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CITY COUNCIL AGENDA
WEDNESDAY, APRIL 5, 2023
250 NORTH 5TH STREET - CITY HALL AUDITORIUM
VIRTUAL MEETING - LIVE STREAMED
BROADCAST ON CABLE CHANNEL 191

5:30 PM – REGULAR MEETING

Call to Order, Pledge of Allegiance, Moment of Silence

Presentations

Initial Certification of Election Results

Proclamations

Proclaiming March 31, 2023 as César Chávez Day in the City of Grand Junction

Proclaiming April 2023 as Water Conservation Month in the City of Grand Junction

Proclaiming April 2023 as Mesa County RSVP/National Volunteer Month in the City of Grand Junction

Citizen Comments

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

Citizens have four options for providing Citizen Comments: 1) in person during the meeting, 2) virtually during the meeting (registration required), 3) via phone by leaving a message at 970-244-1504 until noon on Wednesday, April 5, 2023 or 4) submitting comments online until noon on Wednesday, April 5, 2023 by completing this form. Please reference the agenda item and all comments will be forwarded to City Council.

City Manager Report

Council Reports

REVISED

CONSENT AGENDA

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

1. Approval of Minutes

a. Summary of the February 27, 2023 Workshop

b. Minutes of the March 15, 2023 Regular Meeting

2. Set Public Hearings

a. Legislative

i. Introduction of Ordinances Amending Multiple Sections of the Grand Junction Municipal Code Regarding Regulation of Cannabis Product Manufacturing and Setting a Public Hearing for April 19, 2023

ii. Introduction of an Ordinance Making Supplemental Appropriations to the 2023 Budget of the City of Grand Junction, Colorado for the Year Beginning January 1, 2023 and Ending December 31, 2023 and Setting a Public Hearing for April 19, 2023

iii. Introduction of an Ordinance Adopting the Pedestrian and Bicycle Plan as an Element of the 2020 One Grand Junction Comprehensive Plan, Amending the Active Transportation Corridor Map Found in Ordinance No. 4808 (Grand Junction Circulation Plan) and Found in Ordinance No. 4971 (2020 One Grand Junction Comprehensive Plan) and Repeal and Replace Resolution No. 48-18 (2018 Complete Streets Policy), and Setting a Public Hearing for April 19, 2023

iv. Introduction of an Ordinance Amending the Grand Junction Municipal Code to Amend Chapter 39 of the Adopted 2018 International Fire Code and Setting a Public Hearing for May 3, 2023

b. Quasi-judicial

i. A Resolution Referring a Petition to the City Council for the Annexation of Lands to the City of Grand Junction, Colorado, Setting a Hearing on Such Annexation, Exercising Land Use Control, and Introducing Proposed Annexation Ordinance for the Pino Annexation of 1.12 Acres, Located at 3140 E Road, and Setting a Public Hearing for May 17, 2023

3. Procurements

a. Approve a Contract between the City of Grand Junction and Raftelis Inc. for 2023-2025 Strategic Plan Consulting Services

b. Contract Approval for Chip Seal Road Oil - 2023

c. Contract for 2023 Concrete Curb, Gutter and Sidewalk Replacement Project

d. Purchase of CNG Powered Elgin Street Sweeper

e. Contract Approval for 3rd Party Natural Gas Provider

4. Resolutions

a. A Resolution for an Outdoor Dining Lease Authorizing Additional Area for Ulfur, LLC dba Trail Life Brewing, Located at 436 Main Street

b. A Resolution Authorizing Support Recertification of the Grand Junction Creative District with Colorado Creative Industries

REGULAR AGENDA

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

5. Public Hearings

a. Legislative

i. An Ordinance Authorizing a Supplemental Appropriation for American Recovery Plan Act (ARPA) Funds to be Allocated for a Land and Building Acquisition Program

b. Quasi-judicial

i. Ordinances Annexing and Zoning the Clear Creek Enclave Annexation Consisting of 3.86 Acres of Land Located in the Brookdale Subdivision, a Replat of Brookdale (Book 13, Page 47) (Brookdale) Subdivision along and including Clear Creek Drive, Cripple Creek Court and Cascade Creek Court and Zoning to R-5 (Residential – 5 dwelling units per acre)

6. Procurements

a. Contract for Riverfront Trail from Leach Creek to Redlands Parkway Trail Construction Project

7. Non-Scheduled Citizens & Visitors

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

8. Other Business

9. Adjournment

City of Grand Junction, State of Colorado

Proclamation

Whereas, César Chávez has become an enduring symbol of our nation's commitment to encourage progress, create opportunity, and expand development at the grass roots level in the developing world; and

Whereas, on his birthday we celebrate a man who reminded us, that we all share a common humanity, each of us having our own value and contributing to the same destiny, and we carry forward his legacy by echoing his peaceful and eloquent calls for a more just and equitable society; and

Whereas, César Chávez demonstrated that true courage is revealed when the outlook is darkest and the resistance is strongest, and we will find it within ourselves to stand up for what we believe in; and

Whereas, in the face of extraordinary adversity and opposition, he stood up for the inherent dignity of every person, no matter their race, color, creed, or sexual orientation, and for the idea that when workers are treated fairly they give meaning to our founding ideals; and

Whereas, we will also keep up our efforts to reform our nation's broken immigration system so more people can contribute to our country's success; and

Whereas, today, we honor César Chávez by continuing to fight for what he believed in, including a living wage for workers and their right to unionize and provide for their family. Workers should have a safe workplace and the comfort of knowing they will be able to feed their families, earn decent benefits, gain the skills they need and prosper.

NOW, THEREFORE, I, Anna Stout, by the power vested in me as Mayor of the City of Grand Junction, do hereby proclaim March 31, 2023 as

"César Chávez Day"

in the City of Grand Junction and invite our community to reach for the America he knew as possible - one in which hard work is rewarded, prosperity is shared, and equal opportunity is the right of all our people.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official Seal of the City of Grand Junction this 1st day of April, 2023.

Mayor

City of Grand Junction, State of Colorado

Proclamation

Whereas, the City of Grand Junction and its partner water providers- Ute Water Conservancy District and Clifton Water District- continue to explore ways to manage consumption of water, and to inspire community members to care for our natural resources; and

Whereas, Grand Junction is located in an arid climate where drought is a critical and ever-present factor in water use; and

Whereas, municipal and other water providers can engage in efforts to inspire our community, as well as our neighboring communities, to become better environmental stewards; and

Whereas, the twelfth annual National Mayor's Challenge for Water Conservation presented by the Wyland Foundation is a healthy non-profit competition between cities across the US for water reduction; and

Whereas, with the encouragement of City Council, residents may register their participation in the Challenge, by making an online pledge to decrease their water use for a period of one year; and

Whereas, as a part of the competition with other cities across the US, our community and participants stand to benefit from winning prizes and garnering recognition as a result of our participation; and

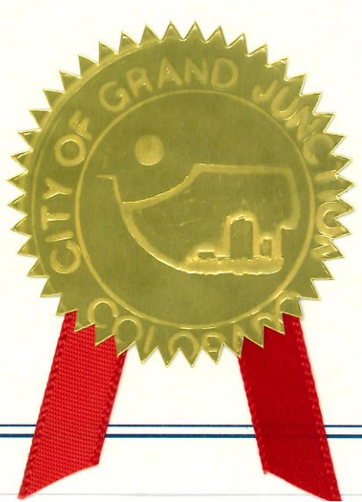
Whereas, as a result, from the competition, Grand Junction hopes to be among the winning cities, but more importantly, hopes to spread more understanding about the importance of water conservation; and

Whereas, from April 1-30, 2023, the City of Grand Junction wishes to inspire its residents and its neighboring communities to take the "Wyland Mayor's Challenge for Water Conservation" by making a series of online pledges at mywaterpledge.com to reduce their impact on the environment and to see savings in their water bills.

NOW, THEREFORE, I, Anna Stout, by the power vested in me as Mayor of the City of Grand Junction, do hereby proclaim April 2023 as

"Water Conservation Month"

in the City of Grand Junction, in support of the Wyland Mayor's Challenge for Water Conservation and encourages all residents to take an active role in water conservation, both during the month of April as well as all year, by signing an online pledge to reduce water consumption.



IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official Seal of the City of Grand Junction this 5th day of April 2023

Mayor

City of Grand Junction, State of Colorado

Proclamation

Whereas, April is recognized as National Volunteer Month; and

Whereas, in celebration and recognition of the 50th Anniversary of Mesa County RSVP, Inc. and the volunteers of the Grand Valley; and

Whereas, Mesa County, RSVP started in Mesa County in 1973; and

Whereas, RSVP's 600+ volunteers contribute thousands of service hours and expertise to nonprofits and governmental agencies around the Grand Valley; and

Whereas, this contribution of labor equates to well over $2,000,000.00 annually; and

Whereas, volunteerism is one of the factors that makes Grand Junction and the rest of the Grand Valley such a wonderful place to live and work.

NOW, THEREFORE, I, Anna Stout, by the power vested in me as Mayor of the City of Grand Junction, do hereby proclaim April 2023 as

"National Volunteer Month"

in the City of Grand Junction and sincerely thank Mesa County RSVP, Inc. and the hundreds of volunteers that devote their time to the service of others and for helping to build the sense of community and family that helps make the city of Grand Junction great and wishes this organization another 50 years of success.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official Seal of the City of Grand Junction this 5th day of April 2023.

Mayor

GRAND JUNCTION CITY COUNCIL WORKSHOP SUMMARY
February 27, 2023

Meeting Convened: 5:30 p.m. The meeting was held in person at the Fire Department Training Room, 625 Ute Avenue, and live streamed via GoToWebinar.

City Councilmembers Present: Councilmembers Chuck McDaniel, Phil Pe'a, Randall Reitz, Dennis Simpson, Mayor Pro Tem Abe Herman, and Mayor Anna Stout

Staff present: City Manager Greg Caton, City Attorney John Shaver, Assistant to the City Manager Johnny McFarland, Director of Community Development Tamra Allen, Finance Director Jodi Welch, Cannabis Code Enforcement Officer Travis Wright, Public Works Director Trent Prall, Fire Marshall Steven Kollar, Senior Planner Dave Thornton, City Clerk Amy Phillips, and Deputy Clerk Janet Harrell.

The Mayor stated, due to the lengthy agenda for tonight's workshop, would Council be opposed to moving item ***1.c. Council Policies*** to the last item. Council agreed.

1. Discussion Topics

a. Cannabis Randomized Selection Process

City Attorney John Shaver explained that at this time the City has a cap within a cap (no more than two licenses in the Horizon Drive Association Business Improvement District (BID) and no more than 10 licenses for the entire City) regarding the cannabis licensing regulations. The Grand Junction Municipal Code ("GJMC") includes a provision for a separate process for the BID applicants, concerns have been raised that the GJMC does not require any licenses to be awarded to BID applicants, that a separate licensure for BID businesses would be unfair because it would create a competitive advantage, and that the separate BID 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 denied applications is resolved.

The City issued an 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 BID 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 cannabis 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 cannabis business licenses for the BID. Attorneys for license applicants and the Marijuana Industry Group (MIG) indicated that a legal challenge will ensue if the City proceeds with a separate process for the BID cannabis 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 selection 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.

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

Discussion ensued regarding concerns about unfair advantages if two licenses are awarded prior to the other eight licenses, how the applicant in district court affects the timing and odds for the other applicants, and the pros and cons of conducting two separate drawings on different days vs two on the same day.

b. Draft Pedestrian and Bicycle Plan

David Thornton and Patrick Picard presented this item and noted that 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 works toward 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 for all ages and abilities.

The Pedestrian and Bicycle Plan was launched in August 2022 with the formation of a 17-member steering committee. Members of the Steering Committee played a critical role supporting the completion of the plan.

The steering committee and staff conducted extensive community outreach consisting of 12 intercept events throughout the community, a walk 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 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 conducted a second round of public outreach to gather input on the elements of the draft plan. Staff conducted 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 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 plans 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.

The following item was moved forward on the agenda.

c. Zoning and Development Code Update

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 works 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.

The project team 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 project team 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

Council expresses excitement for the Code Update and requested that the final draft have a table or bullet points indicating the differences in it compared to the draft presented tonight.

d. Implementation of a Land Acquisition Funding Program

The Land Acquisition Fund (LAF) is 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. 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 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 presented a concept for the fund acquisition program including a scoring matrix and administrative processes.

Discussion ensued regarding allocation of funds, specifically the 1.8 million that was originally identified for a Housing Authority project that fell through and was requested to be pushed to the land bank.

The Mayor called for a 5-minutes break at 6:50 p.m.

d. Council Policies

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.

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 update Resolution 40-18.

Council agreed move forward with credit card and travel policies but would defer the others to the next Council.

2. City Council Communication

Council discussed adding an item to the consent agenda supporting House Bill 23-1156 Public Airport Authority Act Modernization.

3. Next Workshop Topics

City Manager Caton reported the Workshop items for March 13th will be:

- Land Acquisition Program
- Zoning and Development Code Update
- Unhoused Survey Results

Adjournment

There being no further business, the Workshop adjourned at 7:58 p.m.

GRAND JUNCTION CITY COUNCIL
MINUTES OF THE REGULAR MEETING

March 15, 2023

Call to Order, Pledge of Allegiance, Moment of Silence

The City Council of the City of Grand Junction convened into regular session on the 15th day of March 2023 at 5:31 p.m. Those present were Councilmembers Chuck McDaniel, Phil Pe'a, Randell Reitz, Dennis Simpson, Council President Pro Tem Abe Herman and Council President Anna Stout.

Also present were City Manager Greg Caton, City Attorney John Shaver, Deputy City Clerk Janet Harrell, Deputy City Clerk Selestina Sandoval, Principal Planner Nicole Galehouse, Senior Planner Daniella Acosta, Housing Manager Ashley Chambers, Finance Director Jodi Welch and Public Works Director Trenton Prall.

Council President Stout called the meeting to order and Councilmember McDaniel led the Pledge of Allegiance, followed by a moment of silence.

Proclamations

Proclaiming March 2023 as American Red Cross Month in the City of Grand Junction

Councilmember Simpson read the proclamation and American Red Cross Volunteer Recruitment Manager Josh Steward and Western Colorado Chapter Board Vice Chair Krista Ubersox accepted the proclamation.

Citizen Comments

Bruce Lohmiller said Los Angeles area hotels being used to house the homeless are being torn up and suggested they require successful completion of a drug rehabilitation program and/or a biofeedback class prior to admission.

City Manager Report

City Manager Caton announced that City election ballots will be mailed Friday, March 17th and encouraged voters to carefully read all the instructions as the affirmation on the return envelopes must be fully completed with the voter's printed name, signature, and date in order to be counted. He also said the Community Impact Council Breakfast held on March 14th recognized the City for their support of local non-profit organizations. City Manager Caton also announced that Utilities Director Randi Kim and he will host the next Coffee with the City Manager on March 16th at 9 a.m. at Main Street Bagels, located at 559 Main Street.

Council Reports

Council President Pro Tem Herman announced Grand Junction Economic Partnership is hosting the 2023 Western Colorado Economic Summit that will be held on April 27th at Colorado Mesa University.

Councilmember Reitz said the Commission on Arts and Culture is requesting feedback on how well they have achieved their Cultural Strategic Plan goals.

Council President Stout attended the Lincoln Park Pickle Ball Court Grand Opening and said the Colorado Municipal League and Associated Governments of Northwest Colorado continue to monitor state legislation.

CONSENT AGENDA

Councilmember Pe'a moved and Council President Pro Tem Herman seconded to adopt Consent Agenda items #1 - #5. Motion carried by unanimous voice vote.

1. Approval of Minutes

a. Minutes of the March 1, 2023 Regular Meeting

b. Minutes of the March 8, 2023 Special Meeting

2. Set Public Hearings

a. Quasi-judicial

i. Introduction of Ordinances for Annexation and Zoning of Approximately 3.86 Acres from County PUD (Planned Unit Development) to R-5 (Residential – 5 Dwelling Units per Acre) for the Clear Creek Enclave Annexation, Located in the Brookdale Subdivision, a Replat of Brookdale (Book 13, Page 47) (Brookdale) Subdivision along and including Clear Creek Drive, Cripple Creek Court and Cascade Creek Court, and Setting a Public Hearing for April 5, 2023

3. Procurements

a. Lincoln Park Pool Plaster Replacement

b. Contract to Provide Roll-Off Containers with Drivers for Spring Cleanup 2023

4. Resolutions

a. A Resolution Authorizing the City Manager to Submit a Grant Application for

the Transportation Alternative Program (TAP) Grant Program for Additional Sections of the North Avenue Enhanced Transit Corridor Improvements Project

b. A Resolution Revoking Revocable Permit Issued to RRB Holdings, Inc. Pursuant to Resolution No. 44-14 Dated December 3, 2014

c. A Resolution Authorizing a Land Conveyance from Colorado West Land Trust for the Eicher Property aka Cat's Canyon Located Off of Mira Monte Drive

5. Other Action Items

a. Accept a Request by McCurter Land Company, LLC for the Dedication of 1.93 Acres of Land in the Proposed Golden Leaf Estates Subdivision

b. A Resolution Authorizing and Ratifying a Contract for the Purchase of a Portion of Property Identified by Mesa County Tax Assessors 2945-042-00-024 for the F ½ Parkway

REGULAR AGENDA

An Ordinance Authorizing the Land Exchange Between the City of Grand Junction and Robert M. Stubbs

Applicant Mr. Robert M. Stubbs petitioned to exchange approximately 12,336 square feet of existing City Open Space located at 381 and 409 High Desert Road and, in return, build and dedicate a 10,149-square foot public park as City Open Space, as well as construct 5,795 square feet of hard-surface trail connections to the surrounding City Open Space for public use.

Senior Planner Daniella Acosta and applicant representative Jeffery Fleming from Colorado Land Advisor presented the item.

Discussion included that the Parks and Recreation Advisory Board is in favor of the exchange and discussions regarding trail maintenance will be scheduled with City staff.

The public hearing opened at 6:08 p.m.

Emma Elliott expressed concern regarding the likelihood of increased trash due to increased trail use and asked who will be responsible for that maintenance.

The public hearing closed at 6:10 p.m.

Council President Pro Tem Herman moved and Councilmember Pe’a seconded to adopt Ordinance No. 5134, an ordinance authorizing and confirming the exchange of real property located at 381 High Desert Road and for property located at 409 High

Desert Road in the City of Grand Junction, Colorado on final passage and ordered final publication in pamphlet form. Motion carried by unanimous roll call vote.

A. An Emergency Ordinance Amending the Grand Junction Municipal Code (GJMC) Regarding Cannabis Licensing - OR IF NOT APPROVED -

B. Introduction of an Ordinance Amending the Grand Junction Municipal Code Regarding Cannabis Licensing and Setting a Public Hearing for April 5, 2023

Due to the delay in the completion of the licensing selection process and possible legal challenges that may result, the City Council at its March 15, 2023, meeting considered amendments to the GJMC to clarify the retail cannabis license selection process. The two matters to be clarified are 1) the "cap within a cap" for licenses in the Horizon Drive Business Improvement District (District) and 2) whether the selection process should include an application that was denied by the Cannabis Licensing Authority and is the subject of litigation in the selection process and, if so, what the process will be if that application is or is not selected in the random drawing.

Pursuant to the City Charter, the City Council may adopt an emergency measure if the City Council deems it necessary to immediately modify the Code. Adoption of an ordinance as an emergency requires unanimity of the Council.

City Attorney John Shaver announced revisions to the draft ordinances had been made and hard copies could be made available. He provided a brief review of the changes.

Council took a break to allow review of the revised draft ordinances at 6:14 p.m.

The meeting resumed at 6:35 p.m.

City Attorney John Shaver presented this item and detailed the revisions to the emergency ordinance.

Discussion included that the applicant number assignment will be randomized, the City Clerk’s Office will know the applicant’s assigned numbers, applicants may not know which number has been assigned to them, selected applicants will be notified at the selection event, how the ball number assignments can be done transparently, options for a random applicant number assignment process, that a written stipulation will be made for High Colorado to withdraw their appeal if they are not selected, clarification of the processes for the District (if more than two applicants are selected, how to reduce to two) and High Colorado (if selected, drawing of alternate(s)), and that there is not a process for future applicant selection from the current applicants.

The public hearing opened at 7:12 p.m.

There were no public comments.

The public hearing closed at 7:12 p.m.

Councilmember Reitz moved and Council President Pro Tem Herman seconded to adopt Emergency Ordinance No. 5135, a special emergency measure in accordance with Article VI of the City Charter to amend the Grand Junction Municipal Code regarding Cannabis Licensing, and if approved, that the ordinance will be published within three days in full form and available for public inspection all as provided in the City Charter. Motion carried by unanimous roll call vote.

City Manager Caton announced the Cannabis Randomized Selection will be held March 30, 2023 at 11 a.m. in the City Hall Auditorium.

An Ordinance to Create Accessory Dwelling Unit (ADU) Production Program

ADUs provide many benefits due to their smaller size and lower rent opportunities and were one of the few unit types that received positive support from the Grand Junction Housing Needs Assessment (HNA) whereby survey results indicated many people found ADUs to be “appropriate in my neighborhood.” ADUs may also provide extra income and affordability for the homeowner, as the building cost is lower than a larger unit, they utilize existing infrastructure, can be developed faster, and meet a unique housing need. The HNA identified Grand Junction would benefit from smaller and lower cost units as they are not frequently available or being produced at a measurable volume in the market. The ADU Production Program is being proposed in response to a generalized shortage of affordable housing in Grand Junction.

Housing Manager Ashley Chambers presented this item.

Discussion included clarification that the proposed AMI rate is 140% and the program funding was allocated as part of the 2023 City Budget.

The public hearing opened at 7:22 p.m.

There were no public comments.

The public hearing closed at 7:22 p.m.

Council President Pro Tem Herman moved and Councilmember Pe’a seconded to adopt Ordinance No. 5136, an ordinance to amend the Grand Junction Municipal Code to add Section 43 et. seq. to establish an Accessory Dwelling Unit Production Program on final passage and ordered final publication in pamphlet form. Motion carried by roll call vote with Councilmember Reitz abstaining.

A Resolution for the Creation of a Land Acquisition Program

At the August 2022 City Council workshops, Staff presented an overview of land banking and land trusts. Based on Council's direction, staff focused on strategic land

acquisition to increase the supply of available properties. The November City Council Workshop included a presentation of different options to establish the decision-making structure of the proposed land bank. Recently, the appointed ARPA Committee recommended $3,373,337 of ARPA funds be assigned for the purpose of creating a land bank. Additionally, Grand Junction Housing Authority (GJHA) recommended $1,800,000 of their requested ARPA funds be included in this program as they were not able to move forward with a preservation project. On February 27 and March 13, 2023, City staff presented the proposed Land Acquisition Program.

Housing Manager Ashley Chambers presented this item.

Discussion included clarifying the intent of the program by changing the program name to Land and Building Acquisition Program.

The public comment period opened at 7:30 p.m.

Emma Elliott suggested using the same terms as the Mesa County Assessor for the program name and asked if there were location restrictions for ADU's.

The public comment period closed at 7:33 p.m.

Councilmember Simpson moved and Councilmember Reitz seconded to adopt Resolution No. 30-23, a resolution creating a Land and Building Acquisition Program in the City of Grand Junction, Colorado. Motion carried by unanimous roll call vote.

Introduction of an Ordinance Authorizing a Supplemental Appropriation for American Recovery Plan Act (ARPA) Funds to be Allocated for a Land Acquisition Program and Setting a Public Hearing for April 5, 2023

The budget is adopted by City Council through an appropriation ordinance to authorize spending at a fund level based on the line-item budget. This item introduced a proposed supplemental appropriation to authorize the allocation of ARPA funds for a Land and Building Acquisition Program.

Finance Director Jodi Welch presented this item.

Discussion included that the ordinance does not need to state to which City Fund this amount will go.

The public hearing opened at 7:36 p.m.

There were no public comments.

The public hearing closed at 7:36 p.m.

Councilmember Pe'a moved and Council President Pro Tem Herman seconded to

introduce an ordinance making supplemental appropriations to the 2023 Budget of the City of Grand Junction, Colorado for the year beginning January 1, 2023 and ending December 31, 2023 for a Land Acquisition Program on 1st reading and set a public hearing for April 5, 2023. Motion carried by unanimous roll call vote.

An Ordinance to Rezone 17.37 Acres from R-1 (Residential – 1 du/ac) to R-5 (Residential – 5.5 du/ac) Located at 2428 H Road - ITEM WITHDRAWN

River City Consultants, Inc. on behalf of the applicant, Vista 5, LLP, withdrew this rezone request.

A Resolution to Create Alley Improvement District No. ST-23

A successful petition was submitted requesting a Local Improvement District be created to reconstruct the north/south alley between 6th and 7th Streets and Tiger and Orchard Avenues east of Grand Junction High School.

Public Works Director Trenton Prall presented this item.

Discussion included that the proposed timing for this project is to coincide with construction of the high school and summer break, that the School District is the requester, how the percentage rates are set, suggestions to add a non-profit category and provide funding assistance opportunities for those with a rate share that would create a hardship, and the how the reconfiguration of the high school and parking lot (now on southwest side) should reduce alley use.

The public hearing opened at 7:53 p.m.

Pam Noonan expressed concern regarding the alley's high traffic use and the traffic speeds and asked how the proposed speed bumps will help.

The public hearing closed at 7:56 p.m.

Council Pro Tem Herman moved and Councilmember Pe'a seconded to adopt Resolution No. 29-23, a resolution creating and establishing Alley Improvement District No. ST-23 within the corporate limits of the City of Grand Junction, Colorado, authorizing the reconstruction of certain alleys, adopting details, plans and specifications for the paving thereon and providing for the payment thereof. Motion carried by unanimous roll call vote.

Public Listening Session on Regulations for Cannabis Product Manufacturers

Referred measures 2A and 2B were passed at the April 6, 2021 municipal election, which provided Council with an opportunity to consider establishing tax rates and regulations for cannabis businesses. Since that time, City Council and staff focused on regulation and licensing of retail and co-located retail and medical cannabis businesses.

As that process is being finalized, the City is now evaluating the regulation of cannabis extraction and processing.

Principal Planner Nicole Galehouse presented this item.

Discussion included that fees are set by resolution.

The public listening session opened at 8:03 p.m.

Emma Elliott asked what the projected cost is to enforce and inspect these businesses, what type of inspector training and/or credentials will be required and if the inspection information will be available to the public.

Dawn Palmer questioned if “use by-right” zoning should be used, noted variations in the issuance order of state and local licenses and that banks typically require annual audits to be performed by an insurance company.

The public listening session closed at 8:08 p.m.

Non-Scheduled Citizens & Visitors

There were none.

Other Business

Councilmember Pe'a attended the March 14, 2023 Planning Commission special workshop regarding the Zoning and Development Code Update and expressed concern that the process seemed rushed and suggested staff be provided more time.

Mayor Stout said Grand Junction Downtown Development Authority Executive Director Brandon Stam and State Representative Rick Taggart requested a letter of support from Council for HB 23-175 regarding a Tax Increment Financing deadline extension. After discussion, the majority of Council agreed to issue the letter.

Adjournment

The meeting adjourned at 8:17 p.m.

_____

Amy Phillips, CMC
City Clerk

Grand Junction City Council

Regular Session

Item #2.a.i.

Meeting Date: April 5, 2023

Presented By: Nicole Galehouse, Principal Planner, Tamra Allen, Community Development Director, John Shaver, City Attorney

Department: Community Development

Submitted By: Nicole Galehouse, Principal Planner

Information

SUBJECT:

Introduction of Ordinances Amending Multiple Sections of the Grand Junction Municipal Code Regarding Regulation of Cannabis Product Manufacturing and Setting a Public Hearing for April 19, 2023

RECOMMENDATION:

Staff recommends adoption of the three ordinances. The Planning Commission will hear the ordinance amending Title 21 at its regularly scheduled meeting on April 11, 2023. The Planning Commission recommendation will be provided to the City Council with the staff report for the April 19, 2023 hearings.

EXECUTIVE SUMMARY:

Referred measures 2A and 2B were passed on April 6, 2021, in the municipal election, providing the Council with an opportunity to consider establishing tax rates and regulations for cannabis businesses. Since that time, City Council and staff have focused on regulation and licensing of retail and co-located retail and medical cannabis businesses. As that process comes closer to licensing 10 stores, the City is now interested in evaluating the regulation of extraction and processing of cannabis.

BACKGROUND OR DETAILED INFORMATION:

Cannabis Product Manufacturers
These businesses manufacture cannabis products intended for consumption in concentrated form for smoking, or for consumption other than by smoking, such as edible products, ointments, and tinctures and are required to have both a state license and a local license to be a “Product Manufacturer." These businesses may vary widely

in terms of their products and processes and may include hazardous uses which in Grand Junction currently requires a Conditional Use Permit. Medical product manufacturers may transact only with medical cannabis cultivation and sales licenses, and likewise for retail. These businesses may generate jobs for their processing and packaging activities, depending on the type of product manufactured, scale of operation, and the degree of automation. There is no sales or excise tax on manufactured products (excise tax is to be collected on the first sale or transfer of unprocessed retail marijuana by a retail cultivation facility within the City).

Ordinances Overview
Based upon direction received from the City Council at and during previous meetings and workshops and having reviewed ordinances from across Colorado as a baseline, staff has prepared three ordinances that work collectively to regulate cannabis product manufacturing facilities. A brief summary of each ordinance is provided herein.

Sales and Use Tax and Excise Tax Ordinance
This ordinance amends Title 5, Section 5.15.010 et. seq. of the Grand Junction Municipal Code, removing the prohibition on cannabis product manufacturing facilities.

Cannabis Product Manufacturing Facility Uses, Licenses and Regulation Ordinance
This ordinance amends Title 5 of the Grand Junction Municipal Code creating Chapter 10 regulating the uses, licensing, and regulation of regulated cannabis.

Operational Requirements
In addition to land use regulations, it is also important that aspects of the operation of cannabis product manufacturers be managed to mitigate potential impacts and ensure quality operators. The following are components of operations frequently regulated in other jurisdictions and/or are recommended by staff:

- A Compliance Report detailing all means to be used for extraction, heating, washing, or otherwise changing the form of the marijuana plant, or testing any marijuana, accompanied by a third-party report, prepared by a Certified Industrial Hygienist, certifying that the plan adequately protects the business and adjacent properties and persons and comply with all applicable laws must be provided for each business location.
- Odor management controls, similar to retail cannabis stores, will be required to ensure that compatibility with neighbors is kept high.
- There are several local amendments to the International Fire Code (IFC) that are being contemplated by the Fire Department. These amendments are intended to clarify regulations, including but not limited to how equipment used in extraction and processing of cannabis can be modified and what inspections may be required.
- Subject to annual, and as needed, inspections.

Licensing Process

It is anticipated that the licensing process will be similar to that of liquor licensing. There is no cap proposed for cannabis product manufacturers, so the licensing process and application review would occur on an as-needed basis once an application is submitted to the City Clerk's office. A brief outline of the proposed licensing process is as follows:

1. Zoning Verification completed by Community Development
2. Application submitted to State Marijuana Enforcement Division
3. Pre-Application meeting with City Clerk's office: Hand-deliver and review state application and additional local licensing requirements, such as fingerprints, an operation plan, and a compliance report prepared by an industrial hygienist.
4. Application submitted and distributed to City departments for review of local requirements
5. Recommendation, based on review, for licensing (not licensing) provided to Cannabis Licensing Authority
6. Public hearing scheduled with 14-day notice and held with the Cannabis Licensing Authority

Zoning and Development Code Ordinance

This ordinance amends Title 21, including Chapter 4 and Chapter 10, and includes proposed changes to the use table, location specific limitations and definitions. As a component of licensure, as well as a process pertinent to any business operation in the City, land use and its related impacts (e.g. noise, odor, traffic, etc) is a primary consideration related to cannabis Product Manufacturer businesses. Unlike retail cannabis businesses, cannabis Product Manufacturers are primarily industrial in function. When discussed with Planning Commission at a series of five workshops from January 21, 2021 to February 18, 2021, recommendations for regulating this land use reflect that distinction. Previous workshops led the Planning Commission to recommend such businesses be limited to areas where general manufacturing and food product manufacturing are allowed, depending on the nature of the specific business, to include I-O (Industrial – Office), I-1 (Light Industrial), I-2 (General Industrial), and C-2 (General Commercial) zone districts. Though the current code requires hazardous uses (H Occupancy) per Fire Code to seek a Conditional Use Permit (CUP) to operate in I-O, I-1, and I-2 zone districts, this requirement has been removed in the current draft of the Zoning and Development Code.

After further consideration and research, staff recommends further refinement to the areas in which cannabis Product Manufacturers are allowed. Within the broad Product Manufacturer category, there are two distinct types of operation – those who extract and process raw material and those who produce a cannabis-infused product. The extraction and processing of raw material presents greater risk factors due largely to the use of volatile materials as well as nuisance issues such as odor. Because of the difference in potential risk and impact, staff recommends that Product Manufacturers be split into two uses as follows:

Cannabis product manufacturing facility shall mean a business licensed as a Product Manufacturer to purchase cannabis; manufacture, prepare and package cannabis products; and wholesale cannabis and cannabis products to other licensed cannabis businesses for wholesale.

Cannabis-infused product manufacturer means a business licensed as a Product Manufacturer that utilizes cannabis previously extracted and/or manufactured off-site to infuse into products, prepare and package products intended for wholesale.

The zone districts originally recommended by Planning Commission remain consistent with zone districts contemplated to allow Products Manufacturing Facilities; however, staff recommends that certain areas of the City that have these zone districts are removed from allowing this use due to potential safety and nuisance issues. The general areas proposed to be removed include the Greater Downtown area (Rail District), areas in the vicinity of the Dos Rios and Las Colonias Improvement Districts, and specific areas that are nearby or adjacent to residential development and/or residential land use areas., which are proposed by staff to be excluded as allowable parts of the City for the Cannabis Product Manufacturing Facility uses. This will be accomplished with a zoning overlay; the proposed zoning overlay boundaries are shown in the attached map.

This approach would streamline verification of allowable sites for the use.

The Cannabis-Infused Product Manufacturer, as defined above, does not have the same concerns regarding hazardous materials. As such, staff recommends defining a separate Use Category for businesses that exclusively infuse instead of extract. The use is proposed to be allowed in all zone districts previously recommended by the Planning Commission and include the C-1 (Light Commercial), B-1 (Neighborhood Business), B-2 (Downtown Business), M-U (Mixed-Use), and BP (Business Park Mixed Use) zone districts.

Use Category	Principal Use	RR	RE	R1	R2	R4	R5	R8	R12	R16	R24	RO	B1	B2	C1	C2	CSR	MU	BP	IO	I1	I2
Manufacturing and Production – firms involved in the manufacturing, processing, fabrication, packaging, or assembly of goods	*Cannabis products manufacturing facility*															A* –				A* –	A* –	A* –
	Cannabis-infused product manufacturer													A	A	A		A	A	A	A	A

* Subject to the zone district being located within the adopted zoning overlay.

FISCAL IMPACT:

This action has no direct fiscal impact. Marijuana infused products, once manufactured and sold at wholesale to retail establishments, will be subject to the City's 6% special tax on Cannabis like any other Cannabis product sold at retail.

SUGGESTED MOTION:

1) I move to introduce an ordinance to amend Title 5, Section 5.15.010 et. seq. of the Grand Junction Municipal Code to allow marijuana businesses in the City of Grand Junction, set a public hearing for April 19, 2023, and order the Ordinance published in pamphlet form.

2) I move to introduce an ordinance to amend Title 5 creating Chapter 10 in the Grand Junction Municipal Code concerning Cannabis Product Manufacturing Facilities and Cannabis-Infused Product Manufacturer Business Licensing and Regulations, set a public hearing for April 19, 2023 and order the Ordinance published in pamphlet form.

3) I move to introduce an ordinance to amend Title 21 Chapter 4 and Chapter 10 of the Grand Junction Municipal Code regarding use standards and for specific locations of Cannabis Product Manufacturers, and definitions for such businesses, set a public hearing for April 19, 2023 and order the Ordinance published in pamphlet form.

Attachments

1. DRAFT Removal of Prohibition Ordinance
2. DRAFT Cannabis Manufacturing Business Licensing Ordinance
3. DRAFT Zoning Ordinance

ORDINANCE NO. ____

AN ORDINANCE AMENDING ORDINANCE NO. 4599 AND SECTION 5.15.010 *ET. SEQ.*, OF THE GRAND JUNCTION MUNICIPAL CODE TO ALLOW MARIJUANA BUSINESSES IN THE CITY OF GRAND JUNCTION

RECITALS:

At the April 5, 2011, City election the electorate voted in favor of prohibiting the operation of medical marijuana businesses and the amendment of the Grand Junction Municipal Code by adding a section that prohibited marijuana (referred to as Measure A) in the City.

On November 6, 2012, Amendment 64 was passed by the voters, amending Article 18 of the Colorado Constitution by adding Section 16 which allowed retail marijuana stores and made it legal for anyone 21 years or older to buy cannabis at such stores. In addition, Amendment 64 allowed anyone over 21 years of age to legally possess and consume up to one ounce of marijuana. Amendment 64 did not change the Federal law; it remains illegal under Federal law to produce and/or distribute marijuana.

On February 6, 2013, City Council approved Resolution 07-13 adopting marijuana policies for the City and restrictions for persons or entities from applying to function, do business, or hold itself out as a marijuana facility, business, or operation of any sort in the City limits. Later that same year, City Council adopted Ordinance No. 4599 which prohibited the operation of marijuana cultivation facilities, marijuana product manufacturing facilities, marijuana testing facilities, and retail marijuana stores. Ordinance No. 4599 also amended Sections in Title 5, Article 15 of the Grand Junction Municipal Code that prohibited certain uses relating to marijuana.

On January 20, 2021, the City Council approved Resolution 09-21, the adoption of which referred a ballot question to the regular municipal election on April 6, 2021, to repeal Measure A contingent on and subject to voter approval of taxation of marijuana businesses. A majority of the votes cast at the election were in favor of repealing the moratorium on marijuana businesses and in favor of taxation of marijuana businesses.

On April 6, 2022, the City Council approved Ordinance No. 5064 which among other things allowed for certain cannabis businesses, subject to regulations adopted by the City, to operate within the City. Pursuant to Ordinance No. 5064 the City has been reviewing applications for the licensing and operation of regulated cannabis businesses. Because of the adoption of Ordinance No. 5064, Ordinance No. 4599 needs to be amended to allow the location and regulation of certain marijuana businesses in a manner that is consistent with Ordinance No. 5064 and other applicable statutory and constitutional standards.

On December 21, 2022, the City Council approved Ordinance No. 5117, amending Ordinance No. 4599, and its codification in the Grand Junction Municipal Code (GJMC) at 5.15.010 *et seq.*, subject to the provisions of Ordinance No. 5064, to operate

DRAFT

regulated cannabis businesses in the City. Regulated cannabis businesses may include retail and/or co-located retail and medical cannabis businesses.

This ordinance amends Ordinance No. 4599, and its codification GJMC 5.15.010 *et. seq*., to operate cannabis product manufacturing facilities and cannabis-infused product manufacturing facilities in the City. Cannabis product manufacturing facilities are businesses licensed as a products manufacturer,

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

Title 5 of the Grand Junction Municipal Code, in relevant part, is amended as follows. Additions are shown in **bold** typeface. Deletions are shown in ~~strikethrough~~ typeface. All other provisions of Title 5 of the Grand Junction Municipal Code shall remain in full force and effect.

5.15.010 Marijuana

Under the authority granted in Article XVIII, Section 16 of the Colorado Constitution (Amendment 64) and the Charter of the City of Grand Junction, this chapter is adopted by the City Council to prohibit the operation of marijuana cultivation facilities, marijuana product manufacturing facilities, and all business and land uses that are not authorized by Ordinance No. 5064 codified as GJMC 5.13.010 et. seq., and in furtherance of its stated intent, the City Council makes the following findings:

…

5.15.012 Applicability and effective date

This Article shall apply to all property and persons within the City of Grand Junction.

It shall be unlawful and a violation under this Chapter for a person to establish, operate, cause or permit to be operated, or continue to operate within the City and within any area annexed to the City after the effective date of this ordinance, a marijuana cultivation facility, ~~a marijuana product manufacturing facility~~, and/or to conduct any marijuana cultivation ~~and/or manufacturing~~ business as either a primary, incidental or occasional activity or any other similar operation and/or the establishment of a land use, home occupation, business or commercial activity concerning marijuana cultivation ~~and/or manufacturing~~.

A regulated cannabis businesses may be established, operate, cause or be permitted to be operated, or continue to operate within the City and within any area annexed to the City so long as the business has fully and faithfully complied with GJMC 5.13.010 et. seq. and all other applicable law. A regulated cannabis business includes retail and/or co-located retail and medical cannabis businesses.

DRAFT

A cannabis product manufacturer may be established, operate, cause or be permitted to be operated, or continue to operate within the City and within any area annexed to the City so long as the business has fully and faithfully complied with GJMC 5.10.010 et. seq. and all other applicable law. A cannabis product manufacturer includes cannabis-infused product manufacturers.

…

This ordinance is necessary to protect the public health, safety, and welfare of the residents of the City. If any provision of this ordinance is found to be unconstitutional or illegal, such finding shall only invalidate that part or portion found to violate the law. All other provisions shall be deemed severed or severable and shall continue in full force and effect.

INTRODUCED ON FIRST READING AND ORDERED PUBLISHED in pamphlet form this 5th day of April 2023.

PASSED, ADOPTED, and ordered published in pamphlet form this 19th day of April 2023.

_____

Anna M. Stout

President of the City Council

ATTEST:

_____

Amy Phillips

City Clerk

DRAFT

ORDINANCE NO. _____

AN ORDINANCE TO AMEND TITLE 5 ADDING CHAPTER 10 TO THE GRAND JUNCTION MUNICIPAL CODE CONCERNING CANNABIS PRODUCT MANUFACTURING FACILITY AND CANNABIS INFUSED-PRODUCT MANUFACTURER BUSINESS LICENSING AND REGULATIONS.

RECITALS:

With Ordinance No. 5064 ("Ordinance") the City Council adopted *inter alia* cannabis business licensing regulations. The Ordinance amended the Grand Junction Municipal Code ("GJMC") to include time, place, and manner restrictions for operating regulated cannabis businesses in the City while protecting the public health and safety through reasonable limitations on business operations. Regulated cannabis businesses include retail and/or co-located retail and medical cannabis businesses.

On December 21, 2022, City Council adopted Ordinance No. 5117 which amended Ordinance 4599 and its codification in the Grand Junction Municipal Code (GJMC) at 5.15.010 *et. seq.*, subject to the provisions of Ordinance No. 5064, allowing regulated cannabis businesses to be operated in the City. Regulated cannabis businesses may include retail and/or co-located retail and medical cannabis businesses.

The Council has broadened its discussion of cannabis businesses/business operations and has considered the allowance for cannabis product manufacturing facilities and the regulation of the same. In general, those businesses manufacture cannabis products intended for consumption in concentrated form for smoking, or for consumption other than by smoking, such as edible products, ointments, and tinctures and are required to have both a state and local license to be a "product manufacturer".

Medical product manufacturers may transact only with medical cannabis cultivation and sales licenses, and likewise for retail. Those businesses may generate jobs for their processing and packaging activities, depending on the type of product manufactured, scale of operation, and the degree of automation. There is no sales or excise tax on manufactured products (excise tax is to be collected on the first sale or transfer of unprocessed retail cannabis by a retail cultivation facility within the City).

This ordinance proposes amendments to the GJMC to include cannabis product manufacturing facilities and cannabis infused-product manufacturers to be licensed and regulated by the City. The City's licensing and operational restrictions are generally those provided by the *Colorado Marijuana Code* and the various provisions of the *Colorado Rules and Regulations* promulgated thereunder, as amended. However, with the Ordinance the City does also establish and provide additional restrictions, including but not limited to:

A) Disallowing retail sales by a Manufacturing Business unless the premises is already licensed as a Regulated Cannabis Store; and,

B) Requiring each Cannabis product manufacturing facility and Cannabis infused-product manufacturer business to provide no less than an annual compliance report detailing the means and methods used for extraction, heating, washing or otherwise changing the form of the Cannabis plant, which report shall be accompanied by a third-party report prepared by a Registered Design Professional, as defined by the International Fire Code, or other professional approved by the fire code official, confirming safety requirements are met; and,

C) Require an annual inspection(s) by law enforcement and/or building and fire officials; and,

D) Require all Manufacturing to occur indoors together with the storage and processing of Cannabis, Cannabis products, Cannabis accessories and paraphernalia all of which shall not be visible from the exterior of the building; and,

E) All manufacturing facilities shall be closed to the public; and,

F) All persons, including employees, entering, and exiting, manufacturing facilities shall always be documented by the facility manager or owner.

Zoning and land use regulations, requirements, standards, or restrictions shall be separately determined by the City Council with amendments to GJMC Title 21 and the *Use Table* therein, together with the adoption and implementation of a zoning overlay to regarding use by right, conditional use or prohibition of Cannabis product manufacturing facilities and Cannabis infused-product manufacturer businesses in specific zone districts.

Amendments to the International Fire Code and/or International Building Code shall be separately determined by the City Council. Certain amendments may be necessary or required to address equipment that may be necessary to control the safety and odor of Cannabis product manufacturing businesses. These Codes, together with amendments, shall be incorporated herein by reference.

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

In accordance with the Recitals and as provided herein, Title 5, Chapter 10 of the Grand Junction Municipal Code is established as follows (deletions, of which there are none, are shown in ~~strike through~~; additions are shown as <u>underlined</u>):

<u>5.10.00 CANNABIS PRODUCT MANUFACTURING</u>

5.10.010 Purpose and Legislative Intent; Incorporation of Law by Reference.

On January 20, 2021, the City Council approved Resolution 09-21, the adoption of which referred a ballot question to the regular municipal election on April 6, 2021, to repeal Referred Measure A contingent on and subject to voter approval of taxation of Cannabis businesses. The voters approved the April 2021 ballot measures and by and with such authority, City Council intends to regulate the use, possession, and distribution of Cannabis in a manner that is consistent with Article XVIII, Sections 14 and 16 of the Colorado Constitution and the Colorado Marijuana Code, C.R.S. § 44-10-101, *et seq.* With the adoption of this Chapter, any provisions of the City's Code that conflict with this Chapter shall be superseded.

Article XVIII, Section 16(5)(g) of the Colorado Constitution authorizes a system of state licensing for businesses engaging in the regulated sale of marijuana, collectively referred to as "regulated marijuana establishments". This provision allows a municipality within its jurisdiction to prohibit licensing of regulated marijuana establishments; regulate the time, place, and manner in which regulated marijuana establishments may operate; and limit the total number of regulated marijuana establishments.

The authority of localities to prohibit or regulate regulated marijuana establishments within their respective jurisdictions, including the authority to engage in local licensing of marijuana establishments is also provided in various provisions of the Colorado Marijuana Code. The Colorado Marijuana Code, among other things, affords municipalities the option to determine whether to license certain regulated marijuana establishments within their respective jurisdictions. Consistent with its lawful authority, this Chapter affirmatively authorizes licensing and regulating Cannabis related businesses in the City of Grand Junction and designates a local licensing authority to issue and process applications submitted for such license(s) within the City.

This Chapter is adopted pursuant to the constitutional and statutory authority referenced above, as well as the City's Charter and home rule authority to adopt and enforce ordinances under its police powers all to preserve the public health, safety and general welfare. By adopting this Chapter, the City intends to implement provisions of the Colorado Marijuana Code and any rules and regulations thereunder except to the extent that more restrictive or additional regulations may be set forth herein.

The purposes of this Chapter are to:

(1) provide time, place, and manner restrictions for operating Cannabis product manufacturing facilities and Cannabis infused-product manufacturing businesses (Manufacturing Businesses) in the City;

(2) protect public health and safety through reasonable limitations on Manufacturing Business operations as they relate to air quality, security for the business and its personnel, and other health and safety concerns;

(3) impose fees to defray some of the costs to the City of licensing Manufacturing Businesses;

(4) adopt a mechanism for monitoring compliance with the provisions of this Chapter;

(5) create regulations that address the needs of the residents, the Manufacturing Businesses, and the City and to coordinate with laws enacted by the State of Colorado regarding Cannabis; and,

(6) issue Cannabis product manufacturing facility and Cannabis infused-product manufacturer business licenses only to Applicants that demonstrate the intent and capability to comply with the law.

This Chapter is to be construed to protect the interests of the public over the interests of the Manufacturing Businesses. Operation of a Manufacturing Business(es) is a revocable privilege and not a right in the City. There is no property right for any person and/or business entity to have a Cannabis product manufacturing facility or Cannabis infused-product manufacturer business license in the City.

Nothing in this Chapter is intended to promote or condone the production, distribution, or possession of Cannabis in violation of any applicable law.

5.10.011 Applicability.

This Chapter, together with all other titles and chapters of the Grand Junction Municipal Code (GJMC), and any resolution(s) and/or administrative regulation(s) of the City shall govern all Applications submitted for Manufacturing Business licensing and/or zoning submitted on and after the effective date.

5.10.012 Applicability of State and other Laws.

(a) Except as otherwise specifically provided herein, this Chapter incorporates and adopts the requirements and procedures set forth in the Colorado Marijuana Code and the provisions of the Colorado Rules and Regulations promulgated thereunder, as amended, and the provisions of GJMC Title 5 Chapter 13 relating to the definition of terms, licensing, sales, hours of sale, records, security requirements, inspection, prohibited acts, reporting requirements, duty to supplement, renewals, modifications of premises, compliance monitoring, and violations and penalties as set out in full therein and herein. In the event of any

conflict between the provisions of this Chapter and the provisions of the Colorado Marijuana Code or any other applicable state or local law, the more restrictive provision shall control. Manufacturing Business licensees shall comply with and conduct their business in compliance with all applicable state and local law(s), rule(s) and regulation(s), and the terms and conditions of licensure. Noncompliance with any applicable state or local laws, rules or regulations shall be grounds for suspension, revocation or non-renewal of any license issued hereunder and/or imposition of fine(s), and/or fine(s) in lieu of suspension, and other allowable sanction(s).

(b) Compliance with any applicable state law or regulation shall be deemed additional requirements for issuance of any license and conduct of any business under this Chapter, and noncompliance with any applicable law or regulation shall be grounds for suspension, revocation or non-renewal of any license issued hereunder and/or imposition of fines and other allowable sanctions.

(c) If the state prohibits the sale or other distribution of Cannabis through a regulated business(es), any license issued hereunder shall be deemed immediately revoked by operation of law.

5.10.013 Definitions.

The definitions set forth in Article XVIII, Subsections 14(2) and 16(2) of the Colorado Constitution, as well as the definitions found in the Colorado Marijuana Code, the Colorado Code of Regulations, the Department of Revenue Regulated Marijuana Enforcement Division Rules, and regulations as amended, and GJMC Title 5 Chapter 13 are adopted herein unless by reference specifically amended hereby.

"Cannabis product manufacturing facility" means a business licensed as a product manufacturer to purchase Cannabis; manufacture, prepare and package Cannabis products; and wholesale Cannabis and Cannabis products to other licensed Cannabis businesses for wholesale.

"Cannabis-infused product manufacturer" means a business licensed as a product manufacturer that utilizes Cannabis previously extracted and/or manufactured off-site to infuse into products, prepare and package products intended wholesale. No on-site extraction is permitted in this use category.

A "Manufacturing Business" is a Cannabis product manufacturing facility or a Cannabis-infused product manufacturer.

5.10.014 License Required.

(a) It shall be unlawful for any person to engage in any form of Cannabis product manufacturing facility or Cannabis-infused product manufacturer business in the City without a license to operate issued pursuant to the requirements of this Chapter while concurrently holding a license in good standing from the State and in compliance with any and all applicable laws.

(b) No Manufacturing Business shall operate without obtaining any other license(s) or permit(s) required by any federal, state, or local law, by way of example, retail food business license, or any applicable zoning, or building occupancy permit.

(c) No two or more Manufacturing Businesses may be treated as one premise unless approved as Co-located businesses.

(d) The license(s) required to lawfully conduct business must be always in full force and effect, all applicable fees and taxes must be paid in full, and all conditions of the license Application be satisfied in order to lawfully conduct a Manufacturing Business. Every license applies to the person/entity named thereon and the activity(ies) authorized by the license and the location where the sale and/or possession occurs. Failure to maintain a current, valid license shall constitute a violation of this Chapter.

(e) It shall be unlawful for any person to exercise any of the privileges granted by a license other than the person(s) issued the license.

(f) It shall be unlawful for any person(s) granted a license to allow any other person to exercise any privilege granted under the license.

(g) It shall be unlawful for any person to operate any Manufacturing Business in the City without a license issued by the City and the State licensing authorities pursuant to the Colorado Marijuana Code, this Chapter, and other applicable provisions of the GJMC and applicable law.

(h) The issuance of a City license pursuant to this Chapter does not create an exception, defense, or immunity to any person in regard to any potential criminal liability the person may have for the production, distribution, storage, transportation or possession of Cannabis.

(i) All persons who are engaged in or who are attempting to engage in the distribution, and/or sale of Regulated Cannabis in any form shall do so only in strict compliance with the terms, conditions, limitations, and restrictions in Section 14 and 16 of Article XVIII of the Colorado Constitution, state law, the Colorado Marijuana Rules, the GJMC, and all other laws, rules, and regulations.

5.10.015 Cannabis Licensing Authority.

For the purpose of regulating and controlling the licensing and the sale of regulated Cannabis in the City, the Cannabis Licensing Authority (hereinafter referred to as Authority) as established in GJMC 5.13.015 shall oversee all licensing matters pertaining to Manufacturing Business.

5.10.016 Application process/requirements.

(a) Applications. All Applications for a Manufacturing Business license authorized by this Chapter shall be submitted to the City Manager upon forms provided by the Authority and shall include supplemental materials as required by this Chapter, the Colorado Marijuana Code, GJMC 5.13 and any rules and regulations adopted pursuant thereto. To the extent any of the foregoing materials have been included with the Applicant's State license Application and forwarded to the City by the State, the Authority may rely upon the information forwarded by an Applicant without requiring resubmittal of the same material(s) in conjunction with the City Manufacturing Business License Application.

(b) The Authority may, at the Authority's discretion, require additional information and/or documentation for the consideration of an application for a Manufacturing Business license as the Authority may deem necessary to enforce the requirements of the Colorado Marijuana Code and this Chapter.

(c) The general procedures and requirements for licenses, as more fully set forth in Chapter 5.04 of the Grand Junction Municipal Code, shall apply to Manufacturing Business. To the extent of conflict between the provisions of this Chapter and Chapter 5.04, the provisions of this Chapter shall control for Cannabis product manufacturing and Cannabis infused-products manufacturer businesses.

(d) The City Manager will provide public notice of any open Application period.

(e) Initial Application.

1. The Applicant for a Manufacturing Business license shall provide a written zoning verification from City Community Development Department Director that states the location proposed for licensing complies with any and all zoning laws of the City, and any restrictions on location set forth in this Code. If the Director makes a determination that the proposed license location would be in violation of any zoning law or other restriction on location set forth in the GJMC and/or any Administrative Regulation(s) construing the same, then the Director shall, no later than ten (10) working days from the date the Applicant requested the zoning verification, notify the Applicant in writing that the proposed license location cannot be verified

to be in compliance. As provided by the GJMC, the Applicant may appeal the Directors decision.

2. The Applicant shall submit to the State Marijuana Enforcement Division an Application for a Manufacturing Business.

3. After submitting the State application, the Applicant shall schedule a pre-application meeting with the City Clerk's office to hand deliver a copy of their State application and to receive any additional local licensing requirements.

4. The Applicant shall submit the State application, City's Application, and any additional forms or documents supporting documentation to the City Clerk's Office.

5. The Application/process requirements of GJMC 5.13.016(e) shall apply to Cannabis product manufacturing facility and Cannabis infused-products manufacturing businesses.

(f) Incomplete Application. Upon review of an Application, the City Manager shall provide a notice of initial determination to the Applicant in writing as to whether the Applicant's Application is complete and if found to be incomplete that the Applicant may supplement its Application so long as the Application is made complete within the Application period.

(g) Denial of Initial Application. The City Manager may deny any Application that does not meet the requirements of this Chapter, the Colorado Marijuana Code, or any other applicable state or City law or regulation. In addition to prohibition(s) on persons as licensees found in the Colorado Marijuana Code, should the Applicant fail to affirm any information or representation(s) as required by GJMC 5.13.016, or the City discovers evidence that any affirmation was contrary, false, misleading or incomplete, such shall constitute full and adequate grounds for denial of any Application.

1. Notice of denial. If, after investigation and discovery, the City Manager determines that the Application will be denied, the City Manager shall:

    a. Provide notice in writing to the Applicant that the Application is denied and reasons for the denial;

    b. Notify the State in writing of the City Manager's decision to deny the Application.

2. Appeal of Denial. An Applicant may appeal the City Manager's decision of denial by submitting a written request on a form provided by the City,

received by the City Manager within 10 days of the date on the written notice of denial. The appeal request shall include any legal and factual support for the appeal. An appeal hearing will be set before the Hearing Officer for a written appeal. The Hearing Officer shall only review and consider those issues specifically addressed in the written appeal.

5.10.017 Classes of licenses authorized.

The Authority, in its sole discretion, may issue and grant to the Applicant a local license from any of the following classes, and the City hereby authorizes issuance of the licenses of the following classes by the state licensing authority in locations in the City, subject to the provisions of this Chapter:

(a) Cannabis product manufacturing facility

(b) Cannabis infused product manufacturer.

5.10.018 Requirements for Issuance of a Manufacturing Business License.

The Authority shall not issue a Manufacturing Business license except when each of the following requirements have been met:

(a) The City Manager approved the Applicant's initial Application; and,

(b) The Hearing Officer finds in writing the Application to be complete, and after a public hearing confirms licensure;

(d) The Applicant submitted all documents to the Authority that it provided to the State for marijuana business licensure; and,

(e) At the time of issuance of a Manufacturing Business license, the Applicant has paid all fees; and,

(f) The Applicant and the Applicant's owner(s) are in compliance with all federal, state, and local laws.

5.10.019 Fees.

(a) A nonrefundable Application Fee shall be paid to the State upon Application to the State for a Cannabis Manufacturing Business license.

(b) The Applicant shall pay the required Application and License Fees to the City at the time of Application for a City Manufacturing Business license. The license fee may be refunded if an Application is withdrawn by the Applicant or denied by the City Manager or Hearing Officer. The City Manager will refund to the license fee within 30 days of the date of the withdrawal, denial of the Application. The Application Fee is nonrefundable.

(c) Renewal, change of location, inspection and all other fees may be imposed as necessary for the administration, regulation and implementation of this Code, and those fees shall be set by City Council resolution.

(d) License and Application Fees shall be set City Council resolution, and as deemed necessary, adjusted to reflect the direct and indirect costs incurred by the City in connection with the adoption, administration, and enforcement of this Code.

(e) In addition to fees and any other monetary remedy provided by this Code, the City shall have the right to recover all sums due and owing hereunder by any civil remedy available at law.

5.10.020 No vested rights; commencement of operations.

(a) Notwithstanding anything contained in this Chapter, an Application initially approved for consideration of licensure and found to be complete by the Hearing Officer, or in the event a license is issued, creates no vested right(s) to the license or the renewal of a license, and no property right in the license or the renewal of a license is created.

(b) If a Manufacturing Business license does not commence operations within 12 months of licensure, the license shall be deemed forfeited and the business may not commence operation, unless the Authority has granted an extension pursuant to section §5.13.022(e).

(c) It shall be unlawful for the owner of a building to allow the use of any portion of the building by a Manufacturing Business unless the tenant has a valid Manufacturing Business license or has applied for one and been awarded such license. No Cannabis may be located on any premises until a Manufacturing Business license has been issued by the City and the State. If the City has an articulable reason to believe that a Manufacturing Business is being operated unlawfully on any premises, it shall be unlawful for the owner of the premises to refuse to allow the City access to the portion of the premises in which the Manufacturing Business is suspected to be located.

5.10.021 Public Hearing and Notice Requirements.

(a) The public hearing procedure shall apply to any Application that has been first approved by the City Manager for any Manufacturing Business and to any Application for license renewal if the renewal Application is referred to the Authority by the City Manager pursuant to GJMC 5.13.035.

(b) Public notice of the Application shall be given as follows or as more particularly required by C.R.S. 44-10-303 as applicable.

1. Posting a sign by the Applicant on the premises for which an Application has been made, not less than 14 days prior to the public hearing, stating the date of the Application, the date of the hearing, the name and address of the Applicant and such information as may be required to fully apprise the public of the nature of the Application. The City Clerk shall provide the sign to the Applicant for posting. If the building in which the Cannabis product manufacturing business is to be located is in existence at the time of the Application, any sign posted shall be placed to be conspicuous and plainly visible to the public.

2. Publication of notice by the City Manager not less than 14 days prior to the public hearing, in the same manner as the City posts notice of other public hearing matters.

(c) Any decision of the Authority, acting by and through the Hearing Officer, approving or denying an Application for a Manufacturing Business license shall be in writing stating the reasons therefor and a copy of such decision shall be mailed by certified mail to the Applicant at the address shown in the Application and to the State licensing authority.

5.10.022 Insurance.

(a) All Applicants must provide at time of application a binder for worker's compensation insurance as required by state law and general liability insurance with minimum limits of $1,000,000 per occurrence and a $2,000,000 aggregate limit.

(b) Licensee shall always maintain in force and effect worker's compensation insurance as required by state law and general liability insurance with minimum limits of $1,000,000 per occurrence and a $2,000,000 aggregate limit.

(c) Insurance shall:

1. Provide primary coverage;

2. Carry limits as provided in this Chapter;

3. Issue from a company licensed to do business in Colorado having an AM Best rating of at least A-VI; and,

4. Be procured and maintained in full force and effect for duration of the license.

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(d) Licensee shall be required to maintain insurance under this section and shall annually provide the City a certificate of insurance evidencing the existence of a valid and effective policy. The certificate shall show the following:

1. The limits of each policy, the name of the insurer, the effective date and expiration date of each policy, the policy number, and the names of the additional insureds; and,

2. A statement that licensee shall notify the City of any cancellation or reduction in coverage within seven days of receipt of insurer's notification to that effect. The licensee shall forthwith obtain and submit proof of substitute insurance in the event of expiration or cancellation of coverage within 30 days.

5.10.023 Public health and labeling requirements.

(a) All Cannabis and Cannabis products sold or otherwise distributed by a Manufacturing Business licensee shall be labeled in a manner that complies with the requirements of the Colorado Marijuana Code and all applicable rules and regulations promulgated thereunder.

(b) All Cannabis and Cannabis products sold or otherwise distributed by a Manufacturing Business licensee shall be accompanied by a warning that advises the purchaser that it contains Cannabis and specifies the amount of Cannabis in the product, that the Cannabis is intended for regulated use solely by the person to whom it is sold, and that any resale or redistribution of the Cannabis or Cannabis products to a third person is prohibited. In addition, the label shall comply with all applicable requirements of the State of Colorado and any other applicable law.

5.10.024 Operational Standards.

All Manufacturing Businesses shall comply with the applicable state and local laws, rules, and regulations, as now in effect or as may be amended. In addition, a Manufacturing Business licensee shall comply with the operational standards in GJMC 5.13, as applicable, as well as any other additional requirements. Failure to comply with any State or local law, rule or regulation or any operational standard(s) may be grounds to suspend or revoke any license and impose civil penalties as applicable.

(a) Retail sales are not permitted from the Manufacturing Business premises unless the premises is already licensed as a Regulated Cannabis Store. Only the ten licenses issued under GJMC Chapter 5.13 may be permitted to co-locate with a Manufacturing Business; and,

(b) Each Manufacturing Business shall provide no less than an annual compliance letter or report by a Registered Design Professional (RDP), as defined in the City's adopted International Fire Code, or other professional approved by the fire code official. A letter is acceptable if the person providing the letter states that the person

has knowledge of the means and methods used for the extraction, heating, washing and/or otherwise changing the form of the Cannabis plant, Cannabis oil, or testing of any Cannabis and confirming that no change has occurred since the last permit(s) were issued by the Grand Junction Fire Department for such use. The compliance report is required if there has been any changes since the last permit(s) and it shall detail the changes and the means and methods for the extraction, heating, washing and/or otherwise changing the form of the Cannabis plant, Cannabis oil, or testing of any Cannabis certifying that the operation complies with applicable laws and adequately protects the business and adjacent properties and persons.

(c) Each Manufacturing Business is required to have an annual inspection(s) by law enforcement and fire department personnel. The building official may inspect the Manufacturing Business at such intervals as deemed appropriate by the City Manager.

(d) Each Manufacturing Business is required to conduct all production, manufacturing, and sales indoors shall not be visible from the exterior of the building. Similarly, all Cannabis and Cannabis products shall be kept indoors and shall not be visible from the exterior of the building. All Cannabis or Cannabis products ready for sale and/or distribution shall be in a sealed or locked cabinet or refrigerator except when being accessed for distribution; and

(e) All Manufacturing Business facilities shall be closed to the public; and,

(f) All persons, including employees, entering, and exiting, Manufacturing Business facilities shall be documented by the facility manager or owner at all times. All visitors must be tracked in an entry log identifying the visitor's name, entry and departure times, and purpose of the visit. Visitors must be always escorted by a manager or owner.

5.10.025 Inspections.

(a) In addition to the periodic inspection requirements of GJMC 5.13.024, Cannabis product manufacturing facility and Cannabis infused-product manufacturer businesses must allow unannounced inspection of the licensed premises, including any places of storage where Cannabis or Cannabis products are stored, sold, dispensed, or tested are subject to inspection by the City (including but not limited to the Grand Junction Police Department and Grand Junction Fire Department) and Mesa County Building Department, during all business hours and other times of apparent activity, for the purpose of inspection or investigation. When any part of the licensed premises consists of a locked area, upon demand to the licensee, such area must be available for inspection without delay, and upon request by the City, the licensee shall open the area for inspection.

(b) For purposes of Rule 241 of the Colorado Rules of Municipal Procedure, inspections of Cannabis product manufacturing facility and Cannabis infused-product manufacturer businesses and recordings from security cameras in such businesses are part of the routine policy of inspection and enforcement of this chapter for the purposes of protecting the public safety, individuals operating and using the services of Cannabis product manufacturing facility and Cannabis infused-product manufacturer businesses, and the adjoining properties and neighborhood. This section shall not limit any inspection authorized under any other provision of law or regulation, including those of police, fire, building, and code enforcement officials. Application for a Cannabis product manufacturing facility and Cannabis infused-product manufacturer business constitutes consent of the business as public premises without a search warrant, and consent to seizure of any surveillance records, camera recordings, reports, or other materials required as a condition of such business license without a search warrant.

Introduced on first reading the _____day of _____, 2023 and ordered published in pamphlet form.

Adopted on second reading this ____ day of _____ 2023 and ordered published in pamphlet form.

_____
Anna M. Stout
President of City Council

ATTEST:

_____
Amy Phillips
City Clerk

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ORDINANCE NO. _____

AN ORDINANCE TO AMEND TITLE 21 CHAPTER 4 AND CHAPTER 10 OF THE GRAND JUNCTION MUNICIPAL CODE REGARDING USE STANDARDS AND FOR SPECIFIC LOCATION OF CANNABIS PRODUCT MANUFACTURING FACILITIES, AND DEFINITIONS FOR SUCH BUSINESSES

RECITALS:

The City desires to maintain effective regulations in its Zoning and Development Code (Title 21 of the Grand Junction Municipal Code ("GJMC")); regulations that encourage and require appropriate use of land throughout the City while taking into consideration the needs and desires of the citizens of Grand Junction.

Although Federal law criminalizes the use and possession of marijuana as a Schedule 1 controlled substance under the Controlled Substance Act, on June 7, 2010, former Governor Ritter signed into law House Bill 10-1284 and Senate Bill 10-108 which, among other things, authorized the City to adopt an ordinance to license, regulate or prohibit the cultivation and/or sale of marijuana (C.R.S. 12-43.3-103(2)). The law also allowed a city to vote, either by a majority of the registered electors or a majority of the City Council, to prohibit the operation of medical marijuana centers, optional premises cultivation operations and medical marijuana infused products manufacturers.

At the time of House Bill 10-1284 and Senate Bill 10-108's passing, a moratorium was in effect in the City for the licensing, permitting and operation of marijuana businesses. The moratorium, which was initially declared on November 16, 2009 (through Ordinance 4437), was for a period of twelve months and applied to any person or entity applying to function, do business or hold itself out as a medical marijuana dispensary in the City of Grand Junction, regardless of the person, entity, or zoning. On October 13, 2010, City Council adopted Ordinance 4446 which extended the moratorium to July 1, 2011.

At the April 5, 2011 election, the electorate voted in favor of prohibiting the operation of medical marijuana businesses and the amendment of the GJMC by prohibiting certain uses of marijuana (Measure A).

On November 6, 2012, Colorado Amendment 64 was passed by the voters, amending Article 18 of the Colorado Constitution adding Section 16 which allows retail marijuana stores and made it legal for anyone 21 years or older to buy marijuana at such stores. In addition, Amendment 64 allows anyone 21 years or older to legally possess and consume up to one ounce of marijuana. Amendment 64 does not change the Federal law; it still remains illegal under Federal law to produce and/or distribute marijuana also known as cannabis.

On February 6, 2013, City Council approved Resolution 07-13 adopting marijuana policies for the City and restrictions for persons or entities from applying to function, do

business, or hold itself out as a marijuana facility, business, or operation of any sort in the City limits. Later that same year, City Council adopted Ordinance 4599 which prohibited the operation of marijuana cultivation facilities, marijuana product manufacturing facilities, marijuana testing facilities, and retail marijuana stores. Ordinance 4599 also amended Sections in Title 5, Article 15 of the GJMC that prohibit certain uses relating to marijuana.

In late 2015, the City, Mesa County and Colorado Mesa University, by and through the efforts of the Grand Junction Economic Partnership (GJEP), were successful in establishing the *Colorado Jumpstart* business development program. One business which was awarded the first *Jumpstart* incentive planned to develop a laboratory and deploy its advanced analytical processes for genetic research and its ability to mark/trace chemical properties of agricultural products, one of which was cannabis. In October 2016, City Council passed Ordinance 4722 which amended Ordinance 4599 and Section 21.04.010 of the GJMC to allow marijuana testing facilities in the City.

On January 20, 2021, the City Council approved Resolution 09-21, the adoption of which referred a ballot question to the regular municipal election on April 6, 2021 to repeal Referred Measure A contingent on and subject to voter approval of taxation of marijuana businesses. A majority of the votes cast at the election were in favor of repealing the moratorium on marijuana businesses and in favor of taxation of cannabis businesses.

City Council has decided to allow certain regulated cannabis businesses within the City. On April 6, 2022, the City Council approved Ordinance No. 5064, the adoption of which included certain cannabis use licenses and regulations in the GJMC. On May 4, 2022, the City Council adopted Ordinance No. 5070 related to cannabis business licensing land use regulations, including use standards, buffering, and signage requirements.

City staff and community members, including the Cannabis Working Group, have researched, reviewed, and discussed various approaches to manufacturing of cannabis products within the City. Regulations have been established at the state level with the adoption and implementation of the Colorado Marijuana Code in the Colorado Revised Statutes (C.R.S. 44-10-101, *et. seq.*); however, regulation of regulated marijuana uses at the state level alone are inadequate to address the impacts on the City of regulated cannabis, making it appropriate for the City to regulate the impacts of regulated cannabis uses.

The City has a valid interest in regulating zoning and other impacts of cannabis businesses in a manner that is consistent with constitutional and statutory standards. The City Council desires to facilitate the provision of quality regulated cannabis in a safe manner while protecting existing uses within the City. Regulation of the manner of operation and location of regulated cannabis uses is necessary to protect the health, safety and welfare of both the public and the customers. The proposed ordinance is intended to allow manufacturing of cannabis products that will have a minimal impact and where potential negative impacts are minimized.

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This proposed ordinance amends the City's Code to permit cannabis product manufacturing facilities in the specific zone districts where like uses are permitted through an overlay informed by specific land uses including, certain schools and specific rehabilitation facilities, as well as residential districts. This ordinance also includes definitions for cannabis product manufacturing facilities.

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

After public notice and public hearing, the Grand Junction City Council finds that the amendments to allow cannabis product manufacturing facilities by and through the uses and the Use Table, are responsive to the community's desires and otherwise advance and protect the public health, safety and welfare of the City and its residents.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE FOLLOWING SECTIONS OF THE GRAND JUNCTION MUNICIPAL CODE INCLUDING TITLE 21: ZONING AND DEVELOPMENT CODE ARE AMENDED AS FOLLOWS (new text additions underlined and deletions marked with strike-through notations):

21.04.010 Use Table.

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

Use Category	Principal Use	R-R	R-E	R-1	R-2	R-4	R-5	R-8	R-12	R-16	R-24	R-O	B-1	B-2	C-1	C-2	CSR	M-U	BP	I-O	I-1	I-2	MX-	Std.
Manufacturing and Production – firms involved in the processing, fabrication, packaging, or assembly of goods	*Cannabis product manufacturing facility*															A*				A*	A*	A*		
Retail Sales and Service	*Cannabis-infused product manufacturer*													A	A	A		A	A	A	A	A	A	

*Subject to the zone district being located within the adopted zoning overlay.

21.04.030 Use-specific standards.

(x) Cannabis Product Manufacturing Facilities.

(1) Applicability. These regulations apply to all Cannabis Product Manufacturing Facilities in the City in addition to the other provisions in the GJMC pertaining

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to cannabis businesses, including but not limited to, GJMC Chapters 5.10, 5.13, and 5.15.

(2) Zoning.

(i) Overlay established.

(A) The purpose of the Cannabis Product Manufacturing Facilities Overlay is to provide appropriate locations for extraction and processing of cannabis to occur within City limits while considering proximity to schools, rehabilitation facilities, and residential land uses.

(B) The Cannabis Product Manufacturing Facilities Overlay includes properties within the General Commercial (C-2) and Industrial (I-O, I-1, and I-2) zone districts as identified on the map.

(ii) Cannabis Product Manufacturing Facilities, excluding Cannabis-Infused Product Manufacturers, shall only be located in standalone buildings.

21.10.020 Terms defined.

Cannabis product manufacturing facility shall mean a business licensed as a Product Manufacturer to purchase cannabis; manufacture, prepare, and package cannabis products; and wholesale cannabis and cannabis products to other licensed cannabis businesses for wholesale.

Cannabis-infused product manufacturer shall mean a business licensed as a Product Manufacturer that utilizes cannabis previously extracted and/or manufactured off-site to infuse into products, prepare, and package products intended for wholesale. No on-site extraction is permitted in this use category.

All other provisions of Title 21 Chapter 4 and Chapter 10 shall remain in full force and effect.

Introduced on first reading the _____day of _____, 2023 and ordered published in pamphlet form.

Adopted on second reading this ____ day of _____ 2023 and ordered published in pamphlet form.

_____
Anna Stout
President of City Council

ATTEST:

_____
Amy Phillips
City Clerk

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Grand Junction City Council

Regular Session

Item #2.a.ii.

Meeting Date: April 5, 2023

Presented By: Jodi Welch, Finance Director

Department: Finance

Submitted By: Jodi Welch, Finance Director

Information

SUBJECT:

Introduction of an Ordinance Making Supplemental Appropriations to the 2023 Budget of the City of Grand Junction, Colorado for the Year Beginning January 1, 2023 and Ending December 31, 2023 and Setting a Public Hearing for April 19, 2023

RECOMMENDATION:

Staff recommends setting a hearing on a proposed ordinance making supplemental appropriations to amend the 2023 City of Grand Junction Budget and ordering publication in pamphlet form.

EXECUTIVE SUMMARY:

The budget is adopted by City Council through an appropriation ordinance to authorize spending at a fund level based on the line item budget. Supplemental appropriations are also adopted by ordinance and are required when the adopted budget is increased to reappropriate funds for capital projects that began in one year and need to be carried forward to the current year to complete. Supplemental appropriations are also required to approve new projects or expenditures.

This supplemental appropriation is predominantly for the carryforward of capital projects. New spending authorization is required in order to spend grant revenues not anticipated in the original 2023 budget, the Finance/Human Resources software system replacement, overnight patrols in parks, disbursement of 2022 lodging revenues that exceeded projected amounts, increase in natural gas utility charges, and fleet replacement.

BACKGROUND OR DETAILED INFORMATION:

A detail listing of supplemental appropriation by fund is provided in the agenda documentation. The following provides additional information for the supplemental

requests. The 2023 Supplemental Appropriation includes spending authorization in the following funds:

General Fund 100
The General Fund requires a total supplemental appropriation of $4,658,960 with more than half of that for the authorization to spend grant funding.

New spending that is not grant funded includes $60,000 for the additional time from the consultant on the Zoning and Development Code update per the Planning Commission's recommendation at their March 28, 2023 meeting. The additional scope is for three to four months more of meetings and work from the consultant. $100,000 for overnight patrols in the five City parks. This patrol is needed for the hours the park is closed to ensure that the parks are not vandalized or mis-used. It also includes $500,000 for the acquisition of a new Enterprise Resource Planning (ERP software system) that is needed to replace the City's current Financial and Human Resource management system which is 15 years old and will no longer be supported by the software company. The $660,000 required for these three items will be funded with unspent expense budget from 2022, primarily due to labor and operating expense savings and therefore will not decrease the 2023 adopted General Fund ending balance of $39.7 million.

New spending for grant revenues is $2,910,583. The largest grant is the $2,250,000 received from Department of Local Affairs for Grand Junction Housing Authority (GJHA) Centennial Park Development project. Other successful grant awards are for operations and include; $134,200 to develop and implement an eBike program for income-qualified individuals, $241,250 for reduction of hazardous wildfire fuels in the riparian areas along the riverfront, river islands, and the intake of the Grand Junction Water Treatment Plant, and $285,133 for synthetic opiate investigation and distribution interdiction which will provide technology upgrades to increase success in complex opioid investigations.

A supplemental appropriation of $1,088,377 is required for the carryforward of programs and projects authorized in the 2022 budget that were not completed in 2022. This includes $519,710 of non-profit funding; Colorado West Land Trust to facilitate acquisition of property that was conveyed to the City at the March 15, 2023 Council meeting ($30,000), Mind Springs Health for the fire alarm system for Bookcliff Apartments discussed at the City Council workshop in July 2022 ($99,710), and the GJHA for the Centennial project that received the DOLA grant discussed above ($390,000). The carryforward also includes the purchase of a skid steer and flatbed trailer that was ordered in 2022 but not delivered until 2023 ($88,090), as well as the City Hall space reconfiguration and security enhancements that were started in 2022 and will be finished in 2023 ($480,577). Because all of this spending was authorized in 2022, re-authorizing it in 2023 does not reduce the 2023 adopted General Fund ending balance of $39.7 million.

CDBG Fund 104
The CDBG fund requires a supplemental appropriation of $350,000 for the carryforward

of previously authorized awards of grant funds that are federal funds passed through the City to recipients. CDBG awards can be disbursed over a three three-year period to grantees. The disbursements are on a reimbursement basis, so the timing is dependent on the grantees' spending on the authorized project or program.

Lodgers Tax Increase Fund 106

The Lodgers Tax Increase Fund requires a supplemental appropriation of $385,820 in order to distribute the lodging tax revenues to Visit Grand Junction (Visit GJ), the Air Alliance, and the Sports Commission for revenues above budget in 2022. Because appropriation authority is required to disburse the revenues coming into this fund, if revenues are higher than budgeted, the budget needs to be increased to disburse all the funds. The increased amount by partner is as follows: Visit GJ $160,758, Air Alliance, $128,607, and Sports Commission $96,455.

First Responder Tax Fund 107

The First Responder Tax Fund requires a supplemental appropriation of $275,600. During the fall of 2022 it was anticipated that enough new recruits would be in the academy for positions that needed to be filled. However, only 13 were hired. Therefore, the Fire Department needs to run a spring academy for 10 recruits, which requires $120,000 for equipment costs. Each recruit is provided individualized (because of safety requirements) personal protection equipment. A carryforward of $155,600 is required for non-patrol vehicles for police service technicians and code enforcement that were ordered in 2022 but not delivered until 2023. Because this spending was authorized in 2022, re-authorizing it in 2023 does not reduce the 2023 adopted First Responder ending fund balance of $4.2 million.

Sales Tax CIP Fund 201

The Sales Tax CIP Fund is where all the City's capital projects are budgeted, with the exception of transportation capacity, utility, and internal service funds' projects. New spending authority is required for $157,483 to pay for the additional cost of the Riverfront Trail Asphalt Replacement Project. Resources are available in the Sales Tax CIP Fund to fund this additional project cost.

Additional spending authority of $755,000 is also needed to spend grant awards, including $200,000 to expand and provide lighting for the early childhood learning center parking lot, and $555,000 for Crime Prevention Through Environmental Design CPTED improvements in City parks. The remainder of the total supplemental required of $10,248,477 is for the carryforward of capital projects started in 2022 that will be completed in 2023 as reported in the November 8, 2022 capital project report to Council.

Detail is provided in the agenda documentation listing each of the sixteen projects in the carryforward request. The larger projects include the completion of the Lincoln Park/Canyon View Pickleball Court Expansion, the Dos Rios Public Amenity, Monument Connect Phase II, and contract street maintenance. The contract street maintenance is usually completed in the same year as contracted. However, in 2022

the City's contractor, United Companies, fell behind on schedule. Because this spending was authorized in 2022, re-authorizing it in 2023 does not reduce the 2023 adopted Sales Tax Capital Improvement ending fund balance of $259,874.

Drainage Fund 202
A supplemental appropriation of $507,018 is required for the North Avenue storm drain replacement and repair that was started in 2022 and will be completed in 2023.

Transportation Capacity Fund 207
The Transportation Capacity Fund requires supplemental appropriation of $17,366,267 for the carryforward of projects started in 2022 that will be completed in 2023.The largest of the projects is the 24 and G Road capacity improvements for $13.2 million. The contract was authorized by Council on December 21, 2022. The project is underway and scheduled to be completed in 2023. Details are provided in the agenda documentation for the remaining twelve projects. Because this spending was authorized in 2022, re-authorizing it in 2023 does not reduce the 2023 adopted Transportation Capacity ending fund balance of $16.4 million.

Water Fund 301
The Water Fund requires a total supplemental appropriation of $6,934,622 for the carryforward of projects started in 2022 that will be completed in 2023. These projects include the Purdy Mesa and Kannah Creek flowline projects ($3,755,680) as well as water line replacements ($1,665,633). Detail is provided in the agenda documentation for remaining seven projects. Because this spending was authorized in 2022, re-authorizing it in 2023 does not reduce the 2023 adopted Water ending fund balance of $5.8 million.

Solid Waste and Recycling Fund 302
The Solid Waste and Recycling Fund requires a supplemental appropriation of $563,641 of new spending authority for a $488,641 grant and a $75,000 match for making improvements to the existing recycling center. City Council approved the resolution supporting the grant application on December 21, 2022. The improvements include upgrades to the recently acquired Grand Junction Curbside Recycling Indefinitely facility and will also include a 6,000 sq. ft. enclosed structure, a 1-ton pickup truck, and 20 additional dumpsters. These improvements and additions will all be utilized to increase the processing capacity of the facility and increase efficiency, capacity and safety. The $75,000 match will come from available fund balance in the Solid Waste and Recycling Fund.

Ridges Irrigation Fund 309
The Ridges Irrigation Fund requires $69,560 in supplemental appropriation to carryforward the meter control center replacement started in 2022 that will be completed in 2023. Because this spending was authorized in 2022, re-authorizing it in 2023 does not reduce the 2023 adopted Ridges Irrigation ending fund balance of $85,167.

Fleet Fund 402

The Fleet Fund requires a supplemental appropriation of $4,730,837. The amount needed for the carryforward of vehicles authorized for replacement in 2022, but not received in 2022 is $2,430,837 for 33 vehicles. Since the supply chain crisis impacting vehicle manufacturing started in 2020, it has been extremely difficult to plan for regular replacement of fleet. Manufacturers have continued to open ordering windows for only a short time period, if at all, for some models during the year. Often, they will not give any pre-notice of when ordering can take place, as well as canceling ordering and manufacturing plans based on industry influences.

The fleet management system is a sophisticated tracking system that allows the City to plan for needed replacements of the vehicles in the fleet based on measures such as miles and repair history. Therefore, the replacement schedules can be predicted from year to year. In order to be as responsive as possible, staff is recommending a supplemental appropriation of the Fleet fund balance of $2,300,000 in order to take advantage of the significantly fluctuating purchasing opportunities as they arise. This leaves a target fund balance of $1.5 million in the Fleet Fund. If the $2.3 million is not used in 2023 for purchase of fleet, then it will return to the fund balance and be available for the same appropriation plan in 2024.

Facilities Fund 406

The Facilities Fund requires a supplemental appropriation of $400,000 for natural gas utility expenses that are expected to be higher than budgeted for 2023. The increase in the expenses is due to the unprecedented high cost of natural gas in January and February of this year combined with an increase in usage based on much colder temperatures than average. The payment of natural gas bills is centralized in the Facilities fund for the majority of City systems and facilities and then the costs are passed through to the Departments.

Sewer Fund 900

The Sewer Fund requires a total supplemental appropriation of $5,216,943 for the carryforward of projects started in 2022 that will be completed in 2023. These projects include wastewater treatment plant expansion projects of $3,395,398 and sewer line rehabilitation and replacements for $1,821,545. Because of the delay in other sewer projects, $6.9 million of the 2023 authorized project budget has been re-allocated to six projects that were begun in 2022 and will be completed in 2023, therefore not requiring supplemental spending authority.

FISCAL IMPACT:

The supplemental appropriation ordinance is presented in order to ensure sufficient appropriation by fund to defray the necessary expenses of the City of Grand Junction. The appropriation ordinance is consistent with, and as proposed for adoption, reflective of lawful and proper governmental accounting practices and are supported by the supplementary documents incorporated by reference above.

SUGGESTED MOTION:

I move to introduce an ordinance making supplemental appropriations to the 2023 Budget of the City of Grand Junction, Colorado for the year beginning January 1, 2023 and ending December 31, 2023 to set a public hearing for April 19, 2023 and order publication in pamphlet form.

Attachments

1. 2023 Supplemental Appropriation Ordinance First Reading, April 5, 2023
2. 2022 Carryforward-Supplemental Listing

ORDINANCE NO. ___

AN ORDINANCE MAKING SUPPLEMENTAL APPROPRIATIONS TO THE 2023 BUDGET OF THE CITY OF GRAND JUNCTION, COLORADO BEGINNING JANUARY 1, 2023, AND ENDING DECEMBER 31, 2023

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION:

That the following sums of money be appropriated from unappropriated fund balance and additional revenues to the funds indicated for the year ending December 31, 2023, to be expended from such funds as follows:

Fund Name	**Fund #**	**Appropriation**
General Fund	100	$ 4,658,960
CDBG Fund	104	$ 350,000
Lodgers Tax Increase Fund	106	$ 385,820
First Responder Tax Fund	107	$ 275,600
Sales Tax CIP Fund	201	$ 10,248,477
Storm Drainage Fund	202	$ 507,018
Transportation Capacity Fund	207	$ 17,366,267
Water Fund	301	$ 6,934,622
Solid Waste and Recycling Fund	302	$ 563,641
Ridges Irrigation Fund	309	$ 69,560
Information Technology Fund	401	$ 11,392,447
Fleet and Equipment Fund	402	$ 4,730,837
Facilities Management Fund	406	$ 400,000
Joint Sewer Operations Fund	900	$ 5,216,943

INTRODUCED AND ORDERED PUBLISHED IN PAMPHLET FORM this _____ day of April 2023.

TO BE PASSED AND ADOPTED AND ORDERED PUBLISHED IN PAMPHLET FORM this _____ day of April, 2023

_____
President of the Council

Attest:

_____
City Clerk

Supplemental Appropriation Detail By Fund
April 5, 2023

Fund	Description	Amount
General Fund 100		
New	Zoning and Development Code Update Additional Scope Recommended by Planning Commission	60,000
New	Overnight Patrols in Parks (Contracted)	100,000
New-Grant	State of Colorado Energy Office eBike Grant Award Spending	134,200
New-Grant	Colorado Strategic Wildfire Action Program Wildland Urban Interface Grant Award Spending	241,250
New-Grant	Synthetic Opiate Poisoning Investigation and Distribution Interdiction Grant Award Spending	285,133
New	Finance/HR ERP Replacement Software	500,000
New-Grant	DOLA Housing Incentive Grant Award (Centennial Park Development Project for GJHA) Grant Award Spending	2,250,000
	General Fund New Spending Authorization	**3,570,583**
Carryforward	Colorado West Land Trust Non-Profit Funding for 2022	30,000
Carryforward	Bobcat S76 Skid Steer/Flatbed Trailer	88,090
Carryforward	Mind Springs Health Non-Profit Funding for 2022	99,710
Carryforward	GJ Housing Authority Non-Profit Funding for 2022	390,000
Carryforward	City Hall Space Reconfigurations and Security Enhancements	480,577
	General Fund Carryforward Authorization	**1,088,377**
	Total General Fund Supplemental Appropriation	**4,658,960**
CDBG Fund 104		
Carryforward	Prior Year CDBG Awards Remaining	350,000
	Total CDBG Fund Supplemental Appropriation	**350,000**
Lodgers Tax Increase Fund 106		
New	Disburse 2022 Lodging Revenues Above Budget Visit GJ	160,758
New	Disburse 2022 Lodging Revenues Above Budget GJ Air Alliance	128,607
New	Disburse 2022 Lodging Revenues Above Budget Sports Commission	96,455
	Total Lodging Tax Fund Supplemental Appropriation	**385,820**
First Responder Fund 107		
Carryforward	10-Person Academy Equipment	120,000
Carryforward	Police Vehicles (4 non-patrol)	155,600
	Total First Responder Fund Supplemental Appropriation	**275,600**
Sales Tax Capital Improvement Fund 201		
New	Riverfront Trail Asphalt Replacement Project	157,483

Supplemental Appropriation Detail By Fund
April 5, 2023

Fund	Description	Amount
New-Grant	Learning Center Parking Lot Expansion/Lighting Grant Spending	200,000
New-Grant	CPTED Safe Streets Grant Award Spending	555,000
	Sales Tax Capital Improvement Fund New Spending Authorization	**912,483**
Carryforward	Redlands Roundabout	30,055
Carryforward	SRTS - Elm Ave from 28 to 28 1/4 Road (CDBG funded)	52,861
Carryforward	Expansion of Raw Water Line	80,000
Carryforward	Learning Center (cover irrigation ditch)	121,708
Carryforward	OM Pool Renovation Design Work	163,000
Carryforward	Colorado River Levee Renovation	191,065
Carryforward	Fire Station 8 Ambulance	235,896
Carryforward	SRTS - 27 Rd South of Unaweep to B 3/4 Rd Project (CDBG funded)	254,278
Carryforward	Fire Station 3 Parking Lot at Pomona	316,354
Carryforward	City Entryway Signs	389,760
Carryforward	Fire Station 8 Construction	751,527
Carryforward	Blue Heron Boat Ramp	782,012
Carryforward	Contract Street Maintenance	1,031,300
Carryforward	Monument Connect Phase II	1,570,000
Carryforward	Dos Rios Public Amenity	1,575,000
Carryforward	Lincoln Park/Canyon View Pickleball Court Expansion	1,791,178
	Sales Tax Capital Improvement Fund Carryforward Authorization	**9,335,994**
	Total Sales Tax Capital Improvement Plan Fund Supplemental Appropriation	**10,248,477**
Drainage Fund 202		
Carryforward	North Avenue Storm Drain Replacement/Repairs	507,018
	Total Drainage Fund Supplemental Appropriation	**507,018**
Transportation Capacity Payment Fund 207		
Carryforward	G Road Bridge at Leach Creek (bond funded)	47,501
Carryforward	Tour of the Moon/South Broadway Improvements	66,218
Carryforward	Highway 50 at Palmer Street Intersection Improve	149,118
Carryforward	Horizon at G Road and 27 1/2 (bond funded)	149,200
Carryforward	Patterson Capacity Improvements (5 intersections)	200,000
Carryforward	B 1/2 Road, 29 Road to 29 1/2 Road (bond funded)	335,114
Carryforward	24 1/2 Road, Patterson to G 1/4 Road (bond funded)	431,362
Carryforward	I-70 Interchange @ 29 Road 1601 & Environmental Assess.	432,823

Supplemental Appropriation Detail By Fund
April 5, 2023

Fund	Description	Amount
Carryforward	F 1/2 Road, 30 Road to Persigo Boundary (bond funded)	474,636
Carryforward	D 1/2 Road, 29 to 30 Road (bond funded)	548,745
Carryforward	24 Road and Riverside Parkway Interchange (bond funded)	582,385
Carryforward	F 1/2 Parkway, Market to Patterson (bond funded)	749,165
Carryforward	24 Road & G Road Capacity Improvements (bond funded)	13,200,000
	Total Transportation Capacity Payment Fund Supplemental Appropriation	**17,366,267**
Water Fund 301		
Carryforward	Grand Mesa Reservoir Improvements	72,775
Carryforward	Kannah Creek Flowline/WaterSMART Grant Portion	86,323
Carryforward	2021 Water Meter Replacement	97,902
Carryforward	Construction of Purdy Mesa Flowline/Replace Pressure Control	183,062
Carryforward	Water Plant Modifications - MCC Replacement	282,650
Carryforward	Carson Lake Dam Rehabilitation	376,219
Carryforward	Kannah Creek Water System Improvements	414,378
Carryforward	Water Line Replacements	1,665,633
Carryforward	Kannah Creek Flowline	1,750,952
Carryforward	Purdy Mesa Flowline and Kannah Creek Backwash	2,004,728
	Total Water Fund Supplemental Appropriation	**6,934,622**
Solid Waste and Recycling Fund 302		
New-Grant	Improvements to Recycling Center Grant Award Spending	563,641
	Total Solid Waste/Recycling Fund Supplemental Appropriation	**563,641**
Ridges Irrigation Fund 309		
Carryforward	Ridges Irrigation Meter Control Center Replacement	69,560
	Total Ridges Irrigation Fund Supplemental Appropriation	**69,560**
Fleet Fund 402		
New	Fleet Replacement Funding	2,300,000
Carryforward	Vehicles/Equipment ordered but not yet received	2,430,837
	Total Fleet Fund Supplemental Appropriation	**4,730,837**
Facilities Fund 406		

Supplemental Appropriation Detail By Fund
April 5, 2023

Fund	Description	Amount
New	Utility Charge Increases (natural gas)	400,000
	Total Facilities Fund Supplemental Appropriation	**400,000**
Sewer Fund 900		
Carryforward	Wastewater Treatment Plant Expansion Projects	1,821,545
Carryforward	Sewer Line Replacements/Rehabilitation	3,395,398
	Total Sewer Fund Supplemental Appropriation	**5,216,943**

Greg

2022 Capital Project Carryforward
And 2023 Supplemental Increases
As of March 7, 2023

Line Ref #	Department	GL Account	Project	Project Title	2022 Adopted Budget	2022 Budget Amendments	2022 Amended Budget	2022 Encumbrances	2022 Actual Expenditures	2022 Remaining Budget	new funding	Carryforward Amount	Director's Meeting Carryforward Amount Approved	Notes
GENERAL FUND ADDITIONAL SUPPLEMENTAL APPROPRIATION ITEMS														
1	Non-Profit	100-120.7825_34		Mind Springs Health Non-Profit Funding 2022								**99,710**	99,710	Quotes for project were delayed, finally received on 12/28. Will need to spend out of 2023. Per Greg C. Carryforward for this is appropriate.
2	Non-Profit	100-120.7825_12		Colorado West Land Trust Capital Funding								**30,000**	30,000	
3	Non-Profit	100-120.7825_33		GJHA								**390,000**	390,000	
	Grant Funding		NEW FUNDING	opiate poisoning interdiction grant									285,133	
4	Grant Funding		NEW FUNDING	DOLA Incentives Grant on behalf of GJHA Projged							**2,250,000**		2,250,000	Housing Incentive Grant (IHOI) award to assist with the City of Grand Junction's Centennial Park Development project.
	Grant Funding		NEW FUNDING	HB22-1326 - Synthetic Opiate Poisoning Investigation and Distribution Interdiction Grant Program							**285,133**			
5	Finance	100-210.7900_03	NEW FUNDING	ERP Replacement - 1st Year SAS due at Contract signing							**500,000**	-	500,000	The Contract for a new ERP system is expected to be executed in late summer/early fall and it is customary that the first year's software as a service (SAS) is due at contract signing.
6	Community Development	100-310-010	ZDOLA	Land Use Development Code Update								**49,445**	-	42,7893 left in PO This PO and remaining budget should be carried forward to 2023. Closes out the project. 3/17/23 enough appropriation to complete.
7	Community Development	100-310-010	C2205	Greenhouse Gas Emissions								**28,348**	-	We have paid $1,357.50 toward this PO, so there is a remaining $28,347.5. PO and budget (previous EV plan) should be carried forward. 3/17/23 enough appropriation to complete.
8	Fire			COSWAP Riparian WUI CMS 181844							**185,000**		241,250	This was originally supposed to be in-kind work valued at $400K. State couldn't fulfill that so the offered to pay for contractors to complet a portion of the original scope of work. $185K grant funding with $50,388 City Match.
9	Parks and Recreation	100-100-710-385-380.7410_2	NEW FUNDING	Overnight Patrols in Parks							**50,000**		100,000	Per Ken S. on 3/12/23: In my 1 on 1 with Greg, he indicated that the overnight patrols of the parks should be put in the supplemental since we had not budgeted for it. I'm still finalizing the quote with Citadel but I expect it'll be about $50K. Per Greg 3/17/23 this is supposed to be $100k
10	General Services	100-180.7900_07	B2205	Bobcat S76 Skid Steer/Flatbed Trailer	88,090	83,275	-	4,815				**88,090**	88,090	PO Rolled to 2023, Vehicle received 2/6/2023
11	General Services	100-175.7900_07	A2203-A220302	City Hall Space Reconfigurations	300,000	-	176,056	123,944				**123,944**	123,944	Per Ken S. on 3/12/23: In my 1 on 1 with Greg, he indicated that the overnight patrols of the parks should be put in the supplemental since we had not budgeted for it. I'm still finalizing the quote with Citadel but I expect it'll be about $50K.
12	General Services	100-175.7900_07	A2203-A220301	City Hall Building Security Enhancements	400,000	-	43,531	356,469				**356,633**	356,633	Carry forward to complete security enhancements in City Hall
											3,270,133	**$ 1,166,169**	**$ 4,464,760**	
CDBG Fund 104														
13	CDBG	104-320-010.7820		for carryforward of CDBG funded projects over three year period									350,000	see CDBG worksheet plus additional amount because it is an estimate
												$ -	**$ 350,000**	
LODGER'S TAX FUND 106 FUND ADDITIONAL SUPPLEMENTAL APPROPRIATION ITEMS														**Updated with Matt's New Numbers 3/7**
14	Lodger's Tax	106-811.7825_30		Greater Grand Junction Sports Commission								**94,585**	96,455	Lodgers tax revenue surpassed budget
15	Lodger's Tax	106-811.7825_45		Grand Junction Air Alliance								**126,114**	128,607	Lodgers tax revenue surpassed budget
16	Lodger's Tax	106-901.9102		VGJ Share Lodgers Tax								**157,642**	160,758	Lodgers tax revenue surpassed budget
												$ 378,341	**$ 385,820**	
FACILITIES FUND 406 FUND ADDITIONAL SUPPLEMENTAL APPROPRIATION ITEMS														
17	General Services/Facilities	406-	NEW FUNDING	2022 Utilities Overages							**400,000**	-	475,000	400,000 natural gas and 75,000 electricity
	NEED OTHER FUNDS EMAILED 3/4/23			**NEED OTHER FUNDS EMAILED 3/4/23**								-	**475,000**	
FIRST RESPONDER FUND 107 CARRYFORWARDS														
18				10 person academy equipment								**120,000**	120,000	
19	Fire	107-520-185-010.8100_05	E2219	Ladder Truck Fire Station 7	$ 1,578,563	$ 1,578,563	$ -	$ -				-		This truck won't be received until 2024. Carryforward to 2023 and again in 2024 or decrease and rebudget 2024 (Restrict FB by this amount)
20	Fire	107-520-175.7900_07	E2214	FRT Ambulance #13 Purchase (reserve amb)	221,582	221,582	-	-				**221,582**	-	This was Rebudgeted in 2023 for $230,832
21	Police	107-420-390-620.8100_05	D2203	PST Vehicles (2)	50,300	30,335	-	19,965				**30,335**	77,800	Ordered 9/15 (escape) and 9/20 (maverick) has not arrived

Greg

2022 Capital Project Carryforward
And 2023 Supplemental Increases
As of March 7, 2023

Line Ref #	Department	GL Account	Project	Project Title	2022 Adopted Budget	2022 Budget Amendments	2022 Amended Budget	2022 Encumbrances	2022 Actual Expenditures	2022 Remaining Budget	new funding	Carryforward Amount	Director's Meeting Carryforward Amount Approved	Notes
22	Police	107-420-390-620.8100_05	D2203	PST Vehicles (2)			50,300	67,066	-	(16,766)		**46,558**	77,800	Ordered 9/15 (escape) and 9/20 (maverick) has not arrived
23	Police	107-420-390-620.8100_05		Code Enforcement Pickup (2)			55,000	33,170		21,830		**33,170**		
												$ 451,645	**$ 275,600**	
.75% Sales Tax Capital Projects														
24	Street Maintenance	201-330-010.8355	F0001-F000133	Contract Street Maintenance (Includes Chip Seal/Crackfill)	$ 4,300,000	$ (80,000)	$ 4,220,000	$ 1,606,591	$ 1,765,369	$ 848,040		**$ 1,031,300**	$ 1,031,300	Carryforward encumbered amount to complete remaining 2022 Overlays that United did not get done. reconcile 2022.
	Street Maintenance	201-650-340.various	PCHIP	PCHIP budgeted in Contract Street Maintenance Project (Budget in F0001)	-	-	-		828,597	(828,597)				Transfer $900k from F000133 to reconcile 2022.
	Street Maintenance	201-650-340.various	PCRAK	PCRAK budgeted in Contract Street Maintenance Project (Budget in F0001)	-	-	-	-	39,886	(39,886)				Transfer $40k from F000133 to reconcile 2022.
				Total Street Maintenance	$ 4,300,000	$ (80,000)	$ 6,963,835	$ 3,620,582	$ 2,853,440	$ 489,813		**$ 1,031,300**	$ 1,031,300	
	General Services	201-660.8215	F1802	Avalon Theater Improvements (Foundation Match $50K)	$ 100,000	$ 100,000	$ 200,000	$ -	$ 189,385	$ 10,615				The remaining budget amount will be used to correct minor deficiancies
	General Services	201-660.8215	B2201	Municipal Service Center Roof Replacement	350,000	(73,531)	276,469	-	276,469	-				
25	General Services	201-650.8215	A2202-A220201	Child Care Facility (2022 Separate Supplemental)	-	1,150,000	$ 1,150,000	$ 77,401	$ 1,069,461	$ 3,138		**$ 77,400**	$ 321,708	see Learning center detail This building remodel and addition are complete and the center is open. The ditch on the property is going to be piped and covered starting in March. The parking lot will be paved and completed in April/May. We have applied for a $200k grant to cover these expenses.
				Child Care Facility Acquisition	-	650,000	650,000		642,252	7,748				
				Total General Services	**$ 450,000**	**$ 1,826,469**	**$ 1,626,469**	**$ 77,401**	**$ 2,177,566**	**$ 13,754**		**$ 77,400**	**$ 321,708**	
	Public Safety	201-520-185-010.8210	E2012-E201201	Fire Station 3 Construction (Completed)	$ -	$ 3,804,471	$ 3,804,471	$ 2,147	$ 3,297,019	$ 505,306				Facility has been completed and we took posession in June '22
26	Parks and Recreation	201-710-385-380.8230_02	NEW FUNDING	CPTED Safe Streets Grant							**555,000**	-	555,000	Revenue and Expenditures. New grant awarded in Nov. 2022 for cameras (ARTIC) and connex storage, some of these are budgeted but bulk of this amount needs to be added through supplemental (Both Revenue and Expenditures) **See CEPTED Grant for Parks Tab**
27	Public Safety	201-520-185-010.8210	E2012-E201202	Fire Station 3 Parking Lot at Pomona (Carryforward $316,354)	450,000	-	450,000	11,183	122,464	316,354		**316,354**	316,354	Completed paving in March 2023 and completed landscape & irrigation in Spring 2023. Will need to carryforward remaining funds of $316,354 to 2023.
28	Public Safety	201-520-185-010.8210	E2013-E201302	Fire Station 8 Construction (Carryforward Remaining Encumberred Balance $746,482.00)	-	5,965,281	5,965,281	593,102	5,371,615	564		**593,666**	751,527	$742,531 rolled to 2023 Construction has been completed. Fiber installation, alerting equipment, materials testing, and final payments of CM/GC will need to be carried forward for project completion. The total projected carryforward is estimated at $746,482.00.
29	Public Safety	201-520-185-010.8100_06	E2203	Fire Station 8 Ambulance	-	5,965,281	236,000	221,582	104	14,314		**235,896**	235,896	PO Rolled forward, Ambulance received 2/13. Need to cover cost of PO ; 3/7 Ken requested remaining amount of project for lettering and striping done locally
5	Public Safety	201-520-185-010.8210	E2201	Fire Training Center Props (First Responder Tax) (Completed)	295,000	-	295,000	26,924	273,806	(5,730)				This was completed in 2022 and the PO Closed
	Public Safety	201-520-185-010.8100_05	E2202	Fire Station 8 Pumper Engine Equipment (Carryforward $7,674.00)	189,000	-	189,000	32,165	120,669	36,166		-	-	Waiting for delivery of a couple pieces of equipment. Requested to carry forward $7,674.00.

Greg

2022 Capital Project Carryforward
And 2023 Supplemental Increases
As of March 7, 2023

Line Ref #	Department	GL Account	Project	Project Title	2022 Adopted Budget	2022 Budget Amendments	2022 Amended Budget	2022 Encumbrances	2022 Actual Expenditures	2022 Remaining Budget	new funding	Carryforward Amount	Director's Meeting Carryforward Amount Approved	Notes
	Public Safety	201-520-185-010.8100_05	E2204	Fire Station 8 Ambulance Equipment (Carryforward $39,240.00)	164,325	-	164,325	-	49,417	114,908		-	-	Waiting for invoices to come in and for the delivered of backordered equipment. Please carry forward $39,240.00
				Total Public Safety	**$ 1,098,325**	**$ 15,735,033**	**$ 11,104,077**	**$ 887,103**	**$ 9,235,093**	**$ 981,882**		**$ 1,145,916**	**$ 1,858,777**	
7	Parks and Recreation	201-710-385-380.8230_02	G2201	Columbine Park Minor Renovations (CTF Funded)	$ 99,200	$ -	$ 99,200	$ -	$ 109,443	$ (10,243)		-		
8	Parks and Recreation	201-710-385-380.8230_02	G2002	Crime Prevention Through Environmental Design (CPTED)	25,000	-	25,000	-	17,562	7,438		-		
30	Parks and Recreation	201-710-385-380.8230_02	G2202	Dos Rios to Riverside Raw Water Line	80,000	-	80,000	-	-	80,000		**80,000**	80,000	Expansion of raw water line
31	Parks and Recreation	201-710-385-380.8230_01	G2203	Dos Rios Public Amenity (carryforward to 23'): playground	1,000,000	400,000	1,400,000	369,616	25,000	1,005,384		**1,375,000**	1,575,000	Add $200K additional spending for splash park Revising cost estimates and this is likely to be higher. 1/20/2023 Note 369,116 for playground. 25,000 for splash park design. Playground installed by mid 2023.
	Parks and Recreation	201-710-385-380.8230_01	G2203	Dos Rios Public Amenity (carryforward to 23'): splash park										
	Parks and Recreation	201-710-385-380.8230_01	G2203	Dos Rios Public Amenity (carryforward to 23'): riverfront improvements										
11	Parks and Recreation	201-710-385-380.8230_02	G1801	Playground Repair and Replacement (CTF Funded)	50,000	-	50,000	-	61,740	(11,740)		-		
32	Parks and Recreation	201-710-385-380.8230_02	G2204	Redlands Roundabout	150,000	-	150,000	-	58,836	91,164		**91,164**	30,055	Per director's meeting, only carryforward $30,055. Did not receive donations
	Parks and Recreation	201-710-385-380.8230_02	G2204	Redlands Roundabout ($50K Donations) - Phase 2	-	-	-	-		-				Additional features won't be offered since fundraising was not successful.
33	Parks and Recreation	201-710-385-380.8375	G2205	Trails - Asphalt Trail Replacements (Parkland Funded; 3 years $1.5M total)	500,000	-	500,000	119,615	375,233	5,152		**124,767**	-	Move savings to G2205-Blue Heron.1/20/2023 Note Gomaco slip form equipment purchased to help with trail placement. Trail improvements to be completed in 4Q of 2022.
34	Parks and Recreation	201-710-385-380.8230_02	G2101	Blue Heron Boat Ramp (Parkland Funded)	500,000	280,000	780,000	782,012	41,463	(43,475)		**782,012**	782,012	This went to Council in December and we used funds from the Eddy project and 4th and 5th street project to cover incrased costs. Transfer from Parkland was made in full for $500K. Contract Awarded and will be constructed over winter to comply with permit requirements.
15	Parks and Recreation	201-710-385-380.7410	G2206	Botanical Gardens Master Plan (Parkland Funded)	100,000	-	100,000	-	-	100,000				Rebudgeted in 2024
16	Parks and Recreation	201-710-385-550.8230_02	G2001	Columbine and Kronkright Fence Replacement (CTF Funded)	30,000	-	30,000	-	19,133	10,867		-		
35	Parks and Recreation	201-710-385-380.8230_02	G2207	Lincoln Park/Canyon View Pickleball Court Expansion (CTF Funded $200K, Cannabis Funded $550K, Pickleball Donations $50K, Tennis Donations $50K)	1,600,000	400,000	2,000,000	1,163,989	353,071	482,940		**1,791,178**	1,791,178	3/7 LML: Amount includes remaining Retainage of $70,243 for G2007-G200704 and $74,006.78 for G2007-G200706
36	Parks and Recreation	201-330-010.8375	G2208	Monument Connect Phase II (GOCO $500K, Parkland $350K)	1,600,000	(30,000)	1,570,000	-	-	1,570,000		**1,570,000**	1,570,000	Based on 24 Trail bids, this is likely to be higher cost; revising estimates. 1/20/2023 Note. Trent - Successfully awarded $500k GOCO in June of 2022. $250k cannabis replaced with GF. Currently in permitting process. Carryforward for 2023 construction. Most recent estimate shows $130K more needed. Wait until goes out to bid and see what estimate is and how Council wants to handle. Talk to Greg. Ken - $500,000 grant was awarded
37	Parks and Recreation	201-730-732-380.8215	G2212-G221201	OM Pool Renovation Design	-	598,000	598,000	480,670	43,052	74,278		**480,670**	163,000	Council Meeting on 2/1/2023 to resume contract with design consultant on OM Pool Updates. $598K transfer from GF to 201 was budgeted in 2022. Carryforward or rebudgt through Supplemental. After $587 Supp, Cost negotiated to $523K.

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19	Parks and Recreation	201-710-385-380.8230_02	G2209	Water Conservation Projects-Turf to Native (Parkland Funded)	75,000	-	75,000	-	75,336	(336)		-		
	Parks and Recreation	201-710-550-490.8230_02	G2007-G200704	LP Stadium Master Plan Improvements (Carryforward)	-	7,680,883	7,680,883	118,603	8,068,304	(506,024)		-		Complete. Overage is due to miscoded invoice that should go to G200706
	Parks and Recreation	201-710-550-490.8230_02	G2007-G200706	Stadium Lighting Project (Carryforward)	-	1,200,000	1,200,000	647,926	551,937	137		-		Complete Encumbrance should be lower, moving miscoded invoice
				Total Parks and Recreation	**$ 5,809,200**	**$ 10,528,883**	**$ 16,338,083**	**$ 3,682,432**	**$ 9,800,110**	**$ 2,855,541**		**$ 6,294,790**	**$ 5,991,245**	
20	Public Works	201-330-010.8355	F2201	4th & 5th Street Design and Improvements (3 years $2.2M total)	$ 700,000	$ (630,000)	$ 70,000	11,000	$ 3,689	$ 55,311		-		2023 Budget adequate, no Carryforward
21	Public Works	201-330-010.8355	F2202	23 3/4 Road Mosaic Factory Development (road construction)	80,000	(80,000)	-	-	-	-				Rebudgeted in 2023 in conjunction with development
22	Public Works	201-330-010.8315	F0002-F000208	Alley Improvement Districts (GJHS $250K; Riverside $30K)	850,000	(650,000)	200,000	12,246	126,343	61,411		-		Riverside Alley pending ROW acquisitions and deferred to 2023. GJHS alleys deferred to summer of 2023 to coincide with school construction/traffic.
23	Public Works	201-330-010.8325	F2203	Bridge Repairs	115,000	(95,000)	20,000	-	-	20,000		-		Reduced by $95K and rebudgeted in 2023
38	Public Works	201-330-010.8520	F1901	City Entryway Signs	450,000	-	450,000	377,760	60,240	12,000		**389,760**	389,760	Will be completed spring 2023
39	Public Works	201-330-010.8510	F2204	Colorado River Levee Renovations	75,000	150,000	225,000	172,590	33,935	18,475		**191,065**	191,065	Waiting on Army Corp permit to finish
26	Public Works	201-330-010.8335	F0051-F005116	Curb, Gutter, and Sidewalk Safety Repairs	400,000	-	400,000	-	401,603	(1,603)		-		Complete
27	Public Works	201-330-010.8510	F2205	Monument Road-No Thoroughfare Wash Restoration	50,000	-	50,000	-	27,961	22,039				Complete
28	Public Works	201-330-010.8360	F2111	North Avenue Enhanced Transit Corridor (CDOT $1.35M)	1,735,500	(1,685,500)	50,000	-	48,000	2,000		-		Applying for CDOT Multi-Modal Options Fund (MMOF) grant funds to increase scope. Rebudgeted for 2023, no carryforward required.
	Public Works	201-330-010.8375	F2206	Riverfront Trail Enhancements	50,000	50,000	100,000	49,979	49,797	224		-		May need to increase F2207 and decrease F2110. Final payout 2/24/2023
	Public Works	201-330-010.8375	F2207	Riverfront Trail Bank Stabilization-Ice Rink Phase II	250,000	(245,000)	5,000	-	5,697	(697)		-		
40	Public Works	201-330-010.8330	F2004-F200405	Safe Routes to School - 27 Road South of Unaweep Ave. (CDBG Funded $180K)	254,278	-	254,278	-	-	254,278		**254,278**	254,278	CDBG $180K
41	Public Works	201-330-010.8355	F2004-F200404	Safe Routes to School - Elm Ave from 28 to 28 1/4 Road (Carryforward)	-	166,450	166,450	51,501	113,589	1,360		**52,861**	52,861	CDBG $120K - Rec'd $97K draw in 2023
32	Public Works	201-360-610-340.8365	F2208-F220801	Streetlight Underground Feed Replacements (4	100,000	(100,000)	-	-	-	-				Complete.
33	Public Works	201-360-610-340.8370	F0021	Traffic Signal Upgrade	211,000	80,000	291,000	-	226,446	64,554		-		Complete pending Flashing V.A. crosswalk. Not planning on any budget carryforward.
34	Public Works	201-330-010.8520	F2209	Union Pacific Railroad Downtown Quiet Zone	100,000	(47,000)	53,000	15,000	-	38,000		-		Preliminary Engineering Agreement with UPRR anticipated in December 2022. Balance of consulting and construction work in 2023.
	Public Works	201-330-010.8230	F2101-F210101	Las Colonias Outdoor Amenities	-	162,805	162,805	-	167,878	(5,073)		-		Modifications to River Park complete / See Parks for status of rest of improvements. Per Ken S. - The remaining budget was used for additional landscape work this fall including hydroseeding from where we stopped this spring all the way to the boat ramp. Clarke and Co. have completed this work, so those
42	Public Works	201-330-010.8230	F2018-F201801	Riverfront @ Dos Rios Phase II (Carryforward)	-	502,086	502,086	-	425,529	76,557		**76,557**	-	Greg said we are only doing what we said we would do, no extra work. Suggest adding to Riverfront at Dos Rios Public Amenities G2203
	Public Works	201-330-010.8375	F2110	The Eddy-Riverbank Rehabilitation Project (Carryforward)	-	225,937	225,937	-	225,572	365		-		Completed.
	Public Works	201-330-010.8375	F1710-F171003	Monument Road Trail	-	30,000	30,000	3,901	24,046	2,053		-		Expenses to be reclassified to G2208.
				Total Public Works	**$ 5,420,778**	**$ (2,165,222)**	**$ 3,255,556**	**$ 693,977**	**$ 1,940,326**	**$ 621,254**		**$ 964,521**	**887,964**	
				Total .75% Sales Tax Capital Projects	**$ 17,078,303**	**$ 25,845,163**	**$ 39,288,020**	**$ 8,961,494**	**$ 26,006,534**	**$ 4,962,243**		**$ 9,513,928**	**$ 10,090,994**	
Storm Drainage Fund														
35	Public Works	202-330-140.8445	F0019-F001939	Drainage System Improvements	$ 30,000	$ (17,269)	$ 12,731	$ -	$ 540	$ 12,191		-		

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43	Public Works	202-330-140.8445	F0019-F001940	North Avenue Storm Drain Replacements & Repairs	500,000	17,269	517,269	12,862	10,251	494,157		**507,018**	507,018	CDOT requested the lining project wait until after their overlays are complete.
				Total Drainage Projects	**$ 530,000**	**$ -**	**$ 530,000**	**$ 12,862**	**$ 10,791**	**$ 506,348**		**$ 507,018**	**$ 507,018**	
Transportation Capacity Fund														
37	Transportation Capacity	207-330-010.8350	F2102-F210201	28 1/4 Road, Patterson to Hawthorne	$ 390,000	$ 20,000	$ 410,000	$ 10,191	$ 381,237	$ 18,572		-		Complete
	Transportation Capacity	207-330-010.8350	F2102-F210202	Broadway at Reed Mesa Left Turn Lane (MC $75K, Magnus Development $75K)	400,000	(400,000)	-	-	-	-		-		Rebudgeted in 2023
	Transportation Capacity	207-330-010.8350	F2102-F210205	Crosby Avenue 25 1/2 Rd to Main Street ($2.56M total)	60,000	-	60,000	-	-	60,000		-		Rebudgeted in 2023
44	Transportation Capacity	207-330-010.8350	F2102-F210206	Highway 50 at Palmer Street Intersection Improvements	700,000	(530,000)	170,000	19,321	20,882	129,797		**149,118**	149,118	Add to 2023 Budget
45	Transportation Capacity	207-330-010.8350	F2020	I-70 Interchange @ 29 Road 1601 and Environmental Assessment	633,000	-	633,000	405,823	200,177	27,000		**432,823**	432,823	Add to $418K budgeted in 2023
46	Transportation Capacity	207-330-010.8350	F1904	Tour of Moon/South Broadway Improvements	100,000	-	100,000	-	33,782	66,218		**66,218**	66,218	Add to $300K budgeted in 2023
	Transportation Capacity	207-330-010.7410	NA	Redlands 360 Study	-	18,500	18,500	9,075	9,425	-		-		
				Total Transportation Capacity Fee Funded Projects	**$ 2,283,000**	**$ (891,500)**	**$ 1,373,000**	**$ 444,410**	**$ 645,502**	**$ 301,587**		**$ 648,159**	**$ 648,159**	
47	Public Works	201-330-010.8360	F2103-F210301	24 Road and Riverside Parkway Interchange ($6.5M total)	750,000	-	750,000	-	167,615	582,385		**582,385**	582,385	Budget will need to be revised. 24 Road Trail need to add $185,000. Exisiting 2023 budget is for design of next segments.
48	Roadway Expansion	207-330-010.8350	F2103-F210302	24 Road & G Road Capacity Improvements	12,000,000	3,781,990	15,781,990	13,034,742	336,310	2,410,938		**13,200,000**	13,200,000	Under contract in December but did not spend anything in 2022.
49	Roadway Expansion	207-330-010.8350	F2103-F210304	26 1/2 Road and I-70 Pedestrian Bridge	-	-	-	13,000	-	(13,000)		-	-	Included in 2023 budget for F210311
50	Roadway Expansion	207-330-010.8350	F1903	G Road Bridge at Leach Creek	-	-	-	47,501	3,679,217	(3,726,718)		**47,501**	47,501	$47,501 encumbered and rolled to 2023, carryforward? LML Overage to F21002 Trent/Ken
51	Roadway Expansion	207-330-010.8350	F2103-F210311	26 1/2 Road, Horizon to Summerhill	1,600,000	(1,400,000)	200,000	431,362	65,161	(296,523)		**431,362**	431,362	$431,362 encumbered and rolled to 2023, carryforward? LML Already included in 2023 Budget Trent/Ken
46	Roadway Expansion	207-330-010.8350	F2103-F210312	24 1/2 Road, Patterson to G 1/4 Road ($6M total)	250,000	-	250,000	-	-	250,000				Rebudgeted for 2023 Design, 2024 Construction.
52	Roadway Expansion	207-330-010.8350	F2103-F210313	B 1/2 Road, 29 Road to 29 1/2 Road ($3.2M total)	100,000	300,000	400,000	332,726	64,886	2,387		**335,114**	335,114	Carryforward 2022 funds to complete design. 2023 budget for construction
53	Roadway Expansion	207-330-010.8350	F2103-F210305	D 1/2 Road, 29 to 30 Road ($3.5M total)	600,000	-	600,000	248,997	51,256	299,747	5	**548,745**	548,745	Carryforward 2022 funds to complete design. 2023 budget for construction

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54	Roadway Expansion	207-330-010.8350	F2103-F210306	F 1/2 Parkway, Market to Patterson ($17M total)	9,000,000	(8,000,000)	1,000,000	517,744	250,835	231,420		**749,165**	749,165	Carryforward 2022 funds to complete design/ROW acquisitions. 2023 budget for construction
55	Roadway Expansion	207-330-010.8350	F2103-F210307	F 1/2 Road, 30 Road to Persigo Boundary ($3.5M total)	600,000	-	600,000	273,190	125,365	201,445		**474,636**	474,636	Carryforward 2022 funds to complete design/ROW acquisitions. 2023 budget for construction
56	Roadway Expansion	207-330-010.8350	F2103-F210309	Horizon at G Road and 27 1/2 ($4M total) (Highway Safety Imp Funds $1.5M)	150,000	-	150,000	49,950	800	99,250		**149,200**	149,200	ROW costs already budgeted for 2023.
57	Roadway Expansion	207-330-010.8350	F2103-F210310	Patterson Capacity Improvements (5 intersections)	405,000	-	405,000	44,487	2,010	358,503		**200,000**	200,000	Partial carryforward for additional costs on 28 1/4 Turn lane and ROW at 25 Road.
				Total Roadway Expansion-Bond Funded Projects	**$ 24,705,000**	**$ (5,318,010)**	**$ 19,386,990**	**$ 14,993,701**	**$ 4,575,839**	**$ (182,550)**		**$ 16,718,106**	**$ 16,718,106**	
				Total Transportation Capacity Capital Projects	**$ 26,988,000**	**$ (6,209,510)**	**$ 20,759,990**	**$ 15,438,111**	**$ 5,221,341**	**$ 119,038**		**$ 17,366,265**	**$ 17,366,265**	
Communication Center Fund														
53	Communication Center	405-430-160.8100_01	D1801	800MHz Capital Improvements	$ 70,000	$ -	$ 70,000	$ -	$ 14,180	$ 55,820		-		(Annual expenditure) 911 Site Emergency fund for Site Repair - ongoing expense
54	Communication Center	405-430-160.8100_01	D1901	Computer-Aided Dispatch (CAD) System Upgrades	20,000	-	20,000	-	-	20,000		-		(Annual expenditure) Dispatch CAD integration for NG911 Technologies - ongoing expense
55	Communication Center	405-430-160.8100_01	D1902	Comm Center Remodel	100,000	(100,000)	-	-	-	-				Absorb in 2023 budget
58	Communication Center	405-430-160.8100_01	D2201	Command Unit for Incident Dispatch Team (IDT)	100,000	100,000	200,000	15,144	160,000	24,856		**40,000**	-	
57	Communication Center	405-430-160.8100_01	D1904	Microwave Replacement at Radio Sites	150,000	80,248	230,248	-	362,493	(132,245)		-		
59	Communication Center	405-430-160.8100_01 MOVE to 7900 will be covered in subsidy calculation	D1905	Planned Radio Site Upgrades	150,000	-	150,000	104,070	57,549	(11,619)		**104,070**	-	project only transfer is covered in subsidy calculation Update 3/17/23 JW. After completing transfer worksheet for 2022 realized these improvements were moved to special equipment and out of the major capital category and therefore included in the subsidy calculation. This should apply to 2023 as well and therefore should be covered in 2023 budget for both 101 and 405.
				Total Communications Center	**$ 590,000**	**$ 80,248**	**$ 670,248**	**$ 119,214**	**$ 594,223**	**$ (43,189)**		**$ 144,070**	**$ -**	
Water Fund														
60	Water	301-610-8410	F1905	Carson Lake Dam Rehabilitation (Carryforward $967,575)	$ 500,000	$ 2,227,073	$ 2,727,073	$ 343,726	$ 2,350,854	$ 32,492		**376,219**	376,219	Carryforward encumbrances for final payment of contractor and engineers report which will be completed after reservoir filling in June.
61	Water	301-610-8410	F1807	Grand Mesa Reservoir Improvements	280,000	(174,145)	105,855	13,197	33,080	59,578		**72,775**	72,775	Carry forward for design completion and construction in 2023.

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62	Water	301-610-8410	F0006-F000614	Kannah Creek Flowline	3,550,000	(588,000)	2,962,000	42,509	1,211,048	1,708,443		**1,750,952**	1,750,952	Construction pending easement acquisistions. Carryforward.
63	Water	301-610-8410	F000614Z	Kannah Creek Flowline/WaterSMART Grant Portion	-	588,000	588,000	17,077	501,677	69,246		**86,323**	86,323	Construction in progress. Carryforward GRANT
64	Water	301-610-8410	F0006-F000615	Purdy Mesa Flowline and Kannah Creek Backwash	7,500,000	(750,000)	6,750,000	65,373	4,745,272	1,939,355		**2,004,728**	2,004,728	Construction pending easement acquisistions. Carryforward.
65	Water	301-610-8410	F0006-F000616	Kannah Creek Water System Improvements	450,000	-	450,000	96,318	35,622	318,060		**414,378**	414,378	Design in progress. Carryforward.
66	Water	301-610-8410	F0006-F000610	2020 Flow Line Replacements-Juniata Inlet Re-Route (Carryforward)	-	243,706	243,706	-	81,135	162,572		**162,571**	-	Project complete. Remaining funds can be returned to reserves.
65	Water	301-610-8410	F2010-F201003	Lead Water Line Replacements	170,000	(75,000)	95,000	-	95,562	(562)				Project complete.
67	Water	301-610-8410	F2210	Ranch Improvements/Sustainable Agriculture	175,000	-	175,000	5,750	3,599	165,651		**-**	-	Encumbrance for plan development for Purdy Mesa 2 reservoir. Remaining funds can be returned to reserves.
67	Water	301-620.8100_05	F2211	SCADA Technician Vehicle	31,000	(31,000)	-	-	-	-				Moved to 2023
68	Water	301-610-8410	F0005-F000535	Water Line Replacements	2,229,000	(200,000)	2,029,000	1,665,558	363,367	75		**1,665,633**	1,665,633	Construction work initiated in 2022 will continue in 2023. Carryforward.
	Water	301-610-8410	F0005-F000534	2021 Water Line Replacements (Carryforward)	-	104,500	104,500	791	104,649	(940)				Project complete.
69	Water	301-610-8410	F1304-F130410	Water Meter Replacement	50,000	-	50,000	-	37,166	12,834		**-**	-	Final integration and documentation of AMI software will continue in 2023. Carryforward.
70	Water	301-610-8410	F1304-F130409	2021 Water Meter Replacement (Carryforward)	-	189,359	189,359	97,902	97,484	(6,027)		**97,902**	97,902	Project complete.
71	Water	301-610-8410	F0050-F005014	Water Plant Modifications - MCC Replacement	300,000	-	300,000	267,272	17,350	15,377		**282,650**	282,650	Pending equipment delivery, construction to start in Fall 2023. Carryforward
	Water	301-610-8410	F0050-F005013	2021 Water Plant Modifications (Carryforward)	-	13,584	13,584	-	-	13,584				Project complete.
71	Water	301-610-8410	F2212	Water Rights Infrastructure Development	100,000	(19,498)	80,502	-	3,000	77,502				Project complete
72	Water	301-610-8410	F0050-F005015	Water Treatment Plant Modifications	95,000	-	95,000	-	60,976	34,024			-	Project complete
73	Water	301-610-8410	F2104-F210401	Construction of Purdy Mesa Flowline/Replace Pressure Control (Carryforward)	-	261,054	261,054	153,750	77,992	29,312		**183,062**	183,062	In Procurement Phase. Carryforward
	Water	301-610-8410	F2008	Juniata Reservoir Aeration (Carryforward)	-	174,907	174,907	-	173,383	1,524				Project complete
				Total Water Projects	**$ 15,430,000**	**$ 1,964,540**	**$ 17,394,540**	**$ 2,769,224**	**$ 9,993,215**	**$ 4,632,100**		**$ 7,097,193**	**$ 6,934,622**	
Solid Waste and Recycling Fund 302														
74	Recycling			Grant award for Improvements to Recycling	$ -	$ -	$ -	$ -	$ -	$ -	44,385	**488,640**	533,025	$488k grant, $75k match
				Total Ridges Irrigation Projects	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**		**#REF!**	**$ 533,025**	
Ridges Irrigation Fund														
73	Ridges Irrigation	309-610-290.8435	F2214-F221401	Distribution System Replacement	$ 30,000	$ -	$ 30,000	$ -	$ 31,910	$ (1,910)		**-**		Pipe purchase in 2022, inhouse construction in 2023.
75	Ridges Irrigation	309-610-290.8435	F2214-F221402	Ridges Irrigation Meter Control Center Replacement	175,000	40,649	215,649	69,559	146,089	0		**69,560**	69,560	Construction underway. Testing to be done 3/6/2023
				Total Ridges Irrigation Projects	**$ 205,000**	**$ 40,649**	**$ 245,649**	**$ 69,559**	**$ 177,999**	**$ (1,909)**		**$ 69,560**	**$ 69,560**	
Sewer Fund														

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75	Joint Sewer Operations	902-615-090.8425	F1006	Collection System Equipment	$ 50,000	$ 11,600	$ 61,600	$ -	$ 61,600	$ -				Project complete
76	Joint Sewer Operations	902-620-625.8100_03	F1906	Laboratory Equipment	67,500	-	67,500	-	55,953	11,547				Purchase complete
76	Joint Sewer Operations	902-615-090.8425	F1704	Lift Station Elimination/Rehabilitation (Carryforward)	5,000,000	(4,121,776)	878,224	309,527	99,967	468,730		-	-	Construction rebudgeted for 2023 pending easement acquisitions. Return unencumbered funds to reserves.
77	Joint Sewer Operations	902-620-380.8430	F2011	Odor Control Improvements (Carryforward)	3,600,000	1,729,198	5,329,198	4,847,815	331,705	149,679		**4,997,493**	-	Construction in progress. Reallocation of 2023 budget
78	Joint Sewer Operations	902-620-380.8430	F1910	Parallel Tiara Rado Force Main (Carryforward)	5,000,000	(1,624,304)	3,375,696	554,619	2,801,331	19,746		**574,365**	-	Construction underway. Reallocation of 2023 budget
79	Joint Sewer Operations	902-620-380.8430	F1908	Persigo Plant Studies	225,000	-	225,000	-	-	225,000		**225,000**	-	RFP for SCADA upgrade design. Reallocation of 2023 budget
80	Joint Sewer Operations	902-615-090.8425	F0034-F003415	Sewer Improvement Districts	250,000	(11,600)	238,400	-	-	238,400		-	-	Pending staff hire. Return available funds to reserves.
81	Joint Sewer Operations	902-615-090.8425	F0016-F001642	Sewer Line Replacements/Rehabilitation	3,696,000	(141,556)	3,554,444	3,226,074	159,046	169,324		**3,395,398**	3,395,398	Cnstruction will start Feb 6. Carryforward.
82	Joint Sewer Operations	902-620-380.8430	F0010-F001052	2021 Wastewater Treatment Plant Improvements and Asset Replacements (Carryforward)	-	2,615,730	2,615,730	42,362	2,337,573	235,795		**278,157**	-	Engineer working on closeout report. Reallocation of 2023 budget
83	Joint Sewer Operations	902-620-380.8430	F0010-F001053	Wastewater Treatment Plant Improvements and Asset Replacements	1,300,000	-	1,300,000	669,772	204,647	425,582		**669,772**	-	Long lead purchase of actuators and aerators antcipated delivery by May/June. Parking lot construction underway. Remaining $366K can be returned to reserves. Reallocation of 2023 budget
84	Joint Sewer Operations	904-615-090.8425	F2213	Sewer Capacity Projects-Central Grand Valley Basin	100,000	11,500	111,500	111,500	-	-		**111,500**	-	Engineering underway. Reallocation of 2023 budget
85	Joint Sewer Operations	904-620-380.8430	F2107-F210702	Wastewater Treatment Plant Expansion Projects	3,551,000	(11,500)	3,539,500	1,768,806	1,717,955	52,739		**1,821,545**	1,821,545	PO issued to Burns & McDonnell. Procurement underway for CMGC contractor. Carryforward.
				Total Sewer	**$ 22,839,500**	**$ (890,793)**	**$ 21,948,707**	**$ 11,554,718**	**$ 8,143,039**	**$ 2,250,950**		**$ 12,073,230**	**$ 5,216,943**	
						$ (4,450,802)								
				TOTAL CAPITAL	**$ 83,660,803**	**$ 20,830,297**	**$ 100,837,154**	**$ 38,925,184**	**$ 50,147,142**	**$ 12,425,580**		**$ 46,771,264**	**$ 40,185,402**	
Internal Service Funds														
77	Fleet	402-250.8100_04	B0001	Fleet Replacements	$ 4,000,000	$ -	$ 4,000,000	$ 1,924,602	$ 1,569,163	$ 506,235		**2,430,837**	2,430,837	Several units have been ordered however we have been getting no response on multiple bids due to factory supply chain issues and uncertainty of pricing. Police patrol vehicles have been ordered and the budgeted ambulance has been ordered.
				Appropriate Most of Fund Balance above a minimum								**2,300,000**	2,300,000	leaves $1.5 million in projected 12/31/23 fund balance
				Total Fleet	**$ 4,650,000**	**$ -**	**$ 4,650,000**	**$ 2,301,138**	**$ 1,719,882**	**$ 628,980**		**$ 4,730,837**	**$ 4,730,837**	
				Total Internal Service Funds	**$ 5,450,000**	**$ (193,810)**	**$ 5,256,190**	**$ 2,301,138**	**$ 1,903,069**	**$ 1,051,983**		**$ 4,730,837**	**$ 4,730,837**	

pipe buried	121,708
parking lot	124,965
electrical	24,931
	271,604
in kind	48,000
total proj costs	319,604
grant request	200,000
supp appropriation	
carryforward	121,708
grant spending	200,000
	321,708

per jerod part of grant

Item No.	CDOT, City Ref.	
1	108.2	
2	108.6	
3	108.6	
4	108.2	
5	108.7	
6	203	
7	203	
8	203	
9	203	
10	304	
11	420	
12	420	
13	208	
14	208	
15	208	
		City

Item No.	CDOT, City Ref.	Des
16	208	Pre
17	209	Dus
18	212	See
19	304	Agg
20	304	Agg
21	401	Hot
22	608	Cor etc.
23	608	Cor Agg
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26	608	Cor Cla
27	608	Cor Agg
28	608	Cor Cou
29	608	Cor Bas
30	608	Cor
31	608	Pre leve
32	608	Cor of C
33	608	Det
34	620	Sar
35	625	Cor
36	627	Pre HC

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Description	Quantity	Units	Unit Price	Extended Price
Storm Drain Pipe - 60" Concrete Pipe	275.	LF	$ 160.00	$ 44,000.00
Storm Drain Bend	1.	EA	$ 5,000.00	$ 5,000.00
Storm Drain - Large Area Inlet (24"x36")	1.	EA	$ 4,100.00	$ 4,100.00
Import Trench Backfill	180.	CY	$ 28.00	$ 5,040.00
Granular Stabilization Material (Type B)	260.	TON	$ 35.50	$ 9,230.00
Unclassified Excavation	240.	CY	$ 10.00	$ 2,400.00
Unclassified Embankment	646.	CY	$ 20.00	$ 12,920.00
Import Material	406.	CY	$ 28.00	$ 11,368.00
(Subgrade Stabilization) Muck Excavation	150.	CY	$ 50.00	$ 7,500.00
(Subgrade Stabilization) Aggregate Base Course (Class 3) (24" Thick)	350.	SY	$ 18.00	$ 6,300.00
(Subgrade Stabilization) Geotextile Separator (Cl 2)	350.	SY	$ 2.00	$ 700.00
(Subgrade Stabilization) Geogrid Reinforcement	350.	SY	$ 6.00	$ 2,100.00
Storm Drain Inlet Protection (Type II)	1.	EA	$ 150.00	$ 150.00
Erosion Log	300.	LF	$ 8.00	$ 2,400.00
Prefabricated Vehicle Tracking Pad	1.	EA	$ 8,500.00	$ 8,500.00
Total				**$ 121,708.00**
y Match - Installation Labor and Equipment	1		$ 40,000.00	**$ 40,000.00**
Total				**$ 161,708.00**

scription	Quantity	Units		Unit Price	Extended Price
efabricated Concrete Washout Structure	1.	EA		$3,500.00	$ 3,500.00
st Abatement	60.	DAYS		$ 77.75	$ 4,665.00
eding - Native Seed Mix	0.5	ACRE		$3,000.00	$ 1,500.00
gregate Base Course (Class 6) (8" Thick) beneath HMA	1,500.	SY		$ 8.00	$ 12,000.00
gregate Base Course (Class 6) (4" Thick) shouldering	40.	SY		$ 8.00	$ 320.00
t Mix Asphalt (4" thick) (Grading SX 75, Binder Grade 64-22)	330.	TON		$ 91.25	$ 30,112.50
ncrete Pavement (Roundabout) (8" Thick) (CL P) dumpster, fillets, ...	35.	SY		$ 120.00	$ 4,200.00
ncrete Curb and Spill Gutter (1.5' Wide) to include 6" of Class 6 gregate Base Course.	560.	LF		$ 21.75	$ 12,180.00
ncrete Curb (6" Wide) (6" High) to include 6" of Class 6 Aggregate se Course.	30.	LF		$ 18.75	$ 562.50
ncrete Curb (12" Wide) (6" High) (at dumpster)	50.	LF		$ 25.00	$ 1,250.00
ncrete Curb and Gutter (2' Wide) (collector gutter) to include 6" of ass 6 Aggregate Base Course.	300.	LF		$ 17.60	$ 5,280.00
ncrete Drive Over Curb and Gutter to include 6" of Class 6 gregate Base Course.	165.	LF		$ 18.00	$ 2,970.00
ncrete Sidewalk (6" Thick) to include 4" of Class 6 Aggregate Base urse.	150.	SY		$ 50.00	$ 7,500.00
ncrete Drainage Pan (6' Wide) to include 6" of Class 6 Aggregate se Course.	105.	LF		$ 44.00	$ 4,620.00
ncrete Curb Ramp to include 6" of Class 6 Aggregate Base Course.	15.	SY		$ 80.00	$ 1,200.00
ecast Concrete Block Retaining Wall (complete in place) to include eling pad, drain, backfill, etc..	275.	FSF	##	$ 120.00	$ 16,900.00
ncrete Median Cover Material (6" Patterned Concrete) to include 6" Class 6 Aggregate Base Course.	25.	SY		$ 100.00	$ 2,500.00
tectable Warning (Cast Iron, Wet Set) (2'x2)	3.	EA		$ 115.00	$ 345.00
nitary Facility	1.	EA		$1,000.00	$ 1,000.00
nstruction Surveying	1.	SUM		$5,000.00	$ 5,000.00
eformed Thermoplastic Pavement Marking (parking striping, arows, ; symbols)	460.	SF		$ 16.00	$ 7,360.00
Total Emerging and Expanding Request					**$124,965.00**

Total Emerging and Expanding Request						**$124,965.00**
City Match - Installation Labor and Equipment	1			$8,000.00		**$ 8,000.00**
Tota						**$132,965.00**

Calendar
Function
Account Description
Account Type

Level 1 - Code And Description

521CV3 - CDBG Cares Act Funding #3-COVID 19
52201 - 2022 CDBG Grants
A0002 - IT Epuipment Replacement
A0003 - Facility Condition Index Replacements
A2102 - 910 Main Street Acquisition
A2201 - IT Infrastructure Replacements
A2202 - Child Care Center

A2203 - City Hall Building Upgrades

A2204 - Energy Savings Projects for City Buildings
A2205 - Solid Waste Shop/Facility Improvements
A2301 - Property Acquisition 244 N. 7th
B0001 - Vehicle Replacement
B2001 - Mobile Column Lifts for Fleet
B2201 - Municipal Service Center Roof Replacement
B2202 - Paint Truck Emergency Replacement
B2204 - 1-Ton Crew Cab Pickup w/Dump Bed
B2205 - Bobcat S76 Skid Steer and Flatbed Trailer
C2202 - Sustainability Plan
C2203 - Digitizing Plan and Permit Documents
C2204 - Bike/Ped & TEDS Fehr & Peers
C2205 - Greenhouse Gas (GHG) Emissions Inventory
D1802 - Fire Notification System Upgrade
D1803 - Co-Responder Grant
D1901 - CAD System Upgrade
D1902 - Comm Center Remodel - Admin Area
D1904 - Microwave Replacements at Radio Sites
D1905 - Planned Radio Site Upgrade
D2002 - Shooting Range Safety Improvements/Expansion
D2002L - Shooting Range Safety Improvements/Expansion Labor
D2003 - Uncompahgre Radio Site Battery Replacement
D2011 - PD Bullet Proof Vests
D2012 - PD Rifle Plates
D2013 - PD Tactical Helmets
D2014 - 2020 2B Funded Projects - Police
D2101 - Mobile Communications Veh Technology Upgrades

D2103 - Marijuana Investigator Vehicle
D2203 - PST Vehicles (2 Each)
D2204 - PST Vehicle Investigations
D2205 - Avigilon Interview Room Recording System
D2207 - LiveScan Fingerprint Machine (Holding/RSO)
D2208 - Advance Real Time Crime Center (ARTCC)
D2302 - Air Hanger Vehicle Storage Bldg Upgrades
E1703 - Gurney Replacements
E1801L - Fire Station #6 Labor
E1906 - Fire PPE Replacements - Bunker Gear
E2001 - Fire All Terrain Vehicles
E2008 - Fire Wildland Equipment
E2009 - Fire Prevention Specialist SUVs (2)
E2012 - Fire Station #3

E2013 - Fire Station #8

E2101 - SCBA Replacements (FEMA AFG Grant)
E2102 - 2021 First Responder Vehicles
E2103 - Fire Engine Station #8 Equipment
E2201 - Fire Training Center Props
E2201L - Fire Training Center Props Labor
E2202 - Fire Station 8 Pumper Engine Equipment
E2203 - Fire Station 8 Ambulance
E2204 - Fire Station 8 Ambulance Equipment
E2206 - Ambulance Buy Back
E2207 - Battalion Chief Vehicle Command Center
E2208 - Bunker Gear Dryer (2 Each)
E2210 - Station Chairs Living Room
E2211 - Remote Hazmat Air Monitor
E2212 - Fire Investigator Vehicle (Pickup 4x4)
E2213 - FRT Reserve Ambulance Equipment
E2215 - FRT Safety and Medical Quick Response Vehicle
E2216 - FRT Rescue Dummy
E2218 - FRT Fire Academy Training Fire Engine Equipment

F0002 - Alley Improvement District

F0005 - Water Line Replacement

F0006 - Flowline/ Pipe Replacement

F0012 - Traffic Signal Controller Upgrades
F0016 - Sewer Line Repl in Collection System

F0019 - Storm Drainage Improvements

F0034 - Sewer Improvement Districts
F0050 - Water Treatment Plant Modifications (Replaces F0902)

F0051 - Curb, Gutter & Sidewalk Replacement (Replaces F0003)

F1006 - Collection System Equipment
F1304 - Water Meter Replacement

F1704 - Lift Station Elimination
F1704L - Lift Station Elimination Labor
F1710 - Monument Road Trail

F1802 - Avalon Theater Improvements
F1807 - Grand Mesa Reservoir Improvements
F1901 - City Entry Way Signs
F1903 - G Road Bridge at Leach Creek
F1904 - Tour of Moon/S Broadway Improvements
F1905L - Carson Lake Dam Rehab Labor
F1906 - Laboratory Equipment
F1908 - Persigo Plant Studies
F1910 - Parallel Tiara Rado Force Main Under CO River
F2004 - Safe Routes to School

F2008L - Juniata Reservoir Aeration Labor

F2009L - Historic Water Treatment Plant Structural Engineering Labor

F2011 - Odor Control Improvements

F2012 - CNG Gas Storage/Enhanced Fueling Station

F2013 - 2020 Persigo Master Plan

F2018 - Riverfront @ Dos Rios

F2101 - Las Colonias Outdoor Amenities

F2102 - Transportation Capacity Projects

F2103 - Roadway Expansion-Bond Funded Projects

F2104 - Construction of Purdy Mesa Pressure Control Tank

F2105 - Kannah Creek Water System Improvements

F2107 - Wastewater Treatment Plant Expansion Projects

F2110 - The Eddy-Riverbank Rehabilitation Project

F2110L - The Eddy-Riverbank Rehabilitation Project Labor

F2111 - North Ave/US6B Enhanced Transit Corridor

F2201 - 4th & 5th Street Design/Improvements

F2202 - 23 3/4 Road Mosaic Factory Development

F2203 - Bridge Repairs

F2204 - Colorado River Levee Renovations

F2205 - Monument Road-No Thoroughfare Wash Restoration
F2206 - Riverfront Trail Enhancements
G2209 - Water Conservation Proj-Turf to Native
G2210 - Bobcat ToolCat Utility Vehicle
M0024 - Avalon Theater
M0026 - Tiara Rado Golf Course
M0027 - Lincoln Park Golf Course
M0028 - Lincoln Park Maintenance Shop Building
M0029 - Fire Station 6
M0030 - Sage Health Center
M0031 - Project Crew Office
M0032 - City Offices
M0033 - Day Care Center
M0034 - Recycling Center
M1000 - Utilities
O0009 - Fire Dept Wildfires
O0012 - Police Major Case
O0015 - Fire Dept Training Academy
O0016 - Fire Department Training
O1203 - Stadium Liquor Sales
O1504 - Persigo CNG
O1701 - Las Colonias Park Liquor Sales
O1805 - Investigations Response
O2001 - Pandemic Response
PCHIP - Chip Seal Program
PCHIPL - PCHIP Labor
PCRAK - Crackfill Program
PCRAKL - PCRAK Labor
PEMPR - Employee Recognition Program
PFAD - Spring Cleanup-Fresh As A Daisy
PGRAF - Graffiti
PGRND - Sidewalk Grinder
PLEAF - Leaf Removal
PSNOW - Snow and Ice Removal
PSWR - Minor Sewer Repairs
PWEEDS - Weed Abatement
S0001 - DDA Art on the Corner
S0002 - DDA Car Show
S0003 - DDA Farmer's Market/Market on Main
S0004 - DDA Holiday Events
S0006 - DDA Parade of Lights
S0009 - DDA Spirit of Christmas Walk
S0010 - DDA Spooktacular
S0011 - DDA Tree Lighting
S0012 - DDA Art & Music Festival
S0013 - DDA Independence Day Parade
S0020 - DDA Music Festival

S0025 - DDA Restaurant Week
S0028 - DDA The Dash bus
S0031 - DDA Mav Classic
S0905 - DDA Facade Grant Program
S0908 - DDA Ambassador Program
S0909 - R-5 Property
S0911 - DDA Creative District
S0912 - 230 S 5th St Property
S0913 - DDA Catalyst Program
WELL - Cigna Wellness Credit
WL - Water Lab
WWL - Wastewater Lab
ZBTLE - CSP BATTLE Task Force Grant
ZBWCG - Body Worn Camera Grant 2022-BW-21074
ZCBHA - Co-Responder Grant
ZCDPH - CDPHE Active People, Healthy Colorado Gran
ZCOEC - Stabilization and Sustainability Grant
ZDOLA - DOLA Grants
ZEMSC - EMS Create Grant for Training
ZFEMA - FEMA 2020 Safer Grant for Personnel and Fringe
ZFSDP - 2021-22 Firefighter Safety and Disease Prevention (FFSDP) Grant
ZGBMJ - DOLA Gray and Black Marijuana Grant FY21-22
ZHHS - HHS American Rescue Plan/Provider Relief
ZJAG - Justice Assistance Grant (JAG) Program
ZVALE - VALE Grants
ZWALM - Walmart Fire 2022 Grant
Grand Total

Calendar 2022
All
All
Expenses

Level 2 - Code And Description	Values Adopted Budget
	0.00
	0.00
	0.00
	0.00
-	0.00
	0.00
A220201 - Child Care Center Building	0.00
A220201L - Child Care Center Building Labor	0.00
A220201Z - Child Care Center Grant Funding	0.00
A220301 - City Hall Building Security Enhancements	0.00
A220302 - City Hall Space Reconfiguration	0.00
A220303 - City Hall HVAC Replacement/Upgrades	0.00
	0.00
	0.00
	0.00
-	0.00
-	0.00
	0.00
-	0.00
	0.00
	0.00
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-	0.00
	0.00
	0.00
	0.00
	0.00
	0.00
	0.00
D201402 - 2B: 10 Police Interceptors (Vehicles)	0.00
	0.00

-	0.00
	0.00
	0.00
	0.00
	0.00
-	0.00
	0.00
	0.00
	0.00
	0.00
	0.00
	0.00
	0.00
E201201 - Fire Station #3	0.00
E201201L - Fire Station #3 Labor	0.00
E201202 - Fire Station 3 Parking Lot at Pomona	0.00
E201301 - Fire Station #8 Land Purchase	0.00
E201302 - Fire Station 8 Construction	0.00
E201302L - Fires Station 8 Construction Labor	0.00
	0.00
-	0.00
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-	0.00
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F000132 - 2021 Contract Street Maintenance	0.00
F000132L - 2021 Contract Street Maintenance Labor	0.00
F000133 - Contract Street Maintenance	0.00
F000133L - Contract Street Maintenance Labor	0.00
F000207 - 2021 Alley Improvement Districts	0.00
F000207L - 2021 Alley Improvement Districts Labor	0.00
F000500 - Waterline Replacements Budget	0.00
F000534L - 2021 Water Line Replacements Labor	0.00
F000535 - 2022 Water Line Replacements	0.00
F000610 - 2020 Flow Line Replacements-Juniata Inlet Re-Route	0.00

F000611 - Kannah Creek Line-Anderson Ranch	0.00
F000611L - Kannah Creek Line-Anderson Ranch Labor	0.00
F000612L - Kannah Creek Backwash Labor	0.00
F000614 - 2022 Kannah Creek Flowline	0.00
F000614L - 2022 Kannah Creek Flowline Labor	0.00
F000614Z - Kannah Creek Flowline/WaterSMART Grant	0.00
F000615L - 2022 Purdy Mesa Flowline/Kannah Creek Backwash Labo	0.00
F000616 - 2022 Kannah Creek Water System Improvements	0.00
F001052 - 2021 Wastewater Treatment Plant Imp and Asset Rep	0.00
F001052L - 2021 Wastewater Treat Plant Imp and Asset Rep Labor	0.00
F001053 - 2022 Wastewater Treatment Plant Imp/Asset Replace	0.00
F001053L - 2022 Wastewater Treatment Plant Imp/Asset Replace La	0.00
	0.00
F001641 - 2021 Sewer Line Replacements/Rehabilitation	0.00
F001642 - 2022 Sewer Line Replacements/Rehabilitation	0.00
F001642L - 2022 Sewer Line Replacements/Rehabilitation Labor	0.00
F001938 - 2021 Drainage System Improvements	0.00
F001939 - 2022 Drainage System Improvements	0.00
F001940 - North Avenue Storm Drain Replacement	0.00
	0.00
F005013 - 2021 Water Treatment Plant Modifications	0.00
F005014 - 2022 Water Plant Modifications-MCC Replacement	0.00
F005015 - 2022 Water Treatment Plant Modifications	0.00
F005015L - 2022 Water Treatment Plant Modifications Labor	0.00
F005115 - 2021 Curb, Gutter, and Sidewalk Safety Repairs	0.00
F005115L - 2021 Curb, Gutter, and Sidewalk Safety Repairs Labor	0.00
F005116 - 2022 Curb, Gutter, and Sidewalk Repairs	0.00
	0.00
F130409 - 2021 Water Meter Replacements	0.00
F130410 - 2022 Water Meter Replacements	0.00
-	0.00
	0.00
F171003 - 2020 Monument Road Trail-D Rd to Lunch Loop Parking Lo	0.00
F171003L - 2020 Monument Road Trail-D Rd to Lunch Loop Parking L	0.00
	0.00
	0.00
	0.00
-	0.00
	0.00
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	0.00
	0.00
-	0.00
F200404 - SRTS - Elm Ave from 28 to 28 1/4 Road (CDBG)	0.00
F200405 - 2022 SRTS - 27 Rd South of Unaweep Ave	0.00
F200406 - 2023 SRTS - 27 Road South of Hwy 50 to B 1/2 Road	0.00
F200705 - G Road, 23 1/2 to 24 1/2 Road	0.00

	0.00
	0.00
-	0.00
-	0.00
	0.00
F201801 - Riverfront @ Dos Rios Phase II	0.00
F201801L - Riverfront @ Dos Rios Phase II Labor	0.00
F210101 - Las Colonias Outdoor Amenities	0.00
F210101L - Las Colonias Outdoor Amenities Labor	0.00
F210201 - 28 1/4 Road (Patterson to Hawthorne)	0.00
F210202 - Broadway at Reed Mesa Left Turn Lane	0.00
F210202L - Broadway at Reed Mesa Left Turn Lane Labor	0.00
F210205 - Crosby Avenue 25 1/2 Rd to Main Street	0.00
F210206 - Highway 50 at Palmer Street Intersection Improve	0.00
F210301 - 24 Rd and Riverside Pkway Interchange	0.00
F210301L - 24 Rd and Riverside Pkway Interchange Labor	0.00
F210302 - 24 Rd & G Rd Widening	0.00
F210302L - 24 Rd & G Rd Widening Labor	0.00
F210304 - 26 1/2 Road and I-70 Pedestrian Bridge	0.00
F210305 - D 1/2 Road, 29 to 30 Road	0.00
F210305L - D 1/2 Road, 29 to 30 Road Labor	0.00
F210306 - F 1/2 Parkway, Market to Patterson	0.00
F210306L - F 1/2 Parkway, Market to Patterson Labor	0.00
F210307 - F 1/2 Road, 30 Rd to Persigo Boundary	0.00
F210307L - F 1/2 Road, 30 Rd to Persigo Boundary Labor	0.00
F210309 - Horizon At G Road and 27 1/2	0.00
F210309L - Horizon At G Road and 27 1/2 Labor	0.00
F210310 - Patterson Capacity Improvements (5 Intersections)	0.00
F210310L - Patterson Capacity Imp (5 Intersections) Labor	0.00
F210311 - 26 1/2 Rd, Horizon to Summerhill	0.00
F210311L - 26 1/2 Rd, Horizon to Summerhill Labor	0.00
F210312 - 24 1/2 Road, Patterson to G 1/4 Road	0.00
F210313 - B 1/2 Road, 29 Road to 29 1/2 Road	0.00
F210313L - B 1/2 Road, 29 Road to 29 1/2 Road Labor	0.00
	0.00
	0.00
F210701L - 2021 Wastewater Treatment Plant Expansion Proj Labor	0.00
F210702 - 2022 Wastewater Treatment Plant Expansion Projects	0.00
F210702L - 2022 Wastewater Treatment Plant Expansion Projects La	0.00
F210703L - 2023 Wastewater Treatment Plant Expansion Projects La	0.00
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2022 Adopted Pr
Operating Capital
Carryforwards
Added Projects in

Budget Amendments	Amended Budget	Encumbrances	Actual Amount
0.00	0.00	0.00	179,528.54
0.00	0.00	0.00	8,978.35
0.00	0.00	(0.00)	202,639.60
75,531.00	75,531.00	0.00	0.00
0.00	0.00	0.00	62,534.67
450,000.00	450,000.00	0.00	2,544.06
1,150,000.00	1,150,000.00	(0.00)	1,085,441.13
0.00	0.00	0.00	7,007.95
800,000.00	800,000.00	0.00	805,717.93
400,000.00	400,000.00	(164.20)	43,531.34
300,000.00	300,000.00	0.00	218,054.41
275,000.00	275,000.00	(0.00)	296,837.00
113,825.00	113,825.00	0.00	0.00
0.00	0.00	0.00	15,985.79
0.00	0.00	0.00	5,776.14
4,000,000.00	4,000,000.00	(2,375.94)	1,569,163.02
35,000.00	35,000.00	36,758.56	36,758.56
276,469.00	276,469.00	0.00	276,469.00
500,000.00	500,000.00	0.00	0.00
79,000.00	79,000.00	0.00	0.00
70,000.00	70,000.00	(0.00)	0.00
150,000.00	150,000.00	0.00	0.00
450,000.00	450,000.00	0.00	0.00
200,000.00	200,000.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	49.95
0.00	0.00	0.00	7,385.16
20,000.00	20,000.00	0.00	0.00
0.00	0.00	0.00	0.00
230,248.00	230,248.00	(0.00)	362,493.42
150,000.00	150,000.00	(0.00)	57,548.89
0.00	0.00	0.00	(657.73)
0.00	0.00	0.00	57.35
0.00	0.00	0.00	1,745.94
0.00	0.00	0.00	0.00
12,073.00	12,073.00	0.00	0.00
8,765.00	8,765.00	0.00	0.00
0.00	0.00	(60,048.50)	0.00
100,000.00	100,000.00	0.00	62,369.82

0.00	0.00	(0.00)	20,353.00	
100,600.00	100,600.00	0.00	0.00	
25,300.00	25,300.00	0.00	0.00	
45,000.00	45,000.00	0.00	0.00	
27,000.00	27,000.00	0.00	0.00	
160,000.00	160,000.00	0.00	133,856.29	
0.00	0.00	0.00	21.00	
90,720.00	90,720.00	0.00	90,718.73	
0.00	0.00	0.00	1,121.76	
241,500.00	241,500.00	0.00	163,464.35	
16,873.00	16,873.00	0.00	0.00	
0.00	0.00	0.00	5,268.32	
0.00	0.00	0.00	237.35	
3,804,471.00	3,804,471.00	0.00	3,309,090.04	
0.00	0.00	0.00	12,317.94	
450,000.00	450,000.00	0.00	122,664.88	
0.00	0.00	0.00	65,090.61	
5,965,281.00	5,965,281.00	(0.00)	5,372,136.56	
0.00	0.00	0.00	14,178.29	
0.00	0.00	0.00	8,988.34	
140,960.00	140,960.00	0.00	3,054.60	
0.00	0.00	0.00	1,821.25	
295,000.00	295,000.00	0.00	283,406.75	
0.00	0.00	0.00	1,872.14	
189,000.00	189,000.00	0.00	129,278.83	
236,000.00	236,000.00	0.00	0.00	
164,325.00	164,325.00	0.00	20,413.06	
7,700.00	7,700.00	0.00	0.00	Retainage, don't i
5,000.00	5,000.00	0.00	5,620.00	
11,000.00	11,000.00	0.00	10,762.97	
16,000.00	16,000.00	0.00	7,568.00	
100,000.00	100,000.00	0.00	0.00	
24,806.00	24,806.00	0.00	0.00	
126,035.00	126,035.00	(0.00)	95,272.33	
57,886.00	57,886.00	0.00	53,343.68	
6,000.00	6,000.00	0.00	0.00	
100,000.00	100,000.00	0.00	68,086.82	
0.00	0.00	0.00	47,800.27	
0.00	0.00	0.00	15,774.17	
4,220,000.00	4,220,000.00	(0.00)	2,289,298.41	
0.00	0.00	0.00	43,975.10	
0.00	0.00	0.00	119,640.16	
0.00	0.00	0.00	5,934.39	
0.00	0.00	0.00	28.00	
0.00	0.00	0.00	9,490.33	
2,029,000.00	2,029,000.00	0.00	363,441.73	
243,706.00	243,706.00	0.00	81,134.51	

0.00	0.00	0.00	10,964.23
0.00	0.00	0.00	4,874.57
0.00	0.00	0.00	2,844.40
(3,738,000.00)	(3,738,000.00)	0.00	1,211,047.94
0.00	0.00	0.00	263.37
888,000.00	888,000.00	(0.00)	501,677.05
0.00	0.00	0.00	2,257.51
450,000.00	450,000.00	0.00	35,622.16
2,615,730.00	2,615,730.00	(0.00)	2,337,572.73
0.00	0.00	0.00	3,965.05
1,300,000.00	1,300,000.00	0.00	204,646.50
0.00	0.00	0.00	13,201.95
0.00	0.00	0.00	57,885.00
549,741.00	549,741.00	(0.00)	301,545.35
3,554,444.00	3,554,444.00	0.00	159,046.13
0.00	0.00	0.00	22,985.90
0.00	0.00	0.00	5,662.50
12,731.00	12,731.00	0.00	540.00
517,269.00	517,269.00	(0.00)	10,250.80
238,400.00	238,400.00	0.00	3,627.79
13,584.00	13,584.00	0.00	0.00
300,000.00	300,000.00	0.00	17,350.27
95,000.00	95,000.00	0.00	60,976.10
0.00	0.00	0.00	1,172.84
0.00	0.00	(0.00)	85,336.48
0.00	0.00	0.00	531.31
400,000.00	400,000.00	(0.00)	300,972.64
61,600.00	61,600.00	0.00	61,600.00
189,359.00	189,359.00	0.00	97,484.15
50,000.00	50,000.00	0.00	37,166.09
878,224.00	878,224.00	(0.00)	112,243.59
0.00	0.00	0.00	14,376.54
30,000.00	30,000.00	(0.00)	24,045.62
0.00	0.00	0.00	1,986.73
200,000.00	200,000.00	0.00	189,384.57
105,855.00	105,855.00	0.00	33,079.97
450,000.00	450,000.00	0.00	60,240.00
0.00	0.00	(981.50)	3,674,688.84
100,000.00	100,000.00	0.00	33,781.78
0.00	0.00	0.00	18,991.00
67,500.00	67,500.00	0.00	55,953.00
225,000.00	225,000.00	0.00	0.00
1,695,696.00	1,695,696.00	0.00	2,734,074.01
166,450.00	166,450.00	0.00	113,588.84
254,278.00	254,278.00	0.00	0.00
0.00	0.00	0.00	690.81
0.00	0.00	0.00	0.00

0.00	0.00	0.00	297.02
0.00	0.00	0.00	1,509.27
7,009,198.00	7,009,198.00	0.00	335,008.39
102,174.00	102,174.00	0.00	69,276.09
0.00	0.00	0.00	(4,895.51)
502,086.00	502,086.00	0.00	2,667.56
0.00	0.00	0.00	8,911.03
162,805.00	162,805.00	(0.00)	167,878.26
0.00	0.00	0.00	7,565.55
410,000.00	410,000.00	(0.00)	381,236.62
(400,000.00)	(400,000.00)	0.00	0.00
0.00	0.00	0.00	9,836.28
60,000.00	60,000.00	0.00	0.00
(291,500.00)	(291,500.00)	0.00	20,881.72
0.00	0.00	0.00	220.00
0.00	0.00	0.00	13,550.91
15,781,990.00	15,781,990.00	12,865,417.35	336,267.84
0.00	0.00	0.00	34,285.94
0.00	0.00	0.00	0.00
600,000.00	600,000.00	0.00	51,255.50
0.00	0.00	0.00	3,304.21
(7,609,544.00)	(7,609,544.00)	0.00	258,162.89
0.00	0.00	0.00	89,701.98
600,000.00	600,000.00	0.00	125,364.50
0.00	0.00	0.00	4,122.98
150,000.00	150,000.00	0.00	800.00
0.00	0.00	0.00	14,382.39
405,000.00	405,000.00	0.00	2,010.00
0.00	0.00	0.00	19,240.82
(800,000.00)	(800,000.00)	0.00	65,161.00
0.00	0.00	0.00	96.84
250,000.00	250,000.00	0.00	0.00
400,000.00	400,000.00	0.00	64,886.43
0.00	0.00	0.00	337.18
261,054.00	261,054.00	0.00	71,437.90
0.00	0.00	0.00	3,708.00
0.00	0.00	0.00	7,102.82
3,539,500.00	3,539,500.00	0.00	1,717,955.01
0.00	0.00	0.00	299.00
0.00	0.00	0.00	1,133.29
225,937.00	225,937.00	0.00	221,128.30
0.00	0.00	0.00	19,025.74
(1,635,500.00)	(1,635,500.00)	0.00	48,000.00
(530,000.00)	(530,000.00)	0.00	3,688.80
(80,000.00)	(80,000.00)	0.00	0.00
(75,000.00)	(75,000.00)	0.00	0.00
225,000.00	225,000.00	0.00	33,935.13

50,000.00	50,000.00	0.00	27,960.93
100,000.00	100,000.00	0.00	49,797.00
75,000.00	75,000.00	0.00	75,335.76
76,300.00	76,300.00	(0.00)	73,816.00
0.00	0.00	0.00	225.00
0.00	0.00	0.00	2,910.33
0.00	0.00	0.00	2,872.88
0.00	0.00	0.00	1,967.25
0.00	0.00	0.00	8,685.32
0.00	0.00	0.00	7.00
0.00	0.00	0.00	225.88
0.00	0.00	0.00	10,373.85
0.00	0.00	0.00	731.79
0.00	0.00	0.00	1,925.32
0.00	0.00	0.00	2,320,722.60
0.00	0.00	0.00	41,848.42
0.00	0.00	0.00	900.81
0.00	0.00	0.00	256,507.12
0.00	0.00	0.00	122,188.97
0.00	0.00	0.00	13,147.53
0.00	0.00	0.00	105,550.96
0.00	0.00	0.00	0.00
0.00	0.00	0.00	12,254.82
0.00	0.00	0.00	12,536.65
0.00	0.00	0.00	829,579.79
0.00	0.00	0.00	59,244.89
0.00	0.00	0.00	39,888.71
0.00	0.00	0.00	49,601.32
0.00	0.00	0.00	22,097.91
54,000.00	54,000.00	0.00	434,531.41
0.00	0.00	0.00	364.95
0.00	0.00	0.00	79.66
0.00	0.00	1,200.00	22,698.36
0.00	0.00	0.00	30,016.23
0.00	0.00	0.00	982.81
0.00	0.00	0.00	42,258.05
0.00	0.00	0.00	42,048.96
0.00	0.00	0.00	5,823.02
0.00	0.00	0.00	40,793.00
0.00	0.00	0.00	12,281.32
0.00	0.00	0.00	10,661.54
0.00	0.00	0.00	1,060.87
0.00	0.00	0.00	3,022.95
0.00	0.00	0.00	3,222.31
0.00	0.00	0.00	5,702.80
0.00	0.00	0.00	6,252.43
0.00	0.00	0.00	36,332.28

0.00	0.00	0.00	5,243.87
0.00	0.00	0.00	25,000.00
0.00	0.00	0.00	500.00
0.00	0.00	0.00	10,000.00
0.00	0.00	0.00	10,021.08
0.00	0.00	0.00	1,365.63
0.00	0.00	0.00	27,025.96
0.00	0.00	0.00	17,563.10
0.00	0.00	0.00	28,000.00
0.00	0.00	0.00	(157,323.01)
0.00	0.00	0.00	41,621.55
0.00	0.00	0.00	52,286.94
0.00	0.00	0.00	6,205.55
0.00	0.00	0.00	36,130.50
0.00	0.00	0.00	87,029.45
0.00	0.00	0.00	5,000.00
173,320.00	173,320.00	0.00	95,804.49
200,000.00	200,000.00	0.00	256,984.43
0.00	0.00	0.00	2,600.00
0.00	0.00	0.00	1,387,958.67
0.00	0.00	0.00	9,000.00
60,324.60	60,324.60	0.00	10,514.29
147,088.00	147,088.00	0.00	144,918.39
0.00	0.00	0.00	63,121.50
18,646.00	18,646.00	0.00	22,350.57
0.00	0.00	0.00	500.91
95,145,942.60	**391,791,728.60**	**12,861,377.71**	**257,376,701.09**

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Remaining Budget
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95,128,635.00	3,874,474.03	31,089,031.37	60,165,129.60
(95,128,635.00)	(3,874,474.03)	(31,089,031.37)	(60,165,129.60)

Department	GL Account	Project	Project Title
Information Technology	401-150-270.8100	A2201-A220101	Infrastructure Replacements
Information Technology	401-150-270.8100	A2101	Core Switch Replacement (Carryforward)

2022 Adopted Budget	2022 Budget Amendments	2022 Amended Budget	2022 Encumbrances	2022 Actual Expenditures
800,000	-	800,000	-	-
-	156,190	156,190	156,190	2,855

2022 Remaining Budget		*Is Budget Sufficient?*	Anticipated Design Start Date	Anticipated Design Completion Date	Anticipated/ Actual Procurement Start Date	Anticipated/ Actual Procurement Finish Date
800,000		Yes	1/1/2022			6/30/2022
(2,855)		Yes	6/1/2021			Already Complete

Anticipated/ Actual Project Start Date	Anticipated/ Actual Project Finish Date	Notes
	12/31/2022	
	8/30/2022	Manufacturer (Cisco) supply chain issues; product expected to be delivered June 2022

Linda Longenecker

From: Jerod Timothy
Sent: Wednesday, March 8, 2023 7:41 AM
To: Jodi Welch; Crystal Madrigal; Jay Valentine; Linda Longenecker; Matt Martinez
Cc: Ashley McGowen
Subject: Re: Grant for improvements to Recycling

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Jodi,

Thank you for your input it is greatly appreciated. I believe this is worth conversation with Jay o
next week. I do not want to put us in a situation where we will be required to increase rates sub
we have to find a solution to work around not having the conveyors until 2024 we will. I look fo
discussing.

Regards,

Jerod Timothy

Deputy Director
General Services
P 970.244.1565 | C 970.216.7482
250 N. 5th St., Grand Junction, CO 81501

CITY OF Grand Junction COLORADO
GENERAL SERVICES

From: Jodi Welch <jodir@gjcity.org>
Sent: Tuesday, March 7, 2023 2:19 PM
To: Jerod Timothy <jerodt@gjcity.org>; Crystal Madrigal <crystalm@gjcity.org>; Jay Valentine <jayva@gj
Longenecker <lindal@gjcity.org>; Matt Martinez <mattmar@gjcity.org>
Cc: Ashley McGowen <ashleym@gjcity.org>
Subject: RE: Grant for improvements to Recycling

Jerod & Jay,

Making sure I understand. So the $240k would be added to the $533k for a total p
$773k. Funded by $489k, $75k match (if this is still enough), which leaves $209k fr
sources. We can slice and dice what funds are paying for what, but in the end it lo
would have to go into the solid waste fund balance by another $210. Because we a

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budgeted to go in $914k or 36%, I am a little hesitant. If we did the projected endi
balance would be $1.4 million. That may be a good target/sufficient amount but it
would put us in the position of raising rates next year by 17% (rough calculation) i
wipe out the $900k use of fund balance before one-time spending.

If I have most of that correct then the next step would be updating Greg and getti

ahead on including in the supplemental.

I am here to help, just want to make sure we all understand what this decision tod
the future beginning with next year. I know you have taken on a tremendous resp
with this new operation, so I want to be of assistance however we can.

Thanks,
Jodi

Jodi Welch
Finance Director
City of Grand Junction, Colorado

970-244-1515
jodir@gjcity.org

From: Jerod Timothy <jerodt@gjcity.org>
Sent: Tuesday, March 7, 2023 1:49 PM
To: Crystal Madrigal <crystalm@gjcity.org>; Jodi Welch <jodir@gjcity.org>; Jay Valentine <jayva@gjcity.
Longenecker <lindal@gjcity.org>; Matt Martinez <mattmar@gjcity.org>
Cc: Ashley McGowen <ashleym@gjcity.org>
Subject: Re: Grant for improvements to Recycling

Hello Jodi,

Yes, the two conveyor belts are necessary operational components of the facility. The estimate
two are approximately $240,000. I would like to include this to the overall project if Jay agrees.

Regards,

Jerod Timothy

Deputy Director
General Services
P 970.244.1565 | C 970.216.7482
250 N. 5th St., Grand Junction, CO 81501

City of Grand Junction
Colorado
General Services

From: Crystal Madrigal <crystalm@gjcity.org>
Sent: Tuesday, March 7, 2023 1:41 PM
To: Jodi Welch <jodir@gjcity.org>; Jay Valentine <jayva@gjcity.org>; Jerod Timothy <jerodt@gjcity.org>; L
Longenecker <lindal@gjcity.org>; Matt Martinez <mattmar@gjcity.org>
Cc: Ashley McGowen <ashleym@gjcity.org>
Subject: RE: Grant for improvements to Recycling

Hi Jodi,

The Option B grant budget we submitted had the following:

- Grant Request: $488,640.60

- City Match: $75,384 (portions of this might be in-kind)
- **Total Project Cost: $533,024.60**

However, there may also be portions of the Option A budget which they still want to include, like the conv
Jay and Jerod, please chime in on what portion of match is cash, and if there will be anything else include
project budget.

Thanks,

Crystal Madrigal
Grant Administrator
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501
P: 970-244-1566
www.gjcity.org

From: Jodi Welch <jodir@gjcity.org>
Sent: Monday, March 6, 2023 5:33 PM
To: Jay Valentine <jayva@gjcity.org>; Jerod Timothy <jerodt@gjcity.org>; Linda Longenecker <lindal@gjcit
Martinez <mattmar@gjcity.org>
Cc: Crystal Madrigal <crystalm@gjcity.org>; Ashley McGowen <ashleym@gjcity.org>
Subject: Grant for improvements to Recycling

Hi,

As you saw we got the $488k grant. I have added a line item to the Carryforward w
What I need to know is the $488k the total project? I know we reviewed together b
recall the budget details off the top of my head and would appreciate if someone c
me the total spend that needs to be appropriated.

Thanks,
Jodi

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RE: DOLA Incentives Grant Notification of Award - Grand

Jodi Welch
To Tamra Allen
Cc Ashley Chambers; Crystal Madrigal; Linda Longenecker; Matt Ma
Retention Policy Default 2 Year Then Permanently Delete Message (2 years)

Hi,

Yes I was on the routing super exciting!! As I just verbally indicated we can add

Thanks,
Jodi

Jodi Welch
Finance Director
City of Grand Junction, Colorado

970-244-1515
jodir@gjcity.org

From: Tamra Allen <tamraa@gjcity.org>
Sent: Monday, March 13, 2023 3:24 PM
To: Jodi Welch <jodir@gjcity.org>
Cc: Ashley Chambers <ashleyc@gjcity.org>; Crystal Madrigal <crystalm@gjcity.org>
Subject: FW: DOLA Incentives Grant Notification of Award - Grand Junction

FYI, in case you didn't see it. We were awarded the $2.25 million grant request to assist GJHA in the

Thank you,

Tamra Allen, AICP
Community Development Director
City of Grand Junction, Colorado
tamraa@gjcity.org
970-256-4023

City Hall is open Monday through Friday 8 a.m. to 5 p.m. We also conduct business online, by phone or by appointm

ONE GRAND JUNCTION

Grand Junction PEDESTRIAN &

From: Crystal Madrigal <crystalm@gjcity.org>
Sent: Monday, March 13, 2023 2:44 PM
To: Tamra Allen <tamraa@gjcity.org>; Ashley Chambers <ashleyc@gjcity.org>; jkole@gjha.org
Cc: Scott Aker <saker@gjha.org>; Greg Caton <gregc@gjcity.org>; Jodi Welch <jodir@gjcity.org>

Cc: Scott Aker <saker@gjha.org>; Greg Caton <gregc@gjcity.org>; Jodi Welch <jodiw@gjcity.org>
Subject: RE: DOLA Incentives Grant Notification of Award - Grand Junction

Very exciting, good work everyone!

I will get Mitch the W9, ACH, and UEI information. Please let me know ASAP if you have any concerns w
at this time, and due to the nature of this project funds will only be used toward land acquisition costs.'

I will be following up at 5:00pm.

Congratulations!

Crystal Madrigal
Grant Administrator
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501
P: 970-244-1566
www.gjcity.org

From: Tamra Allen <tamraa@gjcity.org>
Sent: Monday, March 13, 2023 10:05 AM
To: Ashley Chambers <ashleyc@gjcity.org>; jkole@gjha.org
Cc: Scott Aker <saker@gjha.org>; Greg Caton <gregc@gjcity.org>; Crystal Madrigal <crystalm@gjcity.or
Subject: FW: DOLA Incentives Grant Notification of Award - Grand Junction

Congratulations! This is a huge win!!! Thanks for everyone's work on this application.

Tamra Allen, AICP
Community Development Director
City of Grand Junction, Colorado
tamraa@gjcity.org
970-256-4023

City Hall is open Monday through Friday 8 a.m. to 5 p.m. We also conduct business online, by phone or by appointment

---

From: Hendrick - DOLA, Mitch <mitch.hendrick@state.co.us>
Sent: Monday, March 13, 2023 9:52 AM
To: Anna Stout <annas@gjcity.org>
Cc: janice.rich.senate@coleg.gov; rick.taggart.house@coleg.gov; Greg Caton <gregc@gjcity.org>; Crysta
DOLA <olivia.cook@state.co.us>; Morgan Ferris - DOLA <morgan.ferris@state.co.us>; Tamra Allen <tam
Subject: DOLA Incentives Grant Notification of Award - Grand Junction

** - EXTERNAL SENDER. Only open links and attachments from known senders. DO NOT provide sensitiv

**Congratulations! After thorough review, we are excited to offer an Innovative Housi
Centennial Park Development project.**

Attached is your official Notice of Award.

Program Assistant, Robyn DiFalco and I will be your primary points of contact, along with

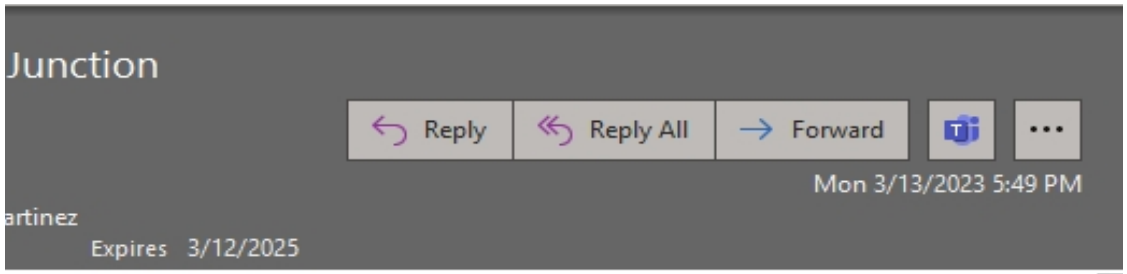
Recognizing that there is a tight timeline for expenditure of this final round of grant funds,
prepare your Grant Agreement, please submit the following items to DOLA staff:

- Grantee's SAM UEI number
- Completed W-9 Form (see attached)
- Grantee's banking information – Attached is a copy of the EFT/ACH
- AUTHORIZATION FORM. If you prefer payment via check or warrant, let us kno

The sooner we receive the above items, the sooner we can get grant agreements execute

A third item is related to your procurement process. Typically, grantees will hold a competi
please confirm whether a contract has yet been awarded to a contractor or qualified firm t

Please refrain from expending grant funds until a grant agreement is fully executed as gra
guidance for more on procurement rules.
We look forward to working with you through grant implementation.



d first reading April 5th/second reading April 15th.

: purchase of a property off of 23 ½ Road. Will we need a supplemental appropriation for this?

ent as needed.

vith the following statement related to the formal RFP process. "No contracts have been awarded
"

g>; Jodi Welch <jodir@gjcity.org>

as needed.

l Madrigal <crystalm@gjcity.org>; Dana Hlavac - DOLA <dana.hlavac@state.co.us>; Olivia Cook -
raa@gjcity.org>; Robyn Difalco - DOLA <robyn.difalco@state.co.us>

ve information. Check email for threats per risk training. - **

ng Incentive Grant (IHOI) award to assist with the City of Grand Junction's

your DLG Regional Manager, as you move forward with this project.

we hope to proceed as quickly as feasible with the contracting process. In order to

ow.

ed.

itive procurement process after award/grant execution but not in all cases. Can you
hrough a formal RFP or competitive process.

ınt funds cannot pay for anything that occurs prior to that date. Please see the attached

Linda Longenecker

From: Crystal Madrigal
Sent: Tuesday, March 7, 2023 1:00 PM
To: Linda Longenecker; Trenton Prall; Ken Sherbenou
Cc: Jodi Welch; Matt Martinez; Stevie Oviatt
Subject: RE: Environmental Design for City Parks (Lighting) -

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Linda,

Thanks for setting up this project code. I wanted to follow up on the GL's.

Ken and Trent, please chime in if you feel differently on any of the proposed.

For revenue I think it would be
$514,000 to 201-710-385-380.4200_03
$41,000 to 100-710-385-380.4200_03

For expenses
$514,000 to 201-710-385-380.8230_02
$41,000 to 100-710-385-380.7900

Let me know if you need anything else on this piece, Linda.

Thanks!

Crystal Madrigal
Grant Administrator
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501
P: 970-244-1566
www.gjcity.org

From: Linda Longenecker <lindal@gjcity.org>
Sent: Tuesday, January 24, 2023 10:34 AM
To: Crystal Madrigal <crystalm@gjcity.org>; Trenton Prall <trentonp@gjcity.org>; Ken Sherbenou <kensh
Cc: Jodi Welch <jodir@gjcity.org>; Matt Martinez <mattmar@gjcity.org>; Stevie Oviatt <stevieo@gjcity.c
Subject: RE: Environmental Design for City Parks (Lighting) -

Hi Crystal,

The project has been created.

CPTST23 - 2023 Crime Prevention Through Safer Streets Grant

Regards,
Linda Longenecker
Budget Coordinator
City of Grand Junction
970-244-1535
lindal@gjcity.org

From: Crystal Madrigal <crystalm@gjcity.org>
Sent: Tuesday, January 24, 2023 8:43 AM
To: Linda Longenecker <lindal@gjcity.org>; Trenton Prall <trentonp@gjcity.org>; Ken Sherbenou <kensh@
Cc: Jodi Welch <jodir@gjcity.org>; Matt Martinez <mattmar@gjcity.org>; Stevie Oviatt <stevieo@gjcity.o
Subject: RE: Environmental Design for City Parks (Lighting) -

Hi Linda,

Just checking in on this project code. Did we go with the code below or was there another code already e
we could add a Z child under?

Thanks for any updates!

Crystal Madrigal
Grant Administrator
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501
P: 970-244-1566
www.gjcity.org

From: Crystal Madrigal
Sent: Tuesday, January 10, 2023 5:19 PM
To: Linda Longenecker <lindal@gjcity.org>; Trenton Prall <trentonp@gjcity.org>; Ken Sherbenou <kensh@
Cc: Jodi Welch <jodir@gjcity.org>; Matt Martinez <mattmar@gjcity.org>; Stevie Oviatt <stevieo@gjcity.o
Subject: FW: Environmental Design for City Parks (Lighting) -

Hi Linda,

We need to establish a project code for this funding for the Crime Prevention Through Safer Streets Gran
ZDCJ – CPTST23.

Trent and Ken, can you identify the revenue GL we should be using to add budget to this project?

Thanks!

Crystal Madrigal
Grant Administrator

2

City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501
P: 970-244-1566
www.gjcity.org

From: Crystal Madrigal
Sent: Saturday, December 31, 2022 1:30 PM
To: Trenton Prall <trentonp@gjcity.org>; Eric Mocko <ericmock@gjcity.org>
Cc: Kenneth Haley <kennethh@gjcity.org>; Ashley McGowen <ashleym@gjcity.org>; Ken Sherbenou <ke
Subject: RE: Environmental Design for City Parks (Lighting) -

Thank you, Trent!

I have submitted the most recent audit along with some questions regarding the reporting requirements with the federal PMT system which we use for other DOJ awards, so if required I can lead that effort.

Since we do not have consultant/contract services in the grant budget(see page 3 of Exhibit E), I don't be to get approval on those costs (they would be City funded).

We will however need to get prior approval for any equipment over $5k, and I've included the required f waiting for direction from the DCJ grant manager on where we will submit those. **Ken**, this will only inclu containers unless some of the other supply items we included in the budget end up with a cost over $5k,

We will also be required to submit the inventory form above for each of the Connex containers. Ashley, I this info to Dawson.

I will keep you all posted when I hear back from our DCJ grant manager. Please let me know if you have a the meantime.

Thanks, and Happy New Year!

Crystal Madrigal
Grant Administrator
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501
P: 970-244-1566
www.gjcity.org

From: Trenton Prall <trentonp@gjcity.org>
Sent: Friday, December 30, 2022 4:11 PM
To: Eric Mocko <ericmock@gjcity.org>; Crystal Madrigal <crystalm@gjcity.org>
Cc: Kenneth Haley <kennethh@gjcity.org>; Ashley McGowen <ashleym@gjcity.org>; Ken Sherbenou <ke
Subject: Environmental Design for City Parks (Lighting) -

Eric, Crystal,

Here is the final grant contract for the Parks Lighting improvements at Whitman, Emerson, Haw Sherwood and Conex containers at shops, Las Colonias, Matchett and Columbine.

Time is extremely tight! June 30, 2023.

3

Ashley-Exhibit B Page 1 Section 1A goes over Audit requirements. Looks like we need to get the audit or financial review and management letter within 30 days.

Crystal Exhibit B Page 2 Section 2 - quarterly reporting is supposed to be in a federal Performanc Management Tool. Look forward to your advice there as Eric and I don't have experience there

Eric - Exhibit B, Page 2 / 4A. Looks like Dept of Criminal Justice (DCJ) wants to review and prior a contracts for professional services (i.e. consulting engineering design)

Scope of work is outlined in Exhibit D.
Budget is outlined in Exhibit E.

Eric we can discuss more in our 1 on 1 on Tuesday Jan 4 in regards to next steps. I believe ACM contacted to provide a proposal for electrical engineering design.

I appreciate all your help!

Trent Prall, PE

Public Works Director

Public Works Director

City of Grand Junction

970-256-4047 / 970-201-6384

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@gjcity.org>
rg>

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@gjcity.org>
rg>

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nsh@gjcity.org>

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elieve we need

form above. I am
ıde the Connex
/unit.

I will also send

any questions in

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nsh@gjcity.org>

rthorne, and

---

most recent

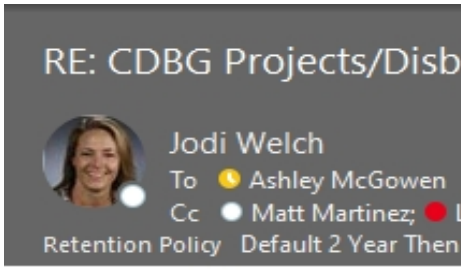
ce
e yet.

approval for

was already

PROGRAM YR	PROJECT NUMBER	PROJECT

2020	F2004-F200404	Elm Avenue SRTS
2021	??	27 Road Unaweep to B.75 Road SRTS
2021	5210110	Karis Remodel the House
2021	5210112	HRWC Critical Home Repair
2022	5220101	Program Administration
2022	5220102	HRWC Counseling + $4283 Gen Fund
2022	5220103	HRWC Emergency Payments
2022	5220104	CEC Counseling
2022	5220105	Eureka! Van Purchase
2022	5220106	Meals on Wheels Food Purchase
2022		REC BMS Transportation
2022	5220108	HRWC Critical Home Repair
2022	5220109	HRWC Mobile Home Repair
2022	5220110	STRiVE Group Home Remodel
2022	5220111	STRiVE Woodshop Remodel
2022	5220112	Hilltop Bacon Building Roof
2022	5220113	HBGV Pathways Security System
2022	5220114	Hilltop Resource Center Fencing
2022	F200406	27 Road Hwy 50 to B.5 Road SRTS + $40
2022	F200407	Rocket Park Pedestrian Crossing
		Total CDBG Carryover



Thank you I will put this in as a p

Jodi Welch
Finance Director
City of Grand Junction, Colorad

970-244-1515
jodir@gjcity.org

From: Ashley McGowen <ashleym@gjcit
Sent: Saturday, March 4, 2023 8:53 AM
To: Jodi Welch <jodir@gjcity.org>
Cc: Matt Martinez <mattmar@gjcity.org
Subject: RE: CDBG Projects/Disbursemer

Hello Jodi,

I am waiting for Kris to confirm, but I bel

Funds

Recipient Name	Pr
GRAND JUNCTION, CO	CD
GRAND JUNCTION, CO	CD
GRAND JUNCTION, CO	CD

Thank you,

Ashley McGowen *(she/her)*
Deputy Finance Director
City of Grand Junction
P: 970-256-4012

BALANCE

	$16,909.23
	$180,359.00
	$5,975.00
	$4,511.83
	$18,607.16
	$5,717.00
	$10,000.00
	$10,000.00
	$7,800.00
	$15,000.00
	$7,800.00
	$10,000.00
	$25,000.00
	$63,222.00
	$13,000.00
	$39,871.00
	$49,864.00
	$19,676.00
99.00 Capital Fund	$99,501.00
	$40,000.00
	$642,813.22

	16,909.23
	180,359.00
	5,975.00
	4,511.83
	207,755.06

Highlighted numbers are budgeted in 2023.

	5,717.00
	10,000.00
	10,000.00
	7,800.00
	15,000.00
	7,800.00
	10,000.00
	25,000.00
	63,222.00
	13,000.00
	39,871.00
	49,864.00
	19,676.00
	99,501.00
	40,000.00
	416,451.00
	(114,580.00) for last years transfer
	301,871.00

	114,580.00
	207,755.00
	322,335.00

ursements multiple year running total

Linda Longenecker
Permanently Delete Message (2 years) Expires 3/3/2025

place holder. At this point our carryforward is $356,469.

o

ty.org>

>; Linda Longenecker <lindal@gjcity.org>
nts multiple year running total

lieve there is $161,337.62 from prior years that can be spent in 2023.

ogram	Fund Type	Source Name	Source Type	Available for Funding
BG	EN	HUD	MC	$161,003.43
BG	EN	HUD	MW	$334.29
BG	PI	HUD	MC	$0.00

> Hello Linda,
>
> Per our phone conversation, this is the same project related to the $97,607.77 we drew
> 5,420.)

Please let me know if you'd like to discuss further.

Thank you,

Ashley McGowen *(she/her)*
Deputy Finance Director
City of Grand Junction
P: 970-256-4012

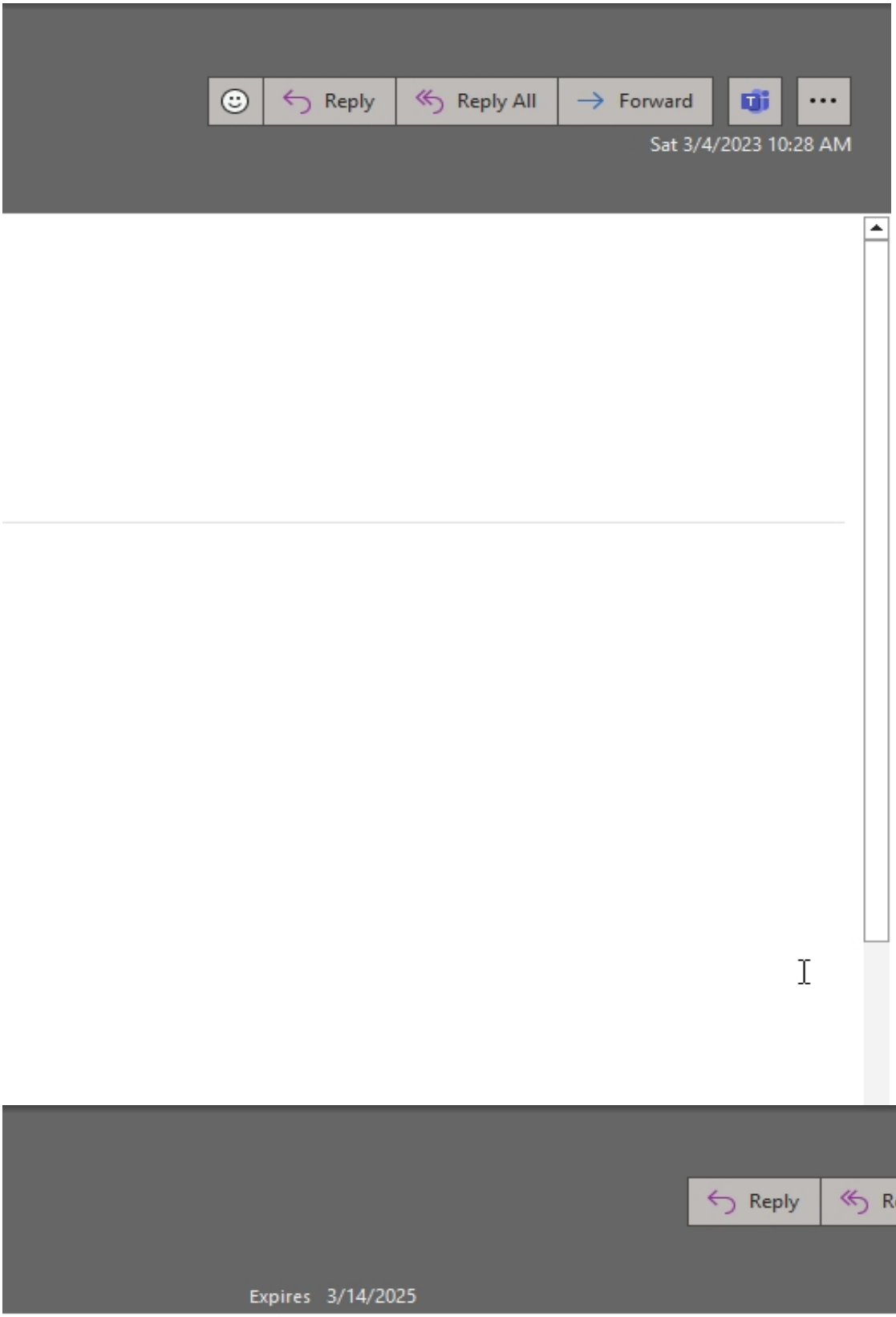
From: Linda Longenecker <lindal@gjcity.org>
Sent: Wednesday, March 15, 2023 10:45 AM
To: Ashley McGowen <ashleym@gjcity.org>; Brandon Hinze <brandonhin@gjcity.org>
Cc: Jodi Welch <jodir@gjcity.org>; Matt Martinez <mattmar@gjcity.org>
Subject: Elm Ave SRTS Transfer

Hi Ashley,

I am working on carryforwards and one of the items Trent has is for the SRTS Elm Ave p
$119,450 was carried forward to 2022 and $113,588.84 was spent. Looking back at act
requested a draw from CDBG for this project?

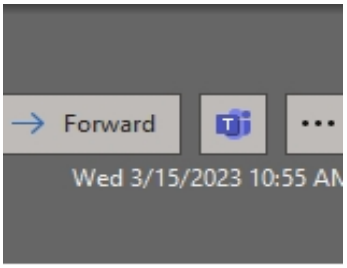
Jodi, I have it on the carryforward list with a note to figure this out.

Regards,
Linda Longenecker
Budget Coordinator
City of Grand Junction
970-244-1535
lindal@gjcity.org



and transferred in January 2023. The total amount of carryforward for this project will need to b

roject for $52,861. This project was originally budgeted in 2021 with CDBG covering $120K but tl
ual transfer posted in the system, I don't see anything related to this project. Do you have a way



be $114,580 ($120,000 –

hey only spent $550 so
of telling if we have

Linda Longenecker

From: Jodi Welch
Sent: Friday, March 17, 2023 10:09 AM
To: Crystal Madrigal; Kenneth Watkins; Ellis Thompson-Ellis
Cc: Matt Martinez; Linda Longenecker; Stevie Oviatt
Subject: RE: Completed: Please DocuSign: A#1 COSWAP Riparian WUI- Grand Junction, CMS 1
Attachments: BLM Fuels Management Grant Application; Exhibit B GJ_WD_Budget_Transition.xlsx - S

All,

I need to clarify the impact on the budget of this grant. See below for a chart, but b
I believe we need to budget (expense/add to supplemental) the $185k for sure. Wh
know is we anticipated and budgeted revenue and expense for the $15k from BLM
this is an unusual one because the State switched it up on us. Was this communicat
before we accepted?

Project Expense	**235,388**	
City Grant Management	**10,388**	**Budgeted**
City Multi Dept	**25,000**	**Budgeted**
Spend of BLM Grant	**15,000**	**Is this Budgeted as an Expense?**
Total In-Kind	**50,388**	**Should Be Budgeted**
Remaining Amount Needed to be Budgeted	**185,000**	**Need Supplemental Appropriation**
Project Revenue		
BLM Grant	**15,000**	**Is this Budgeted as a Revenue?**
COSWAP Grant	**185,000**	**Needs Revenue Budget Amendment**
Total Grant Revenue	**200,000**	
Net Expense to City	**35,388**	

Thanks,
Jodi

PS. Crystal and Stevie, I know this was before pre-app, but this situation led me to
want to amend the pre-app form to have some kind of schedule like the one above
account numbers added so we can catch budget issues on the front end. Also I thin
need to make the form a Word document for now because it is problematic that w
the whole narrative. And let's route to Matt and Linda also when they come in.

1

Jodi Welch
Finance Director
City of Grand Junction, Colorado

970-244-1515
jodir@gjcity.org

From: Linda Longenecker <lindal@gjcity.org>
Sent: Friday, March 17, 2023 7:11 AM
To: Crystal Madrigal <crystalm@gjcity.org>; Stevie Oviatt <stevieo@gjcity.org>
Cc: Jodi Welch <jodir@gjcity.org>; Matt Martinez <mattmar@gjcity.org>
Subject: RE: Completed: Please DocuSign: A#1 COSWAP Riparian WUI- Grand Junction, CMS 181844

Thank you, Crystal. If we are using the funds to hire contractors then I think we add to the supplemental Jodi make that call.

Regards,
Linda Longenecker
Budget Coordinator
City of Grand Junction
970-244-1535
lindal@gjcity.org

From: Crystal Madrigal <crystalm@gjcity.org>
Sent: Thursday, March 16, 2023 5:37 PM
To: Stevie Oviatt <stevieo@gjcity.org>; Linda Longenecker <lindal@gjcity.org>
Cc: Jodi Welch <jodir@gjcity.org>; Matt Martinez <mattmar@gjcity.org>
Subject: RE: Completed: Please DocuSign: A#1 COSWAP Riparian WUI- Grand Junction, CMS 181844

Hi all,

Apologies, I am jumping in here to help clear up a few pieces. This was originally supposed to be in-kind v around $400k. When the State couldn't fulfill that they offered to pay a portion with cash instead. That a **$185,000** with the remaining being match, as indicated in Exhibit B attached. Neither the expenses or rev budgeted because we didn't anticipate receiving or spending funds.

When we have our kick-off meeting we can get more details from Ellis, but as far as I understand the fun used to hire contractors to complete a portion of the original scope of work.

Please let me know if it would be helpful to have a quick discussion on this.

Thank you!

Crystal Madrigal
Grant Administrator
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501

2

Jodi Welch
Finance Director
City of Grand Junction, Colorado

970-244-1515
jodir@gjcity.org

From: Linda Longenecker <lindal@gjcity.org>
Sent: Friday, March 17, 2023 7:11 AM
To: Crystal Madrigal <crystalm@gjcity.org>; Stevie Oviatt <stevieo@gjcity.org>

Cc: Jodi Welch <jodir@gjcity.org>; Matt Martinez <mattmar@gjcity.org>
Subject: RE: Completed: Please DocuSign: A#1 COSWAP Riparian WUI- Grand Junction, CMS 181844

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Regards,
Linda Longenecker
Budget Coordinator
City of Grand Junction
970-244-1535
lindal@gjcity.org

From: Crystal Madrigal <crystalm@gjcity.org>
Sent: Thursday, March 16, 2023 5:37 PM
To: Stevie Oviatt <stevieo@gjcity.org>; Linda Longenecker <lindal@gjcity.org>
Cc: Jodi Welch <jodir@gjcity.org>; Matt Martinez <mattmar@gjcity.org>
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When we have our kick-off meeting we can get more details from Ellis, but as far as I understand the fun used to hire contractors to complete a portion of the original scope of work.

Please let me know if it would be helpful to have a quick discussion on this.

Thank you!

Crystal Madrigal
Grant Administrator
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501

Will you please create a project for the Fire COSWAP Grant? We were thinking ZDNR-COSWAP. We were $235,388.00. None of the expenses for this were budgeted as we were originally expecting this to be in-ki inmate crews. Please let me know if you need anything else from me.

Thank you,
Stevie Oviatt *(She/Her)*
Grant Specialist
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501
P: 970-244-1538
www.gjcity.org

From: Crystal Madrigal <crystalm@gjcity.org>
Sent: Thursday, March 16, 2023 2:52 PM
To: Stevie Oviatt <stevieo@gjcity.org>
Subject: RE: Completed: Please DocuSign: A#1 COSWAP Riparian WUI- Grand Junction, CMS 181844

Hi Stevie,

Can you please request the project code from Linda: ZDNR – COSWAP, and include Jodi and Matt on the e

Include the revenue amount from the second contract and let her know that none of the expenses have b
because we originally anticipated this to be in-kind labor of inmate crews.

We talked about the monthly invoicing check-in so go ahead and adjust that checklist to reflect but don't
to the calendars until we have a post award meeting with Ellis.

I sent you information on the original application and contract so you should now have those in your ema

Thank you for your work on the time trackers, please add the 30 min that we spent discussing for both of

Crystal Madrigal
Grant Administrator
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501
P: 970-244-1566
www.gjcity.org

From: Stevie Oviatt <stevieo@gjcity.org>
Sent: Thursday, March 16, 2023 11:24 AM
To: Crystal Madrigal <crystalm@gjcity.org>
Subject: RE: Completed: Please DocuSign: A#1 COSWAP Riparian WUI- Grand Junction, CMS 181844

Hi Crystal,

I could not find the application materials for this grant; if you would please send those to me, I will save th
on the share and put them in the folder. I also could not find a folder on the share for this grant, so I creat

---

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Thank you,

Stevie Oviatt *(She/Her)*
Grant Specialist
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501
P: 970-244-1538
www.gjcity.org

From: Crystal Madrigal <crystalm@gjcity.org>
Sent: Thursday, March 16, 2023 2:52 PM
To: Stevie Oviatt <stevieo@gjcity.org>
Subject: RE: Completed: Please DocuSign: A#1 COSWAP Riparian WUI- Grand Junction, CMS 181844

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Thank you for your work on the time trackers, please add the 30 min that we spent discussing for both of

Crystal Madrigal
Grant Administrator
City of Grand Junction
250 North 5th Street
Grand Junction, CO 81501
P: 970-244-1566
www.gjcity.org

From: Stevie Oviatt <stevieo@gjcity.org>
Sent: Thursday, March 16, 2023 11:24 AM
To: Crystal Madrigal <crystalm@gjcity.org>
Subject: RE: Completed: Please DocuSign: A#1 COSWAP Riparian WUI- Grand Junction, CMS 181844

Hi Crystal,

I could not find the application materials for this grant; if you would please send those to me, I will save tl
on the share and put them in the folder. I also could not find a folder on the share for this grant, so I creat

---

Thanks,

Ken Watkins
Fire Chief
City of Grand Junction
970-549-5801

From: DocuSign NA3 System <dse_NA3@docusign.net>
Sent: Thursday, March 9, 2023 2:14 PM
To: Kenneth Watkins <kenw@gjcity.org>
Subject: Completed: Please DocuSign: A#1 COSWAP Riparian WUI- Grand Junction, CMS 181844

81844
Sheet1.pdf

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107 Carryforward for PD

Jodi Welch

To Linda Longenecker; Matt Martinez

Cc Ashley McGowen; Matt Smith; William Baker; Olivia Bray; Brando

Retention Policy Default 2 Year Then Permanently Delete Message (2 years)

You replied to this message on 3/6/2023 7:39 AM.

Linda and Matt,

I think we are missing carryforward in 107 for police capital. They had $180,900 in budget a
added the detail below. Please look into this and let me know if we need to add to the carry

$ 8100_05 Capital Equip_Vehicles/Machinery	100-650-670	General Fund, Streets, W
$ 8210 Facility Construction New	107-420-390-085	First Responder Tax Fund
$ 8215 Facility Improvements	107-420-390-620	First Responder Tax Fund
$ 8220 Facility Acquisition	107-430-280-280	First Responder Tax Fund

107-420-390-085.8100_05 (First Responder Tax Fund-Police Ops-Patrol-

Classification **Capital Outlay, Capital Equipment**

Level	Transactions
Contains...	Contains...
+ Requested	1
+ Department Head	1
+ Budget and Accounting	2
− City Council	2

Description	Number of Units	Amount per Unit	Total Amount
Contains...	Equals...	Equals...	Equals...
Code Compliance Officer Vehicle	1.0000	$27,500.00	$27,50
Additional Code Compliance Officer Vehicle...	1.0000	$27,500.00	$27,50

107-420-390-620.8100_05 (First Responder Tax Fund-Police Ops-Patro

Classification **Capital Outlay, Capital Equipment**

Level	Transactions
Contains...	Contains...
+ Requested	1
+ Department Head	1
+ Budget and Accounting	1
− City Council	1

Description	Number of Units	Amount per Unit	Total Amou

nd haven't spent anything. This is budgeted directly in the 107, no associated transfer. For the benefit of yforward. Thanks, Jodi

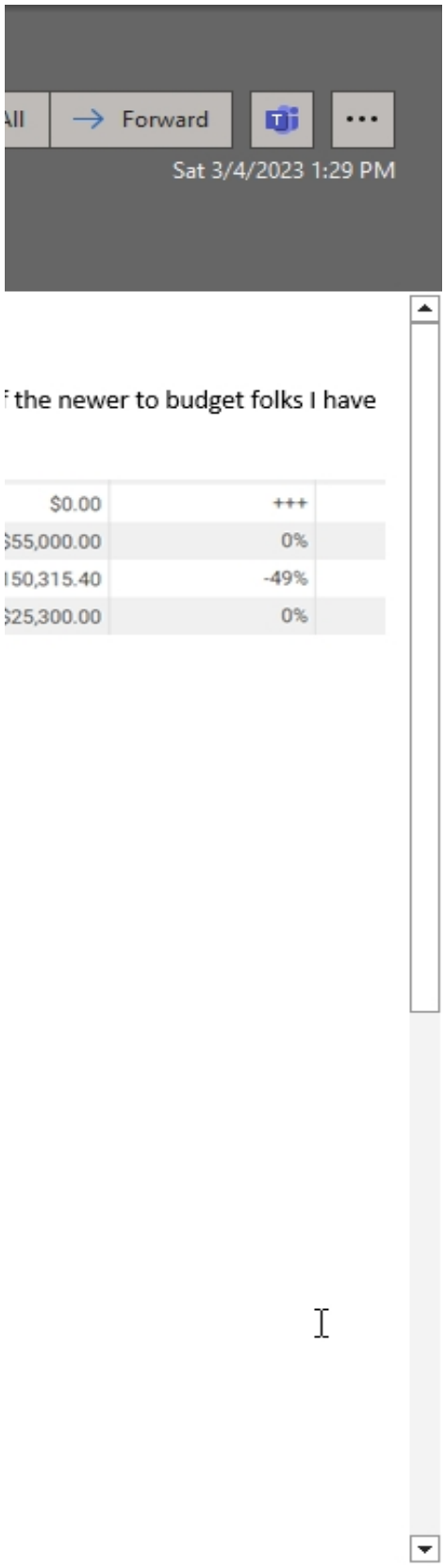
eed Abatement	$0.00	$0.00	$0.00	$0.00	
d, Police Ops, Patrol,...	$55,000.00	$55,000.00	$0.00	$0.00	$
d, Police Ops, Patrol,...	$100,600.00	$100,600.00	($49,715.40)	$0.00	$1
d, Police Services, In...	$25,300.00	$25,300.00	$0.00	$0.00	$

Code Enforcement.Capital Equip_Vehi

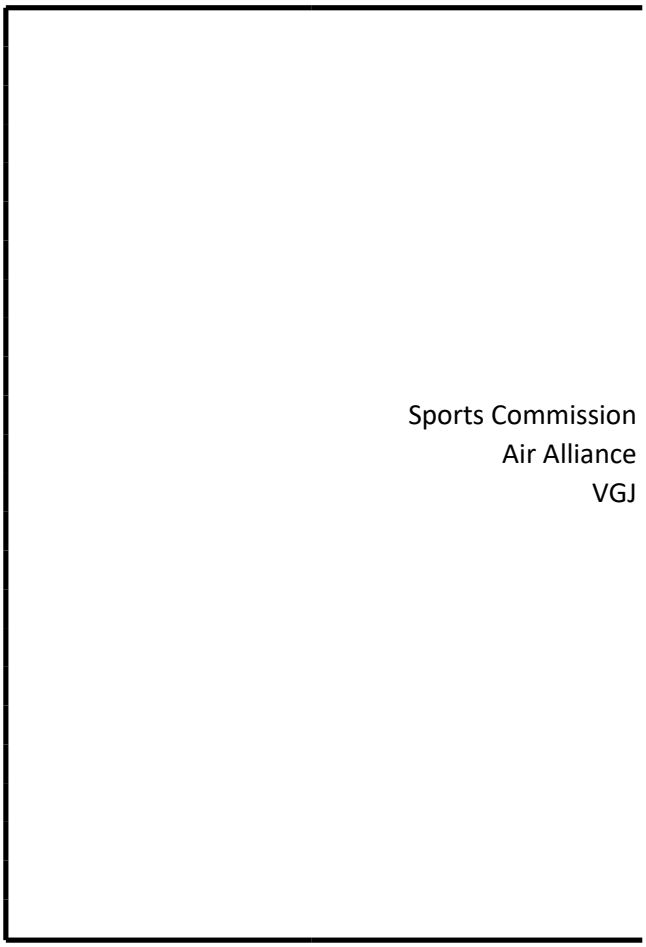
	Transaction ...
	Equals...
	$27,500.00
	$27,500.00
	$55,000.00
	$55,000.00

l-Uniform Patrol.Capital Equip_Vehicl

	Transaction ...
	Equals...
	$100,600.00
	$100,600.00
	$100,600.00
	$100,600.00


All
Forward
Sat 3/4/2023 1:29 PM
f the newer to budget folks I have
$0.00 +++
$55,000.00 0%
150,315.40 -49%
$25,300.00 0%

G/L Date	G/L Account	Journal Type	SubLedger
01/10/2022	106-811.4045	Journal Entry	Revenue Accounting
01/10/2022	106-811.4045	Journal Entry	Revenue Accounting
01/10/2022	106-811.4045	Journal Entry	Revenue Accounting
01/13/2022	106-811.4045	Journal Entry	Revenue Accounting
02/02/2022	106-811.4045	Journal Entry	Revenue Accounting
02/02/2022	106-811.4045	Journal Entry	Revenue Accounting
02/02/2022	106-811.4045	Journal Entry	Revenue Accounting
02/02/2022	106-811.4045	Journal Entry	Revenue Accounting
02/16/2022	106-811.4045	Journal Entry	Revenue Accounting
02/25/2022	106-811.4045	Journal Entry	Revenue Accounting
04/04/2022	106-811.4045	Journal Entry	Revenue Accounting
04/04/2022	106-811.4045	Journal Entry	Revenue Accounting
04/04/2022	106-811.4045	Journal Entry	Revenue Accounting
04/29/2022	106-811.4045	Journal Entry	Revenue Accounting
04/29/2022	106-811.4045	Journal Entry	Revenue Accounting
04/29/2022	106-811.4045	Journal Entry	Revenue Accounting
07/06/2022	106-811.4045	Journal Entry	Revenue Accounting
07/06/2022	106-811.4045	Journal Entry	Revenue Accounting
07/06/2022	106-811.4045	Journal Entry	Revenue Accounting
07/19/2022	106-811.4045	Journal Entry	Revenue Accounting
07/25/2022	106-811.4045	Journal Entry	Revenue Accounting
08/01/2022	106-811.4045	Journal Entry	Revenue Accounting
08/01/2022	106-811.4045	Journal Entry	Revenue Accounting
10/12/2022	106-811.4045	Journal Entry	Revenue Accounting
10/12/2022	106-811.4045	Journal Entry	Revenue Accounting
10/20/2022	106-811.4045	Journal Entry	Revenue Accounting
10/20/2022	106-811.4045	Journal Entry	Revenue Accounting
10/31/2022	106-811.4045	Journal Entry	Revenue Accounting
11/04/2022	106-811.4045	Journal Entry	Revenue Accounting
12/31/2022	106-811.4045	Journal Entry	Revenue Accounting
12/31/2022	106-811.4045	Journal Entry	Revenue Accounting
12/31/2022	106-811.4045	Journal Entry	Revenue Accounting
12/31/2022	106-811.4045	Journal Entry	Revenue Accounting


Sports Commission
Air Alliance
VGJ

Journal Number	Transaction Description
2022-00000103	Revenue Collection Payment Post
2022-00000103	Revenue Collection Payment Post
2022-00000103	Revenue Collection Payment Post
2022-00000141	Revenue Collection Payment Post
2022-00000367	Revenue Collection Payment Post
2022-00000367	Revenue Collection Payment Post
2022-00000367	Revenue Collection Payment Post
2022-00000367	Revenue Collection Payment Post
2022-00000534	Revenue Collection Payment Post
2022-00000673	Revenue Collection Payment Post
2022-00001251	Revenue Collection Payment Post
2022-00001251	Revenue Collection Payment Post
2022-00001251	Revenue Collection Payment Post
2022-00001707	Revenue Collection Payment Post
2022-00001707	Revenue Collection Payment Post
2022-00001707	Revenue Collection Payment Post
2022-00002848	Revenue Collection Payment Post
2022-00002848	Revenue Collection Payment Post
2022-00002848	Revenue Collection Payment Post
2022-00003239	Revenue Collection Payment Post
2022-00003239	Revenue Collection Payment Post
2022-00003238	Revenue Collection Payment Post
2022-00003238	Revenue Collection Payment Post
2022-00004660	Revenue Collection Payment Post
2022-00004660	Revenue Collection Payment Post
2022-00004831	Revenue Collection Payment Post
2022-00004831	Revenue Collection Payment Post
2022-00005015	Revenue Collection Payment Post
2022-00005186	Revenue Collection Payment Post
2022-00006002	Revenue Collection Payment Post
2022-00006002	Revenue Collection Payment Post
2022-00006073	Revenue Collection Payment Post
2022-00006073	Revenue Collection Payment Post

Beginning fund balance 2022	149,832
1 Disbursed to Partners in 2022	(86,304.00)
2021 VGJ Transferred in 2022	(61,645.64)
Remaining Fund Balance	1,882.36

Interest Income not distributed	(1,880.73)
Rounding Issue	(1.63)
	0.00
Fund Balance Worksheet Actual	2,396,707.69
ers per Allocation Spread Sheet	(1,174,114.99)
)22 per Allocation Spread Sheet	(838,653.89)
	383,938.81
)22 per Allocation Spread Sheet	(220,699.13)
)22 per Allocation Spread Sheet	(157,642.23)
	5,597.45
Interest Income not distributed	(795.89)
Revenue Collections 2022	(5,070.72)
Lodging Tax Refunds 2022	269.61
	0.45
Rounding Issue	(0.45)
	(0.00)

orts Commission Current Supp.	94,585.34
Air Alliance Current Supp.	126,113.79
VGJ Current Supp.	157,642.23
. Interest Income not Disbursed	1,880.73
! Interest Income not Disbursed	795.89
venue Collections not Disbursed	5,070.72
2022 Refund	(269.61)
Rounding Difference	1.18
	7,478.91
25.000%	1,869.73
33.333%	2,492.97
41.667%	3,116.21
	7,478.91
	-
MENTAL SPORTS COMMISSION	**96,455.06**
SUPPLEMENTAL AIR ALLIANCE	**128,606.76**
2023 SUPPLEMENTAL VGJ	**160,758.44**
	385,820.26
2022 Fund Balance Worksheet	385,820.26
nd Balance less Carry forwards	-

Debit	Credit	
		$111.03
		$215.15
		$115.79
		$134.79
		$50.76
		$84.73
		$21.97
		$208.01
		$474.33
		$136.54
		$130.47
		$79.91
		$292.36
		$63.60
		$106.79
		$34.47
		$212.91
		$330.99
		$157.98
		$231.72
		$87.60
		$205.53
		$94.81
		$171.89
		$247.43
		$105.42
		$240.05
		$71.91
		$278.45
		$213.28
		$88.49
		$40.31
		$31.25

Needs disbursed in 2023
Needs disbursed in 2023

Needs disbursed in 2023
Needs disbursed in 2023
Needs reimbursed in 2023

Needs reimbursed in 2023

Current Supplemental
Current Supplemental
Current Supplemental

Total misc. not disbursed

Updated Supplemental

Source	Reference	Department
Collections		System Generated System Generate
Collections		System Generated System Generate
Collections		System Generated System Generate
Collections		System Generated System Generate
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Collections		System Generated System Generate
Collections		System Generated System Generate
Collections	RC - CK AR - Checks - AR	System Generated System Generate
Collections	RC - CK AR - Checks - AR	System Generated System Generate
Collections	RC - CK AR - Checks - AR	System Generated System Generate
Collections	RC - PM - Paymentus	System Generated System Generate
Collections	RC - PM - Paymentus	System Generated System Generate
Collections	RC - CK AR - Checks - AR	System Generated System Generate
Collections	RC - CK AR - Checks - AR	System Generated System Generate
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Collections	RC - CK AR - Checks - AR	System Generated System Generate
Collections		System Generated System Generate
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Collections	RC - CK AR - Checks - AR	System Generated System Generate
Collections	RC - PM - Paymentus	System Generated System Generate
Collections	RC - CK AR - Checks - AR	System Generated System Generate
Collections	RC - CK AR - Checks - AR	System Generated System Generate
Collections	RC - CK AR - Checks - AR	System Generated System Generate
Collections	RC - CK AR - Checks - AR	System Generated System Generate

Project	DueTo/Due From Fund	Operating Transfer
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Project Revenue	Soft Close Date	Journal Created By	Journal Created Date
No		Kelly Turner	01/10/2022
No		Kelly Turner	01/10/2022
No		Kelly Turner	01/10/2022
No		Kelly Turner	01/13/2022
No		Kelly Turner	02/02/2022
No		Kelly Turner	02/02/2022
No		Kelly Turner	02/02/2022
No		Kelly Turner	02/02/2022
No		Kelly Turner	02/16/2022
No		Kelly Turner	02/25/2022
No		Kelly Turner	04/04/2022
No		Kelly Turner	04/04/2022
No		Kelly Turner	04/04/2022
No		Kelly Turner	04/29/2022
No		Kelly Turner	04/29/2022
No		Kelly Turner	04/29/2022
No		Kelly Turner	07/06/2022
No		Kelly Turner	07/06/2022
No		Kelly Turner	07/06/2022
No		Kelly Turner	08/01/2022
No		Kelly Turner	08/01/2022
No		Kelly Turner	08/01/2022
No		Kelly Turner	08/01/2022
No		Kelly Turner	10/12/2022
No		Kelly Turner	10/12/2022
No		Kelly Turner	10/20/2022
No		Kelly Turner	10/20/2022
No		Kelly Turner	10/31/2022
No		Kelly Turner	11/09/2022
No		Dawson Moore	01/11/2023
No		Dawson Moore	01/11/2023
No		Kelly Turner	01/20/2023
No		Kelly Turner	01/20/2023

Posted By	Posted Date	G/L Budget Override User	G/L Budget Override Date
Dawson Moore	01/10/2022		
Dawson Moore	01/10/2022		
Dawson Moore	01/10/2022		
Ashley McGowen	01/13/2022		
Dawson Moore	02/02/2022		
Dawson Moore	02/02/2022		
Dawson Moore	02/02/2022		
Dawson Moore	02/02/2022		
Dawson Moore	02/16/2022		
Dawson Moore	02/25/2022		
Ashley McGowen	04/04/2022		
Ashley McGowen	04/04/2022		
Ashley McGowen	04/04/2022		
Ashley McGowen	05/02/2022		
Ashley McGowen	05/02/2022		
Ashley McGowen	05/02/2022		
Dawson Moore	07/06/2022		
Dawson Moore	07/06/2022		
Dawson Moore	07/06/2022		
Ashley McGowen	08/02/2022		
Ashley McGowen	08/02/2022		
Ashley McGowen	08/02/2022		
Ashley McGowen	08/02/2022		
Ashley McGowen	10/13/2022		
Ashley McGowen	10/13/2022		
Dawson Moore	10/21/2022		
Dawson Moore	10/21/2022		
Dawson Moore	11/01/2022		
Dawson Moore	11/09/2022		
Dawson Moore	01/11/2023		
Dawson Moore	01/11/2023		
Dawson Moore	01/23/2023		
Dawson Moore	01/23/2023		

Project Budget Override User	Project Budget Override Date	Changed By	Changed Date
		Kelly Turner	01/10/2022
		Kelly Turner	01/10/2022
		Kelly Turner	01/10/2022
		Kelly Turner	01/13/2022
		Kelly Turner	02/02/2022
		Kelly Turner	02/02/2022
		Kelly Turner	02/02/2022
		Kelly Turner	02/02/2022
		Kelly Turner	02/16/2022
		Kelly Turner	02/25/2022
		Kelly Turner	04/04/2022
		Kelly Turner	04/04/2022
		Kelly Turner	04/04/2022
		Kelly Turner	04/29/2022
		Kelly Turner	04/29/2022
		Kelly Turner	04/29/2022
		Kelly Turner	07/06/2022
		Kelly Turner	07/06/2022
		Kelly Turner	07/06/2022
		Kelly Turner	08/01/2022
		Kelly Turner	08/01/2022
		Kelly Turner	08/01/2022
		Kelly Turner	08/01/2022
		Kelly Turner	10/12/2022
		Kelly Turner	10/12/2022
		Kelly Turner	10/20/2022
		Kelly Turner	10/20/2022
		Kelly Turner	10/31/2022
		Kelly Turner	11/09/2022
		Dawson Moore	01/11/2023
		Dawson Moore	01/11/2023
		Kelly Turner	01/20/2023
		Kelly Turner	01/20/2023

Capital Carryforward

Kenneth Watkins
To Jodi Welch
Cc Linda Longenecker; Ashley McGowen; Matt Martinez
Retention Policy Default 2 Year Then Permanently Delete Message (2 years)

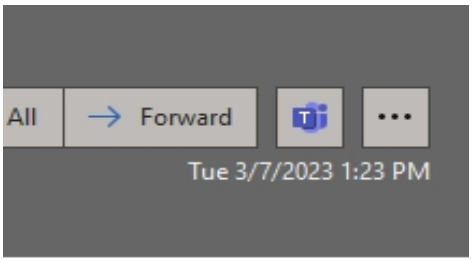
Jodi,

Just wanted to circle back on my voicemail regarding Ambulance 8 carryforward tha
of the full budget of $236,000 vs just the encumbered amount of $221,582. The en
let me know either way so that I can let staff know where to pay these other invoice

Thanks,

Ken Watkins, EFO, CFO
Fire Chief
City of Grand Junction
625 Ute Avenue
Grand Junction, Colorado 81501
Office: 970-549-5801
Cell: 970-261-9551

at was discussed at the last director meeting. I missed this at the meeting but in my voicemail, I w
ıcumbered amount is just for the unit, but we have some other expenses such as striping and lett
es from.



vas requesting the carryforward
ering that we do locally. Please

		ASSET NUMBER
	DEPARTMENT:	**240000000 - STORES/PURCHASING**
ordered	elect	100317- ELECT. FORK LIFT
	DEPARTMENT:	**330010000 - PUBLIC WORKS-GENER**
order maverick 9/20	hybrid	101400 - Electric truck
	DEPARTMENT:	**335000000 - PW CONST. SERVICES**
order maverick 9/20	hybrid	100634 - electric truck
	DEPARTMENT:	**360610480 - TRAFFIC SIGNS**
		102362- Make Fleet Reduction
unable to order for 22-23		101301-- Make Hook Lift
	DEPARTMENT:	**420390620 - UNIFORM PATROL - OP**
Canceled, reorder 9-7-22	hybrid	101852 -
Canceled, reorder 9-7-22	hybrid	104417 -
Canceled, reorder 9-7-22	hybrid	104611 -
Canceled, reorder 9-7-22	hybrid	105021
Canceled, reorder 9-7-22	hybrid	105352
Canceled, reorder 9-7-22	hybrid	106310
Canceled, reorder 9-7-22	hybrid	107017
Possible '22 delivery	SSV?	101305 PD to fund 10K for upgrade?
	DEPARTMENT:	**430280280 - POLICE INVESTIGATIO**
order escape 9/15	hybrid/elect	103343
order escape 9/15	hybrid/elect	100926
	DEPARTMENT:	**430310000 - POLICE-CRIME LAB**
unable to order for 22-23	gas/hybrid	101203- PICKUP W UTILITY
	DEPARTMENT:	**520175000 - EMERGENCY MEDICAL S**
Possible '22 delivery	gas	101642 - Ambulance
Ordered- ETA 5-2023	diesel	102358- BABY BRUSH TRUCK
	DEPARTMENT:	**610155000 - WATER SERVICES - DIS**
Canceled, reorder 9-7-22	gas	100551 - half Ton Pickup
unable to order for 22-23		103251 - One Ton Pickup w/ onboard co
unable to order for 22-23		102189 - One Ton Pickup Dump
	DEPARTMENT:	**620340SWM - STORM WATER MAINT**
Canceled, reorder 9-7-22	gas	101604
	DEPARTMENT:	**620590000 - STORM WATER- STREET**

ordered	CNG	105294- Street Sweeper
	DEPARTMENT:	**640000000 - SOLID WASTE**
ordered	CNG	103302- Rear Load refuse
	DEPARTMENT:	**650340000 - STREETS MAINTENANC**
Received 1/6/2023	diesel	102170 - Backhoe
	DEPARTMENT:	**710385250 - FORESTRY/HORTICULT**
unable to order for 22-23	hybrid	103034- WITH SPRAYER (sprayer is orde
ordered		Tree sprayer for 3034
	DEPARTMENT:	**710385380 - PARKS OPERATIONS**
unable to order for 22-23	hybrid	100477 - 3/4 ton pickup
unable to order for 22-23	gas/hybrid	101395 - One Ton Pickup-Utility
unable to order for 22-23	hybrid	102234 - One Ton Pickup
		101233- Crashed trailer
	DEPARTMENT:	**710550070 - CANYON VIEW PARK**
ordered	diesel	101069 Tractor W/ bucket & Forks
	DEPARTMENT:	**752370000 - TIARADO GOLF**
Fleet Reduction		103143- Make Fleet Reduction
Canceled, reorder 9-7-22	gas	102118 - 1/2 Ton Pickup
Not replacing per Jay	820 to P-Team	100007 - Flatbed Trailer

		CAPITAL EQUIPMENT REQUESTS.
unable to order for 22-23	General Svcs	1-Ton Crew Cab Pickup with Hook Lift
RECEIVED 2/6/23	General Svcs	Bobcat S76 Skid Steer with Trailer
	General Svcs	Skid Steer trailer
canceled, reorder 9-7-22	Fire	Investigator Vehicle (4x4 1/2 ton)
buy cack canceled by CM	Fire	Ambulance Buy Back
possible '22 delivery	Fire	Safety and Medical Quick Response
ordered	Fire	Fire Station No. 8 Pumper Engine
ordered	Fire	Fire Station No. 8 Ambulance
ordered	Fire	Fire Station 7 Ladder truck
ordered	Fire	Fire Station Reserve Ambulance
order escape 9/15	PD	PST Vehicle- Hybrid
order maverick 9/20	PD	PST Vehicle- Hybrid
canceled, reorder 9-7-22	PD	Code enforcement pickup
order maverick 9/20	PD	Investigation PST
unable to order for 22-23	Water	Water SCADA vehicle utility truck
Escape hybrid -Fire Equipment Technician- order Canceled / re ordered 9/15/22		

		UNBUDGETED
Project Team	Concrete Paver	1st account
		2nd account
		3rd account

	DESCRIPTION	VIN/SERIAL NUMBER
	1982 PMOVE RO30	1629
AL ENGINEERING		
	2006 CHEVROLET Silverado/1500	1GCEC14Z56Z277713
	2006 CHEVROLET Silverado/1500	1GCEC14Z86Z277463
	2013 FORD F-150	1FTMF1CM3DKE94689
	2002 FORD F-450	1FDXF46S52ED13169
ERATIONS		
	2016 FORD EXPLORER	1FM5K8AR3GGD16808
	2016 FORD EXPLORER	1FM5K8AR8GGD16805
	2016 FORD EXPLORER	1FM5K8AR6GGD16804
	2016 FORD EXPLORER	1FM5K8AR6GGA04501
	2016 FORD EXPLORER	1FM5K8AR2GGD16802
	2016 FORD EXPLORER	1FM5K8AR6GGD16799
	2016 FORD EXPLORER	1FM5K8AR0GGD16801
	2020 FORD EXPLORER	1FM5K8AB7LGC13968
NS		
	2012 CHRYSLER 200-LX	1C3CCBAG1CN269163
	2010 FORD Fusion	3FAHP0HGXAR145361
	1994 GMC G30	1GTGG35K3RF533105
SERVICES		
	2010 CHEVROLET G-4500	1GB9G5B65A1125321
	2002 FORD F-550	1FDAW57F52ED13170
STRIBUTION		
	2005 CHEVROLET Silverado/1500	1GCEC14V05Z254240
mpressor	2012 FORD F-450	1FD0X4GT7CEC32116
	1999 FORD F-450	1FDXF46F6XEB17378
TENANCE		
	2006 CHEVROLET Silverado/1500	1GCEC14Z26Z279368
T CLEANING		

	2017 Global M4	1G9GM4HNIGS462002
	2012 PETERBILT 320	3BPZL20XXCF150615
E		
	2001 JOHN DEERE 410G	T0410GX898363
URE		
ered)	2007 GMC SIERRA	1GDJK34U07E151099
	2004 FORD F-250	1FTNF20L94ED82161
	2002 FORD F-350	1FDSF34L72ED13173
	1996 Ford F-350	
	2005 Superior Trailer	1S9TP14295C241241
	1998 NEW HOLAND 4630 DA5	091879B
	2000 Ford Ranger	1FTYR14V1YPB66809
	1994 Ford F-150	1FTEF15H3RLB26437
	1999 RDCLIP	46UFU142XX2002604

	GL Account
gas	100-180.7900_07 B2204
diesel	100-180.7900_07 B2205
	100-180.7900_07 B2205
gas	100-530-280.8100_05 E2212
diesel	100-520-175.7900_07 E2206
SSV	107-520-175.7900_07 E2215
diesel	107-520-185-010.8100_05 E2103
gas	201-520-185-010.8100_05 E2203
diesel	201-520-185-010.8100_05
gas	107-520-175.7900_07 E2214
hybrid/elect	107-420-390-620.8100_05 D2203
hybrid/elect	107-420-390-620.8100_05 D2203
gas	107-420-390-085.8100_05 D2202
hybrid/elect	107-420-390-620.8100_05 D2203
gas/hybrid	301-610-010-8410 F2211

Order canceled in 2021, re ordered for 2022, canceled in 2022, re ordered for 2023

201-710-385-380-8375_G2205
207-330-010-8350_F2103-F210302
402-250-8100-04_B0001

Budget	totals	Actual Cost	Difference
	$86,581.58		
$86,581.58		$ 34,945.00	$ (51,636.58)
	$27,360.75		
$27,360.75			$ (27,360.75)
	$27,360.00		
$27,360.00			$ (27,360.00)
	$89,689.00		
$27,360.00			
$62,329.00			
	$433,680.00		
$54,210.00		$ 60,331.79	$ 6,121.79
$54,210.00		$ 60,331.79	$ 6,121.79
$54,210.00		$ 60,331.79	$ 6,121.79
$54,210.00		$ 58,214.56	$ 4,004.56
$54,210.00		$ 60,331.79	$ 6,121.79
$54,210.00		$ 60,331.79	$ 6,121.79
$54,210.00		$ 60,331.79	$ 6,121.79
$54,210.00		$ 59,246.37	$ 5,036.37
	$66,620.00		
$33,310.00			
$33,310.00			
	$43,636.79		
$43,636.79			
	$446,700.00		
$221,700.00		$ 222,997.00	$ 1,297.00
$225,000.00		$ 199,500.00	$ (25,500.00)
	$187,417.15		
$27,543.00		$ 33,170.00	$ 5,627.00
$80,000.00			
$79,874.15			
	$27,360.00		
$27,360.00		$ 33,170.00	$ 5,810.00
	$387,156.90		

	$387,156.90			$	394,835.00	$ 7,678.10
		$361,589.12				
	$361,589.12			$	315,685.00	$ (45,904.12)
		$138,000.00				
	$138,000.00			$	118,547.00	$ (19,453.00)
		$35,936.00				
	$35,936.00					
	$15,060.00			$	15,060.00	$ -
		$110,400.00				
	$28,000.00					
	$41,200.00					
	$41,200.00					
		$52,402.75				
	$52,402.75			$	51,570.00	$ (832.75)
		$35,360.00				
	0					
	$ 27,360.00			$	33,170.00	$ 5,810.00
	$ 8,000.00					
		$2,557,250.04				**$ (126,053.43)**
		33 vehicles				
		$3,205,554.00				
	$79,000.00					
	$59,000.00			$	68,437.00	$ 9,437.00
	$11,000.00					
	$24,806.00					
	$7,700.00			$	7,700.00	$ -
	$57,886.00			$	57,782.12	$ (103.88)
	$700,000.00					
	$236,000.00			$	221,582.33	
	$1,578,563.00					
	$236,000.00					
	$33,533.00					
	$33,533.00					
	$55,000.00			$	33,170.00	$ (21,830.00)
	$33,533.00					
	$60,000.00					
	2021-00000324	4986	Sit-Terhar Motors			Hybrid Escape

$0.00	$	165,613.34	
$0.00	$	165,513.33	
$0.00	$	165,513.33	$ 496,640.00

New Unit #	Ordered	Received	PO	Vendor	*Serial #*
101317	2/28/2022		2022-109	9666	
102400	5/2/2022				
101634	5/2/2022				
102301					
102852	1/4/2022		2022-13, & 107	4896, 1068	
105417	1/4/2022		2022-13, & 107	4896, 1068	
105611	1/4/2022		2022-13, & 107	4896, 1068	
106021	1/4/2022		2022-13, & 107	4896, 1068	
106352	1/4/2022		2022-13, & 107	4896, 1068	
107310	1/4/2022		2022-13, & 107	4896, 1068	
108017	1/4/2022		2022-13, & 107	4896, 1068	
101405	5/31/2022				
104343					
106015					
102203					
101298	8/19/2021	2/10/2023	2022-00000591	8175	*1FDUF5GN7NDA20045*
103358					
101551	12/16/2022		2022-6	4986	
104251					
103189					
102604	12/16/2022		2022-6	4986	

106294	1/12/2022		2022-20	1870	
104302	1/12/2022		2022-19	9476	
103170	1/13/2022	1/6/2023	2022-0000039	4843	*CAT00430KH8W00730*
104034					
104034	4/19/2022		2022-239	9726	
101477					
102395					
103234					
102069					
103118	12/16/2022		2022-6	4986	
102202					
102203	3/23/2022	2/6/2023	2023-00000053	1283	*B4CD21316*
102204					
102209					
102206					
102205					
102210					
102211	8/19/2021	2/13/2023	2022-00000591	8175	*1FDUF5GN9NDA20046*
102212					
102214					
102217					
102218					
102219	12/16/2022		2022-6	4986	
102247					
102248					
2199					

102259	8/15/2022	9/13/2022	2022-465	1870	*900100-1208*

Hangcha fork lift

Ford explorer hybrid
Ford explorer hybrid
Ford explorer hybrid
Ford explorer hybrid
Ford explorer hybrid
Ford explorer hybrid
Ford explorer hybrid

F-550

Ford F-150

Ford F-150

Elgin Broom Bear

Mack w/Lebrie

Caterpillar 430

Contree-300

Ford F-150

Bobcat S76

Ford F-150

Gomaco Commander III

RE: Additional Fleet Appropriation

Jay Valentine
To Jodi Welch
Cc Linda Longenecker; Matt Martinez; Ashley McGowen; Greg Caton
Retention Policy Default 2 Year Then Permanently Delete Message (2 years)

Jodi,

I think that is a good idea to appropriate down to $1.5 million.

Thank you,
Jay

Jay Valentine
General Services Director
City of Grand Junction
970-244-1517

From: Jodi Welch <jodir@gjcity.org>
Sent: Saturday, March 4, 2023 2:04 PM
To: Jay Valentine <jayva@gjcity.org>
Cc: Linda Longenecker <lindal@gjcity.org>; Matt Martinez <mattmar@gjcity.org>; A
Subject: Additional Fleet Appropriation

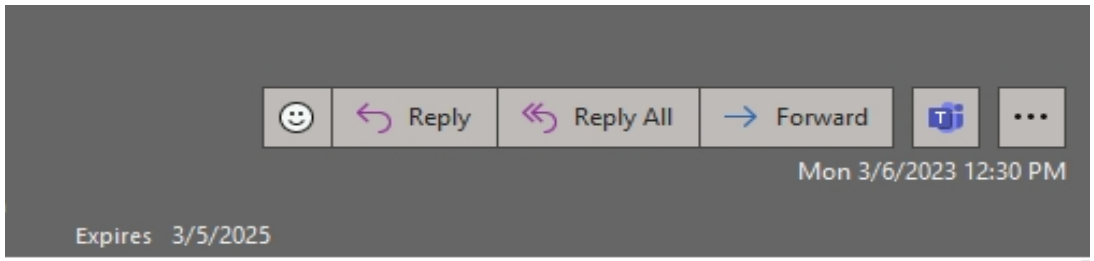
Hi Jay,

As I am working on the carryforwards/supplemental, I am thinkin
to a minimum/target such as $1.5 million.

What are your thoughts on that?

Thanks,
Jodi

Jodi Welch
Finance Director
City of Grand Junction, Colorado



Ashley McGowen <ashleym@gjcity.org>; Greg Caton <gregc@gjcity.org>

g vs appropriate the entire fund balance, we appropriate down

City of Grand Junction
Retainage Payable (2070)
For the year ended December 31, 2022

Dept.	Purchase Order	Retainage Payable G/L Account	G/L Account	Project
Public Works	2022-00000331	201.2070	201.330-010.8510	F0051-F00511
Public Works	2022-00000331	201.2070	201.330-010.8510	F0051-F00511
Public Works	2022-00000442	201.2070	201-330-010.8355	F0001-F00013
Public Works	2022-00000436	201.2070	201-520-185-010.8210	E2013-E20130
Public Works	2022-00000589	201.2070	201-710-385-380.8230_02	G2207
Public Works	2022-00000001	309.2070	309-610-290.8435	F2214-F22140
Public Works	2022-00000443	902.2070	902-615-620-380.8430	F1910
Public Works	2022-00000532	902.2070	902-615-620-380.8430	F2011
Parks and Rec	2021-00000394	201.2070	201-710-550-490.8230_02	G2007-20070
Parks and Rec	2021-00000394	201.2070	201-710-550-490.8230_02	G2007-20070

		Journal Entry 2022-00006247			
		Journal Entry 2022-00006248			
	Retainage S/B	Retainage as of 12/31/22 in NW	Difference	Should be	
16	-	6,501.98	(6,501.98)	Paid out in 2022, the payout was recorded as an expense in 2022, reclassed to clear out retainage.	No carryforward paid out.
16	-	8,260.90	(8,260.90)	Paid out in 2022, the payout was recorded as an expense in 2022, reclassed to clear out retainage.	No carryforward paid out.
33	31,945.32	53,787.43	(21,842.11)	As of 2022, SB $53,797.43. Showing $75,639.54. Difference is retainage on PA #1. Made entry to adjust retainage and expense.	Most likely did enough becaus expended in th shouldn't have
02	357.50	-	357.50	As of 2022, SB $15,685. Pay app 4 retainage was never recorded. Recorded with JE.	Most likely carr because this w should have be
	4,835.88	1,835.87	3,000.01	As of 2022, SB $16,526.03. NW differed from the Pay App by $3,000. Not sure why. Corrected the difference with JE.	Most likely car much because t expended and s
02	2,559.15	7,078.50	(4,519.35)	As of 2022, SB - $141,570. Showing $139,010.85. Difference is retainage on PA#2 $2,559.15. Corrected with JE.	Most likely did enough becaus expended in th shouldn't have
	68,475.74	135,733.03	(67,257.29)	As of 2022, SB - $135,733.03. Difference is retainage on PA#2 $67,257.29. Corrected with JE.	Most likely did enough becaus over expended shouldn't have
	3,303.75	-	3,303.75	Retainage for this SB - $11,607.50. Only $8,303.75 was recorded, fixed with JE.	Most likely carr because there s additional $3,3 in 2022 but was
4	70,243.00	-	70,243.00	Retainage was ignored on the pay app. Should have been recorded and split between the two projects. Recorded with JE.	Most likely carr because this w
6	74,006.78	-	74,006.78	Retainage was ignored on the pay app. Should have been recorded and split between the two projects. Recorded with JE.	Most likely carr because this w

To Jodi	
d requried. Project	
d requried. Project	
not carry forward e this was over- e project and it been. $21,842.11.	
ried forward too much as not expended and een.	
ried forward too this was not should have been.	
not carry forward e this was over- e project and it been. $2,559.15	
not carry forward e this project was $67,257.29 and it been.	
y forwarded too much should have been an 03.75 in the expense sn't.	
ried forward too much as expended in 2022.	Added to Line 32
ried forward too much as expended in 2022.	Added to Line 32

Supplemental for overnight patrols of parks

Ken Sherbenou

To Jodi Welch; Linda Longenecker; Matt Martinez

Retention Policy Default 2 Year Then Permanently Delete Message (2 years)

Jodi, Matt and Linda,

I hope you all had a good weekend.

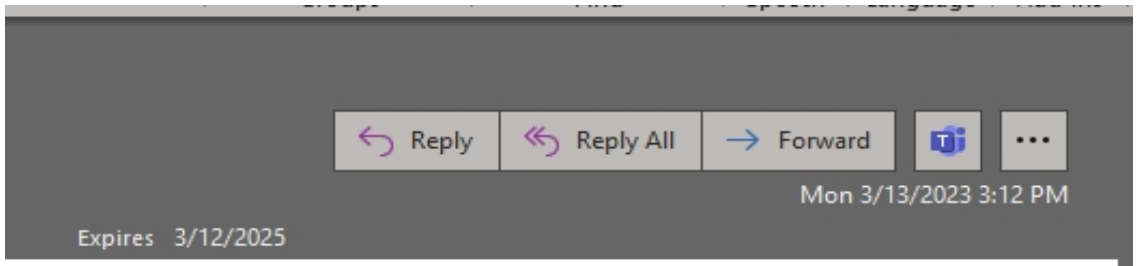
In my 1 on 1 with Greg, he indicated that the overnight patrols of the parks should

I'm still finalizing the quote with Citadel but I expect it'll be about 50k.

Can you please add this? When I get the exact number, I'll let you know.

Thank you,

Ken Sherbenou
Parks and Recreation Director I MPA, CPRE
City of Grand Junction
Phone: 970-254-3881 I kensh@gjcity.org
www.gjparksandrec.org



be put in the supplemental since we had not budgeted for it.

RE: Carryforward Spreadsheet w Water's Edits

Randi Kim

To Linda Longenecker; Mark Ritterbush; Kurt Carson

Cc Jodi Welch; Matt Martinez; Ashley McGowen

Retention Policy Default 2 Year Then Permanently Delete Message (2 years)

2022 Preliminary Carryforward-Supplemental Appropriations w Water Edits Tab 0316
453 KB

Hi Linda,

The carryforwards in the Water Edits Only tab is correct for Water (with the excepti payments have been made since the last run of this report). We will not have any 2 Water budget for 2023 with the expectation that we would have some large projec

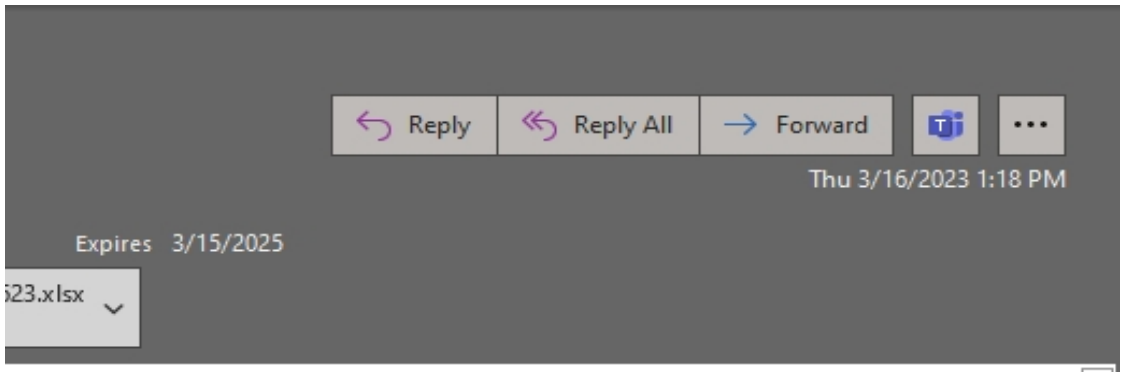
For wastewater, there is just one correction to Wastewater Treatment Plant Improv carryforward to the encumbrance amount. For 2023 budget to offset these carryfo

F1704	Lift Station rehab	$5,200,000
F2309	Jetter truck	$200,000
F0034-16	Sewer Improvement Districts	$800,000
F2213-01	Sewer capacity	$660,000
	Total	$6,860,000

Please let me know if you have any questions.

Thanks,

Randi



ion of some small amount changes in the encumbrance amounts because some 2023 budget to use to offset these carryforwards as we had already reduced our cts carrying forward from 2022.

vements and Asset Replacements project (Line Ref #84). We reduced orwards, we can reduce the following 2023 projects by these amounts:

	Power Road lift station construction will be rebudgeted in 2024 due to easement acquisition
	Fleet supply chain delays
	Construction will be rebudgeted in 2024 since no new sewer improvement districts formed yet
	Construction will be rebudgeted in 2024

Grand Junction City Council

Regular Session

Item #2.a.iii.

Meeting Date: April 5, 2023

Presented By: David Thornton, Principal Planner, Daniella Acosta, Senior Planner, Patrick Picard

Department: Community Development

Submitted By: David Thornton, Principal Planner

Information

SUBJECT:

Introduction of an Ordinance Adopting the Pedestrian and Bicycle Plan as an Element of the 2020 One Grand Junction Comprehensive Plan, Amending the Active Transportation Corridor Map Found in Ordinance No. 4808 (Grand Junction Circulation Plan) and Found in Ordinance No. 4971 (2020 One Grand Junction Comprehensive Plan) and Repeal and Replace Resolution No. 48-18 (2018 Complete Streets Policy), and Setting a Public Hearing for April 19, 2023

RECOMMENDATION:

The Urban Trails Committee recommended approval at their meeting held March 22, 2023. The Planning Commission heard this request at their March 28 meeting and voted (7-0) to recommend continuing the hearing on the plan. The Planning Commission will be workshopping this item at their April 6 workshop and continuing their consideration of the Plan at their April 11, 2023 meeting. The Planning Commission's final recommendation to City Council will be provided at the second reading of the Ordinance.

EXECUTIVE SUMMARY:

The City contracted with Fehr and Peers to help develop the first ever Pedestrian and Bicycle Plan (Plan) for the Grand Junction community. This effort worked 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 Plan is a long-range plan that is applicable to the City's Urban Growth Area, an area generally located between 21 Road on the west, J Road on the north, 32 Road on

the east and south to a boundary approximately one-quarter of a mile north of the Mesa County Landfill and is an element of the 2020 One Grand Junction Comprehensive Plan. The Plan is a product of 9 months of public outreach, stakeholder discussions, steering committee work, contributions by consultants, and work by City of Grand Junction staff.

The Plan addresses, supports and implements 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.

BACKGROUND OR DETAILED INFORMATION:

The focus of the Plan is 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 Pedestrian and Bicycle Plan establishes a vision for the future pedestrian and bicycle network, identifies and prioritized facility investments that the City will gradually implement over time to create a more comfortable and welcoming place for people walking, rolling, and biking across all ages and abilities within the municipal boundary of the City as well as in its planning area, specifically within the Urban Development Boundary.

This is the first ever Pedestrian and Bicycle Plan (Plan) for the Grand Junction community. The city contracted with Fehr and Peers, a transportation and engineering firm to help create this Plan. The Plan is a long-range plan that is applicable to the City's planning area, an area generally located between 21 Road on the west, J Road on the north, 32 Road on the east and south to a boundary approximately one-quarter of a mile north of the Mesa County Landfill and is an element of the 2020 One Grand Junction Comprehensive Plan. The Plan is a product of nine months of public outreach, stakeholder discussions, steering committee work, contributions by consultants, and work by City of Grand Junction staff.

Plan Purpose

Grand Junction is authorized to prepare, amend, and update a comprehensive plan as a long-range guiding document to achieve its vision and goals under Colorado Revised Statutes §30-28-106 and §31-23-206. The One Grand Junction Comprehensive Plan addresses issues within the municipal boundary of the City as well as in its planning area including many topics, how they interconnect, and setting the City on track for efficiency and coordinated action. The One Grand Junction Comprehensive Plan established Plan Principle 6: Efficient and Connected transportation as part of the City's framework, which established as one of its goals to "Continue to develop a safe, balanced, and well connected transportation system that enhances mobility for all modes" with a strategy of creating a Bicycle and Pedestrian Plan. The strategy states the need to develop and implement a bicycle and pedestrian plan, prioritizing projects designed to address "missing links" in the system, improve accessibility of under-served

neighborhoods, and ensure the plan as a reporting mechanism.

The Pedestrian and Bicycle Plan is not just a policy document for the City organization; it is a guide for the entire community that envisions the kind of pedestrian and bicycle system the community desires in the future, sets the overall direction for the changes we want, and outlines the steps the community will need to take to get there. It is not a definitive course of action or a legally binding obligation of what must be done. Rather, it is a guidance document that describes what transportation system the community would like and what steps and actions, partnerships, and policies will move the City forward to achieving its vision for the future pedestrian and bicycle network. It also repeals and replaces the City's Complete Street Policy by incorporating those same policies and strategies established by City Council in 2018.

Public Engagement/Planning Process

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 played 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 in September and October of 2022, 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 were available for review on GJSpeaks.org and the City's website. 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, 2023. The draft plan presented 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 included non-infrastructure policy and programmatic recommendations.

The City began a second round of public outreach in February 2023, to gather input on the elements of the draft Plan. Staff conducted ten 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
- In-person Open House at Lincoln Park Barn, Feb 22

Additionally, there was an online survey available to fill out until February 26 seeking public input on the draft Plan.

Pedestrian and Bicycle Plan

The Plan consists of the following:

1. Plan document
2. Appendix A -Existing Conditions and Needs Assessment
3. Appendix B – Project Prioritization Methodology

There is also an Executive Summary document. All four documents are attached to this staff report

Active Transportation Corridors Map

The Grand Junction Circulation Plan (element of the Comprehensive Plan) adopted by City Council in 2018 established the Active Transportation Corridor Map. This map was also included on page 31 of the 2020 One Grand Junction Comprehensive Plan. The map became the base map/network map of the Pedestrian and Bicycle Plan. Through the planning process additional corridors segments were identified and added to the Active Transportation Corridor Map, now part of the Plan. Adoption of the Pedestrian and Bicycle Plan also updates the 2018 Circulation Plan Active Transportation Corridor Plan Map and the Active Transportation Corridors Map found in the 2020 One Grand Junction Comprehensive Plan.

NOTIFICATION REQUIREMENTS

Notice was completed consistent with the provisions in Section 21.02.080 (g) of the Zoning and Development Code. The notice of the March 28, 2023, City Planning Commission public hearing was published March 19, 2023, in the Grand Junction Daily Sentinel.

ANALYSIS

Comprehensive Plan Amendment Analysis

The criteria for review are set forth in Section 21.02.130 (c) (1). The criteria provide that the City may amend the Comprehensive Plan, neighborhood plans, corridor plans and area plans if the proposed change is consistent with the vision (intent), goals and policies of the Comprehensive Plan and at least one of the criteria outlined below;

(1) Subsequent events have invalidated the original premises and findings; and/or
This request is to adopt the City's first ever Pedestrian and Bicycle Plan. There are no original premises and/or findings that are invalidated. The adoption of the One Grand Junction Comprehensive Plan in 2020 supports through its Plan Principle 6 the establishment of efficient and connected transportation as part of the City's transportation network that enhances mobility for all modes of travel. The Comprehensive Plan calls out the need to create and implement a Bicycle and Pedestrian Plan that prioritizes projects designed to address "missing links" in the system and improve accessibility of under-served neighborhoods in addition to community-wide connectivity goals. Staff finds that this criterion is not met.

(2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or
The character of the community has not changed in a substantive way since the Comprehensive Plan was adopted. The Pedestrian and Bicycle Plan further plans for and provides the vision for the pedestrian network and bicycle network of transportation corridors for pedestrians, rollers and bicyclist. Staff finds this criterion is not met.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or
The Pedestrian and Bicycle Plan includes an Existing Conditions and Needs Assessment found in Appendix A of the Plan. The Plan has found and identified where public and community facilities for pedestrian and bicycle facilities are not adequate to serve the community and the needs identified by the public, steering committee, consultant team and staff during the planning process. Staff finds this criterion is not met.

(4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or
This criterion does not reflect what a Pedestrian and Bicycle Plan provides. Staff finds this criterion is not met.

(5) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.
The community is defined by the Urban Development Boundary (Planning Area) which establishes the City of Grand Junction's urban growth area. The community derives benefit from the Pedestrian and Bicycle Plan. The entire community was invited to participate in the planning process providing valuable input of the deficiencies and identifying needs of the walking, rolling and cycling community. The Plan covers the entire Planning Area and identifies and prioritizes corridors and corridor segments for a Pedestrian Network Plan and identifies and prioritizes corridors and corridor segments

for a Bicycle Network Plan. The Plan identifies the types of infrastructure and facilities that are needed to improve conditions for walkers, rollers and bicyclists. The Plan identifies 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. Staff therefore finds this criterion to be met.

Comprehensive Plan Amendment (Adoption of the Pedestrian and Bicycle Plan) is consistent with the vision, goals and policies of the Comprehensive Plan. Implementing the Comprehensive Plan. The proposed Pedestrian and Bicycle Plan, an Amendment to the Comprehensive Plan, implementation of the following Plan Principles, goals and policies of the Comprehensive Plan:

Plan Principle 6: Efficient and Connected Transportation

Goal 1: Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes.

Strategy a. Balanced Modes. Consider and strive to balance the safety and needs of all transportation modes-driving, bicycling, walking, and taking transit-in day to-day planning, development review, and decision-making by the City.

Strategy c. Circulation Plan. Maintain and regularly update the City's circulation Plan. NOTE: The proposed Active Transportation Corridor Map will replace the same map found in the Circulation Plan (Ordinance 4808).

Strategy d. Bicycle and Pedestrian Plan. Develop and implement a Bicycle and Pedestrian Plan.

Strategy f. Complete Streets. NOTE: The Pedestrian and Bicycle Plan incorporates the policies established in the 2018 Complete Street Policy (Resolution 48-18) and replaces that policy.

Goal 4: Encourage the use of transit, bicycling, walking and other forms of transportation.

RECOMMENDATION AND FINDINGS OF FACT

After reviewing the 2023 Pedestrian and Bicycle Plan request, for adoption to be an element of the 2020 One Grand Junction Comprehensive Plan, the following findings of facts have been made:

1. The Plan meets criteria 5 of Section 21.02.130(c)(1) of the Zoning and Development Code.
2. The Plan develops a community vision with achievable goals.
3. The Plan works to provide accessibility for all users.
4. The Plan prioritizes active transportation corridor segments addressing "missing links" and improves accessibility of underserved neighborhoods.
5. The Plan will guide and facilitate decision-making on future pedestrian and bicycle facility infrastructure needs and projects within the City.
6. The Plan incorporates the City's "Complete Streets" policies adopted in the City's 2018 Complete Street Policy and the implementation strategies of the 2020 One Grand Junction Comprehensive Plan.
7. The Plan protects, preserves and creates opportunities to enhance quality of life.

The Planning Commission will provide a recommendation of the plan at their April 11 meeting. In addition, the Urban Trails Committee recommended approval of Plan.

FISCAL IMPACT:

This action does not have any direct fiscal impact. Subsequent actions such as future development and related construction may have direct fiscal impact.

SUGGESTED MOTION:

I move to introduce an ordinance adopting the Pedestrian and Bicycle Plan and amending the Grand Junction Circulation Plan Active Transportation Corridor Map, amending the 2020 One Grand Junction Comprehensive Plan Active Transportation Corridor Map and repeal and replace the Complete Streets Policy, and set a public hearing for April 19, 2023.

Attachments

1. GJ PBP_Final Plan
2. Appendix A_Existing Conditions Needs Assess
3. Appendix B_Project Prioritization Methodology
4. PBP Draft Plan to Final Plan Changes Made
5. ORD-2023 Bike and Ped Plan 20230331DT-edits

PEDESTRIAN & BICYCLE PLAN

March 2023

FINAL 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 2018. Both efforts set Grand Junction on a path to improve the pedestrian and bicycle network. The continued growth of e-products (LEVs) is an important consideration of this plan. 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 Complete Streets in the City of Grand Junction

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 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

People walking, rolling, and biking are human-scale, have negligible emissions, and primarily bear the cost burden of travel. Unfortunately, they are also more 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 all of these users. However, the needs of pedestrians, people with mobility challenges, and bicyclists are also often inherently different and the PBP provides guidance that addresses the unique needs of all active transportation user groups. Please also refer to the definitions section of the plan that defines the various froms of transportation.

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

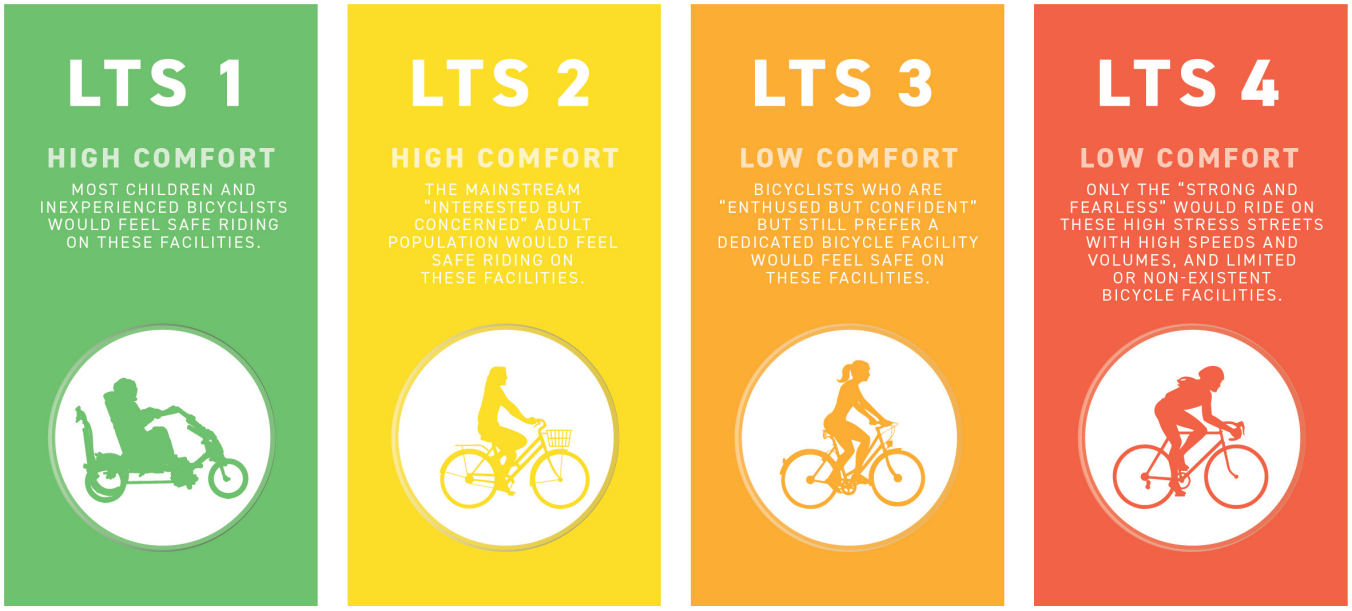
Grand Junction currently has four general types of bicycle facilities as shown in **Figure 2**, including separated multi-use trails, on-street bike lanes, on-street buffered bike lanes, and signed bike routes. One of the city's most used facilities and a key asset for bicycle mobility across the city 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 people walking, rolling, and biking 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, rolling, 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, rolling, 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, rolling, 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**.

Over 75% of survey respondents reported driving as their primary mode of transportation. Thus, community input reflects the input of both regular bicyclists and non-bicyclists.

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, rolling, 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.

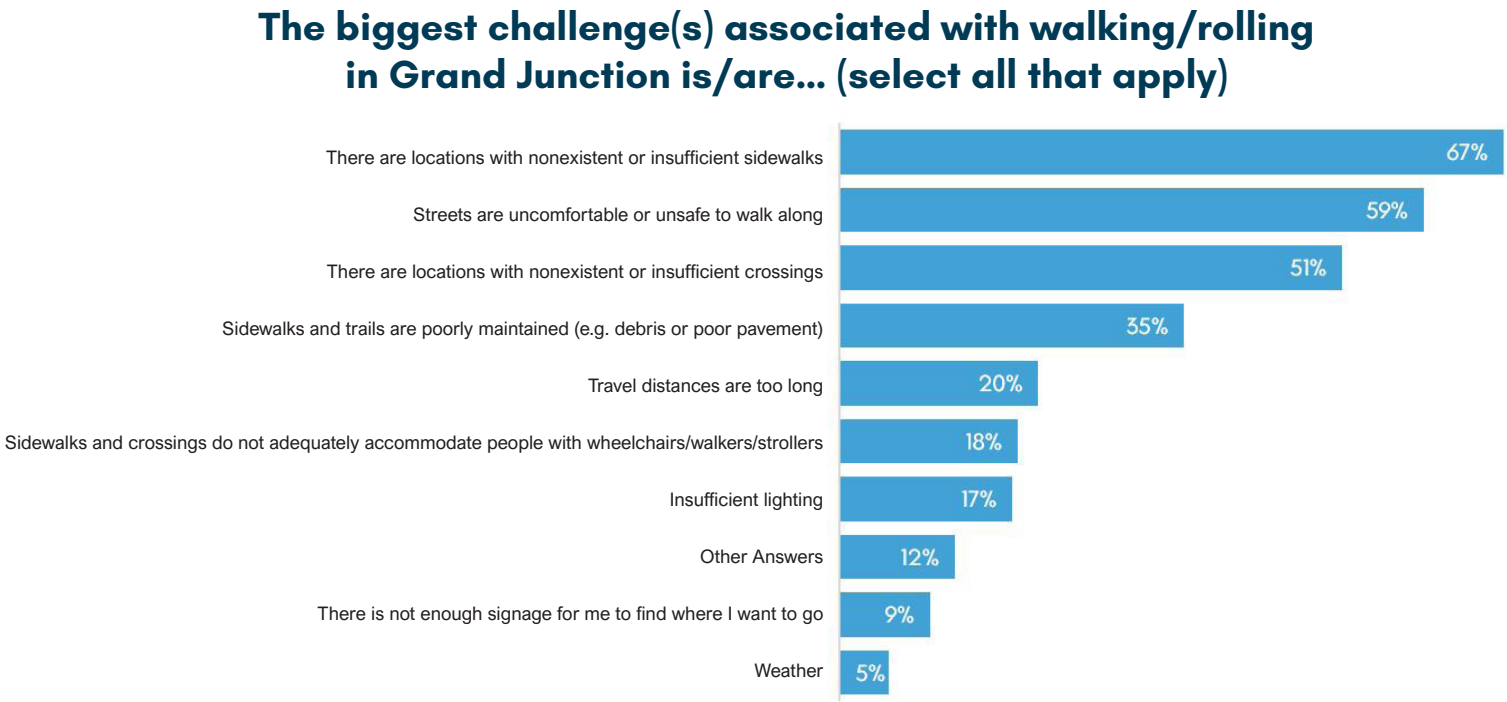


FIGURE 7: SURVEY RESPONSES ON CHALLENGES WALKING AND ROLLING

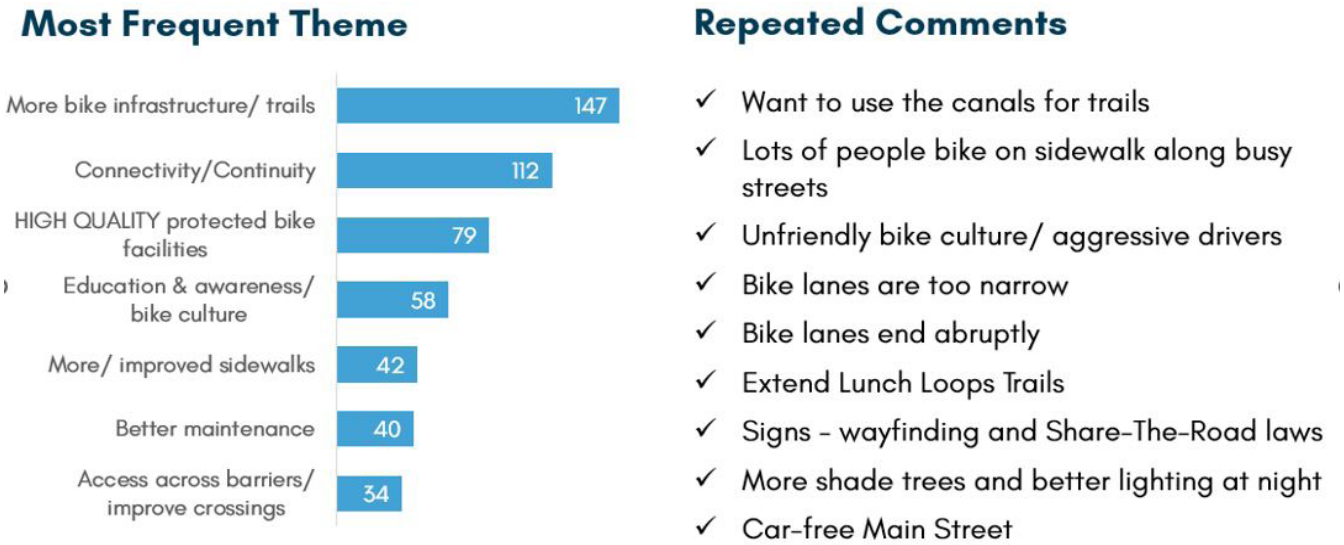


FIGURE 8: COMMON THEMES OF 593 GENERAL COMMENTS RECEIVED

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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

Invest in 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: Conduct a signalization feasibility study as a first step to determine what improvements are needed at signalized crossings.

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

S3: When upgrading pedestrian facilities on a corridor, incorporate suggested intersection treatments to reduce stress of crossings, and ensure continuity of high-comfort facilities.

S4: Conduct a lighting needs assessment for each active transportation corridor as a first step in identifying lighting needs for safety improvements.

S5: Bolster the existing Safe Routes to School program by incorporating new elements of the six Es.

S6: Work with local driving schools to expand the curriculum on laws governing interactions with people walking, rolling, and biking.

S7: 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.

S8: Improve the North Avenue access management policy in alignment with national best practices and expand to all the Active Transportation Corridors.

S9: 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: Strengthen enforcement and compliance of the existing 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.)

Multimodal Community

OBJECTIVES CONTINUED

and utilize geofencing and parking corrals to accommodate device parking in high-traffic areas.

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 as part of the development.

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

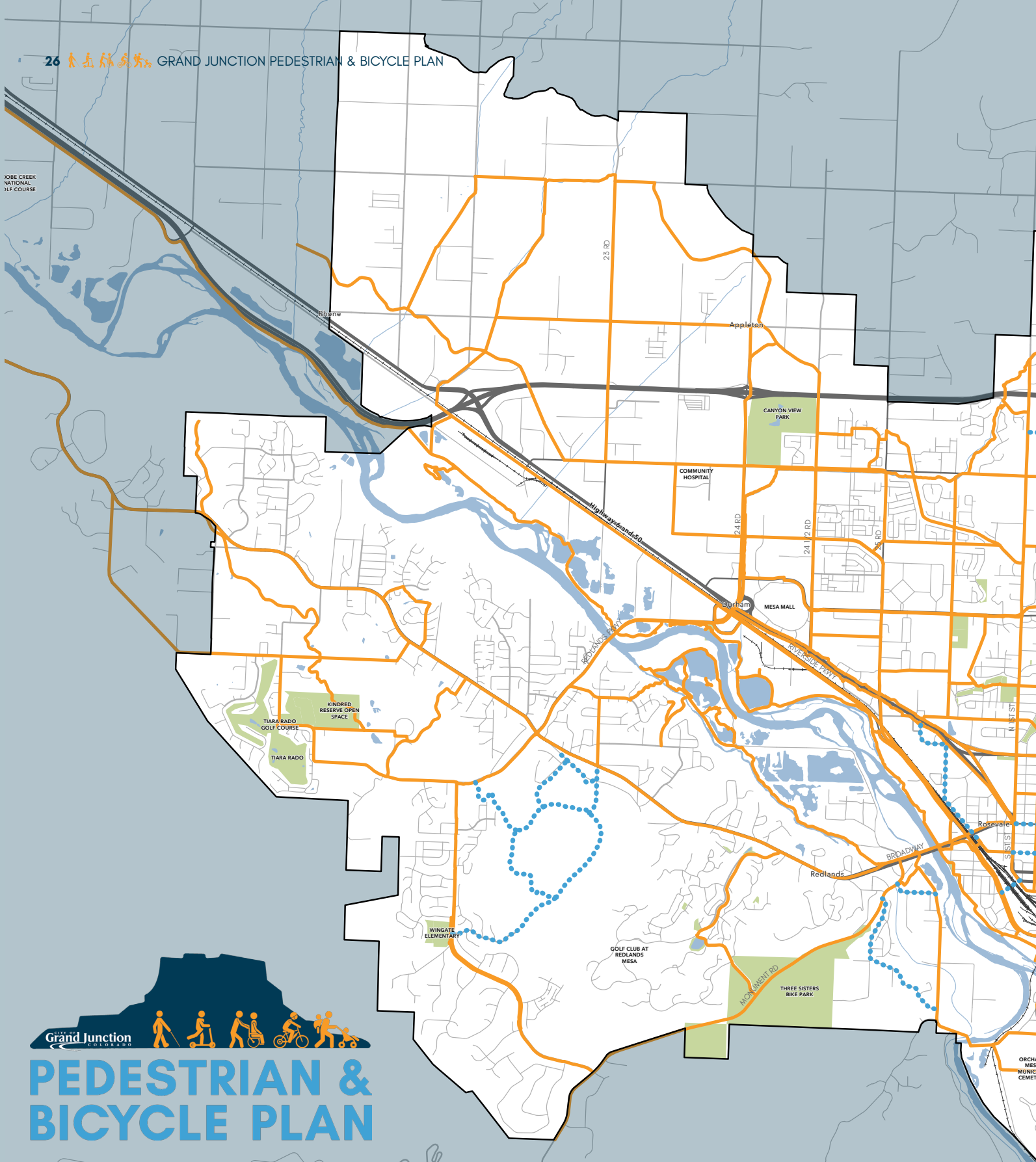
The 2018 *Grand Junction Circulation Plan* identified a network of Active Transportation Corridors across the city. The corridors were identified as those that provide continuous and convenient connections for bicyclists and pedestrians and may be on the road network or separate trail. The Active Transportation 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.

Many of the new connections added are on local streets that will be designated as Bike Boulevards (see description of Bike Boulevards below). These connections will provide additional low-stress options for people biking and fill in key gaps in the network.

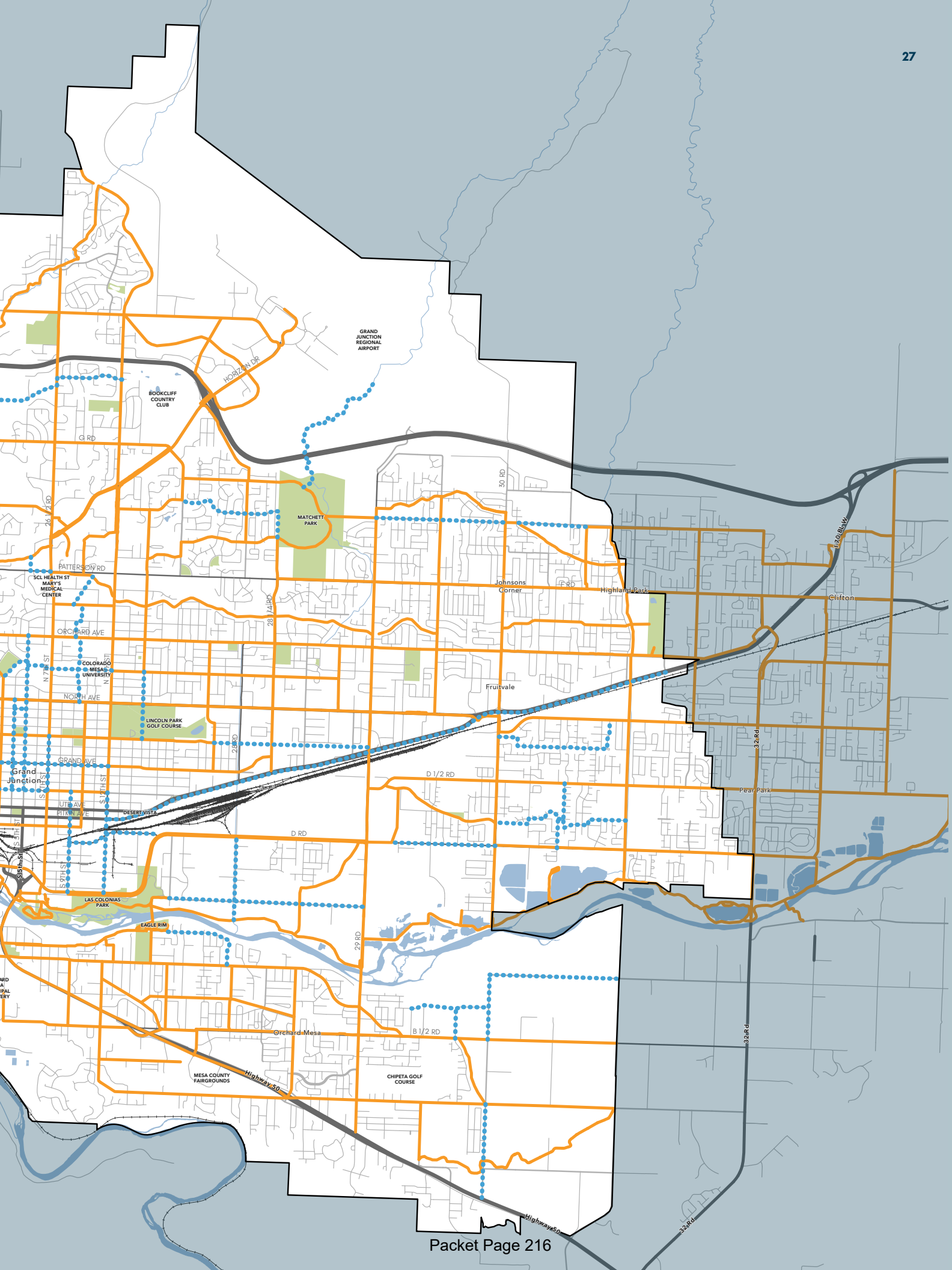
TABLE 1: ACTIVE TRANSPORTATION CORRIDOR ADDITIONS

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


GRAND JUNCTION REGIONAL AIRPORT
HORIZON DR
BOOKCLIFF COUNTRY CLUB
G RD
MATCHETT PARK
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
S 5TH ST
S 7TH ST
D 1/2 RD
Pear Park
UTE AVE
PITKIN AVE
DESERT VISTA
D RD
S 9TH ST
LAS COLONIAS PARK
EAGLE RIM
29 RD
Orchard Mesa
B 1/2 RD
MESA COUNTY FAIRGROUNDS
Highway 50
CHIPETA GOLF COURSE
32 Rd
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]

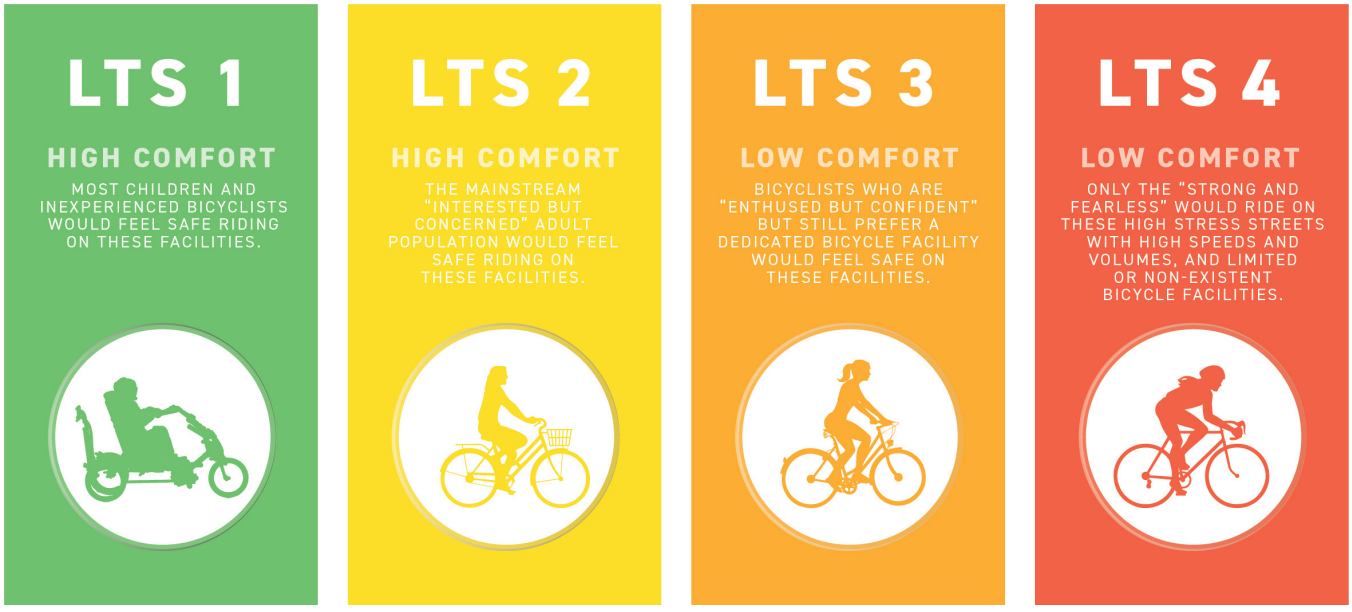
[1] Geller R. (2006). Four Types of Cyclists. Portland Bureau of Transportation. Retrieved from http://www.portlandoregon.gov/transportation/article/264746.

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.

All bicycle facilities will accommodate both directions of travel. Most on-street facilities will be designed as one-way on each side of the street. Multiuse trails will also be on both sides of the street in most contexts to serve land uses on both sides of the street. Protected bike lanes and raised cycle tracks will also typically be designed as one-way on both sides of the street, but can be also be designed as two-way facilities. In these situations special design considerations will be needed at intersections and driveways, especially at signalized intersections. The NACTO Urban Bikeway Design Guide provides guidance on two-way cycle track design.

FIGURE 11: 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

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.

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.

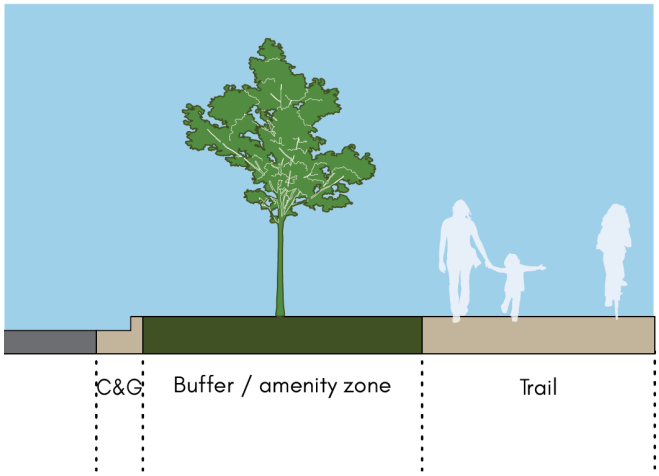
Trail

Trails will be designed to serve both pedestrians and bicyclists, including people on electric and non-electric mobility devices and electric bikes that meet city standards and obey the city speed limits.

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.

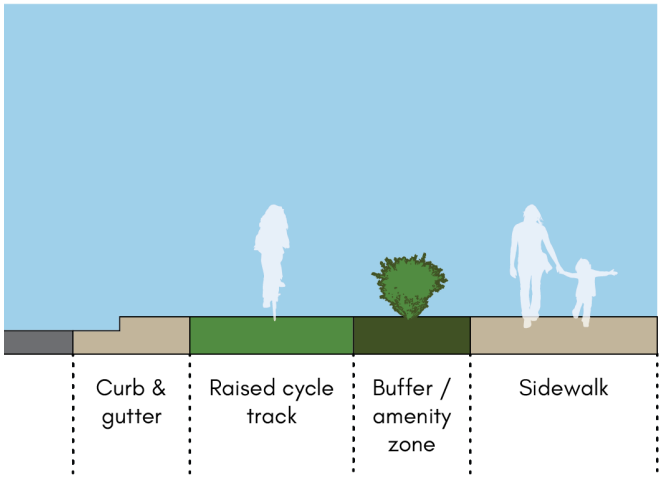
FIGURE 13: TRAIL ELEMENTS



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

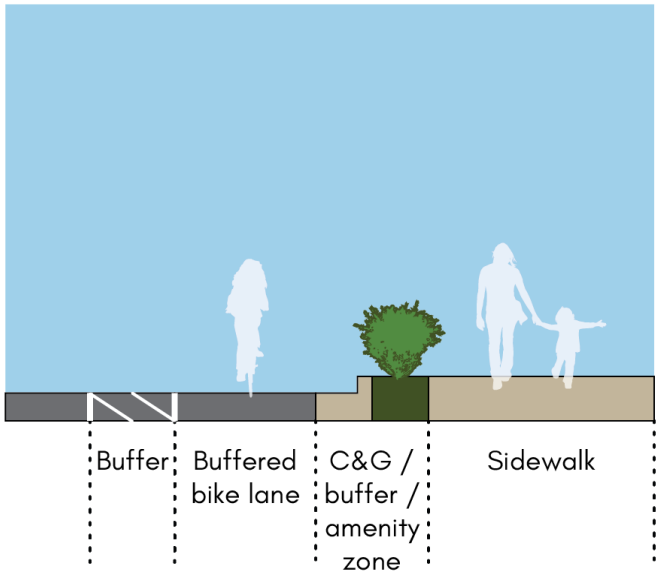


Streets with three to four lanes and speeds of 30 or 35 mph will require a buffered bike lane.

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: BUFFERED BIKE LANE ELEMENTS

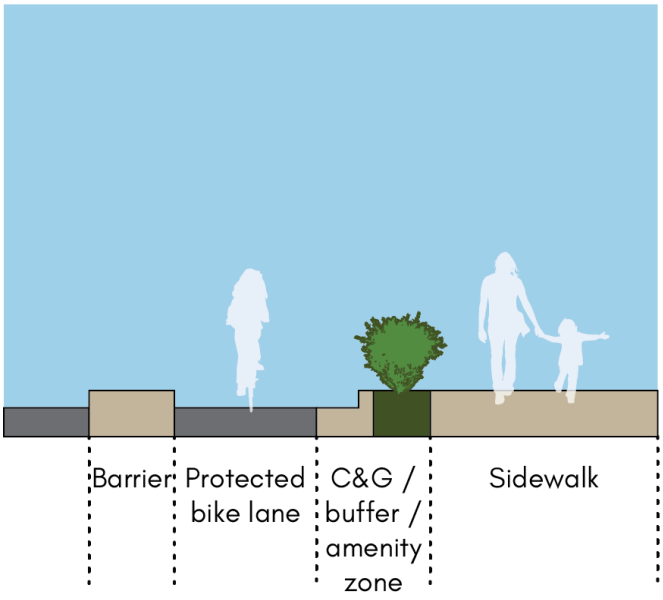


Protected Bike Lane

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: PROTECTED BIKE LANE ELEMENTS

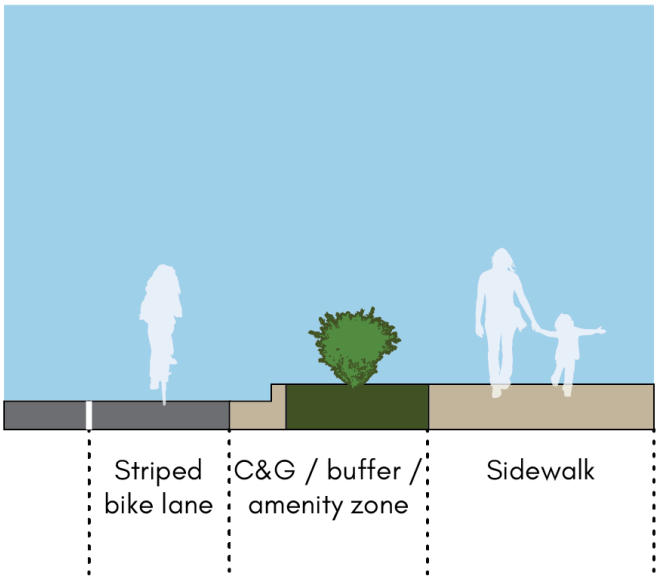


Striped Bike Lane

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.

Facilities will generally follow the routes on the Future Bicycle Map, but can also be located along a parallel street (generally within one block) if found to be more feasible during implementation.

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

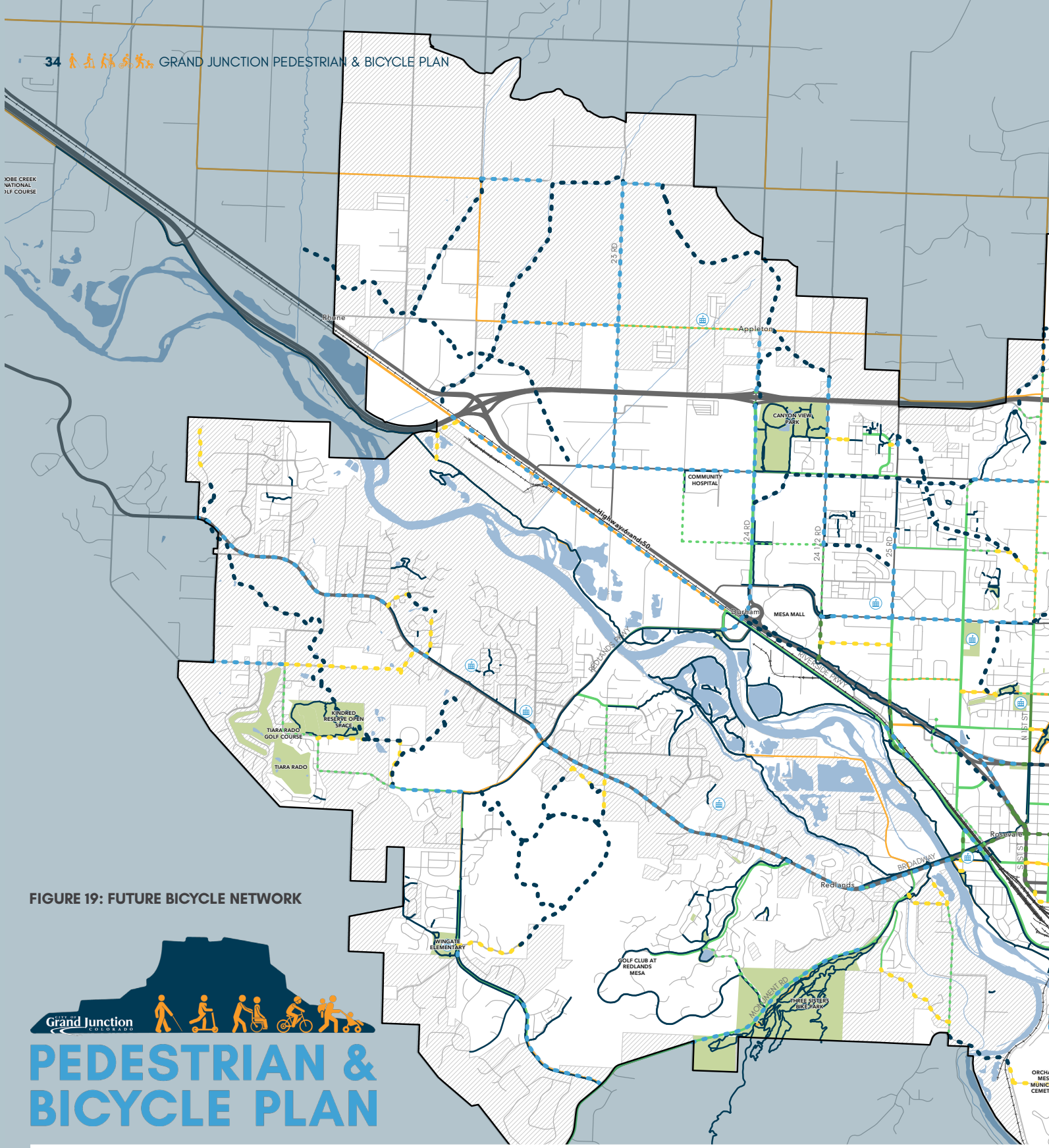


FIGURE 19: FUTURE BICYCLE NETWORK

PEDESTRIAN & BICYCLE PLAN

LEGEND

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

Street Classification

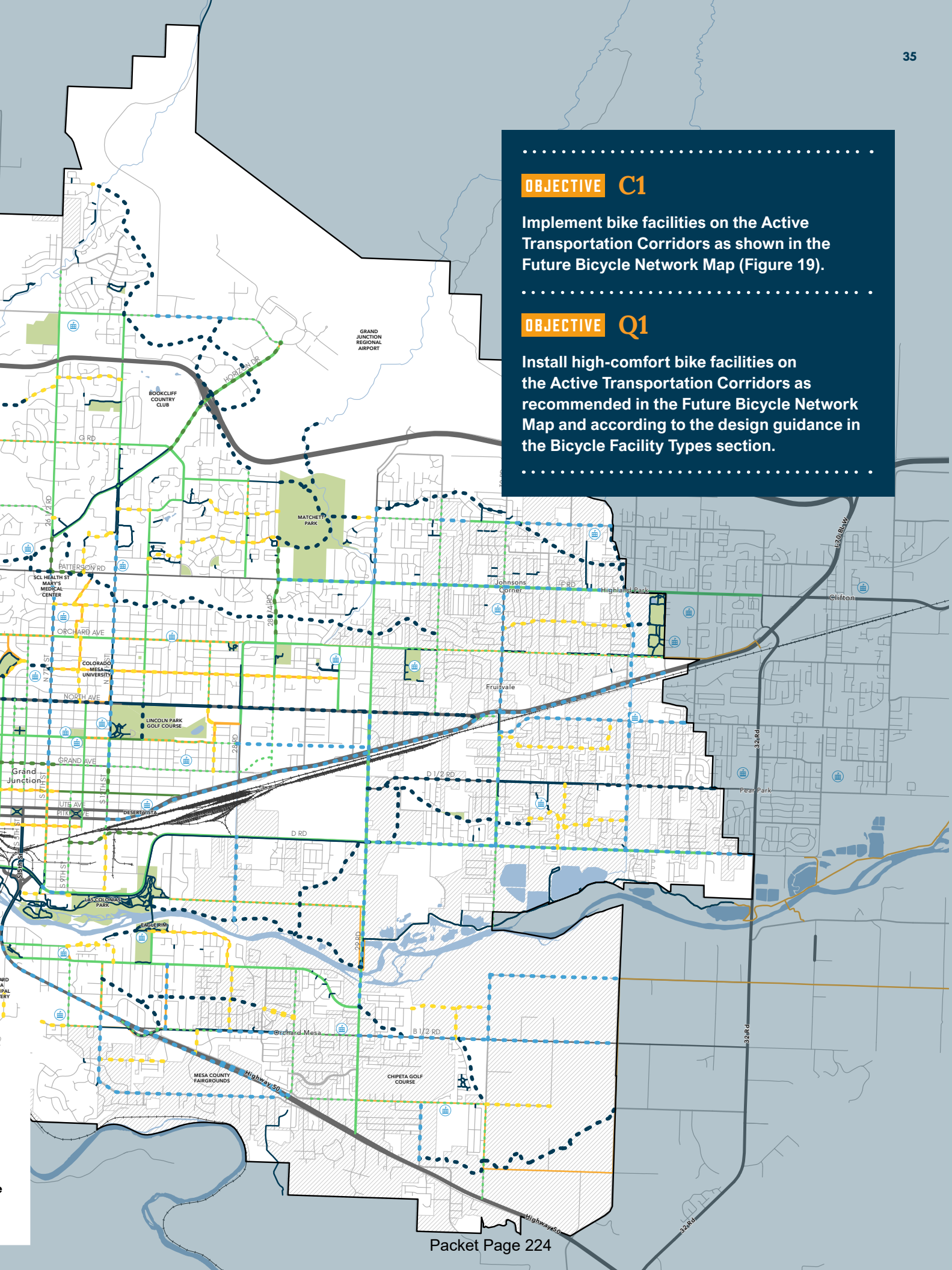
- Local
- Collector
- Arterial
- Highway

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

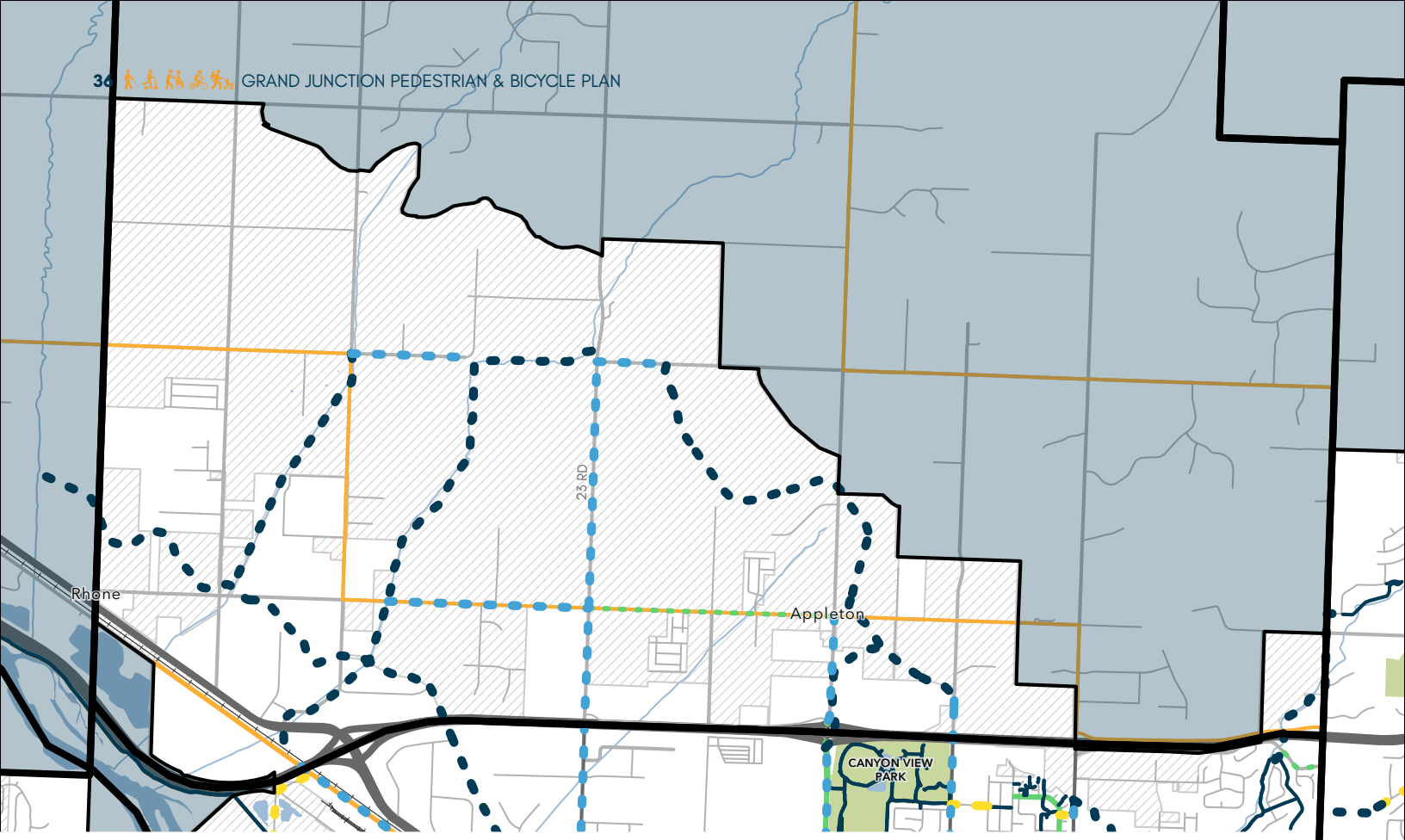


OBJECTIVE C1

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.



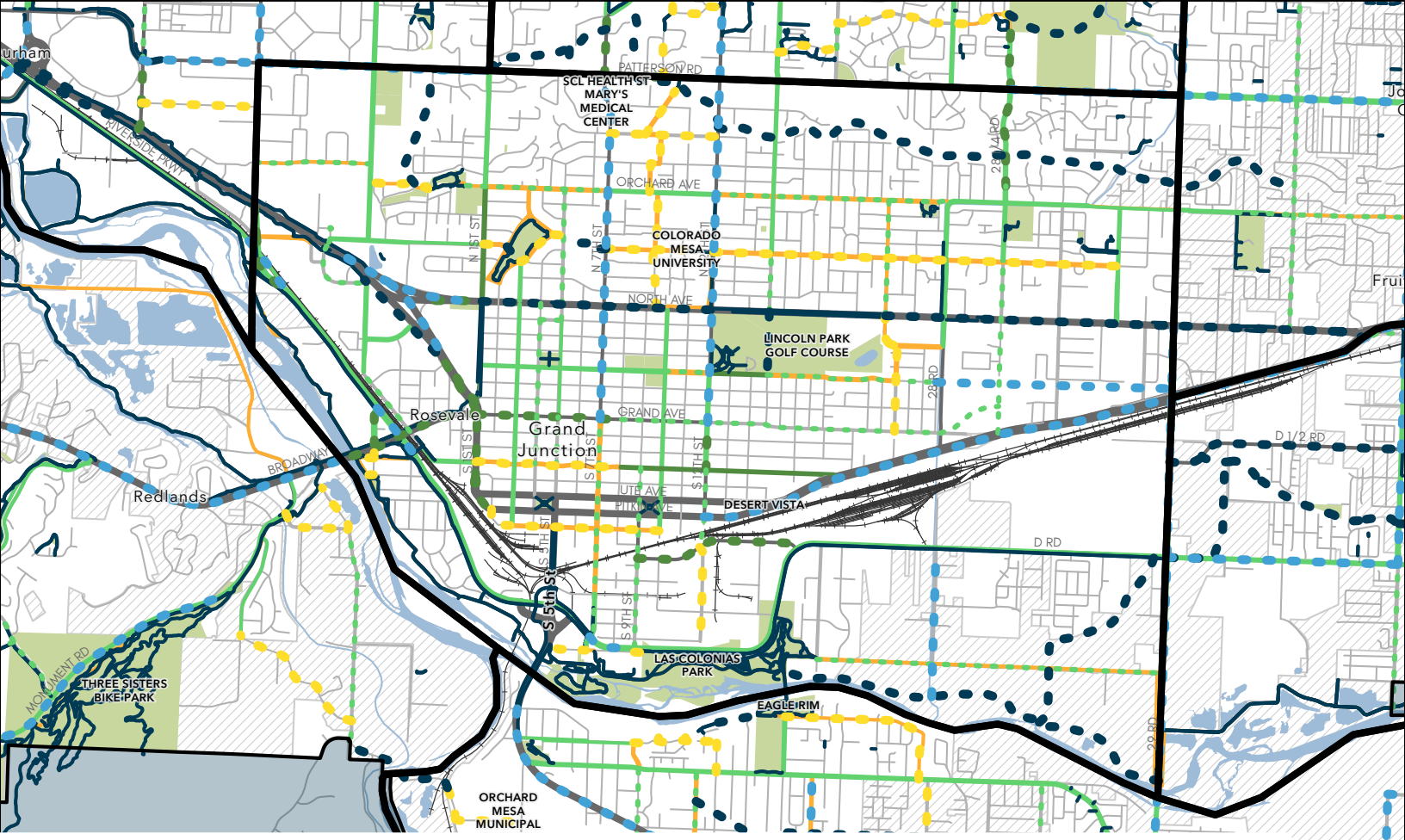
Appleton

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

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

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

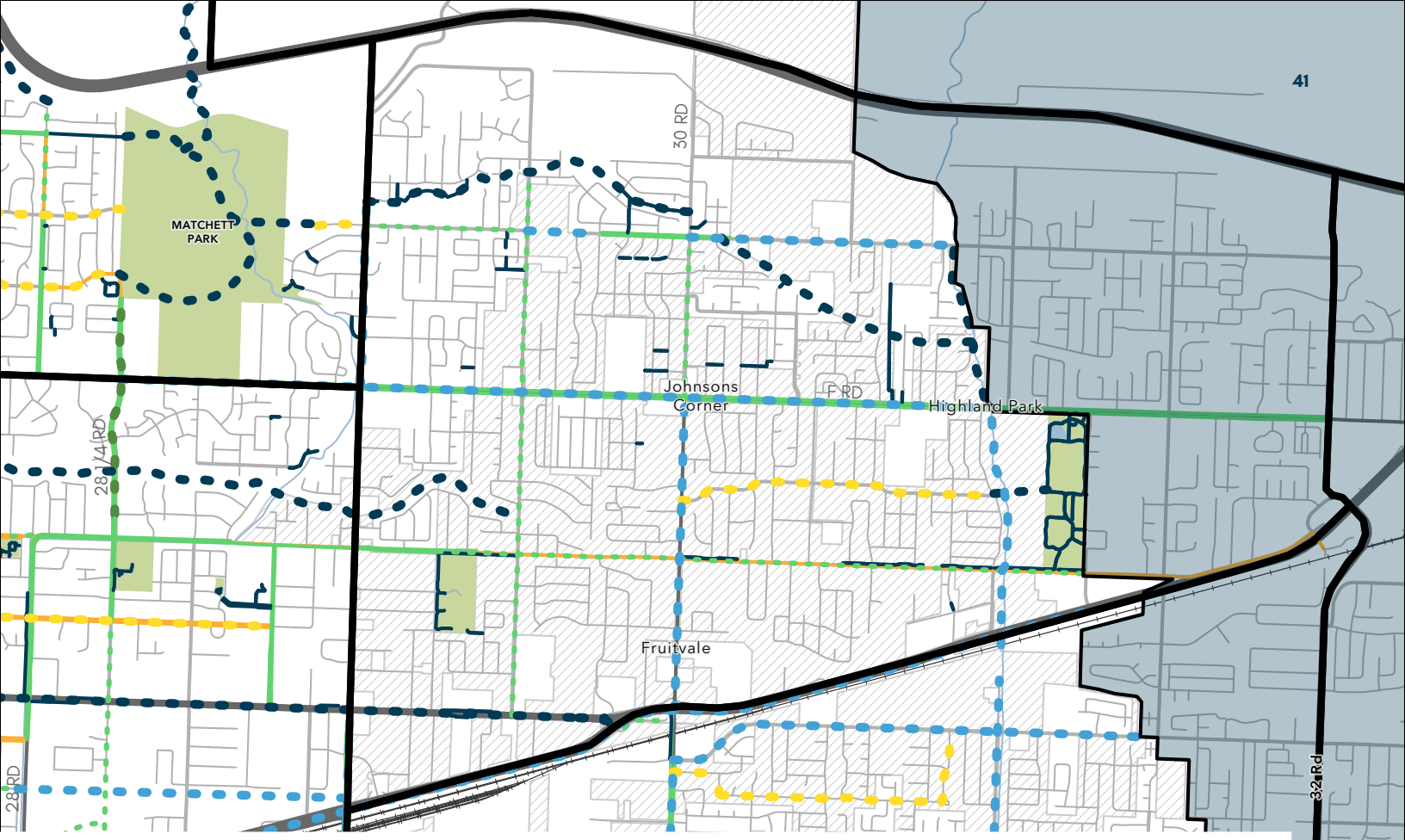
City Center

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

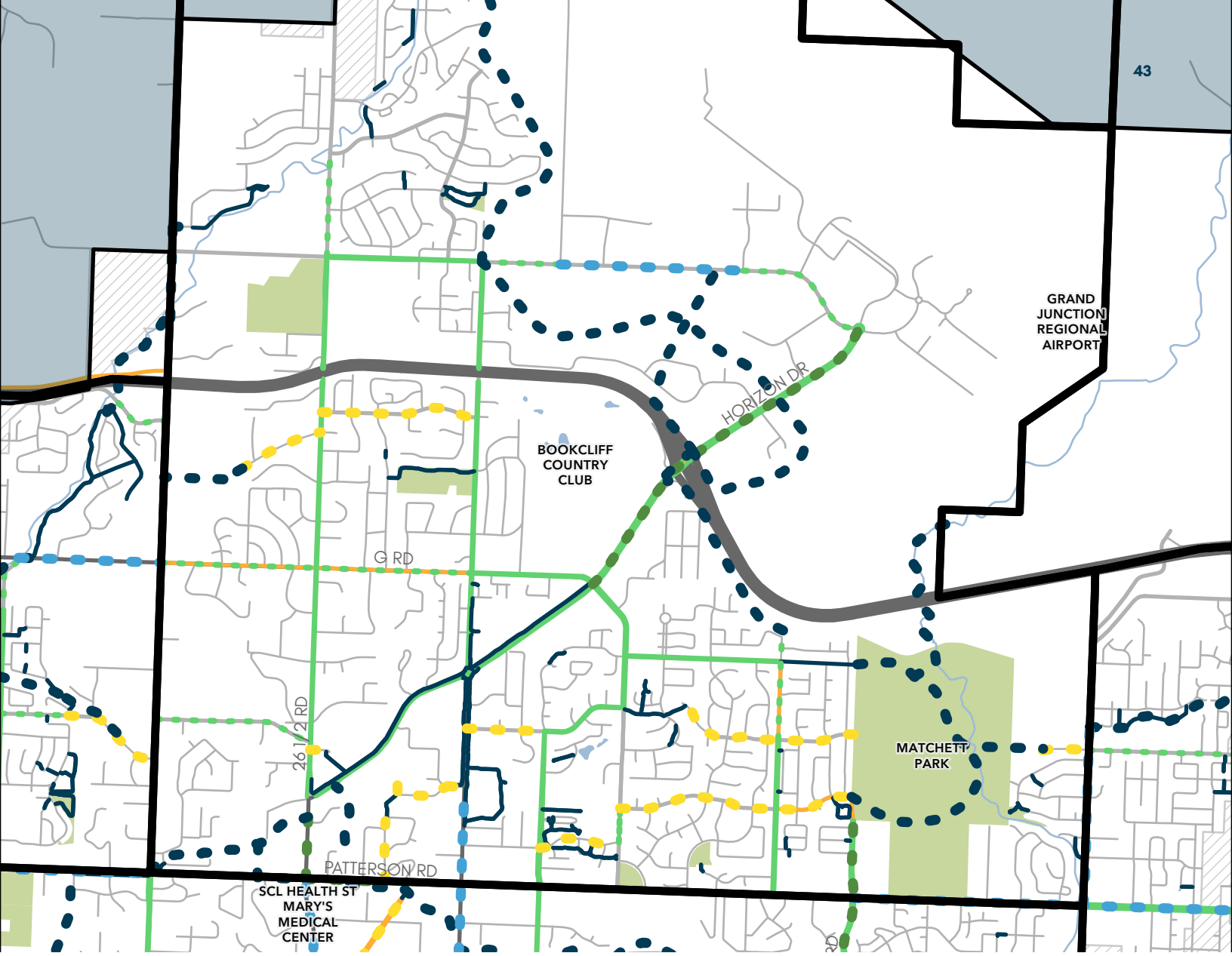
Fruitvale

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 1/2 RD	N OF I70 BRIDGE	S OF I70 BRIDGE	0.05	BL
26 RD	KELLY DR	PATTERSON RD	1.78	BL
27 RD	N OF I70 BRIDGE	S OF I70 BRIDGE	0.05	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

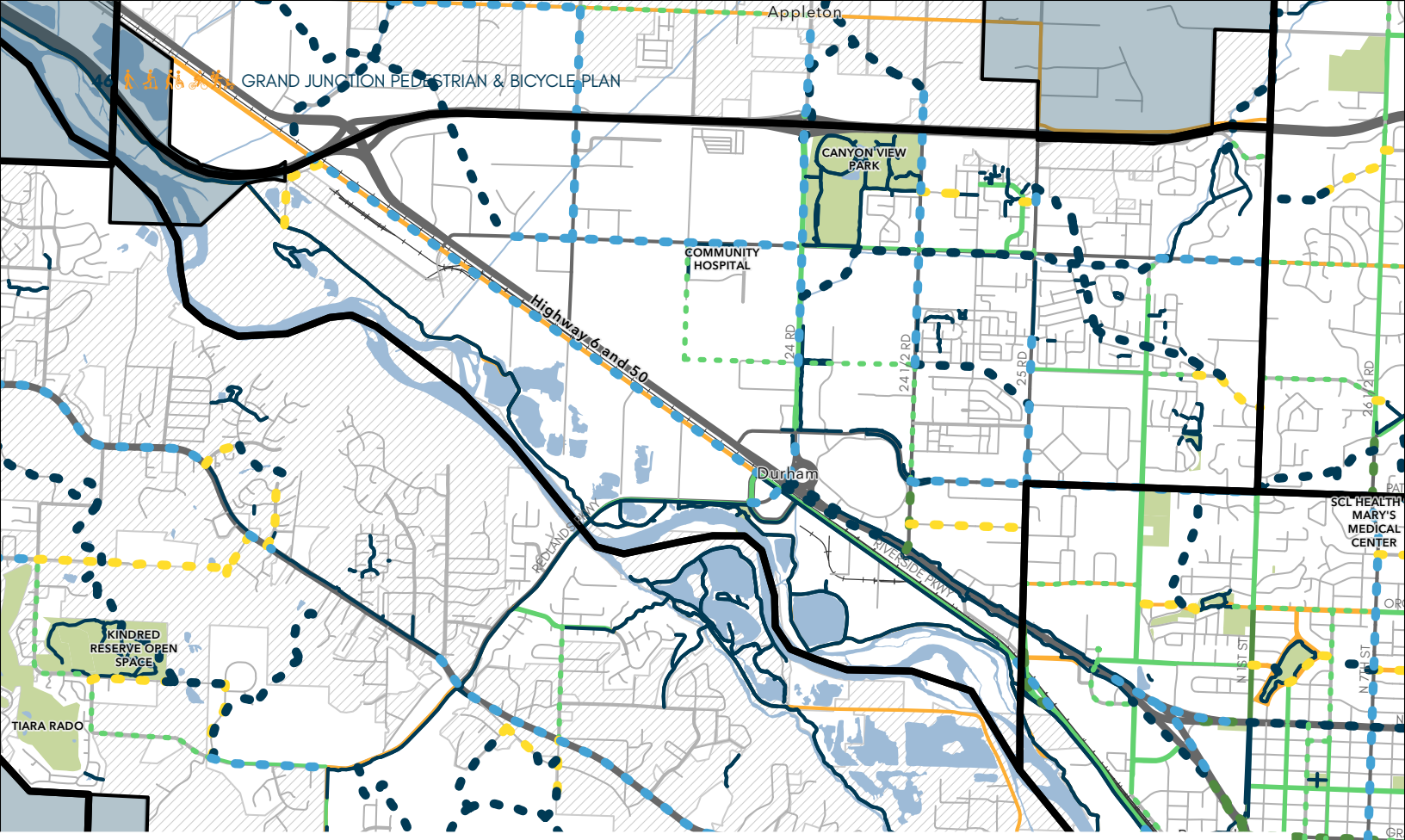
Horizon

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

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

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

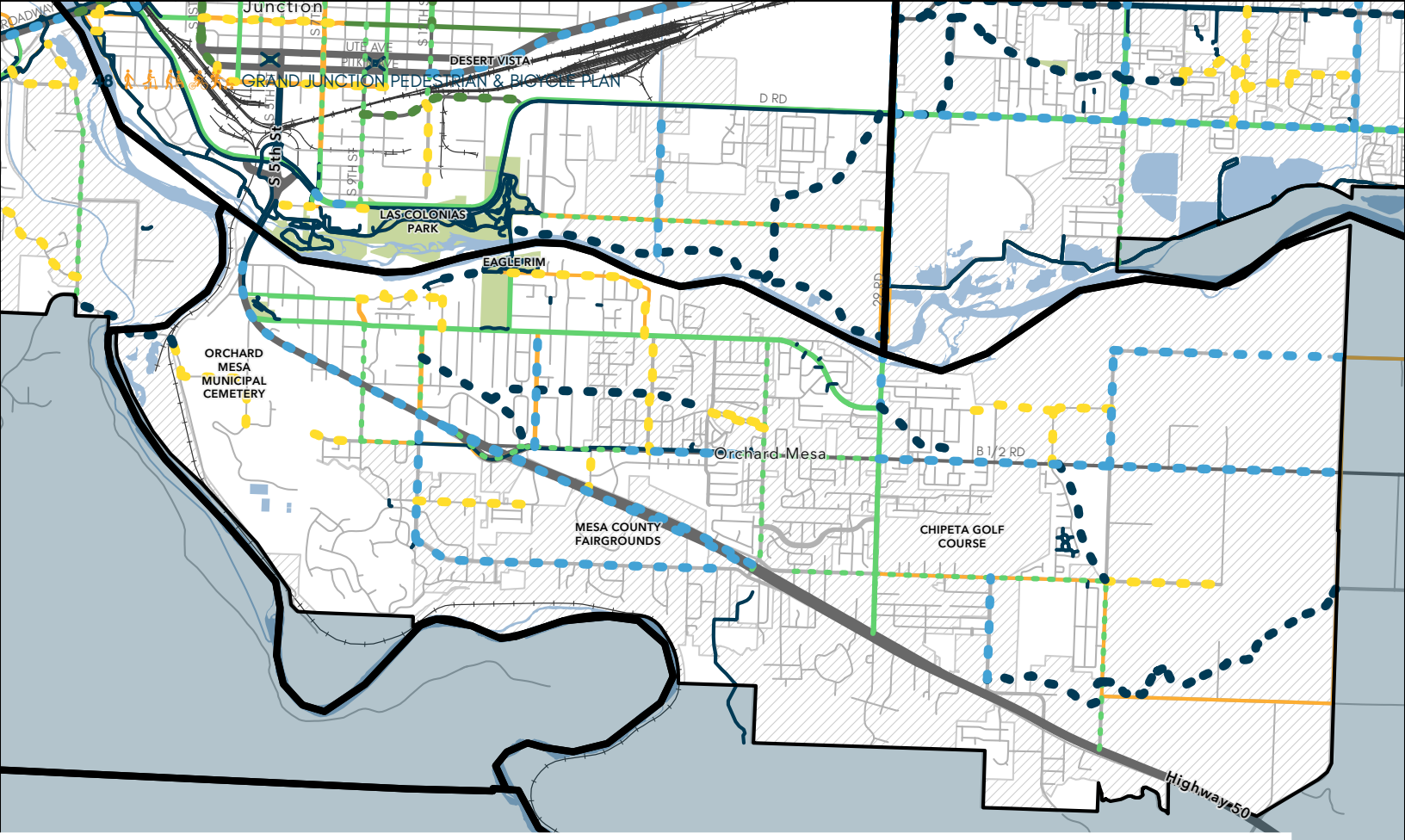
Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
24 RD/REDLANDS PKWY	PATTERSON RD	PARKWAY RAMP	0.41	T OR CT OR PBL
26 RD	KELLY DR	PATTERSON RD	1.78	BL
INDUSTRIAL BLVD	24 1/2 RD	25 RD	0.50	BB
PATTERSON RD	24 1/2 RD	26 RD	1.50	T or CT or PBL
W PINYON AVE	25 RD	25 1/2 RD	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
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



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

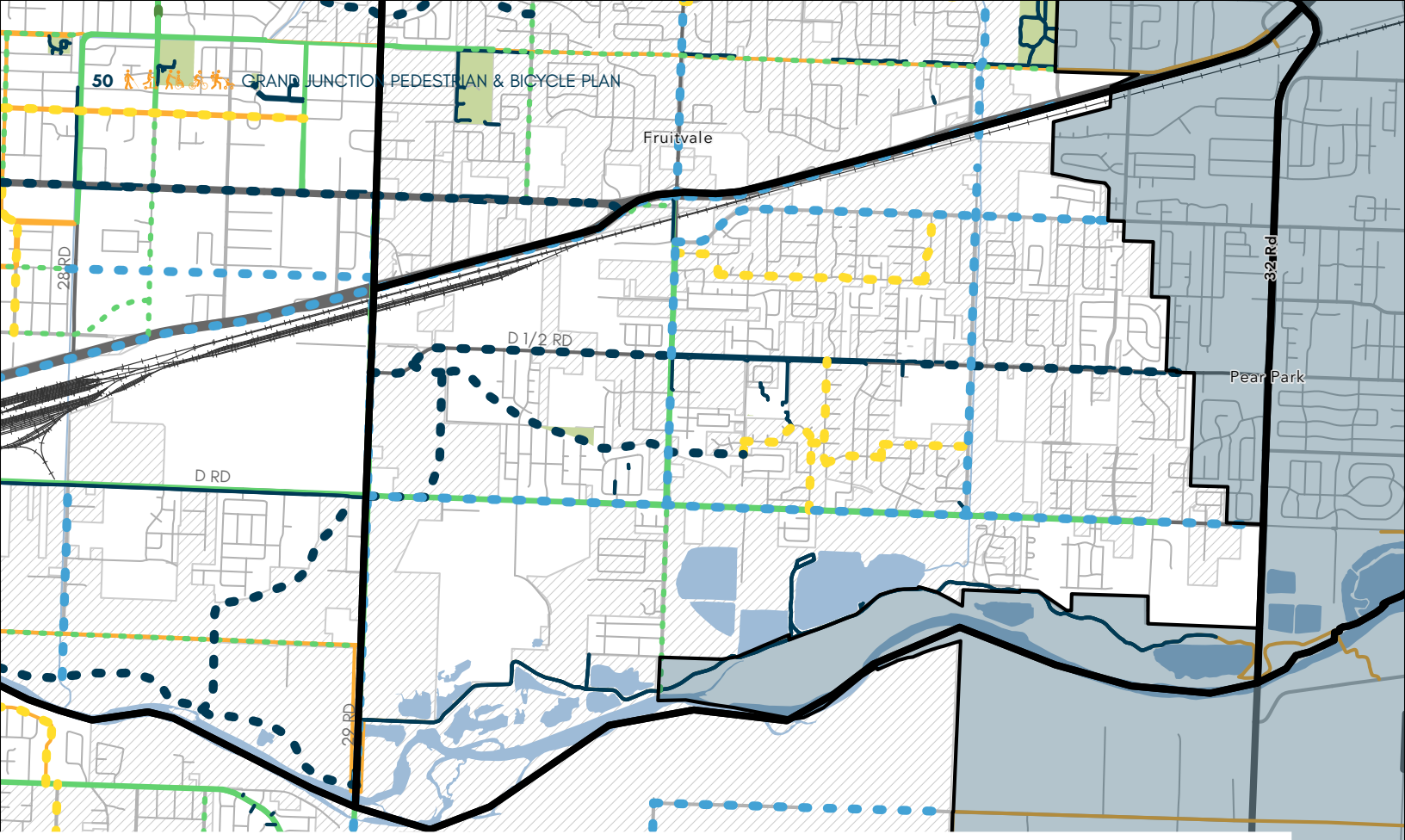
HWY 50	GRAND MESA AVE	28 1/2 RD	3.50	T or CT or PBL
HWY 50 RAMP	HWY 50	B 1/2 RD	0.35	BL
LINDEN AVE	C RD	B 1/2 RD	0.50	BL
OXFORD AVE	ARLINGTON DR	28 1/2 RD	0.49	BB
PINON ST	SANTA CLARA AVE	C RD	0.13	BB
S REDLANDS RD/26 3/8 RD	LITTLE PARK RD	26 3/8 RD	0.52	T

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



LEGEND

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

Street Classification
- Local
- Collector
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- 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

Pear Park

High Priority

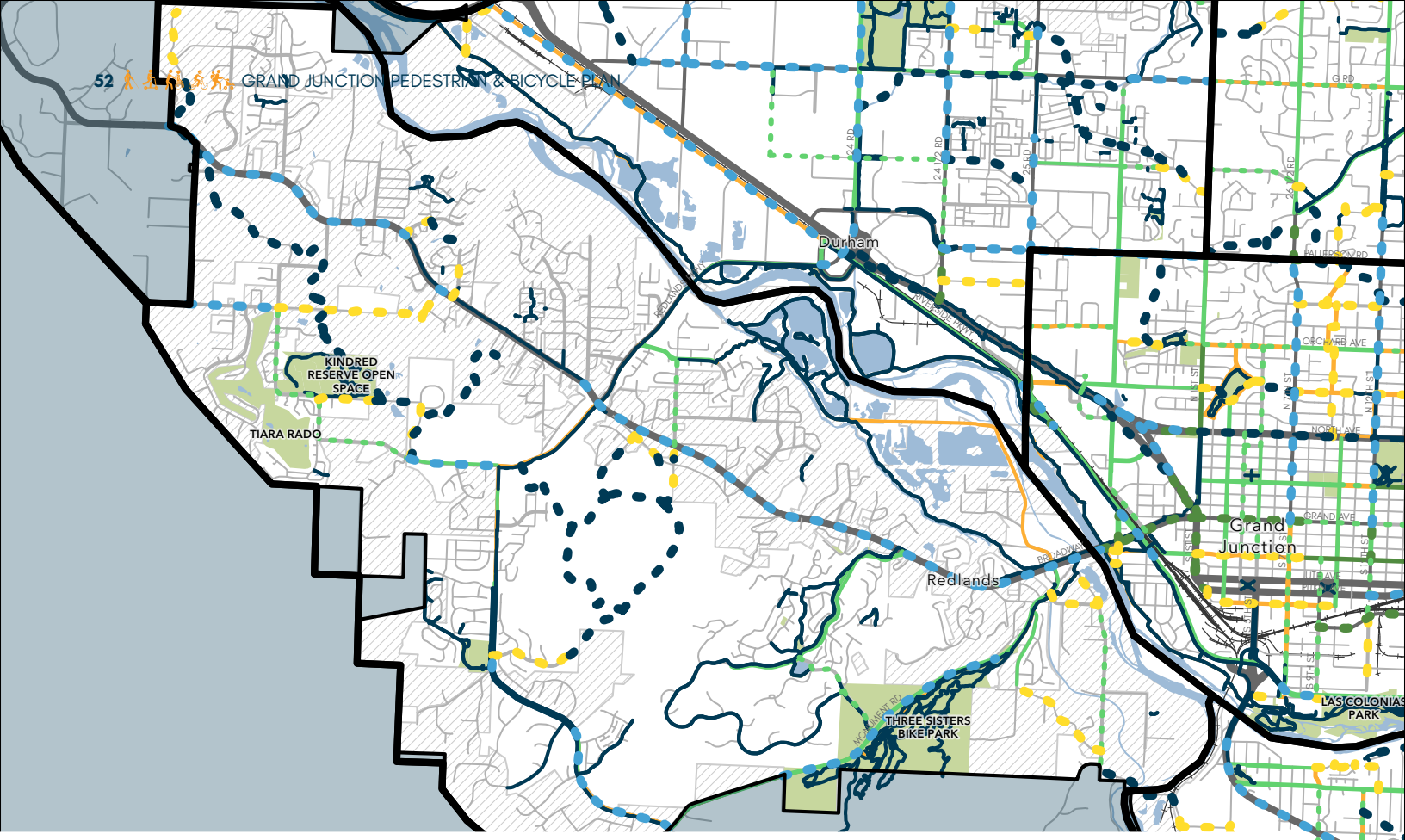
Corridor Name	Extent (From)	Extent (To)	Length (Miles)	Recommended Facility Type
29 RD	E NORTH AVE	RIVER BEND LN	2.16	T or CT or PBL
30 RD	F RD	I70 BL	0.97	T or CT or PBL
FUTURE ATC TRAIL	F RD E OF 31 RD	RAIL ROAD S OF I70 FRONTAGE RD	0.75	T or CT or PBL
I70B	DESERT VISTA / PITKIN AVE	WARRIOR WAY	4.10	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
24 RD/REDLANDS PKWY	PATTERSON RD	PARKWAY RAMP	0.41	T OR CT OR PBL
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	GREEBBELT 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	

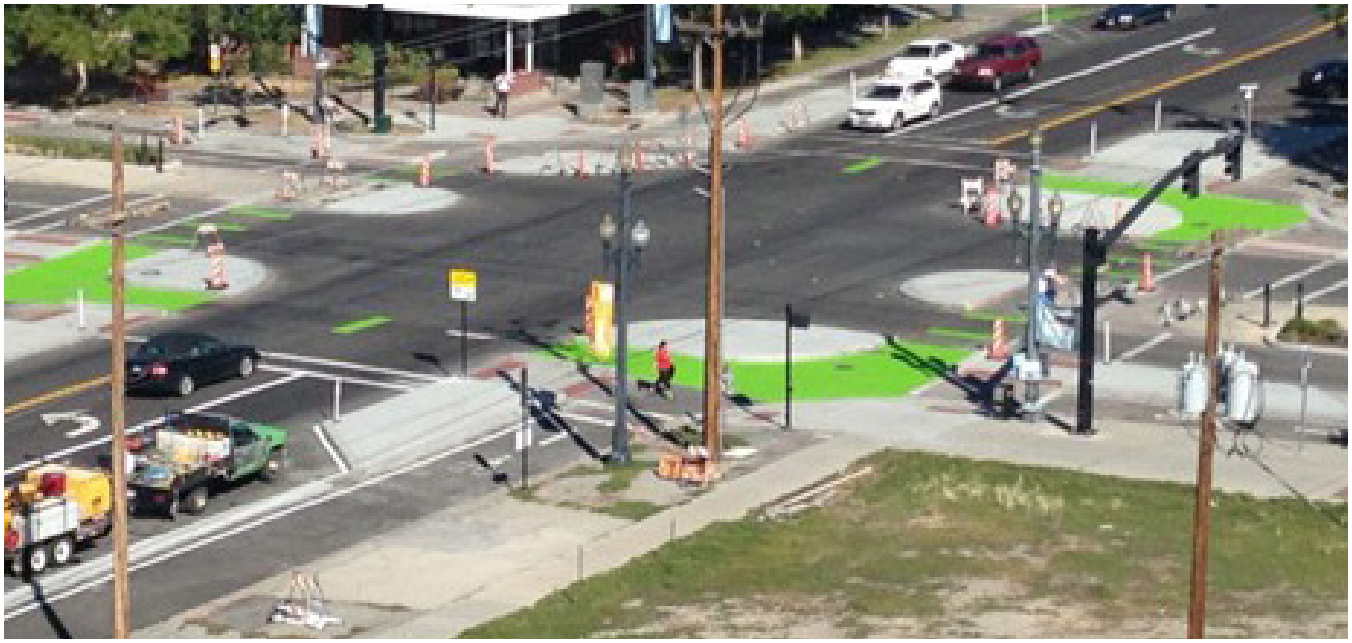


FIGURE 20: PROTECTED INTERSECTION SOURCE: NHRP

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."

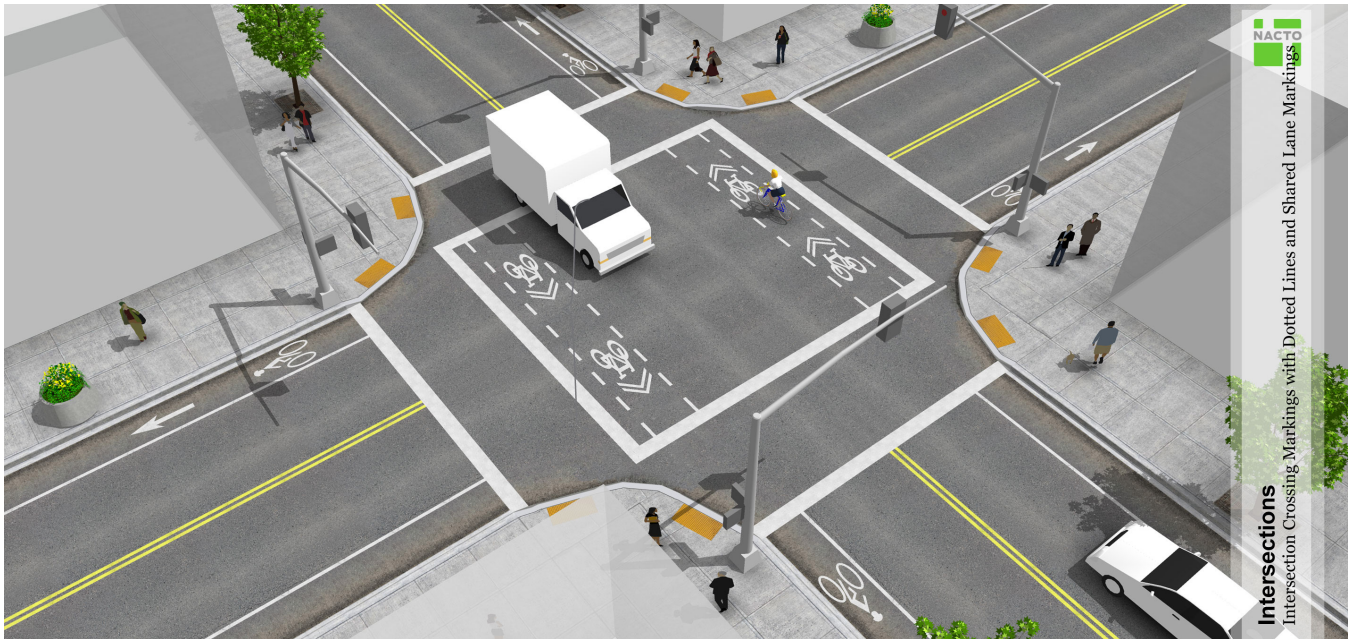


FIGURE 21: DEDICATED INTERSECTION SOURCE: NACTO

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."

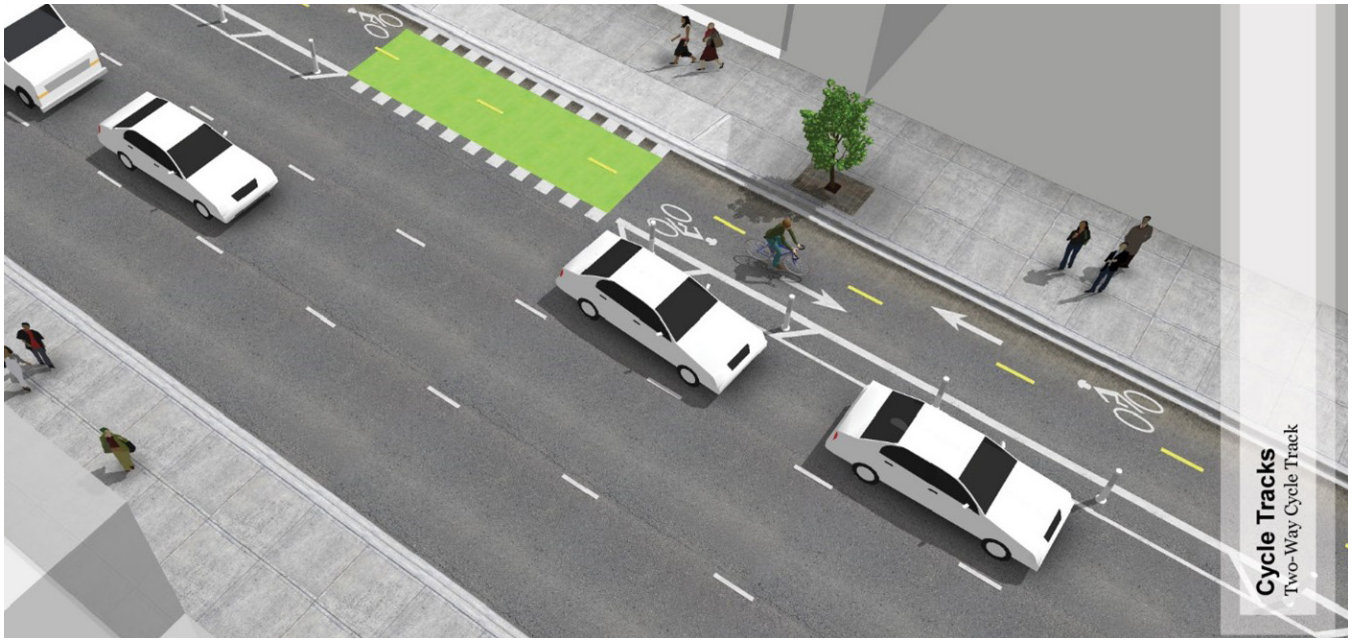


FIGURE 22: MINOR BICYCLE CROSSING SOURCE: NACTO

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.

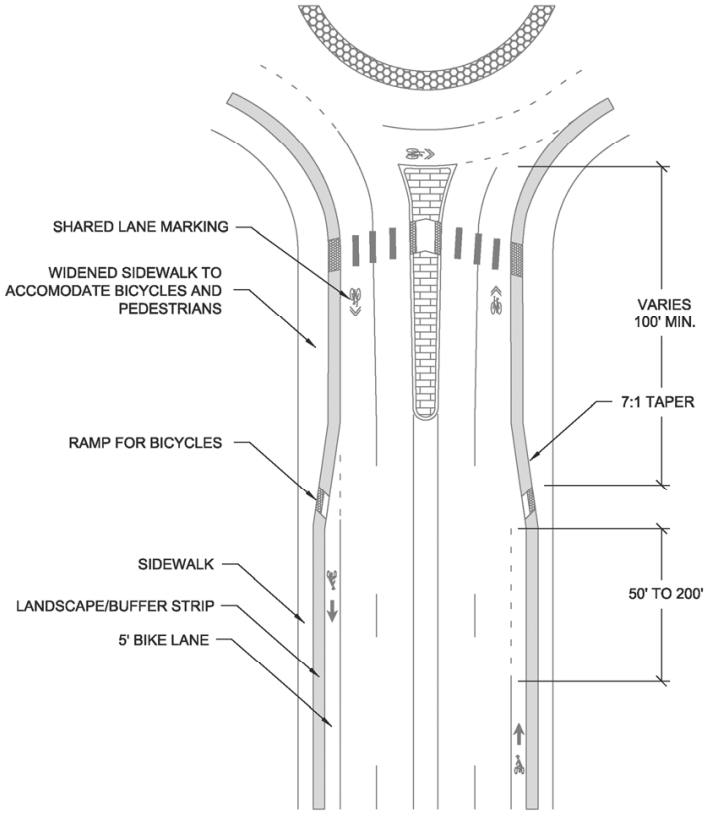


Figure 14-28 Multi-lane Roundabout

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**).

OBJECTIVE S1

Conduct a signalization feasibility study as a first step to determine what improvements are needed at signalized crossings.

FIGURE 27: BIKE DETECTION AT SIGNAL

- 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.

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

FIGURE 28: RECESSED STOP BAR

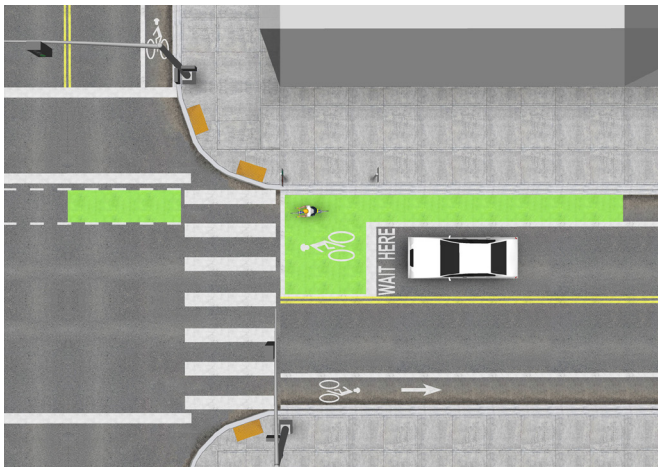


FIGURE 29: BIKE BOX AT INTERSECTION

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 30: CROSSBIKE

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.**

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 S2

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.

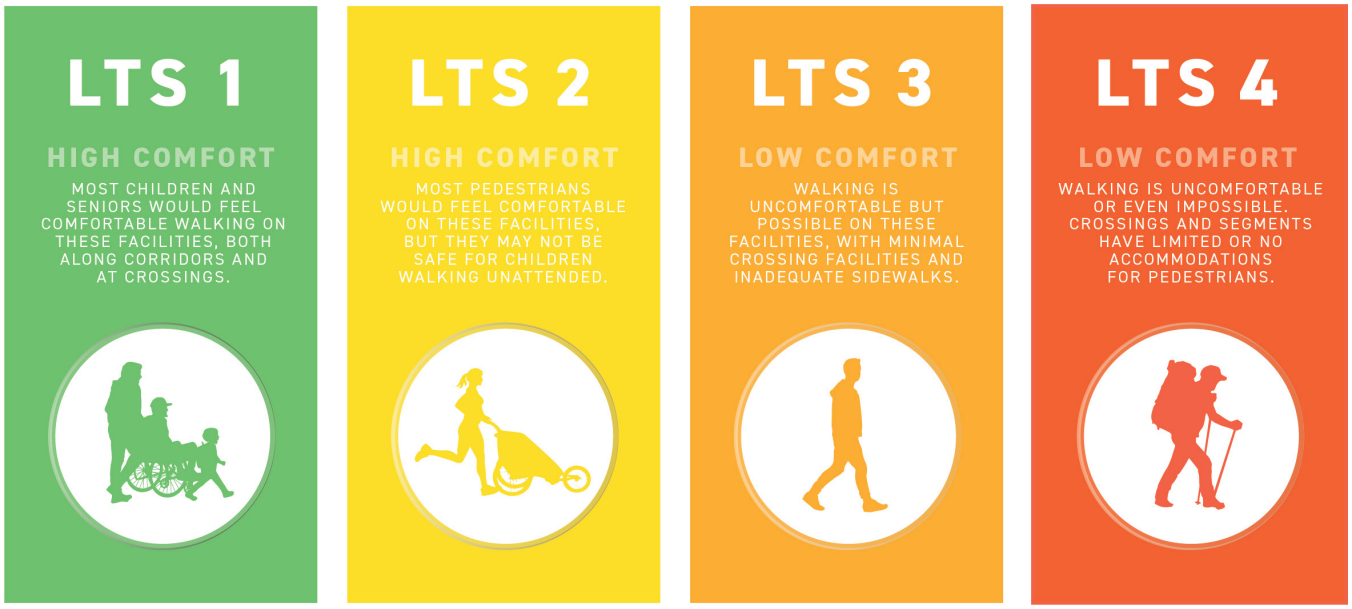
This plan sets the goal for all streets in Grand Junction to provide high comfort locations for people to walk. Given there are hundreds of miles of streets in Grand Junction, the initial focus should be on completing sidewalks and trails on the Active Transportation Corridors, many of which are arterial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

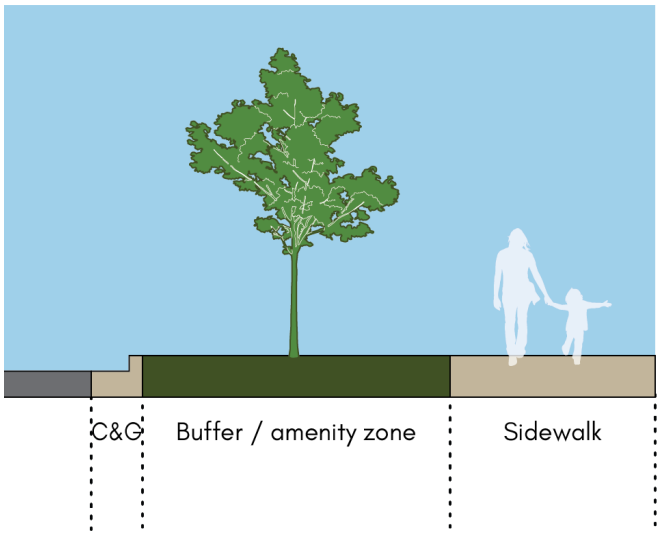


TABLE 4: SIDEWALK FACILITY RECOMMENDATIONS TO ACHIEVE LTS 2 OR BETTER GIVEN STREET CHARACTERISTICS

		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.

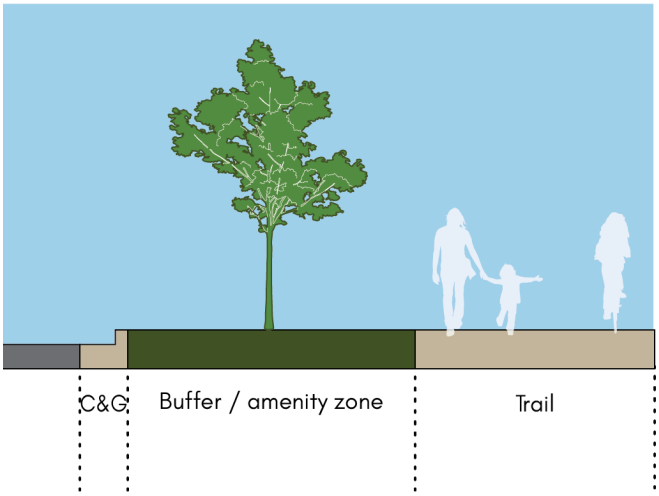
On local streets in existing residential neighborhoods where there is no sidewalk, an LTS 2 has been assigned when speed limits are 25 mph or less and volumes average less than 1,000 vehicles per day. These streets are the lowest priority to improve with sidewalk facilities unless they are part of a 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. Pedestrian lighting within the buffer zone improves safety for pedestrians, rollers and bicyclist using active transportation corridors and encourages the use of these facilities after dark. 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 S3

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, including for people with mobility challenges or with visual impairments. 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

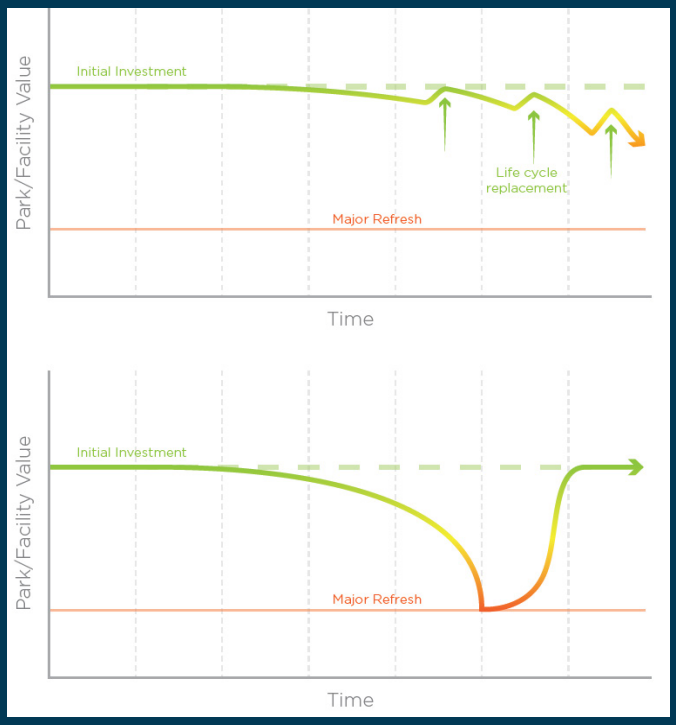
Programs will work in tandem with the build-out of the pedestrian and bicycle networks in Grand Junction to further support people walking, rolling, and biking. Programs to maintain new facilities, provide pedestrian and bicycle amenities, create Safe Routes to School, reduce commute trips, and improve 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.	Perform 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.

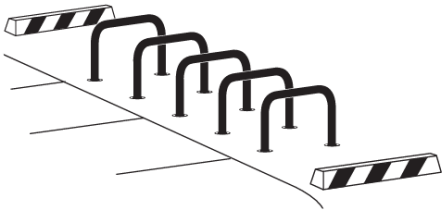
The city should refer to the Association of Professional Bicycle Professionals (APBP) resource, Essentials of Bike Parking, which outlines design and installation guidelines for short-term and long-term bike parking **(Figure 36)**. Placement and selection of these facilities should consider not just 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 36: BIKE PARKING IN GRAND JUNCTION

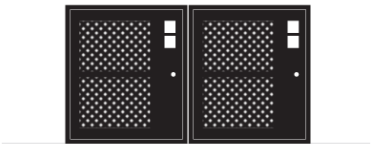
FIGURE 37: TYPES OF APBP-COMPLIANT PARKING

INVERTED U

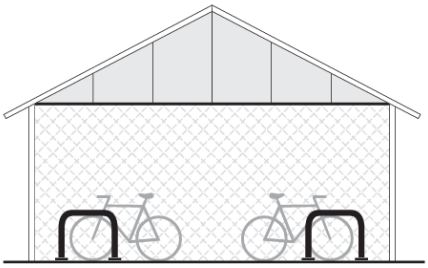
POST & RING



CORRAL



BIKE LOCKERS



SHELTERED SECURE ENCLOSURE

OBJECTIVE 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.

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, bike shelters, and repurposed parking spaces.

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 M3

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.

Along trails, amenities like shade, water fountains, seating, and ADA accessible restrooms support recreation and active transportation.

OBJECTIVE M4

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

Comments received from the public engagement process included the need to provide safety for nighttime users. 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 S4

Conduct a lighting needs assessment for each active transportation corridor - as a first step in identifying lighting needs for safety improvements.

OBJECTIVE M5

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 41** 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 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.

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 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.

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 M8

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 keep walkways clear for pedestrians and people using wheelchairs and other mobility devices, while also reducing visual clutter along the sidewalk. 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.

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 S5

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.

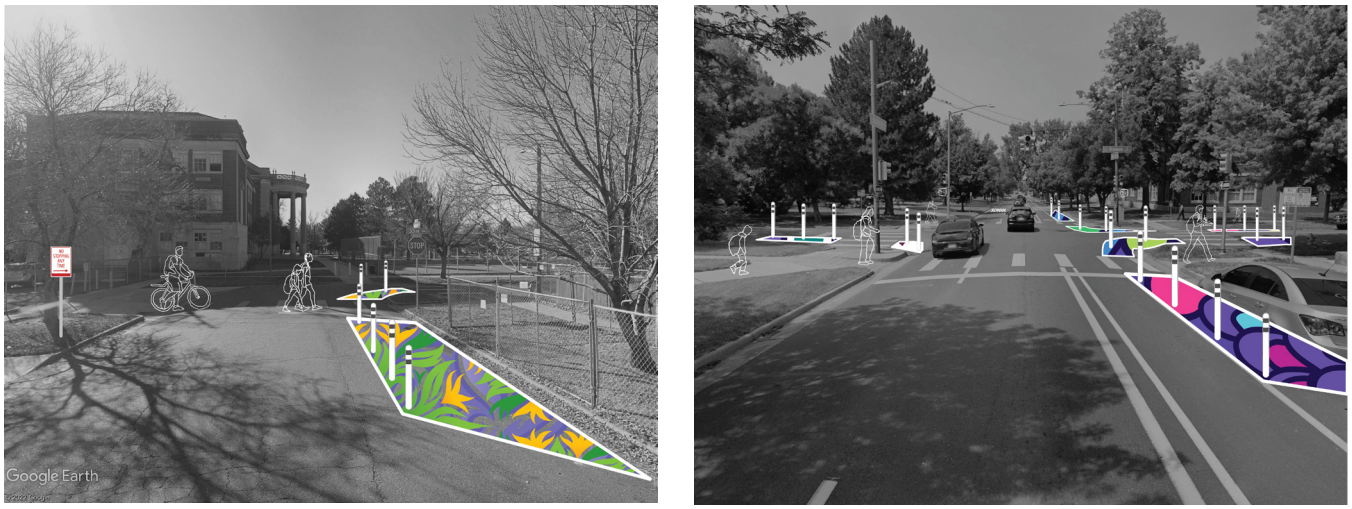


FIGURE 42: EXAMPLE OF TRAFFIC CALMING NEAR SCHOOLS

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 S6

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 S7

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 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.

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 S8

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 S9

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 strengthening enforcement and compliance with the 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

Strengthen enforcement and compliance of the existing construction zones policy that requires developers/construction companies to provide sidewalks and bicycle facilities during construction.

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

FIGURE 43: EXAMPLE OF COVERED WALKWAY AT CONSTRUCTION SITE

that bicycle and pedestrian facilities are connected and 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 as part of the development.

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 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.

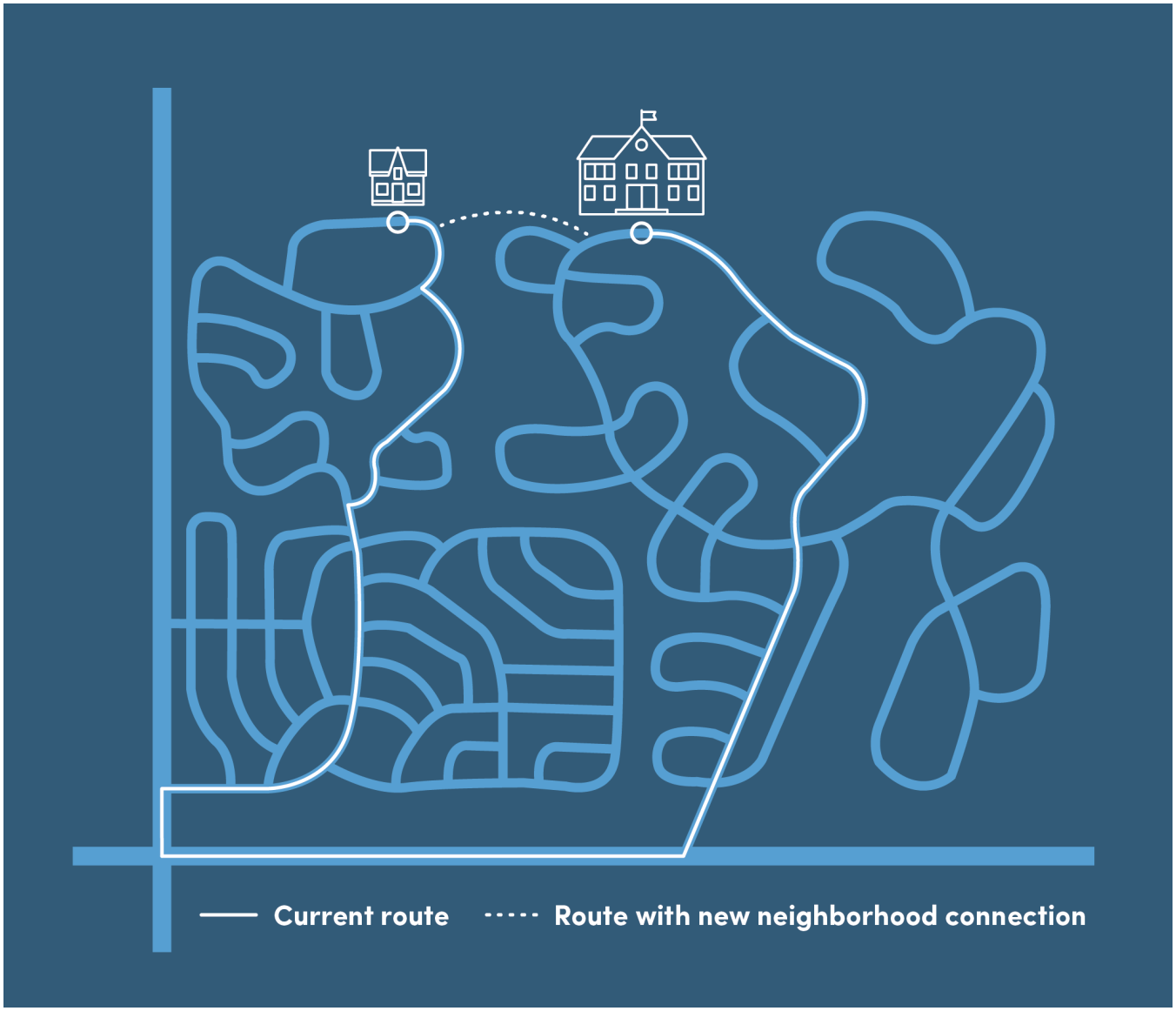


FIGURE 44: CONCEPTUAL DISPLAY OF INCREASE IN CONNECTIVITY WITH BICYCLE/PEDESTRIAN CUT-THRU

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**.

Priorities may be amended in the future as land uses change and new growth occurs that may increase (or decrease) the priority for new connections.

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

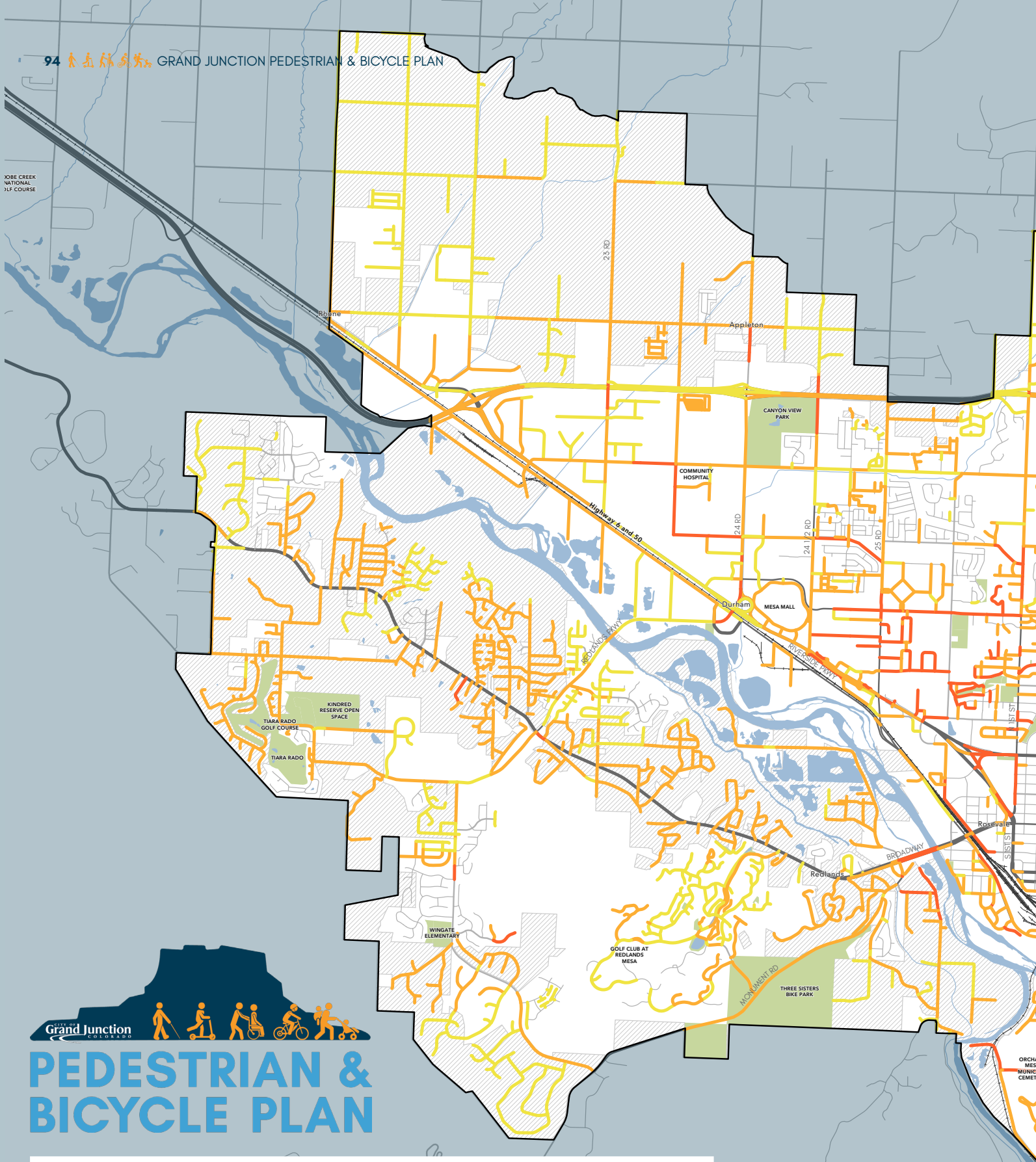
As shown in **Figure 43**, the City should first complete missing sidewalks shown in **Figure 44**, then perform priority sidewalk retrofits shown in **Figure 45** as needed. It should be noted that due to data availability, **Figure 45** shows all existing sidewalks, irrespective of sidewalk quality 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 the existing condition of the sidewalk posing a safety risk?
- 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

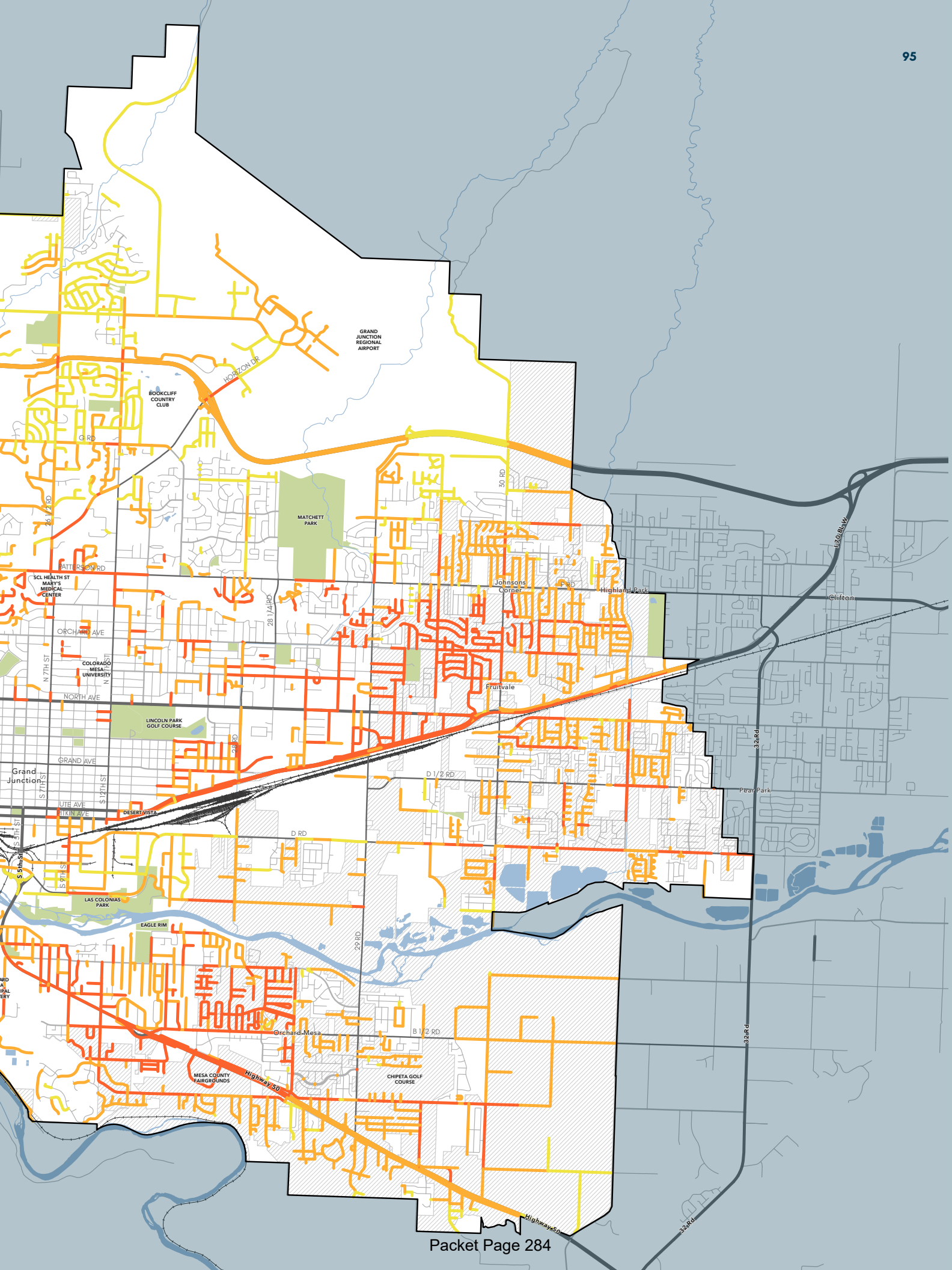
Street Classification

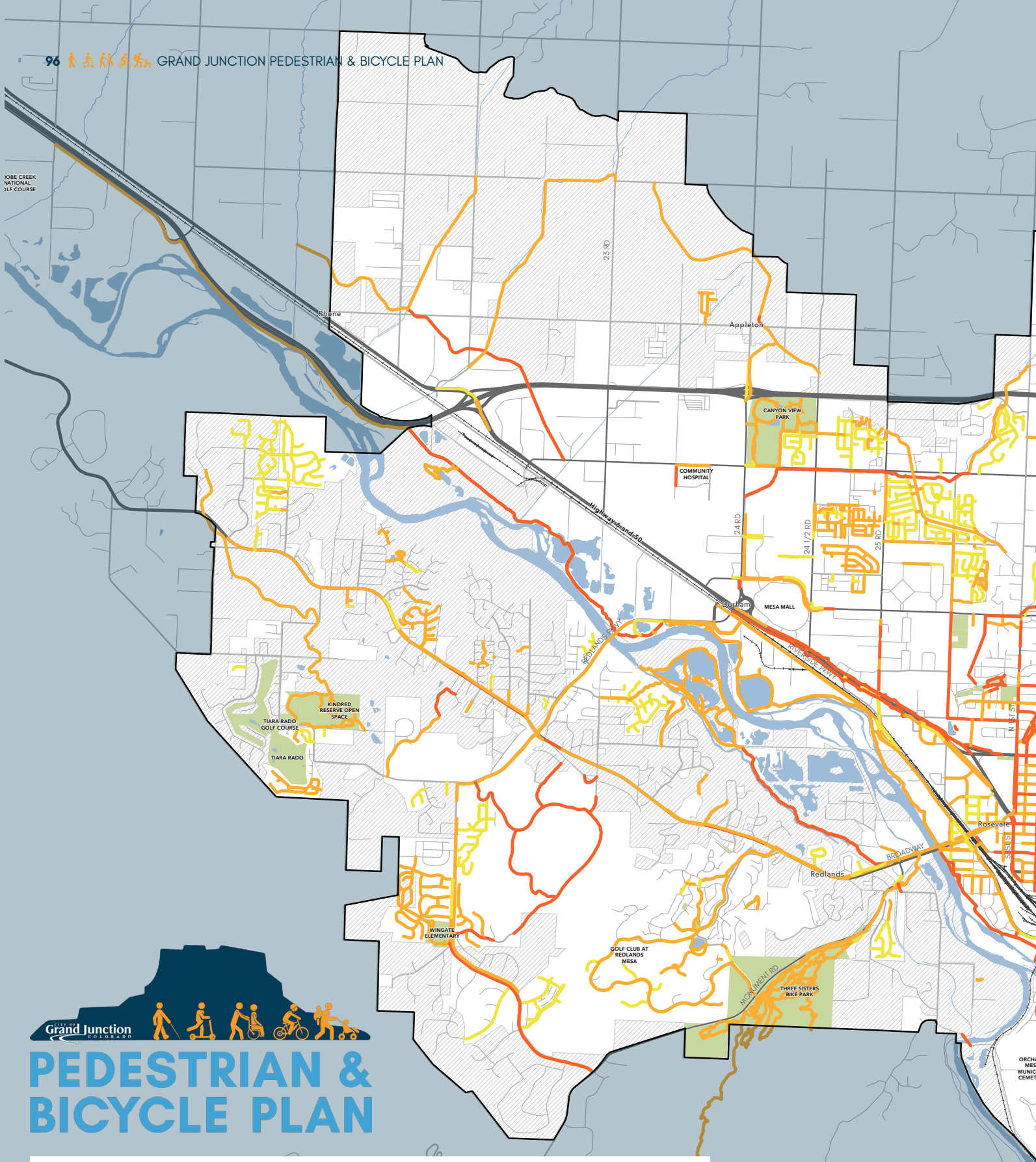
- Local
- Collector
- Arterial
- Highway

Missing Sidewalk Priority

- Low
- Medium
- High

FIGURE 46: MISSING SIDEWALK PROJECT PRIORITIZATION


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



City of Grand Junction Colorado

PEDESTRIAN & BICYCLE PLAN

LEGEND

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

Street Classification

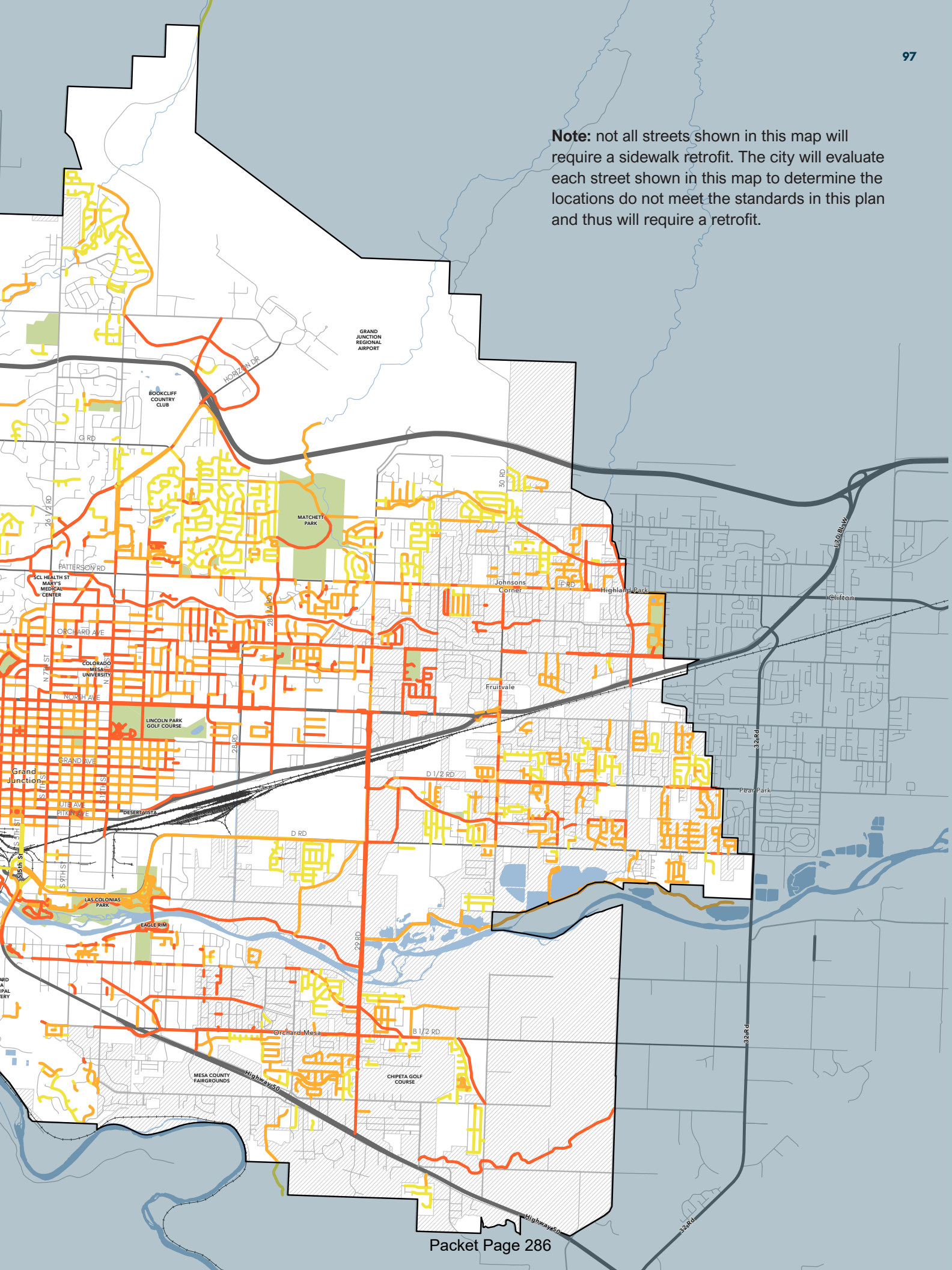
- Local
- Collector
- Arterial
- Highway

Sidewalk Retrofit Priority

- Low
- Medium
- High

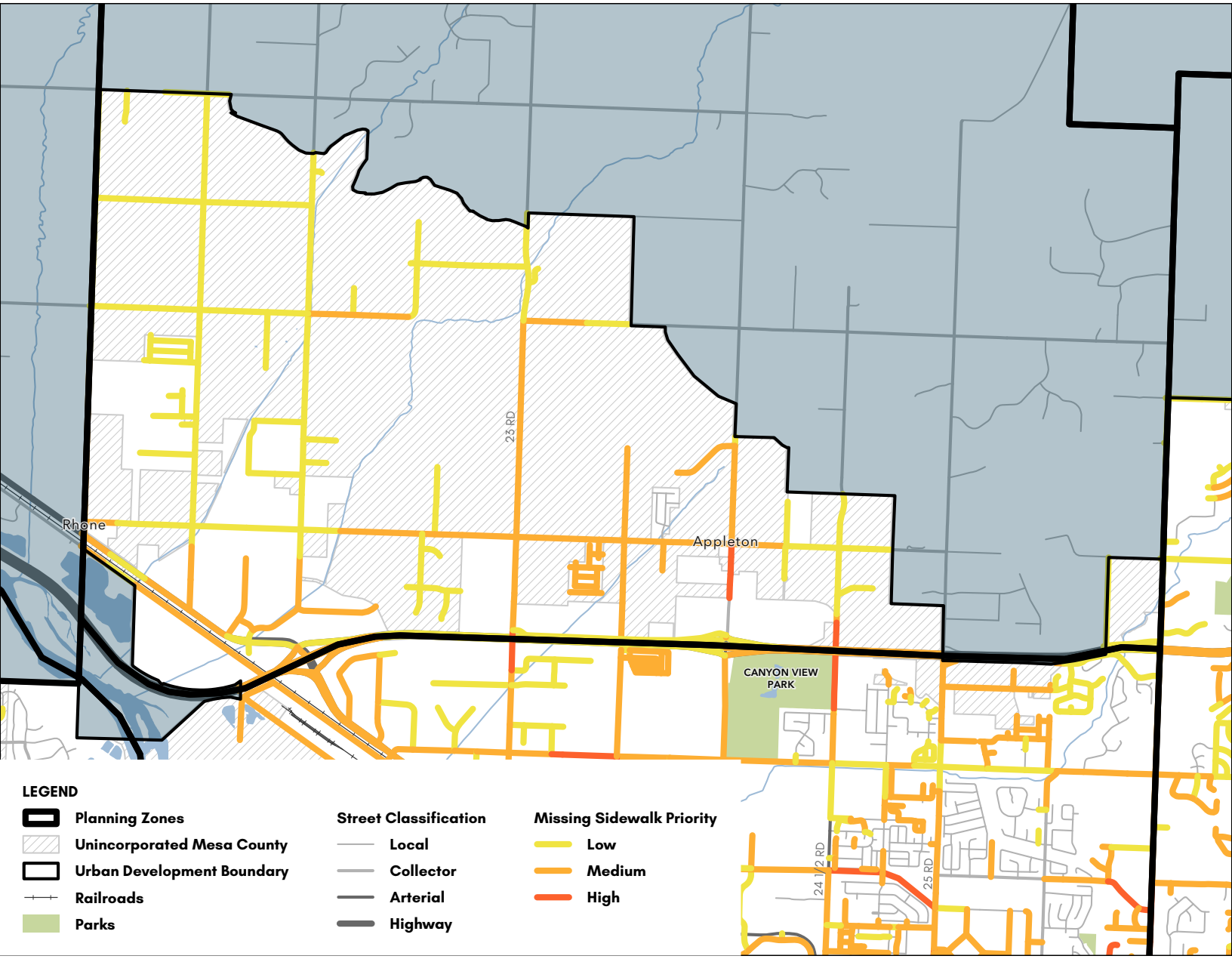
FIGURE 47: SIDEWALK RETROFIT PROJECT PRIORITIZATION

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.



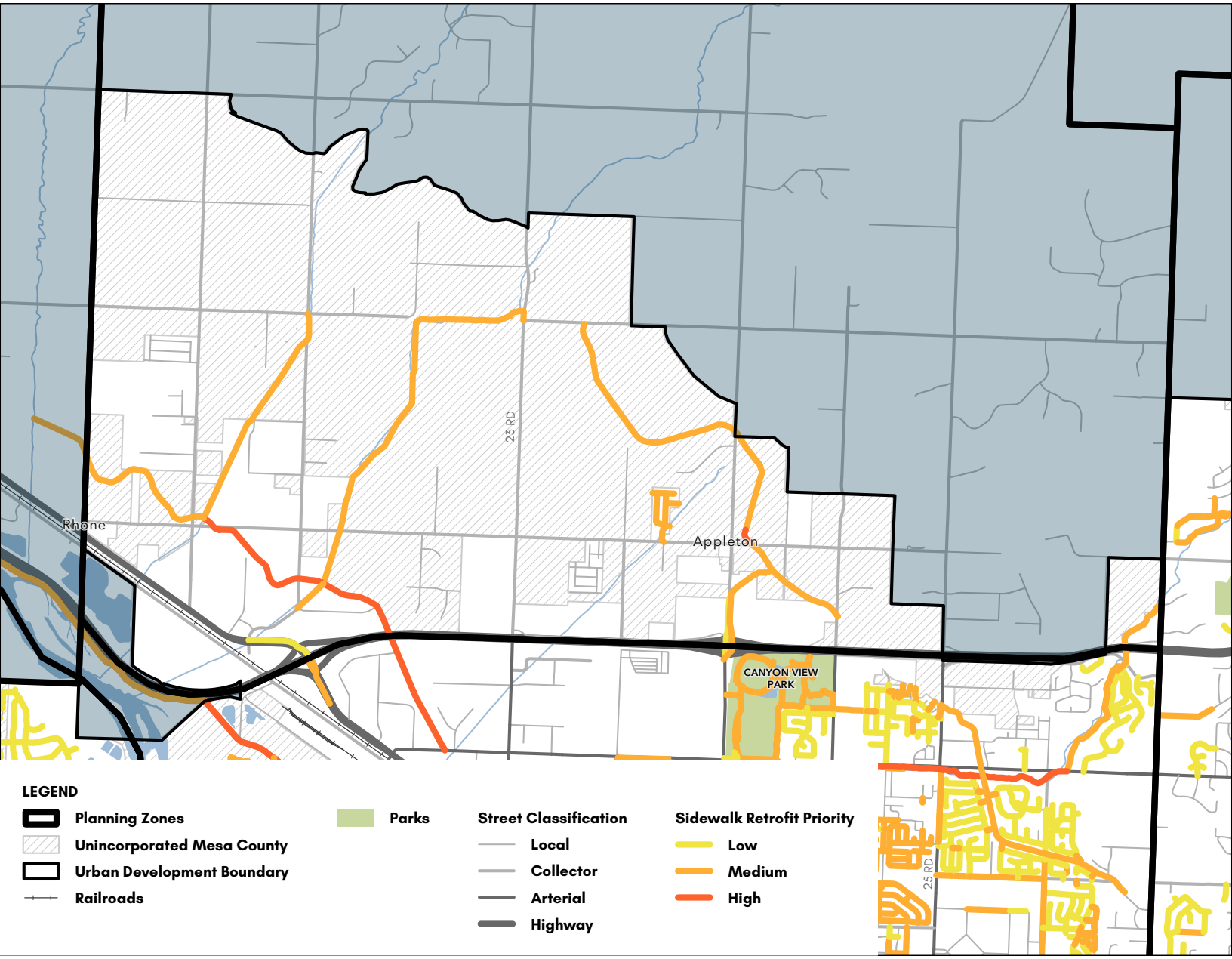
Appleton

Missing Sidewalk Prioritization



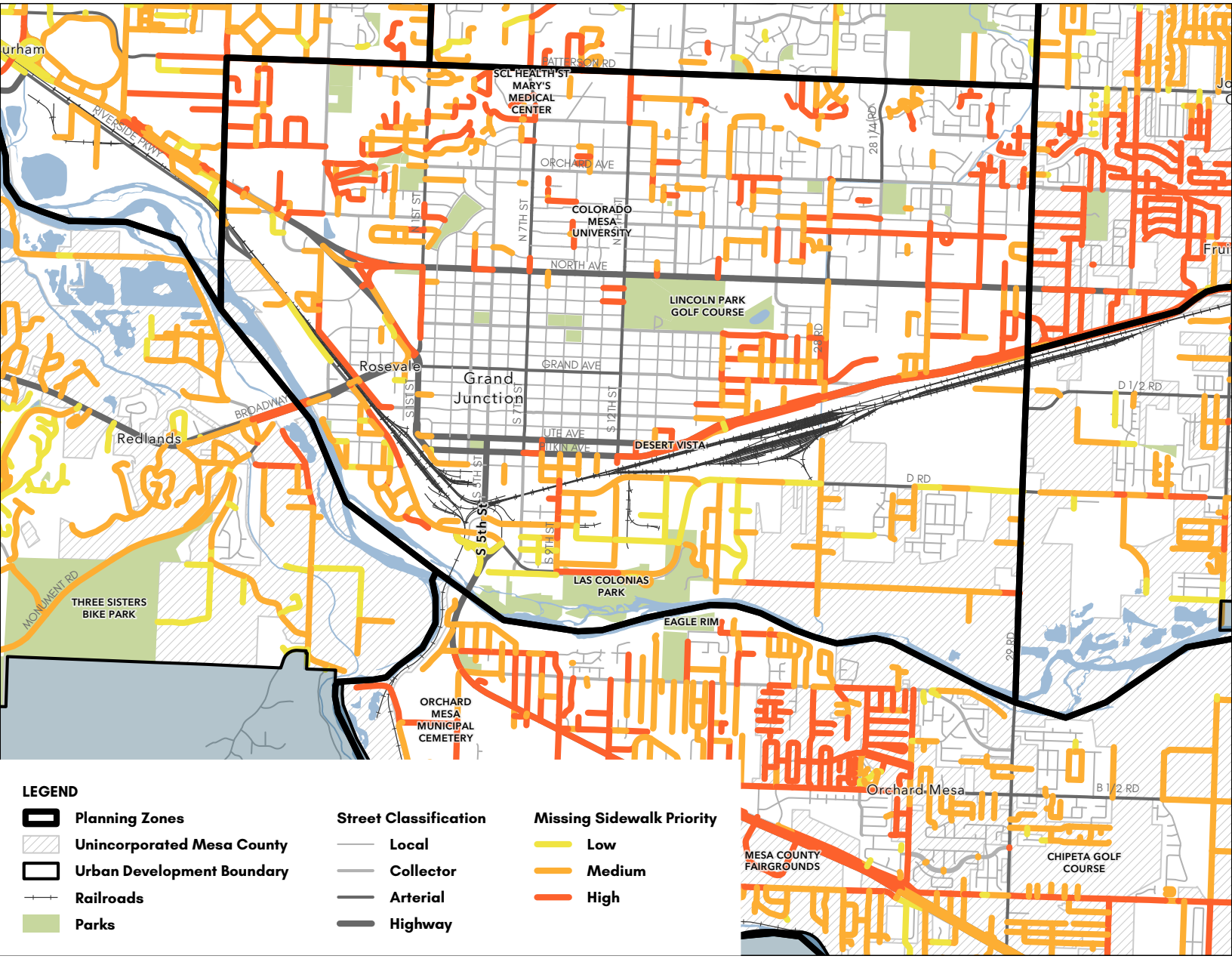
Appleton

Sidewalk Retrofit Prioritization



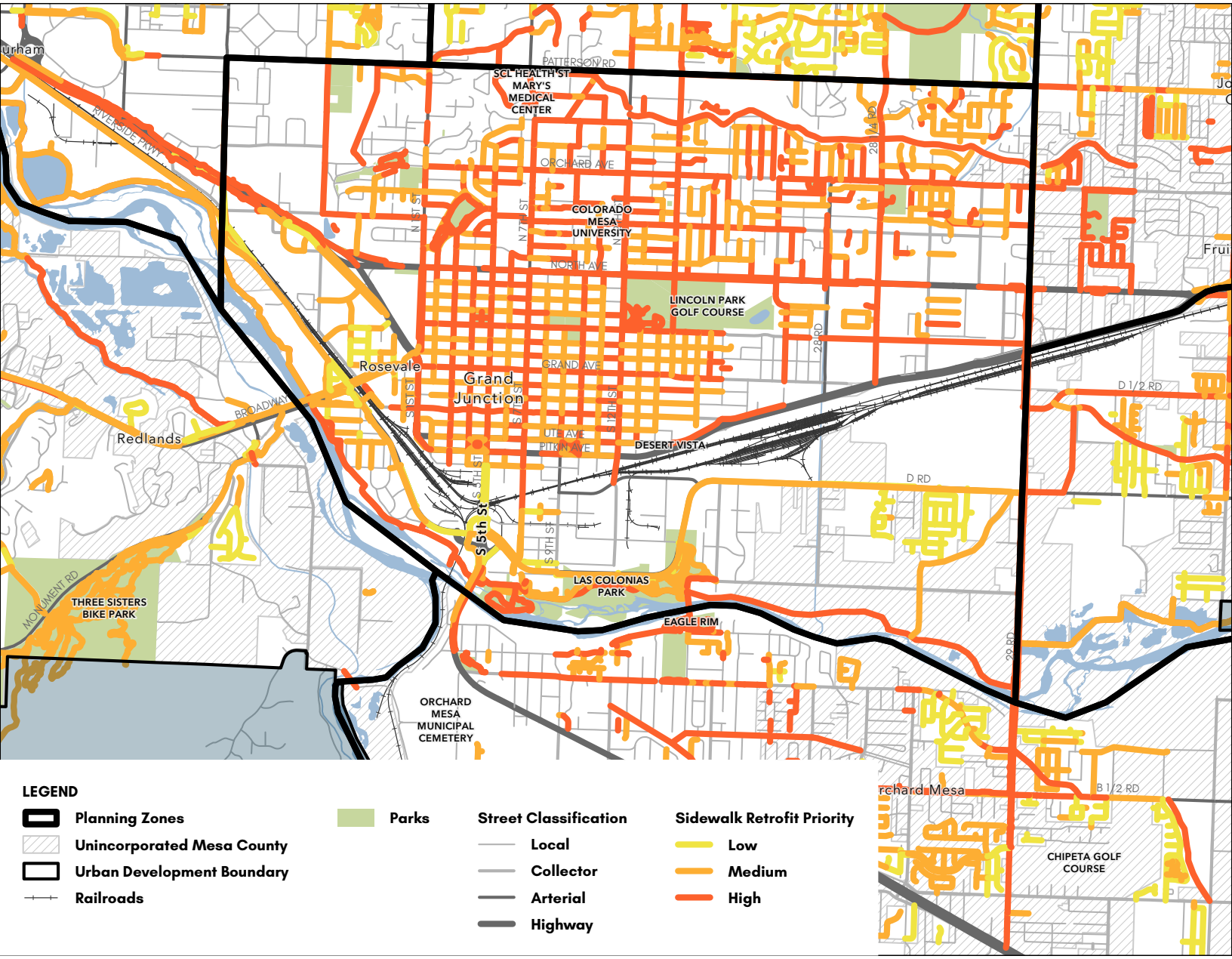
City Center

Missing Sidewalk Prioritization



City Center

Sidewalk Retrofit Prioritization



LEGEND

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

Street Classification

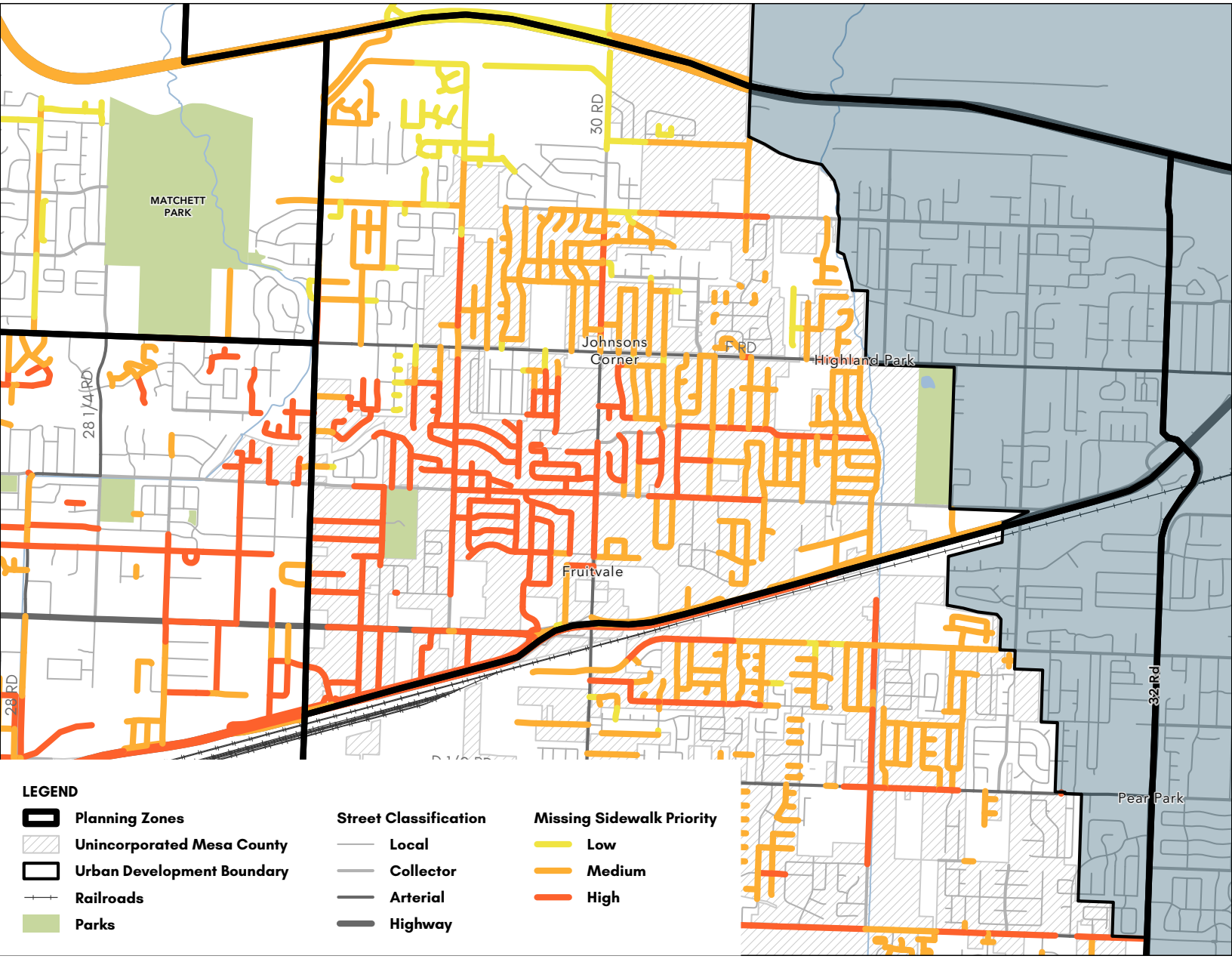
- **Local**
- **Collector**
- **Arterial**
- **Highway**

Sidewalk Retrofit Priority

- **Low**
- **Medium**
- **High**

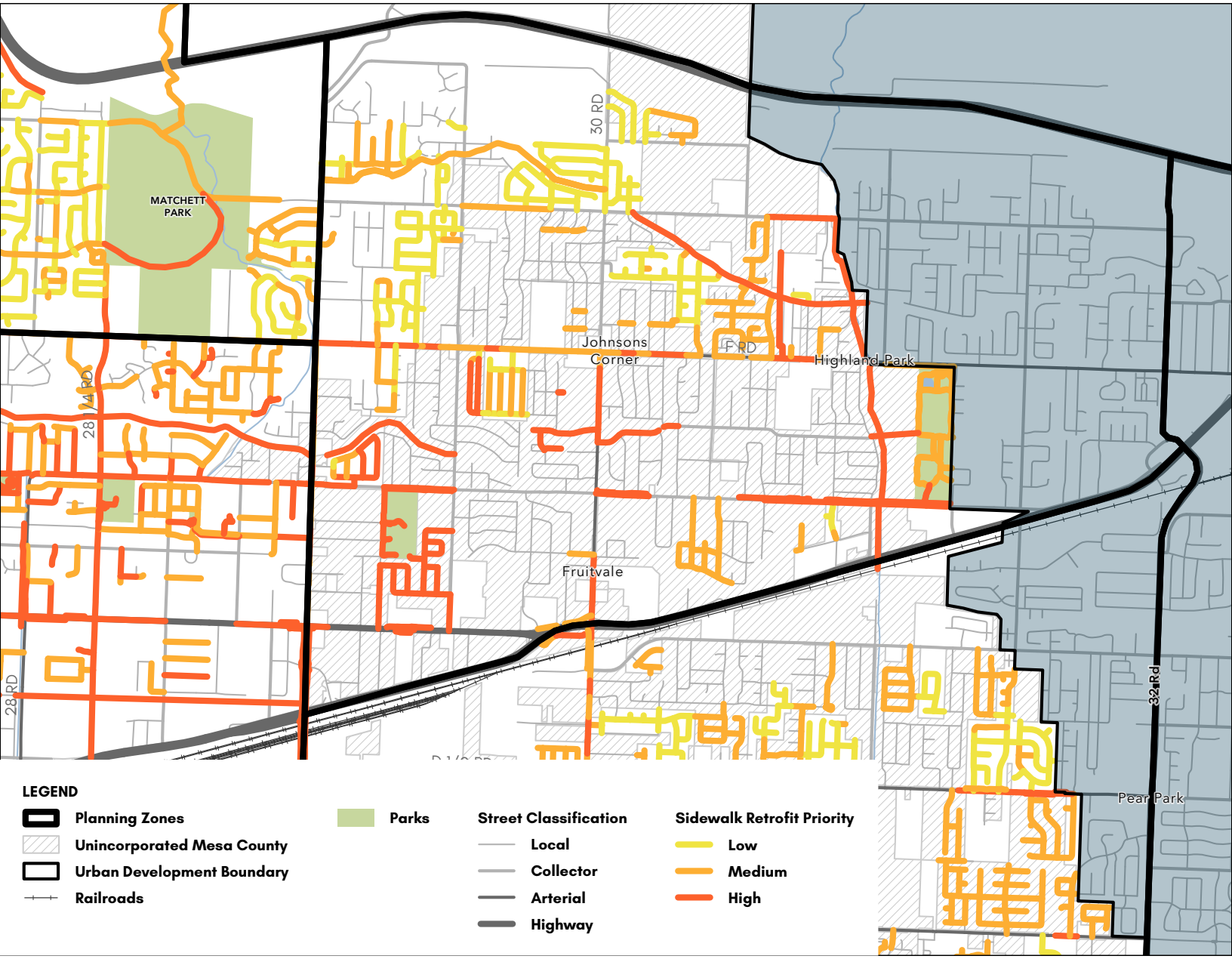
Fruitvale

Missing Sidewalk Prioritization



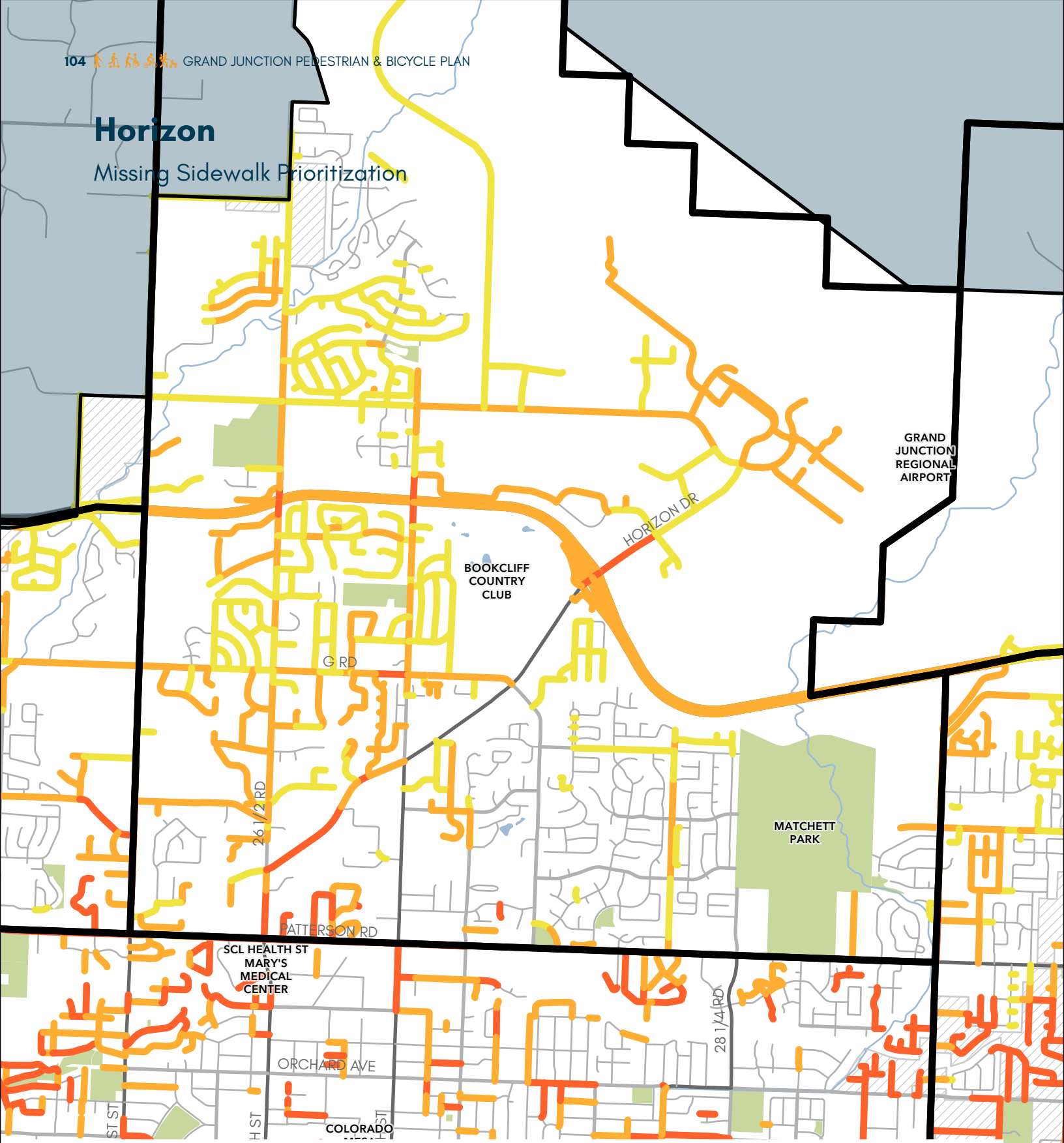
Fruitvale

Sidewalk Retrofit Prioritization



Horizon

Missing Sidewalk Prioritization



LEGEND

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

Street Classification

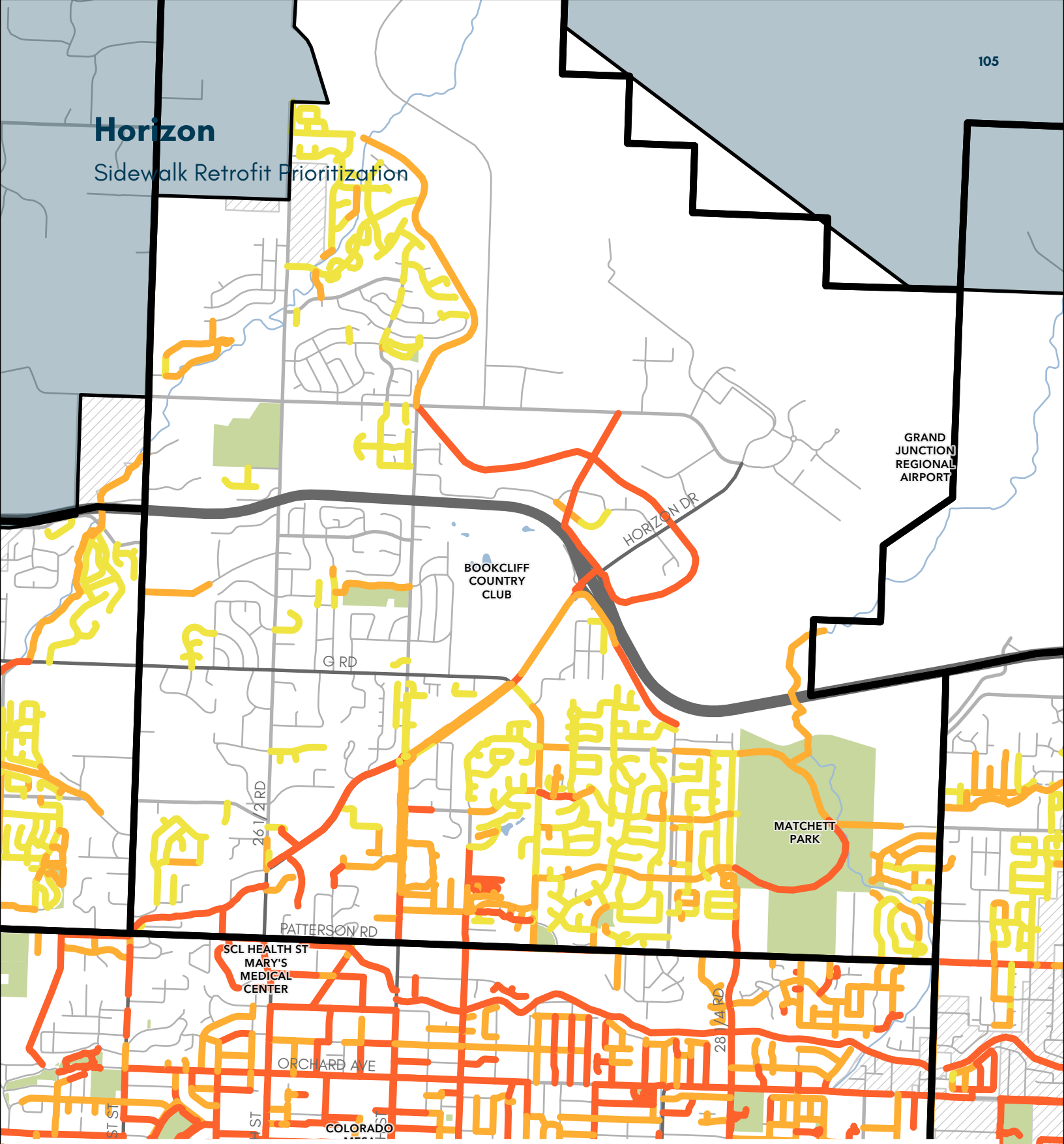
- **Local**
- **Collector**
- **Arterial**
- **Highway**

Missing Sidewalk Priority

- **Low**
- **Medium**
- **High**

Horizon

Sidewalk Retrofit Prioritization



LEGEND

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

Street Classification

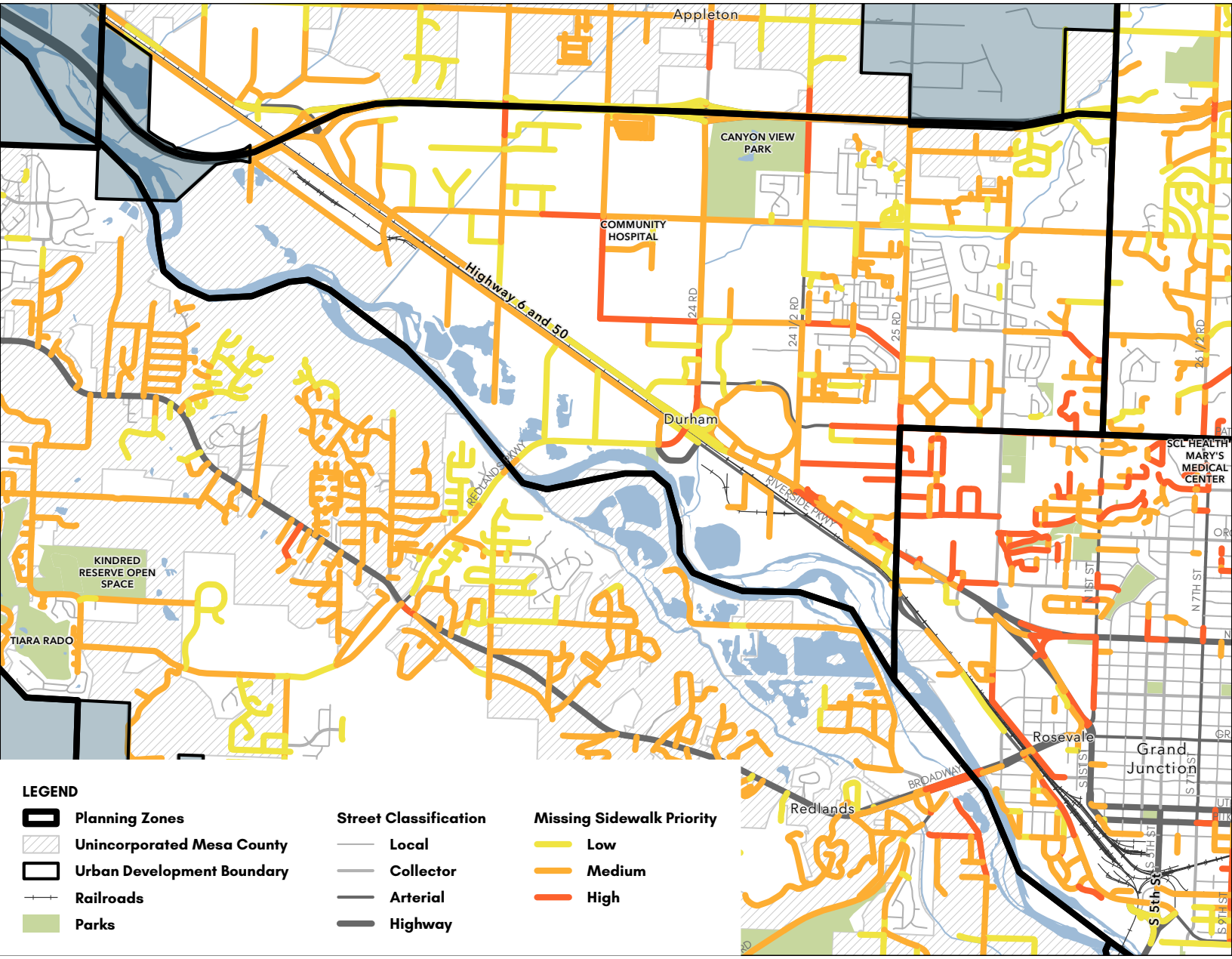
- **Local**
- **Collector**
- **Arterial**
- **Highway**

Sidewalk Retrofit Priority

- **Low**
- **Medium**
- **High**

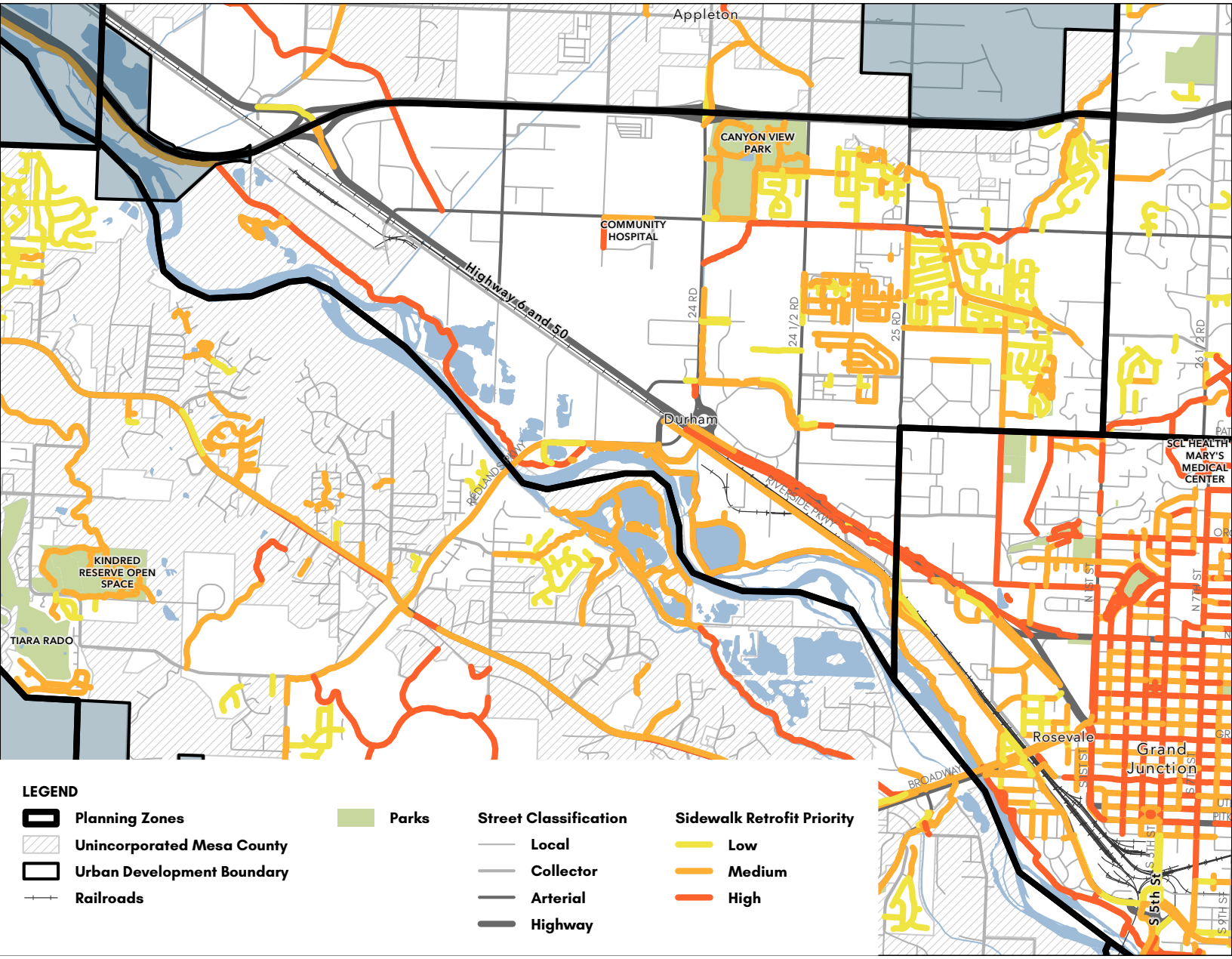
North West

Missing Sidewalk Prioritization



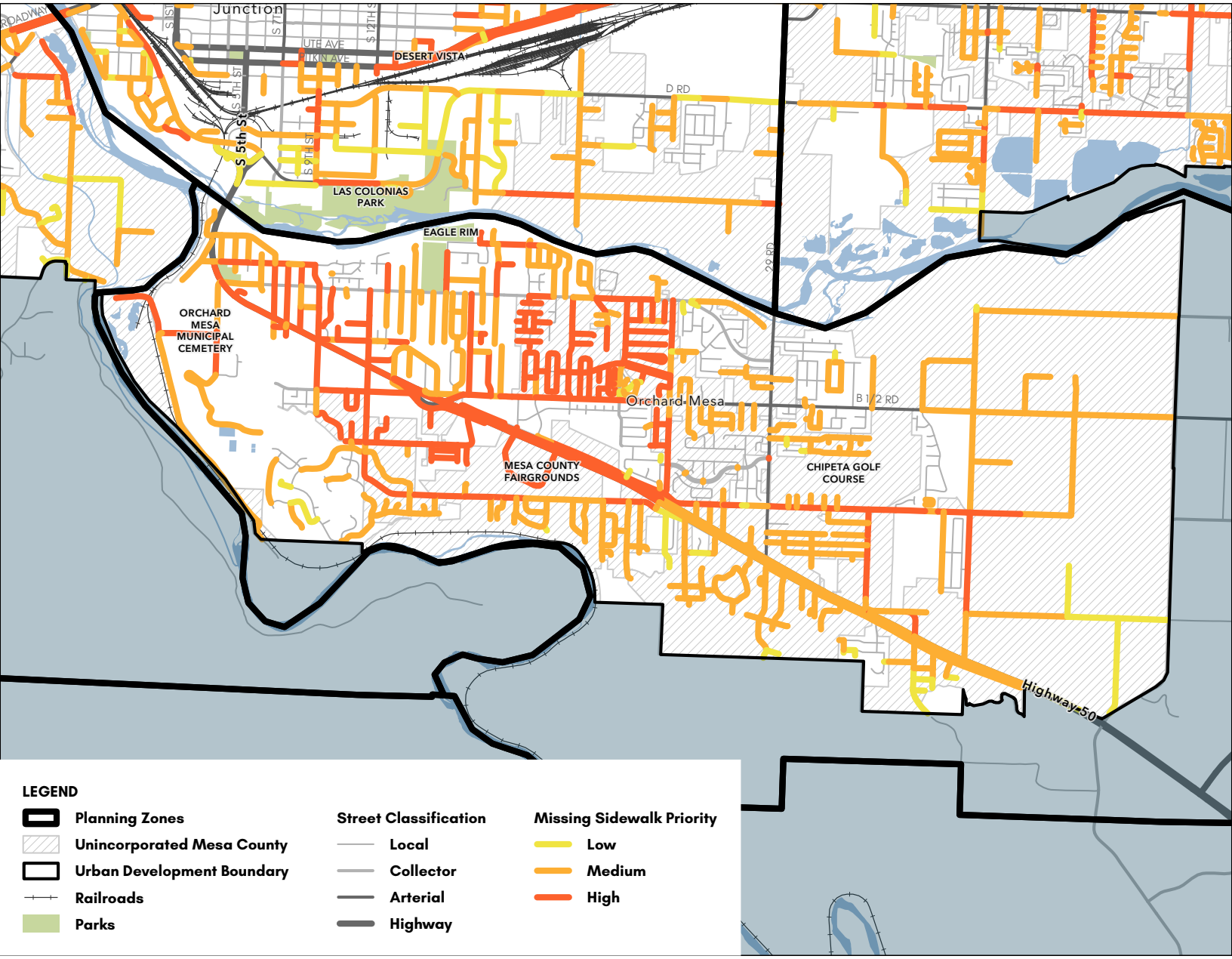
North West

Sidewalk Retrofit Prioritization



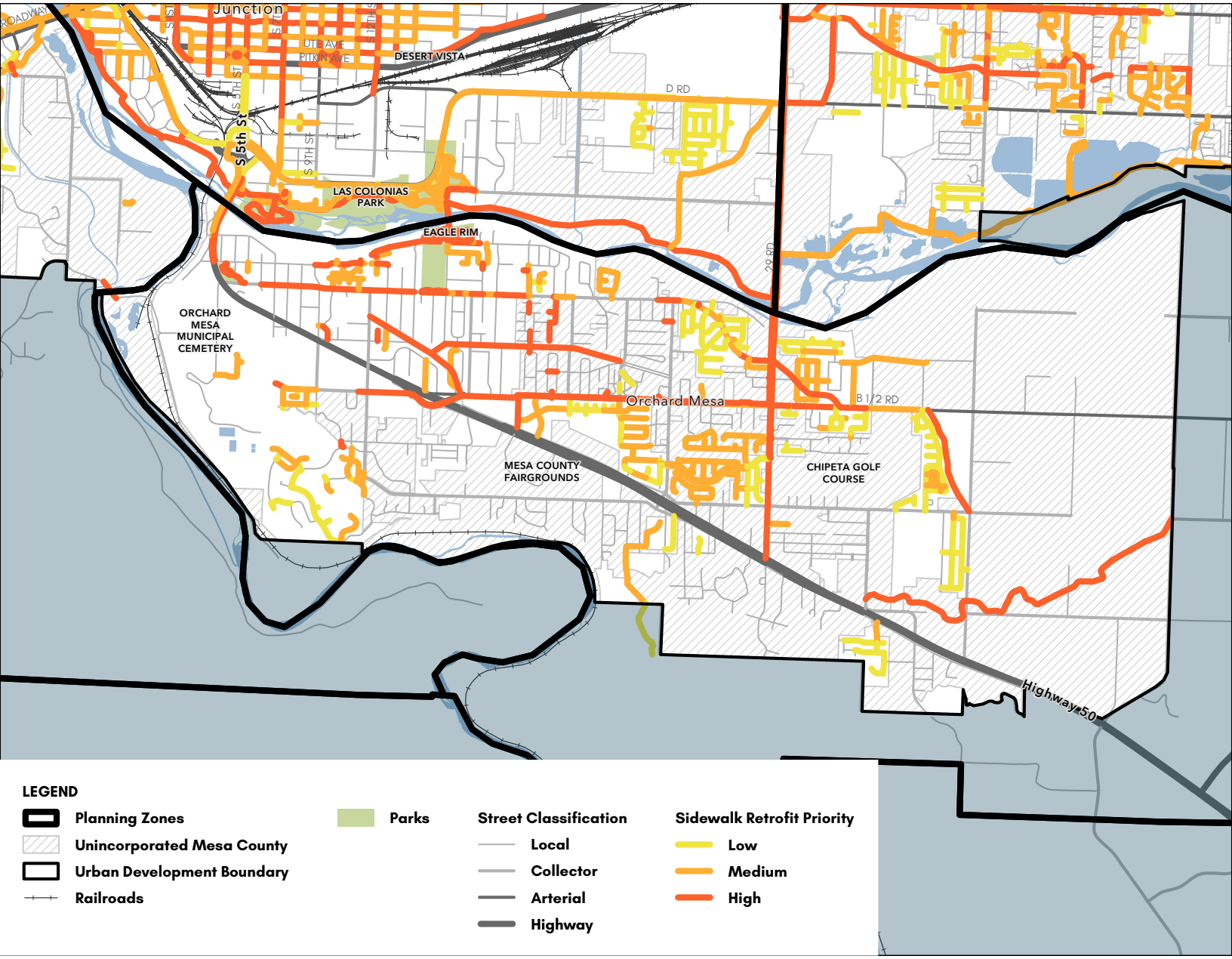
Orchard Mesa

Missing Sidewalk Prioritization



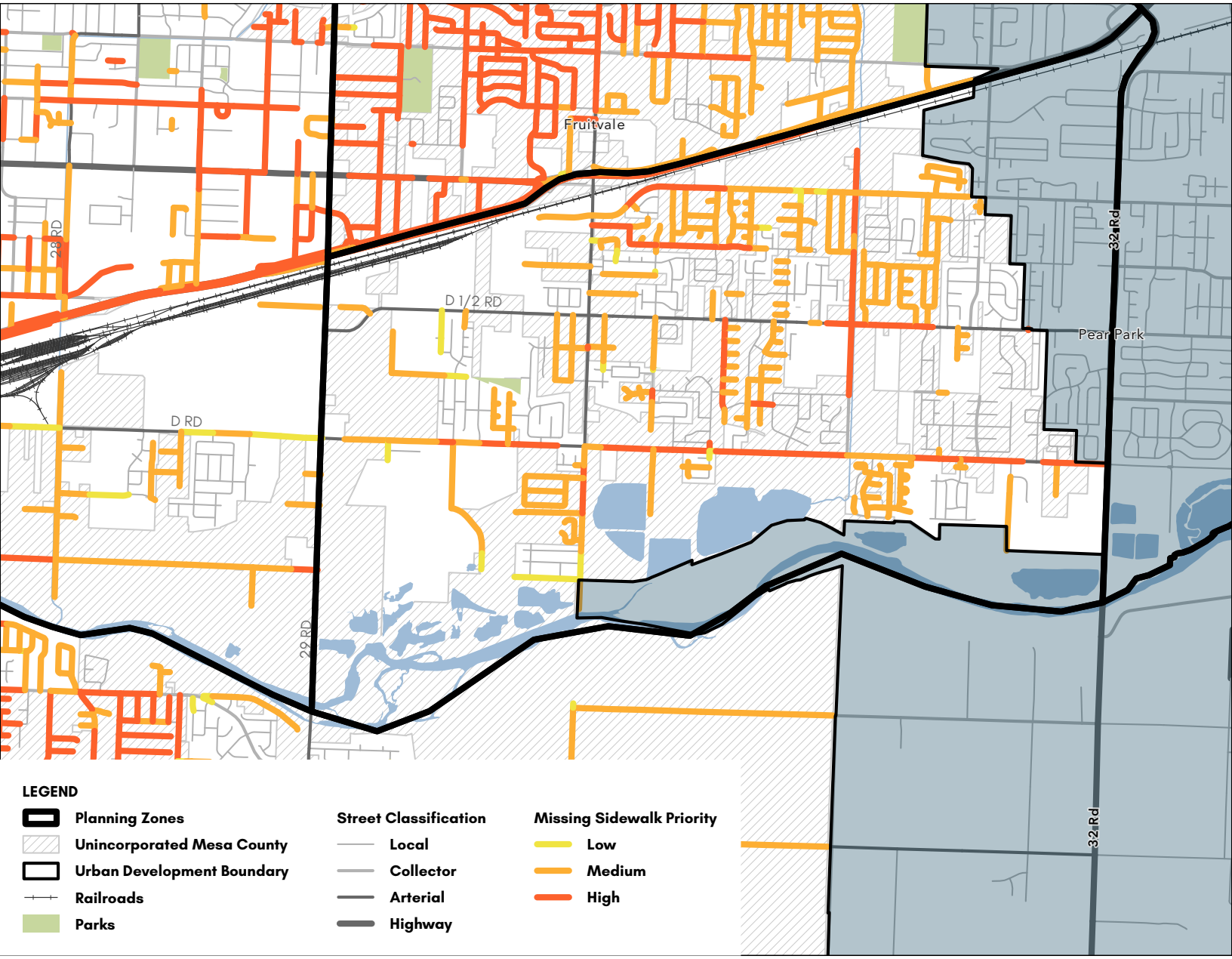
Orchard Mesa

Sidewalk Retrofit Prioritization



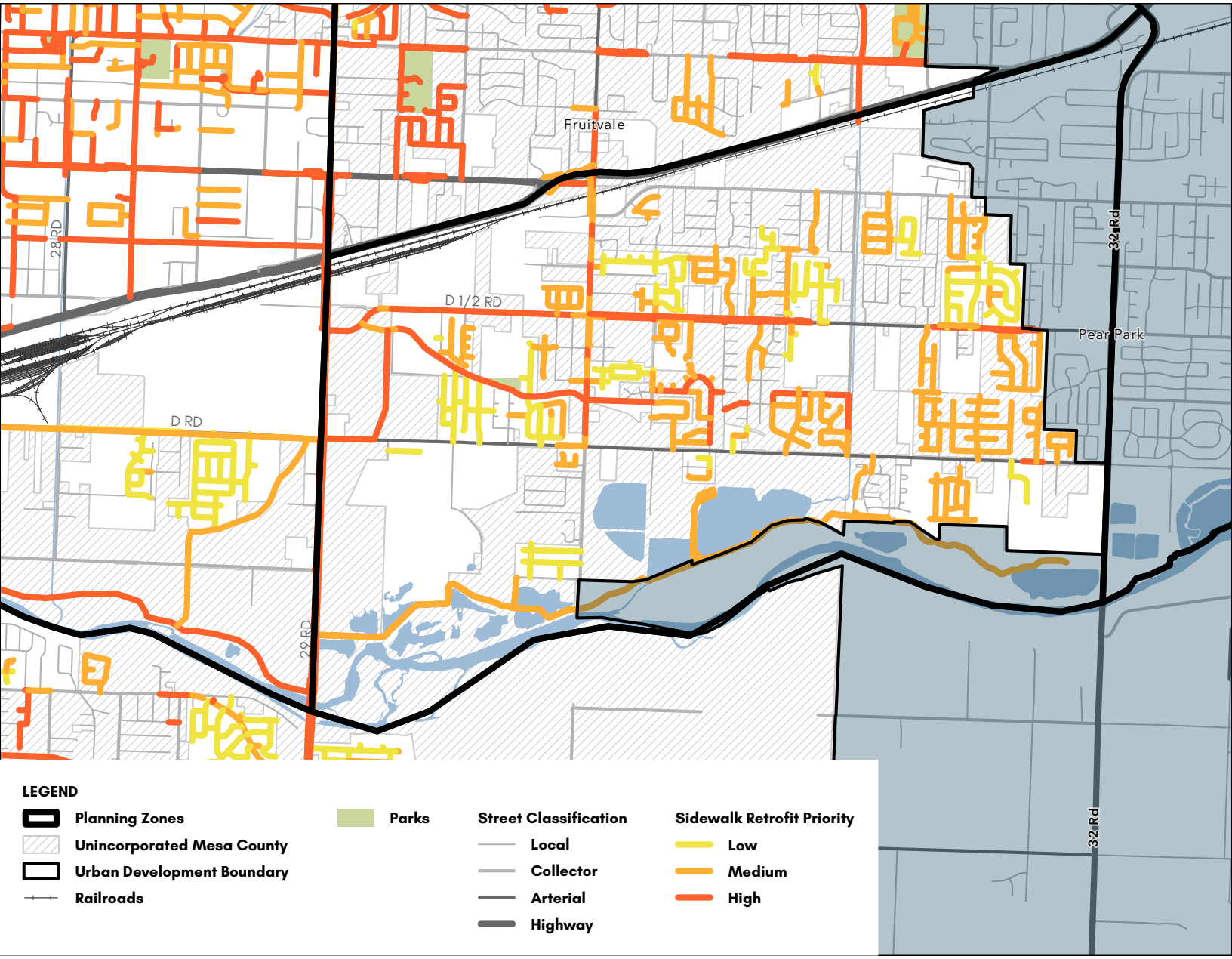
Pear Park

Missing Sidewalk Prioritization



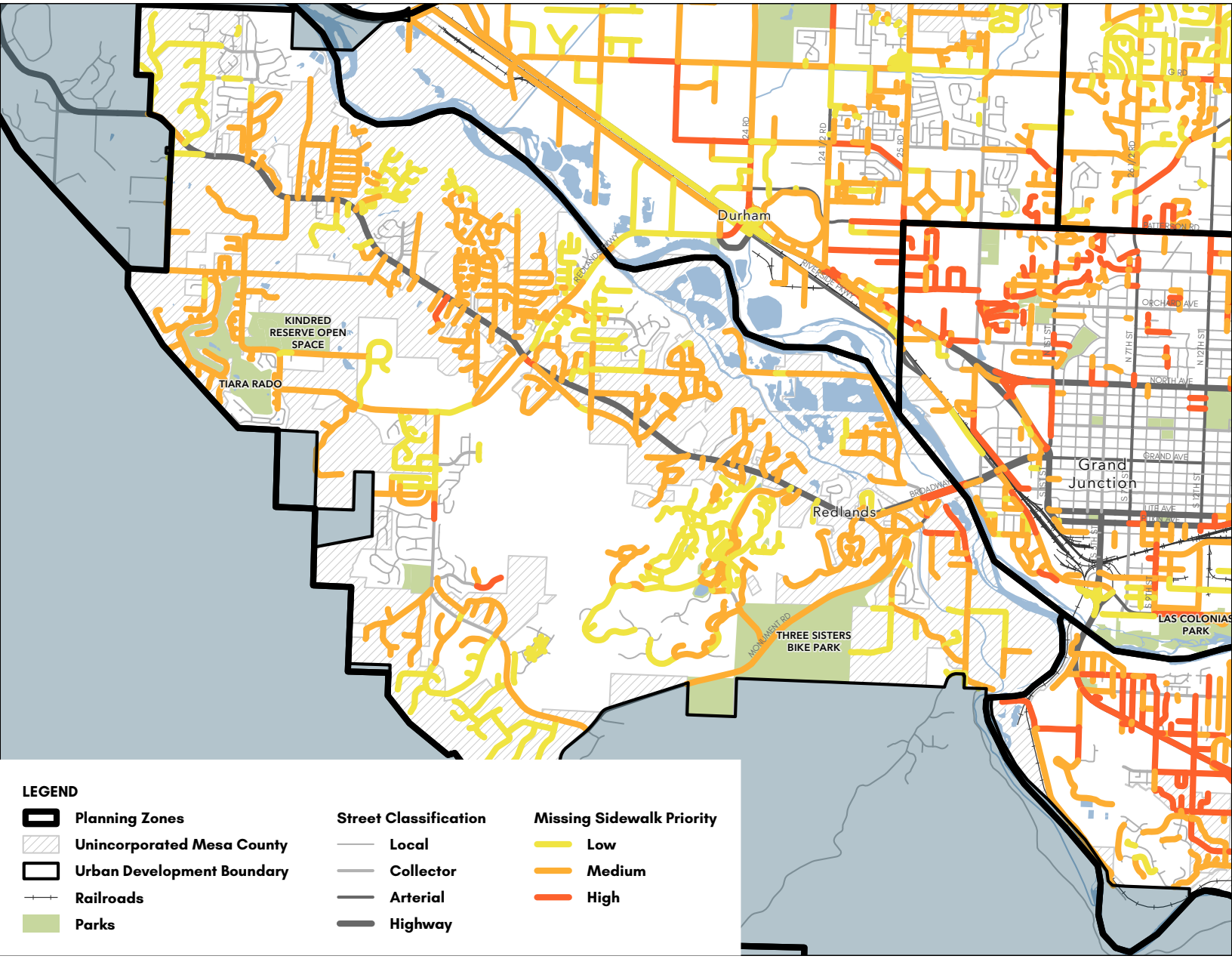
Pear Park

Sidewalk Retrofit Prioritization



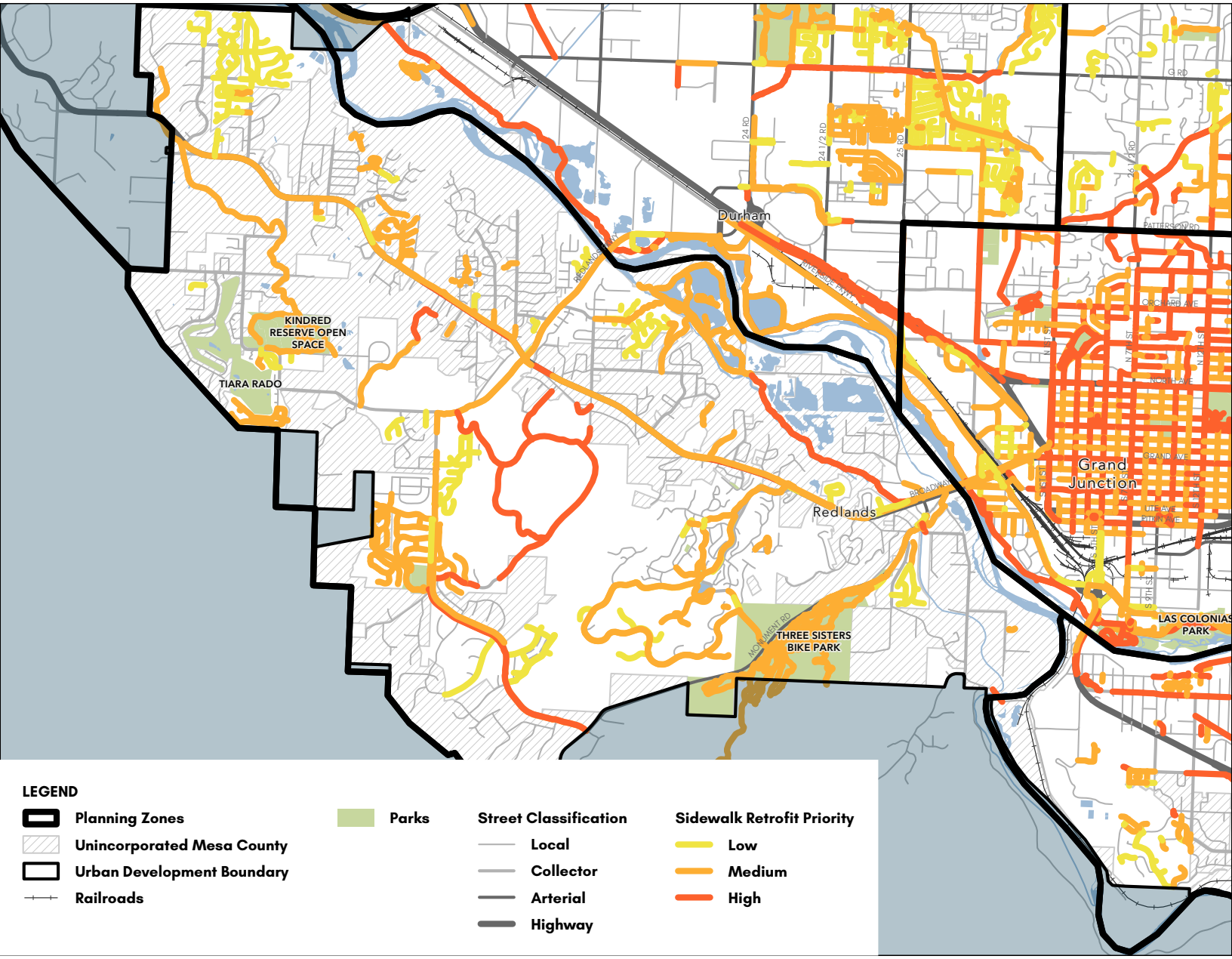
Redlands

Missing Sidewalk Prioritization



Redlands

Sidewalk Retrofit Prioritization



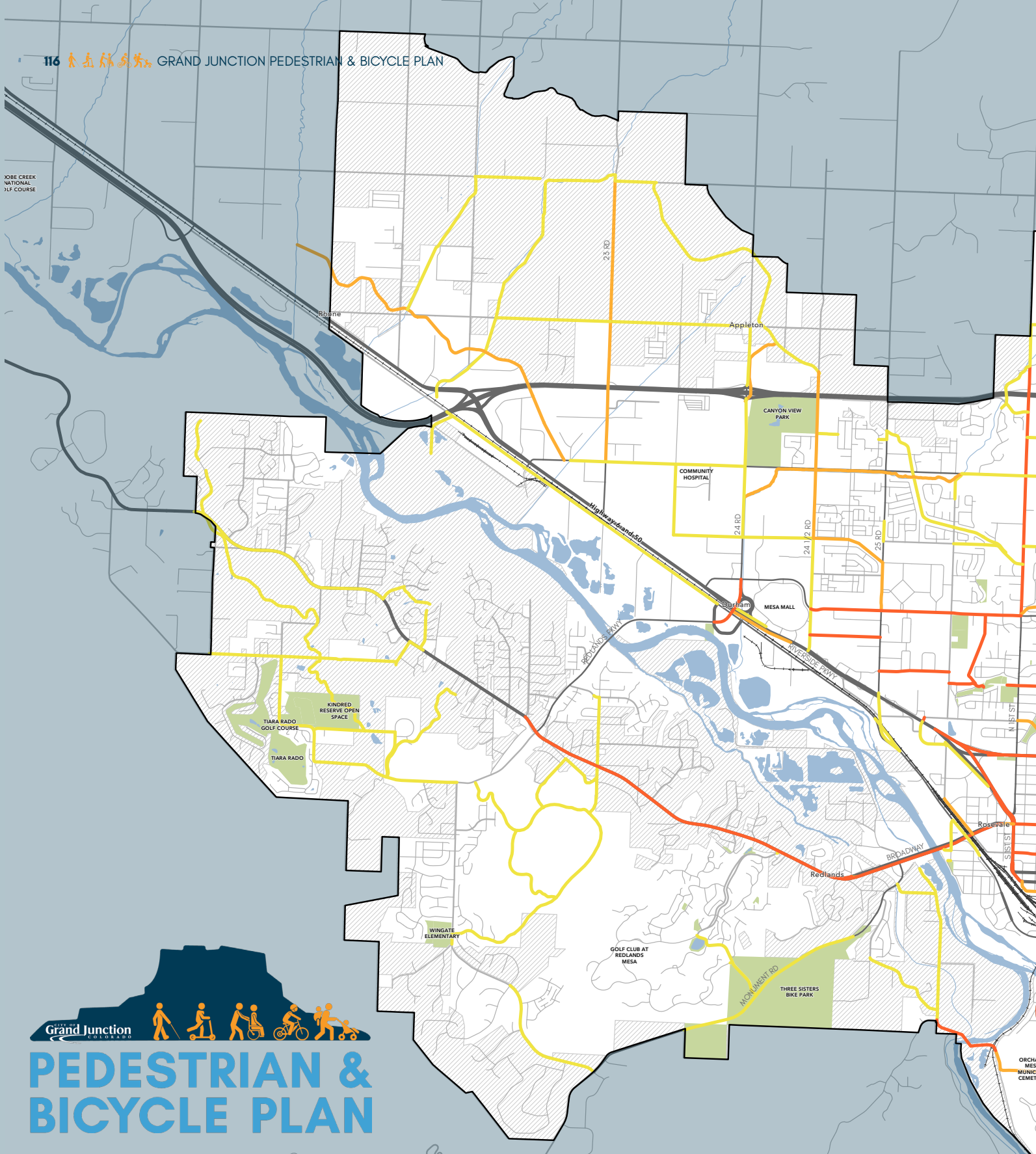
Prioritized Bicycle Network Corridors

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 is 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 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.



City of Grand Junction Colorado

PEDESTRIAN & BICYCLE PLAN

LEGEND

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

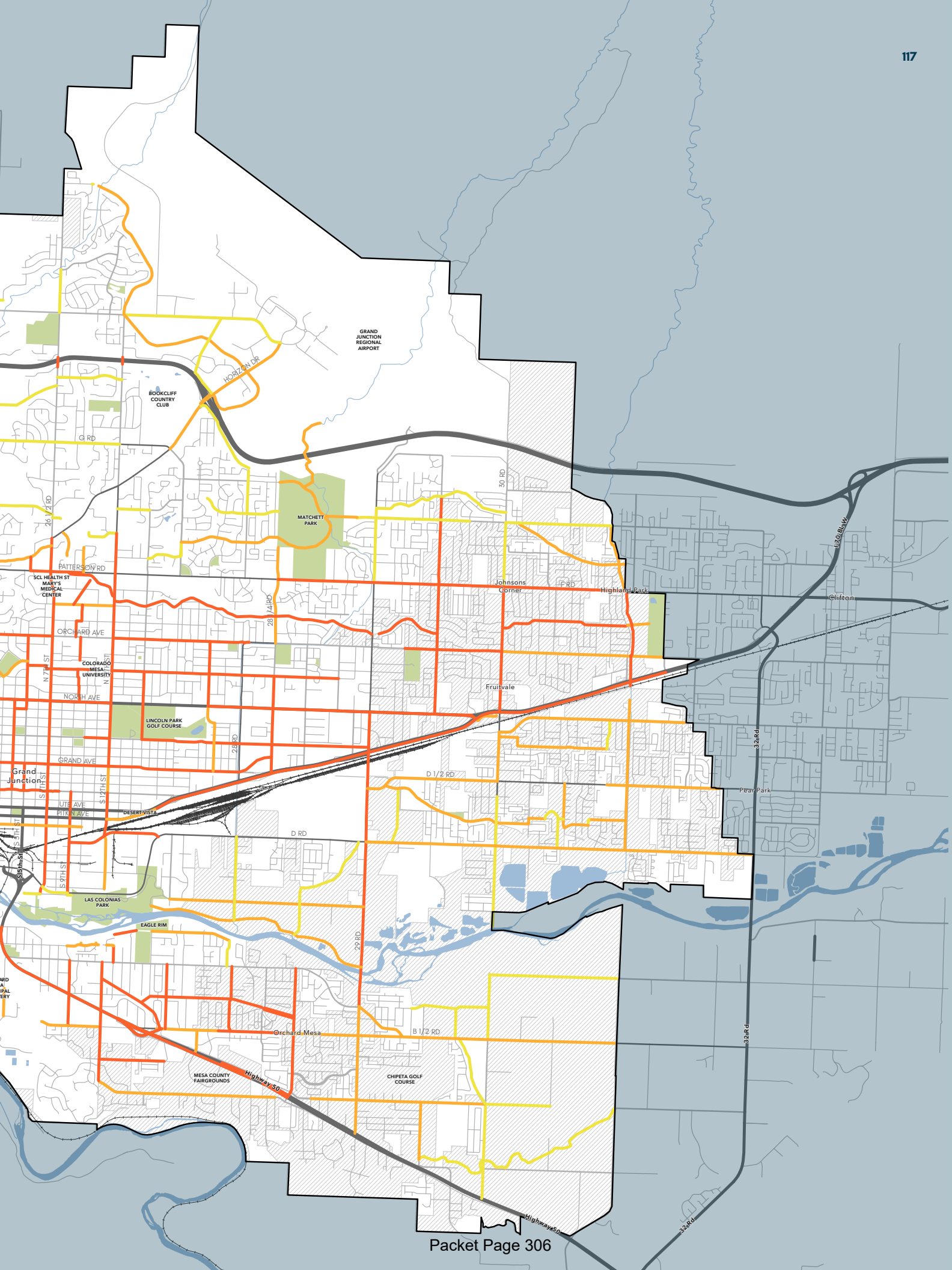
Street Classification

- Local
- Collector
- Arterial
- Highway

Bike Project Priority

- Low
- Medium
- High

FIGURE 48: BIKE PROJECT PRIORITIZATION


GRAND JUNCTION REGIONAL AIRPORT
HORIZON DR
BOOKCLIFF COUNTRY CLUB
G RD
26 1/2 RD
MATCHETT PARK
30 RD
I-70 Bus W
PATTERSON RD
SCL HEALTH ST MARY'S MEDICAL CENTER
28 3/4 RD
Johnsons Corner
F RD
Highland Park
Clifton
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 PARK
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.

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.

OBJECTIVE Q7

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

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

Community input received during this planning process indicated interest in a dedicated local funding source. Continued community involvement in the budgeting process can support establishment of this source.

Dedicated Sales Tax: Grand Junction currently has a $.75 sales tax that funds transportation projects.

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 include public-private partnerships and private foundations. 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.

Glossary

Accessibility: The ability of a facility, product, or service to be used by people with disabilities

Active transportation: Self-propelled, human-powered transportation modes like walking or biking

Arterial: A higher capacity roadway that delivers traffic from collectors to freeways and through urban settings

Bicycle facilities: Amenities created to accommodate people bicycling; these include bicycle routes, bicycle lanes, and shared use paths

Bicycle routes: Streets with low motorized traffic volumes and speeds that use signs and pavement markings to create comfortable streets for bicyclists to share the road with people driving

Collector: A lower to moderate capacity roadway that serves to connect local street traffic with arterial roadways

Comfortable: Accommodating of and safe for users of all abilities

Complete streets: Streets that are designed to allow for convenient and comfortable travel by users of all transportation modes

Connectivity: The density of the path or road network and the directness of those links to provide travel access with minimal out of direction travel

First-last mile: The challenge of connecting passengers between their origin and a transit stop and between a transit stop and their destination

Grade separation: Separation of facilities by elevation, such as a cycletrack a few inches above the roadway, or a pedestrian overpass or underpass

High Injury Network (HIN): The set of roadway segments that have the highest number of fatal and severe crashes

Infrastructure: Improvements that take up many forms providing amenities to the public

Level of Traffic Stress (LTS): An approach that quantifies the level of comfort felt by people walking or biking based on factors such as the speed and volumes of adjacent vehicular traffic and presence of bicycle or pedestrian facilities

Mode share: Share of people that travel by vehicle, transit, biking, walking, etc.

Multimodal: A transportation system that provides safe and convenient options for getting around by all transportation options, including walking, biking, transit, and driving

Pedestrian network: All of the components that comprise the facilities used by pedestrians, including sidewalks, mid-block and signalized crossings, and curb ramps

Performance measures: Data metrics that help track progress toward specific goals

Protected bike lanes: On-street bike lanes that have a vertical buffer (such as a curb or plastic bollard) between the bike lane and travel lane

Rapid flashing beacon: A type of pedestrian infrastructure that includes yellow diamond-shaped signage, LED flashing lights and a clearly demarcated crosswalk to allow people walking and rolling to cross safely at key points

Road diet: Lane reduction or right-sizing (reduction of the number of general travel lanes) to add improvements for other modes

Safe Systems: An evidenced-based approach defined by FHWA to reduce fatal and severe traffic crashes

Shared mobility: Shared use of a vehicle, bicycle, or other transportation mode that allows users to access transportation services on an as-needed basis; made more common with emerging app-based on demand transportation technologies

Trail: A multiuse path that may be separated from the roadway by a wide vegetated buffer

Single occupancy vehicle (SOV) trips: Car trips made by a solo driver

Transit-Oriented Development (TOD): The practice of designing and planning areas where residential and commercial spaces are more conveniently connected with various forms of transportation to make communities more livable, vibrant, and accessible

Vehicle Miles Traveled (VMT): The sum of all the miles driven by motor vehicles in a specific area (ex: City of Thornton) over a specific period of time (often daily)

Wayfinding: The information system, usually comprised of signs, that helps users navigate an area

APPENDIX

Appendix A:
Existing Conditions
& Needs Assessment

Appendix B:
Project Prioritization Methodology

PEDESTRIAN & BICYCLE PLAN

EXISTING CONDITIONS & NEEDS ASSESSMENT

Prepared for:
City of Grand Junction

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Introduction

This report provides a summary of the existing conditions and needs assessment of the bicycle and pedestrian network in Grand Junction, including a summary of the community outreach findings conducted as part of the *Grand Junction Pedestrian & Bicycle Plan*. The existing conditions needs assessment includes the following major components:

- Summary of Existing Relevant Plans
- Existing Pedestrian Network
- Existing Bicycle Network
- Level of Traffic Stress Analysis for Pedestrians and Bicyclists
- Active Transportation High Injury Network Analysis
- Existing Pedestrian and Bicycle Demand
- Input Received from the Community

The findings of the analysis and data summarized in this report informed strategies and recommendations in the *Pedestrian & Bicycle Plan*.

Summary of Relevant Plans

The section provides a summary of existing local and regional plans, documents, and existing technical design standards relevant to the Grand Junction Pedestrian & Bicycle Plan. These documents provide a foundation for developing the vision for active transportation in Grand Junction.

Previous Plans

ONE Grand Junction Comprehensive Plan (2020)

The city adopted the *One Grand Junction Comprehensive Plan* in 2021, as an update to the *2010 Comprehensive Plan*, addressing changes that occurred over the intermediate decade and setting strategies to guide decision-making for the next 10 to 20 years. Community input helped drive the development of the plan principles that will guide the vision for Grand Junction until 2040. *One Grand Junction* is comprised of eleven plan principles that examine current conditions and goals for the future. The Plan Principles are:

- Plan Principle 1: Collective Identity
- Plan Principle 2: Resilient and Diverse Economy
- Plan Principle 3: Responsible and Managed Growth
- Plan Principle 4: Downtown and University Districts
- Plan Principle 5: Strong Neighborhoods and Housing Choices
- Plan Principle 6: Efficient and Connected Transportation
- Plan Principle 7: Great Places and Recreation
- Plan Principle 8: Resource Stewardship
- Plan Principle 9: Quality Education and Facilities
- Plan Principle 10: Safe, Healthy, and Inclusive Community
- Plan Principle 11: Effective and Transparent Government

Plan Principle 6 outlines strategies to create an efficient, connected transportation network where Grand Junction residents have multiple convenient travel options. This principle includes numerous recommendations that will be incorporated within the *Pedestrian & Bicycle Plan:*

- Balance all modes in decision-making by the city
- Continue implementation of the Complete Streets Policy, with priority given to projects near schools, employment corridors, bus stops, Active Transportation Corridors and other key destinations; and specific infrastructure such as sidewalks, bike lanes, protected intersections, pedestrian bridges and underpasses, and median islands
- Reduce severe crashes by providing safe, healthy, and equitable mobility for all users and modes
- Improve first and last mile connections to transit
- Encourage bicycle commuting by requiring bike parking, lockers, and/or shower facilities with development

- Implement better wayfinding

Finally, the development of this *Pedestrian & Bicycle Plan* fulfills the recommendation to establish such a plan to prioritize pedestrian and bicycle projects in Grand Junction.

Grand Junction Circulation Plan (2018)

The Grand Junction Circulation Plan was developed in coordination with the city's comprehensive planning process and updated in 2018. The plan sets forth transportation principles, strategies, and vision that will improve access to jobs, healthcare, goods, services, recreation, and other community amenities. The plan includes numerous maps to guide future planning efforts.

The Network Map is a conceptual view of the community from an overall "30,000 foot" vantage point that identifies important corridors and linkages connecting centers, neighborhoods, and community attractions. It is implemented through capital construction of streets, sidewalks and trail infrastructure.

As a part of the *Circulation Plan*, the city also identified Active Transportation Corridors important for non-motorized travel (shown in Figure 1). The Active Transportation Corridors Map replaces the *Urban Trails Master Plan*, adopted by the city in 2001.

These corridors will create Grand Junction's backbone active transportation network, improving comfort for people walking, rolling, and biking as the city upgrades or completes pedestrian and bicycle facilities. The intent of this map is to establish a complete, connected network of sidewalks, bike lanes, and trails that connects communities across Grand Junction via existing and planned infrastructure.

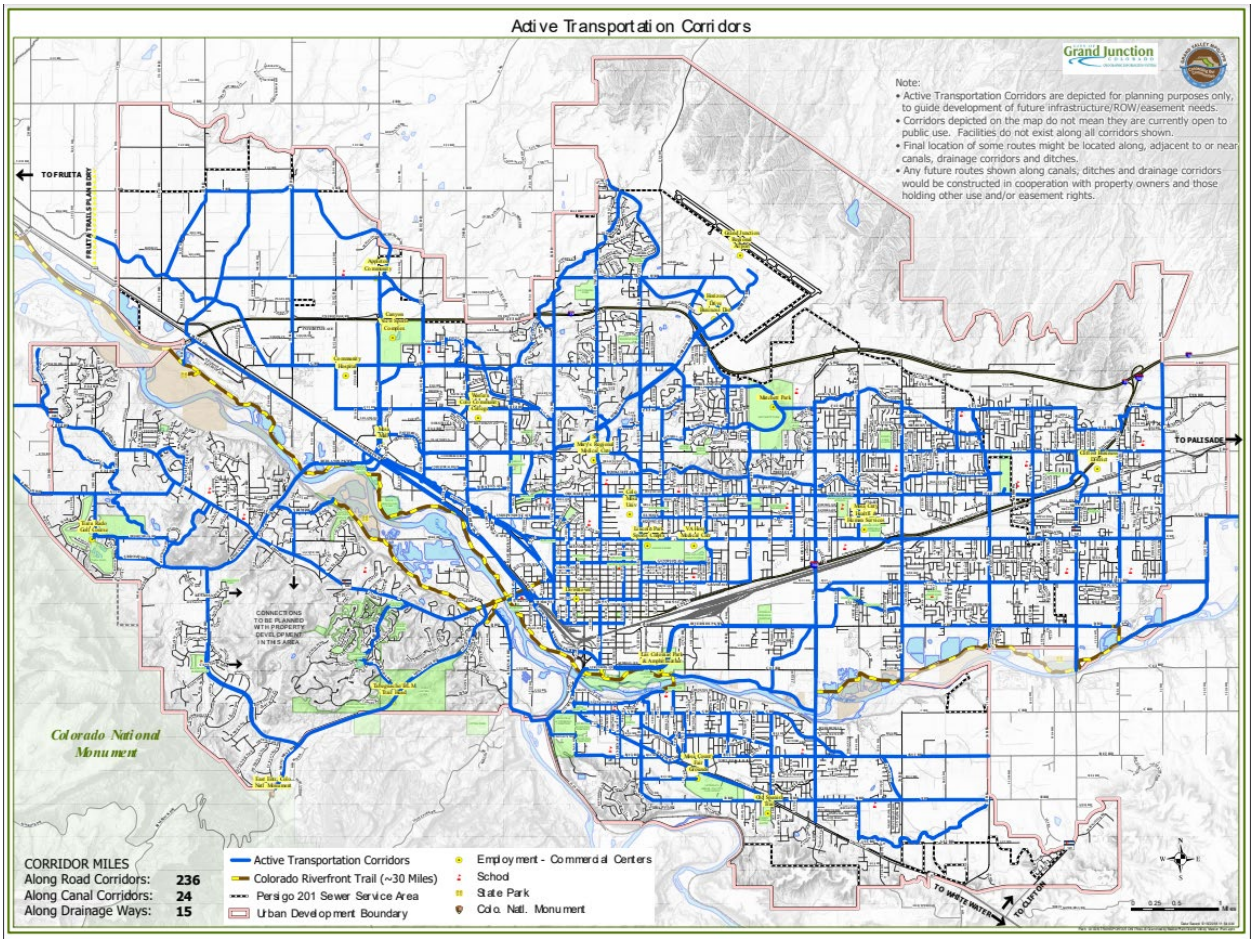


FIGURE 1: PLANNED ACTIVE TRANSPORTATION CORRIDORS MAP FROM THE 2018 GRAND JUNCTION CIRCULATION PLAN

Active transportation corridors total 275 miles, with 236 miles along the road, 24 miles along canal corridors, and 15 miles along drainage ways. The Active Transportation Corridors can accommodate users on the road network or separate trail. The city will need to construct any future routes along canals, ditches, and drainage corridors in cooperation with property owners and those holding other use and/or easement rights.

The Pedestrian & Bicycle Plan will refine this network to ensure it reflects the community's current network vision and improves access to key destinations. The updated Active Transportation Corridors will be the vision for the future bike network and key pedestrian corridors in Grand Junction.

Grand Valley Regional Transportation Plan (2020)

The *Grand Valley 2045 Regional Transportation Plan (RTP)* was adopted to maintain the region's transportation system, ensure the efficient movement of people and goods, and support future growth and development. The RTP is anchored by goal statements for active transportation, transit, regional roadways, safety, freight, funding, and maintenance. The active transportation goal is to "foster active transportation by providing a regionally connected network of low-stress facilities that are safe for people walking and biking."

To support this goal, the plan outlines strategies to guide practitioners on how to prioritize active transportation projects:

- Prioritize on-street projects that connect to the Grand Valley's existing and planned off-street multi-use path network.
- Identify new opportunities for regional travel on foot or bicycle that supplement the *Circulation Plan* by identifying gaps in the off-street multi-use path network that connect major population centers, major employment centers, parks, and public lands across the Grand Valley.
- Improve the pedestrian and bicycle experience by prioritizing sidewalks, bike facilities, and crossings that connect to bus stops, parks, schools, grocery stores, and public lands.
- Prioritize implementation of active transportation facilities on corridors that provide comfortable and low-stress connections for the first-last mile gaps between transit stops and key destinations, including parks and public land trailheads.

Relevant Documents

Complete Streets Policy (2018)

The city adopted a Complete Streets Policy in 2018 to encourage street design that enables safe use and mobility for people of all ages and abilities, whether they are traveling as pedestrians, bicyclists, transit riders, or drivers. It also sets context-sensitive design standards and approaches for all construction and reconstruction of the city's transportation system. These standards will be consulted during the development of the *Pedestrian & Bicycle Plan* and *Transportation Engineering Design Standards (TEDS) Manual Update* that will guide recommendations on how to improve implementation of the policy.

The vision of the Complete Streets Policy is to develop a safe, efficient, and reliable travel network of streets, sidewalks, and urban trails throughout Grand Junction. The transportation strategies identified in the comprehensive plan and *Circulation Plan* will help the community achieve its complete streets vision. The purpose of the Complete Streets Policy is to expand everyone's travel choices, particularly safe and convenient mode options. Safety, including a reduction in hazards for pedestrians and bicyclists is a main driver of the Policy. To meet the vision of the Complete Streets Policy, the city established a series of complete street principles and context sensitive design standards to determine priority investments to guide implementation.

The policy is applicable to all development and redevelopment in the public realm within the City of Grand Junction. It applies to the work of all city departments and other entities working within the public right-of-way. In addition, it is intended to guide all private development that affects streets, the transportation system, and the public realm. The city outlined performance measures in the areas of safety, access, and health and environment to track the success of the policy. The city can collect and analyze data such as crashes, the number of Americans with Disabilities Act (ADA) compliant curb ramps, and the percentage of students who walk or bike to school to measure policy success. To ensure implementation of the policy, Grand Junction aims to integrate it with other existing and new policies, transportation projects, and consistently throughout departments.

Transportation and Engineering Design Standards (TEDS) Manual

The *TEDS Manual* provides the teeth for implementation of bicycle and pedestrian infrastructure around the city. It guides developers and city engineers on how to design new and reconstructed streets, the impacts of which will be felt for many generations. Fehr & Peers is concurrently helping the city update the pedestrian and bicycle components of the *TEDS Manual* in tandem with the development of the new *Pedestrian & Bicycle Plan*, to ensure cohesive guidance in both documents.

Updates may include better transit stop design guidance, pedestrian and bicycle crossing guidelines, street cross sections, and more. This will support implementation of the *Pedestrian & Bicycle Plan*, while considering the context of Grand Junction's existing street network and environment.

Grand Junction Fire Code

Ordinance Number 4830 prescribes regulations governing conditions hazardous to life and property from fire, explosion, and chemical release. Grand Junction's *TEDS Manual* is responsible for the design standards of dead-end fire apparatus road turnarounds. Additionally, all residential and commercial/industrial cul-de-sac designs shall adhere to *TEDS Manual*. Design standard requirements will be reviewed and updated in accordance with the latest guidance.

Zoning and Development Code

Grand Junction is in the process of updating their zoning code to better reflect the goals and policies described in the *ONE Grand Junction Comprehensive Plan*, especially those key principles related to responsible and managed growth and strong neighborhoods and housing choices. The following sections have existing design practices, mostly along North Avenue that will be reflected in the *TEDS Manual* update.

- Section 32.48.030 Designing Street Intersections - Design of intersections should follow AASHTO's guide for the Planning, Design and Operation of Pedestrian Facilities. Community input identified that safety is needed for cyclists and pedestrians without impeding traffic.
- Section 32.48.0070 Curb Cut Consolidation - To reduce curb cuts along North Avenue, at the time of redevelopment curb cuts will be consolidated.
- Section 32.48.100 Transit - All transit stops on North Avenue should be off-street pull-outs. Bus shelters should be incorporated at higher use transit stop locations.

Vibrant Together: A Downtown Initiative

The Downtown Development Authority launched this effort to build upon the successes of the *1981 Plan of Development* and identify a new vision for downtown Grand Junction that aligns with the needs of the community. *Vibrant Together* sets five main goals for identity, downtown development, vibrancy, connectivity, and safety and comfort. To bring more people downtown and better link it with the river, the plan identifies three main strategies to improve connectivity, placemaking, and infill development. Strategies around connectivity will be relevant to this planning effort and they include:

- Convert 4th and 5th to two-way streets
- Prioritize pedestrian and bike improvements to improve mobility throughout downtown and to the river

- Create a 2nd Street Promenade connecting the Train Depot to Two Rivers Plaza
- Initiate a gateway and wayfinding study to improve ease of navigation for people walking, biking, and driving downtown

Horizon Drive Business Improvement District Trails Master Plan

The Horizon Drive District is a business improvement district that uses a fee on its member businesses along Horizon Drive, a major gateway to the city, to make capital investments in the corridor. They stimulate business in this area through beautification projects, transportation improvements, and promotion of tourism.

The trails plan recommends aligning the existing trail network with businesses along Horizon Drive to increase connectivity for pedestrians. Proposed future trail additions to the BID network use the canal trail and are contingent upon the canal trail loop completion, construction of which would occur in phases beginning with the South West Loop. Art installations, workout stations, rest areas, and other amenities would anchor each loop. The plan documents drainageway conditions and constraints as well as graphic examples of alignments. New recommendations for trails in this area will consider the suggestions already made in this plan.

Bicycle Friendly Community Designation

The League of American Bicyclists recognized Grand Junction as a bronze-level Bicycle Friendly Community in 2018. A bronze designation recognizes the great trails and bikeways that have been established over the years and gives the city some additional goals to work toward. Grand Junction performs well in many performance criteria but has room for improvement in the categories of engineering, education, encouragement, enforcement, and evaluation and planning. Recommended steps for Grand Junction to achieve a higher designation include:

- Prioritize planned projects and a reporting mechanism for the community to follow progress on infrastructure improvements.
- Increase the amount of high quality, Association of Professional Bicycle Professionals (APBP)-compliant bicycle parking.
- Launch a public bike share system.
- Expand the audience for educational programs to include high school students, college students, and new drivers.
- Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs.
- Develop a community-wide trip reduction ordinance/program, incentive program, and/or a Guaranteed Ride Home program to encourage and support bike commuters.
- Encourage more local businesses, agencies, and organizations to promote biking to their employees and customers and to seek recognition as a Bicycle Friendly Business.
- Develop a bike patrol unit to improve bicyclist/officer relations, and ensure that all law enforcement officers have basic training or experience with biking.
- Adopt a comprehensive road safety plan or a Vision Zero policy.
- Formalize a Bicycle & Pedestrian Coordinator position.

Walk Friendly Community Report Card

Grand Junction applied for and failed to receive a Walk Friendly Communities designation from Walk Friendly Communities. The *Walk Friendly Community Report Card* identified the Urban Trails Committee, ADA transition plan, and collection of pedestrian and bicycle counts as positive progress in the community. Grand Junction is on the right track in planning and engineering efforts, but areas that need attention are education/encouragement, enforcement, and evaluation of metrics. Grand Junction has the potential to become a Walk Friendly Community through the following steps:

- Formalize a Bicycle & Pedestrian Coordinator position.
- Establish a pedestrian safety action plan with performance targets and metrics.
- Set mode share and safety goals.
- Reform parking policy via parking maximums or absence of minimums.
- Continue implementing Complete Streets Policy.
- Expand Safe Routes to School Program.
- Educate staff on walking, walkability, and pedestrian safety.
- Improve bicycle and pedestrian wayfinding.
- Maintain and complete the sidewalk network.
- Establish concrete design guidelines.
- Enforce in areas with high pedestrian volumes/safety issues and consider automated enforcement.
- Increase share of enforcement that occurs on foot or bike.
- Establish permanent bicycle and pedestrian count locations.
- Perform regular safety evaluation of completed projects.

Existing Pedestrian Network

The existing pedestrian network map in Figure 3 shows which streets in the Grand Junction planning area currently have an attached sidewalk, detached sidewalk, or no sidewalk on either side of the street. Examples of each of these walkway conditions are shown in Figure 2.

FIGURE 2: SIDEWALK CONDITION EXAMPLES

Conditions supportive of pedestrians include wide and smooth sidewalks, a buffer zone between the sidewalk and roadway (particularly vertical buffers like landscaping and street furniture, which also provide shade and places to sit), accessible curb ramps at corners, a gridded street network, and shorter block lengths. While the first few factors are more straightforward, shorter blocks and gridded streets (or at least streets with numerous connections north-south and east-west) provide more route options and allow people walking and rolling to choose more direct paths between destinations.

The condition of the existing pedestrian network in Grand Junction varies considerably by location in the city. Many of the major streets in Grand Junction currently have a sidewalk, but there are notable gaps as well across the city. The pedestrian environment in the core of the city around downtown is dominated by relatively short blocks, a grided street network, and importantly, detached sidewalks that make the area generally more comfortable to pedestrians than other parts of the city. Other high-comfort facilities for pedestrians include the relatively robust trail network through Grand Junction, currently confined mostly to the Colorado River corridor.

Many parts of the city outside the historic core lack direct connections through neighborhoods and these areas more commonly feature attached sidewalks or no sidewalks.

Street characteristics like roadway width, speed, and volume, affect the comfort of someone walking or rolling on an attached sidewalk. Missing sidewalks in neighborhoods and commercial areas can pose a significant barrier to choosing to walk for even short trips. These areas of missing sidewalks, along with major arterials with uncomfortable and inaccessible sidewalks and roadway crossings, create broad gaps in the pedestrian network and prevent residents from choosing to walk downtown or elsewhere.

As shown in Figure 3, notable major streets with sections of narrow or missing sidewalks include, but are 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.

Many comments received from the public reflect a desire to improve pedestrian and bicycle crossings of the Colorado River, US 50, and the railroad tracks. These features represent significant barriers for people walking and biking between neighborhoods on either side, especially for people connecting from the Redlands, Orchard Mesa, and the Riverfront Trail to Downtown, Colorado Mesa University (CMU), and Mesa Mall. As shown in Figure 3, this is amplified by the fact that there are only a few streets or paths that connect across the river and railroad, including:

- Redlands Parkway/24 Road
- Broadway
- 5th Street (US 50)
- 7th Street/9th Street/the multi-use trail bridge at Eagle Rim Park
- 29 Road

Of these crossings, 24 Road and 9th Street lack sidewalks and bicycle facilities. Numerous commenters suggested the opportunity and value of installing new connections that would provide greater redundancy in the active transportation network and improve access across these barriers. These include 12th Street, 28 Road, and 2nd Street from downtown to Dos Rios.

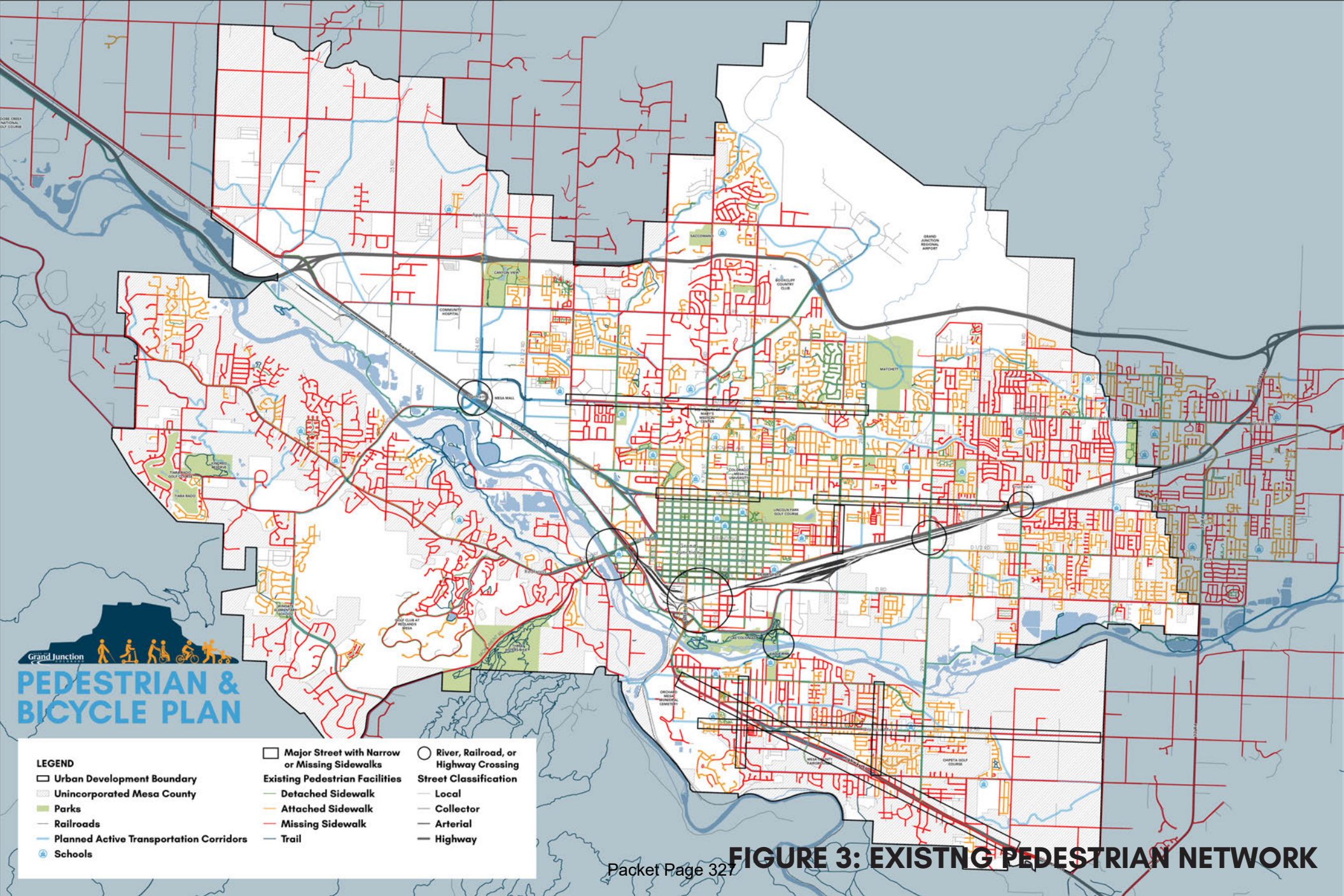


FIGURE 3: EXISTNG PEDESTRIAN NETWORK

Existing Bicycle Network

The current bicycle network in Grand Junction consists of shared streets that are signed bike routes, striped bike lanes (including two streets with buffered bike lanes – 1st Street and East Main Street), and trails. Figure 4 shows examples in Grand Junction of each of these facility types and a map of the existing bike network is provided in Figure 5.

FIGURE 4: EXISTING BICYCLE FACILITY TYPES IN GRAND JUNCTION

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.

Additionally, some locations with existing bike facilities are not sufficient to provide a comfortable experience for cyclists given the characteristics of the street. Generally, the highest-comfort facilities for people biking are detached trails and buffered or protected bike lanes. Like attached sidewalks, the comfort of striped bike lanes depends on street characteristics including roadway width, speed, and volume. Since they provide minimal space between someone biking and vehicle traffic, this type of facility can be adequate on a low-volume neighborhood street, but is less comfortable on a major arterial. Many of the streets in Grand Junction with existing bike lanes are not wide enough or do not provide enough separation from traffic to provide a comfortable experience for bicyclists given the volume and speed of traffic. Notable examples include Patterson Road, 12th Street, 28 ¼ Road, and parts of 29 Road a D Road. Signed bike routes are useful

wayfinding for people biking and signal the presence of cyclists to people driving, but depending on the volume and speed of traffic and treatments at major crossing, signed facilities alone may not provide a comfortable facility for bicyclists.

Like the pedestrian network, many comments from the public reflect a desire to improve major crossings of the Colorado River, US 50, and the railroad tracks. Access to the Riverfront Trail emerged as an important value to the community for bicyclists and can be difficult to get to by bike from the north, including from downtown/CMU, and the Mesa Mall due to the limited number of crossings. Of the five crossings identified in the Pedestrian Section, 24 Road, 5th Street[1], and 9th Street lack bicycle facilities, and 29 Road crossings does not provide a high comfort facility.

[1] Along the 5th Street crossing, the sidewalk narrows to 6' places, and because a sidewalk must be at least 8' wide (and ideally 10' to 12') to be considered a multiuse trail, the 5th Street overpass is not considered an existing bicycle facility.

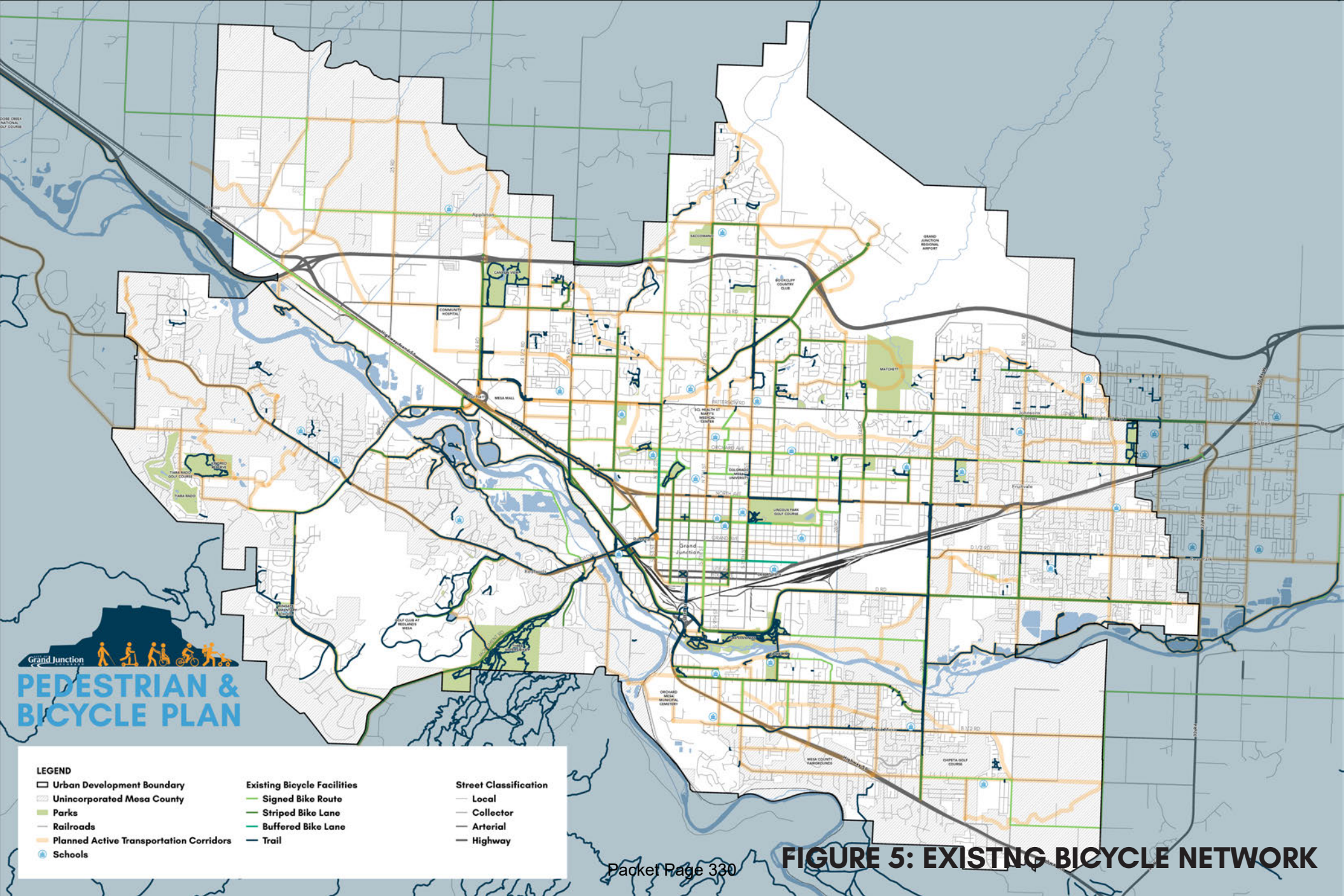


FIGURE 5: EXISTNG BICYCLE NETWORK

Level of Traffic Stress

What is Level of Traffic Stress (LTS)?

Walking and biking comfort along roadways in the City of Grand Junction was measured using a modified version of the Level of Traffic Stress (LTS) criteria and scoring system developed by Mekuria, Furth, and Nixon (2012) in *Low Stress Bicycling and Network Connectivity*.[2]

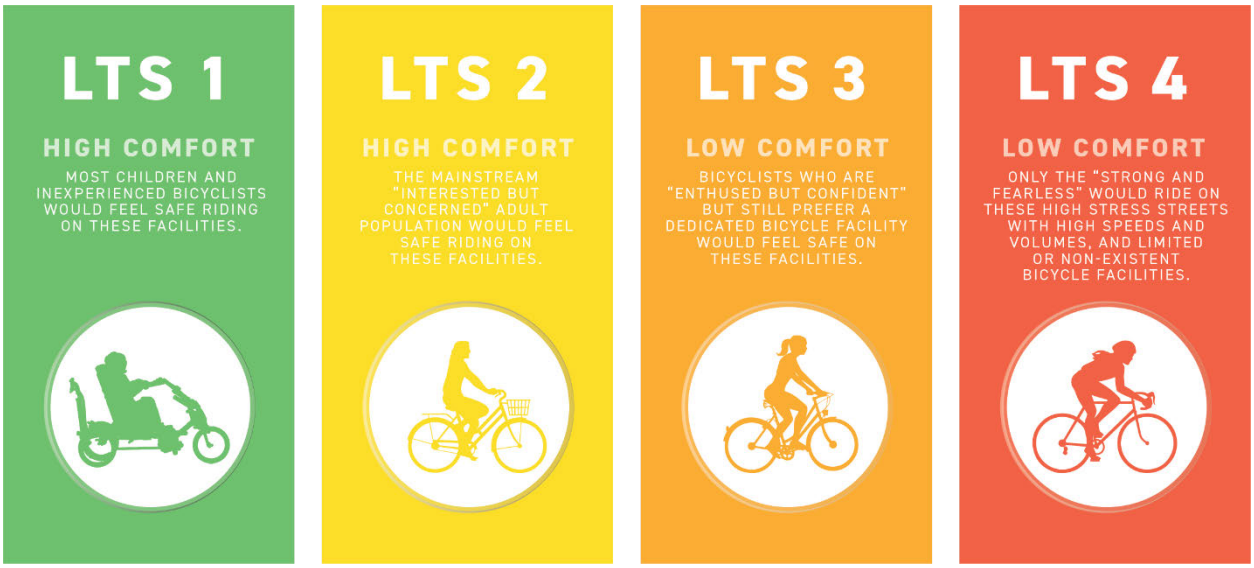


FIGURE 6: BICYCLE LTS

The LTS system assigns a street a score from 1 to 4 based on a combination of factors. An LTS of 1 indicates the most comfortable, least stressful facility that accommodates people of all ages and abilities – one which a child could comfortably walk or bike, for example (Figure 6). An LTS of 4 indicates the least comfortable, most stressful facility that most people would avoid using – one in which only a very "strong and fearless" cyclist would ride (less than 1% of the population). An LTS 2 facility is also relatively low stress and accommodating, while a facility with an LTS of 3 would be an environment that those familiar with biking and willing to accept a slightly more stressful environment might choose. LTS 3 facilities cater to "enthused and confident" cyclists, roughly 7% of the population, while LTS 2 facilities cater to "interested but concerned" riders, roughly 60% of the population.[3]

[2] Mekuria, M., Furth, P., & Nixon, H. (2012). Low Stress Bicycling and Network Connectivity. *Mineta Transportation Institute*. Retrieved from https://peterfurth.sites.northeastern.edu/2014/05/21/criteria-for-level-of-traffic-stress/.

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

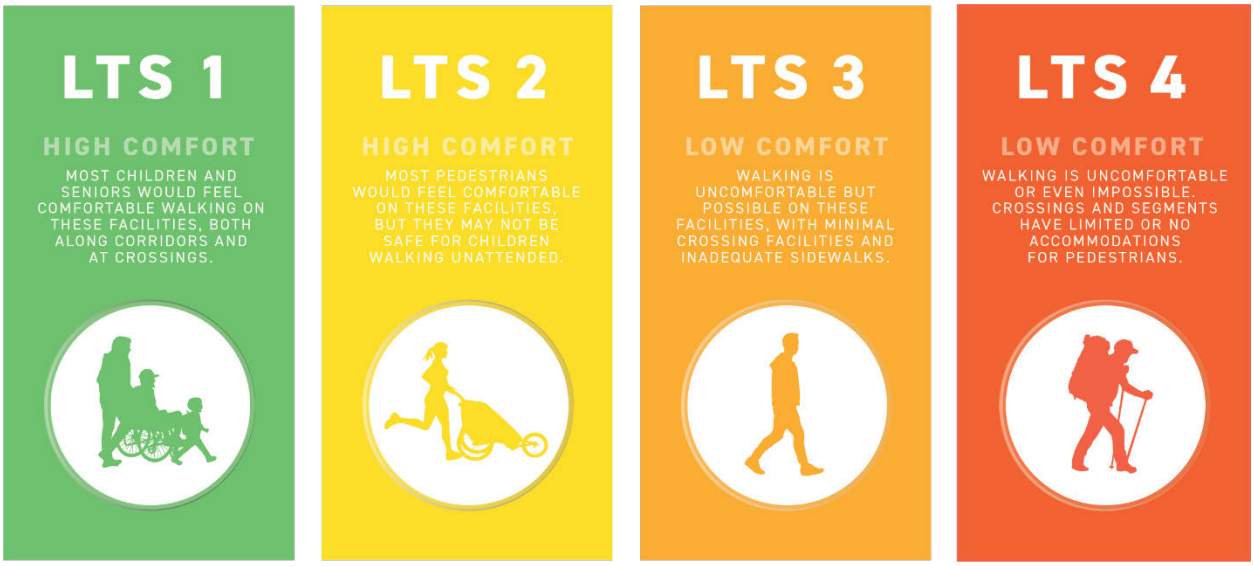


FIGURE 7: PEDESTRIAN LTS

Similar to the Bicycle LTS, the Pedestrian LTS system also ranks pedestrian facilities on a scale from 1 to 4, with LTS 1 representing the most comfortable, least stressful facility that accommodates children, older adults, people with mobility challenges, parents with strollers, and everyone between; while LTS 4 facilities may only be used by the most fearless walkers (Figure 7).

Methodology

Bicycle LTS

The LTS methodology considers the type of bicycle facility, presence of a parking lane, travel lane width, traffic speed, number of lanes, and traffic volumes on a roadway segment to score bike paths, bike lanes with and without buffers, and bike routes. Intersection crossings are not factored into the analysis due to data availability. The criteria shown in Table 1 through Table 3 simplifies the latest 2022 LTS tables to account for available data in Grand Junction (data on presence of a parking lane and travel lane widths are unavailable). Data for each of these attributes was collected and coded for each roadway segment in the city, then the LTS was calculated in GIS.

Using the LTS methodology, multi-use paths and trails, raised cycle tracks, and protected bike lanes are automatically given a score of 1.

For bike lanes and other types of facilities, scores depend on the number of lanes, posted speed limits, and average daily traffic (ADT), as shown in Table 1 through Table 3.

TABLE 1: BUFFERED BIKE LANES

	25	30	35	40	45	50
5-6 lanes	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
3-4 lanes	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
1-2 lanes	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 3

TABLE 2: STRIPED BIKE LANES

		25	30	35	40	45	50
5-6 lanes		LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
3-4 lanes		LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4
1-2 lanes	**ADT >1000**	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
	ADT ≤1000	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4

TABLE 3: SIGNED BIKE ROUTES/NO FACILITY/MIXED TRAFFIC

	ADT	20	25	30	35	40	45
5-6 lanes	**Any**	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4
3-4 lanes	**>8000**	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4
	≤8000	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4
1-2 lanes	**>3000**	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1001-3000	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
	≤1000	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3

A few streets in the network were also manually rescored based on local understanding of roadway conditions, such as frequent curb cuts and driveways, or other uncomfortable features, as shown in **Figure 8**. These manual reclassifications include Pitkin Avenue (LTS 4), Ute Avenue (LTS 4), and parts of North Avenue (LTS 4).

FIGURE 8: CURB CUTS AND SIDEWALK CONDITIONS ON NORTH AVENUE

Pedestrian LTS

The Pedestrian LTS methodology used in Grand Junction is a modified version of the criteria used in StreetScore+, a tool developed by Fehr & Peers to assess people's comfort walking and biking along a street. StreetScore+ is a streamlined method for assessing Level of Traffic Stress for people walking and biking and includes more factors than a traditional LTS analysis (such as sidewalk width, sidewalk quality, buffer width, and other factors). Unfortunately, the city's sidewalk data was limited, but the Grand Junction Safe Routes to School program already developed a sidewalk layer that considers whether sidewalks are detached, attached, or missing.

The pedestrian LTS methodology shown in Table 4 and

Table 5 considers sidewalk type, number of lanes, and posted speed limits. Data for each of these attributes was collected and coded for each roadway segment in the city, then the LTS was calculated in GIS.

Using the LTS methodology, multi-use paths and trails are automatically given a score of 1.

TABLE 4: DETACHED SIDEWALKS

	LTS 1	LTS 2	LTS 3	LTS 4
Lanes	2-3		4-5	6
Speed limit	25	30	35	40+

TABLE 5: ATTACHED SIDEWALKS

	LTS 1	LTS 2	LTS 3	LTS 4
Lanes	2-3		4-5	6
Speed limit	20	25	30	35+

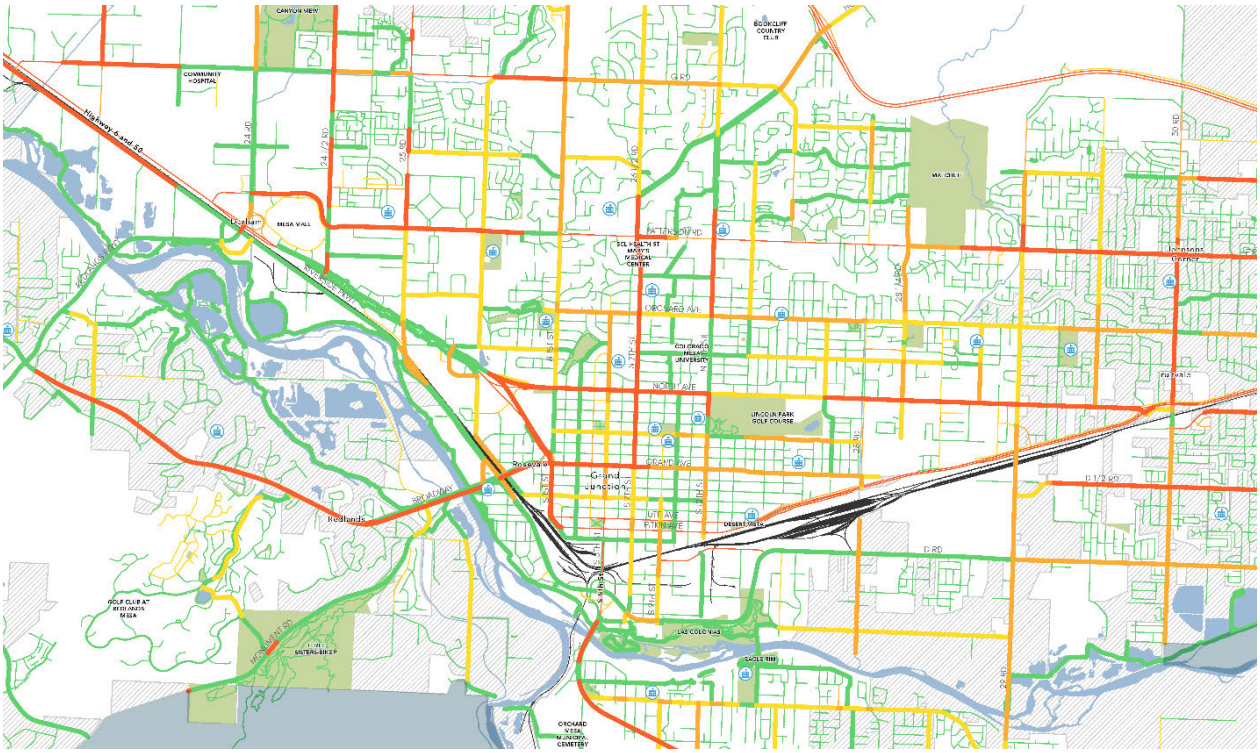
When applying the standard LTS methodology, streets with missing sidewalks would typically be classified as LTS 4. The methodology was modified for Grand Junction based on input from city staff and members of the Steering Committee, to reflect that narrow, low speed, low traffic volume neighborhood streets are viewed as relatively comfortable spaces to walk, even in the street. Furthermore, in many of these locations there is not a desire by the residents of the community to add sidewalks to preserve the narrow, rural nature of the street.

Using the LTS methodology, streets with missing sidewalks are automatically given a score of 4 UNLESS 1-2 lanes, ADT ≤1000 and speed ≤25 mph – then scored LTS 2.

Bicycle LTS

Figure 9 and Figure 10 show the Grand Junction street network and trails classified by bicycle LTS. Active Transportation Corridors are shown with thicker lines on the map. Most local neighborhood streets are classified as LTS 1 facilities due to having fewer lanes and slower speeds. However, the Active Transportation Corridors, often score more poorly (LTS 3 or 4) where they lack adequate bicycle facilities. This is because

many of these corridors are higher speed, higher volume streets where bicyclists need more separation from traffic to have a low-stress experience.



LEGEND

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

Bicycle Level of Traffic Stress Active Transportation Corridors

- LTS 1
- LTS 2
- LTS 3
- LTS 4

Bicycle Level of Traffic Stress Street Network

- LTS 1
- LTS 2
- LTS 3
- LTS 4

FIGURE 9: BICYCLE LEVEL OF TRAFFIC STRESS DOWNTOWN

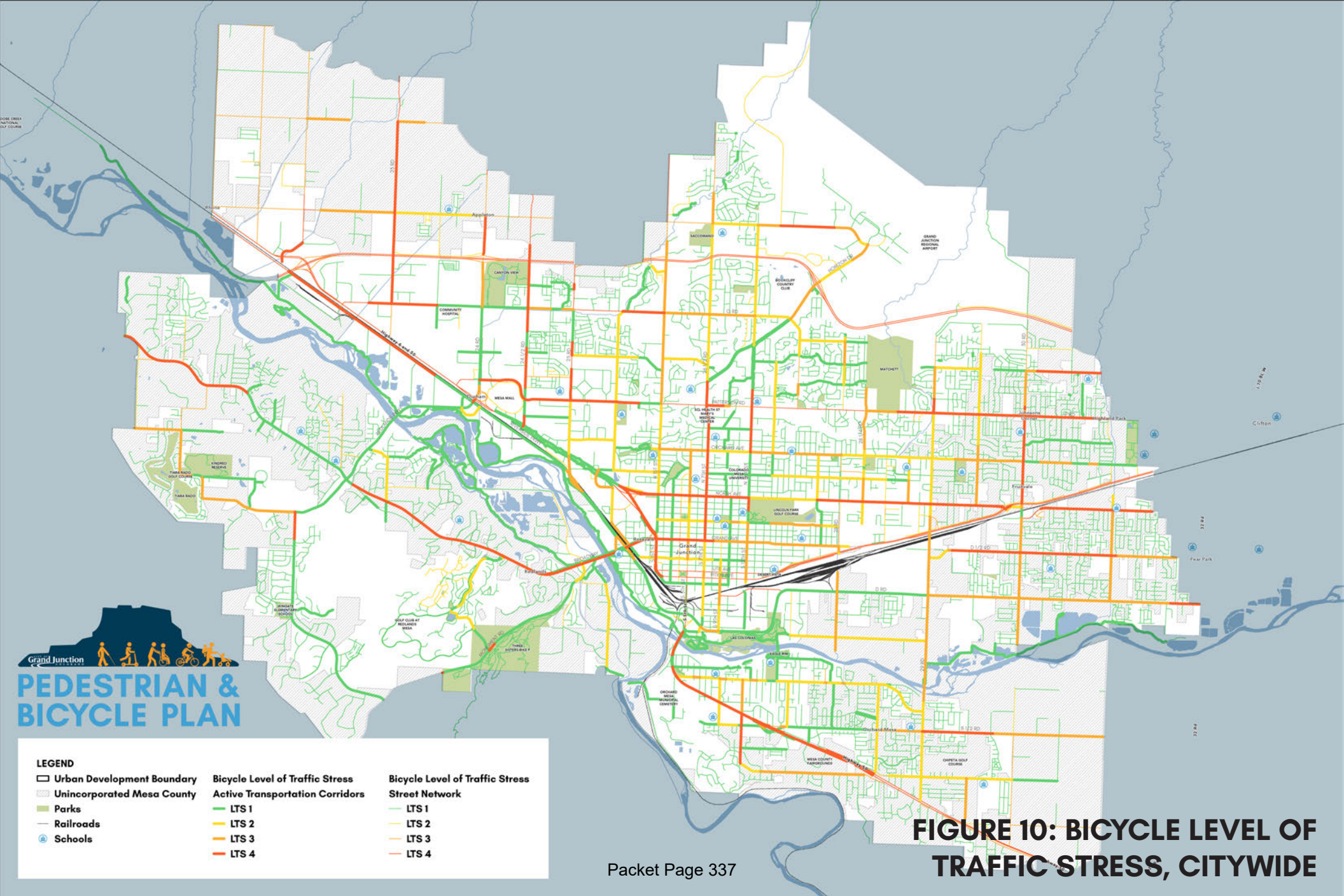


FIGURE 10: BICYCLE LEVEL OF TRAFFIC STRESS, CITYWIDE

Pedestrian LTS

Figure 11 and Figure 12 show the Grand Junction street network and trails classified by Pedestrian LTS. Many local neighborhood streets lack sidewalks but are classified as LTS 2 facilities because they are low volume, low speed, narrow neighborhood streets. However, Active Transportation Corridors, many of which are higher speed, higher volume, wider arterials, score more poorly where they lack adequate pedestrian facilities, such as a sufficiently wide sidewalk with a buffer.

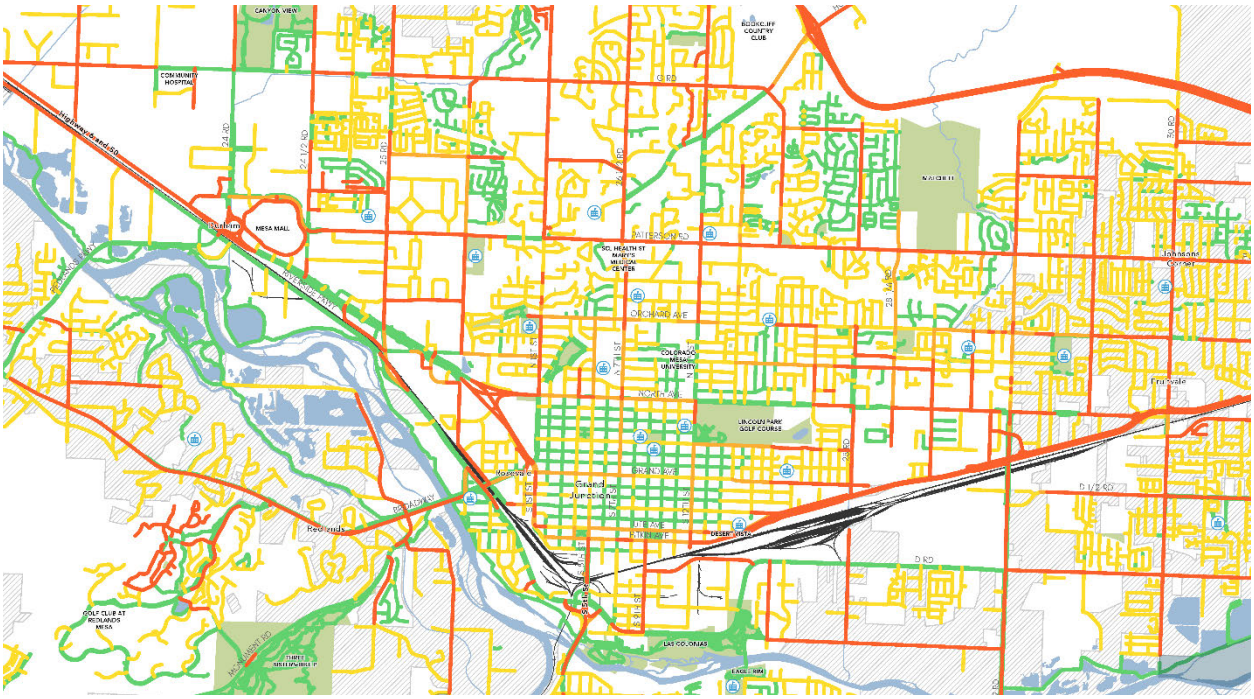


FIGURE 11: PEDESTRIAN LEVEL OF TRAFFIC STRESS, DOWNTOWN

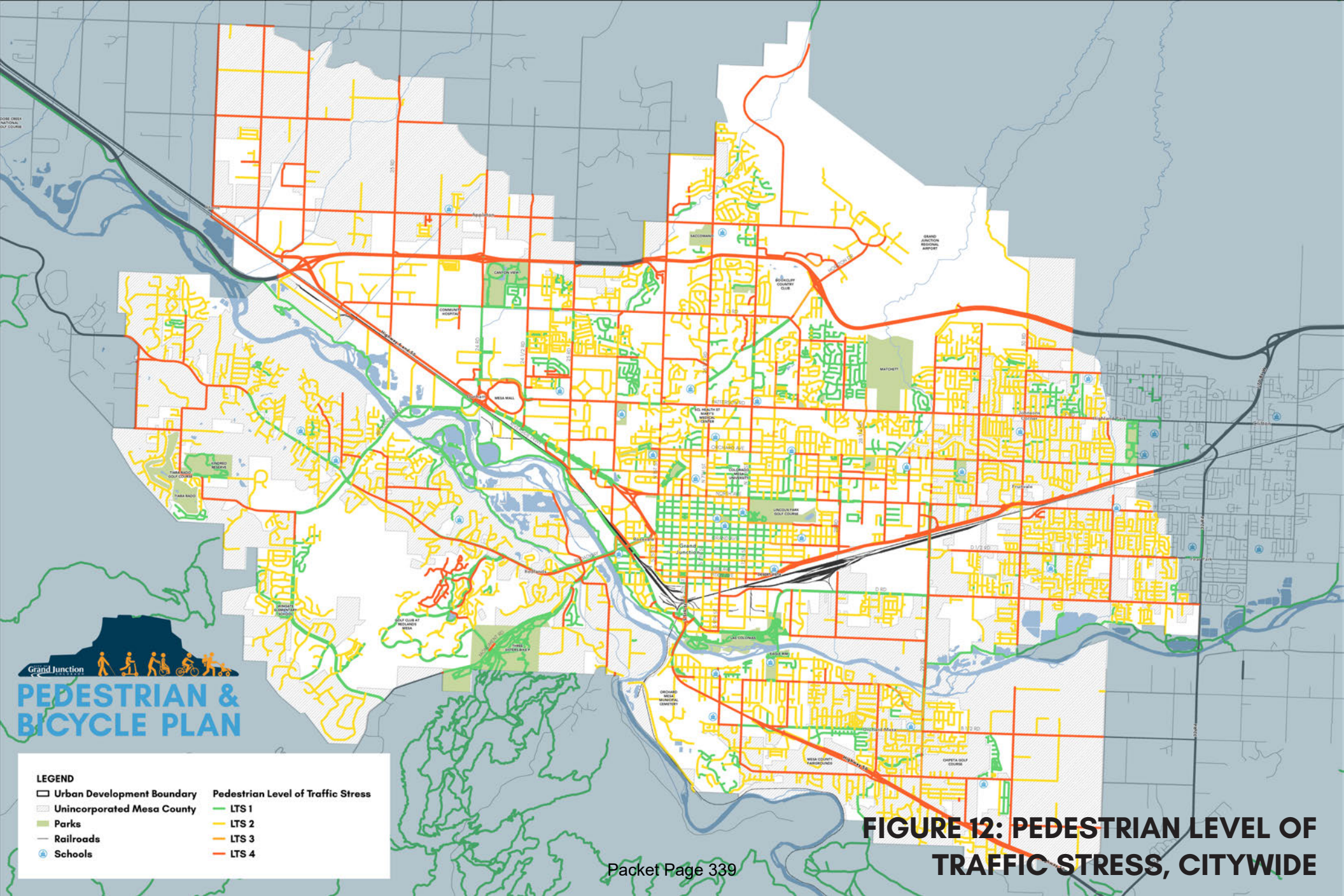


FIGURE 12: PEDESTRIAN LEVEL OF TRAFFIC STRESS, CITYWIDE

Active Transportation High Injury Network

What is a High Injury Network (HIN)?

A high injury network (HIN) is a network of streets in a community where the highest concentrations of fatal and severe injury traffic crashes have occurred. A HIN is created through the mapping of crash data to visually recognize spatial patterns. It is an important tool used in many Vision Zero plans to assist communities in prioritizing street safety projects that will have the greatest impact in improving traffic safety. Traditionally, HINs represent all crashes, and have been utilized in dozens of communities across the country and around the world to prioritize traffic safety improvements.

This effort developed an Active Transportation HIN map for Grand Junction to illustrate the streets where a disproportionally high number of citywide crashes involving people walking or biking have occurred. The Active Transportation HIN in Grand Junction will be used as one means to prioritize safety projects and buildout of the pedestrian and bike network.

Methodology

The Active Transportation HIN in the Grand was created using crash data from 2016 to 2020. During this time there were 347 reported crashes within Grand Junction involving a pedestrian or cyclist (Figure 13). The HIN was developed using an iterative process that started with developing a series of maps based on the crash data:

- A crash mode map, which distinguished the crashes between those involving a pedestrian and those involving a cyclist. In total, there were 125 crashes involving a pedestrian and 222 crashes involving a cyclist during the study period (Figure 13). Overall, this map visualizes the spatial distribution of each type of crash to ensure that the HIN represented both pedestrian and cyclist-involved crashes.
- A heat map that showed the concentration of individual crash points across Grand Junction. This map highlights specific nodes of crashes, such as the intersections near North Avenue with 12th Street and near Main Street with 5th Street.
- A heat map by road segment, which paired individual crashes with the existing road network to visualize a raw, data-driven high injury network. The result of pairing the crashes to the small road segments (about one block length) was a preliminary HIN.

Each map illustrated crash trends through a slightly different analytical perspective, which helped inform the HIN. The Active Transportation HIN was drawn based on this initial set of maps to represent the corridors with the highest concentration of pedestrian and cyclist-involved crashes.

Findings

Between 2016 and 2020 there were 347 crashes in Grand Junction involving a person walking or biking, an average of one every 5 – 6 days, including 222 cyclist-involved crashes and 125 pedestrian-involved crashes. Forty-two of these crashes (about 13%) resulted in severe bodily injury or death (Figure 13).

FIGURE 13: PEDESTRIAN AND CYCLIST SAFETY FINDINGS

The Active Transportation HIN map is shown in Figure 14, and represents streets where a disproportionally high number of citywide crashes involving people walking or biking have occurred.

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.

In addition to the Active Transportation HIN, this map also illustrates the location where all 347 pedestrian and cyclist-involved crashes occurred in the city between 2016 and 2020.

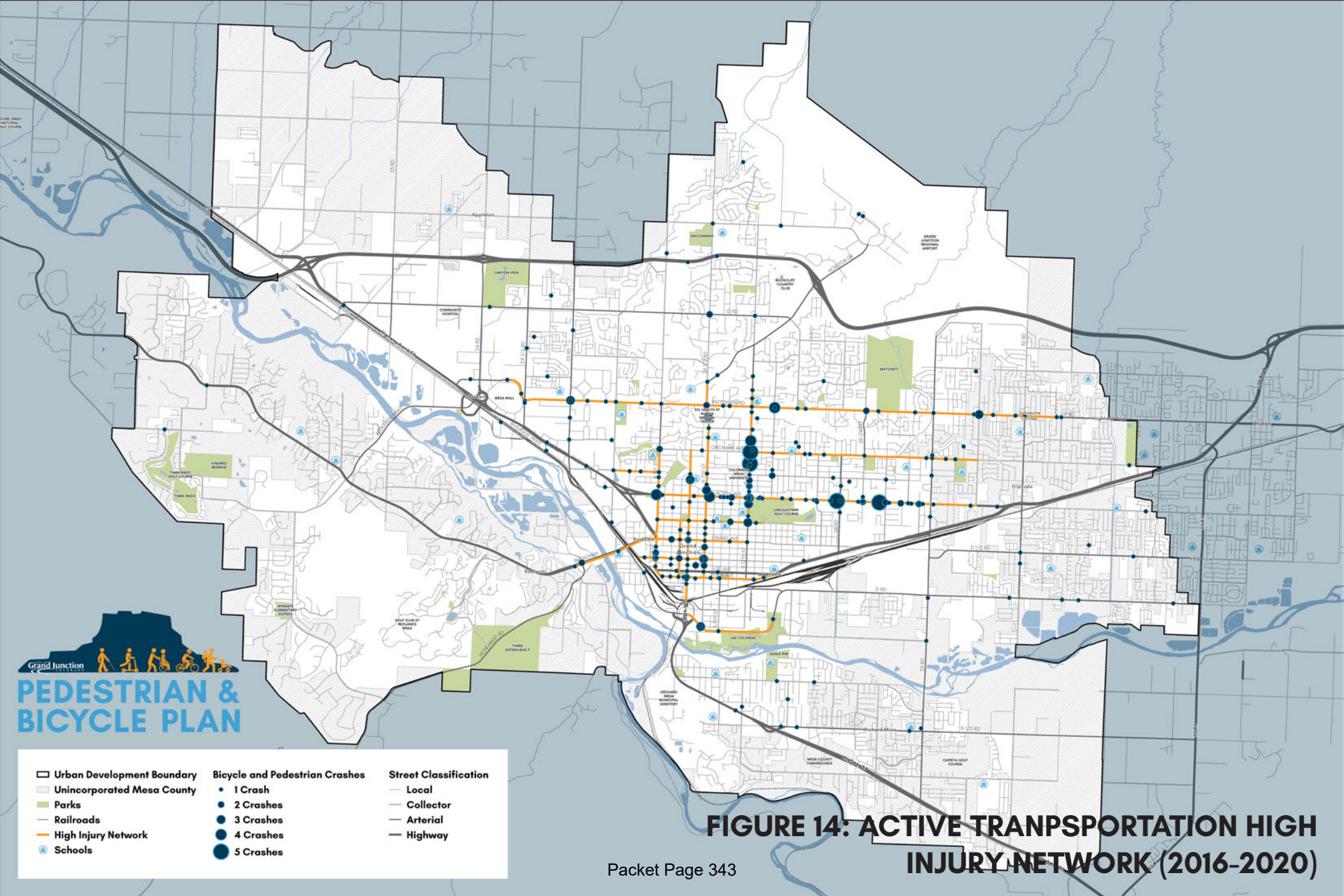


FIGURE 14: ACTIVE TRANPSPORTATION HIGH INJURY NETWORK (2016-2020)

Pedestrian & Bicycle Demand

This section summarizes analysis of existing pedestrian and bicycle activity and demand in Grand Junction. Existing demand was estimated using two sources of data:

- Input from the community through the online interactive map (which included over 1,000 comments) and the community open house (which drew about 80 attendees).
- From Big Data sources through Strava, which is a mobile app used by people walking, running, and biking.

Community Input

For a summary of community input on areas of significant pedestrian and bicycle demand, refer to Community Engagement Findings: Geographic Input.

Strava Heatmap

Strava is a mobile app that enables users to track physical exercise including biking, running, hiking, and walking using GPS. The platform records these trips and allows users to share their activities. Users of the platform track recreational activities, but a growing share of users are tagging their activity as commutes. In many cities commutes are the primary activity recorded on Strava.

Through all of these public recordings, Strava collects data on origin-destination patterns and popular routes and corridors, aggregating and deidentifying unique users. They publish a publicly-available Global Heatmap similar to the images shown in Figure 15 through Figure 18, and share some additional data with transportation planning firms by request through an application for Strava Metro access. The data in the maps in Figure 15 through Figure 18 cannot be downloaded, but readers interested in exploring the data in greater detail can do so at https://Strava.com/heatmap.

Transportation planners recognize the value of this anonymized data to better understand pedestrian and bicycle demand in a transportation network. It should be acknowledged that there is an inherent bias in the data as it represents primarily recreational trips and all trips represented were made by users of the app, which is a small percentage of all walk and bike trips. However, the data is still useful as it can offer a proxy for larger active transportation patterns. For example, people walking and biking for recreation often choose routes along streets that feel more comfortable and safe, in a way similar to people walking and biking for utilitarian reasons.

The data shows that bicycle demand by Strava users is concentrated along key regional and recreational connections including Monument Road, the Riverfront Trail, C1/2 Road, K Road, I Road, and H Road (Figure 15).

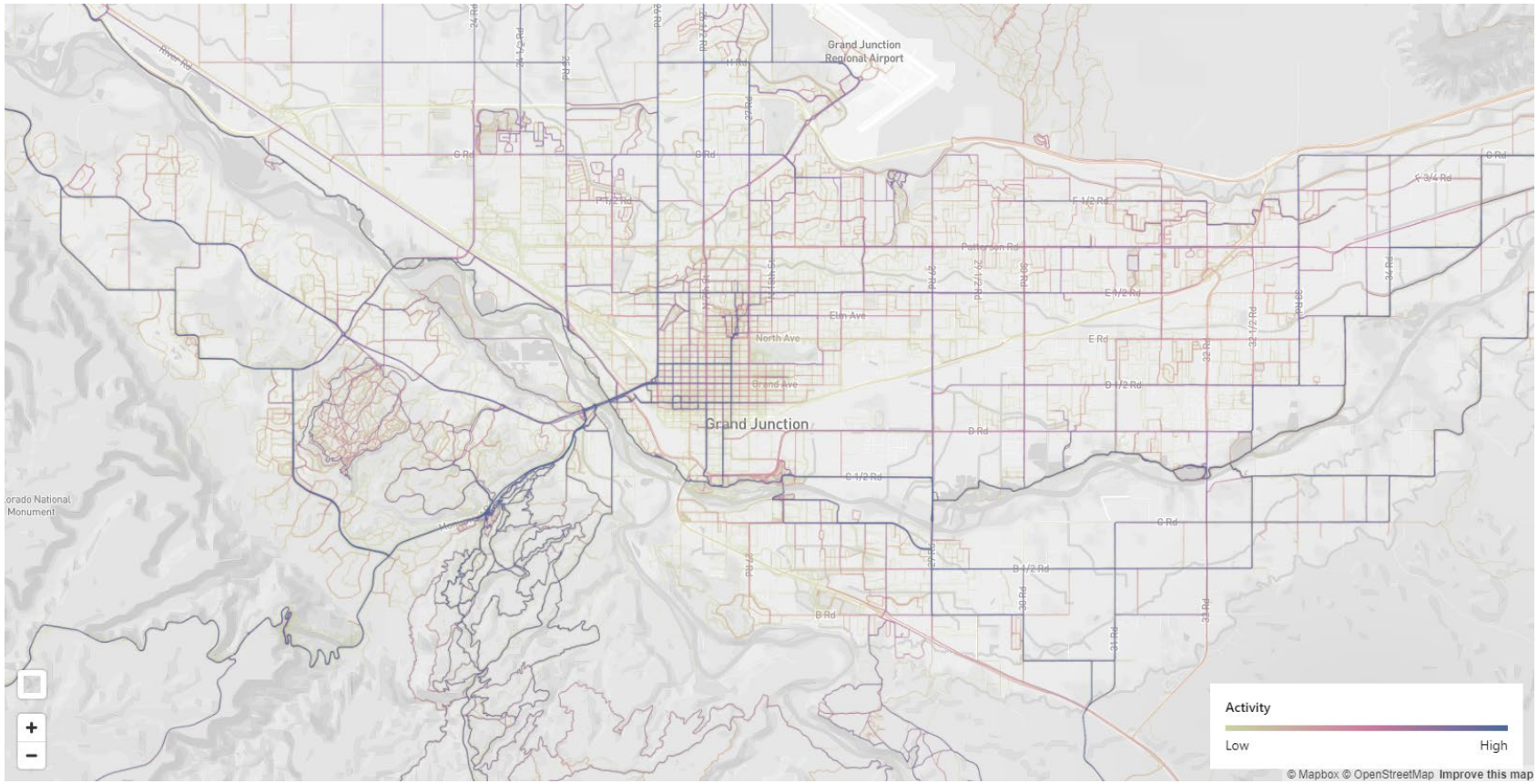


FIGURE 15: STRAVA HEATMAP OF BICYCLE DEMAND, CITYWIDE (DEC 2021-NOV 2022)

In the core of the city the data shows that bicycle demand by Strava users is noticeable at key river and railroad crossings like Broadway/CO-340, 25 Road, 29 Road, 7th Street, and 9th Street. These crossings are key connections to access the Riverfront Trail and the downtown core. This data shows that people biking choose to avoid the 5th Street crossing, instead opting for Broadway, the multi-use trail bridge at West Main Street, 7th Street, and 9th Street to cross the railroad tracks, and Broadway and the multi-use trail bridge at Eagle Rim Park to cross the Colorado River.

Popular north-south corridors include 25 Road, 25 ½ Road, 1st Street, 7th Street, 10th Street, 15th Street (north of Patterson Road), and 29 Road (Figure 16). Frequent east-west corridors include Orchard Avenue, Elm Avenue, Gunnison Avenue, Grand Avenue, Main Street, Riverside Parkway, and C ½ Road. Bicycle activity by Strava users is conspicuously absent from the heatmap on Patterson Road and North Avenue. This may be due to the high bicycle Level of Traffic Stress on these roads, influenced by the number of lanes, higher speeds, and higher volumes on these roads, with relatively narrow sidewalks, directly attached in many places to the roadway.

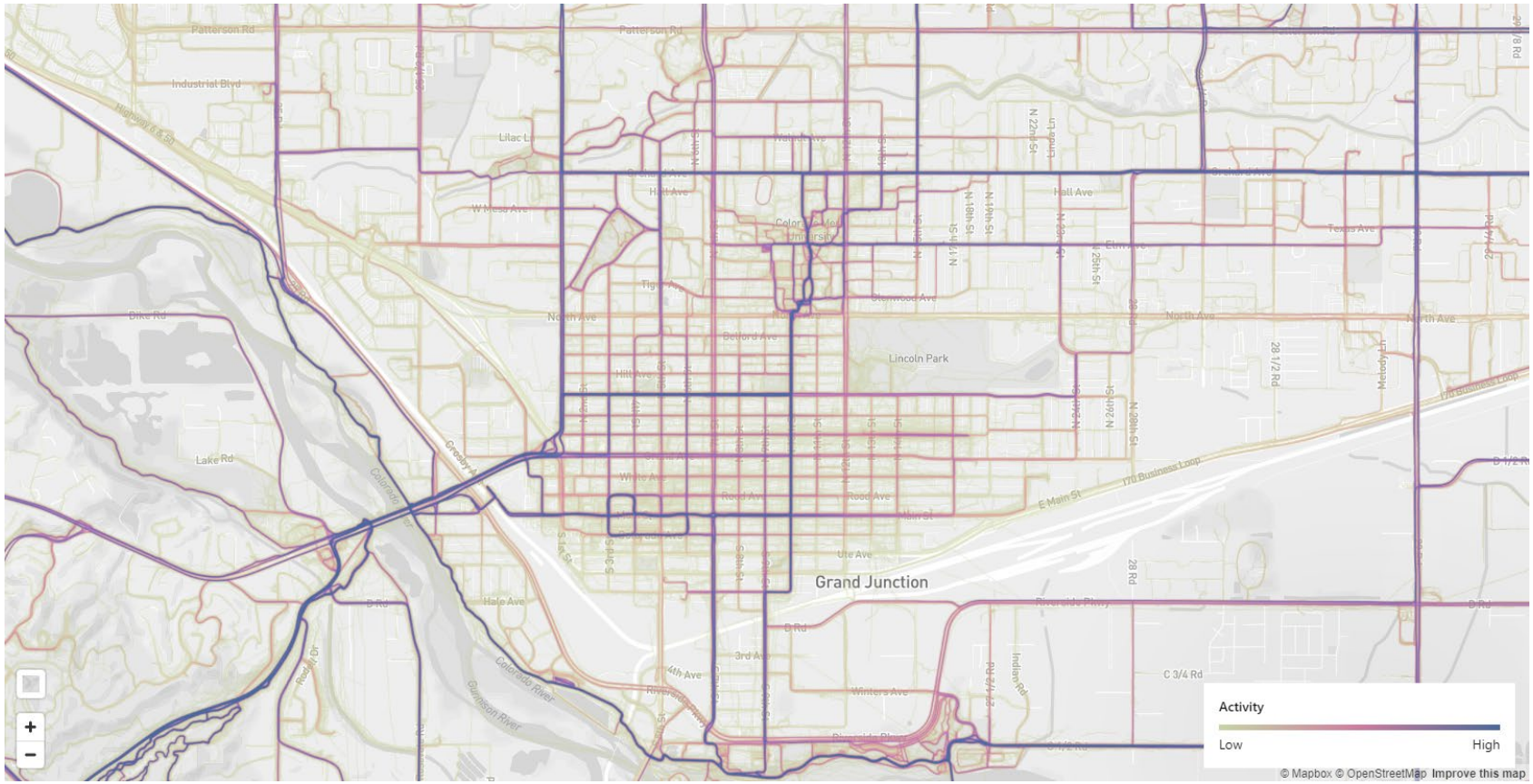


FIGURE 16: STRAVA HEATMAP OF BICYCLE DEMAND, CITY CORE (DEC 2021-NOV 2022)

Citywide pedestrian demand by Strava users is concentrated along key regional and recreational connections including Monument Road, the Riverfront Trail, C1/2 Road, K Road, I Road, and H Road (Figure 17).

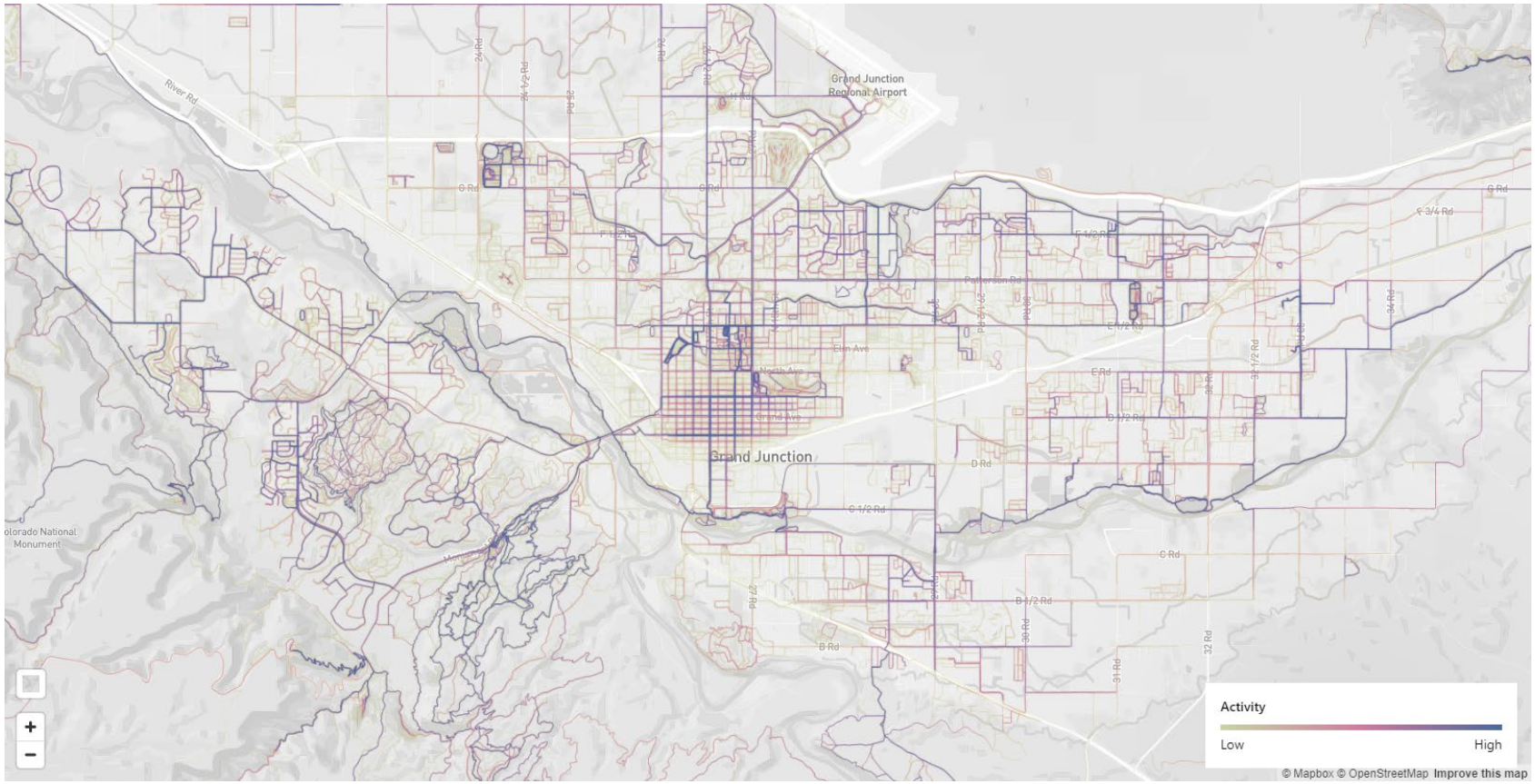


FIGURE 17: STRAVA HEATMAP OF PEDESTRIAN DEMAND, CITYWIDE (DEC 2021-NOV 2022)

In the core of the city, pedestrian demand by Strava users is concentrated at key river and railroad crossings like Broadway, 25 Road, 7th Street, and 9th Street (Figure 18). These crossings are key connections to access the Riverfront Trail and the downtown core. This data shows that people walking choose to avoid the 5th Street and 29 Road crossing as compared to the other crossings, particularly 7th Street, the most popular route across the railroad tracks for pedestrians.

Popular north-south corridors include 7th Street, 10th Street, and 12th Street. Common east-west corridors for pedestrians include Orchard Avenue, Elm Avenue, Gunnison Avenue, Main Street, Riverside Parkway, and C ½ Road.

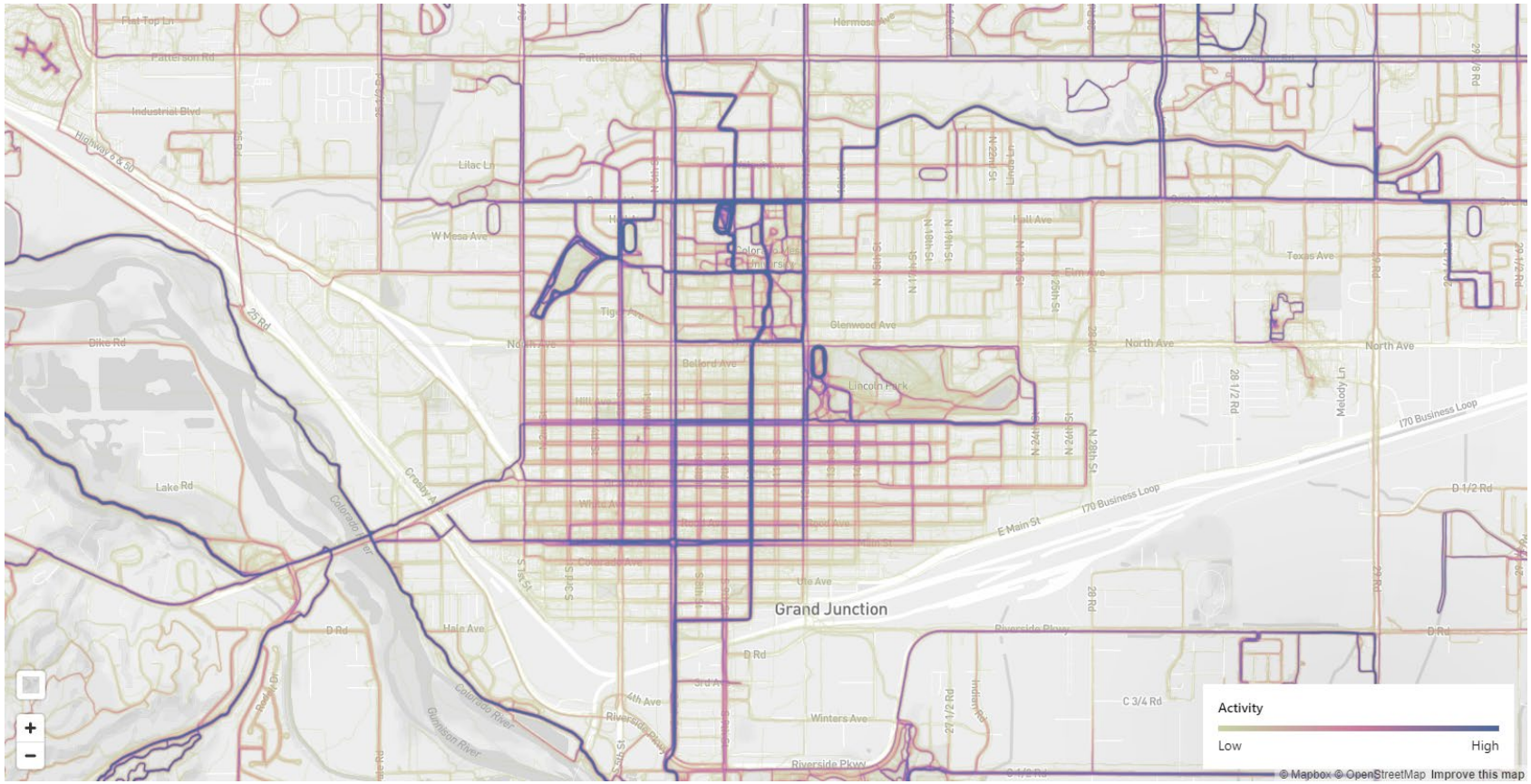


FIGURE 18: STRAVA HEATMAP OF PEDESTRIAN DEMAND, CITY CORE (OCT 2021-SEPT 2022)

Community Engagement Findings

Introduction

The following sections summarize input gathered through the project's first round of community engagement. The public submitted input during the first round over a two-month period in September and October 2022 through an online survey and interactive map, an in-person open house, a 17-member project Steering Committee of Grand Junction residents, through nine different focus groups, at several intercept events throughout the community, and from comments received on the project website. All input tied to specific locations is summarized in the Geographic Input section. Figure 20 provides a summary of all community engagement and participation, which resulted in over 2,000 touch points with the community combined.

FIGURE 19: EXAMPLES OF COMMUNITY ENGAGEMENT FOR THE PEDESTRIAN & BICYCLE PLAN

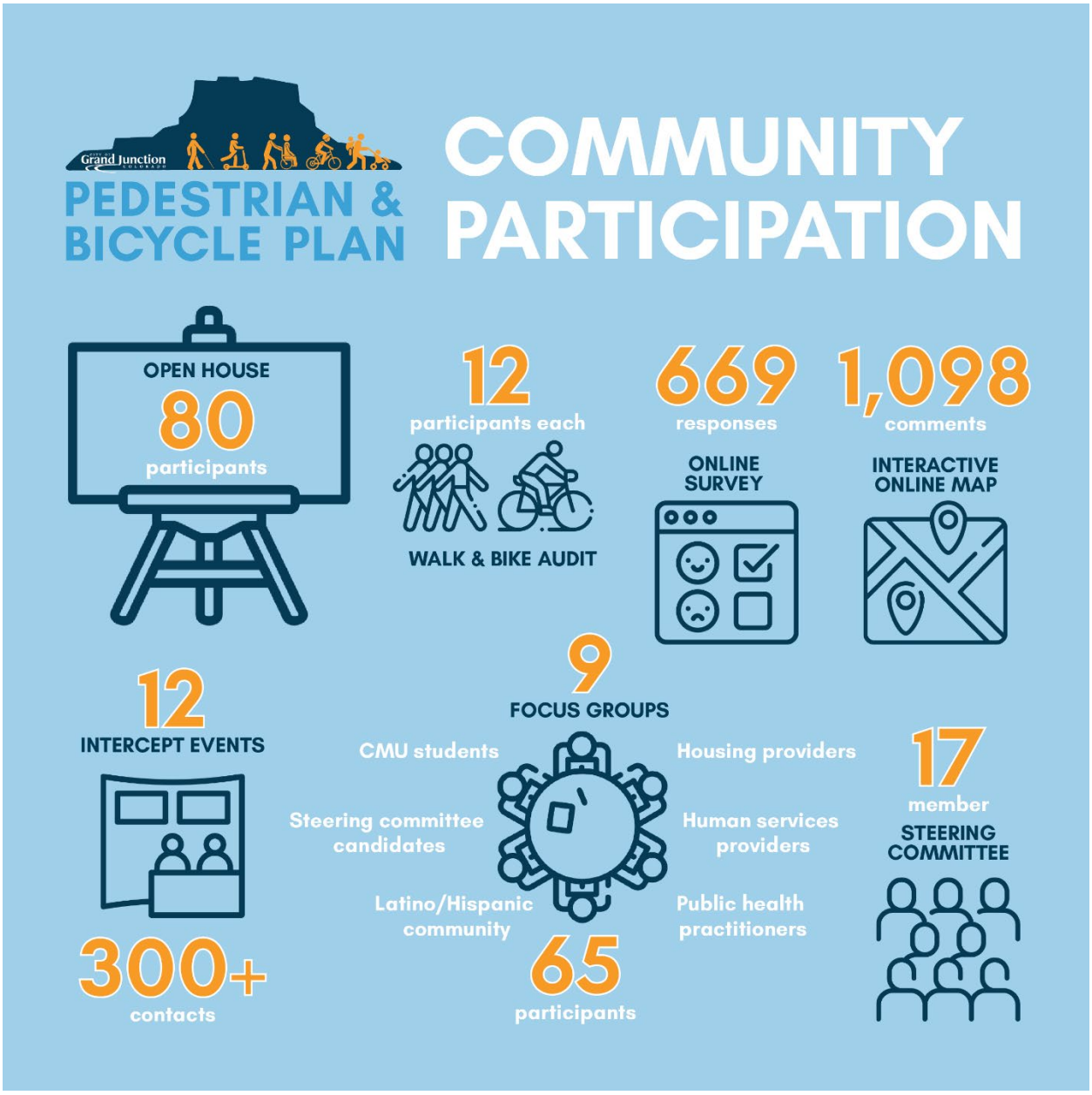


FIGURE 20: SUMMARY OF COMMUNITY PARTICIPATION

Survey Results

The city opened the online survey for two months, from the end of August to end of October, and advertised it to the entire community. It offered an option for respondents to take the survey in Spanish. A total of 669 members of the community participated in the survey, including four in Spanish. The survey results are summarized below.

Demographic Characteristics

Survey respondents skewed toward the older side of the spectrum, with 38% identifying as 55 years or older and 9% as 25 or younger (**Figure 21**). The majority of respondents (53%) fell somewhere between 26 and 54. The age breakdown of survey respondents generally reflected the population of Grand Junction, with a slight bias toward people aged 36-55 and slight underrepresentation of people under 26 (acknowledging that young children are not going to be represented by themselves in this survey).

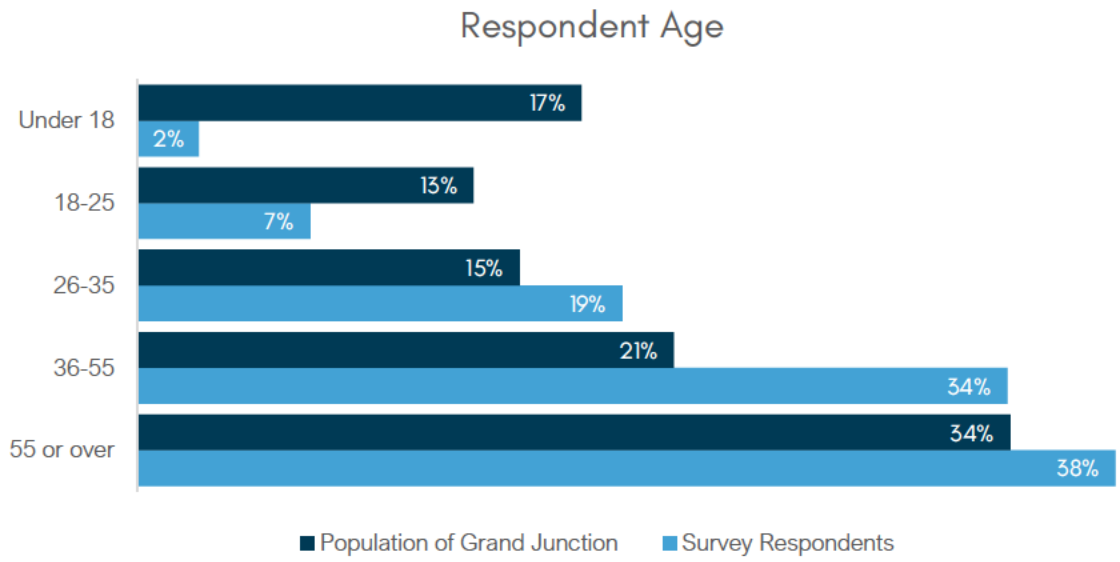


FIGURE 21: RESPONDENT AGE

Figure 22 shows that respondents were almost evenly divided between male (47%) and female (53%).

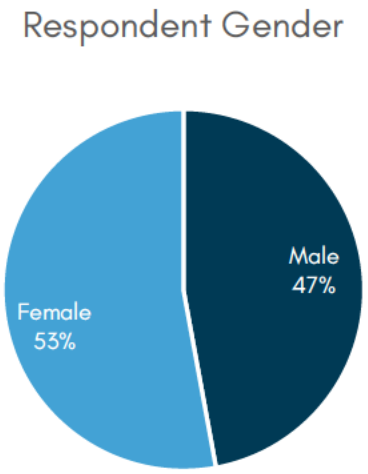


FIGURE 22: RESPONDENT GENDER

Almost all respondents live in Grand Junction (92%), with 44% also going to work or school in the city, and 19% visiting the city for shopping, services, or recreation (Figure 23). Notably, local business owners are well-represented, with almost one-tenth of all respondents owning a business in Grand Junction (9%).

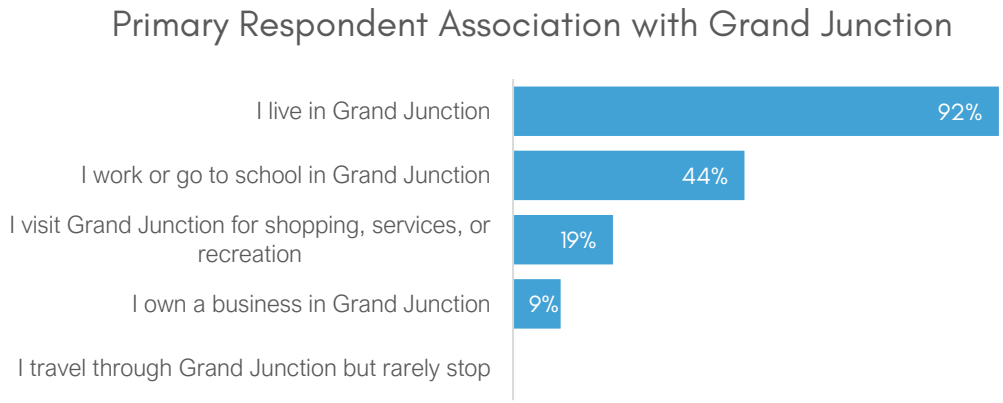


FIGURE 23: PRIMARY RESPONDENT ASSOCIATION WITH GRAND JUNCTION

Overall Findings

When asked about their primary mode of transportation, almost three-quarters of respondents drive (72%), and almost one-quarter of respondents bike or e-bike (23%). It should be noted that this question allowed survey respondents to select just one mode of transportation, so Figure 24 does not reflect secondary and tertiary mode choices.

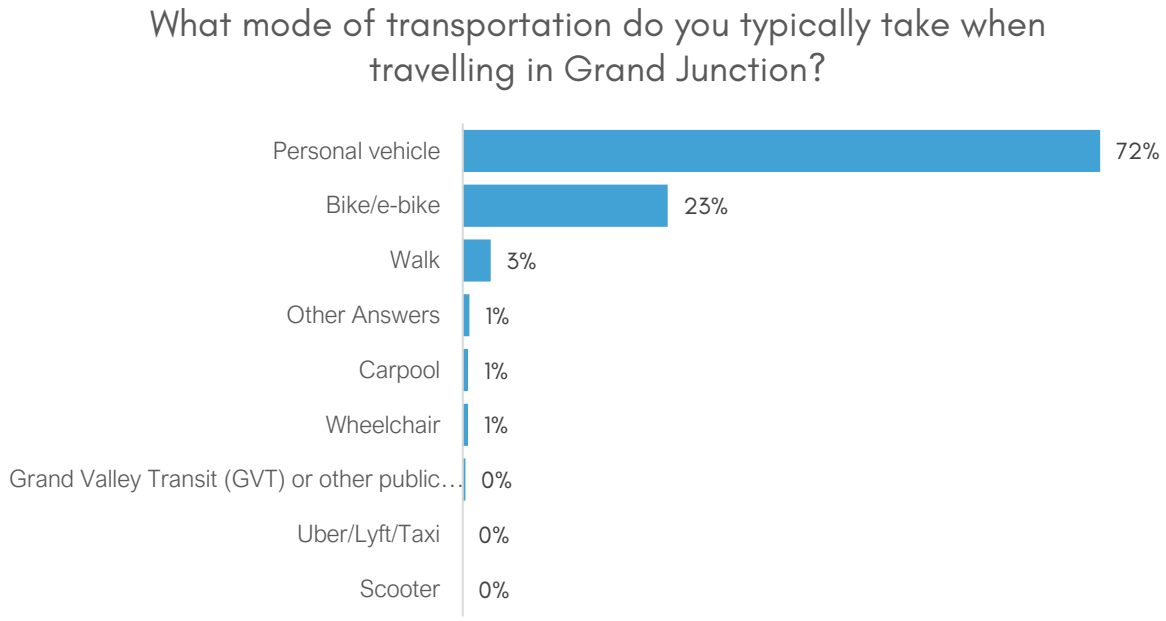


FIGURE 24: TYPICAL MODE OF TRANSPORTATION

One survey question asked about the types of trips that respondents currently complete by walking/rolling or biking and whether they would like to be able to complete these trips if they do not currently.

Currently, the top three trip types in Grand Junction completed by active transportation are trips for recreation and leisure, to the park or recreation destinations, and to restaurants and/or bars **(Figure 25)**. People generally choose active transportation for recreational trips, and less commonly choose to walk or bike to work and school.

Respondents are most interested in choosing to walk/roll or bike to restaurants and/or bars, and for trips to the grocery store, shopping, and other errands. Desired walk and bike trip types exceed current trips in all cases other than trips for recreation/leisure, likely because most people already choose active transportation in those instances. This shows an unmet demand in the community to be able to walk/roll and bike to more places, particularly utilitarian trips like shopping, to work/school, out to eat, and other errands.

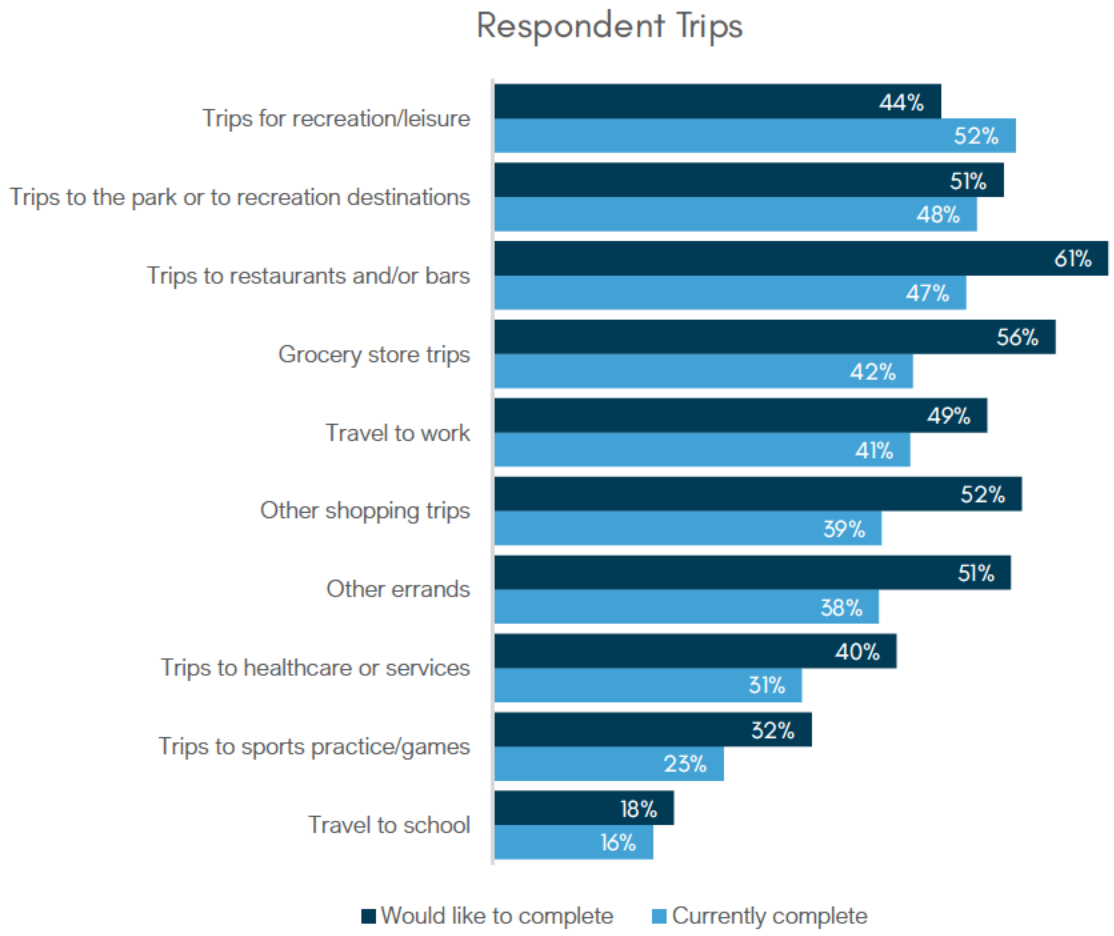


FIGURE 25: CURRENT AND DESIRED WALK AND BIKE TRIP TYPES

Reinforcing the findings of the previous question, 95% of respondents would like to be able to walk/roll and bike more often or for more types of trips than they do currently **(Figure 26)**. The following questions explore some of the barriers to respondents choosing active transportation.

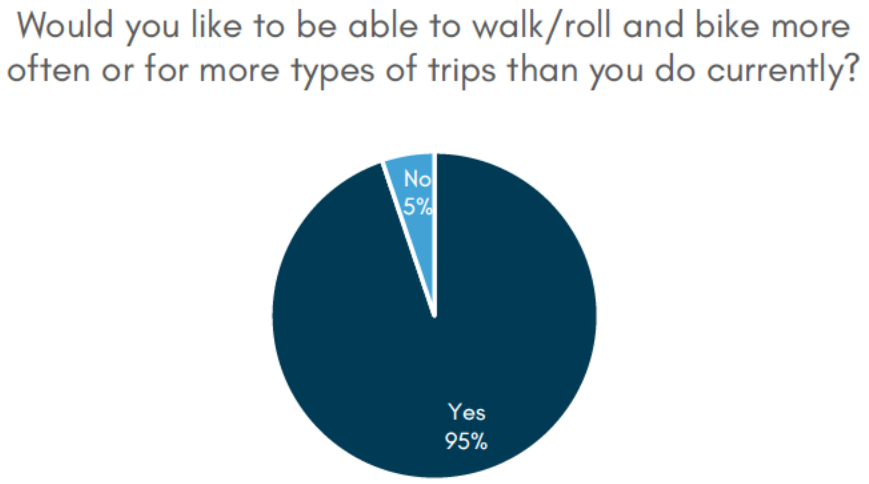


FIGURE 26: DESIRE TO WALK AND BIKE

The survey asked respondents to identify the biggest challenges to walking/rolling in one question, and to biking in another. Respondents were able to select an unlimited number of options.

The top barriers respondents identified to walking/rolling were nonexistent or insufficient sidewalks (67%), uncomfortable or unsafe streets (59%), and nonexistent or insufficient crossings (51%), as shown in **Figure 27**.

FIGURE 27: CHALLENGES WALKING AND ROLLING

The top barriers respondents identified to biking were uncomfortable or unsafe streets (77%), lack of paths or trails (63%), and feeling unsafe crossing major streets (57%), as shown in Figure 28.

The similarity in factors between these two questions indicate the greatest barriers to address are:

- Missing active transportation infrastructure, including gaps in the pedestrian and bicycle network
- Perceived uncomfortable or unsafe streets
- Perceived unsafe crossings at major streets

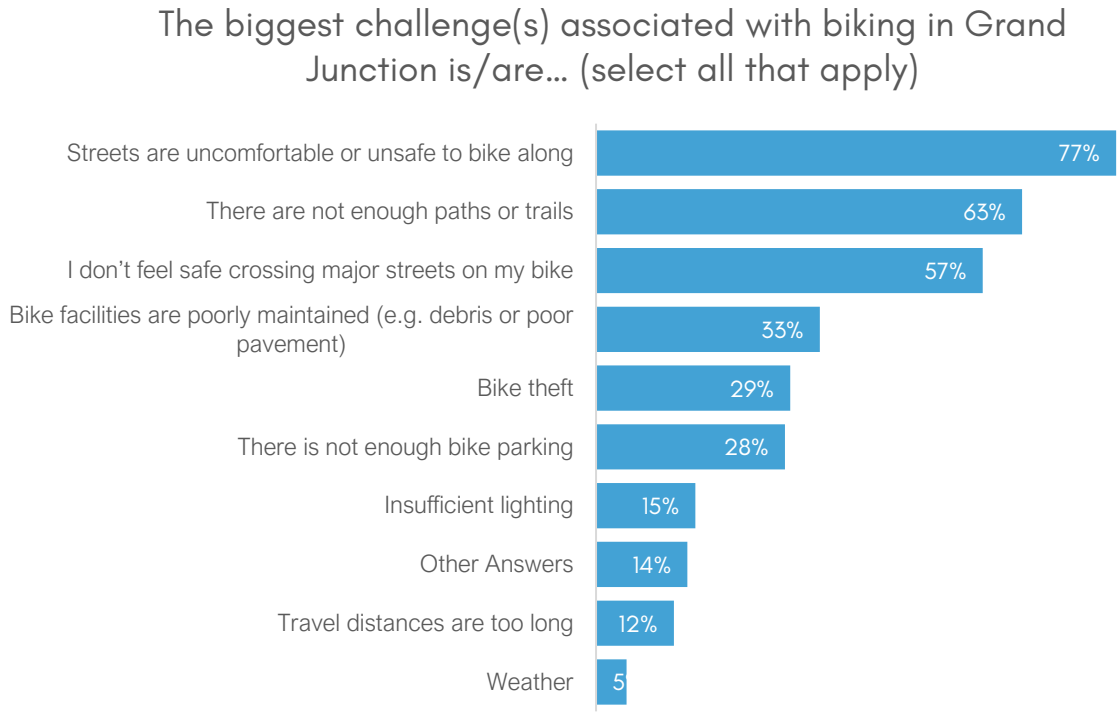


FIGURE 28: CHALLENGES BIKING

Figure 29 shows a word cloud of the most common answers when asked to describe the vision for the future of walking and biking in Grand Junction using three words. Safety was the most common response, followed by access, biking, and connected. Other common themes, such as sidewalks, comfortable, convenient, and maintenance also emerged as important components of the community's vision for walking and biking in Grand Junction.

FIGURE 29: VISION FOR WALKING AND BIKING IN GRAND JUNCTION (SURVEY)

A similar set of themes emerged from a similar question asked as part of the open house. Responses are shown in Figure 30.

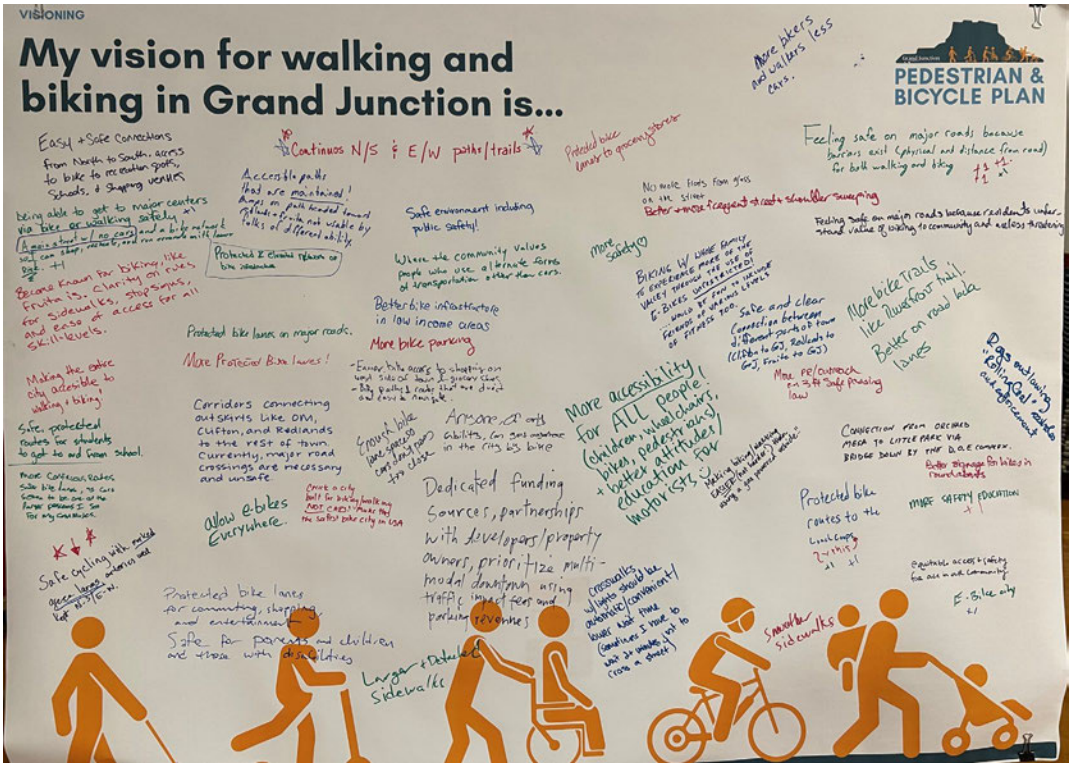


FIGURE 30: VISION FOR WALKING AND BIKING IN GRAND JUNCTION (OPEN HOUSE)

The survey asked additional questions of respondents who answered that they are currently a student or have a student in their household (30% of respondents). Of these individuals, 51% travel to school by personal vehicle, 25% by bike or e-bike, 12% by foot, and 9% by school bus **(Figure 31)**.

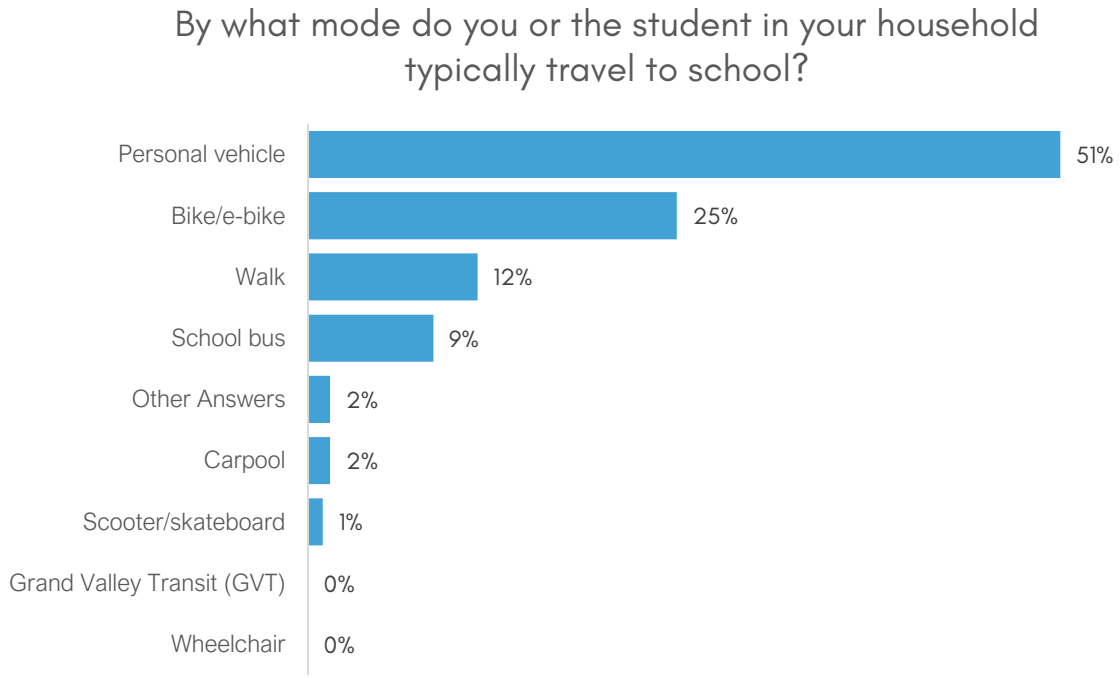


FIGURE 31: STUDENT TRANSPORTATION CHOICES

Of those who walk or bike, 45% travel on a street with no bike lane, 33% travel on a sidewalk or bicycle-pedestrian path, and 15% travel using an on-street bike lane **(Figure 32)**. Answers to this question demonstrate there may be critical corridors on school routes missing pedestrian and bicycle infrastructure.

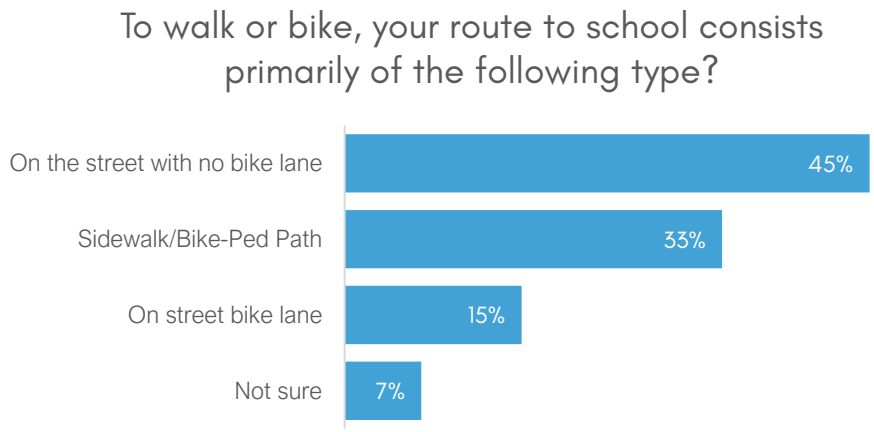


FIGURE 32: INFRASTRUCTURE ON ROUTE TO SCHOOL

The following question asked respondents to rank the considerations that most affect their decision to walk or bike to school. By final weighted score, the top issues are safety of intersections and crossings, amount of traffic along route, and speed of traffic along route. Notably, as compared to the other options, these are all elements this plan can address.

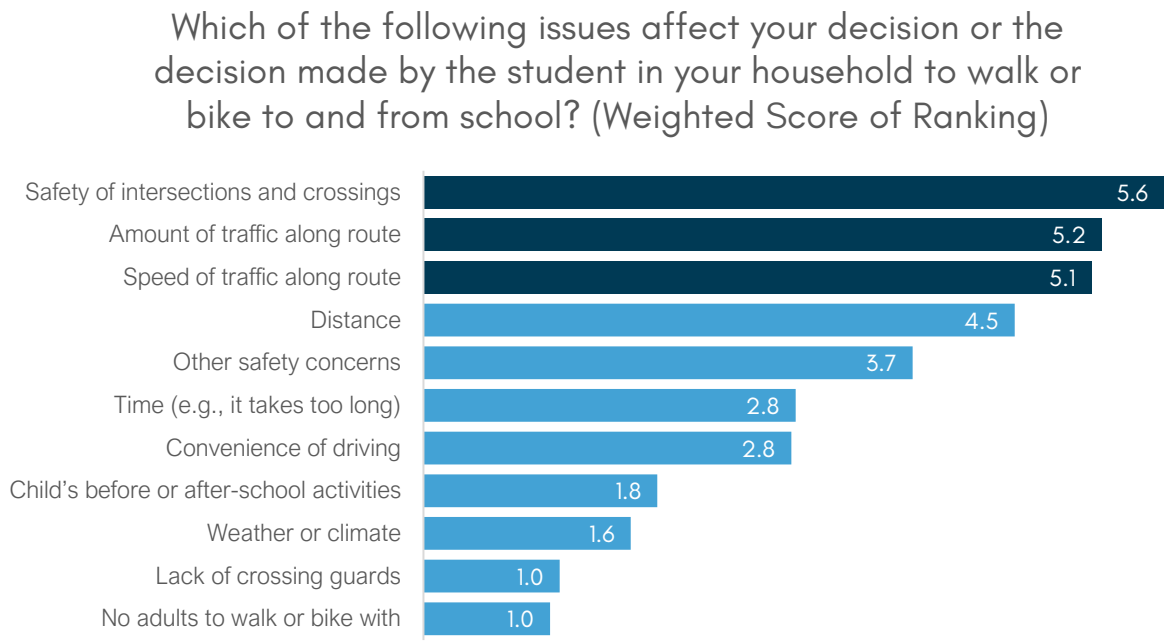


FIGURE 33: TOP CONSIDERATIONS IN STUDENT MODE CHOICE

Key Themes of General Comments

A total of 593 general comments were received from the public through the online survey, at the open house, and through the city's website. The comments were organized by theme, and the frequency of each theme is summarized in Figure 34 (note some comments covered more than one theme). The full list of comments is provided in the Appendix. The most common comment, representing 147 of the general comments, wished for more bike and trail infrastructure, followed by a desire for more connectivity in the pedestrian and bike network (112 comments), and then higher quality protected bike facilities (i.e., bikeways separated from traffic by a barrier or curb). Other common themes included wanting more education and awareness of people walking and biking (particularly among drivers), more/improved sidewalks, better maintenance of sidewalks and bikeways, and improvement of crossings across major streets, rivers, highways, and the railroad tracks.

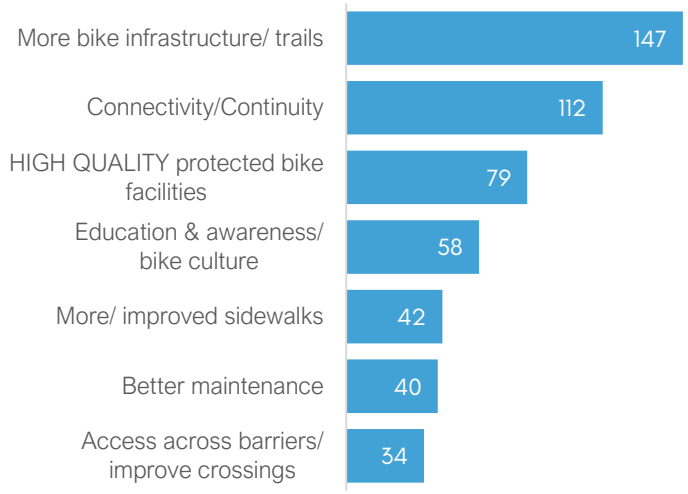


FIGURE 34: MOST FREQUENT THEME OF GENERAL COMMENTS

Several specific comments that were repeated by the public most frequently are summarized below:

- Would like to use the canals for trails
- Lots of people bike on sidewalk along busy streets
- There is an unfriendly bike culture/aggressive drivers, including window tinting making it difficult to see drivers
- Bike lanes are too narrow
- Bike lanes end abruptly
- Would like to extend Lunch Loops Trails
- More signs for wayfinding and regarding share-the-road laws
- More shade trees and better lighting at night for pedestrians
- Desire for a car-free Main Street

Steering Committee

The city formed a project Steering Committee of residents to provide input and guidance on recommendations throughout the process. Members of the Steering Committee play a critical role supporting the completion of the plan, serving as a critical sounding board, discussing overall plan direction, reviewing project deliverables, vet ideas, and promoting greater community involvement. Most importantly, the Steering Committee will help ensure the final plan is inclusive, focuses on equitable distribution of resources, and reflects a diverse set of perspectives.

The city put out a call for applications to the broader community to solicit candidates interested in serving on the Steering Committee at the beginning of the project, and received a total of 72 applications. City staff whittled these applicants down to 17 members through a vetting process that evaluated them based on criteria to reflect the everyday user of the city's active transportation system, with members demonstrating a broad community interest in safe and accessible multimodal transportation. Other criteria used to select

members from the pool of applicants included ensuring that the committee was 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.

The City Council approved members chosen to participate on the Steering Committee, who were comprised of people that geographically represent all "Planning Areas" within the city and who utilize walking or biking as their preferred mode of transportation. The committee is nearly equally split between male and female, with nine men and seven women. The group has representation from every major age group, including students, young professionals, and seniors. Member also represents a variety of interests and life experiences that can provide relevant and diverse perspectives throughout the process. Additionally, the Steering Committee includes representatives from major institutions in Grand Junction who were identified as critical influences of land use and transportation patterns, including CMU and the Veteran's Administration Hospital.

The Steering Committee will meet six times over the course of the project at key milestones in the project. The first meeting occurred on September 12th to orient the group to the project and collect input on issues, concerns, and a vision for improving walking and biking in Grand Junction. Key outcomes of that first meeting are summarized below.

Key Themes

The first Steering Committee meeting included an overview of the project and solicited input on the major barriers to walking and biking in Grand Junction as well as identifying important connections for active transportation users. A summary of the key themes that emerged from that first meeting are summarized below:

- Safety – A desire to make the city safer for people walking/rolling and biking ranked as the most important issue among the Steering Committee members.
- Connections – Several key connections were identified by the group, with the following notable corridors: C ½ Road/D Road, Broadway, crossings of the railroad tracks, Orchard Avenue, and crossing North Avenue.
- Important Destinations – The Steering Committee identified the following key destinations for active transportation users in the Grand Junction: Main Street, Riverfront Trail, Las Colonias Park, CMU, Mesa Mall, and Human Service Providers (particularly on North Ave and around downtown).
- Signage – There was a consistent theme of needing better signage to direct people walking and biking.
- More Facilities – Overall, there was a theme of needing more sidewalks and bike lanes to fill missing gaps in the network and to allow people to get around by walking/rolling and biking.
- Education – The Steering Committee recognized that there should be more education for cyclists and drivers on sharing the road, how to ride safely, and how to drive safely when pedestrians and bicyclists are present.

Focus Groups

The project team facilitated nine focus groups in September and October 2022 to solicit community input from targeted group to guide recommendations in the *Pedestrian & Bicycle Plan*. The focus groups provided an opportunity for more in-depth conversations between community members and the project team and were important to gathering diverse perspectives on the issues, opportunities, and vision of the city's existing and future pedestrian and bike network. The focus groups were selected in order to attain a broader cross-section of the population with a focus on groups or individuals that may be hard to reach by other means and for whom walking/rolling and biking are of particular importance.

The focus groups interviewed as part of this plan included:

1. CMU students
2. K – 12 students
3. Steering Committee candidates (those who applied for the Steering Committee, but were not selected)
4. Representatives of Latinx organizations in Grand Junction
5. Housing providers
6. The Urban Trails Committee and the Parks and Recreation Advisory Board
7. Human services and homeless providers
8. Public health/senior agencies
9. Representative from Colorado Discover Ability

Key Themes

The outcomes of the focus groups are summarized into the following key themes that were repeated among the various groups. Meeting notes from each focus group are provided in the Appendix.

- Safety – Participants of nearly every focus group expressed that they and others in the community would like to walk and bike more but don't always feel safe because of traffic speed, volume, and lack of separated facilities on many streets in Grand Junction.
- Plan for All Ages – Multiple focus groups repeated a desire for it to be easier/safer for kids to walk and bike to school. This was stressed as a high priority.
- Missing Connections – Missing connections in the pedestrian and bicycle network was repeated as a key concern. Several important missing or poor connections were repeated among the focus groups, in particular: to downtown, CMU, the Riverfront Trail, and connections across the railroad tracks, highways (US 50 and I-70B), and Colorado River.
- Barriers – The theme of major barriers in the city that are difficult to cross by foot or bike also emerged as a common theme. US 50 was repeatedly identified as a major barrier in Orchard Mesa neighborhood. Patterson Road and North Ave were also repeatedly identified as both an important destination/corridor for people walking and biking and as a barrier for people walking and biking due to the speed and volume of traffic and lack of adequate facilities for active transportation users, including safe crossings.

Intercept Events

City staff attended 12 community events across the city in September and October (see **Table 6**) to distribute information about the project, solicit input, and direct people to the website and online survey. During these events the city engaged with over 300 people from the community.

TABLE 6: INTERCEPT EVENTS

Date	Event	Location
3-Sep-22	Carmillia Fest	Lincoln Park
7-Sep-22	CMU Mesa Fest	CMU Campus
8-Sep-22	Market on Main	Main and 6th
22-Sep-22	Coffee with the City Manager	
24-Sep-22	Walk to End Alzheimer's	Lincoln Park
25-Sep-22	Mayor's Engagement Event	Long's Park
6-Oct-22	Downtown Library 11:00 am - 1:00 pm	5th and Grand
11-Oct-22	CMU Hispanic Engineers Club - 7:00 pm	CMU Campus
19-Oct-22	Young Professional Network Lunch and Learn - 12:00 Noon	City Hall Auditorium
20-Oct-22	Downtown Library 11:00 am - 1:00 pm	5th and Grand
26-Oct-22	CMU Real Estate Class	Dominguez Hall Rm 315
27-Oct-22	Get to Know Your City - 5:30 pm	Lincoln Park Stadium Hospitality Suite

FIGURE 35: INTERCEPT EVENT AT CMU MESA FEST

Key Themes

Participants at the intercept events were directed to provide input via the project website and online survey. City staff solicited direct feedback at the events. Key themes from those events are summarized below:

- Safety Concerns – Many participants noted a need for improved safety for people walking and biking, specifically noting drivers turning not yielding to pedestrians at busy intersections, and for kids to be able to walk and bike more around town.
- Missing Connections – The community repeatedly highlighted important connections for walking and biking that they would like to see improved, including:
    - F ½ Road
    - 7th Street
    - 9th Street through downtown
    - Crossing 12th Street near CMU
    - To/from Las Colonias Park
    - Patterson Road
    - North Avenue intersections

Walk and Bike Audits

The project team hosted a walk audit and bike audit with city staff, stakeholders, and members of the Steering Committee. The purpose of the walk and bike audit was to get a better understanding of the experience of someone walking/rolling or biking on various streets in Grand Junction as well as provide an opportunity for participants to share with the project team pedestrian and bicycle design features they like and don't like. The audits were also used to calibrate and verify the LTS methodology that will be used to inform recommendations in the plan.

FIGURE 36: BIKE AUDIT AND WALK AUDIT

The walk audit followed 7th Street from Grand Avenue to Wellington Avenue, which provided a variety of design contexts through a key pedestrian corridor in Grand Junction. The bike audit followed a loop starting at 5th Street and White Avenue and traveling along Grand Avenue, 10th Street, through CMU Campus, Orchard Avenue, 28 ¼ Road, Hawthorne Ave, 28 Road, Ridge Drive, 27 ½ Road/15th Street, Elm Street, 12th Street, North Avenue, 10th Street, and Main Street. The route provided a variety of streets of different volumes and lanes and bike facilities ranging from shared streets, bike lanes, trails, and a raised cycle track covering streets with all four bicycle LTS levels.

Key Outcomes

Some conclusions drawn from the walk audit included:

- Desire for more separation (buffer) from traffic
- Need for wider sidewalks
- Accessibility concerns (such as length of crossing time, ability to reach the push button, and audible crossing)
- Slowing turning vehicle traffic to make it more comfortable at intersections
- Shade trees

Some conclusions drawn from the bike audit included:

- Bike lanes were nice and participants would like them wider on busier streets or where there are parked vehicles
- Trails are the most comfortable as are low volume, low speed streets
- The cycle track on 12th Street is nice, but obstacles and driveways add stress
- Crossing of busier streets can be stressful, especially when the bike lane ends before the intersection
- At some busy street crossings cyclists have to ride on the sidewalk to the pedestrian push button in order to get a green signal

Geographic Input

Geolocated input received during the public engagement process includes comments received on the interactive online map and in person at the open house, Steering Committee meetings, and intercept events. People submitted comments at these in person events by drawing and placing sticky notes and dots on printed maps.

This section summarizes both forms of geographic input.

Interactive Online Map

The survey was paired with an interactive online map that allowed users to place markers on a map of Grand Junction. 734 unique stakeholders visited the survey and/or the interactive online map. The map received 1,098 individual comments.

Map markers also allowed users to enter a more detailed comment and were as follows:

- I walk/roll and/or bike here
- I'd like to walk/roll and/or bike here
- I don't feel safe walking/rolling here
- I don't feel safe biking here
- Other comment

This section summarizes the overarching concerns by marker type.

I walk/roll and/or bike here

Respondents most commonly walk and/or bike in the downtown core of Grand Junction, as shown in **Figure 37**. Specifically, current active transportation hotspots are in the neighborhood southeast of Lincoln Park, along Main Street, and where Broadway crosses the railroad **(Figure 38)**.

The top 10 locations cited by respondents include, in no particular order:

- **Main Street:** People love walking here and say it feels safe for people biking. Several comments in this marker type and others expressed an interest in closing the street to vehicle traffic.
- **Sherwood Park:** People opt to go around the park even though it may be less direct because it's so pleasant, but say it would benefit from traffic calming nearby.
- **1st Street:** Several respondents noted their appreciation of the buffered bike lanes on this corridor next to Sherwood Park.
- **Orchard Avenue:** Many people walk and bike along the corridor, but say it needs better signage and maintenance.
- **C ½ Road:** Numerous respondents bike along this corridor, but say it would benefit from better signage, bike lanes, and traffic calming.
- **Elm Avenue:** People walk and bike here due to the lower traffic volumes.
- **Neighborhood around Chipeta Elementary School:** Many people walk and bike here, especially as a school route.
- **North Avenue & 10th Street:** Many people walking and biking use this intersection to safely cross North Avenue.
- **River Crossing between Eagle Rim Park and Las Colonias Park:** Several people noted their appreciation of this crossing and use it as connection from Orchard Mesa to downtown.
- **Broadway/Pedestrian Bike Bridge Crossing of Railroad:** Numerous respondents rely on this area to cross the railroad from the Redlands to downtown.

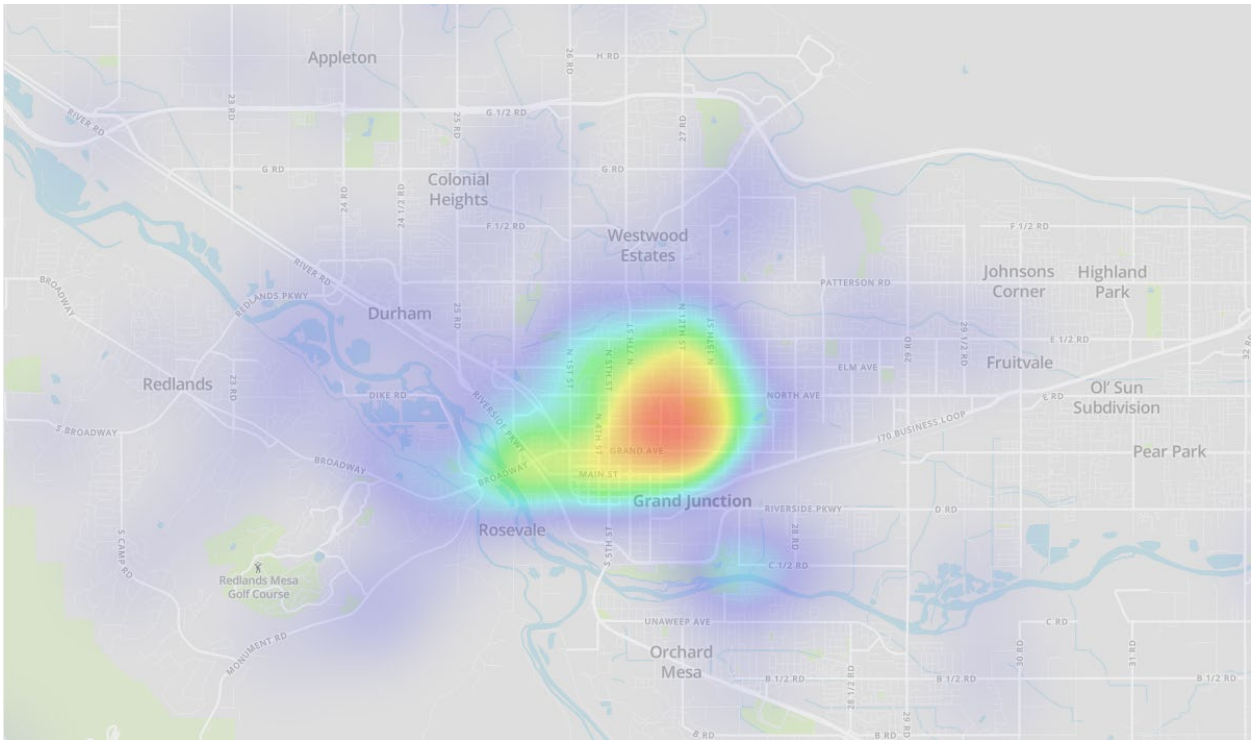


FIGURE 37: HEATMAP OF CURRENT WALKING AND BIKING LOCATIONS, CITYWIDE

FIGURE 38: HEATMAP OF CURRENT WALKING AND BIKING LOCATIONS, DOWNTOWN

I'd like to walk/roll and/or bike here

This marker allowed respondents to specify locations they wish to walk and bike. Respondents most commonly noted locations in the downtown core of Grand Junction and along Patterson Road and North Avenue, as shown in **Figure 39** and **Figure 40**.

The top 10 locations cited by respondents include, in no particular order:

- **Patterson Road:** At several locations along Patterson Road, people commented that they would like to use active transportation to access the mall, hospital, and other major destinations, but that better bike infrastructure, maintenance, and traffic calming would be needed for them to feel comfortable. One respondent also noted that it provides a key connection from Clifton to Grand Junction.
- **North Avenue:** Several commenters noted that for them to feel comfortable using North Avenue, the corridor needs safer crossings, a complete sidewalk and bike network, traffic calming, and a lower speed limit.
- **12th Street:** A few commenters would like to walk and bike along 12th Street, but that it needs more frequent and comfortable crossings. They also pointed out that active transportation facilities would improve food access by connecting users to shopping, and that they would like a new crossing to connect to Riverside Parkway across the railroad tracks.
- **5th Street:** Comments indicated support of wider bike lanes and better bikeway maintenance, as well as improved crossings at Colorado Avenue and Grand Avenue.
- **Mesa Mall:** Respondents stated that the area around the Mesa Mall feels inaccessible by bike. They would like to see traffic calming and an improved crossing(s) of Patterson Road so people don't have to drive across to visit the shopping center on the north side of the roadway.
- **Riverside Parkway/D Road:** Users would feel more comfortable using this corridor with more comfortable and complete sidewalks and bike lanes, better maintenance, better lighting, and traffic calming. They also support better connections across the railroad to connect to the Riverfront Trail.
- **29 ½ Road:** This roadway currently feels unsafe for people walking and biking. Respondents requested better, more accessible sidewalks.
- **Canals:** Numerous comments requested that the city complete the trail network along the canals and create a new bicycle/pedestrian connection where it intersects 28 ½ Road.
- **9th Street:** Commenters would like to use 9th Street more often and requested a better crossing and bike lane connection from the Riverfront Trail through Las Colonias Park to downtown.
- **Redlands Parkway/24 Road:** Multiple comments in this marker type and others pointed out the dangerous crossing of US-50 along this roadway due to high speeds, poor roadway maintenance, the blind hill/hill grade, and lack of bike lane. It is also a key connection to the Mesa Mall from the south and the only crossing of US-50 in the area.

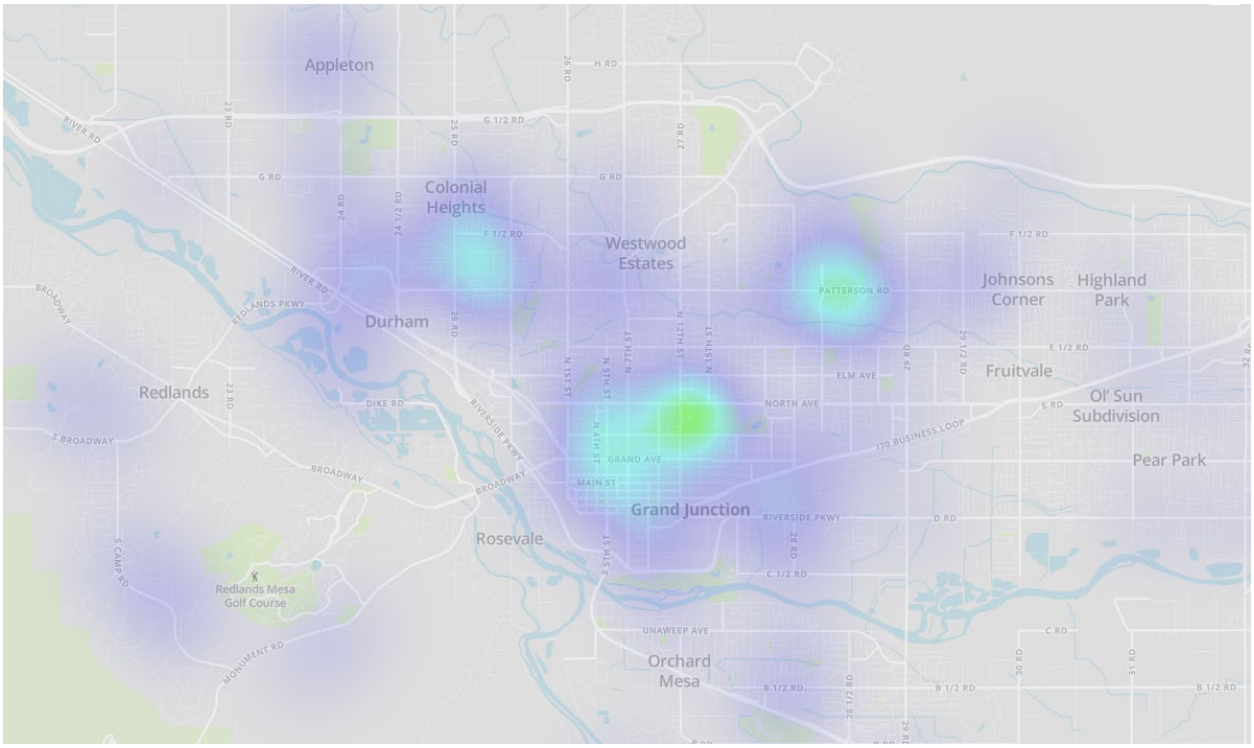


FIGURE 39: HEATMAP OF DESIRED WALKING AND BIKING LOCATIONS, CITYWIDE

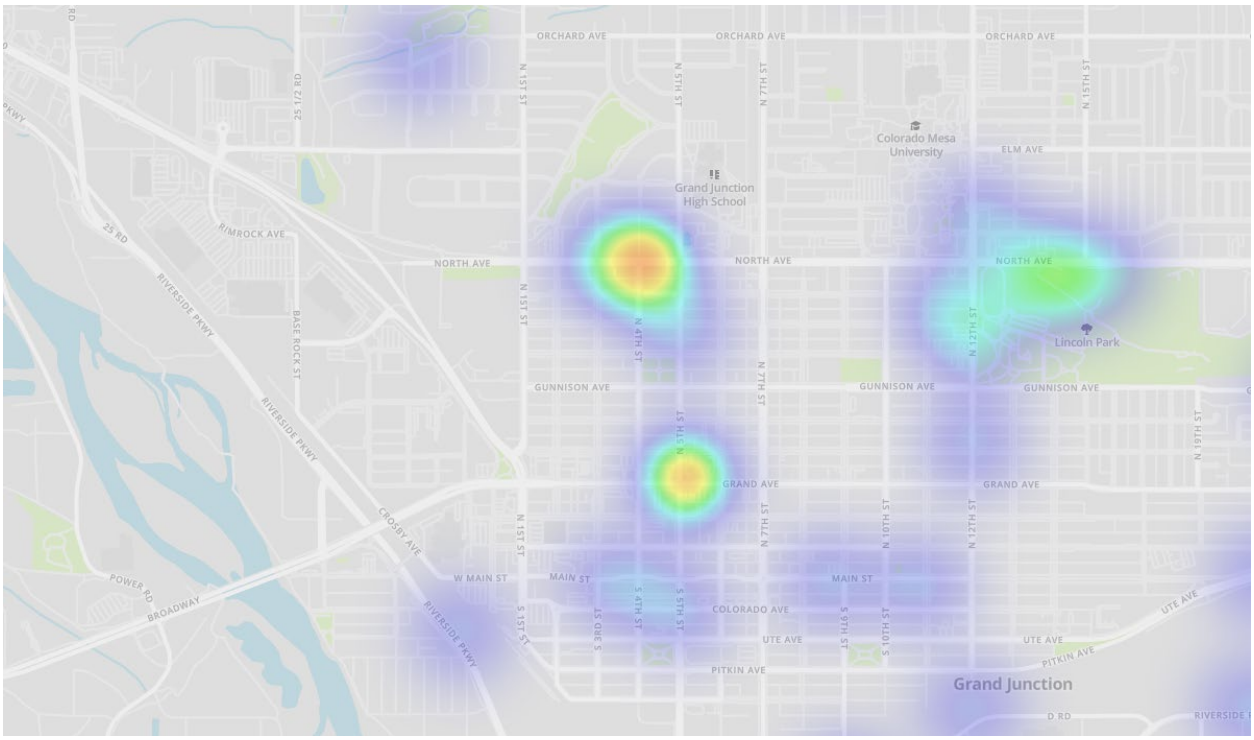


FIGURE 40: HEATMAP OF DESIRED WALKING AND BIKING LOCATIONS, DOWNTOWN

I don't feel safe walking/rolling here

Respondents feel most unsafe walking and rolling in the downtown core of Grand Junction, as shown in Figure 41 and Figure 42. Specifically, the top 10 most commonly cited unsafe locations by respondents include, in no particular order:

- **Broadway:** Commenters noted the sidewalk on Broadway is too narrow in many locations and that the corridor needs better signage alerting drivers to the presence of active transportation users. They also pointed out the need for a separate protected bike lane to create unique spaces for people walking/rolling and for people biking.
- **Monument Road:** Multiple respondents noted the challenges of walking and rolling on this roadway, due to missing sidewalks, speeding drivers, and lack of crosswalks to access trailheads and climbing areas along the corridor. At the north end, people noted concerns about the poor crossing of Broadway to access Safeway. Separately, people also commented on the chip seal roadway surface making it difficult to bike.
- **Main Street West of 1st Street:** Several comments pointed out challenges walking on Main Street west of 1st Street due to the poor roadway surface condition, inconsistently marked bike and roadway lanes, and uncomfortable crossings. One stated the interchange at Main Street and 1st Street needed design improvements, particularly to lengthen crossing times. Another pointed out issues with pedestrian-vehicle conflicts at the crossing at Spruce Street and Main Street.
- **1st Street & Grand Avenue:** Commenters remarked that this is a dangerous intersection, especially due to the lack of pedestrian refuge islands.
- **12th Street:** Numerous respondents felt unsafe walking along this corridor due to narrow sidewalks and poor crossings (especially of North Avenue). They also noted aggressive, speeding drivers who did not adhere to RRFBs installed in the area. They thought better signage and additional traffic calming could make the corridor safer, especially around the nearby elementary school.
- **Patterson Road & 28 1/4 Road:** Multiple comments indicated concerns about drivers running this light and turning against walk signals without checking for or noticing pedestrians.
- **7th Street:** Concerns noted along 7th Street include those about speeding drivers, lack of crossings apart from that at Gunnison Avenue, and poor intersection visibility due to parked vehicles and foliage.
- **G Road:** Comments noted that G Road feels unsafe to walk or bike due to the lack of bike infrastructure and poor crossings.
- **24 ½ Road:** Respondents feel unsafe walking on 24 ½ Road due to missing sidewalks and the need for additional pedestrian crossings between business areas and new neighborhoods.
- **Las Colonias Park:** People expressed concerns about late-night activity in the park and the need for better lighting and police enforcement. The pedestrian and bicycle traffic flow on the Riverfront Trail is a concern, with people not staying to one side, no enforcement of the dog leash law, and users frequently blocking the entire trail, especially in the Las Colonias Park area.

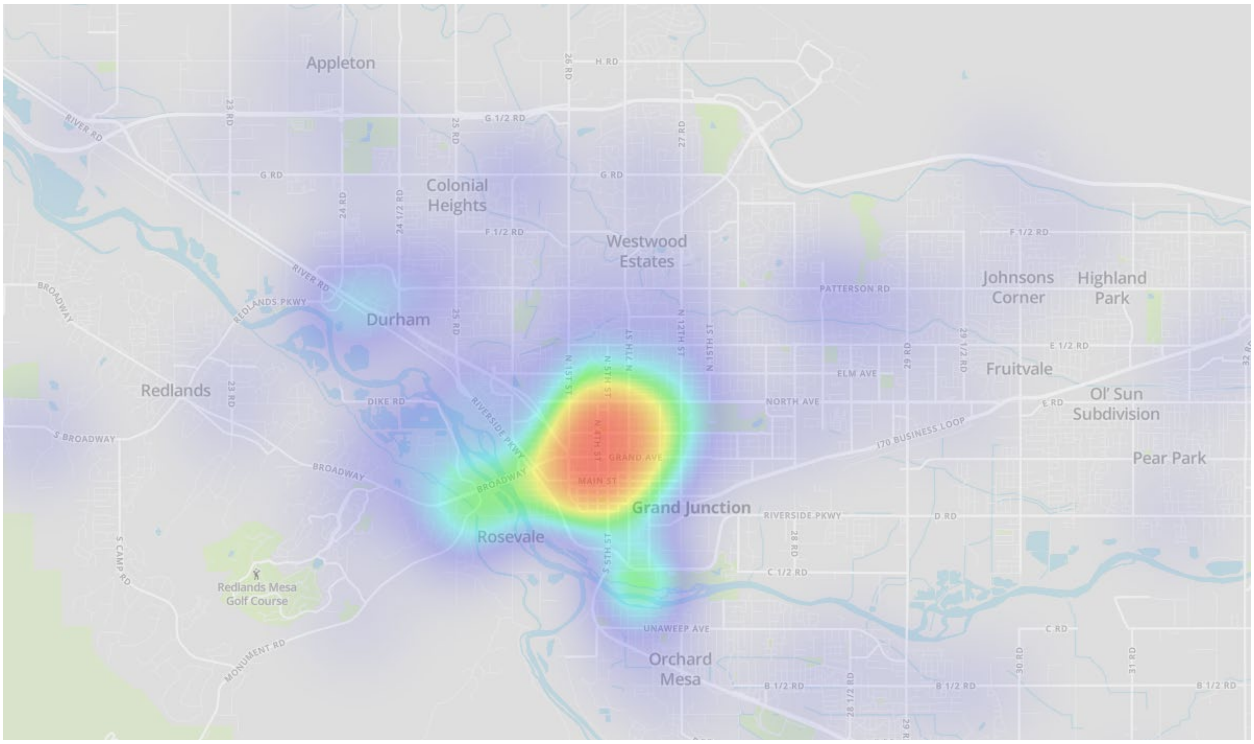


FIGURE 41: HEATMAP OF LOCATIONS RESPONDENTS FEEL UNSAFE WALKING/ROLLING, CITYWIDE

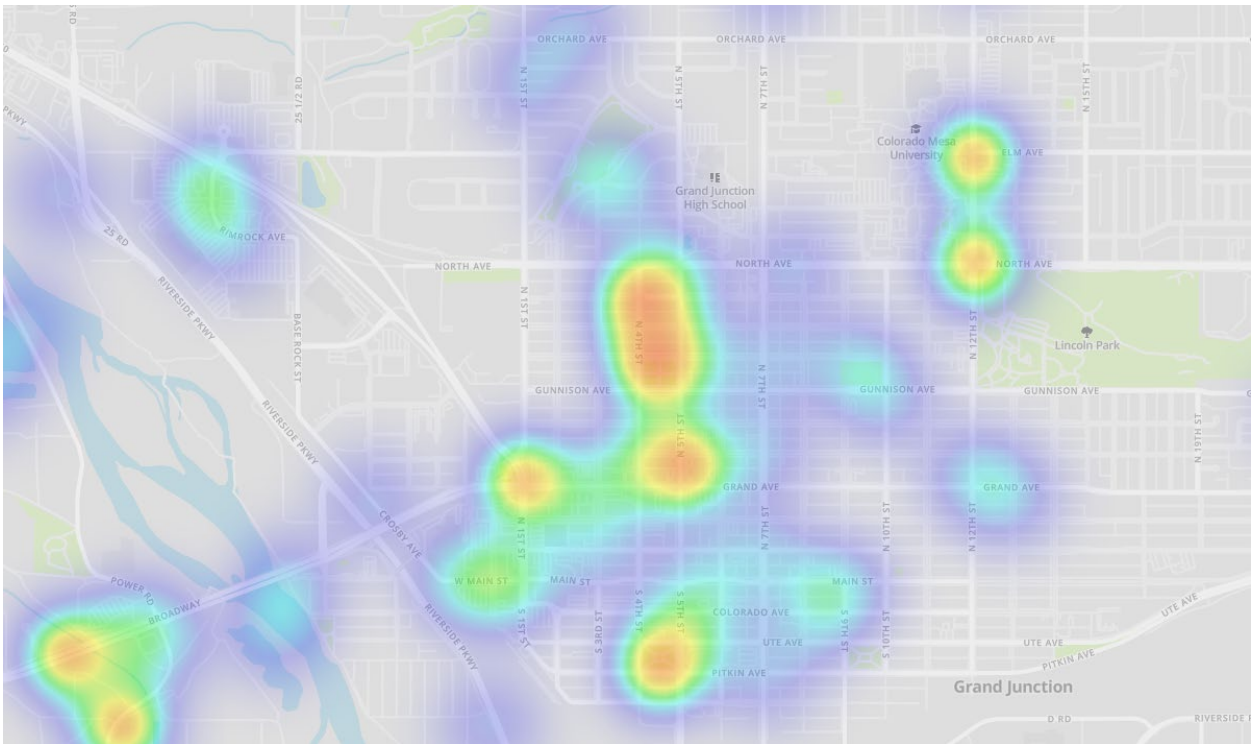


FIGURE 42: HEATMAP OF LOCATIONS RESPONDENTS FEEL UNSAFE WALKING/ROLLING, DOWNTOWN

I don't feel safe biking here

Respondents feel most unsafe biking in the Grand Junction downtown core and northwest area of the city, as shown in **Figure 43** and **Figure 44**. Specifically, the top 10 most commonly cited unsafe locations by respondents include, in no particular order:

- **Redlands Parkway & Broadway:** Commenters indicated that this intersection is uncomfortable if walking or biking due to speeding drivers, inadequate crossing times, and issues with glare. Comments nearby on Broadway noted missing sidewalks and bike infrastructure, and the lack of bike infrastructure on Redlands Parkway.
- **Redlands Parkway/24 Road:** Multiple comments in this marker type and others pointed out the dangerous crossing of US-50 along this roadway due to high speeds, poor roadway maintenance, the blind hill/hill grade, and lack of bike lane. It is also a key connection to the Mesa Mall from the south and the only crossing of US-50 in the area.
- **Riverside Parkway/25 Road:** Numerous comments in this area south of US-50 remarked on safety issues, including poor bikeway maintenance, dangerous right-turning traffic and red light running, the bike lane crossing high speed/high volume traffic, poor lighting and signage, inadequate pedestrian crossing times, and poor visibility. This is a key connection to the Riverfront Trail.
- **25 Road:** North of the US-50 crossing, respondents had concerns about the 25 Road corridor lacking sidewalks and bike infrastructure, on a roadway with high traffic volumes and speeds.
- **Main Street:** driver-bike conflicts at 7th & Main roundabout, bike lane inconsistent, drivers do not see or yield to bike traffic, desire to close street to vehicle traffic
- **Riverside Parkway & 9th Street:** Comments expressed concerns about this being an unsafe crossing.
- **12th Street:** People noted concerns about this corridor, which has no bike lanes, but high traffic volumes and speeds, limited visibility, and uncomfortable crossings, particularly at Patterson Road and North Avenue. Commenters have seen people running lights on the corridor.
- **29 Road:** Respondents indicated concerns about high traffic speeds and unsafe crossings on this roadway, particularly at the 29 Road and C ½ intersection that people use to access the Riverfront Trail. They note the bridge crossing over I-70 business loop feeling dangerous, and poor bikeway maintenance (where they exist). One commenter was hit by a driver while biking on this roadway.
- **Orchard Avenue:** Many comments expressed issues with this corridor, including inconsistent bike facilities (especially near schools), aggressive drivers, illegal parking in the bike lane, people riding on the sidewalk, and frequent curb cuts/driveways. People feel unsafe at many crossings, especially at 28 Road, 15th Street, and 7th Street.
- **7th Street:** Respondents noted poor maintenance, missing bike lanes, aggressive drivers, and infrequent and poor crossings (especially at Main Street, North Avenue, Orchard Avenue, Horizon Drive, Patterson Road, and between CMU and GJHS).

FIGURE 43: HEATMAP OF LOCATIONS RESPONDENTS FEEL UNSAFE BIKING, CITYWIDE

FIGURE 44: HEATMAP OF LOCATIONS RESPONDENTS FEEL UNSAFE BIKING, DOWNTOWN

Open House Geographic Comments

The community open house on September 14th also provided an opportunity through a floor map exercise for the community to identify locations throughout Grand Junction where they currently walk and bike, where they would like to walk and bike and where they don't feel comfortable walking and biking due to the infrastructure (see Figure 45).

FIGURE 45: FLOOR MAP EXCERCISE AT THE COMMUNITY OPEN HOUSE

Comments received in person at the community open house flagged many of the same challenges as those received on the online interactive map (Figure 46). A large share of concerns concentrated on safety issues at major crossings of the railroad and highway, again highlighting the areas around Redlands Parkway/24 Road, Broadway, and Riverside Parkway. 7th Street, 12th Street, Orchard Avenue, North Avenue, and 7th/Main Street in the core of the city were also highlighted as important corridors for walking and biking and/or places people currently don't feel comfortable walking and biking.

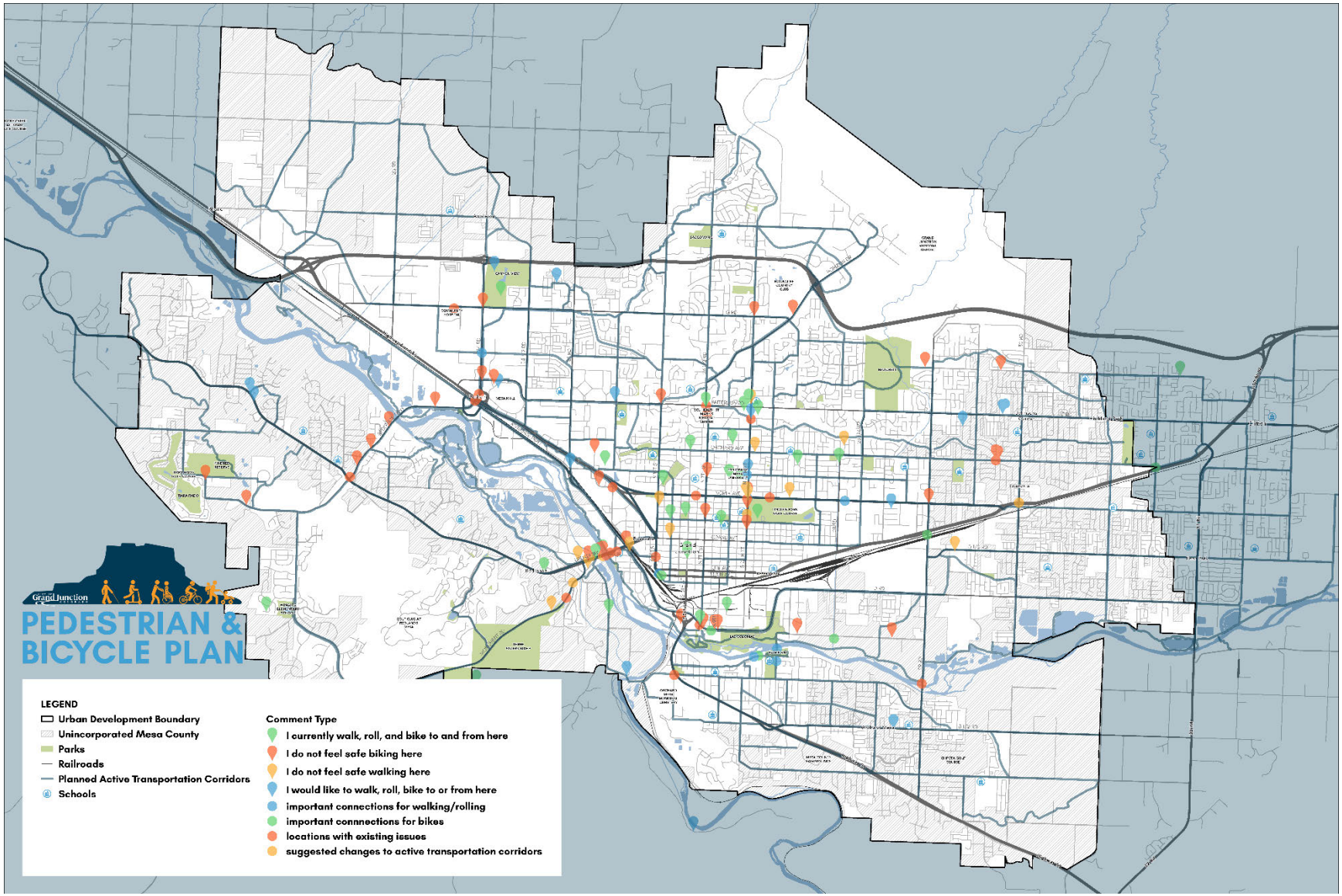


FIGURE 46: IN PERSON COMMENT MAP

Summary

This report provided an assessment of the existing conditions and needs of the pedestrian and bicycle network in Grand Junction and key findings of the first round of community engagement for the *Pedestrian & Bicycle Plan* that occurred in September and October of 2022. Key findings from these two major analytical elements of the active transportation system in Grand Junction are summarized below and will be used to inform recommendations in the city's *Pedestrian & Bicycle Plan*.

Existing Conditions Assessment

- Relevant Plans – The document provides a summary of key outcomes of existing relevant plans and documents, including the *One Grand Junction Comprehensive Plan*, the *Grand Junction Circulation Plan*, the *Grand Valley Regional Transportation Plan*, Grand Junction's *Complete Streets Policy*, the Fire Code, and the Zoning and Development Code. The Active Transportation Corridors will be updated as part of the *Pedestrian & Bicycle Plan* and will become the vision for the future bike network and key pedestrian corridors in Grand Junction.
- Existing Pedestrian Network – Maps illustrate the existing pedestrian network in Grand Junction, including which streets have attached sidewalks, detached sidewalks, or no sidewalks. The map identifies key missing gaps in the pedestrian network in the city. 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.
- Existing Bicycle Network – Maps illustrate the existing bicycle network in Grand Junction, including where there are existing multi-use trails, streets with bike lanes, and signed bike routes. Of particular importance are streets with missing or inadequate bike facilities along the Active Transportation Corridors, at major crossings of the Colorado River, railroad tracks, and highways, and where there are missing links in the network.
- Level of Traffic Stress Maps – The report develops a methodology and maps showing the Level of Traffic Stress (LTS) on a scale of 1 to 4 for both pedestrians and bicyclists on all streets in Grand Junction. 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. The LTS maps will be a critical component is developing recommendations for the active transportation network and street design as part of the *Pedestrian & Bicycle Plan*.
- 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. 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.
- Pedestrian and Bicycle Demand – In addition to community input which helped reveal important corridors for people walking and biking (discussed in the Community Engagement Findings section), Strava (a Big Data provider) highlighted 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 that should be considered as part of planning the future pedestrian and bicycle network.

Community Engagement Findings

The city conducted comprehensive community engagement as part of the planning process to solicit input to inform recommendations in the *Pedestrian & Bicycle Plan*. 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 will guide the direction of the project. 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.

This report provides a summary of the feedback received from the community through this engagement process. 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, as well as the focus groups and initial meeting with 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.

PEDESTRIAN & BICYCLE PLAN

EXISTING CONDITIONS & NEEDS ASSESSMENT

APPENDIX A: PUBLIC COMMENTS RECEIVED

Appendix A: Public Comments Received

The table below lists all general written comments received from the public that were submitted as part of the online survey or through the GJ Speaks platform on the project website in September and October 2022 for the Grand Junction Pedestrian & Bicycle Plan. Handwritten comments provided by participants of the community open house held on September 14th, 2022 are also attached to the end of this document.

#	Comment
1	Along with more infrastructure, there needs to be more education and awareness surrounding walking/biking in Grand Junction. Many people ignore bikes or are not aware of their presence. There should be a campaign around improving bike culture within the city.
2	I'd love to see more bike paths and sidewalk routes around Grand Junction! Or better maintenance on the ones that we do have so I don't have to worry about popping a tire. Coming from Fort Collins where biking is easy to get anywhere and everywhere, it would great to see Grand Junction become more accessible in that way.
3	C 1/2 Road is part of the Colorado Riverfront Trail route and it NEEDS to be maintained and is GREATLY in NEED of a bike lane or detached bike path. Also, with the new construction at Eddy Apartments, there is a lot more traffic going down the road, and people leaving the Eddy parking lot DO NOT LOOK before they leave, cyclists have to really be paying attention.
4	More public education concerning safe riding such as the danger of riding against traffic and riding on sidewalks.
5	Do not feel safe biking along C 1/2 Road between 29 and 27 1/2 Roads. No shoulder and lots of people drive over speed limit on that road.
6	I hope this plan includes a lot of bollards and separated paths! Painted bike lanes provide no added safety for riders OR drivers!
7	More trail corridors/multi use paths not attached to roads. Turn Main Street into a walking mall.
8	North Ave should be 30mph with posted shared lanes each direction… definitely within 3 miles CMU. As well as 12th street
9	I'm able to complete a lot of bike trips currently, but I'd love to see the 'barrier to entry' to lowered for more people. Bike/ped are the cheapest form of mobility for the individual, we'd be well served by giving them greater priority in the transportation investment.
10	The bike and pedestrian plan, and the related steering committee, scans as a tool to give the illusion of progress while stalling development of any meaningful infrastructure or change — a busy box for local activists. Public Works already knows where the paths need to go and City Council could tomorrow fund those and ban right-turns on red if they wanted. Forming a committee and developing a plan serves only to obfuscate the issue.

#	Comment
11	I would like to see bike paths and pedestrian routes prioritized over cars. I know it is tough to do with existing infrastructure, but it can be done. It requires an understanding of what kinds of trails people will use, being safe, comfortable and more convenient than driving. If you build it people will use it. There is science to back that up. If you want this to become a bike and walk kind of city, you need to make it more enjoyable than driving.
12	It is terrifying to bike to work if work is on Patterson or North Ave
13	Would love for some of the businesses off of 50 to be more bike accessible and a way to get to OM that isn't 29rd.
14	Connecting downtown,north neighborhoods, Redlands, the hospital, CMU and business loop by a separate, connected bike path loop would significantly impact the # of ppl who commute! I know many ppl who would commute on bikes if our bike lanes were more distinctly separated by curbs/islands. As someone who works at the hospital, seeing the "bike vs.car" outcomes the biker or pedestrian usually comes out on the bottom. Thank you!
15	the river front and areas between the river and downtown are pretty good and get used a lot. there are a lot of big pick-up trucks in town that make it hard to share the road. if we had some separation or curb between the traffic lane and bike lane, it would be much more enticing to ride instead of drive.
16	Need to have some kind of pedestrian or bicycle lane across HWY 6&50 to cross at Redlands PWKY / 24 RD area ultimately to access mall/parks/health care facilities. Currently no safe way to cross at all.
17	North-south bike access is dangerous and a disincentive to taking alternate transportation modes. In the last three years, there have been two "white bikes" along Seventh Street alone.

#	Comment
18	The City seems to excessively focus on big projects, such as redesigning 4th and 5th Streets (if and when that happens), while neglecting small, relatively low cost improvements that would make a huge difference by making an entire route immediately viable. For example, the traffic light at 5th Street and North Avenue does not detect bicycles, which reduces the usefulness of 5th Street as a bicycle corridor. This problem was pointed out to the City over a decade ago, yet the City is waiting to do a 'big project' to fix this problem. Another such location is G Road, where the shoulder disappears and reappears. I understand that the City has long range plans for this road that include bike lanes, but in the meantime this is a badly needed bicycle corridor that is too dangerous to ride. The Redlands Parkway overpass is another one that the City has talked about making bicycle friendly but keeps delaying. I'd like for the City to fix such small problems so that these corridors are useful now while going through the 20 year process of designing and funding 'big project'. If the City ends up tearing up that road with the 'new' improvements, so be it because that's years or decades of use of a corridor that we don't have now. Speaking more broadly, I'd like for the City of GJ to give non-motorized transportation a level of priority equal to that of motorized transportation. The City would never tolerate a traffic light that doesn't detect cars to go unaddressed for even weeks, yet we've been waiting over a decade for the light on 5th Street to be fixed.
19	Be fearless and do the right thing for the future of mobility in our city. Consider starting around schools where school buses don't run and linking up major destinations with bike routes where cyclists do not need to ride in a lane or barely existing shoulder. Motorists here are commonly on their phones while driving, so we have to do more than placing bikes next to cars on busy streets. Painting a shoulder doesn't necessarily make it safe.
20	I'm glad there is renewed focus on this improvement for our community.
21	I like to ride my bike everywhere when it's safe. It'd be nice to have a bike lane on places frequented by road bikes, like K, 24, etc.…
22	I believe it would be excellent if the tri city area (palisade, clifton, grand junction were connected via bicycle path. That the gaps in the current paths were utilized for further expansion, connecting the already existing paths that run all the way to Fruita. This would be ecologically beneficial, encouraging alternative means of travel, expand traveling opportunities and thus life opportunities to the disenfranchised. Interconnection would boost tourism and ensure the safety of visitors and locals alike.q
23	I would love to see a trail system valley wide, in multiple locations to enable people from all walks and locations to access and use it. If you look at some of the mountain towns, there are incredible trail systems that network throughout the community, providing opportunities for use and healthy lifestyle for everyone.
24	More community spaces in NE GJ

#	Comment
25	Downtown is a great example of what more of the city should be like - slower vehicle speed limits and lots of options to cross at. It would be great if there were dedicated routes to get you to main areas of town (I.e. from downtown to the mall to the lunch loops, etc). Salt Lake City has specific roads with slow speed limits where bike traffic is able to use the entire lane that get you across town comfortabley and safely, and they publish a map of those roads for bikers. I would love to see that implemented in Grand Junction, so that I would actually be comfortable commuting and running errands by bike.
26	Need awareness that drivers of autos/trucks need to slow down and especially that bikes can take the whole lane if needed. maybe the big flashing signs all over to remind drivers to slow the heck down and watch out for bikers.
27	At this point, I am primarily concerened about unleashed dogs chasing and attacking me, E-Bikes riding at unsafe speeds on paths and the lack of places to secure bicycles without them being stolen or vandalized. There seems to only be reactive enforcement about these issues rather than proactive enforcement of existent codes. There also are very long spans along the trail system without bathroom facilities or even trash cans which lead to a very unkempt "trashy" trail system. That and all of the dog excrement every 10 feet.
28	Grand Junction and the whole Grand Valley is an idealic setting for a beautiful trail system to safely move active and engaged citizens around the area. The more connected and well thought out it is, all the better, and will increase usage. Thank you for working this plan! Very exciting! One more thing:. With the speeds of e-bikes, I think they need to be separated from pedestrian/and self powered bikes.
29	I would like a better North/South bike route through town. I would like improvements to the riverfront trail, especially the poor asphalt section. I believe the Connected Lakes section could be wonderful if the heaved asphalt was replaced. I would like a bike connector to Whitewater. We need more weed-mowing and spraying along the Riverfront trail to make it safer and more appealing.
30	Bike access at first and Broadway, along Grand.
31	G road is in serious need of bike lane improvements. West bound has a wide lane all the way to 24 road but riding east bound is a harrowing experience with no lane or even a shoulder.
32	it would be nice to have a safe way to cross Patterson and North. I've tried the 15th st route but it went to the college. This might not be the best place to have to ride through with events a people driving carts all over.
33	I'm not sure if they could at all be addressed, but one of the main reasons I stopped biking was harassment from drivers, rolling down their windows and yelling slurs and making other weird comments.

#	Comment
34	Why are some new housing developments required to have sidewalks and others don't. For example the new subdivision on F 1/2 road between 25 rd and 24 1/2. If all new builds were required to have sidewalks it would be so much better. It doesn't make sense to require one but not the other to have sidewalks on Main roads so these developments could "attach to each other" to promote walking and biking
35	especially need a safe way from the area north of 25 & patterson via bike to downtown area. NO good way exists at this point. Would like to throw out the old addage about there being a couple of traffic free trans valley routes on the canal right of ways which are underutilized.
36	Improving Pedestrian Infrastructure isn't as simple as bicycle lanes (or even bike roads). Current zoning codes, even in GJ where they're relatively good, don't allow simple small family businesses to be built in residential areas. The corner store where kids spent spare change on Coca-Cola can't be built on my street. These zoning issues will always make traveling to say, get bread and milk, or a dentist appointment nearly impossible for most people. Other than zoning issues, bicycle lanes and a sidewalk next to the road isn't as effective as it could be. Cars are loud and dangerous, and being forced to ride or walk right next to them with no physical separation and/or protection will always make people on a bike or on foot uncomfortable and unsafe.
37	Would love, love to be able to bike or walk more places in Grand Junction.
38	I'd like to see some future proof planning when building new trails. Unlike several sections of riverfront trail that are constantly underwater. When it's been washed out, the city wasted money rebuilding it-in the same spot where it will be washed out again. Ice rink area comes to mind. I want my tax dollars spent wisely, not willy nilly just to get something done.
39	The ditch roads seem like good avenues for biking, running, walking. I see people using them all the time though they are trespassing. Where is the discussion with the water people. Can you put up a fence or something?
40	Biking in Grand Junction needs to have major paths and thoroughfares in order safe traveling
41	The riverfront trail provides an excellent east/west connector but there are too few north south connectors to that trail system.
42	The biggest hurdle I see to this plan is the lack of police traffic enforcement. I used to ride more, to the library, grocery store and for recreation but no longer feel safe doing so. It was an enjoyable activity that I miss.
43	GET it DONE!

#	Comment
44	1) Most traffic lights around town require pedestrians to tap the walk sign. Please set them to light up automatically. Cars seem to take this as a reason not to stop for pedestrians in the crosswalk. 2) More crosswalks with signage are needed to allow for safe passage. 3) Greater publication is needed that it is Colorado law to stop for those in a crosswalk.
45	This is not Boulder.
46	We need established bike lanes, but we also need some good PR and community awareness. People are reckless drivers and bikers ride two-by and make people mad.
47	I would like to be able to bike to work, but there are some spots on my route where I do not feel comfortable riding on the street (e.g. 12th St), especially if taking my toddler to daycare in the trailer. There are also some places marked as bike friendly, but then they have so many cars parked on the side that you end end up biking in the middle of the road (e.g. parts of Gunnison).
48	Underserved areas need to be a priority for new and improved infrastruture, e.g., Orchard Mesa.
49	I cycle mainly for recreation. I'm anxious to see the RFT finished from Colonias to 29 rd.
50	Education for bikers. They need to follow the rules of the road. Ride with in bike lanes and ride single file.
51	The city needs to open up less traveled roadways to electric golf carts
52	Right now, riding/walking within individual areas of town is adequate, but this city needs better non-motorized transportation corridors between areas of town. Riding on streets like North Ave, Patterson, 7th, 12th, and other major corridors is unsafe but is necessary to get between major areas of the city.
53	Well marked continuous bikelanes from neighborhoods to downtown, recreational areas, libraries and school zones will encourage a happy healthy community.
54	More bike trails similar to connector trail from the monument.
55	Please include bike lanes in future road plans. Also, please complete river front trail from palisade to grand junction
56	Please address the 25 Road corridor. There are bike lanes in both directions connecting 25 Road to riverfront bike trails via the Riverside Parkway viaduct. However, the bike lanes terminate on the north end at Patterson Road. From that point 25 Road has no bike lanes, no shoulders, and no sidewalks and high-volume traffic. It is dangerous to bike to or from Western Colorado Community College, businesses in Foresight Park, and residences along 25 Road. Ideally, the bike path would continue to a terminus at Canyon View Park.

#	Comment
57	Please improve F 1/2 Road between 26rd and Trails End Ct. This is a major route for children traveling to and from West and Pomona. I've seen several close calls on the blind corner because there is no bike lane, no shoulder and the road is too narrow. People drive too fast in that section as well. Better crossings on Patterson for students.
58	For years I have been trying to get the city to recognize the problem of decaying asphalt on bike/walking paths on the Redlands along South Camp and Redlands Parkway. I even sent photos. I was always told there is no monies to replace them.Beginning at Rimrock Rd. off of South Camp to Wingate School and from the P
59	Granddaughter unable to get around in hey power wheelchair due to sidewalks non existent or do not connect. She had to roll in the STREET. She is NOT SAFE.
60	This survey inadequately addresses the questions, concerns, comments and needs that pedestrians and cyclists may have.
61	The pedestrian bridge adjacent to Broadway over the railroad tracks ends abruptly at the back of the jail on the North side. There is no clear path or route into downtown. Also there is very little signage directing you to either end of the bridge. It is kind of a bridge to nowhere currently. I think there is potential for this bridge but it is rarely used as far as I can tell.

#	Comment
62	1. Too much pavement and wide sweeping turns with large intersections -- encourages cars to go fast and non-cars to be un-safe. 2. Intersections should favor pedestrians FAR more -- if the intersection size can't be reduced from reduced lanes, there should at least be pedestrian islands. Most intersections make pedestrians wait a LONG time to cross, which does not encourage more walking. Neckdowns, reduced wait time should be the norm, and pedestrian signals should occur at every iteration of the cycle, not just when the button is pressed. 3. Signaled pedestrian crossings to break up large stretches of road (at least the button/flashing yellow lights if not a full signal), and converting unnecessary/low volume road stoplights to stop signs 4. Innovative parking lot crossing for pedestrians -- businesses should have ways to get from where they are coming from to the business door without having to dodge and weave between distracted drivers (this could also be used to increase the safety and comfort of people walking from their cars). Could be raised sidewalks, cones, give pedestrians the most direct route and force cars to slow down. 5. General sidewalk and bike lane connectivity -- identify gaps in the network, or areas where a pedestrian or cyclist would have to take a much longer way around compared to a car (usually they don't take the longer way around and just cross anyways or travel along a sketchy path). 6. Reduce driveway cutouts in sidewalks -- the sidewalk should be safe, and it is not when there are many chances for cars to zip in and out right across. The norm shouldn't be the pedestrian waiting for cars, but the other way around. *Downtown/Main street is doing great with walkability! -- just maybe stop signs instead of signals, and the one way roads are not conductive to good walkability and connectivity* Walkable City Rules by Jeff Speck is an excellent book to start identifying and implementing some best practices around this plan, if you haven't read it already
63	It is scary for both bikers and drivers. I am a biker and was appalled to see two bikers riding next to each other on 6 and 50. It forced me to stop as I could not safely pass with oncoming traffic. Our river bike path is in such disrepair in many places. The bike lanes on the street need to be wider.
64	Thanks for reaching out and starting to think about these issues.
65	Theft proof bike parking downtown Grand Junction
66	With locating the new rec center outside of the accessible city center, people from every part of town should be able to get there on bike paths.
67	I'd love to see more GJ bike specific maps around town or available to the public of popular routes to get around. Even a PDF version I can print (maybe already available?) would be handy.
68	Get someone who does GIS to map out density of possibly routes from neighborhoods, work places, restaurants, bars, groceries, stores, etc. And all the possible best routes to find roads that would connect a large number of these combinations. Take the most used roads, give them divided shoulders if high speed roads, painted lanes if low speed, add new routes with bike infrastructure. Huge undertaking but glad to see it's being looked at.

#	Comment
69	As I stated before, regular sweeping and maintenance of the existing bike lanes is lacking. Forces riders in to the traffic lanes. There needs to be a safe way to get across 6 and 50 and the railroad tracks. A lot of the Tour of the Moon Loop needs to have separate bike lanes. None exist now. This path is signed and the local tourism board encourages riders, yet there is no shoulder on much of this road, especially where the road makes sharp turns at blind corners.
70	I love the Riverfront paths but wish we had more bike paths running north and south through town. It is very dicey trying to ride from my home in north GJ to reach anything in the heart of downtown.
71	North avenue, I don't think there is a safe way to add bike lanes without going to single lane for cars. There is too much traffic to make the lanes thinner. I think using side streets that are marked with bike lanes and allow for residential parking would be the winner, assuming the neighborhoods don't lose parking.
72	There are insufficient safe crossings on Broadway west of Monument Rd. Many neighborhoods are disconnected from the existing safe paths.
73	We need more bike lanes, and possibly established places for riders that are training for competition, especially north of town, 1st street north of patterson.
74	Downtown streets are narrow; maybe turn outs to let traffic behind you pass by safely instead of holding them back. Theft a concern. My bike is cheap only paid $730.00 for it ha ha. Don't know how to combat theft other than use multiple locks and hope for the best. This is always in the back of your mind, tho, makes you uncomfortable all the time can't enjoy the experience GJct has to offer.
75	Grand Junction is way behind in developing complete streets in association with current development. It is very difficult to walk or ride a bike from the north side of town to downtown. There is a lack of sidewalks and bike lanes for these north/south corridors like 7th and 12th Streets and it too dangerous to bike on Patterson or to walk or bike on G Road.
76	I live in Redlands and frequently take my child to elementary school on an ebike. However, commuting into town from Redlands is not ideal on a bicycle. The sidewalk along Broadway is functional, but makes for a bumpy and unsteady ride. It would be ideal to ride along the roadway instead of on a sidewalk, but the roadway does not feel safe for a cyclist. Between aggressive drivers and limited space on the shoulder, especially crossing bridges, the road is dangerous. I'd like to see any new/redesigned roadways in the city include safe bicycle infrastructure and space. Thanks.
77	Get the bicycles off the dang roads and highways
78	We need to catch up with the promotion, acceptance and ability to use a bicycle to get around town.
79	Thank you for taking the time to receive input.

#	Comment
80	There is a serious lack of connectedness of the business districts to more residential areas. The paths that do exist need to be better maintained and widened for two way bike traffic. I'd like to see main through ways like Broadway and Redlands Parkway have fully developed bike infrastructure that doesn't require a cyclist to use the sidewalk since this is unsafe for pedestrians.
81	I'm just really glad you're taking a look at this. Riding/running/walking on the roads in this town is scarier than anywhere else I've ever been (and I lived in Rio!). I was told by a sheriff's deputy that he intentionally drives toward bicyclists when they're on the road to scare them (he told me this in a social setting, not as a rep of MCSO). I've experienced drivers doing this far too many times, and it's absolutely absurd that law enforcement is doing it. To me, that means it's *imperative* that there are alternative routes for bikes and pedestrians. (Side note, I'd love it if you had better inclusivity in regard to gender on this survey. I'm non binary and have many clients who are as well.)
82	It would be nice if the general driving public would be more respectful of bikers. I have faced hostile drivers and I have seen many drivers not provide the minimum 3-foot space required by law.
83	Safe access to RFT from all parts of town. Every park should have good and safe access. Safe bike paths across RR tracks - especially the ones that are at angles to the street.
84	We have a ready made system of right-of-ways that could be turned into multi-use paths connecting virtually every area of Grand Junction with our canal system. Canal trails would be the fastest way to build a safe off-street network.
85	width of bike lanes is often inadequate. I'd like to see separate green/red lights for bicycles in bike lanes allowing them to advance and / or stop ahead of vehicles on the main roadways. Smallish circular rideable paved sections rising up to a overhead bridge for crossing spans that are wide and unsafe for cyclists. I"d like to see the city engage with the county to complete bike lanes on roads outside of city limits. (eg) Southcamp Rd.
86	A sidewalk needs to be installed from 30 Rd/F 1/2 toward Thunder Mountain Elementary School. Speed limits are unenforced on F 1/2 Rd especially through the school zone. Riding along Patterson Rd would be incredibly unsafe.
87	I would like to see connections from the river trail to the mall and other shopping areas. I would also like to more easily access downtown from the river trail via bike.

#	Comment
88	If bicycle lanes on city streets are to be created/maintained, there needs to be a specific tax (bike registrations) and they need to abide by the same rules as regular traffic, otherwise they create a hazard to the normal flow of traffic.
89	I truly wish Grand Junction was more bike friendly. Imagine if the irrigation water channels were covered and converted to bike paths! I also think the culture of grand junction is against cyclist. As a small, young woman riding alone, I have had trucks roll coal on me and pass dangerously close. I would love to not ride in the lanes, but the shoulders have too much debris and there aren't enough bike lanes to stay on bike paths my entire route.
90	The homeless on the Riverfront trail keep me off of it 100%.
91	My opinion? Open the canal roads to pedestrian traffic. If you want to be the heroes now, we need to cultivate the canal roads to pedestrian traffic. It will be done. It is just a matter of time. They are literally right there. Growing up in the Valley, I am aware of personal property, irrigation and a whole bucket of legal issues needing to be addressed. However, the safety of our pedestrians is important and the limited amount of proper bike paths is disturbing. No worries though, if you chicken out now, others, who value safety and the beauty of our canal pathways will get it done. 👍
92	Obviously there are not enough bike lanes to be able to complete most trips. However, I think if you're going to ever focus on complete streets you also need to heavily focus on motorist behavior. I'm terrified to ride my bike down Patterson because of the potential for there to be a texting driver that swerves over into the bike lane, or someone who runs a red light, or someone who makes an illegal turn, etc. With no law enforcement traffic patrol, our streets are a lawless free-for-all. Anyone who says otherwise is in denial. It's a joke that we fill out the paperwork to receive a bike city designation.
93	I like to walk and frequently encounter bikes trying to use the same space. Need wide enough for both. I do miss the Midwest where there were numerous bike trails in shaded woods.
94	Please put a crossing light or tunnel on 29 and C 1/2 road. Would love if the river trails that are paved by connected lakes were redone, Rey are super cracked and lumpy. It would be great if the river trail connected to Palisade. Thanks.
95	Enforcement of illegally tinted windows on cars would help increase bicycle safety. Cannot tell if a driver sees you when windows are so dark. Additionally would increase police officers safety. Converting the irrigation roads to bike trails would also greatly improve biking in GJ.

#	Comment
96	GJ has fairly good North-South routes, if you don't mind a little vehicular cycling, but we need more viable cycling routes that go East-West, especially if you want to get out of the Northeast corner of GJ (e.g., Fruitvale). The bike lane along Patterson is just a cruel joke, that lane should either be removed, or made into a protected bike lane. It's current status along a 45 mph road, where many motorists are going 50+ is suicidal.
97	Opening the canal paths as trails would be a hugely beneficial to biking and walking in the valley!
98	At many intersections, a bicycle in a traffic lane will not 'trip' the sensor to activate the traffic light. I am therefore stuck either waiting through multiple light cycles, or running a red light, or having to go press the pedestrian crosswalk button. In many places, the crosswalk buttons are not in a place that can be reached by a cyclist, so I have to get off my bike, push it to the crosswalk button, turn it around, and then cross the street. I have had to do this many times while towing a child in a trailer, and maneuvering the bike and trailer in that fashion is very difficult. I would love to see more bike lanes and more traffic lights that are sensitive enough to be triggered by a bicycle in a bike line, or to have the crosswalk buttons more accessible.
99	I've done a lot of bike commuting and recreational jogging in this town in the past 5 years. I think that two things are needed: A) infrastructure improvements B) driver education/cultural changes. For A, we need more bike lanes and paths, better links between them, better shoulders, safer crossings. For B, we also need to somehow change the attitudes of drivers toward pedestrians and cyclists, especially outside the downtown area. I've never experienced the hostility toward pedestrians and cyclists anywhere that I have here, and it's really disappointing. I suspect that A will be easier to fix than B.
100	I love to bike and walk for low impact exercise. Living outside of the city limits makes my options for safe routes limited.
101	More needed for designated bike paths through city and connections to Palisade to Fruita. Safer bike paths little park road and monument
102	Bike lanes are too narrow and often filled with debris. Patterson is extremely unsafe.
103	I live in the Redlands and am able to easily access the Colorado Trail off Redlands Parkway which is great. However, it would be nice to have a pedestrian bridge over to City Mark (24 Road), the mall, etc. Another consideration is adding in a route to get to the Lunch Loops main parking lot. Right now there is a small section of S. Camp that has no sidewalk but then there is no sidewalk one you get to Monument Drive and turn Left back towards town.
104	I would like to be able to bike from my house to work (from downtown to the airport) but don't have a safe route and to Palisade without biking on the roads.

#	Comment
105	More bike paths would make me feel more safe. My path from home to school feels dangerous with the amount of cars. The community would benefit with a bike path that connects the riverfront trail to CMU campus and downtown.
106	Paint is not infrastructure. We need designated interconnected routes off of major roads. There's so much potential here! If the city is trying to attract high wage workers from the front range and grow economically this is a crucial investment!
107	Thank you for working on a master bicycle and pedestrian plan and continuing execution of long term vision to safely connect all parts of Grand Junction and the Grand Valley! I ride at least three times a week and my husband five times a week so we appreciate the bike infrastructure that is in place! In the short-term, immediate work is needed to repair the pavement on the bike trail along Camp Road and on the River Path just west of downtown. Those cracks will swallow your wheels.
108	Thank you for undertaking this effort.
109	Bikes are awesome! Thank you.
110	Currently, I road bike for recreation, 2.5-3.5 hours/3-4 times a week. often cycling the National Monument. The need for safe, clean paths, motorist education of how to pass a cyclist, slow down, 3 ft, no coal rolling and loud exhaust, and recognition of health benefits, cost savings and decreased traffic are priorities.
111	The east end of north avenue is not bike friendly.
112	The roads and lights are wonderful as they are!
113	Old asphalt trails with joints are bone jarring on a bicycle (like Blue Heron section). 5th street bridge crossing by bicycle to the US Department of Energy Office is very busy being next to the road. Would like to see the bridge over the Gunnison River come back.
114	We need an interconnected network of active transportation routes that people of any age or ability will feel safe using.
115	To make the valley attractive to tech with its younger work force, a state-of-the-art ped/bike grid would be invaluable. The Chamber of Commerce should recognize the potential of our insitu resources like the irrigation and drainage canals and support such development.
116	If you get kids to ride their bikes to school, they will continue as adults and be healthier!
117	Redlands loop pavement in very poor condition. Missing bike trail east of las Colima's to 29th. Challenging to cross 29th to river trail.

#	Comment
118	As a community it will be important to look forward to bike/e-bike communizing as a reality. This involves adding bike lanes or widening current bike lanes to streets. This also includes improving designated paved bike lanes to make accessing destinations easier. For example, the progress that was made on South Camp has been impressive. It has a designated walking trail for familiar to access he elementary school and also has a well designated bike lane. One idea would be to utilize the already existing canal maintenance roads.
119	Scooter share programs are not the answer. Limited bike share in downtown areas may work. Educational signage and safe/easy bike parking is necessary at grocery stores and other major shopping areas.
120	Would love a safer sidewalk connecting Wingate Elementary School to Broadway
121	The roundabout in Redlands is a terribly unsafe route for students biking to school. A route to work is impossible with Redlands parkway/24 rd and Patterson being the main artery. Lack of bike lanes and paths is a deal breaker. We need safer routes & crossings, especially for students that are out of bus service area.
122	The bike path the college has is great. It would be nice to expand it. I'd bike down to horizon and/or 12th to get to downtown from northern 27 rd if paths were available.
123	Make Orchard the east west route instead of Patterson, no cyclists wants the danger on patterson.
124	Eminent domain all irrigation canal roads and let us walk and bike away from vehicle traffic.
125	I ride my often through the valley, many comments/suggestions on the interactive map are spot on. Making roads more safe and accessible throughout the valley has been a need for a long time.
126	When is the city going to adopt a true system of trails like they have the roads to get me from my home to places like Fruita and Palisade.
127	North Avenue is difficult to cross or access on bike. It's unsafe and drivers are often seen using aggressive techniques threatening the safety of a cyclist. Broadway / Grand provides greater space to share the lanes where, even though it doesn't promote sharing the road, is easier to achieve. We don't want to be forced to ride to the riverfront in order to access our town.
128	Getting to the Riverfront trail requires me to use D Road. I don't feel safe riding along the road. There are no grocery stores on D road. Establish small neighborhoods grocery stores
129	great plan but safety should be #1...safe from homeless hanging out on trails, dogs needtohave poop picked up, and leashed dogs who do not push you off trail.

#	Comment
130	As someone who has lived in other cities, both bigger and smaller, it's unsafe biking and walking alongside roads. Adding a painted line is a cheap and quick way at solving nothing. We need more sidewalks across the valley and lightning. D Road is horrible for pedestrians. Completely horrible. Separated bike lanes with a barrier are needed anywhere there's currently a bike lane or needs to be. Walkers and bikers needing to commute need to feel safe. The traffic will only get worse if biking and traffic commutes for errands, work, leisure, school, etc will only get worse and dangerous for those who are trying to get around walking and biking. This could also be a huge selling point for GJ. We need more ways to move - cars shouldn't be the only option to get around town.
131	Our family have bikes and would love to go places in town. Currently we have to drive to a location and then bicycle and then drive back. It would be amazing to have our whole trip on bike. It's hard to believe with a college of birth that no one considered a bike lane. Really disappointed with that.
132	Any road construction project from here on out must include bike lanes in their model. Grand Junction is an outdoor rec Mecca and it is embarrassing how cyclists must get around town. There also must be a larger conversation and education with the community public on how to interact with cyclists on the road.
133	The Audubon Section and Blue Heron sections of the Riverfront Trail are in bad need of repair. I ride through the adjacent neighborhood to avoid the unsafe portions of the Audubon Trail - there are many eruptions in the trail and large gaps. I would also like to see a safe passage from Dos Rios and Los Colonias to downtown.
134	We live in the readlands, and south Broadway is a disaster for cyclists, too narrow and cars are too fast
135	The current bike trail system is awesome. It is well defined, safe, and maintained properly. Keep up the good work.
136	If you look to major cities, most of the walk/bike paths are incorporated into greenways and are off the streets. This allows for the safety, not only for the pedestrian but also for the drivers. Definitely we need ped paths to the new community center and to all our parks located in the city limits as a priority. Do not forget the Clifton and Orchard Mesa areas.
137	Model after Denver and take bike/walk paths away from traffic
138	Overall, GJ has made a great effort to have bike lanes and work towards safe traveling outside of motor vehicles. Please improve bike lanes, especially on G road which only has a west bound bike lane. Please also improve side walk access on 25 1/2 road connecting with G road. The 1/4 mile from Moonridge Drive to G road along 25 1/2 road is unsafe.
139	Walking is very unsafe. Sidewalks are uneven and bicyclists are always on the sidewalks. They yell at people and even push people off the sidewalks. Since bicyclists do not have to obey ANY laws, they can just do what they want. I will not go downtown for any reason, try to stay on the outer edges of GJ

#	Comment
140	separated bike lanes along major corridors are critical for safety - such as 7th street, Grand Avenue, North avenue, Ute/Pitkin, etc. putting people on the road surface in a striped, non-buffered lane is not safe nor comfortable.
141	It would be nice to have a bike path that felt safe to travel from Northern Grand Junction to the Riverfront trail/Las Colonias area.
142	Right now there are a lot of areas where the sidewalks are too small and too close to the road. It is scary to walk or ride on the sidewalk when there is no room to pass another pedestrian or bike and you have cars going 40 mph inches away from you. There are some bike lanes but many are right next to street parking. I have heard stories of bicyclists riding down the bike lane and running into car doors that opened up without warning. I feel I have to be overly cautious whenever I am in a bike lane. There are also bike lines that are barely a lane. There isn't much room given to the bicyclist or to the cars trying to get by which can be frustrating for both parties. Thank you for being willing to work towards a better bike and pedestrian plan!
143	We need more safe and accessible biking routes. The current bike paths need more maintenance. Lots of gravel and weeds
144	Make shoulders on roads wade enough to safely bike. Sweep shoulders on regular basis. Educate drivers about bicyclist.
145	Farfetched, but one-way monument travel with bike lanes would be amazing. or just a safer Crater of the Moons Loop. A safe way to get from the Redlands area to the fruita farm roads. Or a safe way to Palisade. Water fountains at Lunch Loops or James Robb State Park or Junior Service League Park. The Riverfront path is great, but biking fast on it is not safe for other users. Running on it is great, but there are little water stations and GJ is HOT HOT HOT. Las Colonias at Canyon view Park are amazing. Maybe a safe way to connect the two.
146	Bike paths are needed for everyone's safety.
147	I would like to bike more in this area but the dedicated paths (e.g. river front trail) don't really help if they dump me into city streets that are wholly unprepared for bikes and with drivers who clearly do not understand their obligations to share the road.
148	Thank you for doing this work! Improving Junction's biking/ walking routes can make this an even greater city and destination! I am especially interested in the connection between Fruita and downtown and the Monument.
149	We live on G road near 26 road. No safe walking sidewalk for walking for leisure or to get places. Kids can't safely ride bikes to school or for leisure. Would love sidewalk. Same for many main roads of the north/west area of GJ.

#	Comment
150	The overpasses north of canyon view park and 24 1/2rd and 25 road are in desperate need of a bike/ walking lane. Schools, parks and churches all around but everyone is put in danger trying to cross the narrow overpass'.
151	I have biked to work a few times, but I do not feel all that safe doing so, based on the lack of bike paths/lanes. I'm excited for the City to be developing a bicycle and pedestrian plan!
152	Ideas I have; Main Street become a pedestrian street. More places to lock up my bike, like Walmart. More side walks and easier access for d51 schools to have student ride bikes.
153	Grand junction needs more separation between cyclists and vehicles. We shouldn't have to breathe exhaust while commuting or exercising. The current painted bike gutters are laughable because of how dangerous they are. We can basically copy the Nederlands and their bicycle infrastructure. Please watch the you tube channel not just bikes, city nerd and city beautiful.
154	I would love to see more safety for our kids and those who use public transportation. I actually rode the GVT with my client to help her navigate it last week and there were so many places that we didn't feel safe. This is not ok.
155	Certain pathways can be sort of directional with arrows and things as to almost make them biking and walking highways. They have many of these in Fort Collins
156	Ride more..
157	Biggest thing is that these drivers need to learn about common courtesy, they are the people that make me hate riding on road!
158	Would love to see more lighting and sidewalks as well as more bike lanes.
159	Biking needs to be safer. Adding physical barriers for bike paths would go a long way.
160	Awesome job with the river front trail! The recent removal of the bumps and cracks are much appreciated. Would love for it to connect at C1/2 Rd. While the river front trail is nice, it would be good for the city to plan paths into new and or expanding neighborhoods and have alternative routes to the river front trail.
161	It would be great to somehow increase community education around biking etiquette and safety. I have seen so many families/kids/homeless people/college students do really unsafe things on bikes (like riding the wrong way, towards traffic, in a bike lane). And I think it gives the non-cycling community a bad taste in their mouths about cyclists, which in turn makes it less safe for anyone on a bike. Thanks for engaging in this topic! We are excited to see where it goes.

#	Comment
162	I am a CMU student who feels unsafe bicycling to campus so I walk which takes much longer. Even walking feels dangerous.
163	I'm not a biker -- it's not dafe in this town. If you want to attract more bikers to this area, develop more bike lanes. Better and safer for the bikers and for the cars.
164	Some riders don't follow the sides of the road and get out on the streets where cars are
165	We need more dedicated bike lanes and we also need better citizen education. I've bike commuted for decades and one of the problems in Grand Junction is poor cyclist behavior. I frequently see E bikes traveling 20mph on sidewalks and bikes riding against traffic in the lane. I am a strong advocate for bikes but I also want to see cyclists behaving more like vehicles (following predictable traffic laws). I think better infrastructure would help with this. Riding your throttle assist Ebike on the sidewalk is less appealing if you have a well established bike lane.
166	Please consider the reality that not everyone has the skill or confidence to feel safe in a painted bike lane. Designing lanes that physically protect riders of all ages and abilities is the only way to make active transportation actually accessible to all ages and abilities.
167	Need more bike lines. Need more education to citizens about safety for bikers.
168	I bike to work M-F across Orchard. There is a painted bike lane part of the way, and only circular patches on the other part. In Honolulu, bike lanes have been improved by adding curbs instead of paint. I would encourage that here. More people biking means lees fuel consumption, safer streets, quieter streets, and greater health in the community. Systemic and structural support will increase the number of riders.
169	Biking is a Hallmark feature of the grand valley. Improving our interconnectedness will improve traffic and create more character and personality for the valley.
170	I gave away my car so I do not contribute to traffic jams, or pollution. I ride defensively, and try to be an ambassador for cycling life, and commuting.
171	Not enough signage between lunch loops and Colorado river trail. I'm not even sure if it connects. So much so that I don't use the trails there to get to lunch loops.
172	It would be great if we had a plan to develop dedicated bike lines that are not with auto traffic. Exterior sidewalks should be part of every new development (eg Emerald Ridge should have been required to put sidewalks along 26 1/2 rd.)

#	Comment
173	the lack of sidewalks in city limits are horrendous. We walked to Tope from 1st St, down walnut, where the road is narrow and lacks property shoulders and no sidewalks. the rural roads should be wider for bike safety
174	I would love to see designated bike paths that are protected by a barrier from cars. Increase signage and awareness not to park in bike lanes. It would also be lovely to see Main Street become car free to increase the walkability and provide way more bike parking. I'd also like to voice that all neighborhoods deserve this access, not just wealthy areas of town. Biking should be a source of pride for our awesome city and I'd love to see us really own that. Thank you!
175	I find the biggest issue is motorists not heading to pedestrians. If this could be better enforced and more education given, it might not be quite so terrifying to walk around in this town.
176	A problem with the exercise/recreational trails is that they are used for transportation purposes by people in a hurry that do not have a device (bell) to warn that they are approaching at high speed. Mixing the two types of traffic is dangerous for the walking and riding public.
177	I have commuted by bike for 35 years in the city of Grand Junction. The city has made some slow but steady improvements for both pedestrians and bicyclists. Please keep with your trend and progress. I noted some concerns with roundabouts - I actually like them and I think they work well with biking. Key is riding defensive and always looking.
178	It's better than it was 20 years ago.
179	City needs much greater traffic control
180	We need auto speed enforcement on 5th and 7th. We need crosswalk enforcement all over. We need safe bike lanes so people don't ride on sidewalks and create problems for walkers; 12th through CMU is a good example of an area needing attention.
181	Another suggestion would be bike libraries that would provide marginalized communities with access to bikes.
182	we need the canal roads to be for public use.
183	wall off downtown and outlaw motorized travel. Everybody would feel safe and accidents eliminated.
184	your sidewalks need to be ADA compliant, they are not with the ramps that face the streets and not sidewalk to sidewalk. I can show you several examples.
185	Please consider protected bike lanes and bike paths throughout the city! This makes biking fun and accessible, especially for the youth in our community. We are a community that loves being outside and biking! There is so much potential to make a bike-friendly community here much in the way of Boulder or Fort Collins.
186	Please allow Orchard Ave to become a safe corridor for cycling

#	Comment
187	Vehicle Traffic routes through town should alternate some slower and Faster on designated routes
188	Grand Junction is not a big city and yet it is very difficult to get across North Avenue, get a cross or a long Patterson and get across 550 in town. There's a lot to be done to improve connectivity in a safe and accessible way. Please prioritize this to make Grand Junction much safer biking/walking/rolling community. As the city grows it would be great to minimize car use or at least provide an alternative to car use. This will be critical as we grow to reduce emissions and pollution especially in those cold inversion months. Additionally I want to make sure the city is prioritizing access to the rent new rec center for all types of transportation. Ideally we have a safe access for kids from all neighborhoods to reach the rec center. This encourages the use of the rec center and allows youth and families that may not have access to vehicles to have access to the rec center. This is critical to equitable access for all.
189	I'm hoping there are plans for protected bike lanes in the future.
190	Access along the river is fantastic, however, it is difficult to safely get from Horizon to the riverfront trail. I'd love to see detached bike paths that run north south from somewhere on Horizon to downtown. Probably like 7th street, but where riding along the busy road is not necessary. Even a 10ft bike path detached from the road by a couple feet would be amazing.
191	Grand Junction is a great city to live in and a great biking destination and would be made better with designated bike lanes and bike paths.
192	I basically shared my comments up above, but basically we need a network of dedicated trails and protected bike lanes throughout the city to safely connect the entire area. I have been riding my bike in GJ in the past and found that a bike lane ended on a major street and then there was significant overhanging brush pushing me even closer to traffic and there was no way to turn around and it was very unsafe and frightening. Cyclists can attempt to string together semi-safe roads for cycling using Google Maps and other software, but it's hard to do successfully without trial and error, which prevents the casual rider from even attempting it. Paved bike trails and protected bike lines allow families with children who are novices on a bicycle all the way to professional riders and everyone in between to enjoy the beautiful weather and sights that we have on the western slope. Without those things in place, I have significantly decreased my cycling since moving to the area from Aurora, CO because I just don't feel safe riding my bike to the paved trails from my house.
193	Turn Main Street into a pedestrian road
194	Mosquito control on the riverfront trail would be great!
195	Sadly, we live too far from most commercial enterprises for walking and biking to be very practical (North of I-70, and on another topic, can we get some shopping and services up there and not just houses!) But even when it could be, the streets don't have sidewalks or dedicated bike lanes. Lighting isn't consistently good, but there's still traffic, and frequently fast traffic.
196	Would love to see Main Street as a pedestrian only street!

#	Comment
197	I would like to be able to bicycle from my home to open space, nature trails, bike paths, shopping, etc. As an older citizen, acceptance of e-bikes on trails and fate times sidewalks is a must if we're to stay active and be safe.
198	Canal roads should NOT be opened up for pedestrian traffic. Canals are unsafe for children and pets they are not meant to be heavily accessed by the public. These roads and paths are meant for maintenance to the canal system
199	Bridges on Grand Ave have very narrow sidewalks. Broadway sidewalks from Safeway to the northwest are too narrow
200	Try to get Mesa County to add shoulders to their roads.
201	Large increase in biking and walking paths that connect parks with restaurants and shops. Larger shoulders and slower speed limits. It's a beautiful valley and getting around by bike and walking would be ideal.
202	Look at the cities that have excellent bike infrastructure and learn from them. Get help from Bicycle Colorado.
203	I don't think e-bikes/scooters should be on the bike paths. They are way to fast and generally very inconsiderate of bikers and walkers.
204	Please consider both city and county boundaries when adding bike paths. Our neighborhood in the Redlands is a patchwork of city/county property & it would be great to have consistent bike lanes regardless of whether it's on city or county roads
205	It would be nice to keep downtown Main Street for pedestrians only.
206	Broadway elementary could use additional access across Broadway, more flashing lights/crosswalks
207	We live in the north part of gj and it is very difficult to safely ride downtown or to the lunch loops trail system safely with kids. Drivers are unaware or unsafe, speeds are too high and there aren't any North South paths. GJ could be an incredible city for bikes if there were paths (not just bike lanes) because those are safe for kids.
208	Above
209	In general the path surfaces vary tremendously. They go from smooth concrete to bad ly cracked asphalt, to bumpy streets. If you ride from Corn lake to the Redlands Parkway boat ramp, you will experience all of these conditions. The the 29-27 section of C 1/2 Has really deteriorated over the last 5 years, The bad asphalt west of the ice rink to up to the the Redlands parkway needs to be replaced with concrete.
210	Thank you for working on this! More people outside their vehicles makes for a better community!

#	Comment
211	Add bike/walk trails along South Broadway in Redlands. Take some right of way if necessary. The current situation is a fatality waiting to happen.
212	Make Main Street a walking mall with a small bus service up and down the area for those that need it. We also need more free and designated parking areas please. Well lit and safe at night.
213	I hear people everyday say they would love to bike more often/ to more places but that they don't feel safe or comfortable biking in town.
214	I am hesitant to walk down North Ave as there is several "permanent " homeless persons. The trash and personal belongings scattered about is so disturbing.
215	I love the maps that are currently up on the bike routes. People park in the bike lanes on these routes. The sidewalks on North & Patterson are close and loud. I think coexistence is better than eliminating car use or parking, as being able to walk/ride a bike isn't something everyone can do. Having close parking and a way to drive close to shops is important for accessibility across a myriad disabilities.
216	Clean up homeless an drug use
217	I was at the "bicycles now" rally in Denver in 1968/69. The expanse of bike trails through out the front range can be attributed to the raised awareness of bicycle access these events created. We need more of this awareness on the west slope.
218	Would love to see C1/2 Road repaved between Las Colonias and 29 Road. As the connector between the downtown trail section and the section starting on 29 Road, this is ridden daily by many .... and it is horribly maintained ... bad surface for bikes!
219	Please keep in mind that not everyone lives in the Redlands or downtown. We would like to see paths, safe streets and clean sidewalks all over the city. PLEASE add bike lanes to the busier streets. It is hard to get most places if you can't safely ride on North, Orchard, Elm, Grand or Patterson. Also, the areas where the homeless congregate need more patrolling. Maybe by the bicycle cops? The east end of North Ave. near War-Mart is out of control as is the area around Lincoln Park and the VA Hospital.
220	Improve existing bike infrastructure. It is crumbling in many places. Connect more parts of GJ to existing infrastructure so biking/walking is an option. Better signage for cars to be on the lookout for other modes of transportation.

#	Comment
221	We need more stand-alone bike paths that are not along the shoulder of a road where you do not have to encounter car traffic. We also need more east-west and north-south corridors for bikes. It's hard to travel great distances around town as there are no extended bike paths other than the Riverfront trail. Also, pedestrian/bike bridges (no cars) need to be built over I-70 for those residents living north of I-70. The bridges at 26.5 and 27 roads are too narrow for bikes and walkers.
222	As noted, I would like to see development of key by-ways across GJ. Example: 7th street would be one lane for cars, one lane for bikes; The riverfront trail through town needs re-done; it is a main trail for any cyclist coming to town. We travel to other towns that celebrate/promote cycling within their cities; leads to tourist traffic
223	This is important! Thank you!
224	I would love to see more biker and walker friendly routes to get places like downtown!
225	Studies have show in street bike lane kill cyclists. They are extremely in safe with all the cell phone drivers. I have been push into the curb and side by vehicle. We have zero enforcement with traffic laws! Biking on the road is rolling the dice with your life, I know 8 people that have been hit by cars in the valley over the years. I would like to see pathways (systems/ corridors) like Denver Boulder, Fort Collins, salt lake area or other big city's with trails that connect the city. Off of the road system, using alleys, canals, or wider sidewalks. Riverfront trail in Grand Junction is C-. Between the homeless, thorns, debris , uneven surface, cracks, holes bumps it isn't safe. It's obvious the city employees/ management do not commute via bikes on the road or trail systems in town. We could do a ton better so fellow citizens don't get run over while commuting.
226	Existing paths could use maintenance or improvements and are overtaken by invasive trees.
227	I would suggest having bigger or more designated walking and biking paths. It's dangerous for both because of lack of this.
228	Increase signage and markings and education to make it clear what the traffic responsibilities are walkers, bikers, rollers and cars/trucks. Implement ways to enforce.
229	I love to see the improvements over time - bike lanes, signage, new routes, etc. There are certain pinch points that make it a little too risky for my kids, but hopefully that will change in time as well (and as they get older).
230	More city bike paths please.

#	Comment
231	Open the canals. They are long tendrils of well-maintained paths that are relatively cooler than surrounding areas and don't contain hostile traffic. NIMBY folks living along canals have no expectation of ownership to what is ultimately a public utility- the irrigation canals running through the valley that everyone has an expectation to enjoy access to. Opening them up for traffic doesn't need means testing or prospective studies, it can be done in relatively short order compared to other means of trying to restructure things. Changing gate access so private locks and chains are no longer permitted is all it takes. Especially given how inexplicably slow the city has been even implementing equitable ebike access to trails (eg lunch loop), opening canal access would greatly enhance the navigability of the valley and riding options for all the people who have been buying out the ebikes in town.
232	I am really excited to hear these talk are happening, we have a huge biking community and it's important we make it safe for all commuters.
233	Sidewalks are not maintained - covered in weeds and sand from winter weather. Can't cross major roads like Patterson safely as cars are speeding, changing lanes at intersections and, turning against walk signs, running lights. Bikes ride on the sidewalk because the street is too dangerous. There will need to be traffic control before pedestrian and biking can be enjoyed or safe. We drive three blocks to get to a place to jog for five miles.
234	I hope you aren't planning to push for Main street to be closed to through traffic! I need to be able to park near where I am going to do business.
235	Please, please, please install sidewalks and bike lanes along F1/2 between 30 Rd and Thunder Mountain Elementary. The kids need a safe route to school and the neighborhood route is WAY out of the way because of dead ends and cul-de-sacs.
236	Improve safety for riding on the road by adding bike lanes and/or increasing shoulder widths. Make bikes routes more direct to popular locations. More signage asking motorists to share the road.
237	I find downtown and riding to downtown from the Redlands pretty good. Downtown is more pedestrian and bike friendly than most places. However, for those who cannot drive (or prefer not to own a car) getting to shopping areas by bicycle is another matter. These streets are only made for cars and negotiating the mall/shopping areas takes a great deal of urban riding skill and savvy, something the average casual cyclist will not be able to navigate. I hope Grand Junction is completely bicycle friendly in the next 5 yrs. or so. There is much potential here.

#	Comment
238	Biking and walking are great for people without disabilities, age-related or otherwise, but not for the rest of us. I have lived in Grand Junction all of my life. Please don't mess with main street. Main Street and down town are very walkable. Getting there from anywhere else generally requires a vehicle. Grand Junction was named a top place to retire. Please make sure it remains that way. Bicyclists need to be safe and need to be educated to follow the rules of the road. I have nothing against bicycles sharing the road. I have first degree relatives who are over-the-top cyclists. I have memories of dropping my then 90 year old Mother off at the door of Benges for her last shopping trip there. She wouldn't have been able to go if she would have had to walk more than a few yards. She had been shopping there for 67 years.
239	Make education a priority, conveying the need for safety and peaceful coexistence to all motorists, law enforcement personnel, pedestrians, cyclists and others. This can and should start before formal adoption of the plan.
240	I know a lot of bikers want Main Street closed to car access. That would limit its access to disabled people, those with mobility issues, vision issues ect. There's no enough parking to support that. Personally I very much enjoy driving down Main Street even when not shopping and can't walk it due to disability.
241	It's very hard to ride your bike down main street, aspen fought this in the beginning, but loved it afterwards.
242	The River Front Trail is a great artery through the valley. We need safer branches from the river front trail to encourage bike usage for shopping and commuting. There is not a safe way to access Western Colorado Community College from the River Front Trail, the bike lane stops at Patterson on 25 road, where it becomes a narrow two lane road and cars can not pass a bike safely without crossing over the center line of the road. There is a chronic problem with drivers (car) running red lights on a left turn signal. This is especially a concern at 25 rd and the 6/50 intersection. The roundabout on Redlands Parkway and Broadway pedestrian lights are inadequate, very difficult to see due to sun during peak times of traffic. We also need public education to inform drivers that cyclists had a right to be on the road.
243	We need to have more dedicated (i.e. physically separated) bike and walking paths to facilitate non-motorized transportation in the Grand Valley. Clashes with vehicular traffic and unnecessary dangers can be eliminated by not insisting on having bicyclists and pedestrians 'share the roads' with larger motorized vehicles.
244	1. Irrigation trails would be nice, but how can the City plan for and add these sorts of easements into master planning for future growth regardless of the irrigation component? 2. What adaptive / flexible infrastructure improvements could be added to encourage users in some sections? 3. what gaps exist in the urban trail network which could encourage better use?

#	Comment
245	Please ensure complete and accessible routes. Don't be afraid of using green pavement markings in bike/vehicle conflict zones. Please ensure safe access to locations such as grocery stores and community centers.
246	Why do you do these surveys? The leftist city council will approve what they want anyway.
247	I commute on Patterson daily for work. I would love to be able bike but there is no safe way to bike.
248	The number of bicyclists in the metro area is too large as it is. Bicycles endanger motorists, who might have to veer into oncoming traffic to avoid bicyclists (even if the motorist is going under or at the speed limit). There should be a designated cycling area *away* from streets to stop endangering motorists.
249	Need more bike paths, we have some that are nice and others that will randomly just disappear leaving the rider vulnerable.
250	It is very bad when a bike path on a street suddenly ends. Now you are forced to ride in automobile traffic.
251	Community buy-in and consideration of all stake-holders is key to success.
252	Rising from the Redlands neighborhood to areas like the mall are difficult and unsafe trying to get across the river and across 6&50. Riding even a short distance on 6&50 is dangerous.
253	A few specific issues to highlight: There are roads where the bike lane abruptly ends (for example, 15th) which makes for confusion and uneasy biking. While the underpass at 29rd is a big improvement, it would certainly be great to have a trail from Las Colonias to 29rd so that there were no bike/car interactions on that section.
254	Drivers will occasionally yell at pedestrians for them being too slow while they are crossing in designated crosswalks.
255	Need signage and improved infrastructure to cross over the railroad tracks by the jail. The bridge is fine but it is not well marked, difficult to cross the road by the jail to get over to the bike lane, etc. Multi-lane roads are challenging to ride along... fewer lanes, slower traffic make walking and riding more enjoyable. Vegetation and weed control along the Riverfront Trail is really important. Riverside Park and areas around news sections of the trail are great. Los Colonias to Dos Rios is challenging.
256	It seems to me that GJ has plenty of recreation trails, both walking and biking. What GJ needs is more facilities for commuting and shopping by bike. That means direct, safe, practical routes designed to take bikers to commercial and retail areas of the city.

#	Comment
257	I think that bike lockers would be a fix to the bike theft issue. We live in a place where a lot of people have expensive bikes, and bike lovkers are reliable and easy. If there were some downtown, at CMU, near the mall, and a few other places, that would be great.
258	I would love to see continuous bike routes. For example, Orchard Ave has some parts. with bike lanes (7th to 12th) but others without (7th to 1st). This is hard for cyclists and cars alike. This would be a great area for a bike lane given the schools in the area (West and GJHS). Too frequently bike lanes disappear.
259	Barriers that are more intense than bike lanes, such as bike lanes w buffers, buffers and flagging/conning, barriers, and bike paths, are needed to feel safe in the city. A real investment would allow grand junction, which is walkable and bikable all year round, to embrace this mode of transportation and provide safety and wellness to its citizens
260	Decreasing the speed of traffic (by making cars feel less comfortable driving faster through good road design) and making roads that don't have cars are big things. Also more crosswalks on major streets (eg. North, 12th, 7th, Grand) that blink at cars and give you right of way would be great.
261	Thank you for this!!
262	Elevated bike paths
263	Lwhile more routes can help, I feel that safer roads come from safer drivers. Distracted driving seems too common along with people who are not making full stops. Or phones, or flying to a stop when you are in the middle of an intersection.
264	Expand accessibility on the Grand bridge!!!!!!!! Or build a dedicated pedestrian/bicycle bridge please!!
265	I would really like to see a safe routes across intersections and updated bridge pedestrian/bike paths.
266	Thank you for undertaking this effort.
267	Having bike/pedestrian bridge(s) or tunnels over/under 12th street at CMU campus pedestrian crossings would improve safety along 12th street
268	Look for best practices with bicycle education for both drivers and bicyclists.
269	Spend some time on your bicycle or running and see what you think. There's a lot of people here that would rather run you off the road then be delayed by a few seconds.

#	Comment
270	Make laws surround car and bicycles impacts change. Currently if no one is injured no citation is written. I have been hit four times riding my bicycles in GJ and not a single citation was written to the drivers.
271	I'd like to see effort concentrated on the places that need bike infrastructure the most and prevent dead ends. For instance, no one uses the bike lanes on 27.5 rd because it dead ends at Patterson. The nice little bookcliff pedestrian bridge also dead ends at Patterson. There's places on north Ave without pavement in the sidewalk area, yet focus seems to be paid more to the outskirts of the range rather than the heart where it needs it the most. Also, bike routes deserve shorter trips, rather than diverting to 5th or 15th using a trip the same length or shorter than n/s 7th or 12th is best. Bike paths along or bypassing vehicle corridors is a big interest. East-west corridor, orchard and elm are great, but north and Patterson are a living hell.
272	Redlands parkway to 24 road needs a safe bicycle option. This would help facilitate north and south travel, instead of only east and west on the riverside trail. Would also help encourage people to bike to canyonview park and city market.
273	I applaud what you are attempting.
274	It would be helpful if bike paths could hook up to the trail systems. For example I live off 29rd and like to bike on the river trail. But I do not feel safe biking from my house to the river trail so I drive there. That is due to traffic on 29rd and several major intersections such as North and 29. It would be great to be able to safely bike to the trail.
275	Continue to build safe bike lanes and trails and set an awareness that more older people are using e-bikes and for the public on roadways to be considerate.
276	Recommend ansidewalk on 23 Rd in Redlands Difficult to walk my dog in neighborhood and scary to ride bike to get to bike path and open spaces
277	Nice to have bike access to Mesa Mall from river trail. 3 foot shoulder along as much of the "Tour de Moon" rout as possible.
278	Bike paths do not connect especially on the north side of town. Crossing the bridges over I70 to go north is frightening (heighten the edge rails). When will there be a bike path passing community hospital from 24 to 23 road? Improve G road end to end. Great idea adding path at G and 24, keep it going.
279	A couple unsafe spots: crossing Colo River on narrow shoulder separated by cement from cars. Not wide enough for two way bike and pedestrian traffic. Entering Crosby Ave after crossing the rr tracks at the jail is unsafe with limited site distance.

#	Comment
280	I ride a lot around downtown & it feels ok -12th Street toward Patterson does not feel safe - hard to get to City Market
281	Grand Junction has a great infrastructure for expanding biking and walking accessibility: the canal system. If only the GV Irrigation Co. could see the possibilities, too! An even greater challenge than changing the beliefs of GVIC however is changing the perception that most Grand Junction drivers have toward cyclists--it spans from invisible to downright hostile. A citywide bicycle plan is a great first step to becoming a bicycle friendly community!
282	We need a safe Pty to funnel bikes and walking from 25 Rd., 26 Rd. North to South to catch the wonderful overpass and River road bike path. Needs maintenance for comfort and safety. Audoban path is very hard to ride on a bike. But stop is wonderful. South Camp road asphalt is in need of repair but it's a great path.
283	Accessibility hasn't gotten better since we moved here in 1998, but can still improve.
284	Clean up the bike lanes. They have glass and debris that puncture tires.
285	City needs to heavily invest in bike paths. A loop bike path needs to be priority connecting the north city area (airport) to the River Trail with a loop bike path starting on the River Trail going from east to west looping up north around city limits back to the west joining again at the River Trail.
286	Live in Fruita but would like to be able to bike around grand junction safely especially to hospitals and parks.
287	Riverfront trail is fabulous; however, segment for about one mile stating at Redlands boat launch to Banana's fun park needs new surface. The poor pavement discourages riding a bicycle encouraging alternate less safe route selection. The 29 road crossing to get to and from Corn Lake is dangerous.
288	We need more north south bike routes. We need safe and reliable access from the Redlands across 24 road. We need safe and reliable east west access along main thoroughfares (G, Patterson, North, Grand)
289	I really love what the accessibility ramps have done to improve biking on the sidewalks where the streets are too dangerous for bikes. But the existing bike lanes need to be swept way more often to be of value to people on bikes. Otherwise all we have is narrower lanes if people on bikes have to ride in the vehicle lane.

#	Comment
290	There is not good side walk access to the mall. I have to travel on the street to access the mall. There are not wheel chair ramps on the northside of the mall from the sidewalk to the parking lot. Like at 24 1/2 and Patterson the side walk ends when you cross the street. I can not get off the sidewalk to get to the mall. I have to ride in my electric wheelchair in the busy streets. I live near the mall and travel the area on a regular basis. Thank you for conducting this survey and look forward to many new changes to our paths.
291	Walking/bike trails increase property values and make communities desirable places to live. Healthy lifestyles are supported and encouraged with sufficient trails. I would ride more to work and the grocery store if safe trails were available.
292	There is virtually no safe route from the Redlands to the mall or Canyon View Park when traveling on the Redlands Parkway. The overpass over the rail road and Business 70 is very unsafe. The bike path along the Blue Heron trail has numerous expansion cuts in the asphalt which are very jarring and unpleasant to ride over. Why can't that route be all concrete?
293	Work with Colorado Monument to build more trails into the Monument Extend Lunch Time Loop Trails
294	I love to bike the River Park Trail, but certain spots are rough both the trail and other people using it. Also, sometimes, there are riders there that are traveling way too fast for safety. And no....these are not ebikes.....young men and women out biking at top speeds.
295	Active seniors would like to be able to continue to be active, with out the convenience or access to a car.
296	We have seen in other places, on biking and walking trails a line separating the walking side from the bikers, well marked. Bells, etc. are fine but the hiker doesn't know where the biker is and has to figure how to avoid a collision. By simply separating the two, it solves the issue for all. Many bikers demand recognition and consideration from drivers, but don't give that same consideration to pedestrians. Defining who should be where takes care of that.
297	Bicycle riders should never be on sidewalks unless they are walking the bike . When bike riders share roadways and streets with auto drivers they MUST obey all the traffic laws the same as auto drivers. Pedestrians are completely responsible for their own safety when crossing streets. Accidents caused by bike riders and pedestrians should have no special privileges. Remember - GJ has a high percentage of retired population and elderly drivers who can not see as clearly as younger drivers. There response time is a little slower - all the ENTITLEMENT that pedestrians and bikers assume means nothing.

#	Comment
298	Open canal roads for wheelchair access. Other communities allow access. Does the local irrigation district truly have legal grounds from stopping the city or county from using the roads as trails?
299	I wish there was a way we could open up the paths along the canals and pave them to be bike paths.
300	I used to ride and walk all over the city and use the river trail system. No more! I've been solicited for sex and money by homeless men around the parks, at Walmart on North Avenue, and on the trails. I've had to ride my bike through groups of vagrants around the parks and river trails, and even had my bottom pinched by a guy who leaned out of a passing car as I rode my bike along 5th Street. Now I stick to my car for errands and transport. I just ride my bike around my neighborhood, where I hope I could get help if I needed it. How are your plans going to make it safer for vulnerable residents, including single women, to ride and walk more? If you can't make these activities safer, then you shouldn't be encouraging people to ride and walk. Also, I have e-bike riders nearly knock me down on trails, which I thought were restricted to non-motorized vehicles. What the H? They are a danger to pedestrians and regular bike riders on the trails. Keep e-bikes on the streets where they belong.
301	Tour of the Moon is famous and ideally would be able to be completed all the way with dedicated paths, or bike lanes, or wide shoulders. Likely not possible over the monument but the rest of it should be. Developing alternate routes (paths) to connect as much of the city as possible would be great.
302	I would like to see bike trails along canals. 25 Rd and 29 1/2 Rd are examples of streets where sidewalks are spotty and I see pedestrians all the time walking along gravel and mud. I like new bike/pedestrian tunnel at G Rd and 24 Rd. Would like to see better connectivity from city to river trail. I appreciate being able to give my opinion
303	Love to see the bike path continue to Palisade past D1/2 Road. Maybe widening of the current path from 29 Road to D1/2 to accommodate more ebikes that speed.
304	I'm confused why class 3 e-bikes are not allowed on some trails. Have a speed limit for all trails and don't allow throttle use, if that is the concern.. Class 3 e-bikes are just as safe around pedestrians as class 1 or 2 or any bike--road bike or mountain bike.. I always use caution when pedestrians or dogs are on the trail and ride slowly past them. I warn pedestrians if I am passing and proceed slowly. I have seen many athletic bikers on road bikes who fly by pedestrians and around corners and are far more dangerous than a Class 3 e-bike. We purchased our bikes in order to not use our automobiles so often to save on gas and pollution.. It makes no sense at all that class 3 e-bikes are not allowed on some trails when there is little difference. How can we change this law? A number of people in GJ have class 3 e-bikes. We are able to exercise more if we are able to use our e-bikes safely. If we only can ride on the street with cars, trucks, etc, then our safety is endangered and we are less apt to bike.

#	Comment
305	River front is great for E/W travel on the S end of town. There are few safe options for traveling N/S.
306	Thanks for seeking community input and for helping to make our dreams a reality.
307	A few of the older bike trails are in bad shape. The one paraleling the Redlands Parkway on both sides of the Colo. River bridge to the Jr. Service League park has rough strips every 10-20 ft. The trail is wide enough just needs new asphalt and would be relatively cheaper to repair than many of the older bike trails. This trail receives a lot of use.
308	Need safe ways for bikes to cross busy intersections (US 6&50) , Redlands Parkway overpass
309	We need more designated bike lanes that are protected by a barrier from auto and truck traffic. Too many serious cyclists are hurt or killed by distracted drivers in too large of vehicles.
310	Vehicles frequently are Not driving at Posted Speed Limits. Law Enforcement need to display an obvious presence - monitor speed limits utilizing the posted speed/ "your speed" electronic monitors frequently placed on the shoulder of roads with officers openly issuing speeding tickets. Consider Photo Radar Enforcement to temper speeding and thus unsafe driving which is especially Unsafe for peds/pedalers and drivers of small to mid sized vehicles! To clarify, I am not a demanding , whiney senior. I have utilized bicycles for years and still mtb. I was a dedicated commuter in Philadelphia and understand bicycle safety as a rider. I am alert to vehicles and work to anticipate of their "intent". Thank you for convening an effort to improve the commuter/user process in GJ.
311	South Camp. My daughter either has to ride on the road at points on the west side of the road, or she has to cross southcamp and ride in the east side of the road. I would like to see a crosswalk/ pedestrian sign at the intersection of Avenal lane and southcamp
312	Dedicated bike/walking paths that aren't along a road. Small children shouldn't ride their bike next to fast moving cars, which forces them to the sidewalk which defeats the purpose of a bike lane if families are biking together.
313	26 RD from Patterson to I road should have wide lanes for either biking, walking or running. The CMU bike team often comes down 26 RD to access a route toward Fruita. Also the high school track team runs down 26 RD. There is very little walking along 26 RD due to the nature of the houses and the speed of the traffic.
314	There is a sign on 28 1/4 Rd. that there is a bike trail on Elm Ave to 28 Rd., but there are no sidewalks there and only gravel next to the 2-land street.
315	Bike lanes should not abruptly end when approaching intersections. For some egregious examples, see D and D.5 Roads, east of 29 rd. Bikes have nowhere to go, and drivers don't know what to expect.

#	Comment
316	Bike lanes will randomly end and it makes me feel very unsafe as it is hard to merge into traffic on a bike and as traffic increases it's not something which can wait. I also would like to discourage pedestrian bridges or anything that requires pedestrians and bikers to climb rather than cars, the things which climb easily and have motors.
317	I love cycling as my primary mode of transportation to work, despite the long distance (around six miles) to get there. I can use the riverfront trail for 90% of my commute, and I wish we had more dedicated bike and pedestrian infrastructure like it. Good bike infra is physically separated from cars and connects to a lot of destinations. The riverfront trail only really succeeds at the former. I don't like to share the road with cars and drivers don't like it either. I also wish there were more places to go within a smaller radius of where I live. The nearest grocery store to me is two miles. There's too much exclusively single family home zoning around me for anything to be close or convenient. There are also some residential streets that are needlessly wide and with high speed limits, despite getting little through traffic. The street right outside my driveway has no sidewalk (28 Road). The riverfront trail can also feel scary for sections at night, where there isn't enough lighting, which is detrimental and causes me to commute by bike less during the winter months. I loved the farmer's markets on main street this summer, and wish they could have continued into the fall when the weather was a little cooler. Closing off main street to motor traffic made it very cozy and enjoyable. Main street is enjoyable even when cars are allowed thanks to the curvy narrow roads that calm traffic. I wish the downtown area around it conformed to the same standard of pedestrian friendliness. I also wish North Avenue was more comfortable to traverse on foot, the sidewalks there definitely feel like an afterthought, and I don't make any trips by bike to a location if it's on North.
318	The Bike Lanes on 7th and 12th make no sense to me. Those are busy streets. Also, the signs for the different color-named routes are very hard to follow. Posted too high. Indistinct directional arrows. Lettering too small.
319	I currently live on the front range, own land in GJ and plan to relocate there soon. I would like to see a more extensive rec path system similar to what we have in the Fort Collins/Loveland area. Both cities have a series of paths encircling cities with numerous side paths to neighborhoods and many of the city parks. Both of the systems are connected as well. https://www.lovgov.org/home/showpublisheddocument/56960/637843353329530000 https://www.fcgov.com/bicycling/files/21-23544-2021-fort-collins-bike-map-large-english-v7.pdf?1640787288
320	Some of the bike paths need some repair as they are cracking and need to be widened so that in more congested areas people can walk and bike. Keep extending the bike path to the monument, this is a destination for people who cycling (think travel destination). Bigger shoulders and bike lanes on 340.
321	bridges, tunnels, paths, and overpasses as connectors.
322	Better connected bike trails

#	Comment
323	GJ has some great bike paths in place. It is a good start. However, there are a lot of areas of town that feel completely inaccessible by bicycle. Even with a bike lane busy roads can feel very dangerous in this area due to the way drivers treat (or ignore) cyclists. Riding on any major road in this town that doesn't have a bike lane feels like a death wish. I would like to see bike lanes be standard on all major roads AND see more development of separate bike paths.
324	Older retired folks enjoy biking and walking/running. I mostly see older folks on the existing bike trail, not younger people. Get out there and see who is using the existing trails. Signs asking for cyclists to call out their upcoming presence and signage for right of way priorities should be posted.
325	People are getting hit and killed by drivers who don't think they belong on the road. The mindset needs to change. New roads should include a big shoulder and not ending the pavement after the painted line. This gives bikers more room. Also, those streets should be cleaned, as all the debris doesn't make it safe to ride.
326	Keep the bike lanes free of gravel and debris. Maintain the river front trails - free of goat heads. When mowed the debris is not swept off the trail. When there is an accident the debris is often swept into the "shoulder" area which causes the bikes to go around and into traffic.
327	I am on Gunnison Avenue daily and the bike lanes there are not placed well. When parked cars open their doors to get out, it completely covers the bike lane and then I have to move over into car traffic to avoid them. A parked car may not see me coming due to other parked vehicles that are large, like UPS Delivery trucks.
328	Bridges to go across I-70 are too narrow for walking/biking alongside traffic. Wish they could be expanded to include safe lanes for walking/biking or add pedestrian bridges at crossings between 24 and 27 road.
329	Please add more places to practice for different types of riders. The city of Grand Junction has a generational opportunity to bring in world class tourism revenue if they can capitalize on the dirtbike and biking community.
330	More trails Make it safer to ride on city streets.
331	The only way to get from my house to CMU is to cross North or 70, neither of which are safe. There are no dedicated bike lanes or bike paths throughout the city. There is not a large number of people that regularly commute on their bikes, and the lack of bike culture in everyday commutes is a deterrent for me. Not only do we need more infrastructure, but there also needs to be more incentives to ride bikes instead of drive. Some possible solutions could include tax breaks for riding bikes, employee benefits at work, charging more for parking, raising the price of gas even more, or even just having social rides that bring people together.

#	Comment
332	Connecting Palisade to the riverfront trail would be great, should have happened before running it out to Loma in my opinion. Pedestrian/bicycle access from Redlands parkway over the 24 road bridge to the mall and the trail that runs to Canyon view park would be a great, well used asset (there is currently no safe way to do this).
333	I would love to bike more but there are stretches where I have to be on major roads and that is scary, unsafe, and not at all something I feel comfortable doing.
334	We need more sidewalks for children/people to safely ride and walk to and from school and parks! I live off of G road and 24.5 rd which has heavy traffic and many neighborhoods and schools in the area. Too often I see kids, and I have to walk/ride next to the road with no sidewalk or safe bike paths to use. It limits my motivation to bike to and from work and send my children to school and the park on their bikes or have them walk. This area is just going to get busier as there is homes being built all around this area. Please keep our children safe and add sidewalk and bike paths for them to use!
335	The other safety concerns is that there are not sidewalks along the entire route and the bikelanes don't feel comfortable at 7 in the morning with distracted traffic whizzing by. I wish there was a sidewalk along the South side of Patterson between 25 and 25.5 Road, along Pinyon Ave, and along 26 and 26.5 north of Patterson (for miles).
336	Making "hub" entrances to bike paths. Making paths everywhere is not possible but making major east west, north south paths that people can easily enter creates less hassle.
337	We need more PR to make the community more accepting of bicycling and walking in the city. Sometimes it is the attitude of people that make it difficult. Too many people in cars going too fast with no respect for walkers or bicycles.
338	I found no other place to leave just a comment. It would be nice to see Main street converted to a walking and biking district, from 7th street to 3rd street. Brick the road, tables and chairs, outdoor vendors and such.
339	There has to be a real presence of Security personnel; Police, Volunteers, Private, for there to be a sense of safety biking and walking in Grand Junction.
340	Link the bike path from 29 road to the river trail, so we don't have to cross 29 road and we don't have to ride on C road. Hook the east side of the path in to Riverbend Park in Palisade.
341	GJ is currently a very dangerous city in which to bike. The primary reasons are: lack of concern by motorists for bicyclists, traffic volume and high speed by motorists.
342	Don't take up space for cars to make bike lanes- they did this in LA and it was a nightmare.
343	No safe way to get from Redlands across 6&50 to the mall or up to G Road, North GJ, Community Hospital, etc. Same goes for East-West travel along Patterson, G road or North Ave.

#	Comment
344	distracted drivers are a big safety issue for bike riders
345	Need to widen the ped/bike section of the Broadway Bridge over the Colorado River. Need to improve bike path from Dike Road to the Broadway Bridge.
346	I would like to see direct connections via bike to the proposed Community Recreation Center (CRC) at Matchett park.
347	I ride my bike to work sometimes but the access along River Road is scary. There is not an adequate bicycle lane. River Road has a lot of commercial traffic (heavy trucks, trailers, etc.) The 0.6 miles from the overpass to the edge of City limits needs a separate path so that biking to work is safe. This will increase the usage of people being able to use a different mode of transportation to get to work.
348	The shoulder bike lane on River Road is extremely dangerous and insufficient because vehicles commonly exceed the 55 mph speed limit and the bike lane is very narrow and on the shoulder. There are 40 City employees at Persigo WWTP that do not feel safe riding a bike to work because the last 0.5 miles from railhead circle to the plant are along river road. This assumes you can ride the river front bike path all the way to railhead circle. If we add a bike path along river road from railhead circle to the Persigo plant, it would allow for a safe bike commute and connect the river front bike path to Persigo WWTP. I fear someone getting killed using the current bike lane on river road. I've has vehicles pass me within a foot while they are driving 55+ mph, its terrifying.
349	Should have biking to community hospital G road is unsafe.
350	I would walk/bike more if we had better connectivity and more separation frombusy roadways.
351	Many hospital employees would ride bikes to work. Would be nice to see St. Marys and Community connected to major bike paths. Both hospitals have major roads and busy traffic surrounding them and very little bike path access.
352	29 1/2 road north of Patterson is unsafe. Not only is there no bike lane, but there is room on the paved road for a bike and automobile without crossing the center to avoid hitting a bicyclist/pedestrian
353	I find it odd that sidewalks are left out as one of the reasons why we don't walk or ride. Grand Junction and Mesa County need sidewalks and bike Lanes before bike signs thank you. Please remove the bike signs north of town along 26 Road until we have sidewalks and bike Lanes.

#	Comment
354	Hi! This is an excellent mission. Few thoughts: 1) Our main corridor to school and for biking is along Monument Road, which is filled with cars and bikes. For sake of safety, and to connect with the existing path on S. Camp, would LOVE to see a bike path put in on that highway. The existing near Lunch Loops is usually walkers, not bikers. I feel it's only a matter of time till one of the fast moving cars clips a biker in the narrow path/shoulder that exists. 2) I think ensuring safety from other humans on the bike paths - particularly around underpasses, near the Safeway on Broadway - is important for encouraging more to bike. 3) Ensuring bike paths are connected throughout town is key too. 4) if biking #s increase, need to make sure enough bike parking downtown.
355	Biking Routes North South through GJ are pretty good. Less east west options besides the riverfront trail.
356	I know sidewalk maintenance is attempted, but they could use more. There are sidewalks, but not bike paths. Biking along 12th is not safe. Downtown neighborhood streets need lighting badly, but please use lights that shine down only, not ones that cause light pollution. I hope there will be a safe way to walk and bike to Matchett when the community center is developed.
357	It's no wonder that biking seems unsafe when the City tries to force bicyclists to mix with motor vehicles. Bike lanes on higher speed streets (anything above 25) are a horrible idea. It's no small wonder that the more this is done, the more accidents occur. Keep bike's separate on their own paths.
358	24 road corridor from Redlands to Patterson could use to be bike friendly
359	We need a solid recreation corridor that has safe and convenient accesses business districts, schools and high density residential areas, not just the riverfront area.
360	Education for drivers is important. Also enforcement of traffic laws. There is a majority who do t understand how to respond to bikers/pedestrians
361	For bikes, the issues extend beyond the City of GJ into the county. I live out near 26 and I roads and ride these roads myself and I see lots of others, including the CMU Bike Team riding on these roads. But the roads have NO shoulder and really need to have a proper bike lane to the side. There needs to be coordination with the county for bike lanes in the county areas connecting to the City paths.
362	There is always room for improvement, but GJ is still the best place I've lived for walking & biking. In general, I can get most anywhere on foot (I don't bike much). Great strides have been made for pedestrians at the Horizon Drive/I-70 interchange, making the walk to the airport a snap compared to what it used to be. Would like to see wider pedestrian sidewalks across the bridges over the river. Quite scary at present.
363	I like how Fruita and Denver and salt lake city have it where there is side walks that are placed all throughout the city that don't follow the road system.

#	Comment
364	The current paths are very nice, yes. But on streets……some don't have bike paths on both sides OR don't even exist.
365	A lot of the current problems with implementing non-vehicle transit in Grand Junction stem from an understandably passenger-vehicle-centric historic focus on transit planning. There is much work in the past decade that shows the impact this has has on pedestrian/rider/driver safety. Grand Junction would serve future generations well by attempting to incorporate current transportation engineering standards now into planning and roadway improvement budgets and schedules.
366	Barriers between bikes or pedals and cars are key, especially when encouraging a wide variety of users, like kids and seniors. Paths, bikeways etc are great.
367	Would love to see the riverside trail completed to go through las colonias to 29 rd. would also love to see a safer passage through the middle of town with safer bike infrastructure being built on streets like Orchard Ave
368	Currently the bike path system is fractured and not well marked. Despite a large volume of cyclists in the area and world class road/mountain biking the street route are poorly marked and unsafe. Protected bicycle lanes and integrated bike paths for commuting would be a wonderful addition to the city.
369	again, the Mesa Mall is a dangerous place for bikes and needs to be rethought as there is no safe bike path or pedestrian path
370	Love that we are doing this!!!
371	Lot's and lot's of potential. If the city is sincere, bike and pedestrian planning will be taken just a seriously as planning for the automobile. But sadly, with most development, it seems to be an afterthought at best. I challenge developers and engineers to consider the needs of bikes and peds as the FIRST step in the design process, not the last.
372	I went to school in Oregon. They have a regulation that a bike lane is required to be considered with every road project. It would be so nice to have foresight with ALL road projects to consider alternative transportation and how they can adjust the project to accommodate those utilizing these methods of transport. I watched sadly as the wide sidewalk on broadway was out in and I realized that the nice bridge was not easily accessible if you were using the bike lane. Instead you have to have a lot of foresight to get off the road early and use a driveway to access the sidewalk prior to the bridge. Soft shoulders are key to allow bicycle commuters to use the bike lane when safe but easily transition the the path when the bike lane punches off to nothing or there are obstacles in the road.
373	I think we should pave the canal roads as connecting bike paths. The bike path is great, but is out of the way for most commuters.

#	Comment
374	In previous cities, I have enjoyed bike commuting for most of my transportation needs. In Grand Junction, 2 major reasons that prevent me from biking commuting very often are: 1. aggressive behaviors towards bikers from other community members (would love to see a major culture shift in this area) 2. lack of bike trails, the need to cross busy streets, and a lack of safe bike route options.
375	More bike lanes please, and on streets where the speed limit is greater than 35 mph I would love to see dedicated bike lanes
376	There are some great resources with the Strong Towns nonprofit that relate to making more profitable and pedestrian friendly cities. Many infrastructure and zoning changes to make our city more economical seem counter-intuitive but the data back them up. Making streets feel less safe for drivers (making them narrower, etc.), actually makes them safer for pedestrians because drivers naturally slow down. This kind of thinking could have been applied to the First and Grand intersection, which was "improved" by designing faster car throughput, which makes it significantly less safe for pedestrians and cyclists. For all of the work that was put into designing this intersection, I feel it is just as inconvenient as a bike as before. More pedestrians and cyclists is financially beneficial for our city. Less need for vehicles frees up resources for low income to spend on other basic needs. Less infrastructure wear and tear. More dense shopping and more taxes collected from buildings that were once on parking lots. Less money spent on healthcare as folks are healthier from not having to sit in a car, and the list goes on. I am very excited that GJ has this initiative and am ready to volunteer my time to improve our great city!
377	Variable feeders into major East-west and north-south core paths. RFT is excellent example of core AST-West rout. Look to north-south streams & washes as well as East-West canal routs for most pleasant and safe routes with fewest intersections.
378	- Bike routes and bike/walk trails often abruptly end when approaching busy intersections, which is where they're needed most. - Lack of sidewalks along many roads in growing areas around Grand Junction (like 26 Road and 27 Road). Housing and population growth outpace the development of such sidewalks and bike routes. - Need more and better bike parking areas around town. It can be hard to bike to destinations due to lack of secure and adequate bike parking. - Too many bike thieves in this town.
379	I appreciate that this is getting attention, because I would love to see the investment in safe and affordable means of transportation. Bike lanes and walking passways are inclusive, essential, and usually quite beautiful. Encouraging this time outside when commuting to work, school, errands, whatever, is a fantastic reflection of the values we have as Grand Junction residents.
380	I'm especially interested in being able to bike to Canyon View Park along G Road. Not possible for me now.
381	From a drivers perspective bicyclists are unsafe. Widen the roads to make it safer for them.

#	Comment
382	We can be doing so much more to invite an alternative to our commute whether it is for work or errands. We have an automotive infrastructure in place, but now we need to be more aware that there are a lot of Grand Junction residents that would like a better walking/rolling/bicycling infrastructure that is often seen for the citizens of some better run 1st world countries. This can be for health reasons, gas reasons or to not be so dependent on a car/car costs.
383	Que los carriles para bicicleta sean conectados
384	Es necesario tener mmas senderos para bicicletas, Especialmente espacio para bicicletas donde hay protección de la calle y los autos, como mas espacio entre los carros y los senderos para bicicletas, o espacio con césped or otras platas para protectar las bicicletas de los carros. Y tambien es necesario tener mas iluminación para viajar seguramente por la noche.
385	If we were to facility somehow the rental of bicycles, E bikes, scooters such as Lime or Bird, perhaps more people would go and hang out downtown Grand Junction and or would not use a car or a bigger vehicle to go from point A to point B in the valley.
386	disconnected trails
387	12th street fells very dangerous x2
388	developed tree canopy wuld help during summer for shade
389	Lack of safe connected /continuous bicycle infrastructure. Narrow multi surface bike lanes that have chuck holes, uneven surfacing, debris, manhole covers and drains that must be negotiated, and that randomly begin and end. Difficult crossings of multilane streets with lights that are too short, and inadequate and dangerous places to wait t to cross.
390	There is a need for more SAFE places to lock your bike. Las Colonias is one place in particular, MANY people use a bike for their river shuttle and there is no place to lock bikes. Several stores do not have proper bike parking. The downtown area could use more bike parking, especially for special events, which would encourage more people to bike downtown for events like the market, Rides & Vibes, Beer Fest, etc.
391	Some corridors have no connectivity by bike without going way out of the way
392	Lack of bike lanes or shared lanes on primary roads like North Avenue. Inefficient bicycle routes that treat bicycle use as a second rate mode of transportation for daily living…. Efficient access to work, school, businesses.
393	The drivers around here are afflicted with some sort of mania. Warrants further study.
394	gravel in bike lanes, especially 7th st. , too many big trucks you have to share traffic with.
395	Some areas need safe crossings or even small shoulders
396	The sidewalks, where present, are often too narrow.

#	Comment
397	Your bike lanes usually do not extend through intersections! New intersection on 1st and grand did not follow your complete streets policy of implementing bicycle infrastructure within intersections - no bike lanes!! Sorry but sidewalks don't count for those who commute every day to work by bike.
398	Thier is not a safe way to commute from palisade to grand junction via bicycle.
399	It is unsafe to leave your bike anywhere because it will likely be stolen, or parts off your bike will be stolen even when chained up or using a cable lock.
400	A beautifully connected trail system would be so fun! Riding and walking alongside vehicle traffic one feels vulnerable,exposed, and uncomfortable.
401	Concrete and asphalt cracking cause uncomfortable riding.
402	No bike lanes and even if there were the traffic speed is too fast. Much of it exceeds the speed limit.
403	Too many entitled people on bikes.
404	E bikes present a danger to pedestrians and regular bikes because they go much faster
405	In many cases I need to go further when walking, or walk across busy streets or parking lots with no pedestrian amenities, than I would by car -- due to lack of crosswalks and super round about intersections or bridges **specifically the ridiculously long round-a-bout way to get from Redlands to Downtown GJ via Broadway, and to get across Monument road from where people live/eat to where people recreate (lunch loops & the bike path)
406	Sidewalks that abut the street are very dangerous. The safer ones are separated from the street by a grassy area.
407	Hills, but I am trying to figure a way around that.
408	Homeless people under bridges are using the sidewalk as a bathroom!
409	Nearest grocery store is five miles away so biking to and from the store with a load of groceries is not practical.
410	Cyclists need to stay on the bike path and show curtesy to vehicles. They are rude both on the road and on the trail. They clog the roads and try to run people over on bike trails. They honestly not welcome.
411	Not enough separated multi-use trails and/or connections from those trails to where I want to go.
412	not enough bike trails/paths
413	The behavior and attitudes of vehicle drivers to pedestrians (at least outside of the downtown area, where drivers tend to expect pedestrians and are better). I go jogging a lot in the neighborhoods near Canyon View and often cars won't even stop for me in the roundabouts.

#	Comment
414	PATHS NEEDED ALONG CANALS AND DRAINAGE DITCHES CREATING CITY-WIDE GRID REMOVING PED/BIKE TRAFFIC FROM BUSY STREETS. NEEDS DONE!
415	We need connecting routes so we can commute by bike, or do longer trips. Now you have to wander around and it's not safe due to traffic.
416	the biggest challenge is for the cars because the bicycles should be on the sidewalk, now north avenue is more dangerous than ever who ever engineered the mess they are doing right now should be fired!
417	City center/University area in general is perfect for bike and scooter travel being that is not hilly. And yet the bike lane and shared bikes lane infrastructure is non existent along some the most key roads like North Ave, 12th and 7th. Areas full of people living and shopping...thousand of residence and students along with shops and resturants, with room to grow even further, with high density apartments or town homes...and yet the all we see from the city is expanding the width of sidewalks, which was not needed on Norht Ave, the problem is traffic...and the city double downs with bus pull out lanes which further increases traffic speeds as car proceed unrestricted as buses pick up passengers and the bus schedules will fail in the future as traffic density will not allow the bus to merge back into the moving traffic. The city has spent millions destroying the bus experience with removal of benches and shelters..... and further destroyed accessability on Norht ave for left turning people in the name of safety...with out simply lowering the speed to 30. You cant fix the incompetence and the mindset. At one point I called the city to inquire on why the bike lanes were not installed during phase 1 of livable neighborhoods...which voted on and plans drawn up to include bike lanes. That never happened...and the city told me to just ride your bike on the sidewalk.... which is the most backward ass thinking possible. You cant even argue with that level of incompetence in my opinion. Then I heard talk of multimodial trails next to Norht AVe...that is why the sidewalk is so wide now....but studies show over and over again...you never put multimodial trails next to major roadways especially when they are lined with businesses and driveways. The level of incompetence with city planning is maddening.
418	Drivers in this area are completely unaware of cyclist rights and laws protecting them (bikes can take whole lane, must give bikes 3ft, etc)
419	There is very little regulation on poor driving and speeding in Grand Junction, so drivers drive fast and carelessly.
420	No separation from the crazy drivers and diesel DB's who make me fear for my life and breath exhaust.
421	Since there is a lack of bike lanes - bikers ride on the sidewalk and make it feel unsafe for pedestrians. Could change this by having a safe bike lane.
422	The existing bike lane network is very disconnected and doesn't actually connect me with where I want to go. I would like to see short, safe, and connected routes be prioritized in the design of our bike network.

#	Comment
423	Crosswalks are not properly marked on both sides and vehicles rarely stop
424	Streets without any bike lane, or streets that have a bike lane for only part of the way (e.g. Gunnison or 15th). Busy streets with nothing at all - most of the East/West corridors.
425	Bike lanes are inadequate or non existent for a large portion of the roads I frequently use.
426	Some roads have no sidewalks at all.
427	Trails are nice when you get to them, but riding a bike on Patterson is not a good option for getting to a paved trail. The sidewalks are narrow and bumpy, and even if you go south on 1st street where there is eventually a bike lane, it's still only a painted line and not a protected bike lane and I don't feel very safe. All of this significantly impacts how much I ride my bike. In Aurora, CO I had excellent access to paved trails near my house and I could go anywhere in the Denver Metro area safely by bike and it was fantastic.
428	We need more shoulders and the bike routes we have need better continuity.
429	There's no safe crossing by bike from Redlands over the Redlands parkway (to City Market, Patterson, Canyon View Park, Starbucks, etc). The hill takes time to climb, and the vehicles move very quickly. There's no bike lane, and it takes a lot of effort to go around that area using the bike trail. Also, 25 Road feels unsafe to bike on to work.
430	Homeless in areas very unsafe And unsanitary
431	Homeless population has taken over. I walked to work once and there were men in sleeping bags on the sidewalks along North Ave. They hang out in most of the parks now. I feel for them but it makes it feel dirty and unsafe.
432	GJ lacks safe by-ways across town; This is improving but still in adequate; key would be safe north to south route
433	Límited safe corridors to travel in the valley (River front trail)
434	people who drive fail to maintain the posted speed limit.
435	People driving cars can be agressive to bikers
436	Lack of traffic control - speeding, lane changes at intersections, yellow and red light running, loud cars with no mufflers
437	Areas to nearby shopping centers not safely rideable for bicyclists - lack of shoulder, bikelanes, etc.
438	The best routes are often not well published or known for people.
439	We moved downtown for the walk ability to the pharmacy, library, post office, and grocery. In the past five years, the grocery and pharmacy have closed and now we drive to get our food/meds. We live in a food desert now.

#	Comment
440	Safely traveling from one area to the next. Transition zones.
441	There is just so much traffic that it makes it unpleasant to bike. But if GJ was in Europe, most people would bike in such size of a city, fairly flat and with great weather!
442	Homeless sleeping at every park with a public bathroom. Tents and hammocks set up at bus stations. Businesses with overhangs have homeless just sleeping under them.
443	Drivers attitudes towards cyclists in GJ is toxic. I have been hit 4 times on my bicycle by a car. Not a single situation was written. Once I was accused of staging the accident by the police.
444	pedestrian lights change too quickly.
445	Homeless groups on river trails and at park toilets
446	Clothes required when I get there
447	No safe bike path to get from north area to River Trail
448	Personal; not enough time.
449	Competition between walkers and bikers for space.
450	Roads are not wide enough to safely allow safe passing of bicycles.
451	Along Independent Avenue, the gravel & mud run off after a rain onto the sidewalk makes it hard to navigate — seems like the property owner should contain the gravel & mud. Also, some of the property owners let mulberries cover the sidewalk, making it difficult to navigate a wheelchair. Lastly, at least one property owner on Poplar allows their hedge to grow onto the sidewalk, again making it difficult or impossible for a wheelchair to navigate.
452	The paths frequently do not lead to anywhere meaningful, i.e. to a store/park/hospital, or there are no safe ways of getting to said locations as there are no paths.
453	Walking in many areas is difficult. Trails are not connected. also speed of traffic on 26 RD where I live makes it difficult.
454	Inconsiderate users on bikes/ebikes not announcing or riding too fast. Too many homeless people.
455	Bike lanes are not wide enough to feel safe in traffic
456	There should be more trails and spots to practice dirtbiking.
457	No trees to shade in the summer
458	Not enough bike paths/lanes
459	Safety concerns walking alone with many area of homeless camps.
460	No sidewalks, if you build it they will come
461	The preserve walking park on the Redlands is not safe for a woman walking by herself. No bike lanes on S. Broadway - dangerous for bicycalists.
462	Dangerous drivers and no enforcement of traffic laws

#	Comment
463	Could we move more towards Night Sky Friendly lighting?
464	Buying uncooked food is only possible at large stores centered in concentrated, vehicle focused shopping centers, not close to where most people need to use uncooked food.
465	The Mesa Mall has no bike path and my daughter took her life into her hands trying to get to the mall, this needs to be corrected so that kids and adults can safely travel to and from the mall
466	Busy doing other things.
467	Homeless??? Asking for money, or acting in a threatening manner. Dogs running without being on leashes. Drivers who look left and go and run into those who are coming from the right. Drivers who think a STOP sign means slow down, then continue.
468	I don't feel safe walking places like the Riverfront trail specifically under the many dark bridges. There is overgrown onto many sidewalks. I understand main arteries being fast like Patterson, North and 12th, so I avoid them. I don't understand when people speed on Main or 5th. It feels unsafe to cross, and even makes the most leisurely time downtown feel like a task.
469	more bike paths x2
470	disconnected routes x2
471	speeding cars
472	not safe for children
473	right hand turn lanes feel unsafe for bicyclist
474	Drivers' lack of patience and understanding with bikers
475	Some streets with wide shoulders or bike lanes, often have cars parked in the way, weeds, or other debris.
476	Unprotected bike lanes make major routes too dangerous to bike!
477	Lack of efficient bike lanes along major city center corridors… North Ave, CMU, city center. Bikes on sidewalk as a primary path for bikes is ignorance…
478	Again, the Mesa County Motorist Madness. These drivers need to be examined by a professional.
479	Poor connectivity. Examples: bike lanes that just end at mid block (e.g. 12th Street); traffic lights that don't change, making the whole route inconvenient (e.g. 5th Street); inconsistent shoulder width from one block to the next (e.g. Orchard Avenue).
480	Thier are spaces between bike paths that are not accessible/safe for bicycles, thus it is impossible to use these paths to get from one location to another.
481	Cars/trucks biggest fear

#	Comment
482	Dogs off leash along trails; broken glass lack of clarity about morotized E-bikes and pedal assisted bikes speeding down the trail and striking pedestrians or traditional cyclists; no apparent speed limit for E-Bikes
483	Biggest issue is having to ride alongside all vehicle traffic almost anywhere you want to go in the Grand Valley.
484	Right-wing anti- environmental zealots trying to terrorize cyclists, an uneducated percentage of car drivers who don't understand the law, let alone recent changes to said laws, road hazards such as goatheads.
485	Streets are designed for cars, not bikes. Biking is often unsafe, especially as there is very little biking culture.
486	Railroad crossings--have to walk the bike
487	Too many entitled and inconsiderate peopleA on bikes
488	Lack of connectivity
489	Cars often do not stop at stop signs: 1) roll through the stop sign and 2) stop after the stop sign into the crossing
490	Bike lanes abruptly end with no shoulder available. Vehicles taunting bicyclers. .
491	bike lanes terminate before reaching destination
492	The design speed is just too high on most roads in Grand Junction to Safely/Comfortably accommodate bikes, and often alternative bike paths go under bridges and to other less "sticky" (interaction with surroundings) and therefore usually less safe or comfortable areas.
493	People are using their cell phones every second their behind the wheel!
494	I bike many places in grand junction regularly and there is a lot of road in Junction that is truly unsafe for bikes. Often there is no route that makes it safe unless I want to add 3-5 minutes to my ride, which is already longer than driving, making biking even less desirable. Safety and direct efficient routes are two most important things for getting people to bike commute. With safety being a big big number one. A lot of the shoulders are filled with debris, meaning I risk a flat tire, or ride right on the line. Often, junction has these huge terrible shoulder less roads that there is literally no other option but to take, and cars go 45-50 mph on. I try hard to find safe efficient routes and there are a few no doubt but they are few and far between. Lived and biked in a few other places and glad this survey is happening because bike ability of junction has a lot of room for improvement.
495	I frequently ride the bike lanes on Monument Road and along the Riverside Parkway. They need to be swept of debris much more often. I frequently have to travel in the traffic lane because of all the rocks, gravel, and broken glass that is in the bike lanes. A bridge for bike riders and pedestrians over 6 and 50 would be good. Perhaps one near 24 road and another one near the Amtrak Station.

#	Comment
496	It is difficult to transition to the north valley from the bike path at the Blue Heron boat put in bike path across the bridge to 24 road. There is very little room across the bridge over Hwy 6/50 to the intersection of 24 road and Patterson.
497	hostile drivers
498	driver/biker interactions can be very hostile
499	Lack of bike lanes
500	The behavior and attitudes of vehicle drivers toward cyclists, which range from obliviousness to outright hostility and aggression. I moved here from the Front Range and have been shocked and disappointed at how hard it is to bike commute in this town. Pre-COVID, I biked to work every day from 25 and G Road to my office downtown. So many bad incidents. Drivers here at best simply don't expect to see cyclists, at worst, they are downright mean spirited. They don't stop when it's my right of way, they cut me off at crossings, they roll coal in my face. It's really disheartening. Also, many (maybe most) businesses here don't even have bike racks out front, so I end up finding a tree to lock my bike to. It's so different from the Front Range, where it's standard for businesses to have racks.
501	Feel unsafe biking where there are no bike paths present
502	Drivers are inconsiderate of bicyclists
503	COLORADO LOTTERY GRANTS NECESSARY TO PAY FOR CANAL BIKE PATH INSURANCE AND TO ADDRESS OTHER OBSTACLES ENCOUNTERED.
504	No connecting through routes. It does no good if you have to get off your bike, detour, etc. Bike commuting needs to be designed just like car commuting - direct and fast.
505	Link up bike paths create east west through bike routes.
506	There are NO bike lanes along busy areas like North avenue. This is incredibly dangerous to ride in the road as well as on the sidewalk.
507	Infrastructure is currently insufficient to connect different parts of the city.
508	designated bike streets do not have sufficient room for bike lane, especially G road only has a bike lane for west bound traffic and non at all for east bound
509	The whole town caters to bicycles and now you have totally screwed up North Avenue.
510	nice list of nothing youve provided. The biggest challenges is that major retail and neighborhoods are not connected with a cohesive network of bike lanes or shared lanes....and streets with bike friendly speed limits... 30mph in high traffic areas.
511	Bad or little bike lanes... examples: Broadway, South Broadway, Interstate 70 Frontage Rd, River Road, Rim Rock Road, Little Park Road, 24 rd from Redlands pkwy to Canyon View Park, route from GJ to Palisade.

#	Comment
512	many bike lanes are full of goat heads or broken glass etc. and flat tires are a big problem
513	See above
514	There is not enough separation from traffic
515	Bike lanes should have physical separation to prevent vehicles crossing. Bike crossing lanes are needed at street lights. Citizens need more respect for bikers/pedestrians
516	Bike lanes end abruptly on main thru ways (for example 12th Ave when it crosses Gunnison). So it is not safe to bike to the grocery store - or to other errands because bike lanes end and are non existent for much of our town. We would LOVE to bike to these places if there were a safe route.
517	No bike lane or even a shoulder on some streets.
518	Some portions of the City do not have any safe bike lane corridor. For example trying to get from city center out West towards the Mall takes some very creative riding through back streets and use of a map app.
519	Car/truck drivers being disrespectful of cyclists
520	Ideally I would like to ride my bike to work more but my husband can't drive right now so I need to take a car to run errands or pick him up.
521	Horrid and uneducated drivers who are not always held accountable when bikes or peds are involved
522	The homeless issue along the bike path makes me feel unsafe so I avoid it more than enjoy it.
523	***creating safe bike lanes on North/South in town routes. ie: 7th street to downtown. creating safe routes on East /west roads such as Orchard (Orchard runs a long distance east to west and several areas there was a designated bike lane then it is not on the other side of street. why does it just disappear.?
524	Both sides of Orchard should have proper bike lanes for both East and West bound cyclists
525	Create bike lanes on streets that are not busy. For example there's no reason for a bike lane on main with all the cars. Put the bin lane 1 street over until you hit downtown.
526	Shoulders need to be swept more often and we need more of them.
527	Where there are bike lanes, they are often covered with rocks and debris. In contrast, the roads are kept clean.
528	Big trucks could benefit from biker education. Many people have been harassed or run off the road by vehicles that don't respect bikers. More and wider bike lanes are needed for safety.

#	Comment
529	Hostile drivers and drivers that are unaware. Additionally speeds that are too high. For example g road could be a decent route but speeds are too high.
530	1) Bike lanes are frequently blocked by parked vehicles including City of GJ Parks&Rec maintenance vehicles/trailers forcing bikers into the street into the path of unexpecting motorists. 2) Bike lanes and road shoulders are rough, poorly maintained.
531	Bike lanes begin/end with no warning, or run parallel to paths that can't be accessed safely. See Redlands Parkway.
532	Vagrants obstructing paths or making travel uncomfortable
533	Cars are aggressive to people on bikes, I take back roads because main roads are not safe, I have been hit on my bike and the person did not stop, she totaled my bike
534	Lack of traffic control - speeding, lane changes at intersections, yellow and red light running, loud cars with no mufflers
535	There are a lot of seniors in Grand Junction. Leave Main Street as is, as many of us won't be able to get to downtown shopping if you block it off.
536	I'm not aware of any protected bike lanes. Narrow lanes with only paint indicating they are for bicycles are not sufficient.
537	Safely traveling from one area to the next. Transition zones.
538	fairly
539	There are sections of streets with insufficient or no shoulders for biking.
540	Few bike lanes. No protected bike lanes. Few traffic controlled bike crossings. Few safe, direct routes to shopping centers and grocery stores. Existing bike lanes end at intersections or are inexplicably discontinued. Bike lanes are too narrow.
541	Would appretiate measures to desuade cars from driving fast (ex: trees growing close to road) and also would love more bike/multiuse paths that are completely detached from car roads. Main being completely car-free would be great.
542	Ebikes are super dangerous on sidewalks and paths. Some people are safe with them but others drive them like the motorcycles they are with no regard for anyone moving slower than them. Motorized travel should be prohibited wherever children and the elderly are. Also the Homeless have taken over the river front trails. They just use the paths as place to go to the bathroom.
543	Police do not treat cyclists the same as drivers. We are second class to them in GJ
544	I don't bicycle at this time.

#	Comment
545	Not enough bike lanes on roads!! Especially G road not safe. Need safe places to cross busy roads from the river front trail. Highway 6 & 50
546	Not enough bike/walking trails in North GJ
547	I think that the City did a great job at increasing bike lanes and making sidewalks easy to ride on. However, the bike lanes are not cleaned enough.
548	29 bridge bike lanes are too narrow for safety
549	Other than the River Front Trail(which has several poorly maintained sections), there are multiple places where the bike lanes abruptly end with no shoulder to ride on. The system is patchy one could say. Also, it seems no one in town knows what the rules are on our streets and sidewalks for traffic in general. I work around the area of 1st and North and own 3 bikes. On 1st Street between North and Broadway people use the sidewalks as bike paths. Many are traveling over 15 mph(some of the e bikes are running much faster) creating danger to both pedestrians and bikers. Some people are riding their bikes the wrong way in the bike lanes too. Not all cars and trucks yield to pedestrians in marked crosswalks. Their is confusion about the rules of bikes in crosswalks too. Before more people get killed maybe a comprehensive publication and listing of the laws/rules would help some, along with signage in trouble spots.
550	People in trucks. Distracted drivers usually holding a smart phone in one hand.
551	There are gaps in bike lanes to shopping areas from the Redlands.
552	More bike lanes are needed, bigger shoulders for cycling and keep extending the bike paths. More people are using them and will come to GJ for recreation.
553	Inconsiderate users on bikes/ebikes not announcing or riding too fast. Too many homeless people.
554	This is the best place in the country for all types of riders. We should embrace this and become a destination for people across the world to come to and ride; like Moab.
555	I get harassed by cars when I'm on my bike, and I fear I will get hit by someone on purpose because people in cars hate cyclists.
556	Not enough bike lanes so bicyclist end up impeding traffic on main roads.
557	26 Road north of town is dangerous because of all the new bike signs and bikers out here you should remove those signs and quit encouraging people to ride their bikes where there is no shoulder and there's heavy traffic. You're going to get somebody injured or worse. I find it odd that when new subdivisions go up north to town it's not required for them to put a sidewalk in along the major roads???
558	Dangerous drivers and no enforcement of traffic laws

#	Comment
559	The bike paths along roads are dirty, with dirt, small rocks, general debris and even stickers (goat head) that flatten tires. The adjacent road is much cleaner as cars tend to push the debris to the sides, and thus into the bike lanes. I would use the bike lanes more if they were kept clean with proper street sweeping.
560	i don't bike
561	Hostile Drivers! Rolling Coal, Speeding, not giving enough room to pass, distracted driving, etc.
562	Having to share busy roads without dedicated bike lanes
563	My bicycles need service.
564	Drivers who don't see us (bike riders).
565	If there is a bike lane, it is typically either too narrow to feel safe (Ridges Blvd for example) or at such a slant it feels unsteady (like from the riverside parkway bridge to downtown as one example) I'm a short person, around 5'2" and I have to duck constantly to avoid hitting branches and leaves when riding my bike. (Example: eastbound, on the right side "bike path" down Broadway)
566	Insufficient bike lanes that stop abruptly and force bikes onto sidewalks to be safe. The signage for cross-walks also do not indicate that bikers should also given right of way when in a cross-walk. I have been beeped at because I was crossing the street in a cross-walk and the driver thought they had the right of way. In addition at the same time, the left turn lane driver was across the lines in the cross-walk which forced me into the street to cross.
Comments Received on the project website via GJ Speaks	
567	A fundamental change needs to take place..... placing more focus on Bike/Pedestrian access as it relates to business city center..... For example, North Ave is lined with business, neighborhoods, lincoln park and a university. Yet the city still treats the traffic flow on North Ave as a priority. The priority needs to be pedestrian and bike access to the thousands of people that live city center...alongside North Ave and the businesses and university. It should be more efficient for pedestrians and bikes to access this corridor. Bike Lanes on North Ave, 30 MPH speed limit and the addition of multiple cross walks should be added. You want to create access and efficiency between the people and businesses they visit. Instead what we have seen is the push to increase the flow of traffic....and restrict access and efficiency by elimination left turns onto north and installing bus turn outs that insure that the pace of traffic is sped up..... see the focus of public trans port was relegated to second place in an effort to keep the cars moving..... Thats not what you want to do in high density city centers full of businesses like found along north ave. Will traffic be slower and congested...yes, with the area thrive and grow....yes.
568	There are some great resources with the Strong Towns nonprofit that relate to making more profitable and pedestrian friendly cities. Many changes to make our city more economical seem counter-intuitive to standard infrastructure improvement practices, but the data back them up. For example, making streets feel less safe for drivers (making them narrower, adding trees to the sides, etc.), actually makes them safer for pedestrians because drivers naturally slow down. This kind of thinking could have been applied to the First and Grand intersection, which was "improved" by designing faster car throughput, which makes it significantly less safe for pedestrians and cyclists. More pedestrians and cyclists is financially beneficial for our city. Less need for vehicles frees up resources for low income to spend on other basic needs. Less infrastructure wear and tear. More dense shopping and more taxes collected from

#	Comment
	buildings that were once on parking lots. Less money spent on healthcare as folks are healthier from not having to sit in a car, and the list goes on. Denser downtowns produce more tax $ per acre and require less infrastructure maintenance. We (GJ) could go so far as to hire Urban3 to do a fiscal analysis, but only need to look at their hundreds of existing analysis' to see these trends. I am very excited that GJ has this initiative and am ready to volunteer my time to improve our great city to this initiative! Sources (I would be ecstatic if someone reads these): https://www.strongtowns.org/journal/2021/8/6/the-key-to-slowing-traffic-is-street-design-not-speed-limits https://www.strongtowns.org/journal/2018/1/16/why-walkable-streets-are-more-economically-productive-3bzg5 Urban3: https://www.urbanthree.com/
569	The Lincoln Park event was very poorly promoted. Disappointing to read a cover story in the Sentinel after the fact instead of before the event.
570	The Northeast corner of Orchard/28 1/4 RD is unsafe for wheelchair users. The slope of the wheelchair ramps are extreme when rounding the corner on the sidewalk, causing my chair to tip sideways. The bike lane coming down 28 1/4 Rd. suddenly jumps over a lane when crossing Orchard, and is also unsafe.
571	I would love to see a pedestrian and cycling overpass/underpass across 12th to CMU. It's such a congested area with a history of accidents, it could be a practical and potentially beautiful solution to this problem!
572	On Redlands, South Broadway has no shoulder. Bicyclists are allowed to use a full lane. The law requires a 3' buffer. How does someone driving a full sized pickup or SUV leave a 3' space if cyclists are using a full lane? Do the math.
573	As a firefighter for the city it would be great to see improvements made to result in lowering our call volume of avoidable accidents. My wife works at SMH and is also currently attending CMU, both of which are popular places for these accidents to occur. Getting a call at either location always makes me nervous that she is potentially who was hit. I believe that raised crosswalks similar to 1st St would prevent these accidents from being as frequent. 7th St from Patterson to Bookcliff, and 12th St from Orchard to North Ave I believe are the worst and would benefit from these.

Public Comments on GJSpeaks.org – February 2023 – Draft Plan

All bike and walking planning should include the new electric skateboards, bikes, hoverboards and the rest in the planning. In many places I visit, and in GJ as well, people are zooming by on sidewalks and walking paths on these newer electric powered devices, which may soon dominate the future of transportation. Some agency (the city, developers, builders ?) should improve the needed transportation issues much earlier than is currently the practice. Right now builders are constructing over 100 new homes, duplexes, apartments, a new Mormon Temple, and new business in the vicinity of Horizon Drive, 27 Road, and G Road. There are also plans for landscaping Horizon Park off of 27 Road north of G Road. Currently to walk or ride a bicycle anywhere in this area requires use of very busy and narrow roads with cars going 35 mph or faster. Kids and adults in these new subdivisions could not safely walk along or cross Horizon Drive, 27 Road (12th Street north of the roundabout), or G Road. There are no crosswalks or sidewalks along 27 Road or G Road. Solutions are needed now and should be built now!

[redacted]
Feb 26, 2023 · 1:36pm

Thank you for this opportunity to comment on the Grand Junction Pedestrian and Bicycle Plan. 1. Tenth Street should be a Bicycle Boulevard from Belford to Main Street. This route is heavily used by cyclists and pedestrians, and vehicle use is less than 1000 per day. If it was a Bicycle Boulevard the route could be made safer with enhancements such as refuge medians on Grand and Gunnison, which would also discourage driving on Tenth Street. This half-mile route provides access to two schools and CMU. Alternative routes are available on 9th and 11th Streets. 2. page 47. The 24 Road/Redlands Parkway overpass should be a high priority for a trail, cycle track, or protected bike lane, instead of low priority as currently shown in the draft Plan. The current route is not safe for cyclists and pedestrians accessing Mesa Mall, Community Hospital, Canyon View Park and other important destinations in this area. 3. page 31. For buffered bike lanes, cross hatching should be required even if the buffer is less than 3 feet wide. The City has done this in the past and it clearly highlights the buffer, so it should be included in the Plan. 4. The Plan should recommend use of automated counters for bike and pedestrian use so that changes in active transportation use can be measured as the Plan is implemented.

[redacted]
Feb 26, 2023 · 11:59am
720 Ivanhoe Way
Grand Junction, Co, 81506

[redacted]
· Feb 23, 2023 · 12:49pm

I was at your open house last night but didn't have time to leave comments so hear are some I would like to add to the list: 1. broaden the concept/name to a wider range of non-auto users - walkers, runners, stridor bikes, strollers, bikes, trikes, ebikes, scooters, escooters, skateboards, eskateboards, hoverboards, etrikes and who knows what else will come. 2 add a soft path either adjacent or better detached along as much of the riverfront trail as possible, esp as new areas get built or changed from asphalt to concrete. We need to accommodate not only more users but a much wider range of speeds. 3 consider an underpass beneath Patterson Rd to access Matchett Park/CRC (I understand 28 1/2 Rd or Indian

Wash could be options) 3 make bike/pedestrian signal buttons more convenient when they are far from the actual crossing (N. Ave and 10th, where many CMU students, etc cross) is one example. (some newer intersections have done that). 4 Improve wayfinding signs by moving the map lower (many signs have an upper green sign showing distances to various points and right below it a map - the sign is easy to read but the map is too small and high to be easily read - this would be an easy fix. 5 consider opening the Highline Canal ditch bank along Matchett Park to the public, if the city has that ownership or easement - is high enough for great views and could help break the canal bank barrier. 6 complete the detached path along the north side of S. Camp - that will help complete the Redlands Loop without crossing S. Camp once the Monument II trail is built. 7 Make sure new subdivisions have as many connecting paths between homes as possible to kids can easily visit friends without having to navigate busy streets. Also continue adding paths to canal banks wherever possible to play for future canal bank trails.(this already done in many places I am aware of) 8 try to keep bike lanes as clean as possible. In particular, Monument Rd heading down is often so full of sand and gravel its hard not to swerve out onto the road, at least on a road bike (Monument II will help correct this). I greatly appreciate this effort and all the other ideas I saw last night and think this will go a long way towards making GJ and better place to travel car-free for pleasure, shopping and work.

[redacted]
· Feb 21, 2023 · 12:33pm
Can you give us more information on the Shared Micromobility? Selected companies, exact launch date?

[redacted]
· Feb 10, 2023 · 10:25am
This is a great thing for Grand Junction and I applaud the foresight for bringing this forward. The one thing I see as a vital piece missing is the utilization of the canal system. While I understand these are corporately owned parcels and cause a lot of stir when brought into this conversation, they are existing natural pathway that cross through the entire city. The views are great from many sections and the grades are relatively flat. They are a pedestrian/bicycle superhighway that already intersects a vast majority of the city. The cost saving and safety improvements from incorporating these into a master plan would be great. The irrigation companies need to be brought on board with the fact that the utilization of these pathway is for public benefit. There are plenty of city's that have symbiotic relationships with their irrigation districts for the utilization of their Maintance roads.

[redacted]
· Feb 5, 2023 · 4:17pm
The rough draft of this plan looks incredibly well thought out from a layperson's perspective. I have to commend the team working on this. I hope that momentum is able to continue so that we can have a profitable and healthy city.

Public Comments on GJSpeaks.org – September - October 2022 – Existing Conditions

[redacted]
· Sep 15, 2022 · 8:29pm
As a firefighter for the city it would be great to see improvements made to result in lowering our call volume of avoidable accidents. My wife works at SMH and is also currently attending CMU, both of which are popular places for these accidents to occur. Getting a call at either location always makes me nervous that she is potentially who was hit. I believe that raised crosswalks similar to 1st St would prevent these accidents from being as frequent. 7th St from Patterson to Bookcliff, and 12th St from Orchard to North Ave I believe are the worst and would benefit from these.

[redacted]
· Sep 16, 2022 · 9:15am
On Redlands, South Broadway has no shoulder. Bicyclists are allowed to use a full lane. The law requires a 3' buffer. How does someone driving a full sized pickup or SUV leave a 3' space if cyclists are using a full lane? Do the math.

[redacted]
· Sep 16, 2022 · 11:51am
I would love to see a pedestrian and cycling overpass/underpass across 12th to CMU. It's such a congested area with a history of accidents, it could be a practical and potentially beautiful solution to this problem!

[redacted]
· Sep 17, 2022 · 1:27pm
The Northeast corner of Orchard/28 1/4 RD is unsafe for wheelchair users. The slope of the wheelchair ramps are extreme when rounding the corner on the sidewalk, causing my chair to tip sideways. The bike lane coming down 28 1/4 Rd. suddenly jumps over a lane when crossing Orchard, and is also unsafe.

[redacted]
· Oct 19, 2022 · 9:20am
There are some great resources with the Strong Towns nonprofit that relate to making more profitable and pedestrian friendly cities. Many changes to make our city more economical seem counter-intuitive to standard infrastructure improvement practices, but the data back them up. For example, making streets feel less safe for drivers (making them narrower, adding trees to the sides, etc.),

actually makes them safer for pedestrians because drivers naturally slow down. This kind of thinking could have been applied to the First and Grand intersection, which was "improved" by designing faster car throughput, which makes it significantly less safe for pedestrians and cyclists. More pedestrians and cyclists is financially beneficial for our city. Less need for vehicles frees up resources for low income to spend on other basic needs. Less infrastructure wear and tear. More dense shopping and more taxes collected from buildings that were once on parking lots. Less money spent on healthcare as folks are healthier from not having to sit in a car, and the list goes on. Denser downtowns produce more tax $ per acre and require less infrastructure maintenance. We (GJ) could go so far as to hire Urban3 to do a fiscal analysis, but only need to look at their hundreds of existing analysis' to see these trends. I am very excited that GJ has this initiative and am ready to volunteer my time to improve our great city to this initiative! Sources (I would be ecstatic if someone reads these): https://www.strongtowns.org/journal/2021/8/6/the-key-to-slowing-traffic-is-street-design-not-speed-limits https://www.strongtowns.org/journal/2018/1/16/why-walkable-streets-are-more-economically-productive-3bzg5 Urban3: https://www.urbanthree.com/

[redacted] · Oct 21, 2022 · 12:27pm

A fundamental change needs to take place..... placing more focus on Bike/Pedestrian access as it relates to business city center..... For example, North Ave is lined with business, neighborhoods, lincoln park and a university. Yet the city still treats the traffic flow on North Ave as a priority. The priority needs to be pedestrian and bike access to the thousands of people that live city center...alongside North Ave and the businesses and university. It should be more efficient for pedestrians and bikes to access this corridor. Bike Lanes on North Ave, 30 MPH speed limit and the addition of multiple cross walks should be added. You want to create access and efficiency between the people and businesses they visit. Instead what we have seen is the push to increase the flow of traffic....and restrict access and efficiency by elimination left turns onto north and installing bus turn outs that insure that the pace of traffic is sped up..... see the focus of public trans port was relegated to second place in an effort to keep the cars moving..... Thats not what you want to do in high density city centers full of businesses like found along north ave. Will traffic be slower and congested...yes, with the area thrive and grow....yes.

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: 6th + Teller, Downtown

Comments: 12th Street, North of CMU campus (to Ale House/City Market, Spoons, Horizon Drive) is super sketchy w/ broken sidewalks, fast, distracted traffic. Also, I love this event today and how it is organized = to give voice to all.

Grand Junction

PEDESTRIAN & BICYCLE PLAN COMMENT FORM

Name: [redacted]

Address/Area: Roseville Rd (Redlands)

Comments: I am happy to see GJ prioritizing bike/ped visibility + infrastructure! It is needed + appreciated. I hope that major educational shifts are in place for motorists...

Thank you!

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: Downtown - Teller + 5th

Comments: Towns designed for cars make it harder for people with low incomes who cant afford cars to commute to work. Creating a negative feed back loop of people in need of money having less access to jobs, a problem for both local economy and community. Bike infrastructure in low income areas of town benefits all of GJ.

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: 20th & Orchard

Comments: Final recommendations absolutely need to consider the most vulnerable road users (kids & seniors). Independent mobility is absolutely essential for these groups, yet their safety is compromised by current road design.

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: 2601 Mesa Ave GJ CO 81501

Comments: hopefully improve safety @ 4 way stops for bikers who yield to "no cars" @ the sign just for cars to blow them, or other cars not making full stops & looking both ways for bikers, not just a car on the road, or a pedestrian on the side walk. Too many cars are texting and feel like even the safer routes are only as safe as the vehicles operators are.

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: 427 Pleasant Hollow Ct / Redlands

Comments: Bicycle better access across 24Rd/Redlands pkwy Bridge to mall + around mall area. Wider lane on broadway across the Bridge please. lights on the over passes for main from Riverside & under Broadway Bridge. Better ~~Bike~~ access along N. Ave 1st – 12th/15th
It would be great to have color defined Bike lanes.
It would be great to have better enforcement w/ People Parking in Bike lanes

Grand Junction

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: 1015 Hill Avenue; 10th and Hill near lincoln park + CMV

Comments: GJ has potential to be very bikable and walkable. Dedicated bike routes paralleling major thoroughfares w/ bike lanes and sidewalks that have barriers with visuals (barriers like plastic ~~cone~~ tall lane dividers, trees for sidewalks, concrete barriers) and physical distance (buffers that keep bike lanes and sidewalks farther away from roads and out of harms way.) With this GJ can attract to its economy and recreation, and reduce fatalities, and injury.

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: 445 Vallejo Dr Redlands

Comments: Planning/Construction need to occur w. input from cyclists. GJ slaps "Bike Route" signs on roads and thinks its a magic wand to safety. NOT

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: 2224 Mesa Ave GJ CO 81501

Comments: It would Awesome to see a Network of elevated bike Paths to have a Physical Seperation between the Car & bike."

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: Redlands

Comments: Continue to keep planning @ excellence. C of GJ does a great job @ making transportation enjoyable - Cars, Bus, & even biking.

Grand Junction

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: Emerson Park / Lincoln Park

Comments: Unless Bike lanes are Protected They're NOT bike lanes, They're Just More space For CARS. Please Make/install protected bike lanes.

Thanks!

Grand Junction

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: 1505 Road Ave. / EMERSON PARK

Comments: would love to be able to get to the grocery store safely by bike.

My biggest concern is that we make access equitable for all residents or visitors to our community. thank you!

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: 2425 N 1st St

Comments: Need bike lane on Orchard. Add bike lane on new way to monument

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: 859 Struthers Ave #403 Grand Junction

Comments: Close down Main street; open that puppy up to slow cycling, boarding, and blading. It feels like such a community walking down the middle of the street during the farmers market!

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: Downtown

Comments: Would love to see easy connection to major parks + downtown for all neighborhoods, especially the lower income part of town who are typically excluded from access to green space in the US.

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: Redlands

Comments: Redlands Parkway/S. Rim Intersection sucks. Bikes should have the right of way in all directions. Nowhere else do bikes going straight have to yield to vehicles turning

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: 230 West Grand Ave

Comments: How do the bike Paths meet up that go to Glenwood Springs bike path, Moab bike path.

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: 2121 BUFFALO DRIVE / REDLANDS

Comments: NEEDS:

- INFORM MOTORISTS OF CO REGS RE: 3' LAW, "IDAHO" STOP, CYCLISTS/PED RIGHTS
- CAMPAIGN INFORMING MOTORISTS OF RED LIGHT RUNNING DANGERS
- INCREASE AWARENESS/USE OF MULTI-MODAL TRANPORTATION OPTIONS

Grand Junction

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Name: [redacted]

Address/Area: 1505 Road Ave. / EMERSON PARK

Comments: would love to be able to get to the grocery store safely by bike.

My biggest concern is that we make access equitable for all residents or visitors to our community. Thank you!

Grand Junction

PEDESTRIAN & BICYCLE PLAN

COMMENT FORM

Read other side!

Name: [redacted]

Address/Area: 2000 N 4th St

Comments: Paterson, North, 7th, 12th are dangerous + un-bikable! They need protected bike lanes + safe crosswalks. I would also like to see streets like Orchard + Gunnison gain protected bike lanes vs bike routes. We need to extend bike infrastructure outside of downtown into North GJ + Clifton so that low income people have safe + accessible commuting infrastructure. I would love to see downtown GJ evolve into a space built for people + not cars, turning mainst & into a car free zone would improve safety, happiness + sense of community

CMU has done a lot in attempts to keep students safe on campus but those efforts evaporate as soon as you cross North or 12th. At least 3 people I know get hit by cars or into serious bike accidents every year due to lack of bike infrastructure, crosswalks, or street lighting! People need to be able to get downtown, to school + to the grocery store safely and without a car. I also want to see better bike lanes and lower speed limits near schools! GJ High does not have bike lanes surrounding it and would benefit from lite crosswalks. Public parks should also have better lighting surrounding them for people going home at dusk. I also want PROTECTED sidewalks on all major roads!! It is unsafe, uncomfortable, and prevents people from walking when they are right next to major traffic! Help stop hostile infrastructure! Make our community accessible, safe and equitable by investing in our conectedness. We can build a beautiful + safe home city. THANK YOU!!

PEDESTRIAN & BICYCLE PLAN

EXISTING CONDITIONS & NEEDS ASSESSMENT

APPENDIX B: FOCUS GROUP MEETING NOTES

Latino/LEP Spanish Speaking Focus Group

9/12/2022 @ 3:00 PM

Giselle; Hispanic Affairs Project – non-profit; main goal is to integrate immigrants into the community; low cost legal assistance; mesa county community; doesn't like driving, so biking and walking is most important to her; many immigrants do not have license to drive so need other ways to be safe and get around

How do you or people you work with travel in Grand Junction

- Work from home; try to drive least as possible
- Some clients come to her, or meet virtually, or take Sunshine rides (free taxi)
- Some clients travel to her office by bike
- Clients she works with – typically they have personal vehicles or ways of getting to her; if not, she goes to them
- Many aren't used to technology or google maps; many don't speak English

Where do you or people you serve most frequently walk or bike? Where would you like to walk or bike?

- Any place downtown
- North avenue is popular; right now a lot of construction so people don't feel comfortable driving or accessing north avenue
- North avenue – lots of CMU students on bikes
- Walking she felt safe on 12th avenue; PHB not a street light (confirm this)
- Couldn't walk to the library
- Distance is a larger barrier to chose walking
- Heat or weather is also a factor about walking or not
- Looking for regional transportation (i.e. medical appointments in Denver)
- Do not want to be out in the dark walking or biking

From the CMU perspective

- Her job and classes were on campus; relied on friends for rides
- Rite Aid – went for groceries or cleaning supplies

Any specific streets that are safety concerns

- Orchard and 12th intersection – people do not stop
- One-way streets downtown (both walking and driving)
- North Avenue
- Bike lane on Gunnison – people parallel park, but they park into the bike lane; concerned about dooring with bike lanes; avoid parallel parking because don't want to open door into bike lane
- Depending where people come from, roadways are very different here.
- Cars are necessary in many locations.
- Trying to get somewhere with high traffic, how do you walk and bike in those areas that are very high traffic?
- How do you get somewhere without using I70
- Getting more roundabouts – how do you walk or bike through a roundabout?
    - How do we design for roundabouts with the correct bike and ped infrastructure

- Drivers tests are now in Spanish too – how does that impact roadway signage around GJ? Can people read street signs? And way finding signs? How to identify what are the right routes? Wayfinding signage in infrastructure and Spanish? Infrastructure more intuitive even if you don't' read?
- How do you funnel people to where people want to be crossing?
- Things like the walk sign and ped push buttons are new things for immigrants; many countries do not have that
- Need to make signs more universal
- More crosswalks in general would be nice; going to dinner is challenging for because she has to walk out of the way to use a push button and cross the street
    - Near Old Chicago on North Avenue (nothing between 1st Ave and 5th on North0
    - Trying to get across 1st is challenging
- Brighter colors for bike lanes
- Sometimes walking instead of biking because there is no bike rack or not a safe place to park bike; more general comment then specific location
- Apartment complex – where do you store your bike; does the city need policy around bike storage?
- E-scooters; will probably see in GJ in April 2023
- Biker education "on your left"
- Connectivity (Paterson – example st marys to hospital); beautiful bike lanes and then they end; many key destinations in this area

Steering Committee Candidates

9/12/2022 @ 5:30 PM

George W Manning – new board member for one riverfront; active in cycling; visiting and living here for last 40 years; interested cycling and walking for community health aspect and make it easier

David Lehmann – used to be on urban trails committee; does a lot of walking and cycling in town; feel pretty safe; even where there's bike lanes, it can be scary in when there's a lot of traffic; a lot of potential for active transportation; level and good weather

Bernie Smith – lived in GJ for over a year; moved from front range; cycling advocacy in Iowa and in Longmont; would like to see improvements for walking and rolling; down to one car; make it easier to get around without driving

What do you see as the biggest barriers to biking, for you/your group?

- Traffic hazards/ don't feel safe; don't have dedicated spaces
- Connectors within neighborhood aren't always called out on city map (might be grass or dirt paths); don't have enough connections; often these connect culdesacs or dead ends; G road in particular seems discontinuous
- D road – does not feel comfortable; traffic is fast; small shoulder; walking is also scary in addition to biking; speeds and volumes feel high; truck traffic feels high at certain times a day; street design to slow people down
- Would have biked, but there's a large gap along the river trail; would have had to think really hard
- Streets that should be connections – D road; slow down traffic, separate bike lane
- 29 road is also

- C ½ is not bad because there's not much traffic, but it would be nice to have the trail; however, people don't want to be on the road; however, this area is not walkable because there's no pedestrian infrastructure
- Recent deaths in town make people nervous
- Few people feel comfortable traveling between mall and riverfront trail along 24th road; need a connection over that barrier
- Wanting to connect more canals to bike paths; common thing that has come up; prioritize only the transportation NEEDS, not the recreation
- Add the extra wayfinding routes
- Guessing best route to go from river to downtown
- Railroad tracks provide a barrier
- US 50 provides a barrier
- If people don't want to go 24 road to river trail, go out of way to 20 road; 20 road feels safer, but
- Getting over to trail from north west sometimes challenging to river
- Riverfront trail is a main connector; pleasant, controlled environment (getting to it is the challenge)
- Connections to Riverfront trail and then connections from riverfront trail to downtown

What can the city do to improve conditions for biking and walking?

- Protected or separated bike lanes
- Intersection treatments
- Bike boulevards could be a tool (sort of like neighborhood bikeways) or shared streets?
- Urban trails survey – separated bike path/trails increase use; off-street trails are the attractor for people feeling comfortable; and if not off-street, separated
- 5th and 6th street planned to be separated bikeway
- Patterson bike lanes –
- More people riding e-bikes; make bike lanes wider so people can pass

Are there changes you think should be made to the active transportation corridors?

- Wayfinding routes; typically on local streets or collectors; look at this because this could be the back bone for bike boulevards/neighborhood bikeways
- 10th – crossing grand and Gunnison
- Research cedar rapids, Iowa

How to prioritize recommended projects

- Urban trails committee has about 55 projects/prioritizations- can be a starting point
- How does this affect the homeless population; check with soup kitchens to see homeless community since they use bicycle infrastructure often
- Focus on projects that benefit the most people (HIN); take care of the problem areas first
- Make improvements on parallel routes to get bikers off high traffic roadways; some people may not do that through because its not where the destinations are
- Find 3 or 4 things that would be a major change that would get people excited
- Interconnected system where any ages and abilities feel comfortable

Transportation and Housing Focus Group

September 13, 2022

Jodie Visconti – majority of clients are on foot, bike, walkers, or wheel chairs; number of very serious accidents involving bikes and pedestrians over the last few years so important to have safe environment for those folks

Jodie Deers (Colorado mesa) – Getting from D road to CMU is challenging; education around bike/vehicle interactions

Ashley Chambers – important for affordable housing; transportation tends to be 25-28% of household income, so would like to reduce those costs; children biking/walking independently can be scary for parents

Ann (americor housing fellow) – walking and biking to make GJ more affordable; important for sustainability reasons; living in more walkable areas create a tight knit community

Kevin Spur (grand junction housing authority) – a lot of clients using bikes; new locations isn't conducive for biking or walking; 25 road is not ideal; bus stop is also not ideal; no sidewalk connections from bus stops

Biggest barriers to walking and biking in GJ

- Biking feels unsafe; for someone who doesn't bike much, it feels unsafe throughout the city; if there was more infrastructure, would be more excited to
- Lack in density in parts of the city that would make sense for more people to walk or bike (things are too far apart)
- Safety on riverfront trail is ideal; this trail is really nice
- CMU students – city adopted 10th street and this has been a good pathway to the downtown, but once you get downtown there is no where to lock bikes. This prohibits students from locking bikes. 10th street has a lot of stop signs; students often ignore these stop signs; stop signs are an issues; hit stop sign every 2 intersections
- 12th street is scary
- Education piece is important
- Kids that don't drive – don't know rules of road; how do we have bike safety and education to all ages; also important for people driving and biking
- Under age 16 requires helmets, but enforcement is lacking;
- 25th is not ideal; avoid on bike
- 25 ½ isn't bad – bike lane is nice
- CMU students travel between WCCC and university; wccc is another campus (technical focus classes); not a CMU shuttle service
- Patterson is an issue – not an east/west corridor in this area; three's a lot of driveways and hard to bikeway (TEDS Manual – how you design a sidewalk over driveways so there's not sloping up and down) Orchard and paterson road on 1st Street – example of sidewalks jotting out
- North avenue – many locations without sidewalks
- 29th ½ road is high walk area (career center area)
- How do wheel chairs maneuver this area
- Radius for GJ high school is 3 miles (must walk or bike); most parents are driving their kids because they don't want their kids to walk or bike; go on north avenue because there's crossings across major intersection, but north avenue is not ideal. But side streets don't have crossings across major streets
- Disconnect – d road to downtown
- Looking at upcoming development, specifically affordable development; 2814 patterson road – not ideal for biking or walking
- By community hospital (south of 70)
    - We have this mapped somewhere – double check affordable housing development in GIS layer
    - Mobile home or Manufactured housing subdivisions – also pull where these occur and see how that relates to access
    - School age kid should be priority to get to school (3 miles feels like a far distance)
- Access to public transportation is important

- Does housing authority have good data about where people who have vouchers where they live – could this be a priority? Figure out where the clusters are focused (limited set of land lords accepting vouchers, so likely clustered); ashley will ask for this
- Access to grocery stores; several housing downtown (st. martin shuttle help get residents to Walmart for grocery shopping on Thursdays); a lot of people are shopping at convenience stores because it's the closest locations (not healthy and expensive)
- How to immerse CMU students with the downtown and around town
- Safe routes to school – there's currently an app and not well broadcasted

What can the city do:

- More multi-use paths – split bikes from traffic
- Potential underpass at Patterson and 24
- Wayfinding signage will help (for example, riverfront trail connections to key destinations)
- Signage or paint on C ½
- C ½ good for bikes but not walking
- Lights or established pedestrian crossings around schools
- 1st turns into south – this area is really unsafe
- Better signage for one ways

Parks and Trails Focus Group (Urban Trails Committee; Parks and Recreation Advisory Board; One Riverfront)

9/13/2022 at 5:30 PM

Andy kingrich (transit planner, utc member, regional transportation planner) – try to improve non-automobile travel; cars are expensive

Ian Thomas (UTC); organize GJ bike night; a lot of folks could benefit from a safe easy way to get to work

Mike Holt (UTC); biked to work over the years; safety is key component; make safer for older community

Diana rooney (chair of UTC); went away from street cars and went backwards; need to find a way to make a more connected transportation system

Gabe Herman (Council Liaison to UTC); biking is fun; equity, sustainability to growth; access to jobs and schools is important to growing system

Greg (UTC); preferred methods of getting around town;

Greg; Littleton – extensive trails and wishes GJ was the same

Bill finley (Riverfront foundation); used to ride bike or walk; want to have a place that's safe for kids to ride to friends, school, recreation

Orvin Zyvan (finished 6 years from UTC); building community and engaging with people;

Steve Myer (UTC); commuted 20-30% of time by bike; health benefits, sustainability, economic benefits, social equity;

Jason (on phone); (UTC); that children can go to school safely

Subgroup A Notes

- Incorporate wayfinding routes
- More or more people are getting motorized scooters, skateboards, E-bikes
- Creating a functional class for bike network; bike highway versus feeder connections (wouldn't match the automobiles)
- Active transportation corridor comment – a lot of white spaces on the perimeters; planning other greenways; there's a lot of open space for trails; lots of trails with no connectivity
- Redlands by south camp road – lots of trail segments but don't connect
- Redlands 360 that is planning (Southwest part of the city) – there plans are recreation/trails, not connectivity
- South camp road – lots of houses with trails but nothing ties together in a cohesive manner
- Adjusting vehicle capacity and car side of things aka road diets; we can identify specific corridors for this (i.e. overbuilt for cars to fit bikeway)
- How do you make compromises? If there are constrained environments
- Some type of metrics for metrics around travel time, parking, etc that to balance trade offs with
    - Establishing policies for implementation
- Barriers – connectivity
- Look at GJ website for wayfinding
- Intersections – many are challenging to get through (Orchard and 12th, specifically) especially challenging
- We don't ask cars to go around; directness is part of connectivity
- Where can we capture
- Parallel facilities
- Elm – particular
- Crossing the river is challenging – Redlands to downtown; likely location for new bridge crossing
- Good crossings north and south of the river
- West of 1st street or 26th; east/west movement
- Downtown best place to be a pedestrian; grid, smaller blocks,
- Patterson
- Identify canal routes; Patterson stretch on canal (covered anyways)
- Bring in canal districts
- Orchard mesa district – trail here
- Future recreation center; through the park; north part of town along G road to other park (northern east/west route)
- 28 ¼ and 29 road to the community center when orchard has bike facility
- 29 road potential access to 70
- Separate path into fruita (detached path) to connect the end of the trail
- Eastern end, lower income area and could benefit from ; not very connected over here
- F and a half connection on the east side; it ends east of the rec center; would be a good alternative to Patterson
- G road through park and to rec center would be a good connection; parallel for patterson; G road is currently unsafe to ride on
- East/west off-road trail; high line cana;
- Easements for trails around different areas in city
- Urban Trails project list
- Eagle rim park – steep, surface quality,
- 5th street bridge is also challenging (continue
- Overall struggle getting across river)
- University is not very permeable and golf course (12th and North)
    - Connection through golf course to get to 15th from 12th & north
- People getting to downtown from the northeast

- Avoid orchard and 15th
- 12th is a good candidate for a road diet or traffic calming around this area
- Cut through CMU parking lot to get to 10th
- Use 15th to city market; narrow bike lane; southbound (between parking and TL)
    - Is there opportunity for buffered bike lane
- Gunnison is good east/west downtown and extend that out
- Leading pedestrian intervals
- Speed humps over sidewalks?
- Bike detection
- Does 7th street have bike detection? Light flashing to alert bikes they are detected
- Employment at the mall and getting to the mall
- Long cycle lengths create pedestrian delays
- 24 road is challenging to get across at the riverside parkway
- 24 road design corridor standards; "need to provide off sight connections" but there's no lines on a map over here; overlay is good in spirit; put them in because they have to
- How do children get to school and parks and to their friends house a neighborhood away
- Oldest parts of the city are still the ones that work the best

Subgroup B Notes

1. What do you see as the biggest barriers to biking, for you/ your group?…to walking?

- Not acceptable level of stress for most people, particularly kids to bike (bike lanes are not sufficient)
- People would prefer separated path (buffered bike lanes)
- Protected bike lanes would work
- Need to make sure the intersections work for people to come through
- Challenges with parallel off-street trail with street crossings – almost feels more dangerous
- Are we prioritizing children versus adults
    - We should design for the most vulnerable users
- Are there policy directive we can employ to provide the best solutions (mirrors on buildings where there are blind spots, connections on cul-de-sacs, already have code requiring setback on policies)
- Bike parking at major employment centers (CMU, hospital)
- Areas far from the Riverfront trail don't have good connections – will ride where there are trails
- Do we need passing lanes given E-Bikes
- During construction make sure you accommodate pedestrians

2. What are key missing gaps in the on-street bicycle and pedestrian network that provide access to parks, open space, and recreation?

- UTC has a priotized list of projects – we should incorporate that
- Overlay the wayfinding map
- Patterson is a big gap, 25 Road, Orchard is an opportunity
- Would like to better define the undeveloped areas network – can we provide direction on trail networks
    i. This plan should show where the connections are in the undeveloped areas
- Need to communicate with Parks and Recreation
- Choke points
    i. 24 Road connection over US 50
    ii. Connecting Orchard Mesa over the River
    iii. Connecting RiverFront Trail to downtown

iv. E-W connections east of downtown
v. Not enough sidewalks in Orchard Mesa (particularly US 50) – low income area
vi. North Avenue
vii. Connecting Redlands to Orchard Mesa

3. What changes do you think should be made to the Active Transportation Corridors?

- Look at undeveloped areas (Redlands is one example)
- Do we incorporate wayfinding network
- 5th Street by GJHS
- 9th Street south of downtown
- What about a bridge over the tracks on 12th Street
- 7th Street at Riverside is a big crossing and unsafe intersection for people walking and biking
- North South corridors have gaps

4. What type of facilities do people who currently bike in Grand Junction prefer? What type of facilities would accommodate the 'interested but concerned' bicyclist? What are your thoughts on separated paths vs neighborhood greenways (on local streets) vs protected bike lanes (on arterials)?

- People would prefer separated path (buffered bike lanes)
- Protected bike lanes would work

5. This plan will result in a list of projects, and the city has limited resources. What considerations should we make in prioritizing recommended projects?
   - Grocery stores
   - Sidewalks on busy roads

CMU Student Focus Group

September 20, 2022 @ 11 AM

1. How did you get to campus today?
   1 walk
   5 drove
   1 carpooled

2. How far?
   2 less than a mile
   4 three miles or more

3. How far do most students travel to get to campus? Where do most students live?
   - Orchard Mesa (2)
   - Could bike, but lack of lighting
   - Mile and a half away at Orchard and 21st – walks over
   - Glenwood Ave/14th St
   - Students still live on campus

- Athlete population lives within walking distance
- People live in Clifton and Orchard Mesa – affordability is a major influence
- School has been overpopulating – having enough space is an issue

4. What are the most common off-campus destinations for students?
   - Los Alberto's Restaurant on North Ave
   - City Market on Patterson and 12th
   - Rimrock Walmart
   - Target/Mesa Mall/Buffalo Wild Wings
   - WCC Campus
   - Central Station at 30 Rd/I-70B
   - Lunch Loop/Co Nat Monument
   - Downtown
   - Colorado River – Corn Lake & Las Colonias
   - Taco Bell
   - Restaurants, Mall
   - Depends on time of year – head to Monument, lunch loops, Main St
   - Palisade Winery

5. How do students currently travel around campus? How do they travel within the city?
   - Most walk, some skate (skateboards/one wheel), bike
   - Drive, walk to City Market, GVT
   - MAVrides (safe ride home on nights out/weekends)

6. What is the attitude around biking for transportation?
   - Positive attitude in central Grand Junction/city core
   - Drivers view pedestrians as inconveniences, but that's because of the way the roads are designed
   - City has pro-bike culture, however infrastructure is pro-car
   - City cares more about this than CDOT does or the County as a whole. Different jurisdictions pushing different agendas. Not the older population but the people who lived here longer – don't care about bike and pedestrian safety. A lot of the elderly see GJ as a highway town. Conservative population push to not turn into a liberal city. The messaging needs to focus on safety.

7. What do you see as the biggest barriers to biking? . . . to walking?
   - Leave house early, so lighting
   - Lighting, especially around Orchard
   - 23 minutes via biking, but 8 minutes driving
   - Heat/weather is a barrier
   - Safety and traveling alone without other people cycling nearby
   - Fear of bike theft and being stranded
   - Lockers for storage of items
   - Time place to place – more direct routes
   - Driveways/curb cuts as safety concern
   - Inconvenient to walk, feels unsafe
   - Missing sidewalks
   - Older people driving who shouldn't have a license
   - Aesthetic piece – streetscapes are not pleasing here

8. Are there certain locations that feel particularly unsafe to cross or travel by foot or bike? What are the key missing in the bicycle and pedestrian network important to student travel?

    - Bike crossings missing
    - Riverside Pkwy
    - Unaweep Ave
    - US-50
    - 12th and North Ave intersection, cars turning right
    - People don't pay attention to crosswalks
    - Either going 20 over or 10 under
    - 12th St – need detached sidewalk and make it wider
    - Intersection after Walmart 30th Rd and I-70B
    - North and Patterson – sidewalk right next to the road and uncomfortable
    - Riverside would be nice for recreational biking, but missing link

9. How does the university support biking for its students, faculty, and staff? How could the university support biking more?
    - Lots of bike racks
    - Free locks
    - Rent a cheap bike for the semester through the outdoor program
    - University trying to help students without cars by providing bikes, but could support biking culture itself
    - They focus a lot on parking and paying for parking passes – too geared to cars
    - Don't advocate for student body to GJ community
    - Security to prevent bike theft, cameras
    - Maybe they could advertise it better – the bus pass is not as visible. CMU does not want anything else but driving. Not enough parking. The incentives are skewed towards long term planning for parking. Buying houses and turning them into parking lots. Once you step off campus, they don't care how you get to school. If you stay on campus – they won't incentivize you to stay on campus or travel by any other mode by car.
    - 10th street is not utilized the way it should be – it's supposed to be the designated low stress connection but there are so many barriers getting to it. No supportive infrastructure, too much parking to cross on campus to access 10th St. The university does not promote it.

10. What can the city do to improve conditions for biking?…for walking?
    - Improve crosswalk visibility
    - Widening bike lanes and/or buffers
    - Better lighting
    - ADA accessibility
    - More road diets
    - More direct routes
    - Better and more linkages across the railroad
    - Narrower travel lanes
    - More detached sidewalks
    - Wind cover
    - Pedestrian bridges
    - Changes in TEDs – cross sections that prioritize pedestrian and biking – trees and landscaping, aesthetically pleasing
    - Connections from campus to popular destinations – those main roads having buffered sidewalks and trees
    - Need to isolate pedestrian and bike from the street – ped bridges

- In the smack dead center – fastest moving cars on the inside. Each mode has their own lanes and enough buffering between each.

Human Services Providers Focus Group

10/17/22 @ 12 PM

Introductions – Why is improving walking and biking in Grand Junction important to you?

- Debbie Southerland, Resource Center – walkways around town are important to families
- Darnell – Fatherhood Program – Would like safe walkways, as an important way for people walking from the corrections facility to the resource center
- Kathy, Catholic Outreach – I ride the bus a lot, important to have walking paths to/from the bus
- Archie?, Affordable Housing – Important to make the community more livable
- Jolene, Hilltop – Safety is really important for walking and biking. Hard to find good walking and biking paths in Orchard Mesa
- ??, Hilltop – Have two little kids at home, lots of kids walk and bike to and from school
- Ashley, Affordable Housing – Cost of transportation is really a barrier for many folks we work with and so walking and biking and the bus is an essential mode of transportation
- Cherri, Asst. Director for Resource Center
    - Access to transit is extremely challenging, homeless often bring their belongings
    - Trails are very important
    - Biking and walking paths for the community
    - Need to connect walking and biking paths
- Rick Diaz, Family Resource Center - At risk kids mentorship, biked with kids all over during COVID – safety is really important
- Lisa – Pathways, represent homeless population and formerly homeless
    - Very difficult to get around town without a car
    - Patterson and 29 Road nearly been killed – turning drivers don't yield to pedestrians
    - Bike storage is an issue – bikes have been stolen many times
    - Need safe trails off-street away from cars

Other Comments

- Demand – where are people walking and biking
    - 1st Street downtown – would be great to have crosswalk
    - North Avenue
- Who pays for sidewalk?
    - City would pay to fill into the gap
- Public education about rules of the road – driving education
- People walking and biking are most vulnerable
- Funding could be an issue

What are some of the key destinations in Grand Junction where people you represent are trying to walk/bike from?

- Stores
- Resources Center

- Through downtown
- Catholic outreach
- Walmart
- Schools
- 28 ¼ Road from Patterson to North Avenue
- New housing development
    - 24 Road by community Hospital
    - 28 Road & Riverside
- Bus stop near the Walmart near the mall - no sidewalk connecting to the stop – bus stop is far from the apartments and Walmart
- Accessibility for wheelchairs

What do you see as the biggest barriers to biking, for you/ your group?…to walking?

- Narrow bike lanes
- Unsafe crossings
- Missing sidewalks
- Roundabouts –
- Driver not paying attention to pedestrian
- 7th & Horizon – no good access for students going to school –
- School zone might not be long enough in places to cover the core areas where students are walking – ex. Along 12th Street near Gunnison
- Crossing arterial streets
- Better crossing at 9th and Riverside
- Concerts – Las Colonia

Where are the important connections (or missing connections) for people walking and biking?

- B ½ - toward Mesa View – don't have a way to get from bus stop to/from home
- New development by Mavericks does not have any sidewalks
- Clifton – Central High School crossing the railroad tracks
- Elm
- Orchard
- 28 Road
- Corridors that access the majority of the core part of the City
- Ute/ Pitikin – walking and biking – lots of people on these streets – crossings could be improved
- B ½ Road
- Unaweep and crossing at US 50

What can the city do to improve conditions for biking?…for walking?

- Bike Repair stations on trails or key destinations

What type of facilities do people who currently bike in Grand Junction prefer? What type of facilities would accommodate the 'interested but concerned' bicyclist? What are your thoughts on separated paths vs neighborhood greenways (on local streets) vs protected bike lanes (on arterials)?

- Trails – completely off-street
- Or a protected bike lane – with a barrier
- Helmet requirement

Senior Center & Public Health Focus Group

10/17/22 @ 3 PM

General

- How are cities managing e-bikes
    - On Trails – some of it is social – not wanting to be passed
    - Safety issue of the weight of bikes
    - Class 3 bikes are the issue because they can go so fast – not allowed on RiverFront Trail

What are some of the key destinations in Grand Junction where people you represent are trying to walk/bike to?

- St. Marys
- CMU
- Los Colonias Amphitheater – parking at the amphitheater
- Mesa County Public Health – 29 ½ & North Avenue – lots of people using the bus and wheelchairs struggling to get to campus
- Downtown
- Mesa Mall – connection from downtown to the mall
- Community Hospital & VA – hard to get across North Ave
- Machete Park
- Canyon View Park – has a new playground for accessibility
- Department of Energy –
- Lots of families drop kids off at incupator near DOE – would be great if kids could bike there since it's a bike program
- Schools

What do you see as the biggest barriers to biking, for you/ your group?…to walking?

- East- West connections are worse than North-South connections
- Some parts of Patterson have bike lane – not well maintained
- Don't feel safe riding on Orchard because its not swept
- Speed and traffic on roads with small bike lane
- Sidewalks are not well maintained – especially for people in a motorized wheelchair
- Sidewalks non-existent on North Ave -connectivity on the sidewalks – not and easy way to get
- Lack of driver awareness and education – don't know how to share the road
- Time to cross the street – if people don't feel they have enough time to cross the street that is a barrier for walking – particularly on the major streets
- US 50 is a big barrier along Orchard Mesa
- GJ has changed a lot in 50 years
    - New bike lanes
    - Riverfront Trail
    - Change in culture – people respecting
- People wearing dark clothing
- People don't know what routes to take when walking and biking – need a way to communicate that better
    - John Hodge created a map for bikeways
    - Have a bike map on the City's website that shows the routes (level traffic stress)

Where are the important connections (or missing connections) for people walking and biking?

- Connecting the RiverFront Trail to Downtown
- Do Rios Elementary school – going across Unaweep from US 50 – saw two kids trying to get across near Duck Pond – unsafe intersection
- Riverside Parkway is not fully connected with sidewalks
- 25 Road at Riverside Parkway – not enough room to merge as a cyclist
- How can one get from the east end of the valley to downtown – not great
- Elm is shared street – great connection, but parked cars
- Lots of schools in a "walk/bike" desert – infrastructure should be there for kids to be able to walk and bike
- Qualify for bus at 2 miles or more from school
- Mesa County works on education of students to use infrastructure and be outside
- SRTS does identify projects that should be constructed
- Getting from school to school – afterschool – lots of folks are considered high risk

What can the city do to improve conditions for biking?…for walking? What would people you represent need to allow them to bike more in Grand Junction?

- RRFBS
  - Library to Main Street
  - Orchard
- 7th Street is a long crosswalk – rumble strips on approach to 7th Street
- Advance warning signs for traffic signals – at 7th Street
- Signs for major bike/ped crossings
- Trails – people want to go from park to park – looking at trails connections through parks

Are there any changes you think should be made to the Active Transportation Corridors?

- Opportunity along the railroad between I-70B and railroad

Stakeholder Interview with Sarah Lubin of Colorado Discover Ability

10/25/22

1. Tell me a little bit about your organization – what you do?
   - Adaptive outdoor program – generally stay in Grand Junction (every mountain on Federal Land required to have an adaptive program)
   - Use the RiverFront Trail
   - Heard that a lot of trails are inaccessible for people with disabilities
   - Ex, If I go to work at Patterson in Clifton – how do I get there

- Work with Strive – kids with disabilities – including mental disabilities – assisting them with all these challenges
- Started workings with disabled community when mom got sick
- Organization located at 7th Street – has access to the trail

2. What do you see at the biggest barriers to walking and biking in Grand Junction, particularly for people with disabilities?
   - 7th Street to Downtown
     - Visibility – markings are not sufficient – seems wide enough to
     - There's a light the restricts right-on-red, but people don't obey – lots of bikers go to the sidewalk
     - Sidewalk on one side
     - 7th Street towards Patterson is not comfortable
     - 7th and Riverside is an issue
   - Disconnectivity of paths and trails – particularly in Orchard Mesa
     - How do you get to the City Market on US 50?
     - City will have a project on SRTS on 27 Road
   - A lot of the trikes are bigger – getting on an off of trails – curbs can be challenging
     - Bike lanes are sometimes too narrow
     - 42" is probably the largest trike
   - Signs that say when bike lanes narrow
   - Pedestrian access to bus system to be able to go longer distance
   - Botanic Gardens is a place where transit service – serves people with disabilities
   - Access to transit and access to the commercial corridor – pedestrians
   - Large retirement community – can people walk from their assisted living facility to bus stop
   - 90% of the clients we have the challenge is getting places
     - Rely on rides
     - Often low-income
   - Bike storage – particularly with the size and weight of a bike
     - Often cant get their bike on the vehicle
     - How do they park their bike so its not likely to get stolen
     - Bike storage lockers would be awesome – hospital, grocery store, downtown, etc. – would need a larger cage for that bike

3. What are the main barriers to traveling *along* a corridor versus crossing at intersections?
   - Example on Colorado Ave, especially where there's parking, drivers don't always see people in the crosswalk
     - Visibility – and even worse for people lower to the ground
     - Combination of all way stop and not is confusing for drivers and pedestrians
   - Need to double the time for crossing with people with disabilities

4. Given your knowledge, are there locations within the City that people with disabilities often need to travel to, how do they get there?
   - Riverfront Trail
   - Botanic Gardens
   - North Avenue –
   - Grocery stores
   - CMU – beginning to be a hub for people with disabilities
   - Hospital – community hospital
   - Clinics off Patterson – connection from apartments

- Schools – lots of families in pocket communities – can children get to school safely
- VA Hospital – area around there – can people travel from nearby homes
    - Crossing North Avenue
    - Majority of Veterans have traumatic brain injury
- Patterson Road is a key corridor and barrier
- Connecting Orchard

5. What can the city do to make navigating in a wheelchair more comfortable and convenient? Similarly on an adaptive bicycle?
    - Making bike lanes wider
    - Making the bus stops wider and sidewalks wider to reduce the change that people get off the curb
    - Gentler transition to curb
    - Make the intersection of the sidewalk curved rather than 90 degrees angle – really hard for people walking and on a trike to make a 90 degree turn
    - Cant back up on a recumbent bike – if bike falls off the

6. What other considerations do you think are important to include in the Plan to improve pedestrian and bicycle mobility and accessibility in Grand Junction?
    - E-bikes
        - Will increase use
        - Biggest barrier is cost
        - Baby boomers seem like the most likely to use them – more likely to be used by the older abled-bodied community as opposed to the disabled community
        - Veterans want them and disabled community wants them
        - There needs to be a standard for speed
        - Would open up the possibility for more people to travel farther
        - How to get bikes – some non-profits only provide bikes to specific groups – someone injured, but not someone with mental disability – also can be challenging to find groups and jump through the paper work hoops

K-12 Student Panel Focus Group

10/27/22

1. What school do you attend in Grand Junction? How many of you walked or bike to school or to the bus?
    - Central High School– 2 of 6
    - Orchard Mesa Middle School – 3 of 8
    - Mt. Garfield Middle School –
    - Grand Mesa Middle School – 1 of 1
    - Grand Junction High School – 6 of 6

2. Is there a desire for more walking and biking to school or other places in your neighborhood? What do you think the barriers are to walking to school? What are the barriers to biking to school?

    - Mt. Garfield Middle School
        - Dirt road with no bike paths or 55 mph – no sidewalk – think its G Road
        - One person was hit on their bike by there

- Central High School
    - no way to cross the highway
    - Usually a lot of traffic on the highway
    - Crosswalks from the Walmart and Walmart parking lot
    - US 50 is a barrier – a lot of people go on 27 Road
    - Bridge over the interstate is way too long
    - 27 Road – often gets a flat because of rocks
    - Have to cross the railroad tracks to get to Central – people don't follow the speed limit
- Not that many sidewalks - Clifton over the bridge close by Rocky Mountain Elementary School
- Grand Mesa Middle School – Cross Patterson Road – very scary – cars don't yield when you push the sidewalk button – 31 ½ Road
- GJHS - A lot people cross the road and get hit on North Avenue – at lunch time when kids leave -

3. What other destinations do you walk or bike to? Or you would like to be able to walk or bike to?
    - Parks and places and you've never been to
    - Shopping center by 30 Road – Panaderia – dangerous crossing the bridge – would like to be able to connect the Walmart by Central High School
    - Would like to walk to City Market by the bridge – not enough time to cross – also Family Dollar -by 32 Road – not good crossings
    - Connection from Central High School to Grand Mesa Middle School

4. Thinking about your route to school or another destination, are there streets that are difficult to cross? Or locations where you feel uncomfortable walking or biking? Why?
   What road would you make safer
    - Patterson and 31 ½ road
    - Highway
    - 30 Road – cars drive super close to the curb – when you drive or ride your bike not enough space
    - North Avenue
    - Patterson
    - Orchard Avenue
    - Tiger Way in front of Grand Junction High School
    - 27 Road
    - US 50
    - Chilian Drive and Dorothy Avenue
    - Pine Street – no connection between Pine Street and Sherman Drive – would like to be able to walk over the ditch
    - A lot of houses have goat heads – Sunway Drive – no safe place to ride
    - Live right by the highway – lots of crashes – Sherman Drive at B ½ Road
    - Sidewalk ends – from a lot of neighborhoods to where the fast food restaurant- after you walk over the 32 Road bridge
    - Sometime friends walk to gas station – no crosswalk in highway – right after the 32 Road by Clifton South – gambling, archery – 32 Road right after the bridge
    - Connection on 31 ½ Road by railroad tracks

APPENDIX B: Project Prioritization Methodology

Prioritization Factors & Methodology

The prioritization factors in Table 1 emerged from conversations with the public, steering committee, and City staff. These inputs were used to prioritize proposed bicycle and sidewalk projects into three tiers: low-, medium-, and high-priority.

TABLE 1: PRIORITIZATION FACTORS AND RELATED GOALS

Factor	Equitable	Safe	Connected	Multimodal Community	Quality
Low-income neighborhoods	+				
Low-income residents	+				
Provides access across barriers	+		+		
Bus stops	+		+	+	
Frequent & severe crash locations		+			
Lighting		+			
Active Transportation Corridors			+	+	+
Parks & recreation centers			+		
Libraries & public buildings			+		
Social services	+		+		
Schools			+		
Childcare facilities			+		
Healthcare facilities			+		
Grocery stores & shopping centers			+		
Trailheads			+		

Each section below describes how projects receive prioritization points for each input. For each individual score, thresholds for scores 1-5 will be defined based on the breaks established in the data.

Connected: Does the proposed project provide access to key destinations?

Number of the following destinations within a ½ mile buffer of each project:

- Bus stops
- Parks & recreation centers
- Libraries & public buildings
- Social services
- CHFA addresses
- Schools (weighted x2)
- Childcare facilities (weighted x2)
- Healthcare facilities
- Grocery stores & markets (weighted x2)
- Trailheads

TABLE 2: KEY DESTINATIONS SCORING SYSTEM

Score	Number of Key Destinations, Weighted	
	Bike Projects	Sidewalk Projects
1	*0-6*	*0-1*
2	*7-15*	*2-6*
3	*16-27*	*7-13*
4	*28-48*	*14-28*
5	*49-159*	*29-120*

Connected: Does the project improve access across barriers?

Does the project cross a river, railroad, and/or highway? Weighted double to account for importance of this measure, as stressed by the steering committee.

TABLE 3: BARRIER SCORING SYSTEM

Score	Crosses Barrier
0	*N*
2	*Y*

FOR PEDESTRIAN PROJECTS ONLY: Is the project on an Active Transportation Corridor(s)?

TABLE 4: ATC SCORING SYSTEM

Score	ATC
0	*N*
2	*Y*

Equitable: Does the proposed project serve low-income neighborhoods?

Does this project improve access for low income populations? This measure assesses whether the project serves a low income census tract, which is one with an annual median income below $54,570 (the median household income in Grand Junction in 2020). Weighted double to account for importance of this measure, as stressed by the steering committee.

TABLE 5: EQUITY SCORING SYSTEM

Score	Low Income Neighborhoods Served	
	Bike Projects	Sidewalk Projects
0	*0*	*0*
2	*1-2*	*1*
4	*3-4*	*2*

Safe: Does the proposed project address safety concerns in the City?

Is the project on the Active Transportation High Injury Network? Weighted double to account for importance of this measure.

TABLE 6: HIN SCORING SYSTEM

Score	HIN
0	*N*
2	*Y*

Are there lighting-related crashes within 50 feet of the project?

TABLE 7: DARK CRASH SCORING SYSTEM

Score	LIGHTING
0	*N*
1	*Y*

Is the project in an area that lacks lighting?

TABLE 8: LIGHTING SCORING SYSTEM

Score	Number of Light Poles/Mile	
	Bike Projects	Sidewalk Projects
1	*100-358*	*40-119*
2	*40-99*	*20-39*
3	*20-39*	*10-19*
4	*5-19*	*1-9*
5	*0-4*	*0*

Bike Projects

Final score 10-15: High priority

Final score 8-9: Medium priority

Final score 2-7: Low priority

Sidewalk Projects

Final score 10-16: High priority

Final score 7-9: Medium priority

Final score 2-6: Low priority

High Priority Bike Projects

FULL_NAME	FacilityRec	Miles	Trailh_Ct	Grocery_Ct	Health_Ct	Childc_Ct	School_Ct	CHFA_Ct	Service_Ct	Public_Ct	Park_Ct	Stop_Ct	Key_Dest_Ct_Wt	Key_Dest_Sc	Barrier_Sc	LowInc_Ct	Equity_Sc	HIN_Sc	DkCrash_Sc	Light_Ct	Posts_Mi	Light_Sc	Final_Sc
29 RD	T or CT or PBL	2.16	0	1	1	10	3	4	4	0	1	31	69	5	2	1	2	0	1	6	3	5	15
26 RD	BL	1.78	0	0	1	2	2	0	1	0	6	12	28	4	2	1	2	0	1	5	3	5	14
NORTH AVE	T	1.00	0	0	0	10	5	3	3	6	10	46	98	5	0	4	4	2	0	39	39	3	14
N 7TH ST	T or CT or PBL	1.49	0	1	1	13	6	10	8	13	9	78	159	5	0	4	4	2	1	71	48	2	14
GRAND AVE	BL	1.67	0	1	1	14	5	8	9	14	9	70	151	5	0	2	2	2	0	28	17	4	13
N 5TH ST	BL	0.57	0	0	1	10	5	3	5	4	9	37	89	5	0	2	2	2	1	12	21	3	13
NORTH AVE	T	2.14	0	2	2	18	3	5	10	1	5	58	127	5	0	2	2	2	1	62	29	3	13
N 12TH ST	T or CT or PBL	1.80	0	2	0	16	7	11	6	5	8	70	150	5	0	3	4	2	0	72	40	2	13
PATTERSON RD	T or CT or PBL	1.50	0	1	1	3	3	0	3	1	5	38	62	5	0	1	2	2	1	57	38	3	13
BROADWAY	BBL	0.51	1	1	0	3	1	2	2	12	4	35	66	5	2	0	0	2	0	17	34	3	12
HWY 6 AND 50	BBL	0.53	0	1	0	4	1	2	3	12	4	38	71	5	0	1	2	2	0	14	26	3	12
ORCHARD AVE	BL	0.75	0	1	0	9	2	3	5	1	1	32	66	5	0	0	0	2	0	0	0	5	12
GUNNISON AVE	BL	0.19	0	0	0	8	3	7	2	4	6	36	77	5	0	2	2	2	0	5	26	3	12
N 23RD ST	BL	0.50	0	1	1	9	2	3	2	0	2	21	53	5	0	3	4	0	0	12	24	3	12
ORCHARD AVE	BL	1.06	0	2	0	9	2	7	1	1	3	35	73	5	0	2	2	2	0	27	26	3	12
S 12TH ST	BL	0.34	0	0	0	5	2	5	2	3	7	19	50	5	2	1	2	0	0	7	21	3	12
S 7TH ST	BL	0.80	1	0	0	9	3	7	6	14	8	56	116	5	2	1	2	2	0	111	138	1	12
S 9TH ST	BL	0.80	1	0	0	9	3	6	6	12	7	47	103	5	2	1	2	0	0	18	23	3	12
ELM AVE	BB	1.75	0	2	2	15	3	9	7	2	6	70	136	5	0	1	2	0	1	31	18	4	12
Future ATC Trail	T	2.10	0	2	0	17	5	11	4	0	8	60	131	5	0	1	2	0	0	4	2	5	12
Future ATC Trail	T	0.26	0	0	1	1	2	4	2	0	1	18	32	4	0	1	2	2	0	4	15	4	12
Future ATC Trail	T or CT or PBL	1.02	0	2	2	6	1	3	5	1	1	40	70	5	0	1	2	0	0	1	1	5	12
I70B	T or CT or PBL	4.10	0	2	1	15	5	2	10	2	5	59	123	5	0	1	2	0	0	4	1	5	12

PATTERSON RD	T or CT or PBL	2.68	0	1	0	11	2	4	1	1	5	47	86	5	0	1	2	2	0	87	32	3	12
GRAND AVE	BBL	0.62	0	0	0	9	4	7	7	16	8	81	145	5	0	2	2	2	0	61	98	2	11
HWY 6	BBL	0.20	0	2	0	3	2	1	0	0	6	19	40	4	0	1	2	0	0	0	0	5	11
S 1ST ST	BBL	0.50	0	0	0	3	1	2	4	15	4	53	86	5	0	1	2	2	0	30	60	2	11
28 1/4 RD	BL	0.74	0	1	1	5	1	4	5	1	3	26	54	5	0	2	2	0	0	13	18	4	11
GUNNISON AVE	BL	0.73	0	1	1	9	2	4	2	2	5	35	73	5	0	1	2	0	0	13	18	4	11
HWY 50 RAMP	BL	0.35	0	1	0	4	1	2	0	1	1	15	31	4	0	1	2	0	0	1	3	5	11
CANNELL AVE	BB	0.26	0	0	0	8	5	4	1	4	8	35	78	5	0	2	2	0	0	5	19	4	11
CANNELL AVE	BB	0.18	0	0	0	4	2	4	2	2	3	30	53	5	0	1	2	0	0	3	17	4	11
INDUSTRIAL BLVD	BB	0.50	0	1	0	0	1	0	2	1	0	21	28	4	0	1	2	0	0	2	4	5	11
LITTLE BOOKCLIFF DR	BB	0.23	0	1	1	5	2	4	4	1	0	30	56	5	0	1	2	0	0	4	18	4	11
N 9TH ST	BB	0.29	0	1	1	5	3	5	3	2	1	34	64	5	0	1	2	0	0	5	17	4	11
Future ATC Trail	T	0.95	0	1	0	4	1	1	0	1	1	17	32	4	0	1	2	0	0	2	2	5	11
Future ATC Trail	T	0.17	1	0	0	5	2	2	0	0	3	8	28	4	0	1	2	0	0	0	0	5	11
Future ATC Trail	T	0.21	0	0	0	7	3	3	1	2	8	27	61	5	0	2	2	0	0	3	14	4	11
Future ATC Trail	T	0.53	0	1	0	5	2	1	0	0	8	17	42	4	0	1	2	0	0	1	2	5	11
Future ATC Trail	T	0.43	0	1	1	4	3	5	4	0	1	32	59	5	0	2	2	0	0	2	5	4	11
LINCOLN PARK TRAIL/15TH ST	T	0.27	0	0	1	8	2	2	1	2	6	22	54	5	0	1	2	0	0	3	11	4	11
BROADWAY	T or CT or PBL	3.39	1	1	0	7	3	0	0	2	5	8	38	4	0	0	0	2	0	11	3	5	11
Future ATC Trail	T or CT or PBL	0.75	0	1	0	1	3	0	0	1	1	16	28	4	2	0	0	0	0	0	0	5	11
HWY 50	T or CT or PBL	3.50	2	1	0	6	2	5	0	4	3	23	55	5	0	1	2	0	0	17	5	4	11
HWY 6 AND 50	T or CT or PBL	0.64	0	3	0	4	2	1	1	5	6	21	52	5	0	2	2	0	0	9	14	4	11
26 1/2 RD	BBL	0.26	0	0	1	1	2	4	2	0	0	16	29	4	0	1	2	2	0	11	43	2	10
PATTERSON RD	BBL	0.25	0	1	1	3	3	4	4	0	0	25	48	4	0	2	2	2	0	11	43	2	10
27 RD	BL	0.37	1	0	0	7	3	4	0	0	3	11	39	4	0	1	2	0	0	6	16	4	10

28 1/2 RD	BL	1.01	1	0	0	4	1	1	0	0	0	6	18	3	0	1	2	0	0	4	4	5	10
29 1/2 RD	BL	1.67	0	1	0	9	2	4	4	1	1	41	75	5	0	0	0	0	0	7	4	5	10
INDEPENDENT AVE	BL	0.03	1	3	0	1	0	0	0	1	2	10	22	3	0	1	2	0	0	0	0	5	10
LINDEN AVE	BL	0.50	1	0	0	5	2	5	0	1	2	8	31	4	0	1	2	0	0	9	18	4	10
N 15TH ST	BL	0.25	0	0	1	7	2	2	1	2	4	21	49	5	0	2	2	0	0	5	20	3	10
N 5TH ST	BL	0.21	0	0	0	7	2	7	5	16	6	66	118	5	0	1	2	2	0	29	138	1	10
N 7TH ST	BL	0.21	0	0	0	8	2	6	6	13	6	62	113	5	0	2	2	2	0	74	358	1	10
ORCHARD AVE	BL	0.61	0	0	1	7	3	3	2	2	7	31	66	5	0	2	2	0	0	18	29	3	10
W PINYON AVE	BL	0.50	1	3	0	3	2	0	0	0	5	19	41	4	0	1	2	0	0	3	6	4	10
28 RD	BB	0.50	0	1	0	1	0	0	0	1	0	11	16	3	0	1	2	0	0	0	0	5	10
B 1/4 RD	BB	0.50	0	1	0	3	1	1	0	1	0	6	18	3	0	1	2	0	0	0	0	5	10
BOOKCLIFF AVE	BB	0.99	0	1	0	6	3	0	1	1	1	32	55	5	0	0	0	0	0	0	0	5	10
ELM AVE	BB	0.33	0	0	0	7	4	3	1	3	7	33	69	5	0	1	2	0	0	10	30	3	10
MAIN ST	BB	0.62	0	0	0	8	3	7	7	16	7	68	127	5	0	2	2	2	0	110	176	1	10
OXFORD AVE	BB	0.49	0	0	0	3	1	1	0	1	0	7	17	3	0	1	2	0	0	0	0	5	10
PINON ST	BB	0.13	1	0	0	5	2	4	0	0	3	10	32	4	0	1	2	0	0	2	16	4	10
W ORCHARD AVE	BB	0.26	0	2	0	5	2	1	0	0	8	13	40	4	0	1	2	0	0	3	11	4	10
Future ATC Trail	T	0.61	1	1	0	7	3	4	0	1	3	15	46	4	0	1	2	0	0	3	5	4	10
Future ATC Trail	T	0.52	0	1	0	8	2	3	2	0	1	32	60	5	0	0	0	0	0	0	0	5	10
S REDLANDS RD/26 3/8 RD	T	0.52	0	0	0	1	0	1	0	1	1	1	6	1	2	1	2	0	0	0	0	5	10
27 1/2 RD	T or CT or PBL	0.50	1	1	0	5	1	0	0	1	3	12	31	4	0	1	2	0	0	8	16	4	10
27 RD	T or CT or PBL	0.54	0	0	0	4	1	4	0	0	1	8	23	3	0	1	2	0	0	2	4	5	10
30 RD	T or CT or PBL	0.97	0	0	0	9	1	0	3	1	0	30	54	5	0	0	0	0	0	2	2	5	10
B 1/2 RD	T or CT or PBL	0.49	0	1	0	3	1	1	0	1	0	12	24	3	0	1	2	0	0	1	2	5	10

HWY 6	T or CT or PBL	0.34	0	2	0	4	1	1	0	1	6	19	41	4	0	2	2	0	0	3	9	4	10

Medium Priority Bike Projects

FULL_NAME	FacilityRec	Miles	Trailh_Ct	Grocery_Ct	Health_Ct	Childc_Ct	School_Ct	CHFA_Ct	Service_Ct	Public_Ct	Park_Ct	Stop_Ct	Key_Dest_Ct_Wt	Key_Dest_Sc	Barrier_Sc	LowInc_Ct	Equity_Sc	HIN_Sc	DkCrash_Sc	Light_Ct	Posts_Mi	Light_Sc	Final_Sc
28 1/4 RD	BBL	0.67	0	0	0	6	0	4	1	0	6	15	38	4	0	1	2	0	0	19	28	3	9
N 12TH ST	BBL	0.21	0	0	0	7	4	5	3	4	7	24	65	5	0	1	2	0	0	9	44	2	9
W GRAND AVE	BBL	0.07	0	0	0	3	1	2	3	12	4	36	65	5	0	0	0	2	0	3	44	2	9
B 1/2 RD	BL	0.48	0	1	0	2	0	0	0	1	0	12	19	3	0	1	2	0	0	5	10	4	9
B 1/2 RD	BL	0.59	0	0	0	4	1	1	0	0	0	10	21	3	0	1	2	0	0	7	12	4	9
B RD	T or CT or PBL	1.39	1	1	0	1	0	0	0	1	0	6	12	2	0	1	2	0	0	0	0	5	9
C 1/2 RD	BL	1.50	1	0	0	4	1	1	0	0	3	2	17	3	0	0	0	0	1	1	1	5	9
CROSBY AVE	BL	0.32	0	1	0	1	1	1	1	5	2	18	33	4	0	0	0	0	0	1	3	5	9
E 1/2 RD	BL	1.24	0	1	0	6	4	0	1	1	1	23	48	4	0	0	0	0	0	0	0	5	9
NORTH AVE	BL	0.19	0	0	0	5	0	0	4	1	0	13	28	4	0	1	2	0	0	4	21	3	9
26 3/4 RD	BB	0.19	0	1	1	3	3	4	4	0	0	25	48	4	0	1	2	0	0	4	21	3	9
26 3/8 RD	BB	0.14	0	0	0	1	0	1	0	2	1	1	7	2	0	1	2	0	0	0	0	5	9
B 1/2 RD	BB	0.21	0	0	0	2	1	4	0	2	0	5	17	3	0	1	2	0	0	4	19	4	9
BOOKCLIFF AVE	BB	0.47	0	1	1	7	3	5	3	1	2	32	66	5	0	2	2	0	0	20	43	2	9
E SHERWOOD DR	BB	0.19	0	0	0	6	3	1	0	2	7	20	48	4	0	1	2	0	0	5	26	3	9
LEGACY WAY	BB	0.29	0	0	0	3	1	1	0	2	1	3	15	2	0	1	2	0	0	0	0	5	9
N 23RD ST	BB	0.12	0	1	1	7	1	2	2	0	2	17	42	4	0	1	2	0	0	4	32	3	9
N 24TH ST	BB	0.37	0	1	1	6	1	2	2	1	2	19	43	4	0	1	2	0	0	9	24	3	9
N SHERWOOD DR	BB	0.04	0	0	0	6	3	1	0	2	5	18	44	4	0	1	2	0	0	1	24	3	9

SANTA CLARA AVE	BB	0.25	2	0	0	6	2	5	0	1	4	11	39	4	0	1	2	0	0	6	24	3	9
SANTA CLARA AVE	BB	0.06	1	0	0	5	2	3	0	0	3	10	31	4	0	1	2	0	0	2	35	3	9
D 1/2 RD	T	1.03	0	1	0	9	1	0	0	0	2	14	38	4	0	0	0	0	0	3	3	5	9
D 1/2 RD	T	0.87	0	0	0	7	1	0	0	0	0	13	29	4	0	0	0	0	0	0	0	5	9
Future ATC Trail	T	0.09	0	0	0	4	2	1	0	2	7	17	39	4	0	1	2	0	0	2	22	3	9
Future ATC Trail	T	0.56	0	0	1	3	2	3	2	0	5	23	44	4	0	0	0	0	0	1	2	5	9
Future ATC Trail	T	0.19	0	1	1	3	3	4	4	0	0	23	46	4	0	0	0	0	0	0	0	5	9
Future ATC Trail	T	2.80	0	0	0	1	0	0	0	0	0	9	11	2	2	0	0	0	0	0	0	5	9
Future ATC Trail	T	0.12	0	0	0	0	0	0	0	1	0	10	11	2	2	0	0	0	0	0	0	5	9
Future ATC Trail	T	0.55	0	0	0	2	0	0	0	0	1	2	7	2	2	0	0	0	0	0	0	5	9
HANNAH LN	T	0.55	0	0	0	0	1	0	2	1	0	23	28	4	0	0	0	0	0	1	2	5	9
24 1/2 RD	T or CT or PBL	1.19	0	0	0	1	0	0	1	1	1	14	19	3	2	0	0	0	0	14	12	4	9
25 RD	T or CT or PBL	0.34	0	1	0	0	1	0	2	1	0	20	27	3	0	1	2	0	0	5	15	4	9
D RD	T or CT or PBL	2.98	3	0	0	7	1	0	0	0	2	21	42	4	0	0	0	0	0	8	3	5	9
E RD	T or CT or PBL	1.47	0	1	0	6	1	0	3	1	0	9	29	4	0	0	0	0	0	4	3	5	9
PITKIN AVE	T or CT or PBL	0.39	0	0	0	6	2	4	2	1	3	17	43	4	0	0	0	2	0	9	23	3	9
HORIZON DR	BBL	1.20	0	1	0	0	0	0	0	3	1	15	21	3	2	0	0	0	0	35	29	3	8
28 1/4 RD	BL	0.07	0	0	0	4	1	3	1	0	4	14	32	4	0	2	2	0	0	6	80	2	8
29 RD	BL	1.09	0	1	0	6	1	1	0	0	0	6	23	3	0	0	0	0	0	1	1	5	8
B 1/2 RD	BL	0.25	0	0	0	4	1	4	0	1	0	4	19	3	0	1	2	0	0	5	20	3	8
B RD	BL	1.35	1	1	0	6	1	0	0	0	0	5	22	3	0	0	0	0	0	2	1	5	8
26 1/4 RD	BB	0.21	0	0	0	3	1	1	0	2	1	3	15	2	0	1	2	0	0	3	14	4	8
27 3/4 RD	BB	0.18	0	1	0	1	0	0	0	1	0	7	12	2	0	1	2	0	0	1	5	4	8

30 1/2 RD	BB	0.34	1	0	0	3	1	0	0	0	1	6	16	3	0	0	0	0	0	0	0	5	8
30 1/4 RD	BB	0.04	1	0	0	4	1	0	0	0	1	4	16	3	0	0	0	0	0	0	0	5	8
BELFORD AVE	BB	0.04	0	1	1	6	1	2	2	0	1	18	40	4	0	1	2	0	0	2	53	2	8
CHEYENNE DR	BB	0.62	1	0	0	5	1	0	0	0	3	5	21	3	0	1	2	0	0	14	23	3	8
COLORADO AVE	BB	0.13	1	0	0	4	1	0	0	0	1	6	18	3	0	0	0	0	0	0	0	5	8
COLORADO AVE	BB	0.28	0	0	0	3	1	0	0	0	1	8	17	3	0	0	0	0	0	0	0	5	8
COLORow DR	BB	0.07	0	0	0	7	1	0	1	0	1	2	20	3	0	0	0	0	0	0	0	5	8
ELM AVE	BB	0.10	0	0	0	4	2	1	0	2	7	15	37	4	0	1	2	0	0	5	48	2	8
GUNNISON AVE	BB	0.69	0	0	0	7	2	0	1	0	1	5	25	3	0	0	0	0	0	1	1	5	8
HAWTHORNE AVE	BB	0.76	0	0	0	6	1	2	0	0	3	10	29	4	0	0	0	0	0	13	17	4	8
HILL CT	BB	0.14	0	0	0	4	0	0	3	1	0	4	16	3	0	0	0	0	0	0	0	5	8
OLSON AVE	BB	0.01	2	0	0	5	2	3	0	0	3	10	32	4	0	1	2	0	0	1	75	2	8
RIVER CIR	BB	0.01	2	0	0	4	2	5	0	1	4	9	33	4	0	1	2	0	0	1	73	2	8
S 12TH ST	BB	0.41	2	0	0	3	2	2	2	2	5	5	28	4	0	0	0	0	0	3	7	4	8
SOUTH AVE/S 2ND ST	BB	0.78	0	0	0	3	0	7	4	15	5	58	95	5	0	0	0	0	0	23	30	3	8
SANDPIPER AVE	BB	0.19	1	0	0	3	1	0	0	0	1	6	16	3	0	0	0	0	0	0	0	5	8
CHATFIELD DR	T	0.01	0	0	0	7	1	0	0	0	0	6	22	3	0	0	0	0	0	0	0	5	8
Future ATC Trail	T	0.42	0	0	0	5	1	1	0	0	0	4	17	3	0	0	0	0	0	0	0	5	8
Future ATC Trail	T	1.78	1	0	0	5	2	2	0	0	3	6	26	3	0	0	0	0	0	0	0	5	8
Future ATC Trail	T	1.19	1	0	0	6	1	0	0	0	2	8	25	3	0	0	0	0	0	0	0	5	8
Future ATC Trail	T	0.47	1	2	0	0	0	0	1	1	1	12	20	3	0	0	0	0	0	2	4	5	8
Future ATC Trail	T	0.50	0	0	0	4	1	0	0	1	1	10	22	3	0	0	0	0	0	0	0	5	8
Future ATC Trail	T	0.91	0	0	0	3	1	0	0	1	1	12	22	3	0	0	0	0	0	0	0	5	8

Future ATC Trail	T	1.75	0	1	1	2	0	0	0	0	1	8	16	3	0	0	0	0	0	3	2	5	8
Future ATC Trail	T	3.11	0	0	0	1	1	0	0	2	3	13	22	3	0	0	0	0	0	2	1	5	8
Indian Wash Trail from Matchett Park	T	0.68	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	0	0	0	5	8
Matchett Park ATC	T	1.37	0	0	0	4	0	2	0	0	3	7	20	3	0	0	0	0	0	0	0	5	8
Trail Connection	T	0.17	0	1	0	0	2	0	0	1	1	14	22	3	0	0	0	0	0	0	0	5	8
23 RD	T or CT or PBL	2.00	0	0	0	0	0	0	0	0	0	4	4	1	2	0	0	0	0	2	1	5	8
29 1/2 RD	T or CT or PBL	0.44	0	1	0	6	1	0	0	0	0	2	18	3	0	0	0	0	0	0	0	5	8
30 RD	T or CT or PBL	0.38	0	0	0	8	1	0	3	1	2	6	30	4	0	0	0	0	0	5	13	4	8
31 RD	T or CT or PBL	1.16	0	1	0	2	1	0	0	0	1	13	22	3	0	0	0	0	0	0	0	5	8
B 1/2 RD	T or CT or PBL	1.98	0	0	0	7	1	1	0	0	0	4	21	3	0	0	0	0	0	0	0	5	8

Low Priority Bike Projects

FULL_NAME	FacilityRec	Miles	Trailh_Ct	Grocery_Ct	Health_Ct	Childc_Ct	Schol_Ct	CHFA_Ct	Service_Ct	Public_Ct	Park_Ct	Stop_Ct	Key_Dest_Ct_Wt	Key_Dest_Sc	Barrier_Sc	Lowlnc_Ct	Equity_Sc	HIN_Sc	DkCrash_Sc	Light_Ct	Posts_Mi	Light_Sc	Final_Sc
23 1/2 RD	BL	0.50	0	0	1	0	0	0	0	0	0	6	7	2	0	0	0	0	0	0	0	5	7
27 1/2 RD	BL	0.22	0	0	0	3	1	1	0	0	2	7	18	3	0	0	0	0	0	4	18	4	7
30 RD	BL	0.73	0	0	0	3	1	0	0	0	0	0	8	2	0	0	0	0	0	0	0	5	7
30 RD	BL	0.62	1	0	0	5	1	0	0	0	2	3	18	3	0	0	0	0	0	5	8	4	7
30 RD	BL	0.50	0	0	0	4	1	0	0	0	0	9	19	3	0	0	0	0	0	3	6	4	7
F 1/2 RD	BL	1.00	0	1	1	0	0	0	1	1	0	15	20	3	0	0	0	0	0	11	11	4	7
F 1/2 RD	BL	0.51	0	0	0	0	1	1	0	0	1	6	10	2	0	0	0	0	0	1	2	5	7
G RD	BL	1.00	0	1	0	1	0	0	0	0	1	7	12	2	0	0	0	0	1	10	10	4	7
RIMROCK AVE	BL	0.32	1	3	0	2	0	0	0	1	4	12	28	4	0	0	0	0	0	10	31	3	7
ROSEVALE RD	BL	0.91	1	1	0	1	1	0	0	0	2	2	11	2	0	0	0	0	0	0	0	5	7
B RD	BB	0.50	0	0	0	3	1	0	0	0	0	0	8	2	0	0	0	0	0	0	0	5	7
CANYON RIM DR	BB	0.49	0	0	0	3	1	0	0	0	2	0	10	2	0	0	0	0	0	1	2	5	7
COLORADO AVE	BB	0.04	1	0	0	3	1	0	0	0	1	5	15	2	0	0	0	0	0	0	0	5	7
D RD	BB	0.30	1	1	0	1	1	0	0	0	2	2	11	2	0	0	0	0	0	0	0	5	7
E 1/2 RD	BB	0.82	1	0	0	1	1	0	0	0	2	0	7	2	0	0	0	0	0	0	0	5	7
F 1/2 RD	BB	0.33	0	0	0	0	1	0	0	0	1	8	11	2	0	0	0	0	0	1	3	5	7
HOPI DR	BB	0.20	0	0	0	2	0	0	0	0	1	3	8	2	0	1	2	0	0	4	20	3	7
LAKESIDE CT	BB	0.20	0	2	0	2	2	2	3	0	0	21	38	4	0	0	0	0	0	5	26	3	7
MEADOWVALE WAY	BB	0.05	1	0	0	2	1	0	0	0	1	6	14	2	0	0	0	0	0	0	0	5	7

RIDGE DR	BB	0.25	0	1	0	2	1	0	1	0	1	11	21	3	0	0	0	0	0	3	12	4	7
ROSEVALE RD	BB	0.22	1	1	0	1	1	0	0	0	1	2	10	2	0	0	0	0	0	0	0	5	7
WEDGEWOOD AVE	BB	0.39	1	0	0	3	1	0	0	0	1	5	15	2	0	0	0	0	0	0	0	5	7
Future ATC Trail	T	1.95	0	0	0	5	1	0	0	0	0	0	12	2	0	0	0	0	0	0	0	5	7
Future ATC Trail	T	0.55	0	0	0	4	1	0	0	0	0	0	10	2	0	0	0	0	0	0	0	5	7
Future ATC Trail	T	0.99	0	0	0	1	0	1	0	0	0	5	8	2	0	0	0	0	0	1	1	5	7
Redlands 360 Trail	T	3.61	0	0	0	3	0	0	0	0	1	0	7	2	0	0	0	0	0	0	0	5	7
Future ATC Trail	T	0.61	0	0	0	1	0	0	0	0	1	6	9	2	0	0	0	0	0	0	0	5	7
Future ATC Trail	T	0.95	1	0	0	3	2	0	0	0	1	0	12	2	0	0	0	0	0	1	1	5	7
Future ATC Trail	T	0.44	0	3	0	4	1	1	0	3	6	20	46	4	0	0	0	0	0	14	32	3	7
Future ATC Trail	T	1.37	0	0	0	2	0	0	0	0	1	7	12	2	0	0	0	0	0	0	0	5	7
Future ATC Trail	T	0.64	0	0	0	0	0	0	0	1	1	10	12	2	0	0	0	0	0	1	2	5	7
Future ATC Trail	T	0.67	0	0	0	0	0	0	0	2	0	12	14	2	0	0	0	0	0	0	0	5	7
Future ATC Trail	T	0.40	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	0	3	7	4	7
Future ATC Trail	T	2.19	0	0	0	2	1	0	0	0	1	0	7	2	0	0	0	0	0	0	0	5	7
24 RD/REDLANDS PKWY	T or CT or PBL	0.41	2	1	0	0	0	0	0	0	1	6	11	2	2	0	0	0	0	11	27	3	7
29 RD	T or CT or PBL	0.50	0	1	0	1	0	1	1	0	2	11	19	3	0	0	0	0	0	3	6	4	7
30 RD	T or CT or PBL	0.38	1	0	0	8	1	0	0	0	2	5	26	3	0	0	0	0	0	3	8	4	7
F 1/2 RD	T or CT or PBL	0.82	0	0	0	4	1	0	0	0	0	4	14	2	0	0	0	0	0	2	2	5	7
H RD	T or CT or PBL	0.59	0	0	0	0	0	0	0	2	1	6	9	2	0	0	0	0	0	2	3	5	7
RIVER RD	T or CT or PBL	2.37	3	1	0	0	0	0	0	0	1	9	15	2	0	0	0	0	0	2	1	5	7
RIVERSIDE PKWY	T or CT or PBL	0.21	1	0	0	3	1	0	1	2	1	14	27	3	0	0	0	2	0	17	81	2	7
S CAMP RD	T or CT or PBL	0.07	0	0	0	3	1	0	0	0	2	0	10	2	0	0	0	0	0	0	0	5	7
25 RD	BBL	0.17	1	3	0	0	0	0	0	0	0	8	15	2	0	1	2	0	0	7	42	2	6

WEST AVE	BBL	0.16	0	1	0	1	1	1	1	3	1	15	27	3	0	0	0	0	0	4	24	3	6
25 1/2 RD	BL	0.20	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	5	6
F 1/2 RD	BL	0.22	0	0	0	0	0	0	0	0	1	7	8	2	0	0	0	0	0	3	14	4	6
F 1/2 RD	BL	0.50	0	0	0	1	0	1	0	0	2	5	10	2	0	0	0	0	0	3	6	4	6
H RD	BL	1.00	0	0	0	2	1	0	0	0	0	0	6	1	0	0	0	0	0	0	0	5	6
H RD	BL	0.25	0	0	0	1	1	0	0	0	1	0	5	1	0	0	0	0	0	0	0	5	6
S BROAD WAY	BL	1.50	2	0	0	1	0	0	0	0	2	0	6	1	0	0	0	0	0	2	1	5	6
23 RD	BB	0.22	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	6
29 3/4 RD	BB	0.23	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	5	6
ATHENA ST	BB	0.37	0	0	0	1	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	5	6
B 3/4 RD	BB	0.24	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	6
CANYON CREEK DR	BB	0.30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	6
CHESTNUT DR	BB	0.28	0	0	0	2	1	0	0	0	2	0	8	2	0	0	0	0	0	3	11	4	6
COLONIAL DR	BB	0.18	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	6
EASTER HILL DR	BB	0.05	0	0	0	2	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	5	6
F 1/2 RD	BB	0.15	0	0	0	1	0	0	0	0	2	1	5	1	0	0	0	0	0	0	0	5	6
G 1/4 RD	BB	0.02	0	0	0	2	0	0	0	0	1	0	5	1	0	0	0	0	0	0	0	5	6
GARDEN RD	BB	0.12	0	0	0	2	0	0	0	0	1	0	5	1	0	0	0	0	0	0	0	5	6
HERMOSA AVE	BB	0.26	0	1	0	3	1	2	2	0	2	15	31	4	0	0	0	0	0	11	42	2	6
LAKESIDE DR	BB	0.05	0	2	0	2	1	2	2	0	0	19	33	4	0	0	0	0	0	3	55	2	6
MONUMENT VILLAGE DR	BB	0.28	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	5	6
OL SUN DR	BB	0.23	0	0	0	0	1	0	0	0	0	4	6	1	0	0	0	0	0	0	0	5	6
RAILHEAD CIR	BB	0.35	1	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	5	6
RIDGE DR	BB	0.60	0	0	0	2	0	2	0	0	3	5	14	2	0	0	0	0	0	11	18	4	6
S BROAD WAY	BB	0.18	0	0	0	2	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	5	6
S REDLANDS RD	BB	0.65	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	5	6

W GREENWOOD CT	BB	0.06	0	0	0	0	1	0	0	0	1	0	3	1	0	0	0	0	0	0	0	5	6
W GREENWOOD DR	BB	0.13	0	0	0	0	1	0	0	0	1	0	3	1	0	0	0	0	0	0	0	5	6
W MAIN ST	BB	0.05	1	1	0	1	1	1	1	5	1	14	29	4	0	0	0	0	0	4	78	2	6
WEST AVE	BB	0.05	1	1	0	1	1	1	1	5	1	14	29	4	0	0	0	0	0	3	55	2	6
Future ATC Trail	T	2.41	1	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	4	2	5	6
26 RD	T	0.29	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1	3	5	6
Brodick Way/Heron Drive	T	1.09	0	0	0	1	0	1	0	0	2	0	5	1	0	0	0	0	0	2	2	5	6
DESERT HILLS RD	T	0.26	1	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	5	6
FREEDOM DR	T	0.06	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	5	6
Future ATC Trail	T	0.14	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	6
Future ATC Trail	T	2.83	1	0	0	1	0	0	0	0	2	0	5	1	0	0	0	0	0	0	0	5	6
Future ATC Trail	T	0.25	1	1	0	0	0	0	1	1	1	10	16	3	0	0	0	0	0	5	20	3	6
Future ATC Trail	T	0.24	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	5	6
Future ATC Trail	T	1.09	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	5	6
Neighborhood Connection to 26 Rd	T	0.07	0	0	0	1	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	5	6
Trail Connection	T	0.19	0	0	0	1	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	5	6
25 RD	T or CT or PBL	0.14	0	0	0	0	1	0	1	0	0	7	10	2	0	0	0	0	0	1	7	4	6
25 RD	T or CT or PBL	0.05	0	0	0	2	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	5	6
28 RD	T or CT or PBL	0.64	0	0	0	2	0	1	0	1	0	0	6	1	0	0	0	0	0	1	2	5	6
30 RD	T or CT or PBL	0.50	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	6
BROAD WAY	T or CT or PBL	0.11	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	5	6
BROAD WAY	T or CT or PBL	1.57	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	5	6

C RD	T or CT or PBL	0.99	0	0	0	2	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	5	6
F 1/2 RD	T or CT or PBL	0.22	0	0	0	0	0	1	0	0	0	4	5	1	0	0	0	0	0	1	4	5	6
G RD	T or CT or PBL	2.25	0	0	1	2	0	0	0	0	1	9	15	2	0	0	0	0	0	17	8	4	6
G RD	T or CT or PBL	0.46	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	5	6
H RD	T or CT or PBL	0.82	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	6
I RD	T or CT or PBL	0.46	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	6
I RD	T or CT or PBL	0.29	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	6
MONUMENT RD	T or CT or PBL	1.42	1	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	5	6
RIVERSIDE PKWY	T or CT or PBL	0.32	0	1	0	1	1	1	1	6	1	27	42	4	0	0	0	0	0	16	51	2	6
S BROADWAY	T or CT or PBL	0.51	1	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	2	4	5	6
S BROADWAY	T or CT or PBL	0.51	1	0	0	1	0	0	0	0	2	0	5	1	0	0	0	0	0	0	0	5	6
S CAMP RD	T or CT or PBL	0.96	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	6
24 1/2 RD	BBL	0.30	0	1	0	0	1	0	1	1	0	16	22	3	0	0	0	0	0	12	40	2	5
RIVERSIDE PKWY	BBL	0.31	1	4	0	0	0	0	0	1	0	10	20	3	0	0	0	0	0	16	52	2	5
23 RD	BL	0.49	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	6	4	5
24 1/2 RD	BL	0.50	0	1	0	0	1	0	1	1	0	19	25	3	0	0	0	0	0	30	60	2	5
26 1/2 RD	BL	0.33	0	0	0	1	1	0	0	0	2	0	6	1	0	0	0	0	0	2	6	4	5
28 RD	BL	0.33	0	0	0	1	0	2	0	0	2	1	7	2	0	0	0	0	0	8	24	3	5
H RD	BL	0.45	0	0	0	0	0	0	0	2	0	6	8	2	0	0	0	0	0	14	31	3	5
MARIPOSA DR	BL	0.66	1	0	0	1	0	0	0	0	5	0	8	2	0	0	0	0	0	16	24	3	5
DESERT HILLS RD	BB	0.33	1	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	3	9	4	5
ESCONDIDO CIR	BB	0.34	1	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	2	6	4	5
G 1/2 RD	BB	0.51	0	0	0	2	1	0	0	0	2	0	8	2	0	0	0	0	0	12	24	3	5

LEVI CT	BB	0.06	0	0	0	0	1	1	1	0	0	9	13	2	0	0	0	0	0	2	31	3	5
W COLORADO AVE	BB	0.02	1	1	0	1	1	1	1	4	1	12	26	3	0	0	0	0	0	2	98	2	5
24 RD	T or CT or PBL	0.99	0	1	1	0	0	0	0	0	1	9	13	2	0	0	0	0	0	21	21	3	5
24 RD	T or CT or PBL	0.42	0	0	0	2	1	0	0	0	1	0	7	2	0	0	0	0	0	9	21	3	5
RIVERSIDE PKWY	T or CT or PBL	0.29	1	4	0	0	0	0	0	1	0	10	20	3	0	0	0	0	0	12	41	2	5
E MAYFIELD DR	BL	0.04	1	1	0	0	0	0	0	0	1	1	5	1	0	0	0	0	0	1	26	3	4
G 1/2 RD	BL	0.18	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	5	27	3	4
S RIM DR	BL	0.04	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	1	23	3	4
FOUNTAIN GREENS PL	BB	0.06	0	0	0	2	0	0	0	0	1	0	5	1	0	0	0	0	0	2	35	3	4
STRUTHERS AVE	BB	0.12	1	0	0	2	1	1	0	1	2	2	13	2	0	0	0	0	0	5	40	2	4
STRUTHERS AVE	BB	0.03	1	0	0	2	1	0	0	1	1	1	10	2	0	0	0	0	0	3	96	2	4
RIDGES BLVD	BL	0.02	0	0	0	1	0	0	0	0	3	0	5	1	0	0	0	0	0	1	53	2	3
W RIDGES BLVD	BL	0.02	1	0	0	1	0	0	0	0	5	0	8	2	0	0	0	0	0	2	115	1	3
I RD	BB	0.01	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	118	1	2

Notable Updates from the Draft Plan to the Final Plan

- Page 5 - Added reference to growth of LEVs.
- Page 7 – Changed Both a Pedestrian AND a Bicycle Plan subsection to have more inclusive language in related to people with mobility challenges and people walking, rolling, and biking.
- Page 12 - Added sentence to Community Engagement section stressing outreach to non-bikers: "Over 75% of survey respondents reported driving as their primary mode of transportation. Thus, community input reflects the input of both regular bicyclists and non-bicyclists."
- Page 25 - Added paragraph with information on the Bike Boulevard and what that looks like for connectivity for the network: "Many of the new connections added are on local streets that will be designated as Bike Boulevards (see description of Bike Boulevards below). These connections will provide additional low-stress options for people biking and fill in key gaps in the network."
- Page 29 - Added paragraph on Planning for Two-Way Traffic: "All bicycle facilities will accommodate both directions of travel. Most on-street facilities will be designed as one-way on each side of the street. Multiuse trails will also be on both sides of the street in most contexts to serve land uses on both sides of the street. Protected bike lanes and raised cycle tracks will also typically be designed as one-way on both sides of the street, but can be also be designed as two-way facilities. In these situations special design considerations will be needed at intersections and driveways, especially at signalized intersections. The NACTO Urban Bikeway Design Guide provides guidance on two-way cycle track design."
- Page 30 - Highlighted the following statement to call more attention: "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."
- Page 31 - Added sentence on who is allowed on trails: "Trails will be designed to serve both pedestrians and bicyclists, including people on electric and non-electric mobility devices and electric bikes that meet city standards and obey the city speed limits."
- Page 32 - Added sentence clarifying options for parallel routes: "Facilities will generally follow the routes on the Future Bicycle Map, but can also be located along a parallel street (generally within one block) if found to be more feasible during implementation."
- Page 65 - Added language about importance of lighting within the sidewalk buffer zone.
- Page 67 - Added emphasis in Pedestrian Crossing Guidance section on designing for people with mobility challenges or with visual impairments.
- Page 75 – In the Street Furniture sub-section, added statement: "Along trails, amenities like shade, water fountains, seating, and ADA accessible restrooms support recreation and active transportation."
- Page 91 - Added sentence explaining how new development could alter priorities: "Priorities may be amended in the future as land uses change and new growth occurs that may increase (or decrease) the priority for new connections."
- Page 92 - Updated Figure 45 (Order in Which to Prioritize Sidewalk Projects) to make low priority missing sidewalks and high priority sidewalk retrofits equal priority.
- Page 119 - Reframed Local subsection of Funding Opportunities section:
    - Removed mill levy, vehicle registration, utility fees, and language about dedicated sales tax.
    - Added private foundations.
    - Added paragraph: "Community input received during this planning process indicated interest in a dedicated local funding source. Continued community involvement in the budgeting process can support establishment of this source."
- Page 122 – Added a Glossary section.
- Objectives - Added two new objectives:

  - Page 60 - S1: Conduct a signalization feasibility study as a first step to determine what improvements are needed at signalized crossings.
  - Page 76 - S4: Conduct a lighting needs assessment for each active transportation corridor as a first step in identifying lighting needs for safety improvements.
- Map Updates:
  - Updated Horizon neighborhood Future Bicycle Network basemap to include Patterson Road.
  - Upgraded 24 Road/Redlands Pkwy project (bridge over US 50) to High Priority pedestrian and bicycle project.
  - Included missing 27 Rd/I70 bridge link in the Active Transportation Corridor Map and Future Bicycle Network Map.
  - Removed conflicting bike lane recommendations along section of G Rd east of 26 Road in the Future Bicycle Network Map.

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

**AN ORDINANCE ADOPTING
THE 2023 PEDESTRIAN AND BICYCLE PLAN**

AN ELEMENT OF THE ONE GRAND JUNCTION COMPREHENSIVE PLAN FOR THE AREA GENERALLY LOCATED BETWEEN 21 ROAD, J ROAD, 32 ROAD, AND A SOUTHERLY BOUNDARY OF APPROXIMATELY ONE- QUARTER OF A MILENORTH OF THE MESA COUNTY LANDFILL

AND APPROVING THE 2023 PEDESTRIAN AND BICYCLE PLAN AND ORDINANCE TO BE PUBLISHED IN PAMPHLET FORM

Recitals

City Staff, a Steering Committee of 17 community representatives, and Fehr and Peers the City's consultant have diligently worked to prepare a Pedestrian and Bicycle Plan (Plan) for the urban growth area of Grand Junction. The Plan was prepared with and through an extensive public engagement process. That process consisted of 20 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 three public open houses. Hundreds of people participated in the process.

After nine months of extensive public involvement and deliberation, the City's Urban Trails Committee recommends adoption of the Pedestrian and Bicycle Plan, a plan that identifies strategies, complete streets objectives, 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 within the One Grand Junction Comprehensive Plan planning area.

The planning area includes Grand Junction, Redlands, Fruitvale, Pear Park, Orchard Mesa and the Appleton Areas.

The 2023 Pedestrian and Bicycle Plan:

1. Meets criteria 5 of Section 21.02.130(c)(1) of the Zoning and Development Code; and,
2. Develops a community vision with achievable goals; and,
3. When fully implemented it will provide accessibility for all users; and,
4. Prioritizes active transportation corridor segments addressing "missing links" and improves accessibility of underserved neighborhoods; and,
5. Will help guide and facilitate decision-making on future pedestrian and bicycle facility infrastructure needs and projects within the City; and,

6. Incorporates the City's *Complete Streets* policies adopted in the City's *2018 Complete Street Policy* and the implementation strategies of the *2020 One Grand Junction Comprehensive Plan.*
7. Protects, preserves, and creates opportunities to enhance quality of life in Grand Junction.

The Plan amends the Active Transportation Corridor Map in the Grand Junction Circulation Plan (Ordinance 4808) and in the One Grand Junction Comprehensive Plan (Ordinance 4971).

The 2018 Grand Junction Circulation Plan established an Active Transportation Corridor Map that was incorporated into the 2020 One Grand Junction Comprehensive Plan that has also been incorporated into 2023 Pedestrian and Bicycle Plan as a base map for the Bicycle Network of the planning area. The Pedestrian and Bicycle Plan amended the Active Transportation Corridor Map with additional corridor segments being shown for active transportation. So that the Grand Junction Circulation Plan and the One Grand Junction Comprehensive Plan are consistent this ordinance will serve to amend both maps as shown in the Active Transportation Corridor Map as amended.

Furthermore, when adopted the Plan and this Ordinance will functionally repeal and replace the City's *2018 Complete Street Policy* (Resolution 48-18).

The Plan will serve as a guide to public and private transportation infrastructure decisions. The Plan establishes the community's vision for its own future and a road map providing direction to achieve that vision; the Plan is shaped by the community's values, ideals, and aspirations about the management of the community's resources.

In addition to defining the community's view of its future, the Plan describes a vision for the future pedestrian and bicycle network, identifies and prioritizes facility investments that the City will implement over time to create a more comfortable and welcoming place for people of all ages and abilities to walk, roll, and bike.

The Plan implements the *2020 One Grand Junction Comprehensive Plan,* specifically the following Plan Principles, goals, and policies:

Plan Principle 6: Efficient and Connected Transportation

Goal 1: Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes.

- Strategy a. Balanced Modes. Consider and strive to balance the safety and needs of all transportation modes-driving, bicycling, walking, and taking transit-in day to-day planning, development review, and decision making by the city.
- Strategy c. Circulation Plan. Maintain and regularly update the City's circulation Plan. The proposed Active Transportation Corridor Map will replace the same map found in the Circulation Plan (Ordinance 4808).
- Strategy d. Bicycle and Pedestrian Plan. Develop and implement a Bicycle and Pedestrian Plan.
- Strategy f. Complete Streets. The Pedestrian and Bicycle Plan incorporates

the policies established in the 2018 Complete Street Policy (Resolution 48-18) and replaces that policy.

Goal 4: Encourage the use of transit, bicycling, walking and other forms of transportation.

The Pedestrian and Bicycle Plan will be heard by Planning Commission prior to final reading of this ordinance by City Council. Their recommendation will be forwarded to City Council and be made a part of the record that City Council will consider.

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

That the City's 2023 Pedestrian and Bicycle Plan, in the form of the document attached hereto, is hereby adopted.

Be it further ordained that the 2023 Pedestrian and Bicycle Plan will serve to amend the Active Transportation Corridor Map in the Grand Junction Circulation Plan as adopted by Ordinance 4808 and the same map found in the One Grand Junction Comprehensive Plan adopted by Ordinance 4971.

With this Ordinance and the adoption of it and the 2023 Pedestrian and Bicycle Plan the City Council does repeal and replace the City's 2018 Complete Street Policy as adopted by Resolution 48-18.

The full text of this Ordinance, including the full text together with all maps, charts and graphs contained therein of the 2023 Pedestrian and Bicycle Plan, in accordance with paragraph 51 of the Charter of the City of Grand Junction, shall be published in pamphlet form with notice published in accordance with the Charter.

INTRODUCED on first reading the _____ day of April, 2023 and ordered published in pamphlet form.

ADOPTED on second reading the __day of April, 2023 and ordered published in pamphlet form.

ATTEST:

_____
Anna M. Stout
President of the City Council

_____
Amy Phillips
City Clerk

Grand Junction City Council

Regular Session

Item #2.a.iv.

Meeting Date: April 5, 2023

Presented By: Steven Kollar, Fire Marshal, Ken Watkins, Fire Chief

Department: Fire

Submitted By: Jamie B. Beard

Information

SUBJECT:

Introduction of an Ordinance Amending the Grand Junction Municipal Code to Amend Chapter 39 of the Adopted 2018 International Fire Code and Setting a Public Hearing for May 3, 2023

RECOMMENDATION:

Approval of Ordinance on first reading, pass for publication in pamphlet form and set a public hearing for May 3, 2023.

EXECUTIVE SUMMARY:

In April 2022, the City adopted Ordinance No. 5064 amending Title 5 to allow for cannabis business licenses and regulations. The City originally focused on licensing retail and co-located retail and medical cannabis businesses. The City Council is considering expanding the licenses to include cannabis product manufacturers, including cannabis-infused product manufacturing. The manufacturing process and extraction facilities cause concerns for the health, safety, and general welfare of the people of the City of Grand Junction. The amendments to Chapter 39 of the adopted 2018 International Fire Code address the concerns.

BACKGROUND OR DETAILED INFORMATION:

Since the City's adoption of the 2018 International Fire Code (2018 IFC), both cannabis and hemp manufacturing and processing have become more prevalent. Chapter 39 of the 2018 IFC addresses these types of operations. With experience, changes have been considered to Chapter 39 of the IFC both by the Grand Junction Fire Department (GJFD) and the International Code Committee (ICC). The proposed amendments are consistent with the changes that were made by the ICC in the 2021 International Fire Code. The Grand Junction Fire Marshal has reviewed and approved the changes. The changes are needed even if the City Council does not expand the cannabis licenses to

include cannabis product manufacturers, as there are hemp manufacturing and processing facilities operating within the City and it is expected that there will be more.

FISCAL IMPACT:

There is no direct fiscal impact of this action.

SUGGESTED MOTION:

I move to introduce an ordinance to amend the GJMC to amend Chapter 39 of the adopted 2018 International Fire Code and set a Public Hearing for May 3, 2023 with notice provided by the City Clerk according to law.

Attachments

1. Tracked changes of Amendments to Chapter 39 2018 IFC
2. ORD-IFC Chapter 39 2018 IFC amend 20230328

2018 International Fire Code – Chapter 39 Processing and Extraction Facilities

3901.1 Scope. Plant processing or extraction facilities shall comply with this chapter and the *International Building Code*. The extraction process includes the act of extraction of the oils and fats by use of a solvent, desolventizing of the raw material, production of the miscella, distillation of the solvent from the miscella and solvent recovery. The use, storage, transfilling and handling of hazardous materials in these facilities shall comply with this chapter, other applicable provisions of this code and the *International Building Code*.

3901.2 Existing buildings or facilities. Existing buildings or facilities used for the processing of plants shall comply with this chapter. Existing extraction processes ~~or~~ where the medium of extraction or solvent is changed shall comply with this chapter.

3901.3 Permits. Permits shall be required as set forth in Sections 105.6 and 105.7.

3902.1 Definitions. The following terms are defined in Chapter 2:

DESOLVENTIZING.

MISCELLA.

3903.1 Construction. Processing shall be located in a building complying with the *International Building Code*.

3903.2 Prohibited occupancies. Extraction processes utilizing flammable gases or flammable *cryogenic fluids* shall not be located in any building containing a Group A, E, I or R occupancy.

3903.3 Location. The extraction equipment and extraction processes utilizing hydrocarbon solvents shall be located in a room or area dedicated to extraction.

3903.4 Post-process purification and winterization. Postprocessing and winterization involving the heating or pressurizing of the miscella to other than normal pressure or temperature shall be *approved* and performed in an appliance listed for such use. Domestic or commercial cooking appliances shall not be used.

3903.4.1 Industrial ovens. The use of industrial ovens shall comply with Chapter 30.

3903.5 Use of flammable and combustible liquids. The use of flammable and *combustible liquids* for liquid extraction processes where the liquid is boiled, distilled or evaporated shall be located within a hazardous exhaust fume hood, rated for exhausting flammable vapors. Electrical equipment used within the hazardous exhaust fume hood shall be rated for use in flammable atmospheres. Heating of flammable or combustible liquids over an open flame is prohibited.

Exception: The use of a heating element not rated for flammable atmospheres, where documentation from the manufacture, or *approved* testing laboratory indicates the element is rated for heating of flammable liquids.

3903.6 Liquefied petroleum gas. Liquefied petroleum gases shall not be released to the atmosphere except where released in accordance with Section 7.3 of NFPA 58.

3904.1 General requirements. Systems and equipment used with the processing and extraction of oils and products from plants shall comply with Sections 3904.2 through 3904.2.2.3~~4~~ and 5003.2, and other applicable provisions of this code, the *International Building Code* and the *International Mechanical Code*.

3904.2 Systems and equipment. Systems or equipment used for the extraction of oils from plant material shall comply with Section 3904.2.1 or 3904.2.2.~~be *listed* or *approved* for the specific use.~~

3904.2.1 Listings. Systems or equipment used for the extraction of oils from plant material shall be *listed* and *labeled* in accordance with UL 1389 and installed in accordance with the listing and the manufacturer's installation instructions.

3904.2.2 Approvals. System or equipment used for the extraction of oils from plant material shall be *approved* for the specific use. The system shall be reviewed by a *registered design professional*. The *registered design professional* shall review and consider any information provided by the system's designer or manufacturer. A technical report in accordance with Section 3904.2.2.1 shall be prepared and submitted to the *fire code official* for review and approval. The firm or individual preparing the technical report shall be *approved* by the *fire code official* prior to performing the analysis.

~~If the system used for extraction of oils and products from plant material is not *listed*, the system shall be reviewed by a *registered design professional*. The *registered design professional* shall review and consider any information provided by the system's designer or manufacturer. For systems and equipment not *listed* for the specific use, a technical report in accordance with Section 3904.3 shall be prepared and submitted to the *fire code official* for review and approval. The firm or individual preparing the technical report shall be *approved* by the *fire code official* prior to performing the analysis.~~

3904.2.1~~3~~ Technical report. A technical report, reviewed and *approved* by the *fire code official* as required by Section 3904.2, is required prior to the equipment being located or installed at the facility. The report shall be prepared by a *registered design professional* or other professional *approved* by the *fire code official*.

3904.2.2.3~~.1~~ Report content. The technical report shall contain all of the following:

1. Manufacturer information.

2. Preparer of record of the technical report.

3. Date of review and report revision history.

4. Signature page, including all of the following:

4.1. Author of the report.

4.2. Date of report.

4.3. Date and signature of *registered design professional* of record performing the design or peer review.

5. Model number of the item evaluated. If the equipment is provided with a serial number, the serial number shall be included for verification at the time of site inspection.

6. Methodology of the design or peer review process used to determine minimum safety requirements. Methodology shall consider the basis of design, and shall include a code analysis and code path to demonstrate whether specific codes or standards are applicable.

7. Equipment description. A list of every component and subassembly, such as fittings, hose, quick disconnects, gauges, site glass, gaskets, valves, pumps, vessels, containers and switches, of the system or equipment, indicating the manufacturer, model number, material and solvent compatibility. Manufacturer's data sheets shall be provided.

8. A general flow schematic or general process flow diagram of the process. Post-processing or winterization shall be included in this diagram. Primary components of the process equipment shall be identified and match the equipment list required in Item 7. Operating temperatures, pressures and solvent state of matter shall be identified in each primary step or component. A piping and instrumentation diagram (PID or P&ID) shall be provided.

9. Analysis of the vessel(s) if pressurized beyond standard atmospheric pressure. Analysis shall include purchased and fabricated components.

10. Structural analysis for the frame system supporting the equipment.

11. Process safety analysis of the extraction system, from the introduction of raw product to the end of the extraction process.

12. Comprehensive process hazard analysis considering failure modes and points of failure throughout the process. The process hazard analysis shall include a review of emergency procedure information provided by the manufacturer of the equipment or process and not that of the facility, building or room.

13. Review of the assembly instructions, operational and maintenance manuals provided by the manufacturer.

14. List of references used in the analysis.

3904.2.2.34 Site inspection. Prior to operation of the extraction equipment, where required by the *fire code official*, the engineer of record or *approved* professional, as *approved* in Section 3904.2, shall inspect the site of the extraction process once equipment has been installed for compliance with the technical report and the building analysis. The engineer of record or *approved* professional shall provide a report of findings and observations of the site inspection to the *fire code official* prior to the approval of the extraction process. The field inspection report authored by the engineer of record shall include the serial number of the equipment used in the process and shall confirm that the equipment installed is the same model and type of equipment identified in the technical report.

3905.1 Gas detection. For extraction processes utilizing flammable gases as solvents, a ~~continuous~~ gas detection system complying with Section 916 shall be provided. ~~The gas detection threshold shall be not greater than 25 percent of the lower explosive limit/lower flammability limit (LEL/LFL) of the materials.~~

3905.1.1 ~~System design~~. ~~The flammable gas detection system shall be *listed* or *approved* and shall be calibrated to the types of fuels or gases used for the extraction process. The gas detection system shall be designed to activate when the level of flammable gas exceeds 25 percent of the LFL.~~

~~**3905.1.2 Gas detection system components**. Gas detection system control units shall be *listed* and *labeled* in accordance with UL 864 or UL 2017. Gas detectors shall be *listed* and *labeled* in accordance with UL 2075 for use with the gases and vapors being detected.~~

~~**3905.1.3** **Operation**~~. Activation of the gas detection system shall result in all the following:

1. Initiation of distinct audible and visual alarm signals in the extraction room.

2. Deactivation of all heating systems located in the extraction room.

3. Activation of the mechanical ventilation system, where the system is interlocked with gas detection.

4. De-energize all light switches and electrical outlets.

3905.1.2~~4~~ Failure of the gas detection system. Failure of the gas detection system shall result in the deactivation of the heating system; activation of the mechanical ventilation system where the system is interlocked with the gas detection system; and initiation of a trouble signal to sound in an *approved* location.

~~**3905.1.5 Interlocks**. Electrical components within the extraction room shall be interlocked with the gas detection system. Activation of the gas detection system shall disable all light switches and electrical outlets.~~

3905.2 Emergency shutoff. Extraction processes utilizing gaseous hydrocarbon-based solvents shall be provided with emergency shutoff systems in accordance with Section 5803.1.3.

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 39 OF THE 2018 INTERNATIONAL FIRE CODE TO BE APPLIED THROUGHOUT THE CITY OF GRAND JUNCTION WITH CERTAIN AMENDMENTS THERETO

RECITALS:

Pursuant to the constitutional, statutory and Charter authority of the City Council of the City of Grand Junction to adopt ordinances for the protection of the health safety and general welfare of the population of the City the following ordinance is proposed.

After full hearing and consideration of the ordinance and upon recommendation by the City staff the Council finds that adoption of the ordinance is necessary to preserve the health, safety and general welfare of the people of the City of Grand Junction.

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

Title 15 of the Municipal Code of Ordinances of the City of Grand Junction is hereby amended as follows:

15.44.040 Amendments to International Fire Code.

The International Fire Code is amended and changed in the following respects for Chapter 39 Processing and Extraction Facilities as follows:

(a) Section 3901.2 is deleted and replaced with: **3901.2 Existing buildings or facilities**. Existing buildings or facilities used for the processing of plants shall comply with this chapter. Existing extraction processes where the medium of extraction or solvent is changed shall comply with this chapter.

(b) Sections 3904.2 through 3904.4 are deleted and replaced with: **3904.2 Systems and equipment**. Systems or equipment used for the extraction of oils from plant material shall comply with Section 3904.2.1 or 3904.2.2.

3904.2.1 Listings. Systems or equipment used for the extraction of oils from plant material shall be *listed* and *labeled* in accordance with UL 1389 and installed in accordance with the listing and the manufacturer's installation instructions.

3904.2.2 Approvals. System or equipment used for the extraction of oils from plant material shall be *approved* for the specific use. The system shall be reviewed by a *registered design professional*. The *registered design professional* shall review and consider any information provided by the system's designer or manufacturer. A technical report in accordance with Section 3904.2.2.1 shall be prepared and submitted to the *fire code official* for review and approval. The firm or individual preparing the technical report shall be *approved* by the *fire code official* prior to performing the analysis.

DRAFT

3904.2.2.1 Technical report. A technical report, reviewed and *approved* by the *fire code official* as required by Section 3904.2, is required prior to the equipment being located or installed at the facility. The report shall be prepared by a *registered design professional* or other professional *approved* by the *fire code official*.

3904.2.2.2 Report content. The technical report shall contain all of the following:

1. Manufacturer information.

2. Preparer of record of the technical report.

3. Date of review and report revision history.

4. Signature page, including all of the following:

4.1. Author of the report.

4.2. Date of report.

4.3. Date and signature of *registered design professional* of record performing the design or peer review.

5. Model number of the item evaluated. If the equipment is provided with a serial number, the serial number shall be included for verification at the time of site inspection.

6. Methodology of the design or peer review process used to determine minimum safety requirements. Methodology shall consider the basis of design and shall include a code analysis and code path to demonstrate whether specific codes or standards are applicable.

7. Equipment description. A list of every component and subassembly, such as fittings, hose, quick disconnects, gauges, site glass, gaskets, valves, pumps, vessels, containers, and switches, of the system or equipment, indicating the manufacturer, model number, material, and solvent compatibility. Manufacturer's data sheets shall be provided.

8. A general flow schematic or general process flow diagram of the process. Post-processing or winterization shall be included in this diagram. Primary components of the process equipment shall be identified and match the equipment list required in Item 7. Operating temperatures, pressures and solvent state of matter shall be identified in each primary step or component. A piping and instrumentation diagram (PID or P&ID) shall be provided.

9. Analysis of the vessel(s) if pressurized beyond standard atmospheric pressure. Analysis shall include purchased and fabricated components.

10. Structural analysis for the frame system supporting the equipment.

DRAFT

11. Process safety analysis of the extraction system, from the introduction of raw product to the end of the extraction process.

12. Comprehensive process hazard analysis considering failure modes and points of failure throughout the process. The process hazard analysis shall include a review of emergency procedure information provided by the manufacturer of the equipment or process and not that of the facility, building or room.

13. Review of the assembly instructions, operational and maintenance manuals provided by the manufacturer.

14. List of references used in the analysis.

3904.2.2.3 Site inspection. Prior to operation of the extraction equipment, where required by the *fire code official*, the engineer of record or *approved* professional, as *approved* in Section 3904.2, shall inspect the site of the extraction process once equipment has been installed for compliance with the technical report and the building analysis. The engineer of record or *approved* professional shall provide a report of findings and observations of the site inspection to the *fire code official* prior to the approval of the extraction process. The field inspection report authored by the engineer of record shall include the serial number of the equipment used in the process and shall confirm that the equipment installed is the same model and type of equipment identified in the technical report.

(c) Section 3905.1 is deleted and replaced with **3905.1 Gas detection**. For extraction processes utilizing flammable gases as solvents, a gas detection system complying with Section 916 shall be provided.

3905.1.1 Operation. Activation of the gas detection system shall result in all the following:

1. Initiation of distinct audible and visual alarm signals in the extraction room.

2. Deactivation of all heating systems located in the extraction room.

3. Activation of the mechanical ventilation system, where the system is interlocked with gas detection.

4. De-energize all light switches and electrical outlets.

3905.1.2 Failure of the gas detection system. Failure of the gas detection system shall result in the deactivation of the heating system; activation of the mechanical ventilation system where the system is interlocked with the gas detection system; and initiation of a trouble signal to sound in an *approved* location.

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Miscellaneous provision:

The remainder of Chapter 39 and the remaining chapters in Title 15 not specifically set forth herein or in conflict herewith shall remain in full force and effect.

PUBLIC HEARING:

A public hearing on the adoption by reference thereto of the 2018 International Fire Code (2018 IFC), with certain amendments is scheduled in the City Council Chambers at 250 N. 5th Street, Grand Junction Colorado on April 5, 2022 at 6:00 P.M. and the City Clerk is hereby directed to publish Notice of said public hearing in the manner and style and pursuant to the schedule of such publication prescribed in C.R.S. 31-16-201 *et. seq.*

At least one copy of the 2018 IFC, as described herein together with certain amendments thereto all certified to be true copies, shall be on file in the office of the City Clerk of the City of Grand Junction, Colorado. At least one copy of the 2018 IFC including the appendices thereto, together with certain amendments, all certified to be true and correct, shall be on file as aforesaid in the office of the City Clerk at least fifteen (15) days preceding said hearing and may be inspected by any interested person between the hours of 8:00 A.M. and 5:00 P.M., Monday through Friday, holidays excepted.

Introduced, set for public hearing, and passed for publication the 5th day of April 2023 and ordered published in pamphlet form.

Passed and adopted on second reading the _____ day of _____, 2023 and ordered published in pamphlet form.

_____
Anna M. Stout
President of the City Council

Attest:

_____
Amy Phillips
City Clerk

DRAFT

Grand Junction City Council

Regular Session

Item #2.b.i.

Meeting Date: April 5, 2023

Presented By: David Thornton, Principal Planner

Department: Community Development

Submitted By: David Thornton, Principal Planner

Information

SUBJECT:

A Resolution Referring a Petition to the City Council for the Annexation of Lands to the City of Grand Junction, Colorado, Setting a Hearing on Such Annexation, Exercising Land Use Control, and Introducing Proposed Annexation Ordinance for the Pino Annexation of 1.12 Acres, Located at 3140 E Road, and Setting a Public Hearing for May 17, 2023

RECOMMENDATION:

Staff recommends approval of the request.

EXECUTIVE SUMMARY:

The Applicant Smart Choices Res LLC is requesting annexation of approximately 1.12 acres consisting of 1 parcel of land located at 3140 E Road. The subject property is vacant. The property is Annexable Development per the Persigo Agreement. The Applicant is requesting annexation into the city limits. Annexation is being sought in anticipation of developing three residential units in addition to the existing dwelling unit on the property and subdividing the property. The request for zoning will be considered separately by City Council, but concurrently with the annexation request and will be heard in a future Council action.

BACKGROUND OR DETAILED INFORMATION:

Annexation Request:
The Applicant, Smart Choices Res LLC is requesting annexation of approximately 1.12 acres consisting of one parcel of land located at 3140 E Road. There is 0.10 acres of E Road right-of-way included in the annexation. The subject property has one existing home and is planned for three additional residential units and is currently being reviewed for a subdivision plat and site plan.

The property is Annexable Development per the Persigo Agreement. The Applicant is requesting annexation into the city limits. Annexation is being sought concurrently with the development application for site plan and subdivision. The request for zoning will be considered separately by City Council, but concurrently with the annexation request and will be heard in a future Council action.

The schedule for the annexation and zoning is as follows:

- Referral of Petition (30 Day Notice), Introduction of a Proposed Ordinance, Exercising Land Use – April 5, 2023
- Planning Commission considers Zone of Annexation – April 25, 2023
- Introduction of a Proposed Ordinance on Zoning by City Council – May 3, 2023
- Acceptance of Petition and Public Hearing on Annexation and Zoning by City Council – May 17, 2023
- Effective date of Annexation and Zoning – June 18, 2023

ANALYSIS

The property is adjacent to existing city limits to the west and meets the required one sixth contiguity requirements of State Statutes for annexation. The property owner has signed a petition for annexation.

Staff has found, based on review of the petition and knowledge of applicable state law, including the Municipal Annexation Act Pursuant to C.R.S. 31-12-104, that the Pino Annexation is eligible to be annexed because of compliance with the following:

a) A proper petition has been signed by more than 50 percent of the owners and more than 50 percent of the property described. The petition has been signed by the owners of all properties or 100 percent of the owners and includes 100 percent of the property described.

b) Not less than one-sixth of the perimeter of the area to be annexed is contiguous with the existing City limits. The Pino Annexation is just over 42.8 percent of the perimeter of the annexation contiguous with the existing City limits, meeting the 1/6 contiguity requirements for annexation.

c) A community of interest exists between the area to be annexed and the City. This is so in part because the Central Grand Valley is essentially a single demographic and economic unit and occupants of the area can be expected to, and regularly do, use City streets, parks and other urban facilities.

d) The area is or will be urbanized in the near future. The property has an existing residence with the ability to develop additional dwelling units on the undeveloped portion of the property. Existing urban utilities and services are nearby and available to the property.

e) The area is capable of being integrated with the City. The proposed annexation area is adjacent to the city limits and has direct access to Bevill Avenue and urban services

are available to this property from there and from E Road.

f) No land held in identical ownership is being divided by the proposed annexation. The entire property is owned by the applicant and is being annexed.

g) No land held in identical ownership comprising 20 contiguous acres or more with an assessed valuation of $200,000 or more for tax purposes is included without the owner's consent. The property is not more than 20 acres in size. However, the petitioner has granted consent to the City to annex this property.

Please note that the annexation petition was prepared by the City.

FISCAL IMPACT:

Based on the current value of property, the City's 8 mills will generate $134.56 per year. As the property is developed, property tax levies and municipal sales and use tax will be collected, as applicable. For every $1,000,000 of actual value, City property tax revenue on residential property at the current assessment rate would be approximately $620 annually. If the property develops as proposed with a triplex, this amount would increase based on the value of the additional three dwelling units. Sales and use tax revenues will be dependent on construction activity and ongoing consumer spending on City taxable items for residential and commercial uses.

Public Works - The annexation takes in 3,200 square feet of local streets on E Road with a pavement condition index (PCI) at 75. 144 feet of curb and gutter are in good condition. There are no streetlights. Street sweeping and striping is estimated at $20 per month. Chip Seal in 5 years is estimated at $970.

Utilities - There are no financial impacts.

Fire Department - Currently the property is in the Clifton Fire Protection District. The Fire District collects a 11.5520 mill levy that generates $194.30 per year in property taxes for the property. If annexed, the property will be excluded from the Clifton Fire Protection District and will be served by the Grand Junction Fire Department for fire and emergency medical services.

Police Department - Based on the proposed annexation here, the expected impact on the need for additional officers is an expected increase of .026 (rounded) additional officers to maintain our current ratio of .0021 officers (authorized)/city residents (67,000 residents).

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 31-23, a resolution referring a petition to the City Council for the annexation of lands to the City of Grand Junction, Colorado, setting a hearing on such annexation and exercising land use control over the Pino Annexation, approximately 1.12 acres, located at 3140 E Road, as well as introduce a proposed

ordinance annexing territory to the City of Grand Junction, Colorado, Pino Annexation, approximately 1.12 acres, located at 3140 E Road, and set a public hearing for May 17, 2023.

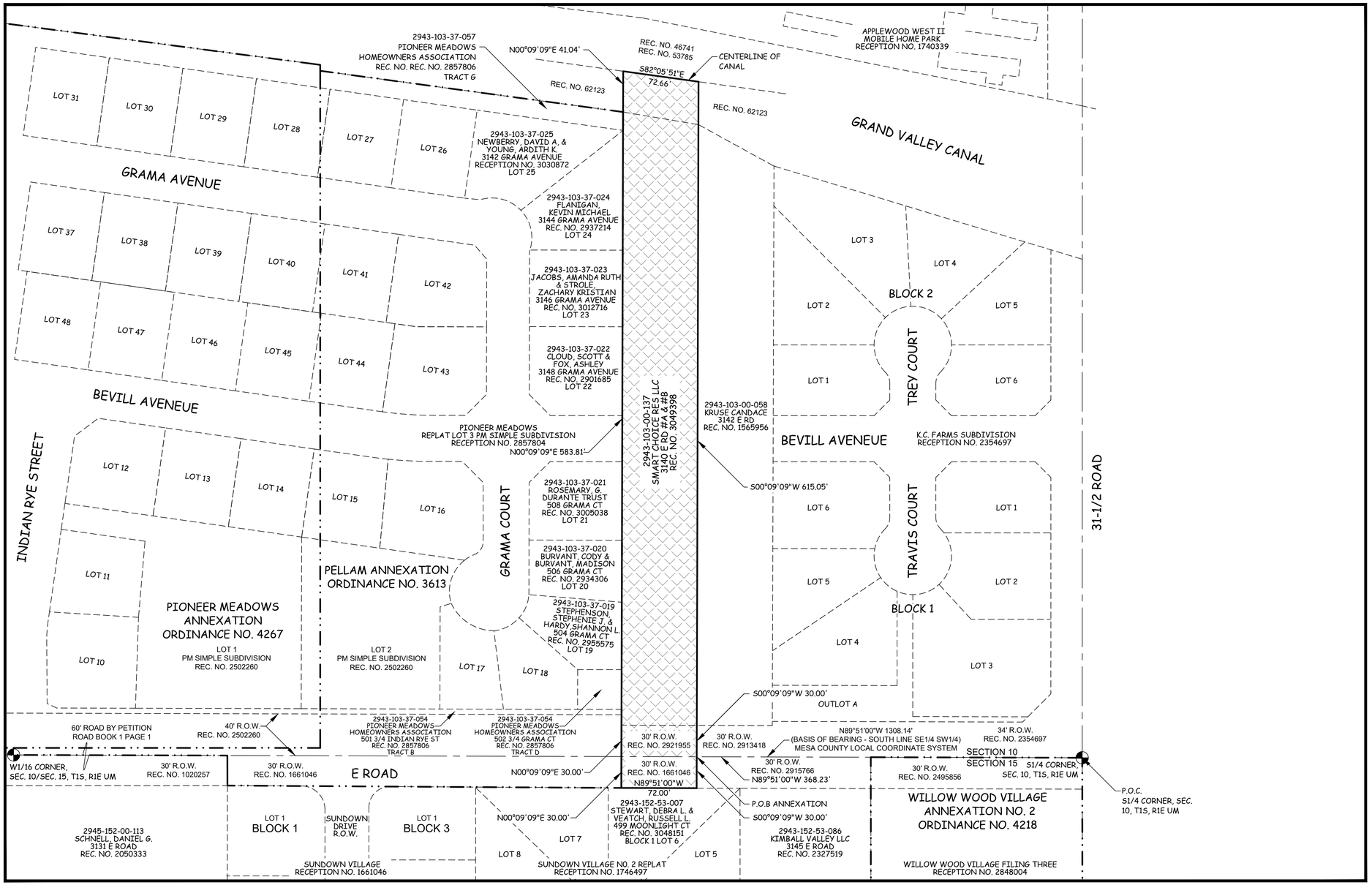
Attachments

1. Pino Annexation Plats-Pino Annexation Plat
2. Maps
3. Annexation Schedule - Table - Pino Annexation
4. Resolution - Referral of Petition Pino Annexation
5. ORD-Pino Annexation 20230330

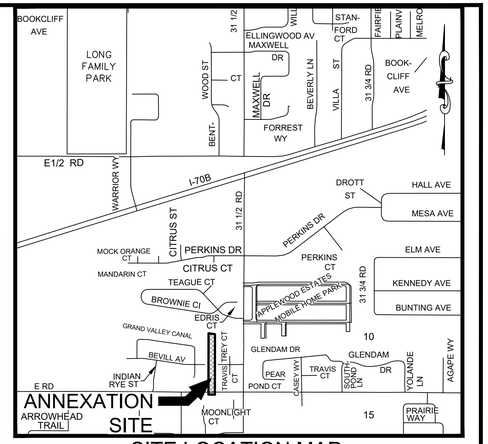
PINO ANNEXATION

Located in the SE1/4 SW1/4, SECTION 10 AND NE1/4 NW1/4, SECTION 15,
TOWNSHIP 1 SOUTH, RANGE 1 EAST,
UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO

50' 0 25' 50'
SCALE: 1" = 50'
LINEAL UNITS = U.S. SURVEY FOOT



THIS IS NOT A BOUNDARY SURVEY



SITE LOCATION MAP SCALE: 1" = 800'

LEGAL DESCRIPTION

A parcel of land being a part of the Southeast Quarter of the Southwest Quarter (SE1/4 SW1/4) of Section 10 and the Northeast Quarter of the Northwest Quarter (NE1/4 NW1/4 of Section 15, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the South Quarter Corner of said Section 10 whence the West Sixteenth Corner of said Section 10/Section 15 bears N89°51'00"W a distance of 1,308.14 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto; thence N89°51'00"W a distance of 368.25 feet along the South line of said Southeast Quarter of the Southwest Quarter of said Section 10 to the Point of Beginning; thence S00°09'09"W a distance of 30.00 feet to a point on the north boundary line of Sundown Village Number 2 Replat as described in Reception Number 1746497; thence along said North Boundary line N89°51'00W a distance of 72.00 feet to the Southeast Corner of the PELLUM ANNEXATION, ORDINANCE NO. 3613; thence along the Eastern Boundary line of said Annexation N00°09'09"E a distance of 30.00 feet to a point on the North line of the Northeast Quarter of the Northwest Corner of said Section 15, thence continuing along said Eastern Annexation line N00°09'09"E a distance of 30.00 feet to the Southwest Corner of a parcel of land as described in Reception Number 3049398, thence continuing along said Eastern Annexation line N00°09'09"E a distance of 583.81 feet to the Northeast Corner of said Annexation; thence the following four (4) courses 1) N00°09'09"E a distance of 41.04 feet to the centerline of the Grand Valley Canal, 2) S82°05'51E along the centerline of said canal a distance of 72.66 feet, 3) along the Eastern Boundary line of said parcel of land as described in Reception Number 3049398 S00°09'09"W a distance of 615.05 feet to the Southeast Corner of said Parcel, 4) S00°09'09"W a distance of 30.00 feet to the Point of Beginning.

Said Parcel of land CONTAINING **48,954** Square Feet or **1.12** Acres, more or less.

AREAS OF ANNEXATION

ANNEXATION PERIMETER	1504.55 FT.
CONTIGUOUS PERIMETER	643.81 FT.
AREA IN SQUARE FEET	48954 FT^2
AREA IN ACRES	1.12
AREA WITHIN R.O.W.	4320 FT^2
	0.10 ACRES
AREA WITHIN DEEDED R.O.W.	4320 FT^2
	0.10 ACRES

LEGEND

ANNEXATION BOUNDARY

ANNEXATION AREA

EXISTING CITY LIMITS

SURVEY ABBREVIATIONS

		SQ. FT.	SQUARE FEET
		Δ=	CENTRAL ANGLE
P.O.C.	POINT OF COMMENCEMENT	RAD.	RADIUS
P.O.B.	POINT OF BEGINNING	ARC	ARC LENGTH
R.O.W.	RIGHT OF WAY	CHD.	CHORD LENGTH
SEC.	SECTION	CHB.	CHORD BEARING
TWP.	TOWNSHIP	BLK.	BLOCK
RGE.	RANGE	P.B.	PLAT BOOK
U.M.	UTE MERIDIAN	BK.	BOOK
NO.	NUMBER	PG.	PAGE
REC.	RECEPTION	HOR. DIST.	HORIZONTAL DISTANCE

ORDINANCE NO.
PRELIMINARY

EFFECTIVE DATE
PRELIMINARY

NOTE:
THE DESCRIPTION(S) CONTAINED HEREIN HAVE BEEN DERIVED FROM SUBDIVISION PLAT, DEED DESCRIPTIONS & DEPOSIT SURVEYS AS THEY APPEAR IN THE OFFICE OF THE MESA COUNTY CLERK & RECORDER. THIS PLAT OF ANNEXATION DOES NOT CONSTITUTE A LEGAL BOUNDARY SURVEY, AND IS NOT INTENDED TO BE USED AS A MEANS OF ESTABLISHING OR VERIFYING PROPERTY BOUNDARY LINES.

PRELIMINARY

RENEE BETH PARENT DATE
STATE OF COLORADO - PL.S. NO. 38266
FOR THE CITY OF GRAND JUNCTION
333 WEST AVENUE - BLDG. C
GRAND JUNCTION, CO. 81501

NOTICE:
ACCORDING TO COLORADO LAW ANY LEGAL ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY MUST COMMENCE WITHIN THREE (3) YEARS AFTER THE DISCOVERY OF SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY BE COMMENCED MORE THAN TEN (10) YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

DRAWN BY: MJH DATE: 2/14/2023
DESIGNED BY: RBP DATE: 2/14/2023
CHECKED BY: RBP DATE: 2/15/2023

50' 0 25' 50'
SCALE: 1" = 50'
LINEAL UNITS = U.S. SURVEY FOOT

CITY OF Grand Junction COLORADO
333 WEST AVENUE - BLDG. C
GRAND JUNCTION, CO. 81501

PUBLIC WORKS
ENGINEERING DIVISION

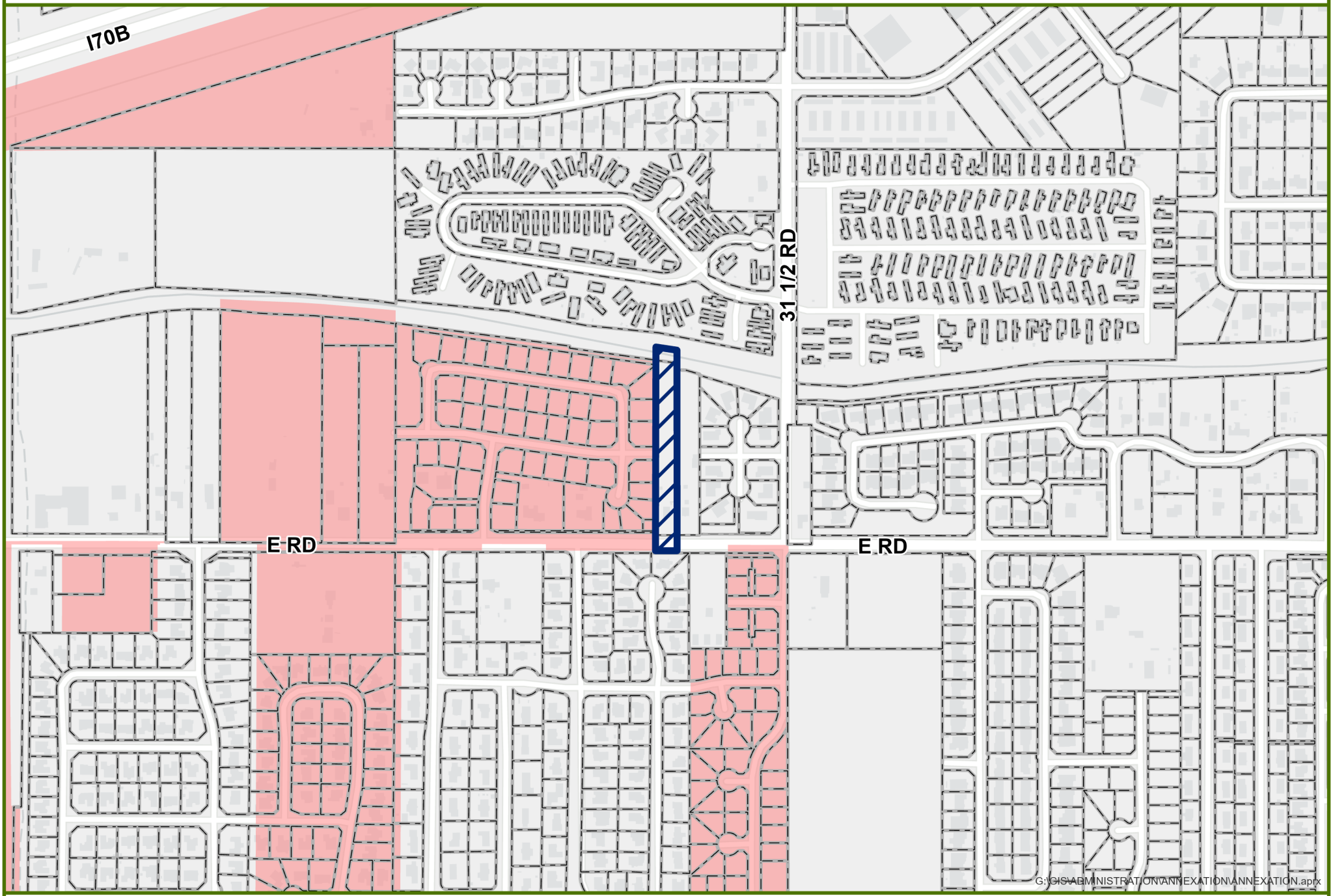
PINO ANNEXATION

LOCATED IN THE SE1/4 SW1/4, SECTION 10 AND THE NE1/4 NW1/4, SECTION 15, TOWNSHIP 1 SOUTH, RANGE 1 EAST, UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO

1 OF 1

G:\Data\SURVEY\Annexations\2022\2022-484 Pino Annex for Pine Grove Sub - Dove\Annexation Files\Pino Annexation Plots.dwg - PLOTTED 2023-02-16

PINO ANNEXATION



N

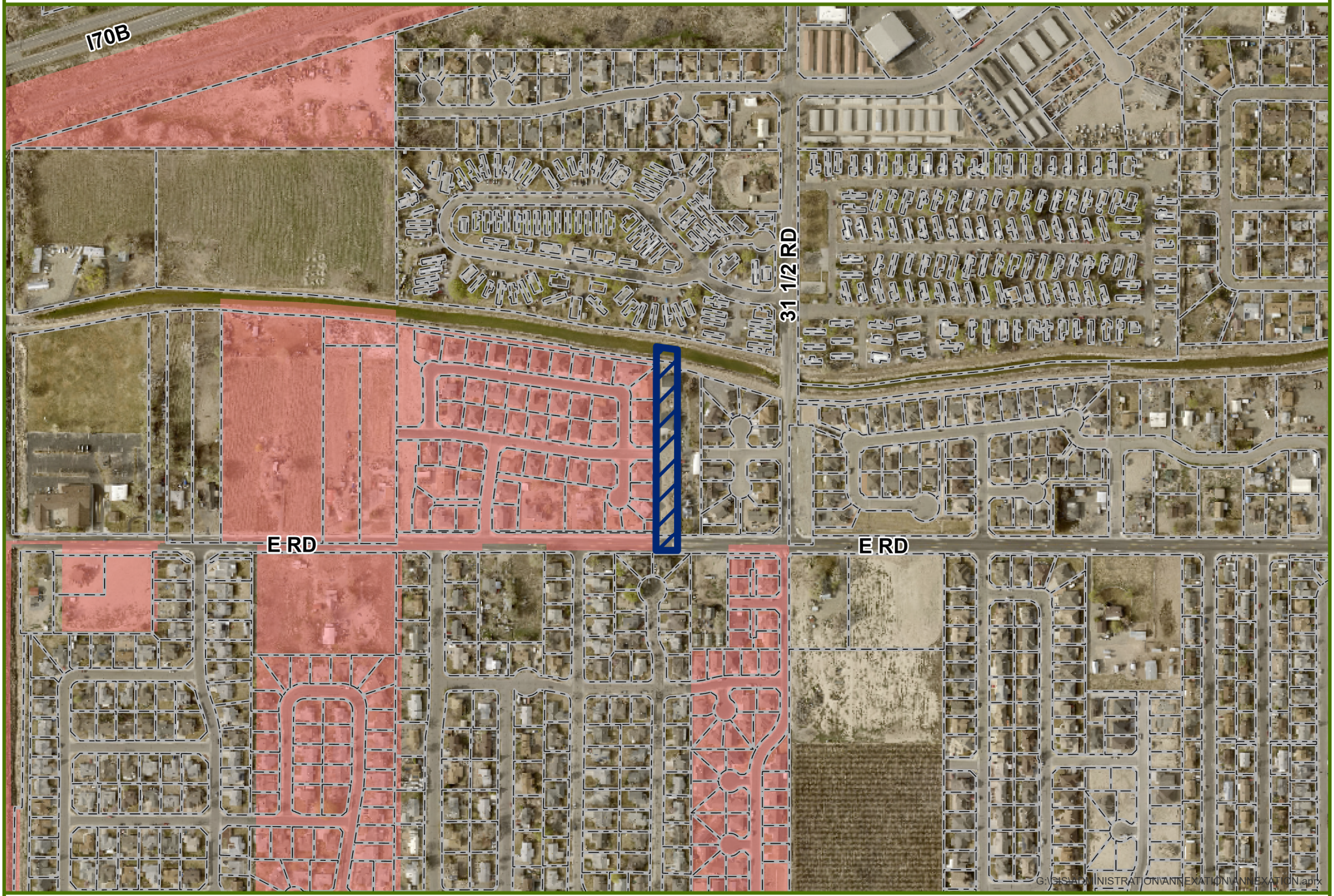
0 0.05 0.1 Miles

Annexation

City Limits

Date Created: 3/9/2023

PINO ANNEXATION



N

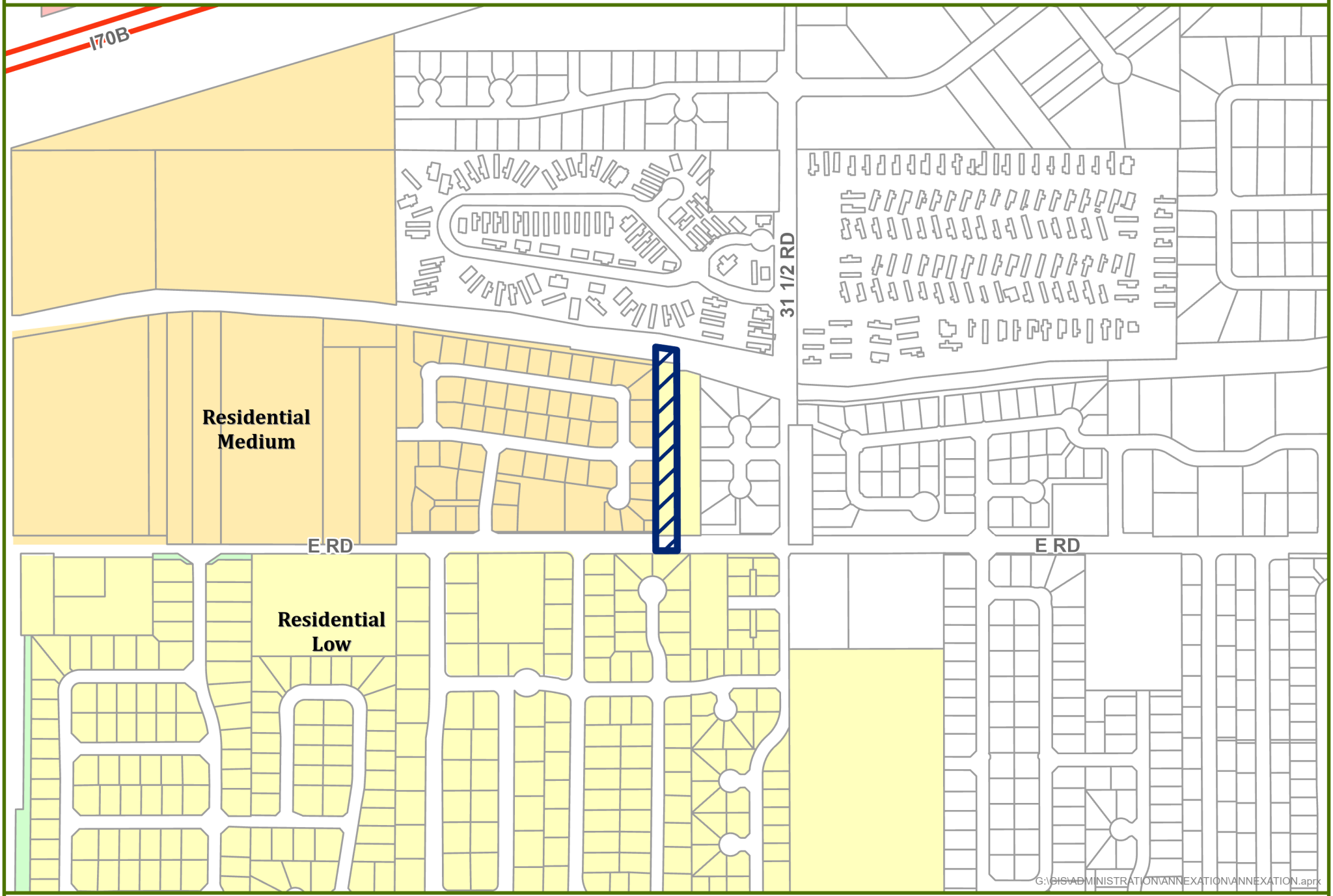
0 0.05 0.1 Miles

Annexation

City Limits

Date Created: 3/9/2023

PINO ANNEXATION - LAND USE



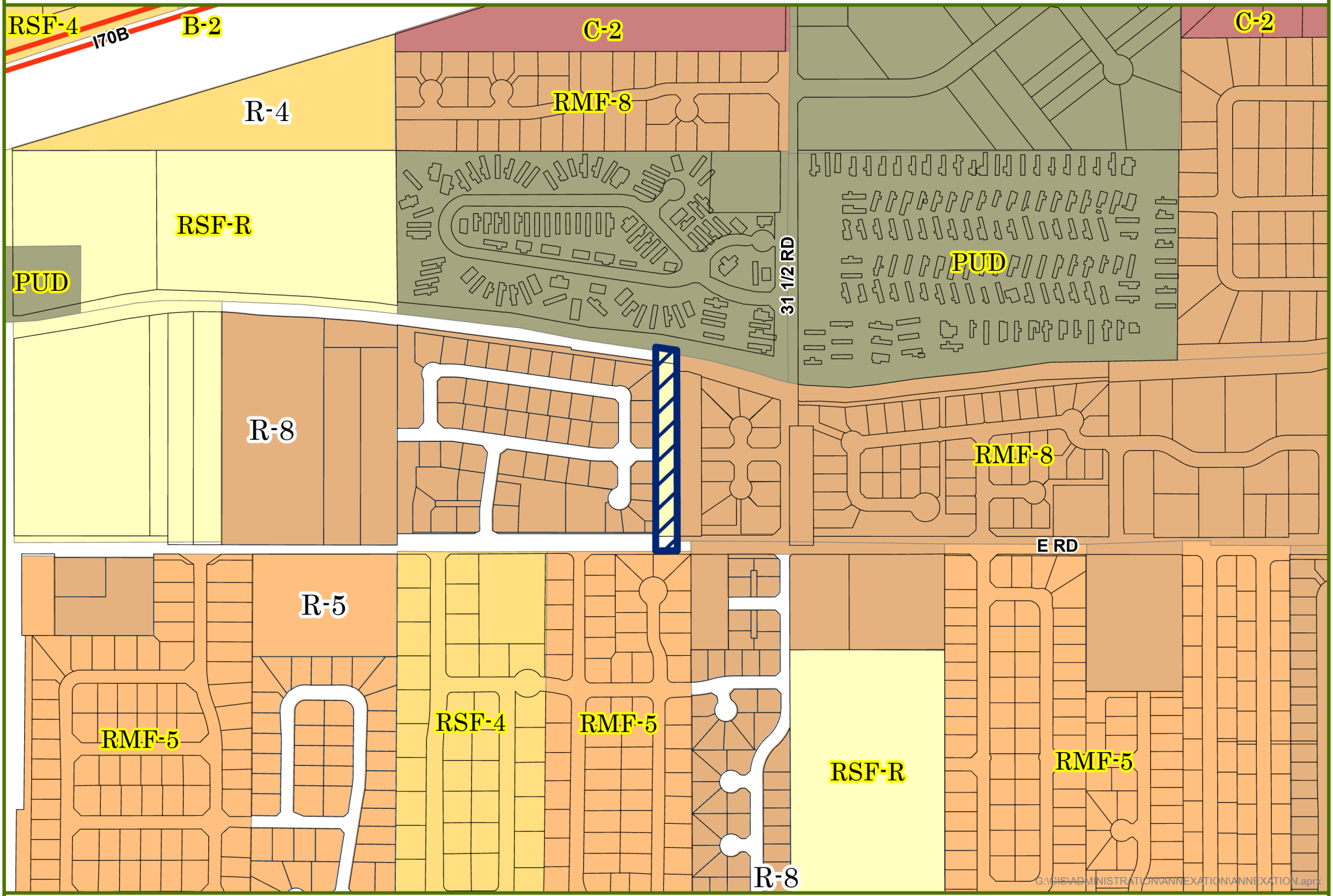
N

0 0.05 0.1 Miles

Annexation Boundary

Date Created: 3/9/2023

PINO ANNEXATION - ZONING



N

0 0.05 0.1 Miles

Annexation

City Zoning

County Zoning

Date Created: 3/9/2023

PINO ANNEXATION SCHEDULE	
April 5, 2023	Referral of Petition (30 Day Notice), Exercising Land Use, 1st Reading of Annexation Ordinance
April 25, 2023	Planning Commission considers Zone of Annexation
May 3, 2023	Introduction of Ordinance on Zoning by City Council
May 17, 2023	Public Hearing on Annexation and Zoning by City Council
June 18, 2023	Effective date of Annexation and Zoning

ANNEXATION SUMMARY		
File Number:		ANX-2022-484
Location:		3140 E Road
Tax ID Numbers:		2943-103-00-137
# of Parcels:		1
Existing Population:		2
# of Parcels (owner occupied):		0
# of Dwelling Units:		1
Acres land annexed:		1.12
Developable Acres Remaining:		0.7
Right-of-way in Annexation:		0.10 acres (E Road)
Previous County Zoning:		RSF-R
Proposed City Zoning:		R-5
Current Land Use:		Vacant and Residential
Comprehensive Plan Land Use:		Residential Low
Values:	**Assessed:**	$16,820
	Actual:	$58,000
Address Ranges:		3140 E Road
Special Districts:	**Water:**	Clifton Water & Ute Water Conservancy District
	Sewer:	City of Grand Junction
	Fire:	Clifton Fire Protection District
	Irrigation/Drainage:	Grand Valley Irrigation Company
	School:	District 51
	Pest:	Grand River Mosquito District & Upper Grand Valley Pest
	Other:	Colorado River Water Conservancy

NOTICE OF HEARING
ON PROPOSED ANNEXATION OF LANDS
TO THE CITY OF GRAND JUNCTION, COLORADO

NOTICE IS HEREBY GIVEN that at a regular meeting of the City Council of the City of Grand Junction, Colorado, held on the 5th day of April, 2023 the following Resolution was adopted:

CITY OF GRAND JUNCTION, COLORADO

RESOLUTION NO. _____

A RESOLUTION
REFERRING A PETITION TO THE CITY COUNCIL
FOR THE ANNEXATION OF LANDS
TO THE CITY OF GRAND JUNCTION, COLORADO,
SETTING A HEARING ON SUCH ANNEXATION,
AND EXERCISING LAND USE CONTROL

PINO ANNEXATION

APPROXIMATELY 1.12 ACRES
LOCATED AT 3140 E ROAD

WHEREAS, on the 5th day of April, 2023, a petition was referred to the City Council of the City of Grand Junction, Colorado, for annexation to said City of the following property situate in Mesa County, Colorado, and described as follows:

PINO ANNEXATION
Perimeter Boundary Legal Description
Exhibit A

A parcel of land being a part of the Southeast Quarter of the Southwest Quarter (SE1/4 SW1/4) of Section 10 and the Northeast Quarter of the Northwest Quarter (NE1/4 NW1/4 of Section 15, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the South Quarter Corner of said Section 10 whence the West Sixteenth Corner of said Section 10/Section 15 bears N89°51'00”W a distance of 1,308.14 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto; thence N89°51'00”W a distance of 368.25 feet along the South line of said Southeast Quarter of the Southwest Quarter of said Section 10 to the Point of Beginning; thence S00°09'09”W a distance of 30.00 feet to a point on the north boundary line of Sundown Village Number 2 Replat as described in Reception Number 1746497; thence along said North Boundary line N89°51'00W a distance of 72.00 feet to the Southeast Corner of the PELLUM ANNEXATION, ORDINANCE NO. 3613; thence along the Eastern Boundary line of said Annexation N00°09'09"E a distance of 30.00 feet to a point on the North line of the Northeast Quarter of the Northwest Corner of said Section 15, thence continuing along said Eastern Annexation line N00°09'09"E a distance a distance of 30.00 feet to the Southwest Corner of a parcel of land as described in Reception Number 3049398, thence continuing along said Eastern Annexation line N00°09'09"E a distance of 583.81 feet to the Northeast Corner of said Annexation; thence the following four (4) courses 1) N00°09'09"E a distance of 41.04 feet to the centerline of the Grand Valley Canal, 2) S82°05'51E along

the centerline of said canal a distance of 72.66 feet, 3) along the Eastern Boundary line of said parcel of land as described in Reception Number 3049398 S00°09'09"W a distance of 615.05 feet to the Southeast Corner of said Parcel, 4) S00°09'09"W a distance of 30.00 feet to the Point of Beginning.

Said Parcel of land CONTAINING 48,954 Square Feet or 1.12 Acres, more or less.

WHEREAS, the Council has found and determined that the petition complies substantially with the provisions of the Municipal Annexation Act and a hearing should be held to determine whether or not the lands should be annexed to the City by Ordinance;

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

1. That a hearing will be held on the 17th day of May, 2023, in the City Hall auditorium, located at 250 North 5th Street, City of Grand Junction, Colorado, at 5:30 PM to determine whether one-sixth of the perimeter of the area proposed to be annexed is contiguous with the City; whether a community of interest exists between the territory and the city; whether the territory proposed to be annexed is urban or will be urbanized in the near future; whether the territory is integrated or is capable of being integrated with said City; whether any land in single ownership has been divided by the proposed annexation without the consent of the landowner; whether any land held in identical ownership comprising more than twenty acres which, together with the buildings and improvements thereon, has an assessed valuation in excess of two hundred thousand dollars is included without the landowner's consent; whether any of the land is now subject to other annexation proceedings; and whether an election is required under the Municipal Annexation Act of 1965.

2. Pursuant to the State's Annexation Act, the City Council determines that the City may now, and hereby does, exercise jurisdiction over land use issues in the said territory. Requests for building permits, subdivision approvals and zoning approvals shall, as of this date, be submitted to the Community Development Department of the City.

ADOPTED the 5th day of April, 2023.

_____
President of the Council

Attest:

_____
City Clerk

NOTICE IS FURTHER GIVEN that a hearing will be held in accordance with the Resolution on the date and at the time and place set forth in the Resolution.

_____
Amy Phillips
City Clerk

DATES PUBLISHED
April 7th, 2023
April 14th, 2023
April 21st, 2023
April 28th, 2023

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

AN ORDINANCE ANNEXING TERRITORY TO THE CITY OF GRAND JUNCTION, COLORADO PINO ANNEXATION

LOCATED ON PROPERTY AT 3140 E ROAD APPROXIMATELY 1.12 ACRES

WHEREAS, on the 5th day of April 2023, the City Council of the City of Grand Junction considered a petition for the annexation of the following described territory to the City of Grand Junction; and

WHEREAS, a hearing on the petition was duly held after proper notice on the __ day of _____, 2023; and

WHEREAS, the City Council determined that said territory was eligible for annexation and that no election was necessary to determine whether such territory should be annexed;

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

That the property situate in Mesa County, Colorado, and known as the **PINO ANNEXATION and described by a Perimeter Boundary Legal Description and depicted on Exhibit A (Property)** as follows

A parcel of land being a part of the Southeast Quarter of the Southwest Quarter (SE1/4 SW1/4) of Section 10 and the Northeast Quarter of the Northwest Quarter (NE1/4 NW1/4 of Section 15, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the South Quarter Corner of said Section 10 whence the West Sixteenth Corner of said Section 10/Section 15 bears N89°51'00”W a distance of 1,308.14 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto; thence N89°51'00”W a distance of 368.25 feet along the South line of said Southeast Quarter of the Southwest Quarter of said Section 10 to the Point of Beginning; thence S00°09'09”W a distance of 30.00 feet to a point on the north boundary line of Sundown Village Number 2 Replat as described in Reception Number 1746497; thence along said North Boundary line N89°51'00W a distance of 72.00 feet to the Southeast Corner of the PELLUM ANNEXATION, ORDINANCE NO. 3613; thence along the Eastern Boundary line of said Annexation N00°09'09"E a distance of 30.00 feet to a point on the North line of the Northeast Quarter of the Northwest Corner of said Section 15, thence continuing along said Eastern Annexation line

N00°09'09"E a distance a distance of 30.00 feet to the Southwest Corner of a parcel of land as described in Reception Number 3049398, thence continuing along said Eastern Annexation line N00°09'09"E a distance of 583.81 feet to the Northeast Corner of said Annexation; thence the following four (4) courses 1) N00°09'09"E a distance of 41.04 feet to the centerline of the Grand Valley Canal, 2) S82°05'51E along the centerline of said canal a distance of 72.66 feet, 3) along the Eastern Boundary line of said parcel of land as described in Reception Number 3049398 S00°09'09"W a distance of 615.05 feet to the Southeast Corner of said Parcel, 4) S00°09'09"W a distance of 30.00 feet to the Point of Beginning.

Said Property CONTAINING 48,954 Square Feet or 1.12 Acres, more or less is duly and lawfully annexed to the City of Grand Junction, Colorado.

INTRODUCED on first reading this 5th day of April 2023 and ordered published in pamphlet form.

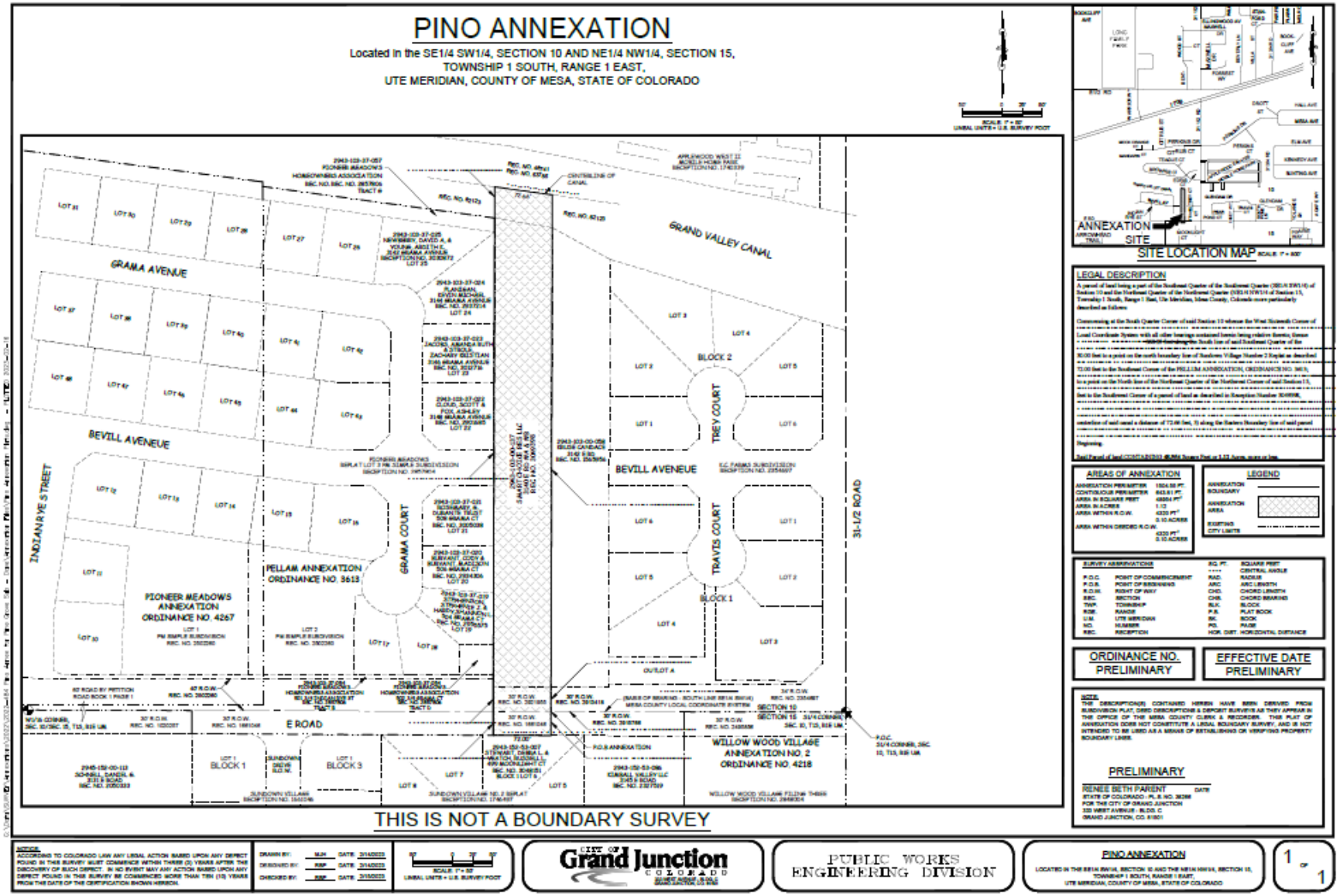
ADOPTED on second reading this _____ day of _____, 2023 and ordered published in pamphlet form.

_____
Anna M. Stout
President of the City Council

ATTEST:

_____
Amy Phillips
City Clerk

EXHIBIT A


PINO ANNEXATION
Located in the SE1/4 SW1/4, SECTION 10 AND NE1/4 NW1/4, SECTION 15,
TOWNSHIP 1 SOUTH, RANGE 1 EAST,
UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO
GRAND VALLEY CANAL
GRAMA AVENUE
BEVILL AVENUEUE
BEVILL AVENUE
INDIANAPOLIS STREET
GRAMA COURT
TREY COURT
TRAVIS COURT
31-1/2 ROAD
E ROAD
PELLAM ANNEXATION
ORDINANCE NO. 3613
PIONEER MEADOWS
ANNEXATION
ORDINANCE NO. 4267
WILLOW WOOD VILLAGE
ANNEXATION NO. 2
ORDINANCE NO. 4218
BLOCK 1
BLOCK 2
ANNEXATION SITE
SITE LOCATION MAP
LEGAL DESCRIPTION
AREAS OF ANNEXATION
LEGEND
ORDINANCE NO.
PRELIMINARY
EFFECTIVE DATE
PRELIMINARY
PRELIMINARY
RENEE BETH PARENT
THIS IS NOT A BOUNDARY SURVEY
CITY OF Grand Junction COLORADO
PUBLIC WORKS
ENGINEERING DIVISION
PINO ANNEXATION

Grand Junction City Council

Regular Session

Item #3.a.

Meeting Date: April 5, 2023

Presented By: Greg Caton, City Manager

Department: City Manager's Office

Submitted By: Johnny McFarland, Asst. to the City Manager

Information

SUBJECT:

Approve a Contract between the City of Grand Junction and Raftelis Inc. for 2023-2025 Strategic Plan Consulting Services

RECOMMENDATION:

Authorize the City Purchasing Division to enter into a contract for Strategic Plan Consulting Services from Raftelis Financial Consultants, Inc. for the not to exceed price of $35,000.

EXECUTIVE SUMMARY:

This item is to consider approval of a contract between the City of Grand Junction and Raftelis Financial Consultants, Inc. in the amount of $35,000 to initiate work on the 2023-2025 Strategic Plan. Consulting services were solicited through a competitive bid process which yielded 16 responses. Proposals were reviewed by an evaluation committee and Raftelis was found to have provided the highest quality proposal.

BACKGROUND OR DETAILED INFORMATION:

Every two years, City Council engages in a Strategic Plan development process which establishes the Council's high level goals and priorities over the following two years. As the 2021 Strategic Plan is now in need of an update, staff initiated an RFP process to acquire consulting services for the 2023-2025 Strategic Plan. The RFP was opened in mid-January and responses were due by February 10, 2023. Sixteen firms responded to the RFP.

A formal Request for Proposal was issued via BidNet (an online site for government agencies to post solicitations), posted on the City's Purchasing website, sent to the Grand Junction Chamber of Commerce and the Western Colorado Contractors Association, and advertised in the Grand Junction Daily Sentinel. Sixteen companies

submitted formal proposals as follows:

Firm	Location	Not to Exceed Cost
Strategic Government Resources	Keller, TX	$22,927
Prosono	Denver, CO	$26,740
Better City LLC	Ogden, UT	$27,500
Propeller, Inc.	Denver, CO	$34,500
Pure Courage Consulting	Denver, CO	$35,000
Raftelis Financial Consultants, Inc.	Cincinnati, OH	$35,000
GBSM, Inc	Ridgway, CO	$35,350
Pac/West Strategies	Denver, CO	$41,700
Pathway Associates LLC	Salt Lake City, UT	$46,593
Zilo International Group	Centennial, CO	$60,000
Baker Tilly US LLP	Cincinnati,OH	$61,900
BerryDunn	Phoenix, AZ	$61,900
Crane & Grey	La Porte, IN	$71,500
Slalom Consulting, Inc.	Denver, CO	$99,185
Public Knowledge	Lakewood, NJ	$100,670
Adaptovate LLC	Costa Mewsa, CA	$182,400

The proposals were reviewed and scored by an internal review committee consisting of City staff and City Council members, based upon the evaluation criteria set forth in the solicitation documents.

Raftelis Inc. received the highest combined score and was invited for a virtual interview with the review committee. Upon completing the interview, the review committee determined unanimously to select Raftelis, Inc, as the preferred proposer. Therefore, the committee recommends pursuing a contract with Raftelis in the amount of $35,000 to complete the Strategic Plan. If approved by City Council, staff will initiate the strategic planning process with Raftelis which is expected to begin in late April/early May.

Per Section 10.10 of the Purchasing Manual, all solicitation documents shall remain confidential until the Purchasing Division awards the contract.

FISCAL IMPACT:

This project is planned in the 2023 Budget.

SUGGESTED MOTION:

I move to (approve/not approve) a contract with Raftelis Financial Consultants Inc. in the amount of $35,000 for 2023-2025 Strategic Plan consulting services.

Attachments

None

Grand Junction City Council

Regular Session

Item #3.b.

Meeting Date: April 5, 2023

Presented By: Trenton Prall, Public Works Director, Jay Valentine, General Services Director

Department: Public Works - Streets

Submitted By: Trent Prall, Public Works Director

Information

SUBJECT:

Contract Approval for Chip Seal Road Oil - 2023

RECOMMENDATION:

Authorize the City Purchasing Division to enter into a contract for Chip Seal Road Oil from Vance Brothers Inc. for the unit per gallon price of $3.35. The total aggregate spend of the contract is estimated at $870,782.25

EXECUTIVE SUMMARY:

This request is to authorize the City Purchasing Division to enter into a contract for Chip Seal Road Oil from Vance Brothers Inc at a cost of $3.35 per gallon. The total aggregate spend of the contract is estimated at $870.782.25.

BACKGROUND OR DETAILED INFORMATION:

The City's street infrastructure is the community's single largest asset with a value of over $266 million. One of the key tasks that protects the asset is the City's annual chip seal program. Each year, approximately 660,000 square yards, or approximately 1/12th of the City's street network is chip sealed. This involves laying down a layer of oil followed by a layer of 3/8" rock or "chips". The last step involves placement of another layer of oil referred to as a fog seal.

The contract calls for CRS-2P Cationic Rapid Setting Emulsified Asphalt Polymer Modified road oil for the City’s 2023 Chip Seal Program.

Vance Brothers Inc does not have capacity to provide trucking to meet the anticipated 10,000-15,000 gallons per day, with peaks up to 20,000 gallons per day, required for the program. Therefore, the City is developing another contract with AmeriGas Propane

dba Propane Transport Int. to deliver the product. An estimated 259,935 gallons are required for the program.

This request is to authorize the City Purchasing Division to enter into a contract for chip seal road oil from Vance Brothers Inc for the unit price per gallon of $3.35. For reference the 2022 price was $3.93 /gallon due to production limitations at the Suncor facility in Denver. The purchase is 100% funded by the City Street Maintenance allocation within the 0.75% sales tax. The contract award would allow for up to 3 additional, 1 year renewal options. This contract is being established for the purchase of road oil only. As previously mentioned, the trucking of oil will be established in a separate contract.

A formal Invitation for bid was issued via BidNet (an on-line site for government agencies to post solicitations), posted on the City's Purchasing website, sent to the Grand Junction Chamber of Commerce and the Western Colorado Contractors Association, sent to a secondary vendor list, and advertised in The Daily Sentinel. Two companies submitted formal bids, which were found to be responsive and responsible in the following amounts.

Firm	Location	Price per gallon	Estimated Aggregate Price
COBITCO, Inc.	Denver, CO	$3.75	$974,756.25
Vance Brothers, Inc.	Denver, CO	$3.35	$870,782.25

Per Section 10.10 of the Purchasing Manual, all solicitation documents shall remain confidential until the Purchasing Division awards the contract.

FISCAL IMPACT:

The chip seal road oil contract is estimated at $870.782.25. The expense is included in the 2023 Adopted Budget.

SUGGESTED MOTION:

I move to (authorize/deny) the City Purchasing Division to enter into a contract with Vance Brothers, Inc. to provide Chip Seal Road Oil for the unit price of $3.35 per gallon. The annual aggregate spend is estimated to be $870,782.25.

Attachments

None

Grand Junction City Council

Regular Session

Item #3.c.

Meeting Date:	April 5, 2023
Presented By:	Trenton Prall, Public Works Director, Jay Valentine, General Services Director
Department:	Public Works - Streets
Submitted By:	Eric Rink, Project Engineer

Information

SUBJECT:

Contract for 2023 Concrete Curb, Gutter and Sidewalk Replacement Project

RECOMMENDATION:

Authorize the City Purchasing Division to enter into a Contract with Agave Construction, LLC of Grand Junction, CO for the 2023 Curb, Gutter, and Sidewalk Replacement Project in the amount of $360,942.00.

EXECUTIVE SUMMARY:

This construction contract with Agave Construction, LLC, if approved, will reconstruct various sections of concrete curb, gutter, sidewalks, drain pans, driveways, and ramps at various locations throughout the City.

BACKGROUND OR DETAILED INFORMATION:

This contract will repair various defective concrete elements in high pedestrian traffic areas.

This project will include the removal and replacement of several segments of various concrete roadway elements at 39 locations throughout the city. It will include the removal and replacement of approximately: 30 linear feet of curb and gutter, 521 square yards of monolithic curb, gutter, sidewalk; 776 square yards of sidewalk; 112 square yards of concrete intersection corners; 35 square yards of concrete drainage pan; and 300 square yards of driveway.

A formal Invitation for Bids was issued via BidNet (an on-line site for government agencies to post solicitations), posted on the City's Purchasing website, sent to the Grand Junction Chamber of Commerce and the Western Colorado Contractors

Association, and advertised in The Daily Sentinel. Four companies submitted formal bids, three of which were found to be responsive and responsible in the following bid amounts:

Firm	Location	Bid Amount
Underground Precision	Colorado Springs, CO	(non-responsive) $320,303.00
Agave Construction, LLC	Grand Junction, CO	$360,942.00
K&K Concrete, Inc.	Montrose, CO	$432,535.00
Jarcco Construction, LLC	Colorado Springs, CO	$442,475.00

Due to the lowest bidder being determined as non-responsive, the next lowest bidder is recommended for award. This project is scheduled to begin in Mid-April with an expected final completion date of the middle of August.

Per Section 10.10 of the Purchasing Manual, all solicitation documents shall remain confidential until the Purchasing Division awards the contract.

FISCAL IMPACT:

A total of $420,000 is in the 2023 Adopted Budget to improve the condition of the City's sidewalks. The 2023 Curb, Gutter, and Sidewalk Replacement project for $360,942 is just one aspect of the sidewalk improvement program, and the remaining budget will be utilized for concrete grinding/leveling.

SUGGESTED MOTION:

I move to (authorize/not authorize) the City Purchasing Division to enter into a Contract with Agave Construction, LLC of Grand Junction, CO for the 2023 Curb, Gutter, and Sidewalk Replacement Project in the amount of $360,942.00.

Attachments

None

Grand Junction City Council

Regular Session

Item #3.d.

Meeting Date: April 5, 2023

Presented By: Jay Valentine, General Services Director

Department: General Services

Submitted By: Tim Barker

Information

SUBJECT:

Purchase of CNG Powered Elgin Street Sweeper

RECOMMENDATION:

Staff recommends a sole source approval for the purchase of a CNG powered Elgin Broom Bear street sweepers from Joe Johnson Equipment company in the amount of $417,854, in 2023

EXECUTIVE SUMMARY:

The Fleet Services division is requesting a sole-source purchase of a Elgin street sweeper. This machine is a replacement of a sweeper that is at the end of life and is scheduled to be replaced.

BACKGROUND OR DETAILED INFORMATION:

The city's Storm Water division operates three full-sized street sweepers which are replaced every 6 years. A smaller bike lane sweeper has been budgeted for 2023 and will be procured later this spring. The purchase/replacement cycle for each of the full-sized units is staggered by one year per machine. In 2022, the City Purchasing division solicited a request for proposal for the first of three replacements and the Elgin unit was chosen based on historical maintenance history, cost, reliability, access to parts and local Colorado representation for warranty service and support. Maintaining a consistent, standardized, reliable fleet is beneficial to both operators and maintenance personnel. It allows for familiarity of operations with all assigned operators. Diagnosis and repair will be repetitive for fleet staff, eliminating the need to determine different mechanical systems and fewer spare parts will be inventoried as all units will share components.

Per Section 10.10 of the Purchasing Manual, all solicitation documents shall remain

confidential until the Purchasing Division awards the contract.

FISCAL IMPACT:

This purchase is included as part of the 2023 adopted budget.

SUGGESTED MOTION:

I move to approve the City Purchasing Division to enter a contract with Joe Johnson Equipment Company for the sole source purchase of an Elgin Broom Bear street sweeper, in the amount of $417,854.

Attachments

None

Grand Junction City Council

Regular Session

Item #3.e.

Meeting Date: April 5, 2023

Presented By: Jay Valentine, General Services Director

Department: General Services

Submitted By: Kyle Coltrinari

Information

SUBJECT:

Contract Approval for 3rd Party Natural Gas Provider

RECOMMENDATION:

Staff recommends the City Purchasing Division to enter into a contract with AM Gas to provide 3rd party natural gas for the unit price of $5.80 per decatherm for an approximate annual spend of $475,000.

EXECUTIVE SUMMARY:

The City of Grand Junction is seeking to purchase natural gas from a 3rd party provider (AM Gas) at a fixed price of $5.80 per decatherm (Dth). Entering into this agreement will see an anticipated savings of $3 per Dth on 80% of the natural gas consumed by the City. Due to the volatility of the gas market, locking into a fixed rate will eliminate the large spikes in our utility costs, as seen in January of 2023 when we saw market prices as high as $49.62 per Dth and in February a $12.49 per Dth, both well above the average rate last year of $7.16 per Dth.

BACKGROUND OR DETAILED INFORMATION:

For years, the City of Grand Junction has used a 3rd party natural gas provider to supply approximately 80% of the natural gas that is consumed by the City. 3rd party natural gas providers, such as AM Gas, purchase natural gas in bulk monthly from Xcel Energy based on clients' usage history. This allows 3rd party providers to take advantage of economies of scale and pass savings onto their clients.

A formal Request for Proposal was issued via BidNet (an on-line site for government agencies to post solicitations), posted on the City's Purchasing website, sent to the Grand Junction Chamber of Commerce and the Western Colorado Contractors Association, sent to a secondary vendor list, and advertised in The Daily Sentinel.

Sixteen companies submitted formal proposals as follows:

Firm	Location	Fixed Price (per dth)	Margin Price (per dth)	Hedging Cost (per dth)
A M Gas Marketing Corp	Aspen, CO	$5.40	$0.15	$0.25
Tiger, Inc.	Boulder, CO	$5.44 - $5.52	$0.17	Not Provided

The proposals were evaluated and scored by a review committee based upon the evaluation criteria set forth in the solicitation documents, and through this process A M Gas Marketing Corp. was selected as the preferred proposer. Therefore, the committee recommends pursuing a contract with A M Gas Marketing Corp. in the amount of $5.80 per dth to provide 3rd Party Natural Gas to various designated City facilities.

In 2022, the City purchased natural gas through a 3rd party supplier without negotiating a fixed rate, meaning the gas was purchased at the beginning of each month using an indexed price on the spot market, a strategy that has been very successful in previous years. But due to the volatility of the natural gas market, we became vulnerable to the large spikes in natural gas costs as seen in January of 2023, where we saw rates as high as $49.62 per Dth.

To protect against the volatility of the natural gas market, we recommend that the City of Grand Junction engage in a fixed rate contract with AM Gas. In 2022, the City paid on average $7.16 per Dth for natural gas from our 3rd party vendor. AM Gas quoted the City at a rate of $5.40 per Dth, plus a fixed margin of $0.15 per Dth and a hedge of $.25 per Dth, totaling $5.80 per Dth for a 24 month period. A contract of this nature will allow City staff to more accurately forecast and budget for the cost of natural gas while we anticipate seeing a saving of approximately $2.20 per Dth, compared to purchasing natural gas directly from Xcel Energy.

Per Section 10.10 of the Purchasing Manual, all solicitation documents shall remain confidential until the Purchasing Division awards the contract.

FISCAL IMPACT:

Because of the unusually high per Dth cost in January and February, a supplemental appropriation is required to amend the budget and provide additional $400,000 in spending authority for projected 2023 natural gas costs. This is included in the supplemental appropriation on this agenda for first reading setting for second reading

and public hearing on April 19, 2023.

With the estimated $475,00 annual spend, it is anticipated the City will experience future savings of approximately $120,000 by contracting with this 3rd party provider.

SUGGESTED MOTION:

I move to (authorize/deny) the City Purchasing Division to enter into a contract with AM Gas to provide 3rd party natural gas for the unit price of $5.80 per decatherm for an approximate annual spend of $475,000.

Attachments

None

Grand Junction City Council

Regular Session

Item #4.a.

Meeting Date: April 5, 2023

Presented By: Brandon Stam, DDA Executive Director

Department: Downtown Development Authority

Submitted By: Brandon Stam

Information

SUBJECT:

A Resolution for an Outdoor Dining Lease Authorizing Additional Area for Ulfur, LLC dba Trail Life Brewing, Located at 436 Main Street

RECOMMENDATION:

Approval of resolution to authorize an additional area for outdoor dining to be utilized by Ulfur, LLC dba Trail Life Brewing.

EXECUTIVE SUMMARY:

Trail Life Brewing, located at 436 Main has requested an additional leased area of approximately 442 square foot of public right way located in front of the business across from the existing leased area of 288 square feet directly abutting the Lessee's business. The additional space has never been utilized for outdoor dining but was deemed an appropriate location by the Downtown Development Authority Executive Director and City Parks Superintendent for an outdoor dining expansion. Lessee will provide fencing for the new outdoor dining area and will be responsible for maintenance in accordance with the Downtown Outdoor Dining Lease Agreement. This will constitute a new lease agreement of for 730 square feet in the public right away.

BACKGROUND OR DETAILED INFORMATION:

The City by Ordinance No. 3650 and subsequently amended by Ordinance No. 4120, established a Sidewalk Restaurant commercial activity permit for restaurants in the Downtown Shopping Park (DSP) on Main Street, Seventh Street and Colorado Avenue. In accordance with that authority, the City Council and the DDA desire to make certain areas of the sidewalk in the DSP and at other locations as authorized, available by lease to proximate land owners and/or lessees that want to make use of a portion of the public way for outdoor dining with or without alcohol service.

Lessee shall pay rent to Lessor at the rate of $1.00 per square foot per year and in the total sum of $730, which sum shall be payable in advance at the offices of the City Clerk, Grand Junction City Hall, 250 North 5th Street, Grand Junction, Colorado 81501. If the rent payment is not paid in full when due, a Lease shall not issue.

Lessee agrees to use the Premises for the purpose of selling and dispensing food and/or beverages to the public. The Premises may be open to the public during Lessee's normal business hours, but in no event shall food and/or beverage service extend beyond 1 a.m. Service of alcoholic beverages shall be permitted provided Lessee holds a valid State and City liquor license. Tableside preparation of food shall be permitted pursuant to applicable health and safety regulations; however, fuel-based cooking or food preparation is expressly prohibited in the Premises. Live acoustic music performance is permitted on the Premises, provided any amplification utilized shall not result in a sound level exceeding 55 decibels measured at a distance of 20 feet from any of the Premises boundaries.

FISCAL IMPACT:

No fiscal impact to the City of Grand Junction as the lease revenue goes to the Downtown BID.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 32-23, a resolution authorizing the lease of sidewalk right-of-way to Ulfur, LLC dba Trail Life Brewing located at 436 Main Street.

Attachments

1. Resolution 32-23 Outdoor Dining Lease_Trail Life Brewing_436 Main
2. Outdoor Dining Lease Agreement - Trail Life Brewing (DRAFT)

RESOLUTION NO. 32-23

A RESOLUTION AUTHORIZING THE LEASE OF SIDEWALK RIGHT-OF-WAY TO ULFUR,LLC dba TRAIL LIFE BREWING. LOCATED AT 436 MAIN STREET

Recitals:

The City has negotiated an agreement for Trail Life Brewing to lease a portion of the sidewalk right-of-way located in front and across from 436 Main Street from the City for use as outdoor dining.

The City Council deems it necessary and appropriate that the City lease said property to Trail Life Brewing.

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

The City Manager is hereby authorized and directed to sign the Lease Agreement leasing the city-owned sidewalk right-of-way abutting and across from 436 Main Street for an initial term commencing May 1, 2023 and terminating June 1, 2024 to Trail Life Brewing.

PASSED and ADOPTED this ___ day of ___, 2023.

_____
President of the Council

Attest:

_____
City Clerk

DOWNTOWN OUTDOOR DINING LEASE AGREEMENT

THIS LEASE AGREEMENT ("Agreement") is made and entered into as of this 1st day of May, 2023, by and between THE CITY OF GRAND JUNCTION, COLORADO, a municipal corporation, as Lessor, (hereinafter "City") and, Ulfur, LLC dba Trail Life Brewing as Lessee, (hereinafter "Lessee"), and the Grand Junction Downtown Development Authority as Lessor's Administrative Agent, (hereinafter "DDA").

RECITALS:

The City by Ordinance No. 3650 and subsequently amended by Ordinance No. 4120, established a Sidewalk Restaurant commercial activity permit for restaurants in the Downtown Shopping Park (DSP) on Main Street, Seventh Street and Colorado Avenue.

In accordance with that authority, the City Council and the DDA desire to make certain areas of the sidewalk in the DSP and at other locations as authorized, available by lease to proximate land owners and/or lessees that want to make use of a portion of the public way for outdoor dining with or without alcohol service.

NOW THEREFORE, in consideration of the mutual covenants, terms and conditions contained herein, it is agreed as follows:

1. Demise of Premises.
Option B: The City does hereby lease to Lessee the Premises (hereinafter "Premises") comprising approximately 730 square feet of the public way. The new leases comprise 288 square feet directly abutting the premises and 442 square feet across the sidewalk from the premises. The Premises and the location of Lessee's primary business facility are more particularly described in the attached Exhibit A.

A brief description of the Lessee's business is attached as Exhibit B.

2. Term.
The term of this Agreement shall be for a period of one (1) year to commence on May 1, 2023. Upon signature by all parties this Agreement supersedes all prior leases, and terminates on May 1, 2024.

3. Rental.
Lessee shall pay rent to Lessor at the rate of $1.00 per square foot per year and in the total sum of $730, which sum shall be payable in advance at the offices of the City Clerk, Grand Junction City Hall, 250 North 5th Street, Grand Junction, Colorado 81501. If the rent payment is not paid in full when due, a Lease shall not issue.

4. Permitted Uses and Hours or Operation.
Lessee agrees to use the Premises for the purpose of selling and dispensing food and/or beverages to the public. The Premises may be open to the public during Lessee's normal business hours, but in no event shall food and/or beverage service extend beyond 1:00 A.M. Service of alcoholic beverages shall be permitted provided Lessee holds a valid State and City liquor license. Tableside preparation of food shall be permitted pursuant to applicable health and safety regulations; however, fuel-based cooking or food preparation is expressly prohibited in the Premises. Live acoustic

music performance is permitted on the Premises, provided any amplification utilized shall not result in a sound level exceeding 55 decibels measured at a distance of 20 feet from any of the Premises boundaries.

5. Assignment or Subletting Prohibited.
Lessee shall not have the right to assign the lease or to sublet the Premises in whole or in part without the prior written consent of the City.

6. Compliance with Legal Requirements.
Lessee shall comply with all applicable requirements of any governmental or quasi-governmental body including City, County, State or Federal agencies, boards, councils and commissions having jurisdiction respecting any operation conducted on the Premises by Lessee or any equipment, installations or other property placed upon, in or about the Premises by Lessee.

Lessee further agrees to comply with all rules of the DDA relating to the use of the Premises. Prior to commencing alcohol service in the Premises, Lessee shall include the Premises in the licensed service area as required by the liquor laws of the State and City.

Lessee shall not discriminate against any worker, employee or job applicant, or any member of the public because of race, color, creed, religion, ancestry, national origin, sex, age, marital status, physical handicap, status or sexual orientation, family responsibility or political affiliation, or otherwise commit an unfair employment practice.

7. Taxes.
Lessee shall timely list for taxes and pay all tax assessments of whatever kind or nature assessed against or on Lessee's possessory interest, improvements, furnishings, fixtures, inventory, equipment and other property situated or placed upon, in or about the Premises. All such amounts shall be paid prior to delinquency.

8. Utilities.
Lessee shall make arrangements for all utilities, if any, needed at the Premises and is responsible for payment of the fees and charges arising out of the provision and/or use of the utility service(s).

9. Improvements and Personal Property.
All construction, improvements, installations, furniture, fixtures and/or equipment on the Premises shall comply with the following:

a. Lessee may place furniture, fixtures and equipment in the Premises so long as the same do not endanger any passersby or patrons, and are secured to resist wind. No portion of the Lessee’s furniture, fixtures or equipment shall extend beyond the boundaries of the Premises nor impede pedestrian traffic on the sidewalk adjoining the Premises. The terms of this paragraph shall be construed to include but not be limited to perimeter enclosures, planters, signs, tables, chairs, shade structures, umbrellas while closed or open and any other fixtures, furniture or equipment placed or utilized by the Lessee. The Lessee may store its fixtures on the Premises at its own discretion and shall accept and retain full responsibility and liability for any damage to or theft of such

fixtures. Required perimeter fencing shall be continuously maintained during the term of this Agreement.

b. Lessee shall provide a physical demarcation of the perimeter of the Premises, such as planters or stanchions, subject to DDA approval of the form and location of the same, to facilitate monitoring of potential encroachments beyond the Premises. If alcohol service is permitted in the Premises, the perimeter of the Premises shall be enclosed by a fixed perimeter enclosure no less than thirty (30) inches in height, the material, design and installation of which shall be approved by the DDA. Openings in the enclosure shall not be less than 44 inches wide. If there is a gate it must swing inward to prevent obstruction of the sidewalk.

c. No gas lighting shall be permitted in the Premises. Battery powered lights, candles in wind-protected enclosures, and low wattage electric lights, such as Christmas lights, shall be allowed. Under no circumstances shall electrical wires, extension cords or similar wiring, cables or conduit extend beyond the Premises into the public way, (easement area or otherwise) nor cross pedestrian paths, nor be placed so as to create a tripping hazard. Any suspended lighting must be securely installed to prevent dislodgement, sagging, or other hazard.

d. Signs are expressly prohibited on the Premises, except for the following: i) menu signs in compliance with the City sign code and ii) umbrellas that display the Lessees business logo, and/or the logo of only one business product that is featured and representative of the theme of the business. Signs shall be subject to approval by the DDA and City. Third party business signs and/or identification are expressly prohibited on the Premises.

e. Lessee shall not utilize sidewalk trash and/or recycling receptacles for refuse generated within the Premises. Lessee may provide a private trash and/or recycling receptacle within the Premises provided that it is emptied and maintained on a regular basis.

f. Lessee shall remove any personal property, including but not limited to improvements, enclosures, furniture, fixtures, equipment or structures installed by it or at its direction on the Premises promptly upon expiration without renewal of this Agreement. Failure to remove said property within ten (10) days of expiration shall be deemed an abandonment of said property, and result in ownership thereof transferring to the DDA which shall have the right to dispose of said property as its own.

10. Safe and Sanitary Condition.

Lessee shall at all time keep the Premises in good repair and free from all litter, dirt, debris, snow, and ice, and in a clean and sanitary condition. Lessee shall not permit nor suffer any disorderly conduct or nuisance whatsoever, which would annoy or damage other persons or property by any alteration to the Premises or by any injury or accident occurring thereon. Lessee shall be responsible, subject to applicable law regulating the discharge of contaminants to the sewer for power-washing or steam cleaning the sidewalk surface of the Premise necessary to keep area in a clean and sanitary condition. Lessor reserves the right to hire a 3rd party contractor to clean the premises at the cost of the lessee.

11. Lessor and Agent not Liable for Damages or Injuries.
Lessor and its Administrative Agent shall not be responsible to Lessee or to any other person or entity for damages or injuries arising out of the Lessee's use of the Premises. Lessor and/or its Administrative Agent are not an insurer for Lessee's activities and Lessee shall obtain appropriate insurance against potential damages, injury, lost profit or advantage and any and all other claims as determined in the Lessees sole and absolute discretion. Lessee shall indemnify and hold harmless the City of Grand Junction and the DDA and its employees, elected and appointed officials, against any and all claims for damages or personal injuries arising from the use of the Premises.

12. Insurance.
Lessee agrees to furnish Certificates(s) of Insurance at least fifteen (15) days prior to the commencement of the term of this Agreement as proof that it has secured and paid for a policy of public liability insurance covering all public risks related to the leasing, use, occupancy, maintenance and operation of the Premises. Insurance shall be procured from a company authorized to do business in the State of Colorado and be satisfactory to the City. The amount of insurance, without co-insurance clauses, shall not be less than the maximum liability that can be imposed upon the City under the laws of the State, as amended. Lessee shall name the City and the DDA as named insureds on all insurance policies and such policies shall include a provision that written notice of any non-renewal, cancellation or material change in a policy by the insurer shall be delivered to the City no less than ten (10) days in advance of the effective date.

13. Inspection, Access and Improvements by City and/or DDA.
Lessee agrees to permit the City, its designated representatives, and/or the DDA to enter upon the Premises at any time to inspect the same and make any necessary repairs or alterations to the sidewalks, utilities, meters or other public facilities as the City may deem necessary or proper for the safety, improvement, maintenance or preservation thereof. Lessee further agrees that if the City shall determine to make changes or improvements affecting the Premises which may affect any improvements placed by the Lessee, that the Lessee, by execution of this Agreement, hereby waives any and all right to make any claim for damages to the improvements (or to its leasehold interest) and agrees to promptly remove any furniture, fixtures, equipment and structures as necessary during such construction periods. The City agrees to rebate all rents in the event it undertakes major structural changes that continue for a period in excess of 14 continuous days during a lease period.

14. Delivery and Condition of Premises upon Expiration or Termination.
Lessee agrees to surrender and deliver up the possession of the Premises in substantially the same condition as received, ordinary wear and tear and approved improvements excepted, promptly upon the expiration of this Lease or upon five (5) days' written notice in the case of the termination of this Lease by City by reason of a breach in any provisions hereof.

15. Limitation of Rights Demised.
The City by this demise hereby conveys no rights or interest in the public way except the right to the uses on such terms and conditions as are described herein and retains all title thereto.

16. Sale or Transfer of Lessee's Business Interest
Lessee hereby affirms that Lessee is the owner and/or lessee of the abutting or approximate property and agrees that on sale or other transfer of such interest, Lessee will so notify the City of the transfer in interest and all right and interest under this Lease shall terminate.

17. Attorney's Fees.
If legal action is taken by either party hereto to enforce any of the provisions of this Agreement, the prevailing party shall be entitled to recover from the other party all of its cost, including reasonable attorney's fees. If the City and/or DDA uses in-house counsel to prosecute or defend any action arising out of or under this Agreement the City and/or DDA shall be entitled to recover the value of those services at the prevailing rate of private litigation counsel in Grand Junction.

18. Waiver.
No failure by Lessor to exercise any rights hereunder to which Lessor may be entitled shall be deemed a waiver of Lessor's right to subsequently exercise same. Lessee shall gain no rights nor become vested with any power to remain in default under the terms hereof by virtue of Lessor's failure to timely assert his rights. It is further agreed that no assent, expressed or implied, to any breach of any one or more of the covenants or agreements herein shall be deemed or taken to be a waiver of any succeeding or any other breach.

19. Default.
a. Each and every one and all of the following events shall constitute an Event of Default:

i) if Lessee files a petition in bankruptcy or insolvency or for reorganization under any bankruptcy act or voluntarily takes advantage of any such act or makes an assignment for the benefit of creditors;

ii) if involuntary proceedings under any bankruptcy law, insolvency or receivership action shall be instituted against Lessee, or if a receiver or trustee shall be appointed for all or substantially all of the property of Lessee and such proceedings are not dismissed, or the receivership or trusteeship vacated, within ten (10) days after the institution or appointment;

iii) if Lessee fails to pay any sum due from it in strict accordance with the provisions of this Lease, and/or fails to pay any tax or assessment of the State, City or DDA and does not make the payment within ten (10) days after written notice thereof. For the purposes hereof, all sums due from Lessee shall constitute rentals whether denominated as rentals or otherwise elsewhere herein and Lessee has absolutely no right of offset;

iv) if Lessee fails to fully perform and comply with each and every condition and covenant of this Lease Agreement, and such failure or performance continues for a period of thirty (30) days after notice thereof;

v) if Lessee vacates or abandons the Premises;

vi) if the interest of Lessee is transferred, levied upon or assigned to any other person, firm or corporation whether voluntarily or involuntarily except as herein permitted;

vii) if Lessor, in any four month period during the Term, or spanning consecutive

Terms, gives any notice to Lessee pursuant to subparagraphs iii) or iv) above, notwithstanding Lessee's cure of default within the allowable period or periods.

b. Upon the occurrence of any Event of Default as set forth above, Lessor shall have the right, at its option, to utilize any one or more of the following rights:

i) to cancel and terminate this Lease Agreement and all interests of the Lessee hereunder by giving notice of such cancellation and termination not less than ten (10) days prior to the effective date of such termination. Upon the expiration of said ten (10) day period, the Lessee shall have no further rights under this Lease Agreement (but such cancellation shall not serve to release or discharge the damages Lessee owes to Lessor); and/or

ii) to make any payment required of Lessee herein or correct any condition required to be corrected by Lessee, and Lessor shall have the right to enter the Premises for the purpose of correcting any such condition and to remain on the Premises until the complete correction of such condition. However, no expenditure by Lessor on behalf of Lessee shall be deemed to waive or release Lessee's breach hereof and Lessor shall retain all rights to proceed against Lessee as set forth herein; and/or

iii) to reenter the Premises immediately with or without order of court and without claim of trespass, remove the property of Lessee and store such property in a public warehouse or such other location selected by Lessor, all at the expense of Lessee. After such reentry, Lessor shall have the right to terminate this Lease Agreement by giving ten (10) days notice of termination to Lessee, but without such notice, the reentry by Lessor shall not terminate this Lease Agreement. On termination, Lessor may recover from Lessee all damages resulting from Lessee's breach, including the cost of recovery of the Premises and placing them in satisfactory condition; and/or

iv) all other rights and remedies provided by law to a Lessor with a defaulting Lessee including all such money damages as Lessor shall be entitled pursuant to the law of damages.

c. In the event of any conflict between any of the provisions hereof regarding the amount of time that must elapse without cure after notice of breach before the same constitutes an Event of Default, then the provisions establishing the least amount of time to cure after notice shall prevail.

d. Upon any breach hereof, regardless of whether such breach is, or becomes, an Event of Default; Lessor shall be reimbursed by Lessee for any reasonable attorney's fees incurred by Lessor in connection with such breach.

20. Notices and Written Consents.

All notices and written consents required under this Agreement shall be in writing and either hand delivered or mailed by first class certified mail to the following parties:

To Lessor: City of Grand Junction c/o City Attorney
250 North 5th Street
Grand Junction, Colorado 81501

To Lessee: Ulfur, LLC dba Trail Life Brewing
436 Main Street
Grand Junction, CO 81501

To Agent: Downtown Development Authority
101 S 3rd Street, Suite 100
Grand Junction, CO 81501

Notices shall be deemed served upon posting the same as addressed above and sent as First Class United States mail.

21. Binding Effect and Complete Terms.
The terms, covenants, conditions and agreements herein contained shall be binding upon and inure to the benefit of and shall be enforceable by Lessor and Lessee and by their respective heirs, successors and assigns. All negotiations and agreements of Lessor and Lessee are merged herein. No modification hereof or other purported agreement of the parties shall be enforceable unless the same is in writing and signed by the Lessor and Lessee. This Lease supersedes all prior leases between Lessor and Lessee.

22. Construction of Lease.
This Lease shall not be construed more strictly against either party regardless of which party is responsible for the preparation of the same.

23. Performance Standards.
It is the intention of all parties hereto that the obligations hereunder and actions related hereto will be performed in accordance with the highest standards of commercial reasonableness, common sense and good faith.

24. Authorization of Parties.
Each individual executing this Lease as director, officer, partner, member, or agent of a corporation, limited liability company, or partnership represents and warrants that he or she is duly authorized to execute and deliver this Lease on behalf of such corporation, limited liability company, or partnership and that reasonable evidence of such authorization will be provided to the other party upon request.

25. Administrative Agent.
In conformance with the City's delegation of management responsibilities and authority concerning the Downtown Shopping Park and others areas of the public way in downtown Grand Junction, the City designates the DDA to serve as its Agent for the administration and enforcement of this Agreement.

IN WITNESS WHEREOF, the parties have signed and sealed this Lease Agreement, this day and year first above written.

Lessor: City of Grand Junction

_____

By: Greg Caton, City Manager

Lessee:

_____

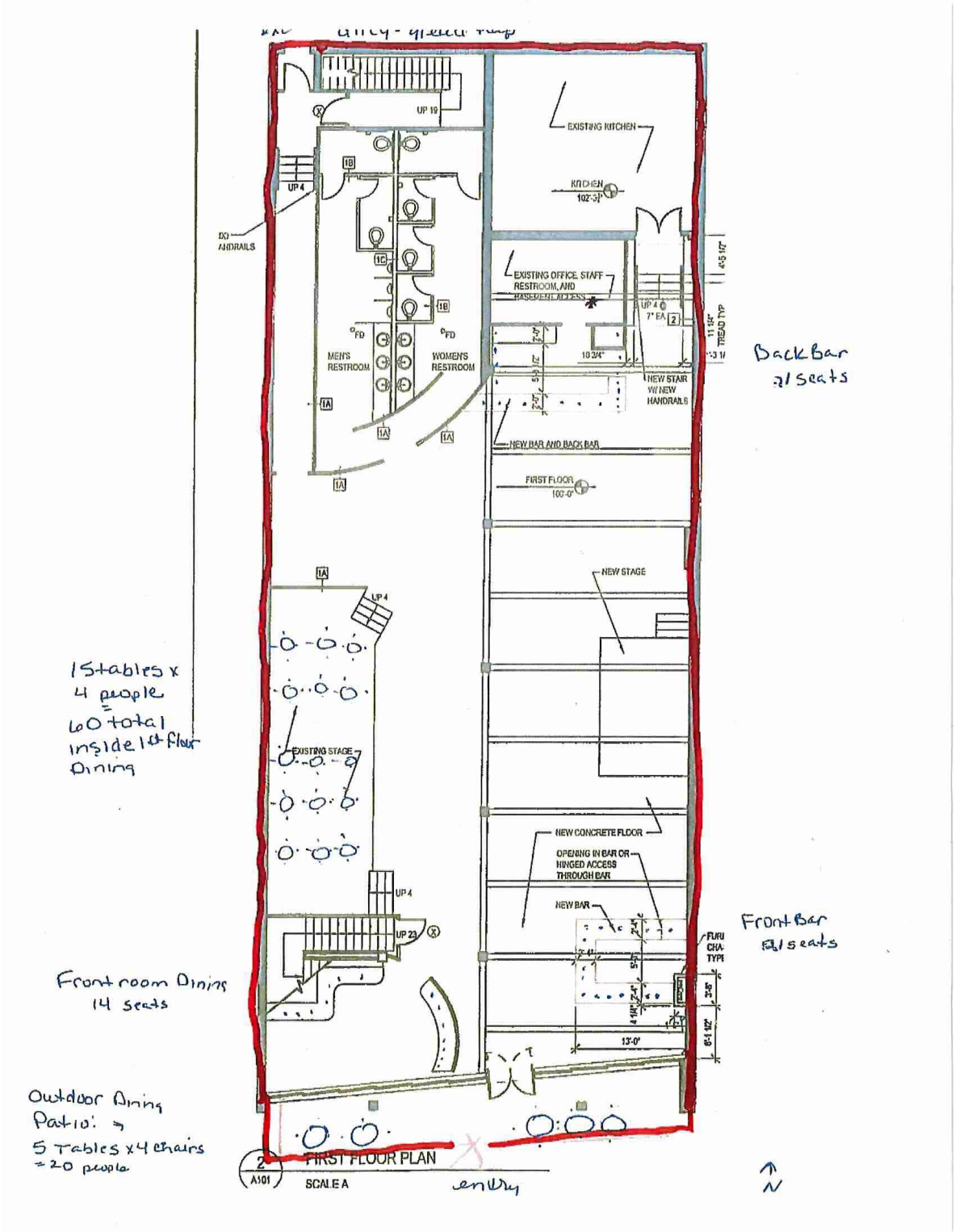
By:

Agent: Downtown Development Authority

_____

By: Brandon Stam, Downtown Grand Junction Executive Director

Exhibit A: Proposed Lease area abutting building (288 Square feet)



Proposed Lease Area Across from building: 442 Square Feet

Exhibit B: Brief Description of Business / DDA Certification: include date, who prepared and lessee signature or initials

Business Name (name of insured): _____Trail Life Brewing_____

DBA (if needed): _____

Applicant / Relationship to Business: _____Ryan Dutch (Owner)_____

Contact Phone and Email: 970-260-5922 and traillifebrewing@gmail.com_____

Type of Food/Beverage to be served in leased area: _____

Days of Operation / Operating Hours: _____Wednesday-Monday 11-10_____

How this operation will benefit Downtown Grand Junction: _____

___Added activation of underutilized area_____

Number of tables to be used in the leased area: _____

Number of chairs to be used in the leased area: _____

Semi-permanent or movable structures including carts, stands, signs, etc: __N/A____

_____

Describe any musical or vocal presentations or effects to be used in the leased area:

_____

Are these current:

Permits & Licenses Obtained:	State Sales Tax	_____
	City Sales Tax	_____
	Liquor License	_____
	Restaurant/Food Service	_____
Proof of Liability Insurance Coverage Provided?		_____

DDA Certification: The Downtown Development Authority hereby finds that this application is proper, that all applicable permits have been obtained or will be obtained, that it is in compliance and will further the goals and objectives of the Plan of Development for Downtown Grand Junction, and that no current application exists for this location.

Signed: _____ Date: _____

If denied, state reason:

_____

Exhibit C: Assurances, Hold Harmless and Indemnity Agreement

The Applicant assures the Downtown Development Authority and the City of Grand Junction that if a lease is issued, s/he will comply with all of the requirements and provisions of Grand Junction City Ordinance 3609, all other applicable ordinances and laws, and the Plan of Development for Downtown Grand Junction. The applicant further assures that s/he has obtained or will obtain all of the necessary and required permits or licenses to engage in the business or activity proposed.

I, _____, applicant for a Lease to conduct activities in the Downtown Shopping Park area, agree that I shall:

(a) Hold harmless the City of Grand Junction, its officers and employees, and the Downtown Development Authority of Grand Junction, its officers and employees, from any claims for damage to property or injury to persons which may arise from or be occasioned by any activity carried on by me within the Downtown Shopping Park, and

(b) Indemnify the City of Grand Junction, its officers and employees, and the Downtown Development Authority, its officers and employees, against any claim, loss, judgment, or action, or any nature whatsoever, including reasonable attorney fees, that may arise from or be occasioned by any activity carried on by me within the Downtown Shopping Park.

I realize that consideration for this release is the granting of a lease to me by the City of Grand Junction, and I realize and agree that this Hold Harmless/ Indemnity Agreement shall take effect whenever I begin to conduct the type of activities for which the lease has been applied or when the permit is issued, whichever is earlier. I also understand and agree that this agreement shall apply to any activities which I carry on which are done in violation of the terms of this lease.

Executed this ____day of _____, 20___.

Signed: _____

Grand Junction City Council

Regular Session

Item #4.b.

Meeting Date:	April 5, 2023
Presented By:	Brandon Stam, DDA Executive Director
Department:	Downtown Development Authority
Submitted By:	John Shaver Brandon Stam

Information

SUBJECT:

A Resolution Authorizing Support Recertification of the Grand Junction Creative District with Colorado Creative Industries

RECOMMENDATION:

Adopt and approve a resolution concerning recertification of the Creative District.

EXECUTIVE SUMMARY:

In April of 2018, a Creative District was approved for Downtown Grand Junction. Colorado Creative Industries requires recertification every five years. With adoption of this Resolution the City Council expresses it support for the recertification of the Downtown Creative District by the Downtown Development Authority with Colorado Creative Industries.

BACKGROUND OR DETAILED INFORMATION:

On April 4, 2018, the City Council adopted Resolution 24-18 which expressed the City's support for the certification of a Downtown Grand Junction Creative District.

In 2018, the Creative District was certified by Colorado Creative Industries. The District has operated well since the certification, and for the reasons stated in Resolution 24-18 as well as those stated herein, the City Council expresses its support for the recertification of the Creative District.

Colorado Creative Industries requires recertification every five years so that it can assure the continued health and well-being of districts and so that the community recognizes the important social and economic opportunity that comes from the Creative District designation.

FISCAL IMPACT:

There is no fiscal impact from the adoption of this Resolution.

SUGGESTED MOTION:

I move to (adopt/deny) Resolution No. 33-23, a resolution in support of an application to recertify the Downtown Grand Junction Creative District.

Attachments

1. Resolution-Creative District recertification 20230404

RESOLUTION ___-23

A RESOLUTION IN SUPPORT OF AN APPLICATION TO RECERTIFY THE DOWNTOWN GRAND JUNCTION CREATIVE DISTRICT

RECITALS:

On April 4, 2018 the City Council adopted Resolution 24-18 which Resolution expressed the City's support for the certification of a Downtown Grand Junction Creative District.

In April 2018 the Creative District was certified by Colorado Creative Industries. The District has operated well since the certification, and for the reasons stated in Resolution 24-18 as well as those stated herein, the City Council expresses its support for the recertification of the Creative District.

Colorado Creative Industries requires recertification every five years so that it can assure the continued health and well-being of districts and so that the community recognizes the important social and economic opportunity that comes from the Creative District designation.

The recertification process assures residents have a voice in the planning and execution of their Creative District and that the District demonstrate it is relevant, participatory, and committed to cultural, artistic, and social pursuits to nurture accessible, thriving venues for expression and appropriate division of programmatic, financial, and informational resources for the support of arts and culture.

Grand Junction has a long history of support for arts and culture including an award-winning Main Street, Art on the Corner public art collection, renovation of the historic Avalon Theater, the formation of the Grand Junction Commission on Arts and Culture and the adoption of the 1% for the Arts ordinance.

The Creative District has been an effective economic development tool that has and will continue to attract cultural tourism, encourage resilient development practices, revitalize neighborhoods, foster local pride, and maintains community character while enhancing livability by preserving and enhancing the local creative community and being a conduit for State and National resources to aide local arts efforts, such as those in Grand Junction.

Certification and now recertification of a Creative District accomplished and will renew the Creative the purpose of the Grand Junction Commission on Arts and Culture 2017 Grand Junction Strategic Cultural Plan.

Furthermore, a Creative District is consistent with the Downtown Development Authority (DDA) Plan of Development as adopted and revised by Ordinances 4881, 4937 and DDA Resolutions 2019-04 and 2020-02.

In support of these plans and the goals thereof, the Downtown Development Authority and the Downtown Business Improvement District will apply to Colorado Creative Industries to be recertified as an official Colorado 1 Certified Creative District and when

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approved the DDA and Downtown Business Improvement District (BID) will support and administer the Creative District to assist the creative community and celebrate its role in shaping the future of Grand Junction.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO, THAT:

The Grand Junction City Council, for the reasons stated in the Recitals and others, supports the DDA's reapplication for and recertification of the Grand Junction Creative District and the promotion of our community as a unique and artistic cultural center.

This Resolution shall take effect immediately upon approval and adoption by the City Council.

Adopted and approved by the City Council of the City of Grand Junction, Colorado, on this 5th day of April 2023.

_____

Anna M. Stout
President of the City Council

_____

Amy Phillips
City Clerk

DRAFT

Grand Junction City Council

Regular Session

Item #5.a.i.

Meeting Date: April 5, 2023

Presented By: Jodi Welch, Finance Director

Department: Finance

Submitted By: Jodi Welch, Finance Director

Information

SUBJECT:

An Ordinance Authorizing a Supplemental Appropriation for American Recovery Plan Act (ARPA) Funds to be Allocated for a Land and Building Acquisition Program

RECOMMENDATION:

Staff recommends approving the ordinance making supplemental appropriations and amending the 2023 City of Grand Junction Budget for ARPA funds to be allocated for a land and building acquisition program.

EXECUTIVE SUMMARY:

The budget was adopted by the City Council through an appropriation ordinance to authorize spending at a fund level based on the line item budget. Supplemental appropriations are also adopted by ordinance and are required when the adopted budget is increased to reappropriate funds for capital projects that began in one year and need to be carried forward to the current year to complete. Supplemental appropriations are also required to approve new projects or expenditures.

This supplemental appropriation is required for spending authorization to allocate ARPA funds for the Land and Building Acquisition Program created by and with Resolution 30-23.

BACKGROUND OR DETAILED INFORMATION:

The American Rescue Plan Fund (Fund 114) accounts for the direct distribution of American Rescue Plan Act (ARPA) federal funds to the City of Grand Junction. A total of $10.4 million has been received by the City and in 2022, City Council authorized the distribution of $1.4 million to Visit Grand Junction, Air Alliance, and Sports Commission for lodging revenue loss, leaving a remaining $9 million available for distribution. Grand Junction City Council appointed an Advisory Committee (Committee) to make

recommendations about how the funds will be spent. Recently, City Council authorized the distribution of $2 million in ARPA funds for grant awards of $1 million each to Grand Valley Catholic Outreach and Housing Resources of Western Colorado, leaving $7 million available for distribution.

At the time of the adoption of the 2023 budget, City Council had not heard the recommendations from the Committee, nor made any decisions on grant awards. Therefore, distribution of monies from the American Rescue Plan Fund was not budgeted or appropriated. Therefore, a supplemental appropriation is required in the American Rescue Plan Fund (Fund 114) of $3,373,337. The supplemental appropriation authorizes the budget for the spending authority. The actual spending will be accounted for in the American Rescue Plan Fund.

FISCAL IMPACT:

The supplemental appropriation ordinance is presented in order to ensure sufficient appropriation by fund to defray the necessary expenses of the City of Grand Junction. The appropriation ordinance is consistent with, and as proposed for adoption, reflective of lawful and proper governmental accounting practices and are supported by the supplementary documents incorporated by reference above.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 5137, an ordinance making supplemental appropriations to the 2023 Budget of the City of Grand Junction for the year beginning January 1, 2023 and ending December 31, 2023 for a Land and Building Program on final passage and order final publication in pamphlet form.

Attachments

1. ORD-2023 ARPA Supplemental Appropriation for land and building 20230328

ORDINANCE NO. ___

AN ORDINANCE MAKING SUPPLEMENTAL APPROPRIATIONS TO THE 2023 BUDGET OF THE CITY OF GRAND JUNCTION, COLORADO FOR THE YEAR BEGINNING JANUARY 1, 2023 AND ENDING DECEMBER 31, 2023 FOR A LAND ND BUILDING ACQUISITION PROGRAM

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION:

That the following sums of money be appropriated from unappropriated fund balance and additional revenues to the funds indicated for the year ending December 31, 2023 to be expended from such funds as follows:

Fund Name	Fund #	Appropriation
American Rescue Plan Fund	114	$ 3,373,337

INTRODUCED AND ORDERED PUBLISHED IN PAMPHLET FORM this 15th day of March 2023.

TO BE PASSED AND ADOPTED AND ORDERED PUBLISHED IN PAMPHLET FORM this 5th day of April 2023.

_____
Anna M. Stout
President of the City Council

Attest:

_____
Amy Phillips
City Clerk

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Grand Junction City Council

Regular Session

Item #5.b.i.

Meeting Date: April 5, 2023

Presented By: David Thornton, Principal Planner

Department: Community Development

Submitted By: David Thornton, Principal Planner

Information

SUBJECT:

Ordinances Annexing and Zoning the Clear Creek Enclave Annexation Consisting of 3.86 Acres of Land Located in the Brookdale Subdivision, a Replat of Brookdale (Book 13, Page 47) (Brookdale) Subdivision along and including Clear Creek Drive, Cripple Creek Court and Cascade Creek Court and Zoning to R-5 (Residential – 5 dwelling units per acre)

RECOMMENDATION:

Staff recommends approval of the ordinance annexing the Clear Creek Enclave, and approval of the zone of annexation ordinance. The Planning Commission heard the zoning request at its March 14, 2023, meeting and voted (7-0) to recommend approval of the request.

EXECUTIVE SUMMARY:

A request to annex 3.86 acres of enclaved property, located in the Brookdale Subdivision along Clear Creek Drive, Cripple Creek Court and Cascade Creek Court. The Clear Creek Enclave consists of a portion of the Brookdale subdivision consisting of 24 residential lots which have developed as 19 single family uses and two Brookdale Homeowners Association, Inc. (HOA)-owned parcels, along with 0.86 acres of public right-of-way. Under the 1998 Persigo Agreement with Mesa County, the City is to annex all Enclave areas at five (5) years. State law allows a municipality to annex enclave areas unilaterally after they have been enclaved for a period of three (3) years. The Clear Creek Enclave has been enclaved since October 22, 2017.

This is also a request to zone the 3.86 acre Clear Creek Enclave Annexation to a R-5 (Residential – 5 dwelling units per acre) zone district. The R-5 zoning implements the City's 2020 One Grand Junction Comprehensive Plan Land Use Map that designates this area as Residential Low 2 to 5.5 dwelling units per acre.

The request for annexation is being considered concurrently by City Council with the zone of annexation request. Both are included in this staff report.

BACKGROUND OR DETAILED INFORMATION:

Enclave Annexation Request:
The proposed Clear Creek Enclave Annexation includes a portion of the Brookdale subdivision consisting of 24 residential lots which have developed as 19 single family uses and two HOA owned parcels located along Clear Creek Drive, Cripple Creek Court and Cascade Creek Court is eligible to be annexed and is proposed as the Clear Creek Enclave Annexation. The enclave area consists of 3.86 acres and includes the following address ranges; 3141 thru 3147 Cripple Creek Court and 3141 through 3147 Cascade Creek Court in the Brookdale Subdivision. The road right-of-way for Clear Creek Drive, Cripple Creek Court and Cascade Creek Court are included in the annexation.

The property is Annexable Development. Under the 1998 Persigo Agreement with Mesa County, the City is to annex all Enclave areas within five (5) years. Once the five years pass, the City initiates the annexation process and zone of annexation. State law allows a municipality to annex enclave areas unilaterally after they have been enclaved for a period of three (3) years. The Clear Creek Enclave has been enclaved since October 22, 2017.

The request for zoning will be considered separately by City Council, but concurrently with the annexation request and will be heard in a future Council action.

The schedule for the annexation and zoning is as follows:
- Notice of Intent to Annex (30 Day Notice), Exercising Land Use – March 1, 2023
- Planning Commission considers Zone of Annexation – March 14, 2023
- Introduction of Proposed Ordinances for Annexation and Zoning by City Council – March 15, 2023
- Public Hearing on Annexation and Zoning by City Council – April 5, 2023
- Effective date of Annexation and Zoning – May 7, 2023

Zone of Annexation Request:
The proposed zoning is Residential 5 (R-5) with densities between 3 and 5.5 dwelling units per acre. The R-5 zoning implements the City's 2020 One Grand Junction Comprehensive Plan Land Use Map that designates this area as a Residential Low 2 to 5.5 dwelling units per acre. The annexation area consists of the developed portion of the Brookdale Subdivision with all existing residential properties as identified by the Mesa County Assessor tax records conforming to the R-5 zone district for lot sizes and the total number of existing dwelling units falling within the R-5 density range of 3 to 5.5 dwelling units per acre. The 19 dwelling units have been constructed on the 24 lots platted with the subdivision with some homes being built on two lots, utilizing the two lots for the home construction. One property includes three lots as part of its tax parcel.

The property is currently zoned in the County as PUD (Planned Unit Development) with

a density of just under 5 dwelling units per acre conforming to the density range of the Residential Low Land Use of the Comprehensive Plan. The proposed zone district of R-5 is consistent with the Residential Low (2 to 5.5 du/ac) Land Use category of the Comprehensive Plan. The surrounding zoning is R-5 to the south and west and R-8 to the north and east.

The annexation area is developed at urban densities and has all urban services existing. It is located within Tier 2 on the Intensification and Growth Tiers Map of the Comprehensive Plan.

In addition to the R-5 zoning as proposed by the City, the following zone districts would also be consistent with the proposed Comprehensive Plan designation of Residential Medium (2 to 5.5 du/ac).

a. R -4 (Residential – 2 to 4)
b. Community Services and Recreation (CSR)

NOTIFICATION REQUIREMENTS
Notice was completed consistent with the provisions in Section 21.02.080 (g) of the City's Zoning and Development Code. The subject property was posted with an application sign on February 17, 2023. Mailed notice of the public hearings before Planning Commission and City Council in the form of notification cards was sent to the enclaved properties and surrounding property owners within 500 feet of the enclaved area on March 3, 2023. The notice of the Planning Commission public hearing was published March 7, 2023 in the Grand Junction Daily Sentinel. An online public hearing was conducted through the GJSpeaks.org platform. No public comments were received. A neighborhood meeting was held virtually on Wednesday, March 8. No property owners attended.

ANALYSIS
Annexation Analysis
The proposed annexation is an enclave completely surrounded by existing City limits since October 22, 2017. Under the 1998 Persigo Agreement with Mesa County, the City is to annex all Enclave areas within five (5) years. State law allows a municipality to annex enclave areas unilaterally after they have been enclaved for a period of three (3) years.

Staff has found, based on knowledge of applicable state law, including the Municipal Annexation Act, that the enclaved area is eligible to be annexed.

Zone of Annexation Analysis
The criteria for review are set forth in Section 21.02.140 (a) and includes that the City may rezone property if the proposed changes are consistent with the vision, goals and policies of the Comprehensive Plan and must meet one or more of the following rezone criteria as identified:

(1) Subsequent events have invalidated the original premises and findings; and/or
The City is exercising its rights under State annexation laws to annex these properties after they have been enclaved by the city for more than three years and seeks to zone them in conformance with existing land use conditions and for conformance with the 2020 One Grand Junction Comprehensive Plan. The proposed zone district of R-5 is compatible with the Comprehensive Plan Land Use Map designation of Residential Low (2 to 5.5 du/ac). Since these properties are currently in the County, the annexation of these properties is a subsequent event that will invalidate one of these original premises, a county zoning designation. However, staff has found this to not be enough justification and finds this criterion has not been met.

(2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or
The character or condition of the area has been changing over the past 20 years or more with the annexation of surrounding properties being annexed into the City for residential development at urban densities. This annexation area is already seen that urbanization with the existing 19 residential single family dwelling units that are part of this annexation. Infill development is occurring throughout the Pear Park planning area and the D 1/2 Road area is realizing much of that growth. However, with this zoning request to R-5, it is a zone district that is compatible with the County zoning of PUD which permitted the 19 homes to be constructed on the 24 platted lots (some homes utilizing 2 lots) in the early 1980's. Therefore this criterion has not been met.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or
Existing public and community facilities and services are available in close proximity to the annexation area. These services are sufficient to serve land uses associated with the R-5 zone district. Nearby urban services include grocery and other retail goods and services are available in the 32 Road area less than two miles to the northeast.
Water and sewer services are available. This property is within the Clifton Water District service area. The area is served by Xcel Energy for natural gas and electricity. The property is currently within the Persigo 201 Sewer Service Area and has an 8-inch sewer line in Clear Creek Drive right-of-way with available capacity to accommodate future development of this property.

This property is in the Clifton Fire Protection District, but will be served by the Grand Junction Fire Department upon annexation. Fire protection and emergency medical response will be available with annexation. Primary response will be from Fire Station 8, a new fire station located at 441 31 Road less than a mile away and from that location response times are within National Fire Protection Association guidelines. Fire Station 8 has the capacity to handle calls for service resulting from this annexation.

Children living in these 19 homes attend Chatfield Elementary School, one half mile to the east, Grand Mesa Middle school, two ½ miles to the north and Grand Junction Central High School two miles to the north. Two convenience stores with gas are located less than one mile to the north. Major goods and services can be found nearby

on North Avenue two miles to the north and downtown Grand Junction is located less than two miles to the west. Staff has found the public and community facilities are adequate to serve the type and scope of urban land uses that are existing, therefore this criterion has been met.

(4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or
The subject property and surrounding area are designated on the Comprehensive Plan Land Use Map as Residential Low (2 to 5.5 du/ac). The proposed zoning designation of R-5 includes the developed portion of the Brookdale subdivision with all existing lots sizes conforming to the R-5 zone district and the total number of existing dwelling units falling within the R-5 density range of 3 to 5.5 dwelling units per acre.

The Land Use Map defines much of the immediate quarter mile area around the subject property as Residential Low and located in Tier 2 of the Intensification and Growth Tiers Map. Staff finds that the R-5 zone district provides zoning that conforms to the existing land uses of the properties being annexed and is in conformance of the Pear Park Neighborhood Plan and the 2020 One Grand Junction Comprehensive Plan. However, there is no proposed land use, only existing single family residential land uses with each of the 19 residential lots built out. Therefore, staff finds this criterion has not been met.

(5) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.
Annexation and zoning of the properties will create additional land within the City limits, helping to fill in the patchwork of unincorporated urban area that is adjacent to and surrounded by the City limits. The annexation is also consistent with the City and County 1998 Persigo Agreement.

The “community” as defined in this case is the Brookdale Subdivision. The proposed R-5 zone district will provide further clarity and land uses that are permitted in all R-5 zone districts in the City such as potential uses for home occupations and home-based daycare, among others, to be applied to the Brookdale Subdivision. The current PUD County zoning does not provide for anything other than single family use and there is no formal Plan approved by the County. Therefore, the R-5 zone district provides a path forward, treating this subdivision the same as surrounding R-5 subdivisions and thus the community or area as defined as the Brookdale Subdivision will derive benefits from the proposed amendment of an R-5 zone district. The R-5 zone district will provide a city zone that accommodates the existing 19 homes being annexed with additional density permitted under the R-5 zone district if proposed in the future. Therefore, Staff finds that this criterion has been met.

Section 21.02.160 (f) of the Grand Junction Zoning and Development Code provides that the zoning of an annexation area shall be consistent with the adopted Comprehensive Plan and the criteria set forth. Though the R-4 and CSR zone districts could be considered in a Residential Low Land Use area, the R-5 zone district is

consistent with the recommendations of the Comprehensive Plan and provides conformance to the Code for the existing residential density of approximately five dwelling units per acre as well as ensuring conformance to the lot size requirements of the R-5 zone district.

Consistency with Comprehensive Plan

Further, the zoning request of R-5 is consistent with the Land Use Plan Map found in Chapter 3 of the Comprehensive Plan.

Chapter 3
Intensification and Tiered Growth Plan. Subject property is located within Tier 2 where the focus is on areas that were developed in Mesa County. In Tier 2, the City should promote the annexation of those parcels which are surrounded by, and or have direct adjacency to, the City limits of Grand Junction.

Relationship to Existing Zoning. Requests to rezone properties should be considered based on the Implementing Zone Districts assigned to each Land Use Designation.
- Guide future zoning changes. Requests for zoning changes are required to implement the Comprehensive Plan.

RECOMMENDATION AND FINDINGS OF FACT
After reviewing the Clear Creek Enclave Zone of Annexation, ANX-2022-834 request for the properties located in the Brookdale subdivision along and including Clear Creek Drive, Cripple Creek Court and Cascade Creek Court from County PUD (Planned Unit Development) to R-5 (Residential – Five dwelling units per acre), the following findings of facts have been made:
1. The request conforms with Section 21.02.140 of the Zoning and Development Code.
2. The request is consistent with the vision (intent), goals and policies of the Comprehensive Plan.

Therefore, Planning Commission recommended approval of the request.

FISCAL IMPACT:

This area is already developed. City services are supported by a combination of property taxes and sales/use taxes. The revenue generated from City property taxes will be $2,225. Sales and use tax revenues will be dependent on consumer spending on City taxable items for residential uses.

Public Works
The annexation takes in 28,200 square feet of local streets on Clear Creek Drive, Cripple Creek Ct, and Cascade Creek Ct with a pavement condition index (PCI) between 36 and 53 based on Mesa County's 2022 condition survey. A minor reconstruction of the streets will be required in the next 5 years at an estimated expense of $160,000. 1440 feet of v-pan and vertical curb and gutter are in fair

condition. There is 525 feet of storm drain and associated inlets to be maintained. There are two streetlights. Street sweeping, storm drainage, and street lighting is estimated at $800/year.

Utilities
There are no fiscal impacts. The nineteen homes are already on city sewer and are served by Clifton Water District.

Fire Department
Currently the property is in the Clifton Fire Protection District. The Fire District collects a 11.5520 mill levy that generates $3,212 per year in Clifton property taxes. If annexed, the property will be excluded from the Clifton Fire Protection District. This area will be served by the new Fire Station 8 at 441 31 Road and response times from the station to this annexation area will be within the National Fire Protection Association response time standards.

Police Department
Very little impact is expected since the annexation involves only 19 single family homes.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 5138, an ordinance annexing territory to the City of Grand Junction, Colorado, Clear Creek Enclave Annexation, approximately 3.86 acres, located in the Brookdale Subdivision along and including Clear Creek Drive, Cripple Creek Court and Cascade Creek Court, on final passage and order final publication in pamphlet form.

I move to (adopt/deny) Ordinance No. 5139, an ordinance zoning the Clear Creek Enclave Annexation to R-5 (Residential – 5 dwelling units per acre) Zone District, from Mesa County PUD (Planned Unit Development) on final passage and order final publication in pamphlet form.

Attachments

1. General Project Report
2. Annexation Schedule - Table - Clear Creek Enclave Annexation
3. Clear Creek Enclave Annexation Plat-Annexation Plat
4. Maps and Photo of Area
5. 2017 Letter to Enclaved Property Owners
6. 9 Feb 2023 Enclave Letter to Affected Property Owners
7. Neighborhood Meeting Letter
8. 3143 CRIPPLE CREEK CT - Comment letter
9. Planning Commission Minutes - 2023 - March 14 - Draft
10. ORD-Clear Creek Enclave Annexation 20230327
11. ORD-Clear Creek ANX Zone 20230327

General Project Report

Clear Creek Enclave Annexation

In 2017 the Caballero Annexation completed the 100% of surrounding the area proposed as the Clear Creek Enclave by city limits. Five years have past and as required under the 1998 Persigo Agreement, enclaves will be annexed within 3 to 5 years of being completely surrounded by the City.

Annexations surrounding the Clear Creek Enclave Annexation Area

D 1/2 RD
3142 1/2
3144 1/2
3146
3146 1/2
CRIPPLE CREEK CT
3147
Clear Creek
3141
3143 1/2
CLEAR CREEK DR
Enclave
3145
3144 1/2
3142 1/2
CASCADE CREEK CT
3147
3141
3143 1/2
3145

CLEAR CREEK ENCLAVE ANNEXATION SCHEDULE	
March 1, 2023	Notice of Intent to Annex (30 Day Notice), Exercising Land Use
March 14, 2023	Planning Commission considers Zone of Annexation
March 15, 2023	Introduction of Ordinance on Annexation and Zoning by City Council
April 5, 2023	Public Hearing on Annexation and Zoning by City Council
May 7, 2023	Effective date of Annexation and Zoning

ANNEXATION SUMMARY		
File Number:		ANX-2022-834
Location:		3141 thru 3147 Cripple Creek Ct; 3141 thru 3147 Cascade Creek Ct.
Tax ID Numbers:		See Annexation Map
# of Parcels:		20
Existing Population:		44
# of Parcels (owner occupied):		???
# of Dwelling Units:		19
Acres land annexed:		3.86
Developable Acres Remaining:		0
Right-of-way in Annexation:		0.86 acres (Clear Creek Dr, Cripple Creek Ct, Cascade Creek Ct)
Previous County Zoning:		PUD
Proposed City Zoning:		R-5
Current Land Use:		Vacant
Comprehensive Plan Land Use:		Residential Low
Values:	**Assessed:**	$264,420
	Actual:	$3,803,760
Address Ranges:		3141 thru 3147 Cripple Creek Ct; 3141 thru 3147 Cascade Creek Ct.
Special Districts:	**Water:**	Clifton Water & Ute Water Conservancy District
	Sewer:	City of Grand Junction
	Fire:	Clifton Fire Protection District
	Irrigation/Drainage:	Grand Valley Irrigation Company
	School:	District 51
	Pest:	Grand River Mosquito District & Upper Grand Valley Pest
	Other:	Colorado River Water Conservancy

CLEAR CREEK ENCLAVE ANNEXATION

Located in the NE1/4 SW1/4, SECTION 15, TOWNSHIP 1 SOUTH, RANGE 1 EAST,
UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO

SUMMIT MEADOWS WEST REC. NO. 2158773
Tract A
LARRYS MEADOW DRIVE
LAWRENCE, DELMAR F. & LAWRENCE, ROBERTA A. 3138 D 1/2 RD Lot 1, Block 1
LOT 1
LOT 2
SUMMIT VIEW MEADOWS FILING 2 REC. NO. 2323785
Tract A
SUMMIT VIEW MEADOWS REC. NO. 2121775
DUFFY DRIVE
2943-152-85-001 HUNT, EUGENE P. 3146 D 1/2 RD Lot 1, Block 1
2943-152-00-028 HUNT, PHILLIP 3148 D 1/2 RD

CW 1/16 CORNER, SECTION 15, TWP 1S, RGE 1E, U.P.M.
SUMMIT MEADOWS WEST ANNEXATION NO. 1 ORDINANCE NO. 3512
40' ROAD R.O.W. REC. NO. 2158773
SUMMIT VIEW MEADOWS FILING NO. 2 ANNEXATION ORDINANCE NO. 3710
D 1/2 ROAD
SUMMIT VIEW MEADOWS ANNEXATION NO. 3 ORDINANCE NO. 3460
CHATFIELD III ANNEXATION ORDINANCE NO. 3774

40' 0 20' 40'
SCALE: 1" = 40'
LINEAL UNITS = U.S. SURVEY FOOT

NORTH LINE OF NE 1/4 SW 1/4, SECTION 15, TWP 1S, RGE 1E, U.P.M.
N89°54'30"W 1310.18' (BASIS OF BEARINGS)
S89°54'30"E 330.64'
S00°04'40"E 33.00'
N89°54'30"W 165.08'
P.O.B. ANNEXATION
P.O.C. CENTER 1/4 CORNER, SECTION 15, TWP 1S, RGE 1E, U.P.M.
FOX MEADOWS ANNEXATION NO. 1 ORDINANCE NO. 4687

30' ROAD R.O.W. REC. NO. 2601139
ROAD R.O.W. REC. NO. 2601140
33' ROAD R.O.W. REC. NO. 1294756

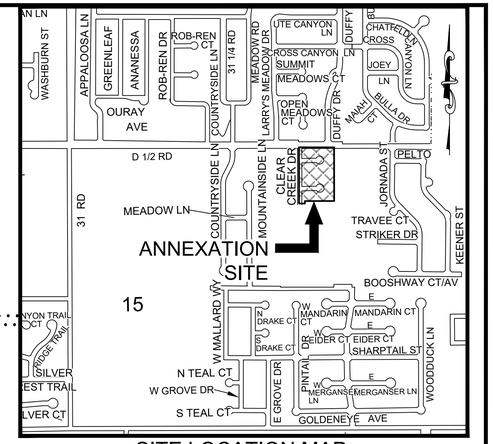
CARPENTER ANNEXATION #1 ORDINANCE NO. 3921
2943-153-81-001 KEAHEY, TROY 3137 D 1/2 RD
L & G CARPENTER SIMPLE SUBDIVISION REC. NO. 2394335
PARCEL 1
CARPENTER ANNEXATION #2 ORDINANCE NO. 3922
2943-153-81-002 SILVA ALEJANDRO VILLALOBOS 3134 D 1/4 RD
PARCEL 2

REPLAT OF BROOKDALE SUBDIVISION AS RECORDED IN PLAT BOOK 13, PAGES 262-263 RECEPTION NO. 1365595
2943-153-35-018 WILLIAMS, CELESTE 3142 CRIPPLE CREEK CT LOT 1 BLOCK 1
2943-153-35-014 ROSE, MATTHEW W. & ROSE, ROBIN 3142 1/2 CRIPPLE CREEK CT LOT 2 BLOCK 1
2943-153-35-003 COSTA, DEREK 3144 CRIPPLE CREEK CT LOT 3 BLOCK 1
2943-153-35-004 MERSMAN, MARY D. 3144 1/2 CRIPPLE CREEK CT LOT 4 BLOCK 1
2943-153-35-005 WOOLSEY, EDWIN E. JR. 3146 CRIPPLE CREEK CT LOT 5 BLOCK 1
2943-153-35-006 POWELL, SANDRA D. 3146 1/2 CRIPPLE CREEK CT LOT 6 BLOCK 1
CRIPPLE CREEK COURT
2943-153-35-012 GAASBEEK, JESSICA VAN 3141 CRIPPLE CREEK CT LOT 12 BLOCK 1
2943-153-35-011 TROXELL, ANTHONY S. 3141 1/2 CRIPPLE CREEK CT LOT 11 BLOCK 1
2943-153-35-010 BARTON, CATHERINE A. MCWRIGHT 3143 CRIPPLE CREEK CT LOT 10 BLOCK 1
2943-153-35-009 HERRERA, BEBLY C. MACHADO & HERRERA, JUAN C. 3143 1/2 CRIPPLE CREEK CT LOT 9 BLOCK 1
2943-153-35-007 BIERMAN, SHAUN & GREEN, REBECKAH 3147 CRIPPLE CREEK CT LOT 7 BLOCK 1
CLEAR CREEK DRIVE - REC. NO. 1294756
2943-153-35-000 Tract 1
2943-153-36-017 MORTON, STEVEN CRAIG & MORTON, VICKI LIN 3142 1/2 CASCADE CREEK CT LOT 1 & 2 BLOCK 2
2943-153-36-003 ROYBAL, BRITTANY LEIGH 3144 CASCADE CREEK CT LOT 3 BLOCK 2
2943-153-36-004 HARVEY, DIEDRA N. 3144 1/2 CASCADE CREEK CT LOT 4 BLOCK 2
2943-153-36-015 CRUTHERS, JOSEPH P. & CRUTHERS, KRISANN M. 3145 CRIPPLE CREEK CT LOT 8 BLOCK 1 LOT 5 & 6 BLOCK 2
CASCADE CREEK COURT
2943-153-36-018 MORTON, VICKI L. & MORTON, STEVEN C. 3141 CASCADE CREEK CT LOT 11 & 12 BLOCK 2
2943-153-36-016 FANTACONE, THOMAS A. & CUNNINGHAM, SARA L. HAYES 3143 1/2 CASCADE CREEK CT LOT 9 & 10 BLOCK 2
2943-153-36-008 THURSTON, RANDALL D. 3145 CASCADE CREEK CT LOT 8 BLOCK 2
2943-153-36-013 LUCERO, ORVEL & LUCERO, STACEY L. 3147 CASCADE CREEK CT LOT 7 BLOCK 2
2943-153-36-000 Tract 2
2943-153-37-033 CLEAR CREEK III LLC 436 CLEAR CREEK DR Lot 1, THIRD REPLAT OF BROOKDALE SUBDIVISION Rec. 1496365
INGLE ANNEXATION ORDINANCE NO. 4149

CLEAR CREEK ROAD R.O.W. REC. NO. 2454429
N00°08'58"W 528.00'
2943-153-00-062 BERTRAND, ANGELA M. 3139 D 1/2 RD Rec. No. 2664503
MESA AYR ANNEXATION ORDINANCE NO. 4170
S00°04'40"E 504.02'
2943-153-26-001 CABALLERO, AUDEL & CABALLERO, GUADALUPE 3149 D 1/2 RD Lot 1 CABALLERO SUBDIVISION Rec. 2896380
CABALLERO ANNEXATION ORDINANCE NO. 4763
S89°55'20"W 274.98'
S00°04'40"E 23.00'
S89°55'20"W 55.00'

EAST LINE OF NE 1/4 SW 1/4, SECTION 15, TWP 1S, RGE 1E, U.P.M.
2943-154-00-058 CHRISTIANSEN, RICHARD J. & CHRISTIANSEN, BERNADETTE 3153 D 1/2 RD
2943-154-00-059 ST. PETER, JONATHAN A. & ST. PETER, KASSIA K. 3151 D 1/2 RD

THIS IS NOT A BOUNDARY SURVEY



SITE LOCATION MAP SCALE: 1" = 200'

LEGAL DESCRIPTION

A parcel of land being a portion of Brookdale Subdivision Replat same as recorded at Reception Number 1365595 located in the Northeast Quarter of the Southwest Quarter (NE1/4 SW1/4) of Section 15, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the Center Quarter Corner of said Section 15, whence the Center West Sixteenth Corner of said Section 15 bears N89°54'30"W a distance of 1,310.18 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto; thence along the North line of said Northeast Quarter of the Southwest Quarter, N89°54'30"W a distance of 165.08 feet to a point on the west line of the *CABALLERO ANNEXATION, ORDINANCE NO. 4763;* thence along said west line of the annexation S00°04'40"E a distance of 33.00 feet to the Point of Beginning; thence continuing along said west line S00°04'40"E a distance of 504.02 feet to the Northeast Corner of the *INGLE ANNEXATION, ORDINANCE NO. 4149;* thence along the north line of said annexation the following three (3) courses, 1) S89°55'20"W a distance of 274.98 feet, 2) S00°04'40"E a distance of 23.00 feet, 3) S89°55'20"W a distance of 55.00 to a point on the east line of the *MESA AYR ANNEXATION, ORDINANCE NO. 4170;* thence along said east line of the annexation N00°08'58"W a distance of 528.00 feet to a point on the southerly line of the *SUMMIT VIEW MEADOWS ANNEXATION NO. 3, ORDINANCE NO. 3460;* thence along said southerly line of the annexation S89°54'30"E a distance of 330.64 feet to the Point of Beginning.

Said Parcel of land CONTAINING **167,918** Square Feet or **3.86** Acres, more or less.

AREAS OF ANNEXATION

ANNEXATION PERIMETER	1,715.64 FT.
CONTIGUOUS PERIMETER	1,715.64 FT.
AREA IN SQUARE FEET	167,918 FT^2
AREA IN ACRES	3.86
AREA WITHIN R.O.W.	37,422 FT^2 0.86 ACRES
AREA WITHIN DEEDED R.O.W.	37,422 FT^2 0.86 ACRES

LEGEND

ANNEXATION BOUNDARY
ANNEXATION AREA
EXISTING CITY LIMITS

SURVEY ABBREVIATIONS			
P.O.C.	POINT OF COMMENCEMENT	SQ. FT.	SQUARE FEET
P.O.B.	POINT OF BEGINNING	Δ=	CENTRAL ANGLE
R.O.W.	RIGHT OF WAY	RAD.	RADIUS
SEC.	SECTION	ARC	ARC LENGTH
TWP.	TOWNSHIP	CHD.	CHORD LENGTH
RGE.	RANGE	CHB.	CHORD BEARING
U.M.	UTE MERIDIAN	BLK.	BLOCK
NO.	NUMBER	P.B.	PLAT BOOK
REC.	RECEPTION	BK.	BOOK
		PG.	PAGE
		HOR. DIST.	HORIZONTAL DISTANCE

ORDINANCE NO.
PRELIMINARY

EFFECTIVE DATE
PRELIMINARY

NOTE:
THE DESCRIPTION(S) CONTAINED HEREIN HAVE BEEN DERIVED FROM SUBDIVISION PLAT, DEED DESCRIPTIONS & DEPOSIT SURVEYS AS THEY APPEAR IN THE OFFICE OF THE MESA COUNTY CLERK & RECORDER. THIS PLAT OF ANNEXATION DOES NOT CONSTITUTE A LEGAL BOUNDARY SURVEY, AND IS NOT INTENDED TO BE USED AS A MEANS OF ESTABLISHING OR VERIFYING PROPERTY BOUNDARY LINES.

PRELIMINARY

RENEE BETH PARENT DATE
STATE OF COLORADO - PL.S. NO. 38266
FOR THE CITY OF GRAND JUNCTION
333 WEST AVENUE - BLDG. C
GRAND JUNCTION, CO. 81501

NOTICE:
ACCORDING TO COLORADO LAW ANY LEGAL ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY MUST COMMENCE WITHIN THREE (3) YEARS AFTER THE DISCOVERY OF SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT FOUND IN THIS SURVEY BE COMMENCED MORE THAN TEN (10) YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

DRAWN BY: MJH DATE: 1/11/2023
DESIGNED BY: RBP DATE: 1/11/2023
CHECKED BY: RBP DATE: 1/11/2023

40' 0 20' 40'
SCALE: 1" = 40'
LINEAL UNITS = U.S. SURVEY FOOT

CITY OF Grand Junction COLORADO
333 WEST AVENUE - BLDG. C
GRAND JUNCTION, CO. 81501

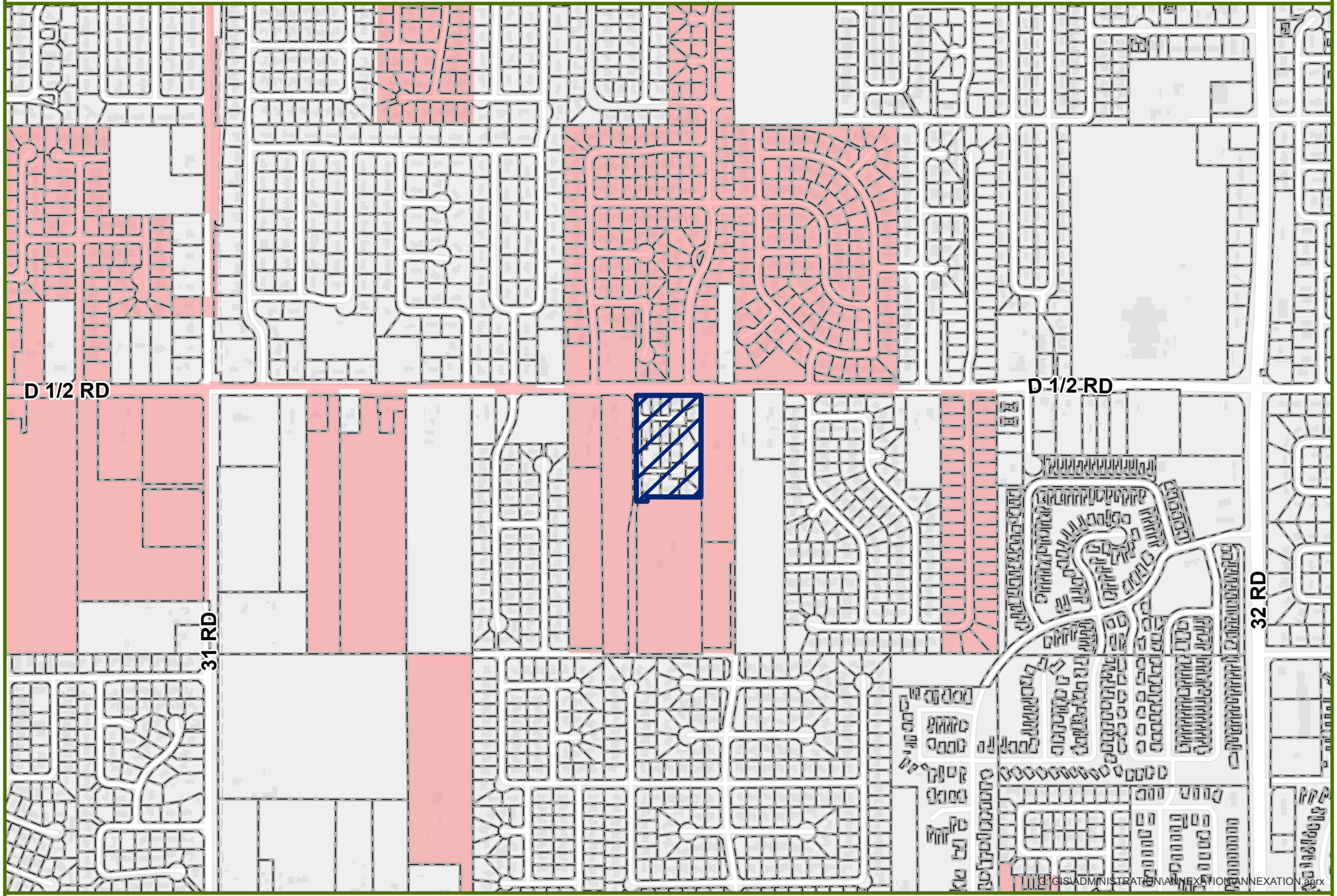
PUBLIC WORKS
ENGINEERING DIVISION

CLEAR CREEK ENCLAVE ANNEXATION
Located in the NE1/4 SW1/4, SECTION 15,
TOWNSHIP 1 SOUTH, RANGE 1 EAST,
UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO

1 OF 1

G:\Data\SURVEY\Annexations\2023\Enclave - 2022-834 - Dove\Annexation files\Clear Creek Enclave Annexation Plot.dwg - PLOTTED 2023-01-12

CLEAR CREEK ENCLAVE ANNEXATION



N

0 0.1 0.2 Miles

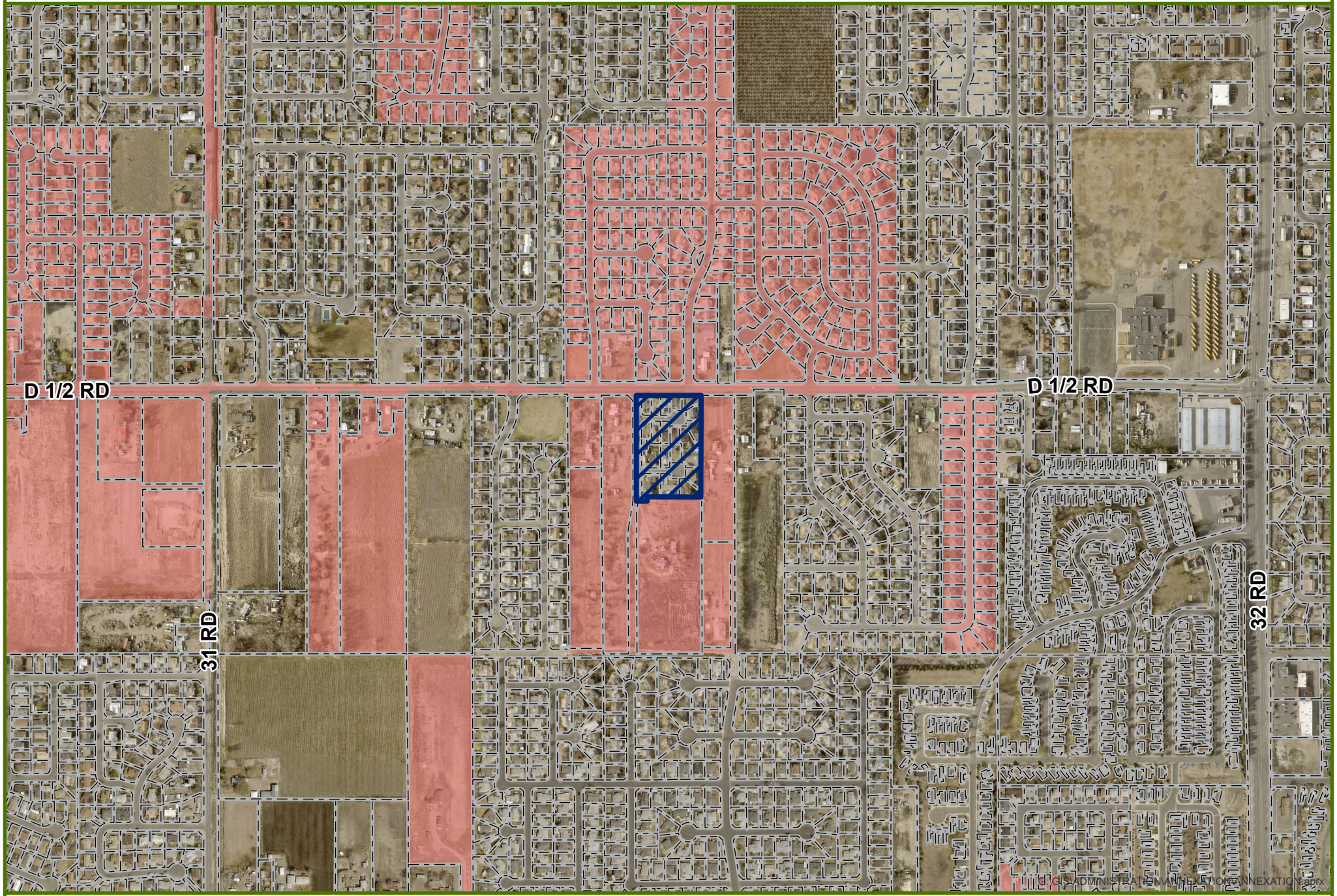
Annexation

City Limits

Date Created: 2/8/2023

CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEMS

CLEAR CREEK ENCLAVE ANNEXATION



N

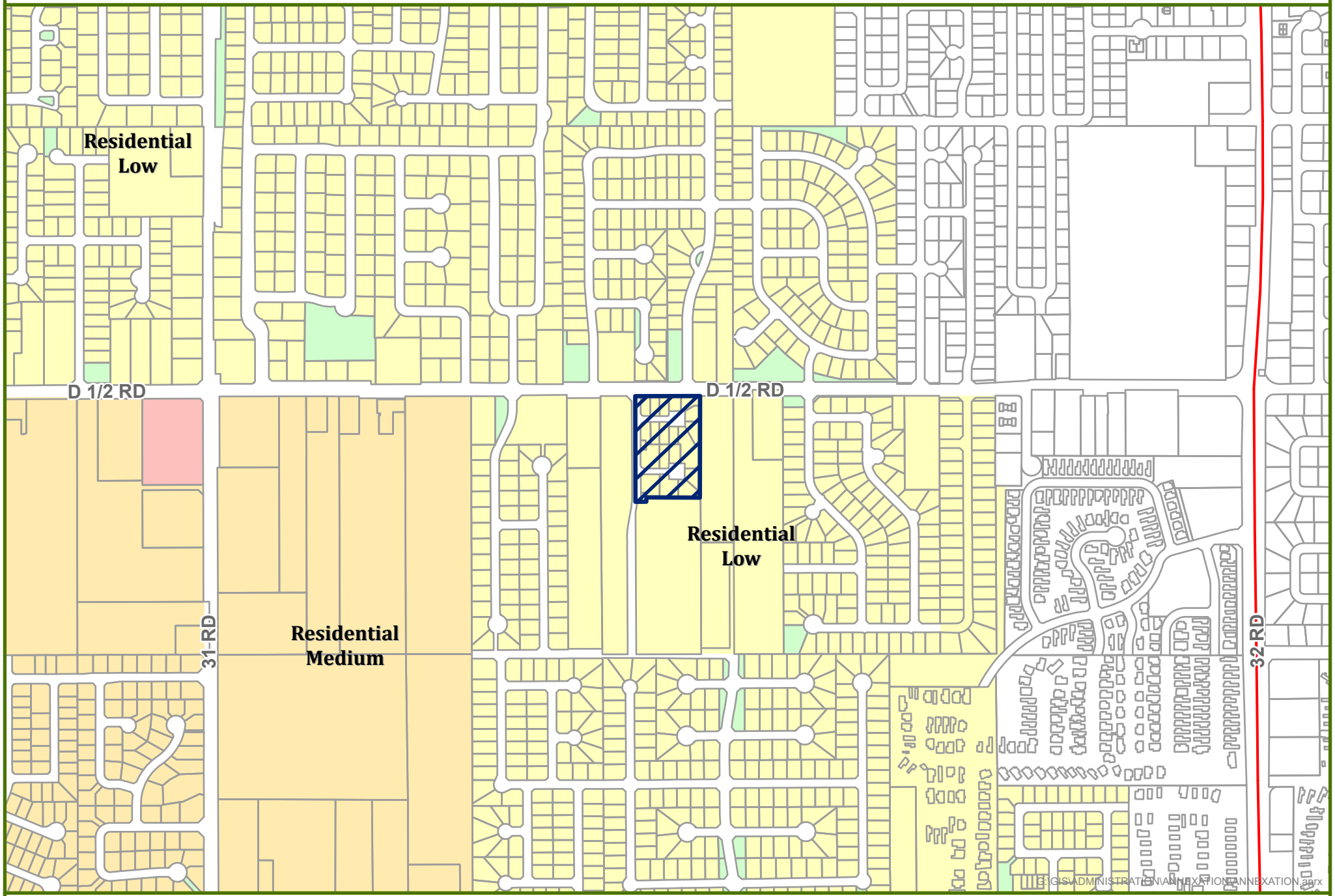
0 0.1 0.2 Miles

Annexation

City Limits

Date Created: 2/8/2023

CLEAR CREEK ENCLAVE ANNEXATION - LAND USE



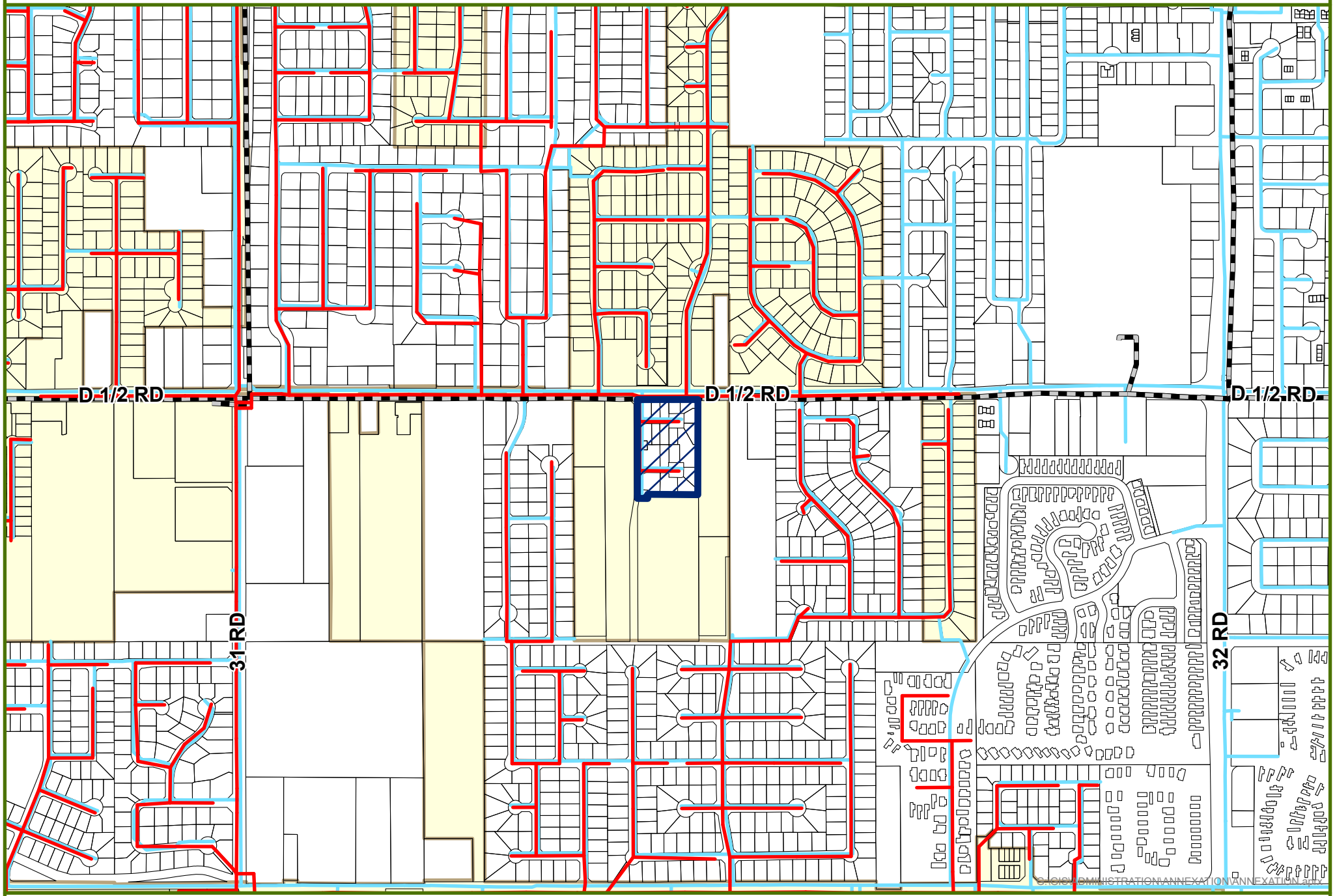
N

0 0.1 0.2 Miles

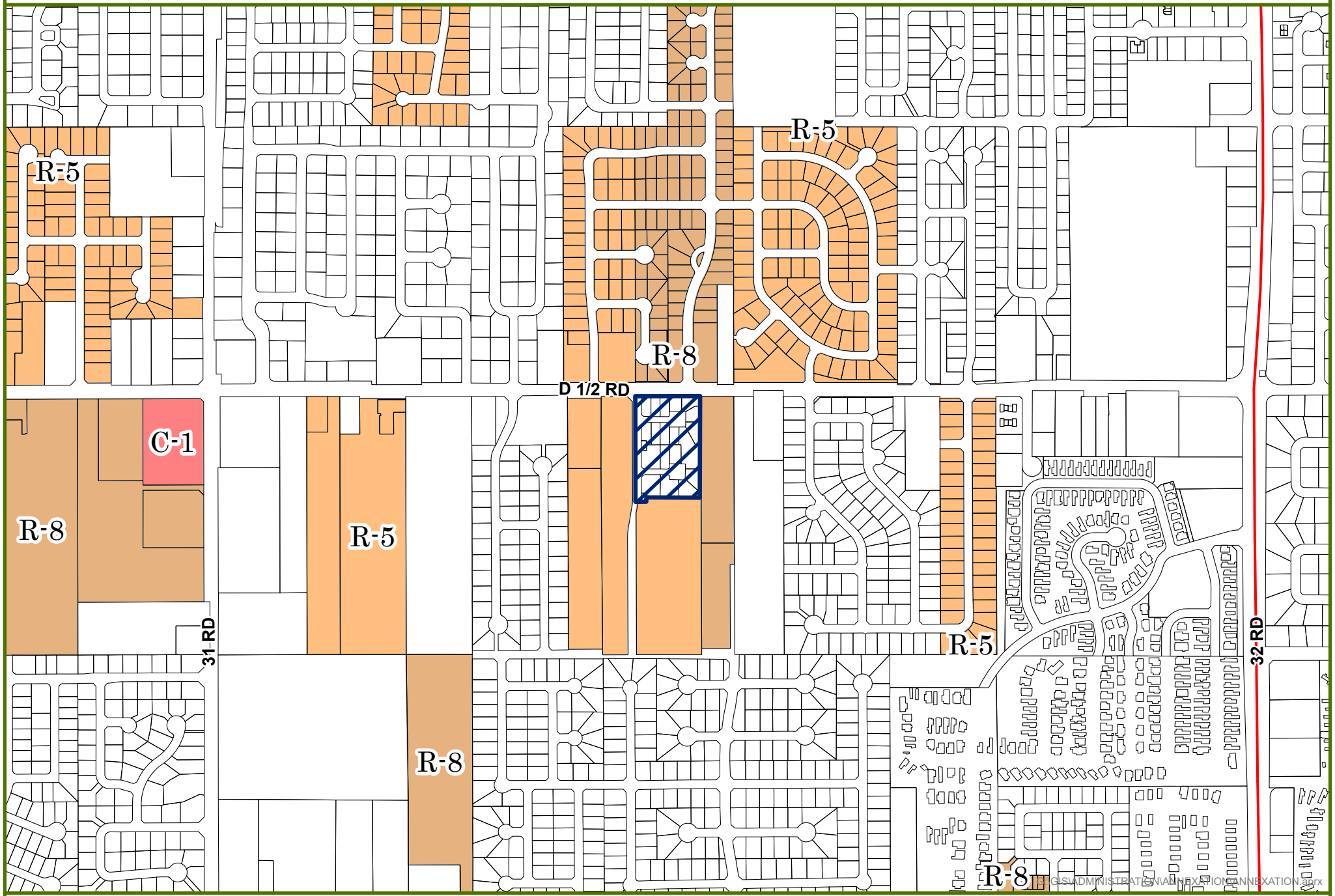
Annexation Boundary

Date Created: 2/8/2023

CLEAR CREEK ENCLAVE ANNEXATION - UTILITIES



CLEAR CREEK ENCLAVE ANNEXATION - ZONING



N

0 0.1 0.2 Miles

Annexation

City Zoning

County Zoning

Date Created: 2/8/2023

View looking south from D ½ Road

CITY OF Grand Junction COLORADO

COMMUNITY DEVELOPMENT

September 11, 2017

_____

_____

Grand Junction, CO 81504-8610

Tax Parcel:

Property address: _____

Dear _____,

In 1998 the Mesa County Board of Commissioners and the Grand Junction City Council adopted the "Persigo Agreement". This agreement established an urban growth boundary and set a policy that before new development could occur within that boundary, the property must be annexed into the City.

As annexation occurs, enclaves of land that remain in the County may be created. Enclaves are defined as areas of unincorporated properties that are entirely surrounded by property that is within the City limits. The Persigo Agreement requires that all enclaves be annexed within five years of creation and in accordance with state annexation laws.

On September 20, 2017, the City Council will consider an action to annex a piece of property located at 3140 D ½ Road that is being proposed to be developed called the "Caballero Annexation" (see attached map). Your property is one of twenty-one (21) properties located within two areas of enclave created by this annexation. These properties are located either in the Brookdale Subdivision (Clear Creek Drive, Cripple Creek Ct and Cascade Creek Ct.) or at 3148 D ½ Road. Upon approval of the annexation and in adherence with the Agreement with Mesa County, the City will consider annexation of your property on or before October 22, 2022.

When annexed, there are many benefits for those that own property or live within the City limits. Currently Grand Junction residents enjoy services such as the free annual City pick-up of junk and yard waste each spring, free leaf pick-up in the fall, street sweeping and the opportunity to serve its citizenry as a member of one of its many advisory boards.

CITY OF Grand Junction COLORADO
COMMUNITY DEVELOPMENT

Annexation will not affect your water, sewer or electric service. Please visit the City website at www.gjcity.org for more information about the City of Grand Junction.

If you have questions about this correspondence or annexation please contact Lori Bowers, Senior Planner, at (970) 244-4033.

Respectfully,

Tamra Allen
Director of Community Development
City of Grand Junction

cc: Greg Caton, City Manager
John Shaver, City Attorney

250 NORTH 5TH STREET, GRAND JUNCTION, CO 81501 P [970] 244 1554 F [970] 256 4022 www.gjcity.org

CITY OF Grand Junction COLORADO

February 9, 2023

_____

_____

_____

Grand Junction, CO 81504

Tax Parcel: 2945-094-00-142

Dear Property Owner,

In 1998 the Mesa County Board of Commissioners and the Grand Junction City Council adopted the "Persigo Agreement". This agreement established an urban growth boundary and set a policy that before new development could occur within that boundary, the property must be annexed into the City.

As annexation occurs, enclaves of land that remain in the County may be created. Enclaves are defined as areas of unincorporated properties that are entirely surrounded by property that is within the City. The Persigo Agreement requires that all enclaves be annexed within three to five years of creation, in accordance with state annexation laws.

Your property was enclaved October 22, 2017 by the Caballero Annexation.

The City is proposing the following annexation and zoning schedule for the enclave, to be known as the Clear Creek Enclave Annexation:

ANNEXATION and ZONING SCHEDULE	
March 1, 2023	Notice of Intent to Annex (30 Day Notice to hearing), Exercising Land Use Immediately
March 14, 2023	Planning Commission considers Zone of Annexation – Public Hearing
March 15, 2023	1st Reading on Annexation and Zoning by City Council
April 5, 2023	Public hearing on Annexation and Zoning by City Council – 2nd Reading
May 7, 2023	Effective date of Annexation and Zoning

The proposed zoning will be Residential 5 (R-5) with densities between 3 and 5.5 dwelling units per acre. The R-5 zoning implements the City's 2020 One Grand Junction Comprehensive Plan Land Use Map that designates this area a Residential Low 2 to 5.5

dwelling units per acre. The annexation area consists of the developed portion of the Brookdale Subdivision with all existing lots sizes conforming to the R-5 zone district and the total number of existing lots falling within the R-5 density range of 3 to 5.5 dwelling units per acre.

If you have any questions about the proposed annexation or the proposed city zoning of R-5 for your property, please contact David Thornton, Principal Planner, at (970) 244-1450 or by e-mail to davidth@gjcity.org

We encourage you to attend both public hearings, currently scheduled for March 14, 2023 with the Grand Junction Planning Commission to consider zoning and April 5, 2023 with the Grand Junction City Council to consider annexation and zoning.

Please visit our website at www.gjcity.org for information about the City of Grand Junction.

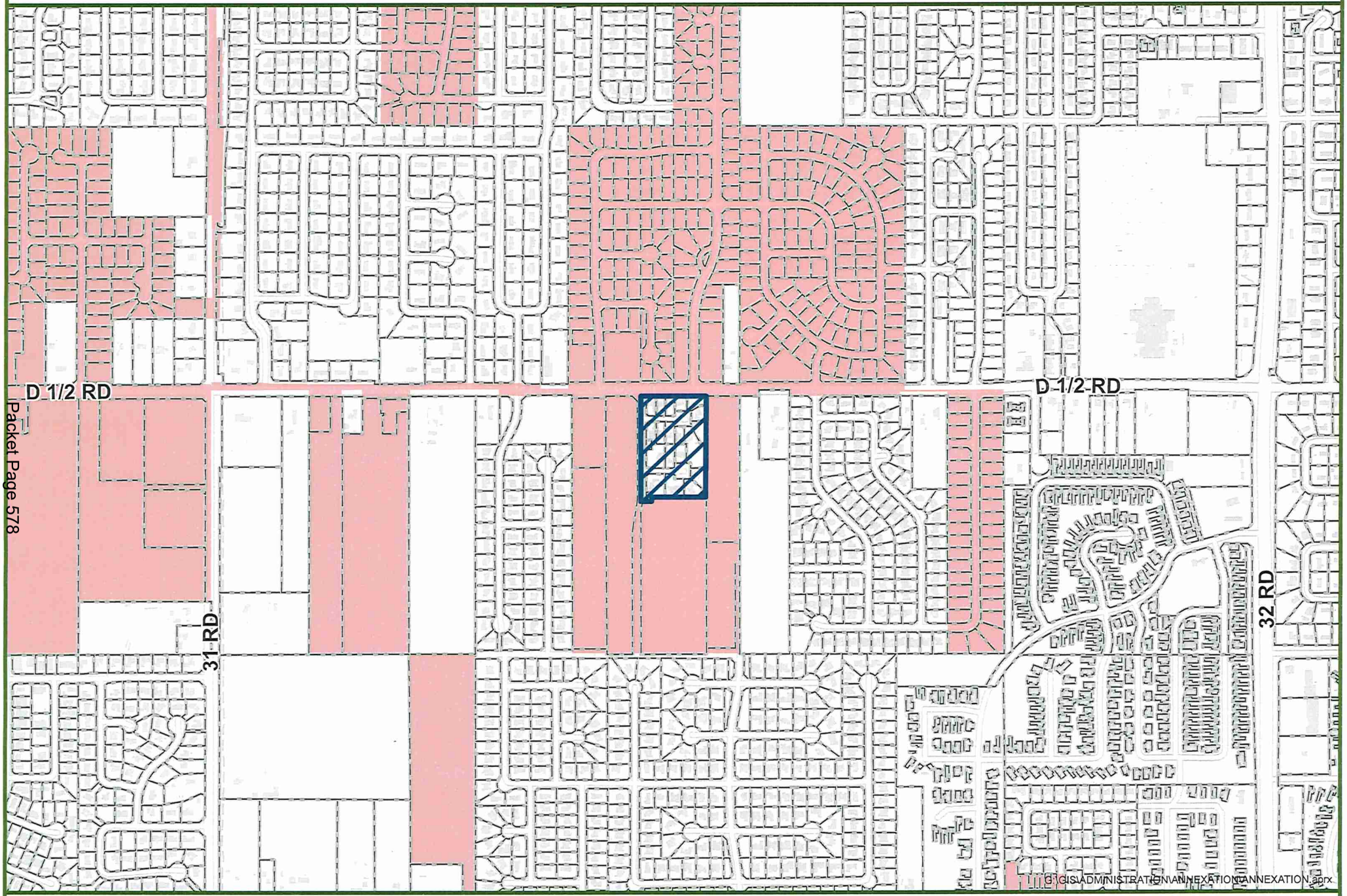
Sincerely,

Tamra Allen
Community Development Director

CC: Greg Caton, City Manager
John Shaver, City Attorney

Enclosure (Map)

CLEAR CREEK ENCLAVE ANNEXATION



Owner	Joint Owner	Mailing Address	Mailing City
MORTON VICKI L	MORTON STEVEN C	3141 CASCADE CREEK CT	GRAND JUNCTION
MORTON STEVEN CRAIG	MORTON VICKI LIN	3142 1/2 CASCADE CREEK CT	GRAND JUNCTION
FANTACONE THOMAS A	CUNNINGHAM SARA L; HAYES GLORIA, COLLINS LORRAINE, CUNNINGHAM TROY & KATIE GRANTEE BENEFICIARIES	3143 1/2 CASCADE CREEK CT	GRAND JUNCTION
HARVEY DIEDRA N		3144 1/2 CASCADE CREEK CT	GRAND JUNCTION
ROYBAL BRITTANY LEIGH		3144 CASCADE CREEK CT	GRAND JUNCTION
THURSTON RANDALL D		3145 CASCADE CREEK CT	GRAND JUNCTION
LUCERO ORVEL	LUCERO STACEY L	3147 CASCADE CREEK CT	GRAND JUNCTION
TROXELL ANTHONY S		3141 1/2 CRIPPLE CREEK CT	GRAND JUNCTION
GAASBEEK JESSICA VAN		3141 CRIPPLE CREEK CT	GRAND JUNCTION
WILLIAMS CELESTE		3142 CRIPPLE CREEK CT	GRAND JUNCTION
ROSE MATTHEW W	ROSE ROBIN	3142 1/2 CRIPPLE CREEK CT	GRAND JUNCTION
HERRERA BEBLY C MACHADO	PARRA JUAN C HERRERA	3143 1/2 CRIPPLE CREEK CT	GRAND JUNCTION
BARTON CATHERINE A MCWRIGHT		3143 CRIPPLE CREEK CT	GRAND JUNCTION
MERSMAN MARY D		3144 1/2 CRIPPLE CREEK CT	GRAND JUNCTION
COSTA DEREK		3144 CRIPPLE CREEK CT	GRAND JUNCTION
CRUTHERS JOSEPH P	CRUTHER KRISANN M	3145 CRIPPLE CREEK CT	GRAND JUNCTION
POWELL SANDRA D	GDOVIN BRIAN D & MARTINEZ JAIME L GRANTEE BENEFICIARIES	3146 1/2 CRIPPLE CREEK CT	GRAND JUNCTION
WOOLSEY EDWIN E JR		3146 CRIPPLE CREEK CT	GRAND JUNCTION
BIERMAN SHAUN	GREEN REBECKAH	3147 CRIPPLE CREEK CT	GRAND JUNCTION

CITY OF Grand Junction COLORADO

February 24, 2023

Dear Property Owner,

You are invited to attend a virtual neighborhood meeting on Wednesday, March 8th at 5:30 pm regarding the Clear Creek Enclave Annexation that you were recently notified of to discuss city zoning and answer your questions on the annexation. You are being invited because you own property that is included in the annexation area.

The proposed zoning is Residential 5 (R-5) with densities between 3 and 5.5 dwelling units per acre. The R-5 zoning implements the City's 2020 One Grand Junction Comprehensive Plan Land Use Map that designates this area a Residential Low 2 to 5.5 dwelling units per acre. The annexation area consists of the developed portion of the Brookdale Subdivision with all existing lots sizes conforming to the R-5 zone district and the total number of existing lots falling within the R-5 density range of 3 to 5.5 dwelling units per acre. The nineteen properties each have an existing single-family home.

The property is currently zoned in the County as PUD (Planned Unit Development) and is completely built out with a density of just under 5 dwelling units per acre conforming to the density range of the Residential Low Land Use of the Comprehensive Plan. The proposed zone district of R-5 is consistent with the Residential Low (2 to 5.5 du/ac) Land Use category of the Comprehensive Plan. The surrounding zoning on adjacent lands are R-5 to the south and west and R-8 to the north and east.

Zoning will be considered by Planning Commission at a public hearing at 5:30 pm on March 14th and by City Council at 5:30 pm at a public hearing on April 5th.

Please join us online for this neighborhood meeting on March 8th at 5:30 pm at the following link.

Please join my meeting from your computer, tablet or smartphone.
https://meet.goto.com/483284541

You can also dial in using your phone.
Access Code: 483-284-541
United States: +1 (872) 240-3212

Get the app now and be ready when your first meeting starts:
https://meet.goto.com/install

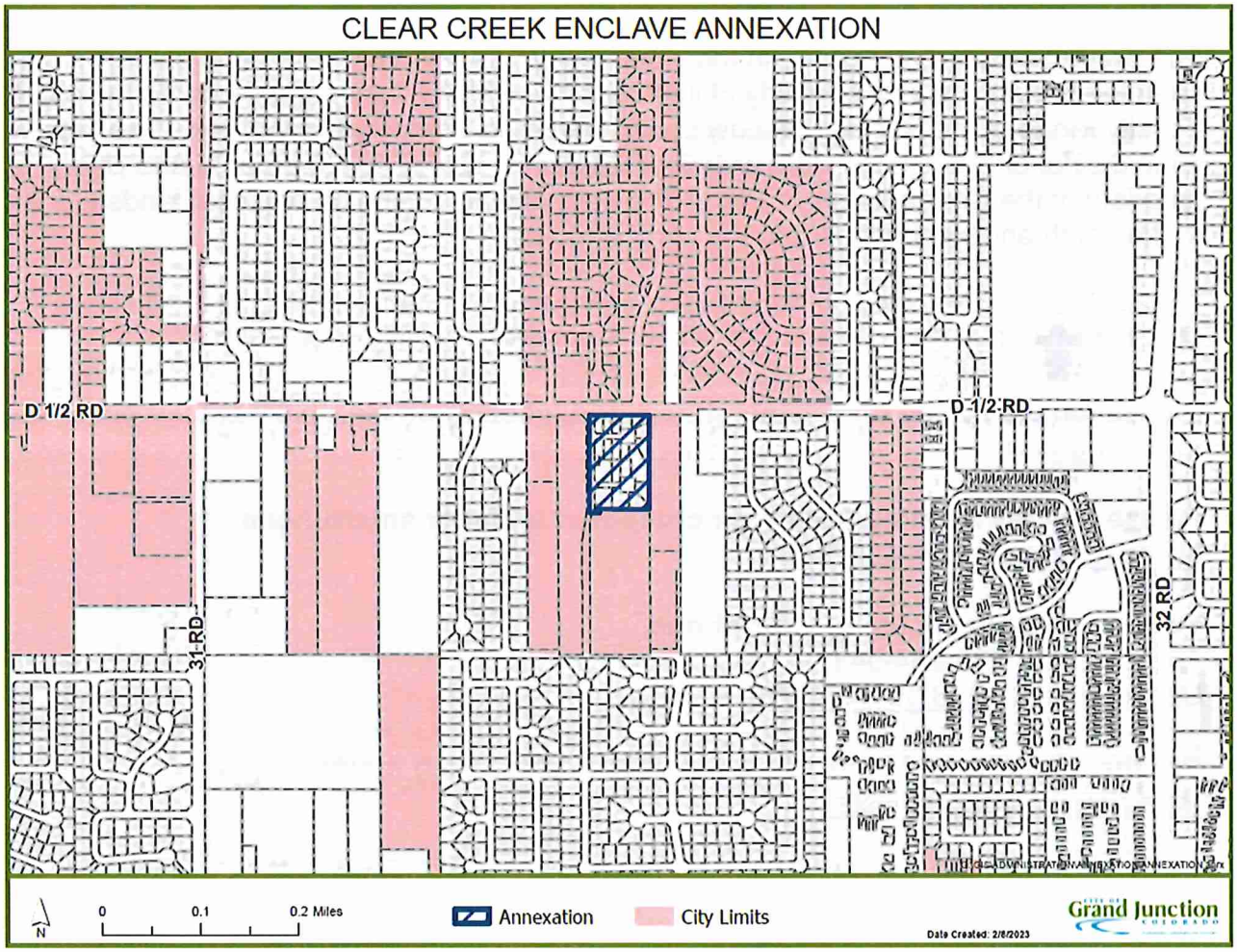
If you have any questions about the meeting or the proposed city annexation and zoning of R-5 for your property, please contact me.

Respectfully,

David Thornton
Principal Planner
(970) 244-1450 or by e-mail to davidth@gjcity.org

Please visit our website at www.gjcity.org for information about the City of Grand Junction.

CC: Trent Prall, City Public Works Director
Jodi Welch, City Finance Director
Tamra Allen, City Community Development Director



David Thornton

From: David Thornton
Sent: Monday, February 27, 2023 8:36 AM
To: kbarton111@charter.net
Subject: RE: annexation

Good morning Catherine,

Your home is not currently within the city limits but is a part of the proposed Clear Creek Enclave Annexation. Your property along with 18 other homes in the Brookdale Subdivision makes up the annexation area. It was in 2017 that your area was officially surrounded (enclaved) by the City when the Clear Creek annexation occurred adjacent to the east of your subdivision. At that time the City sent out a letter to all 19 property owners to let them know that sometime around 5 years from then(but not sooner than 3 years), the city would move forward with officially annexing the surrounded area or what is called the enclave area. This is what is occurring now and the reason for the letter you recently received to let you know that it is happening now. Also in the recent letter the annexation schedule is provided which includes the public hearing process for both the annexation and the proposed zoning of R-5 residential. I hope that answers your questions.

Thanks for your email!

Dave

David Thornton
Principal Planner
City of Grand Junction, Colorado
davidth@gjcity.org
(970) 244-1450

City Hall is open Monday through Friday 8 a.m. to 5 p.m. We also conduct business online, by phone or by appointment as needed.

ONE GRAND JUNCTION ZONING & DEVELOPMENT CODE UPDATE

PEDESTRIAN & BICYCLE PLAN

From: kbarton111@charter.net <kbarton111@charter.net>
Sent: Saturday, February 25, 2023 11:41 AM
To: David Thornton <davidth@gjcity.org>
Subject: annexation

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

The map that was sent out shows my address as maybe being annexed in 2017. But I was told it takes at least 3 years. The map has my area X out.

My address is 3143 Cripple Creek Ct. Can you tell me what the status is. It would be nice to know if I am in the city or not.

Thank you, Catherine A McWright Barton

GRAND JUNCTION PLANNING COMMISSION
March 14, 2023, 5:30 PM
MINUTES

The meeting of the Planning Commission was called to order at 5:36 p.m. by Commissioner Teske.

Those present were Planning Commissioners; Sandra Weckerly, Kimberly Herek, Shanon Secrest, JB Phillips, Keith Ehlers, and Melanie Duyvejonck.

Also present were Jamie Beard (City Attorney), Felix Landry (Planning Supervisor), Dave Thornton (Principal Planner), and Jacob Kaplan (Planning Technician).

There was 1 member of the public in attendance, and 0 virtually.

CONSENT AGENDA

1. **Approval of Minutes**
   Minutes of Previous Meeting(s) from February 14, 2023.

REGULAR AGENDA

1. **Clear Creek Enclave Zone of Annexation** **ANX-2022-834**
   Consider a zone of annexation of an area consisting of 3.86 acres of enclaved property, from County PUD (Planned Unit Development) to R-5 (Residential – 5 dwelling units per acre) located in the Brookdale Subdivision, A Replat of Brookdale (book 13, page 47) (Brookdale) subdivision along and including Clear Creek Drive, Cripple Creek Court and Cascade Creek Court.

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

Questions for staff

Commissioner Secrest asked what triggered the enclave annexation and rezone for this small of an area.

Commissioner Ehlers asked why staff believed Criteria 1 and 2 had not been met in the staff report. Additionally, he asked if the residents had expressed any opposition to the annexation.

Commissioner Teske asked if staff knew of any existing nonconformities in the neighborhood and how staff intended to handle them.

Commissioner Weckerly asked about the small vacant lots in the subdivision and if they would be enclaved in the same way as the other lots.

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Public Hearing
The public hearing was opened at 5:00 p.m. on Tuesday, March 7, 2023, via www.GJSpeaks.org.

The public hearing was closed at 6:01 p.m. on March 14, 2023.

Discussion

Motion and Vote
Commissioner Ehlers made the following motion "Mr. Chairman, on the Zone of Annexation request for the properties located in the Brookdale Subdivision along and including Clear Creek Drive, Cripple Creek Court and Cascade Creek Court, City file number ANX-2022-834, I move that the Planning Commission forward a recommendation of approval to City Council of the R-5 (Residential – 5 dwelling units per acre) with the findings of fact as listed in the staff report."

Commissioner Phillips seconded; motion passed 7-0.

OTHER BUSINESS

ADJOURNMENT
Commissioner Weckerly moved to adjourn the meeting.
The vote to adjourn was 7-0.

The meeting adjourned at 6:03 p.m.

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CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

AN ORDINANCE ANNEXING TERRITORY TO THE CITY OF GRAND JUNCTION, COLORADO CLEAR CREEK ENCLAVE ANNEXATION

LOCATED IN THE BROOKDALE SUBDIVISION: A REPLAT OF BROOKDALE (BOOK 13, PAGE 47) INCLUDING 3141 THROUGH 3147 CRIPPLE CREEK COURT AND 3141 THROUGH 3147 CASCADE CREEK COURT APPROXIMATELY 3.86 ACRES

WHEREAS, on the 1st day of March 2023, the City Council of the City of Grand Junction considered a notice of Intent to annex for the annexation of the following described territory to the City of Grand Junction; and

WHEREAS, a hearing was duly held after proper notice on the 5th day of April, 2023; and

WHEREAS, the City Council determined that said territory was eligible for annexation and that no election was necessary to determine whether such territory should be annexed;

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

That the property situate in Mesa County, Colorado, and described to wit:

A parcel of land being a portion of Brookdale: A Replat of Brookdale (book 13, page 47) subdivision same as recorded at Reception Number 1365595 located in the Northeast Quarter of the Southwest Quarter (NE1/4 SW1/4) of Section 15, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the Center Quarter Corner of said Section 15, whence the Center West Sixteenth Corner of said Section 15 bears N89°54'30”W a distance of 1,310.18 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto; thence along the North line of said Northeast Quarter of the Southwest Quarter, N89°54'30”W a distance of 165.08 feet to a point on the west line of the *CABALLERO ANNEXATION, ORDINANCE NO. 4763;* thence along said west line of the annexation S00°04'40"E a distance of 33.00 feet to the Point of Beginning; thence continuing along said west line S00°04'40”E a distance of 504.02 feet to the Northeast Corner of the *INGLE ANNEXATION, ORDINANCE NO. 4149;* thence along the north line of said annexation the following three (3) courses, 1) S89°55'20"W

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a distance of 274.98 feet, 2) S00°04'40"E a distance of 23.00 feet, 3) S89°55'20"W a distance of 55.00 to a point on the east line of the *MESA AYR ANNEXATION, ORDINANCE NO. 4170;* thence along said east line of the annexation N00°08'58W a distance of 528.00 feet to a point on the southerly line of the *SUMMIT VIEW MEADOWS ANNEXATION NO. 3, ORDINANCE NO. 3460;* thence along said southerly line of the annexation S89°54'30"E a distance of 330.64 feet to the Point of Beginning (Property).

Said Property CONTAINING 167,918 square feet or 3.86 acres, more or less, as described herein and as shown on Exhibit A to this Ordinance is duly and lawfully annexed to the City of Grand Junction, Colorado.

INTRODUCED on first reading on the 15th day of March 2023 and ordered published in pamphlet form.

ADOPTED on second reading the 5th day of April 2023 and ordered published in pamphlet form.

_____
Anna M. Stout
President of the City Council

ATTEST:

_____
Amy Phillips
City Clerk

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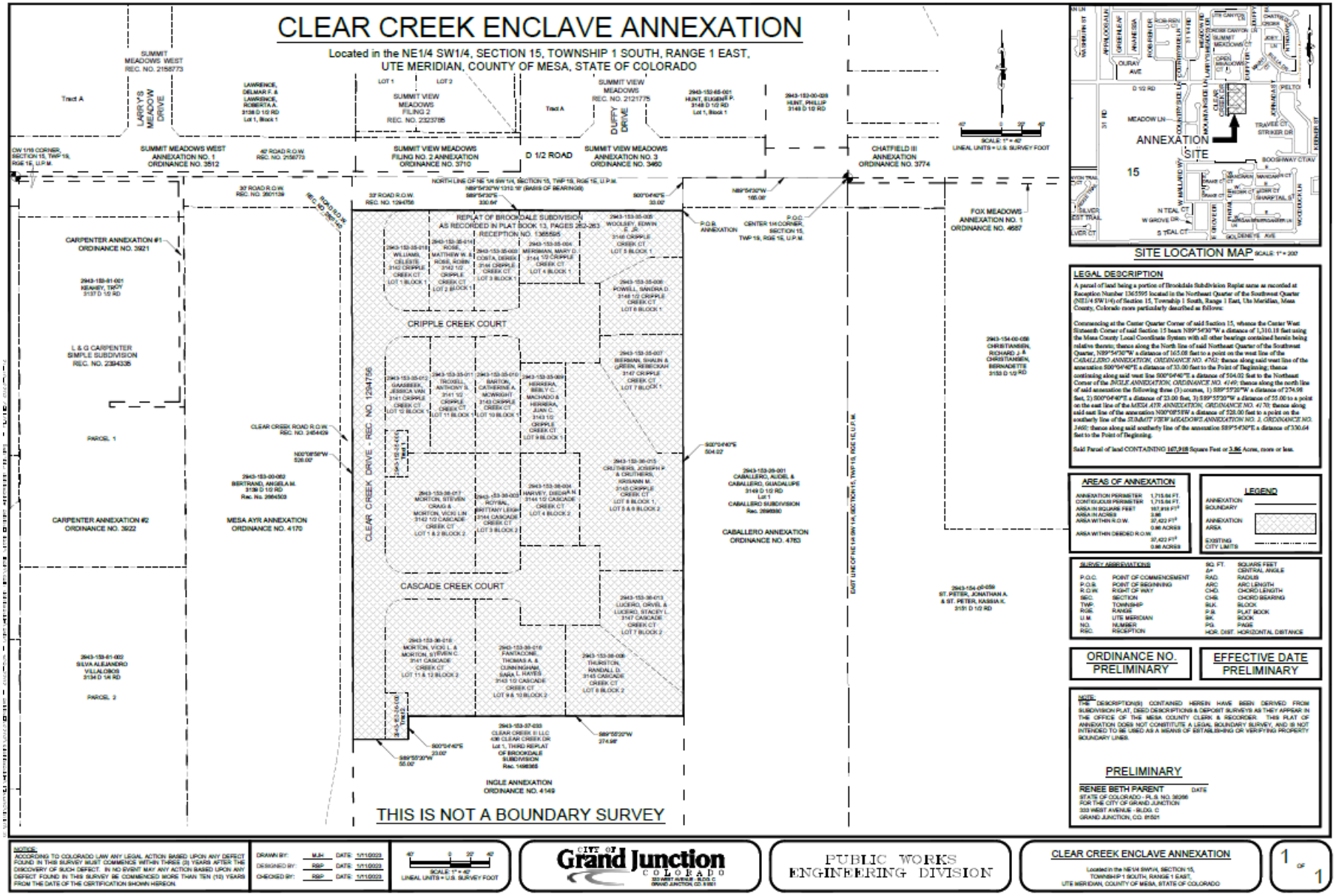
EXHIBIT A


CLEAR CREEK ENCLAVE ANNEXATION
Located in the NE1/4 SW1/4, SECTION 15, TOWNSHIP 1 SOUTH, RANGE 1 EAST,
UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO
D 1/2 ROAD
CRIPPLE CREEK COURT
CASCADE CREEK COURT
CLEAR CREEK DRIVE - REC. NO. 1234756
SUMMIT VIEW MEADOWS FILING NO. 2 ANNEXATION ORDINANCE NO. 3710
SUMMIT VIEW MEADOWS ANNEXATION NO. 3 ORDINANCE NO. 3460
SUMMIT MEADOWS WEST ANNEXATION NO. 1 ORDINANCE NO. 3512
CHATFIELD III ANNEXATION ORDINANCE NO. 3774
FOX MEADOWS ANNEXATION NO. 1 ORDINANCE NO. 4687
CARPENTER ANNEXATION #1 ORDINANCE NO. 3921
CARPENTER ANNEXATION #2 ORDINANCE NO. 3922
MESA AYR ANNEXATION ORDINANCE NO. 4170
CABALLERO ANNEXATION ORDINANCE NO. 4763
INGLE ANNEXATION ORDINANCE NO. 4149
REPLAT OF BROOKDALE SUBDIVISION AS RECORDED IN PLAT BOOK 13, PAGES 262-263 RECEPTION NO. 1365595
THIS IS NOT A BOUNDARY SURVEY
SITE LOCATION MAP
ANNEXATION SITE
LEGAL DESCRIPTION
A parcel of land being a portion of Brookdale Subdivision Replat same as recorded at Reception Number 1365595 located in the Northeast Quarter of the Southwest Quarter (NE1/4 SW1/4) of Section 15, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:
Commencing at the Center Quarter Corner of said Section 15, whence the Center West Sixteenth Corner of said Section 15 bears N89°54'30"W a distance of 1,310.18 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto; thence along the North line of said Northeast Quarter of the Southwest Quarter, N89°54'30"W a distance of 165.08 feet to a point on the west line of the CABALLERO ANNEXATION, ORDINANCE NO. 4763; thence along said west line of the annexation S00°04'40"E a distance of 33.00 feet to the Point of Beginning; thence continuing along said west line S00°04'40"E a distance of 504.02 feet to the Northeast Corner of the INGLE ANNEXATION, ORDINANCE NO. 4149; thence along the north line of said annexation the following three (3) courses, 1) S89°55'20"W a distance of 274.98 feet, 2) S00°04'40"E a distance of 23.00 feet, 3) S89°55'20"W a distance of 55.00 to a point on the east line of the MESA AYR ANNEXATION, ORDINANCE NO. 4170; thence along said east line of the annexation N00°08'58"W a distance of 526.00 feet to a point on the southerly line of the SUMMIT VIEW MEADOWS ANNEXATION NO. 3, ORDINANCE NO. 3460; thence along said southerly line of the annexation S89°54'30"E a distance of 330.64 feet to the Point of Beginning.
Said Parcel of land CONTAINING 167,918 Square Feet or 3.86 Acres, more or less.
AREAS OF ANNEXATION
LEGEND
SURVEY ABBREVIATIONS
ORDINANCE NO. PRELIMINARY
EFFECTIVE DATE PRELIMINARY
NOTE:
PRELIMINARY
RENEE BETH PARENT
CITY OF Grand Junction COLORADO
PUBLIC WORKS ENGINEERING DIVISION
CLEAR CREEK ENCLAVE ANNEXATION
1 OF 1

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE ZONING CLEAR CREEK ENCLAVE ANNEXATION TO R-5 (RESIDENTIAL – 5 DWELLING UINTS PER ACRE) ZONE DISTRICT

LOCATED IN THE BROOKDALE: A REPLAT OF BROOKDALE (BOOK 13, PAGE 47 SUBDIVISION INCLUDING 3141 THROUGH 3147 CRIPPLE CREEK COURT AND 3141 THROUGH 3147 CASCADE CREEK COURT

Recitals:

The enclave annexation is referred to as the "Clear Creek Enclave Annexation."

After public notice and public hearing as required by the Grand Junction Zoning & Development Code, the Grand Junction Planning Commission recommended zoning the Clear Creek Enclave Annexation consisting of 3.86 acres from County PUD (Planned Unit Development) to R-5 (5 dwelling units per acre) finding that both the R-5 zone district conforms with the designation of Residential Low as shown on the Land Use Map of the Comprehensive Plan and conforms with its designated zone with the Comprehensive Plan's goals and policies and is generally compatible with land uses located in the surrounding area.

After public notice and public hearing, the Grand Junction City Council finds that the R-5 (Residential – 5 dwelling units per acre) zone districts, is in conformance with at least one of the stated criteria of Section 21.02.140 of the Grand Junction Zoning & Development Code for the parcel as designated.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

ZONING FOR THE CLEAR CREEK ENCLAVE ANNEXATION

The following parcel in the City of Grand Junction, County of Mesa, State of Colorado is hereby zoned as follows:

A parcel of land being a portion of Brookdale: A Replat of Brookdale (book 13, page 47subdivision same as recorded at Reception Number 1365595 located in the Northeast Quarter of the Southwest Quarter (NE1/4 SW1/4) of Section 15, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the Center Quarter Corner of said Section 15, whence the Center West Sixteenth Corner of said Section 15 bears N89°54'30"W a distance of 1,310.18 feet using the

Mesa County Local Coordinate System with all other bearings contained herein being relative thereto; thence along the North line of said Northeast Quarter of the Southwest Quarter, N89°54'30”W a distance of 165.08 feet to a point on the west line of the *CABALLERO ANNEXATION, ORDINANCE NO. 4763;* thence along said west line of the annexation S00°04'40"E a distance of 33.00 feet to the Point of Beginning; thence continuing along said west line S00°04'40”E a distance of 504.02 feet to the Northeast Corner of the *INGLE ANNEXATION, ORDINANCE NO. 4149;* thence along the north line of said annexation the following three (3) courses, 1) S89°55'20"W a distance of 274.98 feet, 2) S00°04'40"E a distance of 23.00 feet, 3) S89°55'20"W a distance of 55.00 to a point on the east line of the *MESA AYR ANNEXATION, ORDINANCE NO. 4170;* thence along said east line of the annexation N00°08'58W a distance of 528.00 feet to a point on the southerly line of the *SUMMIT VIEW MEADOWS ANNEXATION NO. 3, ORDINANCE NO. 3460;* thence along said southerly line of the annexation S89°54'30"E a distance of 330.64 feet to the Point of Beginning (Property).

Said Property CONTAINING 167,918 square feet or 3.86 acres, more or less, is zoned R-5 (Residential – 5 dwelling units per acre).

INTRODUCED on first reading this _____ day of _____, 2023 and ordered published in pamphlet form.

ADOPTED on second reading this _____ day of _____, 2023 and ordered published in pamphlet form.

_____
Anna M. Stout
President of the City Council

ATTEST:

_____
Amy Phillips
City Clerk

Grand Junction City Council

Regular Session

Item #6.a.

Meeting Date:	April 5, 2023
Presented By:	Trenton Prall, Public Works Director, Jay Valentine, General Services Director
Department:	Public Works - Streets
Submitted By:	Trent Prall, Public Works Director

Information

SUBJECT:

Contract for Riverfront Trail from Leach Creek to Redlands Parkway Trail Construction Project

RECOMMENDATION:

City Council has discussion regarding options and provides direction and approval as necessary.

EXECUTIVE SUMMARY:

This construction contract with Sorter Construction Inc, if approved, will reconstruct an existing section of asphalt section of trail with concrete on the Riverfront Trail from Leach Creek to the Redlands Parkway Bridge.

BACKGROUND OR DETAILED INFORMATION:

The City has more than 8.4 miles of asphalt trails all over 25 years old in various states of disrepair. This includes various trail locations along the Ridges, South Camp, Redlands Parkway, Junior Service League, Riverfront, and the South Rim Access to State Park.

This contract will replace 8 ft wide and 10 ft wide sections of 30+ year-old asphalt trail with 10 ft wide concrete on the Riverfront Trail from Leach Creek to Redlands Parkway. This project will include the removal and replacement of 5800 linear feet of trail. Approximately 6500 square yards of six inch thick concrete will be placed as part of this contract.

A formal Invitation for Bids was issued via BidNet (an online site for government agencies to post solicitations), posted on the City's Purchasing website, sent to the

Grand Junction Chamber of Commerce and the Western Colorado Contractors Association, and advertised in the Grand Junction Daily Sentinel. Four companies submitted formal bids, three of which were found to be responsive and responsible in the following bid amounts:

Firm	Location	Bid Amount
Sorter Construction, Inc.	Grand Junction, CO	$657,482.80
Mountain Valley Contracting, Inc.	Grand Junction, CO	$667,137.00
JARCCO Construction, LLC	Colorado Springs, CO	$1,142,575.00
City of Grand Junction	Grand Junction, CO	Per Addendum 4, Withdrawn - Unopened

Per Section 10.10 of the Purchasing Manual, all solicitation documents shall remain confidential until the Purchasing Division awards the contract.

FISCAL IMPACT:

A total of $500,000 is in the 2023 Adopted Budget. As indicated in the attached capital project description, and as articulated through the budget process, this project was originally intended to be completed by City staff. However, after discussions with City Council, there was a request to have a comparable to the self-performed approach. The self-performed work could be completed well within the original budget of $500,000; however, should City Council decide to move forward with the contract the outsourced project will need additional funding. An additional $157,483 is included in the supplemental appropriation ordinance on this agenda. The supplemental is scheduled for first reading on this agenda and second reading and public hearing scheduled for April 19, 2023. If Council authorizes this contract, the additional spending will be ratified with the passing of the supplemental appropriation ordinance.

SUGGESTED MOTION:

I move to (authorize/not authorize) the City Purchasing Division to enter into a contract with Sorter Construction Inc of Grand Junction, CO for the Riverfront Trail from Leach Creek to Redlands Parkway Trail Construction Project in the amount of $657,482.80.

Attachments

1. Pages from 2023 Adopted Capital Descriptions

"trip hazards" and modifications needed to improve safety of users and usability of the park. This replacement will coincide with other area improvements including the Zipline projected to be complete by the end of 2022. In the Fall of 2022, a new mural program will address the graffiti issue that has proliferated. The murals will be tightly packed together to discourage any graffiti. Murals produced by artists who earn compensation for their work are much less likely to be tagged by others, which preserves the art and avoids offensive messaging. The skate community will continue to advise so that the new features provided by this short-term renovation are strongly desired by the skating community. This visible and immediate improvement will complement the design and planning of Emerson Skate Park, the construction of which will be in a future budget cycle.

20. **Tour of the Moon/Jurassic Flats Restroom Vault, Grading, $80,000** – The Tour of the Moon is one of the Grand Junction Area's signature road bike rides. This project develops a more formal trailhead for the Tour of the Moon on the route. The trailhead at the northwest corner of South Camp and Monument Road will also be at the end of the Monument Trail Phase II. This final link in the 10-mile Redlands Loop will be constructed in 2023. The project entails installation of a vault toilet, grading of the parking lot and placement of asphalt millings supplied by the City as well as post and cable fencing around the perimeter. This will provide parking for road bikers and reduce congestion in the Lunch Loop trailhead, which is an increasing issue that will continue with the construction of Monument Trail Phase II.

21. **Trails-Asphalt Trail Replacements (Parkland), $500,000** – The City has over 9.2 miles of asphalt trails all over 25 years old in various states of disrepair. This includes various trail locations along the Ridges, South Camp, Redlands Parkway, Junior Service League, Riverfront, and the South Rim Access to State Park. This program will utilize Project Team staff to replace trails with concrete over a four-year period (which began in 2022) for a total of $1.5 million for materials. Performing in-house provides an estimated 60% savings on the project compared to contracting out.

22. **Water Conservation Projects – Turf to Native, $75,000** – Several areas in our parks system have turf that has a very low level of utilization. To conserve water and save on maintenance resources while still preserving an attractive aesthetic, the parks department uses this funding to covert manicured turf to native areas. The native areas employ local florae including shrubs and trees, along with other attractive landscaping elements.

23. **Watson Island Disc Golf Revegetation, $30,000 -** Watson Island is another key area linking Las Colonias and Dos Rios. Improvement and protection of this natural space for recreation is one goal in the 2021 PROS Master Plan. As part of the continued effort to revitalize the riverfront, native plantings will occur around Watson Island. This is important to out-compete invasive tree species such as Tamarisk and Russian Olive. It will also improve the aesthetic of the highly popular disc golf course. This is also a segment visible from and adjacent to the town run route for kayaks, rafts, and other watercraft. This highly accessible town run goes from the Las Colonias Boat Ramp to the Blue Heron Boat Ramp.