAY TO S OF S BROADWAY	23 RD N OF S BROADWAY	0.14	T
FUTURE ATC TRAIL	E OF CANYON CREEK DR NE OF BROADVIEW CT	DESERT HILLS RD E OF KINDERED RESERVE	2.83	T
FUTURE ATC TRAIL	COLONIAL DR / CARLSBARD DR	NE OF VILLAGE VIEW CT / RIO HONDO RD	0.24	T
MARIPOSA DR	W RIDGES BLVD	MONUMENT RD	0.66	BL
MONUMENT RD	CITY BOUNDARY / LUTCH LOOPS CONNECTOR TRAIL	GLADE PARK RD	1.42	T or CT or PBL
MONUMENT VILLAGE DR	DEAD END	BROADWAY	0.28	BB
REDLANDS 360 TRAIL	S OF REDLAND PKWY AND BROADWAY	CANYON RIM DR	3.61	T
RIDGES BLVD	TURNING LANE	BROADWAY	0.02	BL
ROSEVALE RD	D RD	LITTLE PARK RD	0.91	BL
ROSEVALE RD	DEAD END	D RD	0.22	BB
S BROADWAY	E HALF RD	ESCONDIDO CIR	1.50	BL
S BROADWAY	EASTER HILL DR	2292 S BROADWAY	0.18	BB
S BROADWAY	ESCONDIDO CIR	S CAMP RD	0.51	T or CT or PBL
S BROADWAY	W OF 20 RD	20 1/2 RD	0.51	T or CT or PBL
S CAMP RD	E DAKOTA DR	MONUMENT RD	0.96	T or CT or PBL
S CAMP RD	CANYON RIM RD	BUFFALO DR	0.07	T or CT or PBL
S REDLANDS RD	MIRA MONTE RD	ROSEVALE RD	0.65	BB
S RIM DR	GREENBELT CT	23 RD	0.04	BL
W GREENWOOD CT	W GREENWOOD DR	DEAD END	0.06	BB
W GREENWOOD DR	BROADWAY	W GREENWOOD CT	0.13	BB
W RIDGES BLVD	TURNING LANE	MARIPOSA DR	0.02	BL

Bicycle Crossing Guidance

When creating a low-stress bike network, it is paramount to consider where bicycle facilities cross at intersections or at midblock designated crossings. The weakest link approach acknowledges that a low-stress bicycle facility is only as comfortable as the lowest comfort component; this component is often the intersection.

The NACTO *Urban Bikeway Design Guide* provides guidance on best practices for intersection design treatments for urban bikeway crossings. Additionally, NACTO also published a supplemental design guide for effectively designing low-stress bikeways through intersections for all ages and abilities titled *Don't Give Up at the Intersection*. Refer to these publications for supplemental design guidance on bicycle crossing treatments at intersections. Low-stress bicycle facility crossing applies design strategies and tools at the intersection to reduce the conflict between vehicles and people on bikes by targeting three key elements:

1. Reduce vehicle turning speeds
2. Increase the visibility of bicyclists
3. Give priority to bicyclists

The characteristics of the roadway being crossed and the bicycle facility type influence what crossing treatment is necessary. NACTO defines three main types of low-stress bicycle crossing types. These three, plus a fourth - roundabouts (which are present in Grand Junction), are applied to any permutation of bike facility type and street classification:

1. Protected intersections
2. Dedicated intersections
3. Minor street crossings
4. Roundabouts

Table 3 shows what category of crossing treatment is most appropriate for each facility type and street type.

Intersection Types

A brief summary of contextual applications and design considerations of each bicycle crossing intersection type is provided below. Refer to NACTO's *Don't Give Up at the Intersection* for guidance on the specific intersection treatments and considerations for designing protected intersections, dedicated intersections, and minor street crossings. Refer to Chapter 14 of CDOT's *Roadway Design Guide* for design guidance for carrying bikeways through roundabouts.

Protected Intersections

Protected intersections are recommended where protected bike lanes meet collectors and arterials, as shown in **Figure 20**.

According to NACTO: "Protected intersections can be applied on any street where enhanced bike comfort is desirable. They are most commonly found on streets with parking-protected bike lanes or buffered bike lanes. Protected intersections can also be implemented using interim materials. Where no parking lane exists, a setback can be created by shifting the bikeway or motor vehicle lanes away from one another as they approach the intersection."

TABLE 3: BICYCLE CROSSING INTERSECTION TYPE IDENTIFICATION

BICYCLE FACILITY TYPE	LOCAL	COLLECTOR	ARTERIAL	DRIVEWAY	ROUNDABOUT
Bike Boulevard	Minor Street Crossing	Dedicated Intersection	Dedicated Intersection	Minor Street Crossing	Merge with traffic
Bike Lane	Minor Street Crossing	Dedicated Intersection	Dedicated Intersection	Minor Street Crossing	Merge with traffic and/or provide ramps to multiuse trail
Protected Bike Lane/Cycle Track	Dedicated Intersection	Protected Intersection	Protected Intersection	Minor Street Crossing	Provide ramps to multiuse trail
Multiuse Trail	Minor Street Crossing	Dedicated Intersection	Dedicated Intersection	Minor Street Crossing	

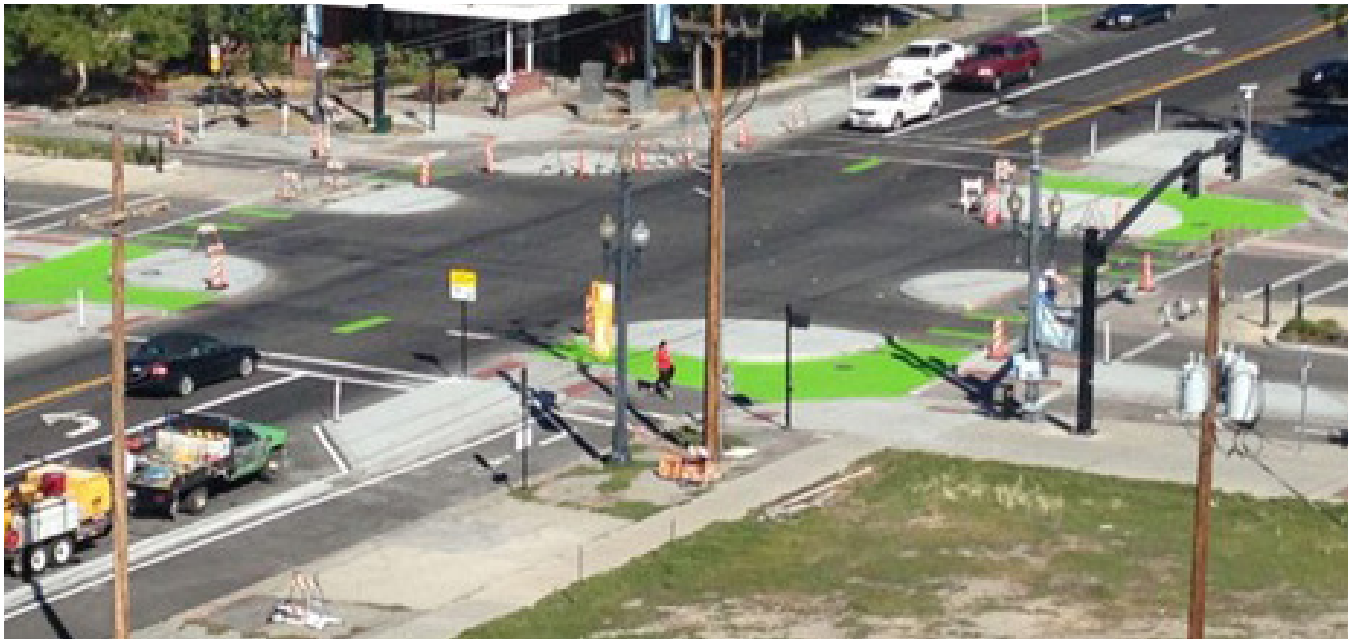


FIGURE 20 PROTECTED INTERSECTION SOURCE: NHRP

Dedicated Intersections

Dedicated intersections are recommended when bike boulevards, bike lanes, and trails meet collectors and arterials and where protected bike lanes meet local streets. An example of a dedicated intersection is shown in **Figure 21**.

According to NACTO: “Dedicated intersection geometry should be considered where there is not enough space to set back the bikeway from mixed traffic at the intersection. This condition often arises when a protected bike lane runs close to mixed traffic lanes without a parking or loading lane between them.”

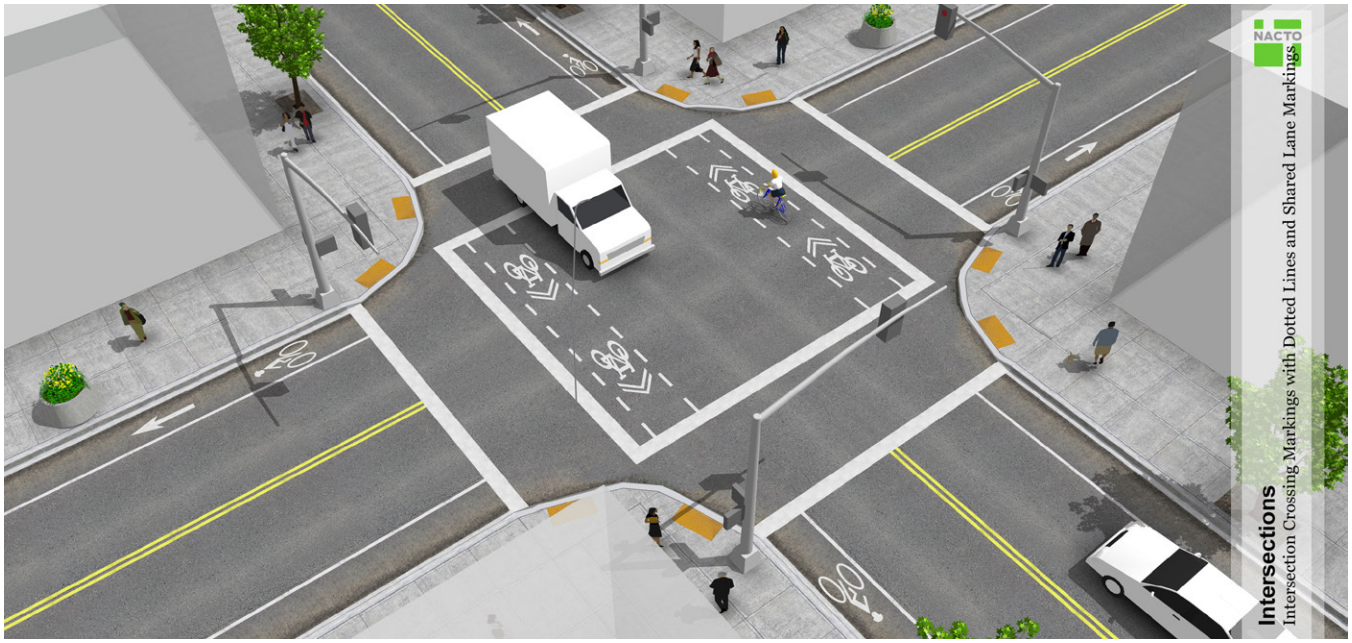


FIGURE 21 DEDICATED INTERSECTION SOURCE: NACTO

Minor Street Crossings

Minor street crossings are recommended when bike boulevards, bike lanes, or trails cross local roads or driveways (with the exception of protected intersection treatments for some protected bike lanes). An example of a minor street crossing is shown in **Figure 22**.

According to NACTO: "Minor street crossings use compact corners and raised elements to keep turn speeds low. The raised crosswalk and bikeway indicate to drivers that they are entering a low-speed environment, and must prepare to yield to other users. Traffic control devices, such as signals, are uncommon. Ensuring a clear approach sightline is essential to encourage drivers to yield to people in the bikeway or the crosswalk. Raised bikeway crossings should be considered where bikeways cross minor streets, neighborhood streets, driveways, and other small streets. Where the bikeway is not signalized, such as at uncontrolled or stop controlled on-minor intersections, the raised crossing provides unambiguous priority to bikes in the intersection."

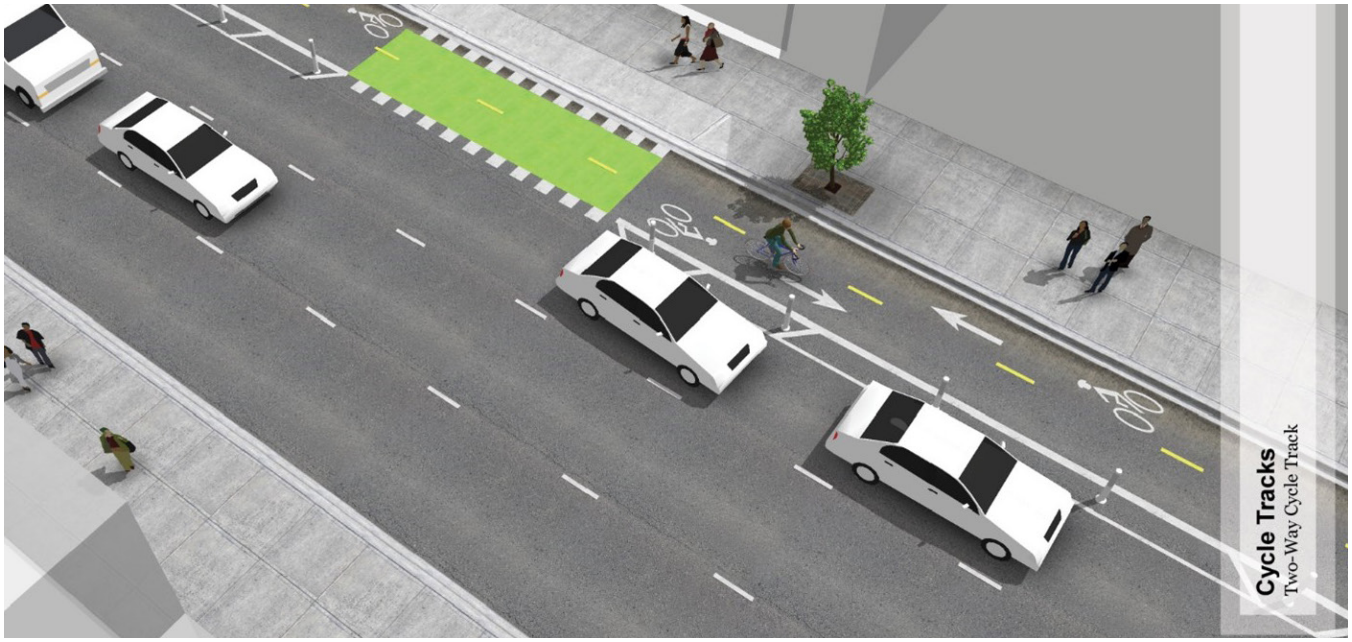


FIGURE 22 MINOR BICYCLE CROSSING SOURCE: NACTO

Roundabouts

When bike facilities meet a single lane roundabout with a designated speed of <15 mph bike boulevards and bike lanes can merge with traffic. Additional signage should also be provided, as well as on-street painted arrows.

When a protected bike lane or trail meets a roundabout, or when any bicycle facility meets a two-lane roundabout, separated facilities for bicyclists (perhaps shared with pedestrian infrastructure and with pedestrian crossings) should be clearly marked. Separated facilities can also be included when a standard bike lane meets a one-lane roundabout. This infrastructure should have ramps and clear crossing markings for where bikes are to cross the legs of the roundabout. An example is shown in **Figure 23** and at the existing roundabout at 12th Street and Horizon Drive in **Figure 24**.

Intersection Treatments at Bicycle Crossings

Refer to NACTO's *Urban Bikeway Design Guide* for treatment strategies for different bicycle crossing contexts, including specific design guidance. Several bicycle crossing treatment options, including specific recommendations most relevant to Grand Junction are provided below.

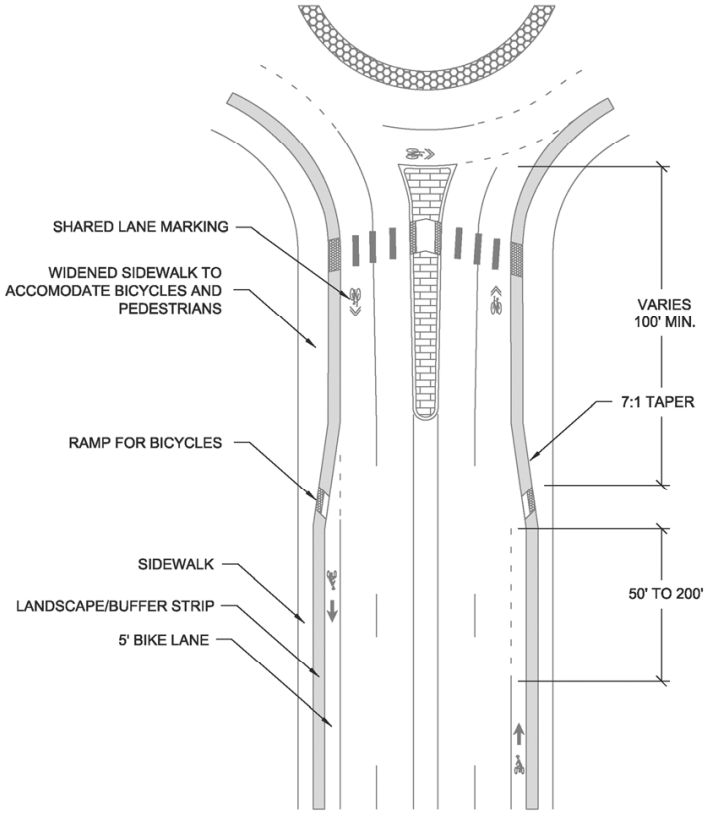


Figure 14-28 Multi-lane Roundabout

14-45

FIGURE 23 BIKE CROSSING AT ROUNDABOUT SOURCE: CDOT

FIGURE 24 BIKE LANE RAMPS AT 12TH STREET AND HORIZON DRIVE ROUNDABOUT

Bike Boulevards Crossings

Since bike boulevards will most commonly occur on local streets, special consideration should be given to intersection treatments along these streets. NACTO provides treatment guidance for two basic types of intersections: minor street crossings and major street crossings.

- Minor Street Crossings - At minor street crossings on Bike Boulevards, the primary consideration is mitigating frequent stops, which can be a significant inconvenience for bicycle mobility. Frequent placement of stop signs along low-volume, low-speed streets is a common strategy to mitigate speeding and cut-through vehicle traffic, especially in residential areas where most Bike Boulevards will occur. NACTO recommends that "bicycle boulevards should have right-of-way priority and reduce or minimize delay by limiting the number of stop signs along the route." Therefore, it is recommended to consider flipping the stop sign to be directed to the non-bike priority street, creating a two-way stop-controlled intersection, which could be paired with a neighborhood traffic circle to limit vehicle speeds . Other speed and volume control treatments should be used on the bike boulevard in lieu of frequent stop signs, such as speed humps, chicanes, bulb-outs, neighborhood traffic circles, and diverters (see **Figure 18**).
- Major Street Crossings – Because Bike Boulevards are typically along local streets that have two-way stop control at major cross streets, the primary consideration at these locations is providing a safe and convenient way for bicyclists to cross. Effective treatments at major crossings will be essential to implementing effective bike boulevards in Grand Junction. In fact, many of the streets designated as future bike boulevards on the Future Bicycle Network Map (see **Figure 19**) are already low-volume and low-speed and the primary treatment that will be needed along these corridors will be crossing improvements particularly at major crossing. NACTO provides guidance on potential treatments where Bike Boulevards cross major streets, including curb extensions, flashing beacons, median refuge islands, and signals (see **Figure 18**).

Through Bike Lanes

Carrying bike lanes through the intersection approach is important so bicyclists have the opportunity to correctly position themselves to avoid conflicting with turning traffic. This typically includes positioning bike lanes to the left of right turn lanes and providing a dotted transition lane for bikes of the appropriate width and distance in advance of the intersection (see **Figure 25**). Green skip paint can be used for intersections with high right turn volumes .

FIGURE 25 THROUGH BIKE LANE

FIGURE 26 COMBINED BIKE LANE/TURN LANE SOURCE: NACTO

In addition, ending the bike lane prior to the intersection should be avoided as much as possible. This was a common barrier to bicycling identified by the community during the public engagement process. In constrained environments where there may not be enough space to accommodate a bike lane through the intersection under the existing lane configuration, the city should evaluate removing a turn lane, providing a combined bike/turn lane (see example in **Figure 26**), widening the intersection, or providing a ramp to/from a shared multiuse trail similar to a roundabout configuration (see **Figure 23**).

Signal Phasing

At signalized intersections, there are several strategies related to signal phasing to enhance bicycle safety, visibility, and prioritization. They are:

1. Protected Left Turn Phasing – Vehicles making a left turn on streets with a bikeway may not be looking for crossing bicyclists. Permitted-protected and protected-only signal phasing are proven safety countermeasures that can mitigate crashes with left turning vehicles.
2. Lagging Left Turn - A lagging left turn provides the vehicle with a left turn green arrow after the through movement, to allow bicyclists to pass through the intersection first.
3. Bike Signal - A bike signal provides the bicyclist with a separate phasing from vehicles which can be useful at intersections with high volumes of right turning vehicles and where the bikeway is to the right of the turn lane. Phasing may be in the form of protected or protected-permissive right turns.
4. Leading Bike Interval (LBI) - An LBI is where the bicyclist receives a green bike signal a few seconds in advance of vehicles, allowing the bikes to get a head start into the intersection to become visible, especially if there is not a dedicated right turn lane. This phasing requires a separate bike signal head.
5. Signal Progression - Setting signal progressions to bike-friendly speeds (around 12 mph) on streets prioritized for bike movements can reduce bicycle delay and improve bicycle compliance, while supporting bus transit reliability and disincentivizing vehicular speeding.

Prohibit Right-turn-on-Red – In addition to situations outlined in Section 2B.54 of the Manual for Uniform Traffic Control Devices (MUTCD) for when a No Turn on Red sign should be considered, prohibiting right-on-red should also be considered at intersections with streets where a multiuse trail is present in order to mitigate conflicts caused by drivers looking left for gap in traffic and failing to see a bicyclist on a multiuse trail approaching from the right.

According to NACTO: "A LBI can be provided if a shared through/turn lane is next to the bikeway. If a dedicated right or left turn lane is next to the bikeway, protected-permissive bike signal phasing should be considered. Protected signal phases should be considered if turn volumes from the adjacent lane exceed 120 to 150 vehicles per hour (vph). Protected signal phases should also be considered if conflicting left turn volumes (on two-way streets) across the bikeway exceed 60 to 90 vph, or if these turns cross multiple traffic lanes."

Signal Detection & Actuation

At all signalized intersections in Grand Junction where an existing or planned bikeway crosses the intersection the following should be considered in the signal design so a bicyclist can reliably actuate a green signal. There are several options to achieve this:

- Automatic Bike Detection – The most effective bike detection use video or radar to detect the presence of a bicyclist and actuate the signal. This should be paired with pavement markings and/or signage directing bicyclists where to position to actuate the signal (see **Figure 27**).
- Push-Button – A user activated button (similar to a pedestrian push button) mounted on a pole adjacent to the bikeway and at a level that a bicyclist can activate without dismounting or leaving the bikeway.
- Automatic Recall – The simplest way to ensure bicyclists can call a green signal is to set the signal phasing to automatic recall so that a green phase is actuated every signal cycle.

FIGURE 27 BIKE DETECTION AT SIGNAL

Providing a reliable and convenient way for bicyclists to actuate a signal is important to bicycle comfort, convenience, and safety when crossing busy streets, and will deter red light running.

Recessed Stop Bar or Bike Box

Installing recessed stop bars for vehicles at intersections increases the visibility of bicyclists and can be applied across all controlled intersection treatment strategies. **Figure 28** shows a recessed vehicle stop bar. This can also take the form of a bicycle box, which is a designated area in front of the travel lane at a signalized intersection that is safe and visible for bicyclists to wait. This allows cyclists to get ahead of queueing traffic during the red signal phase which helps to mitigate conflicts with right turning vehicles. It is recommended that this be paired with prohibiting right turns on red. An example of a bike box is shown in **Figure 29**.

FIGURE 28 RECESSED STOP BAR

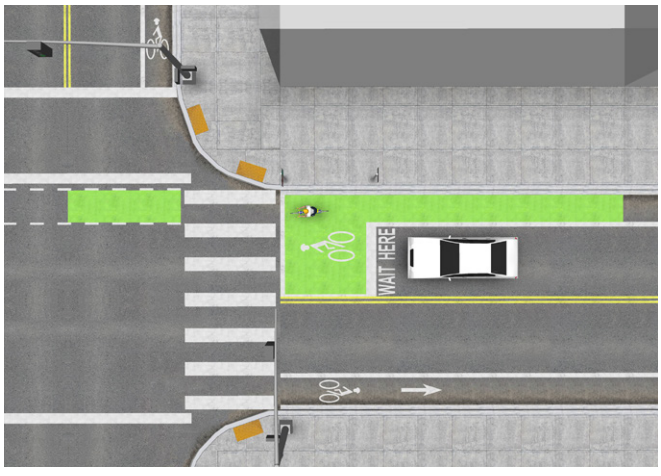


FIGURE 29 BIKE BOX AT INTERSECTION

Intersection Crossing Markings

NACTO recommends the implementation of crossbike across the intersection; a crossbike is similar to a crosswalk but for bikes—intersection crossing markings for bikes. This can consist of bike lane line extensions with broken white lines and/or dashed green bars. An example of a crossbike is shown in **Figure 30.**

FIGURE 30 CROSSBIKE

Bridges and Underpasses

Grand Junction is bisected by the Colorado River, Union Pacific railroad, and several major urban highways, including US-50 and I-70B, all of which were identified by the community as significant barriers for bicycle and pedestrian movement between important destinations in the city. To mitigate the impact of these barriers additional pedestrian and bicycle crossings are recommended in the updated Active Transportation Corridor map. All future bridge and underpass crossings along Active Transportation Corridors should be designed to accommodate pedestrians and bicyclists via a low-stress facility generally following the pedestrian and bicycle facility design guidance in the PBP.

Design Considerations

Given the unique nature of bridge and underpass crossings, possibly including narrower cross-sections, higher vehicle speeds, and walls or railings, special consideration should be given to pedestrian and bicycle accommodations in these contexts. Traffic volume, speed, number of travel lanes, and length of the bridge will determine the facility most appropriate for bicycles. The AASHTO *Guide for Development of Bicycle Facilities* provides recommendations for special considerations of bicycle facilities on bridges including the height and spacing of railings, and additional clear zone spacing. AASHTO also recommends on longer bridges (a half mile or more) with a design speed of over 45 mph that bicyclist be provided a separate shared-use path with a concrete barrier. In these instance merge ramps may be needed to allow bicyclist to transition from on-street to off-street facilities on either end of the bridge similar to roundabouts. AASHTO also recommends in these cases that multiuse trails be implemented on both sides to support bicycle mobility and prevent wrong-way riders. Connections to adjacent bicycle and pedestrian corridors on either side of the bridge or underpass should also be made to ensure adequate access and connectivity to the bridge or underpass. Lastly, bridges and underpasses should also be well-lit.

Bridge and Tunnel Retrofits

Bridges and tunnels are expensive to replace and are often designed to last 50 years or more. Thus, in cases where there is an existing bridge or tunnel not slated for replacement in the near future, the city may need to retrofit the crossing to adequately accommodate pedestrian and bicycle movement. Refer to AASHTO on guidance for best practices in bridge and tunnel retrofits. Potential strategies in situations where there is not enough width to accommodate bicycle facilities may include widening the sidewalk, by narrowing or reducing travel lanes, or adding a cantilever structure.

OBJECTIVE S1

When upgrading bike facilities on a corridor, incorporate suggested intersection treatments to reduce stress of bicycle crossings, and ensure continuity of high-comfort facilities.

CHAPTER 5.

PEDESTRIAN NETWORK PLAN

The pedestrian network plan in this section includes the following:

- A description of the preferred design user that pedestrian facilities will be designed to support.
- A description of pedestrian facility types and their design guidelines.
- Pedestrian crossing guidance on how to improve safety for pedestrians at street crossings.

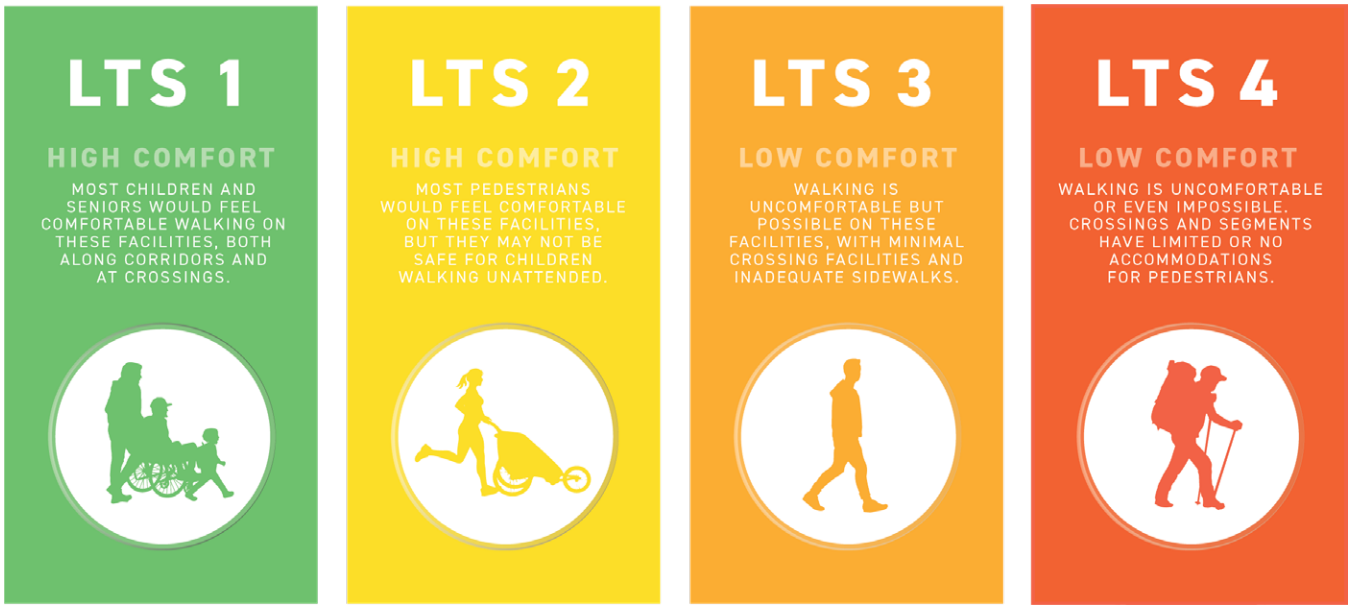
This plan sets the goal for all streets in Grand Junction to provide high comfort locations for people to walk. Given there are hundreds of miles of streets in Grand Junction, the initial focus should be on completing sidewalks and trails on the Active Transportation Corridors, many of which are arterial streets with high traffic speeds and volumes.

The prioritization strategy described in the Implementation section of this plan identifies the most critical pedestrian infrastructure using criteria sourced from the community, prioritizing the locations with both the greatest need and that will have the greatest impact to pedestrian circulation.

Preferred Design User

Based on input from the community, Steering Committee, and city staff, this plan sets forth a goal to have low-stress, high-comfort places to walk or roll on all streets in Grand Junction. Low-stress facilities are defined as those that score an LTS 1 or LTS 2 on the LTS 1-4 rating system as shown in **Figure 31**, meaning they cater to all ages and abilities. Future sidewalks and trails in Grand Junction will cater to the most cautious design user, including children, older adults, and people with mobility challenges, to the most confident pedestrian. Designing sidewalks to this standard will ensure all residents, employees, and visitors of Grand Junction can feel comfortable choosing to walk or roll.

FIGURE 31: PEDESTRIAN LEVEL OF TRAFFIC STRESS



Pedestrian Facility Types

Pedestrian facility types recommended in this plan, consisting of sidewalks and crossings, are those needed to achieve an LTS 1 or 2 on streets based on the roadway speed, number of lanes, and traffic volumes. Unlike the bicycle network plan, where specific streets will have bicycle facilities (primarily on the Active Transportation Corridors), it is assumed that the majority of, if not all, streets in the city will be a part of the future pedestrian network.[1]

However, this plan prioritizes where upgrades in the pedestrian network should be made first. The Prioritized Pedestrian Network map in **Figure 44** shows all sidewalks in the city prioritized in order of importance to complete or upgrade based on the prioritization criteria. This section describes design guidance for sidewalks and trails, with additional design specifications found in the updated TEDS Manual. Guidance is based on best practices from NACTO, FHWA, and from best practices established in other municipalities.

1 Note: While certain streets are planned as part of the bike network that will have specific design treatments to provide high comfort for bicyclists, it is expected that bicyclist will also use all streets in Grand Junction.

Sidewalks

To achieve at least an LTS 2, streets with three travel lanes or fewer and speeds of 30 mph or less (generally local and collector streets) require a 6-foot sidewalk with an 8-foot buffer. Streets with four travel lanes or more and/or speeds of 35 mph or more require an 8-foot sidewalk with 12-foot buffer. These recommendations follow a "weakest link approach," meaning that a street with two travel lanes but a posted speed limit of 35 mph will require an 8-foot sidewalk with 12-foot buffer. Notably, if the city chooses to reduce the speed and/or number of lanes on a street as part of a corridor project, the recommended width of sidewalk and buffer may be reduced. It is recommended that changes to posted speed are accompanied by geometric design changes and traffic calming interventions to be effective.

FIGURE 32: SIDEWALK ELEMENTS

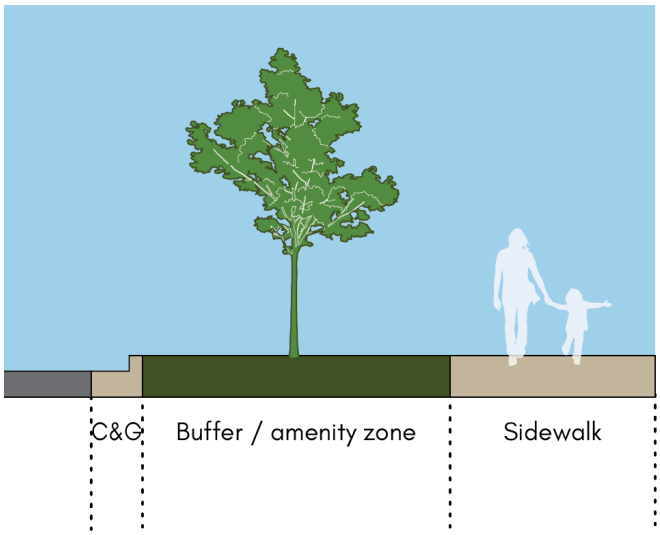


TABLE 4: SIDEWALK FACILITY RECOMMENDATIONS TO ACHIEVE LTS 2 OR BETTER GIVEN STREET CHARACTERISTICS

		LANES	
		3 or fewer	4 or more
Speed	30 mph or less	6 ft sidewalk, 8 ft buffer	8 ft sidewalk, 12 ft buffer
	35 mph or more	8 ft sidewalk, 12 ft buffer	8 ft sidewalk, 12 ft buffer

In constrained environments with limited right of way behind the curb, the sidewalk should be as wide as possible, with a minimum width of 5 feet and a minimum buffer width of 2 feet. Note: bike lanes and on-street parking can count as part of the buffer width as explained in the Buffer/Amenity Zone section.

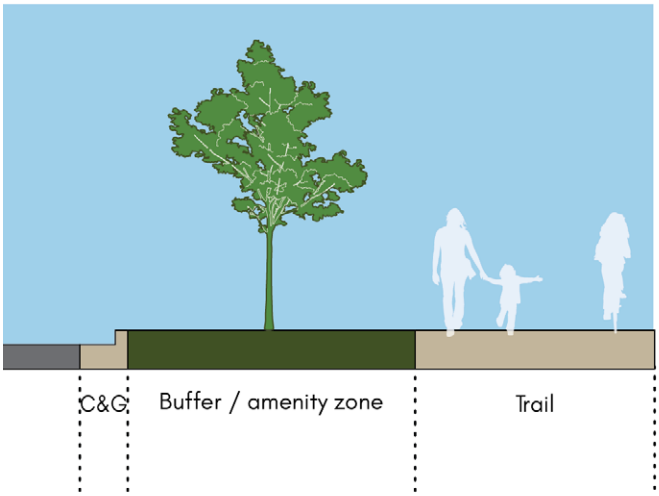
On local streets in existing residential neighborhoods where there is no sidewalk, an LTS 2 has been assigned when speed limits are 25 mph or less and volumes average less than 1,000 vehicles per day. These streets are the lowest priority to improve with sidewalk facilities unless they are part of a Safe Routes to School corridor. Neighborhood residents typically utilize the street surface to walk and roll with the motorized traffic. Generally, this sharing of the roadway has been found to be an acceptable level of comfort on these low-volume, low-speed streets.

Trails

To achieve at least an LTS 2, trails should be 10 feet or wider (with 12-foot as the desired width) with a 5-foot buffer on local streets, 8-foot buffer on collector streets, and 12-foot buffer on arterials. Striping on major trails can help separate bi-directional traffic for people walking/rolling and people biking where needed, especially in areas where visibility is limited due to trail curvature or topography.

In constrained environments with limited right-of-way behind the curb, trails should be as wide as possible, with a minimum width of 8 feet, and minimum buffer width of 2 feet.

FIGURE 33: TRAIL ELEMENTS



Buffer/Amenity Zone

The buffer/amenity zone is an area that separates trails and sidewalks from travel lanes. The highest-quality buffers include both horizontal and vertical separation, for additional protection for those walking, rolling, and biking. Wider buffers better accommodate shared dockless micromobility (such as scooter- and bike-share), by allowing users of bike- and scooter-share to park devices safely outside of the sidewalk, and in the amenity zone. This maintains a clear path of travel for people using wheelchairs and other mobility devices, while also reducing visual clutter.

While **Figure 32** and **Figure 33** show tree lawns in the zone, this is for illustrative purposes. This zone should provide a high-quality buffer with landscaping and street trees or a hardscaped surface with street furniture including streetlamps, benches, planters, and bike racks. Parked cars, bike lanes, or painted shoulders (such as painted edge lines) can also be included in the overall buffer width.

OBJECTIVE Q2

Install high-comfort sidewalks and trails according to the design guidance in the Pedestrian Facility Types section.

Pedestrian Crossing Guidance

There are two main types of marked roadway crossings for pedestrians: controlled crossings and uncontrolled crossings.

- A **controlled crosswalk** is a legal crossing across a roadway approach controlled by a stop sign or traffic signal.
- An **uncontrolled crosswalk** is a legal crosswalk across a roadway approach without any control, such as a stop sign or traffic signal. Note: while a pedestrian can legally cross at uncontrolled crossings, the Colorado Revised Statutes Section 42-4-803 states: (1)....*Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway*.

Crosswalks may also be marked or unmarked:

- A **marked crosswalk** is a legal crosswalk that features traffic control markings.
- An **unmarked crosswalk** is a legal crosswalk that does not feature any traffic control markings.

An example of different crosswalk types in Grand Junction is shown in **Figure 34**.

FIGURE 34 PEDESTRIAN CROSSING EXAMPLES IN GRAND JUNCTION

The specific treatment (marked crosswalk, signage, beacon, etc.) for a specific crossing can be determined using the *Grand Junction Pedestrian Crossing Installation Guidelines* (2016), including when and where to place different types of crossings. Additional guidance on uncontrolled pedestrian crossings can be found in the FHWA *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*, and the CDOT *Pedestrian Crossing Installation Guide.*

OBJECTIVE S2

When upgrading pedestrian facilities on a corridor, incorporate suggested intersection treatments to reduce stress of crossings, and ensure continuity of high-comfort facilities.

The city should pay special attention to the universal accessibility of crossings for all ages and abilities. Crossings should be designed with ADA accessible pedestrian ramps, detectable surfaces, and other universal design features.

OBJECTIVE E1

Design crossings with ADA accessible pedestrian ramps, detectable surfaces, and other universal design features.

The TEDS Manual provides design standards for each of the treatments identified. Existing crossings should be evaluated regularly to help ensure the current standards are being met. In addition to these local standards, the city can reference Federal guidance.

CHAPTER 6.

PROGRAM & POLICY RECOMMENDATIONS

Programs

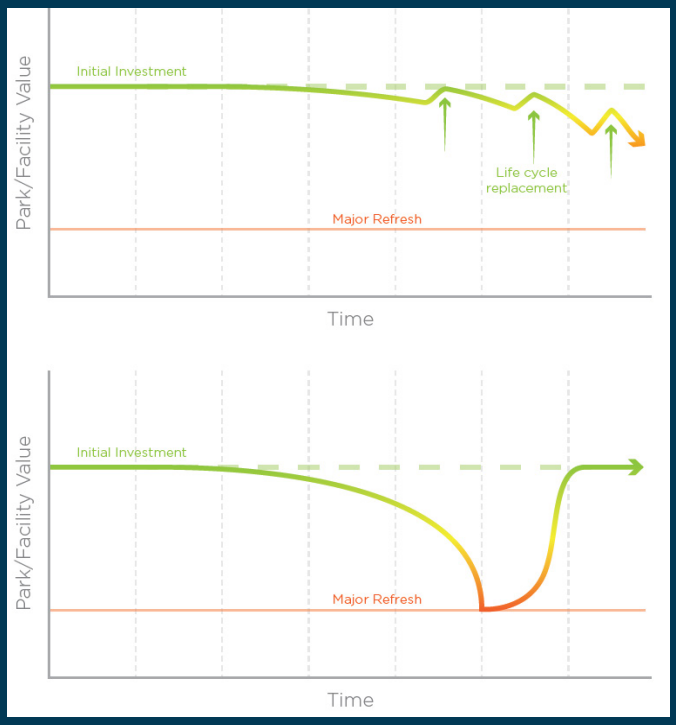
Programs will work in tandem with the build-out of the pedestrian and bicycle networks in Grand Junction to further support people walking, rolling, and biking. Programs to maintain new facilities, provide pedestrian and bicycle amenities, create Safe Routes to School, reduce commute trips, and improve education and awareness will each establish a culture friendly to walking and biking. Based on the existing conditions analysis, feedback from the community and in collaboration with the project Steering Committee, the following set of programs are recommended to support buildout and use of the future bicycle and pedestrian network.

Maintenance

As the city of Grand Junction bike, sidewalk, and trail networks expand during implementation of the PBP, a set of maintenance standards and a maintenance plan can help city staff assess and prioritize maintenance needs to keep infrastructure in a state of good repair. This will ensure the bike and pedestrian network is a reliable and comfortable transportation resource for all community members.

Planning and budgeting for maintenance needs can be overlooked during planning, design, and construction of new facilities. Funding for capital construction tends to be more readily available than funding for routine upkeep. While initial construction costs far outsize those of maintenance and improvement of existing facilities, funding for routine upkeep is more difficult to secure. Deferring routine upkeep can result in facilities degrading faster and requiring more expensive maintenance interventions later. Early, frequent maintenance can reduce overall costs over time, as seen in **Figure 35**.

FIGURE 35: EXTENDED LIFE SPAN OF FACILITIES WITH CONSISTENT REINVESTMENT VERSUS LIFE SPAN OF FACILITIES WITHOUT MAINTENANCE (SOURCE: FORT COLLINS 2021 PARKS & RECREATION MASTER PLAN)



RESPONSIBLE PARTIES

The Parks Operations Division of the Parks and Recreation Department is responsible for maintaining 21 miles of the urban trail system and over 500 acres of open space. The Street Systems Division of the Public Works Department is responsible for maintenance of all on-street bikeways, as well as street sweeping, drainage maintenance, leaf removal, pavement maintenance, and sidewalk maintenance. As the system expands, maintenance work completed by volunteers can supplement work performed by local maintenance entities. Volunteers can assist with routine upkeep responsibilities and can reduce overall maintenance costs. Volunteers can perform a variety of tasks, including trash removal, vegetation management, and physical infrastructure maintenance, as shown in **Table 5**.

TABLE 5: COMMON MAINTENANCE TASKS FOR VOLUNTEERS

Volunteers can most likely:	Volunteers may not be able to:	To get help with this task:
Keep the trail clear of trash and debris.	Haul material to a disposal facility.	Contact your local government or waste hauler.
Clear brush and trees.	Dispose of the material.	Borrow or rent a chipper.
Plant and maintain trees, shrubs, and flowers and do most gardening and landscaping tasks.	Provide the items to be planted.	Get donated or discounted plant materials from a local nursery or home center. Establish an inventory of donated hand tools.
Operate mowers, trimmers, and chain saws.	Supply their own tools.	Establish an inventory of donated power tools.
Operate a tractor, loader, or bobcat.	Operate specialized heavy equipment like a dozer, grader, or roller.	Ask your local road crew or hire a paid contractor.
Make minor repairs to non-asphalt trails.	Lay asphalt or operate a paving machine.	
Keep drainage structures clear.	Dig a trench and install pipes or culverts.	
Perform surface cleaning of restrooms.	Remove waste from portable toilets or restrooms.	Hire a paid contractor.
Install signs, gates, bollards, and fences.	Manufacture same.	Purchase using donated funds or get donated or discounted materials from a lumber yard or home center.
Build and install picnic tables, benches, kiosks, and other wood structures.	Provide materials.	
Bridge decking and minor bridge and tunnel maintenance.	Structural inspection and maintenance of bridges and tunnels.	Hire a professional engineer and paid contractor.

RECOMMENDED MAINTENANCE ACTIVITIES

This section identifies recommended maintenance activities including trash removal, surface cleaning, vegetation maintenance, snow removal and drainage, pavement maintenance, amenity maintenance, physical infrastructure maintenance, and trailhead maintenance.

Trash Removal: Trash removal is important not only for upholding the aesthetic character of trails, but also for protecting public health and safety and respecting natural habitat, wildlife, air, water, and soil quality. Frequency of trash removal can vary based on trail use and location. For more remote or less trafficked trails, the city could reduce maintenance costs related to trash removal by placing bins at select locations and requesting that the public hold on to trash generated along the trail. Locations at trail entry points, in parking areas, and near street crossings are more easily accessed and serviced by maintenance staff. Additionally, on trails where dogs are permitted, there should be signage and stations with disposable bags placed next to trash containers. These stations make it convenient for pet owners to pick up pet waste and can reduce the frequency of users dropping bags along the trail.

Surface Cleaning: Surface cleaning of trails is necessary for removing obstacles that could cause injury or impede universal access. Staff may blow or sweep the surface clear of leaves and other debris.

Vegetation Management: Vegetation management is another maintenance activity that is necessary to remove obstacles that could cause injury or impede universal access. Best practices for trail clearance generally state that the edges of paved trails should have 2-3 feet of horizontal clearance from vertical obstructions, and trails should have a minimum vertical clearance of 8-12 feet. Clearing includes the removal of downed or leaning trees, protruding roots, loose limbs, or large pieces of bark from the trail and buffer zone.

Snow Removal and Drainage: The goal of snow removal and drainage is to avoid weather-related blockages to trail access. In general, snow removal should occur as soon as possible after a snowfall on hard surface trails. Drainage maintenance is important for preventing damage to trails from storms and water erosion and for keeping trails open for use. Common drainage activities include clearing ditches and culverts. Ditches must be deep and wide enough to carry water volumes during heavy storms. Vegetation or trash that may block water flow must be removed from ditches, and slumping banks should be rectified. Drainage culverts should also be checked and cleared prior to major storms to ensure functionality during and after a weather event.

Pavement Maintenance: Asphalt pavement generally requires more maintenance than concrete and has fallen out of favor in many Colorado communities. Asphalt trails more frequently crack due to intruding vegetation, and a smooth trail surface is needed to better serve users of all abilities. Well-maintained concrete trails can last 25 years. However, concrete surfaces can still be damaged by water and erosion, tree roots, and frost and freeze cycles. Other trail design characteristics with an impact on maintenance should be considered when constructing new facilities. New trails should be 10-12 feet to have adequate passing width and space for users to pause to the side, but also to allow access by maintenance and emergency vehicles. Trails should also be wider at intersections with other trails, at smaller radius curves, and at underpasses to allow for safe travel by users and to facilitate maintenance activities.

Amenity Maintenance: Trailside elements such as benches, picnic tables and shelters, drinking fountains, bicycle parking, bicycle repair stations, fencing, gates, bollards, and workout equipment may experience damage and require maintenance. Striping on major trails can help separate opposing traffic where needed, especially in areas where visibility is limited due to trail curvature. Striping and markings should be replaced where needed citywide on an annual basis. Maintenance activities include cleaning, painting, repair, and replacement. During the construction of new trails, consideration should be given to whether these amenities should be installed (contingent on whether sufficient resources for maintenance are available), and if so, consideration should also be given to material types, durability, and placement for ease of maintenance and repair.

Physical Infrastructure Maintenance: Preventative maintenance can ensure pedestrian bridges remain in a state of good repair. Wooden bridges require checking for damage or deterioration of wooden decking. General bridge maintenance includes replacing boards or screws, bridge washing, debris clearing, deck sealing, steel bearings lubrication, and painting load-carrying steel members. More intensive maintenance includes replacement of bridge elements such as joints, bearings, pedestals, bridge seat/pier cap, or columns/stems. The city may also apply products that enhance bridge grip and reduce slipperiness to improve safety for users in all weather conditions.

Trailhead Specific Maintenance: As the trail system expands, new trailheads and amenities may be installed. According to Rails-to-Trails, the most common trailhead elements are information kiosks, parking lots, tables and benches, trash receptacles, and toilets. As these facilities are planned, the city should consider material types, durability, and placement with regard to the ease of maintenance and repair.

OBJECTIVE Q3

Develop a set of maintenance standards and a maintenance plan to prioritize upkeep of the active transportation network.

ANTICIPATED COSTS AND FUNDING SOURCES

Total annual maintenance cost estimates per mile vary greatly across communities based on trail characteristics such as the types of vegetation, amenities included, and the number of annual users. Soft surface trails cost between $1,000 and $2,600 per mile and paved trails cost anywhere from $2,000-$12,000 per mile, according to Rails-to-Trails, the Ohio River Greenway, and the city of Billings. In Colorado, the city of Windsor estimates trail maintenance costs $5,000-$6,000 per mile annually. The city of Fort Collins estimates a cost of $9,144 per mile annually, but states that the best practice would be to spend $12,000. The city of Grand Junction should plan for increases in the budget of the Parks and Recreation Department and Public Works Department commensurate with additional assets and capital facilities that the Parks Operations Division and Street Systems Division must operate and maintain.

In communities nationwide, usually more funding exists for capital construction than for maintenance. According to Rails-to-Trails, trail system managers nationally report receiving funding primarily from municipal budget allocations (49%), then from local fundraising activities (39%), in-kind donations (29%), the state budget (24%), community fees or taxes (9%), and federal funding (7%).

Possible funding sources and opportunities for the city to explore include:

- Department of Local Affairs/Great Outdoors Colorado/Conservation Trust Fund (Colorado Lottery)
- Land and Water Conservation Fund
- Colorado Parks and Wildlife
- Conservation, trail advocacy groups, local organizations, non-profits
- Federal Highway Administration BUILD Grants, Recreational Trails Program Funding, Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program, National Highway Performance Program, FASTER Safety Grants
- Grand Valley Metropolitan Planning Organization
- Rails to Trails
- Property taxes
- Development impact fees on new construction
- Open space sales tax
- Sales tax
- Public utility bill donations

OBJECTIVE Q4

Explore and pursue new funding sources to support maintenance of the expanded system.

Pedestrian & Bicycle Amenities

The following section outlines guidance for pedestrian and bicycle amenities for the city to incorporate alongside installation of new sidewalks, trails, and bikeways. With any corridor upgrade, the city should consider how to improve the overall streetscape to create a more pleasant environment for those walking and biking.

OBJECTIVE M1

Grand Junction's streets shall be designed as public amenities and include aesthetic elements such as street trees, landscaping, pedestrian lighting, street furniture, and wayfinding signage wherever possible.

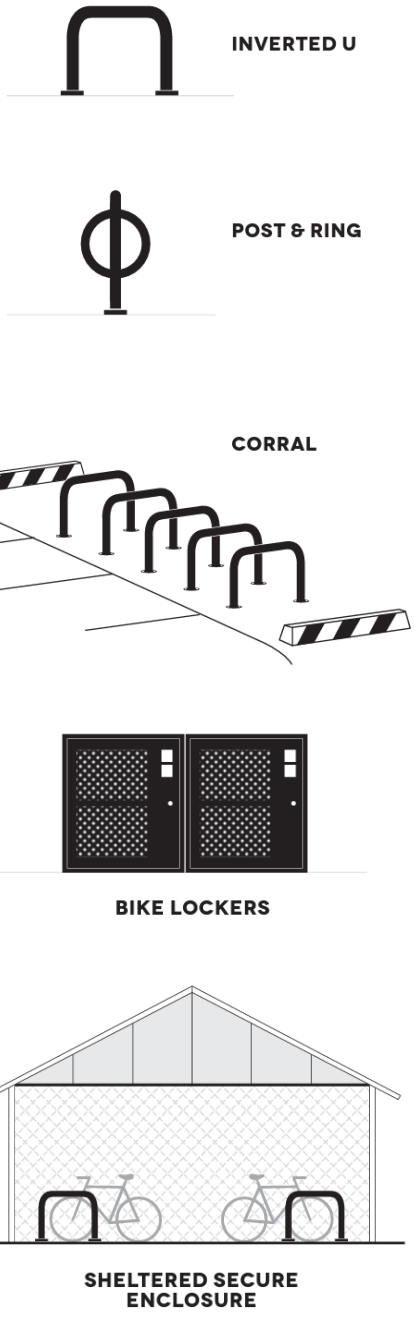
BICYCLE STORAGE & PARKING

Alongside bike lanes and trails, a key component of the bicycle network is secure bicycle storage and parking. Without ample and safe bike parking, people may be more reluctant to choose to bike. Installing and maintaining end-of-trip facilities such as bike racks/parking, bike lockers/secure bike storage, showers, and personal locker encourages commuting by bicycle by making it more convenient.

FIGURE 36: BIKE PARKING IN GRAND JUNCTION

The city should refer to the Association of Professional Bicycle Professionals (APBP) resource, Essentials of Bike Parking, which outlines design and installation guidelines for short-term and long-term bike parking **(Figure 36)**. Placement and selection of these facilities should consider not just traditional bikes but cargo, e-bikes and adaptive devices. Grided bike racks, loop bike racks, and other similar bike racks that do not allow the user to easily lock the frame and wheel of the bike to a post should be avoided. These racks are typically inefficiently used, harder to secure one's bike, and less compatible with larger e-bikes and cargo bikes. The inverted U or other similar bike racks as shown in **Figure 36** are preferred.

FIGURE 37: TYPES OF APBP-COMPLIANT PARKING



OBJECTIVE M1

Prioritize installation of bike and micromobility parking and secure storage in key destinations downtown, outside of city properties, and near major transit hubs, parks, schools, employment centers, and shopping areas.

The city should prioritize installation of bike parking and secure bike storage in key destinations such as downtown, outside of city properties, and near major transit hubs, parks, schools, employment centers, and shopping areas. Secure bicycle parking incorporates a "post" or "rack" where the front tire and the frame of the bicycle can be easily locked. The city should also accommodate alternative micromobility devices such as e-bikes and scooters by constructing dedicated micromobility parking in high-demand areas. Bike parking could take the form of bike racks, micromobility corrals, bike lockers, and bike shelters.

Regardless of the type of bike parking used, it is important that it holds the number of bikes as they are designed to hold and it stores them securely. For example, on many traditional "bike racks" a bicycle can only be secured on each end of the rack where one can lock both the front wheel and the frame of the bicycle to the rack. The spots between are difficult to use with limited distance between bike slots to lock up to and not as secure due to only a single tire being secured to the rack. This results in the total number of bicycle parking spaces the rack was designed for not being met and those bikes locked up not as secure. These concerns are magnified for e-bike users due to the larger size of the bike.

OBJECTIVE M2

Encourage new and existing developments to provide secure bike parking and amenities through requirements and incentives.

The city should also encourage new and existing developments to provide secure bike parking and amenities. The Development Code should require bike parking with new construction and a requirement or create an incentive such as vehicular parking amenity credit for covered, secure, easily accessible bike rooms in multifamily developments and office buildings. Additionally, the city should explore options for incentivizing existing developments to add secure bike parking, such as a grant program. The city could work with existing businesses to provide bike parking by sharing the cost and promoting the League of American Cyclists Bicycle Friendly Business program.

FIGURE 38: BICYCLE PARKING OUTSIDE OF SCHOOLS CAN BE ESPECIALLY IMPORTANT

STREET FURNITURE

The buffer/amenity zone described alongside the Bicycle and Pedestrian Facility Types is an area that separates trails and sidewalks from travel lanes. These buffers should include both horizontal and vertical separation. Wider buffers provide distance from moving traffic, but also create a valuable space to park micromobility devices like scooters and bikes, to rest, to wait for the bus, and more.

Some buffer/amenity zones may be landscaped with native grasses, shrubs, and trees. Hardscaped buffers however, offer the opportunity to install street furniture like benches, streetlamps, bus stops, bike parking, waste receptacles, fountains, public art, and more. Each of these present amenities to people walking, of all ages and abilities. Benches cater to people waiting for the bus, as well as older adults and small children, who may need to take more breaks. Pedestrian lighting, discussed below, create a sense of safety on a street at night. Each amenity listed creates a more pleasant and comfortable environment, making it more attractive to walk.

OBJECTIVE M2

When upgrading bicycle and/or pedestrian facilities on a corridor, design high-quality landscaped or hardscaped buffers with street furniture and pedestrian amenities.

FIGURE 39: BENCHES, BIKE RACKS, WASTE RECEPTACLES, AND SIGNAGE CREATE A PLEASANT SPOT

PEDESTRIAN-SCALE LIGHTING

Lighting plays an important role in establishing a safe and inviting environment for people to walk and bike. Many are likely familiar with Main Street environments that create an appealing place to walk at all times of day, with lampposts and cheerful string lights that continue to draw visitors to shops and restaurants throughout the evening. The opposite is also true. Dark, unlit corridors, regardless of whether they are a local street or a major arterial, feel uninviting and unsafe to the average person.

For those already unsure about walking or biking, especially vulnerable users like mothers with children or older adults, knowing that they will have to return home at night in the dark is likely to discourage choosing to walk or bike. Installing lighting of the appropriate scale and spacing can improve ambiance dramatically and increase one's sense of safety and "being seen" at night.

When updating pedestrian and bike facilities on a corridor, the city should concurrently plan for the upgrade of lighting in the project area. Lighting considerations include:

Scale and Aesthetics: The dimensions of streetlights should be scaled to the width and characteristics of the street. Smaller lampposts between 25 and 30 feet should be chosen for local and collector roads to support street character and walkability of

FIGURE 40: EXAMPLES OF PEDESTRIAN LIGHTING IN GRAND JUNCTION

neighborhoods and local commercial districts. Taller poles of 30 feet or more are appropriate for wider arterial streets and highways. Other attractive types of lighting beyond lampposts can support illumination of the public realm, such as string lights, storefront lighting, lit signs, etc.

Spacing: Spacing between streetlights should be roughly 2.5 to 3 times the height of the pole. Density along a corridor and traffic speeds also affect ideal spacing. Lighting will be less frequent in rural areas, but alongside new development, lighting frequency should increase. Light cones are roughly the same diameter as the height of the fixture, which will influence the maximum distance between streetlights to avoid dark areas.

Light Pollution and Energy Efficiency: "Dark sky friendly" lighting fixtures focus lighting directly downward onto the street to minimize flare and light pollution, while maximizing useful light. Shielded and cut-off fixtures with energy-efficient LED light bulbs are more cost-effective and reduce light pollution by directing light toward the ground. Solar powered fixtures should be installed when possible to take advantage of Grand Junction's climate.

For more information, the city can refer to lighting design guidance in the Global Designing Cities Initiative's *Global Street Design Guide*.

OBJECTIVE M2

When upgrading bicycle and/or pedestrian facilities on a corridor, concurrently plan for the upgrade of lighting in the project area.

WAYFINDING & SIGNAGE

Signage is a practical component of a community's transportation system, directing users to key destinations. However, it also offers an opportunity for the city to create a sense of place and cohesive, artistic system for orienting visitors and bringing people into the downtown core and commercial districts to explore shops and restaurants. In this way, wayfinding can simultaneously act as an economic development driver and unite transportation and land use.

Signage should indicate where to find key destinations, such as shopping and dining, the town hall and post office, trailheads, the nearest bus stop, and more. Thoughtful design and placement of this signage can help visitors and residents orient themselves downtown and easily locate key destinations. **Figure 40** shows how simple this kind of signage can be, while remaining aesthetically pleasing. The pedestrian scale of this signage caters to people walking downtown and in commercial districts, but it can also be read by those on a bike or in a car. Signage at range of scales, including gateways, directional signs, street banners, pavement markings, map kiosks, and bikeway signage can assist all types of travelers with navigation.

FIGURE 41: EXAMPLE OF WAYFINDING SIGNAGE

Wayfinding systems should also include estimated walking time to each destination listed to further highlight ease of pedestrian access.

As recommended in the *Vibrant Together* downtown plan, Grand Junction should initiate a comprehensive wayfinding and signage study to create a consistent strategy for connecting people walking, biking, and driving to downtown and other key destinations.

OBJECTIVE M5

Initiate a comprehensive wayfinding and signage study to create a consistent strategy for connecting people walking, biking, and driving to downtown and other key destinations.

Bikeway and trail signage is especially important to help people walking, rolling and biking reach major destinations and landmarks. In partnership with the Urban Trails Committee, in 2020 the city installed 300 wayfinding signs to guide cyclists throughout the community. As the city continues to build out bike facilities and new trails over time, they should incorporate additional signs with the same wayfinding standards at decision points – typically at the intersection of two or more bicycle facilities and at other key locations along bicycle routes. Signage should be regularly refreshed or replaced as it becomes damaged, faded, or out of date. Over time, outdated signage should also be replaced with new, updated information. Signs may be directional and related to routing users to key destinations, mile markers to help users self-locate, or pertaining to trail etiquette.

OBJECTIVE M6

As the city continues to build out bike facilities and new trails over time, incorporate additional signs with the same wayfinding standards at decision points.

The Steering Committee was particularly concerned with signage on the Riverfront Trail and suggested two major changes in that specific area – first, striping a centerline on the trail starting on the east end of Las Colonias Park and continuing to the west through the high use area of the trail; and second, installing signage on trail etiquette along the Riverfront Trail. The centerline is recommended to highlight two-way traffic on the trail, maintain space for passing, and reduce safety conflicts. Trail etiquette signage is intended to communicate responsibilities of trail users to keep to the right, leash dogs, respect proper cycling speeds, pay attention at high traffic intersections, etc.

OBJECTIVE M7

Improve signage on the Riverfront Trail.

BIKE/SCOOTER SHARE

In 2022, the City released a Referral for Proposals to solicit bike and scooter share services from two micromobility companies and to evaluate the effectiveness of this mode of transportation on first and last-mile connections and modal shifts. The 18-month pilot study was slated to start during the month of April 2023. More information on this pilot can be found at https://www.gjcity.org/1228/Shared-Micromobility-Pilot-Study

Scooters and bike share have been successfully deployed in several Front Range communities including Fort Collins, Boulder, Colorado Springs, Denver, and Longmont. However, sharing services are most successful and financially sustainable where there is a higher density of land uses, since people can travel shorter distances to reach destinations, the ideal trip type for micromobility to support.

Shared micromobility has numerous benefits, including flexible travel options, better first-and-last-mile connections to transit, and replacement of vehicle trips. A key concern for the city of Grand Junction is maintaining sidewalk access and reducing visual clutter in the streetscape. Dockless shared micromobility will be explored initially, which could be expanded or converted to a city-run docked model once enough data is available to show trip patterns. –

The city will use geofencing and micromobility corrals and eventually explore a docked system to mitigate disorderly micromobility parking. To achieve this, the city will build and leverage new development to provide additional bike parking and micromobility corrals. The street standards or development overlays will be updated to include a buffer/amenity zone in new sidewalks in core areas of the city that can be used for micromobility parking safely outside of the sidewalk. This will maintain a clear path of travel for people using wheelchairs and other mobility devices, while also reducing visual clutter along the sidewalk.

OBJECTIVE M9

Close the gaps on first-and-last mile connections through the deployment of shared micromobility devices (e-scooters, e-bikes, etc.) and utilize geofencing and parking corrals to accommodate device parking in high-traffic areas.

Safe Routes to School (SRTS)

Safe Routes to School (SRTS) programs are designed to make it safer for students to walk and bike to school, and thus encourage more walking and biking. Beyond supporting safety, SRTS programs can reduce traffic congestion, provide environmental benefits, and improve health outcomes by promoting habits of walking and biking that may influence travel decisions later in life.

The city of Grand Junction dedicates a portion of the federal Community Development Block Grant (CDBG) distribution it receives each year to the city's Safe Routes to School Program. Since 2016, the city has invested more than $700,000 in walking and biking infrastructure improvements around schools, including new sidewalks, crosswalks, traffic calming, and accessibility projects. The Mesa County Regional Transportation Planning Office (RTPO) has a separate program that conducted STRS assessments of 12 elementary schools and 8 middle schools in School District 51.

OBJECTIVE S3

Bolster the existing Safe Routes to School program by incorporating new elements of the six Es.

The city of Grand Junction can bolster their Safe Routes to School program by incorporating all elements of a successful SRTS program: the "six Es." The six Es represent an integrated and comprehensive approach to making streets healthier and safer for everyone, regardless of their destination or travel mode. The following section describes each of the six Es and related initiatives.

Education – Providing students and the community with the skills to walk and bicycle safely, educating them about benefits of walking and bicycling, and teaching them about the broad range of transportation choices.

- Schools can launch advertising campaigns to promote travel to school by means other than driving.
- Public education can include information distributed to students about travel options, including safe walking and biking routes, transit services, and carpools.

Encouragement – Generating enthusiasm and increased walking and bicycling for students through events, activities, and programs.

- Walk Pools/Walking School Bus: Organized walking groups for children, chaperoned by an adult, that encourage students to walk together to school.
- Bike Bus: Organized bike rides to school chaperoned by an adult(s), that provide a fun morning experience and safety in numbers.
- Walk, Roll, and Bike to School Day: Event that encourages participation and educates students on the benefits and ways to walk and bike to school comfortably and safely.
- Partner with local organizations to lead/help with SRTS programs.
- Engage parents as volunteer crossing guards and walk/bike bus leaders.
- Create a yard sign program.

Engineering – Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.

- High quality sidewalks and crosswalks near schools: Refer to the recommended facility types and alignments in this plan – proximity to schools and crash history were both factors used in project identification and prioritization, with projects close to schools and near crash hot spots considered higher priority.
- High visibility signage and markings in school zones.
- Designated curb space outside schools for pick-up and drop-off zones.

Traffic calming in neighborhoods around schools like curb extensions, pedestrian refuge islands, etc. **(Figure 41).**

Enforcement – Deterring unsafe traffic behaviors and encouraging safe habits by people walking, bicycling and driving in school neighborhoods and along school routes.

- The city can work with schools to identify if there are particular behaviors that cause safety issues that could be alleviated through a form of enforcement of better practices, and how to generally enhance awareness of school zones where children may be present.
- Crossing guards/police enforcement during peak travel times.
- Reduce school zone speed limits.

Evaluation – Assessing which approaches are more or less successful, ensuring that programs and initiatives are supporting equitable outcomes, and identifying unintended consequences or opportunities to improve the effectiveness of each approach.

- Maintain an open forum to collect parent, teacher, staff, and student concerns.
- Conduct surveys on travel behavior to and from school and barriers to walking and biking.
- Evaluate barriers in the built environment to walking and biking near school properties.
- Conduct safety audits at pick-up and drop-off times to identify safety issues.
- Expand successful programs.

Equity – Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income students, students of color, students of all genders, students with disabilities, and others.

- Ensure ADA access to school properties.
- Focus attention on schools in low-income neighborhoods/with many students of color.

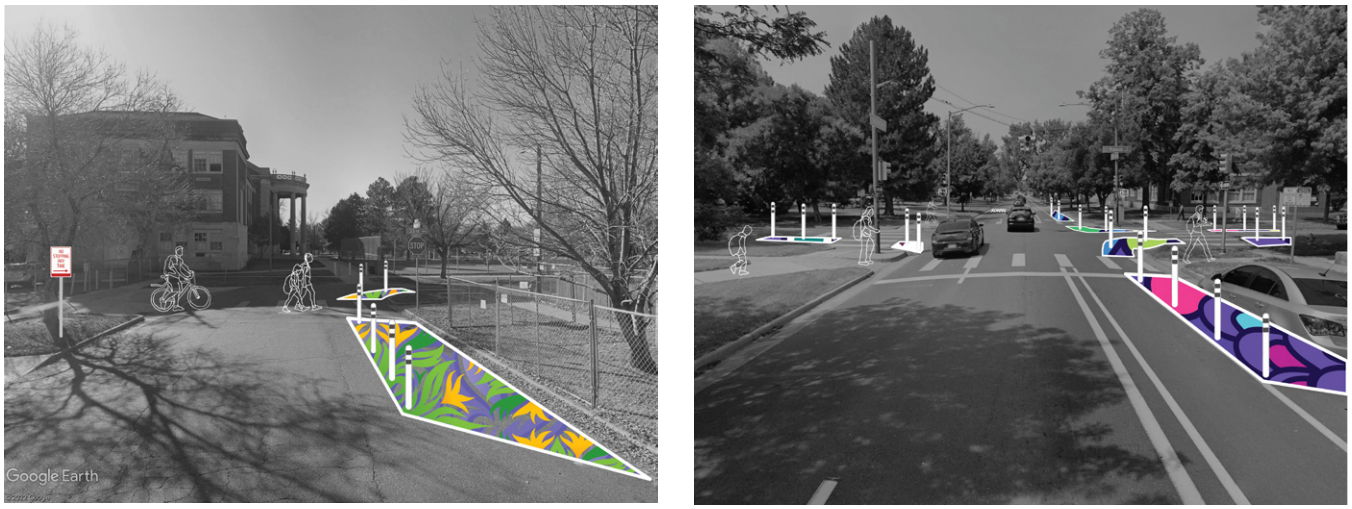


FIGURE 42: EXAMPLE OF TRAFFIC CALMING NEAR SCHOOLS

Grand Junction uses CDBG funding for its SRTS program, but has not pursued SRTS funding through CDOT's Transportation Block Grant due to "administrative challenges associated with the state program." Almost all funding for SRTS is federal but distributed at the state level. There are a range of project types eligible for SRTS funding, including campaigns, educational initiatives, sidewalk and crossing repairs, and equipment pilot programs. It is recommended that the city consider expanding its SRTS program by diversifying funding sources to include CDOT funding in addition to dedicated CDBG funding.

OBJECTIVE Q5

Consider expanding the SRTS program by diversifying funding sources to include CDOT funding in addition to dedicated CDBG funding.

The city is most likely to be successful for grants to implement infrastructure that improves bicycle and pedestrian safety by formalizing the SRTS program, including ongoing action items to collect data on travel behavior to and from schools. A well-organized and complete SRTS program will benefit transportation in Grand Junction by providing users with a range of transportation options and enhance the real and perceived safety of those options. When the focus of transportation planning and design is on the most vulnerable users, children walking and biking, the safety benefits reach everyone. Increased walking and biking provide environmental and health benefits to students, but also provides the transportation benefits of reduced traffic congestion and lower transportation costs for school districts and families. Safer streets, reduced congestion, and a greater share of trips occurring through walking and biking all support the vision of the plan.

More information and resources on Safe Routes to School can be found through the Safe Routes to School National Partnership: https://www.saferoutespartnership.org/.

Community-wide Incentive Program

Through their Bicycle Friendly Community Designation, the League of American Cyclists encourages municipalities to develop a community-wide commute trip reduction (CTR) ordinance, incentive program, and/or a Guaranteed Ride Home program to encourage and support bike commuters.

Through this program, the city would work with large employers to implement a voluntary incentive program to support walking and biking to work. Incentives can include e-bike rebates, bike-themed events such as bike rodeos and Bike to Work Day, shwag such as bike lights and helmets, and gift certificates for those who bike to City events. Guaranteed Ride Home provides commuters who did not drive to work with alternative means home in case of an emergency.

OBJECTIVE M10

Develop a community-wide incentive program and work with large employers to implement a Guaranteed Ride Home program to encourage and support bike commuters. Incentives can include e-bike rebates, bike-themed events such as bike rodeos and Bike to Work Day, shwag such as bike lights and helmets, and gift certificates for those who bike to City events. Guaranteed Ride Home provides commuters who did not drive to work with alternative means home in case of an emergency.

Education & Awareness

Numerous comments received during the public engagement process referred to the need for education and awareness to establish a more positive culture around walking and biking in Grand Junction. Residents noted that drivers are often unaware of cyclists in the roadway and don't expect them. Many residents also have had negative experiences with drivers, ranging from distracted and dangerous driving to verbal and physical harassment, hostility, and aggression.

OBJECTIVE S4

Work with local driving schools to expand the curriculum on laws governing interactions with people walking, rolling, and biking.

Better driver education is needed to establish respect for people walking and biking and create a more "peaceful coexistence," as one commenter wrote. City law enforcement should work with local driving schools to expand the curriculum on laws governing interactions with people walking, rolling, and biking, such as three-foot passing distance, permission for cyclists to occupy a full travel lane, requirements to stop for people in the crosswalk, window tinting laws; as well as the danger of running red lights and turning right on red during a walk cycle.

In a similar vein, several comments highlighted negative cyclist interactions with law enforcement in Grand Junction and the need to improve relations with people walking and biking. City staff should partner with law enforcement to increase enforcement of speeding and reckless driving in areas with high pedestrian volumes and/or safety issues and consider automated enforcement. The police department may also consider expanding their bike patrol unit to improve bicyclist/officer relations, and ensure that all law enforcement officers have basic training or experience with bicycling.

OBJECTIVE S5

Partner with law enforcement to increase enforcement of speeding and reckless driving in areas with high pedestrian volumes and/or safety issues and consider automated enforcement. Consider expanding the police bike patrol unit.

OBJECTIVE M10

Establish a more positive culture around walking and biking in Grand Junction by creating Bicycle & Pedestrian Coordinator position, educating city staff, promoting the Bicycle Friendly Business program, and/or hosting an LCI seminar.

Beyond these measures, the city should pursue the following recommendations highlighted in the Bicycle Friendly Community Designation and the Walk Friendly Community Report Card:

- Educate staff on walking, walkability, and pedestrian safety.
- Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition as a Bicycle Friendly Business.
- Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs.
- Expand the audience for educational programs to include high school students, college students, and new drivers.
- The city's new Bicycle & Pedestrian Coordinator can take the lead on these actions, along with many of the other programs and policies in this plan.

Policies

One of the most tangible and cost-effective ways to improve the bicycle and pedestrian environment in Grand Junction will be to implement effective policies. Policies can be used to guide the private sector in new development or redevelopment projects, as well as city departments as they perform major street construction projects and routine street maintenance. Adopting policy will ensure these projects incorporate the city's goals for the bicycle and pedestrian environment and create a consistent experience for users.

Based on the existing conditions analysis and in collaboration with the Steering Committee, the following set of actionable policies are recommended to support buildout and use of the future bicycle and pedestrian network.

Access Management

Access management is an important strategy to mitigate curb cut frequency and conflicts between pedestrians, bicyclists, and turning vehicles. The TEDS Manual states that access should be provided on the lower street classification when a property is adjacent to multiple streets. Additionally, the North Avenue Zoning Overlay provides access management guidance to limit curb cuts specifically along North Avenue. The city should consider expanding this type of policy to all Active Transportation Corridors and corridors identified on the Active Transportation High Injury Network to mitigate conflict points between vehicles and pedestrians and bicyclists. Potential access management strategies include redirecting access to side-streets and alleys, consolidating driveways among single and adjacent property owners, adding medians, and adopting more overlay districts and/or amend existing codes and regulations to define and limit the frequency of driveways and access points.

OBJECTIVE S6

Improve the North Avenue access management policy in alignment with national best practices and expand to all the Active Transportation Corridors.

Vision Zero

Through their Bicycle Friendly Community designation, the League of American Bicyclists encourages municipalities to adopt a comprehensive road safety plan or a Vision Zero policy. It is increasingly common for municipalities around the country to adopt Vision Zero policies and programs. These Vision Zero policies and programs consist of communities committing to eliminating traffic crashes that result in fatalities or serious injuries by providing safety training, implementing engineering solutions that are proven to slow vehicle speeds while reducing conflicts with other roadway users, and forming multidisciplinary initiatives for implementing safety programming. Grand Junction can join Colorado's statewide program – Moving Towards Zero Deaths – as a first step in solidifying a citywide commitment to supporting multimodal travel through ensuring all trips in the community are as safe as possible.

OBJECTIVE S7

Join the statewide program – Moving Towards Zero Deaths – as a first step in solidifying a citywide commitment to supporting multimodal travel through ensuring all trips in the community are as safe as possible.

Construction Zones

The city of Grand Junction should consider updating their construction zones policy that requires developers and construction companies to reroute sidewalks and bicycle facilities that are impacted by construction, similar to the way that they must currently continue to facilitate roadway access for people driving. This could mean accommodating people walking and biking with a temporary covered walkway and bikeway adjacent to the construction zone, or at minimum signing alternate detour routes on either end of the construction zone. The city could consider enforcing stricter requirements along the Active Transportation Corridors.

For example, in Denver, developers must obtain a street occupancy permit and submit a plan for accommodating people driving and walking. City staff reviews engineered drawings, traffic control plan(s), and street occupancy requests . Their Pedestrian Walkway Entrance Requirements stipulate that construction sites must provide covered walkways and less often, fenced pedestrian walkways to accommodate people walking and protect them from construction activity. The requirements include details on walkway dimensions and design features.

OBJECTIVE C2

Consider adopting a construction zones policy that requires developers/construction companies to provide sidewalks and bicycle facilities during construction.

Developer Requirements

IMPLEMENTING OR FUNDING BICYCLE FACILITIES

Through application of the street standards with new development, Grand Junction will continue to enforce the current policy where planned Active Transportation Corridors that run through a site or along the edge of a site be constructed by the developer (as identified in **Figure 44** and **Figure 46**). For example, if there is a missing or deficient sidewalk or planned trail adjacent to the development, the developer is responsible for implementing or upgrading the sidewalk or trail according to the widths and standards identified in this Plan. It is important that the city work with the developer and re-prioritize proposed projects to ensure that bicycle and pedestrian facilities are connected and

FIGURE 43: EXAMPLE OF COVERED WALKWAY AT CONSTRUCTION SITE

not inconsistently adjacent only to new developments. Additionally, commercial and multifamily residential developments should also be required to provide bike parking. The city could consider providing incentives or requiring larger developments to provide secured bike parking.

OBJECTIVE Q6

Continue to enforce the current policy where planned Active Transportation Corridors that run through a site or along the edge of a site be constructed by the developer.

BUILDING A CONNECTED NETWORK

Public input and an analysis of the existing transportation network highlighted the lack of connectivity between many neighborhoods in Grand Junction due to the curvilinear street network, especially for people walking or bicycling. Opportunities for new trail connections between neighborhoods should be considered. Creating a trail at the end of a cul-du-sac or between two unconnected streets can greatly decrease the trip lengths for people walking and bicycling, as conveyed in **Figure 42**. This can make taking trips by walking or bicycling easier and more feasible. In established neighborhoods, these connections can be created by finding existing easements or right-of-way or by acquiring new right-of-way or easements if none currently exists. For redevelopment projects, it is recommended that all new developments be required to provide pedestrian and bicycle connections or preserve right-of-way or easements for future connections where there is a lack of connectivity in the roadway network (e.g., cul-de-sac). For new developments, the city should develop an ordinance mandating a minimum level of street connectivity (defined by a "connectivity index", which is the ratio of roadway links to intersections) or a maximum block length. A connectivity index or maximum block length can help reduce the number of cul-de-sacs and guide new development to a more walk and bike-friendly street network.

OBJECTIVE C3

Require new developments to provide or set aside space for pedestrian and bicycle connections within the local street network of new developments and to adjacent streets in situations where there is a lack of connectivity in the roadway network.

OBJECTIVE C4

Develop an ordinance mandating a minimum level of street connectivity. A more densely connected or gridded network makes for a more walkable and bikeable area by increasing route options and reducing out of direction travel. Connectivity can be defined by a "connectivity index" which is-- the ratio of roadway links (or block) to intersections. An ordinance on maximum block length can also increase connectivity. A connectivity index or maximum block length can help reduce the number of cul-de-sacs and guide new development to a more walk and bike-friendly street network.

APPLYING TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) measures are strategies typically designed to facilitate the use of alternate transportation modes to decrease demand on the roadway system by single occupant vehicles. Grand Junction should update its Transportation Impact Study guidelines (Chapter 29.08.200 of the Municipal Code) to encourage TDM measures that major developments should provide specifically to support walking and biking. These could include bike racks, showers, car share, or support for bike commuters. This ordinance can give more weight to certain TDM measures over others.

OBJECTIVE M12

Update the Transportation Impact Study guidelines (Chapter 29.08.200 of the Municipal Code) to encourage Transportation Demand Management (TDM) measures that major developments should provide specifically to support walking and biking. These could include bike racks, showers, car share, or support for bike commuters.

PARKING POLICY

Encouraging developments to right-size off-street parking increases the walkability of an area by increasing density, activating the pedestrian experience, prioritizing pedestrian infrastructure, and reallocating space for people instead of vehicles. The city's Municipal Code (21.06.050) currently identified parking minimums for different land uses. These standards should be revised to serve as parking maximums for development. Parking requirements can also be reduced to better align parking with the community's goals. Other parking ordinances that promote walkability include:

- **Fee-in-lieu**-Fee-in-lieu allows landowners and developers to pay a fee into a municipal fund in lieu of providing on-site parking spaces required per the zoning code. This policy is especially effective for small parcels where redevelopment may be less viable due to parking requirements. This fee can finance public parking spaces or/and fund other transportation demand management and multimodal investments that will help to reduce single occupancy vehicle use.
- **Paid and time restricted parking**-Paid and time restricted parking is a management approach to shift behaviors and encourages more walking and biking.

OBJECTIVE M12

Revise the parking minimum standards for different land uses in the city's Municipal Code (21.06.050) to serve as parking maximums for development and/or reduce parking requirements to better align parking with the community's goals.

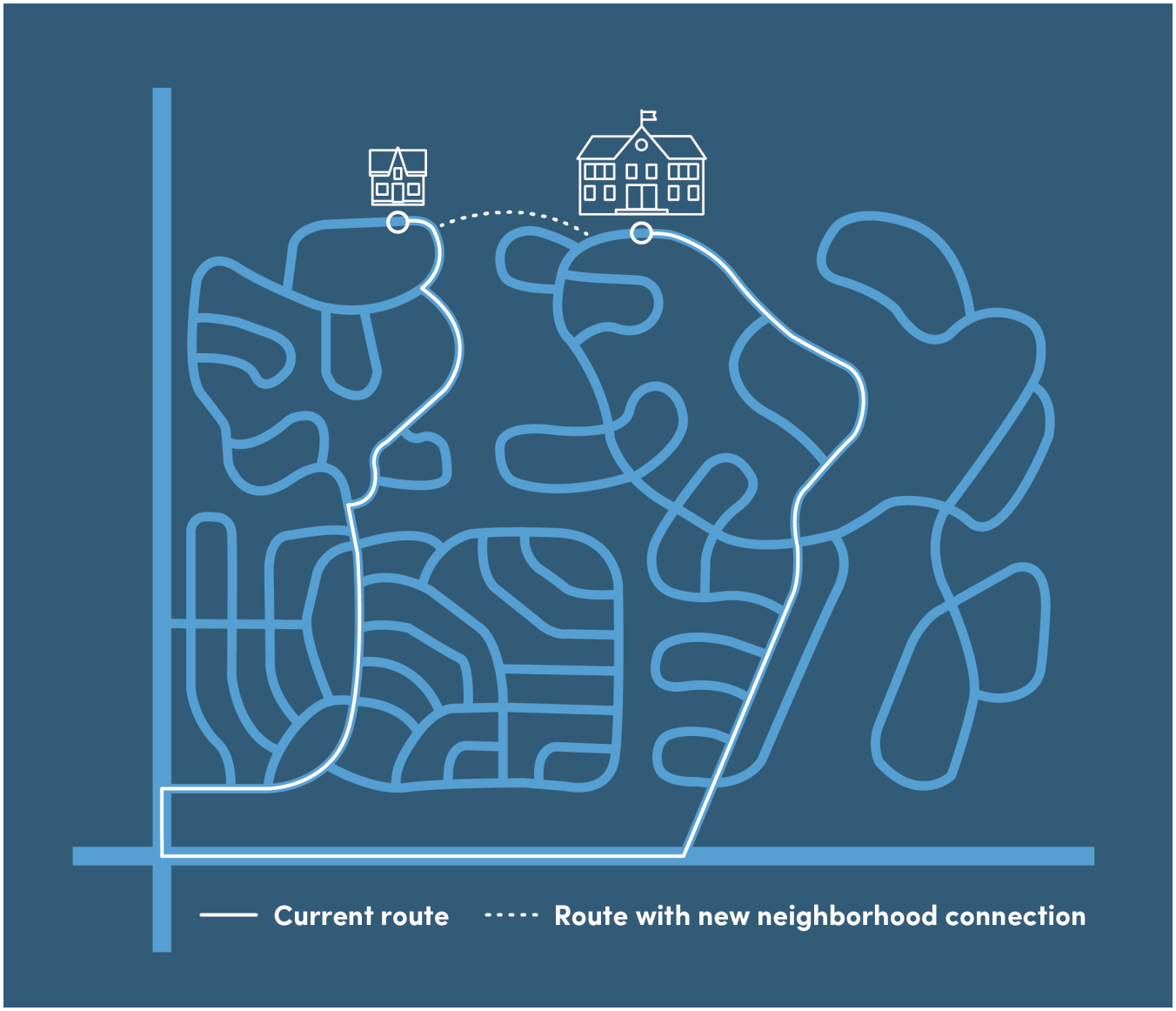


FIGURE 44: CONCEPTUAL DISPLAY OF INCREASE IN CONNECTIVITY WITH BICYCLE/PEDESTRIAN CUT-THRU

CHAPTER 7.

IMPLEMENTATION & PRIORITIZATION

This section will guide the city's buildout of the future pedestrian and bicycle network through the following five elements:

1. Implement the City's Complete Streets Policy to improvements that are planned, designed, constructed, operated, and maintained to support safe, efficient and convenient mobility to all road users.
2. Performance measures to allow the community to track the plan's progress toward achieving the vision and goals set out in this plan.
3. Project prioritization to define the highest priority bicycle and pedestrian projects.
4. Incorporating implementation into routine city procedures for data maintenance and implementation of projects.
5. Federal, state, regional, and local funding opportunities.

PERFORMANCE MEASURES

This section outlines specific performance measures to track progress over time toward and provide a quantitative way to ensure that the city moves towards its defined goals.

Tracking performance measures will provide accountability and transparency to the community and provide valuable information to the city as to whether the implementation strategy should be adjusted over time. It is recommended that city staff collect data annually and publish findings through a report, dashboard, and/or via the city website. The performance measures are organized by each goal.

Equitable

Design and operate the communities' streets and right-of-way to reasonably enable convenient access and travel for people walking and biking of all ages, abilities, and income levels and prioritize improvements that benefit vulnerable users and underserved areas.

- **Metric:** Miles of bike lanes and sidewalks installed or upgraded in low-income areas (those below the median household income in Grand Junction).
- **Metric:** Number of crossings implemented or upgraded to achieve ADA compliance.

Safe

Improve perceived and real safety by reducing the level of traffic stress (LTS) and reducing bicycle and pedestrian involved crashes. Invest and implement countermeasures at and along segments of the Active Transportation High Injury Network where there are known safety challenges.

- **Metric:** Number of miles of Active Transportation Corridors that score an LTS 1 or 2.
- **Metric:** Total bicycle and pedestrian crashes.

Connected

Provide convenient access to Community Attractions and reduce the need for out of direction travel. Increase the number of direct and low-stress connections to key destinations within the city.

- **Metric:** Number of key destinations (schools, childcare facilities, healthcare facilities, grocery stores, shopping centers, parks & recreation centers, libraries & public buildings, trailheads, and bus stops) within a quarter mile of a low-stress bike facility.
- **Metric:** Miles of missing sidewalks within a half mile of key destinations (schools, childcare facilities, healthcare facilities, grocery stores, shopping centers, parks & recreation centers, libraries & public buildings, trailheads, and bus stops).

Multimodal Community

Implement infrastructure and programs that make walking and biking accessible to people of all ages and abilities throughout the city, with a focus in areas of highest need, such as serving low-income areas.

- **Metric:** Miles of bike lanes and sidewalks installed or upgraded in low-income areas (those below the median household income in Grand Junction).
- **Metric:** Number of crossings implemented or upgraded to achieve ADA compliance.

Quality

Invest in high-quality facilities that minimize the level of traffic stress experienced by travelers using the corridor and are well-maintained.

- **Metric:** Amount of funding dedicated annually for active transportation improvements that supports facility maintenance and the installation of new capital projects each year.

Project Prioritization

Prioritization Factors

The prioritization factors in **Table 6** were developed based on input from the public, Steering Committee, and city staff reflecting the community's priorities. These inputs were used to prioritize proposed bicycle and sidewalk projects into three tiers: low, medium, and high priority. For more information on the project prioritization methodology, refer to **Appendix B**.

TABLE 6: PRIORITIZATION FACTORS AND RELATED GOALS

Factor	Equitable	Safe	Connected	Multimodal Community	Quality
Located in low-income neighborhoods	✓				
Provides access for low-income residents	✓				
Provides access across barriers	✓		✓		
Access to bus stops	✓		✓	✓	
Frequent & severe crash locations		✓			
Has low lighting		✓			
Active Transportation Corridors			✓	✓	✓
Access to parks & recreation centers			✓		
Access to libraries & public buildings			✓		
Access to social services	✓		✓		
Access to schools			✓		
Access to childcare facilities			✓		
Access to healthcare facilities			✓		
Access to grocery stores & shopping centers			✓		
Access to trailheads			✓		

Prioritized Pedestrian Corridors

A pedestrian prioritization analysis was conducted for all roadways, regardless of whether sidewalks already exist, based on the criteria in **Table 6** and according to the methodology in **Appendix B**.

This prioritization resulted in two maps – first, of the highest priority missing sidewalks to complete (**Figure 44**), and second, of the highest priority existing sidewalks to upgrade or rehabilitate to meet ADA requirements and standards defined in this plan (**Figure 45**).

FIGURE 45: ORDER IN WHICH TO PRIORITIZE SIDEWALK PROJECTS

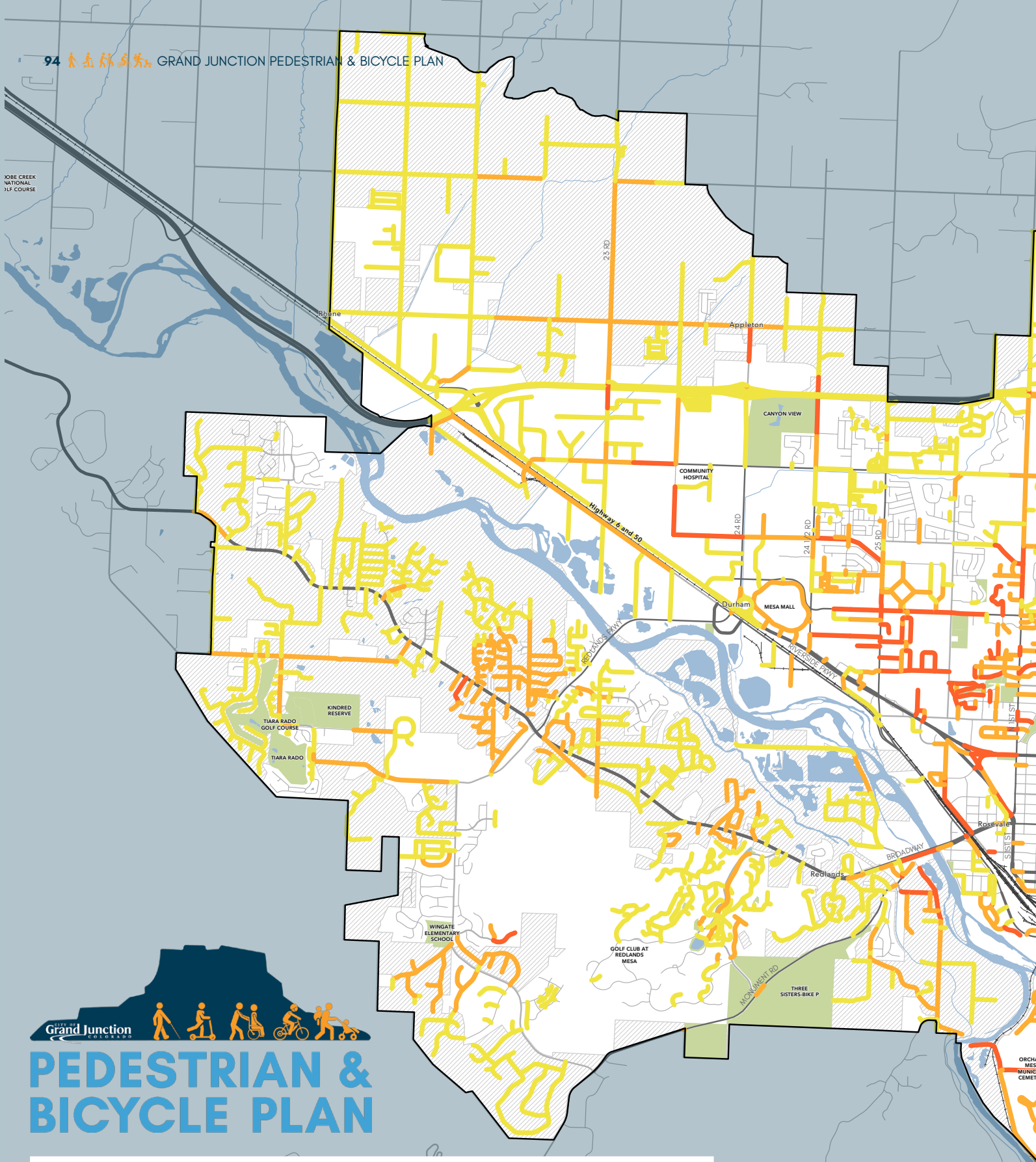
As shown in **Figure 43**, the City should first complete missing sidewalks shown in **Figure 44**, then perform priority sidewalk retrofits shown in **Figure 45** as needed. It should be noted that due to data availability, **Figure 45** shows all existing sidewalks, irrespective of sidewalk quality and buffer width. Following completion of sidewalk gaps, the city will need to determine which existing sidewalks are deficient. Within each of the six categories in **Figure 43**, the city should review and prioritize specific locations for gap completion or rehabilitation annually and on a case-by-case basis. It is also acknowledged that streets with higher speeds and volumes are in greater need of sidewalks to separate pedestrians from traffic. Thus, for each priority tier (high, medium, low), the city should additionally prioritize projects based on street classification starting with arterial streets, followed by collector streets, followed by local streets before moving on to streets in the next priority tier. Using this strategy, the city would first complete the sidewalk network on all arterial streets with missing sidewalks that are shown as high priority in **Figure 44** followed by all collector streets with missing sidewalks that are high priority, and so on. In addition to the designated tier, decision makers should also consider the following factors that may shift when a sidewalk is completed, regardless of its tier:

- Is it part of a city street reconstruction project and designed under the City's Complete Streets Policy?
- Is there new development and/or a property owner willing to fund sidewalk enhancements adjacent to the sidewalk location?
- How/when does this location tie into the street paving/rehabilitation schedule?
- Is there a funding source available such as a Safe Routes to School grant?
- Could partnerships be formed with local entities to perform upgrades?

OBJECTIVE E2

Prioritize locations for sidewalk gap completion or rehabilitation according to the strategy outlined in the Prioritized Pedestrian Network section.


Gunnison Av
STOP
UNIVERSITY



PEDESTRIAN & BICYCLE PLAN

LEGEND

- Unincorporated Mesa County
- Urban Development Boundary
- Railroads
- Parks

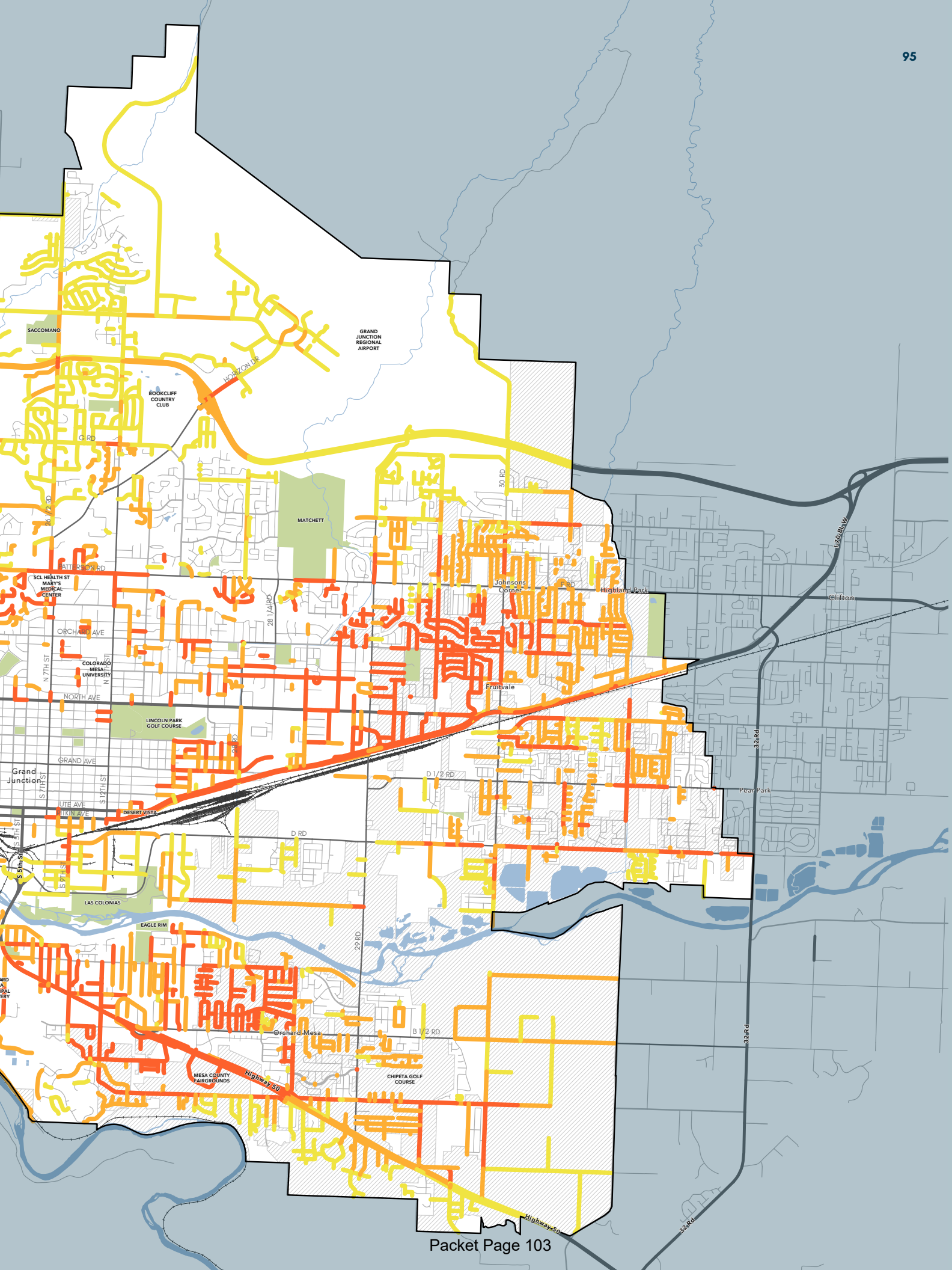
Street Classification

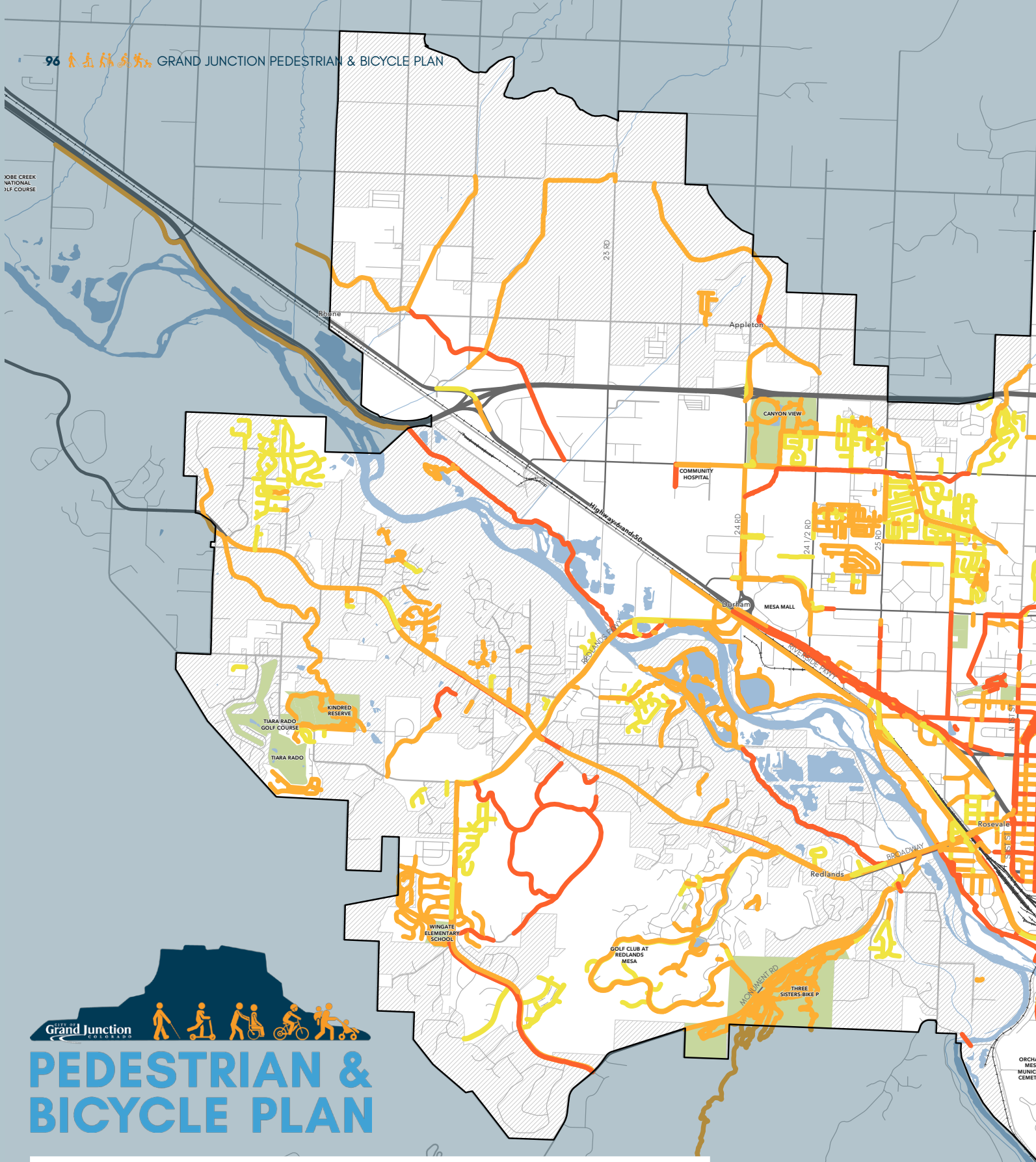
- Local
- Collector
- Arterial
- Highway

Missing Sidewalk Priority

- Low Priority
- Medium Priority
- High Priority

FIGURE 46: MISSING SIDEWALK PROJECT PRIORITIZATION


SACCOMANO
GRAND JUNCTION REGIONAL AIRPORT
HORIZON DR
BOOKCLIFF COUNTRY CLUB
G RD
MATCHETT
30 RD
I-70 BUS W
PATTERSON RD
SCL HEALTH ST MARY'S MEDICAL CENTER
Johnsons Corner
F RD
Highland Park
Clifton
28 1/4 RD
ORCHARD AVE
N 7TH ST
COLORADO MESA UNIVERSITY
Fruitvale
NORTH AVE
LINCOLN PARK GOLF COURSE
32 Rd
GRAND AVE
Grand Junction
S 7TH ST
S 12TH ST
D 1/2 RD
Pear Park
UTE AVE
ATKIN AVE
DESERT VISTA
D RD
S 5th St
S 9TH ST
LAS COLONIAS
EAGLE RIM
29 RD
Orchard Mesa
B 1/2 RD
MESA COUNTY FAIRGROUNDS
Highway 50
CHIPETA GOLF COURSE
Highway 50
32 Rd



PEDESTRIAN & BICYCLE PLAN

LEGEND

- Unincorporated Mesa County
- Urban Development Boundary
- Railroads
- Parks

Street Classification

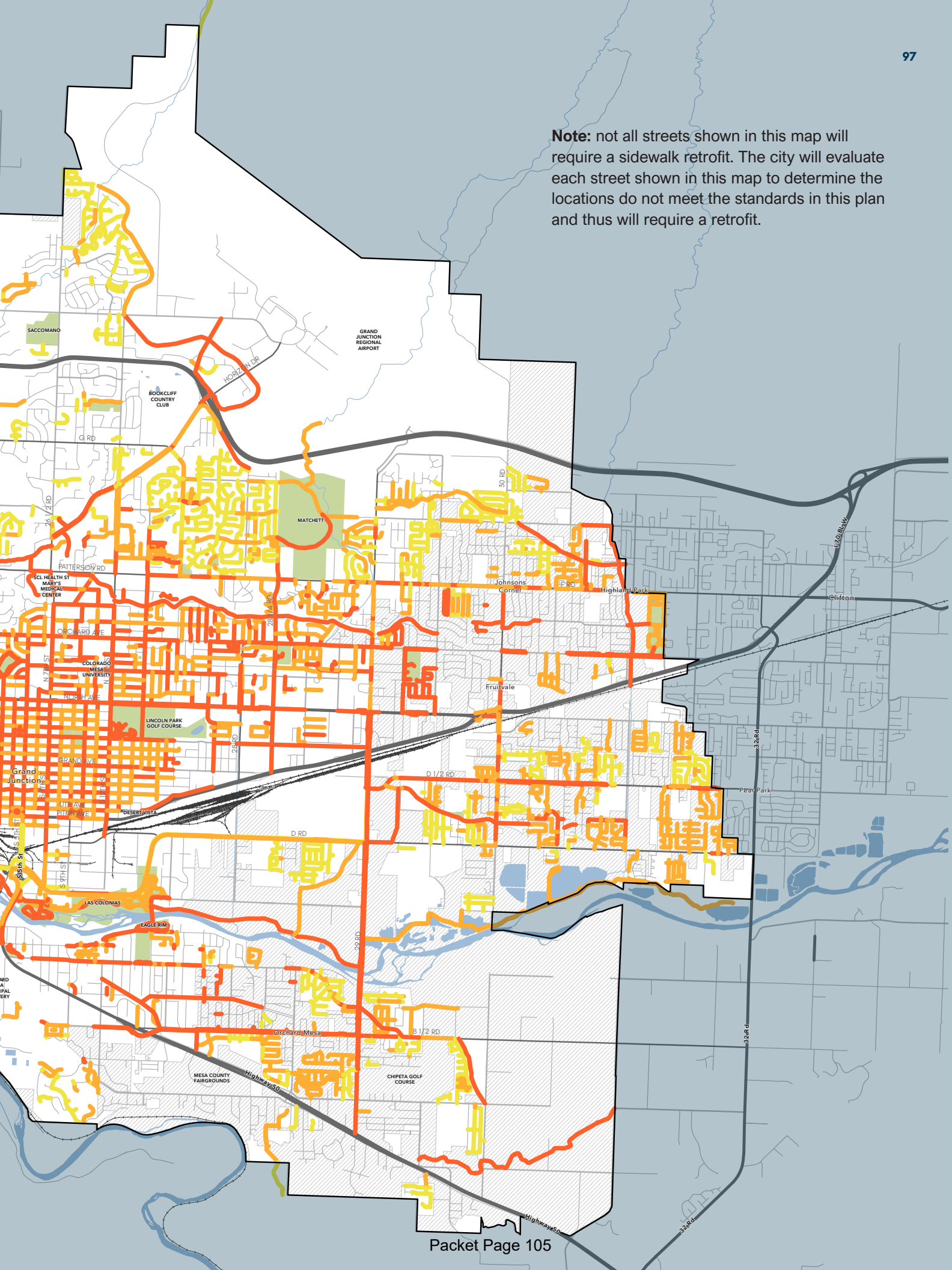
- Local
- Collector
- Arterial
- Highway

Sidewalk Retrofit Priority

- Low Priority
- Medium Priority
- High Priority

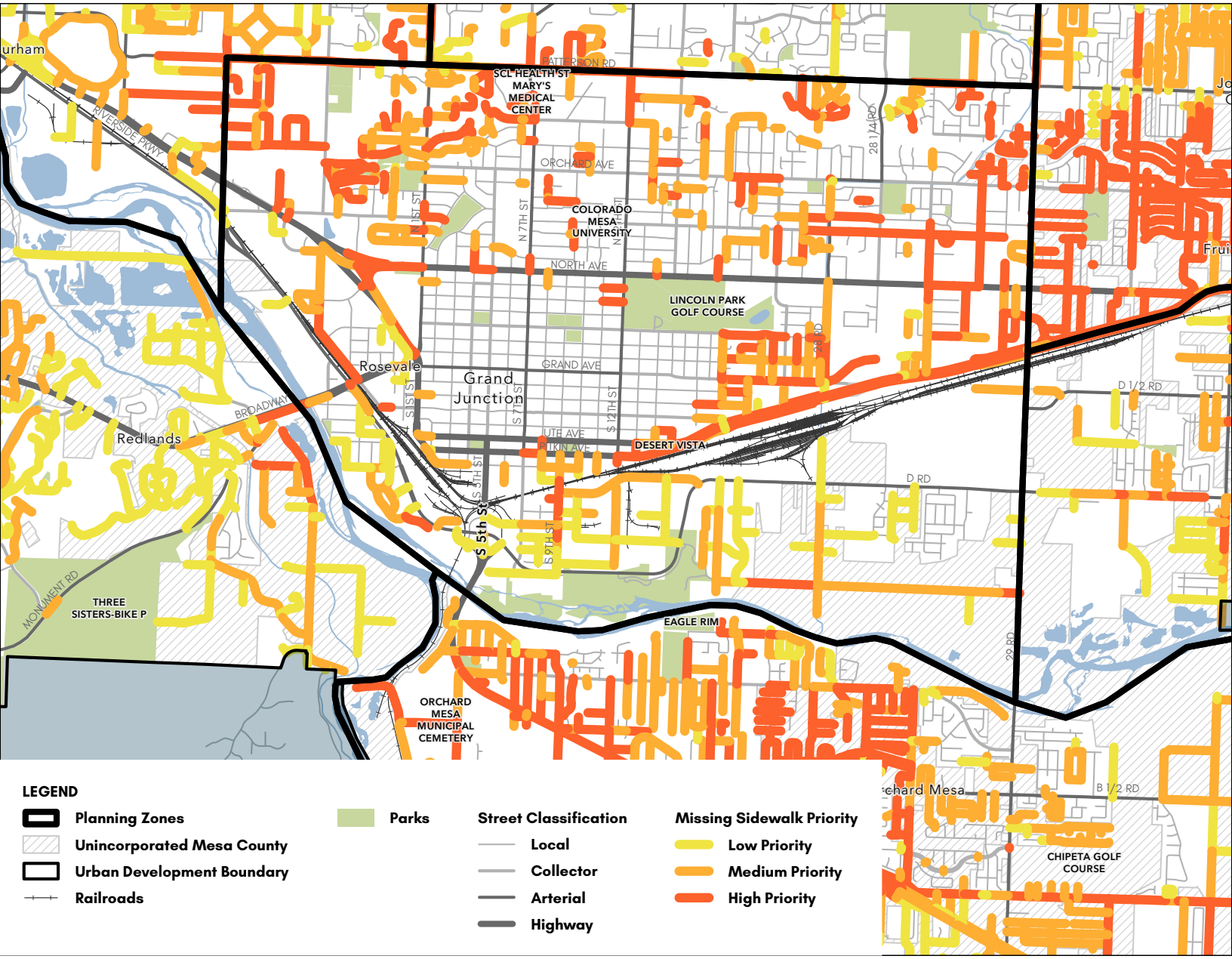
FIGURE 47: SIDEWALK RETROFIT PROJECT PRIORITIZATION

Note: not all streets shown in this map will require a sidewalk retrofit. The city will evaluate each street shown in this map to determine the locations do not meet the standards in this plan and thus will require a retrofit.

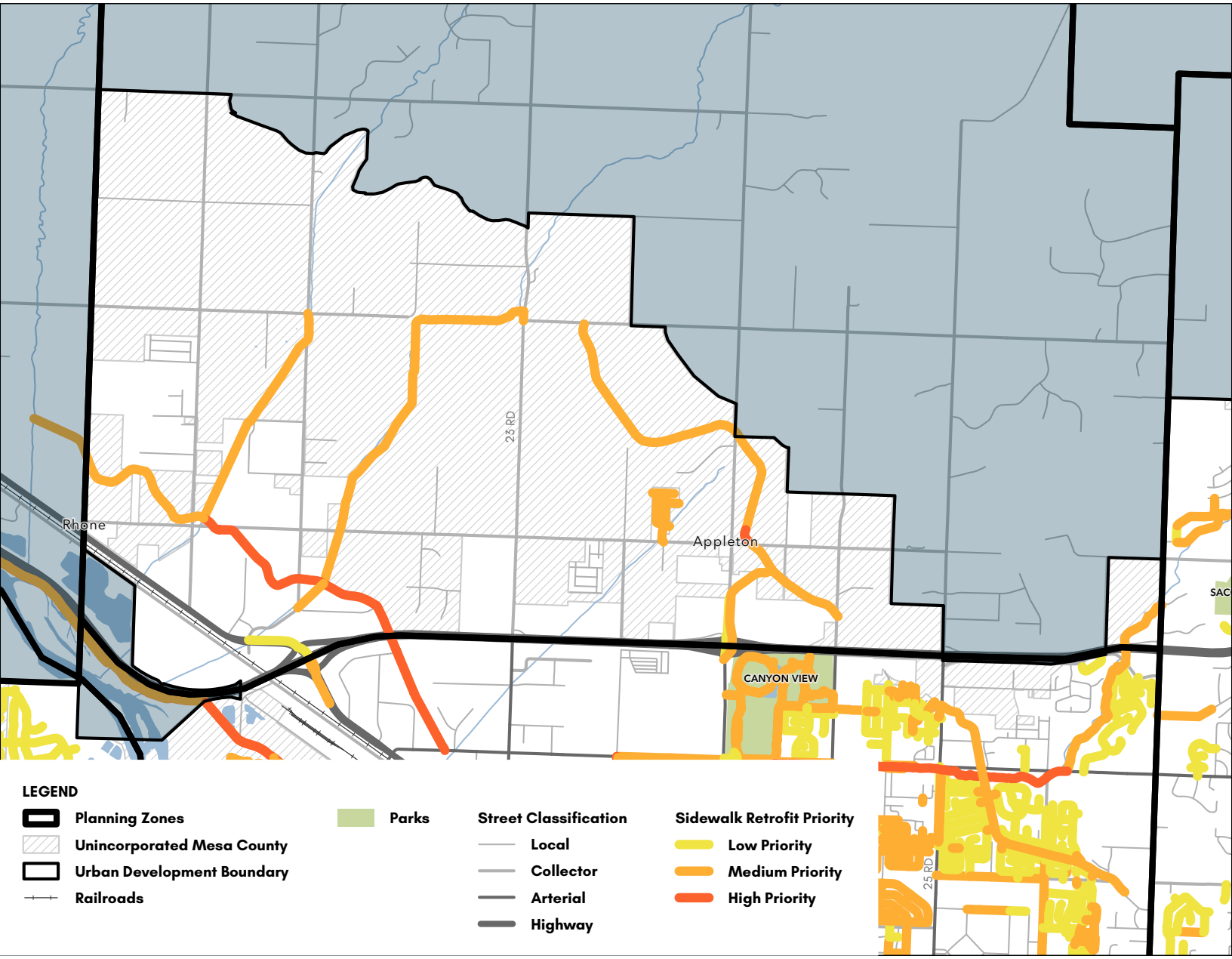


Appleton

Missing Sidewalk Prioritization

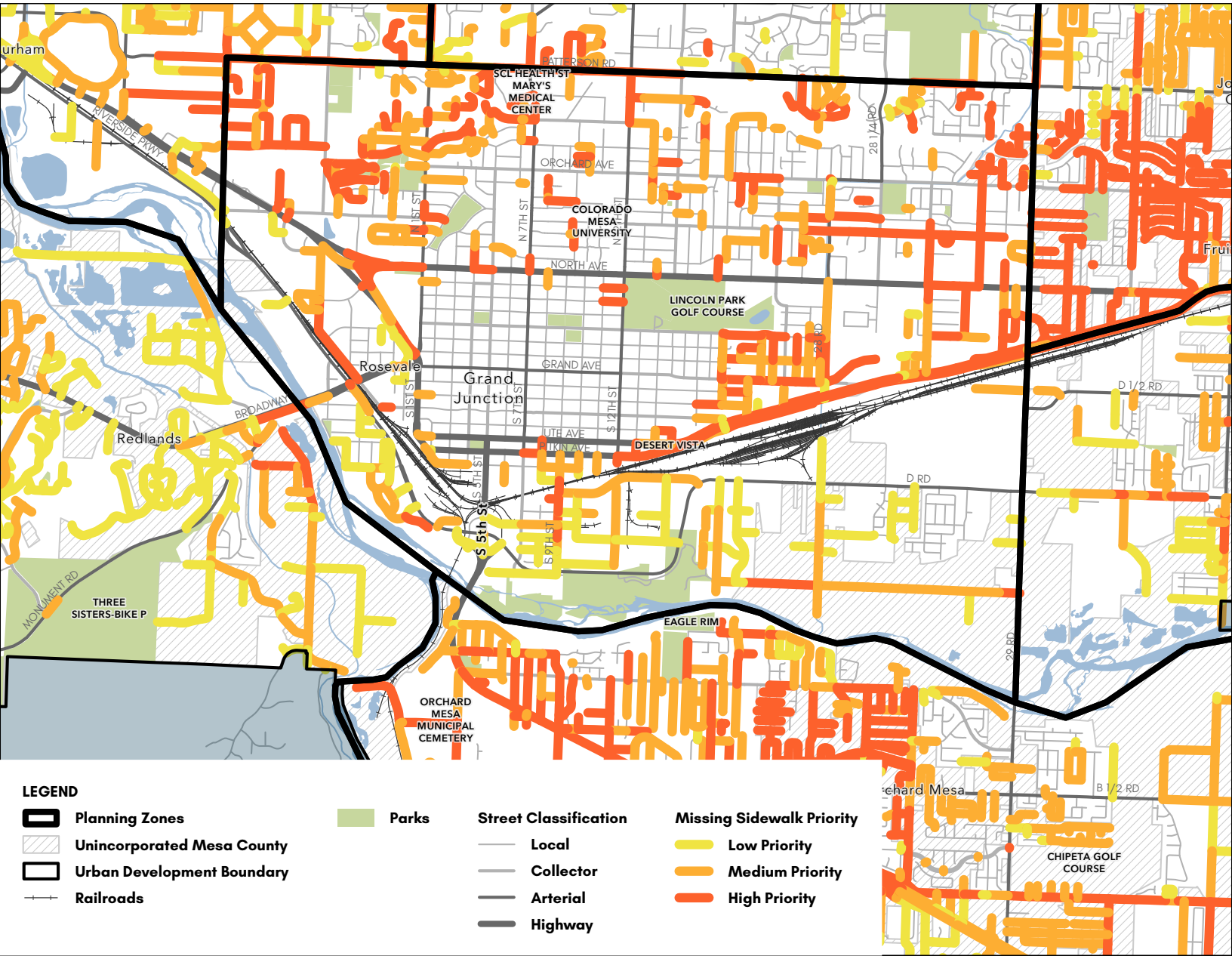


Sidewalk Retrofit Prioritization

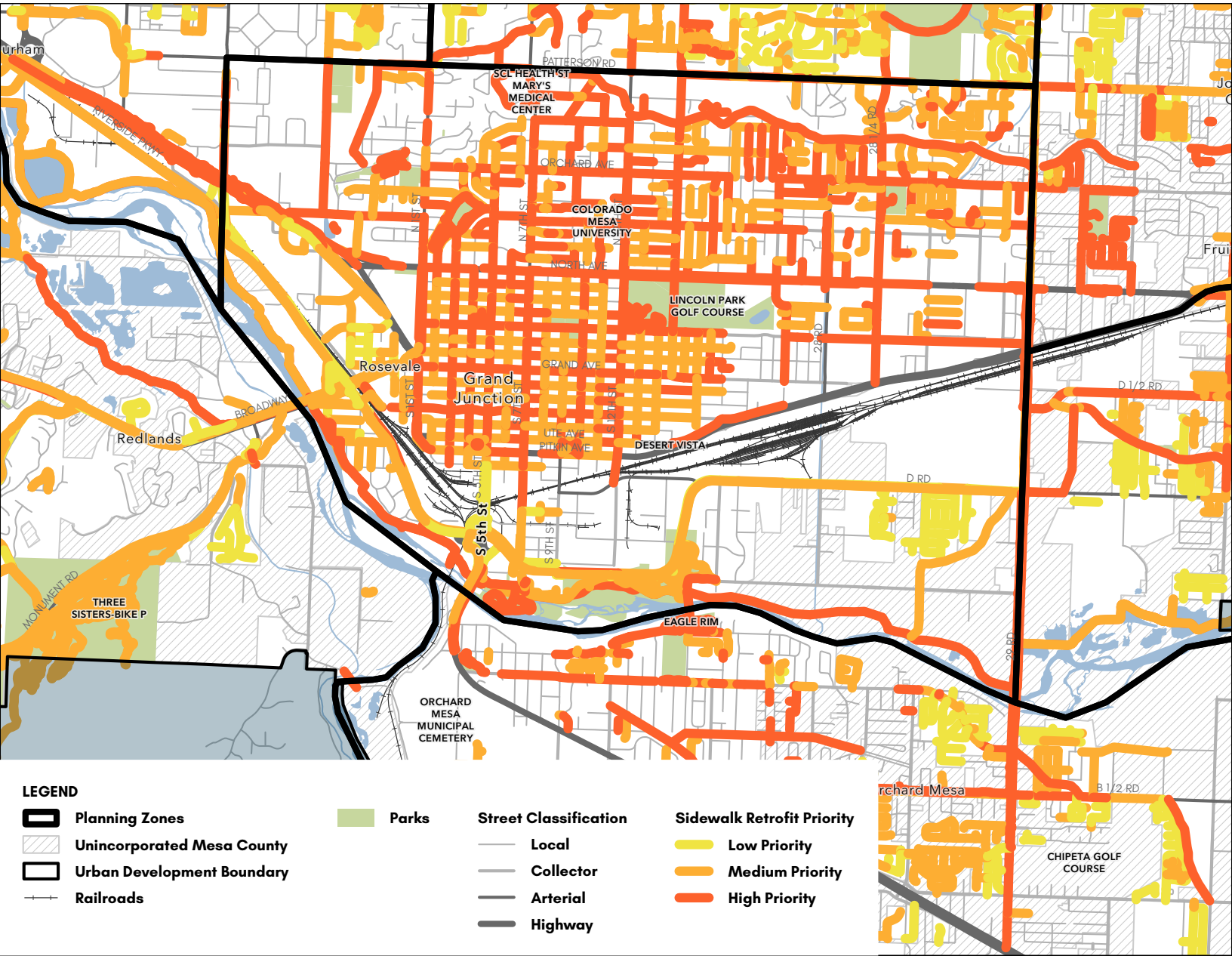


City Center

Missing Sidewalk Prioritization

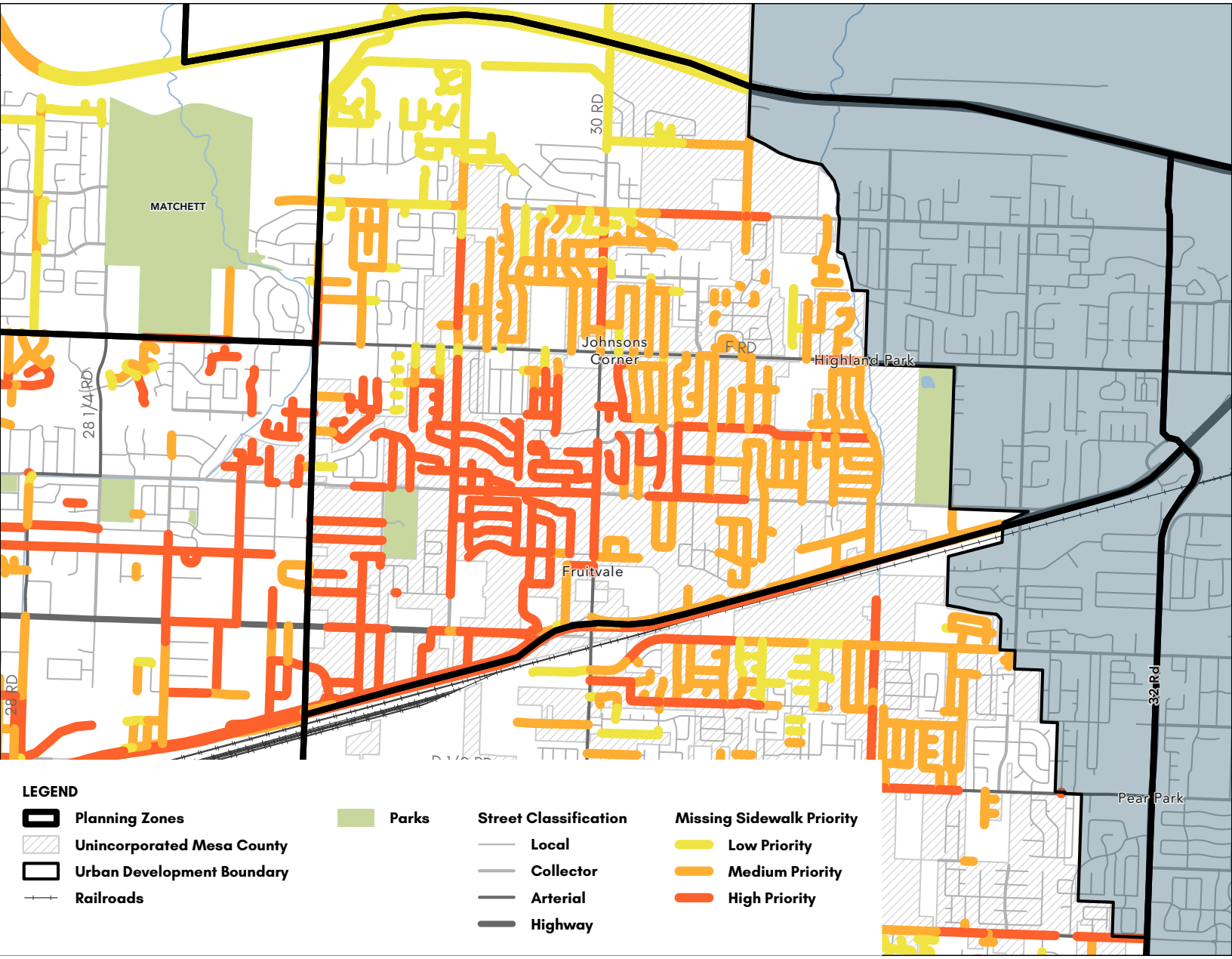


Sidewalk Retrofit Prioritization

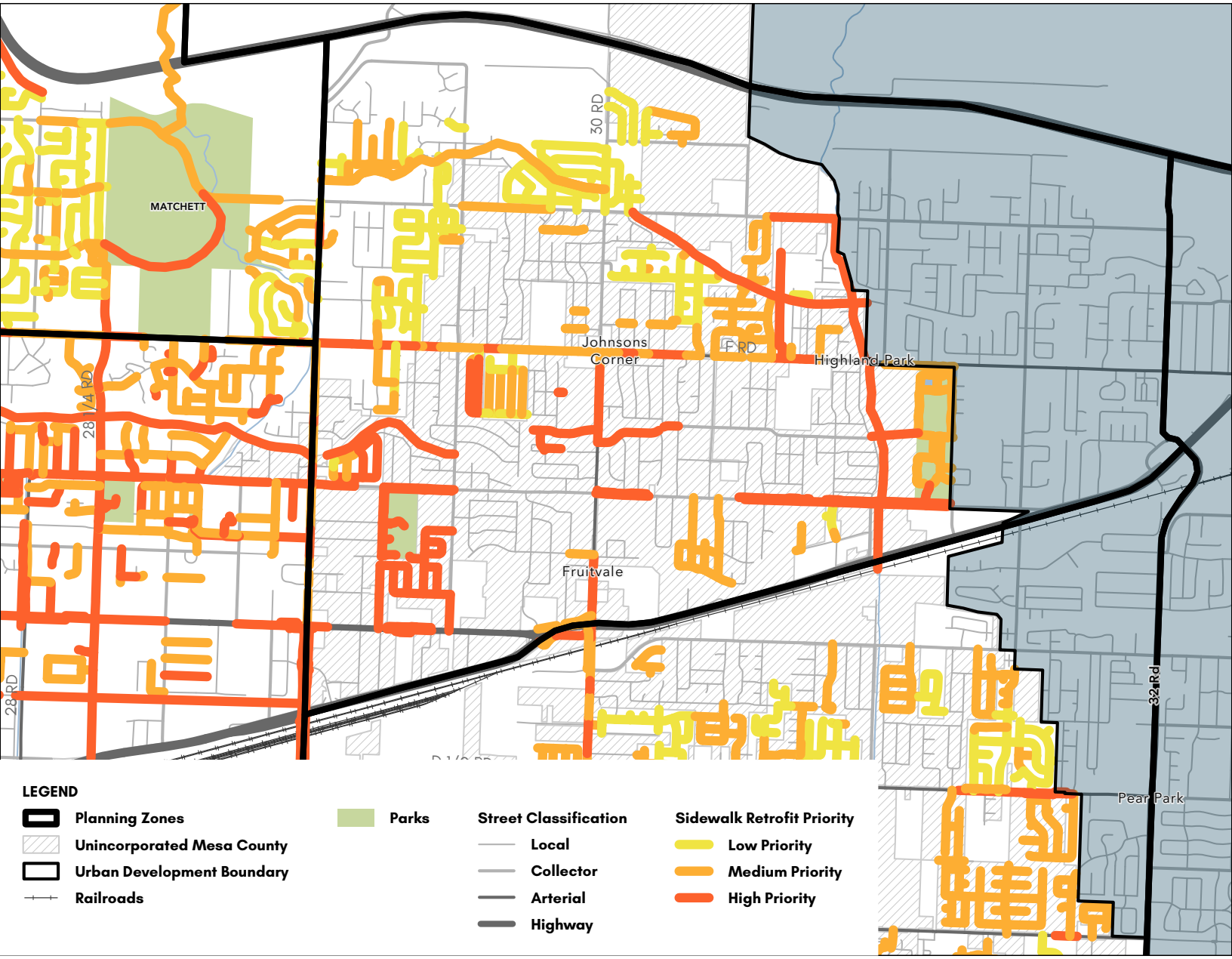


Fruitvale

Missing Sidewalk Prioritization

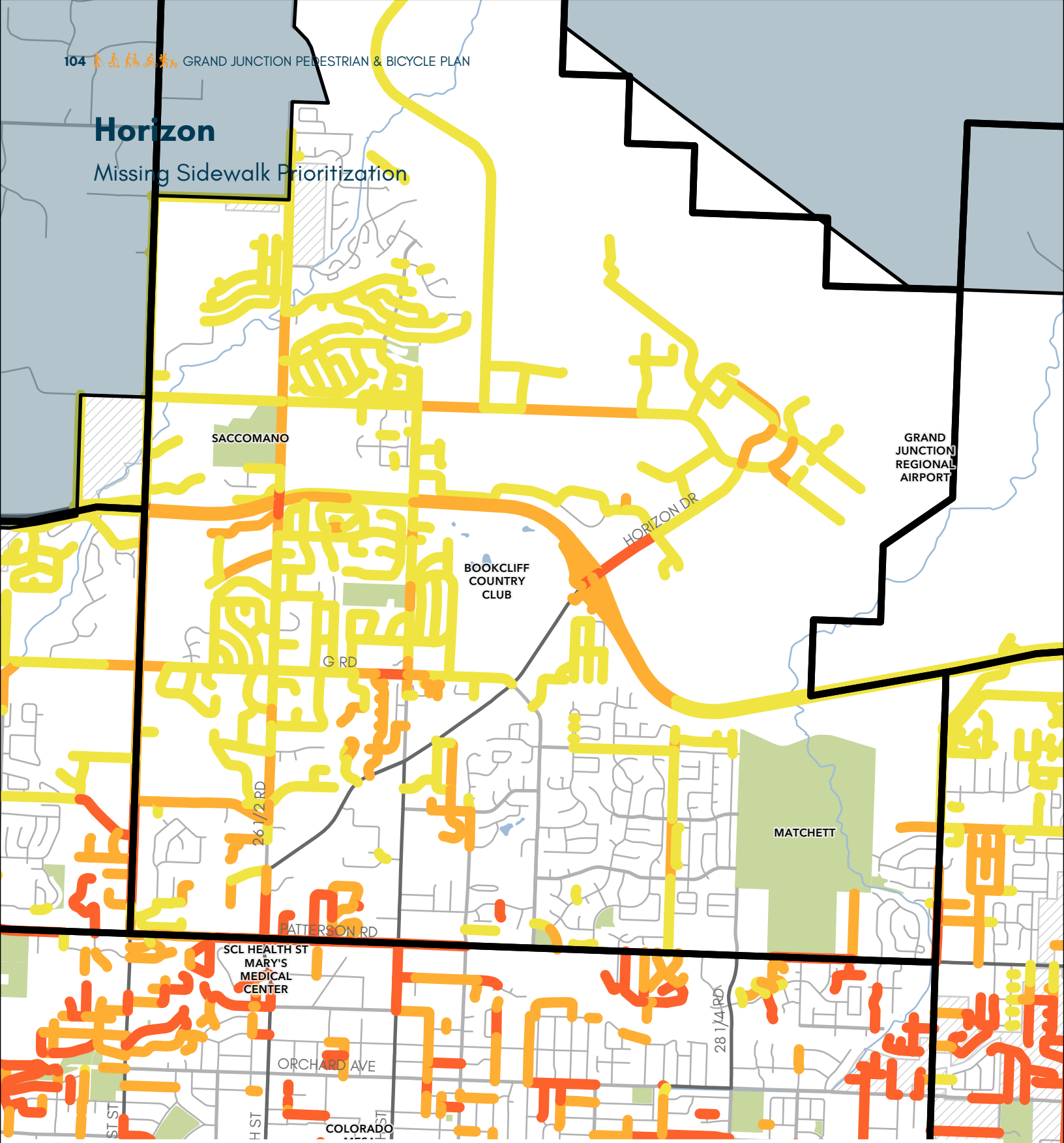


Sidewalk Retrofit Prioritization



Horizon

Missing Sidewalk Prioritization



LEGEND

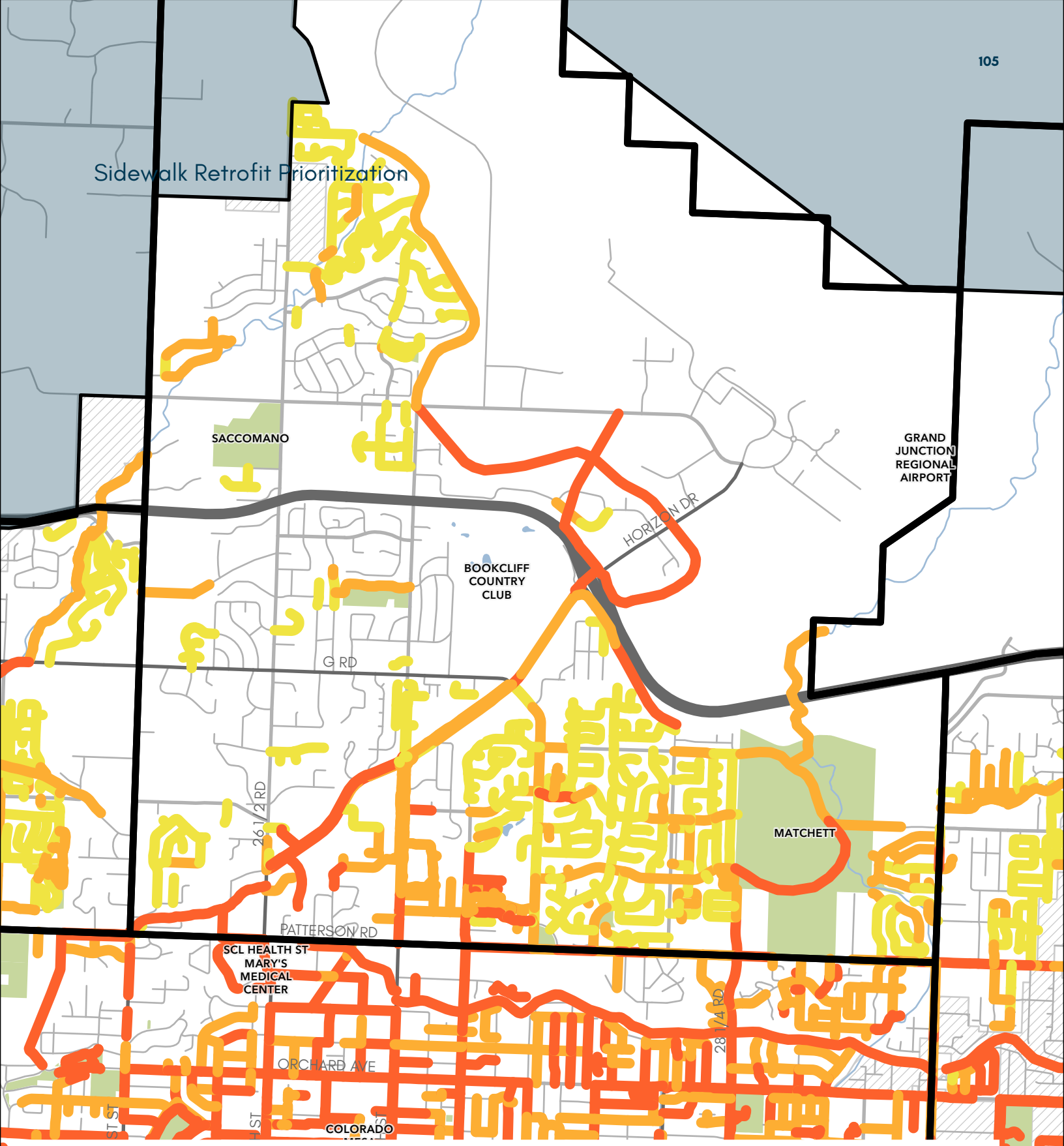
- Planning Zones
- Unincorporated Mesa County
- Urban Development Boundary
- Railroads
- Parks

Street Classification

- Local
- Collector
- Arterial
- Highway

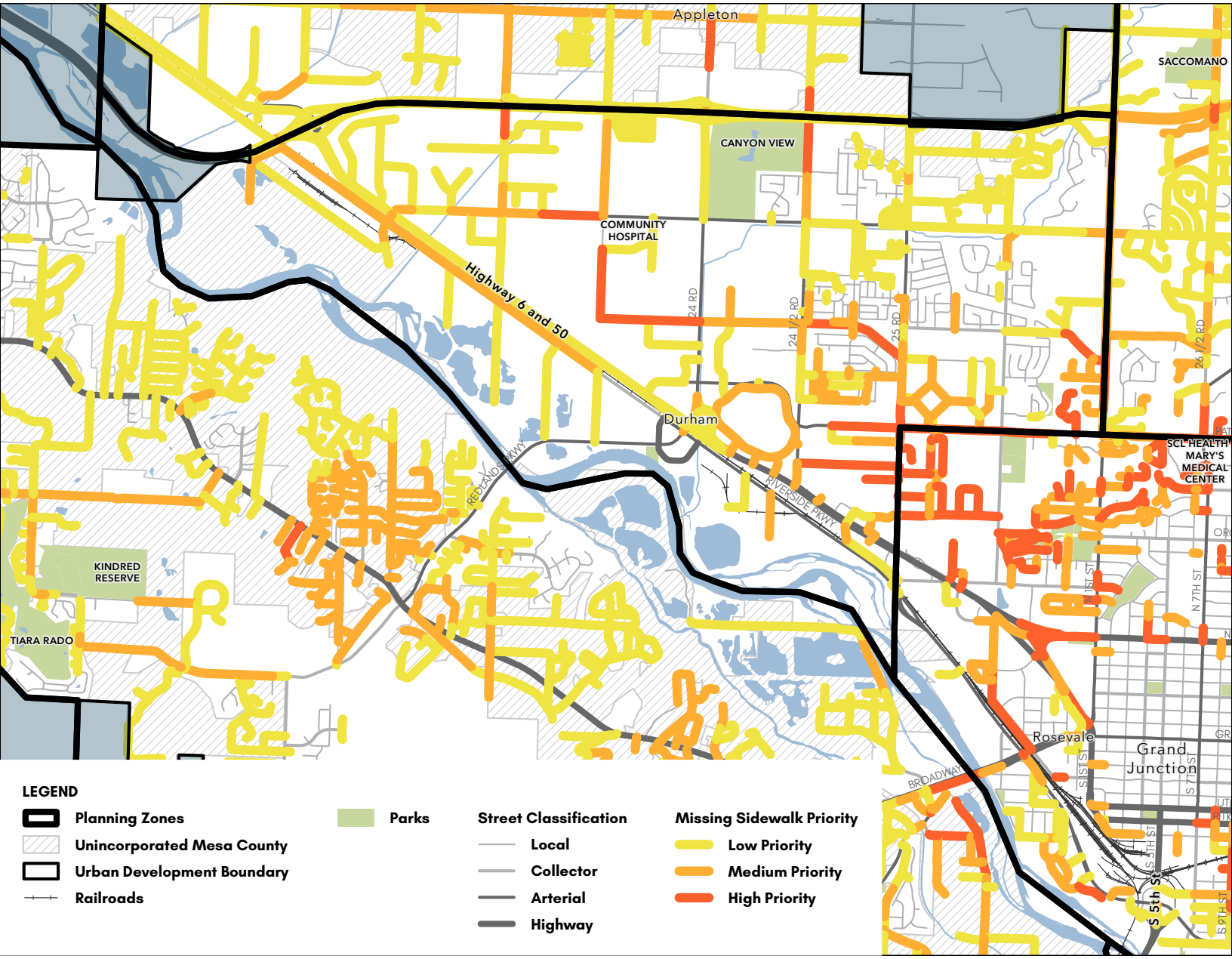
Missing Sidewalk Priority

- Low Priority
- Medium Priority
- High Priority

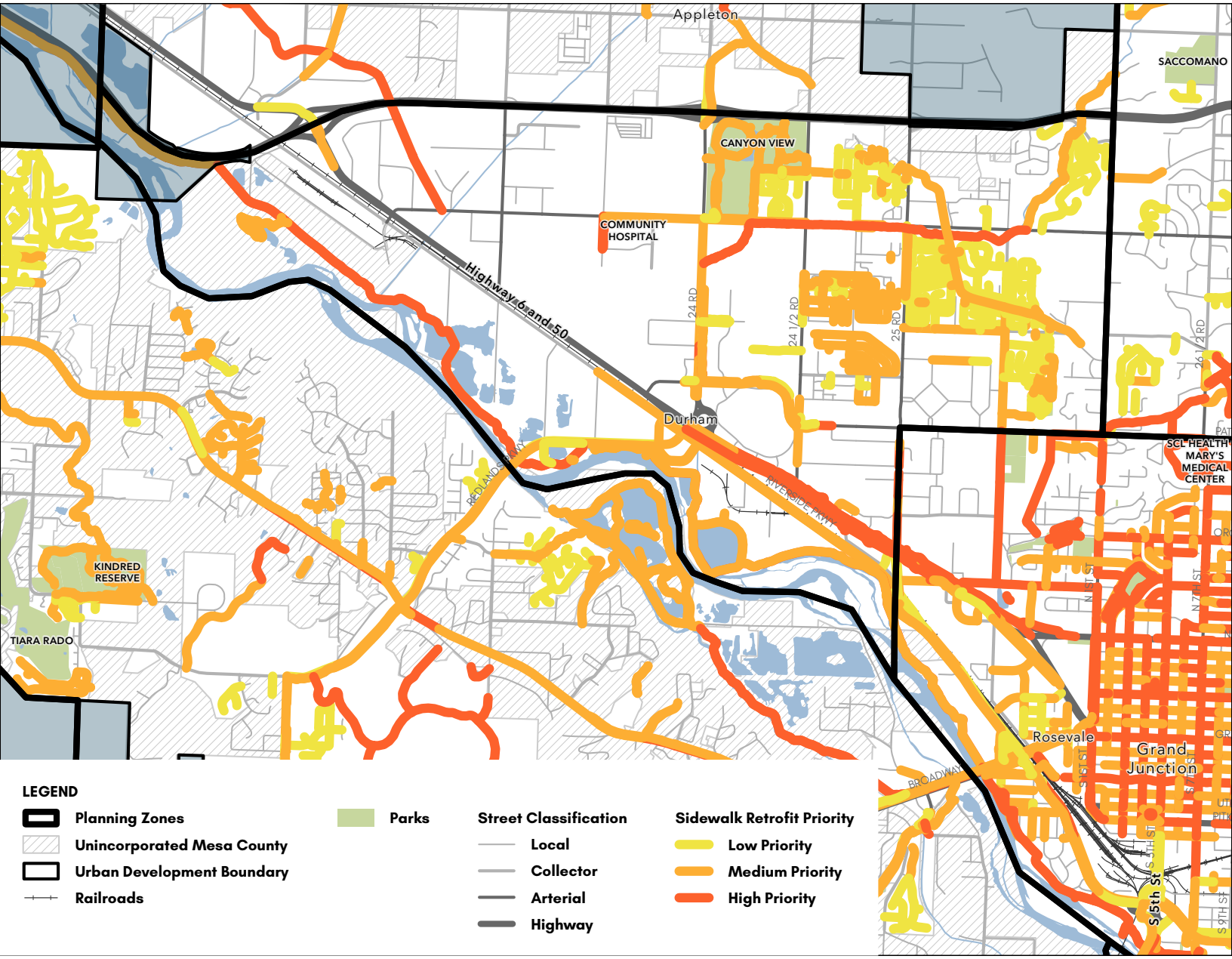

Sidewalk Retrofit Prioritization
105
SACCOMANO
GRAND JUNCTION REGIONAL AIRPORT
HORIZON DR
BOOKCLIFF COUNTRY CLUB
G RD
26 1/2 RD
MATCHETT
PATTERSON RD
SCL HEALTH ST MARY'S MEDICAL CENTER
28 1/4 RD
ORCHARD AVE
COLORADO
LEGEND
Planning Zones
Unincorporated Mesa County
Urban Development Boundary
Railroads
Parks
Street Classification
Local
Collector
Arterial
Highway
Sidewalk Retrofit Priority
Low Priority
Medium Priority
High Priority

North West

Missing Sidewalk Prioritization

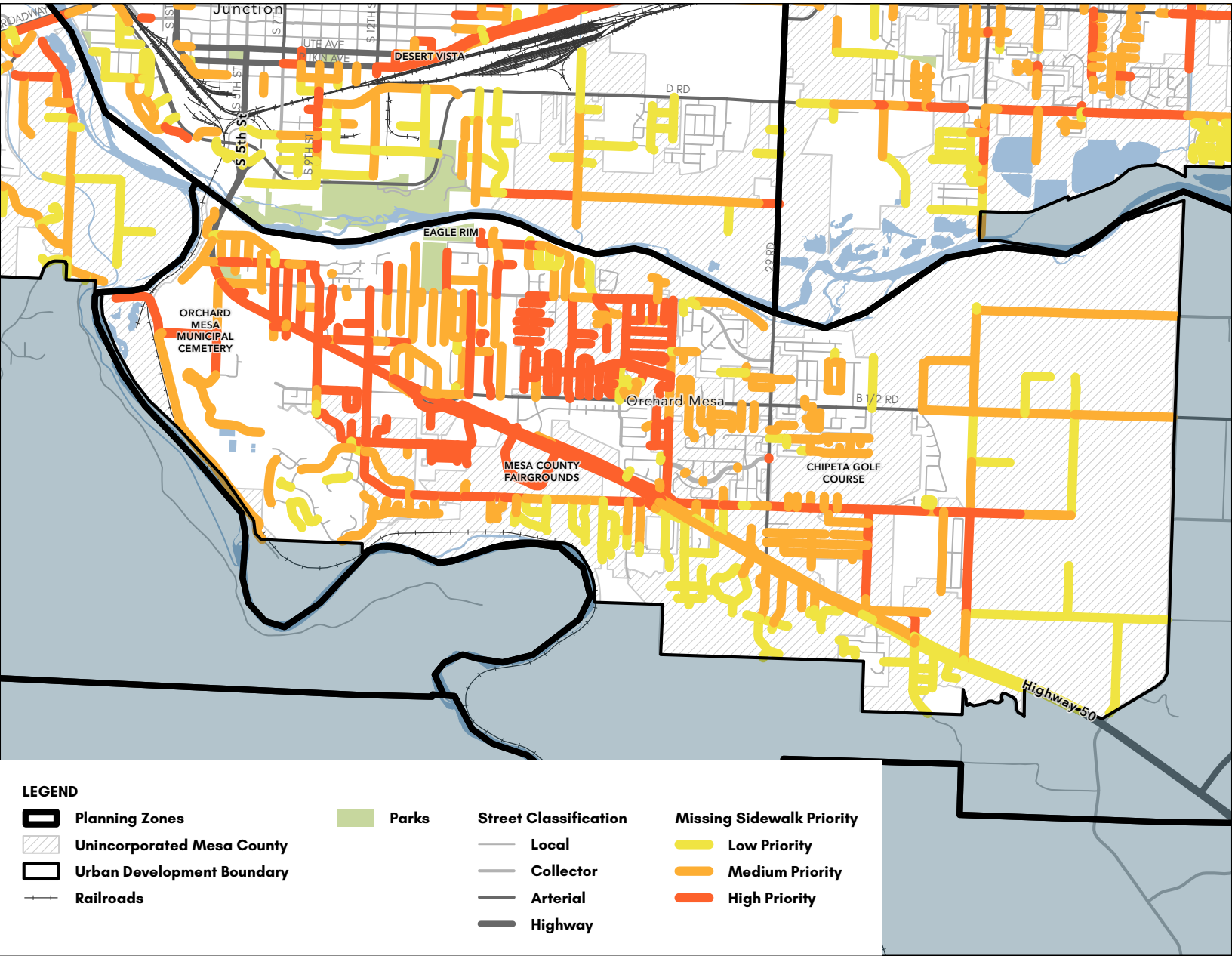


Sidewalk Retrofit Prioritization

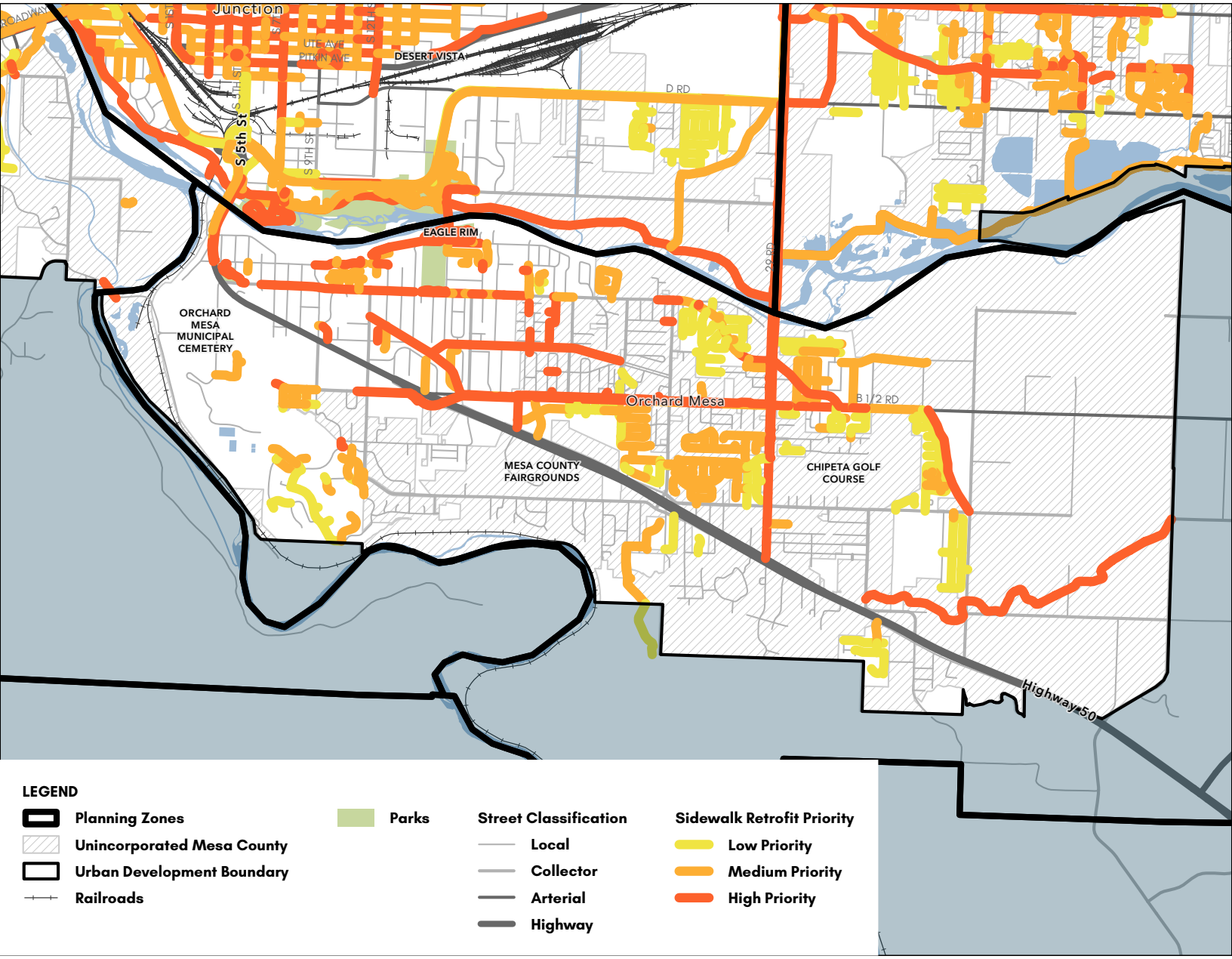


Orchard

Missing Sidewalk Prioritization

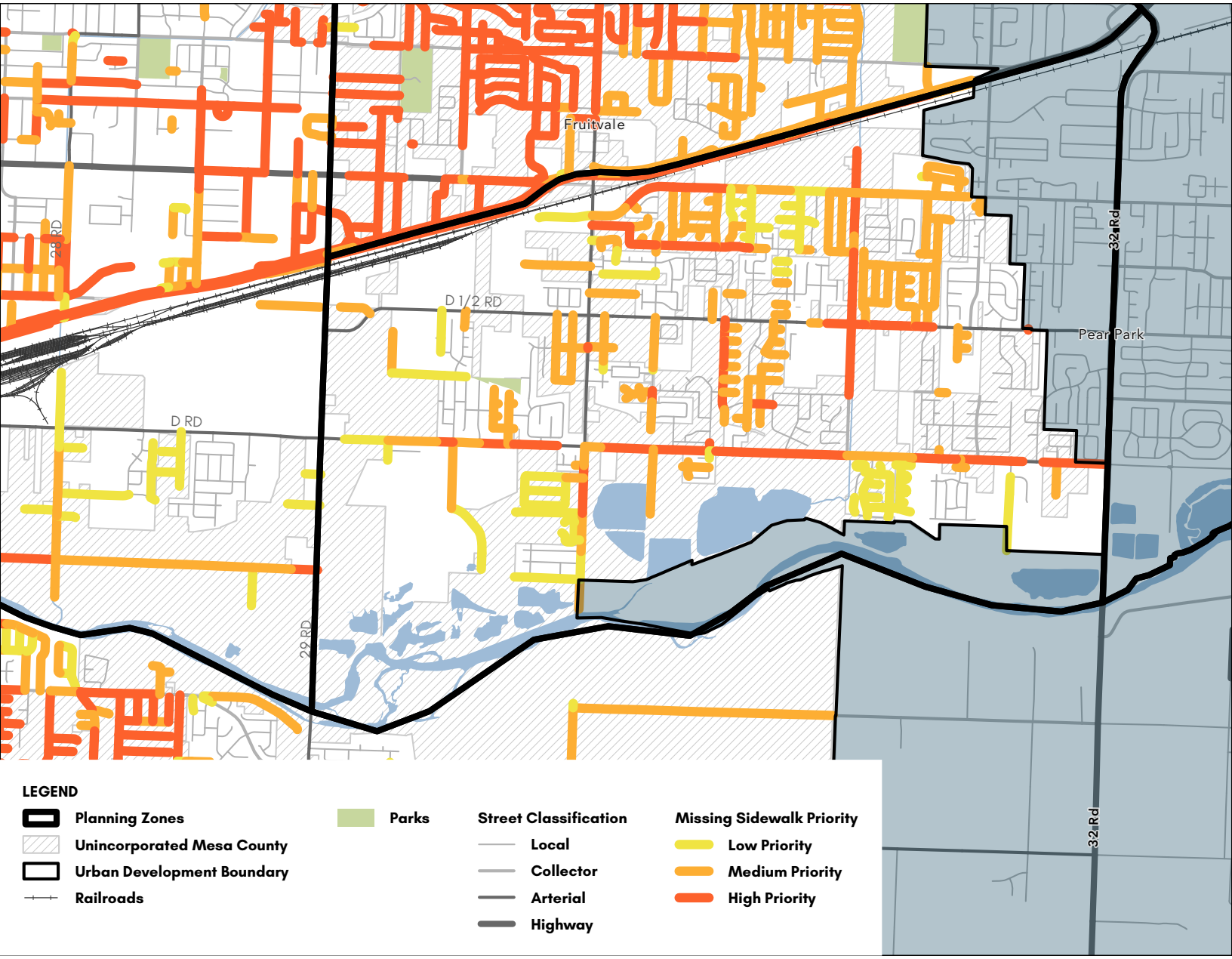


Sidewalk Retrofit Prioritization

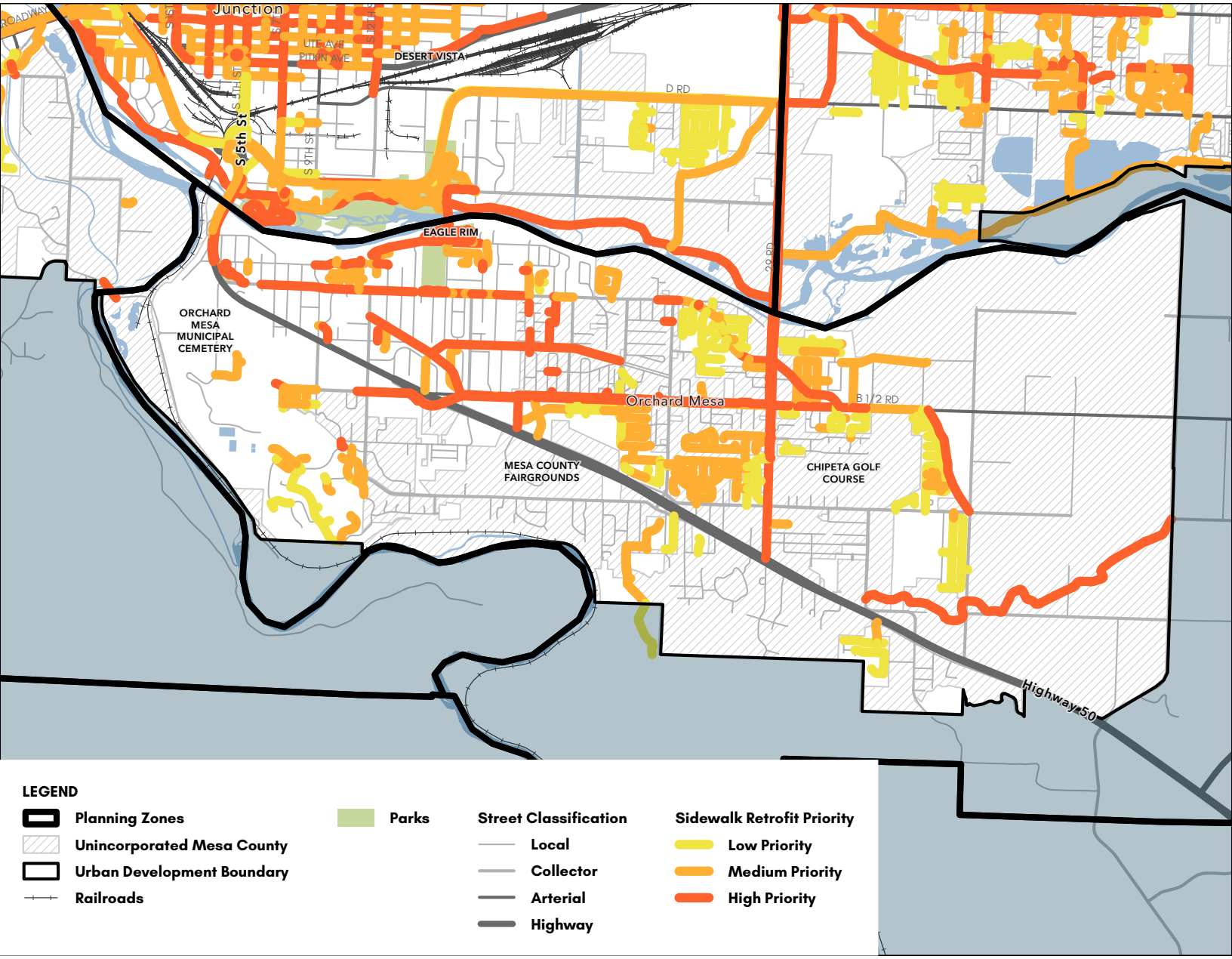


Pear Park Center

Missing Sidewalk Prioritization

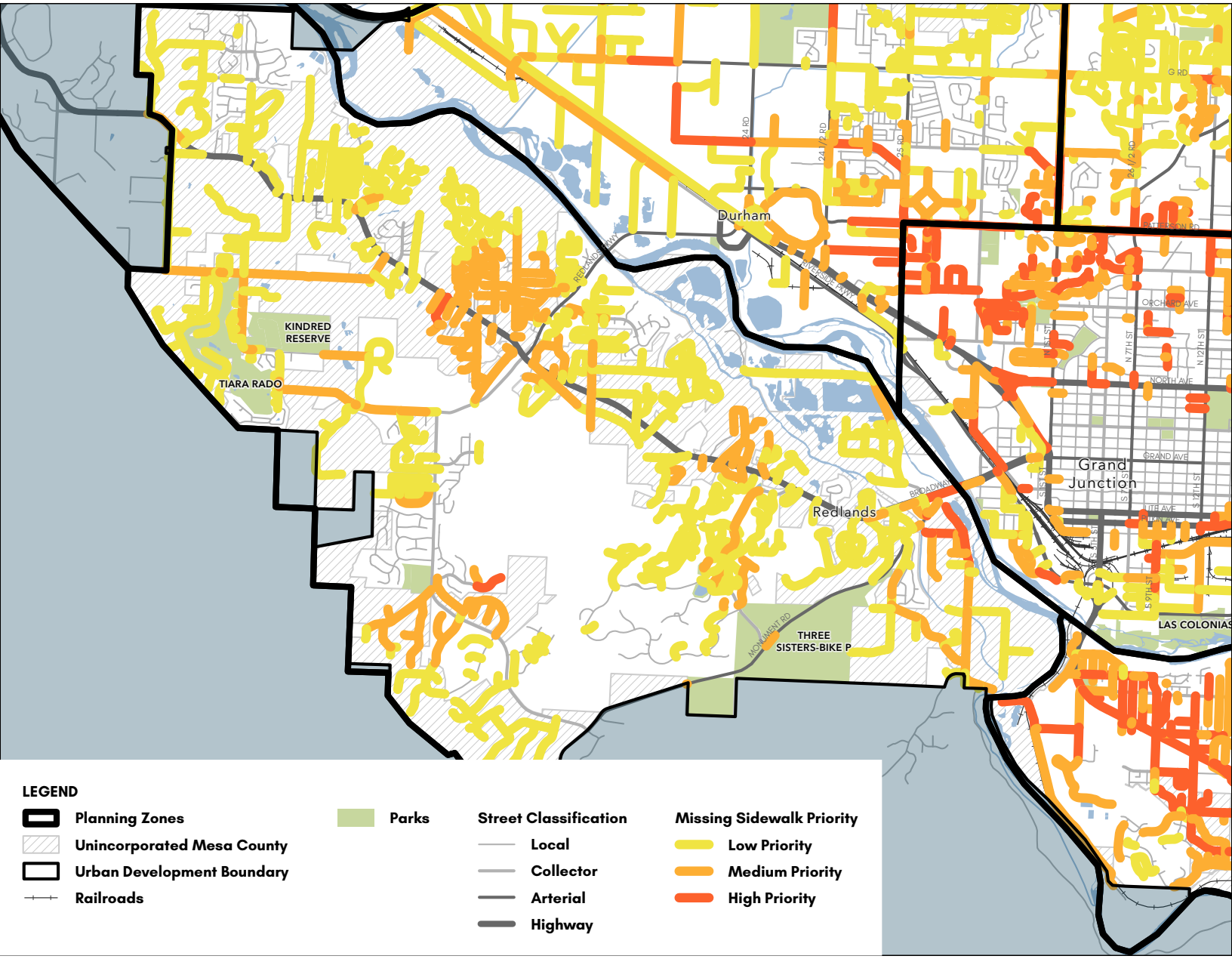


Sidewalk Retrofit Prioritization

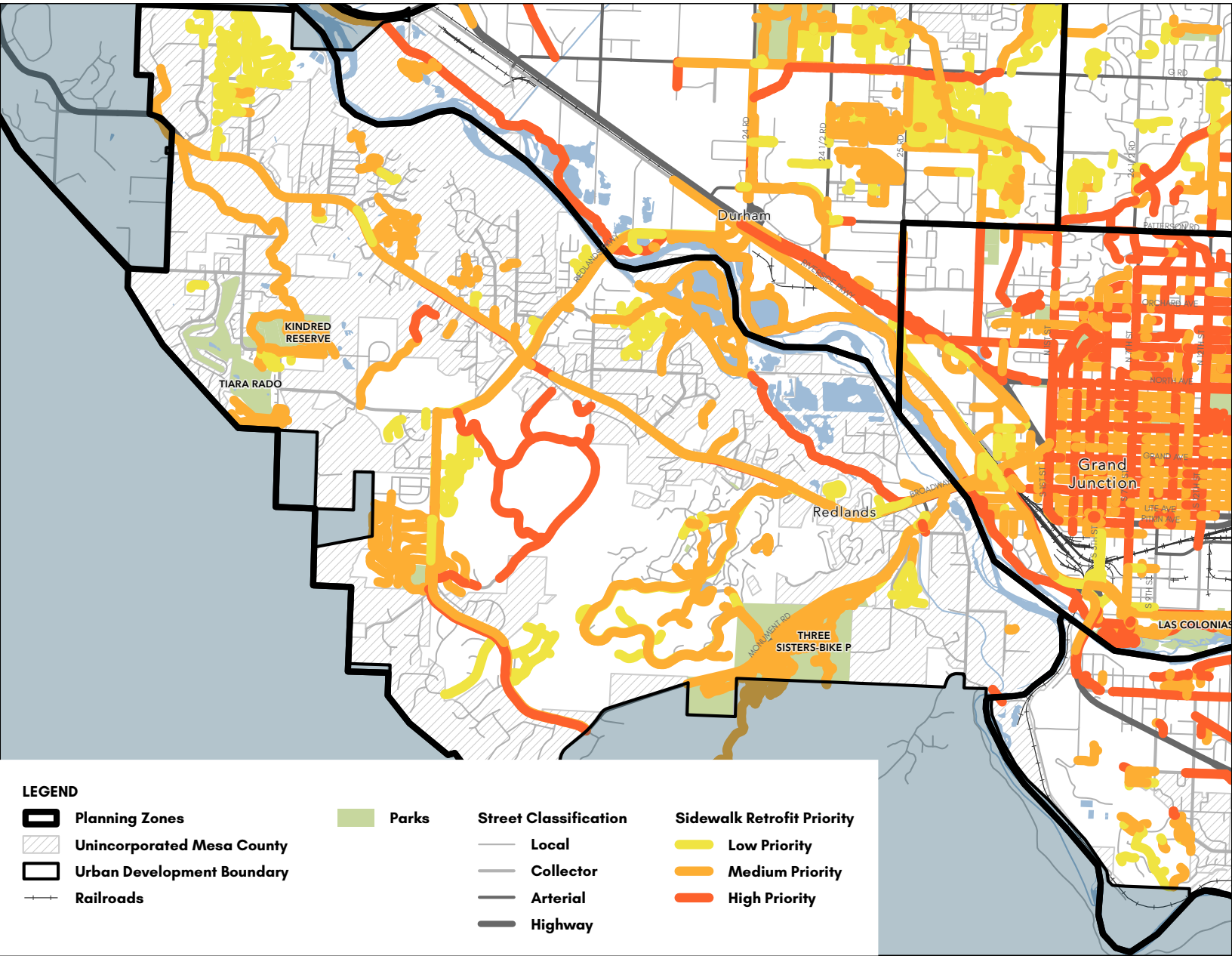


Redlands

Missing Sidewalk Prioritization



Sidewalk Retrofit Prioritization



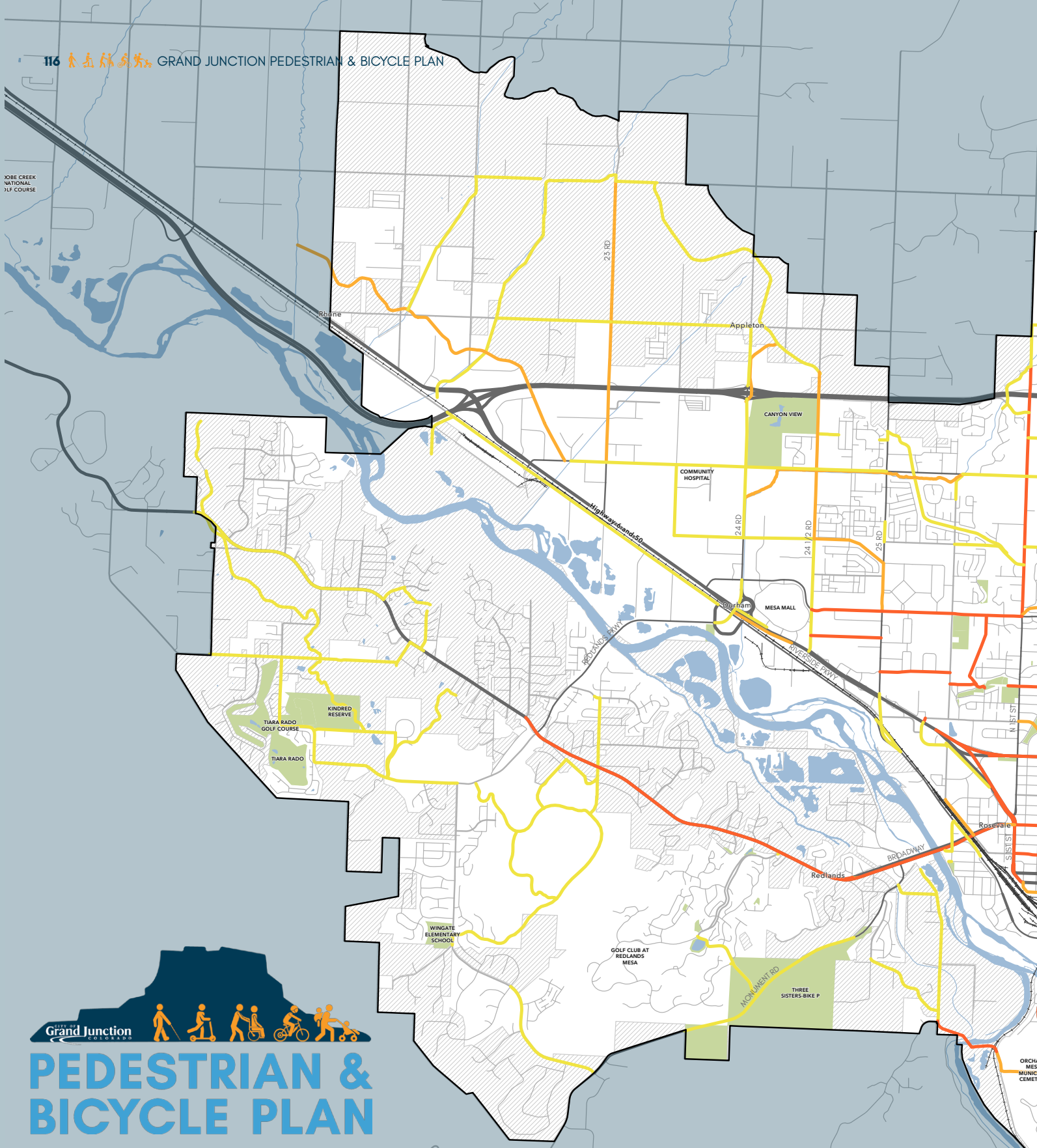
Prioritized Bicycle Network Corridors

Figure 48 illustrates the prioritization of the planned bicycle corridors in Grand Junction based on the criteria in **Table 6** and methodology in **Appendix B**.

The maps and tables by neighborhood in the Bicycle Network Plan chapter detail High, Medium, and Low Priority bike projects shown in **Figure 19** and **Figure 48**. The city will prioritize implementing the highest priority bicycle corridors first. While the city will use this prioritization to allocate fundings specifically for bicycle improvements, it possible that opportunities will arise to implement low priority and medium priority projects sooner as part of new street construction or reconstructions projects or other opportunities. In these situations, bicycle facilities should be implemented on one these corridors as defined in the Bike Network Plan.

OBJECTIVE E3

Prioritize bike project locations according to the tiers established in the Prioritized Bicycle Network Map.



PEDESTRIAN & BICYCLE PLAN

LEGEND

- Unincorporated Mesa County
- Urban Development Boundary
- Railroads
- Parks

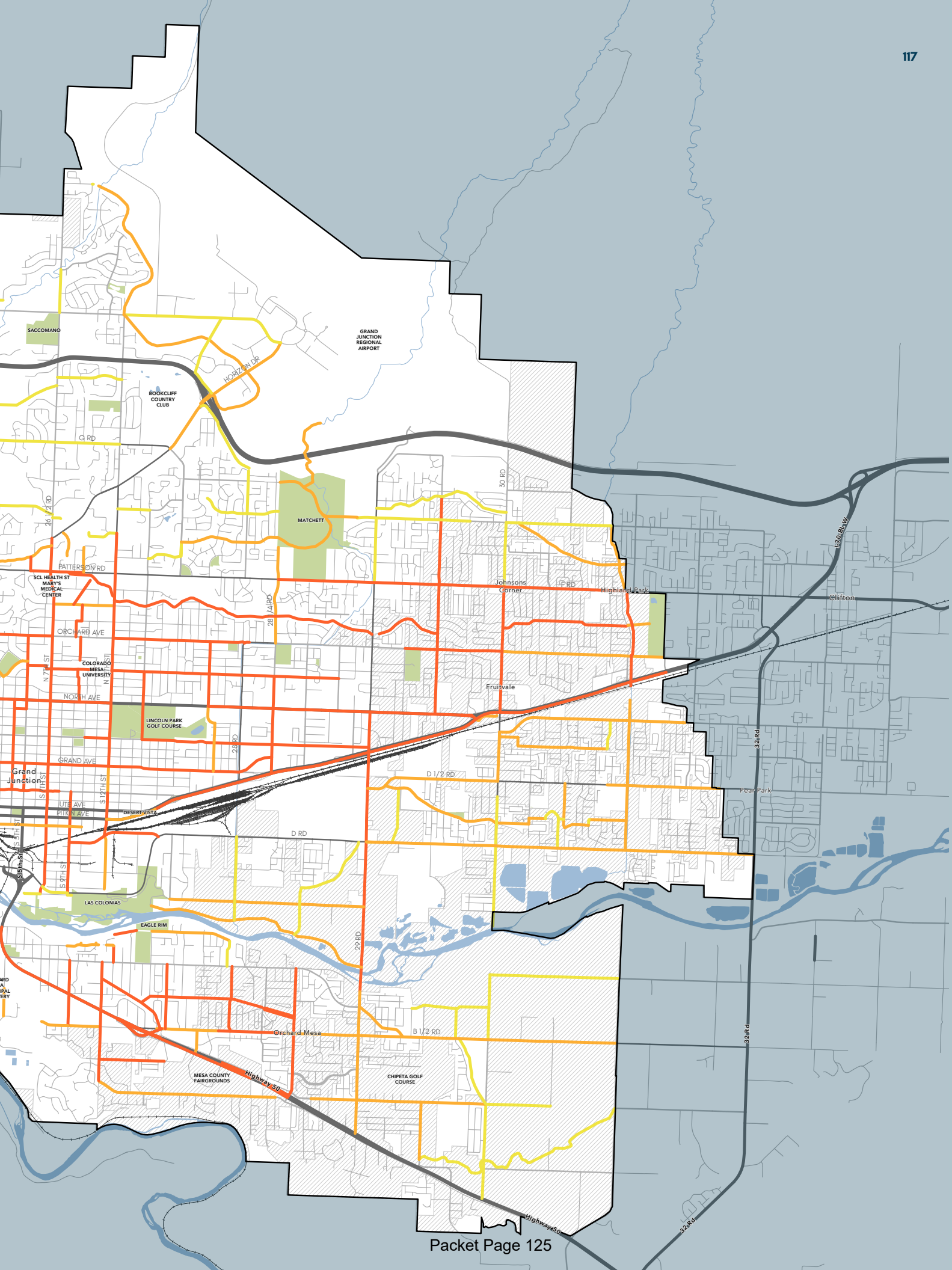
Street Classification

- Local
- Collector
- Arterial
- Highway

Bike Project Priority

- Low Priority
- Medium Priority
- High Priority

FIGURE 48: BIKE PROJECT PRIORITIZATION


SACCOMANO
GRAND JUNCTION REGIONAL AIRPORT
HORIZON DR
BOOKCLIFF COUNTRY CLUB
G RD
26 1/2 RD
MATCHETT
30 RD
I-70 Bus W
PATTERSON RD
SCL HEALTH ST MARY'S MEDICAL CENTER
Johnsons Corner
F RD
Highland Park
Clifton
28 3/4 RD
ORCHARD AVE
N 7TH ST
COLORADO MESA UNIVERSITY
NORTH AVE
Fruitvale
LINCOLN PARK GOLF COURSE
28 RD
32 Rd
GRAND AVE
Grand Junction
S 7TH ST
S 12TH ST
D 1/2 RD
Pear Park
UTE AVE
PITKIN AVE
DESERT VISTA
D RD
S 5TH ST
S 9TH ST
LAS COLONIAS
EAGLE RIM
29 RD
Orchard Mesa
B 1/2 RD
MESA COUNTY FAIRGROUNDS
Highway 50
CHIPETA GOLF COURSE
Highway 50
32 Rd

Funding Opportunities

As additional funding becomes available, the city can allocate new funding resources towards implementing currently unfunded projects. The funding landscape is competitive and often requires city departments to enter the planning phase thinking about grant requirements that will set the city up for success in being awarded grants. A critical step in obtaining external grants is having the project priorities identified in the adopted Pedestrian & Bicycle Plan. Many of the projects in this plan could be funded by grants. It will be critical to have the projects planned, designed and "shovel ready" so that the funding can be used for implementation. In most cases, the list of external funding sources requires local matching funds. Many grants will also require the city to report on safety, equity, and sustainability performance measures—another reason to implement the data collection effort described in the prioritization section. Funding sources will continue to change between 2023 and 2050, but this section identifies grant and funding streams available as of January 2023.

OBJECTIVE Q7

Explore and pursue funding opportunities to support continual capital construction and maintenance of the projects listed in this plan.

This section identifies potential funding sources that supplement existing funding streams in Grand Junction. The descriptions provided for grant opportunities come from federal, state, and regional sources.

Federal

Federal Highway Safety Improvement Program (HSIP): Eligible projects in this category include improvements or corrections to safety issues on any local or regional public roads and trails or paths. Funded activities must be consistent with Colorado's Strategic Highway Safety Plan. Projects are selected competitively through CDOT.

USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (formerly BUILD and TIGER): Since 2009, USDOT has distributed grants for planning and capital investments in surface transportation infrastructure. Grants are awarded on a competitive basis for projects that will have a significant local or regional impact. RAISE funding can support roads, bridges, transit, rail, ports, or intermodal transportation.

FTA (Federal Transit Administration) §5307 Urbanized Area Formula Program: This program makes federal resources available to urbanized areas for transit capital and operating assistance. Urbanized areas are those areas with a population of 50,000 or more as designated by the U.S. Census Bureau.

Infrastructure for Rebuilding America (INFRA): The FAST (Fixing America's Surface Transportation) Act established the Nationally Significant Freight and Highway Projects (NSFHP) program to provide financial assistance—competitive grants, known as INFRA grants, or credit assistance—to nationally and regionally significant freight and highway projects that align with the program goals to improve safety, efficiency and reliability of freight; improve global competitiveness; reduce highway congestion; improve connectivity; and address growing demand for freight.

State

CDOT Funding Advancements for Surface Transportation and Economic Recovery Act (FASTER): This category includes safety-related projects, such as: asset management, transportation operations, intersection and interchange improvements, and shoulder and safety-related widening, and pedestrian and bicycle facilities. Projects

are advanced by local governments and selected based on priority and data within each CDOT Region.

Safe Routes to School (SRTS): This program was formed to: Enable and encourage children to walk and bike to school; make walking and biking safer and more appealing; facilitate planning, development, and implementation of projects that improve safety, and reduce traffic, fuel consumption, and air pollution around schools. There is no longer dedicated federal SRTS funding, but the Colorado SRTS program has been continued with state funding and a local agency match requirement. This is a competitive program where projects are screened by a statewide selection advisory committee.

Great Outdoors Colorado (GOCO): Funding from the Colorado Lottery is awarded to a variety of project types, including trail projects, across the state by the GOCO Board. GOCO Board members are appointed by the Governor and confirmed by the Colorado State Senate.

Regional Priorities Program (RPP): The goal of this program is to implement regionally significant projects identified through the transportation planning process. These funds are flexible in use and are allocated to the regions by the Colorado Transportation Commission on an annual basis. The allocations are based on regional population, CDOT on-system lane miles, and CDOT on-system truck VMT.

Highway Users Tax Fund (HUTF): Revenues generated from the Road Safety Surcharge, Oversize Overweight Surcharge, Rental Car Surcharges, and late vehicle registration fees are credited to the Highway Users Tax Fund (HUTF) and distributed per statute to the Colorado Department of Transportation, counties, and municipalities.

Revitalizing Main Streets: Revitalizing Main Streets grant program, run by CDOT as a part of Colorado's COVID-19 Recovery Plan, enhances active transportation safety and strengthens the connection of people to main streets and central economic hubs. The program encourages physical activity and enhances local economic vitality in towns and cities across Colorado through funding infrastructure improvements to make walking and biking easy, yielding long-term benefits that bolster community connections.

Regional

Metropolitan Planning: Federal funds are allocated to the GVMPO to provide for a continuing, comprehensive, and cooperative (3C) transportation planning process in the region. In addition, CDOT estimates that the Grand Valley Metropolitan Planning Organization (GVMPO) should expect to receive approximately $168.7 million dollars in transportation funding between now and 2029 if CDOT continues to receive an additional $500 million per year statewide for six years ($3 billion total) above the base program amounts. These projects are identified in the Transportation Improvement Program (TIP).

Multimodal Options Fund (MMOF): The legislation states that the Multimodal Options Fund should promote a "complete and integrated multimodal system" through objectives such as benefiting seniors, providing enhanced mobility for the disabled population, or providing safe routes to school. Local recipients are required to provide a match of project funding equal to the amount of the grant, with exemptions allowed.

Local

Mill Levy: Since property taxes are a major funding source for all municipal services, a higher mill levy could translate to a meaningful source of funding for transportation improvements.

Vehicle registration: The number of registered vehicles in Mesa County continues to grow with population and jobs. Increasing license and ownership fees would help generate more funding.

Utility fees: Household utility fees are monthly or annual surcharges for transportation similar to annual assessments for local sewer or waste services could be levied in Mesa County. Peer communities in Colorado like Loveland and Fort Collins use this practice as a funding source.

Dedicated Sales Tax: Grand Junction currently has a $.75 sales tax that funds transportation projects. Additional sales tax could be collected as the result of a city or citizen sponsored ballot initiative to collect sales tax for specific/dedicated transportation-related uses. This can include funding for sustainability and resilience. Funds generated by sales, use, specific ownership, and property taxes can be transferred to general funds or directed towards capital projects. These can either be permanent or a local option tax that is subject to voter approval.

Grand Junction's Downtown Partnership (DP): The DP consists of two special districts, the Downtown Development Authority (DDA) and the Business Improvement District (BID). These two groups have the ability to fund bicycle and pedestrian amenities and facilities.

The Horizon Drive District (HDD): The HDD — Gateway to Grand Junction® — is just off I-70 at Exit 31 and adjacent to the Grand Junction Regional Airport. This beautiful and convenient entrance to the core businesses, services, and tourism resources of Grand Junction, Colorado, exemplifies the mission of the business improvement district — to build community, enhance beauty, and advocate the economic vitality of the Horizon Drive District (HDD).

Other funding options that could be considered with further analysis are parking fees or a parking benefit district, public-private partnerships, transportation impact fees, and special assessments. Parking benefit districts use the revenue from paid parking to fund transportation improvements, such as sidewalk/ bikeway maintenance, pedestrian/ bikeway/landscape/transit enhancements, free bus passes, etc. Public-private partnerships could be agreements with large employers, businesses, or services that can fund transportation projects.

Integrating Implementation with City Process

In addition to identifying a stable and reliable funding source to actively implement bicycle and pedestrian improvement processes the city can also integrate implementation with other standard procedures. This includes planning for pedestrian and bicycle facilities in all street projects and phases, including new construction, reconstruction, resurfacing, and maintenance. This means that the City approaches every transportation project and program as an opportunity to improve streets and the transportation network for all users, and work in coordination with other departments, agencies and jurisdictions.

A few recommended strategies for integrating implementation with other city procedures include:

Integrate Bicycle and Pedestrian Design in the TEDS Manual – The TEDS Manual provides standards for street design and was updated to reflect the bicycle and pedestrian design standards in this PBP. The TEDS Manual will be a key tool to implement pedestrian and bicycle improvements as part of future street construction projects.

Add Bike Detection During Signal Upgrades – The city periodically upgrades and replaces outdated traffic signals that have exceeded their useful life. When new actuated signals are installed (or upgraded) at locations where an existing or planned bicycle facility crosses the intersection bicycle detection should be added as standard practice.

Incorporate Active Transportation Improvements on Street Projects – Whenever a new street is constructed or an existing street is reconstructed sidewalk and bicycle facilities should be included as guided by this plan and in accordance with the standards in the TEDS Manual and supported by the City's Complete Streets Policy.

Maintain a Geodatabase of Active Transportation Infrastructure – Its recommended that the city maintain a geodatabase with all bicycle facilities and sidewalk locations, including widths, buffer widths, and hardscape versus softscape buffer that will be updated as improvements are made. This will make it easier for the city to track progress, evaluate conditions and network gaps, and identify and prioritize future projects.

OBJECTIVE Q8

To the greatest extent practicable given budget constraints include pedestrian and bicycle facilities in all street projects and phases, including new construction, reconstruction, resurfacing, and maintenance.

OBJECTIVE Q9

Approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and work in coordination with other departments, agencies and jurisdictions.

OBJECTIVE Q10

Implement bicycle and pedestrian improvement projects by integrating with other city standard procedures.

APPENDIX

Appendix A:
Existing Conditions
& Needs Assessment

Appendix B:
Project Prioritization Methodology

Grand Junction City Council

Workshop Session

Item #1.c.

Meeting Date: February 27, 2023

Presented By: John Shaver, City Attorney

Department: City Attorney

Submitted By: John Shaver

Information

SUBJECT:

Council Policies

EXECUTIVE SUMMARY:

The City Council has previously determined that it would review, update and adopt certain policies for the conduct of the business of the Council. The February 27, 2023 Council work session will provide an opportunity for further discussion and direction on when and what policy(ies) will be advanced, and if advanced the process for review and/or adoption.

BACKGROUND OR DETAILED INFORMATION:

The City Council has certain policies, procedures and practices that it uses to conduct Council business. Resolution 40-18 provides the most current meeting policies. Because of changes in meeting practices resulting from the pandemic, and because other policies needed to be updated and/or written, the City Council directed the City Attorney to draft policies for the Council's consideration. The City Council selected the topics, which include but are not limited to agenda and meeting procedures, duties of the President of Council, and credit card and travel policies. The agenda and meeting/study session policies, when adopted, will serve inform an update of Resolution 40-18.

Mayor Stout has reviewed many of the policies; however, support from a majority of the Council is necessary to adopt a policy(ies). The City Manager and City Attorney are prepared to discuss the attached draft policies, or others that the Council may direct be drafted, with the Council on the 27th.

FISCAL IMPACT:

There is no fiscal impact.

SUGGESTED ACTION:

This is a discussion topic. As the Council may determine, certain of the draft policies may be agendized for consideration and adoption at a regular City Council meeting.

Attachments

1. Agenda Management Policy
2. City Council Meeting Policy and Procedures
3. Credit Card Policy
4. Duties and Authority of the President of the City Council (3)
5. Travel Policy

CITY COUNCIL

AGENDA MANAGEMENT POLICY

This policy establishes the procedures for agendizing subjects and/or proposed action items on regular and special meeting, and work session agendas of the City Council ("Council") and the delegation of certain authority to finalize agendized matters once heard and approved by the Council. This policy provides City Councilmembers with a procedure for initiating or removing new business, policy issues and other matters that a member(s) desires to be heard or that he/she desires to sponsor. The procedure will help City Councilmembers respond to constituent inquiries and enhance communication between City Council and the City Staff as well as delegate certain authority to the City Manager and City Clerk.

1. AGENDA PREPARATION AND FULFILMENT

A. PROCEDURE FOR REGULAR AND SPECIAL MEETINGS:

The City Charter specifies certain duties of the City Clerk[1] and the City Manager[2] and absent delegation by the City Council the prerogatives of the City are vested in the Council. Heretofore the City Council has not had a prescribed set of procedures that apply to regular and special meeting agendas and the fulfilment of agenda items after the completion of meetings.

i) The Agenda Committee consisting of the Mayor and Mayor *pro tem* may place or remove any agreed upon item on a regular or special meeting agenda. Members of City Council may add or remove items from an agenda by approaching the members of the Agenda Committee through customary means of contact. Alternatively, at least four (4) Council Members may direct the City Manager to place an item on a regular meeting agenda, or if the Agenda Committee is split on a topic. The public may not, without approval of the City Manager or at least four (4) Council Members, initiate an agenda item(s).

ii) The agenda as set by the Agenda Committee will be noticed by the City Manager, or designee, in consultation with the City Attorney as the City Manager deems necessary and will be distributed by the City Manager to City Council no less than twenty-four (24) hours before the scheduled meeting.

iii) The City Manager shall be responsible for scheduling all regular and special meeting agenda items. If the Agenda Committee or four (4) or more Council Members request that an item be placed on a regular or special meeting agenda, the City Manager in consultation with the City Attorney and City Clerk shall determine which meeting agenda is legally and practically appropriate for such item(s).

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[1] Article VI § 45

[2] Article VII § 59

iv) Public comment, issues that arise at or during meetings, and/or topics that Council refers to the City Manager may be responded to in a variety of ways including scheduled meetings with the City Manager, memoranda, or at the Council's next regular meeting or work session. The City Manager, with consultation with the Agenda Committee if the City Manager deems such consultation necessary, will determine whether referred matters necessitate referral to an agenda or may be addressed separately (through the scheduled meetings, memoranda or by a verbal report to Council or other appropriate means of resolution and/or reporting.) The execution of contracts, grants, intergovernmental agreements *etc*. shall after consideration as duly and lawfully noticed agenda items and approval by the City Council of the same be signed and executed by the City Manager, the City Clerk and as necessary or required by the document(s), the City Attorney.

B. PROCEDURE FOR WORKSHOP SESSIONS:

The following procedures shall apply to workshop session agendas:

i) The Agenda Committee consisting of the Mayor and Mayor *pro tem* may place or remove any agreed upon item on a workshop agenda. Members of City Council may add or remove items from the agenda by approaching members of the Agenda Committee through customary means of contact. Alternatively, at least four (4) Council Members may direct the City Manager to place an item on a regular meeting agenda, or if the Agenda Committee is split on a topic. The public may not, without approval of the City Manager or at least four (4) Council Members, place items on a work session agenda.

ii) The agenda as set by the Agenda Committee will be noticed by the City Manager, or designee, in consultation with the City Attorney as the City Manager deems necessary and will be is distributed by the City Manager to the members of City Council no less than twenty-four (24) hours before the scheduled meeting.

iii) The City Manager shall be responsible for scheduling all work session agenda items. In other words, if the Agenda Committee or four (4) or more Council Members request that an item be placed on a work session agenda, the City Manager shall determine which workshop agenda is legally and practically appropriate for such item(s).

iv) Items pertaining to City strategic goals shall receive priority on work session agendas.

v) Guests and outside presenters shall generally be scheduled before other items on the agenda.

2. METHOD OF NOTIFICATION:

i) The meeting agendas shall be posted in accordance with the lawful posting

requirements and designated location no less than twenty-four (24) hours prior to a meeting. Any other notice allowable by law shall be permissible. In addition, a reasonable effort will be made to notify the media normally covering a City Council meeting when a meeting is scheduled or cancelled. Notice of a Council meeting shall be posted at the designated posting location at City Hall and on the City website.

ii) Meeting agendas will be distributed to City Council members no less than twenty-four (24) hours before the scheduled meeting. Councilmembers who request changes to the agenda must request such changes through the Agenda Committee at least twenty-four (24) hours before the scheduled meeting.

3. AGENDA AND PACKET DISTRIBUTION:

The following procedures shall apply to the distribution of work session, regular and special meeting agendas, and packets:

i) Prior to each meeting of the Council, the City Manager shall distribute to each Councilmember:

- A copy of the agenda of the meeting, stating each matter to be discussed by the Council by title, description and/or synopsis.
- A copy, in its latest form or edition, of each ordinance, resolution, or other written or printed document to be presented at the meeting, including background information, analysis and recommendation to City Council when applicable. This policy and respective procedures may not apply to Emergency Meetings.
- A copy of the minutes of the previous meeting.

ii) Copies of the agenda also shall be posted on the City's website (electronic posting location as annually approved by resolution of the City Council) and kept at City Hall and shall be available in the City Hall Auditorium on the night of a regular, special, or emergency meeting, and shall be made available to any member of the public who so requests.

- A copy of the information provided to City Council will be available in meeting location for any member of the public to inspect with all material for the meeting except the material that is subject to the client/attorney or other applicable legal privilege(s).

CITY COUNCIL

CITY COUNCIL MEETING POLICY AND PROCEDURES

CITY COUNCIL MEETINGS

1.1 Presiding Officer

As provided in the Charter, the President (Mayor) of the City Council or the President *pro tem* (Mayor *pro-tem*) of the City Council shall lead Council meetings. If both the Mayor and Mayor *pro-tem* are absent from a Council meeting, the City Clerk shall call the meeting to order and call roll. The Councilmembers in attendance either in person or virtually as allowed by ___ (separate electronic participation policy or include here- see below for draft content), so long as a quorum (four members) are present shall then elect a Temporary Chair who shall be the Presiding Officer for that meeting.

1.2. Regular Meetings

The Council shall meet on the first and third Wednesdays of each month at 5:30 p.m. in the Council Chambers at City Hall. The Council may reschedule regular meetings, upon a majority vote of the entire Council at a regular meeting, study session, or by email, and with full and timely notice to the public of the change in schedule. Virtual Participation in accordance with the Virtual Participation policy shall constitute actual attendance for purposes of establishing a quorum and conducting business for any such meeting.

1.3 Special Meetings

Special meetings of the Council may be called by the City Council Agenda Committee in accordance with the Charter, the Colorado Open Meetings law and the Agenda Committee policy. Virtual Participation by City Council will be in accordance with the Virtual Participation policy and shall constitute actual attendance for purposes of establishing a quorum and conducting business for any meeting.

Study Sessions See Policy or Appendix __ to this policy

Study sessions may be called by the Mayor and the City Manager with no less than one-week advance notice to each Councilmember of the time, location, and purpose of the study session meeting. A separate notice will not be necessary for a study session called at a Council meeting at which a quorum is present. Study sessions may be regularly scheduled for the first and third Monday of any month and at any other day and time determined in accordance with this policy.

1.4 City Clerk

a. The City Clerk, or the Clerk's designee, shall attend and shall keep the minutes of each Regular and Special meeting (Meeting) of the Council. Minutes shall kept be in "action plus" form. The City Clerk will maintain a video or audio recording of each Meeting for the term required by the City record retention schedule.

b. On or before the Friday preceding each Regular meeting of the Council, the City Clerk shall cause to be delivered to each Councilmember a copy of the minutes of the preceding Meeting.

2.1 Order of Business – Agenda – Regular Meetings

a. The order of business for regular meetings of the Council will generally be:

(1) Establishment of a Quorum

(2) Pledge of Allegiance

Proclamations (separate policy?)

(3) Review and Approval of Agenda

(4) Councilmember Reports/Filing written Board and Commission report(s)

Quarterly Strategic Plan Review/Discussion

(5) Presentations and Scheduled Guests

(6) City Manager Report

(7) Consent Agenda

(8) Regular Agenda

(9) Public Comments (see, Appendix ___ to this policy for Public Comment procedures)

(10) Adjournment

b. The Presiding Officer may vary from the Order of Business. Variance to the Order of Business, including questions about or setting a Consent Agenda item for full consideration, will occur as a function of the Review and Approval of Agenda, item 2 in the Order of Business.

c. Preceding each Meeting of the Council, the City Manager and City Clerk shall prepare a written Agenda showing the scheduled business of the City Council. The City Clerk shall cause the Agenda to be delivered to each Councilmember by 6:00 p.m. the Friday prior to the meeting and shall post the Agenda in accordance with the Colorado Open Meetings law.

d. During Council's consideration of any matter, Councilmembers should generally refrain from speaking more than twice on a matter and should not speak a second time

until all Councilmembers have had an opportunity to speak once. The Presiding Officer typically will speak last on a matter but is not required to do so.

1. The Presiding Officer may limit a Councilmember's comments, debate or conversation.

2. When a Councilmember speaks for a second time on a matter, he/she should endeavor to make his/her comments succinct and relevant.

e. Councilmember requests for Future Action/Follow-up will be submitted to the Agenda Committee (see Agenda Committee Policy) by noon of the Wednesday of the "off week" before the next regular meeting. The Agenda Committee will review requests for Future Action/Follow-up and together with the City Manager develop and publish a "Future Topics" agenda for City Council to review and prioritize.

f. On all matters before Council for public hearings as the same are shown on the Agenda, the public may be allowed to speak, subject to reasonable time limits and behavioral expectations imposed by the City Council and the Presiding Officer. Any person speaking or presenting any information to the Council may be questioned by the Council, the City Manager and/or the City Attorney.

g. Addressing Council

Every person addressing the Council shall give his or her name and city of residence for the record, shall state the subject he or she wishes to address, and shall limit the address to a reasonable time, which is presumptively 3 minutes. The Presiding Officer may reasonably limit or expand the time of any and all addresses, including addresses in public hearings.

Decorum Policy adopted by Res. 40-20 or include decorum principles here?

Media/social media policy *re* Council business?

PARLIAMENTARY PROCEDURE

3.1 Parliamentary Authority

Robert's Rules of Order Newly Revised 12th Edition shall be the parliamentary authority for all meetings of the Council and the rules contained therein shall govern the procedures utilized at such meetings where not inconsistent with the Charter or these Procedures. The Council may, as determined by the Presiding Officer, relax any parliamentary procedure for the purposes of efficiency of conducting a meeting

3.2 Voting

When a question is called every Councilmember present shall vote either "yes," or "no," unless excused from voting due to an actual or apparent conflict of interest or excused from attendance as provided in the Charter.

3.3 Questions About and/or Amendments to Resolutions and Ordinances

Councilmembers are strongly encouraged to distribute any proposed questions on Agenda items and/or amendments or the concept of a proposed amendment to a resolution or ordinance to staff and Council as far in advance as possible.

A Councilmember intending to introduce an amendment to a proposed resolution or ordinance must send an e-mail notification of a contemplated amendment to all members of Council, with a copy to the City Manager and the City Attorney, no later than 12:00 p.m. (noon) on the day prior to the day of any Council meeting where the resolution or ordinance is scheduled for a vote (including second reading and reconsiderations).

An amendment distributed by the deadline will afford informed consideration and any action thereon may occur only with a motion and a second. An amendment that is not distributed by the deadline may only be introduced by a two-thirds vote of the Councilmembers present at the meeting. If an amendment is not introduced because it failed to get the two-thirds vote required for introduction, the Councilmember is permitted to attempt to reintroduce the amendment at a future meeting, if applicable. All other matters related to amendment shall follow the Robert's Rules of Order.

3.4 Reconsideration

After the decision on any question, any Councilmember who voted with the prevailing side may move for a reconsideration of any action at the same or at the next succeeding regular meeting; provided, however, that an action of the Council authorizing or relating to any contract may be reconsidered at any time prior to the final execution thereof. A motion to reconsider may be seconded by any Councilmember and shall require a majority vote of the Councilmembers in office for adoption. After a motion to reconsider has been once voted on and lost, it shall not be introduced again except by unanimous consent of the Council.

3.5 Recess - During Meeting

The Presiding Officer may, at any point in the Agenda, declare a recess for a specified duration.

3.6 Time of Adjournment

All Council meetings (including regular meetings, special meetings, study sessions, and executive sessions) shall be adjourned by 11:00 p.m. and no new agenda item shall be introduced after 10:30 p.m. Any agenda item(s) that has not (have not) been addressed or that is (are) still under discussion at 11:00 p.m. shall be continued to the next regularly scheduled meeting. Notwithstanding this policy, prior to adjournment four Councilmembers may vote to extend the time for a current discussion or to address additional agenda items.

PUBLIC HEARING – PROCEDURES

Public hearings will be conducted in accordance with the following procedures. These procedures apply to matters for which public hearings are required by City, State, or Federal law, or for other matters as the Council may direct:

1. The Presiding Officer will conduct all public hearings as follows:

   a. Call the Agenda hearing item(s);

   b. Open the public hearing and announce the procedures;

   c. Establish reasonable time limits for the hearing and reasonable time allocations therein;

   d. Ask for an introductory presentation by the Applicant if other than a City application/item;

   e. Ask for the Applicant's/Petitioner's presentation (hearings shall be conducted such that the presentation provides the facts about the issue, how the law applies to the facts and the recommendation or outcome requested. Council members may seek clarification during the presentation. Testimony by an Applicant/Petition or a representative of the Applicant/Petitioner shall be presumptively limited to 20 minutes. For good cause additional time may be granted by the Presiding Officer.)

   f. Ask for public questions and comment from persons, both for and against, wanting to be heard. City Council may inquire of the Applicant/Petitioner and/or city staff prior to public comment.

2. Speakers for or against an issue will be given a reasonable opportunity to be heard and to present information to Council. Exhibits, flash drives and other written communications shall be filed with the City Clerk.

3. Any person speaking or presenting any information at the hearing may be questioned by the Council, the City Manager and/or the City Attorney.

4. At the conclusion of all evidence and testimony the Presiding Officer will close the public hearing and the matter will be deliberated by the Council.

5. When a public hearing has been closed by the Presiding Officer, no further public comment shall be permitted. Council members, however, may direct questions to the Applicant/Petitioner, the Applicant/Petitioner's representative or to a city staff member for clarification prior to taking any vote, if a vote is in order.

6. The Presiding Officer may ask the Applicant/Petitioner and/or city staff for a brief closing statement or summary of responses to questions posed by the Council.

7. Motion and Second. (A motion and second may be made at any time during the hearing.)

8. Motion to amend (if any). (A motion to amend may be made at any time after the original motion and second.)

9. The presiding Officer shall ask the City Clerk to conduct a roll call vote.

ELECTRONIC/ VIRTUAL MEETINGS

Purpose

These rules specify the circumstances under which regular and special City Council meetings may be held by telephone or other electronic means of participation, such as video-conferencing ("Virtual Participation.") Any Councilmember may participate in a regular, special meeting or study session of the City Council virtually only in accordance with this policy. It is the preferred practice of the City Council that meetings be held in person.

Emergency Situations

If a quorum is unable to meet at the day, hour, and place fixed by the procedures of the City Council because meeting in-person is not practical or prudent due to a health or other emergency affecting the City, meetings may be conducted virtually by telephone, webinar, electronically, or by other means of communication so as to provide maximum practical notice. Meetings may be held entirely virtually if all the following conditions are met:

1. The City Manager or the Mayor determine that meeting in person is not practical or prudent, because of a health or other emergency affecting the City and/or the Council;

2. The Mayor and all Councilmembers can hear one another or otherwise communicate with one another and can hear or read all discussion and testimony in a manner designed to provide maximum notice and participation;

3. If the regular meeting location is available, members of the public present at the regular meeting location can hear or read all discussion, testimony and votes, unless not feasible due to the emergency;

4. All votes are conducted by roll call;

5. Minutes of the meeting are taken and promptly recorded, and such records are open to public inspection;

6. To the extent possible, full and timely notice is given to the public setting forth the time of the meeting, the fact that the Mayor and Councilmembers may participate virtually, and the right of the public to monitor the meeting from another location; and

7. Members of the public shall be allowed to submit written comments and may be allowed to be heard virtually if feasible, subject to reasonable limits imposed by the Presiding Officer.

Arranging for Virtual Participation.

a. Council. To arrange to participate via Virtual Participation, a Council member shall:

1. Contact the City Clerk in advance of the meeting to determine if an arrangement for such participation via telephone conference or video conference is possible. Council members shall endeavor to advise city staff of their intent to participate via Virtual Participation at the earliest possible time and preferably not less than 12-hours prior to the requested participation.

2. The City shall initiate the Virtual Participation not more than ten (10) minutes prior to the scheduled time of the meeting. Upon inadvertent disconnection during a meeting, the City Clerk shall make one attempt to re-initiate the connection.

b. Public. If feasible, members of the public may participate via Virtual Participation to be seen and heard virtually.

1. Members of the public who wish to comment virtually and that will not be presenting photos, maps or other materials shall be allowed to do so as provided on the agenda published for the meeting. If members of the public will be presenting photos, maps, or other materials those shall be submitted to the City Clerk no less than 12 hours in advance of the meeting and shall be in a/the format specified by the City Clerk. Materials that are not timely filed with the City Clerk and/or in the proper format will not be submitted to the City Council.

2. Applicants or parties making presentations. An applicant or other party that intends to make a presentation shall provide the presentation(s) and other media to be presented virtually by 5:00 p.m. the day before the meeting. Applicants and presenters will be provided information about how to participate virtually in advance of the meeting by the department coordinating with the presenter(s).

Quasi-Judicial Hearings by Virtual Participation.

a. Quasi-judicial hearings shall only be held by virtual participation if all parties are able to participate virtually and members of the public are able to be heard virtually. Written evidence and comments submitted via link, e-mail or PDF shall be accepted and made part of the record.

b. If the City Council schedules a virtual hearing of a quasi-judicial matter the applicant must affirm in writing that either:

1. It has requested the public hearing be conducted virtually and the applicant waives any legal challenge to the hearing being so conducted; or

2. it requests that the public hearing be continued to such time as the City Council schedules an in-person hearing.

CITY COUNCIL

CREDIT CARD POLICY

This policy establishes the procedures for the use of credit cards by members of City Council ("Council") as necessary for City of Grand Junction business. This policy provides City Councilmembers with a procedure and guidelines for the kinds of charges permissible on a City credit card, as well as a policy for reimbursements. The procedure shall allow for City Councilmembers to demonstrate and be accountable for proper usage of a City issued credit card for official business on behalf of the City.

1. CITY CREDIT CARDS

A. All Councilmembers will be issued a City purchasing card (P-card) to cover expenses related to official City business. Generally, appropriate expenses for a City credit card are expenses associated with travel (hotel, meals, car rental) for City-related meetings and business and seminar registrations.

B. The City Manager's Office will process City credit card expenses incurred by City Councilmembers. To facilitate the processing of transactions Councilmembers will retain all credit card receipts and provide those to the Council Administrative Support staff person. Documentation needed for out-of-town travel and in-town meals must include an itemized receipt as well as a notation regarding the names of persons, the place or location, the business purpose, the date, and which meal was purchased (lunch, breakfast, or dinner).

C. City policy prohibits the use of City funds for purchasing alcohol. If alcoholic beverages are included on a restaurant or hotel bill, Councilmembers should reimburse that amount to the City through cash or check. If a hotel bill includes charges for entertainment such as in-room movies, Councilmembers should reimburse those charges to the City.

D. Please be aware that credit card expenses are public information and may be requested for review. Any expenditure may also be audited.

2. MILEAGE REIMBURSEMENT:

A. Councilmembers are entitled to reimbursement for mileage incurred while conducting City business. The City reimburses at the same per-mile rate as the IRS allows for tax purposes. You may submit a mileage reimbursement form to the City Manager's Office monthly for mileage for City business.

City Council

Duties and Authority of the President of the City Council *Ex officio* Mayor

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The President of Council, or commonly referred to as "mayor", presides over City Council meetings, is the signatory for the City, and is, according to Article V, Paragraph 39 of the City Charter, the official head of the City for all ceremonial purposes, by the courts for the purpose of serving civil process, and by the governor for military purposes. The President of the Council is a member of the Council with the same right to speak and vote as any other member but without the right to veto.

Most of the powers exercised by the Mayor are created by provisions in the Charter or through resolutions adopted by the City Council.

Responsibilities:

The Mayor's most important duty is to carry out the legislative responsibilities he or she shares with other members of the Council; the Council identifies the goals of the City and directs city staff to develop programs, initiatives, and services to satisfy those needs. The most important role of the Council is to evaluate the extent to which municipal services satisfactorily reflect the policy goals of the Council.

In legislative matters, as the presiding officer, the Mayor may properly encourage and/or influence debate and other procedural matters. The Mayor rules on questions of procedure at council meetings, and those rulings are binding unless successfully challenged by a majority of the Council.

As signatory for the City, the Mayor is required to sign a variety of documents to give them official legal effect. The Mayor's signature is required on all bonds, and other evidence of debt, as well as ordinances, resolutions, contracts, and legal documents. The Mayor is also responsible for signing proclamations and recognizing special events and personal achievements as determined commendable by the Council.

The Mayor's participation in ceremonial events is significant. The Mayor routinely cuts ribbons at ceremonies opening new ventures, attends groundbreakings and appears at community celebrations. City proclamations are issued in the name of the Mayor. The Mayor is often interviewed by the media and serves as a spokesperson for the City and/or the primary spokesperson for City Council. The Mayor typically serves the City as its representative to the Colorado Municipal League (CML) and other statewide and local government organizations and the National League of Cities (NLC) the U.S. Conference of Mayors, and other national public interest groups on municipal issues pending before Congress or federal regulatory agencies. The Mayor will write and reply to routine Correspondence with and for City Council.

Under the council-manager form of government the Mayor has no day-to-day administrative duties; those are vested in the City Manager who is responsible for implementing policies established by the Council. Decision-making is to be exercised by the full council and the Mayor often facilities consensus and collaboration among Councilmembers.

The president of the council *pro tempore* or *mayor pro tempore* is also a member of the Council who performs the Mayor's duties during the Mayor's incapacity or absence. The *Mayor pro tem* is selected by majority vote of the Council similarly to the selection of the Mayor.

Meeting Facilitation

Council, principally by and through the Mayor and Mayor *pro tem*, serving as the Agenda Committee, set the agenda for meetings. The City Council has adopted an Agenda Policy (link).

The Mayor is the facilitator of most meetings and controls the meeting flow. The Mayor *pro tem* shall fulfill these duties in the Mayor's absence.

As facilitator, the City Council expects the Mayor/Mayor *pro tem* to:

1) Start on time and respect others' time and ensure that others' respect Council's time.

2) Review the purpose of each agenda item with the Council at least ___ (12? hours in advance of a meeting) and the purpose of and procedure for the meeting with the audience prior to its consideration.

3) Have all questions/comments directed to and through the Mayor/Mayor *pro tem*.

4) Use a consistent means of making and approving motions in accordance with the meeting procedure policy (link).

5) The Mayor/Mayor *pro tem* should show, on behalf of the body, that ideas, opinions and participation are appreciated whether from or with citizens, staff and/or members of Council.

6) The Mayor/Mayor *pro tem* should encourage participation, including by calling on Councilmembers and/or staff, reinforcing ideas or suggestions and helping to facilitate discussion, decorum, and, developing consensus when appropriate.

7) The Mayor/Mayor *pro tem* are responsible for the conduct of the meeting and its participants and in order to do so the Mayor/Mayor *pro tem* must be attentive to the process. If need be, the Mayor /Mayor *pro tem* may call a recess to confer with other members or staff. Recesses can help regain focus and if used appropriately can increase productivity. In quasi-judicial matters the Councilmembers must not discuss during a recess the evidence/testimony that has been presented and/or will be presented.

8) As decisions are made/actions are taken the Mayor/Mayor *pro tem* will assign immediate follow-up/ask if follow-up is necessary.

9) Confer with Council to determine if further/additional action is needed.

10) Thank everyone for the work that is done at and during the meeting.

Hearings

Both quasi-judicial and legislative hearings require Due Process; however, in a quasi-judicial proceeding it is essential for valid decisions that Constitutional rights and legal processes are protected. The Mayor/Mayor *pro tem* shall be responsible to guide the Council and inquire of the City Attorney and staff regarding the process.

Legislative proceedings concern the enactment of law and relate to subjects of general applicability and tend to be policy based.

A quasi-judicial proceeding generally involves an action for determination of the rights, duties or obligations of specific persons on the basis of the application of presently existing legal standards to past or present facts developed at a hearing, conducted for the purpose of resolving the particular interest(s) in question.

Poorly conducted hearings are the perfect setting for confrontation and conflict, which may include legal challenge(s). A well conducted hearing allows for the exchange of ideas/discussion of concerns about and/or benefits of a project and a balanced measuring of an application or proposal. To try and create a positive result the City Council policy is that the Mayor/Mayor *pro tem* as the presiding officer insist that the Council follow consistent procedures, which include an explanation of the testimonial process, the Applicant's right to rebuttal and that there is a structure for admitting/presenting evidence.

In all hearings the Mayor/Mayor *pro tem* should control repetitive, cumulative and/or irrelevant testimony. The Mayor/Mayor *pro tem* may segment public testimony by topic. For example, the Mayor/Mayor *pro tem* may ask for a show of hands before beginning testimony on which topic(s) people may be speaking and ask for speakers on those topics before hearing general testimony and to develop a consensus as for the order of the topic(s).

The Mayor/Mayor *pro tem* will establish direction and endeavor to maintain decorum by:

a) reminding a speaker(s) that the hearing is not a voting process and that one idea endorsed by multiple people is only one idea; and,

b) reminding a speaker(s) that his/her presence and participation is appreciated; however, repetition is not as i) there are other topics to discuss and ii) that repetition tends to blunt the impact of the testimony presented; and,

c) conducting the hearing for only as much time as Council and those participating can be reasonably attentive/meaningfully participate. The Mayor/Mayor *pro tem* with the assent of a majority of the Council, may continue a hearing/testimony, deliberations after testimony or a decision.

d) requiring a presenter to enter his/her documentary evidence (including a PowerPoint) into the record. The speaker/presenter should be told to provide the evidence to the City Clerk.

e) discussing with the Council and staff the effect of votes (denial, approval tie and supermajority) and other possible procedures such as continuance/postponement (for time or otherwise.) Staff will be able to assist.

e) ensuring impartiality and that the appearance of impartiality is maintained.

f) requesting specific response on the record from the applicant or staff as applicable to questions/issues that arise in the hearing.

g) requiring that all speakers "describe for the record" if the speaker is referring to using maps, charts or graphs and keep a true and accurate record of all proceedings by receiving/admitting the evidence into the record.

h) requiring that some evidence supports the findings. Evidence should be substantive and supported by and be in the record.

i) ensuring that the Council only consider the evidence presented at the hearing.

j) requiring that the reasons for motions, decisions and votes are stated for the record.

Committees – Committee Assignments -Boards and Commissions

The use of topic or issue-specific committees is common for city councils. Committees provide councilmembers the opportunity to thoroughly consider particular items of business then recommend action on those items to the full council.

Committees may reduce the amount of work each councilmember must perform and may reduce the length council meetings.

Committees of three or more enable citizens to participate in the committee meetings. Task forces or *ad-hoc* committees may be used to investigate and resolve specific concerns that once addressed are disbanded.

City Council

Appendix to ___ Policy

Rules of Conduct for Public Comment at City Council Meetings

_____

Persons appearing before the City Council shall abide by the following Rules of Conduct:

No signs, posters, placards, or similar or like objects shall be affixed to the walls, doors, *etc*. of the City Council Chambers or any adjoining areas or City offices, except by City staff in connection with business, and then only with permission of the City Manager.

No sign, placard, poster, or similar or like object which may be carried by hand shall be permitted in the City Council Chambers or any adjoining areas or City offices.

All persons attending City Council meetings must be recognized by the Presiding Officer before speaking. Subject to the limitations set forth herein, the Presiding Officer and other members of the City Council shall considerately receive the comments made by such persons.

All persons addressing the City Council at a meeting shall be limited to three (3) minutes, provided however, that the Presiding Officer may, for reasons other than the favoring the content of the presentation, permit up to ___ a total of minutes.

a. The Presiding Officer may, in his or her discretion, limit the aggregate amount of time to be devoted to a particular matter, agenda item or topic, and if there are opposing viewpoints, may apportion the time allowed for the expression of each viewpoint as reasonably equal as possible.

b. All persons attending a meeting shall remain seated, unless they are required to stand because of recognition as a speaker, official duties, physical necessity, or to enter or leave the meeting. Attendees should, to the extent possible, avoid leaving or entering once a meeting has begun. No one is permitted to approach closer to the dais than the lectern without permission of the presiding officer.

When a speaker is recognized by the Presiding Officer, the speaker shall:

a. Come to the speaker's podium (speakers shall not be permitted to bring anything other than notes or exhibits to the speaker's podium);

b. State the speaker's name and if he/she resides in the City or his/her work address;

c. State the speaker's position;

d. If representing a group, ask the persons represented to stand (except with the permission of the Presiding Officer, no other persons shall be permitted to accompany a speaker to the speaker's podium);

e. Provide any written statement or other materials to the City Clerk for the record.

The Presiding Officer may prevent or discontinue speech that he/she reasonably perceives to be, or imminently to threaten, a disruption of the meeting whether by virtue of its irrelevance, its duration or its very tone and manner.

a. Public comment may be made on either an item(s) on the agenda or under item __ – Public Comment - on the Regular Meeting Agenda. Comments upon specific agenda items must address the subject of the agenda item. Item __ Public Comments must address new subjects. The Presiding Officer may prevent or discontinue comments from any speaker if such comments are irrelevant or untimely.

b. A personal attack or insult directed at a person and/or speech not directed at substantive ideas or procedures at issue, is irrelevant and threatens to disrupt the orderly conduct of a meeting. The Presiding Officer may, therefore, prevent or discontinue comments from any speaker that amount to a personal attack regardless of whether directed at the City Council, city staff or a member(s) of the public.

c. While relevant public comment is encouraged, repetitive or cumulative comment minimizes the significance of comment, prevents other topics and viewpoints from being adequately addressed and is generally burdensome to the public, wasteful of the City Council's time and disruptive of meetings. The Presiding Officer may, therefore, prevent or discontinue comments from any speaker if the comments are cumulative or repetitive, or if the Presiding Officer determines that adequate comment or debate on that subject has occurred at the current meeting and/or at prior meetings. During Item __ Public Comment the Presiding Officer may limit or discontinue comments if a speaker(s) repeatedly expresses the same position on the same subject.

d. The Presiding Officer may also refuse to allow comment or continued comment by any speaker who has directed or is directing profane, vulgar, obscene, or threatening speech to the Council, the city staff or to any member(s) of the public or has otherwise engaged or is engaging in behavior prohibited by these procedures.

Any person who fails or refuses to obey the directions of the Presiding Officer, or who otherwise disrupts the meeting in any manner, shall be requested by the Presiding Officer to refrain from such conduct. If the conduct continues the Presiding Officer shall instruct the person to leave the meeting room for the remainder of that meeting. If any person refuses to follow the directions of the Presiding Officer, the Presiding Officer shall call a recess and instruct law enforcement to contact the person to cause such person to be removed from the meeting. Any person ejected or removed from a meeting shall be excluded from further attendance at that meeting, unless granted permission by the Presiding Officer to return.

The Presiding Officer may order a person removed from a meeting when that person commits any of the following acts at a City Council meeting:

a. After being warned not to uses continues to use profane, vulgar, obscene, or threatening speech directed at the Council or members of the public and/or behaves in a disorderly, disruptive, or contemptuous manner toward the City Council, any member of city staff and/or a member(s) of the public, and/or behaves in such a matter as to interrupt the due and orderly course of a meeting;

b. Disobedience of any lawful order of the Presiding Officer, which shall include an order to be seated or to refrain from addressing the Council;

c. Any other unlawful interference with the due and orderly course of a meeting.

The Presiding Officer shall preserve order and decorum at City Council meetings. He or she may declare speakers to be out of order and to discontinue and be seated or be expelled for violation of these rules. Any person so expelled shall not be readmitted for the remainder of the meeting from which expelled. Any person who has been so expelled and who at a later meeting again engages in behavior justifying expulsion may also be barred from attendance at future Council meetings for a specified and reasonable period of time not to exceed six months, or upon a still subsequent expulsion, a period not to exceed one year.

All persons desiring to attend a City Council meeting, as a condition of attendance, may be subject to a search of their persons and property by metal detector and/or by other appropriate means, at the direction of the City Manager.

Cell phones and other electronic communication devices capable of emitting sounds shall be silenced and emission of sound from the same is prohibited.

Cameras, video recorders and other recording devices may not be used without permission from the Presiding Officer. The Presiding Officer may, in his or her discretion, limit the use of such equipment if its use may or does interfere with the meeting.

CITY COUNCIL
TRAVEL POLICY

This policy establishes the procedures for travel by members of City Council ("Council") required for business on behalf of the City. The policy provides Council with a procedure and guidelines for making travel arrangements, scheduling payment, and reimbursements. The procedure will allow City Staff to adequately aid Councilmembers when traveling or planning to travel for official business on behalf of the City.

1. CONFERENCES, SEMINARS, OR SPECIAL MEETINGS:

A. Councilmembers may attend conferences and seminars related to their duties as a municipal official. Councilmembers will secure advance approval from the Mayor prior to making travel arrangements. Councilmembers shall bring the registration form to the City Manager's Office for the Mayor's signature and staff will complete necessary registration forms and arrange for fees to be paid by the City or reimbursed if the Councilmember pays the fee directly.

B. Conferences and seminars vary in size and scope depending on the intended purpose. Conferences or seminars with a national focus are typically held in locations out of the state and require greater travel arrangements. Because the policy decisions made by City Council revolve around local issues, the attendance at national-level conferences or seminars is limited to a maximum of two (2) per year. Conferences and seminars with a focus on localized or state-wide issues are typically held within the State and attendance requires day-of travel or less complicated travel arrangements. Councilmembers are encouraged to attend in-state conferences or seminars more frequently than out-of-state conferences or seminars due to the relevance of information presented. Travel may also be required for Councilmembers to attend the meetings of committees that members of City Council have been assigned.

2. TRAVEL ARRANGEMENTS:

A. When attending a City-related out of town conference or meeting, the City Council Administrative Assistant will make travel arrangements in advance of the travel. Please inform staff as soon as possible regarding out-of-town conferences. Staff will make arrangements for convenient travel dates, airline reservations, accommodation preferences, *etc.*

B. The City makes every effort to get the most economical airfares, room accommodations and other travel arrangements. Many airline reservations are *non-refundable*. Please be mindful that if cancellations are necessary, the City will have to pay the extra cost. Airfare, hotel, conference registration, car rental, taxis, ride sharing services, mileage or shuttle expenses, and meal expenses will be paid by the City. Councilmembers will use the City issued purchasing card for

these expenses or the Councilmember may use cash.

C. Documentation needed for out-of-town travel and in-town meals must include an itemized receipt as well as the names of persons, the place or location, the business purpose, the time or date and the type of meal (lunch, breakfast, or dinner.) If a City employee is paying for a group meal the names of those persons need to be included on the receipt. This information is required by the City's auditors and is required of both staff and Council.

D. A *per diem* rate for meal expenses will be issued by the Council's Administrative Assistant for out-of-town trips and conferences. With a *per diem* daily meal expense receipts are not required.

E. A guest may travel with a Councilmember, but the City will only pay for the Councilmember expenses. For example, airfare for a guest will not be paid by the City and if the hotel rate is higher for double occupancy, the City will only pay for single occupancy.

3. CITY CREDIT CARDS

A. All Councilmembers will be issued a City purchasing card (P-card) to cover expenses related to official City business. Generally, appropriate expenses for a City credit card are expenses associated with travel (hotel, meals, car rental) for City-related meetings and business and seminar registrations.

B. The City Manager's Office will process City credit card expenses incurred by City Councilmembers. To facilitate the processing of transactions Councilmembers will retain all credit card receipts and provide those to the Council Administrative Support staff person. Documentation needed for out-of-town travel and in-town meals must include an itemized receipt as well as a notation regarding the names of persons, the place or location, the business purpose, the date, and which meal was purchased (lunch, breakfast, or dinner).

C. City policy prohibits the use of City funds for purchasing alcohol. If alcoholic beverages are included on a restaurant or hotel bill, Councilmembers should reimburse that amount to the City through cash or check. If a hotel bill includes charges for entertainment such as in-room movies, Councilmembers should reimburse those charges to the City.

D. Please be aware that credit card expenses are public information and may be requested for review. Any expenditure may also be audited.

4. MILEAGE REIMBURSEMENT:

A. Councilmembers are entitled to reimbursement for mileage incurred while conducting City business. The City reimburses at the same per-mile rate as the IRS allows for tax purposes. You may submit a mileage reimbursement form to the City Manager's Office monthly for mileage for City business.

5. COUNCILMEMBER SCHEDULES:

A. The Council's Administrative Assistant will make travel or conference arrangements and RSVPs to invitations for Councilmembers; therefore, the Assistant is generally aware of most Councilmember travel plans for City business. It is beneficial, however, for staff to have general information about Councilmember work schedules, business trips, vacations, *etc.* because staff is often asked to assist others in contacting Councilmembers. This is easier to do if staff knows when Councilmembers plan to be out of town. The details of your personal travel will be used discretely.

Grand Junction City Council

Workshop Session

Item #1.d.

Meeting Date: February 27, 2023

Presented By: Felix Landry, Planning Supervisor, Elizabeth Garvin, Gabby Hart

Department: Community Development

Submitted By: Felix Landry, Planning Supervisor

Information

SUBJECT:

Zoning and Development Code Update

EXECUTIVE SUMMARY:

The City hired Clarion Associates to work on updating the City's Zoning and Development Regulations, Title 21 of the Grand Junction Municipal Code. This effort will work toward three primary goals:

- Update the City's development regulations to better implement the City's vision and goals as described in the 2020 One Grand Junction Comprehensive Plan
- Achieve greater simplicity, efficiency, consistency, and legal effectiveness in the code language
- Identify opportunities to facilitate the development of affordable and attainable housing

The project team will present, for City Council discussion, the recent discussions with the Zoning & Development Code Committee and the Planning Commission regarding the Consolidated Draft of the code and provide an overview of the changes made in the Consolidated Draft.

BACKGROUND OR DETAILED INFORMATION:

The project team has received a substantial amount of feedback on the three Module Drafts of the code, and have incorporated the feedback into a consolidated draft. The consolidated draft represents an opportunity to see the code in a comprehensive format, and make comments before posting a draft of the updated code for public hearing. Some of the major discussion items updated in the consolidated draft include, but are not limited to:

- Off Street Parking & Bicycle Parking
- Electric Vehicle Charging
- The Principle Use Table
- Residential Use Types
- Bulk standards, including minimum setbacks
- Open Space Requirements
- Outdoor Lighting
- Rezoning Review Criteria
- Multi Family Design Standards

The Zoning & Development Code Committee, Planning Commission, and City Council. The project team has presented the changes made to the Consolidated Draft to the Zoning & Development Code Committee and to Planning Commission for discussion and feedback. Those meetings occurred on:

- February 21 - Zoning & Development Code Committee
- February 23 - Planning Commission Workshop
- February 28 - Zoning & Development Code Committee
- February 28 - Planning Commission Workshop

FISCAL IMPACT:

There is no fiscal impact related to this item.

SUGGESTED ACTION:

This item is for Council Discussion only.

Attachments

1. GJZDC DCC Follow Up Issues Memo.2 020923

Grand Junction Zoning and Development Code
Update on Drafting Discussion Issues| February 2023

This memo provides an update on the drafting discussion issues identified by the Development Code Committee during the review of all three modules. This memo is designed to accompany distribution of the Staff Review Consolidated Draft in preparation for DCC discussion of these issues.

1. Module 1: Administration and Procedures

A. Neighborhood Meetings (Sec. 21.02.030(c))

The Z&DC update originally proposed expanding the requirement for mandatory neighborhood meetings. The DCC believes that the current approach is working and does not need to be expanded. No change has been made to the current approach.

Both the DCC and Planning Commission identified a secondary problem with neighborhood meetings. Community members don't always understand the difference between (1) neighborhood meetings where resident input can impact the design of the project, and (2) neighborhood meetings where the application is shared for informational purposes but approval is administrative so the application only needs meet the terms of the Code. The draft Z&DC updates the neighborhood meetings section to identify two types of meetings: Neighborhood Comment Meetings (NCM) and Proposed Development Information Meetings (PDIM).

B. Rezoning Review Criteria (Sec. 21.02.050(d))

The proposed updated rezoning review criteria did not go far enough to modernize the process and more clearly link proposed rezonings to compliance with the One Grand Junction Comprehensive Plan. Additionally, the first draft of Module 1 proposed a criterion linked to the impact of a zoning change on housing that both the DCC and City staff thought could be handled better elsewhere.

Revised language:

The Planning Commission shall consider and recommend and the City Council shall consider the rezoning application through a balancing of the following criteria:

- Is the proposed rezoning consistent with the adopted comprehensive plan and the plan's future Land Use Plan and map?
- Does the proposed rezoning directly implement at least three goals of the adopted comprehensive plan?
- Can development pursuant to the proposed rezoning be undertaken consistently with the adopted circulation plan?
- Would the proposed rezoning be in opposition to any of the goals of the adopted comprehensive plan?

The following optional criteria have been included in the consolidated draft subject to further discussion:

- Would the proposed rezoning hinder the reasonable future extension of infrastructure or utilities over the long term?

- Whether and to what extent would the proposed rezoning result in significantly adverse impacts on the natural environment, including, but not limited to: water conservation and quality, air quality, noise impacts, stormwater management, mapped wildlife habitat areas, mapped wetlands, and the natural functioning of the environment?

C. Updated Planned Development Procedure (Sec. 21.02.050(i))

The DCC did not have an opportunity to review the PD procedures in Module 1. The updated PD design standards in Module 2 clarified that planned development applications must include an identified base zone district for each area of the PD and that PD modifications are made to the standards of the base districts.

The procedural issue with PDs is found in current Section 21.02.150(f), Lapse of Plan. A PD that is not completed in accordance with the approved development schedule is deemed to have lapsed and all approved plans for incomplete portions of the PD are considered null and void. The goal of deeming the approved plans lapsed is to stop development in an aged PD or incomplete "shell" PD where development may no longer be compliant with the comprehensive plan.

New PDs. Under the updated Z&DC (2023 Code), only PDs that are less than 85% complete as of the end date of the development schedule will lapse. The lapse will be made applicable to the approved Final Development Plan and/or site plan for whatever phases of the PD are not complete. The PD modifications approved with the PD ordinance will be eliminated and the remainder of the site will need to be developed according to the standards of the base zone districts.

Existing PDs. Some older PDs may have bulks standards (dimensional) but not complete base zone districts. Lapsing all approved plans for these projects may render the site undevelopable without rezoning. Interpretation standards have been added to help both the City and the property owner address aged/shell PDs. The approved PD ordinance and ODP will remain in place, and the FDP and/or site plan will be deemed lapsed. The City may determine through the reapplication process that the property requires rezoning prior to any additional development.

Lapsed PDs. Following adoption of the new Z&DC, Planning staff and the City Attorney's Office will explore options for addressing PDs that have already lapsed.

New standards have also been added to allow development schedule extension administratively and to specifically allow longer extensions in circumstances that affect construction, such as a recession.

Planning staff and the City Attorney's Office are still reviewing the new provisions.

2. Module 2: Zone Districts and Uses

A. Front and Street Side Setback Dimensions (Sec. 21.03.050)

The DCC had a few discussions about the appropriate depth for front and street side setbacks. The DCC recommended changing setbacks along public right-of-way to 15 feet to reflect depth of the required multiuse easement (plus a little extra). This change has been made in residential zone districts.

A second DCC discussion focused on which side of the lot should be identified as the lot "front." The Z&DC specifies that the shortest frontage should be the front of the lot, but with the setback change discussed above, the recommendation was to allow the developer to identify the front of the lot. The draft has been changed in Section 21.09.040(a) to reflect this.

B. Retain C-2 District (Sec. 21.03.060(f))

The DCC discussed whether to change the current C-2 district to mixed-use, identifying concerns about allowing residential development in areas with heavy commercial/light industrial uses. Staff agreed with this concern. The MU-5 district has been deleted and C-2 has been renamed CG with any changes from the current C-2 district noted accordingly.

3. Module 3: Development Standards

A. Undergrounding Utilities (Sec. 21.05.020(c)(3))

The DCC identified cost issues caused by the requirement to underground utilities as an impediment to development, particularly for redevelopment parcels with existing utility lines. The Z&DC consolidated draft includes the most recent draft standards for undergrounding utilities that originated from the Development Roundtable. The DCC generally agreed that the standards in the Development Roundtable draft are an improvement from the previous standards. Some DCC members requested additional changes to the requirements. Because the Development Roundtable version reflects the most recent conversation on the topic, that version will remain in the Z&DC. It can be revised later through further discussions with the Development Roundtable.

B. Trails (Sec. 21.05.030(c))

The DCC identified the trail construction requirement as a cost that imposes a particular burden on smaller subdivisions. In Sec. 21.05.030 Open Space Dedication, the Code requires residential subdivisions with "10 or more lots or dwelling units [to] dedicate 10 percent of the gross acreage of the property or the equivalent of 10 percent of the value of the property." Trails are required to be constructed in addition to the 10% dedication/fee requirement. The Code currently provides relief to subdivisions with 10 or more lots, allowing the applicant to claim a trail construction offset against the open space fee:

> "If a trail(s) is constructed in addition to the construction of required sidewalks, then the owner may request an offset for the cost of construction of the trail(s) against the project's open space fee in an amount not to exceed the total open space fee."

Smaller subdivisions, here defined as fewer than 10 dwellings or lots, are not required to provide the 10% open space dedication/fee, which is a cost savings, but are required to dedicate and construct any required trails that are planned to cross the property. Unlike larger subdivision, the open space fee offset is not available to smaller subdivisions.

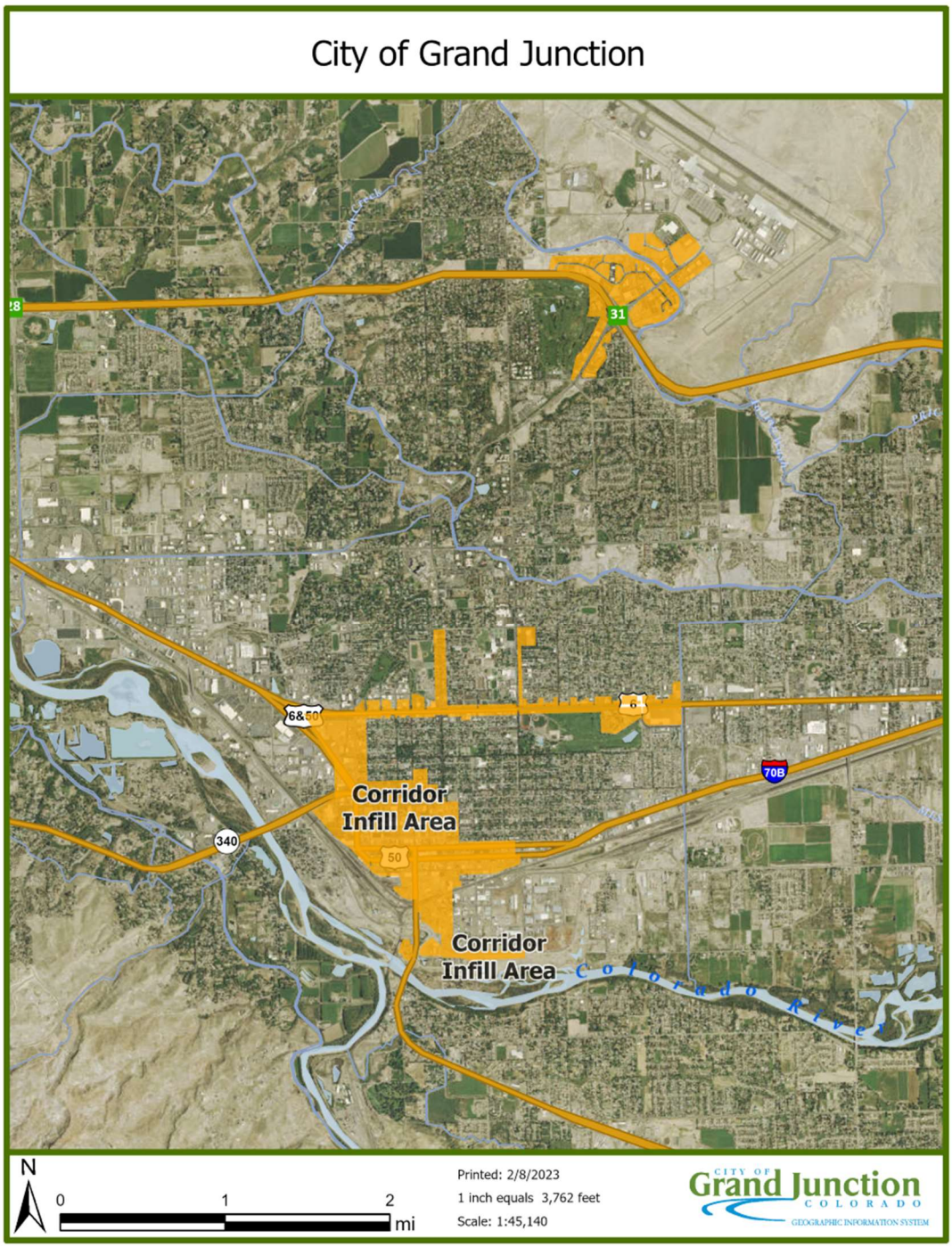
Staff is exploring the possibility of allowing Transportation Impact Fee (TCP) credit to those small subdivisions not eligible for open space fee offset, but that are required to both pay a TCP fee and provide trail construction. This change will not happen within the Z&DC update but will require an update to the nexus study that is the legal basis for fee calculation.

C. Off-Street Parking

1. Reductions to Minimum Parking Requirements (Sec. 21.08.010(c)(1) and Table 21.08-2)

The draft Z&DC includes extensive recommended reductions to minimum parking requirements. The DCC also had discussions about moving away from minimum parking requirements to a more market-driven parking approach that relies on the professional experience of the development community to

make parking determinations. Staff and the consultant team discussed locations where market-driven parking would provide a beneficial change for both developers and the City and propose and the Code reflects eliminating minimum parking requirements in the City's Corridor Infill Areas, shown on this map [Grand Junction Development Maps]:



2. Bicycle Parking and Storage (Sec. 21.08.020)

There was some DCC discussion about whether bicycle parking should be a required component of a site's overall parking requirement. The primary concern was the cost of providing space and the bike rack. The City also received input from local bicycle organizations about the need for additional bicycle parking. The consolidated draft still includes required bicycle parking based on standards recommended by the Association of Pedestrian and Bicycle Professionals (APBP).

3. Electric Vehicle (EV) Charging (Sec. 21.08.030)

The public review draft of Module 3 introduced a discussion about requiring the provision of EV charging stations through one of three regulatory options: EV-Capable (install electrical panel capacity and conduit), EV-Ready (install full circuit), or EV-Installed (install EV charging station). The DCC shared a general preference for leaving decisions about providing EV charging capability to the developer/property owner. The DCC also had a short side discussion about whether the newly adopted 2018 International Energy Conservation Code (IECC) requires EV charging capability, but these changes appear to be included in the 2021 IECC instead. The P&ZC generally shared the preference for developer decision, but also explored a requirement to provide EV-Capable parking for multifamily units. The discussion at these meetings also focused on the potential additional cost burden to developers.

The City Council discussed EV charging stations and had a general preference for requiring EV-Capable parking in the updated Z&DC, with the potential for additional changes following completion of the current EV parking planning process.

Additional research indicates that the cost of EV charging at either the Capable or Ready level is significantly less expensive when done with building construction rather than as a retrofit. An excellent summary is provided by the Southwest Energy Efficient Project (SWEEP)[1], detailing that EV-Capable installed during new construction can save $2,040 - $4,635 per space, a different of $10,000 – 23,175 over 5 spaces or $20,400 - $46,350 over 10 spaces. The consolidated draft has been revised to require 15% of the required off-street parking for multifamily and mixed-use structures (residential parking only) be installed as EV-Capable.

D. Outdoor Lighting (Sec. 21.11.050)

One Grand Junction and community input about the importance of Dark Sky lighting standards led to the addition light "temperature" requirements, as measured by the Kelvin scale. The International Dark Sky Association (IDSA) recommends lighting with a color temperature of no more than 3,000 Kelvin. There was some concern on the DCC and P&Z that 3,000 Kelvin is not effective (not cool/blue) enough to provide nighttime safety where needed. The draft has been revised to allow the Director to approve lighting up to 5,000 Kelvin for public safety reasons.

[1] EV Infrastructure Building Codes: Adoption Toolkit (https://www.swenergy.org/transportation/electric-vehicles/building-codes)

4. Z&DC Adjacent Issues

The following issues and processes have come up multiple times in DCC discussion but are not controlled by the Z&DC. These issue are being identified here for additional consideration by the City.

A. Authorizing Additional Impact Fee Credits

Members of the DCC have requested that the City review the current impact fees and explore opportunities for additional credits to help reduce the overall cost of development.

B. Building Code, Fire Code, and TEDS

Members of the DCC have raised concerns about delays in application processing time caused by building and fire code review and delays caused by TEDS review.

C. Application Processing Time/City Review Comments

Members of the DCC have discussed delays in application processing and receipt of City staff comments regarding application content. The Planning staff, City Attorney's Office, and consultant team have considered these comments and identified some potential changes that could be made application requirements and the application process that would help ensure the submission of a complete and sufficient application that is ready for prompt City review. These changes will be explored further following adoption of the updated Z&DC.

D. Cost of Construction and Site Features Relative to Creation of Affordable Housing

Members of the DCC have expressed concerns about the impact of new development requirements in the updated Z&DC on the cost of housing. In addition to some modest new requirements in the Z&DC that were included to implement One Grand Junction, there have also been significant reductions to development requirements and lot dimensional requirements along with expansions to permitted uses. Planning staff and the consultant team are preparing a summary of these changes for DCC and City review.

Grand Junction City Council

Workshop Session

Item #1.e.

Meeting Date: February 27, 2023

Presented By: Tamra Allen, Community Development Director

Department: Community Development

Submitted By: Ashley Chambers

Information

SUBJECT:

Implementation of a Land Acquisition Funding Program

EXECUTIVE SUMMARY:

The Land Acquisition Fund (LAF) is being proposed in response to a generalized shortage of affordable housing in Grand Junction. The proposed purpose of the LAF is to provide funds to assist local developers to acquire property and/or land to subsidize the cost of units to create opportunities for increased units to meet the housing needs of Grand Junction. Discussion on the next steps for implementing a land acquisition fund program.

BACKGROUND OR DETAILED INFORMATION:

Property and/or building acquisition costs, especially in developed areas of the city, are a major component of the cost of developing affordable housing. In current markets, land and/or building acquisition is approximately 10-15% of the overall project.

At the August City Council workshops, Staff presented an overview of land banking and land trusts and, based on Council's direction, is now focusing on strategic land acquisition to increase the supply of available properties. The November City Council Workshop included a presentation about the different options available for how to establish and the decision-making structure of the proposed land bank. Recently, the appointed ARPA committee recommended the use of ARPA funds in the amount of $3,373,337 be assigned for the purpose of creating a land bank. Additionally, Grand Junction Housing Authority (GJHA) recommended the use of $1,800,000 of requested ARPA funds as it was not able to move forward with a preservation project that had been recommended for ARPA funds.

Staff will present a concept for the fund acquisition fund program including a scoring matrix and administrative processes.

FISCAL IMPACT:

A Land Acquisition Fund would only be necessary or effective with significant dollars set aside for the purpose of supporting land acquisition for future affordable housing projects. Dollars could be allocated from ARPA, a future dedicated revenue source, the General fund or other funding as may be directed by Council.

SUGGESTED ACTION:

Staff recommends City Council review the information and related recommendations, discuss and provide direction to staff.

Attachments

1. Land Acquisition Fund Allocation Administrative Procedures
2. Land Acquisition Scoring Matrix

ATTACHMENT A

Land Acquisition Fund Allocation

ADMINISTRATIVE PROCEDURES

Application

1. Applications will be advertised and accepted on a quarterly basis.

2. At a minimum, the application for the Land Acquisition Fund shall include the following:
    a. Project Name, property ownership and address, developers, or entity(s) information, amount requested, whether project is currently under contract and scheduled/estimated closing date;
    b. Summary of the acquisition including acquisition costs, timeline, overall budget, financing, environmental review and any other conditions of the acquisition.
    c. Description of the Project is dependent on other financing, grant funding or entitlements, whether the Project will be phased, in-kind/community support, and if there any known uncertainties for the Project;
    d. Description of the developer's experience with and capacity to implement the Project;
    e. A description of what the land acquisition will be used for in terms of an overall future housing project, including information such as projected unit creation, type of units, targeted occupants of the project, description of how the Project will address the City's documented housing needs and/or if there are other considerations made for population served; whether the project is "for sale" or "for rent" units
    f. A description of the intended overall project services that will be available to residents; community support of project and engagement plan, proximity to hazards (floodplain, environmental, etc), proposed term of affordability, sustainability of resources to support the future/ongoing need of project, and energy conservation features.

Application Review and Granting of Funds

1. The City Manager (or designee) shall review the application materials. Upon finding of a complete and accurate application,, the City Manager (or designee) will prepare a report of the application(s) and provides recommendation to the City Council for funding. At a minimum to receive a recommendation for funding, the application must demonstrate:
    a. Furthering and/or implementation of City adopted housing goals and strategies
    b. The application "Meets Expectations" in all categories of the Scoring Matrix (Attachment B).

2. The City Manager (or designee) has the authority to approve projects that receive a score of 28 or greater and for acquisition requests for less than or equal to $300,000.

2. City Council reviews recommendation and based on their review and discretion, approves budgetary assignment to project(s).
3. Resolution is created.
4. Agreements are created for finalization of the project.

CITY OF Grand Junction COLORADO

HOUSING Division

Land Acquisition Fund - Program Scoring Matrix

Readiness and Capacity (6 points available)

Project Timeline & Capacity	**4 (Exceeds Expectations)** - Project Timeline is detailed and articulates milestones for each phase of work and pre-work that will have been completed. Timeline is clear and project will be completed within **24 months**. Staff and partner roles are clearly articulated for each phase of work identified as major risk to project completion.	**3 (Meets Expectations)** - Project timeline provides general information related to each phase of work and pre-work that will have been completed. Timeline is clear that project is likely to be completed within 36 months. Staff and partner roles are generally articulated for each phase of work. Identifies major risks to project completion	**2 (Meets some Expectat** incomplete. Unclear that p Staff and partner roles are work. Does not identify ma
	Project team assembled has substantial experience in managing similar grants and projects. Organization has identified and addressed capacity limitations	Project team assembled has demonstrated experience in managing simliar grants and projects. Organization has identified and addressed capacity limitations	Capacity appears too limi
	Letters of support and/or financial commitments are provided by all project partners and some key stakeholders. Organization has identified and confirmed other sources of funding to leverage for the project.	Letters of support are provided by all project partners and some key stakeholders. Some partners have provided financial commitment. Organization has identified and confirmed other sources of funding to leverage the project	Letters of support have no stakeholders. No partners Organizations have not id to leverage for the project
Community Leadership Support	**2 (Exceeds Expectations)** - Organization has documented support from organization and community leadership. Organization has provided links/documentation for all relevant documentation to show alignment to adopted vision, strategies, policies, or goals of the organization or other supporting information. Any challenges have been identified in getting support for the project have been planned for or addressed.	**1.5 (Meets Expectations)** - Organization has support from organization and community leadership and has identified and provided links/documentation for some combination of adopted vision, strategies, policies, or goals of the organization or other supporting information. Any challenges have been identified in getting support for the project have been planned for or addressed.	**1 (Meets some Expectat** organization and comm identifed and provided li adopted vision, strateg other supporting informat in getting support for the

Impact on Housing Needs (8 points available)

g affordable eds targeted and intended pact	**4 (Exceeds Expectations)** - Organization clearly identifies households that will be served and how the project fills a gap proportional to the affordable housing needs of the community, based on current or the best available data and/or needs assessment.	**3 (Meets Expectations)** - Organization generally identifies households that will be served and how the project fills a gap proportional to the affordable housing needs of the community based on the current or the best available data and/or needxs assessment.	**2 (Meets some Expectat** households that will be se proportional to the afforda on current or the best ava

Addressing housing ne populations imp			
Long term impact	**4 (Exceeds Expectations)** - Project ensures long-term affordability with a use of covenant, regularatory agreement, or other deed restriction, and includes a monitoring mechanism. If project is mixed-income, long term affordability mechanism will be applied to designated affordable units.	**3 (Meets Expectations)** - Project ensures long-term affordability with a use covenant, regularatory agreement or other deed restriction, but is unclear how it will be sustained and/or monitored. If project is mixed-income, long-term affordability mechanism will be applied to designated affordable units.	**2 (Meets Some Expectat** proposed but unclear or u If project is mixed-income be applied to designated a
Sustained and Equitable Support (4 points available)			
Community Engagement Process	**4 (Exceeds Expectations)** - Organization has engaged in (or plans to engage in) a robust community engagement process, (e.g. multiple ways for community to participate a clear plan for involving marginalized and vulnerable populations, proposes working with community navigators and/or reduction of NIMBYism). And, has described how they will continue to engage the public over the course of the project.	**3 (Meets Expectations)** - Organization has engaged in (or plans to engage in) a general community engagement process, (e.g. public meetings, some efforts for community to participate a clear plan for involving marginalized and vulnerable populations, proposes working with community navigators and/or reduction of NIMBYism). And, has described how they will continue to engage the public over the course of the project.	**2 (Meets Some Expectat** plans to engage in) a limit does not include details o clear plan for involving ma proposes working with co NIMBYism). And, has brie engage the public over th
Community Benefits	**4 (Exceeds Expectations)** - Organization clearly describes a vareity of benefits that will be provided or supported during and after the project is completed It is clear that community benefits provided/supported are integrated in the project and clear that targeted and historically marginalized/underserved populations will be the main recipients.	**3 (Meets Expectations)** - Organization describes a few benefits that will be provided or supported during and after the project is completed It is clear that community benefits provided/supported are integrated in the project but unclear that targeted and historically marginalized/underserved populations will be the main recipients.	**2 (Meets Some Expectat** benefits that will be provic is completed It is unclear that communi in the project and unlikely marginalized/underservec
Sustainable Development (8 points available)			
Location & to amenities	**4 (Exceeds Expectations)** - Project is located in pre-existing neighborhood or commercial district and no new infrastructure is required to be built to support project (aside from impact fees)	**3 (Meets Expectations)** - Project is located adjacent to neighborhood or commercial district and no new infrastructure is required to be built to support project (aside from impact fees)	**2 (MeetsSome Expectati** neighborhood or commer required to be built to sup

Project l proximity	**4 (Exceeds Expectations)** - Project is within (1/4 miles) of alternative transportation options and in close proximity to employment and educational opportunities, grocery stores, etc.	**3 (Meets Expectations)** - Project is within (1/2 miles) of alternative transportation options and in close proximity to employment and educational opportunities, grocery stores, etc.	**2 (Meets Some Expectat** transportation options anc educational opportunities,

Extra Points (up to 7 points available)

Rehab/Repurpose vacant/underutilized commercial or industrial buildings	**1 Extra Point Available.** Project rehabilitates and repurposes a vacant or underutilized commercial or industrial building in a core commercial or industrial area for affordable housing		
Energy Efficient Standards	**1 Extra Point Available.** Project plans to incorporate energy efficiency standards. This can be achieved in a number of ways: Project is built to Internaional Energy Conservation Code 2018 (or later), project incorporates onsite renewable energy production, project is built to the standards of or has certification for LEED, Enterprise, Green Communities, Zero Energy Ready Homes (ZERH), National Green Building Standards (NGBS), or Green Globes, Project demonstrates positive environmental impact in another manner consistent with the aims of meeting high energy efficiency standards.	**Long Term Affordability**	**5 Extra Point Available.** Project demonstrates that th achieve long-term affordability based on the geographic housing type (longer than 30 years).

tions) - Project timeline is vague or project will be completed in less than 5 years. e not clearly articulated for each phase of ajor risks to project completion.	**1 (Does not meet expectations)** - Project timeline does not provide sufficient information about each phase of work. No evidence that project will be completed by 5 years or longer. Staff and partner roles are not clearly articulated for each phase of work. Does not identify major risks to project completion.
ted for the proposed project.	Capacity appears very limited for the proposed project.
ot been provided by all project partners or key s have provided financial commitments. lentified or confirmed other sources of funding t.	No letters of support have been provided by the project partners or key stakeholders. No partners have provided financial commitments. Organizations have not identfiied or confirmed other sources of funding to leverage for the project.
tions) - Organization has limited support from nunity leadership and stakeholders and has inks/documentation for some combination of ies, policies, or goals of the organization or tion. Any challenges that have been identified project have been planned for or addressed.	**.5 (Does not Meet Expectations)** - Organization does not have documented support from community leadership and stakeholders. Organization has not identified or proivded links/documentation for plans, policies, or other supporting information. Any challenges that have been identified in getting support for the project have not been planned for or addressed.
tions) Organization does not clearly identify erved or how the project fills a gap able housing needs of the community, based ailable data and/or needs assessment.	**1 (Does Not Meet Expectations)** Organization provides minimal or no information identifying households that will be served or how the project fills a gap proportional to the affordable housing needs of the community, based on current or the best available data and/or needs assessment.

tions) - Long term affordability mechanism is ıncertain if it will work.	**1 (Does not meet Expectations)** - No affordability mechanism and/or monitoring are proposed.
₹, long-term affordability mechanism will only affordable units.	
tions) - Organization has engaged in (or ted community engagement process that ın outreach to community to participate a arginalized and vulnerable populations, mmunity navigators and/or reduction of efly described how they will continue to e course of the project.	**1 (Does not meet Expectations)** - Organization has not engaged in or does not plan to engage in a community engagement process and does not identify how they will reach out to marginalized and vulnerable populations. Organizations has not described how they will continue to engage the public over the course of the project.
tions) - Organization describes limited ded or supported during and after the project	**1 (Does not meet Expectations)** - Organization describes no benefits that will be provided or supported during and after the project is completed.
ity benefits provided/supported are integrated ' that targeted and historically d populations will be the main recipients.	
ions) - Project is located in or adjacent to cial district and some new infrastructure is ıport project (aside from impact fees)	**1 (Does Not Meet Expectations)** - Project is located in a greenfield and new infrastructure is required to be built to support project.

tions) - Project is under 1 miles of alternative d in close proximity to employment and , grocery stores, etc.	**1 (Does Not Meet Expectations)** - Project is more than 1 mile from alternative transportation options and in close proximity to employment and educational opportunities, grocery stores, etc.

e project
; area and