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CITY OF Grand Junction COLORADO

**CITY COUNCIL AGENDA**
**WEDNESDAY, APRIL 19, 2023**
**250 NORTH 5TH STREET - 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

Final Certification of Election Results

Recognition of Outgoing Councilmembers

## Proclamations

Proclaiming April 9 - 15, 2023 as National Public Safety Telecommunicators Week in the City of Grand Junction

Proclaiming April 16 - 23, 2023 as Days of Remembrance in the City of Grand Junction

Proclaiming April 23, 2023 as Arbor Day in the City of Grand Junction

## Appointments

To the Grand Junction Regional Airport Authority

## 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 19, 2023 or 4) submitting comments online until noon on Wednesday, April 19, 2023 by completing this form. Please reference the agenda item and all comments will be forwarded to City Council.*

## City Manager Report

## Council Reports

## CONSENT AGENDA

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

### 1. Approval of Minutes

a. Summary of the March 13, 2023 Workshop

b. Minutes of the April 5, 2023 Regular Meeting

c. Summary of the April 10, 2023 Special Workshop

### 2. Set Public Hearings

a. Legislative

i. Introduction of an Ordinance Amending Section 3.12.030 of Chapter 3 of the Grand Junction Municipal Code Concerning the Imposition, Collection and Enforcement of the Sales and Use Tax and Amending the Tax Rate and Setting a Public Hearing for May 3, 2023

ii. Ordinances Amending Multiple Sections of the Grand Junction Municipal Code Regarding Regulation of Cannabis Product Manufacturing - Public Hearing Continued to May 3, 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) - Continued from April 5 to April 19, 2023 with a Second Request to Continue to May 3, 2023 for First Reading and Setting a Public Hearing for May 17, 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 Recla Metals Annexation of 9.31 Acres Located at 479 30 Road, and Setting a Public Hearing for June 7, 2023

ii. 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 Mustang Ridge Annexations 1, 2 and 3 Totaling 2.714 Acres, Located at 880 26 ½ Road and Setting a Public Hearing for June 21, 2023

**3. Agreements**

a. Patterson Overlay Project Memorandum of Understanding between the City of Grand Junction and Mesa County

**4. Procurements**

a. Purchase of Forestry High Reach Bucket Truck

b. A Resolution Authorizing and Ratifying a Contract for the Purchase of Real Property Located at 640 24 ½ Road for the F ½ Parkway Project

c. A Resolution Authorizing and Ratifying a Contract for the Purchase of Real Property Located at 647 24 ½ Road for the F ½ Parkway Project

**5. Resolutions**

a. A Resolution Adopting the Urban Forestry Management Plan

b. A Resolution Amending Resolution No. 20-23 Concerning an American Rescue Plan Act (ARPA) Grant Award to Housing Resources of Western Colorado

## REGULAR AGENDA

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

**6. Public Hearings**

a. Legislative

i. 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

ii. An Ordinance Setting the 2023 Compensation for City Council Employees

## 7. Procurements

a. Contract for Conceptual Design Services for Gunnison River Reservoirs

b. Construction Contract for 2023 Street Maintenance Curb Ramps and Driveways

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

## 8. Other Action Items

a. Discussion and Direction on Remaining ARPA Funds and Consideration of REC Funding Request

b. Consideration of Additional ARPA Funding to Grand Valley Catholic Outreach

## 9. 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.*

## 10. Other Business

## 11. Adjournment

CITY OF GRAND JUNCTION, COLORADO
OFFICIAL RESULTS
CERTIFICATE OF ELECTION/ABSTRACT OF VOTES
APRIL 4, 2023

I, Amy Phillips, City Clerk of the City of Grand Junction, Colorado, do hereby certify that the official results of the Regular Municipal Election held in the City on Tuesday, April 4, 2023, were as follows:

| | |
|---|---|
| Total Ballots Cast in District A | 4,467 |
| Total Ballots Cast in District B | 5,022 |
| Total Ballots Cast in District C | 2,351 |
| Total Ballots Cast in District D | 3,827 |
| Total Ballots Cast in District E | 3,008 |
| TOTAL BALLOTS CAST | 18,675 |

## CANDIDATES

FOR COUNCILPERSON – DISTRICT "A" – TWO-YEAR TERM – SPECIAL ELECTION

| Candidates | District A | District B | District C | District D | District E | TOTAL |
|---|---|---|---|---|---|---|
| Cody Kennedy | 2,534 | 2,915 | 1,113 | 2,115 | 1,561 | 10,238 |
| Jamie Porta | 783 | 803 | 724 | 636 | 659 | 3,605 |
| Sandra Weckerly | 922 | 967 | 347 | 768 | 566 | 3,570 |

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

| Candidate | District A | District B | District C | District D | District E | TOTAL |
|---|---|---|---|---|---|---|
| Michael Deuel | 168 | 215 | 111 | 258 | 153 | 905 |
| Greg Haitz | 1,448 | 1,762 | 561 | 1,375 | 1,116 | 6,262 |
| Jason Nguyen | 2,557 | 2,691 | 1,528 | 1,876 | 1,498 | 10,150 |

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

| Candidate | District A | District B | District C | District D | District E | TOTAL |
|---|---|---|---|---|---|---|
| Anna Stout | 3,068 | 3,452 | 1,703 | 2,600 | 2,055 | 12,878 |

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

| Candidates | District A | District B | District C | District D | District E | TOTAL |
|---|---|---|---|---|---|---|
| Scott Beilfuss | 2,143 | 2,203 | 1,335 | 1,631 | 1,387 | 8,699 |
| Diane Schwenke | 2,008 | 2,446 | 818 | 1,862 | 1,353 | 8,487 |

# REFERRED MEASURES

CITY OF GRAND JUNCTION REFERRED MEASURE 1A

SHALL CITY OF GRAND JUNCTION TAXES BE INCREASED $2,300,000 IN 2023 (BEGINNING IN JULY 2023) AND $4,600,000 in 2024 (THE FIRST FULL FISCAL YEAR) AND BY WHATEVER AMOUNTS AS ARE GENERATED ANNUALLY THEREAFTER UNTIL DECEMBER 31, 2054 BY INCREASING THE CITY'S SALES AND USE TAX RATE FROM 3.25% TO 3.39% BEGINNING JULY 1, 2023 FOR THE PURPOSE OF GENERATING REVENUE TO FINANCE THE COSTS OF DEBT SERVICE, CONSTRUCTION, EQUIPPING, AND FURNISHING, AND IF AVAILABLE, OPERATING AND MAINTAINING, AN INDOOR COMMUNITY RECREATION CENTER (CRC) AT MATCHETT PARK WHICH AS DESCRIBED IN THE ADOPTED 2022 CRC PLAN IS PROJECTED TO PROVIDE AND MAY INCLUDE BUT NOT NECESSARILY BE LIMITED TO A MULTI-GENERATIONAL AQUATIC CENTER WITH A WARM WATER LEISURE POOL CONSISTING OF A LAZY RIVER, ZERO DEPTH ENTRY, WATER PLAYGROUND AND SLIDES, A COOL WATER LAP POOL, AND A WARM WATER THERAPY POOL, A MULTI-SPORT GYMNASIUM, AN INDOOR WALK/JOG TRACK, A FITNESS AND WEIGHTS AREA, MULTI-PURPOSE MEETING ROOMS, AND OTHER COMMUNITY GATHERING AND RECREATION SPACES, AND SHALL CITY OF GRAND JUNCTION DEBT BE INCREASED $70,000,000 WITH A REPAYMENT COST OF $148,500,000 TO PROVIDE FINANCING FOR THE COSTS OF CONSTRUCTION OF THE COMMUNITY RECREATION CENTER (CRC) WITH THE DEBT BEING PAYABLE FROM THE TAX INCREASE OR ANY OTHER GENERAL REVENUE OF THE CITY, PROVIDED THAT THE SPECIFIC TERMS OF THE DEBT, INCLUDING A PROVISION FOR EARLY REPAYMENT WITH OR WITHOUT A PREMIUM, AND THE PRICE AT WHICH IT WILL BE SOLD BEING DETERMINED BY THE CITY AS NECESSARY AND PRUDENT WITH THE CITY BEING AUTHORIZED TO IMPOSE, COLLECT, RETAIN AND SPEND SUCH REVENUES AND ANY INVESTMENT EARNINGS AND INTEREST ON SUCH REVENUES, AS A VOTER APPROVED REVENUE CHANGE UNDER ARTICLE X SECTION 20 OF THE COLORADO CONSTITUTION?

| Measure 1A | District A | District B | District C | District D | District E | TOTAL |
|---|---|---|---|---|---|---|
| YES | 2,650 | 3,063 | 1,471 | 2,358 | 1,517 | 11,059 |
| NO | 1,719 | 1,850 | 842 | 1,402 | 1,450 | 7,263 |

CITY OF GRAND JUNCTION REFERRED MEASURE 1B

City of Grand Junction

Shall there be an amendment to Article XIV, Section 124 of the City Charter, as amended, to increase the authorized lease term for 1.1169 acres (48,621 square feet) of property to Colorado Discover Ability, a non-profit organization offering adaptive outdoor recreation for people with disabilities, located at 599/601 Struthers Avenue in and near Las Colonias Park from 25 years to a term not to exceed a total of 99 years? If approved, Section 124 will read, in relevant part, and without amendment of the balance of the Section, as follows:

124. "No franchise, lease or right to use the streets or the public places, or property of the city, shall be granted by the city, except as in this Charter provided, for a period longer than twenty-five years. The City may lease, for a term not to exceed 99 years, approximately 1.1169 acres of property located at 599/601 Struthers Avenue, Grand Junction Colorado in or near the Las Colonias Park to Colorado Discover Ability, all as described in and for the purposes as stated in Ordinance No. 5116."

| Measure 1B | District A | District B | District C | District D | District E | TOTAL |
|---|---|---|---|---|---|---|
| FOR | 3,424 | 3,724 | 1,818 | 2,850 | 2,217 | 14,033 |
| DR ,, AGAINST | 877 | 1,092 | 447 | 859 | 706 | 3,981 |

We, the undersigned Canvassing Board, have reviewed the initial results of the Regular Municipal Election held April 4, 2023, and do hereby conclude:

- that Cody Kennedy has received the greater number of votes as Councilperson for District "A";
- that Jason Nguyen has received the greater number of votes as Councilperson for District "B";
- that Anna Stout has received the greater number of votes as Councilperson for District "C"; and
- that Scott Beilfuss has received the greater number of votes as Councilperson for "City at Large."

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

- that for the City of Grand Junction Referred Measure 1A (Community Recreation Center) was approved by the greater number of 11,059 votes; and
- that for the City of Grand Junction Referred Measure 1B (Charter Amendment) was approved by the greater number of 14,033 votes.

Certified this 19th day of April, 2023.

_____
Amy Phillips, CMC
City Clerk

Signed this 19th day of April, 2023.

| | |
|---|---|
| Abe Herman<br>Mayor Pro Tem, District E | Dennis Simpson<br>Councilmember, District D |
| Phil Pe'a<br>Councilmember, District B | Randall Reitz<br>Councilmember, District B |
| Chuck McDaniel<br>Councilmember, At Large | Janet Harrell<br>Notary Public |




*City of Grand Junction, State of Colorado*

# Proclamation

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

**Whereas,** 9-1-1 public safety telecommunicators handle more than 300,000 calls annually and are critically important public safety first responders who quickly identify the location and problem of the 9-1-1 caller, and provide direction to keep callers safe or medical instruction prior to the ambulance's arrival; and

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

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

**Whereas,** the Communication Center provides dispatchers who respond to critical incidents supporting the incident commander for out-of-control fires or SWAT operations for barricaded subjects or school lockdowns; and

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

**Whereas,** the telecommunicators of the Grand Junction Regional Communication Center provide a voice in the darkness and calm in the chaos.

**NOW, THEREFORE,** I, Anna Stout, by the power vested in me as Mayor of the City of Grand Junction, do hereby proclaim the week of April 9 - 15, 2023 as

## *"National Public Safety Telecommunicators Week"*

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



IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official Seal of the City of Grand Junction this 19th day of April 2023.

Mayor




*City of Grand Junction, State of Colorado*

# Proclamation

**Whereas,** the Holocaust was the state-sponsored, systematic persecution and annihilation of European Jewry by Nazi Germany and its collaborators between 1933 and 1945 - six million were murdered; Roma (Gypsies), people with disabilities, and Poles were also targeted for destruction or decimation for racial, ethnic, or national reasons; and millions more, including homosexuals, Jehovah's Witnesses, Soviet prisoners of war, and political dissidents, also suffered grievous oppression and death under Nazi tyranny; and

**Whereas,** the history of the Holocaust offers an opportunity to reflect on the moral responsibilities of individuals, societies, and governments; and

**Whereas,** we the people of the City of Grand Junction, Colorado, should always remember the terrible events of the Holocaust and remain vigilant against hatred, persecution, and tyranny; and

**Whereas,** we the people of the City of Grand Junction, Colorado, should rededicate ourselves to the principles of individual freedom in a just society; and

**Whereas,** the Days of Remembrance have been set aside for the people of the City of Grand Junction, Colorado to remember the victims of the Holocaust as well as to reflect on the need for respect of all peoples; and

**Whereas,** pursuant to an Act of Congress (Public Law 96-388, October 7, 1980) the United States Holocaust Memorial Council designates the Days of Remembrance of the Victims of the Holocaust to be Sunday, April 16, through Sunday, April 23, 2023, including the Day of Remembrance known as Yom Hashoah, April 18, 2023.

**NOW, THEREFORE,** I, Anna Stout, by the power vested in me as Mayor of the City of Grand Junction, do hereby proclaim Sunday, April 16 – Sunday, April 23, 2023 as

## *"Days of Remembrance"*

in the City of Grand Junction, in memory of the victims of the Holocaust and in honor of the survivors as well as the rescuers and liberators, and further proclaim that we, as citizens of the City of Grand Junction, Colorado, should work to promote human dignity and confront hate whenever and wherever it occurs.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official Seal of the City of Grand Junction this 19th day of April 2023.

Mayor




*City of Grand Junction, State of Colorado*

# Proclamation

**Whereas,** trees are an important natural resource asset to the City of Grand Junction, State of Colorado, providing cooling shade, filtering air pollution, improving water quality, shielding properties from storms, and providing oxygen for the air we breathe; and

**Whereas,** trees increase property values, enhance the economic vitality of business areas, and enhance the beauty of the City of Grand Junction, with various forms, textures; and

**Whereas,** providing residents with a closer connection to nature through an urban tree canopy has been linked to improved mental and physical health, better social cohesion, and crime reduction; and

**Whereas,** all citizens of Grand Junction, now and in the future, will benefit from the planting of trees, and the services provided by our current canopy of over 37,000 public trees as a living component of our City's green infrastructure; and

**Whereas,** the City of Grand Junction has officially declared the 22nd day of April as Arbor Day and the City will be celebrating with the distributions of tree seedlings, widespread tree planting, and educational opportunities for citizens about the care and benefits of trees; and

**Whereas,** the City of Grand Junction has been recognized as a Tree City USA for forty consecutive years by The National Arbor Day Foundation and desires to continue its tree-planting ways.

**NOW, THEREFORE,** I, Anna Stout, by the power vested in me as Mayor of the City of Grand Junction, do hereby proclaim April 23, 2023 as

## *"Arbor Day"*

in the City of Grand Junction and encourage all citizens to support our City's Urban Forestry Program and to participate in this effort by planting a tree for a better future.




IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official Seal of the City of Grand Junction this 19th day of April 2023.

**Mayor**

**Grand Junction City Council**

**Regular Session**

**Item #**

**Meeting Date:** April 19, 2023

**Presented By:** Amy Phillips, City Clerk

**Department:** City Clerk

**Submitted By:** Kerry Graves

## Information

### SUBJECT:

To the Grand Junction Regional Airport Authority

### RECOMMENDATION:

To appoint the interview committee's recommendation to the Grand Junction Regional Airport Authority.

### EXECUTIVE SUMMARY:

There is one full-term vacancy on the Grand Junction Regional Airport Authority.

### BACKGROUND OR DETAILED INFORMATION:

Erling Brabaek's term expires May 30, 2023.

### FISCAL IMPACT:

N/A

### SUGGESTED MOTION:

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

## Attachments

None

# GRAND JUNCTION CITY COUNCIL WORKSHOP SUMMARY
# March 13, 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, Housing Manager Ashley Chambers, Finance Director Jodi Welch, City Clerk Amy Phillips, and Deputy Clerk Janet Harrell.

## 1. Discussion Topics

### a. Zoning and Development Code Update

The City hired Clarion Associates to update the City's Zoning and Development Regulations, Title 21, of the Grand Junction Municipal Code. This effort worked 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.

For City Council discussion, the project team presented 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 has been reviewing and discussing the Consolidated Draft of the Code with the City Council, Planning Commission, and the Zoning & Development Code Committee. The City received valuable feedback and continue to discuss the changes with these public bodies. Some of the major discussion items updated in the consolidated draft include:

- 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 & Commercial Design Standards

The project team held many discussion and feedback meetings, and 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
- March 3 - Zoning & Development Code Committee
- March 8 - Planning Commission Workshop
- March 9 - Planning Commission Workshop

A variety of additional meetings and upcoming meetings have been scheduled, which included:

- March 13 - City Council Workshop
- March 13 - Zoning & Development Code Committee
- March 13 - Planning Commission Workshop
- March 14 - Planning Commission Workshop
- March 23 - Planning Commission Workshop
- April 3 - City Council Workshop

Discussion ensued regarding the development community and non-developer community and how they have differing opinions on certain issues. It was mentioned that there are different sticking points in the Code, and people have different opinions and levels of disagreement about those points. Council wants to hear more from the committee members and Planning Commission. The Code revision is over 550 pages and Council asked for an index of changes to accompany the final draft for consideration.

### b. Unhoused Survey Results

Housing Manager Ashley Chambers reported that in the Fall of 2022, the City of Grand Junction's Housing Division developed a survey to hear directly from People Experiencing Houselessness (PEH), with the goal of pinpointing gateways of entry into, and barriers against exiting out of, houselessness in Grand Junction. The design of the survey was informed by a "systems-thinking" approach to solving houselessness, which views houselessness as a solvable systems problem. At this workshop staff discussed the results of the Unhoused Needs Survey, to understand the needs of the unhoused in Grand Junction, and the potential resources still needed.

The impetus for developing and conducting this survey emerged from numerous conversations with unhoused individuals, local service providers for PEH, first responders that have regular contact with PEH, and Grand Junction business owners

and residents. All groups have observed the growing rate of the unhoused population in Grand Junction and have felt a strain on their day-to-day activities as a result.

With feedback from partners like the Mesa County Public Health Research & Planning Team and CMU Sociology Professor Stephen Merino, a 40-question survey was developed. The survey was then conducted in December 2022 with the support of trained volunteers. Over a 2-week period, over seventy surveys were completed and returned to the City of Grand Junction Housing Division.

The survey found that affordable housing was the most pressing need for people experiencing homelessness, followed by safe shelter, food, and drink. It was noted that homelessness is a complex issue that can result from multiple factors, such as loss of a job, addiction, medical crises, divorce, and more. The study found that 75% of respondents would be looking for housing if they could afford it, and the top three things needed before moving into housing were more money, temporary housing, and finding a property owner who does not discriminate. Ms. Chambers shared a story of a man with a criminal record who cannot find housing or employment. She noted that developing housing options for unique characteristics of the individuals is essential to reducing barriers and preventing homelessness. The survey found that 54% of people experiencing homelessness have lived in the area for four years or more, which contradicts the myth that people are being bussed in from other areas.

Council asked if it were possible to show in charts the most commonly co-occurring reasons for homelessness, as this would be valuable information.

Three areas of focus to address the issue of homelessness in the community, are 1) reducing the rate of inflow of people into homelessness, 2) crisis response, and 3) outflow or transitioning people into housing. Also noted, was the need for an in-house needs assessment to understand people's complete story, assess current conditions, and develop strategies specific to meet those needs. The assessment will also provide insights into the economic implications of addressing the issue and the number of beds and rooms required for transitional and permanent supportive housing. It was reported that there is a lot of data available from service providers but no system to aggregate the data.

Concluding the discussion, Council agreed that the City cannot solve this problem alone and will require a joint effort from everyone in the community.

**c. Land Acquisition Program**

A Land Acquisition Program (LAP) is being proposed in response to a generalized shortage of affordable housing in Grand Junction. The proposed purpose of the LAP is to provide funds to assist local developers to acquire property and/or land to assist in reducing the overall cost of construction of new affordable housing units. Discussion built upon the direction received from City Council at the February 13, 2023, workshop to revise a portion of the proposed administrative procedures and modifications to the proposed scoring matrix as well as funding of the LAP.

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 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 the Council's direction, is now focusing on strategic land acquisition to increase the supply of available properties. The November City Council Workshop included a presentation about the different options available for how to establish and the decision-making structure of the proposed land bank. Recently, the appointed ARPA committee recommended the use of ARPA funds in the amount of $3,373,337 be assigned for the purpose of creating a land bank. Additionally, Grand Junction Housing Authority (GJHA) recommended its appropriation of $1,800,000 of ARPA funds be moved to the land bank as it was not able to move forward with a preservation project. On February 27, 2023, City staff presented the proposed Land Acquisition Program, to which Council made several recommendations for change.

Staff presented a revised and updated process for the Land Acquisition Program including a scoring matrix and administrative procedures.

Council directed staff to place the Land Acquisition Program on the March 15, 2023, agenda with a second reading and public hearing scheduled for April 5, 2023.

1. RES-Land Acquisition Program
2. Land Acquisition Program Scoring Matrix
3. Land Acquisition Program Allocation Administrative Procedures

## 2. City Council Communication

Council discussed the language in the Cannabis ordinance related to a random selection process for applications submitted within the Horizon Drive Association Business Improvement District as well as the overall selection process. Council discussed the implications of all options and whether each would be fair to all applicants. They discussed the language of the ordinance and whether it needs to be changed. Overall, the discussion was about how to conduct a fair and transparent random selection process for applications and as quickly as possible. It was noted that there are ten available licenses, but there is a possibility that an 11$^{th}$ license may be required in the future. The 11$^{th}$ license is considered a contingency and will only be used if the City loses a lawsuit or if one of the selected applicants does not meet the necessary requirements. If an 11$^{th}$ license is required, it will be randomly selected from the applicants in the initial selection process. There was general agreement that having an 11$^{th}$ in waiting was a promising idea.

Staff will place this item on the March 15, 2023agenda for consideration.

## 3. Next Workshop Topics

City Manager Caton reported the Workshop items for April 3, 2023 will be:

- Pedestrian and Bicycle Plan
- Urban Forestry Management Plan
- Discussion on Regulations for Cannabis Product Manufacturers

## Adjournment

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

# GRAND JUNCTION CITY COUNCIL
# MINUTES OF THE REGULAR MEETING

## April 5, 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 5th day of April 2023 at 5:30 p.m. Those present were Councilmembers Chuck McDaniel (virtual), Phil Pe'a, Randall Reitz, Dennis Simpson, Council President Pro Tem Abe Herman (virtual) and Council President Anna Stout.

Also present were City Manager Greg Caton, City Attorney John Shaver, City Clerk Amy Phillips, Deputy City Clerk Janet Harrell, Finance Director Jodi Welch, Principal Planner David Thornton and Public Works Director Trenton Prall.

Council President Stout called the meeting to order and R-5 High School student Josiah Golden led the Pledge of Allegiance, followed by a moment of silence.

## Presentations

City Clerk Amy Phillips presented the initial certification of election results.

## Proclamations

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

Councilmember Reitz read the proclamation and Migrant Education Program Lead Migrant Recruiter and César Chávez Board member Ruben Pacheco accepted the proclamation.

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

Council President Stout read the proclamation and Utilities Director Randi Kim, Ute Water Conservancy District External Affairs Manager Andrea Lopez and Clifton Water District Assistant Manager Guy Walker accepted the proclamation.

Council President Stout encouraged citizens to take the Wyland National Mayor's Challenge pledge to conserve water at MyWaterPledge.com.

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

Councilmember Pe'a read the proclamation and Mesa County RSVP Executive Director Dave Carlos accepted the proclamation.

## Citizen Comments

Bruce Lohmiller spoke about the City election, César Chávez and invited people to view one of his art pieces that is on display downtown.

Rickie Howie, a member of "Coffee and Civic Action," thanked Police Chief Matt Smith for coming to the César Chávez event and expressed concern that some Mesa County Valley School District 51 Board members did not file their financial reports by the required deadlines.

Ed Kowalski thanked City Manager Greg Caton and Police Chief Matt Smith for meeting with him, commented on City police cars being on display at the Market on Main farmer's market and said he emailed members of City Council.

## City Manager Report

City Manager Caton announced he and Mayor Stout would host the next "Coffee with the City Manager" on April 18th at 5 p.m. at the Grand Junction Fire Department Training Room located at 625 Ute Avenue.

## Council Reports

Councilmembers Pe'a, Simpson and Council President Pro Tem Herman thanked staff for their work with the Cannabis Lottery and the City Election.

Council President Pro Tem Herman also noted Japan has a robust bicycle infrastructure and affordable housing.

Council President Stout noted the legislative session is winding down and the Colorado Municipal League and Associated Governments of Northwest Colorado are carefully watching SB 23-213 and dialoging with the bill sponsors and the Governor's Office as it would remove local control from land use issues. Also, she and City Manager Caton met with Senators Michael Bennett and John Hickenlooper and discussed the riverfront, water use and housing issues; both senators complemented the City's proactive approach to local housing issues.

Councilmember Reitz spoke about the Homeless Coalition meeting and a newly formed housing committee and suggested a member of council be appointed as a representative to this new committee.

## CONSENT AGENDA

Councilmember Simpson requested item 2.a.iii. be removed from the consent agenda. Councilmember Simpson moved and Councilmember Pe'a seconded to adopt Consent Agenda items #1 - #4 excluding item 2.a.iii. Motion carried by unanimous voice vote.

## 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 – **Moved to the Regular Agenda**

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**

**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 – Moved from the Consent Agenda**

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 as well as in its planning area which include interconnections and creating efficient and coordinated actions. 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.

Discussion included that the Planning Commission’s intent to not recommend this item to Council was that they needed more time and understanding on how this Plan would be funded, the proposed agenda schedule for this item, the Urban Trails Committee supports the Plan, how best to state motions, the intent of the stated motion (to not approve or be continued) and if this item should be rescheduled so both first and second readings will be heard by the new Council.

Councilmember Simpson moved and Councilmember Pe'a seconded to continue the introduction of 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 first reading for April 19, 2023. Motion carried by voice vote with Councilmember Reitz voting no.

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

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.

The public hearing opened at 6:24 p.m.

There were no public comments.

The public hearing closed at 6:24 p.m.

Councilmember Reitz moved and Councilmember Pe'a seconded to adopt 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 Acquisition Program on final passage and ordered final publication in pamphlet form. Motion carried by unanimous roll call vote.

**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)**

State law allows a municipality to annex enclave areas unilaterally after they have been enclaved for a period of three (3) years and under the 1998 Persigo Agreement with Mesa County, the City is to annex all enclave areas at five (5) years. The Clear Creek Enclave has been enclaved since October 22, 2017 and consists of 3.86 acres of enclaved property, located in the Brookdale Subdivision along Clear Creek Drive, Cripple Creek Court and Cascade Creek Court which includes 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. owned parcels, along with 0.86 acres of public right-of-way.

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.

Principal Planner David Thornton presented this item.

Discussion included that the neighborhood was first notified prior to the initial annexation five years ago and again for this enclave annexation, nineteen residents were notified and one response was received saying they thought the area was already annexed, no other questions or communications from residents were received and no residents attended the virtual neighborhood meeting.

The public hearing opened at 6:35 p.m.

There were no public comments.

The public hearing closed at 6:35 p.m.

Councilmember Pe'a moved and Councilmember Simpson seconded to adopt Ordinance No. 5138, 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 on final passage and ordered final publication in pamphlet form. Motion carried by unanimous roll call vote.

Councilmember Simpson moved and Councilmember Pe'a seconded to adopt Ordinance No. 5139, an ordinance zoning Clear Creek Enclave Annexation to R-5 (Residential – 5 dwelling units 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 on final passage and ordered final publication in pamphlet form. Motion carried by unanimous roll call vote.

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

This contract is to replace 8.4 miles of 8- and 10-foot-wide sections of over 25 years old asphalt trails, all in various states of disrepair. The project will consist of the removal and replacement of 5800 linear feet of six-inch thick concrete trail (approximately 6500 square yards) from Leach Creek to the Redlands Parkway Bridge which include various trail locations along the Ridges, South Camp, Redlands Parkway, Junior Service League, Riverfront, and the South Rim access to State Park.

A formal invitation for bids was issued via BidNet (an online site for government agencies to post solicitations), was 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. Three companies submitted formal bids that were found to be responsive and responsible.

City Manager Caton provided background on this item. Capital projects are funded by the City's "¾ cent tax" which also funds economic development. However, the City's capital project list (new and maintenance) exceeds this tax revenue and projects like this item compete with other higher priority projects like Fire Station #3 due to employee safety concerns and service to community members. In 2021 a portion of the riverfront trail was found to be in poor condition with significant safety issues and, as the City had acquired the equipment and found a lack of bid competitiveness (specifically concrete projects), staff suggested budgeting this as a City project for 2022. Contractors expressed concern regarding the City competing with the private sector. In response the City held a meeting with local contractors in fall 2022. The City also extended offers in early 2023 for additional meetings. This project is in the City's 2023 budget as a City project.

Public Works Director Trenton Prall presented this item.

Discussion included that the amount of the City's high proposal was $456,013.08, how labor costs were determined in the City's proposal, suggestions that the City should update the Purchasing Policy to clarify the terms and types of projects the City will perform, the bid environment of the City and contractor's is not the same, that the submitted bids are valid for 60 days from April 5th but may be extended, if the policy should be updated prior to this project moving forward, that the City's low bid was for hard costs only and the high bid included additional items (7.5% overhead, labor costs (staff hours plus benefits), 3% bid bond (in place of warranty), etc.) to better compare to the contractor's bids, the City was not able to get a warranty bid as it would be secured against the City, the policy should be updated by the new Council and clarification of the motion options and what the outcomes would be.

The public comment period opened at 6:53 p.m.

Todd Anderson asked what the City warranty versus a contractors would compare.

Paul Burdette said the City's bidding process is flawed, in that the City works within a budget, not a bid. Contractors however must work within a submitted bid that details the scope of work, specifies the cost for that work and must adhere to that price even if costs run higher. He asked that the task force further review project bidding processes between the City and contractors regarding equity and define which projects the City will perform and which will be made available for contractors to bid.

The public comment period closed at 6:56 p.m.

Councilmember Reitz moved to empower City staff to create a policy around self-performance that sets expectations regarding the types of projects that would be given

approval without going out for bids and the nature of the bid that would be created by City staff so there will be a transparent policy going forward and include input from local contractor's to help create a process that they would be willing to work with. The motion was not seconded.

Councilmember Simpson moved and Councilmember Pe'a seconded to 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 the Redlands Parkway Bridge for the Trail Construction Project in the amount of $657,482.80. Motion failed 2-5 with Councilmembers Simpson and Pe'a voting yes.

## Non-Scheduled Citizens & Visitors

There were none.

## Other Business

There was none.

## Adjournment

The meeting adjourned at 7:26 p.m.

_____

Amy Phillips, CMC
City Clerk

# GRAND JUNCTION CITY COUNCIL SPECIAL WORKSHOP SUMMARY
# April 10, 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, Finance Director Jodi Welch, Housing Manager Ashley Chambers, City Clerk Amy Phillips, and Deputy Clerk Janet Harrell.

## 1. Discussion Topics

### a. ARPA Discussion

City Manager Caton stated that this item is for City Council to discuss the two remaining applicants recommended by the ARPA Committee and to consider options for utilizing unspent ARPA funds.

- Counseling and Education Center (CEC): $996,006
- Altitude Pediatrics: $244,000

Council has expressed interest in determining how to utilize the remaining funds which, if CEC and Altitude are funded, would result in a remaining balance of $2,399,527. If Altitude and CEC are not funded, there would be an additional $1,240,006 available. The table below was provided outlining the allocation of ARPA Funds.

| ARPA Funds Allocation as of April 5, 2023 | | |
|---|---|---|
| | | |
| **Total ARPA Funds** | **$** | **10,400,000** |
| | | |
| Revenue Replacement to Lodging Partners | | 1,387,130 |
| Grand Valley Catholic Outreach | | 1,000,000 |
| Housing Resources of Western Colorado | | 1,000,000 |
| City of Grand Junction Land and Building Acquisition Program | | 3,373,337 |
| **Total Allocated To Date** | **$** | **6,760,467** |
| | | |
| **Outstanding Recommendations** | | |
| Counseling and Education Center | $ | 996,006 |
| Altitude Pediatrics | $ | 244,000 |
| **Total Potential Allocations** | **$** | **1,240,006** |
| | | |
| **Total Remaining ARPA Funds** | **$** | **2,399,527** |

Discussion ensued resulting in direction for staff to add to the April 19, 2023 Council Meeting agenda, an item for discussion of potential options for utilizing the remaining ARPA funds. It was noted that an off-cycle funding request received by the City from Riverside Educational Center (REC) in January 2023, in the amount of $300,000, could be a potential allocation of funding from remaining ARPA funds.

Council also requested that consideration of additional ARPA funding to Grand Valley Catholic Outreach be added to the same agenda. This item will be to consider increasing the ARPA funding allocated to Catholic Outreach above the $1,000,000 already approved by City Council.

Lastly, Council requested a discussion regarding the CEC be placed on the May 17th agenda.

## 2. City Council Communication

City Attorney Shaver updated Council on the election and the letter sent to the City on behalf of At-Large candidate Schwenke. He spoke to the election process and how the Municipal Election Code differs from Title 1 Uniform Election Code. He explained that the Uniform Election Code contains processes for error corrections and missing signatures, which are not found in the Municipal Election Code in Title 31. He also touched on the differences between the processes used by the City and the County for conducting elections. He stated that the County has historically conducted the City's Municipal Elections but did not have the capacity to conduct this year's election. He explained how the City communicated the election voting process to voters through the mail ballot packages, Facebook posts, voting instructions inserted in the Election Ballot envelope, on the exterior return envelope, and through news releases.

## 3. Next Workshop Topics

City Manager Caton reported the Workshop items for April 3, 2023 will be:

- Pedestrian and Bicycle Plan
- Urban Forestry Management Plan
- Discussion on Regulations for Cannabis Product Manufacturers

## Adjournment

There being no further business, the Workshop adjourned at 6:28 p.m.

**Grand Junction City Council**

**Regular Session**

**Item #2.a.i.**

**Meeting Date:** April 19, 2023

**Presented By:** Jodi Welch, Finance Director, Greg Caton, City Manager, John Shaver, City Attorney

**Department:** City Attorney

**Submitted By:** John Shaver

## Information

### SUBJECT:

Introduction of an Ordinance Amending Section 3.12.030 of Chapter 3 of the Grand Junction Municipal Code Concerning the Imposition, Collection and Enforcement of the Sales and Use Tax and Amending the Tax Rate and Setting a Public Hearing for May 3, 2023

### RECOMMENDATION:

Pass and adopt Ordinance _____, an ordinance to amend Section 3.12.030 of the Grand Junction Municipal Code, on first reading, publish in pamphlet form and set a public hearing for May 3, 2023.

### EXECUTIVE SUMMARY:

The majority of City voters approved the tax increase of .14 percent as an exception to the revenue and spending limits of Article X, §20 of the Colorado Constitution to generate revenue to finance the costs of debt service, construction, equipping, and furnishing, and if available, operating and maintaining, an indoor community recreation center (CRC) at Matchett Park. With this ordinance, the GJMC will be amended and reflect the voter approved revenue change for the voter approved purposes.

### BACKGROUND OR DETAILED INFORMATION:

In accordance with Article X, §20 of the Colorado Constitution, the City submitted to the City electors at its April 4, 2023, election, a ballot question (Measure 1A) to increase the City sales and use tax to 3.39 percent beginning July 1, 2023.

The majority of City voters approved the tax increase of .14 percent as an exception to the revenue and spending limits of Article X, §20 of the Colorado Constitution to generate revenue to finance the costs of debt service, construction, equipping, and furnishing, and if available, operating and maintaining, an indoor community recreation

center (CRC) at Matchett Park. With this ordinance, the GJMC will be amended and reflect the voter approved revenue change for the voter approved purposes.

By amending the GJMC to reflect the voter approved sales and use tax rate and recognizing that the same is an exception to the spending and revenue limits of the Constitution, the City, commencing July 1, 2023, is authorized to impose, collect, and enforce the voter approved sales and use tax increase for the approved purposes.

## FISCAL IMPACT:

The revenue from the tax rate increase is restricted for use as authorized by the voters and will be budgeted and accounted for in a separate special revenue fund.

## SUGGESTED MOTION:

I move to (adopt/not adopt) Ordinance _____, an ordinance to amend Section 3.12.030 of the Grand Junction Municipal Code, on first reading, order publication in pamphlet form and set a public hearing for May 3, 2023.

## Attachments

1. ORD-S&U Tax Increase to 3.39 20230411 (Word)

**ORDINANCE NO. ____**

**AN ORDINANCE AMENDING SECTION 3.12.030 OF CHAPTER 3 OF THE GRAND JUNCTION MUNICIPAL CODE CONCERNING THE IMPOSITION, COLLECTION AND ENFORCEMENT OF THE SALES AND USE TAX AND AMENDING THE TAX RATE**

**RECITALS:**

In accordance with Article X, §20 of the Colorado Constitution the City submitted to the City electors at its April 4, 2023, election, a ballot question (Measure1A) to increase the City sales and use tax to 3.39% beginning July 1, 2023.

The majority of City voters approved the tax increase of .14% as an exception to the revenue and spending limits of Article X, §20 of the Colorado Constitution to generate revenue to finance the costs of debt service, construction, equipping, and furnishing, and if available, operating and maintaining, an indoor community recreation center (CRC) at Matchett Park. The CRC is described in the adopted 2022 CRC Plan. With voter approval of Measure 1A and the increased sales and use tax the City will issue debt to provide financing for the costs of construction of the CRC with the debt being payable from the tax increase or any other general revenue of the City.

The City has heretofore enacted a comprehensive sales and use tax code, which is codified in Chapter 3 of the Grand Junction Municipal Code (GJMC.) With this ordinance the GJMC will be amended and reflect the voter approved revenue change for the voter approved purposes.

By amending the GJMC to reflect the voter approved sales and use tax rate and recognizing that the same is an exception to the spending and revenue limits of the Constitution, the City, commencing July 1, 2023, is authorized to impose, collect, and enforce the voter approved sales and use tax increase for the approved purposes. The City Council finds that those purposes and this ordinance implementing the same are consistent with the City's Strategic Plan, the Parks and Recreation Open Space (PROS) Plan and the delivery of services, the construction, operation and maintenance of the facilities and the hiring of personnel in support of the same, and that all such actions are in support of and protective of the City's health and general welfare.

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

That Section 3.12.030 of the Grand Junction Municipal Code shall state as follows: (**amendments are shown in bold**, ~~deletions are shown in strikethrough~~)

(a) Sales Tax. There is hereby levied a tax or excise upon all sales of tangible personal property and services specified in GJMC 3.12.050. The rate levied shall be ~~3.25~~ **3.39%** percent of the purchase price.

(b) Use Tax. There is hereby imposed and shall be collected from every person in the City a use tax for the privilege of storing, using, distributing, or consuming in the City any articles of tangible personal property or taxable services purchased for which no

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City sales tax has been paid. The rate levied shall be ~~3.25~~ **3.39** percent of the purchase price.

(d) In addition to the general sales and use tax of ~~3.25~~ **3.39** percent levied in subsection (a) of this section, there is hereby levied a special sales and use tax of six percent on the full purchase price paid or charged for tangible personal property and taxable services purchased or sold at retail by any retail marijuana store exercising a taxable privilege in the City by the sale of such property or services. Each retail marijuana store shall collect tax on every sale or transfer of retail marijuana product(s). The ~~9.25~~ **9.39** percent sales and use tax shall be collected by the vendor and remitted to the City.

All revenue derived through the general sales tax of ~~3.25~~ **3.39** percent on retail marijuana sales shall be used for general municipal purposes and/or as restricted by previous voter action.

…

**(e) The voter approved tax of .14%, which is an exception to the revenue and spending limits of Article X, §20 of the Colorado Constitution, shall be imposed, collected, and spent to finance the costs of debt service, construction, equipping, and furnishing, and if available, operating and maintaining, an indoor community recreation center (CRC) at Matchett Park. The CRC is described in the adopted 2022 CRC Plan, and as approved by voters in April 2023 with the passage of Ballot Measure 1A. With the increased sales and use tax the City will issue debt to provide financing for the costs of construction of the CRC with the debt being payable from the tax increase or any other general revenue of the City.**

Introduced on first reading this 19th 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

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**Grand Junction City Council**

**Regular Session**

**Item #2.a.ii.**

| | |
|---|---|
| **Meeting Date:** | April 19, 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:

Ordinances Amending Multiple Sections of the Grand Junction Municipal Code Regarding Regulation of Cannabis Product Manufacturing - Public Hearing Continued to May 3, 2023

### RECOMMENDATION:

Staff recommends adoption of the three ordinances. The Planning Commission heard the ordinance amending Title 21 at its regularly scheduled meeting on April 25, 2023 and voted (x to x) to recommend approval of the request.

### 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 to a close, the City is now interested in evaluating the regulation of extraction and processing of cannabis.

### BACKGROUND OR DETAILED INFORMATION:

**BACKGROUND**

**Cannabis Product Manufacturers**

Cannabis Product Manufacturing Facilities 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.

**Removal of Prohibition 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 Registered Design Professional, 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 the 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 the 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. 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 adds 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.

In addition to the overlay and amendments to the zone district, the ordinance also proposes a limitation for Cannabis Product Manufacturing Facilities, excluding Cannabis-Infused Product Manufacturers, that requires the use to be in a standalone building. While the application of fire codes is highly effective in mitigating any danger, the volatility of the substances in use creates enough cause for concern that this additional standard is recommended to protect adjacent businesses.

## ANALYSIS

In accordance with Section 21.02.140(c), a proposed Code amendment shall address in writing the reasons for the proposed amendment. There are no specific criteria for review because a code amendment is a legislative act and within the discretion of the City Council to amend the Code with a recommendation from the Planning Commission. Reasons for the proposed amendments are provided in the Background section of this report.

## NOTIFICATION REQUIREMENTS (Title 21)

Notice was completed as required by Section 21.02.080(g). Notice of the public hearing

was published on April 2, 2023 in the Grand Junction Daily Sentinel.

**STAFF RECOMMENDATION AND FINDINGS OF FACT (Title 21)**
After reviewing the ZCA-2023-200, a request to amend Title 21 of the Grand Junction Municipal Code to regulate cannabis product manufacturing facilities by providing use-specific standards, the following findings of fact have been made:

1. The proposed amendments to the Zoning and Development Code are useful in that they ensure the health, safety, and general welfare of the public, and refine processes that assist in the logical and orderly development of the city as described in the background information of this report.
2. The proposed amendments to the Zoning and Development Code support the following goals of the Comprehensive Plan:
    a. Planning Principle 2: Resilient and Diverse Economy – 1 Foster a vibrant, diverse, and resilient economy.
        i. 1(a) – Economic Diversity: Support the further diversification of the economy that is prepared to anticipate, innovate, and proactively respond to cyclical economic fluctuations and evolution.
        ii. 3(a) - Modern Manufacturing and Technology Hub - Support the continued growth of the city's manufacturing and technology industries and leverage the region's assets to broaden the economic base through the attraction of manufacturing and technology employers.

Staff recommends approval of these ordinances. Planning Commission will hear this item at their regularly scheduled meeting on April 25, 2023 and their recommendation will be provided.

**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 continue the public hearing on an ordinance amending Title 5, Section 5.15.010 et. seq. of the Grand Junction Municipal Code to allow marijuana businesses in the City of Grand Junction to the May 3, 2023 City Council meeting.

2) I move to continue the public hearing on an ordinance amending 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 to the May 3, 2023 City Council meeting.

3) I move to continue the public hearing on an ordinance amending 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 to the May 3, 2023 City Council meeting.

## 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 No. 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 No. 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

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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.*

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***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

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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 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, 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 No. 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.

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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 No. 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 No. 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 No. 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 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 No. 4722 which amended Ordinance No. 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 No. 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.

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.iii.**

| | |
|---|---|
| **Meeting Date:** | April 19, 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) - Continued from April 5 to April 19, 2023 with a Second Request to Continue to May 3, 2023 for First Reading and Setting a Public Hearing for May 17, 2023

### RECOMMENDATION:

The Urban Trails Committee recommended approval at its March 22, 2023 meeting. The Planning Commission heard this request at its March 28 meeting and voted (7-0) to continue the hearing on the plan. The Planning Commission workshopped this item at its April 6 workshop and asked staff to schedule further consideration of the Plan for the April 25, 2023 Planning Commission meeting. The Planning Commission's recommendation will be provided to City Council for first reading on May 3, 2023.

### 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 corridor 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 for 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 benefits from the Pedestrian and Bicycle Plan. The entire community was invited to participate in the planning process, providing valuable input on 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 No. 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 No. 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 (adopt/deny) Ordinance No. ___, 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, on final passage and order final publication in pamphlet form.

## Attachments

1. GJ PBP_Final Plan_April2023
2. Appendix A_Existing Conditions Needs Assess
3. Appendix B_Project Prioritization Methodology
4. Planning Commission Workshop - 4-6-23 - Final Updates
5. PBP Draft Plan to Final Plan Changes Made
6. ORD-2023 Bike and Ped Plan 20230411




# PEDESTRIAN & BICYCLE PLAN

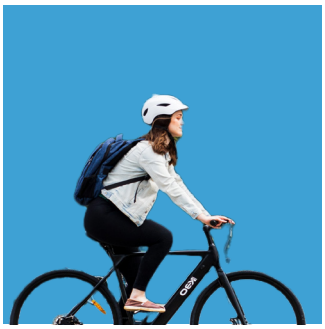
April 2023

## 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.

## 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.



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.**

- 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*

### Context Sensitive Design

Context Sensitive Design establishes design elements based on the context and character of the street. The City of Grand Junction has a wide variety of settings, unique landscapes, and environmental conditions. Any facility identified in this plan will need to take into consideration existing conditions and characteristics of the surrounding area to ensure that design is context sensitive.

This principle provides and promotes sufficient flexibility to allow application of appropriate roadway elements and dimensions to different situations within the city. Different standards for street cross-sections may be appropriate for a bike or pedestrian facility as it travels through urban, suburban and rural transects, reflecting the different roles of roadway infrastructure among these different transects. Additionally, Context Sensitive Design takes into account existing building encroachments and constraints in right-of-way widths to adjust the facility type where needed.

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. 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.

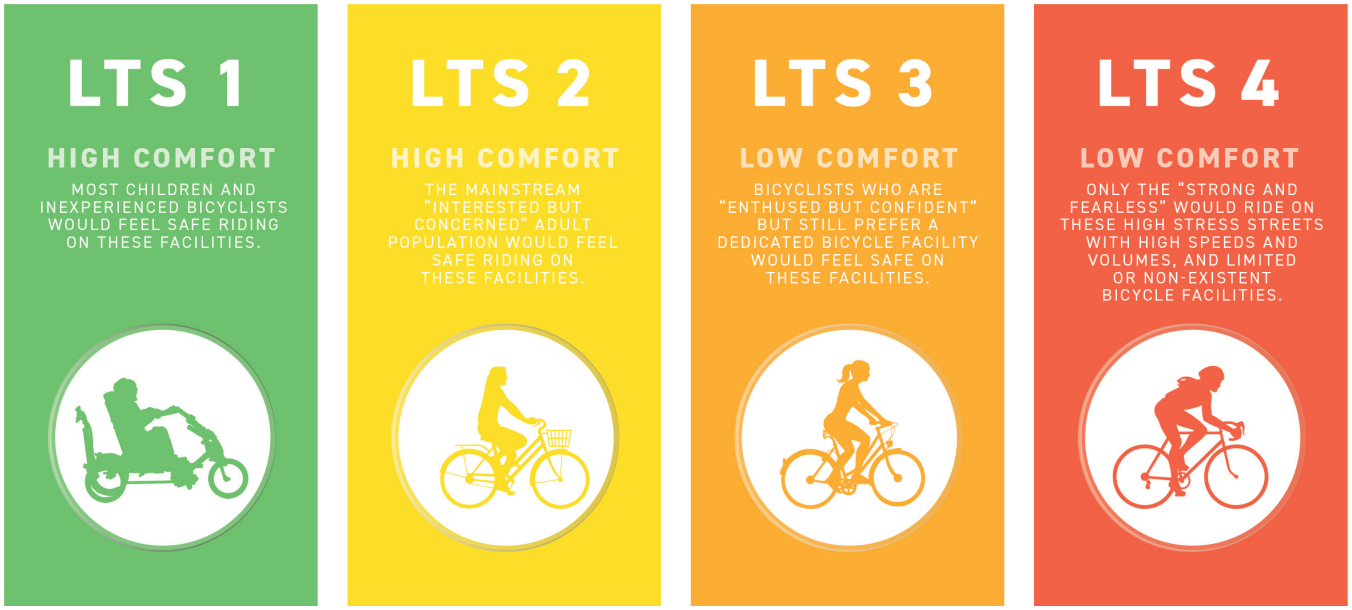
**FIGURE 2: EXISTING BICYCLE FACILITY TYPES IN GRAND JUNCTION**



## 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

**Appendix A** provides a detailed summary of outcomes of community engagement. Key highlights include:

- **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.**

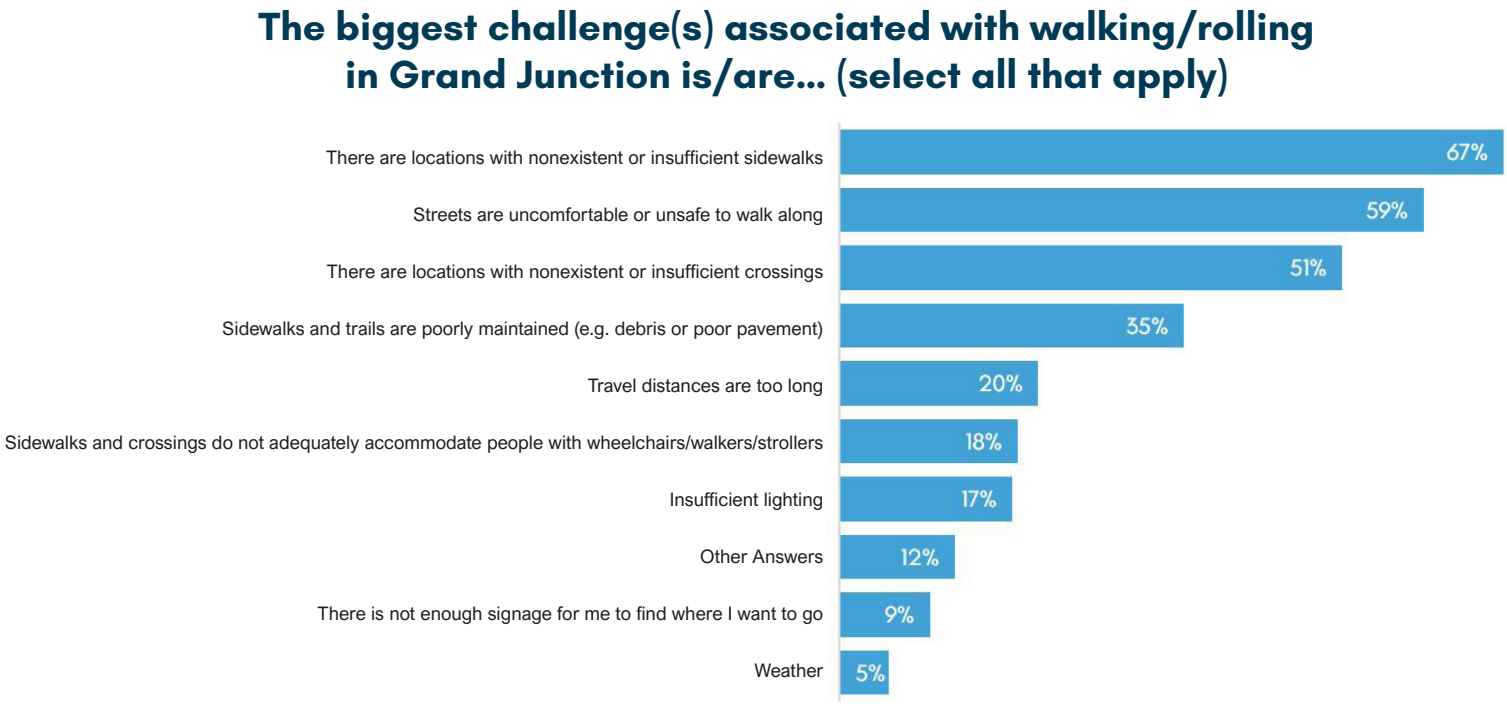



**FIGURE 7: SURVEY RESPONSES ON CHALLENGES WALKING AND ROLLING**

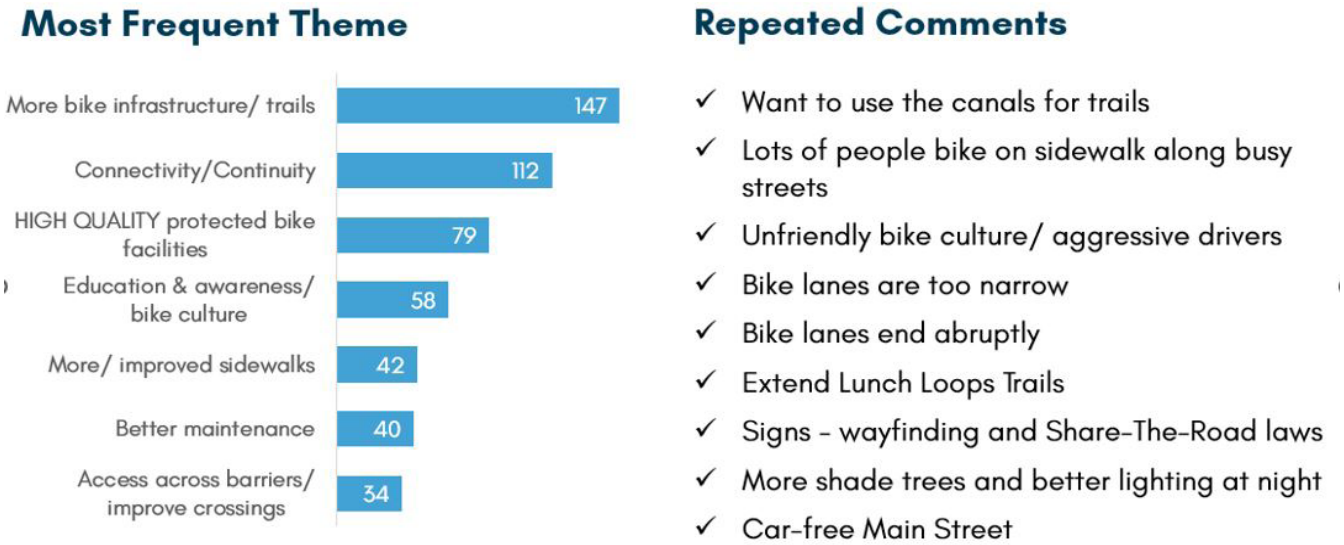



**FIGURE 8: COMMON THEMES OF 593 GENERAL COMMENTS RECEIVED**



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 consider expanding to all the Active Transportation “High Injury Network” 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:** Connectivity can be defined by a "connectivity index," the ratio of pedestrian and bicycle connections to blocks (or intersections). Consider reducing the maximum distance between pedestrian and bicycle connections to be less than the existing maximum block length for vehicular access of 1200 linear feet.

## Multimodal Community

OBJECTIVES

**M1:** Prioritize installation of bike and micromobility parking and secure storage in key destinations downtown, outside of city properties, and near major transit hubs, parks, schools, employment centers, and shopping areas.

**M2:** Encourage new and existing developments to provide secure bike parking and amenities through requirements and incentives.

**M3:** When upgrading bicycle and/or pedestrian facilities on a corridor, design high-quality landscaped or hardscaped buffers with street furniture and pedestrian amenities.

**M4:** 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.

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

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

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

**M8:** Improve signage on the Riverfront Trail.

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

## Multimodal Community

### OBJECTIVES CONTINUED

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

**M11:** Establish a more positive culture around walking and biking in Grand Junction by creating staff position(s) to assist in public education, promoting the Bicycle Friendly Business program, and/or hosting an LCI seminar.

**M12:** Explore incentives-based Transportation Demand Management (TDM) measures, into which major developments could opt, to provide support for walking and biking. These could include constructing Active Transportation Corridors, bike facilities, showers, car share, or other support for bike commuters.

**M13:** Revise the parking minimum standards for different land uses to better align with the community's goals; reducing development costs associated with excessive parking to allow for innovations, flexibility, and greater affordability.

## 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:** Utilize existing and pursue new funding sources support construction and 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 the current policy where planned Active Transportation Corridors that run through or adjacent to 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.

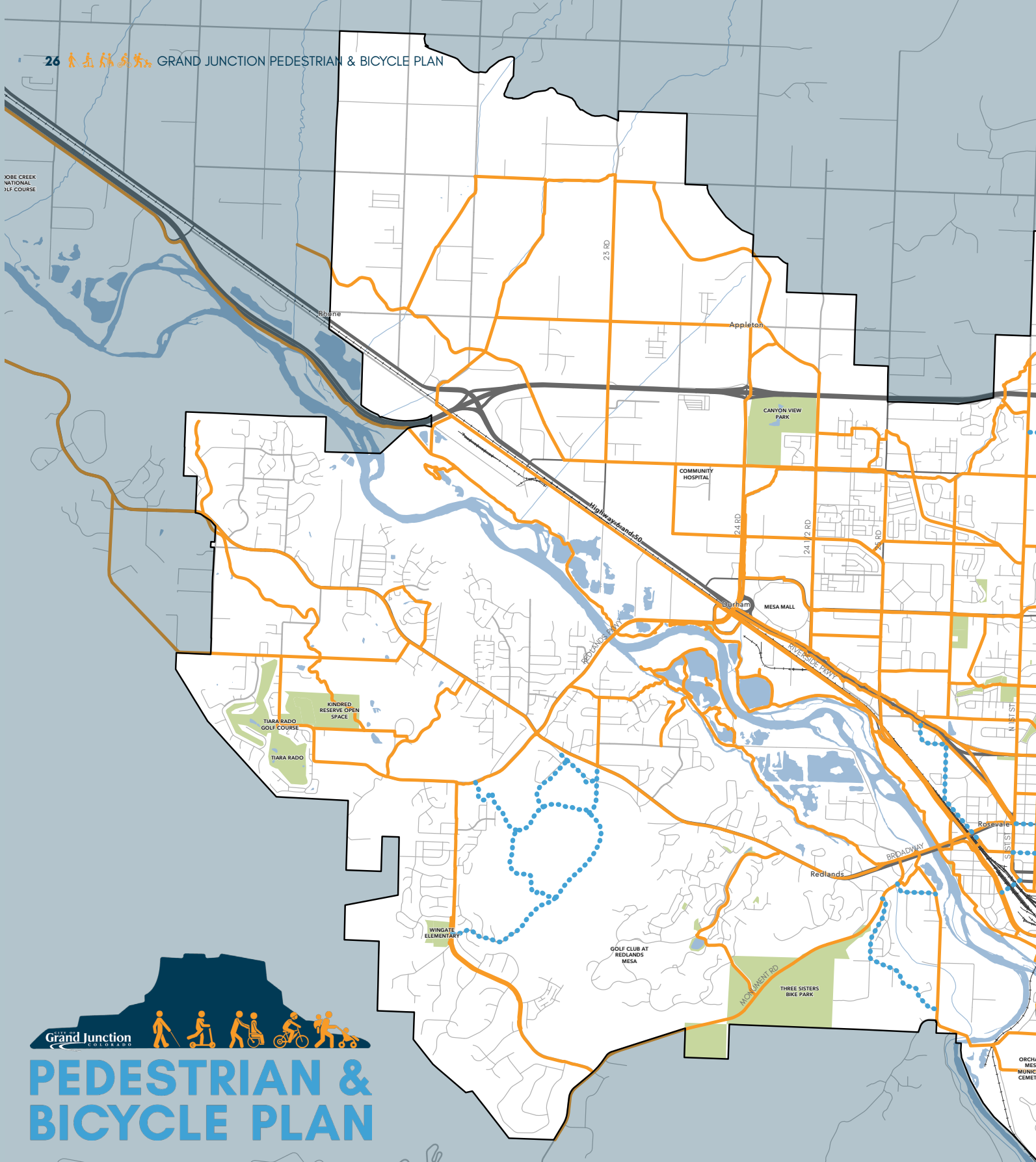
This process resulted in approximately 32 additions to the Active Transportation Corridors from the previous plan, listed in **Table 1**. The additions reflect planned developments, provide additional redundancy in the system (particularly in the core of the city), and provide more direct east-west and 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 |




City of Grand Junction Colorado

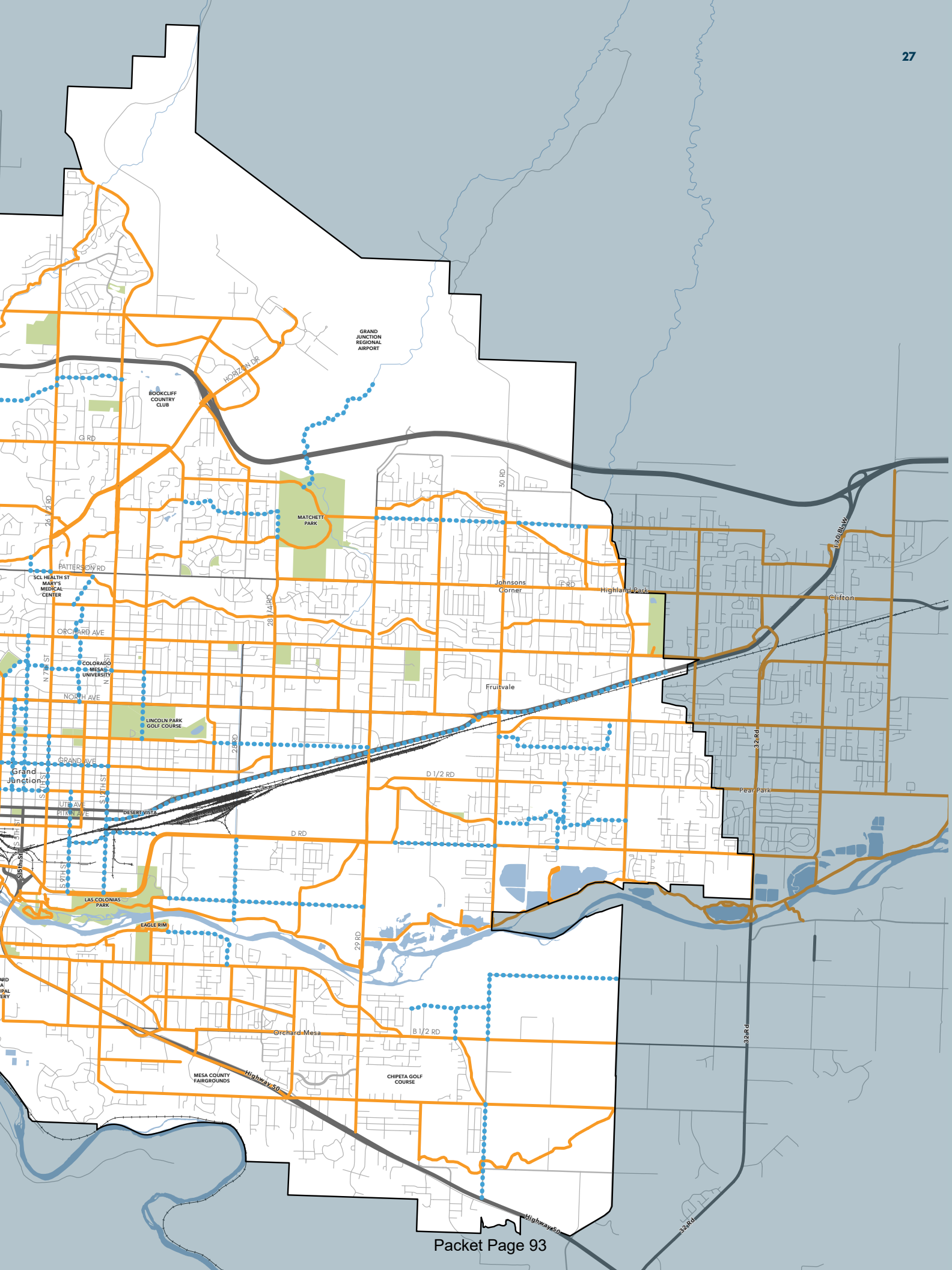
# PEDESTRIAN & BICYCLE PLAN

- Railroads
- Parks
- Urban Development Boundary
- Planned Active Transportation Corridors
- Proposed Active Transportation Corridor Additions

**Street Classification**

- Local
- Collector
- Arterial
- Highway

**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
NORTH AVE
Fruitvale
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 15th 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

## 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]

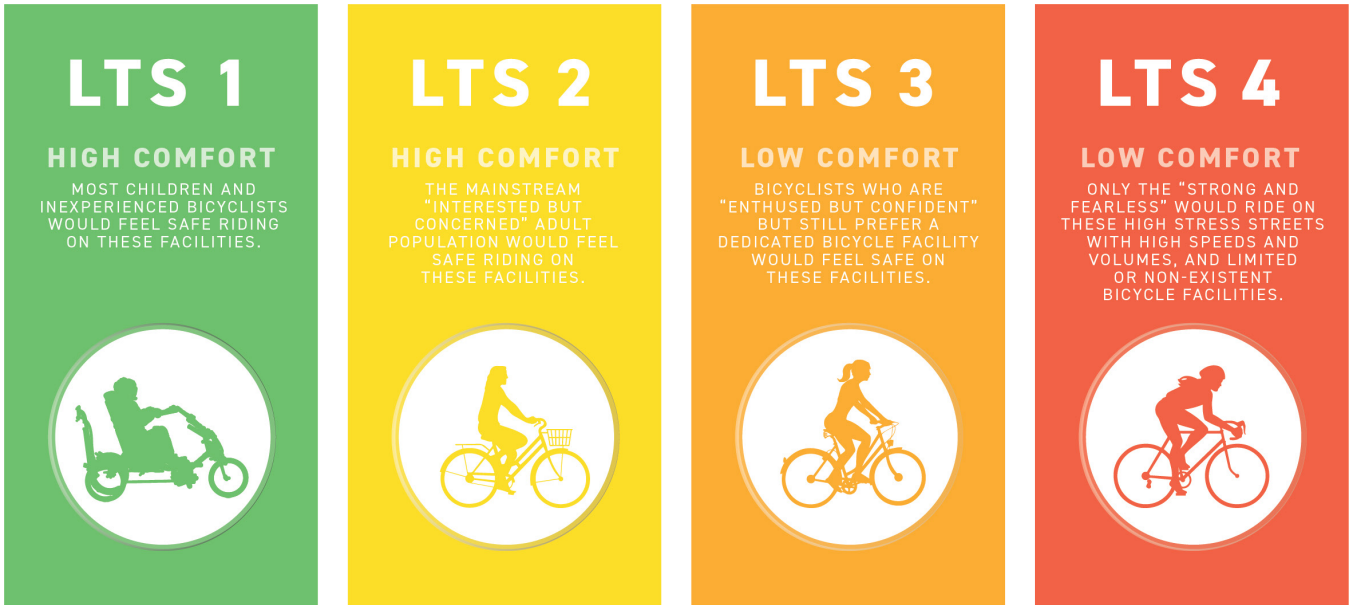
[1] Geller R. (2006). Four Types of Cyclists. Portland Bureau of Transportation. Retrieved from http://www.portlandoregon.gov/transportation/article/264746.

## 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.**



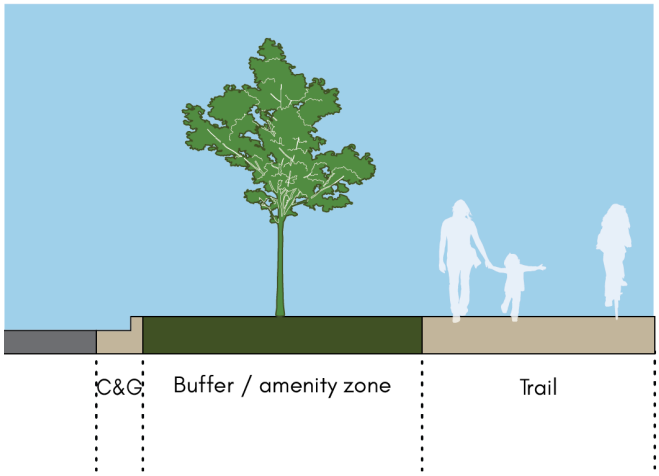
## Trail

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.

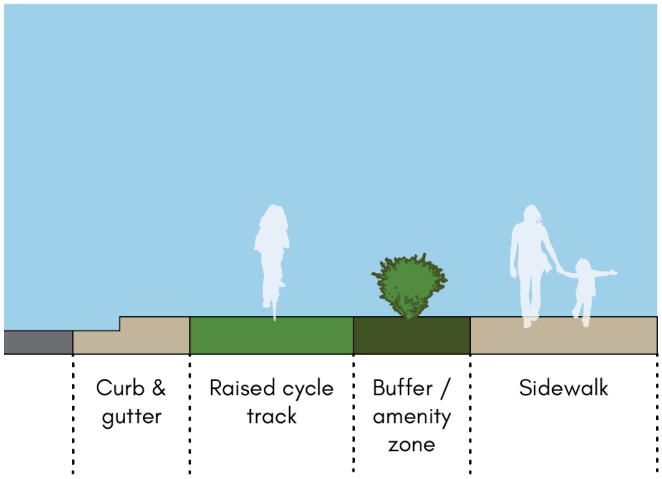
FIGURE 13: TRAIL ELEMENTS




## 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

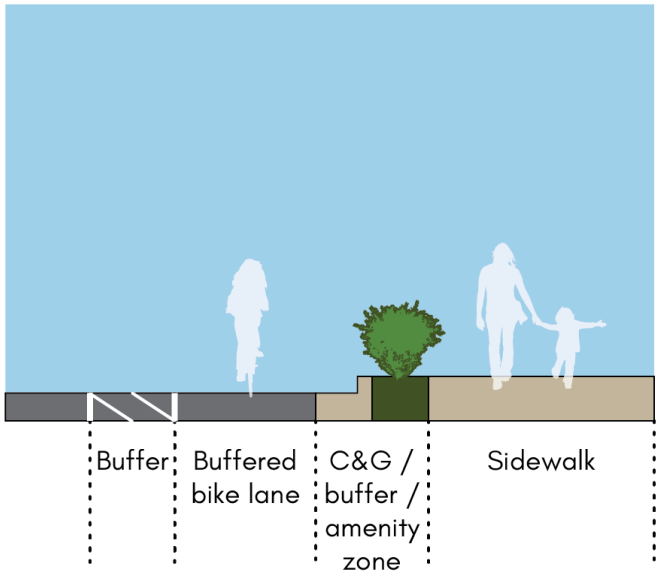



**Streets with three to four lanes and speeds of 30 or 35 mph will require a buffered bike lane.**

## 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

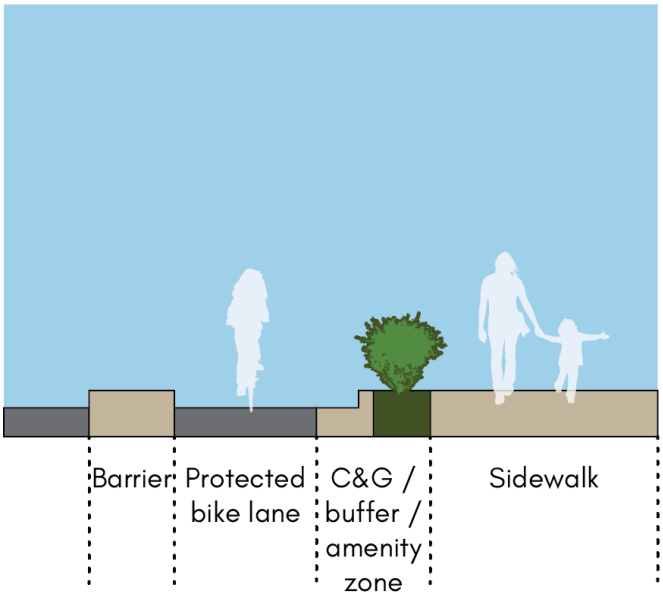


## Protected Bike Lane

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**

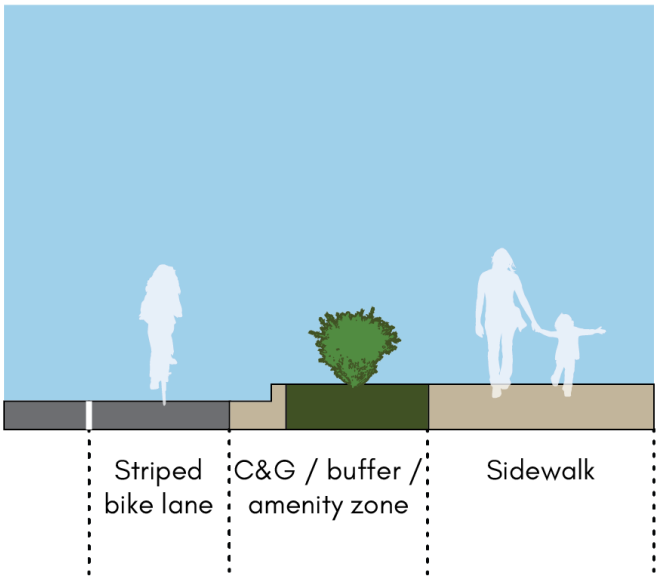



## Striped Bike Lane

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

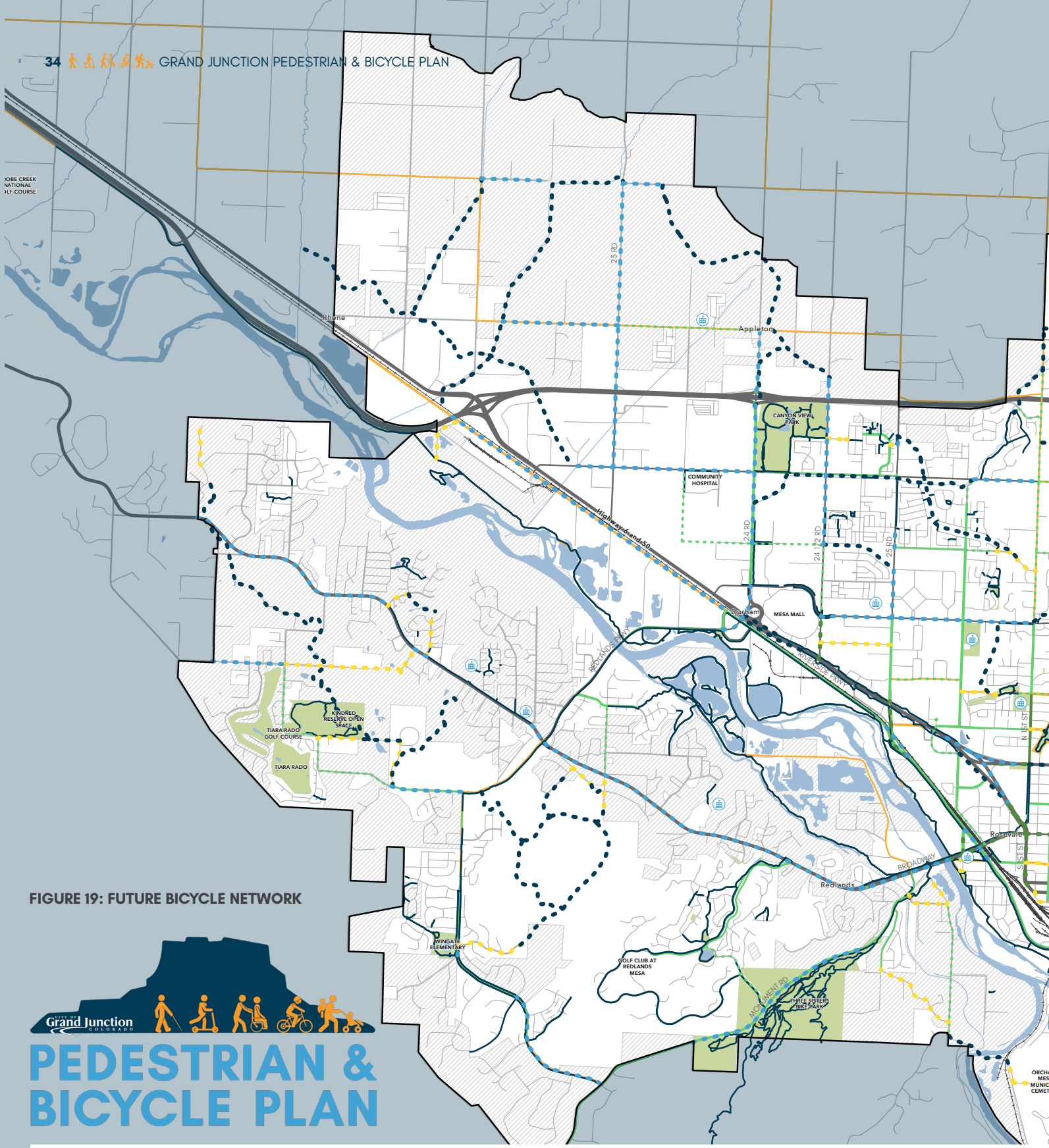



FIGURE 19: FUTURE BICYCLE NETWORK

# PEDESTRIAN & BICYCLE PLAN

**LEGEND**

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

**Street Classification**

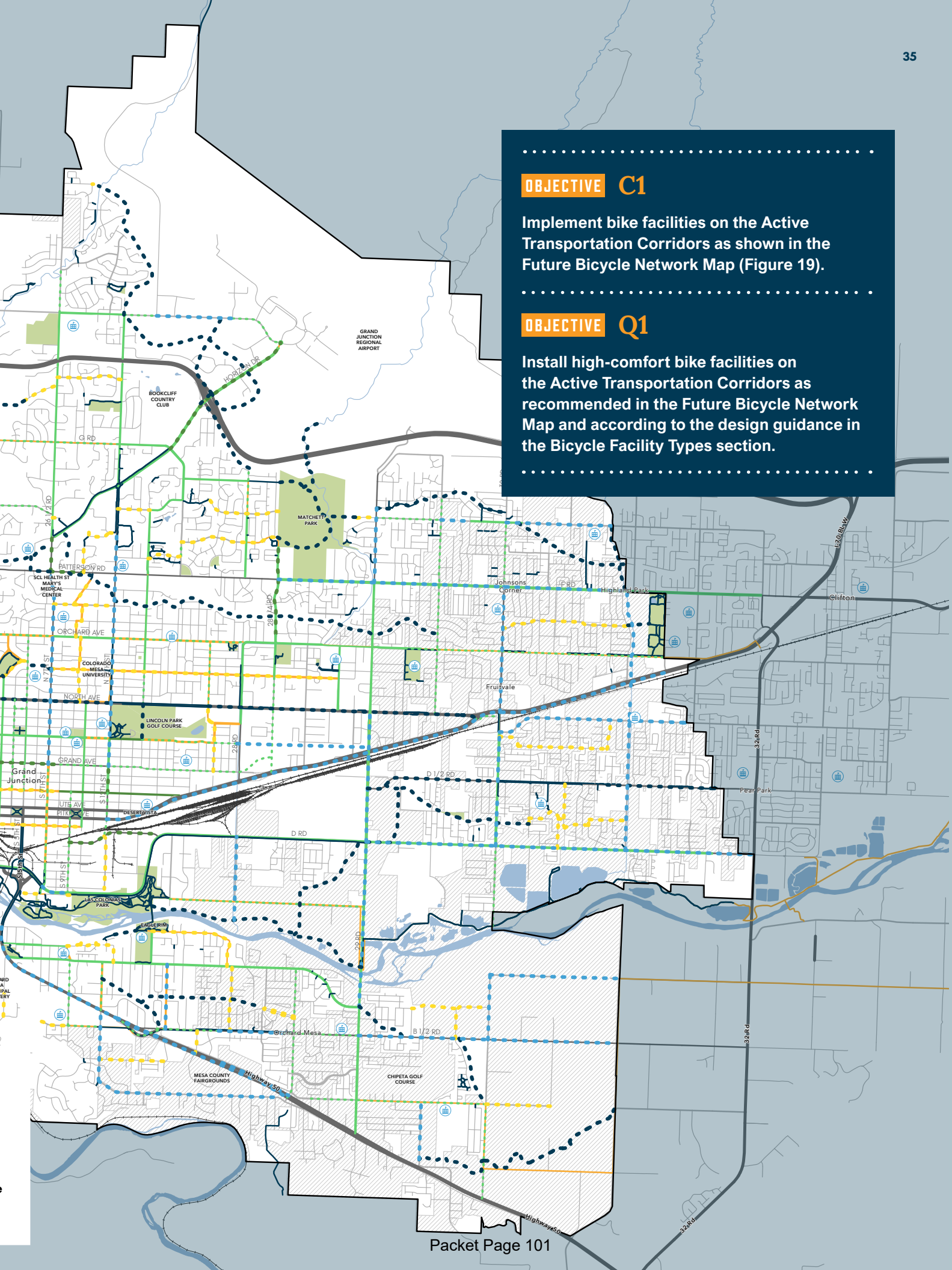
- Local
- Collector
- Arterial
- Highway

**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

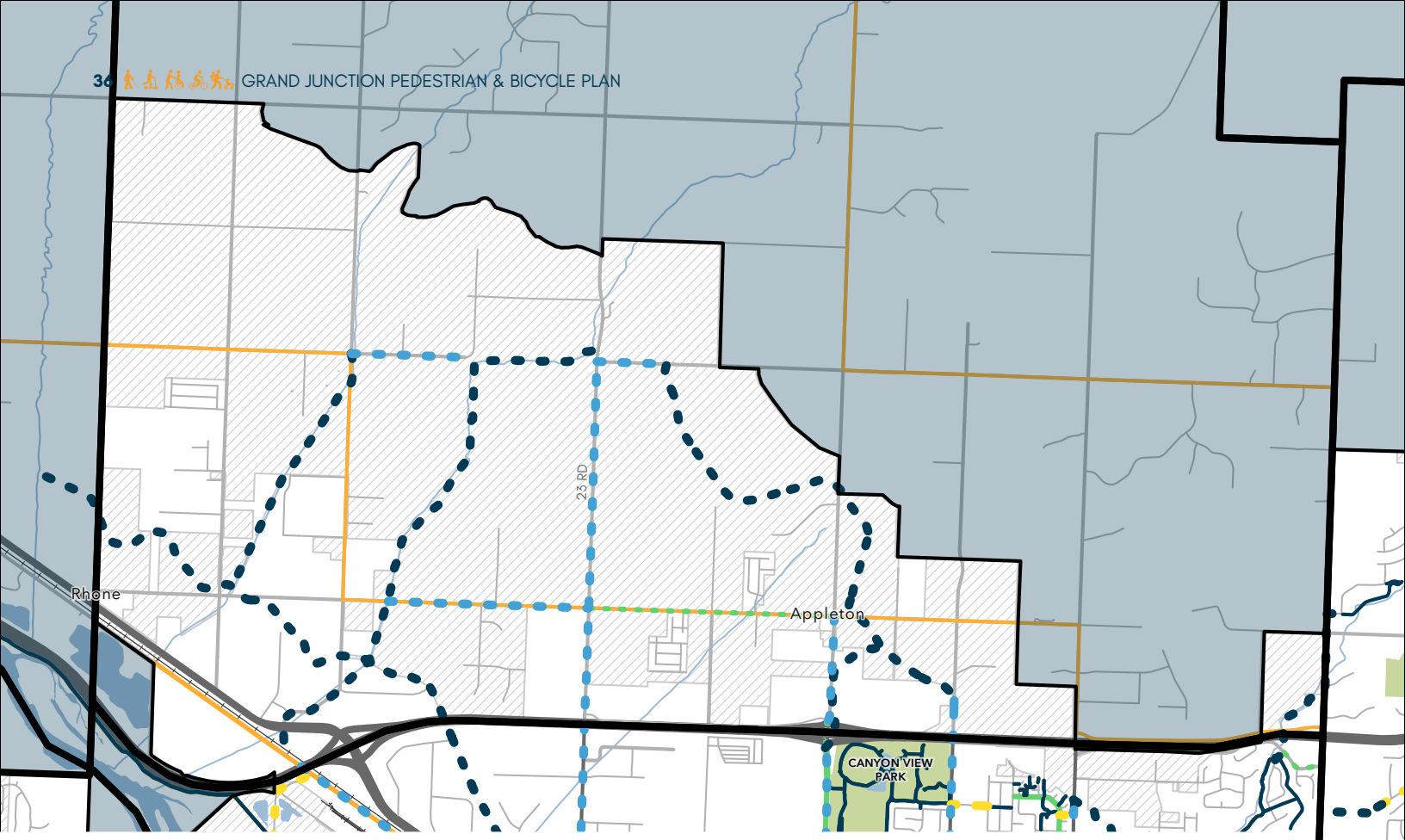



**OBJECTIVE C1**

**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.**



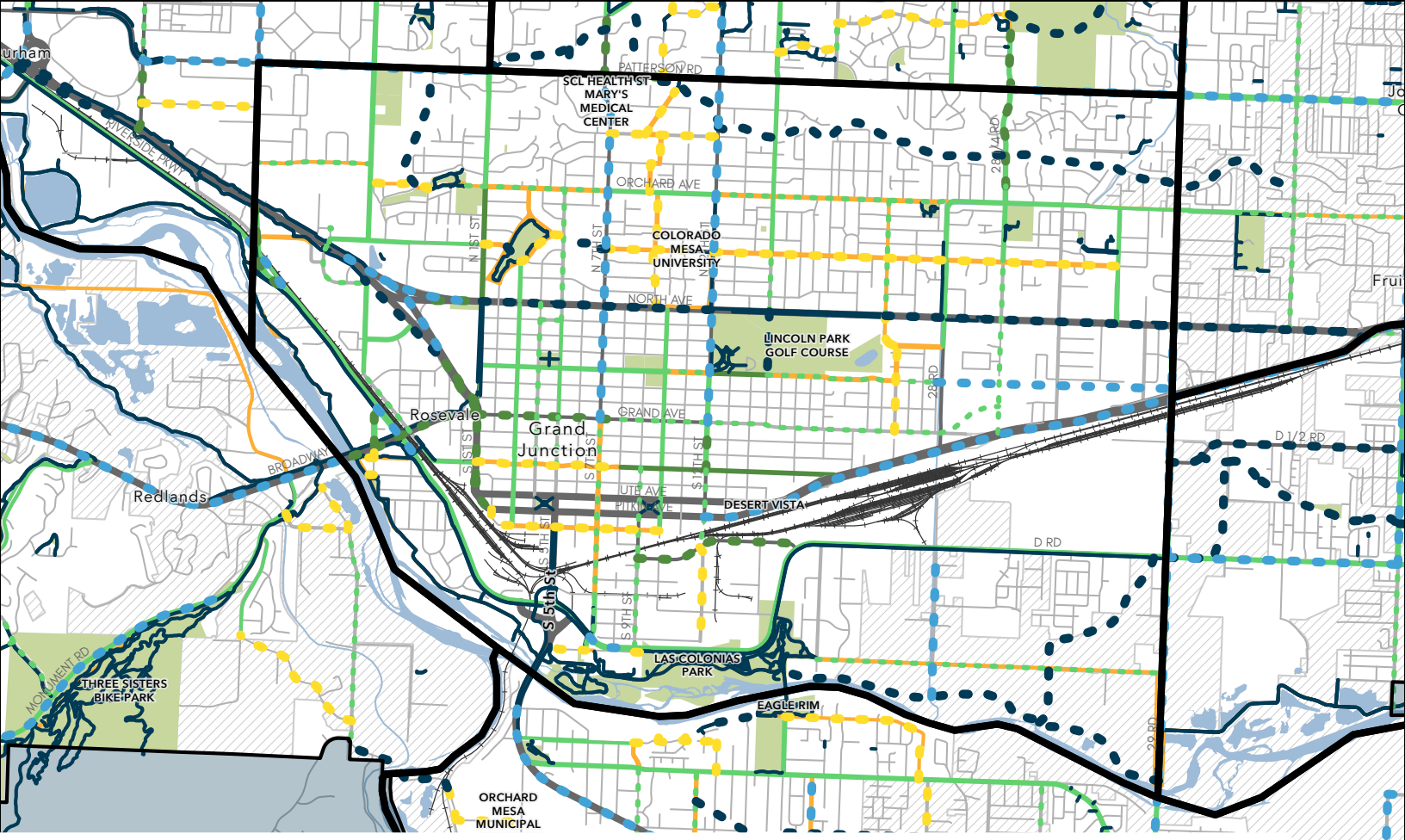

# Appleton

## 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 |

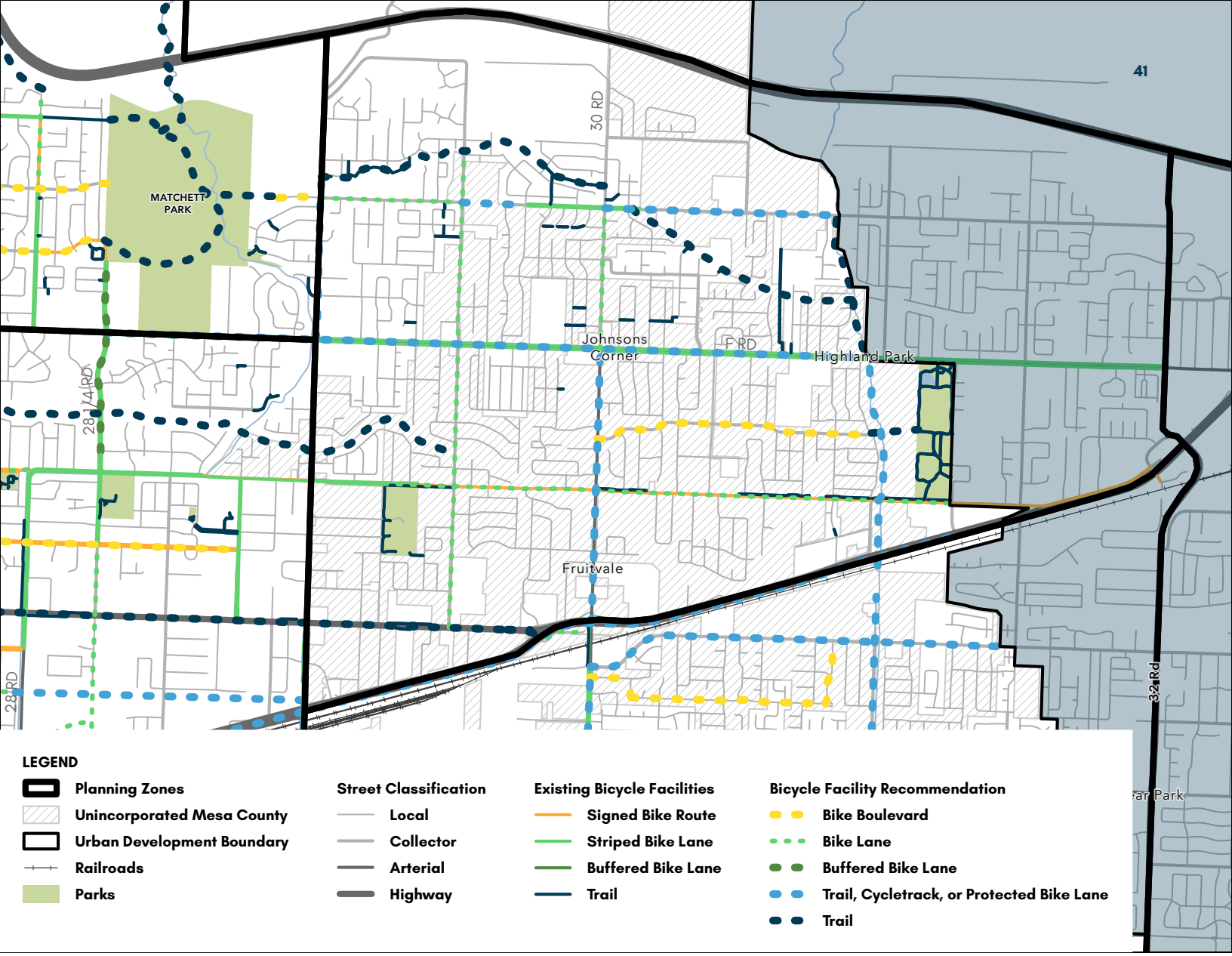
# City Center

## 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 |

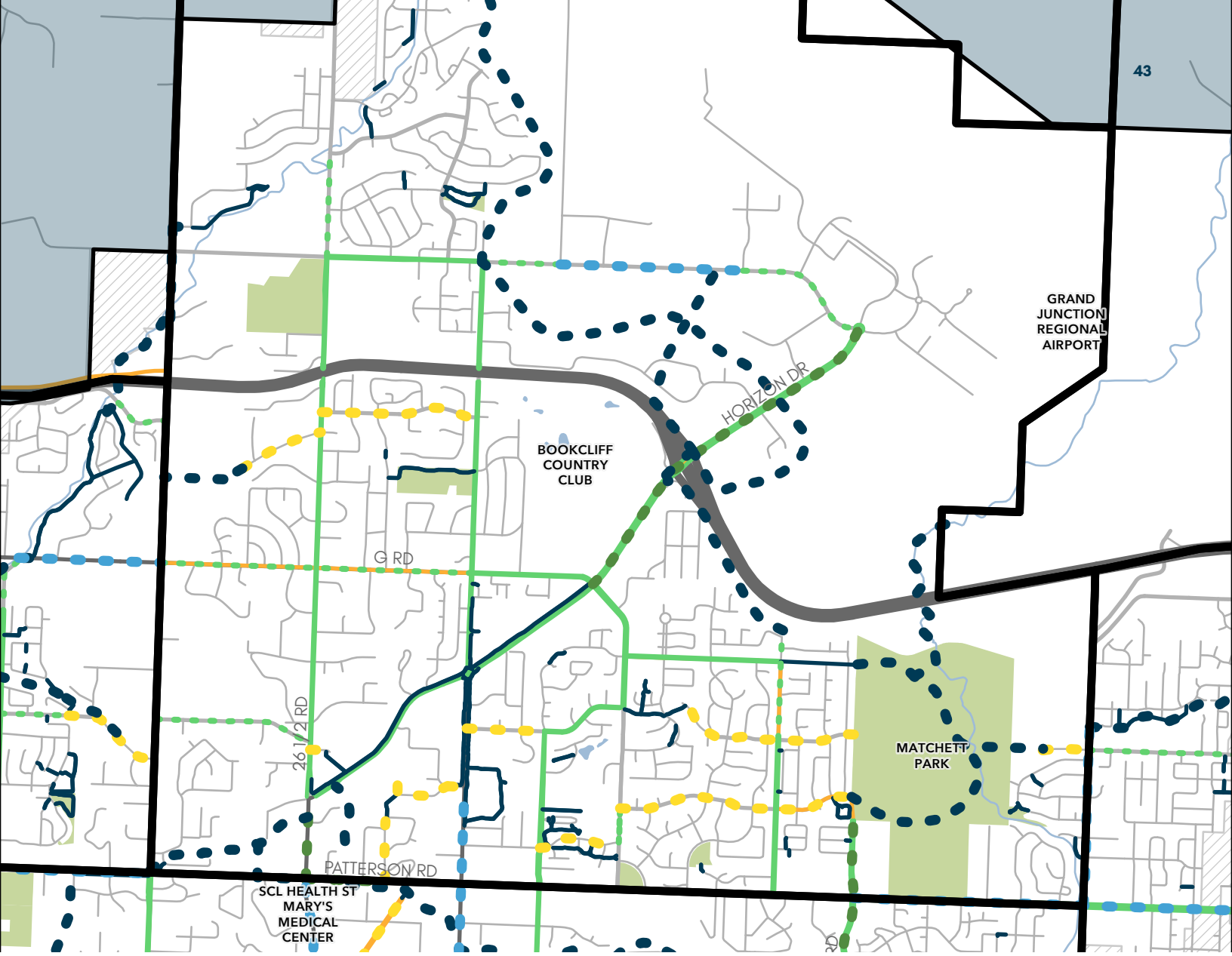
# Fruitvale

## 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 |

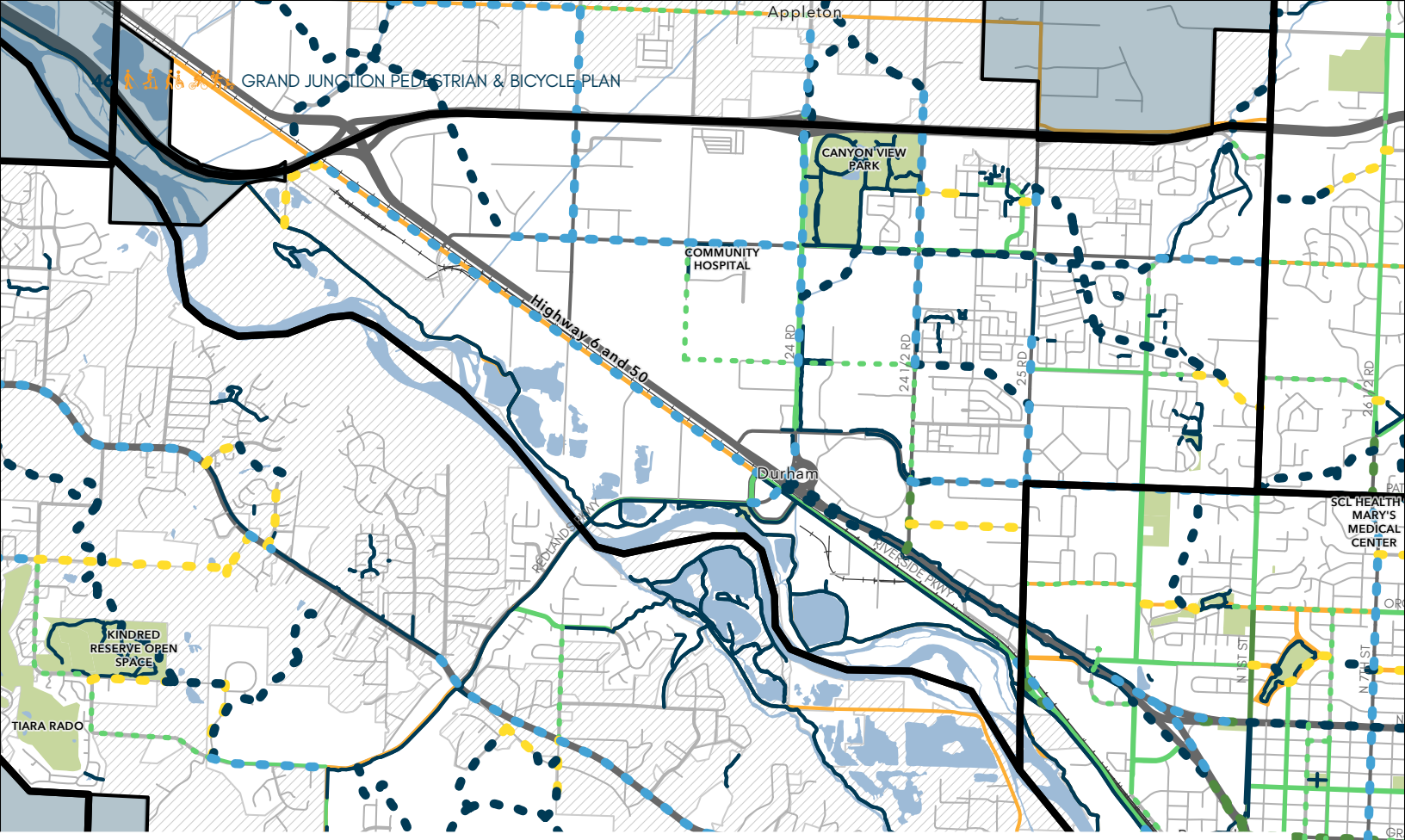
# Horizon

## 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

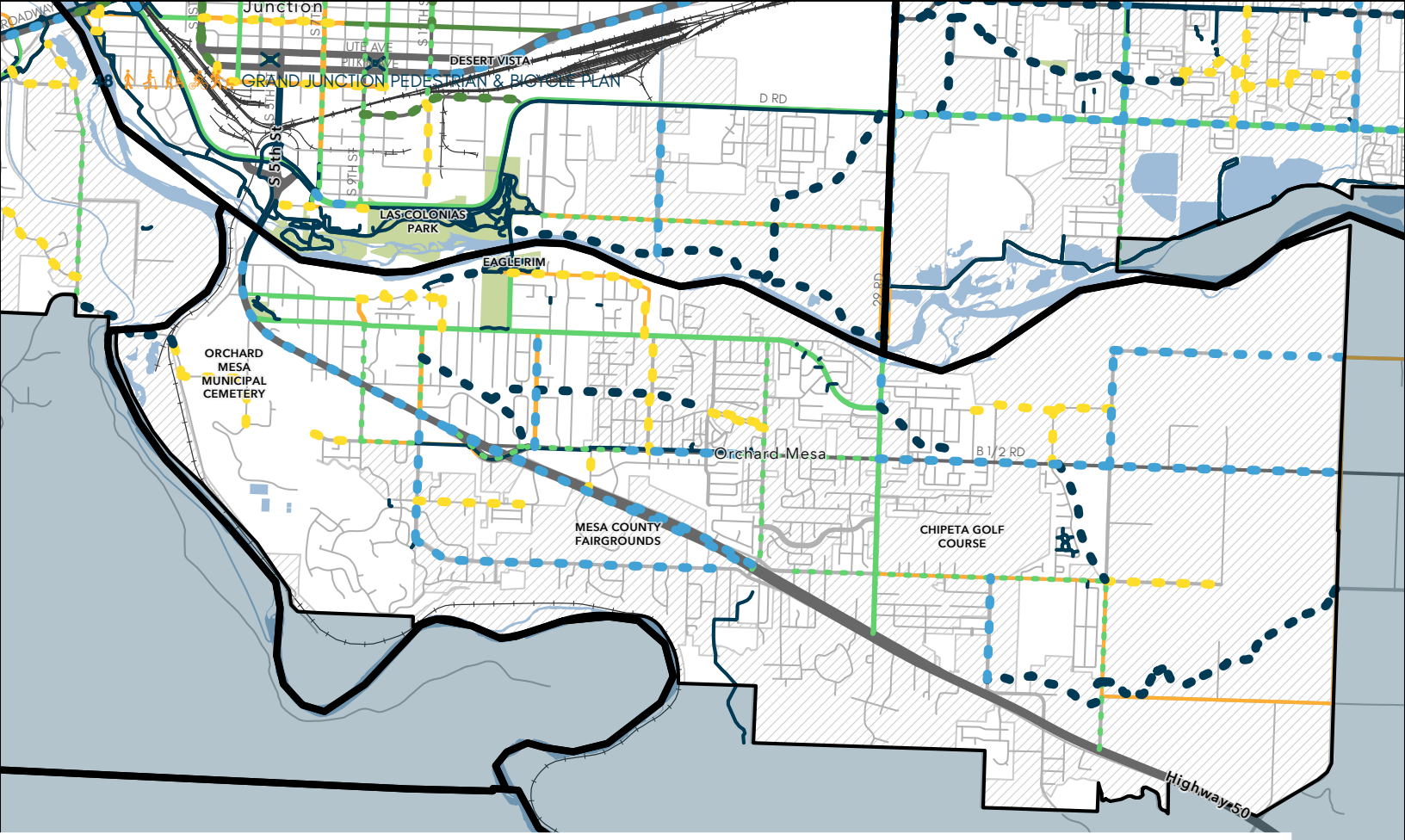
| Corridor Name | Extent (From) | Extent (To) | Length (Miles) | Recommended Facility Type |
|---|---|---|---|---|
| 24 RD/REDLANDS PKWY | PATTERSON RD | PARKWAY RAMP | 0.41 | T OR CT OR PBL |
| 26 RD | KELLY DR | PATTERSON RD | 1.78 | BL |
| INDUSTRIAL BLVD | 24 1/2 RD | 25 RD | 0.50 | BB |
| PATTERSON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

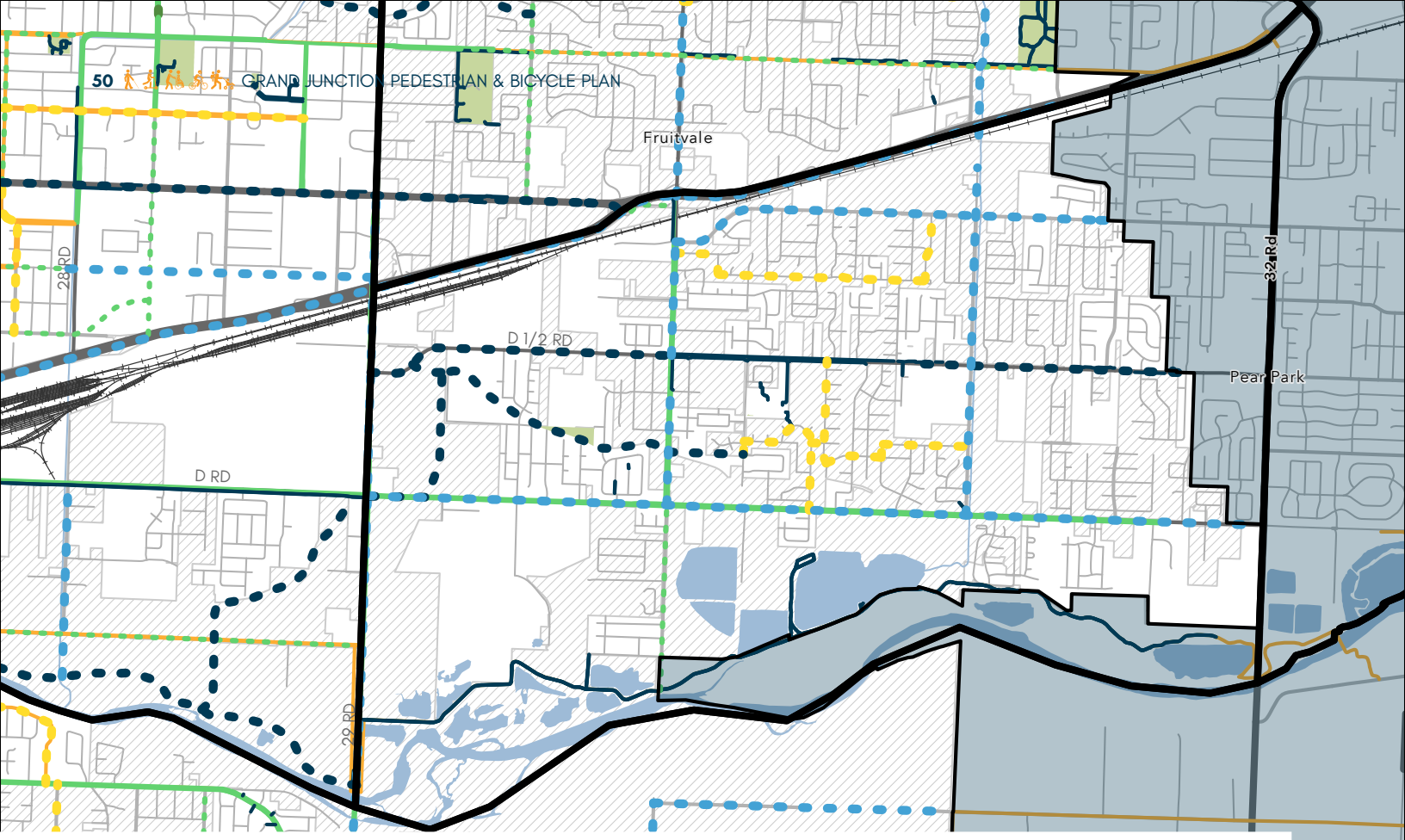
| | | | | |
|---|---|---|---|---|
| HWY 50 | GRAND MESA AVE | 28 1/2 RD | 3.50 | T or CT or PBL |
| HWY 50 RAMP | HWY 50 | B 1/2 RD | 0.35 | BL |
| LINDEN AVE | C RD | B 1/2 RD | 0.50 | BL |
| OXFORD AVE | ARLINGTON DR | 28 1/2 RD | 0.49 | BB |
| PINON ST | SANTA CLARA AVE | C RD | 0.13 | BB |
| S REDLANDS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

# Pear Park

## High Priority

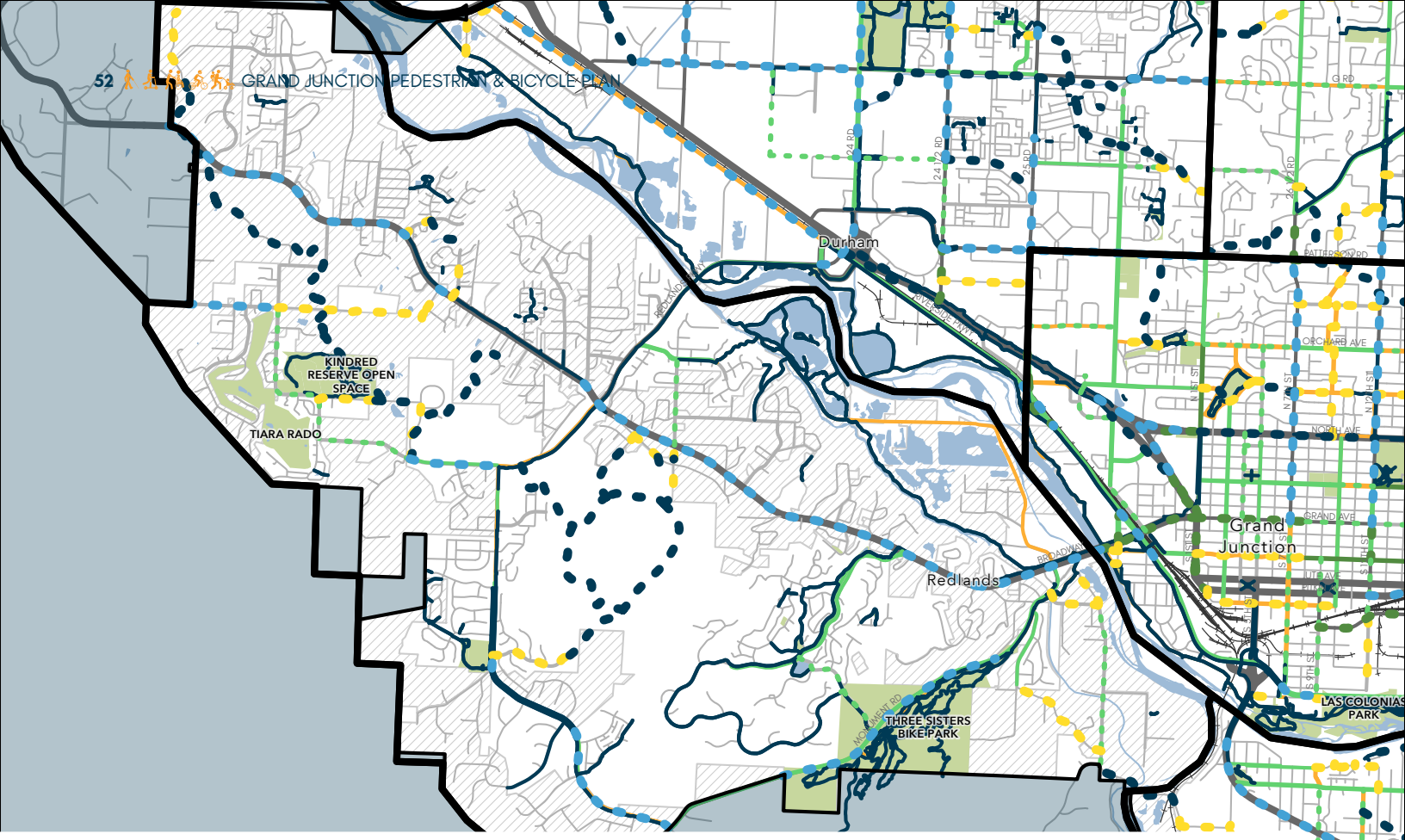
| Corridor Name | Extent (From) | Extent (To) | Length (Miles) | Recommended Facility Type |
|---|---|---|---|---|
| 29 RD | E NORTH AVE | RIVER BEND LN | 2.16 | T or CT or PBL |
| 30 RD | F RD | I70 BL | 0.97 | T or CT or PBL |
| FUTURE ATC TRAIL | F RD E OF 31 RD | RAIL ROAD S OF I70 FRONTAGE RD | 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 |




**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**

# 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 | |

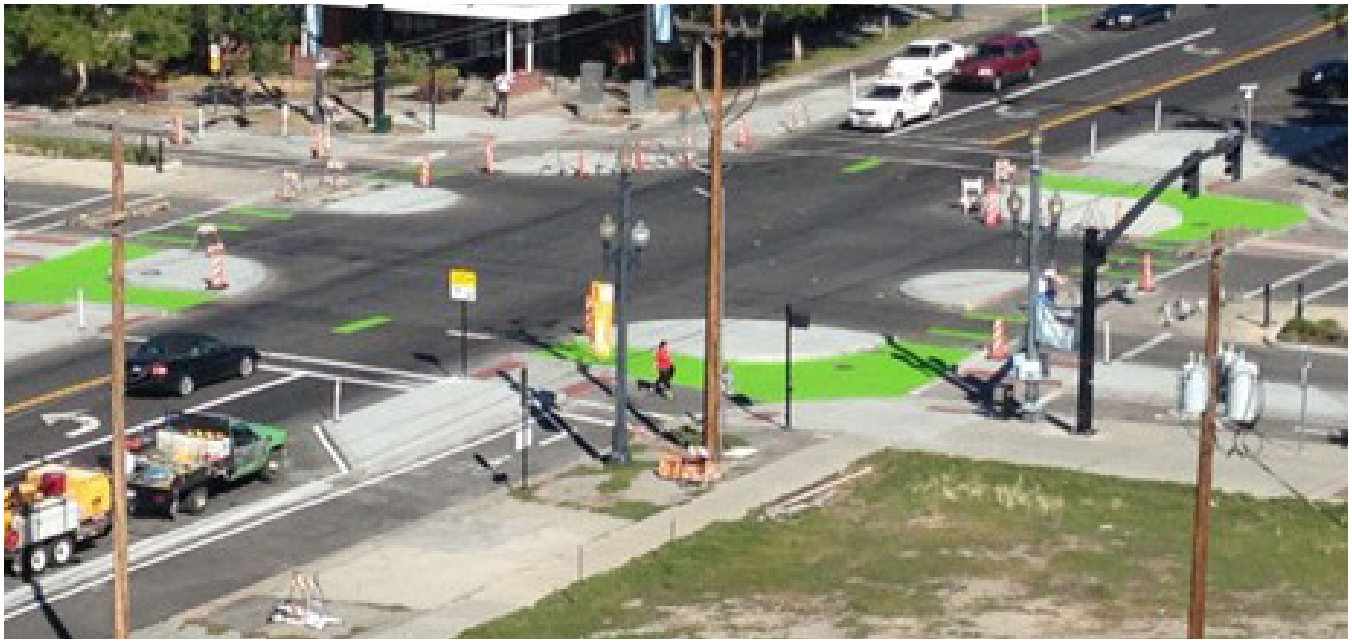


**FIGURE 20: PROTECTED INTERSECTION** SOURCE: NHRP

## 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."

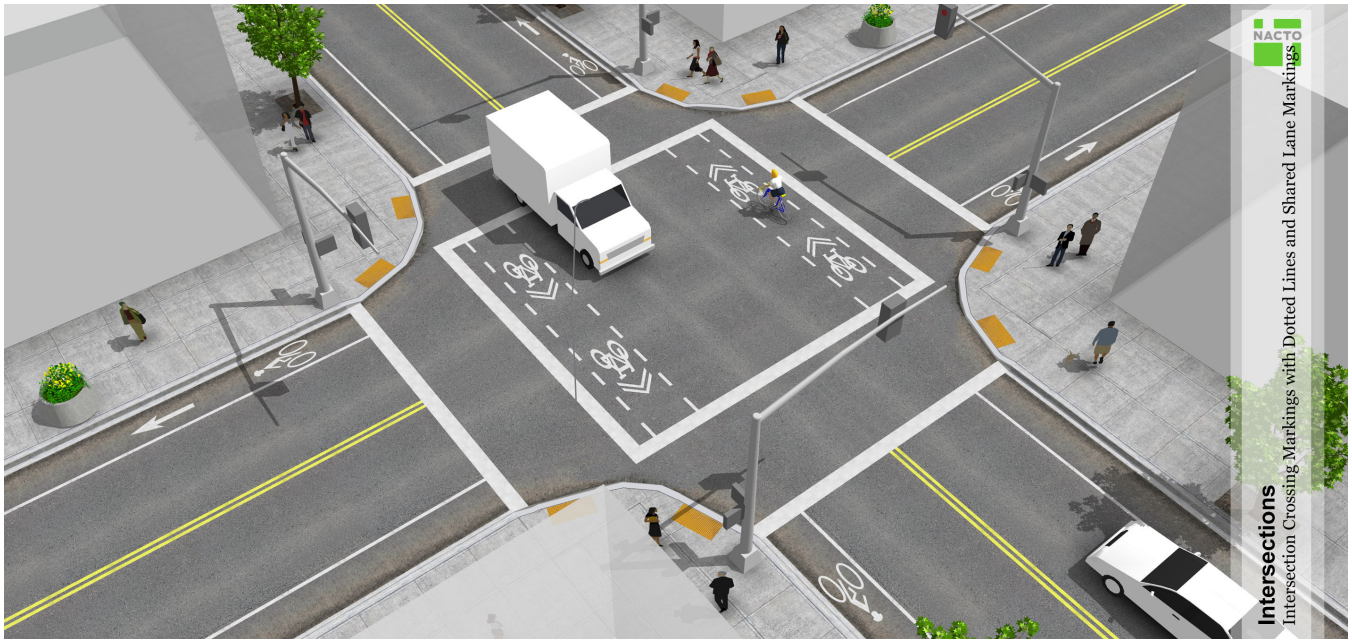



**FIGURE 21: DEDICATED INTERSECTION** SOURCE: NACTO

## 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."

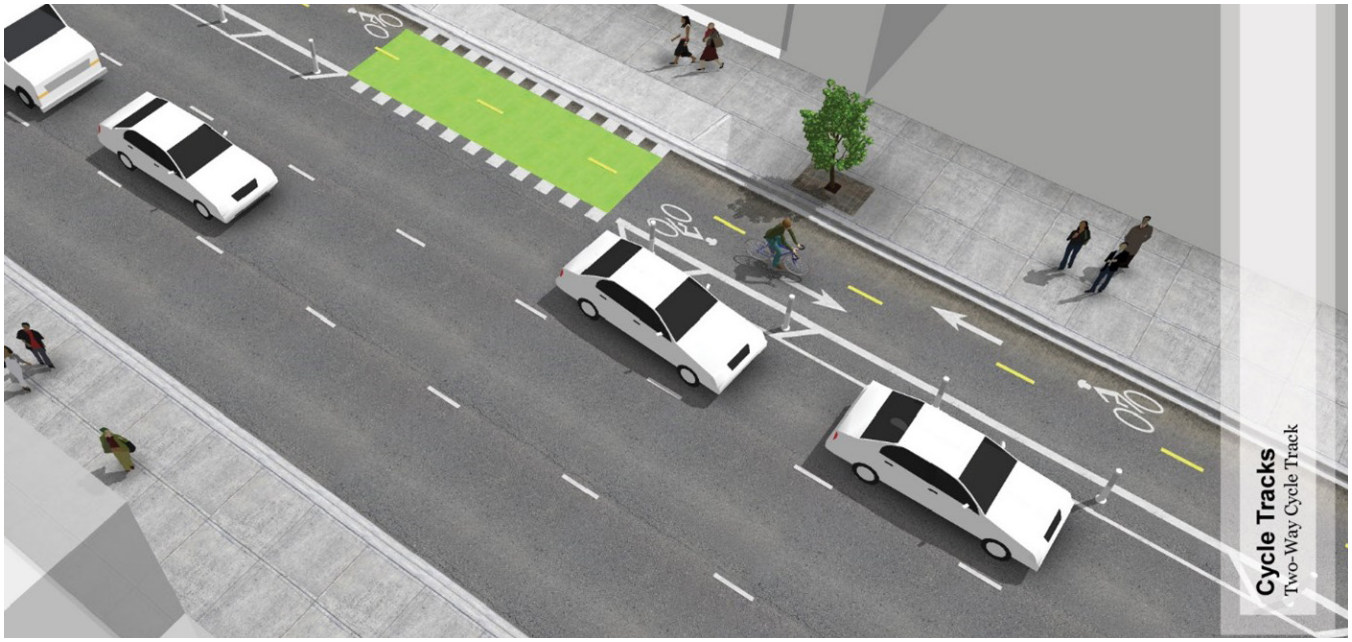



**FIGURE 22: MINOR BICYCLE CROSSING** SOURCE: NACTO

## 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.

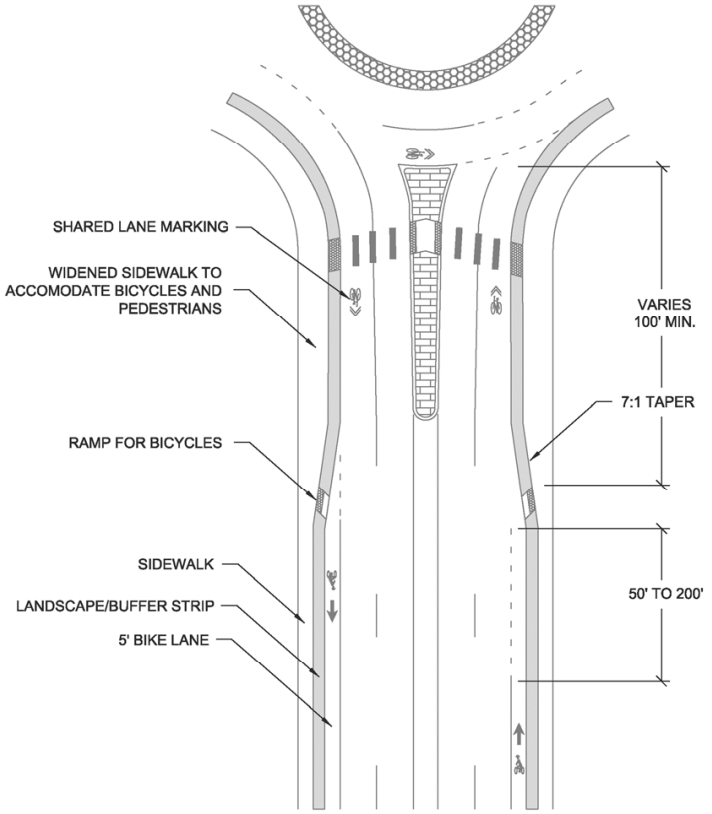



Figure 14-28 Multi-lane Roundabout

14-45

**FIGURE 23: BIKE CROSSING AT ROUNDABOUT** SOURCE: CDOT




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

## Bike Boulevard 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:

**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.

**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.

**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.

**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.

**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**: Beyond situations outlined in Section 2B.54 of the Manual for Uniform Traffic Control Devices (MUTCD) to consider a No Turn on Red sign, this prohibition should also be considered at intersections with streets where a multiuse trail is present 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 treatment strategies. **Figure 28** shows a recessed



FIGURE 28: RECESSED STOP BAR

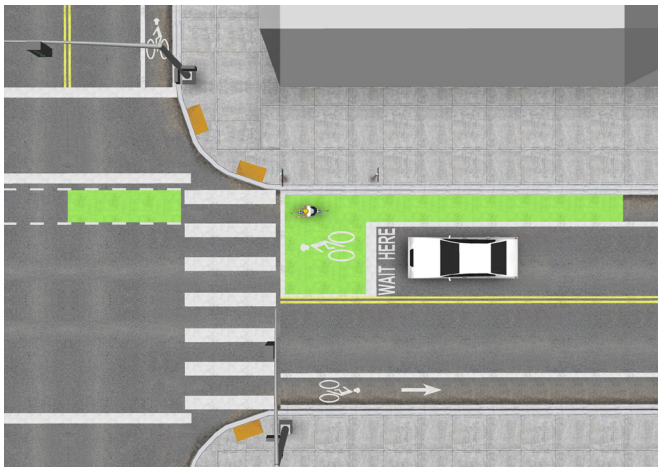



FIGURE 29: BIKE BOX AT INTERSECTION

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.

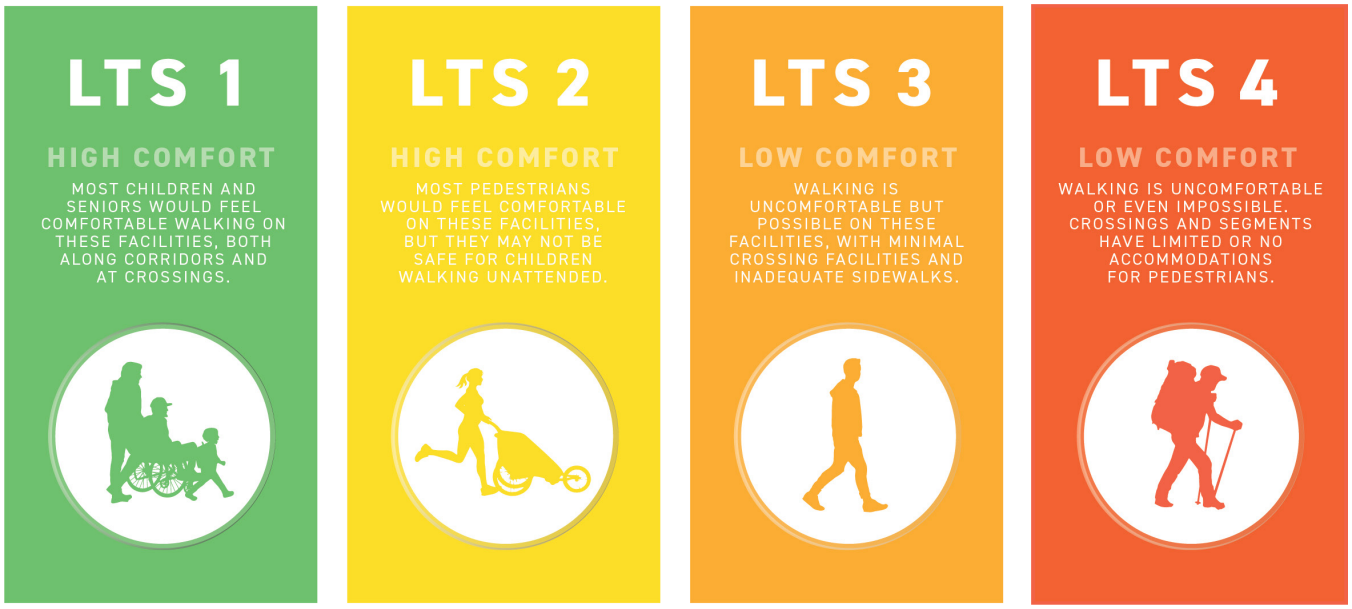
This plan sets the goal for all streets in Grand Junction to provide high comfort locations for people to walk. Given there are hundreds of miles of streets in Grand Junction, the initial focus should be on completing sidewalks and trails on the Active Transportation Corridors, many of which are arterial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

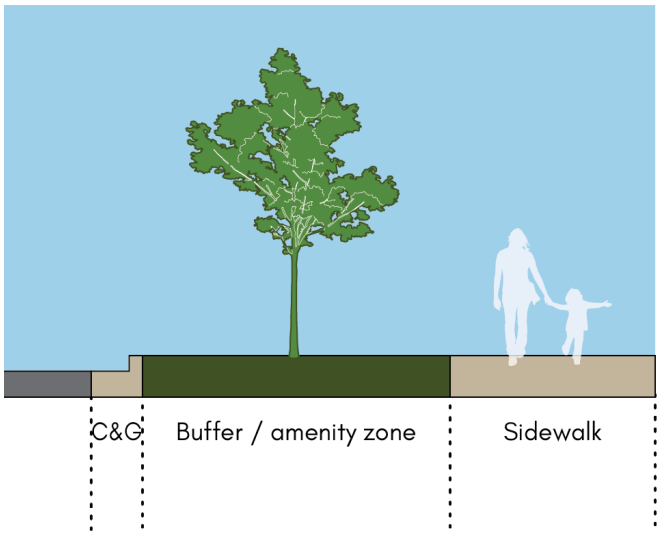



**TABLE 4: SIDEWALK FACILITY RECOMMENDATIONS TO ACHIEVE LTS 2 OR BETTER GIVEN STREET CHARACTERISTICS**

| | | 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.

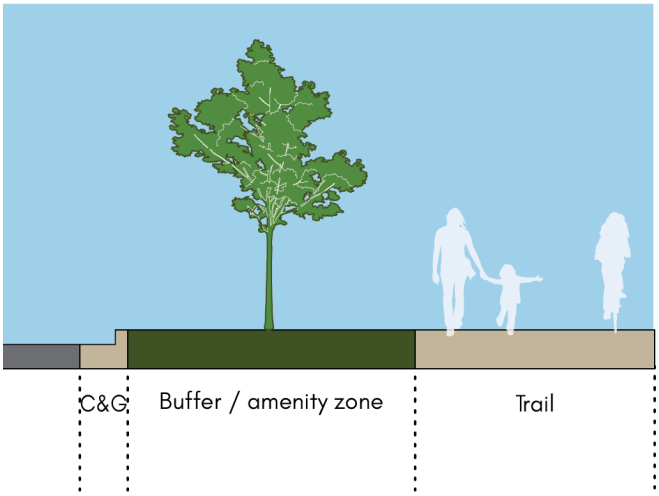
On local streets in existing residential neighborhoods where there is no sidewalk, an LTS 2 has been assigned when speed limits are 25 mph or less and volumes average less than 1,000 vehicles per day. These streets are the lowest priority to improve with sidewalk facilities unless they are part of a 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 bicyclists 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

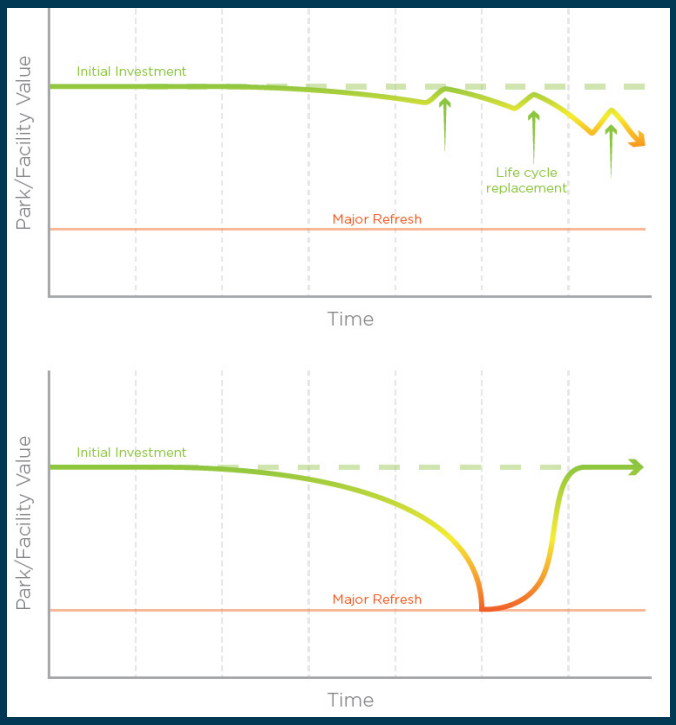
Programs will work in tandem with the build-out of the pedestrian and bicycle networks in Grand Junction to further support people walking, rolling, and biking. Programs to maintain new facilities, provide pedestrian and bicycle amenities, create Safe Routes to School, reduce commute trips, and improve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

### SOURCING FUNDS

Total annual maintenance cost estimates per mile vary greatly across communities, based on the type of facility (e.g., width, surface, structural design), as well as context-sensitive characteristics, such as the types of vegetation, amenities included, and number of annual users. The City of Grand Junction should continue to 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%).

Many funding sources could be used for construction and maintenance. The city can explore these and more:

- 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 RAISE Grants, Recreational Trails Program Funding, Transportation Alternatives Program (TAP)
- Federal Safe Streets for All (SS4A) grants
- Highway Safety Improvement Program, National Highway Performance Program, FASTER Safety Grants
- City Capital Improvement fund (sales tax)
- City General Fund (sales tax)

**OBJECTIVE Q4**

**Utilize existing and pursue new funding sources support construction and maintenance of the expanded system.**

## Pedestrian & Bicycle Amenities

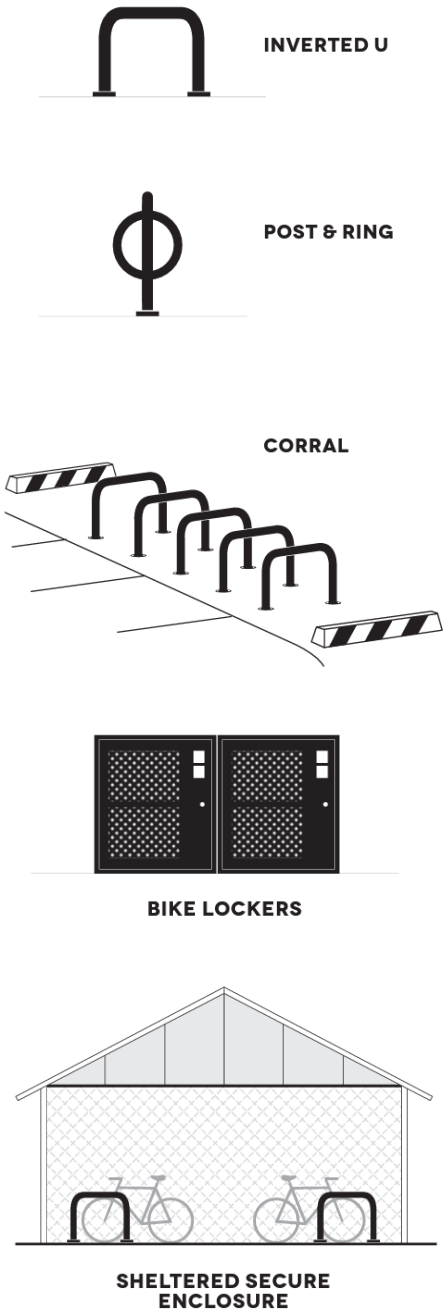
The following section outlines guidance for pedestrian and bicycle amenities for the city to incorporate alongside installation of new sidewalks, trails, and bikeways. With any corridor upgrade, the city should consider how to improve the overall streetscape to create a more pleasant environment for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

### 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 37** are preferred.

**FIGURE 36: TYPES OF APBP-COMPLIANT PARKING**




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.

**FIGURE 37: BIKE PARKING IN GRAND JUNCTION**



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.

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.

**OBJECTIVE M1**

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

**OBJECTIVE M2**

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



**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 M3**

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

**OBJECTIVE M4**

**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.**




**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.**

### SHARED MICROMOBILITY

In 2022, the City released a Referral for Proposals to solicit shared micromobility (e.g., bike and scooter share) to evaluate the effectiveness of this mode of transportation on first- and last-mile connections and modal shifts. The 18-month pilot study is slated to start 2023.

Scooters and bike share have been successfully deployed in several Front Range communities including Fort Collins, Boulder, Colorado Springs, Denver, and Longmont. 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.

The city will use geofencing and micromobility corrals and will 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 encourage development to provide additional bike parking. Should the micromobility pilot be successful, property owners may choose to provide device parking, in coordination with micromobility vendors.

The street standards could be updated to include a buffer/amenity zone in new sidewalks in core areas of the city which could 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 42).**

**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.

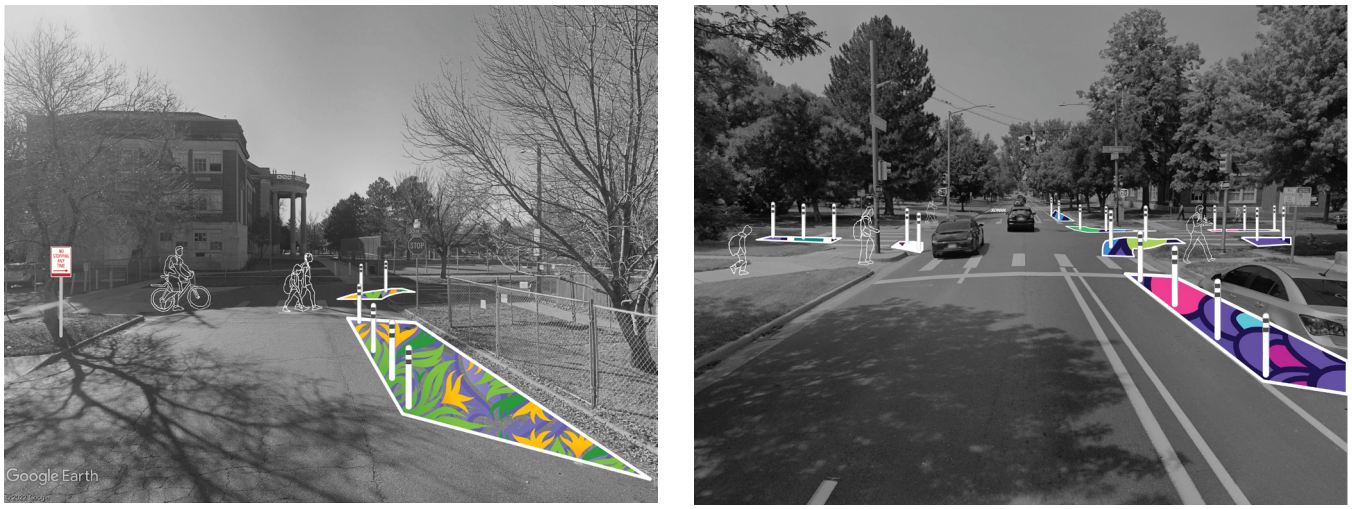



FIGURE 42: EXAMPLE OF TRAFFIC CALMING NEAR SCHOOLS

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 staff position(s) to assist in public education, 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.
- City staff 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 by city departments as they perform street construction projects and routine maintenance. The policies can also be used to guide the private sector in new development or redevelopment projects. Adopting policy(ies) may assist in ensuring 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 Active Transportation Corridors and corridors identified on the Active Transportation High Injury Network (**Figure 14, Appendix A**) to mitigate conflict points between vehicles and pedestrians and bicyclists. Potential access management strategies typically include redirecting access to side-streets and alleys, consolidating driveways among single and adjacent property owners, and adding medians.

**OBJECTIVE S8**

**Improve the North Avenue access management policy in alignment with national best practices and consider expanding to all the Active Transportation "High Injury Network" 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

Pedestrian and bicycle accommodation in work zones is already a federal standard defined in the Manual on Uniform Traffic Control Devices, and the city currently has a work zone policy consistent with federal standards.

The city should strengthen compliance with the work zone 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 means accommodating people walking and biking with a temporary walkway and bikeway adjacent to the work zone (**Figure 43**), or at minimum signing alternate detour routes on either end of the construction zone. The city could consider more active enforcement of current work zone policy along the Active Transportation Corridors.

**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.**




**FIGURE 43: EXAMPLE OF COVERED WALKWAY AT CONSTRUCTION SITE**

## Constructing Active Transportation Facilities

Consistent with current Municipal Code, when an Active Transportation Corridor (ATC) is shown as part of a Collector or Arterial street, the city should continue to plan for and construct the facility. If an ATC is along a local street within a development, a developer should continue to construct deficient or missing facilities, unless other funding sources are secured. The city should continue its current policy for new development to construct an ATC within or adjacent to the site, unless other funding sources are secured. Additionally, bicycle parking should be provided at commercial and multifamily residential locations.

**OBJECTIVE Q6**

**Continue the current policy where planned Active Transportation Corridors that run through or adjacent to a site be constructed as part of the development.**

**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.**

## 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.

The city's existing Subdivision Standards already require connectivity to "Promote pedestrian uses, bicycling, and transportation modes other than private automobile." This connectivity standard should remain, as creating a connection between two otherwise unconnected streets/neighborhoods can greatly decrease the trip lengths for people walking, rolling, and bicycling, as conveyed in **Figure 44**.

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.

The City's current maximum block length of 1200 linear feet is established in the Transportation Engineering Design Standards (TEDS) for vehicular access. The City should consider pedestrian and bicycle connections at an interval closer to 600 feet, which is the distance data indicates is a more comfortable block length for pedestrians to navigate. A "Connectivity Index" could also be used.

**OBJECTIVE C4**

**Connectivity can be defined by a "connectivity index," the ratio of pedestrian and bicycle connections to blocks (or intersections). Consider reducing the maximum distance between pedestrian and bicycle connections to be less than the existing maximum block length for vehicular access of 1200 linear feet.**

## 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. The city should explore incentives-based measures, such as updating its Transportation Impact Study guidelines (Chapter 29.08.200 of the Municipal Code) to encourage TDM strategies, into which major developments could opt, specifically to support walking and biking. These could include constructing Active Transportation Corridors, bike facilities, showers, car share, or other support for bike commuters. Incentive-based measures may weigh some TDM measures over others.

**OBJECTIVE M12**

**Explore incentives-based Transportation Demand Management (TDM) measures, into which major developments could opt, to provide support for walking and biking. These could include constructing Active Transportation Corridors, bike facilities, showers, car share, or other 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 identifies parking minimums for different land uses. Reducing or, in some cases, relieving all parking requirements is a strategy which may better align with the community's goals of mobility and affordability, as well as reduce one of the highest costs associated with new development. Other parking strategies that warrant further study include:

- **Fee-in-lieu**: Fee-in-lieu allows a developer the choice to pay a fee into a municipal fund instead of providing on-site parking spaces required per Municipal Code. This policy is especially effective for small parcels where redevelopment may be less viable due to parking requirements. This fee can assist in financing 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 to better align with the community's goals; reducing development costs associated with excessive parking to allow for innovations, flexibility, and greater affordability.**

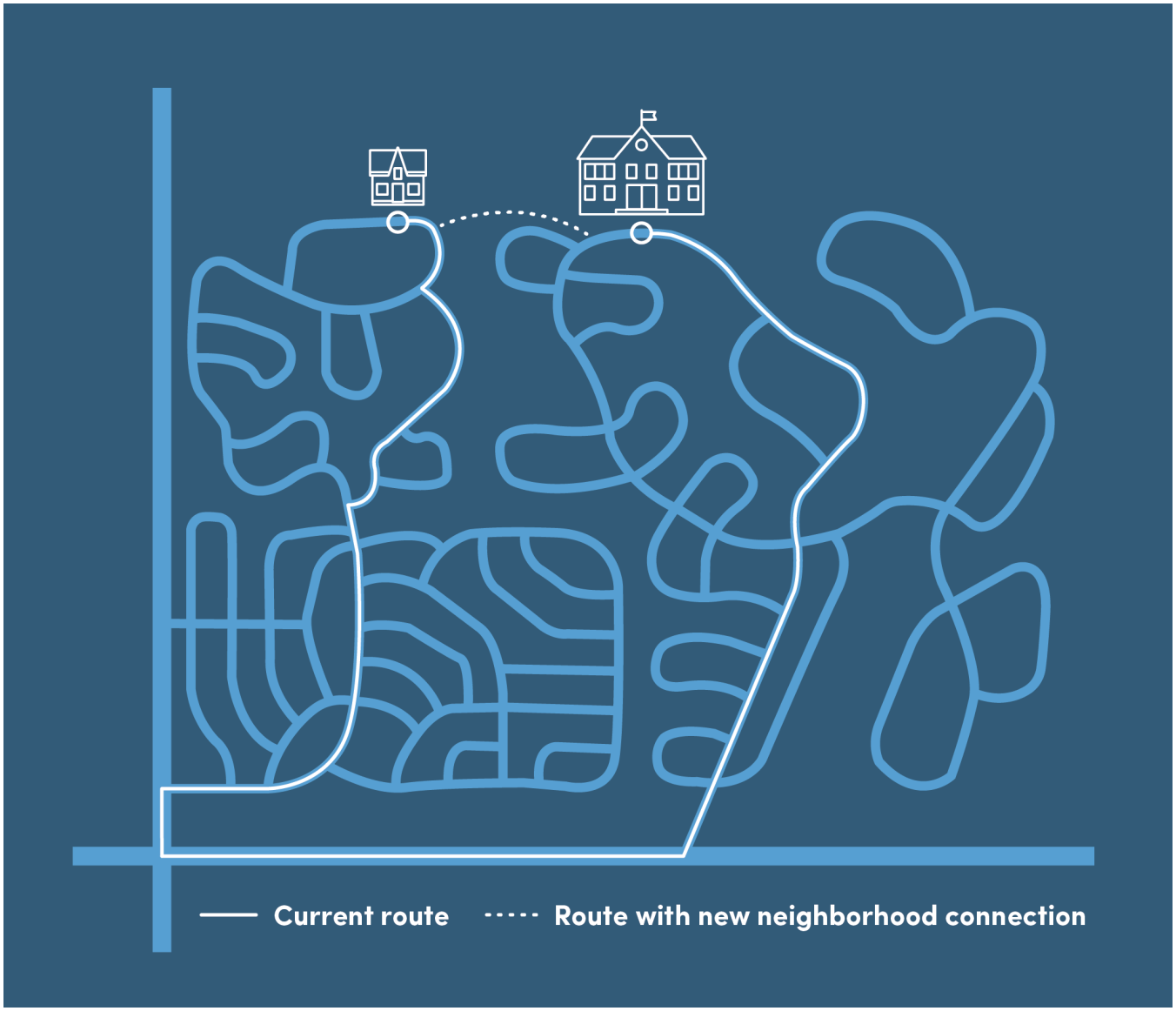



FIGURE 44: CONCEPTUAL DISPLAY OF INCREASE IN CONNECTIVITY WITH BICYCLE/PEDESTRIAN CUT-THRU

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 46**), and second, of the highest priority existing sidewalks to upgrade or rehabilitate to meet ADA requirements and standards defined in this plan (**Figure 47**).

**FIGURE 45: ORDER IN WHICH TO PRIORITIZE SIDEWALK PROJECTS**



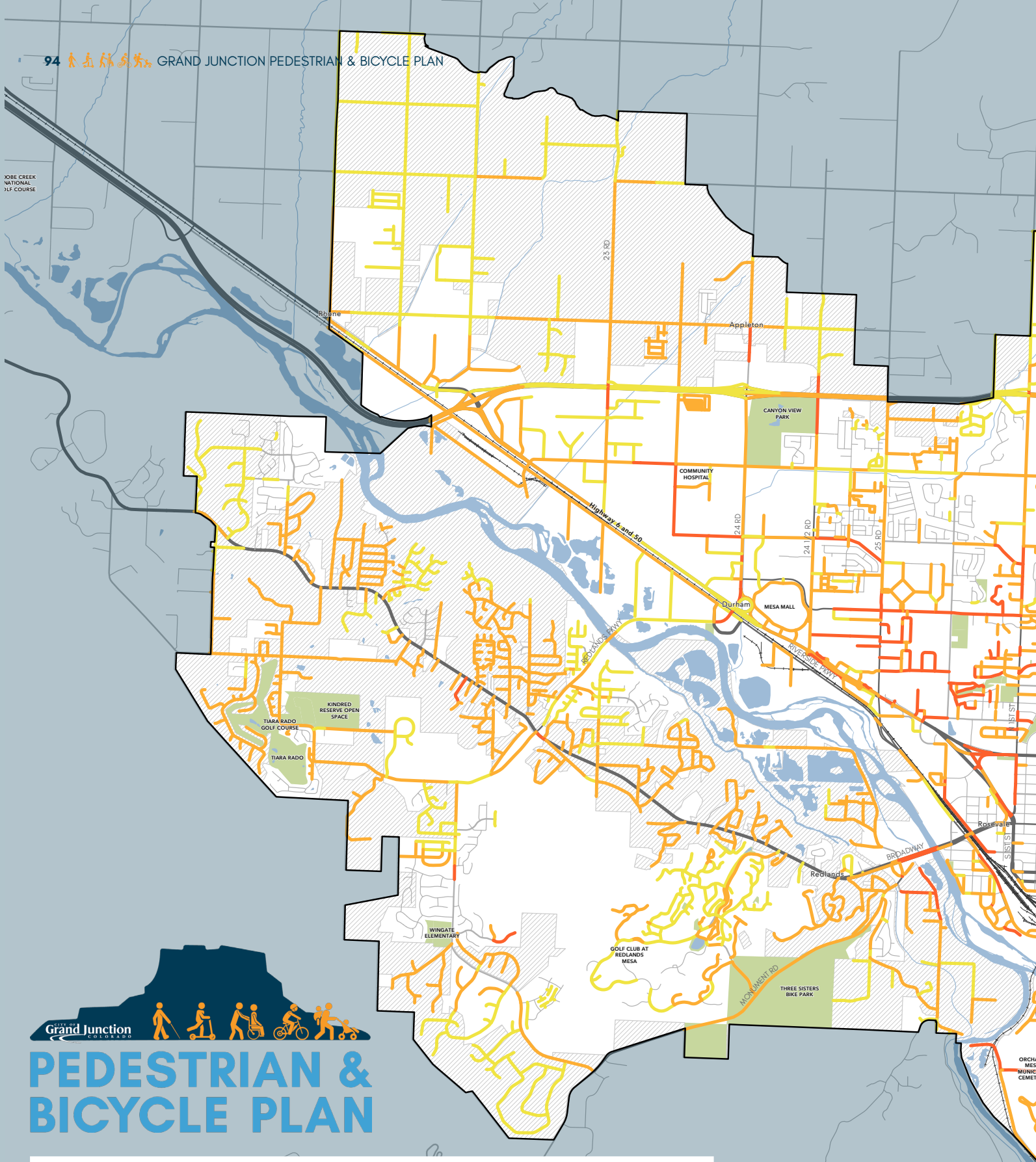

As shown in **Figure 45**, the City should first complete missing sidewalks shown in **Figure 46**, then perform priority sidewalk retrofits shown in **Figure 47** as needed. It should be noted that due to data availability, **Figure 47** shows all existing sidewalks, irrespective of sidewalk quality 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 45**, 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 46** 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

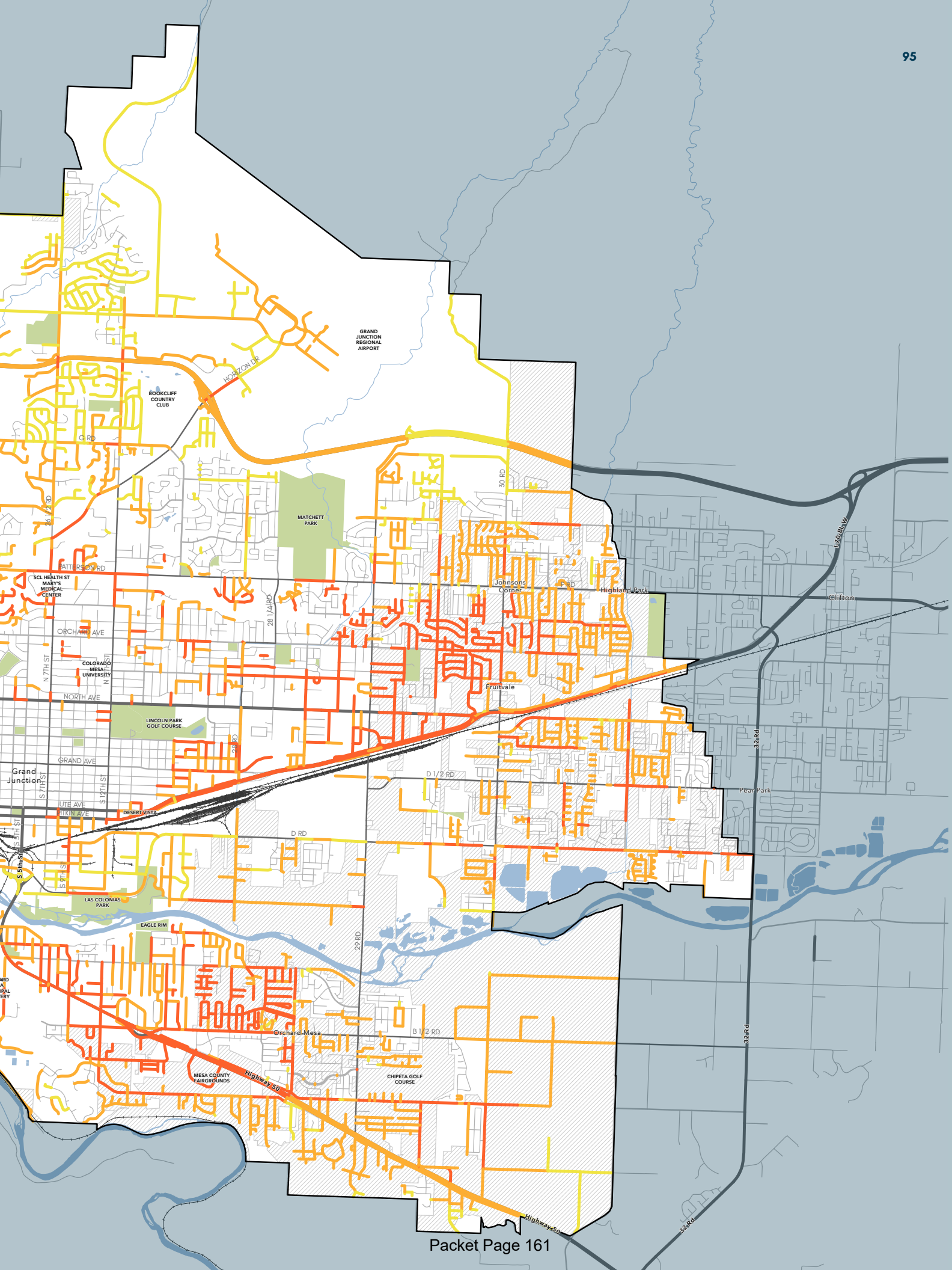
**Street Classification**

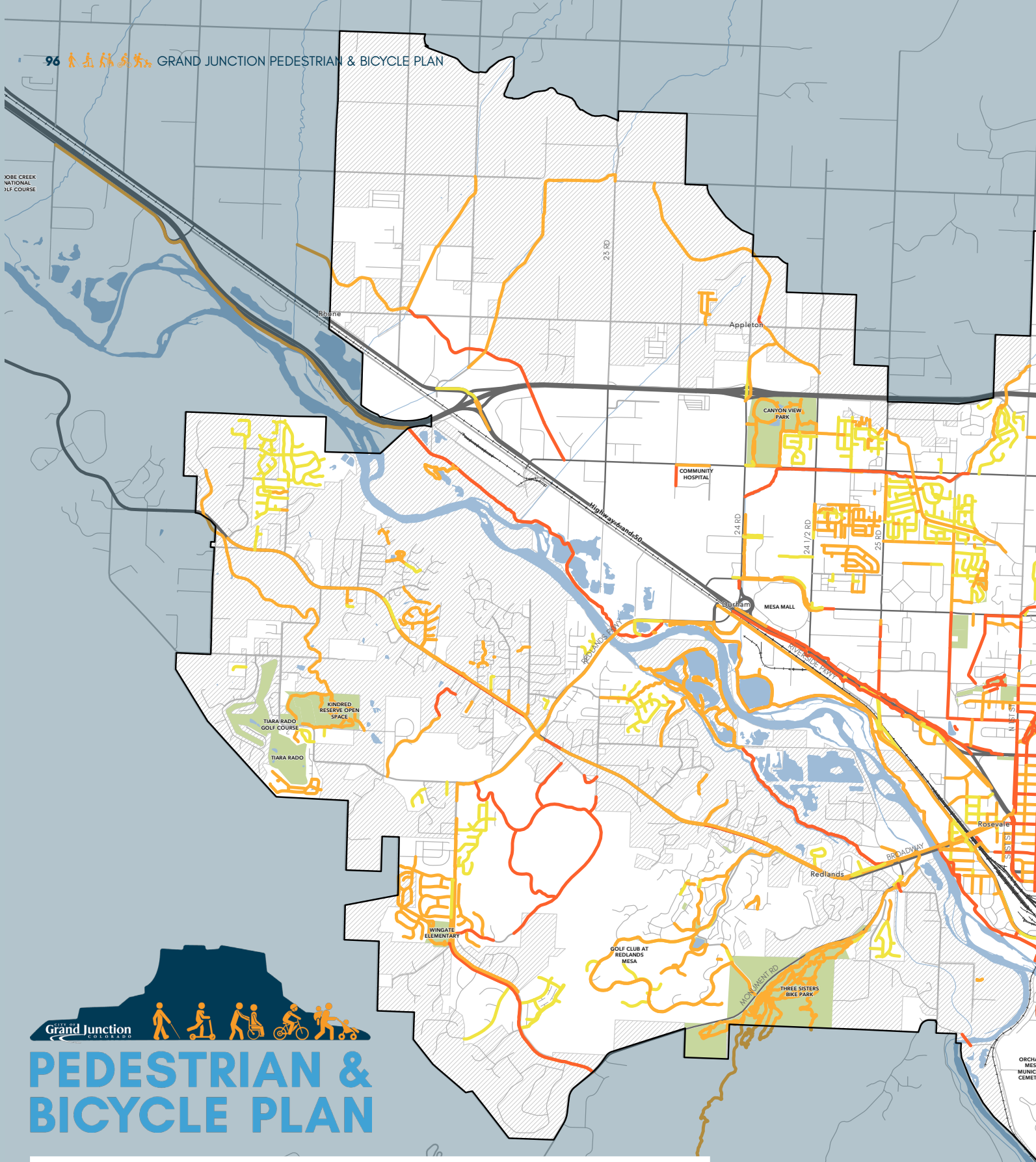
- Local
- Collector
- Arterial
- Highway

**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
I-70 Bus W
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
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
Highway 50
32 Rd




# PEDESTRIAN & BICYCLE PLAN

**LEGEND**

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

**Street Classification**

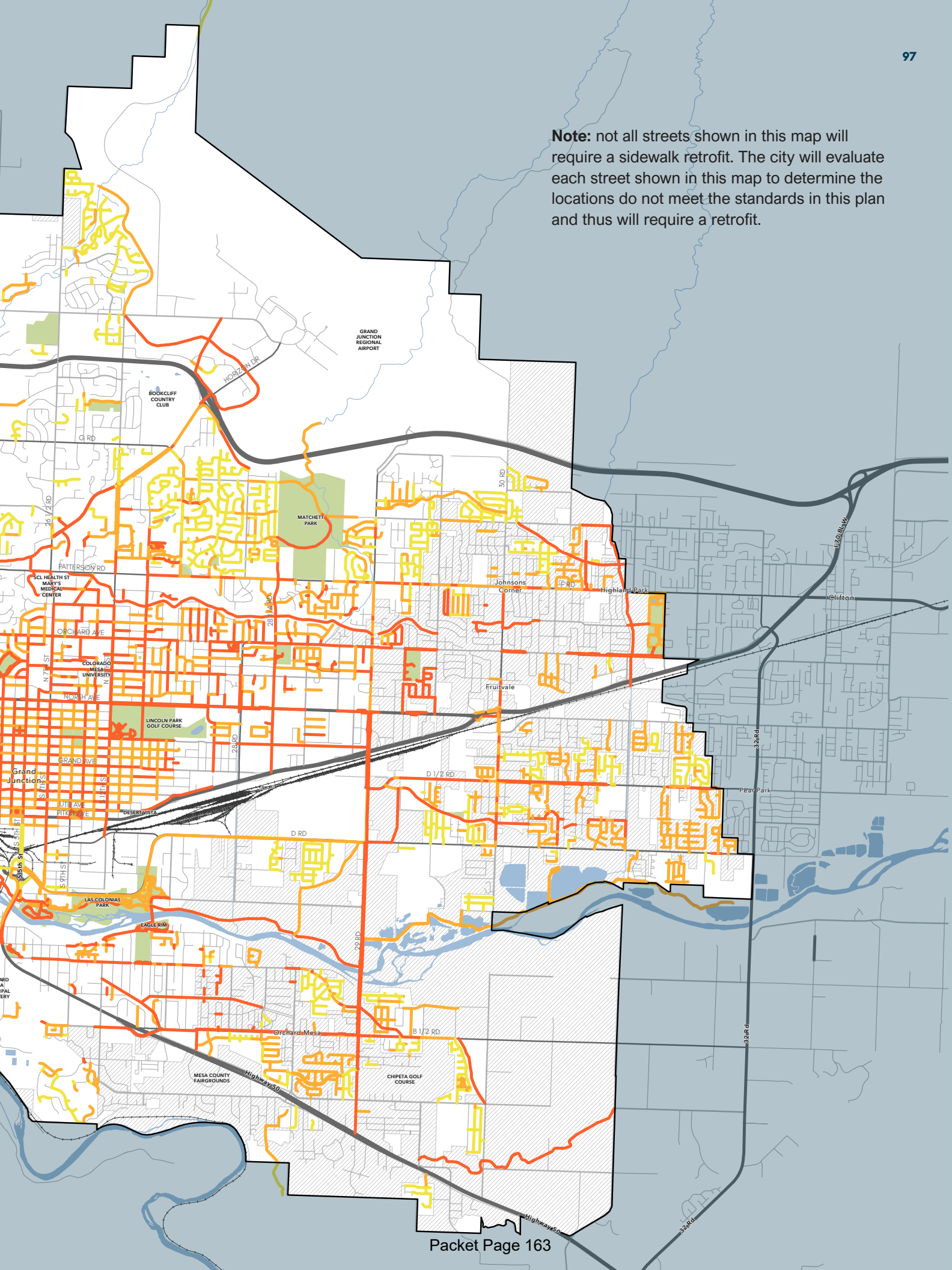
- Local
- Collector
- Arterial
- Highway

**Sidewalk Retrofit Priority**

- Low
- Medium
- High

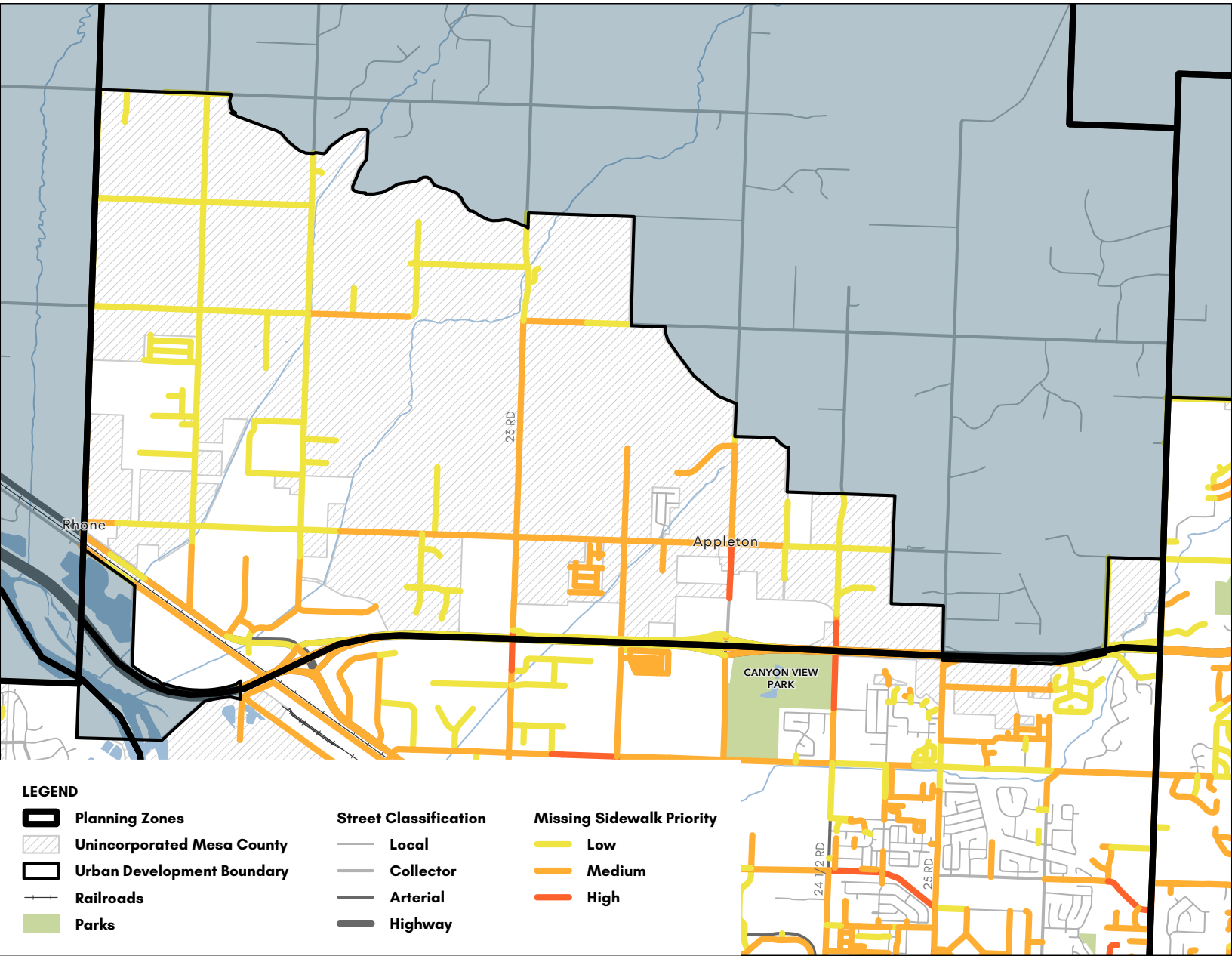
**FIGURE 47: SIDEWALK RETROFIT PROJECT PRIORITIZATION**

**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.



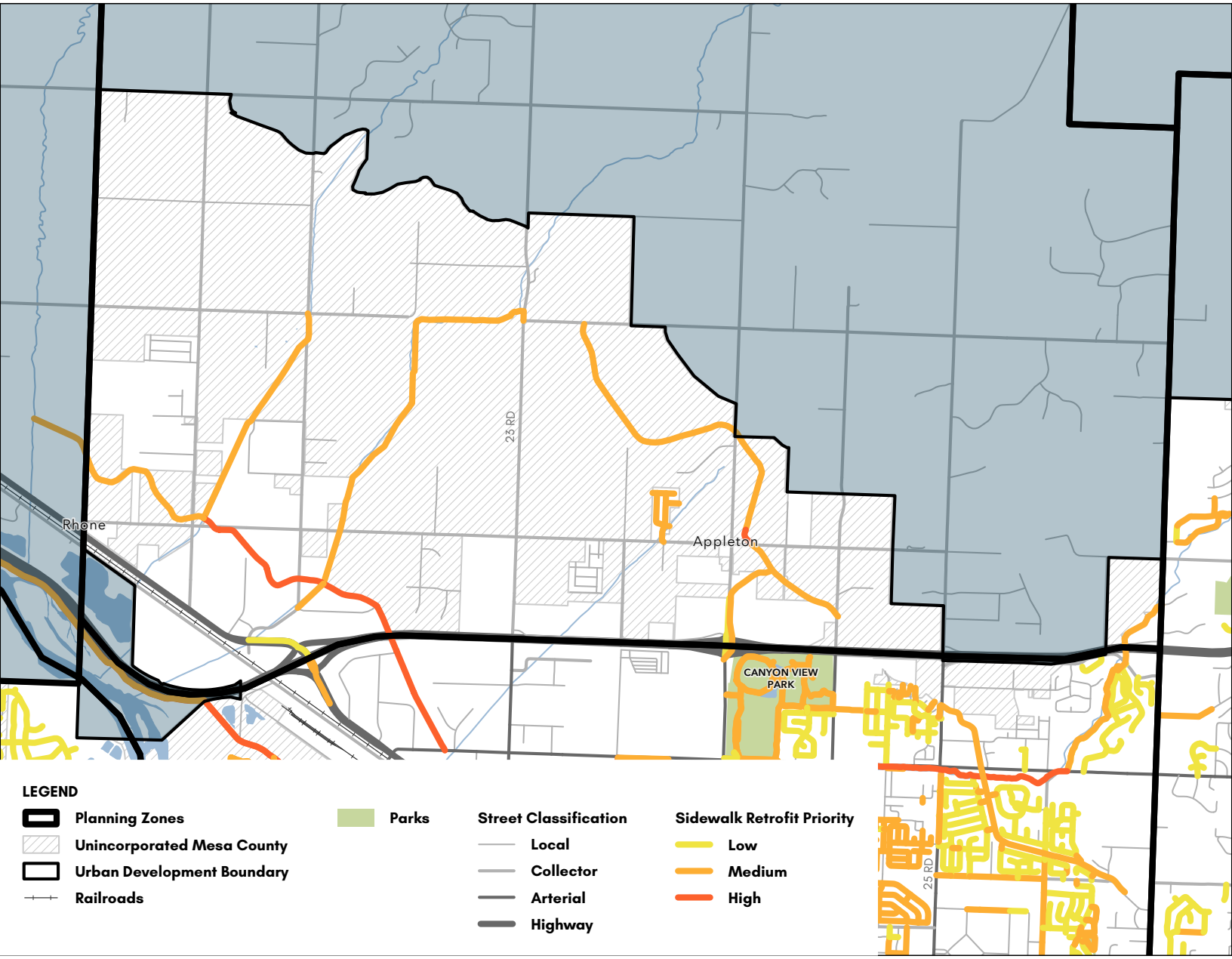
# Appleton

## Missing Sidewalk Prioritization



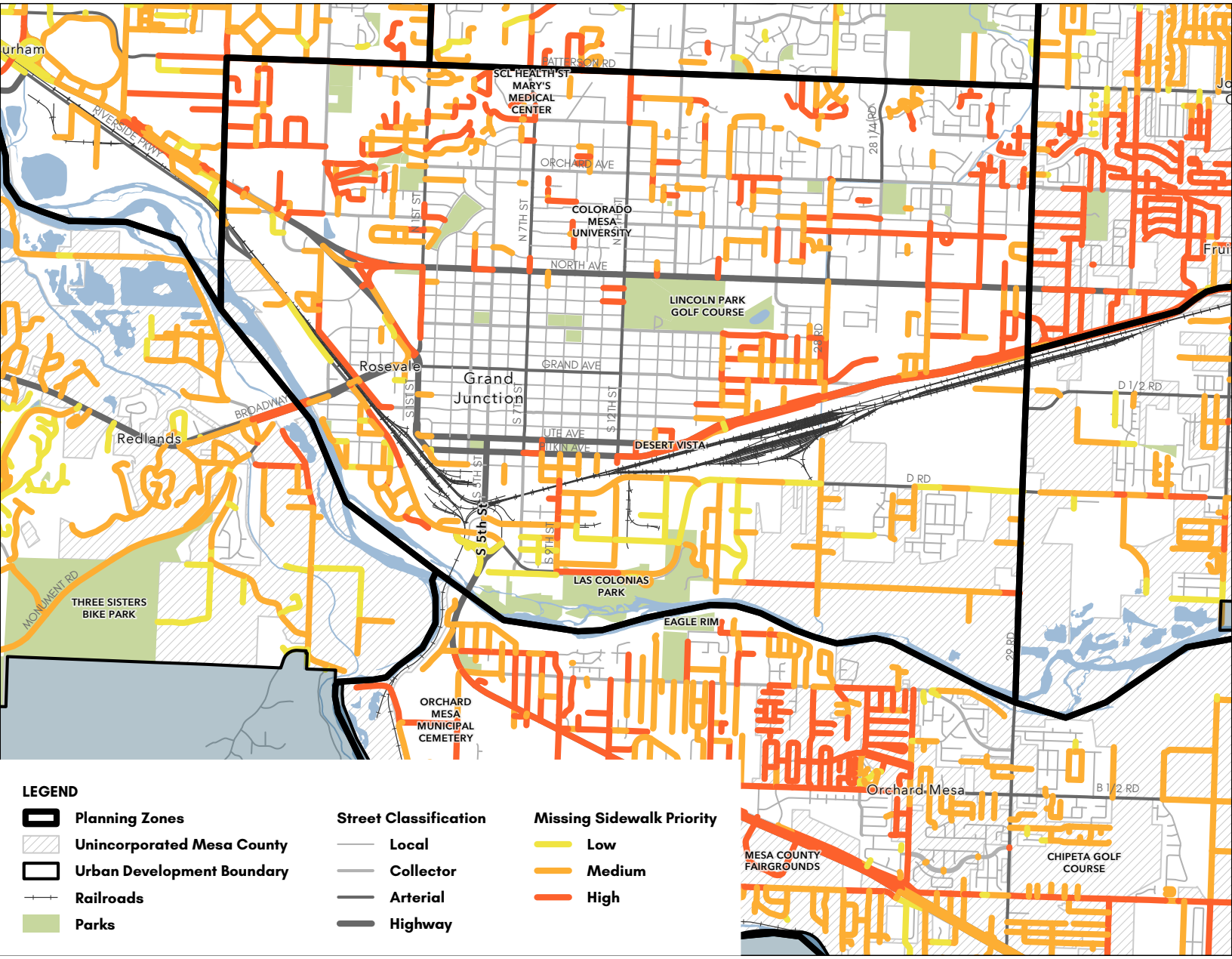
# Appleton

## Sidewalk Retrofit Prioritization



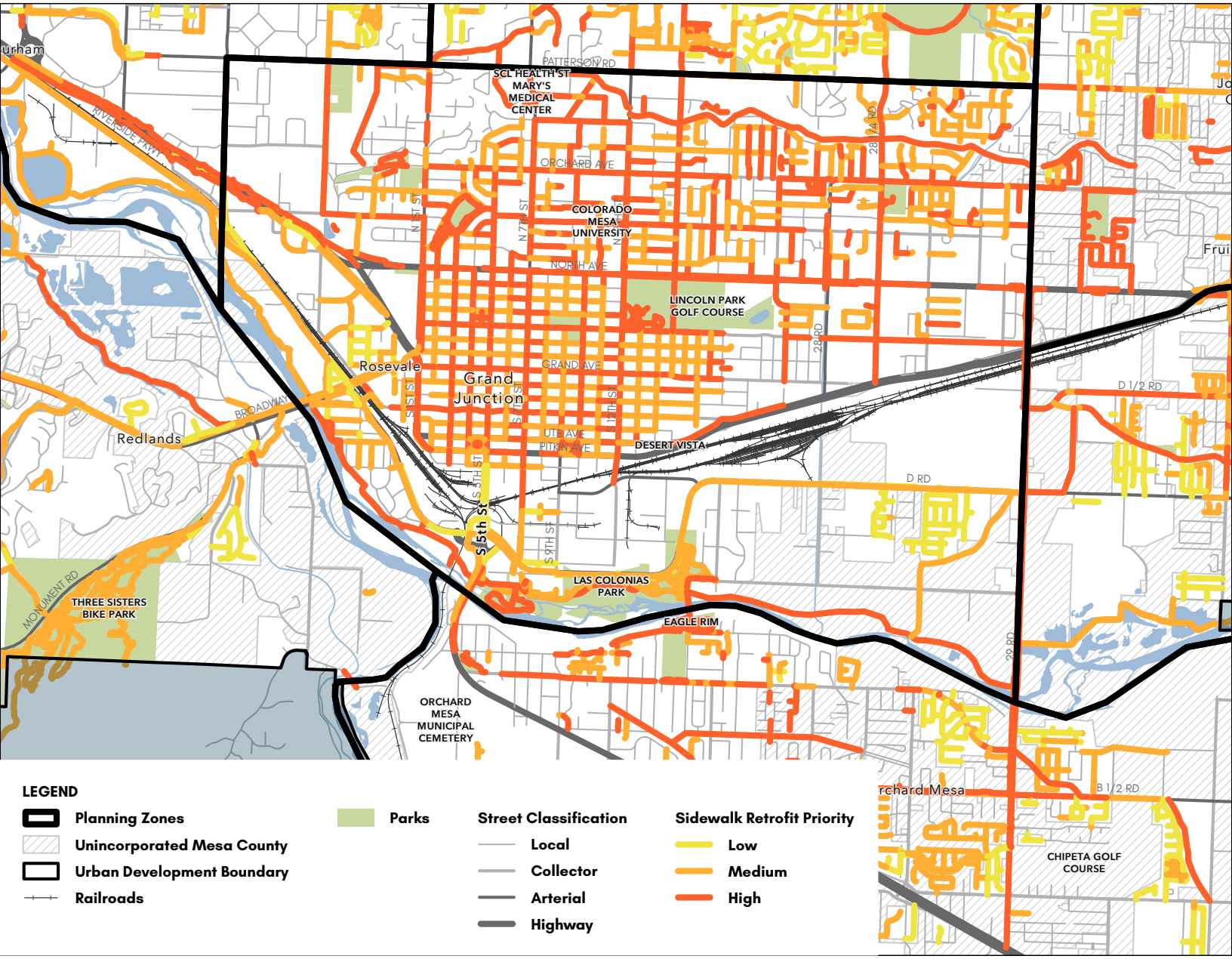
# City Center

## Missing Sidewalk Prioritization



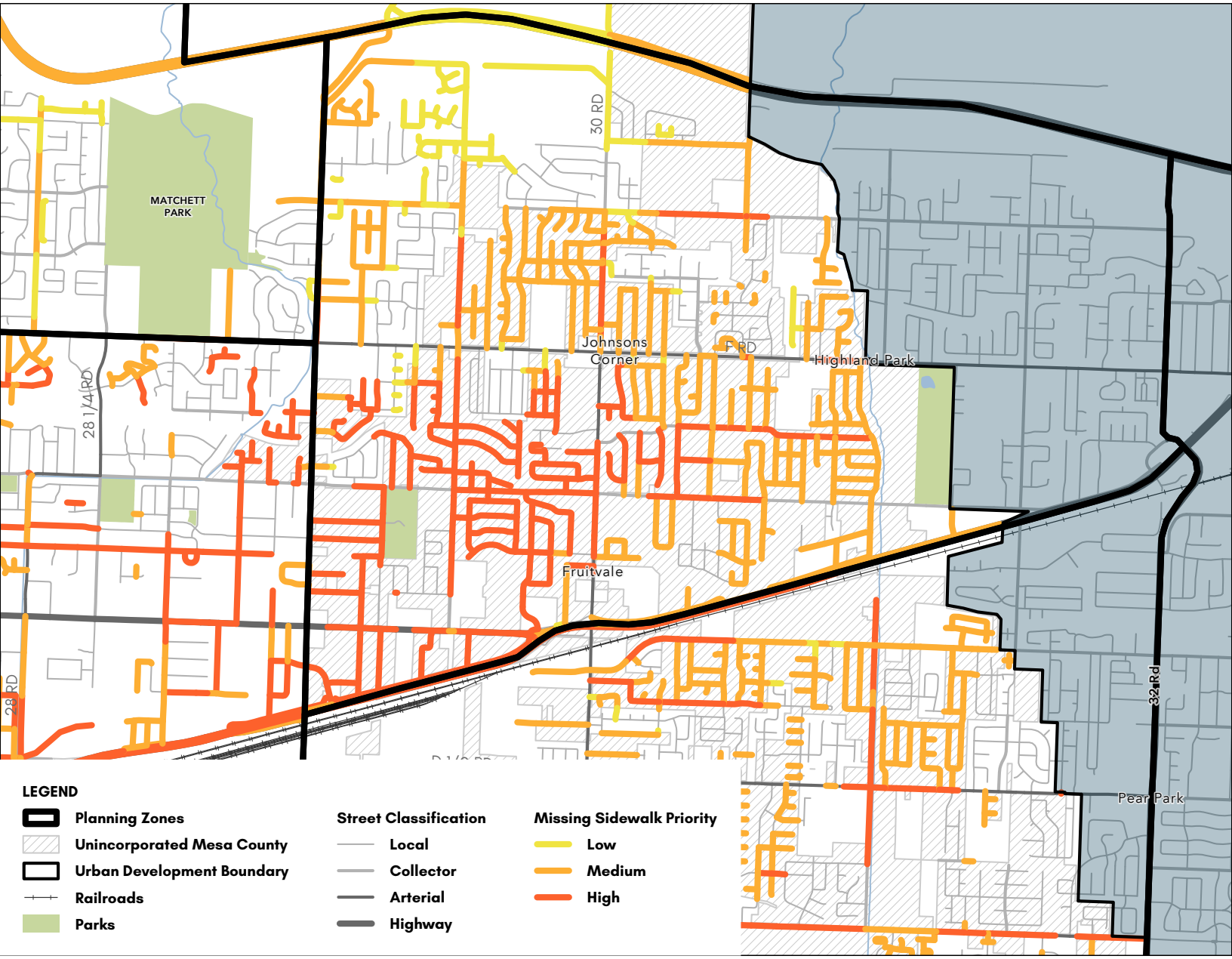
# City Center

## Sidewalk Retrofit Prioritization



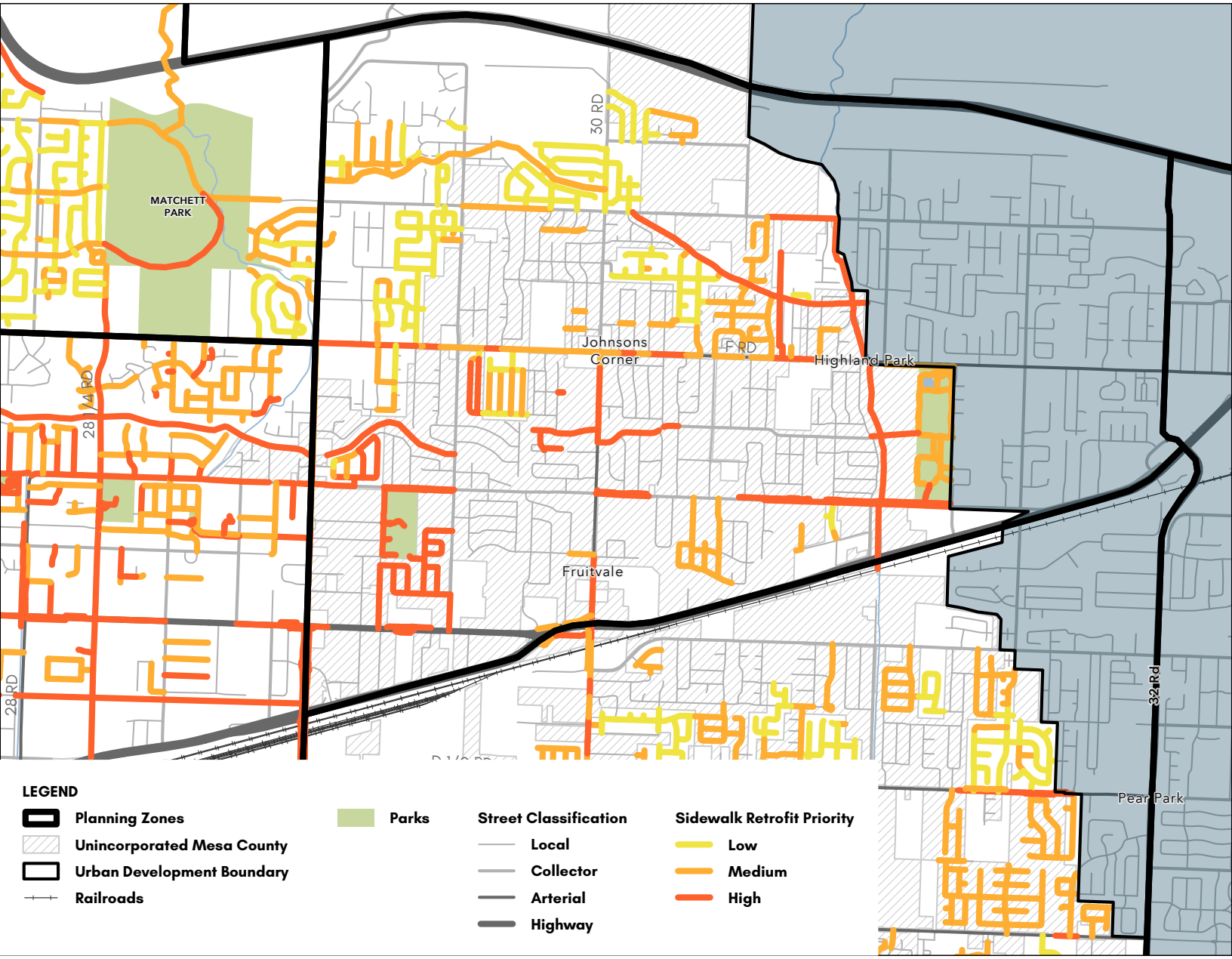
# Fruitvale

## Missing Sidewalk Prioritization



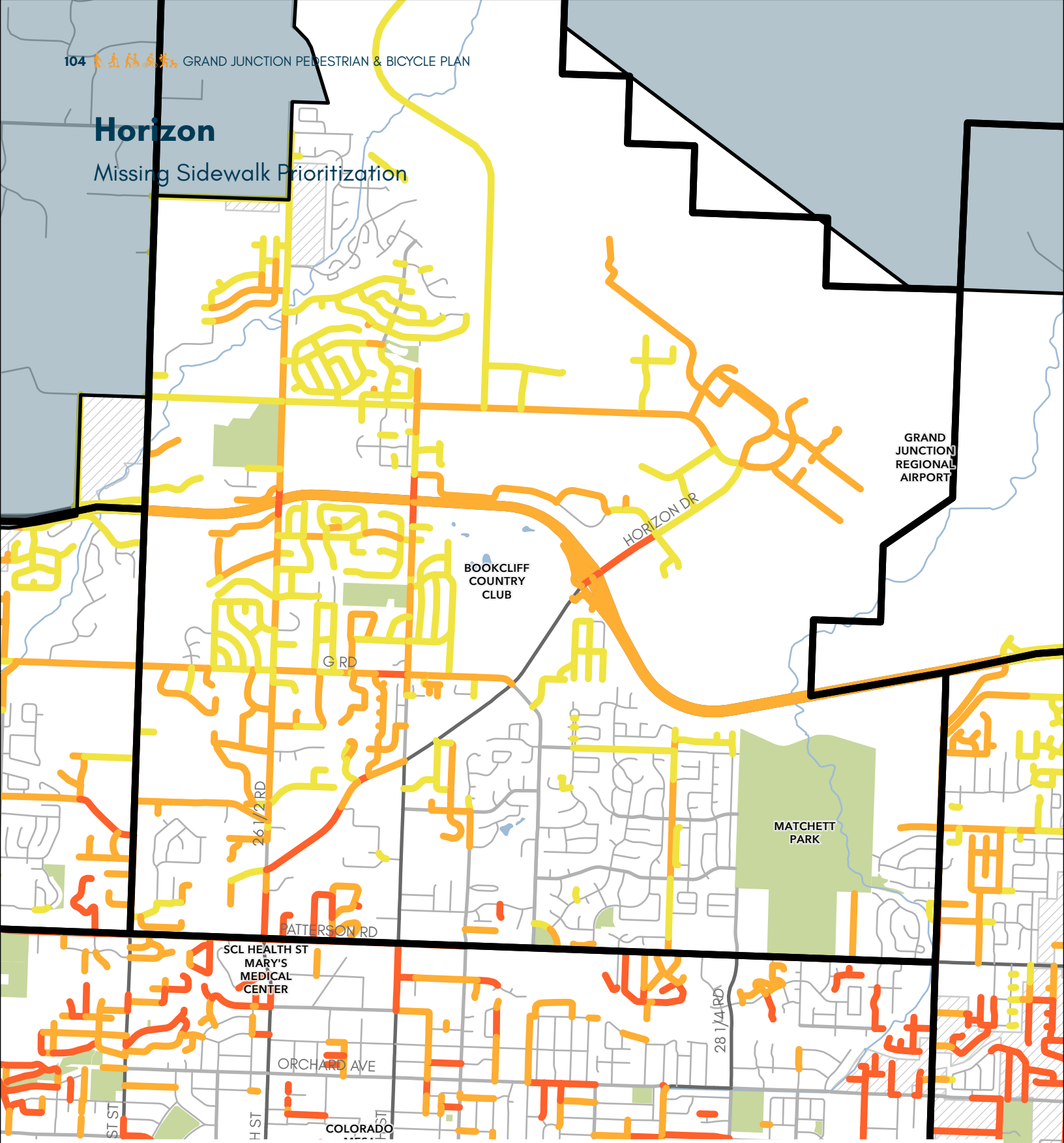
# Fruitvale

## Sidewalk Retrofit Prioritization



# Horizon

## Missing Sidewalk Prioritization




**LEGEND**

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

**Street Classification**

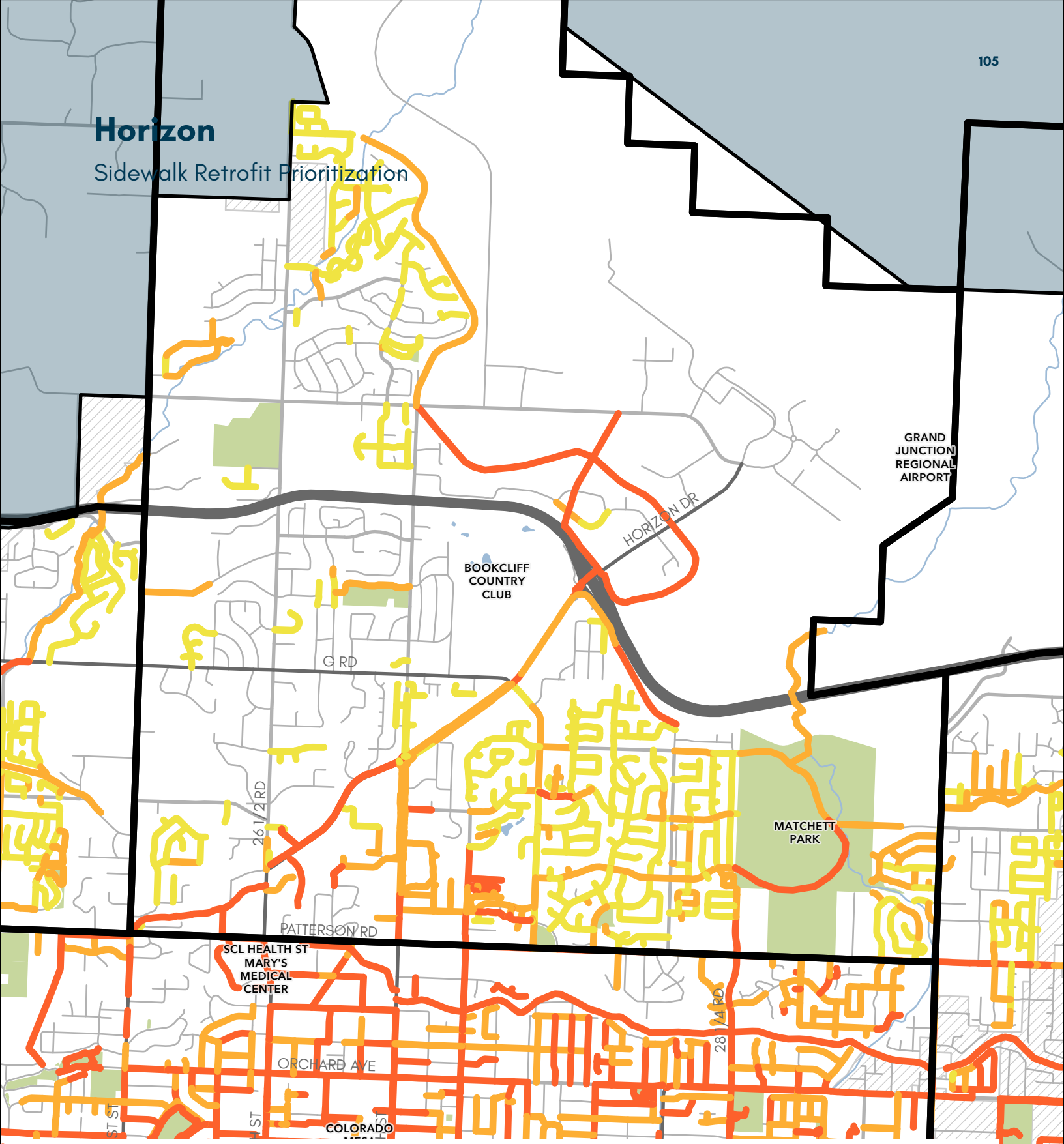
- **Local**
- **Collector**
- **Arterial**
- **Highway**

**Missing Sidewalk Priority**

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

# Horizon

Sidewalk Retrofit Prioritization




**LEGEND**

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

**Street Classification**

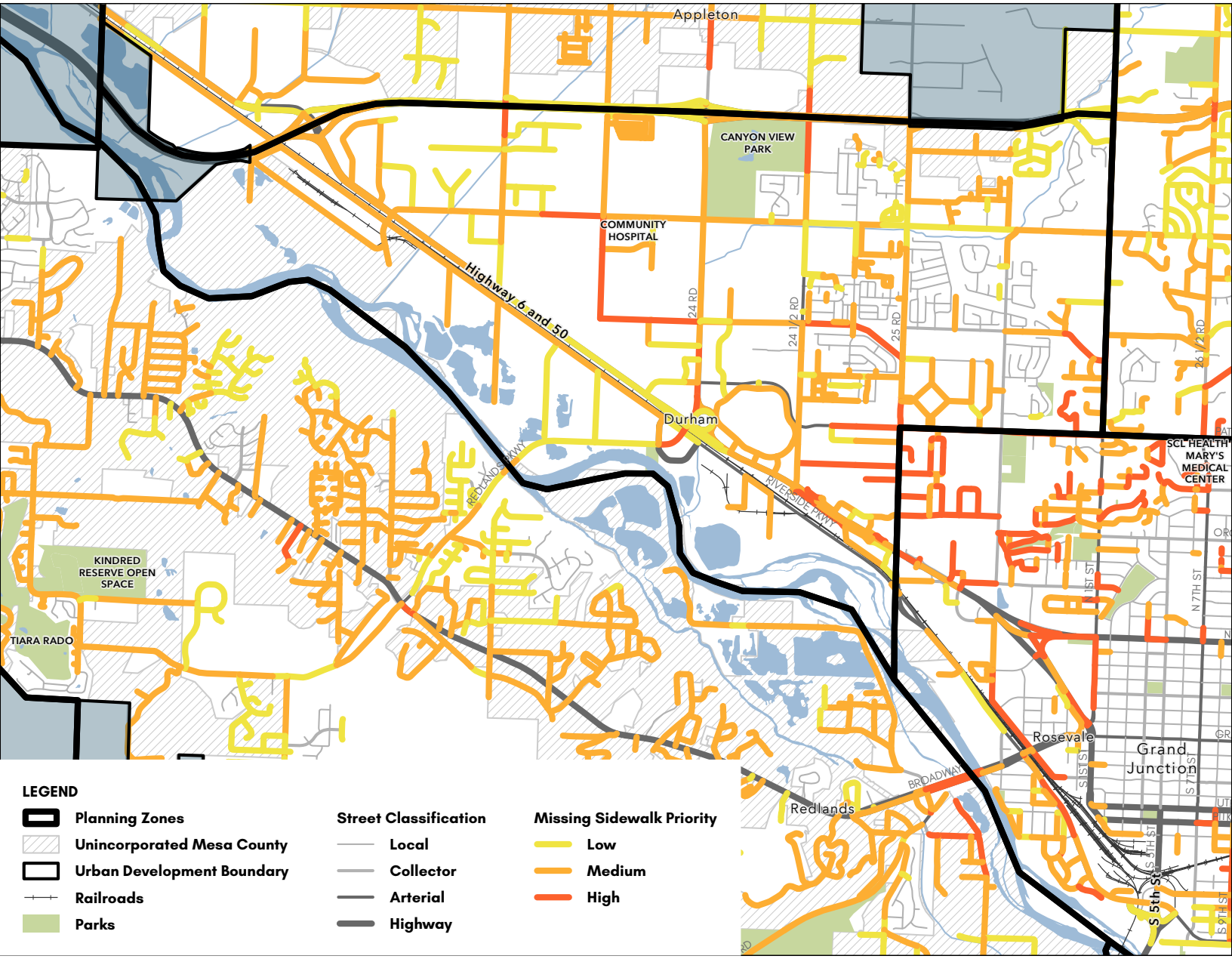
- **Local**
- **Collector**
- **Arterial**
- **Highway**

**Sidewalk Retrofit Priority**

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

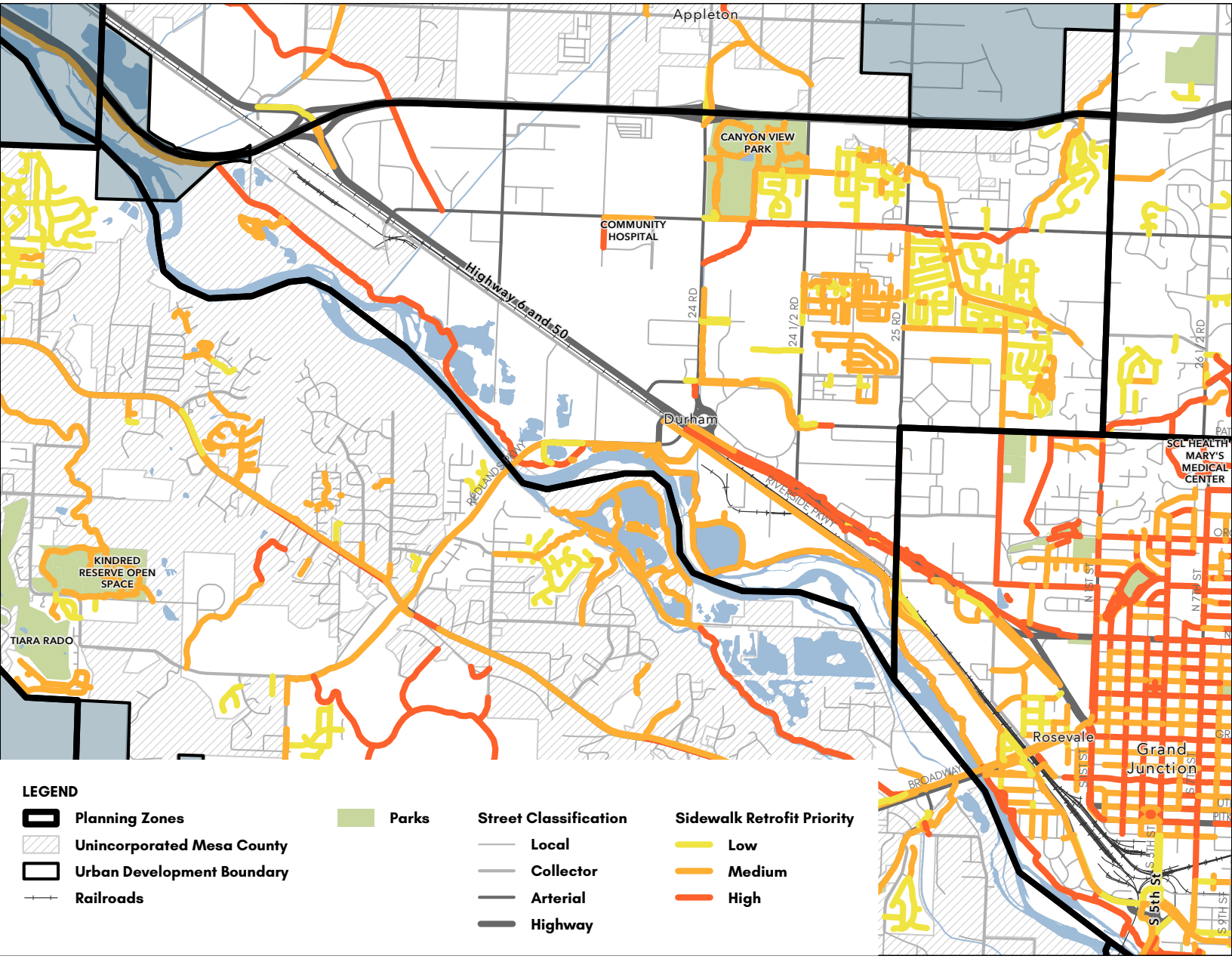
# North West

## Missing Sidewalk Prioritization



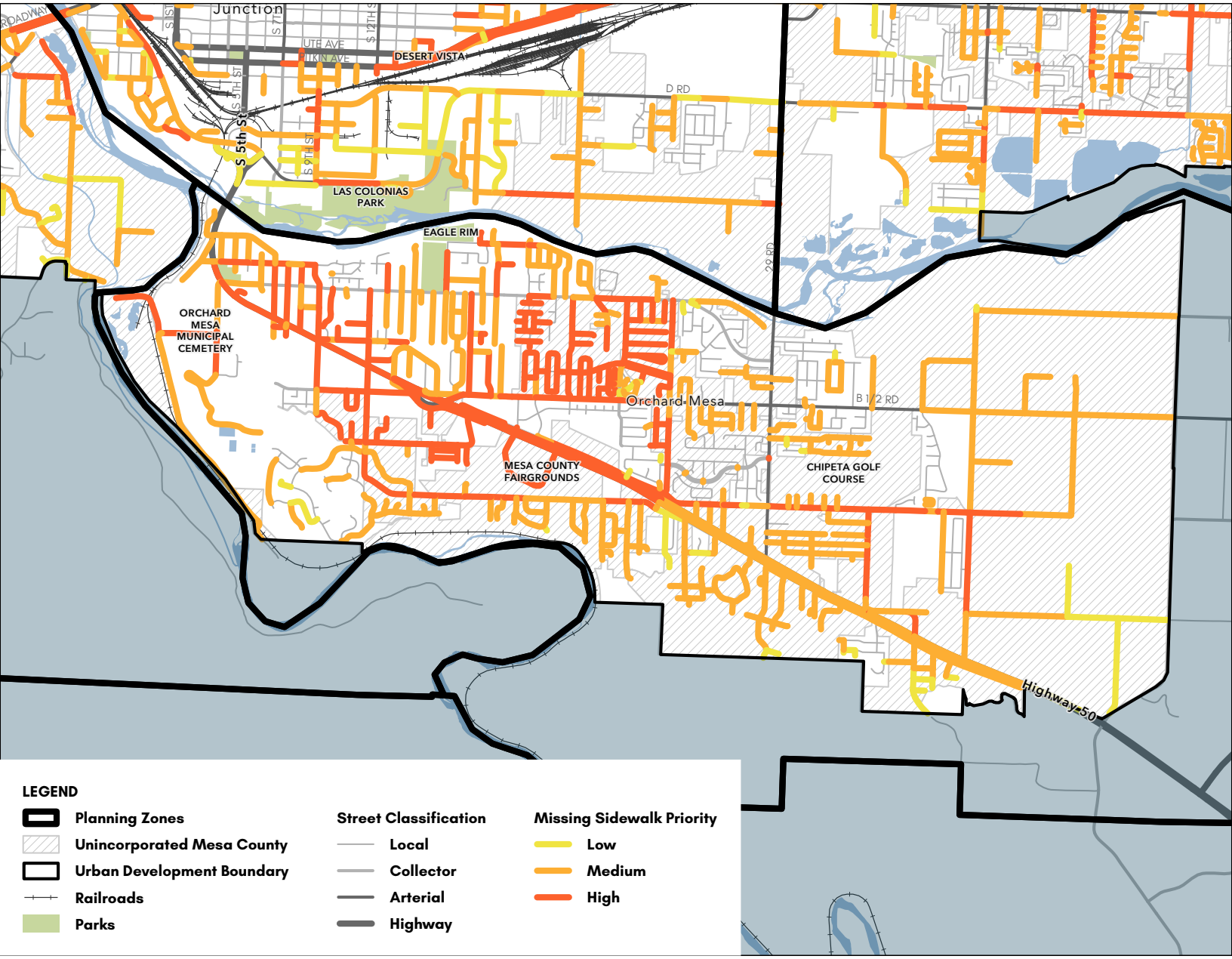
# North West

## Sidewalk Retrofit Prioritization



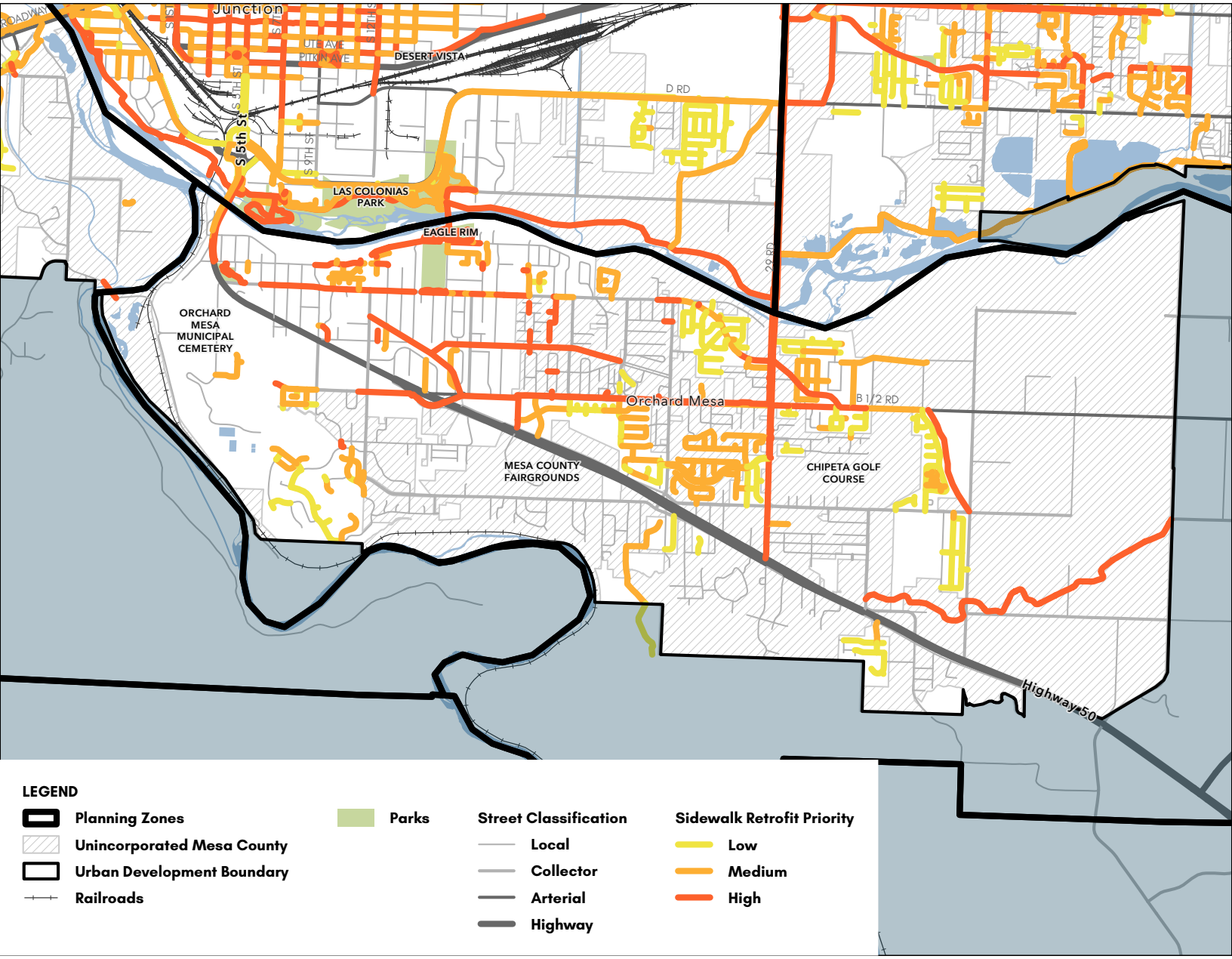
# Orchard Mesa

## Missing Sidewalk Prioritization



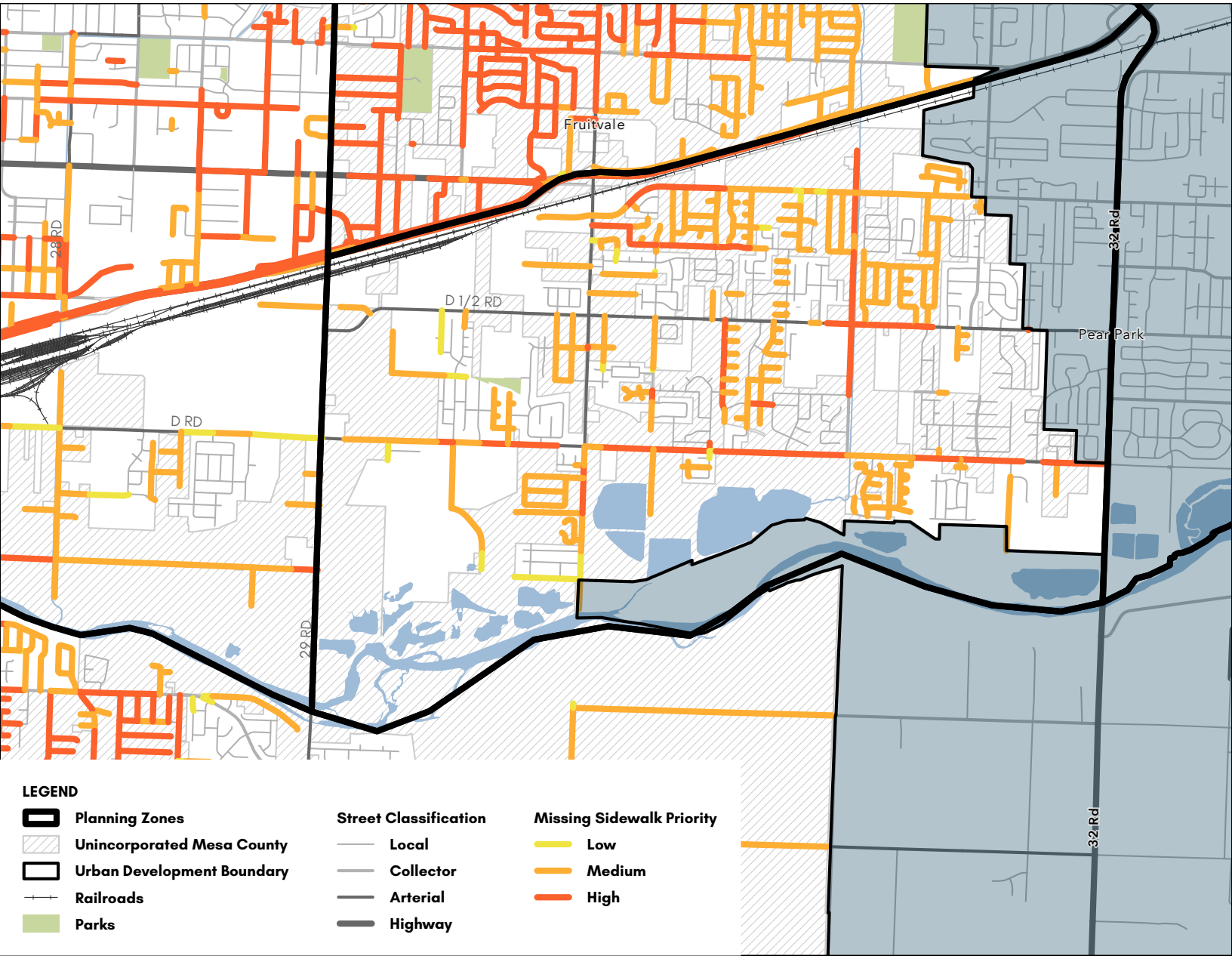
# Orchard Mesa

## Sidewalk Retrofit Prioritization



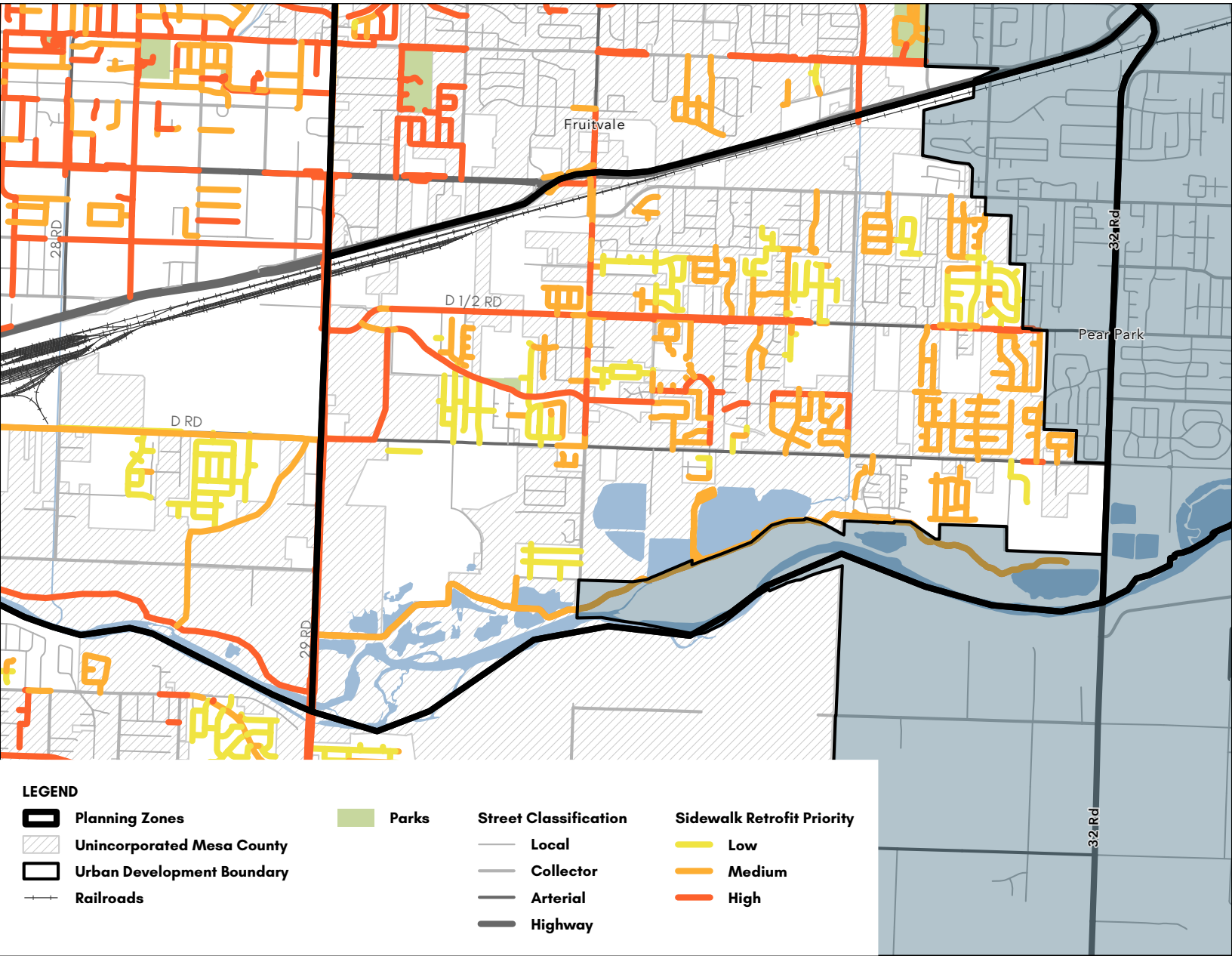
# Pear Park

## Missing Sidewalk Prioritization



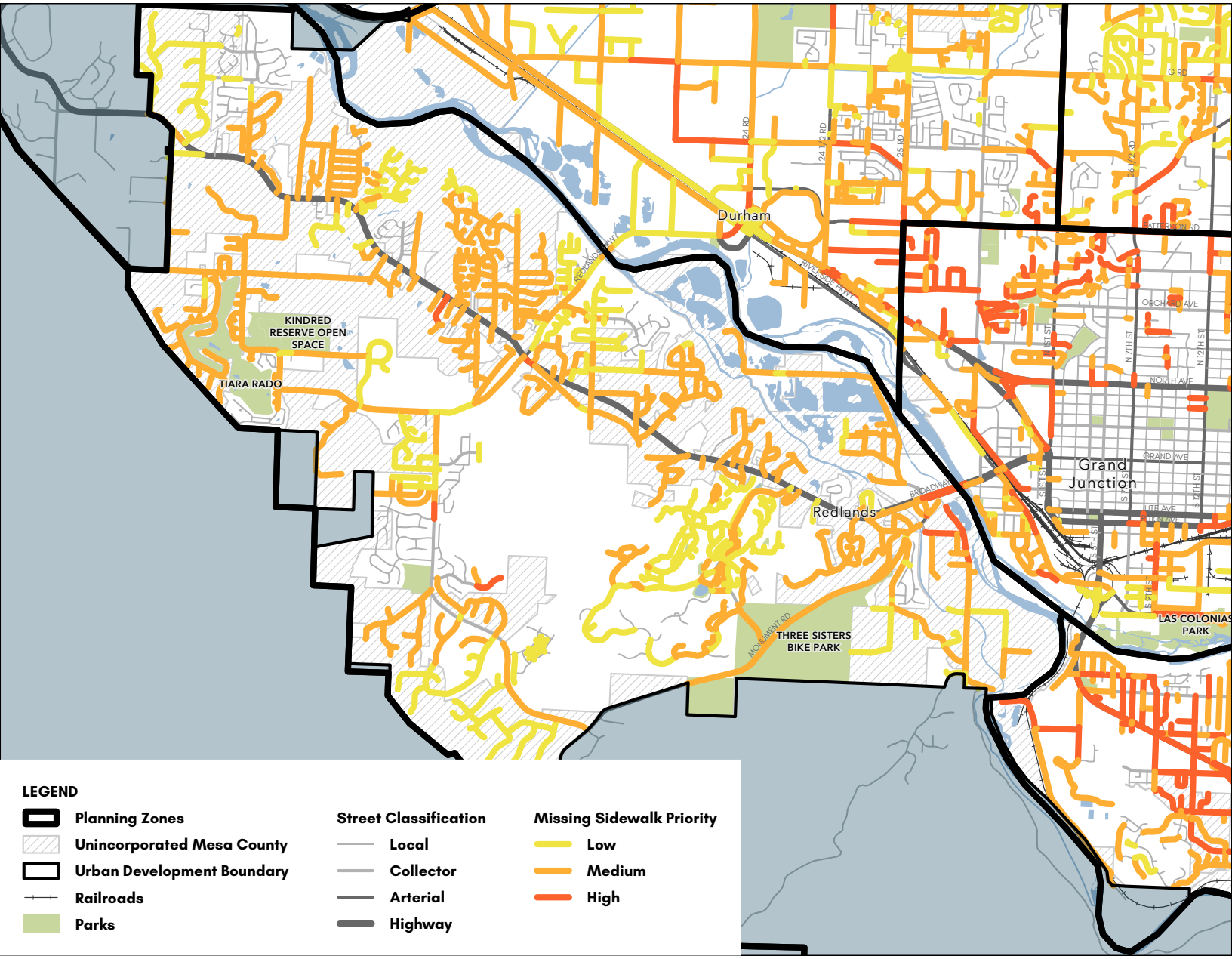
# Pear Park

## Sidewalk Retrofit Prioritization



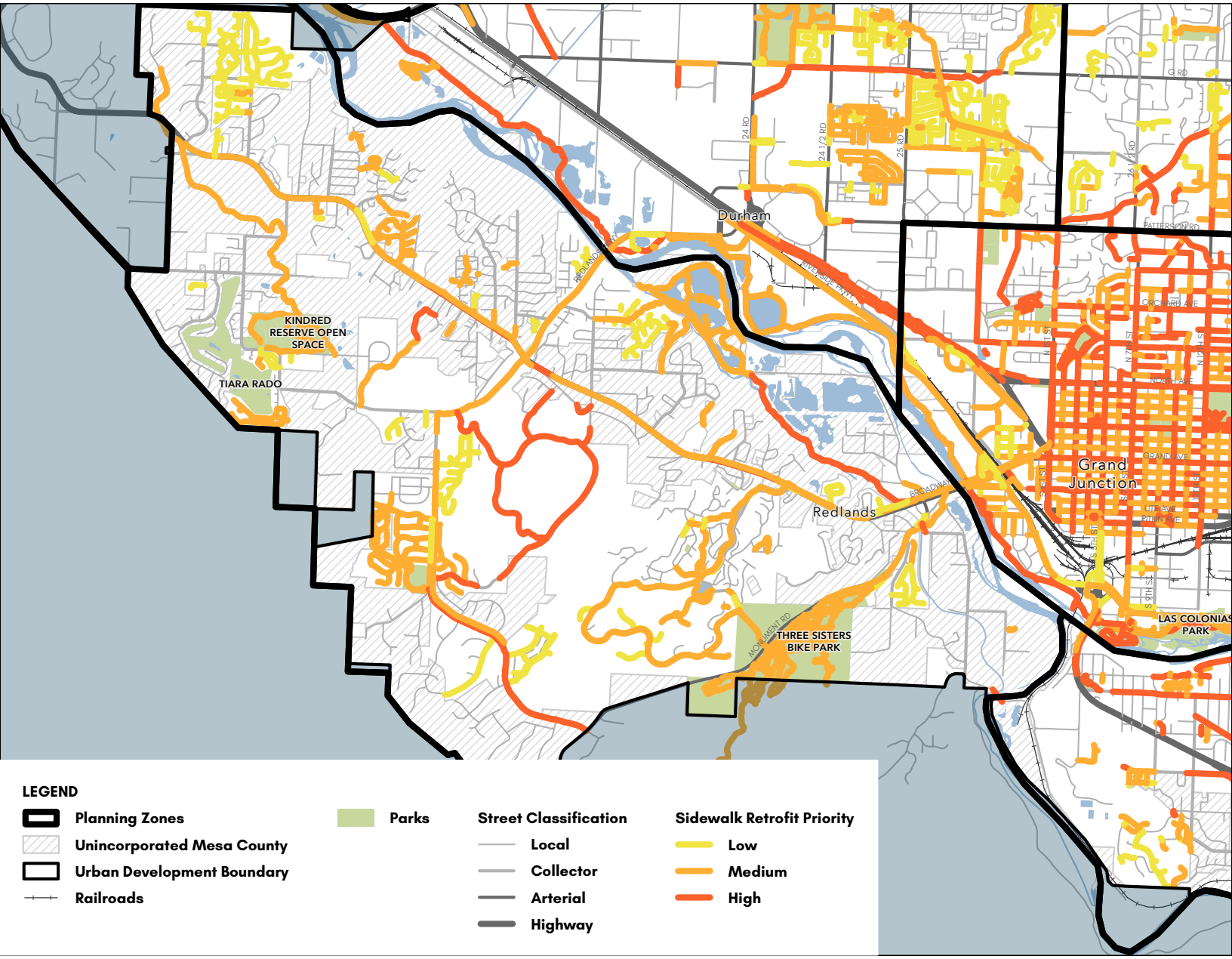
# Redlands

## 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**.

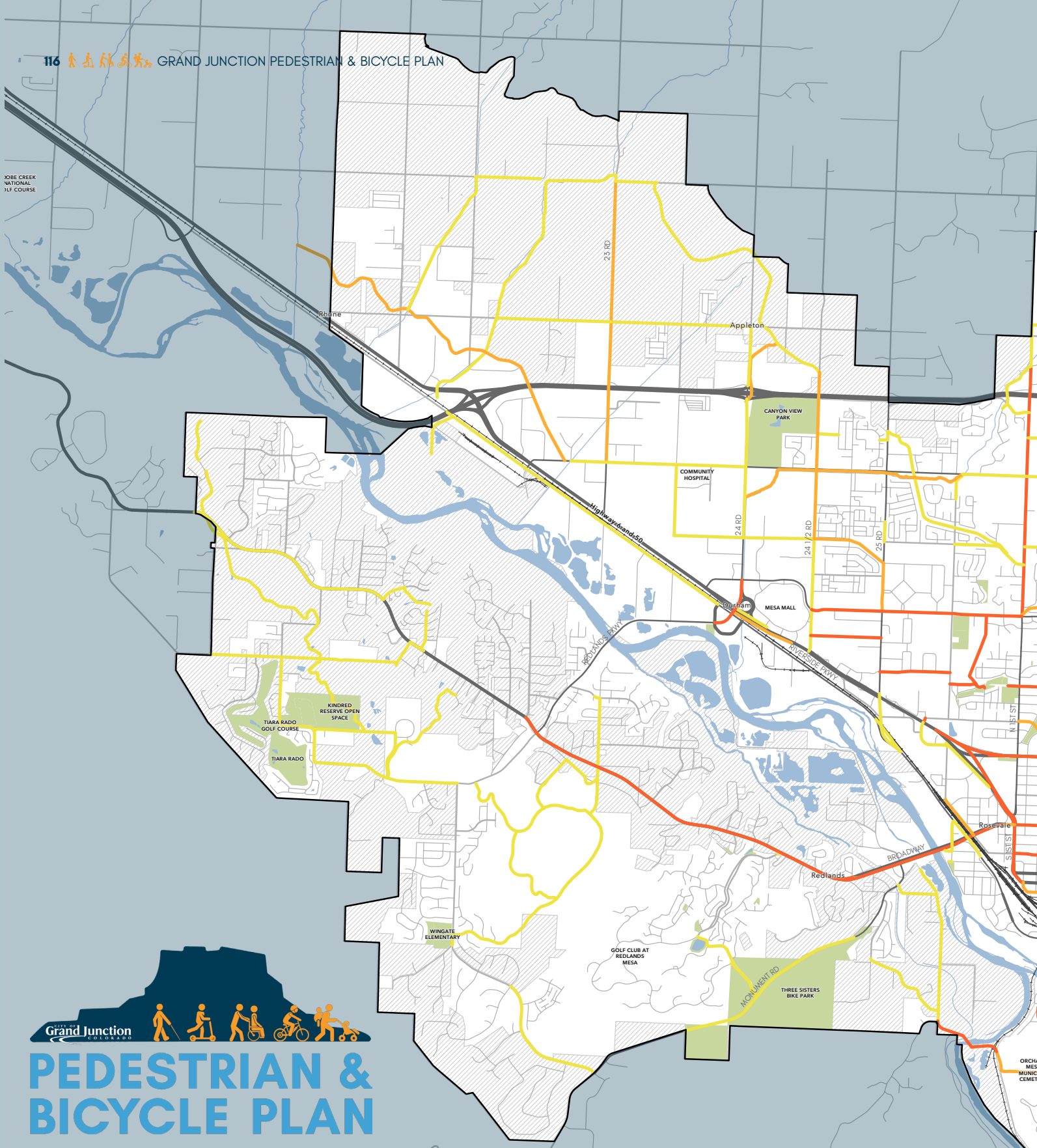
The maps and tables by neighborhood in the Bicycle Network Plan chapter detail High, Medium, and Low Priority bike projects shown in **Figure 19** and **Figure 48**. The city will prioritize implementing the highest priority bicycle corridors first. While the city will use this prioritization to allocate 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

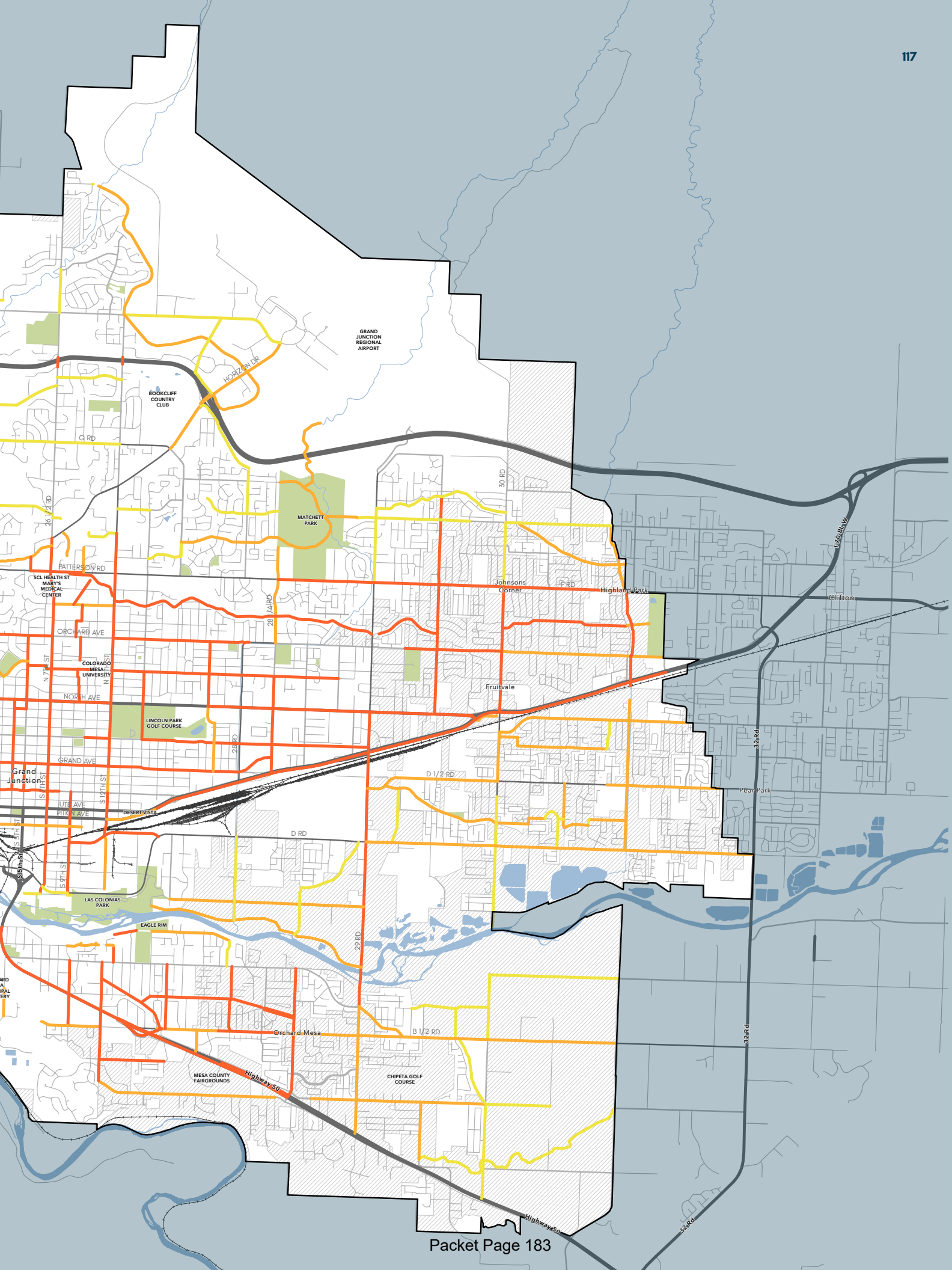
**Street Classification**

- 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
LINCOLN PARK GOLF COURSE
28 RD
Fruitvale
32nd 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

**Micromobility:** Bikes, scooters, skateboards, and other lightweight transportation options; both electric and non-electric

**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

**Roller:** Someone who uses a wheelchair or other assisted mobility device

**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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FEHR PEERS

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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.

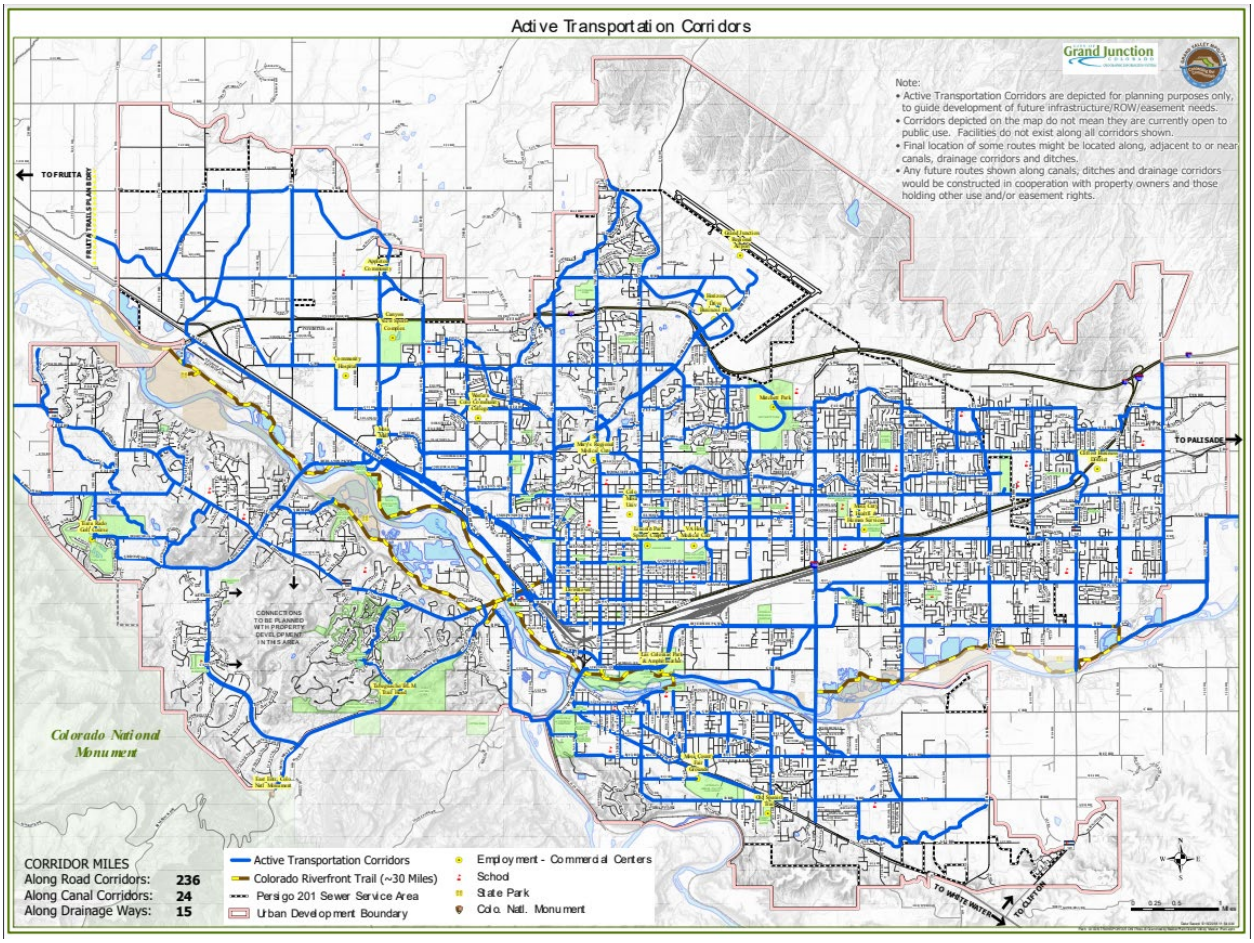



**FIGURE 1: PLANNED ACTIVE TRANSPORTATION CORRIDORS MAP FROM THE 2018 GRAND JUNCTION CIRCULATION PLAN**

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.

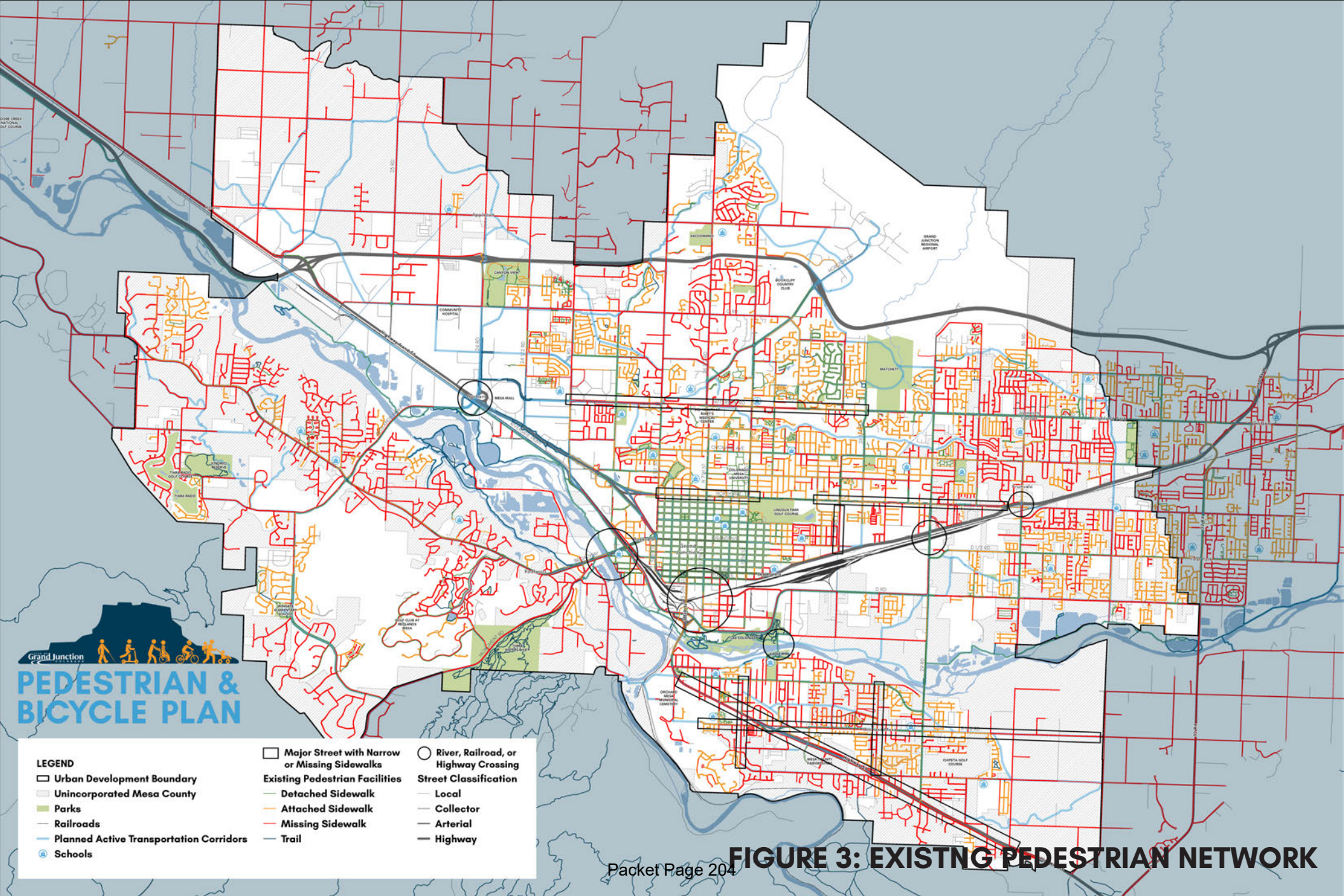



FIGURE 3: EXISTNG PEDESTRIAN NETWORK

# 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.

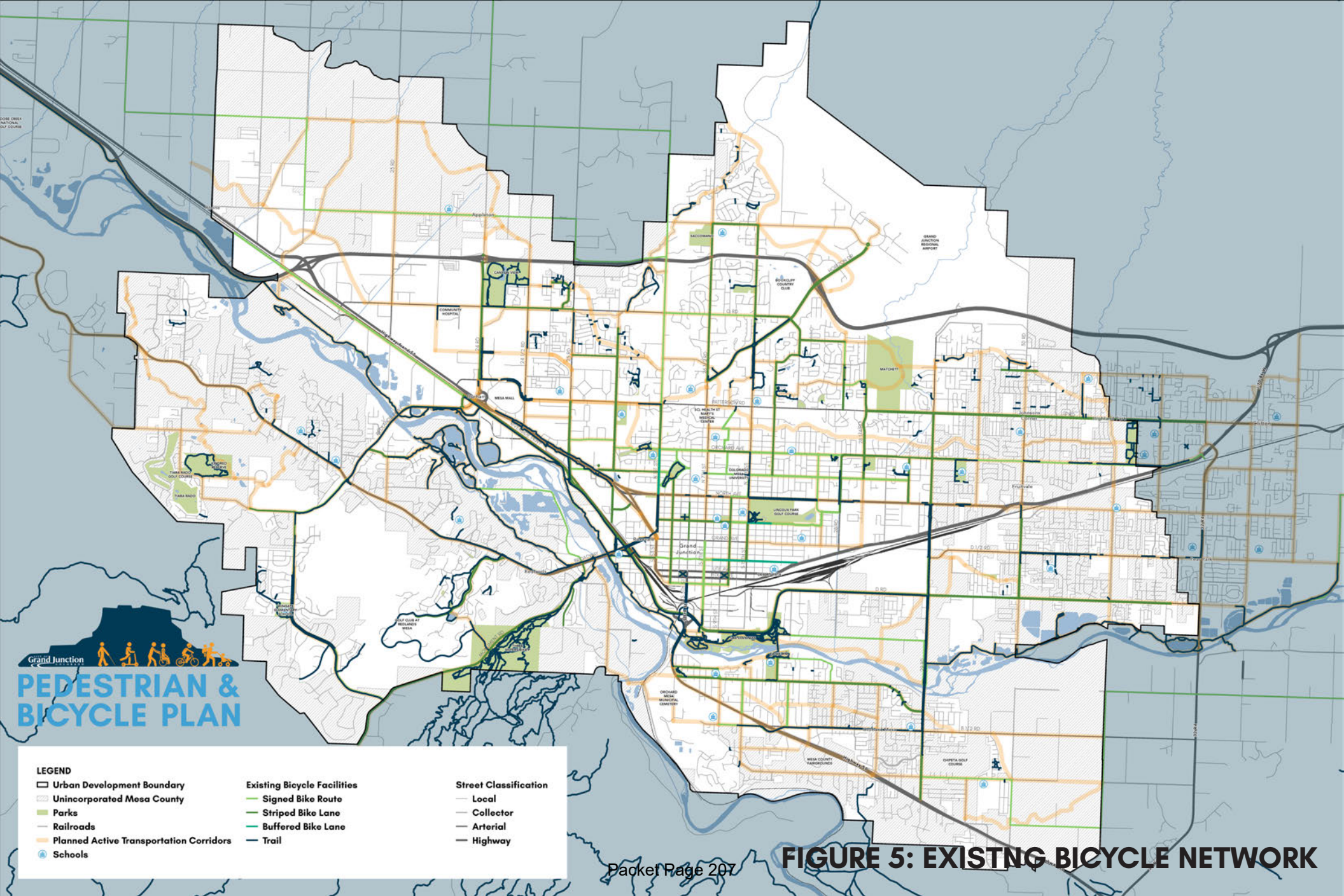



**FIGURE 5: EXISTNG BICYCLE NETWORK**

# 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]

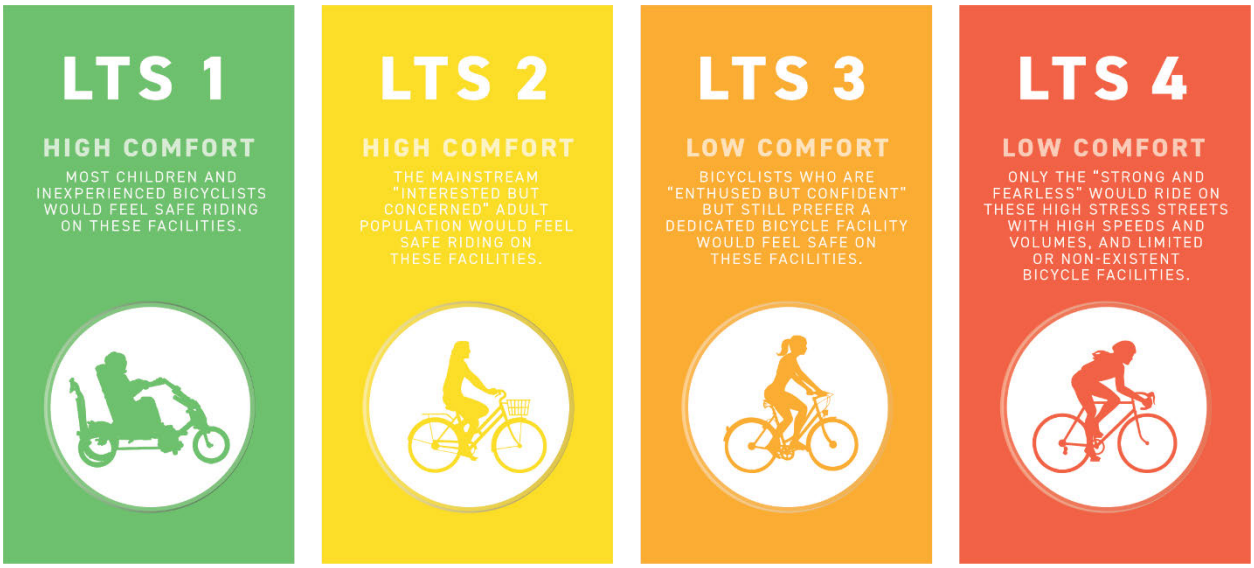



**FIGURE 6: BICYCLE LTS**

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.

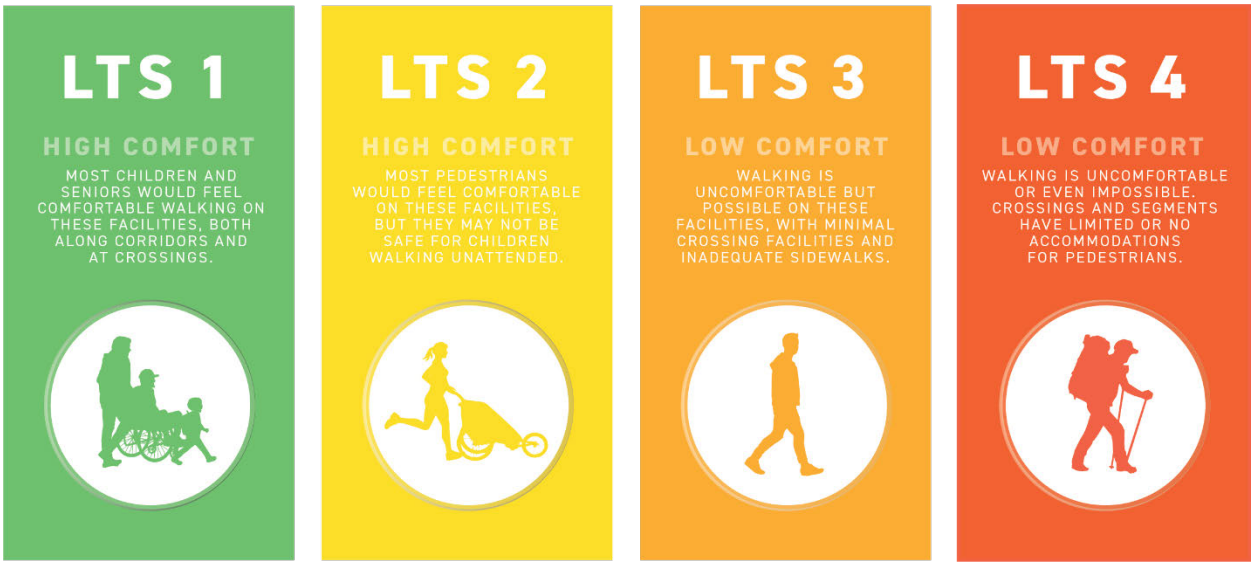



**FIGURE 7: PEDESTRIAN LTS**

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.

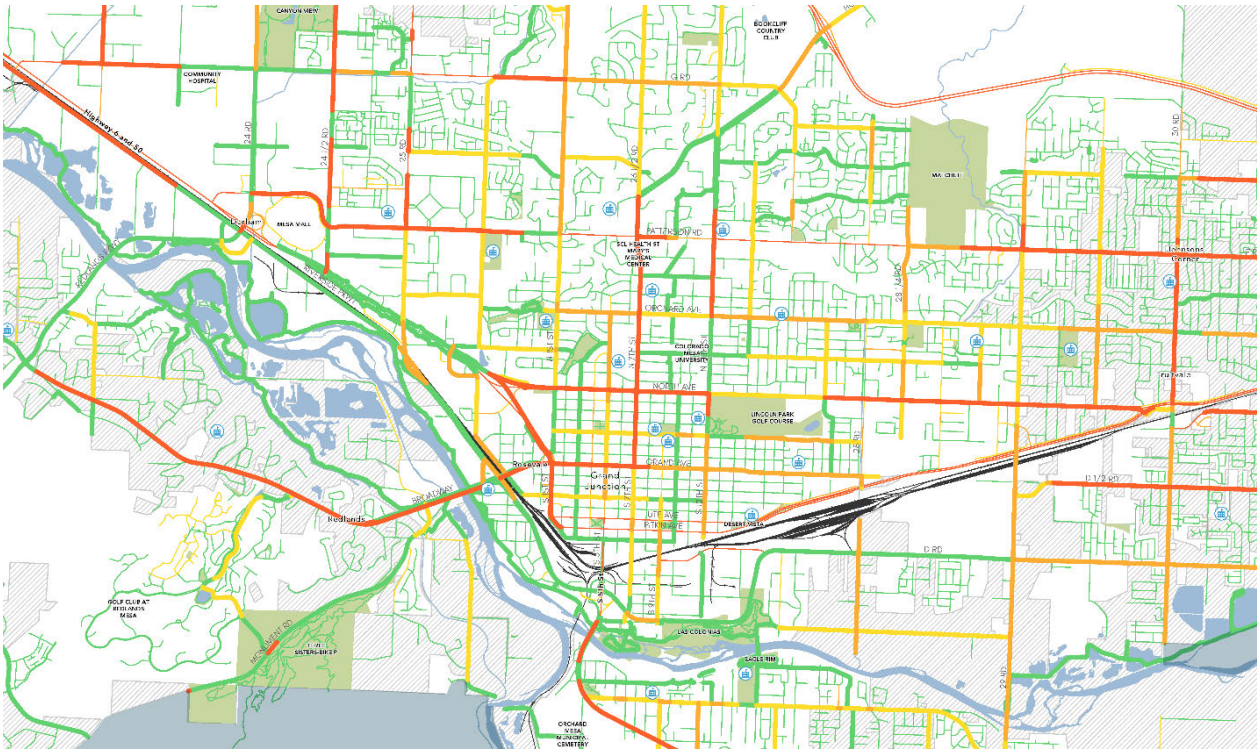



**FIGURE 9: BICYCLE LEVEL OF TRAFFIC STRESS DOWNTOWN**

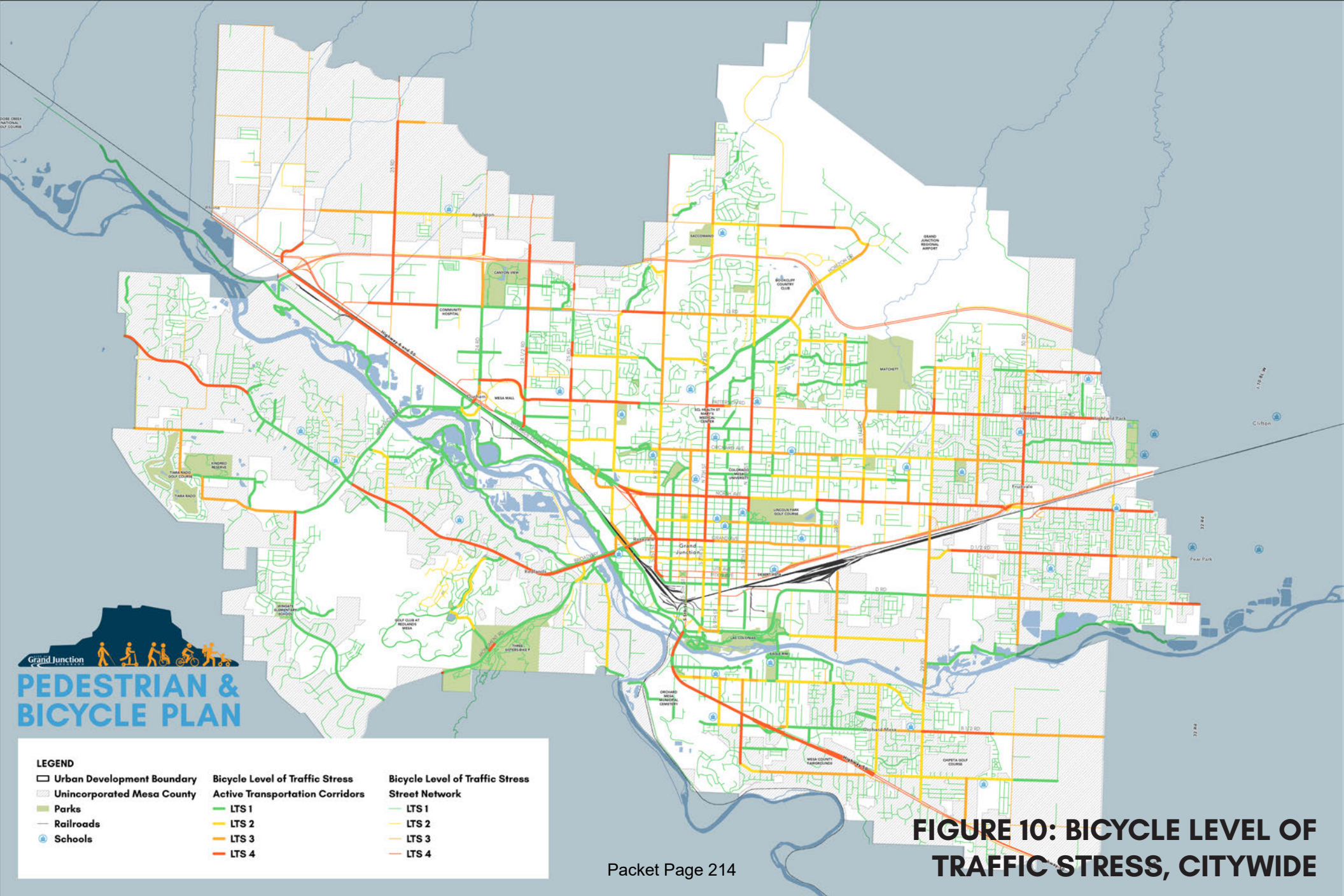



**FIGURE 10: BICYCLE LEVEL OF TRAFFIC STRESS, CITYWIDE**

## 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.

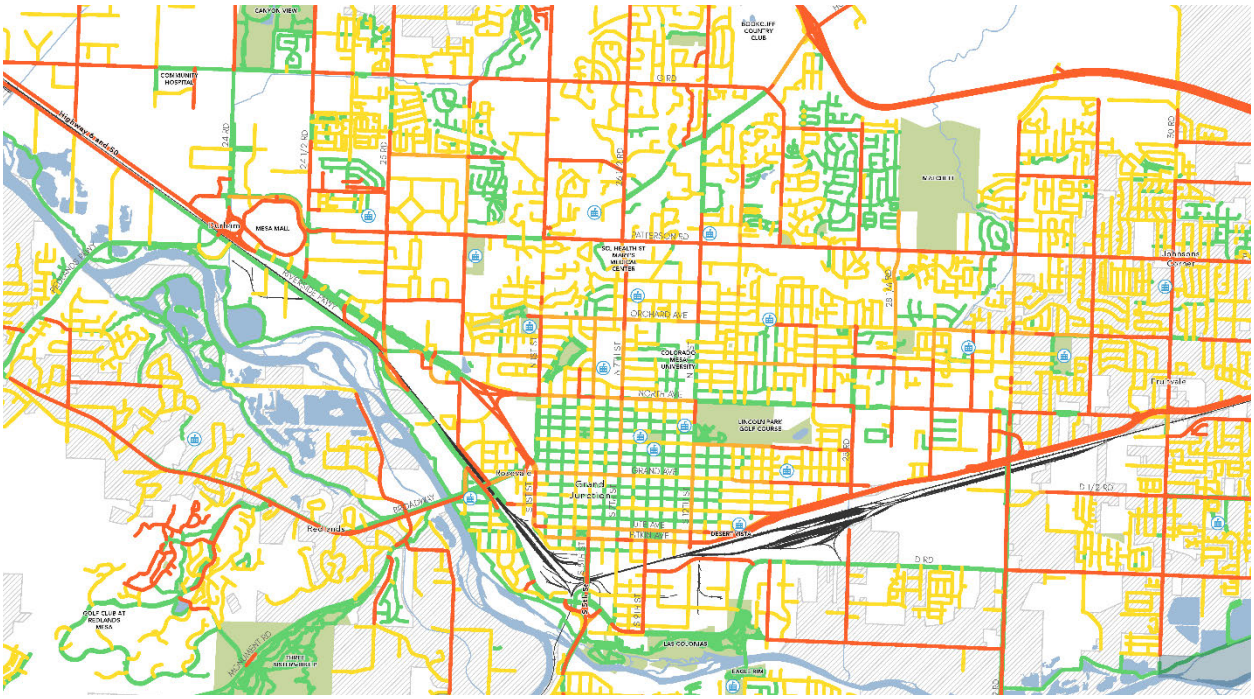
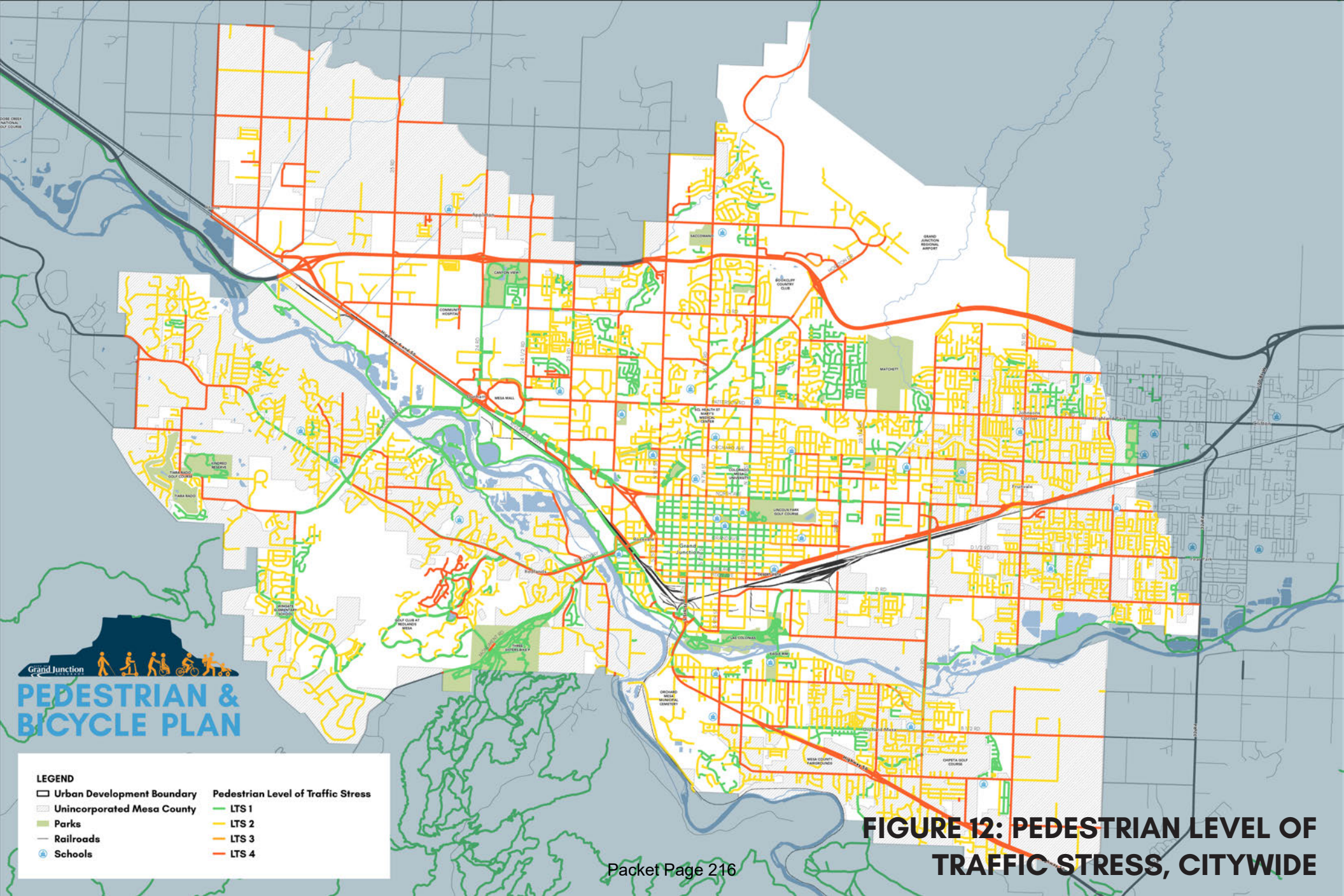



**FIGURE 11: PEDESTRIAN LEVEL OF TRAFFIC STRESS, DOWNTOWN**




# 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.

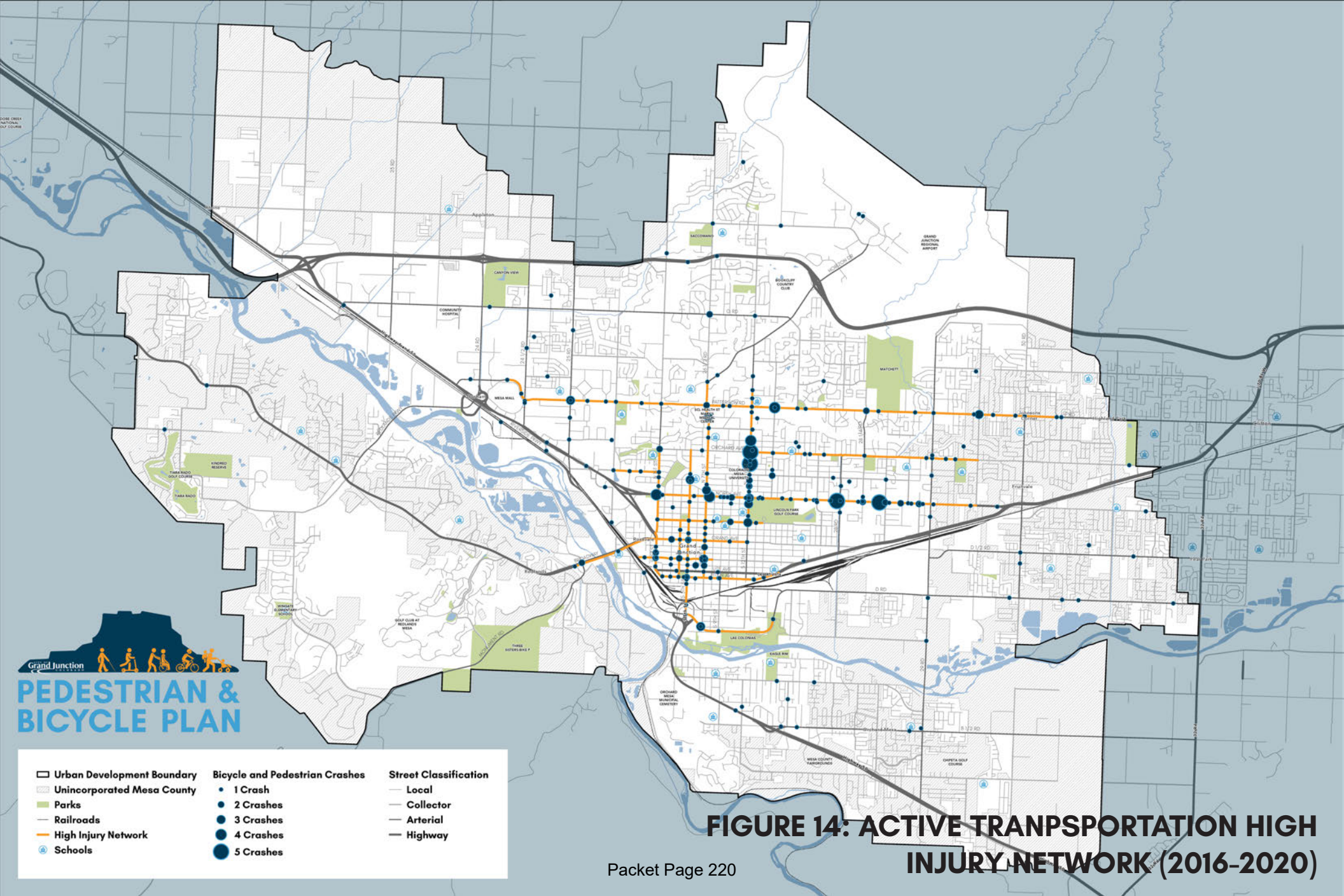



**FIGURE 14: ACTIVE TRANPSPORTATION HIGH INJURY NETWORK (2016-2020)**

# 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).

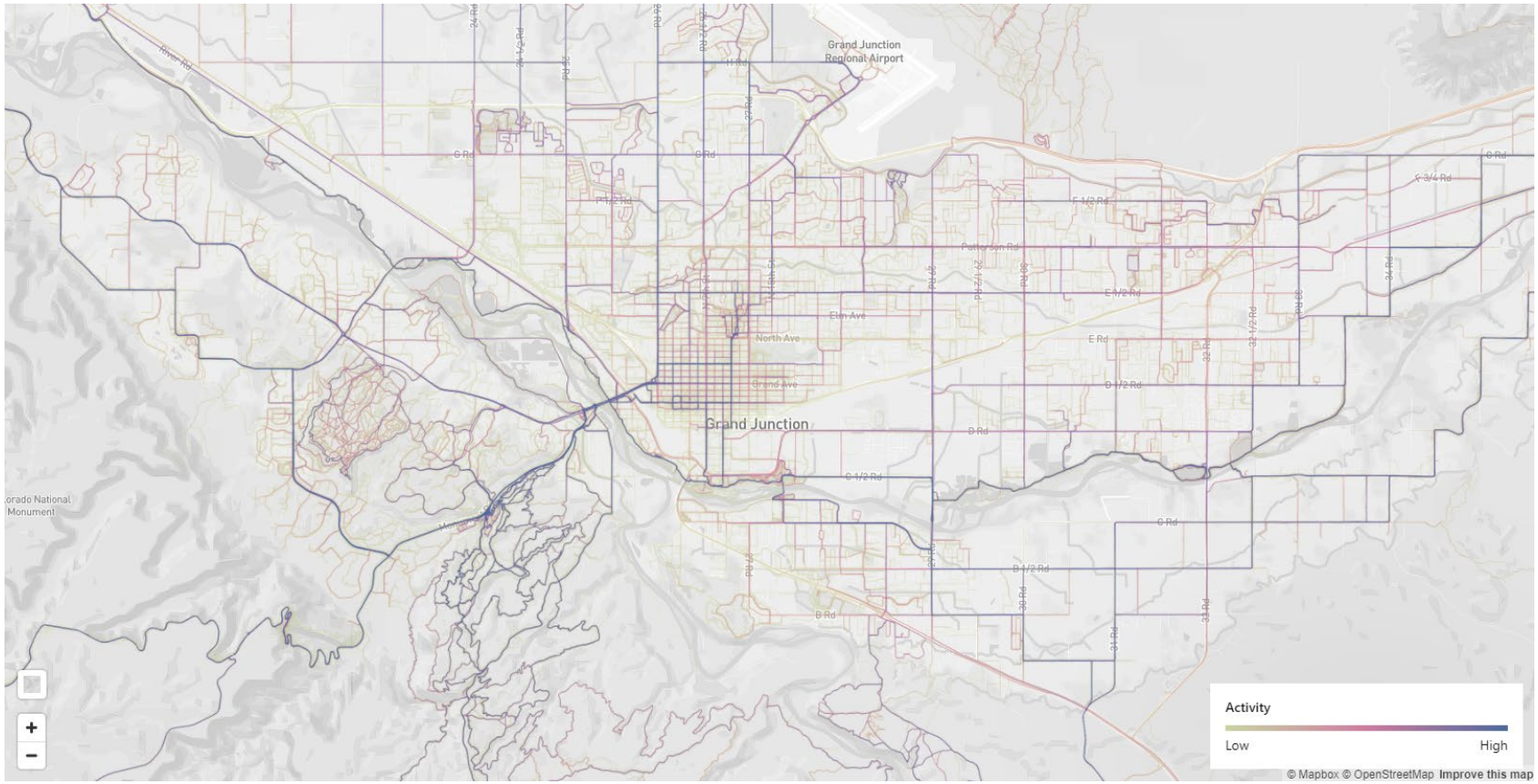



**FIGURE 15: STRAVA HEATMAP OF BICYCLE DEMAND, CITYWIDE (DEC 2021-NOV 2022)**

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.

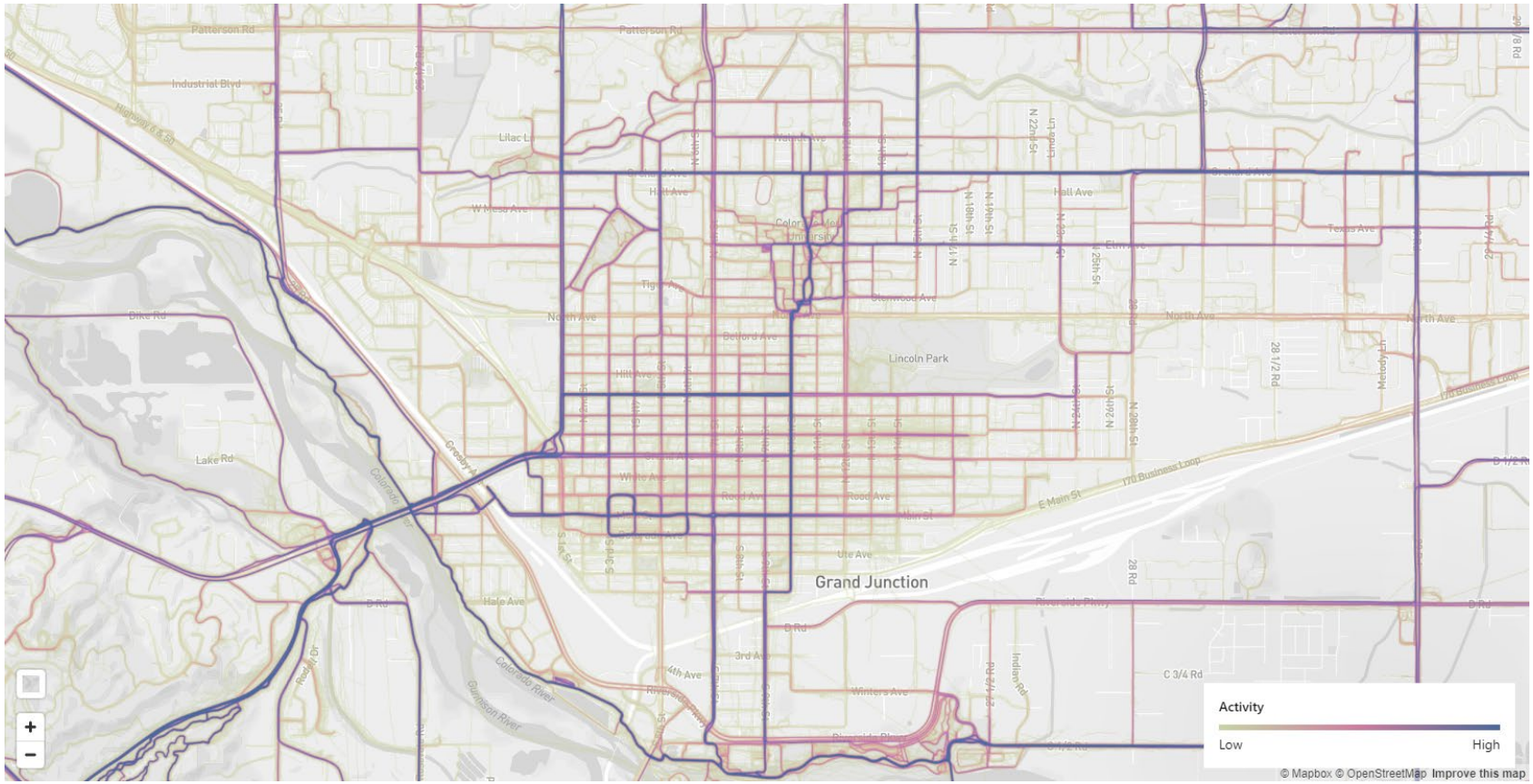



**FIGURE 16: STRAVA HEATMAP OF BICYCLE DEMAND, CITY CORE (DEC 2021-NOV 2022)**

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).

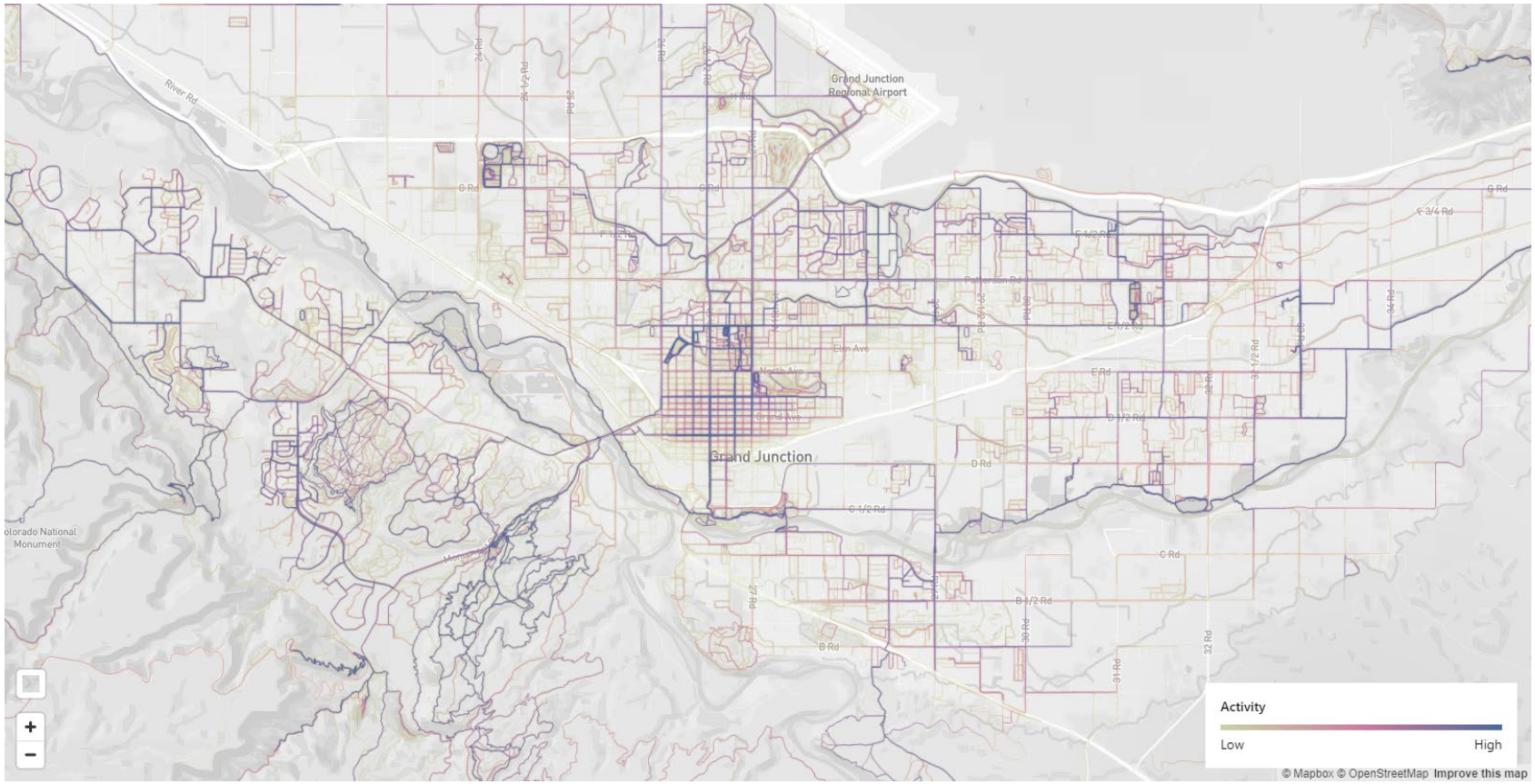



**FIGURE 17: STRAVA HEATMAP OF PEDESTRIAN DEMAND, CITYWIDE (DEC 2021-NOV 2022)**

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.

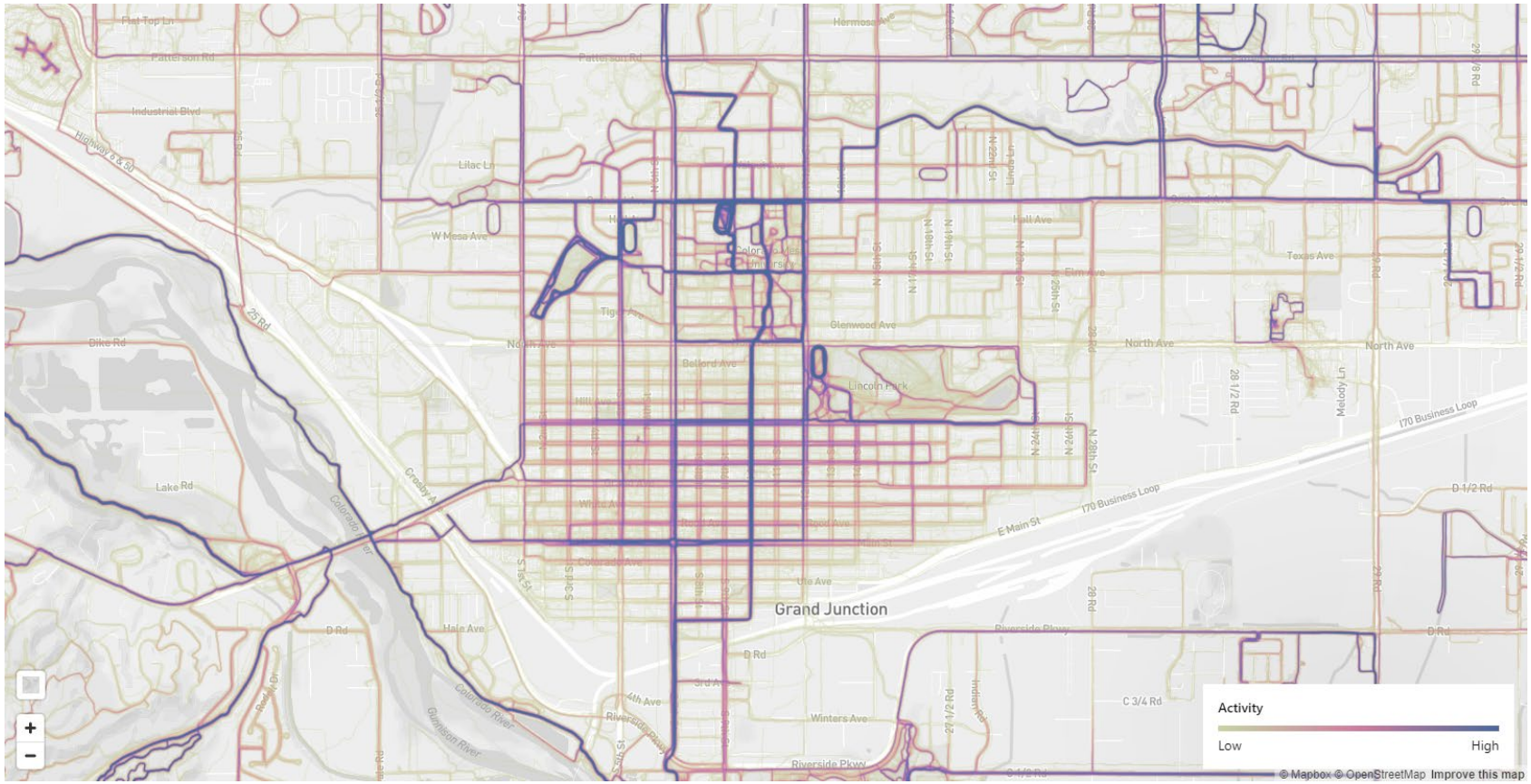



**FIGURE 18: STRAVA HEATMAP OF PEDESTRIAN DEMAND, CITY CORE (OCT 2021-SEPT 2022)**

# 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**

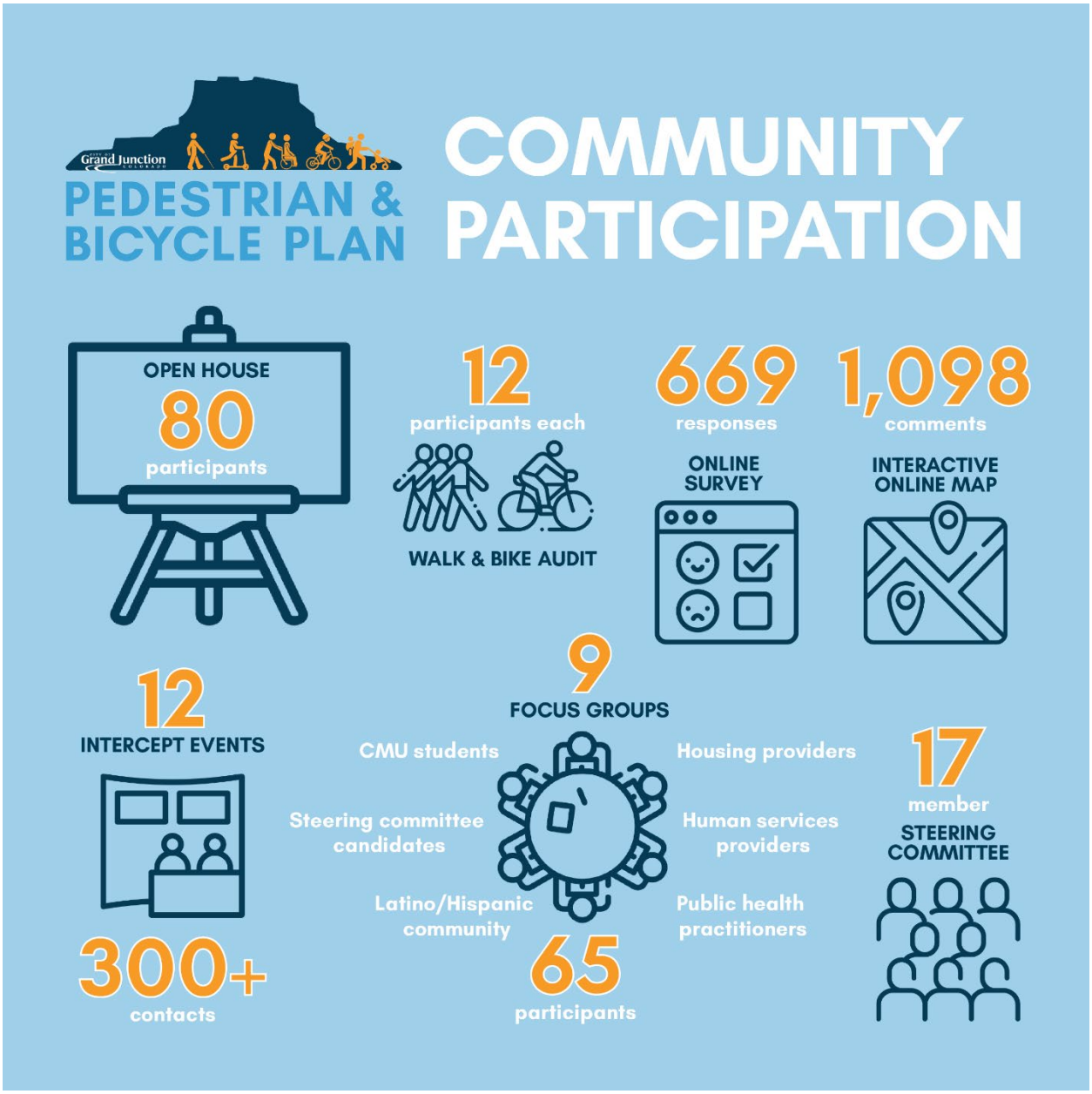



**FIGURE 20: SUMMARY OF COMMUNITY PARTICIPATION**

## 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).

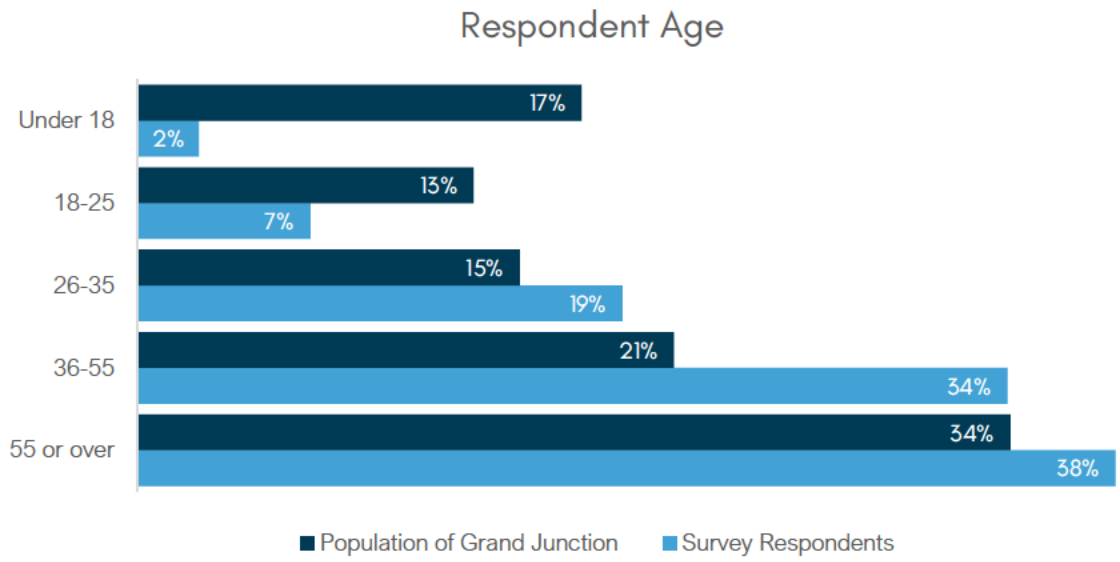



**FIGURE 21: RESPONDENT AGE**

**Figure 22** shows that respondents were almost evenly divided between male (47%) and female (53%).

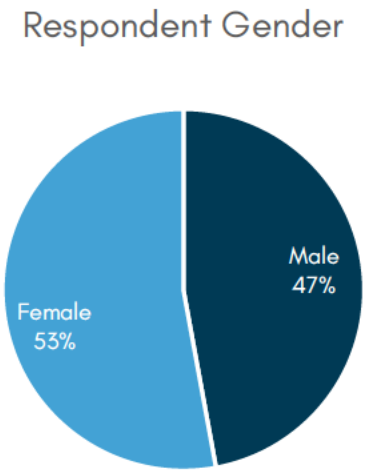



**FIGURE 22: RESPONDENT GENDER**

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%).

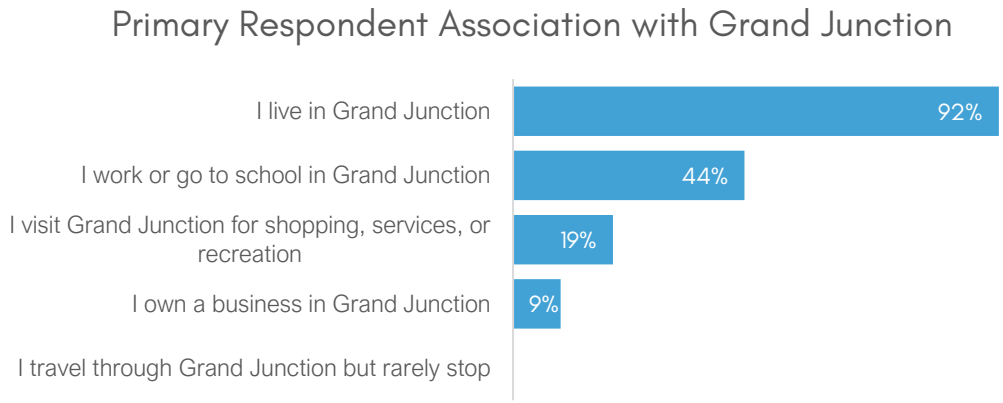



**FIGURE 23: PRIMARY RESPONDENT ASSOCIATION WITH GRAND JUNCTION**

## 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.

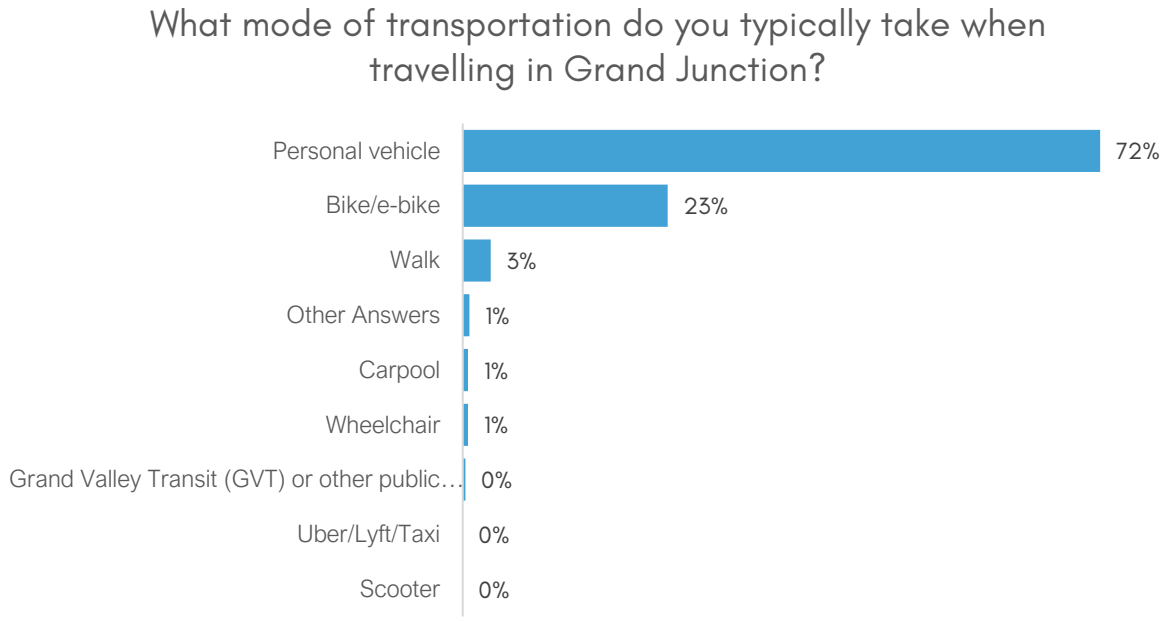



**FIGURE 24: TYPICAL MODE OF TRANSPORTATION**

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.

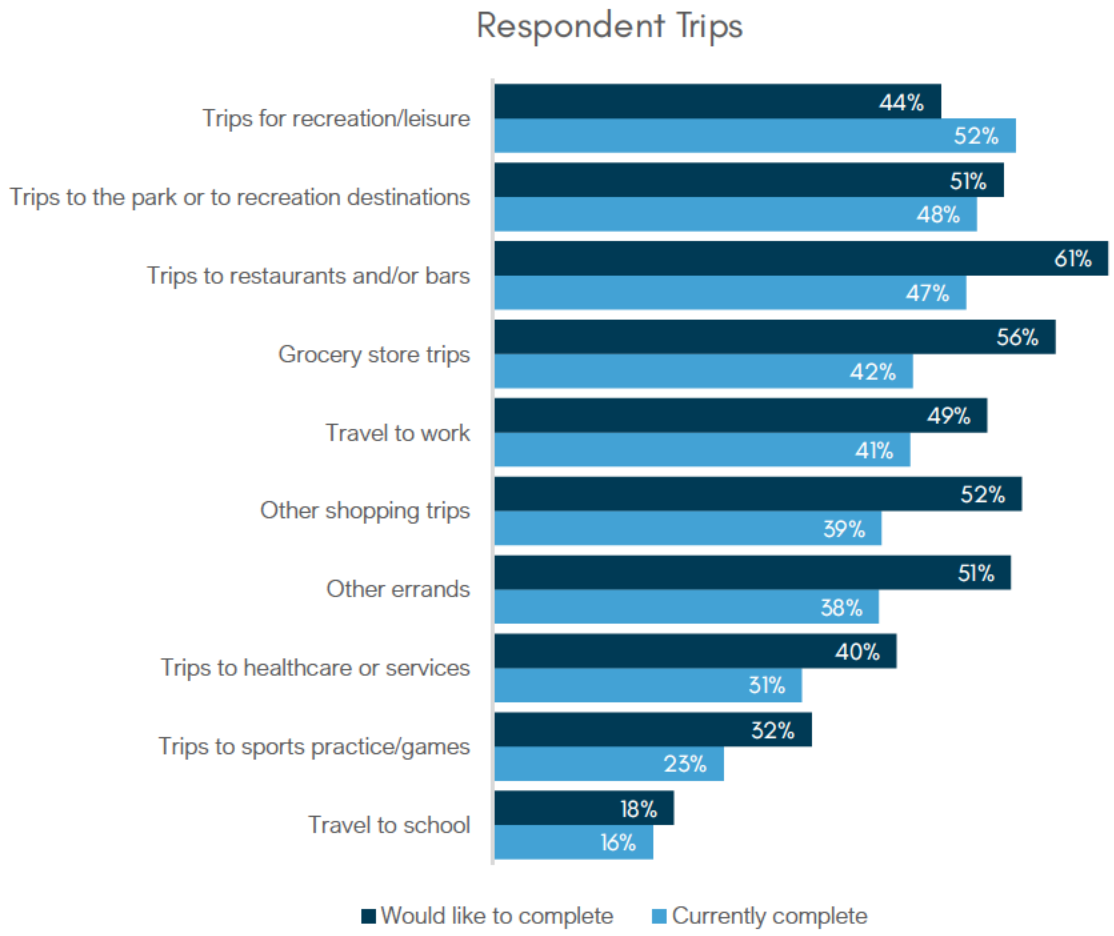



**FIGURE 25: CURRENT AND DESIRED WALK AND BIKE TRIP TYPES**

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.

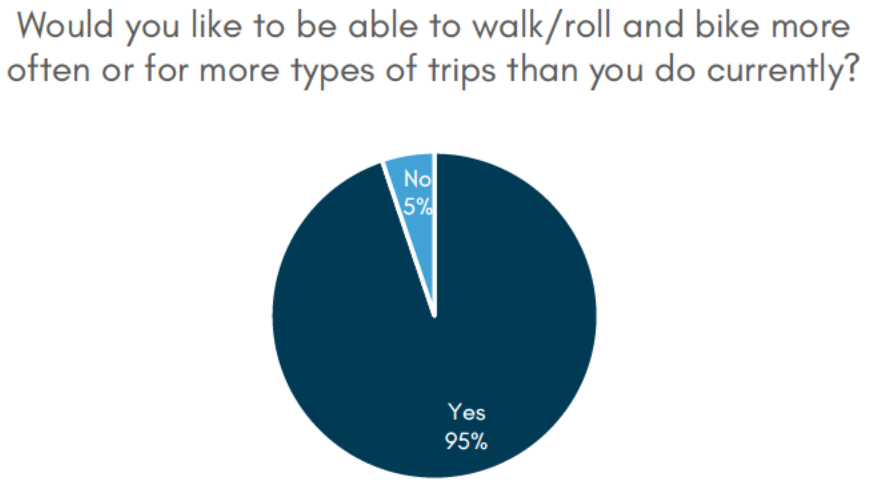



**FIGURE 26: DESIRE TO WALK AND BIKE**

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

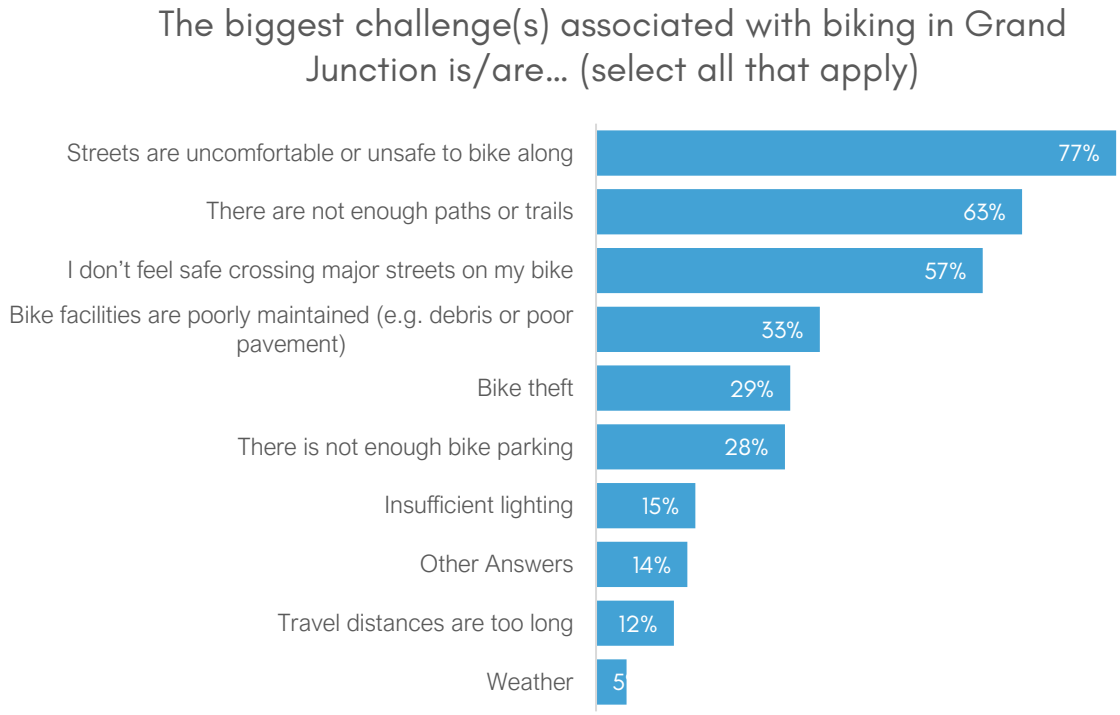



**FIGURE 28: CHALLENGES BIKING**

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.

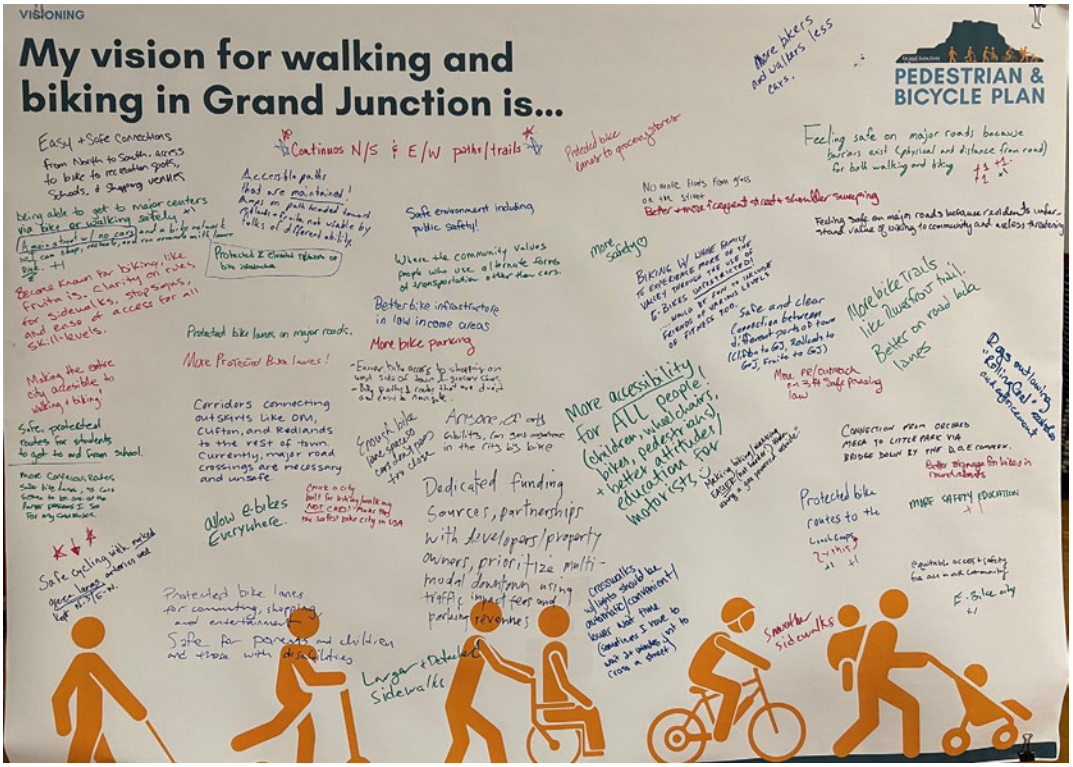



**FIGURE 30: VISION FOR WALKING AND BIKING IN GRAND JUNCTION (OPEN HOUSE)**

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)**.

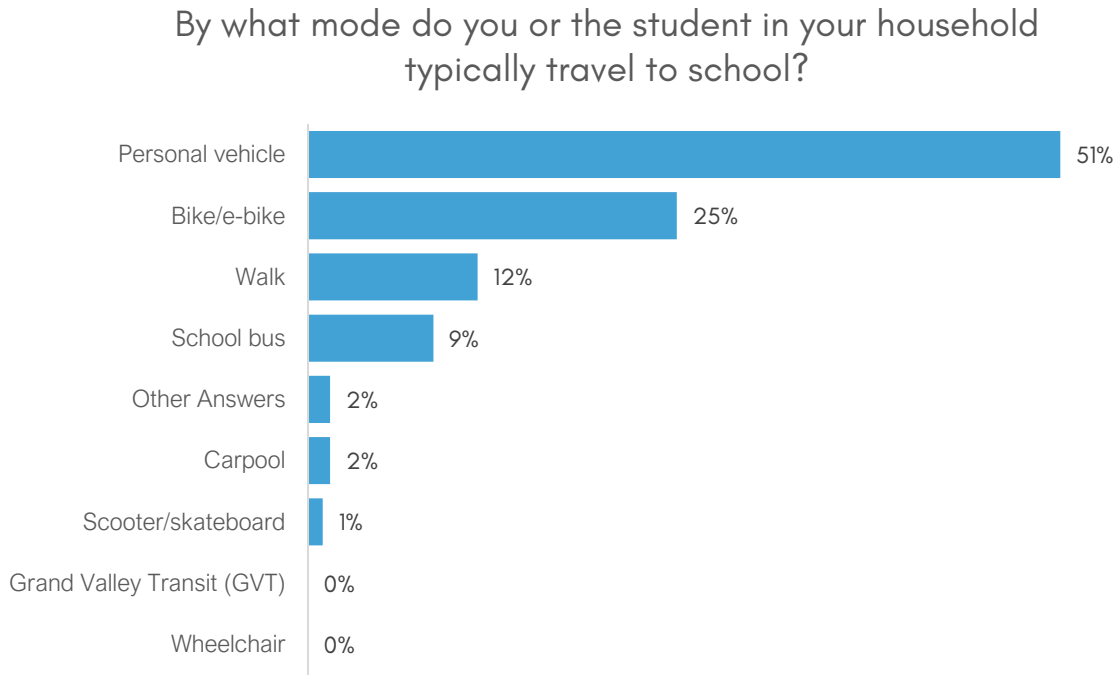



**FIGURE 31: STUDENT TRANSPORTATION CHOICES**

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.

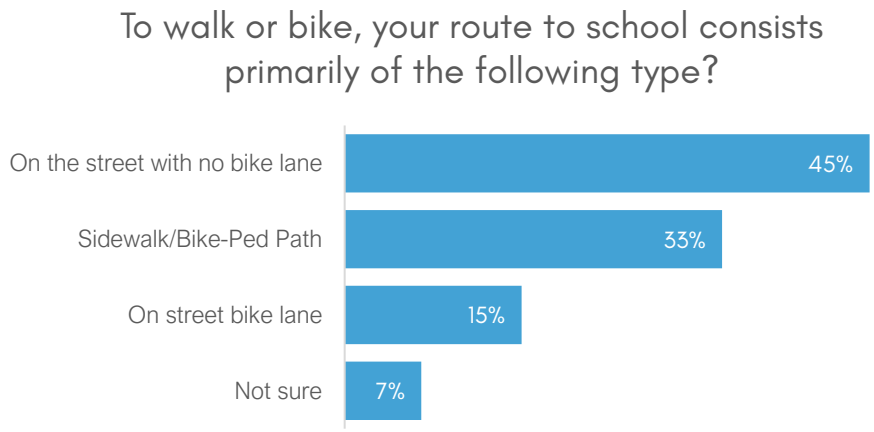



**FIGURE 32: INFRASTRUCTURE ON ROUTE TO SCHOOL**

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.

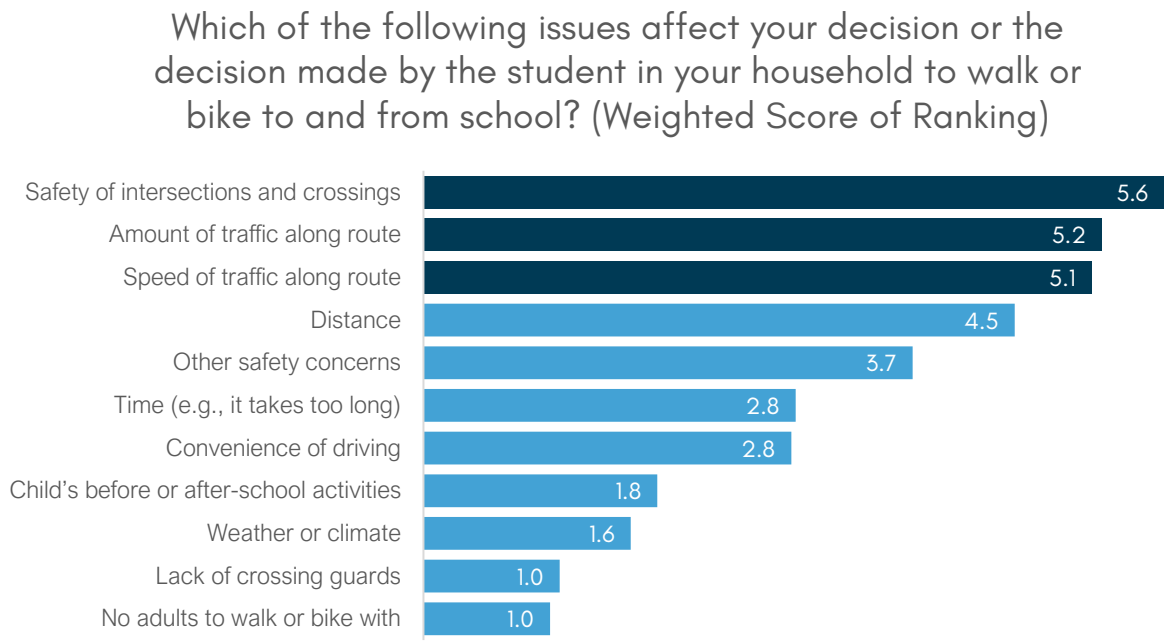



**FIGURE 33: TOP CONSIDERATIONS IN STUDENT MODE CHOICE**

## 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.

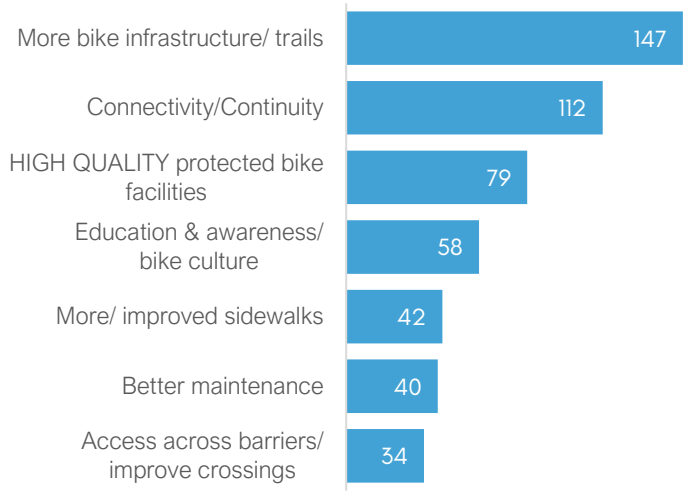



**FIGURE 34: MOST FREQUENT THEME OF GENERAL COMMENTS**

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.

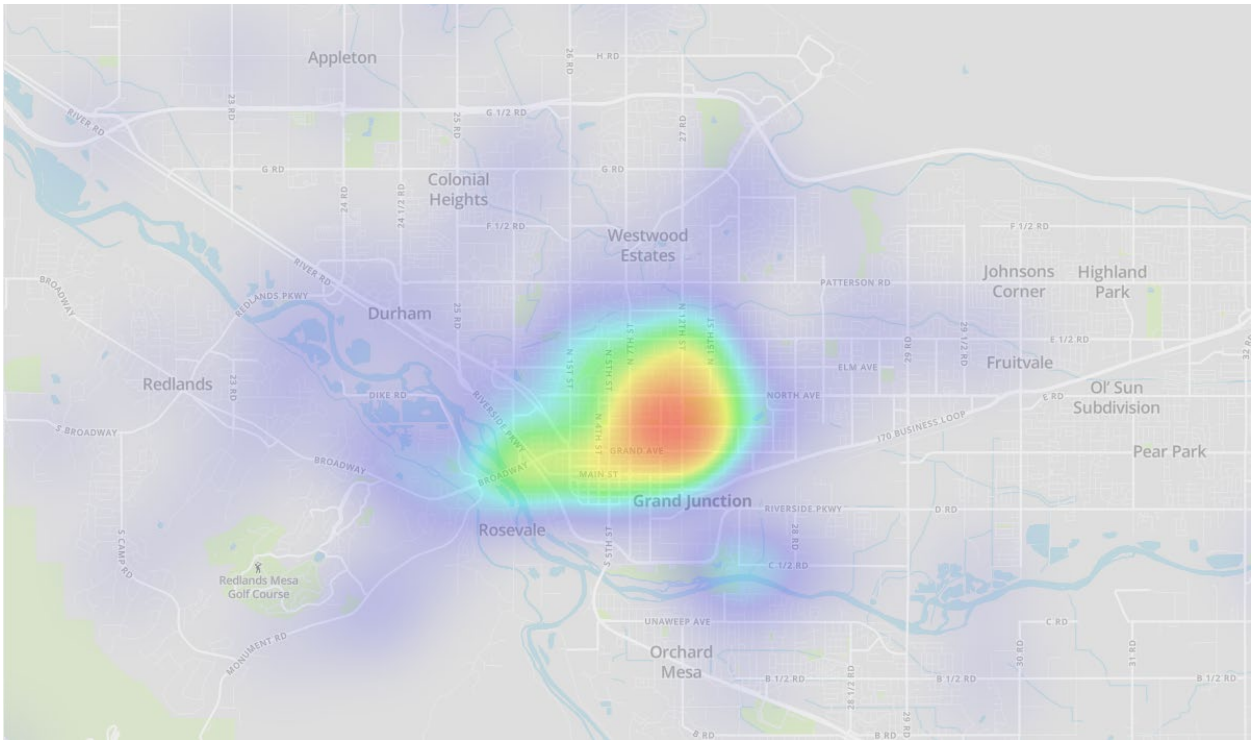



**FIGURE 37: HEATMAP OF CURRENT WALKING AND BIKING LOCATIONS, CITYWIDE**




**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.

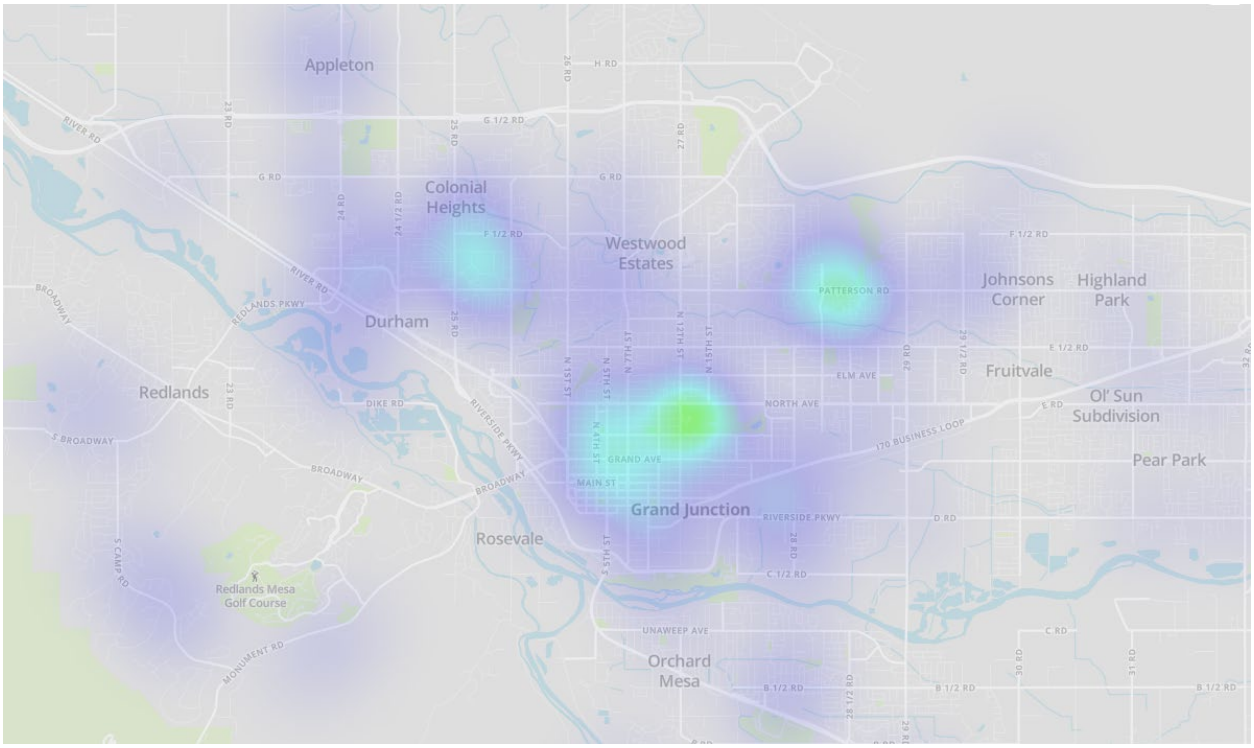



**FIGURE 39: HEATMAP OF DESIRED WALKING AND BIKING LOCATIONS, CITYWIDE**

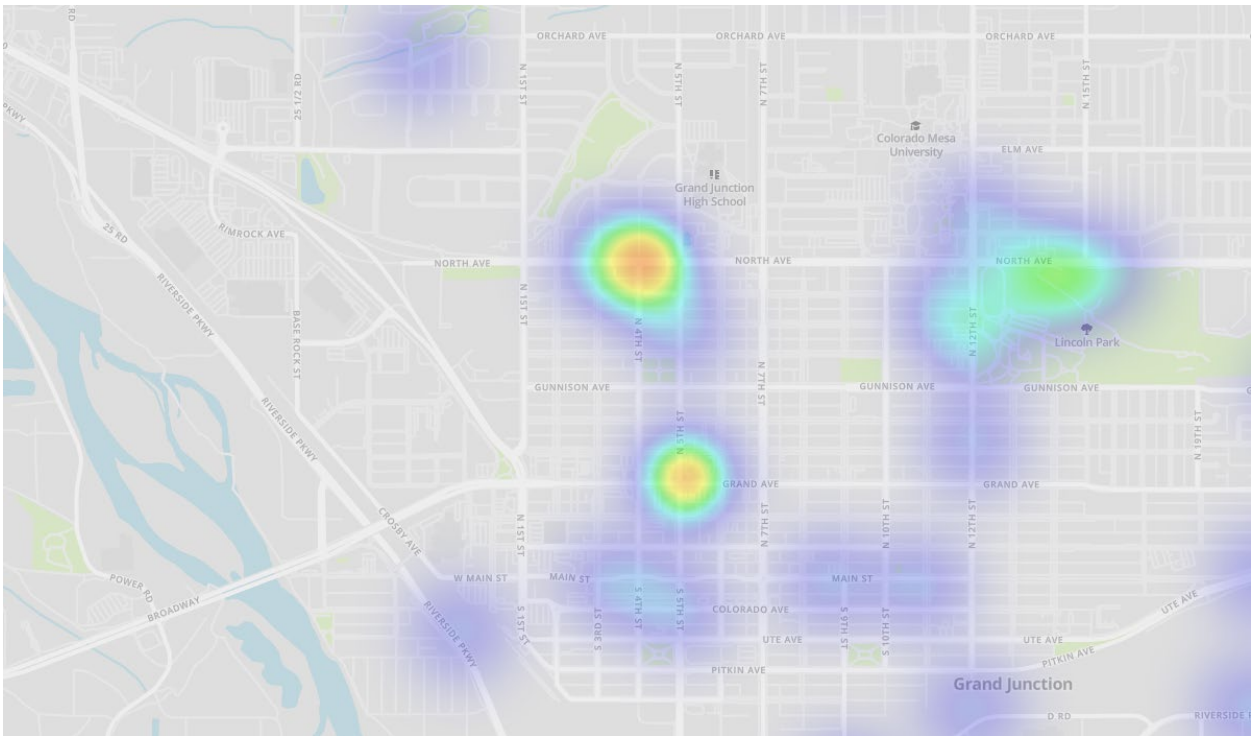



**FIGURE 40: HEATMAP OF DESIRED WALKING AND BIKING LOCATIONS, DOWNTOWN**

### *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.

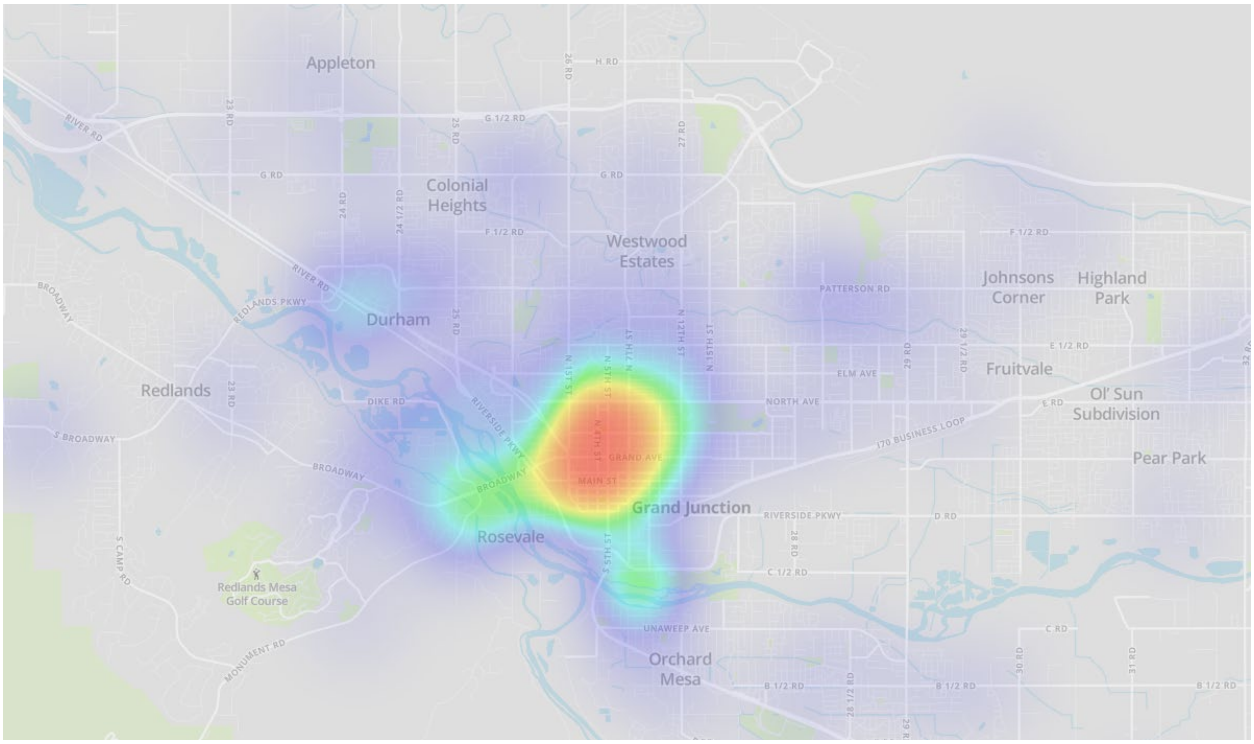



**FIGURE 41: HEATMAP OF LOCATIONS RESPONDENTS FEEL UNSAFE WALKING/ROLLING, CITYWIDE**

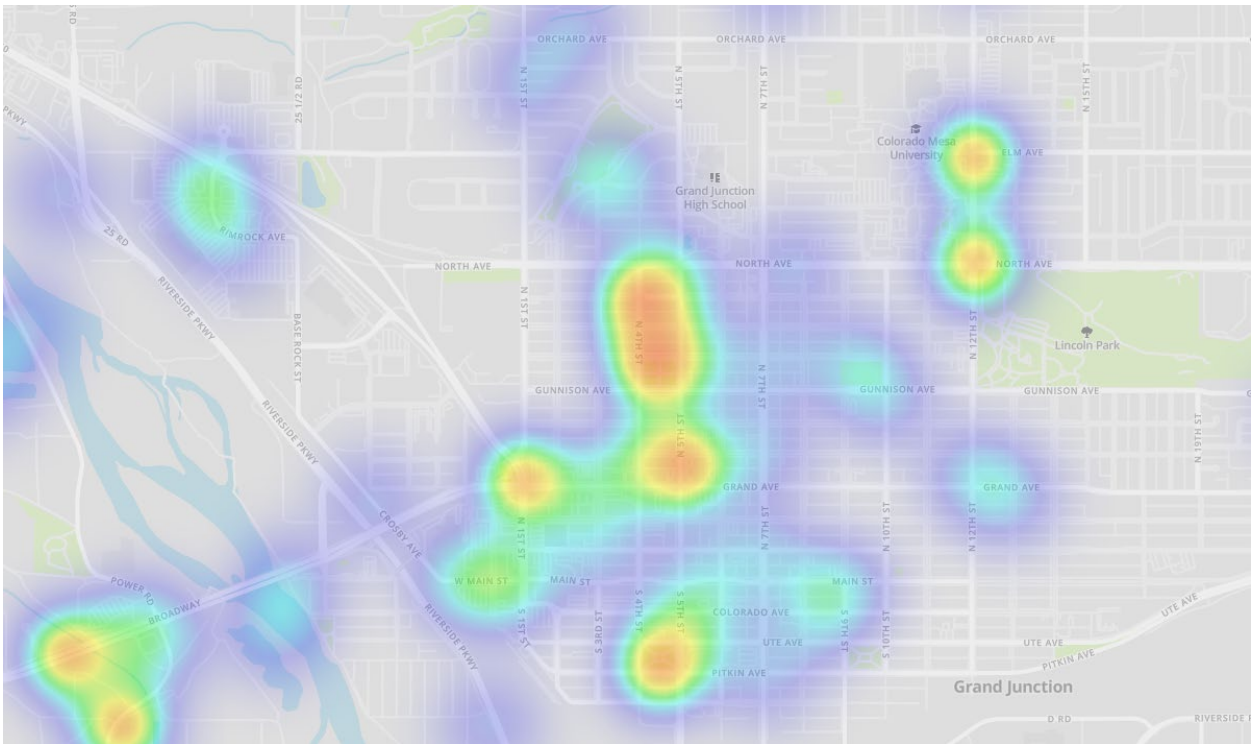



**FIGURE 42: HEATMAP OF LOCATIONS RESPONDENTS FEEL UNSAFE WALKING/ROLLING, DOWNTOWN**

### *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.

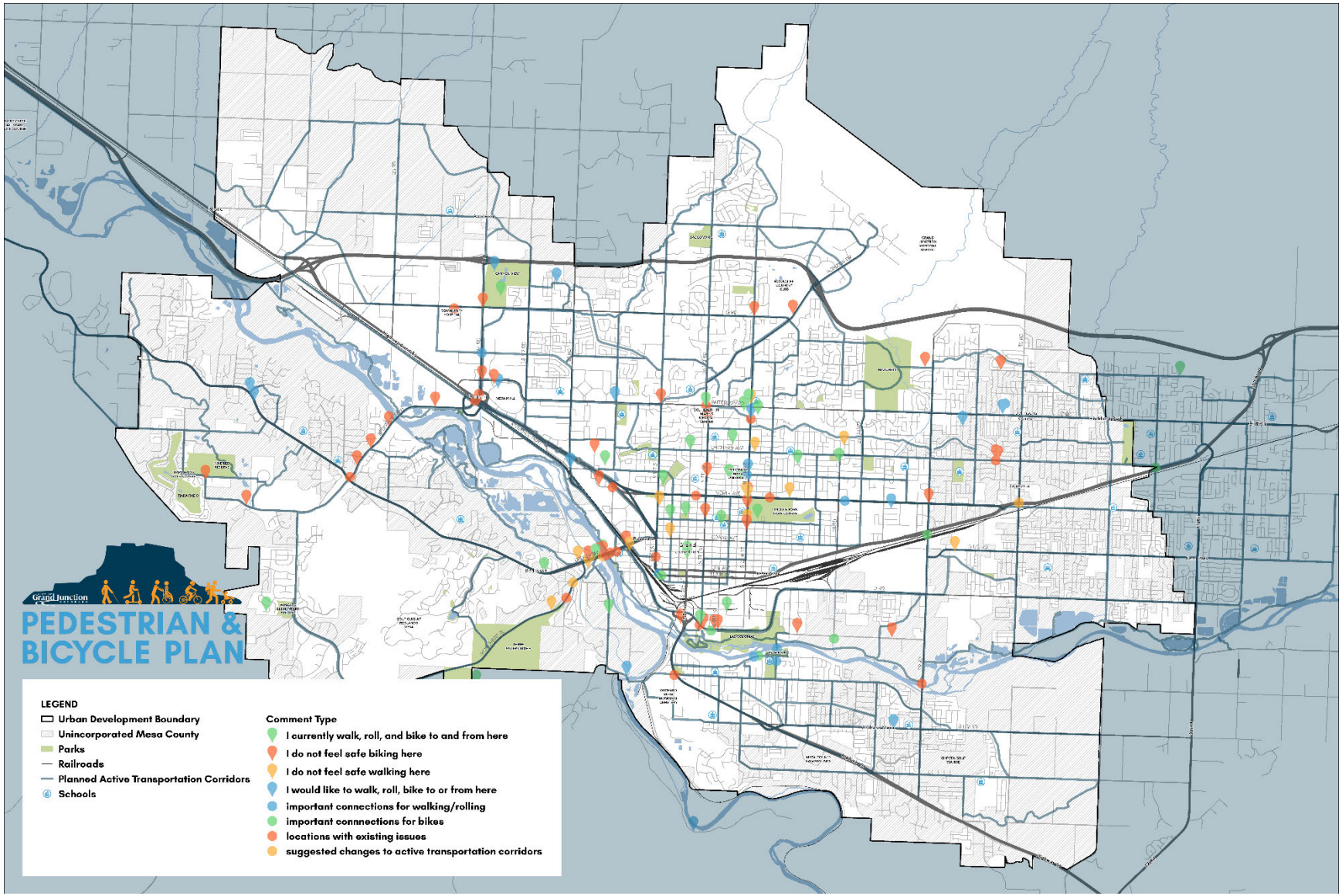



**FIGURE 46: IN PERSON COMMENT MAP**

# 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.<br><br>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.<br><br>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!<br>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.<br><br>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.<br>2) More crosswalks with signage are needed to allow for safe passage.<br>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.<br><br>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.<br>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.<br>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<br>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.<br>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).<br>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.<br>*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*<br><br>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.<br>Every park should have good and safe access.<br>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 |
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| 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.<br>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.<br>Growing up in the Valley, I am aware of personal property, irrigation and a whole bucket of legal issues needing to be addressed.<br>However, the safety of our pedestrians is important and the limited amount of proper bike paths is disturbing.<br>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 |
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| 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.<br>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 |
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| 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).<br>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 |
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| 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 |
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| 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.<br>Definitely we need ped paths to the new community center and to all our parks located in the city limits as a priority.<br>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 |
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| 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.<br><br>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.<br><br>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.<br><br>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 |
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| 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.<br>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 |
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| 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 |
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| 173 | the lack of sidewalks in city limits are horrendous.<br>We walked to Tope from 1st St, down walnut, where the road is narrow and lacks property shoulders and no sidewalks.<br>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.<br>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 |
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| 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 |
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| 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 |
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| 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.<br>People park in the bike lanes on these routes.<br>The sidewalks on North & Patterson are close and loud.<br>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.<br>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.<br>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.<br><br>Connect more parts of GJ to existing infrastructure so biking/walking is an option.<br><br>Better signage for cars to be on the lookout for other modes of transportation. |

| # | Comment |
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| 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.<br>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.<br><br>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.<br><br>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 |
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| 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.<br>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.<br><br>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 |
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| 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?<br>2. What adaptive / flexible infrastructure improvements could be added to encourage users in some sections?<br>3. what gaps exist in the urban trail network which could encourage better use? |

| # | Comment |
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| 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:<br>There are roads where the bike lane abruptly ends (for example, 15th) which makes for confusion and uneasy biking.<br>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.<br>Multi-lane roads are challenging to ride along... fewer lanes, slower traffic make walking and riding more enjoyable.<br>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 |
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| 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 |
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| 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.<br><br>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<br>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 |
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| 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.<br>We need safe and reliable access from the Redlands across 24 road.<br>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. |

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| 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.<br>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<br>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 .<br>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. |

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| 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.<br>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.<br>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 |
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| 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.<br>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!<br>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 |
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| 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).<br><br>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.<br><br>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.<br>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.<br>https://www.lovgov.org/home/showpublisheddocument/56960/637843353329530000<br>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 |
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| 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<br>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 |
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| 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 |
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| 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 |
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| 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 |
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| 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.<br><br>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.<br>- 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.<br>- 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.<br>- 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<br>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.<br>Bike crossing lanes are needed at street lights.<br>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.<br>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.<br><br>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.

Grand Junction

# 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.

Grand Junction

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 ~~[illegible]~~ 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

Grand Junction

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, CYCLIST/PED RIGHTS
- CAMPAIGN INFORMING MOTORISTS OF RED LIGHT RUNNING DANGERS
- INCREASE AWARENESS/USE OF MULTI-MODAL TRANSPORTATION 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 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | LowInc_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 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

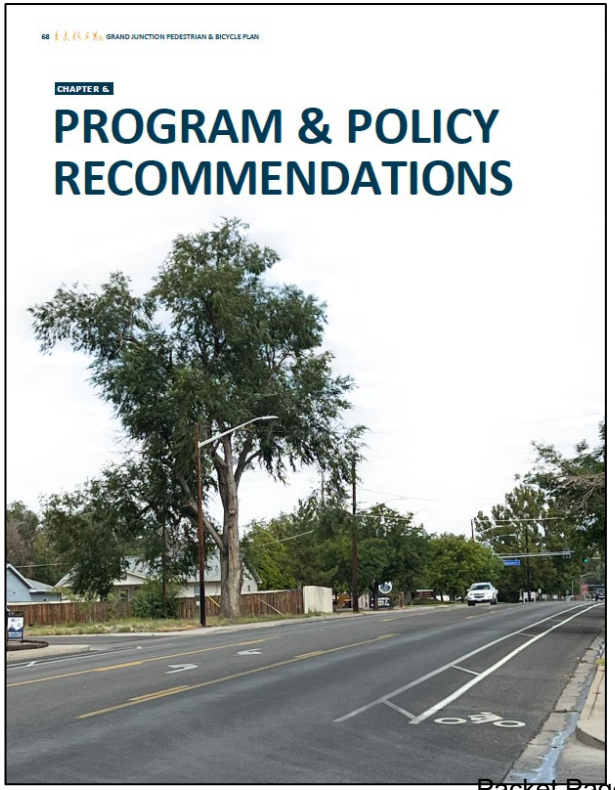
| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WEST AVE | BBL | 0.16 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 3 | 1 | 15 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 24 | 3 | 6 |
| 25 1/2 RD | BL | 0.20 | 0 | 0 | 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 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

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| 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 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

# Proposed Minor Tweaks to Pedestrian and Bicycle Plan




## Chapter 6

**Potential Changes**

New Wording for proposed changes to the March Final Draft Plan by Planning Commission at their April 6, 2023 workshop

PEDESTRIAN & BICYCLE PLAN

### 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.**

**Revised to read:**

SOURCING FUNDS

Total annual maintenance cost estimates per mile vary greatly across communities, based on the type of facility (e.g., width, surface, structural design), as well as context-sensitive characteristics, such as the types of vegetation, amenities included, and number of annual users. The City of Grand Junction should continue to 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%).

Many funding sources could be used for construction and maintenance. The city can explore these and more:

- 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 RAISE Grants, Recreational Trails Program Funding, Transportation Alternatives Program (TAP)
- Federal Safe Streets for All (SS4A) grants
- Highway Safety Improvement Program, National Highway Performance Program, FASTER Safety Grants
- City Capital Improvement fund (sales tax)
- City General Fund (sales tax)

**Revised to read:**

Utilize existing and pursue new funding sources support construction and maintenance of an expanded system.

PEDESTRIAN & BICYCLE PLAN

Existing Language – March Draft



Proposed Language

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.

**Revised to read:**

SHARED MICROMOBILITY

In 2022, the City released a Referral for Proposals to solicit shared micromobility (e.g., bike and scooter share) to evaluate the effectiveness of this mode of transportation on first- and last-mile connections and modal shifts. The 18-month pilot study is slated to start 2023.

Scooters and bike share have been successfully deployed in several Front Range communities including Fort Collins, Boulder, Colorado Springs, Denver, and Longmont. 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.

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.

**Revised to read:**
The city will build and encourage development to provide additional bike parking. Should the micromobility pilot be successful, property owners may choose to provide device parking, in coordination with micromobility vendors.
The street standards could be updated to include a buffer/amenity zone in new sidewalks in core areas of the city which could be used for micromobility parking safely outside of the sidewalk.

## 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.

**Revised to read:**
Establish a more positive culture around walking and biking in Grand Junction by creating staff position(s) to assist in public education, promoting the Bicycle Friendly Business program, and/or hosting an LCI seminar.

**Revised to read:**
City staff

PEDESTRIAN & BICYCLE PLAN

Existing Language – March Draft



Proposed Language

## 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.**

**Revised to read:**
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 by city departments as they perform street construction projects and routine maintenance. The policies can also be used to guide the private sector in new development or redevelopment projects. Adopting policy(ies) may assist in ensuring projects incorporate the city's goals for the bicycle and pedestrian environment and create a consistent experience for users.

**Revised to read:**
Avenue. The city should consider expanding this type of policy to Active Transportation Corridors and corridors identified on the Active Transportation High Injury Network (Figure 14, Appendix A Existing Conditions and Needs Assessment) to mitigate conflict points between vehicles and pedestrians and bicyclists. Potential access management strategies typically include redirecting access to side-streets and alleys, consolidating driveways among single and adjacent property owners, and adding medians.

**Revised to read:**
Improve the North Avenue access management policy in alignment with national best practices and consider expanding to all the Active Transportation "High Injury Network" Corridors.

## 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

**Revised to read:**

Pedestrian and bicycle accommodation in work zones is already a federal standard defined in the Manual on Uniform Traffic Control Devices, and the city currently has a work zone policy consistent with federal standards. The city should strengthen compliance with the work zone 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 means accommodating people walking and biking with a temporary walkway and bikeway adjacent to the work zone, or at minimum signing alternate detour routes on either end of the construction zone. The city could consider more active enforcement of current work zone policy along the Active Transportation Corridors.

**Revised to read:**

Constructing Active Transportation Facilities

Consistent with current Municipal Code, when an Active Transportation Corridor (ATC) is shown as part of a Collector or Arterial street, the city should continue to plan for and construct the facility. If an ATC is along a local street within a development, a developer should continue to construct deficient or missing facilities, unless other funding sources are secured. The city should continue its current policy for new development to construct an ATC within or adjacent to the site unless other funding sources are secured.

PEDESTRIAN & BICYCLE PLAN

Existing Language – March Draft



Proposed Language

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.**

**Revised to read:**
Additionally, bicycle parking should be provided at commercial and multifamily residential locations.

**Revised to read:**
Continue the current policy where Active Transportation Corridors which run through or adjacent to a site be constructed as part of the development.

**Revised to read:**
Connectivity can be defined by a "connectivity index," the ratio of pedestrian and bicycle connections to blocks (or intersections). Consider reducing the maximum distance between pedestrian and bicycle connections to be less than the existing maximum block length for vehicular access of 1200 linear feet.

**Revised to read:**
The city's existing Subdivision Standards already require connectivity to "Promote pedestrian uses, bicycling, and transportation modes other than private automobile." This connectivity standard should remain, as creating a connection between two otherwise unconnected streets/neighborhoods can greatly decrease the trip lengths for people walking, rolling, and bicycling, as conveyed in **Figure 44**.

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.

The City's current maximum block length of 1200 linear feet is established in the Transportation Engineering Design Standards (TEDS) for vehicular access. The City should consider pedestrian and bicycle connections at an interval closer to 600 feet, which is the distance data indicates is a more comfortable block length for pedestrians to navigate. A "Connectivity Index" could also be used.

PEDESTRIAN & BICYCLE PLAN

Existing Language – March Draft



Proposed Language

## 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.**

Revised to read:
The city should explore incentives-based measures, such as updating its Transportation Impact Study guidelines (Chapter 29.08.200 of the Municipal Code) to encourage TDM strategies, into which major developments could opt, specifically to support walking and biking. These could include constructing Active Transportation Corridors, bike facilities, showers, car share, or other support for bike commuters. Incentive-based measures may weigh some TDM measures over others.

**Revised to read:**
The city's Municipal Code (21.06.050) currently identifies parking minimums for different land uses. Reducing or, in some cases, relieving all parking requirements is a strategy which may better align with the community's goals of mobility and affordability, as well as reduce one of the highest costs associated with new development. Other parking strategies that warrant further study include:

- **Fee-in-lieu** allows a developer the choice to pay a fee into a municipal fund instead of providing on-site parking spaces required per Municipal Code. This policy is especially effective for small parcels where redevelopment may be less viable due to parking requirements. This fee can assist in financing public parking spaces or/and fund other transportation demand management and multimodal investments that will help to reduce single occupancy vehicle use.

**Revised to read:**
Explore incentives-based Transportation Demand Management (TDM) measures, into which major developments could opt, to provide support for walking and biking. These could include constructing Active Transportation Corridors, bike facilities, showers, car share, or other support for bike commuters.

**Revised to read:**
Revise the parking minimum standards for different land uses to better align with the community's goals; reducing development costs associated with excessive parking to allow for innovations, flexibility, and greater affordability.

PEDESTRIAN & BICYCLE PLAN

Existing Language – March Draft



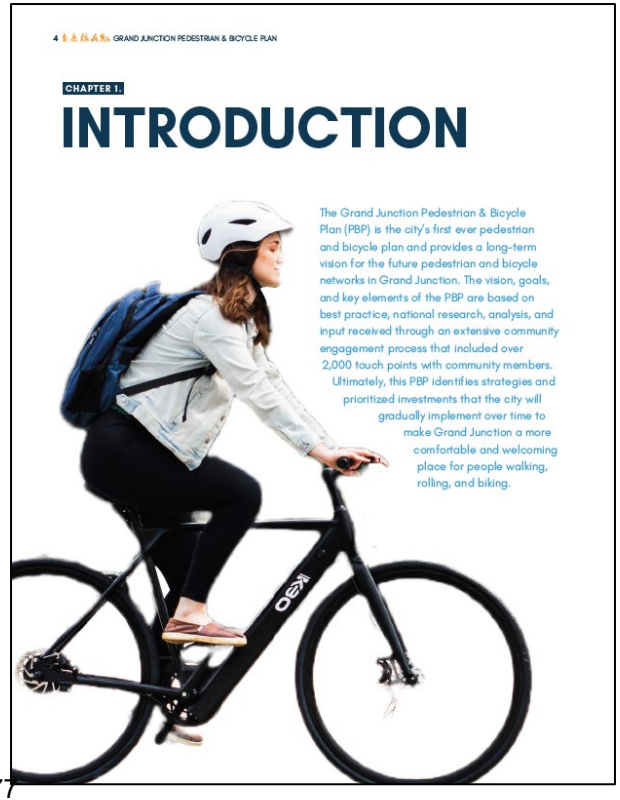
Proposed Language

# Proposed Minor Tweaks to Pedestrian and Bicycle Plan

## Chapter 1

**Potential Changes**

New Wording for proposed changes to the March Final Draft Plan by Planning Commission at their April 6, 2023 workshop



Existing Language – March Draft



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*

Proposed Language

**Revise to add new section:**

Context Sensitive Design

*Context Sensitive Design establishes design elements based on the context and character of the street. The City of Grand Junction has a wide variety of settings, unique landscapes, and environmental conditions. Any facility identified in this plan will need to take into consideration existing conditions and characteristics of the surrounding area to ensure that design is context sensitive. This principle provides and promotes sufficient flexibility to allow application of appropriate roadway elements and dimensions to different situations within the city. Different standards for street cross-sections may be appropriate for a bike or pedestrian facility as it travels through urban, suburban and rural transects, reflecting the different roles of roadway infrastructure among these different transects. Additionally, Context Sensitive Design takes into account existing building encroachments and constraints in right-of-way widths to adjust the facility type where needed.*

PEDESTRIAN & BICYCLE PLAN

# 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 MILE NORTH OF THE MESA COUNTY LANDFILL**

**AND APPROVING THE 2023 PEDESTRIAN AND BICYCLE PLAN AND ORDINANCE TO BE PUBLISHED IN PAMPHLET FORM**

Recitals

The City Staff, a Steering Committee of seventeen 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 twenty 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 No. 4808) and in the One Grand Junction Comprehensive Plan (Ordinance No. 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 No. 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 No. 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 No. 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 the second reading of this ordinance by the City Council. The Planning Commissions' recommendation will be forwarded to City Council and be made a part of the record that City Council will consider at the second reading.

**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 No. 4808 and the same map found in the One Grand Junction Comprehensive Plan adopted by Ordinance No. 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 No. 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 May 2023 and ordered published in pamphlet form.

**ADOPTED** on second reading the __day of ____ 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.b.i.**

**Meeting Date:** April 19, 2023

**Presented By:** Daniella Acosta, Senior Planner

**Department:** Community Development

**Submitted By:** Daniella Acosta, Senior 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 Recla Metals Annexation of 9.31 Acres Located at 479 30 Road, and Setting a Public Hearing for June 7, 2023

### RECOMMENDATION:

Staff recommends adoption of a resolution referring the petition for the Recla Metals Annexation, introducing the proposed Ordinance and setting a hearing for June 7, 2023.

### EXECUTIVE SUMMARY:

The Applicant, RECLA METALS L.L.L.P., is requesting to annex the property located at 479 30 Road. There is road right-of-way included in this annexation request. The owner is requesting annexation in anticipation of constructing a steel service center, which constitutes "annexable development" and as such, will be annexed in accordance with the Persigo Agreement. The request for zoning will be considered separately by City Council but concurrently with the annexation request and is currently scheduled to be heard by the City Council on June 7, 2023.

### BACKGROUND OR DETAILED INFORMATION:

The Applicant, RECLA METALS L.L.L.P., has requested annexation of the property into the City limits, located at 479 30 Road in Pear Park, in anticipation of future development of a steel service center that recycles metals into architectural building materials for wholesale. There is road right-of-way area included in the annexation. The entire annexation consists of property of 9.31 acres. The Applicant is currently requesting a zone of annexation to I-1 (Light Industrial). The property has an existing

single-family residential building onsite. Zoning will be considered in a future action by City Council and requires review and recommendation by the Planning Commission.

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 19, 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 – June 7, 2023
- Effective date of Annexation and Zoning – July 9, 2023

The property is currently adjacent to the existing City limits. The property owner has signed a petition for annexation.

**RECOMMENDATION AND FINDINGS**
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 Roy's RV Annexation is eligible to be annexed because of compliance with the following:

1. A proper petition has been signed by more than 50% of the owners and more than 50% of the property described.
The petition has been signed by the owners of the property or 100% of the owners and includes 100% of the property described excluding right-of-way.

2. Not less than one-sixth of the perimeter of the area to be annexed is contiguous with the existing City limits.
Seventy-four percent of the perimeter of the Roy's RV Annexation is contiguous with the City limits, exceeding the 1/6 contiguity requirements for the annexations.

3. 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.

4. The area is or will be urbanized in the near future.
The property owner is planning for future development to construct a steel service center that recycles metals into architectural building materials for wholesale.

5. The area is capable of being integrated with the City.
The proposed annexation is adjacent to the city limits on three sides and has direct access to 30 Road. Utilities and City services are also available and currently serving the property.

6. No land held in identical ownership is being divided by the proposed annexation. The entire property owned by the applicant is being annexed.

7. 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.
Contiguous property owned by the petitioner is less than 20 acres in size, so this requirement does not apply. However, the petitioner has granted consent to the City to annex the property.

Please note that the annexation petition was prepared by the City.

**FISCAL IMPACT:**

Based on the current valuation of the property, the City's 8 mills will generate $115 per year in property tax revenue. As the property is developed or improved, property tax revenue will change accordingly. This property anticipates a commercial use and City sales and use tax revenues will be dependent on construction activity and ongoing retail activity.

**Fire –** This parcel is in the Grand Junction Rural Fire Protection District, which is served by the Grand Junction Fire Department through a contract with the district. The rural fire district collects a 9.6560 mill levy that generates property tax revenue of $138.76 per year. No changes in fire protection and emergency medical response are expected due to this annexation. Primary response is from Fire Station 8 at 441 31 Road and from that location response times are within National Fire Protection Association guidelines.

**Utilities –** This property is in the Ute Water Service area. For sewer service, there is a 10-inch sewer line in 30 Road and the property is currently served by sewer. Any changes in industrial sewer service would be required to be reviewed by our Industrial Pretreatment Program.

**Police –** The Grand Junction Police Department does not anticipate much impact to services for this annexation. The Department anticipates a few calls for service and current tracking of needed officers would cover any impact in that area.

**Public Works –** The annexation takes in 10,000 square feet of minor arterial 30 Road with a pavement condition index (PCI) at 65. 330 feet of curb and gutter are in good condition, as well as 330 feet of 36-inch storm drain. There are no street lights. Street sweeping, snow removal, storm drain maintenance, and striping is estimated at $195 per month. An overlay in 5 years is estimated at $38,400 and a chip seal in 9 years is estimated at $3,500.

**SUGGESTED MOTION:**

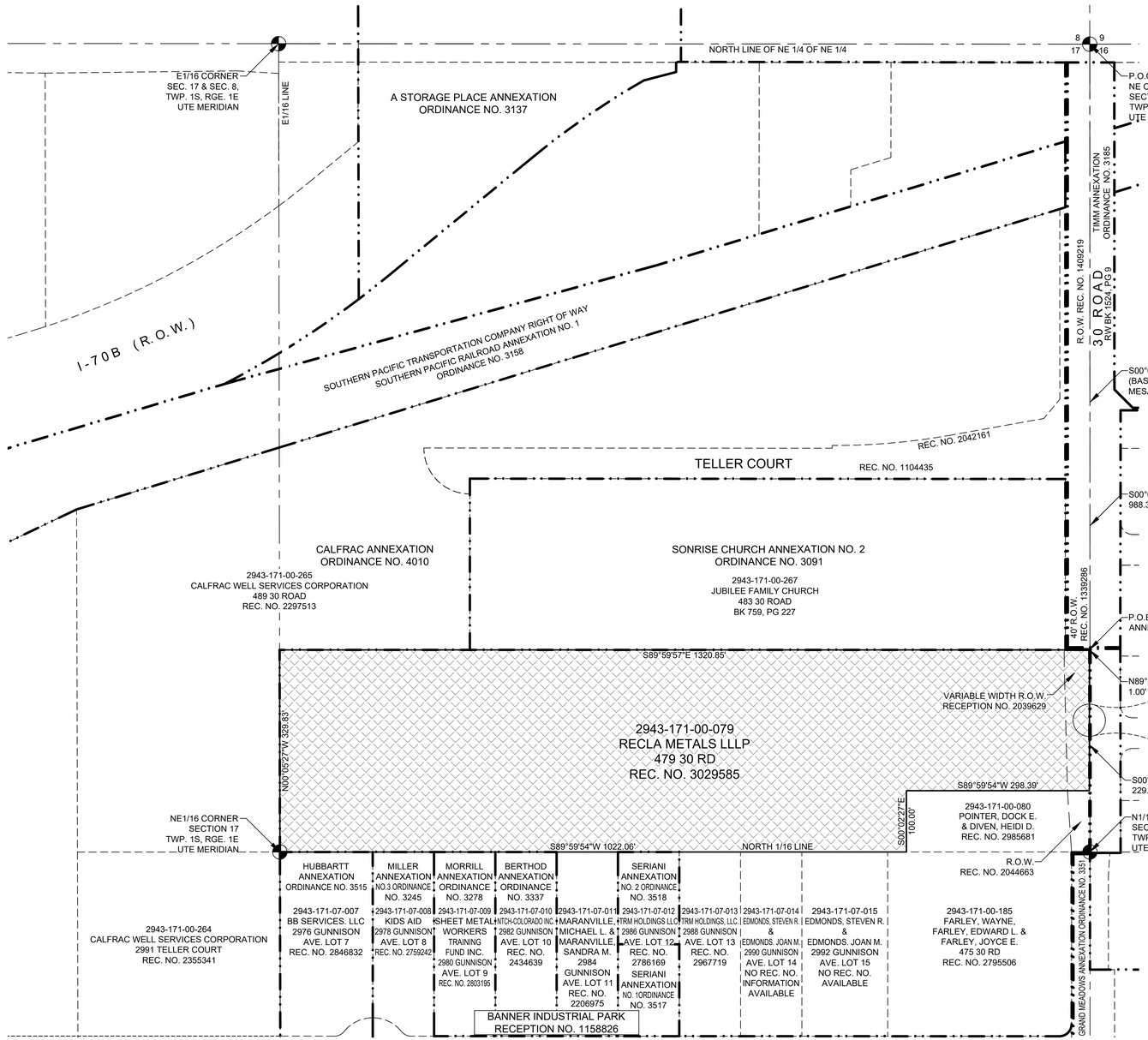
I move to (adopt/deny) Resolution No. 34-23, a resolution referring a petition to the City Council for the annexation of lands to the City of Grand Junction, Colorado, setting a hearing on such annexation and exercising land use control over the Recla Metals Annexation, approximately 9.31 acres, located at 479 30 Road, as well as introduce a proposed ordinance annexing territory to the City of Grand Junction, Colorado, Recla Metals Annexation, approximately 9.31 acres, located 479 30 Road, and set a public hearing for June 7, 2023.

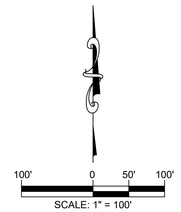
## Attachments

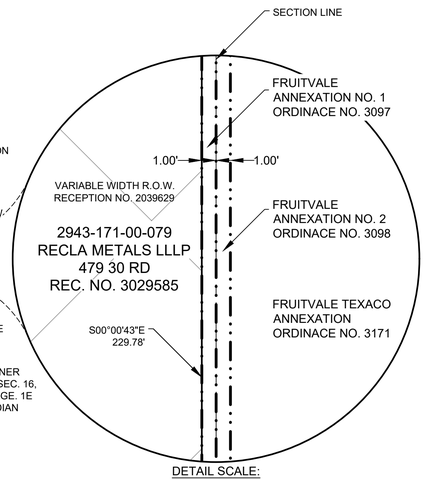
1. Exhibit 1. Recla Metals Annexation Plat-Annexation Plat
2. Exhibit 2. Annexation Schedule and Summary Table
3. Exhibit 3. Resolution - Petition Referal (Land Use Control)
4. Exhibit 4. Recla Annexation Ordinance
5. Exhibit 5. Site Maps and Streetview

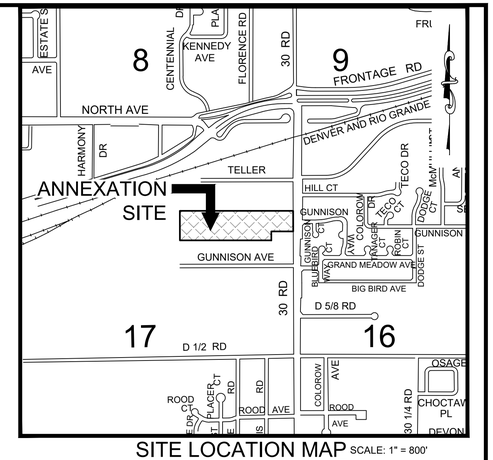
# RECLA METALS ANNEXATION

Located in the NE1/4 NE1/4, SECTION 17, TOWNSHIP 1 SOUTH, RANGE 1 EAST,
UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO




SITE LOCATION MAP SCALE: 1" = 800'

## LEGAL DESCRIPTION

A parcel of land being Reception Number 3029585 and a portion of the Right of Way parcel described in Reception Number 2039629 located in the Northeast Quarter of the Northeast Quarter (NE1/4 NE1/4) of Section 17, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the Northeast Corner of said Section 17, whence the North Sixteenth Corner of said Section 17 bears S00°00'43"E 1,318.08 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto; thence along the East line of the Northeast of the Northeast Quarter of said Section 17, S00°00'43"E a distance of 988.30 feet to a point on the Western boundary line of the FRUITVALE *ANNEXATION NO. 2, ORDINANCE NO. 3098;* thence, N89°59'57"W a distance of 1.00 feet to a point on the Western boundary line of FRUITVALE *ANNEXATION NO. 1, ORDINANCE NO. 3097,* being the the Point of Beginning; thence along said boundary line S00°00'43"E a distance of 229.78 feet; thence the following two (2) courses, 1) S89°59'54"W a distance of 298.39 feet, 2) S00°02'27"E a distance of 100.00 feet to a point on the North Sixteenth line of said Section 17; thence along said North Sixteenth line S89°59'54"W a distance of 1022.06 feet to the Northeast Sixteenth Corner of said Section 17, said point also being a point on the CALFRAC ANNEXATION, ORDINANCE NO. 4010 boundary line; thence along the East Sixteenth line N00°05'27"W a distance of 329.83 feet; thence, S89°59'57E a distance of 1320.85 feet to the Point of Beginning.

Said Parcel of land CONTAINING **405,716** Square Feet or **9.314** Acres, more or less.

## AREAS OF ANNEXATION

| | |
|---|---|
| ANNEXATION PERIMETER | 3,300.91 FT. |
| CONTIGUOUS PERIMETER | 2,431.78 FT. |
| AREA IN SQUARE FEET | 405,716 FT$^2$ |
| AREA IN ACRES | 9.314 |
| AREA WITHIN R.O.W. | 8,862.00 FT$^2$ |
| | 0.203 ACRES |
| AREA WITHIN DEEDED R.O.W. | 8,862.00 FT$^2$ |
| | 0.203 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

THIS IS NOT A BOUNDARY SURVEY

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: 12/21/2022
DESIGNED BY: RBP DATE: 12/21/2022
CHECKED BY: RBP DATE: 12/21/2022

100' 0 50' 100'
SCALE: 1" = 100'
LINEAL UNITS = U.S. SURVEY FOOT

CITY OF Grand Junction COLORADO
333 WEST AVENUE - BLDG. C
GRAND JUNCTION, CO. 81501

PUBLIC WORKS
ENGINEERING DIVISION

RECLA METALS ANNEXATION
Located in the NE1/4 NE1/4, SECTION 17,
TOWNSHIP 1 SOUTH, RANGE 1 EAST,
UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO

1 OF 1

G:\Data\SURVEY\Annexations\2022\2022-818 Recla Metals Annex - Dan\Annexation Files\Recla Metals Annexation Plat.dwg - PLOTTED 2022-12-22

| TWO PONIES ANNEXATION SCHEDULE | |
|---|---|
| April 19, 2023 | Referral of Petition, Intro Proposed Ordinance, Exercise Land Use |
| April 25, 2023 | Planning Commission Considers Zone of Annexation |
| May 3, 2023 | City Council Intro Proposed Zoning Ordinance |
| June 7, 2023 | City Council Accept Petition/Annex and Zoning Public Hearing |
| July 9, 2023 | Effective date of Annexation and Zoning |

| ANNEXATION SUMMARY | | | | | |
|---|---|---|---|---|---|
| File Number | | ANX-2022-818 | | | |
| Location | | 479 30 Rd | | | |
| Tax ID Number(s) | | 2943-171-00-079 | | | |
| Number of Parcel(s) | | 1 | | | |
| Existing Population | | 2 | | | |
| No. of Parcels Owner Occupied | | 1 | | | |
| Number of Dwelling Units | | 1 | | | |
| Acres Land Annexed | | 9.10 | | | |
| Developable Acres Remaining | | 9.10 | | | |
| Right-of-way in Annexation | | none | | | |
| Previous County Zoning | | I-2 | | | |
| Proposed City Zoning | | I-1 | | | |
| Surrounding Zoning: | North: | C-2 | | | |
| | South: | I-2 | | | |
| | East: | RSF-4 | | | |
| | West: | I-1 | | | |
| Current Land Use | | Single-family residential/agricultural | | | |
| Proposed Land Use | | Single-family residential and Commercial | | | |
| Surrounding Land Use: | North: | residential | | | |
| | South: | industrial | | | |
| | East: | commercial | | | |
| | West: | Vacant, some residential parcels | | | |
| Comprehensive Plan Designation: | | Commercial/Industrial | | | |
| Zoning within Comprehensive Plan Designation: | | Yes: | X | No: | |
| Values: | Assessed | $14,370 | | | |
| | Actual | | | | |
| Address Ranges | | | | | |
| Special Districts: | Water | Ute | | | |
| | Sewer | Persigo | | | |
| | Fire | Grand Junction | | | |
| | Irrigation/Drainage | GVIC/GVDD | | | |
| | School | School District 51 | | | |
| | Pest | Grand River Mosquito Control District | | | |

**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 19th day of April, 2023, the following Resolution was adopted:

**CITY OF GRAND JUNCTION, COLORADO**

**RESOLUTION NO. XX-XX**

**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**

**RECLA METALS**

**ANNEXATION**

**APPROXIMATELY 9.31 ACRES**
**LOCATED AT 479 30 ROAD**

WHEREAS, on the 19th 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:

**RECLA METALS ANNEXATION**

A parcel of land being Reception Number 3029585 and a portion of the Right of Way parcel described in Reception Number 2039629 located in the Northeast Quarter of the Northeast Quarter (NE1/4 NE1/4) of Section 17, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the Northeast Corner of said Section 17, whence the North Sixteenth Corner of said Section 17 bears S00°00'43”E 1,318.08 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto; thence along the East line of the Northeast of the Northeast Quarter of said Section 17, S00°00'43”E a distance of 988.30 feet to a point on the Western boundary line of the FRUITVALE ANNEXATION NO. 2, ORDINANCE NO. 3098; thence, N89°59'57"W a distance of 1.00 feet to a point on the Western boundary line of FRUITVALE ANNEXATION NO. 1, ORDINANCE NO. 3097, being the the Point of Beginning; thence along said boundary line S00°00'43”E a distance of 229.78 feet; thence the following two (2) courses, 1) S89°59'54"W a distance of 298.39 feet, 2) S00°02'27"E a distance of 100.00 feet to a point on the North Sixteenth line of said Section 17; thence along said North Sixteenth line S89°59'54"W a distance of 1022.06 feet to the Northeast Sixteenth Corner of said Section 17, said point also being a point on the CALFRAC ANNEXATION, ORDINANCE NO. 4010 boundary line; thence along the East Sixteenth line N00°05'27"W a distance of 329.83 feet; thence, S89°59'57E a distance of 1320.85 feet to the Point of Beginning.

Said Parcel of land CONTAINING 405,716 Square Feet or 9.314 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 7th day of June, 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 19th 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.

_____
City Clerk

| *DATES PUBLISHED* |
| --- |
| **April 21st, 2023** |
| **April 28th, 2023** |
| **May 5th, 2023** |
| **May 12th, 2023** |

**CITY OF GRAND JUNCTION, COLORADO**

**ORDINANCE NO.**

**AN ORDINANCE ANNEXING TERRITORY TO THE CITY OF GRAND JUNCTION, COLORADO RECLA METALS ANNEXATION**

**LOCATED ON PROPERTIES AT 479 30 RD APPROXIMATELY 9.31 ACRES**

**WHEREAS**, on the 19th 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 described to wit:

**RECLA METALS ANNEXATION EXHIBIT A**

A parcel of land being Reception Number 3029585 and a portion of the Right of Way parcel described in Reception Number 2039629 located in the Northeast Quarter of the Northeast Quarter (NE1/4 NE1/4) of Section 17, Township 1 South, Range 1 East, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the Northeast Corner of said Section 17, whence the North Sixteenth Corner of said Section 17 bears S00°00'43”E 1,318.08 feet using the Mesa County Local Coordinate System with all other bearings contained herein being relative thereto; thence along the East line of the Northeast of the Northeast Quarter of said Section 17, S00°00'43”E a distance of 988.30 feet to a point on the Western boundary line of the FRUITVALE ANNEXATION NO. 2, ORDINANCE NO. 3098; thence, N89°59'57"W a distance of 1.00 feet to a point on the Western boundary line of FRUITVALE ANNEXATION NO. 1, ORDINANCE NO. 3097, being the the Point of Beginning; thence along said boundary line S00°00'43”E a distance of 229.78 feet; thence the following two (2) courses, 1) S89°59'54"W a distance of 298.39 feet, 2) S00°02'27"E a distance of 100.00 feet to a point on the North Sixteenth line of said Section 17; thence along said North Sixteenth line S89°59'54"W a distance of 1022.06 feet to the Northeast Sixteenth Corner of said Section 17, said point also being a point on the CALFRAC ANNEXATION, ORDINANCE NO. 4010 boundary line; thence along the East Sixteenth line N00°05'27"W

a distance of 329.83 feet; thence, S89°59'57E a distance of 1320.85 feet to the Point of Beginning.

Said Parcel of land CONTAINING 405,716 Square Feet or 9.314 Acres, more or less, is duly and lawfully annexed to the City of Grand Junction, Colorado.

**INTRODUCED** on first reading on the 19th day of April, 2023 and ordered published in pamphlet form.

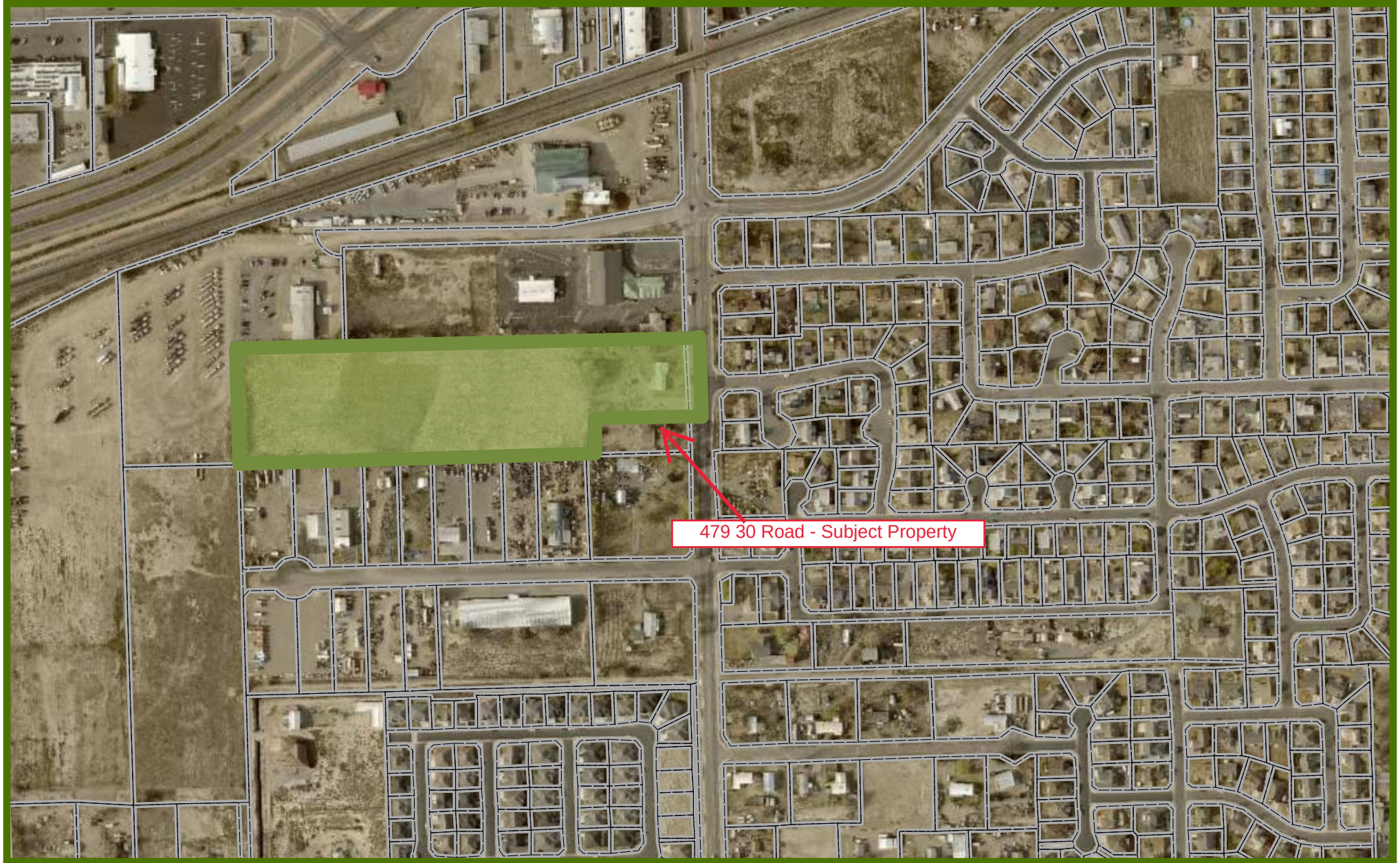
**ADOPTED** on second reading the _____day of _____ 2023 and ordered published in pamphlet form.

_____
President of the Council

Attest:

_____
City Clerk

# Recla Metals Annexation - Aerial Map




N

0 0.13 0.25 mi

Printed: 4/5/2023

1 inch equals 376 feet

Scale: 1:4,514

CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEM

# Recla Metals Annexation




N

0 0.13 0.25 mi

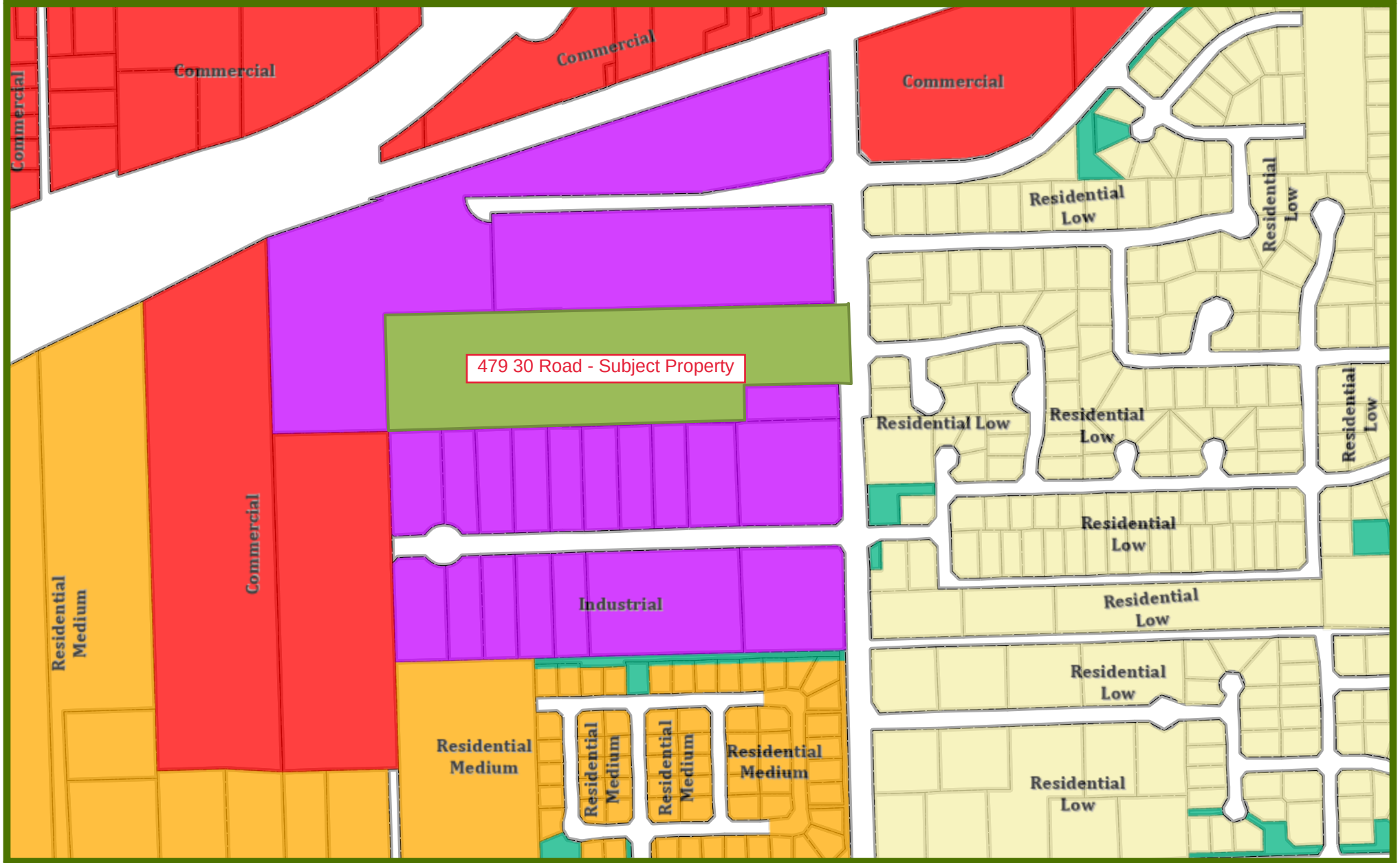
Printed: 4/5/2023

1 inch equals 376 feet

Scale: 1:4,514

CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEM

# Recla Metals Annexation - Land Use




N

0 0.13 0.25 mi

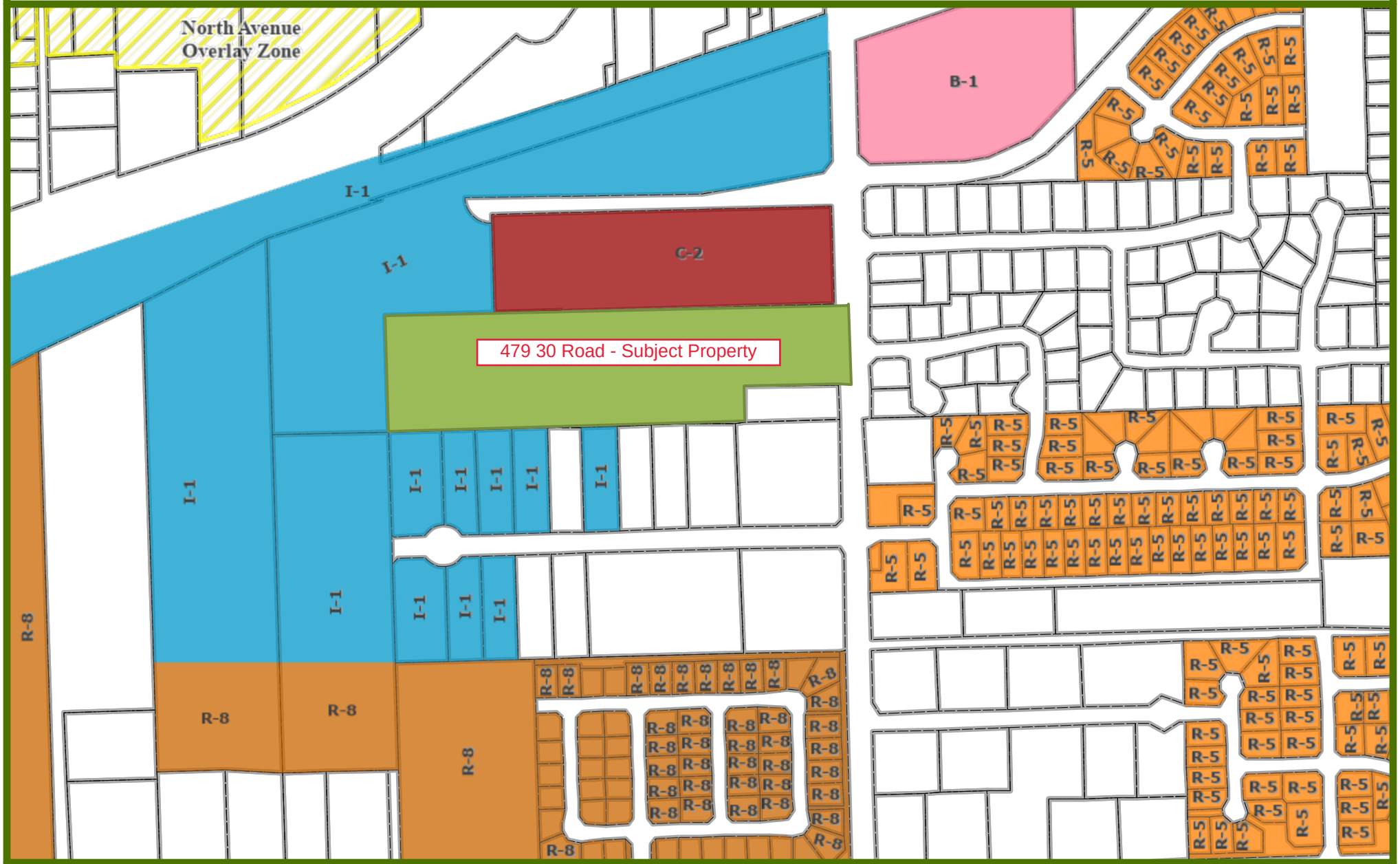
Printed: 4/5/2023

1 inch equals 376 feet

Scale: 1:4,514

CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEM

# Recla Metals Annexation - Zoning




N

0 0.13 0.25 mi

Printed: 4/5/2023

1 inch equals 376 feet

Scale: 1:4,514

CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEM




**Street View – Looking northwest from 30 Road**

**Grand Junction City Council**

**Regular Session**

**Item #2.b.ii.**

**Meeting Date:** April 19, 2023

**Presented By:** Kristen Ashbeck, Principal Planner/CDBG Admin

**Department:** Community Development

**Submitted By:** Kristen Ashbeck, 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 Mustang Ridge Annexations 1, 2 and 3 Totaling 2.714 Acres, Located at 880 26 ½ Road and Setting a Public Hearing for June 21, 2023

### RECOMMENDATION:

Staff recommends adoption of a resolution referring the petition for the Mustang Ridge Annexations 1, 2 and 3, introducing the proposed ordinance and setting a hearing for June 21, 2023.

### EXECUTIVE SUMMARY:

The Applicants, Brian R. and Stephanie Bray, have requested annexation of a 2.02-acre parcel located at 880 26 1/2 Road. The proposed annexation includes 498 linear feet of the 26 1/2 Road deeded right-of-way. The total area of the serial annexations 1, 2 and 3 is 2.714 acres. The property is currently used as a large lot single-family residence. The property is Annexable Development per the Persigo Agreement. The owner is requesting annexation to be able to subdivide the parcel into two, approximately 1-acre parcels. Consideration for zoning of the Mustang Ridge Annexation will be heard in a future action.

### BACKGROUND OR DETAILED INFORMATION:

The Mustang Ridge Annexation consists of a single parcel of land plus deeded right-of-way totaling 2.714 acres located at 880 26 1/2 Road. The property is currently used as a large lot single-family residence. The Applicant proposes to subdivide the parcel into two, approximately 1-acre parcels and presently has no plans to further develop the property other than a second single-family residence on the new lot.

Annexation is requested in order to subdivide the parcel. The Applicant will be requesting an R-4 (Residential 4 units per acre) zoning designation which is consistent with the Residential Low (2-5.5 dwelling units per acre) land use category of the Once Grand Junction Comprehensive Plan. Zoning will be considered in a future action and requires review and recommendation by the Planning Commission.

The property is near but not adjacent to the existing City limits, but the required contiguity to City limits is attained through annexation of a portion of the 26 1/2 Road right-of-way. The property is within the Persigo 201 service area boundary as well as within the City's Urban Development Boundary. Because the property owners are proposing to subdivide the parcel, it is considered "Annexable Development" as defined in the 1998 Persigo Agreement, requiring annexation under said Agreement. The property owners have signed a petition for annexation of the property.

a) A proper petition has been signed by more than 50 percent of the owners and more than 50 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;

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 future;

e) The area is capable of being integrated with the City;

f) No land held in identical ownership is being divided by the proposed annexation;

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 proposed annexation and zoning schedule and summary is attached.

**FISCAL IMPACT:**

The parcel to be annexed is a large lot single-family home that is surrounded by similar or vacant large parcels. Based on the current value of the property, the City's 8 mills will generate $170 per year in property tax revenue. Sales and use tax revenues will be dependent on consumer spending on City taxable items for residential use.

**Utilities** -This property is in Ute Water District service area so no impact to the City. For sewer, the property is within the 201 sewer service boundary and would be required to

connect to sewer. Currently, there is no sewer service to this property. An extension of the 8-inch sewer on 26 ½ Road from Catalina Drive to this property would be required to serve this property. The developer would be responsible for the cost of this extension as well as the Plant Investment Fees that would be assessed to each parcel.

**Police Department** - Based on the proposed annexation here, the expected impact on the need for additional officers is an expected increase between 1/5 of an officer position to 1/10 of an officer position. Since there are no plans as to how many homes or what type of housing will eventually occupy the 1 acre split, we can only estimate that there will be at least 20 to 40 people who might live on that property in the future. This could, however, change if, in the future, the plans change to increase density. These numbers are to maintain our current officer ratio of .0021 officers (authorized)/city residents (67,000 residents). The annexation takes into account the effects of the increased for calls for service, routine patrol, traffic enforcement, response time impact and reported civil issues such as neighbor disputes, runaways and other non-criminal and non-traffic related calls for service.

Note: The daytime population of Grand Junction is much higher than the residential population. Grand Junction is the main transportation hub, shopping hub and medical hub for the entire 155,000 residents of Mesa County and the majority of Northwestern Colorado, Southeastern Utah and is a major vacation travel destination. It is therefore imperative that we maintain the current staffing levels of the police department to meet the demands of city residents, county residents and visitors to the city. Due to the complexities of accessing and projecting Police Department personnel needs, which also impact other budgetary considerations, at the beginning of each calendar year, the Department will review all of the yearly annexation impact analyses and compare those with expected population increases and decreases as well as any other data that may need to be considered in Department needs. In this manner, the Department will continually assess expected impacts to maintain our level of service.

**Public Works** - The annexation takes in 500 linear feet and 11,200 square feet of major collector 26.5 Road with a pavement condition index (PCI) at 55. There is no curb and gutter and no storm drain facilities nor street lights. Street sweeping, snow removal, and striping is estimated at $215 per year. An overlay in 5 years is estimated at $44,600 while a chip seal in 8 years is estimated at $3,900.

**Fire Department** - Currently this parcel is in the Grand Junction Rural Fire Protection District which is served by the Grand Junction Fire Department through a contract with the district. The rural fire district collects a 9.6560 mill levy that generates a revenue of $205.29 per year. No changes in fire protection and emergency medical response are expected due to this annexation. Primary response is from Fire Station 6 at 731 27 Road and from that location response times are within National Fire Protection Association guidelines. Fire Station 6 has the capacity to handle calls for service resulting from this annexation.

**SUGGESTED MOTION:**

I move to (adopt/deny) Resolution No. 35-23, 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 as well as introduce a proposed ordinance annexing territory to the City of Grand Junction, Colorado, Mustang Ridge annexation, approximately 2.714 acres, located at 880 26 1/2 Road, and set a public hearing for June 21, 2023.

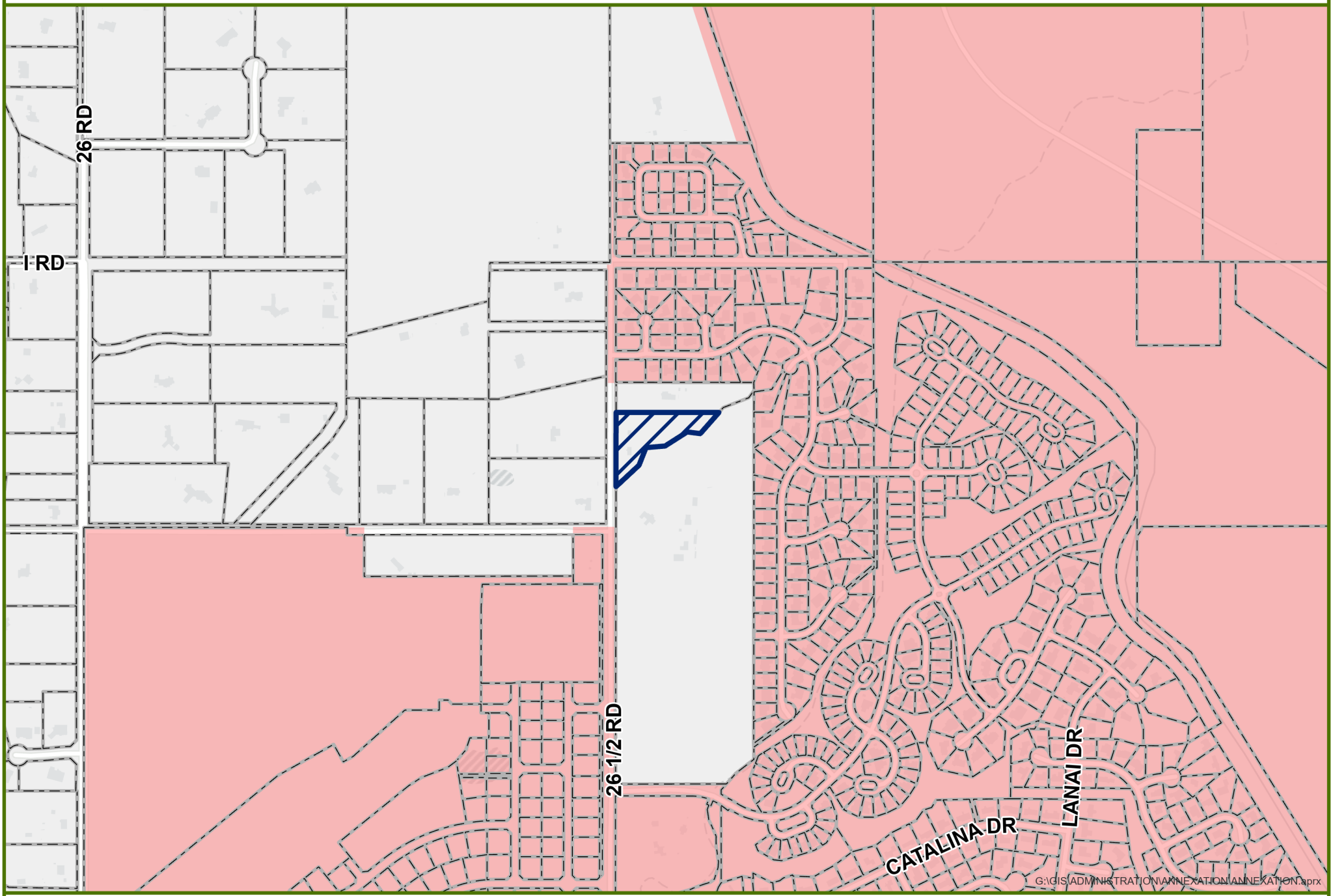
## Attachments

1. ANNEXATION SCHEDULE & SUMMARY TABLE
2. Mustang Ridge Maps
3. Resolution - Referral of Petition Mustang Ridge 1 2 3 Annexation
4. ORD-Mustang Ridge Annexation 20230411

| MUSTANG RIDGE ANNEXATIONS 1, 2 and 3 SCHEDULE | |
|---|---|
| April 19, 2023 | Referral of Petition, Intro Proposed Ordinance, Exercise Land Use |
| May 23, 2023 | Planning Commission Considers Zone of Annexation |
| June 7, 2023 | City Council Intro Proposed Zoning Ordinance |
| June 21, 2023 | City Council Accept Petition/Annex and Zoning Public Hearing |
| July 24, 2023 | Effective date of Annexation and Zoning |

| ANNEXATION SUMMARY | | | | | | |
|---|---|---|---|---|---|---|
| File Number | | ANX-2023-81 | | | | |
| Location | | 880 26 ½ Road | | | | |
| Tax ID Number(s) | | 2701-261-00-503 | | | | |
| Number of Parcel(s) | | 1 | | | | |
| Existing Population | | 1 Residence | | | | |
| No. of Parcels Owner Occupied | | 1 | | | | |
| Number of Dwelling Units | | 1 | | | | |
| Acres Land Annexed | | 2.02 | | | | |
| Developable Acres Remaining | | 1.02 | | | | |
| Right-of-way in Annexation | | 26 ½ Road - .69 acres or 29,967 square feet | | | | |
| Previous County Zoning | | RSF-R | | | | |
| Proposed City Zoning | | R-4 | | | | |
| Surrounding Zoning: | North: | RSF-R | | | | |
| | South: | RSF-R | | | | |
| | East: | RSF-R | | | | |
| | West: | RSF-R and AFT | | | | |
| Current Land Use | | Large Lot Single-Family Residential | | | | |
| Proposed Land Use | | Single-Family Residential | | | | |
| Surrounding Land Use: | North: | Large Lot Single-Family Residential | | | | |
| | South: | Large Lot Single-Family Residential/Agricultural | | | | |
| | East: | Large Lot Single-Family Residential | | | | |
| | West: | Large Lot Single-Family Residential | | | | |
| Comprehensive Plan Designation: | | Residential Low 2-5.5 units per acre | | | | |
| Zoning within Comprehensive Plan Designation: | | Yes: | X | No: | | |
| Values: | Assessed | $305,860 | | | | |
| | Actual | | | | | |
| Address Ranges | | 872 through 884 26 ½ Road | | | | |
| Special Districts: | Water | Ute Water Conservancy District | | | | |
| | Sewer | OWTS – Existing Waiver | | | | |
| | Fire | Grand Junction Rural Fire District | | | | |
| | Irrigation/Drainage | Grand Valley Water Users Association | | | | |
| | School | Mesa County Valley School District 51 | | | | |
| | Pest | Grand River Mosquito Control | | | | |

# MUSTANG RIDGE ANNEXATION




N

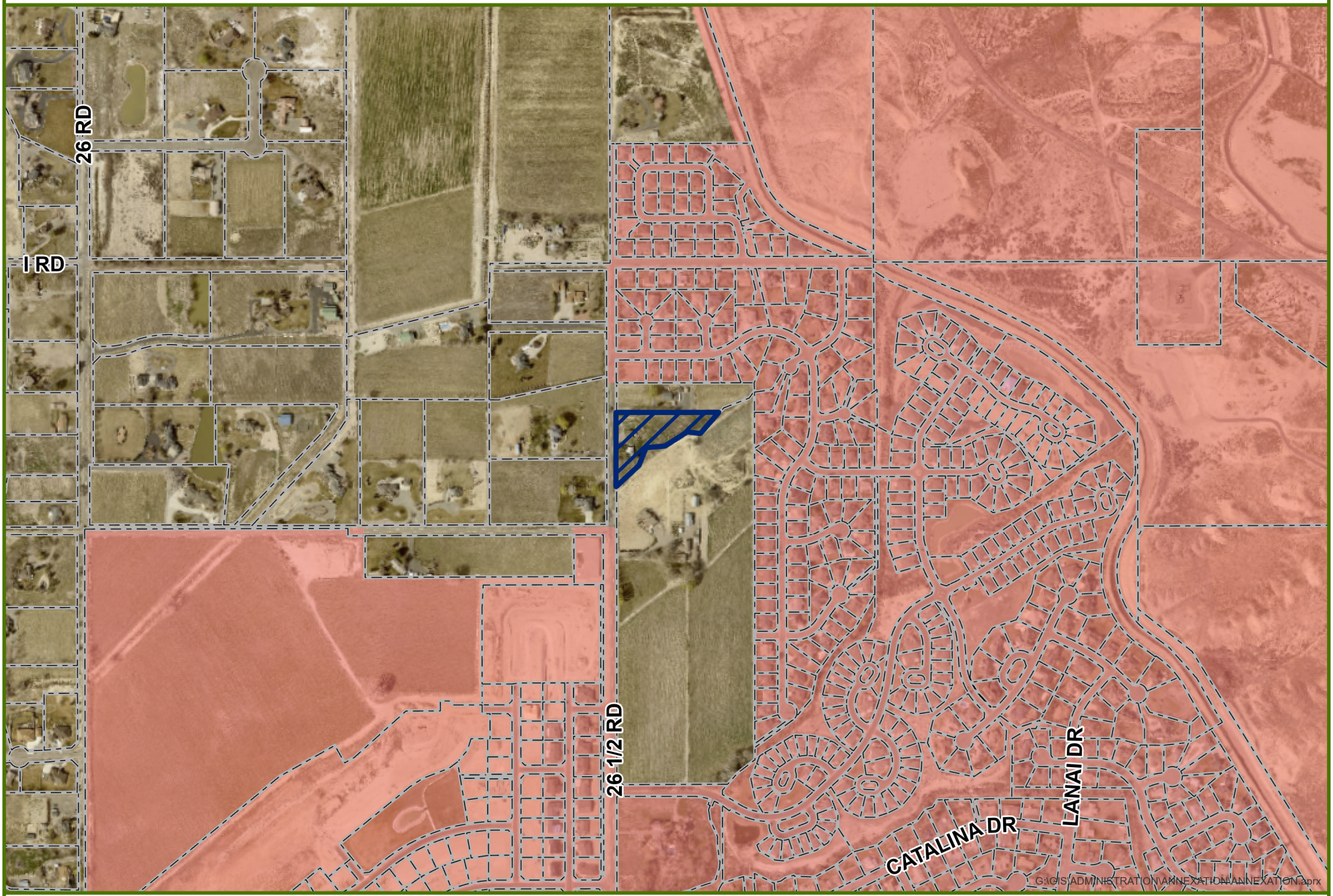
0 0.1 0.2 Miles

Annexation

City Limits

Date Created: 2/14/2023

# MUSTANG RIDGE ANNEXATION




N

0 0.1 0.2 Miles

Annexation

City Limits

Date Created: 2/14/2023

# MUSTANG RIDGE ANNEXATION - LAND USE




N

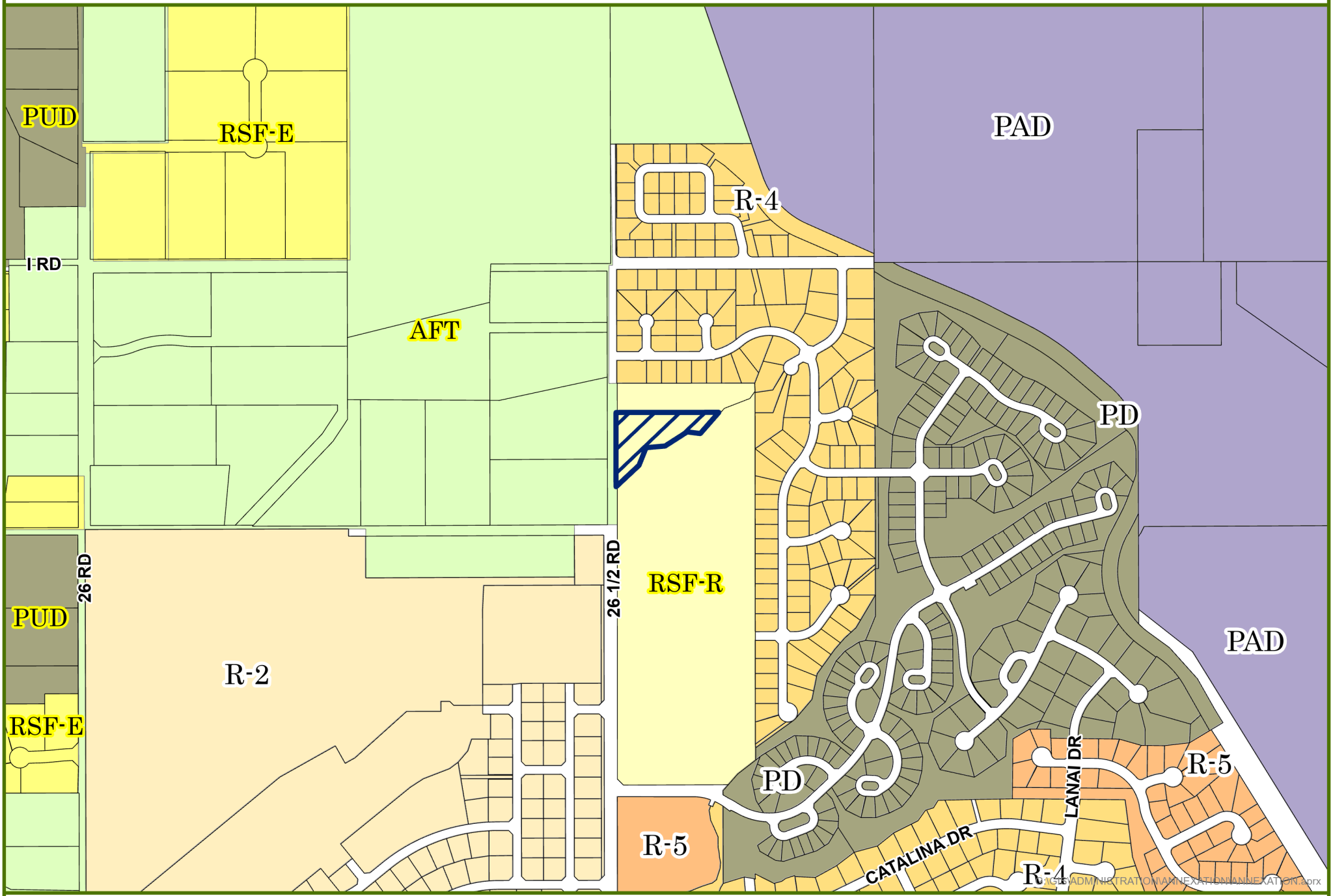
0 0.1 0.2 Miles

Annexation Boundary

Date Created: 2/14/2023

City of Grand Junction Colorado

# MUSTANG RIDGE ANNEXATION - ZONING




N

0 0.1 0.2 Miles

Annexation City Zoning County Zoning

Date Created: 2/14/2023

**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 19th 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**

**MUSTANG RIDGE 1, 2 AND 3 ANNEXATION**

**APPROXIMATELY 2.714 ACRES**
**LOCATED AT 880 26 ½ ROAD**

WHEREAS, on the 19th 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:

**MUSTANG RIDGE 1, 2 and 3 ANNEXATION**

**PERIMETER BOUNDARY LEGAL DESCRIPTION**
A Serial Annexation comprising the Mustang Ridge Annexation 1, Annexation 2 and Annexation 3

**MUSTANG RIDGE ANNEXATION 1**
A parcel of land being a part of the Northwest Quarter of the Northeast Quarter (NW1/4 NE1/4) and the Northeast Quarter of the Northwest Quarter (NE1/4 NW1/4) of Section 26, Township 1 North, Range 1 West, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the North Quarter Corner of said Section 26 whence the North One-Sixteenth Corner of said Section 26 bears S00°02'25”W a distance of 1,320.17 feet with all other bearings relative thereto;
Thence S00°02'25”W a distance of 598.38 feet along the West line of the Northwest Quarter of the Northeast Quarter to a point on the southerly line of *CROWE ANNEXATION, ORDINANCE No. 3235, said point also being the Point of Beginning of the MUSTANG RIDGE ANNEXATION No. 1;*
Thence along the southerly line of said *CROWE ANNEXATION* S89°57'35"E a distance of 30.00 feet to the easterly Right-of-Way of 26.5 Road;
Thence along the easterly Right-of-Way of 26 1/2 Road S00°02'25"W a distance of 1.00 foot; Thence leaving said easterly Right-of-Way N89°57'35"W a distance of 29.50 feet;
Thence S00°02'25"W a distance of 119.00 feet;
Thence N89°57'35"W a distance of 1.00 foot;
Thence N00°02'25"E a distance of 119.00 feet;

Thence N89°57'35"W a distance of 29.50 feet to a point on the westerly Right-of-Way of 26 1/2 Road;
Thence N00°02'25"E along said westerly Right-of-Way, a distance of 1.00 foot; to a point on said southerly boundary of *CROWE ANNEXATION, ORDINANCE No. 3235;*
Thence along said southerly line, S89°57'35"E a distance of 30.00 feet to the Point of Beginning.

Said Parcel of land CONTAINING 179 Square Feet or 0.004 Acres, more or less.

**MUSTANG RIDGE ANNEXATION 2**
A parcel of land being a part of the Northwest Quarter of the Northeast Quarter (NW1/4 NE1/4) and the Northeast Quarter of the Northwest Quarter (NE1/4 NW1/4) of Section 26, Township 1 North, Range 1 West, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the North Quarter Corner of said Section 26 whence the North One-Sixteenth Corner of said Section 26 bears S00°02'25”W a distance of 1,320.17 feet with all other bearings relative thereto;
Thence S00°02'25”W a distance of 718.38 feet along the West line of the Northwest Quarter of the Northeast Quarter to a point on the southerly line of *MUSTANG RIDGE ANNEXATION No. 1,* said point also being the Point of Beginning of the *MUSTANG RIDGE ANNEXATION No. 2;* Thence along the southerly line of said *MUSTANG RIDGE ANNEXATION No.1* S89°57'35"E a distance of 0.50 feet; t
Thence along the easterly line of said annexation N00°02'25"E a distance of 119.00 feet;
Thence along the southerly line of said annexation S89°57'35"E a distance of 29.50 feet to the easterly Right-of-Way of 26.5 Road;
Thence along the easterly Right-of-Way of 26 1/2 Road S00°02'25"W a distance of 498.45 feet; Thence leaving said easterly Right-of-Way N89°57'35"W a distance of 60.00 feet to a point on the westerly Right-of-Way of 26 1/2 Road;
Thence N00°02'25"E along said westerly Right-of-Way, a distance of 498.45 feet; to a point on said southerly boundary of *MUSTANG RIDGE ANNEXATION No. 1;*
Thence along said southerly line of said annexation, S89°57'35"E a distance of 29.50 feet; Thence along said westerly line of said annexation, S00°02'25"W a distance of 119.00 feet*;* Thence along the southerly line of said annexation, S89°57'35"E a distance of 0.50 feet to the Point of Beginning.

Said Parcel of land CONTAINING 29,788 Square Feet or 0.684 Acres, more or less.

**MUSTANG RIDGE ANNEXATION 3**
A parcel of land being a part of the Northwest Quarter of the Northeast Quarter (NW1/4 NE1/4) of Section 26, Township 1 North, Range 1 West, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the North Quarter Corner of said Section 26 whence the North One-Sixteenth Corner of said Section 26 bears S00°02'25”W a distance of 1,320.17 feet with all other bearings relative thereto;
Thence S00°02'25”W a distance of 1,097.83 feet along the West line of the Northwest Quarter of the Northeast Quarter to a point on the southerly line of *MUSTANG RIDGE ANNEXATION No. 2;* thence S89°57'35"E along said south line of the annexation a distance of 30.00 feet to a point on the east Right-of-Way of 26 1/2 Road*,* said point also being the Point of Beginning of the *MUSTANG RIDGE ANNEXATION No. 3;*
Thence along the easterly line of said *MUSTANG RIDGE ANNEXATION No.2*
N00°02'25"E a distance of 349.45 feet;
Thence leaving said annexation, S89°57'35"E along the southerly line of a parcel of land as described in Reception Number 2141793, for a distance of 514.39 feet;
Thence along the following seven (7) courses of a Boundary Line Agreement, Reception Number 3048031:
S42°52'35"W a distance of 55.14 feet;
S56°39'06"W a distance of 33.91 feet;
S67°39'15"W a distance of 100.65 feet;
S57°26'34"W a distance of 130.60 feet;
S53°40'43"W a distance of 161.65 feet;
S48°25'13"W a distance of 127.34 feet;
S86°30'42"W a distance of 20.16 feet to the Point of Beginning.

Said Parcel of land CONTAINING 88,267 Square Feet or 2.026 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 21st day of June, 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 ____ day of _____, 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.

_____
City Clerk

| *DATES PUBLISHED* |
| --- |
| **April 21, 2023** |
| **April 28, 2023** |
| **May 5, 2023** |
| **May 12, 2023** |

**CITY OF GRAND JUNCTION, COLORADO**

**ORDINANCE NO.**

**AN ORDINANCE ANNEXING TERRITORY TO THE CITY OF GRAND JUNCTION, COLORADO MUSTANG RIDGE 1, 2 and 3 ANNEXATION**

**LOCATED ON PROPERTY AT 880 26 ½ ROAD APPROXIMATELY 2.714 ACRES**

**WHEREAS**, on the 19th 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 described to wit (Property):

**MUSTANG RIDGE ANNEXATION 1**

The Property is comprised of a parcel of land being a part of the Northwest Quarter of the Northeast Quarter (NW1/4 NE1/4) and the Northeast Quarter of the Northwest Quarter (NE1/4 NW1/4) of Section 26, Township 1 North, Range 1 West, Ute Meridian, Mesa County, Colorado more particularly described as follows and depicted on Exhibit A:

Commencing at the North Quarter Corner of said Section 26 whence the North One-Sixteenth Corner of said Section 26 bears S00°02'25”W a distance of 1,320.17 feet with all other bearings relative thereto;
Thence S00°02'25”W a distance of 598.38 feet along the West line of the Northwest Quarter of the Northeast Quarter to a point on the southerly line of *CROWE ANNEXATION, ORDINANCE No. 3235, said point also being the Point of Beginning of the MUSTANG RIDGE ANNEXATION No. 1;*
Thence along the southerly line of said *CROWE ANNEXATION* S89°57'35"E a distance of 30.00 feet to the easterly Right-of-Way of 26.5 Road;
Thence along the easterly Right-of-Way of 26 1/2 Road S00°02'25"W a distance of 1.00 foot; Thence leaving said easterly Right-of-Way N89°57'35"W a distance of 29.50 feet;
Thence S00°02'25"W a distance of 119.00 feet;

Thence N89°57'35"W a distance of 1.00 foot;
Thence N00°02'25"E a distance of 119.00 feet;
Thence N89°57'35"W a distance of 29.50 feet to a point on the westerly Right-of-Way of 26 1/2 Road;
Thence N00°02'25"E along said westerly Right-of-Way, a distance of 1.00 foot; to a point on said southerly boundary of *CROWE ANNEXATION, ORDINANCE No. 3235;*
Thence along said southerly line, S89°57'35"E a distance of 30.00 feet to the Point of Beginning.

Said Property CONTAINING 179 Square Feet or 0.004 Acres, more or less.

**MUSTANG RIDGE ANNEXATION 2**
The Property is comprised of a parcel of land being a part of the Northwest Quarter of the Northeast Quarter (NW1/4 NE1/4) and the Northeast Quarter of the Northwest Quarter (NE1/4 NW1/4) of Section 26, Township 1 North, Range 1 West, Ute Meridian, Mesa County, Colorado more particularly described as follows and depicted on Exhibit B:

Commencing at the North Quarter Corner of said Section 26 whence the North One-Sixteenth Corner of said Section 26 bears S00°02'25”W a distance of 1,320.17 feet with all other bearings relative thereto;
Thence S00°02'25”W a distance of 718.38 feet along the West line of the Northwest Quarter of the Northeast Quarter to a point on the southerly line of *MUSTANG RIDGE ANNEXATION No. 1,* said point also being the Point of Beginning of the *MUSTANG RIDGE ANNEXATION No. 2;* Thence along the southerly line of said *MUSTANG RIDGE ANNEXATION No.1* S89°57'35"E a distance of 0.50 feet; t
Thence along the easterly line of said annexation N00°02'25"E a distance of 119.00 feet;
Thence along the southerly line of said annexation S89°57'35"E a distance of 29.50 feet to the easterly Right-of-Way of 26.5 Road;
Thence along the easterly Right-of-Way of 26 1/2 Road S00°02'25"W a distance of 498.45 feet; Thence leaving said easterly Right-of-Way N89°57'35"W a distance of 60.00 feet to a point on the westerly Right-of-Way of 26 1/2 Road;
Thence N00°02'25"E along said westerly Right-of-Way, a distance of 498.45 feet; to a point on said southerly boundary of *MUSTANG RIDGE ANNEXATION No. 1;*
Thence along said southerly line of said annexation, S89°57'35"E a distance of 29.50 feet; Thence along said westerly line of said annexation, S00°02'25"W a distance of 119.00 feet*;* Thence along the southerly line of said annexation, S89°57'35"E a distance of 0.50 feet to the Point of Beginning.

Said Property CONTAINING 29,788 Square Feet or 0.684 Acres, more or less.

**MUSTANG RIDGE ANNEXATION 3**
The Property is comprised of a parcel of land being a part of the Northwest Quarter of the Northeast Quarter (NW1/4 NE1/4) of Section 26, Township 1 North, Range 1 West, Ute Meridian, Mesa County, Colorado more particularly described as follows and depicted on Exhibit C:

Commencing at the North Quarter Corner of said Section 26 whence the North One-Sixteenth Corner of said Section 26 bears S00°02'25”W a distance of 1,320.17 feet with all other bearings relative thereto;
Thence S00°02'25”W a distance of 1,097.83 feet along the West line of the Northwest Quarter of the Northeast Quarter to a point on the southerly line of *MUSTANG RIDGE ANNEXATION No. 2;* thence S89°57'35"E along said south line of the annexation a distance of 30.00 feet to a point on the east Right-of-Way of 26 1/2 Road*,* said point also being the Point of Beginning of the *MUSTANG RIDGE ANNEXATION No. 3;*
Thence along the easterly line of said *MUSTANG RIDGE ANNEXATION No.2*
N00°02'25"E a distance of 349.45 feet;
Thence leaving said annexation, S89°57'35"E along the southerly line of a parcel of land as described in Reception Number 2141793, for a distance of 514.39 feet;
Thence along the following seven (7) courses of a Boundary Line Agreement, Reception Number 3048031:
S42°52'35"W a distance of 55.14 feet;
S56°39'06"W a distance of 33.91 feet;
S67°39'15"W a distance of 100.65 feet;
S57°26'34"W a distance of 130.60 feet;
S53°40'43"W a distance of 161.65 feet;
S48°25'13"W a distance of 127.34 feet;
S86°30'42"W a distance of 20.16 feet to the Point of Beginning.

Said Property CONTAINING 88,267 Square Feet or 2.026 Acres, more or less, with a total acreage of approximately 2.714 acres is duly and lawfully annexed to the City of Grand Junction, Colorado.

**INTRODUCED** on first reading this 19th day of April 2023 and ordered published in pamphlet form.

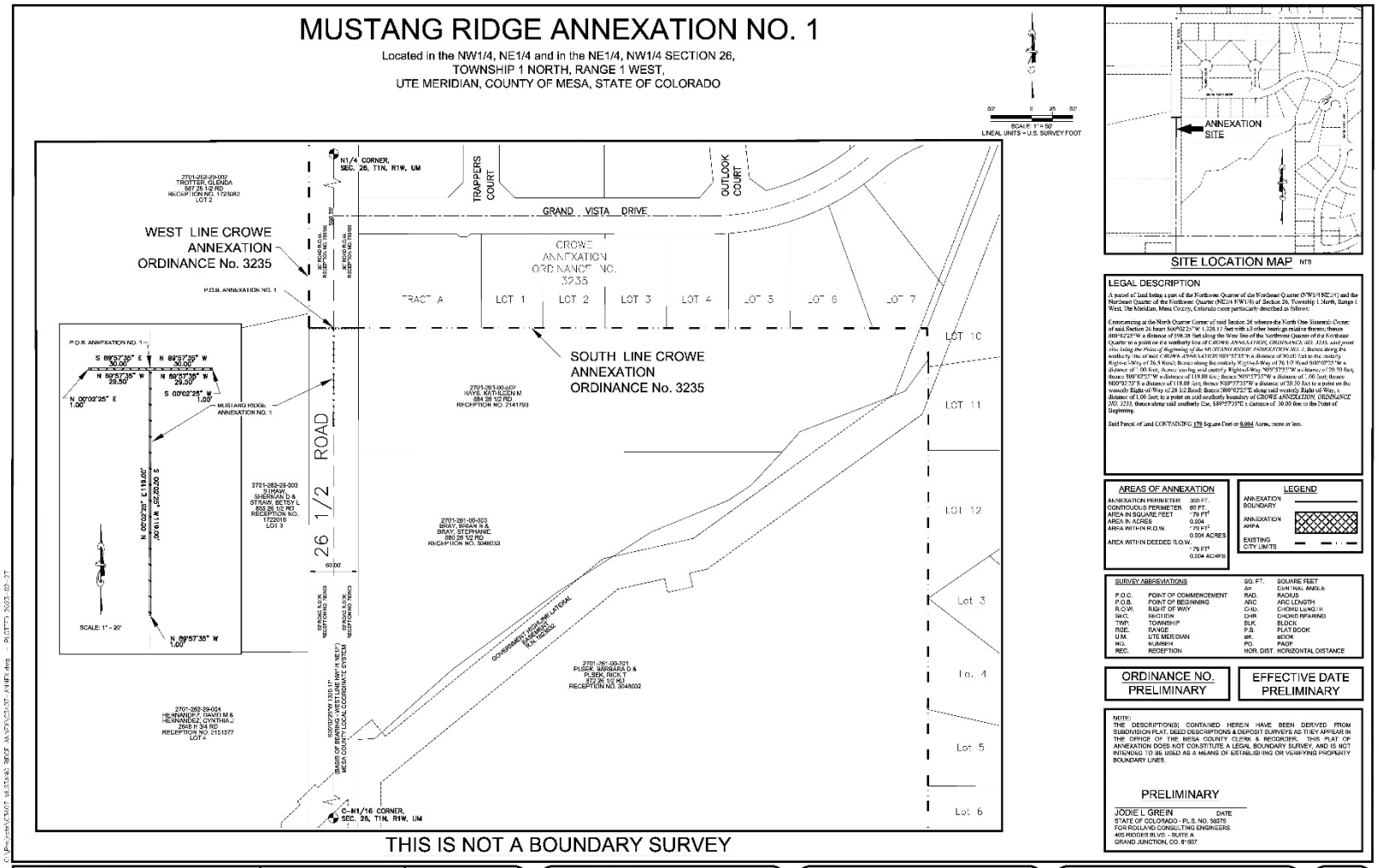
**ADOPTED** on second reading this _____ day of _____, 2023 and ordered published in pamphlet form.

_____
Anna M. Stout
President of the City Council

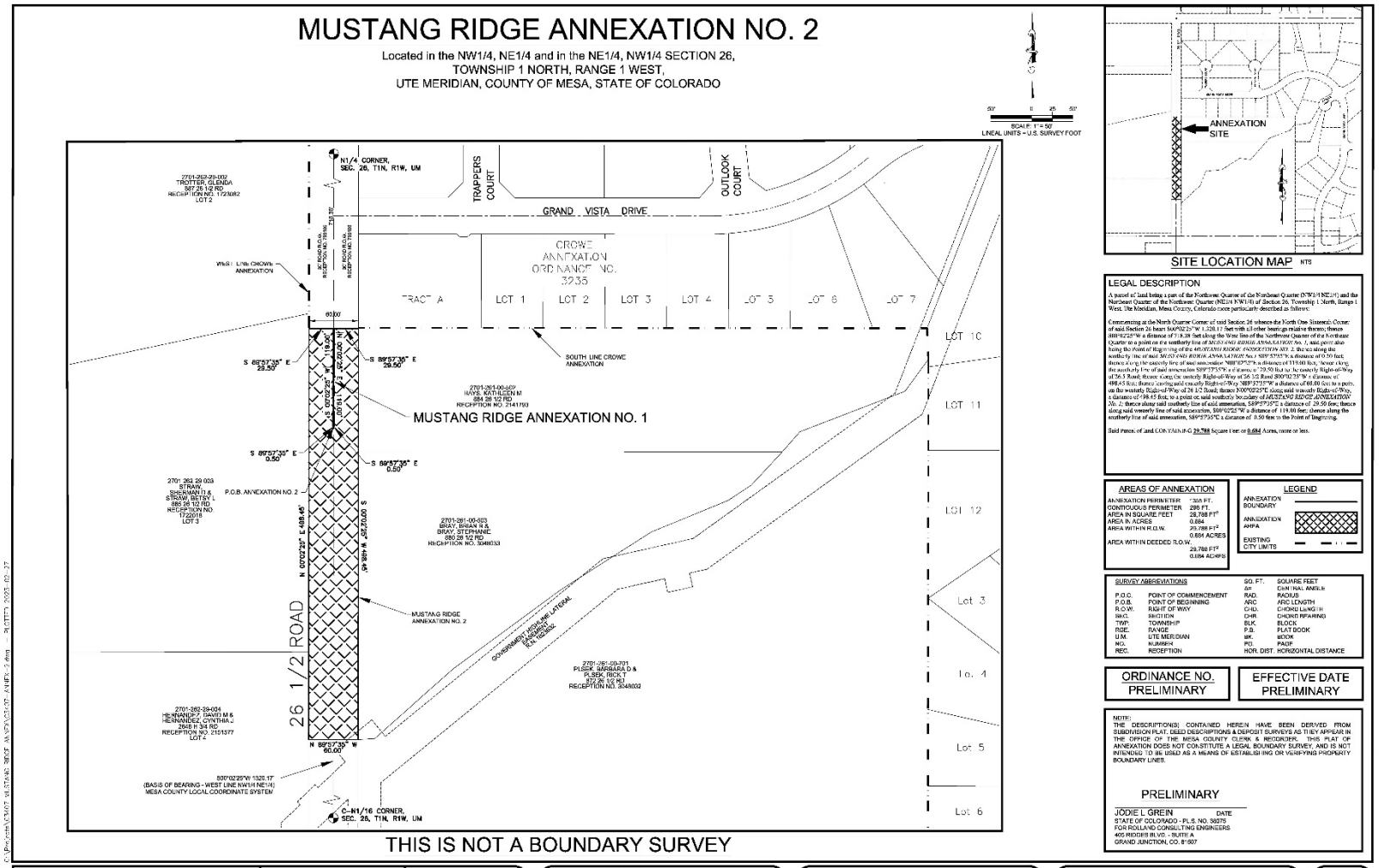
ATTEST:

_____
Amy Phillips
City Clerk

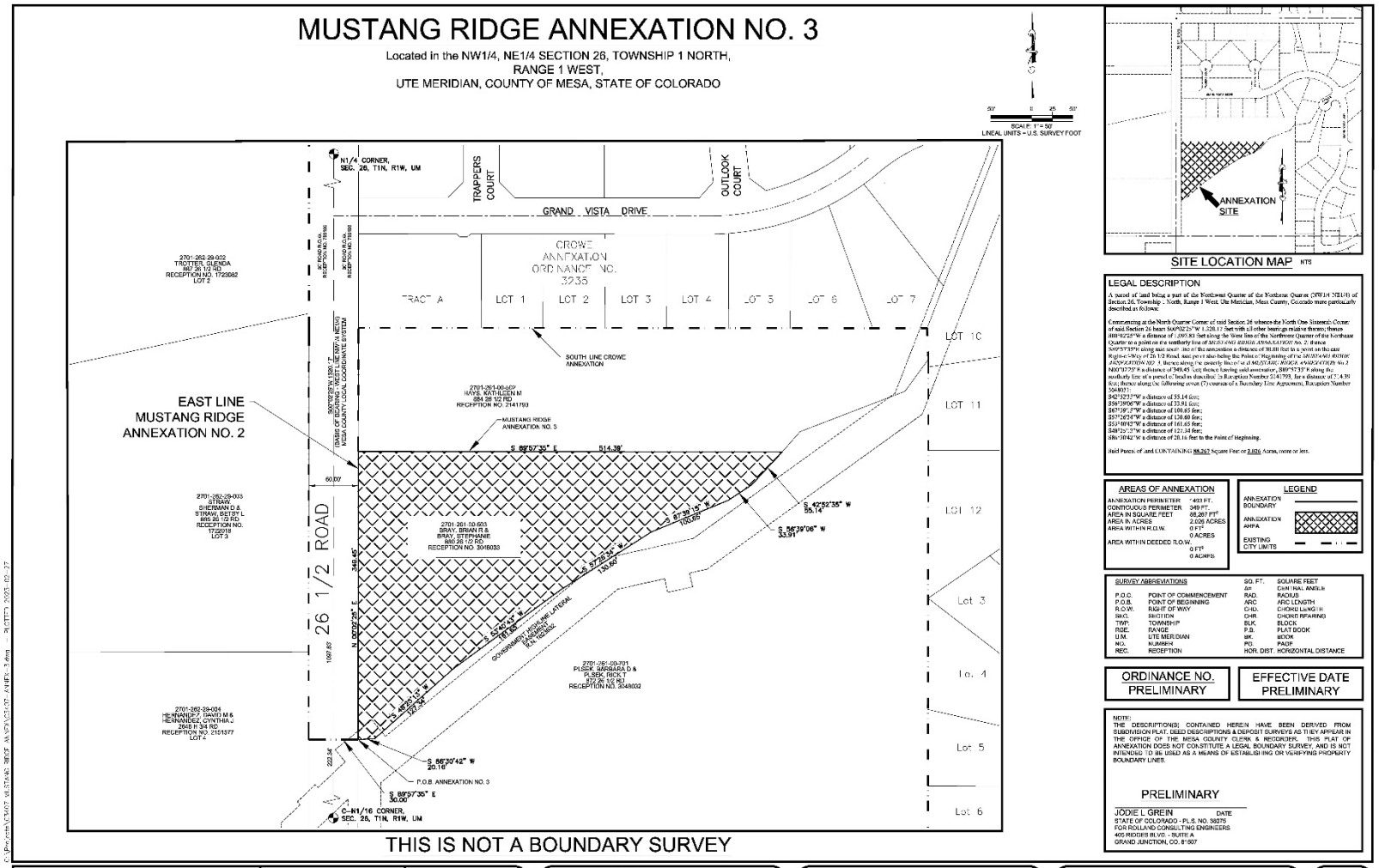
# EXHIBIT A


MUSTANG RIDGE ANNEXATION NO. 1
Located in the NW1/4, NE1/4 and in the NE1/4, NW1/4 SECTION 26,
TOWNSHIP 1 NORTH, RANGE 1 WEST,
UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO
SCALE: 1" = 50'
LINEAL UNITS = U.S. SURVEY FOOT
ANNEXATION SITE
SITE LOCATION MAP NTS
LEGAL DESCRIPTION
A parcel of land being a part of the Northwest Quarter of the Northeast Quarter (NW1/4 NE1/4) and the Northeast Quarter of the Northwest Quarter (NE1/4 NW1/4) of Section 26, Township 1 North, Range 1 West, Ute Meridian, Mesa County, Colorado more particularly described as follows:
Said Parcel of land CONTAINING 170 Square Feet or 0.004 Acres, more or less.
AREAS OF ANNEXATION
ANNEXATION PERIMETER 300 FT.
CONTIGUOUS PERIMETER 60 FT.
AREA IN SQUARE FEET 170 FT²
AREA IN ACRES 0.004
AREA WITHIN R.O.W. 170 FT²
0.004 ACRES
AREA WITHIN DEEDED R.O.W. 170 FT²
0.004 ACRES
LEGEND
ANNEXATION BOUNDARY
ANNEXATION AHPA
EXISTING CITY LIMITS
SURVEY ABBREVIATIONS
P.O.C. POINT OF COMMENCEMENT
P.O.B. POINT OF BEGINNING
R.O.W. RIGHT OF WAY
SEC. SECTION
TWP. TOWNSHIP
RGE. RANGE
U.M. UTE MERIDIAN
NO. NUMBER
REC. RECEPTION
SQ. FT. SQUARE FEET
Δ= CENTRAL ANGLE
RAD. RADIUS
ARC ARC LENGTH
CHD. CHORD LENGTH
CHR CHORD BEARING
BLK. BLOCK
P.B. PLAT BOOK
MON. MONUMENT
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
JODIE L GREIN DATE
STATE OF COLORADO - P.L.S. NO. 38078
FOR ROLLAND CONSULTING ENGINEERS
405 RIDGES BLVD. - SUITE A
GRAND JUNCTION, CO. 81507
WEST LINE CROWE ANNEXATION ORDINANCE No. 3235
SOUTH LINE CROWE ANNEXATION ORDINANCE No. 3235
CROWE ANNEXATION ORDINANCE NO. 3235
GRAND VISTA DRIVE
TRAPPERS COURT
OUTLOOK COURT
TRACT A
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 10
LOT 11
LOT 12
Lot 3
Lot 4
Lot 5
Lot 6
26 1/2 ROAD
MUSTANG RIDGE ANNEXATION NO. 1
P.O.B. ANNEXATION NO. 1
N1/4 CORNER, SEC. 26, T1N, R1W, UM
C-N1/16 CORNER, SEC. 26, T1N, R1W, UM
THIS IS NOT A BOUNDARY SURVEY
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: JAM DATE: 2/27/2023
DESIGNED BY: JLS DATE: 2/27/2023
CHECKED BY: JLS DATE: 2/27/2023
SCALE: 1" = 50'
LINEAL UNITS = U.S. SURVEY FOOT
CITY OF Grand Junction COLORADO
250 WEST AVENUE - BLDG C
GRAND JUNCTION, CO 81501
PUBLIC WORKS ENGINEERING DIVISION
MUSTANG RIDGE ANNEXATION NO. 1
Located in the NW1/4, NE1/4 and the NE1/4, NW1/4 SECTION 26, TOWNSHIP 1 NORTH, RANGE 1 WEST, UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO
1 OF 3

# EXHIBIT B


MUSTANG RIDGE ANNEXATION NO. 2
Located in the NW1/4, NE1/4 and in the NE1/4, NW1/4 SECTION 26,
TOWNSHIP 1 NORTH, RANGE 1 WEST,
UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO
SCALE: 1" = 50'
LINEAL UNITS = U.S. SURVEY FOOT
N1/4 CORNER, SEC. 26, T1N, R1W, UM
TRAPPERS COURT
OUTLOOK COURT
GRAND VISTA DRIVE
CROWE ANNEXATION ORDINANCE NO. 3935
TRACT A
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 10
LOT 11
LOT 12
Lot 3
Lot 4
Lot 5
Lot 6
SOUTH LINE CROWE ANNEXATION
MUSTANG RIDGE ANNEXATION NO. 1
MUSTANG RIDGE ANNEXATION NO. 2
P.O.B. ANNEXATION NO. 2
26 1/2 ROAD
GOVERNMENT LOT 4 (NE1/4 NW1/4)
C-N1/16 CORNER, SEC. 26, T1N, R1W, UM
(BASIS OF BEARING - WEST LINE NW1/4 NE1/4)
MESA COUNTY LOCAL COORDINATE SYSTEM
ANNEXATION SITE
SITE LOCATION MAP NTS
LEGAL DESCRIPTION
AREAS OF ANNEXATION
ANNEXATION PERIMETER 1305 FT.
CONTIGUOUS PERIMETER 295 FT.
AREA IN SQUARE FEET 29,788 FT²
AREA IN ACRES 0.684
AREA WITHIN R.O.W. 29,788 FT² 0.684 ACRES
AREA WITHIN DEEDED R.O.W. 29,788 FT² 0.684 ACRES
LEGEND
ANNEXATION BOUNDARY
ANNEXATION AMPA
EXISTING CITY LIMITS
SURVEY ABBREVIATIONS
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
JODIE L GREIN DATE
STATE OF COLORADO - P.L.S. NO. 38075
FOR ROLLAND CONSULTING ENGINEERS
405 RIDGES BLVD. - SUITE A
GRAND JUNCTION, CO. 81507
THIS IS NOT A BOUNDARY SURVEY
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: JAM DATE: 2/27/2025
DESIGNED BY: JLG DATE: 2/27/2025
CHECKED BY: JLG DATE: 2/27/2025
SCALE: 1" = 50'
LINEAL UNITS = U.S. SURVEY FOOT
CITY OF Grand Junction COLORADO
PUBLIC WORKS ENGINEERING DIVISION
MUSTANG RIDGE ANNEXATION NO. 2
Located in the NW1/4, NE1/4 and the NE1/4, NW1/4 SECTION 26, TOWNSHIP 1 NORTH, RANGE 1 WEST, UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO
2 OF 3

# EXHIBIT C







SITE LOCATION MAP NTS

**LEGAL DESCRIPTION**

A parcel of land being a part of the Northwest Quarter of the Northeast Quarter (NW1/4 NE1/4) of Section 26, Township 1 North, Range 1 West, Ute Meridian, Mesa County, Colorado more particularly described as follows:

Commencing at the North Quarter Corner of said Section 26 whence the North One Sixteenth Corner of said Section 26 bears S00°02'25"W 1,320.17 feet with all other bearings relative thereto; thence S88°02'25"W a distance of 1,067.83 feet along the West line of the Northwest Quarter of the Northeast Quarter to a point on the southerly line of MUSTANG RIDGE ANNEXATION No. 2; thence S89°57'35"E along said south line of the annexation a distance of 30.00 feet to a point on the east Right-of-Way of 26 1/2 Road and point also being the Point of Beginning of the MUSTANG RIDGE ANNEXATION NO. 3; thence along the easterly line of said MUSTANG RIDGE ANNEXATION No. 2 N00°02'25"E a distance of 348.45 feet; thence leaving said annexation, S89°57'35"E along the southerly line of a parcel of land as described in Reception Number 2141793, for a distance of 514.39 feet; thence along the following seven (7) courses of a Boundary Line Agreement, Reception Number 3048033:
S42°52'35"W a distance of 55.14 feet;
S56°39'06"W a distance of 33.91 feet;
S87°39'15"W a distance of 100.65 feet;
S87°16'37"W a distance of 130.60 feet;
S52°40'43"W a distance of 161.65 feet;
S48°25'13"W a distance of 127.34 feet;
S86°30'42"W a distance of 20.16 feet to the Point of Beginning.

Said Parcel of land CONTAINING 88,267 Square Feet or 2.026 Acres, more or less.

| AREAS OF ANNEXATION | |
|---|---|
| ANNEXATION PERIMETER | 1403 FT. |
| CONTIGUOUS PERIMETER | 349 FT. |
| AREA IN SQUARE FEET | 88,267 FT² |
| AREA IN ACRES | 2.026 ACRES |
| AREA WITHIN R.O.W. | 0 FT² |
| | 0 ACRES |
| AREA WITHIN DEEDED R.O.W. | 0 FT² |
| | 0 ACRES |

**LEGEND**
ANNEXATION BOUNDARY
ANNEXATION AHPA
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 | CHR | CHORD BEARING |
| U.M. | UTE MERIDIAN | BLK. | BLOCK |
| NO. | NUMBER | P.B. | PLAT BOOK |
| REC. | RECEPTION | pg. | PAGE |
| | | PG. | PAGE |
| | | HOR. DIST. | HORIZONTAL DISTANCE |

| ORDINANCE NO. | EFFECTIVE DATE |
|---|---|
| PRELIMINARY | PRELIMINARY |

NOTE:
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PRELIMINARY

JODIE L GREIN — DATE
STATE OF COLORADO - P.L.S. NO. 38075
FOR ROLLAND CONSULTING ENGINEERS
405 RIDGES BLVD. - SUITE A
GRAND JUNCTION, CO. 81507

NOTICE:
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| | | |
|---|---|---|
| DRAWN BY: | JAM | DATE: 2/27/2025 |
| DESIGNED BY: | JLS | DATE: 2/27/2025 |
| CHECKED BY: | JLS | DATE: 2/27/2025 |

SCALE: 1" = 50'
LINEAL UNITS = U.S. SURVEY FOOT

CITY OF Grand Junction COLORADO
250 WEST AVENUE - BLDG C
GRAND JUNCTION, CO 81501

PUBLIC WORKS
ENGINEERING DIVISION

MUSTANG RIDGE ANNEXATION NO. 3
Located in the NW¼, NE¼ SECTION 26, TOWNSHIP 1 NORTH, RANGE 1 WEST, UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO

3 OF 3

**Grand Junction City Council**

**Regular Session**

**Item #3.a.**

**Meeting Date:** April 19, 2023

**Presented By:** Trenton Prall, Public Works Director, Jay Valentine, General Services Director

**Department:** Public Works - Engineering

**Submitted By:** Trent Prall, Public Works Director

## Information

### SUBJECT:

Patterson Overlay Project Memorandum of Understanding between the City of Grand Junction and Mesa County

### RECOMMENDATION:

Authorize the Mayor to sign a Memorandum of Understanding with Mesa County for the Construction of Patterson Road (F Road) Overlay Project.

### EXECUTIVE SUMMARY:

The proposed memorandum defines the partnership between Mesa County and the City of Grand Junction for an overlay of Patterson Road from 30 Road east to I-70B. Approximately 35 percent of the project is within the City and 65 percent within Mesa County. Mesa County will procure and oversee the construction on behalf of the City.

### BACKGROUND OR DETAILED INFORMATION:

F Road serves as a major east-west arterial corridor and is an important public resource for the community. In 1984, significant roadway improvements were constructed along this corridor, which is now known as Patterson Road within City limits. Mesa County and City of Grand Junction staff have prioritized sections of Patterson Road from 30 Road east to I-70B as the highest priority for an asphalt overlay in their respective street networks. The section of Patterson Road from 30 Road to Lodgepole Street is within the City limits, while the section from Lodgepole Street to I-70B is within the jurisdiction of Mesa County. Both agencies have worked collaboratively to align repair of these two adjacent sections in their capital budgets and propose to partner on a single project. This approach will involve hiring a single contractor to complete the project in order to minimize impacts to the traveling public

and in a cost-effective manner. The proposed Memorandum of Understanding with Mesa County defines lines of communications, responsibility for various work items, and contractor payments. Mesa County will be leading the project and will hire the contractor that will construct the project. Mesa County intends to bid the project out this spring to be able to start construction during the summer. Each entity would split the cost of the project based on the actual costs associated with the work completed within their respective jurisdictions.

This project is planned for completion by the fall of 2023.

## FISCAL IMPACT:

The current estimate for the total project is $2,550,000 with a projected amount of $800,000 for the cost of improvements within City limits. The MOU states that the construction cost will be split between Mesa County and City of Grand Junction based on actual costs within their respective jurisdictions.

The Approved 2023 Budget includes the City's estimated portion of $800,000 within the street maintenance project budget of $3,525,000.

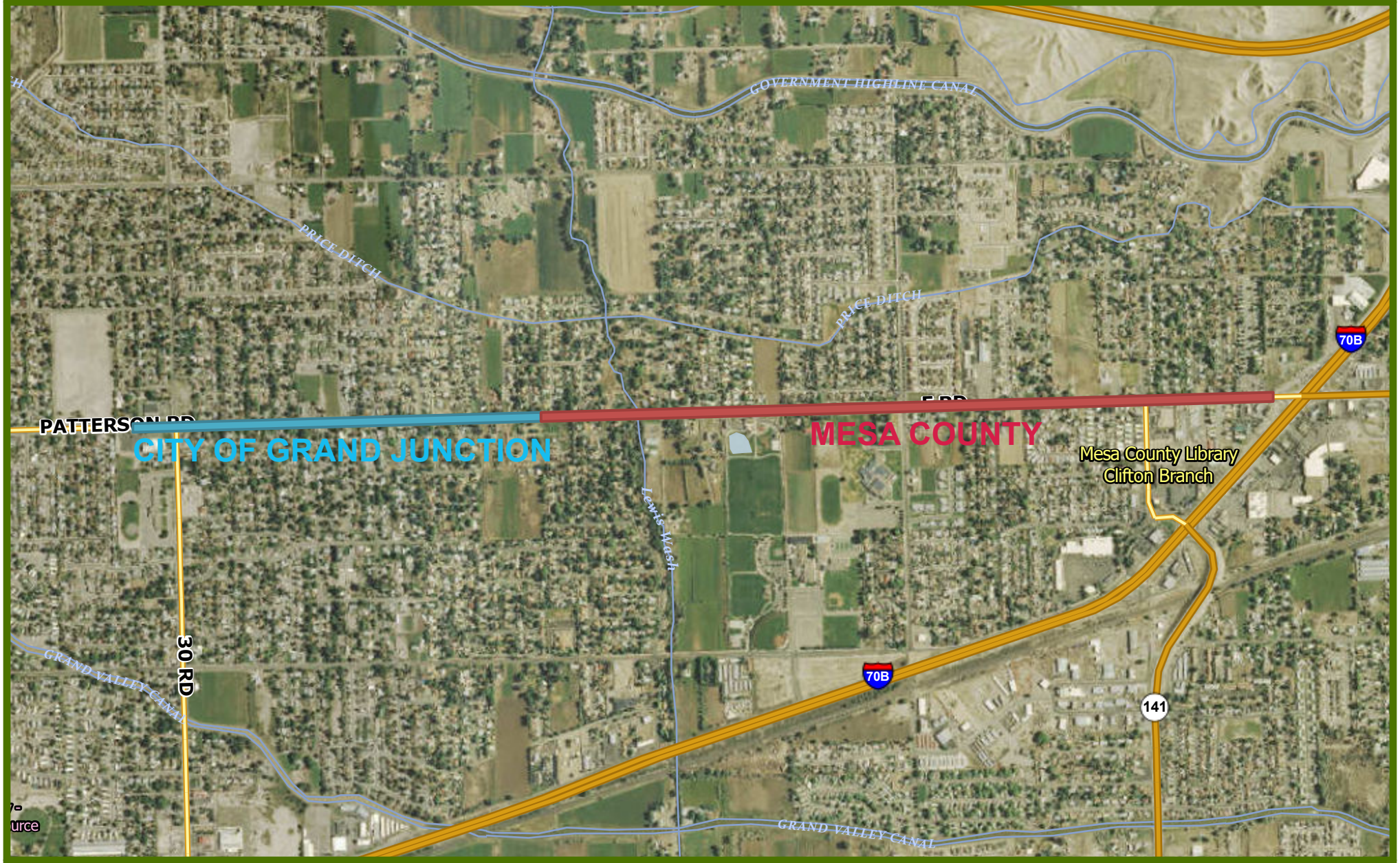
## SUGGESTED MOTION:

I move to (approve/deny) the request for the Mayor to sign the attached Memorandum of Understanding with Mesa County for the Construction of the Patterson Road (F Road) Overlay Project.

## Attachments

1. Project Limits Map
2. AGR-MOU 2023 Patterson Overlay 20230411

# PATTERSON OVERLAY - PROJECT LIMITS




N

0 0.5 1 mi

Printed: 4/6/2023

1 inch equals 1,433 feet

Scale: 1:17,196

CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEM

# MEMORANDUM OF UNDERSTANDING
**between**
**The City of Grand Junction and Mesa County, Colorado**
**for the**
**CONSTRUCTION OF PATTERSON ROAD (F ROAD) OVERLAY PROJECT**

**The parties to the Memorandum of Understanding ("AGREEMENT") are Mesa County, Colorado, a political subdivision of the State of Colorado, acting through the Board of County Commissioners of Mesa County, Colorado ("COUNTY"), and the City of Grand Junction, Colorado, a Colorado Municipality, acting through the City Council of the City of Grand Junction, Colorado ("CITY").**

I. Introduction

Both the City and the County ("the Parties" or "Parties") have responsibilities for maintaining the roadways under their respective jurisdictions. The Parties recognize that transportation maintenance decisions by one party effect similar decisions by the other and that cooperative planning and spending can maximize the community's resources that are available for maintenance. The Parties further recognize the need for pavement maintenance on Patterson Road (F Road) between approximately 30 Road and I-70B ("Project"). Some of Patterson Road to be maintained by and with the Project is in the City's jurisdiction and some is within the County's jurisdiction; however, the Parties recognize and agree that it is in their collective best interests to work cooperatively in the construction necessary for the Project.

II. Purpose

The purpose of the AGREEMENT is to establish the lines of communications and responsibility for the various work items necessary to accomplish the Project which is generally described as construction of asphalt overlay along Patterson Road (F Road) between 30 Road and I-70B.

This AGREEMENT also establishes the intention of both the CITY and COUNTY to cooperatively fund their respective shares of the bidding, construction, and quality assurance testing of and for the Project.

III. Procedure

The Parties agree that they, or each, as the specific context provides, will do the following:

1) Include projections in their respective budgets to cover the cost of the Project. The Parties agree that the following funds are included as shown below:

| Fund Source | Amount |
|---|---|
| City Share | $800,000 |
| County Share | $1,750,000 |
| TOTAL | **$2,550,000** |

2) The Project will generally include milling and asphalt overlay and thermoplastic striping on Patterson Road (F Road) between 30 Road and I-70B. All work will be constructed to City and County standards as specified in the Project documents. Each agency will also provide paint striping and quality control testing within their respective areas of the Project separate from the budgeted amounts shown above.

3) The CITY will be responsible for the costs of the Project on Patterson Road between Hudson Bay Drive and the east side of the 2022 Crossroads Annexation (east of Lodgepole Street). The COUNTY will be responsible for the cost of the Project on Patterson Road (F Road) between the eastside of the 2022 Crossroads Annexation (east of Lodgepole Street) to the CDOT right-of-way of I-70B at the west side of Jackson Street.

4) The CITY and COUNTY will co-manage ("Project Management Team") the project from internal design through bidding and construction. The Project Management Team will consist of the respective Public Works Directors for the CITY and COUNTY. The COUNTY will provide a Construction Group Manager and Project Manager to provide contract administration and inspection. Both the CITY and COUNTY will perform their respective public relations and quality assurance testing coordinated through the Project Manager.

5) The COUNTY shall contract with a civil contractor ("Contractor") to construct the Project.

6) To minimize the effect of receiving revenue limitations under TABOR, the contract(s) will be written so that payments may be made directly to the Contractor(s) by either the CITY or the COUNTY in the amounts determined by mutual agreement of the Parties. Following execution of the contract, and upon approval of the Contractor(s) invoices by the Project Management Team, the party, CITY or COUNTY, for which the Contractor performed work that the party(ies) accept that party(ies) will make payment(s) directly to the Contractor(s).

7) The CITY and COUNTY will not pay equal shares of the Project but will pay for the portion of work completed in their respective areas of the Project based upon jurisdiction. The Parties agree that the total funding shown in paragraph III.1 is a budget projection only and that each Party will provide any required funding for its respective area of the Project in excess of the amounts shown in accordance with each party's respective procurement policies.

IV. Administration

1) Nothing in this AGREEMENT will be construed as limiting or affecting in any way the authority or legal responsibility of the COUNTY and/or the CITY, or as binding either Party to perform beyond the respective authority of each, or as requiring either Party to assume or expend as sum in the excess of appropriations available.

2) This AGREEMENT shall become effective when signed by the Parties. The Parties may amend the AGREEMENT by mutual written attachment as the need arises. Any party may

terminate this AGREEMENT after 30 days' notice in writing to the other with the intention to do so and fulfillment of all outstanding obligations of the AGREEMENT.

3) The COUNTY will advertise, receive bids, and award the bid based on the County Purchasing Policy and recommendation of the Project Management Team. The COUNTY shall include all the terms and conditions regarding bonding, insurance, and indemnification provisions as part of the COUNTY'S contract, so the Project and the Parties are protected.

In Witness whereof, the Parties herein have cause for this AGREEMENT to be executed as of the date of the last signature shown below.

MESA COUNTY

_____ _____

Janet Rowland, Chair ATTEST:

Mesa County Board of Commissioners Date: _____

CITY OF GRAND JUNCTION

_____ _____

Anna M. Stout, Mayor ATTEST:

City of Grand Junction Date: _____

**Grand Junction City Council**

**Regular Session**

**Item #4.a.**

**Meeting Date:** April 19, 2023

**Presented By:** Jay Valentine, General Services Director

**Department:** General Services

**Submitted By:** Tim Barker

## Information

### SUBJECT:

Purchase of Forestry High Reach Bucket Truck

### RECOMMENDATION:

Staff recommends issuing a purchase order for a Terex 70 foot bucket truck from Custom Truck One Source for the amount of $201,967.00

### EXECUTIVE SUMMARY:

This purchase is for the replacement of a 2008 High Ranger bucket truck that has reached the end of its useful life.

### BACKGROUND OR DETAILED INFORMATION:

This purchase is a scheduled replacement approved by the replacement committee, and will be purchased through accruals in the fleet replacement fund. The Fleet Services division administers the equipment replacement program and vehicle operating budgets. This includes evaluation and determination of equipment replacement and preparation of specifications which ensure acquisition of effective equipment and asset management.

A formal Invitation for Bid (IFB) was issued via BidNet (an online site for government agencies to post solicitations), posted on the City's Purchasing website, sent to the Grand Junction Chamber of Commerce and the Western Colorado Contractor's Association, and advertised in The Daily Sentinel. One (1) company submitted a formal bid, which was found to be responsive and responsible in the following amounts:

| **Company** | **Location** | Original Bid | Optional Equipment: Electric Hybrid System |
|---|---|---|---|
| Custom Truck One Source, L.P. dba | Kansas City, MO | $201,967.00 | No Bid |

Custom Truck One
Source Forestry
Equipment, LLC

Per Section 10.10 of the Purchasing Manual, all solicitation documents shall remain confidential until the Purchasing Division awards the contract.

## FISCAL IMPACT:

The funding for this purchase is included in the fleet replacement budget in the Fleet Internal Service fund.

## SUGGESTED MOTION:

I move to (authorize/deny) the City Purchasing Division to issue a purchase order to Custom Truck One Source for the purchase of a Terex 70 foot bucket truck.

## Attachments

None

**Grand Junction City Council**

**Regular Session**

**Item #4.b.**

**Meeting Date:** April 19, 2023

**Presented By:** Trenton Prall, Public Works Director

**Department:** Public Works - Engineering

**Submitted By:** Trent Prall

## Information

### SUBJECT:

A Resolution Authorizing and Ratifying a Contract for the Purchase of Real Property Located at 640 24 ½ Road for the F ½ Parkway Project

### RECOMMENDATION:

Staff recommends adoption of the resolution.

### EXECUTIVE SUMMARY:

The F 1/2 Parkway requires right of way and easements to be acquired from adjacent properties for future road improvements and utility relocations. This resolution authorizes the City Manager to sign a Memorandum of Agreement with Royce J. Carville in the amount of $315,000.

### BACKGROUND OR DETAILED INFORMATION:

In fall of 2019, Grand Junction voters authorized the City to issue $70 million in debt for expansion of City collector and arterial roads throughout the community. The 24 and G Road construction is now underway. The next project proposed for construction later this year is the F 1/2 Parkway. In order to accommodate the future expansion of the road and utility relocations, additional rights of way and easements are required.

The proposed roadway includes travel lanes, auxiliary lanes, facilities to accommodate pedestrian and bicycle mobility, storm drainage facilities, street lighting, landscaped medians and parkways, and a new roundabout at the intersection of F 1/2 Parkway and 24 1/2 Road.

The Project requires acquisition of right of way, a multi-purpose easement and a temporary construction easement from property located at 640 24 1/2 Road. The subject property is 4.82 acres. It is improved with a vacant single family residence that

will not be impacted by the project.

The City obtained and reviewed an appraisal prepared by a Colorado Certified General Appraiser to estimate the fair market value and just compensation to be offered for the portion of the property.

Approximately 32,690 square feet of right of way, 12,099 square feet of multi-purpose easement and 4,210 square feet of temporary construction easement will be purchased. Improvements being purchased include 896 linear feet of post and wire fencing and a metal gate.

The initial offer based on the appraisal was $266,500. The final agreed to settlement is $315,000.

**FISCAL IMPACT:**

The cost of the acquisition of right of way, multi-purpose easement and a temporary construction easement is included in the 2023 Adopted Budget.

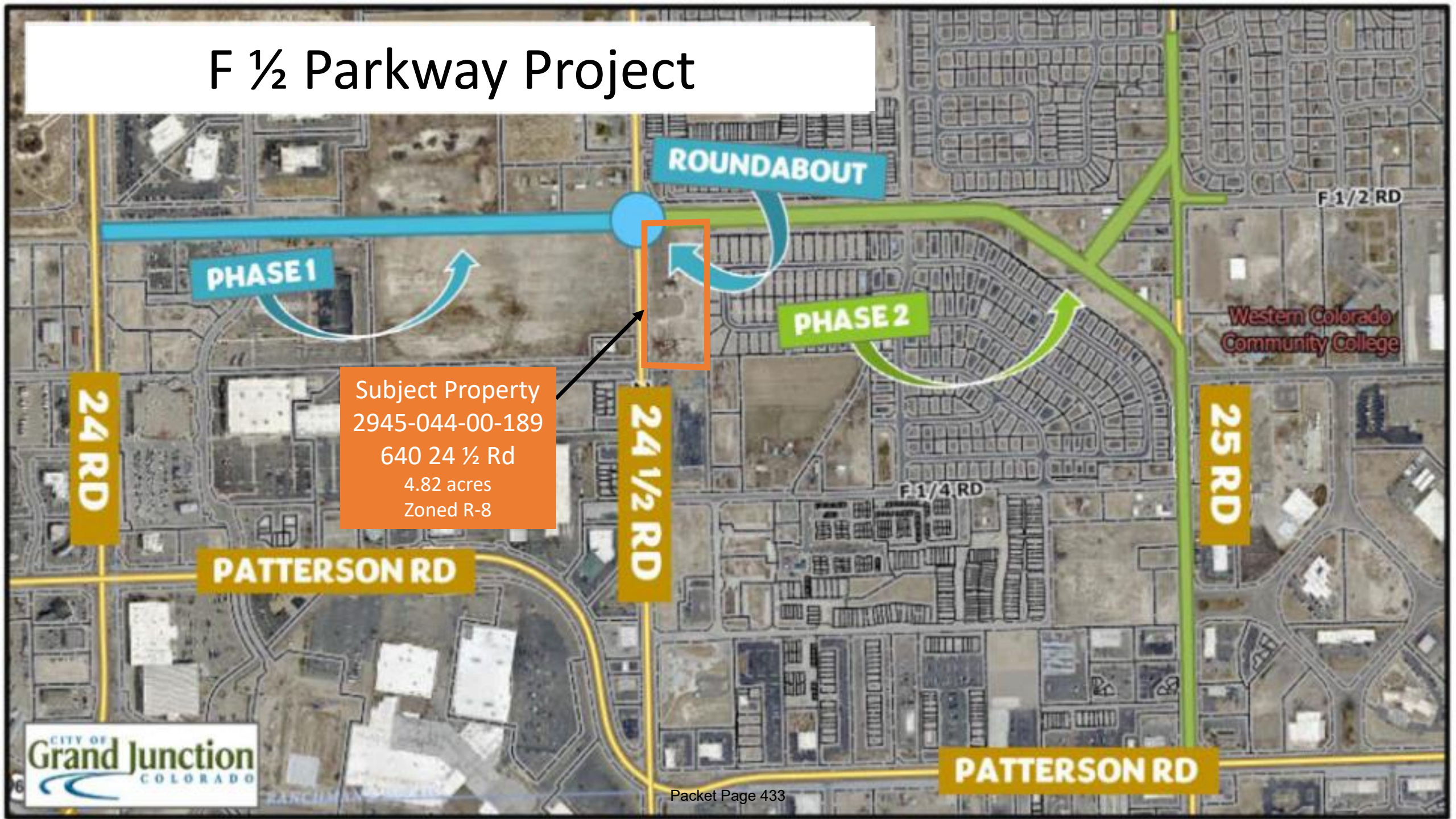
**SUGGESTED MOTION:**

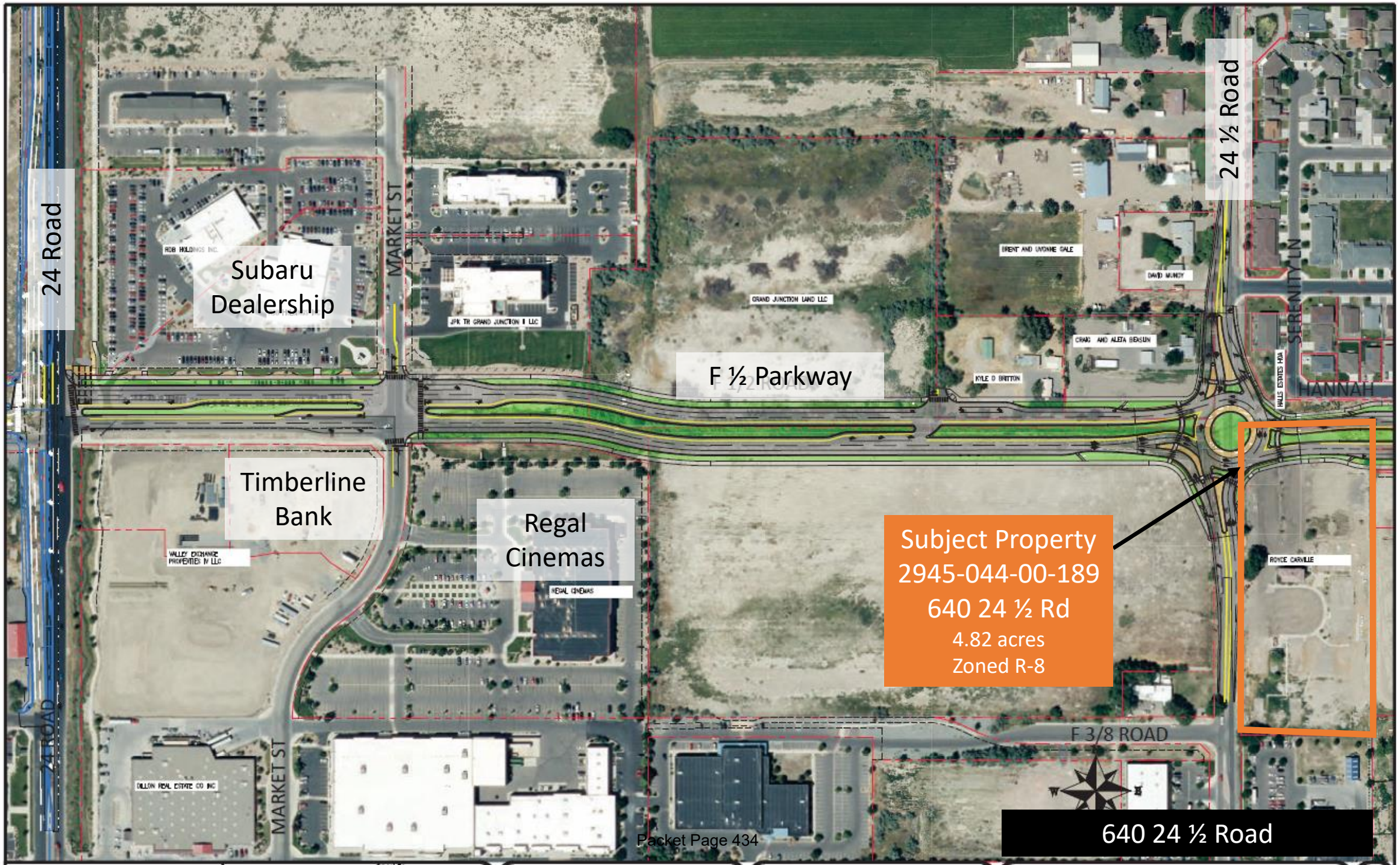
I move to (adopt/deny) Resolution No. 36-23, a resolution authorizing the purchase by the City of real property located at 640 24 1/2 Road for the F 1/2 Parkway Project from Royce J. Carville and ratifying actions heretofore taken in connection therewith.

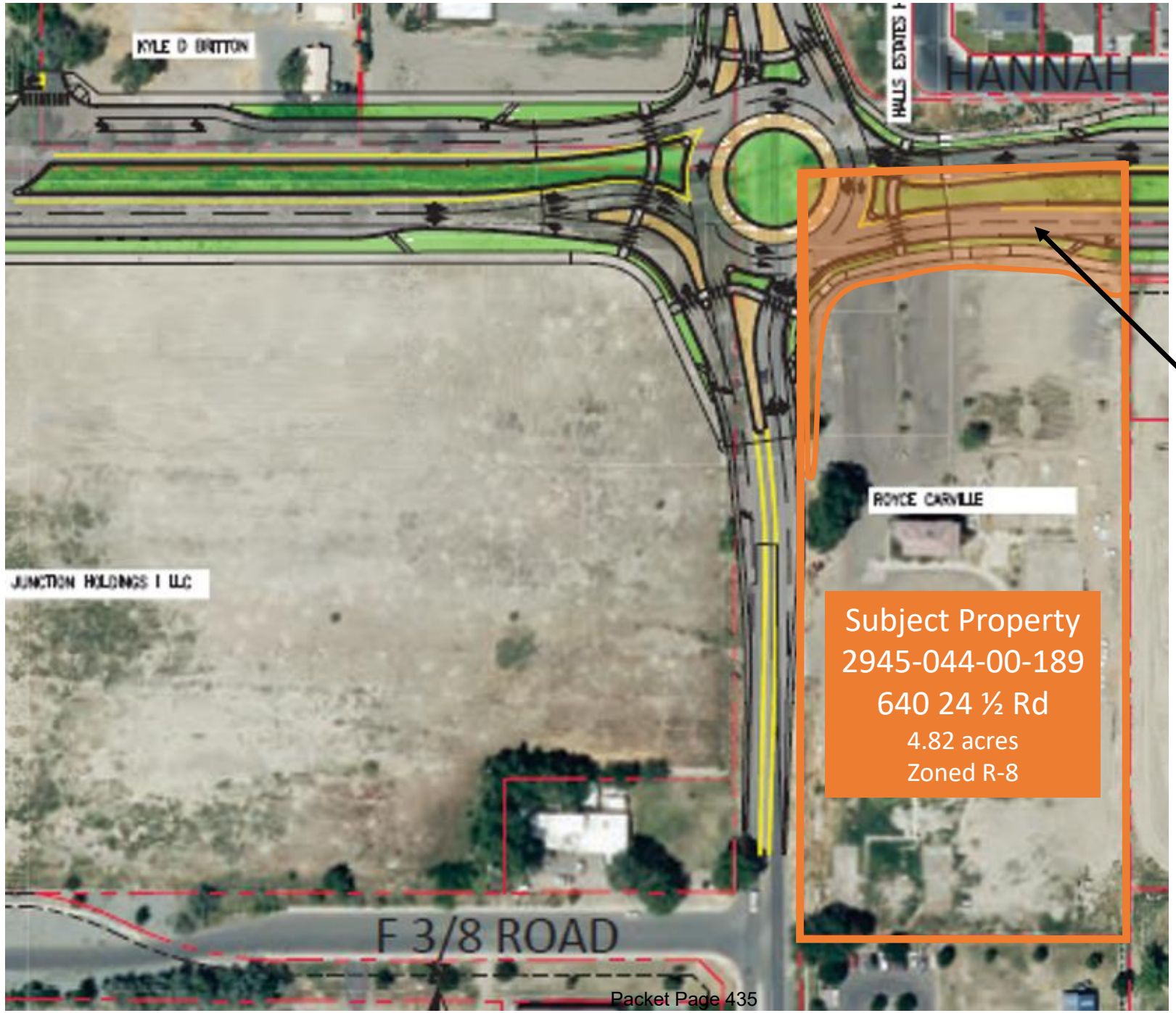
**Attachments**

1. Exhibits-640 24 1/2 Rd
2. Fully Executed Memorandum of Agreement - 640 24.5 Rd
3. Temporary_Construction_Easement_640_24.5_Rd
4. RES-F.5 Pkwy 640 24.5 RD 20230412

# F ½ Parkway Project




24 Road
Subaru Dealership
MARKET ST
F ½ Parkway
24 ½ Road
Timberline Bank
Regal Cinemas
Subject Property
2945-044-00-189
640 24 ½ Rd
4.82 acres
Zoned R-8
24 ROAD
MARKET ST
F 3/8 ROAD
640 24 ½ Road






**Exhibit**

Contract Purchase of a Portion of Property from 2945-044-00-189
640 24 ½ Rd

| CITY OF GRAND JUNCTION<br>DEPARTMENT OF PUBLIC WORKS<br><br>**MEMORANDUM OF AGREEMENT** | **Project No.: 207-F1903** |
|---|---|
| | **Description: F ½ Road Parkway Improvement Project** |
| | **Owner(s): Royce J. Carville** |
| | **Parcels: RW-9, MPE-9, & TCE-9** |

This Memorandum of Agreement ("Agreement") is made and entered into this _____ day of _____, 2023, by and between **Royce J. Carville** hereinafter referred to as "the Owner", and the City of Grand Junction, a Colorado home rule municipality, hereinafter referred to as "the City".

RECITALS:

A. The City is proceeding with implementation of the F ½ Road Parkway Improvement Project ("Project"). The Project will create a fully developed street section from 24 Road on the west to 25 Road on the east. The project will also add street improvements to 25 Road from Patterson Road on the south to Waite Avenue on the north. Improvements include additional travel lanes, auxiliary lanes, facilities to accommodate pedestrian and bicycle mobility, storm drainage facilities, street lighting, landscaped medians and parkways, and a new roundabout at the intersection of F ½ Road Parkway and 24 ½ Road ("Project Improvements"). The City Council of the City has determined that the Project is necessary for the health, safety and welfare of the inhabitants of the City of Grand Junction. All costs associated with installation of the Project Improvements will be borne by the City.

B. The Owner owns certain real property within the limits of the Project located at 640 24 ½ Road in the City of Grand Junction, County of Mesa, State of Colorado, as identified by Mesa County Assessor Parcel Number 2945-044-00-189, hereinafter referred to as "the Owner's Property".

C. The installation, operation, maintenance, repair and replacement of the Project Improvements requires the acquisition of the following described real property interests from the Owner:

**Parcel No. RW-9:** A parcel of land in fee simple to be used as public right of way for F 1/2 Road, containing a total area of 32,690 square feet (0.75 acres), more or less, as more particularly described in the accompanying legal description labeled Exhibit "A" and depicted on the accompanying graphic illustration labeled Exhibit "B"; and also

**Parcel No. MPE-9:** A Multi-Purpose Easement for the installation, operation, maintenance and repair of public utilities, traffic control facilities, street lighting, landscaping, trees, grade structures, public sidewalks and trails, containing a total area of 12,099 square feet (0.28 acres), more or less, as more particularly described in the accompanying legal description labeled Exhibit "C" and depicted on the accompanying graphic illustration labeled Exhibit "D"; and also

**Parcel No. TCE-9:** A Temporary Construction Easement to facilitate prudent, proper, safe and efficient installation of the Project Improvements, containing a total area of 4,210 square feet (0.10 acres), more or less, as more particularly depicted on the accompanying graphic illustration labeled Exhibit "E". The City's required duration of use for Parcel No. TCE-9 is 24 months.

The above referenced real property interests may be referred to collectively hereafter as the "Acquired Property".

D. The City has obtained and reviewed an appraisal prepared by a Colorado Certified General Appraiser to estimate the fair market value and just compensation to be offered for the Acquired Property. In consideration of the foregoing, the City and the Owner agree to the following sum of money as just compensation for the Acquired Property and any improvements, damages or costs to cure itemized below:

| | | |
|---|---|---|
| Parcel No. RW-9: | 32,690 sq.ft. @ $6.75/sq.ft. | = $220,658 |
| Parcel No. MPE-9: | 12,099 sq.ft. @ $6.75/sq.ft. x 50% | = $40,834 |
| Parcel No. TCE-9: | 4,210 sq.ft. @ $6.75/sq.ft. x 7% /year x 2 years | = $3,978 |
| | **Total Land & Easement Value** | **= $265,470** |
| | Improvements: | |
| | • Metal Gate | = $127 |
| | • Fencing | = $896 |
| | **Total Improvements Contributory Value** | **= $1,023** |
| | **Administrative settlement** | **= $48,507** |
| | **Total Consideration** | **= $315,000** |

NOW, THEREFORE, based on the recitals above and in consideration of their mutual promises and other valuable consideration, the receipt and adequacy of which are acknowledged, the parties hereto agree as follows:

1. The Owner hereby accepts the Total Consideration stated above from the City as just compensation, and the City hereby agrees to pay the Total Consideration to the Owner subject to the promises, terms, covenants and conditions of this Agreement.

2. Subject to the City's typical payment processing period, the Total Consideration shall be remitted, at the City's sole discretion, to the Owner by either (1) the City directly in the form of a City check, or (2) a title company selected by the City, to which the City has deposited the Total Consideration pending upon the execution and delivery by the Owner to the City of:

   a. One (1) fully executed original of this Memorandum of Agreement.
   b. One (1) good and sufficient General Warranty Deed for Parcel No. RW-9.
   c. One (1) good and sufficient Grant of Multi-Purpose Easement for Parcel No. MPE-9.
   d. One (1) good and sufficient Temporary Construction Easement for Parcel No. TCE-9.
   e. One (1) completed and executed Federal Form W-9.
   f. Satisfaction(s) or release(s) of any and all outstanding items referenced in Paragraph 3 below.

3. The Total Consideration shall fully compensate the Owner for the Owner's interests in and to the Acquired Property, either present or future, and the interests of all lienors and lessees of the Owner and any and all interests, legal or equitable, which are or may be outstanding, including, but not limited to: ad valorem property taxes due for prior years; current year ad valorem property taxes prorated to the date of closing (applicable to any fee simple parcel included in the Acquired Property), and satisfaction, subordination or release of all liens, judgments and financial encumbrances to deliver financially unencumbered title to the City. The Owner agrees to sell, convey and discharge all such interests in and to the Acquired Property by executing in writing any and all necessary deeds, documents and/or conveyances, including but not limited to, requests for releases, whether full or partial as applicable, or subordinations of deeds of trust.

4. The City shall be entitled to take irrevocable possession of the Acquired Property when the City, at its sole discretion, remits the total consideration to either: (1) the Owner directly by City Check; or, (2) deposits the consideration set forth above into an escrow account for the benefit of the Owner with the City's selected title company. Transfer of title to the Acquired Property shall occur upon performance of any and all terms under this Agreement, and release of the Total Consideration due to the Owner.

5. This Memorandum of Agreement embodies all agreements between the parties hereto and no other promises, terms, conditions or obligations, oral or written, have been made which might serve to modify, add to or change the terms and conditions of this Agreement.

6. This Memorandum of Agreement shall be deemed a contract extending to and binding upon the parties hereto and upon their respective heirs, successors and assigns.

7. The City will be entitled to specific performance of this Agreement upon tender of the agreed consideration.

8. This Agreement is a legal instrument. The City recommends the Owner seek the advice of the Owner's own legal and/or tax counsel before signing this Agreement.

Dated the day and year first above written.

**Owner:**

Royce J. Carville

**Royce J. Carville**

**The City of Grand Junction,**
**a Colorado home rule municipality:**

**Greg Caton, City Manager**

# EHXIBIT A

LEGAL DESCRIPTION
2945-044-00-189
RIGHT-OF-WAY PARCEL NO. RW-9

A parcel of land being a portion of the land as described in Reception Number 2353373 lying in the NW1/4 SE1/4 of Section 4, Township 1 South, Range 1 West of the Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado and being more particularly described as follows:

Commencing at the Center 1/4 Corner of said Section 4, and assuming the North line of said NW1/4 SE1/4 bears S89°50'03"E with all other bearings contained herein being relative thereto; thence from said point of commencement, S89°50'03"E along said North line, a distance of 30.00 feet to the Point of Beginning;

thence continuing along said North line S89°50'03"E, a distance of 299.90 feet to the Northeast corner of the land as described in Reception Number 2353373; thence S00°01'45"W, a distance of 97.00 feet along the boundary of said parcel of land; thence N89°50'02"W, a distance of 1.84 feet; thence Northwesterly along the arc of a 177.00 foot radius curve concave Northwesterly, a distance of 58.69 feet thru a central of angle of 18°59'54" whose chord bears N80°20'05"W, a distance of 58.42 feet; thence continuing Northwesterly along the arc of a 140.00 foot radius curve concave Southwesterly, a distance of 54.27 feet thru a central angle of 22°12'34" whose chord bears N81°56'24"W, a distance of 53.93 feet; thence S86°57'18"W, a distance of 32.08 feet; thence Southwesterly along the arc of a 479.00 foot radius curve concave Southerly, a distance of 113.87 feet thru a central angle of 13°37'15" whose chord bears S80°08'41"W, a distance of 113.60 feet; thence continuing Southwesterly along the arc of a 29.00 foot radius curve concave Southeasterly, a distance of 14.30 feet thru a central angle of 28°14'53" whose chord bears S59°12'37"W, a distance of 14.15 feet; thence S45°05'10"W, a distance of 13.04 feet; thence continuing Southwesterly along the arc of a 59.00 foot radius curve concave Southwesterly, a distance of 46.43 feet thru a central angle of 45°05'10" whose chord bears S22°32'35"W, a distance of 45.24 feet; thence S00°00'00"W, a distance of 70.68 feet; thence S06°55'14"E, a distance of 12.09 feet; thence continuing Southerly along the arc of a 558.00 foot radius curve concave Southwesterly, a distance of 67.66 feet thru a central angle of 06°56'51" whose chord bears S03°26'30"E, a distance of 67.62 feet; thence S00°01'45"W, a distance of 390.29 feet, to the southerly line of said parcel; thence S89°51'18"W, a distance of 10.00 feet, along said southerly line to the southwest corner of said parcel and, a point on the East Right-of-Way line of 24 1/2 Road (Reception Number 843255); thence N00°01'45"E along said East Right-of-Way line a distance of 700.37 feet to the Point of Beginning.

Said Parcel of land CONTAINING **32,690** Square Feet or **0.75** Acres, more or less, as described.

Authored by: Jodie L Grein, CO PLS #38075
Rolland Consulting Engineers
405 Ridges Blvd. Suite A
Grand Junction, CO 81507




ABBREVIATIONS

| | | | |
|---|---|---|---|
| P.O.C. | Point of Commencement | Rec. | Reception |
| P.O.B. | Point of Beginning | No. | Number |
| R.O.W. | Right-of-Way | RW | RIGHT-OF-WAY |
| SEC. | Section | MPE | Multi-Purpose Easement |
| T. | Township | TCE | Temporary Construction Easement |
| R. | Range | U.M. | Ute Meridian |
| ~ | Approximately | | |

The sketch & description shown hereon have been derived from subdivision plats & deed descriptions as they appear in the office of the Mesa County Clerk & Recorder & monuments as shown. This sketch does not constitute a legal boundary survey, & is not intended to be used as a means for establishing or verifying property boundary lines.

| | |
|---|---|
| DRAWN BY: | NCW |
| DATE: | 01-2022 |
| REVIEWED BY: | JLG |
| APPROVED BY: | BH |
| SCALE: | |

Portion of 2945-044-00-189
Located in a part of the NW¼ SE¼
Section 4, T.1S, R.1W
Ute Meridian, City of Grand Junction
Mesa County, Colorado

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO. 207 F210306

# EHXIBIT B

## 2945-044-00-189
## RIGHT-OF-WAY PARCEL NO. RW-9

| CURVE | ARC LEN | RADIUS | DELTA ANGLE | CHORD BEARING | CHORD LEN |
|---|---|---|---|---|---|
| C1 | 58.69' | 177.00' | 18°59'54" | N 80°20'05" W | 58.42' |
| C2 | 54.27' | 140.00' | 22°12'34" | N 81°56'24" W | 53.93' |
| C3 | 113.87' | 479.00' | 13°37'15" | S 80°08'41" W | 113.60' |
| C4 | 14.30' | 29.00' | 28°14'53" | S 59°12'37" W | 14.15' |
| C5 | 46.43' | 59.00' | 45°05'10" | S 22°32'35" W | 45.24' |
| C6 | 67.66' | 558.00' | 6°56'51" | S 03°26'30" E | 67.62' |

COLORADO LICENSED
JODIE L. GREIN
6-29-22
38075
PROFESSIONAL LAND SURVEYOR

Jodie L. Grein, CO PLS #38075
405 Ridges Blvd. Suite A
Grand Junction, CO. 81507

0 50' 100'
SCALE: 1" = 100'
LINEAL UNITS = U.S. SURVEY FOOT

2945-042-00-027
CRAIG R. & ALETA K. BEASLIN
655 24½ Road
(Rec. No. 1754575)

SERENITY LANE

NORTH LINE NW¼ SE¼
SEC. 4, T.1S, R.1W
(BASIS OF BEARING)
S89°50'03"E

HANNAH LANE

TIE
S89°50'03"E 30.00'

POINT OF BEGINNING
SW Cor. - Parcel
(Rec. No. 2353373)

NE Cor. - Parcel
(Rec. No. 2353373)

10' Ditch Easement
(Rec. No. 1750884)

CENTER EAST 1/16
CORNER
SEC. 4, T.1S, R.1W

POINT OF COMMENCEMENT
CENTER 1/4 CORNER
SEC. 4, T.1S, R.1W

L1 L2

PROPOSED F 1/2 ROAD PARKWAY

L3

50' PSCO Easement
(Rec. No. 1591213)

F½ ROAD R.O.W. (Rec. No. 2795058)

EAST RIGHT-OF-WAY
LINE 24½ ROAD

24 1/2 ROAD

C1 C2 C3 C4 C5 L4 L5 L6 L7 L8 L9 L10 L11

10' Irrigation Easement
(Rec. No. 29102863)

2945-044-93-226
Christopher L.
Martinez
2458 Apex Ave

APEX AVENUE

2945-044-00-189
ROYCE J. CARVILLE
640 24½ Road
(Rec. No. 2353373)
PARCEL NO. RW-9
= 32,690 Sq.Ft. / 0.75 Acres

WEST LINE NW¼ SE¼

2945-043-00-186
GRAND JUNCTION HOLDINGS I, LLC
647 24½ Road
(Rec. No. 2550281)

10' PUBLIC SERVICE COMPANY EASEMENT
(Rec. No. 2387338)

2945-044-93-227
Chronos
Builders, LLC
647 Cusp Lane

2945-044-93-239
HERITAGE HEIGHTS HOA, INC
TRACT N - (Rec. No. 2910286)

LANE

2945-044-93-228
Chronos
Builders, LLC
645 Cusp Lane

HERITAGE HEIGHTS FILING TEN
(Rec. No. 2910286)

CUSP

2945-044-93-229
Chronos
Builders, LLC
643 Cusp Lane

NW¼ SE¼

2945-044-93-230
Dustin J. Renner
641 Cusp Lane

KERK AVENUE

| LINE | BEARING | DISTANCE |
|---|---|---|
| L1 | S 89°50'03" E | 30.00' |
| L2 | S 89°50'03" E | 299.90' |
| L3 | S 00°01'45" W | 97.00' |
| L4 | N 89°50'02" W | 1.84' |
| L5 | S 86°57'18" W | 32.08' |
| L6 | S 45°05'10" W | 13.04' |
| L7 | S 00°00'00" W | 70.68' |
| L8 | S 06°55'14" E | 12.09' |
| L9 | S 00°01'45" W | 390.29' |
| L10 | S 89°51'18" W | 10.00' |
| L11 | N 00°01'45" E | 700.37' |

2945-043-00-046
WESLEY N. PAGE
639 24½ Road
(Rec. No. 2127250)

24½ R.O.W. (Rec. No. 843255)

10' PUBLIC SERVICE COMPANY EASEMENT
(Rec. No. 2497509)

2945-044-93-231
Bryan K. Davis
639 Cusp Lane

SW Cor. - Parcel
(Rec. No. 2353373)

F 3/8 ROAD

2945-044-00-180
GRAND JUNCTION REAL ESTATE INVESTMENTS, LLC
633 Lee Avenue
(Rec. No. 2660906)

2945-044-16-002
GOODWILL INDUSTRIES OF
COLORADO SPRINGS
LOT 1 MARKET SQUARE NORTH
630 24½ Road
(Rec. No. 2354092)

ABBREVIATIONS

| | | | |
|---|---|---|---|
| P.O.C. | Point of Commencement | Rec. | Reception |
| P.O.B. | Point of Beginning | No. | Number |
| R.O.W. | Right-of-Way | RW | RIGHT-OF-WAY |
| SEC. | Section | MPE | Multi-Purpose Easement |
| T. | Township | TCE | Temporary Construction Easement |
| R. | Range | U.M. | Ute Meridian |
| ~ | Approximately | | |

The sketch & description shown hereon have been derived from subdivision plats & deed descriptions as they appear in the office of the Mesa County Clerk & Recorder & monuments as shown. This sketch does not constitute a legal boundary survey, & is not intended to be used as a means for establishing or verifying property boundary lines.

| | |
|---|---|
| DRAWN BY: | NCW |
| DATE: | 05-2022 |
| REVIEWED BY: | JLG |
| APPROVED BY: | BH |
| SCALE: | 1" = 50' |

Portion of 2945-044-00-189
Located in a part of the NW¼ SE¼
Section 4, T.1S, R.1W
Ute Meridian, City of Grand Junction
Mesa County, Colorado

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO. 207-F210306

# EHXIBIT C

LEGAL DESCRIPTION
2945-044-00-189
MULTI-PURPOSE EASEMENT PARCEL NO. MPE-9

A parcel of land being a portion of the land as described in Reception Number 2353373 lying in the NW1/4 SE1/4 of Section 4, Township 1 South, Range 1 West of the Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado and being more particularly described as follows:

Commencing at the Center 1/4 Corner of said Section 4, and assuming the North line of said NW1/4 SE1/4 bears S89°50'03"E with all other bearings contained herein being relative thereto; thence from said point of commencement, S89°50'03"E along said North line, a distance of 329.90; thence S00°01'45"W, a distance of 97.00 feet to the Point of Beginning;

thence along the easterly line of the land as described in Reception Number 2353373, S00°01'45"W, a distance of 14.00 feet along the boundary of said parcel of land; thence N89°50'02"W, a distance of 1.87 feet; thence Northwesterly along the arc of a 191.00 foot radius curve concave Northwesterly, a distance of 63.33 feet thru a central of angle of 18°59'54" whose chord bears N80°20'05"W, a distance of 63.04 feet; thence continuing Northwesterly along the arc of a 126.00 foot radius curve concave Southwesterly, a distance of 48.84 feet thru a central angle of 22°12'34" whose chord bears N81°56'24"W, a distance of 48.54 feet; thence S86°57'18"W, a distance of 32.08 feet; thence Southwesterly along the arc of a 465.00 foot radius curve concave Southerly, a distance of 110.54 feet thru a central angle of 13°37'15" whose chord bears S80°08'41"W, a distance of 110.28 feet; thence continuing Southwesterly along the arc of a 15.00 foot radius non-tangent curve concave Southeasterly, a distance of 7.40 feet thru a central angle of 28°14'53" whose chord bears S59°12'37"W, a distance of 7.32 feet; thence S45°05'10"W, a distance of 13.04 feet; thence continuing Southwesterly along the arc of a 45.00 foot radius curve concave Southwesterly, a distance of 35.41 feet thru a central angle of 45°05'10" whose chord bears S22°32'35"W, a distance of 34.50 feet; thence S00°00'00"W, a distance of 69.83 feet; thence S06°55'14"E, a distance of 11.25 feet; thence continuing Southerly along the arc of a 572.00 foot radius curve concave Southwesterly, a distance of 69.36 feet thru a central angle of 06°56'51" whose chord bears S03°26'30"E, a distance of 69.32 feet; thence S00°01'45"W, a distance of 390.25 feet, to the southerly line of said parcel; thence S89°51'18"W, a distance of 14.00 feet, along said southerly line of said parcel, to a point on the East Right-of-Way line of 24 1/2 Road; thence N00°01'45"E along said East Right-of-Way line a distance of 390.29 feet; thence along the arc of a non-tangent 558.00 foot radius curve concave Northwesterly, a distance of 67.66 feet thru a central angle of 06°56'51" whose chord bears N03°26'30"W, a distance of 67.62 feet; thence N06°55'14"W, a distance of 12.09 feet; thence N00°00'00"E, a distance of 70.68 feet; thence continuing Northwesterly along the arc of a 59.00 foot radius curve concave Northeasterly, a distance of 46.43 feet thru a central angle of 45°05'10" whose chord bears N22°32'35"E, a distance of 45.24 feet; thence N45°05'10"E, a distance of 13.04 feet; thence continuing Northeasterly along the arc of a 29.00 foot radius curve concave Northeasterly, a distance of 14.30 feet thru a central angle of 28°14'53" whose chord bears N59°12'37"E, a distance of 14.15 feet; thence Northeasterly along the arc of a 479.00 foot radius non-tangent curve concave Easterly, a distance of 113.87 feet thru a central angle of 13°37'15" whose chord bears N80°08'41"E, a distance of 113.60 feet; thence N86°57'18"E, a distance of 32.08 feet; thence continuing Southeasterly along the arc of a 140.00 foot radius curve concave Southeasterly, a distance of 54.27 feet thru a central angle of 22°12'34" whose chord bears S81°56'24"E, a distance of 53.93 feet; thence Southeasterly along the arc of a 177.00 foot radius curve concave Northeasterly, a distance of 58.69 feet thru a central of angle of 18°59'54" whose chord bears S80°20'05"E, a distance of 58.42 feet; thence S89°50'02"E, a distance of 1.84 feet, to the Point of Beginning.

Said Parcel of land CONTAINING **12,099** Square Feet or **0.28** Acres, more or less, as described.

Authored by: Jodie L Grein, CO PLS #38075
Rolland Consulting Engineers
405 Ridges Blvd. Suite A
Grand Junction, CO 81507




ABBREVIATIONS

| | | | |
|---|---|---|---|
| P.O.C. | Point of Commencement | Rec. | Reception |
| P.O.B. | Point of Beginning | No. | Number |
| R.O.W. | Right-of-Way | RW | RIGHT-OF-WAY |
| SEC. | Section | MPE | Multi-Purpose Easement |
| T. | Township | TCE | Temporary Construction Easement |
| R. | Range | U.M. | Ute Meridian |
| ~ | Approximately | | |

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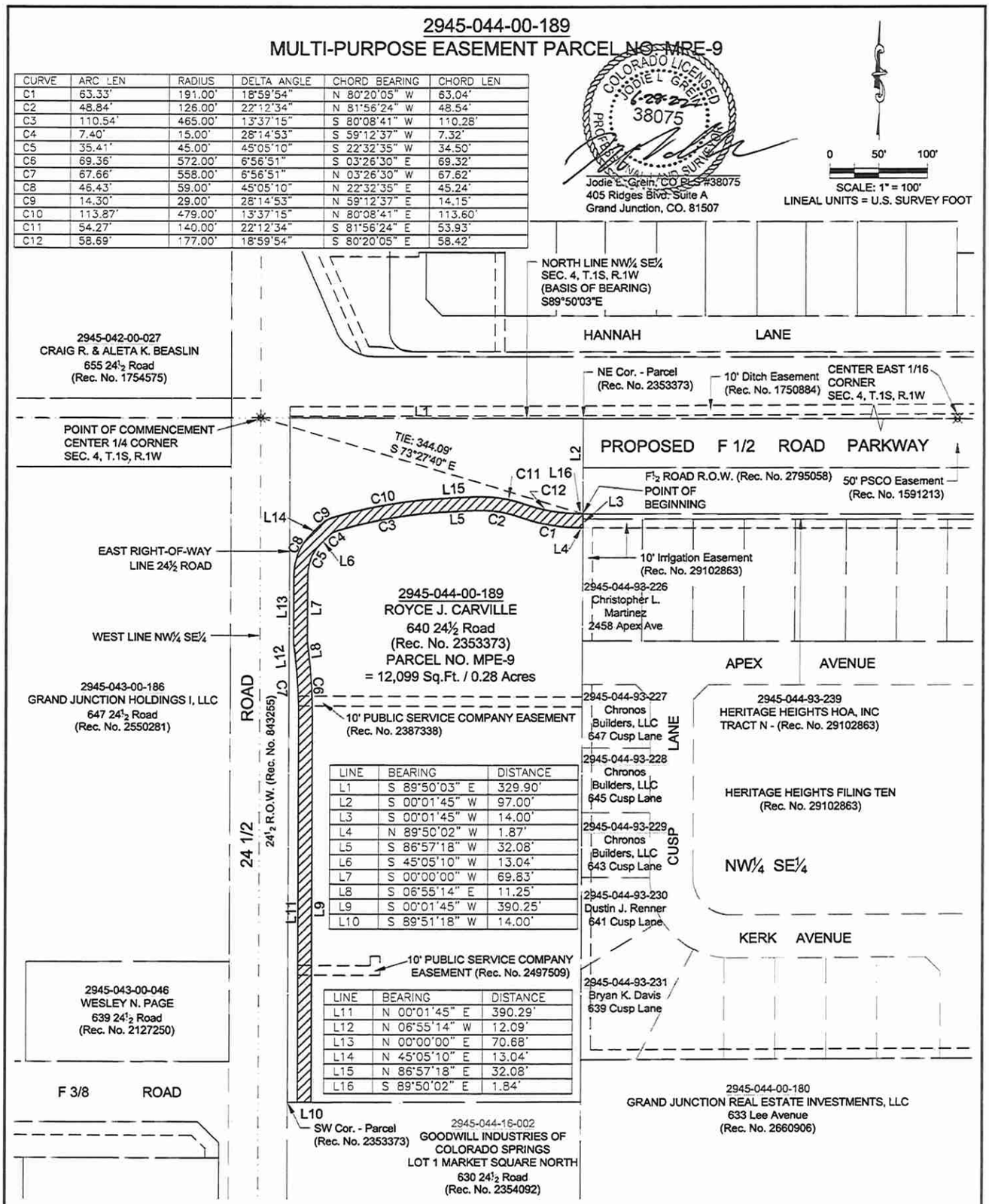
| | |
|---|---|
| DRAWN BY: | JLG |
| DATE: | 01-2022 |
| REVIEWED BY: | JAM |
| APPROVED BY: | BH |
| SCALE: | 1" = 100' |

Portion of 2945-044-00-189
Located in a part of the NW¼ SE¼
Section 4, T.1S, R.1W
Ute Meridian, City of Grand Junction
Mesa County, Colorado

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO. 207--F210306

# EHXIBIT D




| CURVE | ARC LEN | RADIUS | DELTA ANGLE | CHORD BEARING | CHORD LEN |
|---|---|---|---|---|---|
| C1 | 63.33' | 191.00' | 18°59'54" | N 80°20'05" W | 63.04' |
| C2 | 48.84' | 126.00' | 22°12'34" | N 81°56'24" W | 48.54' |
| C3 | 110.54' | 465.00' | 13°37'15" | S 80°08'41" W | 110.28' |
| C4 | 7.40' | 15.00' | 28°14'53" | S 59°12'37" W | 7.32' |
| C5 | 35.41' | 45.00' | 45°05'10" | S 22°32'35" W | 34.50' |
| C6 | 69.36' | 572.00' | 6°56'51" | S 03°26'30" E | 69.32' |
| C7 | 67.66' | 558.00' | 6°56'51" | N 03°26'30" W | 67.62' |
| C8 | 46.43' | 59.00' | 45°05'10" | N 22°32'35" E | 45.24' |
| C9 | 14.30' | 29.00' | 28°14'53" | N 59°12'37" E | 14.15' |
| C10 | 113.87' | 479.00' | 13°37'15" | N 80°08'41" E | 113.60' |
| C11 | 54.27' | 140.00' | 22°12'34" | S 81°56'24" E | 53.93' |
| C12 | 58.69' | 177.00' | 18°59'54" | S 80°20'05" E | 58.42' |

| LINE | BEARING | DISTANCE |
|---|---|---|
| L1 | S 89°50'03" E | 329.90' |
| L2 | S 00°01'45" W | 97.00' |
| L3 | S 00°01'45" W | 14.00' |
| L4 | N 89°50'02" W | 1.87' |
| L5 | S 86°57'18" W | 32.08' |
| L6 | S 45°05'10" W | 13.04' |
| L7 | S 00°00'00" W | 69.83' |
| L8 | S 06°55'14" E | 11.25' |
| L9 | S 00°01'45" W | 390.25' |
| L10 | S 89°51'18" W | 14.00' |

| LINE | BEARING | DISTANCE |
|---|---|---|
| L11 | N 00°01'45" E | 390.29' |
| L12 | N 06°55'14" W | 12.09' |
| L13 | N 00°00'00" E | 70.68' |
| L14 | N 45°05'10" E | 13.04' |
| L15 | N 86°57'18" E | 32.08' |
| L16 | S 89°50'02" E | 1.84' |

ABBREVIATIONS

| | | | |
|---|---|---|---|
| P.O.C. | Point of Commencement | Rec. | Reception |
| P.O.B. | Point of Beginning | No. | Number |
| R.O.W. | Right-of-Way | RW | RIGHT-OF-WAY |
| SEC. | Section | MPE | Multi-Purpose Easement |
| T. | Township | TCE | Temporary Construction Easement |
| R. | Range | U.M. | Ute Meridian |
| ~ | Approximately | | |

The sketch & description shown hereon have been derived from subdivision plats & deed descriptions as they appear in the office of the Mesa County Clerk & Recorder & monuments as shown. This sketch does not constitute a legal boundary survey, & is not intended to be used as a means for establishing or verifying property boundary lines.

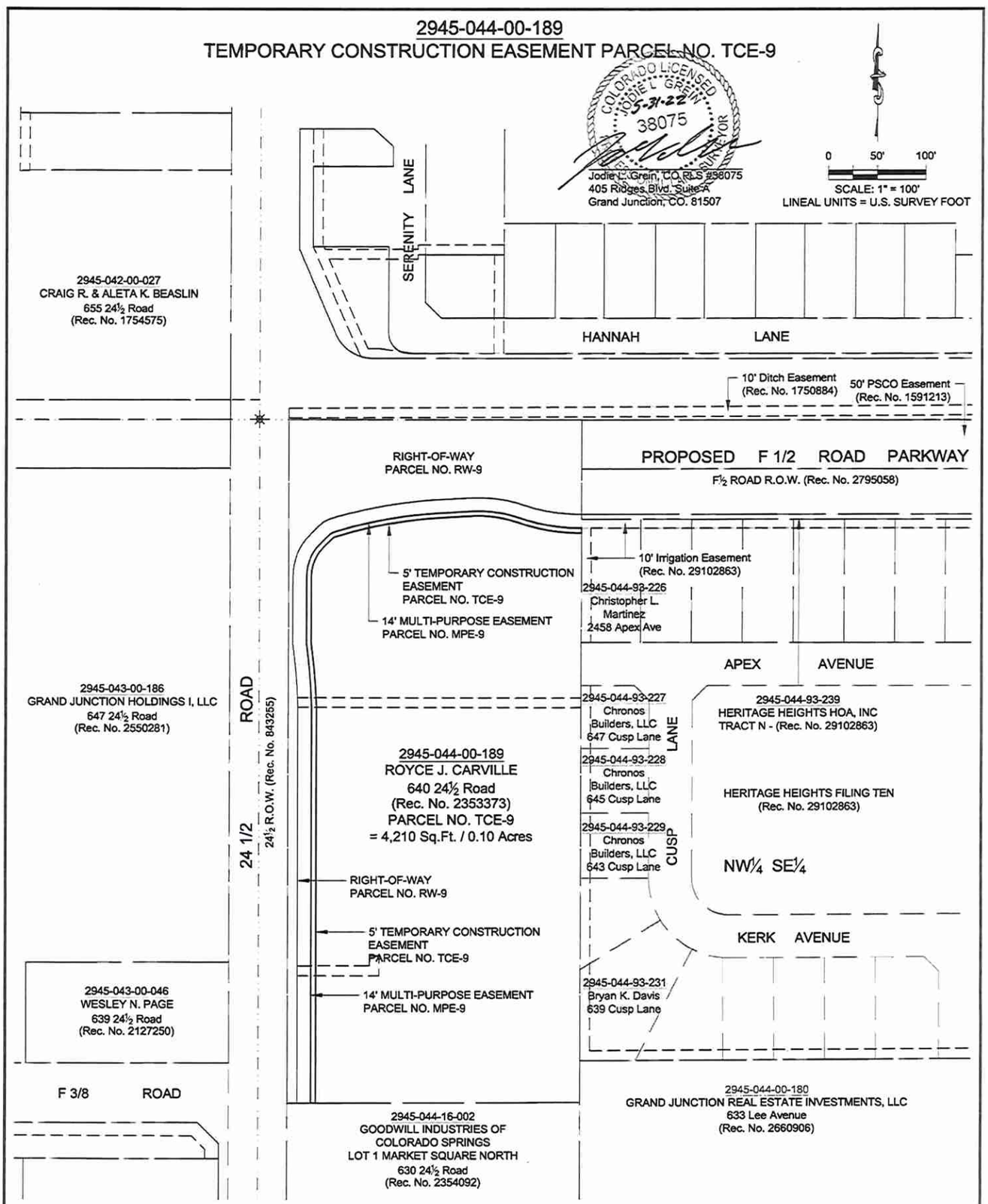
| | |
|---|---|
| DRAWN BY: | NCW |
| DATE: | 05-2022 |
| REVIEWED BY: | JLG |
| APPROVED BY: | BH |
| SCALE: | 1" = 100' |

Portion of 2945-044-00-189
Located in a part of the NW¼ SE¼
Section 4, T.1S, R.1W
Ute Meridian, City of Grand Junction
Mesa County, Colorado

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO. 207-F210306

# EXHIBIT E




ABBREVIATIONS

| | | | |
|---|---|---|---|
| P.O.C. | Point of Commencement | Rec. | Reception |
| P.O.B. | Point of Beginning | No. | Number |
| R.O.W. | Right-of-Way | RW | RIGHT-OF-WAY |
| SEC. | Section | MPE | Multi-Purpose Easement |
| T. | Township | TCE | Temporary Construction Easement |
| R. | Range | U.M. | Ute Meridian |
| ~ | Approximately | | |

The sketch & description shown hereon have been derived from subdivision plats & deed descriptions as they appear in the office of the Mesa County Clerk & Recorder & monuments as shown. This sketch does not constitute a legal boundary survey, & is not intended to be used as a means for establishing or verifying property boundary lines.

| | |
|---|---|
| DRAWN BY: | NCW |
| DATE: | 01-2022 |
| REVIEWED BY: | JLG |
| APPROVED BY: | BH |
| SCALE: | 1" = 100' |

Portion of 2945-044-00-189
Located in a part of the NW¼ SE¼
Section 4, T.1S, R.1W
Ute Meridian, City of Grand Junction
Mesa County, Colorado

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO. 207-F210306

**TEMPORARY CONSTRUCTION EASEMENT AGREEMENT**
640 24 ½ Road, Grand Junction, CO 81507

This Temporary Construction Easement Agreement ("Agreement") is made and entered into this _____ day of April 5th 2023 by and between **Royce J. Carville** hereinafter referred to as "Owner" whose address is 1875 Deer Park Circle South, Grand Junction, CO 81507, and the **City of Grand Junction, a Colorado home rule municipality,** hereinafter referred to as "City," whose address is 250 N. 5th Street, Grand Junction, CO 81501, hereinafter referred to as "City".

RECITALS:

A. The City Council of the City has determined that constructing improvements for the F ½ Road Parkway, a principal arterial roadway which includes the installation, replacement, repair and upgrade of roadway improvements including but not limited to the construction and installation of asphalt, concrete curb and gutters, driveways and sidewalks and public utilities including but not limited to, electric power, irrigation, potable water, storm sewer and sanitary sewer (collectively, the "Project") is necessary for the health, safety and welfare of the inhabitants of the City.

B. Owner is the owner of the parcel of land with an address 640 24 ½ Road, Grand Junction, CO 81507 as identified in the document recorded with Reception Number 2353373, in the Mesa County Clerk and Recorder's records ("Owner's Property"). The Project shall include the installation of some of the improvements on or adjacent to Owner's Property.

C. To facilitate prudent and proper completion of the Project improvements, the City needs the Owner's permission to temporarily access and traverse the Owner's Property with workers and equipment in accordance with the terms and conditions of this Agreement and within the limits of the Owner's Property.

NOW, THEREFORE, based on the recitals above and in consideration of their mutual promises and other valuable consideration as herein stated, the receipt and adequacy of which are hereby acknowledged, the parties hereto agree as follows:

1. The Owner hereby grants and conveys to the City one (1) Temporary Construction Easement within the limits of the Owner's Property as depicted on the attached **Exhibit "A"** which is incorporated herein ("Easement Area"), to allow access for workers and equipment to facilitate installation, repair, and replacement of improvements associated with the Project during the term specified in paragraph 2.

2. The term of the City's use of the Temporary Construction Easements herein granted is nonexclusive, except that the Owner agrees that Owner or its successors, heirs, or assigns, shall not erect or construct any building or other permanent structure within the Easement Areas or interfere with City's access, use or operation within the Easements without first obtaining written consent of the City's Manager or City's Public Works Director. The Temporary Construction Easements shall commence with written notice presented at least 48 hours prior to the commencement to Owner at Owner's address above by ordinary US mail (presentation complete upon mailing) or in person and shall expire at midnight 24 months from the date of presentation of the written notice to Owner.

3. This Agreement is temporary in nature and is not intended to affect the title of the Owner's Property. The City agrees that this Agreement shall not be recorded nor otherwise entered into the permanent record of any land office. Owner shall be responsible for informing any successor, heir, or assignee of this Agreement.

4. As a condition of accepting this grant of Temporary Construction Easement, the City agrees, at the City's sole cost and expense, to reasonably repair and restore those portions of the Owner's Property affected or damaged by the City's construction activities and to return said affected areas to the Owner in a condition reasonably approximate to that which existed prior to entry by the City, except the City shall have no obligation to repair or replace any improvements, vegetation, trees or surface cover that were acquired by City as consideration for this Easement

and/or other conditions as agreed in that Memorandum of Agreement between Owner and City dated April 5th, 2023

5. This Agreement otherwise embodies the complete agreement between the parties hereto and cannot be changed or modified except by a written instrument subsequently executed by both parties. This Agreement and the terms and conditions hereof apply to and are binding upon the successors, heirs and authorized assigns of both parties.

Dated the day and year first above written.

**Owner:**
**Royce J. Carville**

Royce J. Carville

Royce J. Carville

State of Colorado )
)ss.
County of Mesa )

The foregoing instrument was acknowledged before me this 5th day of April, 2023 by Royce J. Carville.

My commission expires November 6, 2023.
Witness my hand and official seal.

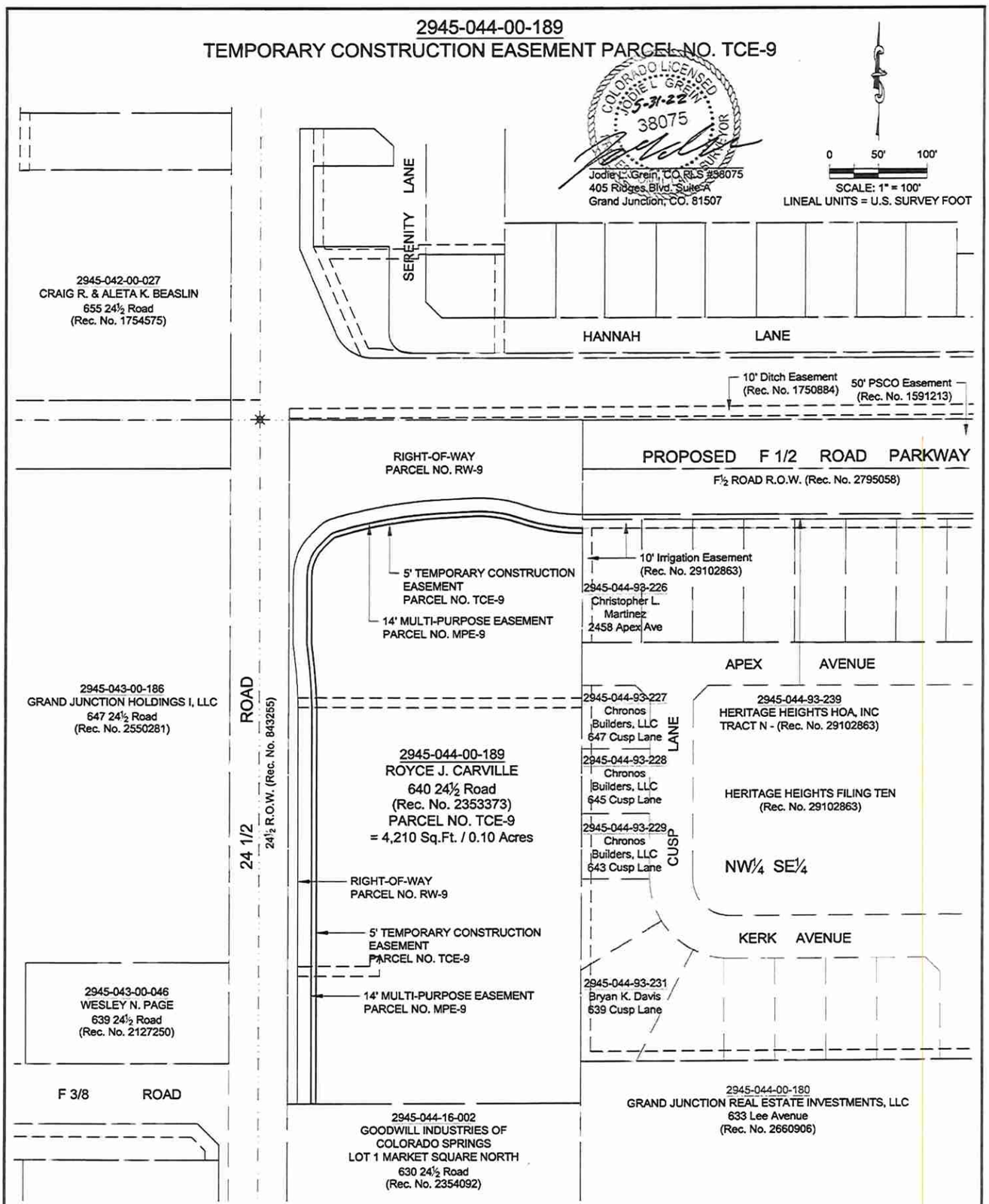
SHAYLYNN DAWN BERKLEY
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20194042176
MY COMMISSION EXPIRES NOVEMBER 6, 2023

Shaylynn Berkley
Notary Public

**City of Grand Junction,**
a Colorado home rule municipality:

Greg Caton, City Manager

# EXHIBIT A




ABBREVIATIONS

| | | | |
|---|---|---|---|
| P.O.C. | Point of Commencement | Rec. | Reception |
| P.O.B. | Point of Beginning | No. | Number |
| R.O.W. | Right-of-Way | RW | RIGHT-OF-WAY |
| SEC. | Section | MPE | Multi-Purpose Easement |
| T. | Township | TCE | Temporary Construction Easement |
| R. | Range | U.M. | Ute Meridian |
| ~ | Approximately | | |

The sketch & description shown hereon have been derived from subdivision plats & deed descriptions as they appear in the office of the Mesa County Clerk & Recorder & monuments as shown. This sketch does not constitute a legal boundary survey, & is not intended to be used as a means for establishing or verifying property boundary lines.

| | |
|---|---|
| DRAWN BY: | NCW |
| DATE: | 01-2022 |
| REVIEWED BY: | JLG |
| APPROVED BY: | BH |
| SCALE: | 1" = 100' |

Portion of 2945-044-00-189
Located in a part of the NW¼ SE¼
Section 4, T.1S, R.1W
Ute Meridian, City of Grand Junction
Mesa County, Colorado

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO. 207-P210306

**RESOLUTION NO. __-23**

**A RESOLUTION AUTHORIZING THE PURCHASE BY THE CITY OF REAL PROPERTY LOCATED AT 640 24 ½ ROAD OWNED BY ROYCE J. CARVILLE AND RATIFYING ACTIONS HERETOFORE TAKEN IN CONNECTION THEREWITH**

RECITALS:

The City Manager has entered into a Memorandum of Agreement ("Contract") with Royce J. Carville (also known as Seller) for the sale of property by the Seller and the purchase of said property by the City of that certain real property identified by Mesa County Tax Assessor as 2945-044-00-189. The City Council has considered the Contract and deems the purchase of the property necessary and proper.

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

1. That the City Council hereby authorizes the purchase of the above-described property by the City for $315,000 as provided in the attached Contract. All actions heretofore taken by the officers, employees and agents of the City relating to the purchase of said property which are consistent with the provisions of the Contract and this Resolution are hereby ratified, approved, and confirmed.

2. That the City Council hereby authorizes the expenditure of $315,000.00 plus normal and customary closing costs for the purchase of said property to be paid at closing.

3. That the officers, employees, and agents of the City are hereby authorized and directed to take all actions necessary or appropriate to effectuate the provisions of this Resolution and the attached Contract, including, without limitation, the execution and delivery of such certificates, documents and payment as may be necessary or desirable to purchase the property.

PASSED and ADOPTED this 19th day of April 2023.

_____
Anna M. Stout
President of the City Council

ATTEST:

_____
Amy Phillips
City Clerk

DRAFT

**Grand Junction City Council**

**Regular Session**

**Item #4.c.**

**Meeting Date:** April 19, 2023

**Presented By:** Trenton Prall, Public Works Director

**Department:** Public Works - Engineering

**Submitted By:** Trent Prall

## Information

### SUBJECT:

A Resolution Authorizing and Ratifying a Contract for the Purchase of Real Property Located at 647 24 ½ Road for the F ½ Parkway Project

### RECOMMENDATION:

Staff recommends adoption of the resolution.

### EXECUTIVE SUMMARY:

The F 1/2 Parkway requires right of way and easements to be acquired from adjacent properties for future road improvements and utility relocations. This resolution authorizes the City Manager to sign a Memorandum of Agreement with Grand Junction Holdings I, LLC in the amount of $702,300.

### BACKGROUND OR DETAILED INFORMATION:

In fall of 2019, Grand Junction voters authorized the City to issue $70 million in debt for expansion of City collector and arterial roads throughout the community. The 24 and G Road construction is now underway. The next project proposed for construction later this year is the F 1/2 Parkway. In order to accommodate the future expansion of the road and utility relocations, additional rights of way and easements are required.

The proposed roadway includes travel lanes, auxiliary lanes, facilities to accommodate pedestrian and bicycle mobility, storm drainage facilities, street lighting, landscaped medians and parkways, and a new roundabout at the intersection of F 1/2 Parkway and 24 1/2 Road.

The Project requires acquisition of right of way, a multi-purpose easement, and a temporary construction easement from property located at 647 24 1/2 Road. The subject property is 19.05 acres. It is currently a vacant, C-1 zoned site.

The City obtained and reviewed an appraisal prepared by a Colorado Certified General Appraiser to estimate the fair market value and just compensation to be offered for the portion of the property.

Approximately 124,807 square feet (2.87 Acres) of right of way, 23,312 square feet (0.54 Acres) of multi-purpose easement and 8,803 square feet (0.20 Acres) of temporary construction easement will be purchased. Improvements being purchased include wire fencing.

The initial offer based on the appraisal was $702,300. The final agreed to settlement is $702,300.

**FISCAL IMPACT:**

The cost of this project is included in the 2023 Adopted Budget.

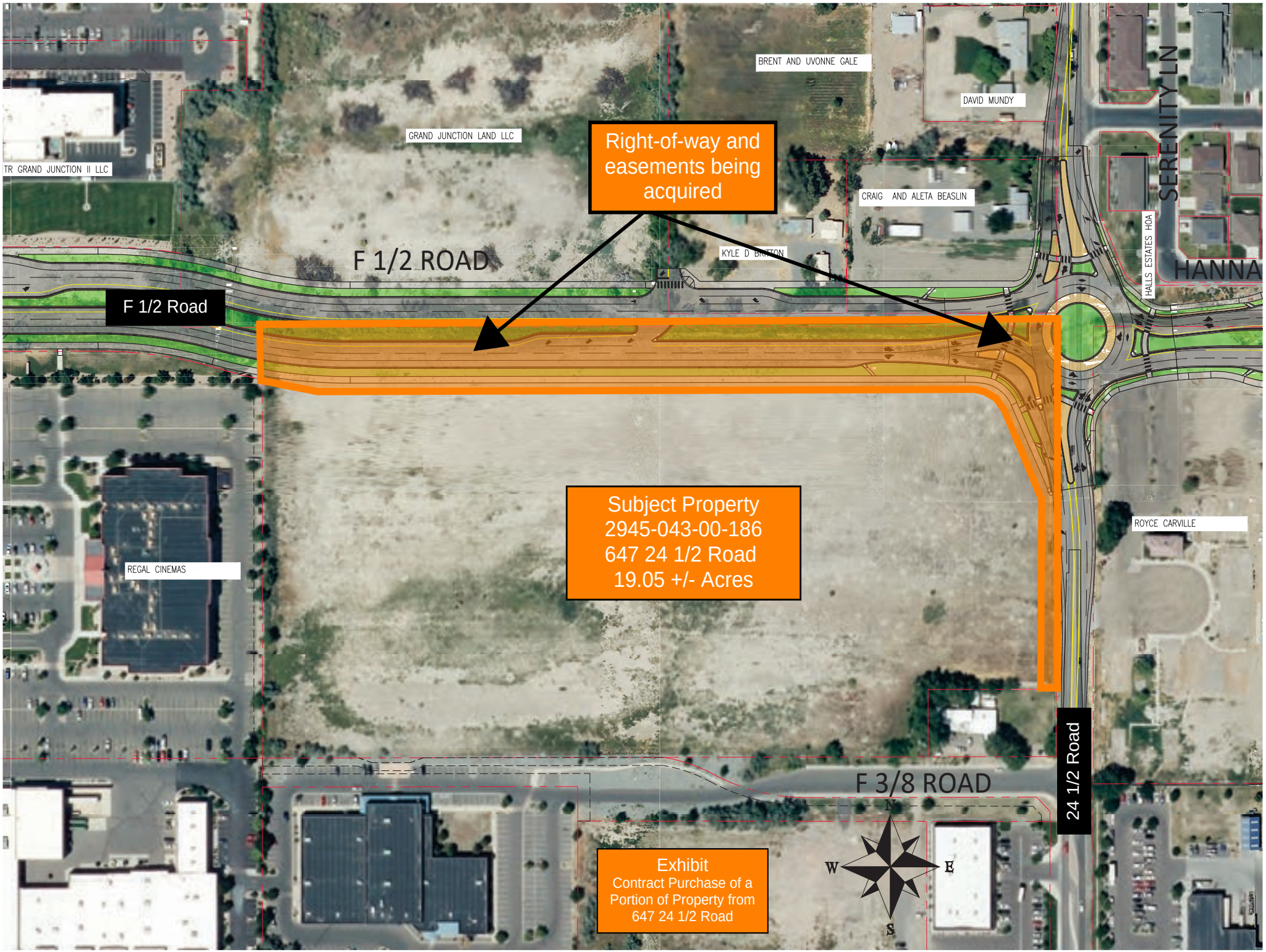
**SUGGESTED MOTION:**

I move to (adopt/deny) Resolution No. 37-23, a resolution authorizing the purchase by the City of real property located at 647 24 1/2 Road for the F 1/2 Parkway Project from Grand Junction Holdings I, LLC and ratifying actions heretofore taken in connection therewith.

**Attachments**

1. Vicinity Map - 647 24.5 Rd
2. Fully Executed Memorandum of Agreement - 647 24.5 Rd
3. Temporary_Construction_Easement_647_24.5_Rd
4. RES-F.5 Pkwy 647 24.5 RD 20230412


GRAND JUNCTION LAND LLC
DAVID MUNDY
CRAIG AND ALETA BEASLIN
KYLE D BRITTON
HALLS ESTATES HOA
SERENITY
F 1/2 ROAD
F 1/2 Road
ROYCE CARVILLE
Regal Cinemas
Subject Property
2945-043-00-186
647 24 1/2 Road
24 1/2 Road
F 3/8 ROAD
N
W
E
S
Exhibit
Contract Purchase of a Portion of Property from 647 24 1/2 Road


BRENT AND UVONNE GALE
DAVID MUNDY
GRAND JUNCTION LAND LLC
TR GRAND JUNCTION II LLC
Right-of-way and easements being acquired
CRAIG AND ALETA BEASLIN
SERENITY LN
F 1/2 ROAD
KYLE D BRITTON
HALLS ESTATES HOA
HANNA
F 1/2 Road
Subject Property
2945-043-00-186
647 24 1/2 Road
19.05 +/- Acres
ROYCE CARVILLE
REGAL CINEMAS
24 1/2 Road
F 3/8 ROAD
N
W
E
S
Exhibit
Contract Purchase of a Portion of Property from 647 24 1/2 Road

| CITY OF GRAND JUNCTION<br>DEPARTMENT OF PUBLIC WORKS<br><br>**MEMORANDUM OF AGREEMENT** | **Project No.: 207-F1903** |
|---|---|
| | **Description: F ½ Road Parkway Improvement Project** |
| | **Owner(s): Grand Junction Holdings I, LLC** |
| | **Parcels: RW-5, MPE-5, TCE-5** |

This Memorandum of Agreement ("Agreement") is made and entered into this _____ day of _____, 2023, by and between **Grand Junction Holdings I, LLC**, hereinafter referred to as "the Owner", and the City of Grand Junction, a Colorado home rule municipality, hereinafter referred to as "the City".

RECITALS:

A. The City is proceeding with implementation of the F ½ Road Parkway Improvement Project ("Project"). The Project will create a fully developed street section from 24 Road on the west to 25 Road on the east. The project will also add street improvements to 25 Road from Patterson Road on the south to Waite Avenue on the north. Improvements include additional travel lanes, auxiliary lanes, facilities to accommodate pedestrian and bicycle mobility, storm drainage facilities, street lighting, landscaped medians and parkways, and a new roundabout at the intersection of F ½ Road Parkway and 24 ½ Road ("Project Improvements"). The City Council of the City has determined that the Project is necessary for the health, safety and welfare of the inhabitants of the City of Grand Junction. All costs associated with installation of the Project Improvements will be borne by the City.

B. The Owner owns certain real property within the limits of the Project located at 647 24 ½ Road in the City of Grand Junction, County of Mesa, State of Colorado, as identified by Mesa County Assessor Parcel Number 2945-043-00-186, hereinafter referred to as "the Owner's Property".

C. The installation, operation, maintenance, repair and replacement of the Project Improvements requires the acquisition of the following described real property interests from the Owner:

**Parcel No. RW-5:** A parcel of land in fee simple to be used as public right of way for F ½ Road, containing a total area of 124,807 square feet (2.87 acres), more or less, as more particularly described in the accompanying legal description labeled Exhibit "A" and depicted on the accompanying graphic illustration labeled Exhibit "B"; and also

**Parcel No. MPE-5:** A Multi-Purpose Easement for the installation, operation, maintenance and repair of public utilities, traffic control facilities, street lighting, landscaping, trees, grade structures, public sidewalks and trails, containing a total area of 23,312 square feet (0.54 acres), more or less, as more particularly described in the accompanying legal description labeled Exhibit "C" and depicted on the accompanying graphic illustration labeled Exhibit "D"; and also

**Parcel No. TCE-5:** A Temporary Construction Easement to facilitate prudent, proper, safe and efficient installation of the Project Improvements, containing a total area of 8,803 square feet (0.20 acres), more or less, as more particularly depicted on the accompanying graphic illustration labeled Exhibit "E". The City's required duration of use for Parcel No. TCE-5 is 24 months.

The above referenced real property interests may be referred to collectively hereafter as the "Acquired Property".

D. The City has obtained and reviewed a waiver valuation to estimate the fair market value and just compensation to be offered for the Acquired Property. In consideration of the foregoing, the City and the Owner agree to the following sum of money as just compensation for the Acquired Property and any improvements, damages or costs to cure itemized below:

| | | |
|---|---|---|
| Parcel No. RW-5: | 124,807 sq.ft. @ $5.181859/sq.ft. | = $646,732 |
| Parcel No. MPE-5: | 23,312 sq.ft @ $5.181859/sq.ft. (40%) | =$48,320 |
| Parcel No. TCE-5: | 8,803 sq.ft @ $5.181859/sq.ft. (7%) 24 months | =$6,386 |
| | **Total Land & Easement Value** | **= $701,438** |
| Improvements: Wire Fencing | | =$817 |
| | **Total Land, Easement Value & Improvements** | **=$702,255** |
| | **Total Consideration** | **=$702,300 (rounded)** |

NOW, THEREFORE, based on the recitals above and in consideration of their mutual promises and other valuable consideration, the receipt and adequacy of which are acknowledged, the parties hereto agree as follows:

1. The Owner hereby accepts the Total Consideration stated above from the City as just compensation, and the City hereby agrees to pay the Total Consideration to the Owner subject to the promises, terms, covenants and conditions of this Agreement.

2. Subject to the City's typical payment processing period, the Total Consideration shall be remitted, at the City's sole discretion, to the Owner by either (1) the City directly in the form of a City check, or (2) a title company selected by the City, to which the City has deposited the Total Consideration pending upon the execution and delivery by the Owner to the City of:

   a. One (1) fully executed original of this Memorandum of Agreement.
   b. One (1) good and sufficient Special Warranty Deed for Parcel No. RW-5
   c. One (1) good and sufficient Multi-Purpose Easement Agreement for Parcel No. MPE-5
   d. One (1) good and sufficient Temporary Construction Easement Agreement for Parcel No. TCE-5
   e. One (1) completed and executed Federal Form W-9.
   f. Satisfaction(s) or release(s) of any and all outstanding items referenced in Paragraph 3 below.

3. The Total Consideration shall fully compensate the Owner for the Owner's interests in and to the Acquired Property, either present or future, and the interests of all lienors and lessees of the Owner and any and all interests, legal or equitable, which are or may be outstanding, including, but not limited to: ad valorem property taxes due for prior years; current year ad valorem property taxes prorated to the date of closing (applicable to any fee simple parcel included in the Acquired Property), and satisfaction, subordination or release of all liens, judgments and financial encumbrances to deliver financially unencumbered title to the City. The Owner agrees to sell, convey and discharge all such interests in and to the Acquired Property by executing in writing any and all necessary deeds, documents and/or conveyances, including but not limited to, requests for releases, whether full or partial as applicable, or subordinations of deeds of trust.

4. The City shall deposit the consideration set forth above into an escrow account for the benefit of the Owner with the City's selected title company. Transfer of title to the Acquired Property shall occur upon performance of any and all terms under this Agreement, and release of the Total Consideration due to the Owner.

5. The City agrees that, upon the request of Owner or successor or assign of Owner, the City's Contractor for the project shall add Owner (or such successor or assign) as an additional insured on the Contractor's insurance policy or policies as may be required for the Project that cover or apply to MPE-5 and/or TCE-5.

6. This Memorandum of Agreement embodies all agreements between the parties hereto and no other promises, terms, conditions or obligations, oral or written, have been made which might serve to modify, add to or change the terms and conditions of this Agreement.

7. This Memorandum of Agreement shall be deemed a contract extending to and binding upon the parties hereto and upon their respective heirs, successors and assigns.

8. The City will be entitled to specific performance of this Agreement upon tender of the agreed consideration.

9. This Agreement is a legal instrument. The City recommends the Owner seek the advice of the Owner's own legal and/or tax counsel before signing this Agreement.

Dated the day and year first above written.

**Owner:**
**Grand Junction Holdings I, LLC**

By: Jill Preston
Title: Vice President

**The City of Grand Junction,**
**a Colorado home rule municipality:**

**Greg Caton, City Manager**

**Contract Purchaser Consent:**

By virtue of that certain Contract to Buy and Sell Real Estate dated November 6, 2021, as amended on February 24, 2022, and as further amended on December 6, 2022, the undersigned "Buyer" in said Contract hereby waives any and all claims against the City to compensation and/or damages by or from City arising from this agreement, and hereby releases the City and City's officers, employees, agents and contractors from any and all claims for compensation or damages arising out of or in connection with City's taking, use and occupancy of said Parcel RW-5, MPE-5 and TCE-5, and any and all interests therein. The said Buyer hereby covenants and agrees to not interfere with or obstruct the City's use and occupancy of Parcels RW-5, MPE-5 and TCE-5, when said Parcel is required by the City's contractor to perform necessary work within said Parcels. Nothing in this Consent shall be deemed to waive any claim against Seller, per said Contract, also known as Owner per this Agreement, or to otherwise release Seller/Owner from any of Seller's/Owner's obligations under the above-referenced Contract to Buy and Sell Real Estate.

Signed this 6th day of April, 2023 by Terry M Ruckman, as Member

on behalf of Ruckman Holdings, LLC.

20618129_v9

# EXHIBIT A

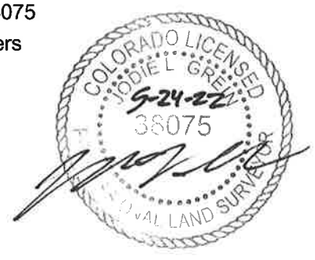
LEGAL DESCRIPTION
2945-043-00-186
RIGHT-OF-WAY PARCEL NO. RW-5

A parcel of land being a portion of the land as described in Reception Number 2550281 lying in the NE1/4 SW1/4 of Section 4, Township 1 South, Range 1 West of the Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado and being more particularly described as follows:

Beginning at the Center West 1/16 Corner of said Section 4, and assuming the North line of said NE1/4 SW1/4 bears N89°55'28"E with all other bearings contained herein being relative thereto;
thence from said point of beginning, N89°55'28"E along said North line, a distance of 1,288.92 feet to a point on the West Right-of-Way line of 24 1/2 Road as described in Reception Number 843255, said point being 30.00 feet west of the Center 1/4 Corner of said Section 4; thence S00°01'45"W along said West Right-of-Way line, a distance of 555.64 feet to the SE Corner of the parcel of land as described in Reception Number 2550281; thence S89°53'37"W along the boundary of said parcel of land, a distance of 10.00 feet; thence N00°01'45"E, a distance of 230.58 feet; thence Northwesterly along the arc of a 592.00 foot radius curve concave Northwesterly, a distance of 56.07 feet with a central of angle of 5°25'35" whose chord bears N02°41'15"W, a distance of 56.05 feet; thence Northwesterly along the arc of a 283.85 foot radius curve concave northwesterly, a distance of 21.04 feet thru a central angle of 4°14'47" whose chord bears N07°40'32"W, a distance of 21.03 feet; thence N24°42'52"W, a distance of 139.88 feet; thence Northwesterly along the arc of a 57.00 foot radius curve concave Northwesterly, a distance of 58.26 feet thru a central angle of 58°33'57" whose chord bears N53°59'50"W, a distance of 55.76 feet; thence N83°30'09"W, a distance of 1.89 feet; thence S89°55'08"W, a distance of 1025.44 feet; thence Northwesterly along the arc of a 880.00 foot radius curve concave Northwesterly, a distance of 143.02 feet thru a central angle of 9°18'43" whose chord bears N85°25'30"W, a distance of 142.86 feet, to a point on the West line of said NE1/4 SW1/4; thence N00°00'02"E along said West line, a distance of 76.55 feet to the Point of Beginning.

Said Parcel of land CONTAINING **124,807** Square Feet or **2.87** Acres, more or less, as described.

Authored by: Jodie L Grein, CO PLS #38075
Rolland Consulting Engineers
405 Ridges Blvd. Suite A
Grand Junction, CO 81507




ABBREVIATIONS

| | | | |
|---|---|---|---|
| P.O.C. | Point of Commencement | Rec. | Reception |
| P.O.B. | Point of Beginning | No. | Number |
| R.O.W. | Right-of-Way | RW | Right-of-Way |
| R. | Section | MPE | Multi-Purpose Easement |
| S. | Township | TCE | Temporary Construction Easement |
| R. | Range | U.M. | Ute Meridian |
| ~ | Approximately | | |

The sketch & description shown hereon have been derived from subdivision plats & deed descriptions as they appear in the office of the Mesa County Clerk & Recorder & monuments as shown. This sketch does not constitute a legal boundary survey, & is not intended to be used as a means for establishing or verifying property boundary lines.

| | |
|---|---|
| DRAWN BY: | NCW |
| DATE: | 05-2022 |
| REVIEWED BY: | JLG |
| APPROVED BY: | BH |
| SCALE: | |

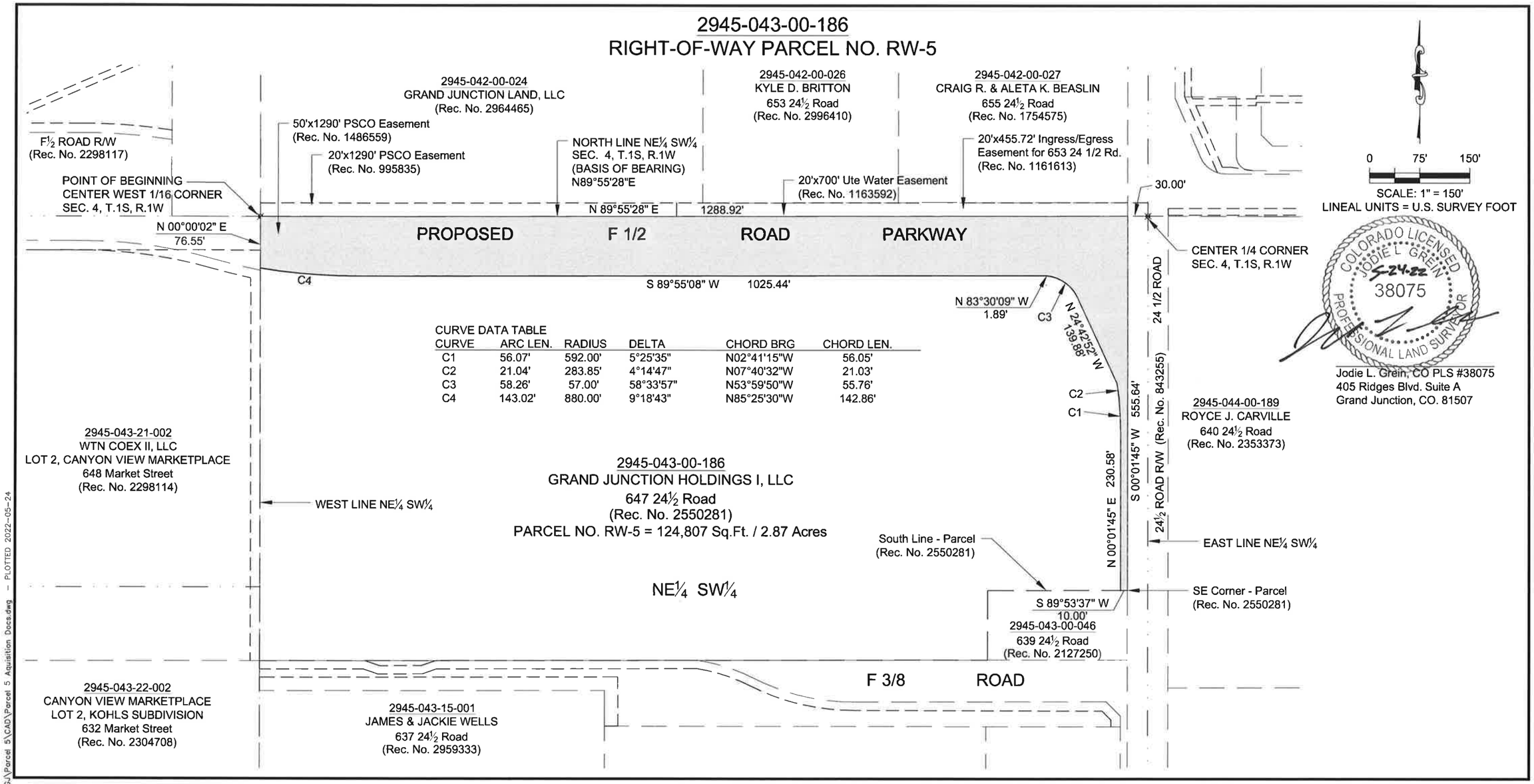
Portion of 2945-043-00-186
Located in part of the NE¼ SW¼
Section 4, T.1S, R.1W
Ute Meridian, City of Grand Junction
Mesa County, Colorado

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO. 207-F210306

C:\Projects\C2426 F.5 Rd City GA\Parcel 5\CAD\Parcel 5 Aquisition Docs.dwg - PLOTTED 2022-05-24

# EXHIBIT B




CURVE DATA TABLE

| CURVE | ARC LEN. | RADIUS | DELTA | CHORD BRG | CHORD LEN. |
|---|---|---|---|---|---|
| C1 | 56.07' | 592.00' | 5°25'35" | N02°41'15"W | 56.05' |
| C2 | 21.04' | 283.85' | 4°14'47" | N07°40'32"W | 21.03' |
| C3 | 58.26' | 57.00' | 58°33'57" | N53°59'50"W | 55.76' |
| C4 | 143.02' | 880.00' | 9°18'43" | N85°25'30"W | 142.86' |

ABBREVIATIONS

| | | | |
|---|---|---|---|
| P.O.C. | Point of Commencement | Rec. | Reception |
| P.O.B. | Point of Beginning | No. | Number |
| R.O.W. | Right-of-Way | RW | Right-of-Way |
| R. | Section | MPE | Multi-Purpose Easement |
| S. | Township | TCE | Temporary Construction Easement |
| R. | Range | U.M. | Ute Meridian |
| ~ | Approximately | | |

The sketch & description shown hereon have been derived from subdivision plats & deed descriptions as they appear in the office of the Mesa County Clerk & Recorder & monuments as shown. This sketch does not constitute a legal boundary survey, & is not intended to be used as a means for establishing or verifying property boundary lines.

| | |
|---|---|
| DRAWN BY: | NCW |
| DATE: | 05-2022 |
| REVIEWED BY: | JLG |
| APPROVED BY: | BH |
| SCALE: | 1" = 150' |

Portion of 2945-043-00-186
Located in part of the NE¼ SW¼
Section 4, T.1S, R.1W
Ute Meridian, City of Grand Junction
Mesa County, Colorado

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO. 207-F210306

C:\Projects\C2426 F.5 Rd City G\Parcel 5\CAD\Parcel 5 Aquisition Docs.dwg – PLOTTED 2022-05-24

# EXHIBIT C

LEGAL DESCRIPTION
2945-043-00-186
MULTI-PURPOSE EASEMENT PARCEL NO. MPE-5

A fourteen foot (14') wide parcel of land being a portion of the land as described in Reception Number 2550281 lying in the NE1/4 SW1/4 of Section 4, Township 1 South, Range 1 West of the Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado and being more particularly described as follows:

Commencing at the Center West 1/16 Corner of said Section 4, and assuming the North line of said NE1/4 SW1/4 bears N89°55'28"E with all other bearings contained herein being relative thereto; thence from said point of commencement, S00°00'02"W along said West line, a distance of 76.55 feet to the SW corner of Right-of-Way Parcel No. RW-5 conveyed to the City of Grand Junction and the Point of Beginning;

thence along the boundary of said RW-5 for the following twenty (8) courses: Southeasterly along the arc of a 880.00 foot radius curve concave Northerly, a distance of 143.02 feet thru a central of 09°18'43" whose chord bears S85°25'30"E, a distance of 142.86 feet; N89°55'08"E, a distance of 1025.44 feet; S83°30'09"E, a distance of 1.89 feet; Southeasterly along the arc of a 57.00 foot radius non-tangent curve concave Southerly, a distance of 58.26 feet thru a central angle of 58°33'57" whose chord bears S53°59'50"E, a distance of 55.76 feet; S24°42'52"E, a distance of 139.88 feet; continuing Southeasterly along the arc of a 283.85 foot radius curve concave Southerly, a distance of 21.04 feet thru a central of 4°14'47" whose chord bears S07°40'32"E, a distance of 21.03 feet; Southeasterly along the arc of a 592.00 foot radius curve concave Southwesterly, a distance of 56.07 feet thru a central angle of 5°25'33" whose chord bears S02°41'15"E, a distance of 56.05 feet; S00°01'45"W, a distance of 230.58 feet, to a point on the South line of land as described in Reception Number 2550281; thence S89°53'37"W along the boundary of said parcel of land, a distance of 14.00 feet; thence N00°01'45"E, a distance of 230.62 feet; thence Northwesterly along the arc of a 577.99 foot radius curve concave Northwesterly, a distance of 54.72 feet with a central of angle of 5°25'29" whose chord bears N02°41'11"W, a distance of 54.70 feet; thence Northwesterly along the arc of a 269.85 foot radius curve concave northwesterly, a distance of 18.17 feet thru a central angle of 3°51'30" whose chord bears N07°29'07"W, a distance of 18.17 feet; thence N24°42'52"W, a distance of 138.02 feet; thence Northwesterly along the arc of a 43.00 foot radius curve concave Northwesterly, a distance of 43.93 feet thru a central angle of 58°31'56" whose chord bears N53°58'50"W, a distance of 42.04 feet; N83°30'09"W, a distance of 1.06 feet; S89°55'08"W, a distance of 1024.63 feet; thence Northwesterly along the arc of a 894.00 foot radius curve concave Northwesterly, a distance of 143.02 feet thru a central angle of 9°09'58" whose chord bears N85°29'53"W, a distance of 142.87 feet, to a point on the West line of said NE1/4 SW1/4; thence N00°00'02"E along said West line, a distance of 14.18 feet to the Point of Beginning.

Said Parcel of land CONTAINING **23,312** Square Feet or **0.54** Acres, more or less, as described.

Authored by: Jodie L Grein, CO PLS #38075
405 Ridges Blvd. Suite A
Grand Junction, CO 81507

COLORADO LICENSED JODIE L GREIN 5-24-22 38075 PROFESSIONAL LAND SURVEYOR

C:\Projects\C2426 F.5 Rd City G\Parcel 5\Parcel 5 Aquisition Docs.dwg - PLOTTED 2022-05-24

ABBREVIATIONS

| | | | |
|---|---|---|---|
| P.O.C. | Point of Commencement | Rec. | Reception |
| P.O.B. | Point of Beginning | No. | Number |
| R.O.W. | Right-of-Way | RW | Right-of-Way |
| R. | Section | MPE | Multi-Purpose Easement |
| S. | Township | TCE | Temporary Construction Easement |
| R. | Range | U.M. | Ute Meridian |
| ~ | Approximately | | |

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| | |
|---|---|
| DRAWN BY: | NCW |
| DATE: | 05-2022 |
| REVIEWED BY: | JLG |
| APPROVED BY: | BH |
| SCALE: | |

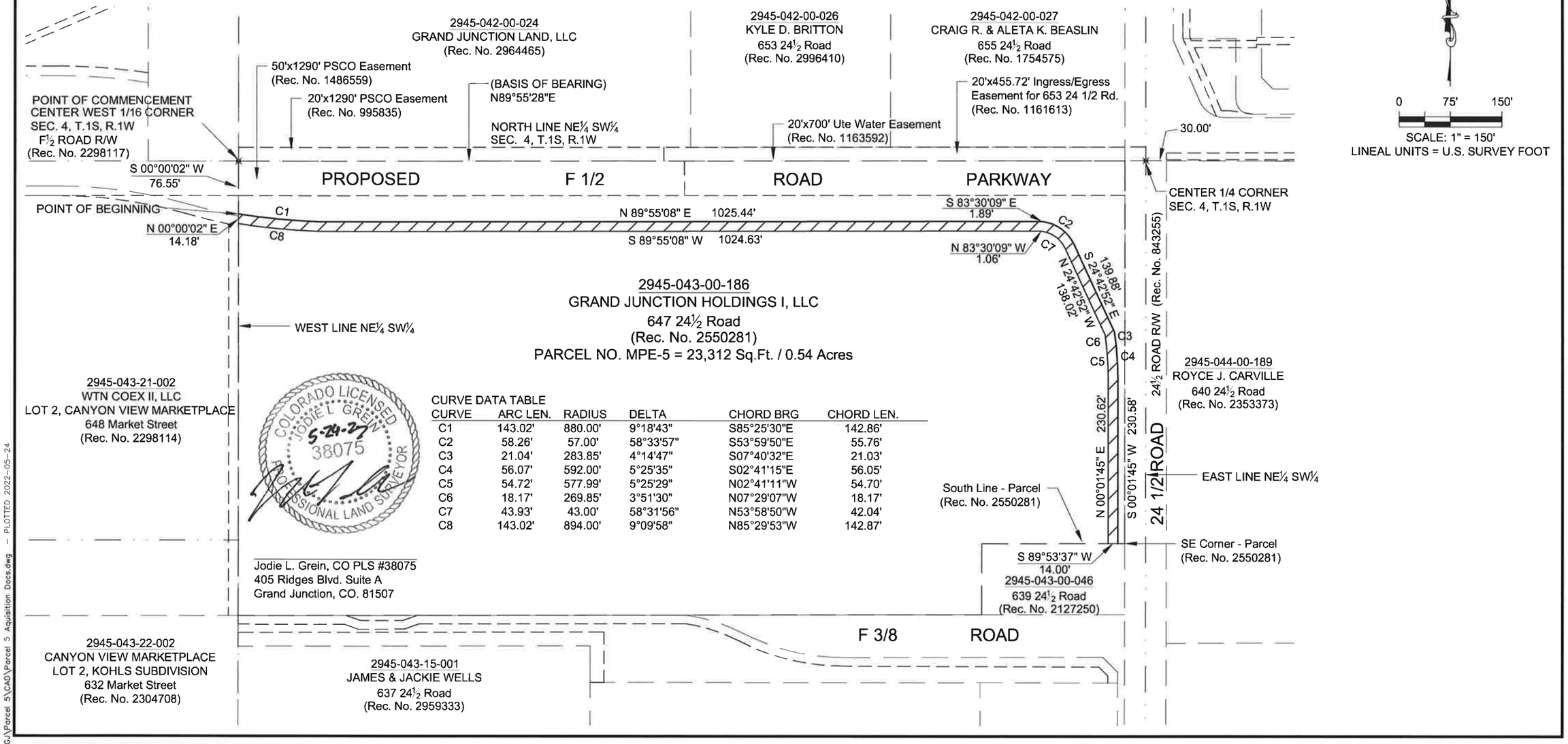
Portion of 2945-043-00-186
Located in part of the NE¼ SW¼
Section 4, T.1S, R.1W
Ute Meridian, City of Grand Junction
Mesa County, Colorado

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO. 207-F210306

# EXHIBIT D

## 2945-043-00-186
## MULTI-PURPOSE EASEMENT PARCEL NO. MPE-5




COLORADO LICENSED
JODIE L. GREIN
5-24-22
38075
PROFESSIONAL LAND SURVEYOR

CURVE DATA TABLE

| CURVE | ARC LEN. | RADIUS | DELTA | CHORD BRG | CHORD LEN. |
|---|---|---|---|---|---|
| C1 | 143.02' | 880.00' | 9°18'43" | S85°25'30"E | 142.86' |
| C2 | 58.26' | 57.00' | 58°33'57" | S53°59'50"E | 55.76' |
| C3 | 21.04' | 283.85' | 4°14'47" | S07°40'32"E | 21.03' |
| C4 | 56.07' | 592.00' | 5°25'35" | S02°41'15"E | 56.05' |
| C5 | 54.72' | 577.99' | 5°25'29" | N02°41'11"W | 54.70' |
| C6 | 18.17' | 269.85' | 3°51'30" | N07°29'07"W | 18.17' |
| C7 | 43.93' | 43.00' | 58°31'56" | N53°58'50"W | 42.04' |
| C8 | 143.02' | 894.00' | 9°09'58" | N85°29'53"W | 142.87' |

Jodie L. Grein, CO PLS #38075
405 Ridges Blvd. Suite A
Grand Junction, CO. 81507

ABBREVIATIONS

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|---|---|---|---|
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| DRAWN BY: | NCW |
| DATE: | 05-2022 |
| REVIEWED BY: | JLG |
| APPROVED BY: | BH |
| SCALE: | 1" = 150' |

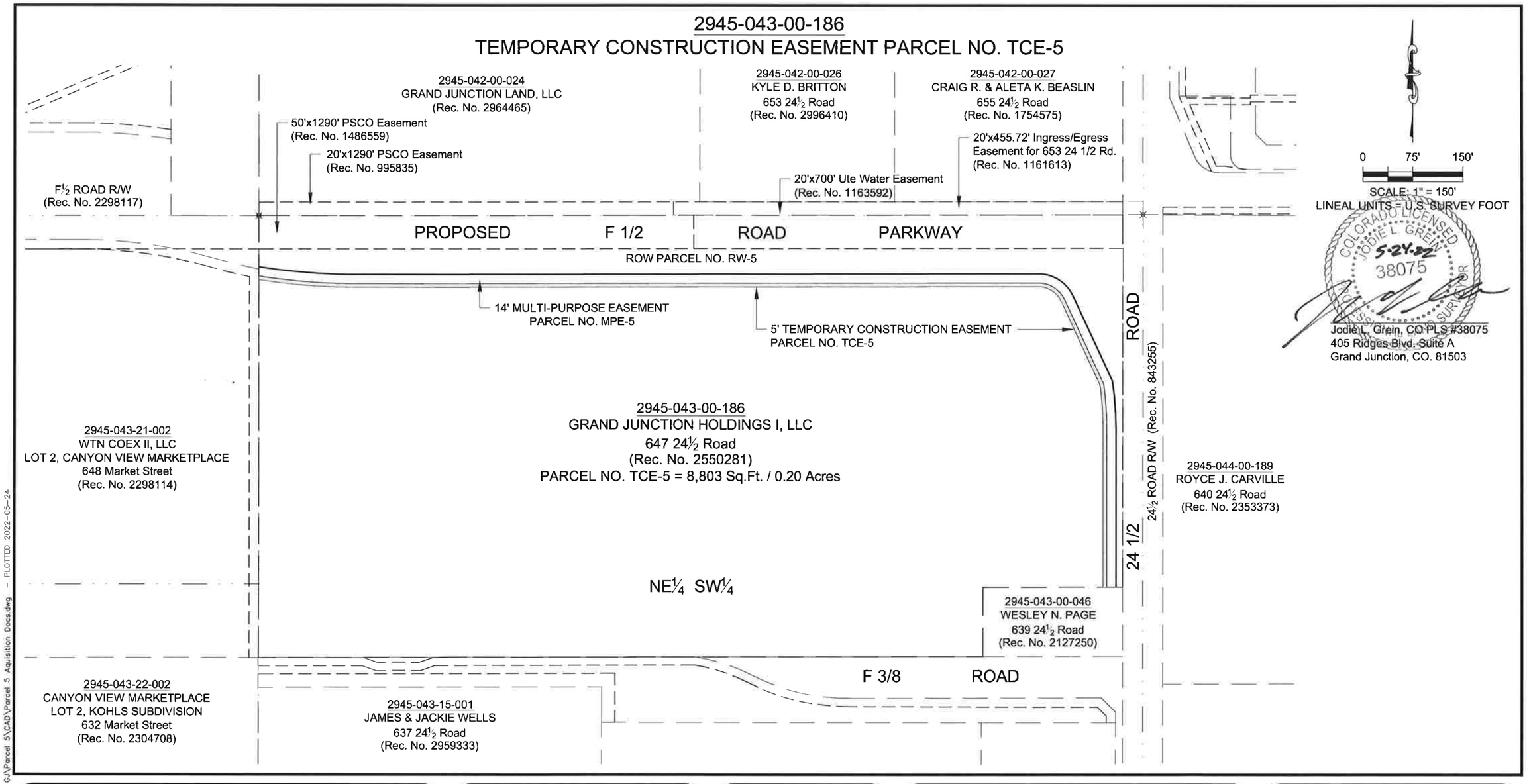
Portion of 2945-043-00-186
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CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO. 207-F210306

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# EXHIBIT E




C:\Projects\C2426 F.5 Rd City G\Parcel 5\CAD\Parcel 5 Aquisition Docs.dwg – PLOTTED 2022-05-24

ABBREVIATIONS

| | | | |
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| REVIEWED BY: | JLG |
| APPROVED BY: | BH |
| SCALE: | 1" = 150' |

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Mesa County, Colorado

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO. 207-F210306

**TEMPORARY CONSTRUCTION EASEMENT AGREEMENT**
647 24 ½ Road

This Temporary Construction Easement Agreement ("Agreement") is made and entered into this _____ day of _____ 2023 by and between **Grand Junction Holdings I, LLC, a Delaware limited liability company**, hereinafter referred to as "Owner" whose address is 420 Fifth Avenue, 5th Floor, New York, NY 10018, and the **City of Grand Junction, a Colorado home rule municipality,** hereinafter referred to as "City," whose address is 250 N. 5th Street, Grand Junction, CO 81501, hereinafter referred to as "City".

RECITALS:

A. The City Council of the City has determined that constructing improvements for the F ½ Parkway, a principal arterial roadway which includes the installation, replacement, repair and upgrade of roadway improvements including but not limited to the construction and installation of asphalt, concrete curb and gutters, driveways and sidewalks and public utilities including but not limited to, electric power, irrigation, potable water, storm sewer and sanitary sewer (collectively, the "Project") is necessary for the health, safety and welfare of the inhabitants of the City.

B. Owner is the owner of the parcel of land with an address of 647 24 ½ Road, Grand Junction, CO 81501 as identified in the document recorded with Reception Number 2550281, in the Mesa County Clerk and Recorder's records (Owner's Property). The Project shall include the installation of some of the improvements on or adjacent to Owner's Property.

C. To facilitate prudent and proper completion of the Project improvements, the City needs the Owner's permission to temporarily access and traverse the Owner's Property with workers and equipment in accordance with the terms and conditions of this Agreement and within the limits of the Owner's Property.

NOW, THEREFORE, based on the recitals above and in consideration of their mutual promises and other valuable consideration as herein stated, the receipt and adequacy of which are hereby acknowledged, the parties hereto agree as follows:

1. The Owner hereby grants and conveys to the City a Temporary Construction Easement within the limits of the Owner's Property as depicted on the attached **Exhibit "A"** which is incorporated herein ("Easement Area"), to allow access for workers and equipment to facilitate installation, repair, and replacement of improvements associated with the Project during the term specified in paragraph 2.

2. The City's use of the Temporary Construction Easement herein granted is nonexclusive, except that the Owner agrees that Owner or its successors, heirs, or assigns, shall not erect or construct any building or other permanent structure within the Easement Area or interfere with City's access, use or operation within the Easement without first obtaining written consent of the City's Manager or City's Public Works Director. The term of the temporary easement shall be for a period of 24 months commencing on May 1, 2023 and shall expire on April 30, 2025, at midnight or 10 days after notice of completion of the project, whichever first occurs.

3. This Agreement is temporary in nature and is not intended to affect the title of the Owner's Property. The City agrees that this Agreement shall not be recorded nor otherwise entered into the permanent record of any land office. Owner shall be responsible for informing any successor, heir, or assignee of this Agreement.

4. As a condition of accepting this grant of Temporary Construction Easement, the City agrees, at the City's sole cost and expense, to reasonably repair and restore those portions of the Owner's Property affected or damaged by the City's construction activities and to return said affected areas to the Owner in a condition reasonably approximate to that which existed prior to entry by the City, except the City shall have no obligation to repair or replace any improvements, vegetation, trees or surface cover that were acquired by City as consideration for this Easement and/or other conditions as agreed in that Memorandum of Agreement between Owner and City dated _____.

5. This Agreement otherwise embodies the complete agreement between the parties hereto and cannot be changed or modified except by a written instrument subsequently executed by both parties. This Agreement and the terms and conditions hereof apply to and are binding upon the successors, heirs and authorized assigns of both parties.

Dated the day and year first above written.

**Grand Junction Holdings I, LLC**
a Delaware limited liability company

By: Jill Preston
Title: Vice President
State of New York )
) ss.
County of New York )

The foregoing instrument was acknowledged before me this 4th day of April, 2023, by Jill Preston as Vice President of Grand Junction Holdings I, LLC, a Delaware limited liability company.

Witness my hand and official seal.

My Commission Expires: June 9, 2026

Notary Public

SUSAN VON THUN
NOTARY PUBLIC-STATE OF NEW YORK
No. 02VO6305384
Qualified in New York County
My Commission Expires 06-09-2026

**City of Grand Junction,**
a Colorado home rule municipality:

Greg Caton, City Manager

State of _____ )
) ss.
County of _____ )

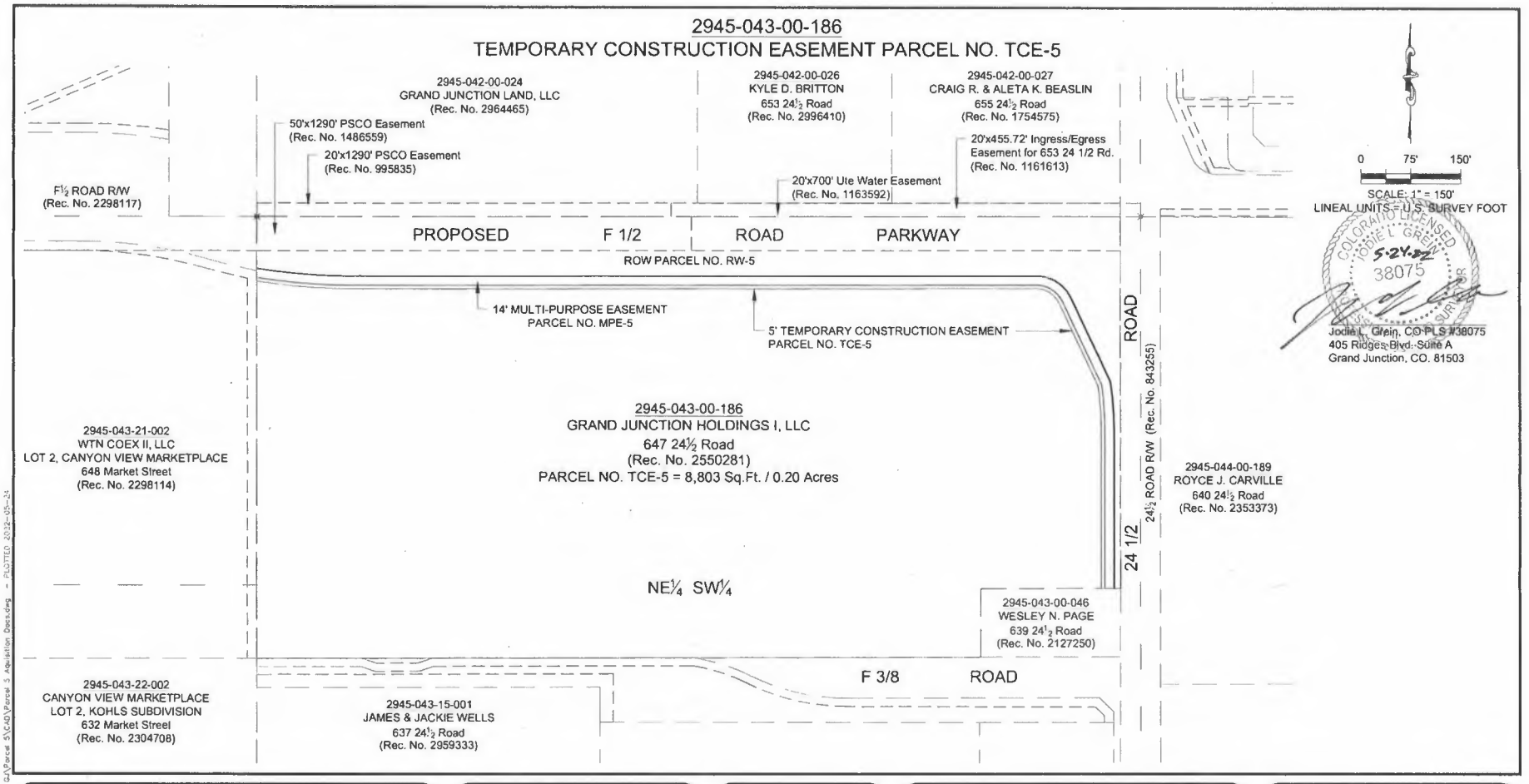
The foregoing instrument was acknowledged before me this _____ day of _____, 2023, by Greg Caton as City Manager of the City of Grand Junction, a Colorado home rule municipality.

Witness my hand and official seal.

My Commission Expires: _____

Notary Public

# EXHIBIT A




ABBREVIATIONS

| | | | |
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| APPROVED BY: | BH |
| SCALE: | 1" = 150' |

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Mesa County, Colorado

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO 207-F210306

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**RESOLUTION NO. __-23**

**A RESOLUTION AUTHORIZING THE PURCHASE BY THE CITY OF REAL PROPERTY LOCATED AT 647 24 ½ ROAD OWNED BY GRAND JUNCTION HOLDINGS I, LLC AND RATIFYING ACTIONS HERETOFORE TAKEN IN CONNECTION THEREWITH**

RECITALS:

The City Manager has entered into a Memorandum of Agreement ("Contract") with Grand Junction Holdings I, LLC (also known as Seller) for the sale of property by the Seller and the purchase of said property by the City of that certain real property identified by Mesa County Tax Assessor as 2945-043-00-186. The City Council has considered the Contract and deems the purchase of the property necessary and proper.

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

1. That the City Council hereby authorizes the purchase of the above-described property by the City for $702,300 as provided in the attached Contract. All actions heretofore taken by the officers, employees and agents of the City relating to the purchase of said property which are consistent with the provisions of the Contract and this Resolution are hereby ratified, approved, and confirmed.

2. That the City Council hereby authorizes the expenditure of $702,300.00 plus normal and customary closing costs for the purchase of said property to be paid at closing.

3. That the officers, employees, and agents of the City are hereby authorized and directed to take all actions necessary or appropriate to effectuate the provisions of this Resolution and the attached Contract, including, without limitation, the execution and delivery of such certificates, documents and payment as may be necessary or desirable to purchase the property.

PASSED and ADOPTED this 19th day of April 2023.

_____
Anna M. Stout
President of the City Council

ATTEST:

_____
Amy Phillips
City Clerk

DRAFT

**Grand Junction City Council**

**Regular Session**

**Item #5.a.**

**Meeting Date:** April 19, 2023

**Presented By:** Lance Gloss, Senior Planner

**Department:** Parks and Recreation

**Submitted By:** Lance Gloss

## Information

### SUBJECT:

A Resolution Adopting the Urban Forestry Management Plan

### RECOMMENDATION:

Consider approval of the resolution adopting the Urban Forestry Management Plan as presented.

### EXECUTIVE SUMMARY:

City Staff, in collaboration with the City of Grand Junction Forestry Board, have developed an Urban Forestry Management Plan (UFMP). The UFMP was initiated in response to adopted goals of the in the 2020 One Grand Junction Comprehensive Plan and the 2021 Parks, Recreation, and Opens Space (PROS) Master Plan, both of which call for the City to develop a plan focused on urban forestry and the operations of the Forestry Division.

This effort has been driven by three primary aims:

- Establishing goals for the maintenance and increase of the city's urban forest, with its associated canopy cover and valuable ecosystem services; and,
- Creating an accessible reference document to improve understanding of urban forestry among the community, City departments, and strategic partners.
- Identifying programs and strategies to be undertaken by the Forestry Division, other City departments, and community partners to achieve the canopy cover goal.

## BACKGROUND OR DETAILED INFORMATION:

The UFMP is a non-binding, strategic document that provides a menu of strategies for achieving an average canopy cover of 18 percent citywide and resolving specific challenges identified within the plan document. It consolidates a wealth of knowledge held by City staff, community members, and experts in urban forestry from throughout the Rocky Mountain region. It draws on public input, including one of the most thoroughly engaged urban forestry surveys in the region to date.

The adoption of the plan does not constitute any decision or review of funding for all or part of the plan. Any such decisions will be made following future discussions and decisions with consideration of the City's budget and/or other available funding through sources such as grants. By adoption of the attached resolution, the City Council may adopt, approve, and endorse the 2023 City of Grand Junction UFMP.

The UFMP relies on a range of research and public engagement methods to capture the perspectives and knowledge of experts, key stakeholders, and residents. The data collection process began in September 2022 and was completed in March of 2023 with the drafting of the final plan document proposed herein.

Staff began by conducting an extensive study of best practices in urban forestry planning, with an emphasis on water-constrained Western US communities. Staff reviewed 32 urban forestry plans to identify the latest practices. Staff also interviewed nine City foresters and their equivalents from other mid-size Western municipalities.

Project staff also conducted interviews with 24 other City staff members and outside stakeholders (including arborists, landscapers, and tree nursery owners) to gather perspectives on forestry challenges and opportunities. Many other residents and stakeholders provided feedback on the draft UFMP at public workshops held on February 23 (in-person) and February 27 (virtual).

Staff also consulted existing datasets relevant to the project. These include findings from the 2020 Parks and Recreation Survey conducted in association with the PROS plan and results from 2019 outreach associated with the Comprehensive Plan. Staff also assembled canopy coverage and diversity data from internal City records.

Boards and commissions also contributed to the planning process, chiefly the Forestry Board. This entity has advised the City of Grand Junction since 1914, and which is comprised of many of Grand Junction’s foremost forestry experts. The Forestry Board assisted staff in defining the scope of the plan, steered the refinement of goals, and discussed the plan at seven of their regularly scheduled meetings since the plan process began. Staff also presented to—and received feedback from—the Parks & Recreation Advisory Board (PRAB) and Water Managers Group during the drafting phase of the plan. Staff also solicited input from the Grand Junction Chamber of Commerce and the Associated Members for Growth and Development (AMGD), though these groups did not respond to the request. See enclosed letters of support.

Of high value, the City also circulated a survey on forestry-related topics in January. This 17-question survey received 529 responses. This response rate exceeds response rates to similar forestry surveys in other communities by a wide margin, reaching more than ten times as many residents as surveys in Laramie, WY and Boulder, CO, and with a response rate 15 times higher than a recent survey in Austin, TX. This survey provided tremendous insight into the public experience of urban forestry and features prominently in the UFMP.

The UFMP is primarily an informational document. The primary intended user is the City of Grand Junction Forestry Division, which holds responsibility for the City's 5,000 park trees, 12,000 street trees, and 20,000 trees within City-owned native open space properties. As was discussed at the April 3, 2023 City Council workshop, there is no fiscal impact of adopting the plan and any action that could would be discussed as part of the City's normal budget process.

The UFMP is also a public-facing document, intended to educate a wide variety of users. To support both of these user groups, the UFMP compiles extensive community knowledge and serves as an educational resource. Information in the plan proceeds through five sections, capturing current conditions, hazards affecting the urban forest, public outreach and stakeholders, a series of seven goals, and a menu of existing and potential programs.

**FISCAL IMPACT:**

This action has no direct fiscal impact. Costs associated with imlementation of an adopted plan will be budgeted accordingly.

**SUGGESTED MOTION:**

I move to (adopt/deny) Resolution No. 38-23, a resolution to adopt the Urban Forestry Management Plan as presented.

**Attachments**

1. UFMP Draft _ 27 March 23
2. UrbanForestMgmtPlanSupportLetter_2023 (1)
3. UFMP letter from PRAB 4 11 23
4. CC Hearing _ UFMP _ April 19
5. RES-UFMP Adoption 20230412



# Urban Forestry Management Plan

CITY OF Grand Junction COLORADO



# Acknowledgements


**This plan owes its existence to many on the City of Grand Junction staff, residents, and professionals who contributed:**

**Members of the Grand Junction Forestry Board:**

Brandon Kanwischer
Mollie Higginbotham
Joseph Chandler
Kamie Long
Susan Carter
Daniel Komlo
William Cooper
A. Vince Urbina

**The following professionals outside Grand Junction provided expertise:**

Kendra Boot, City of Fort Collins, CO
Alex Nordquest, City of Bozeman, MT
Annie McVay, City of Moab, UT
Andrew Garcia, City of Santa Fe, NM
Nicole Gillett, City of Tucson, AZ
Randy Overstreet, City of Laramie, WY
Colin Stephens, City of Bend, OR
Wendy Robison, City of Bend, OR

**The Grand Junction City Council adopted this plan on _____, 2023:**

Anna Stout, Council President
Abe Herman, Council President *Pro Tem*
Randall Reitz
Chuck McDaniel
Phillip Pe'a
Dennis Simpson

*Data for current canopy cover provided by PlanIt Geo LLC, 2019.*

**The following staff deserve special recognition:**

Rob Davis, City Forester and Open Space Supervisor, Parks and Recreation
Lance Gloss, Planner, Community Development
Greg Caton, City Manager
Ken Sherbenou, Director, Parks and Recreation
Tamra Allen, Director, Community Development
Alex Roath, Arborist, Parks and Recreation
Kody Gentry, Arborist, Parks and Recreation
Kalli Savvas, Associate Planner, Community Development
Felix Landry, Planning Manager, Community Development
Tanya Marchun, Senior Administrative Assistant, Parks and Recreation
Sara Spaulding, Director, Communications and Engagement
Allison Little, Administrative Specialist, Parks and Recreation
Chris Dombkowski, GIS Analyst, Information Services
Jennifer Nitzky, Sustainability Coordinator, Community Development
Brian Wrich, Forestry Crew Leader, Parks and Recreation
Jamie Boda, Plant Health Care Crew Leader, Parks and Recreation
George Gatseos, Planning Commissioner
Mark Ritterbush, Water Services, Manager Utilities
Randi Kim, Director, Utilities
Joe Brown, Parks Supervisor, Parks and Recreation
Randy Coleman, Parks Superintendent, Parks and Recreation

# Structure


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- Goals of the Plan..... 5
- Canopy Conditions..... 6
- Plans and Policies..... 8
- Value and Services..... 9

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- Extreme Weather..... 14
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- Stewards and Stakeholders..... 20

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# Introduction

This plan sets a path for the City of Grand Junction and residents in the community to maximize the health of the urban forest. It organizes this pathway around the value of the urban forest and the services it provides.

The plan elaborates on the challenges of tree management in the community, the wide range of people that care for these trees, and the seven goals that must be met to achieve the vision of a robust canopy.

Special attention is given to the Forestry Division, which has primary responsibility for trees on public property. The plan also includes a set of ongoing and new programs, as well as educational tools, to mobilize the community care for trees.



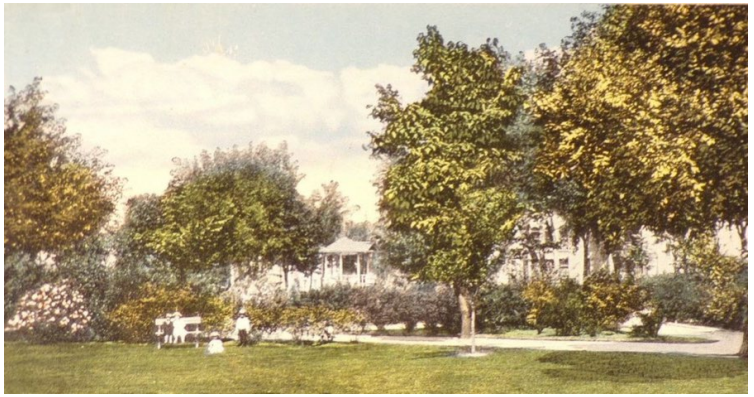
## *What is the Urban Forest?*

All of the trees in Grand Junction make up the urban forest. This ecosystem depends on people for care and serves the public as infrastructure. Water and shade are just the beginning.

# Grand Junction Tree History

Prior to US settlement of the Grand Valley, the area was largely treeless. Cottonwoods and willows lined the the rivers, and centuries-old junipers and bristle cone pines grew at Colorado National Monument, but most areas were sparsely vegetated. This changed in 1882, when settlers dug the first irrigation canals and created the first tree nursery. By 1900, hundreds of acres of peach, apple, and pear orchards sprang to life; these remain central to Grand Junction's identity. Settlers also planted trees around their homes and lining their streets, setting the stage for today's urban forest.

In Grand Junction's urban areas, many of the oldest trees are found downtown along streets and in Lincoln Park. Grand Junction is also home to some of Colorado's Champion Trees, or the largest tree of a given species in the state. The largest Dawn Redwood, Siberian Elm, Mimosa, and Desert Willow live here, and the state champion Weeping Mulberry is one of the 69 labeled trees at the Lincoln Park Arboretum.



The City of Grand Junction has also received a Tree City USA Award for 40 consecutive years and the National Arbor Foundation Growth Award for 26 years. These achievements reflect the City's commitment to growing and maintaining its canopy cover, amounting to more than 1% of the City's annual budget. The City's agricultural heritage, canals, and the Colorado and Gunnison Rivers have supported the growth of the community's urban forest. However, the community faces current and long-range constraints to water supply as well as an ongoing trend of warming and increasing climate variability.

# Goals of the Plan

**Extend Trees' Benefits to All**
Take steps to ensure that trees are robust in all neighborhoods and invest in canopy growth where benefits are currently felt least.

**Invest Water In Shade**
Protect the services of valuable mature trees and choose drought-tolerant tree species, keeping them watered to support water cycles and manage heat.

**Diversify the Canopy**
Lessen the vulnerability of the urban forest by choosing a wide range of trees, and by planting the right tree in the right place.

**Care for Park and Street Trees**
Manage public trees efficiently for their infrastructure values.

**Building Knowledge of Tree Care**
Connect residents and professionals to resources that will help them steward the 75% of trees that are on private property.

**Plant and Retain Trees**
Expand the canopy by planting new trees for future generations to enjoy and investing in mature trees that provide the greatest benefits.

**Integrate Trees into Decisions**
Set trees up for success in capital projects and development.

# Canopy Conditions

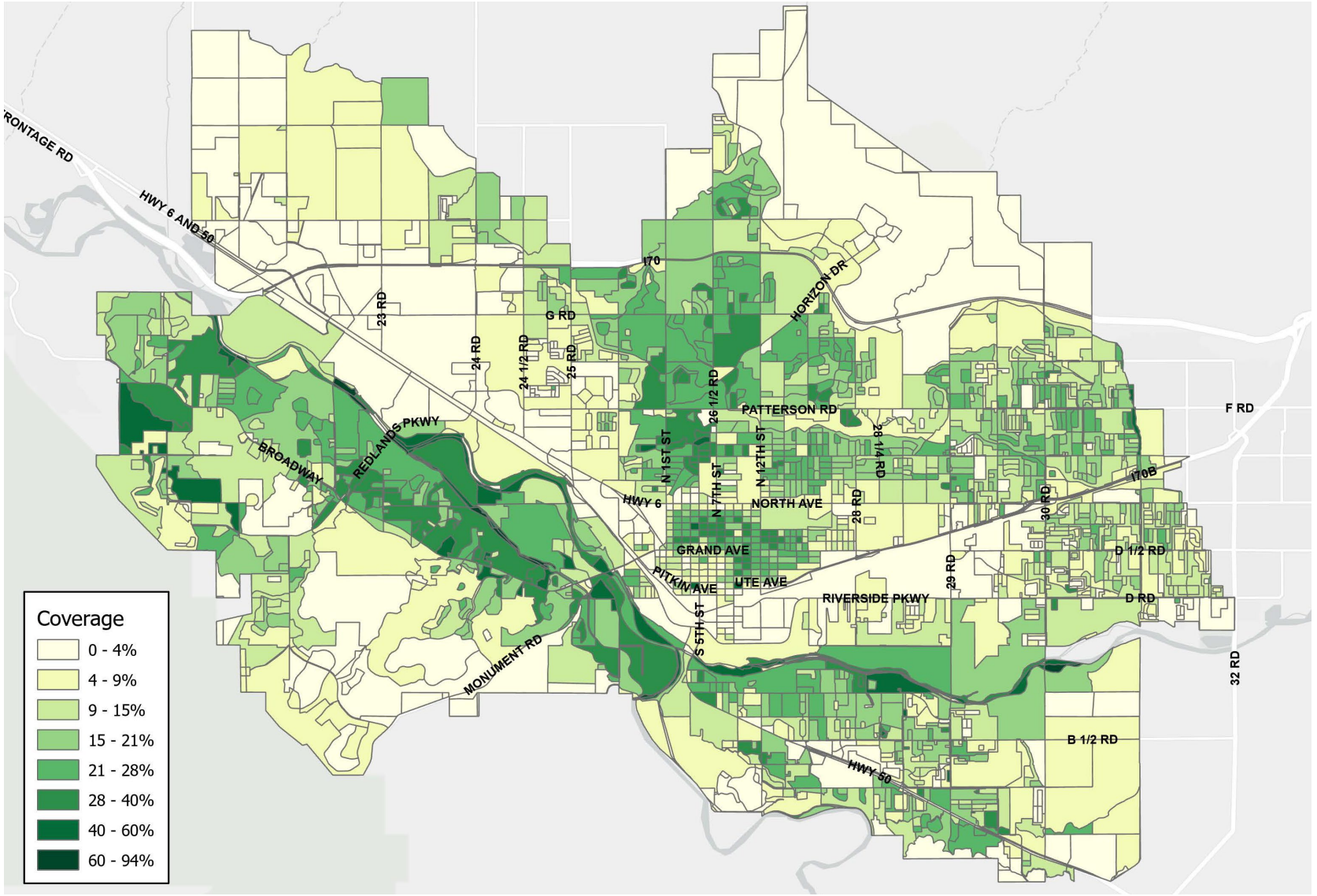
Grand Junction's tree canopy shades nearly 13% of City limits and about 11% of the Urban Development Boundary. The canopy is densest in single-family neighborhoods and least in commercial areas. Trees density is also uneven across the city. Neighborhoods have distinct soils, climates, and water access. Over the last century, the City and property owners made different planting and management choices, with differing levels of resources. These factors created our impressive but unevenly distributed canopy.

Growth of the canopy is positive nearly citywide. Within the urban development boundary, there was an increase in canopy of 4% from 2011 to 2019, and all City Council Districts saw canopy growth. Some blocks lost substantial numbers of trees, often associated with major redevelopment that removes fewer mature trees with larger numbers of young trees that will replace the loss over time.

Using the Land Use Categories from the Comprehensive Plan, the best estimate of coverage for different areas of the city is shown in the table below. Cover is highest in residential districts and lowest in commercial and industrial areas, as well as at the Grand Junction Regional Airport.

| Land Use Type | Estimated Coverage |
|---|---|
| Airport | 3.5% |
| Commercial | 7.5% |
| Industrial | 4% |
| Mixed Use | 6% |
| Parks and Open Space | 14% |
| Residential High | 12% |
| Residential Medium | 14.5% |
| Residential Low | 16% |
| Rural Residential | 9% |
| Rights-of-Way (ROW) | 9% |
| City Limits | 13% |
| Urban Development Boundary (UDB) | 11% |

## Current Canopy Cover



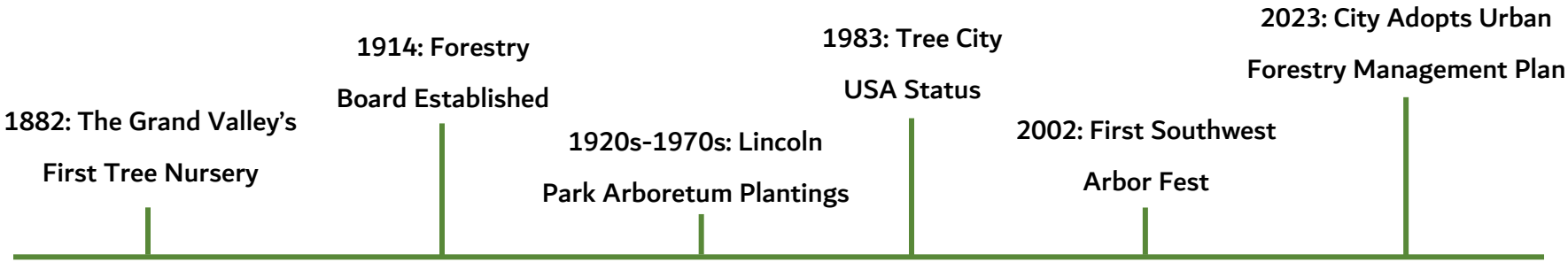

**This map shows current canopy cover as of 2019 for all census blocks within the Urban Development Boundary (UDB).**

# Plans and Policies

All City of Grand Junction's plans have implications for other plans. This is no exception. The creation of an Urban Forestry Management Plan was prompted by both the 2020 One Grand Junction Comprehensive Plan and the Parks, Recreation, and Opens Space Master Plan, which emphasized the need to set a citywide goal for canopy coverage.

This plan should also influence the terms of future planning efforts. For example, future sub-area or neighborhood plans should consider the equitable coverage recommendations of this plan, future development plans can benefit from the resources on water conservation, and many overlaps are anticipated with the forthcoming Sustainability Plan.



# Value and Services

Trees generate tremendous value for the community. These values include social, economic, and environmental services. Some of them—such as shade—are readily experienced. Others are harder to discern but equally important to the well-being of the community at large. The boxes below highlight some of the values that trees provide in dollar or more general terms.

## People

| | |
|---|---|
| The urban forest removes 65,000 lbs of particulate matter from the air each year, reducing respiratory illness. | Regular access to trees increases happiness, cognition, and lifespans, while reducing mental illness, asthma, stress, and heart disease. |

## Planet

| | | |
|---|---|---|
| Grand Junction's trees sequester 3,927 tons of carbon each year and store 166,000 tons of carbon long-term. | Trees save $395,000 in annual stormwater infrastructure costs. | Planting strategically at home can save $100-$250 in annual energy costs. |

## Pocketbook

| | | |
|---|---|---|
| The total replacement value of the urban forest exceeds $1 billion. | A mid-sized tree can increase the value of a single-family home by $23,400. | Canopy growth increased residential property values in Grand Junction by $60 million since 2011. |

Shade 

Wildlife Habitat 

Air Quality 

Water Quality 

Property Value 

Erosion Control

# Protecting Services From Hazards



The values that trees provide are tremendous, and some—like shade—are easily experienced. Most others are experienced as cost savings, so they may not appear on household or government budgets until the services are lost or reduced. Many cities across the country have experienced devastating losses. For example:

Dutch Elm Disease killed 70 million trees nationwide between 1930 and 1950. Many cities lost over half of their canopy. Existing and imminently arriving pests that affect ash trees present a similar risk today (see page 13).

A major drought event can decimate an urban forest in a matter of weeks. The 2011 drought in Texas reduced canopy coverage by between 10% and 40% in major cities. The derecho storm that struck Cedar Rapids, IA in 2021 eliminated 65% of the canopy, prompting a costly replanting effort.

A 20% canopy loss in Grand Junction—equivalent to all ash trees or one mismanaged extreme drought—could result in a $200 million loss in structural value. While hazards are unpredictable, many steps can be taken to avoid catastrophic losses. Proactive care, increased diversity, and careful investments of water are the community's best means of protecting this valuable asset.

| |
|---|
| *Green Infrastructure* – Like roads and bridges, trees serve as infrastructure. They require investment and maintenance, and we maintain them for specific purposes. Unlike other infrastructure, trees appreciate in value over time, rather than depreciate. |
| *Ecosystem Services* – The benefits that trees provide are called ecosystem services. These are functions like shade and stormwater management. They can be totaled in dollar terms or compared to other ways of providing similar services. |

# A Fragile Oasis

From the top of the Mesa, Mt. Garfield, or the Monument, the Grand Valley appears as a cluster of green in the desert. Walking through any neighborhood, trees are as common as buildings. Drive in any direction and the trees disappear quickly. A century ago, Grand Junction was treeless, too. Early residents diverted water from the rivers to nourish the trees that make Grand Junction the oasis we recognize.

Keeping it that way requires care. In our climate, we cannot plant a tree and walk away. Our urban forest is an ongoing investment, and it must be managed to suit local conditions.

Forestry management in Grand Junction differs from any other city in Colorado or the country. Grand Junction has a unique planting zone. It has microclimates from winds that come out of the canyon. Sun exposure varies, and so do temperatures. At times the valley floor is colder than Orchard Mesa or the Redlands.

Having warmer winters and lots of microclimates means that many trees can succeed in Grand Junction that don't succeed elsewhere in the state. This allows the City and the public to plant a more diverse canopy. But we must also contend with storms, temperature swings, wildfires, and drought.

Grand Junction sits in USDA Hardiness Zone 7, but is separated from most other zone 7 areas in the region. This offers some protection from invasive species, pests, and diseases that might cross the Rocky Mountains or the Colorado Plateau. But they may travel with people, transported firewood or boat hulls. Of current concern, the Emerald Ash Borer and other ash tree pests put about 20% of the urban forest at risk.



# Drought and Water Scarcity

Grand Junction contends with a rapidly changing climate and increasing water scarcity. Grand Junction has been in drought more often than not for the last two decades, experiencing three periods of exceptional drought with topsoil losses and increased wildfire risk. The drought from 2019-2022 was one of the most severe on record. Mesa County also warmed faster than 90% of US counties since 2000, at two times the global average rate.

Grand Junction's arid climate poses one of the greatest constraints to the long-term health of the urban forest. Water demand is predicted to rise with growing populations, with growth anticipated to exceed 30% by 2050. The City of Grand Junction's water utility provides water from the Kannah Creek watershed on the Grand Mesa, which is a relatively stable supply. Not all water supplies are equally secure. In 2021, low water conditions required the Ute Water Conservancy District to draw on its water rights from the Colorado River to supply its customers. These local challenges with drought and growth mirror the challenges faced by communities throughout the Colorado River Basin.

This plan addresses many of the ways that Grand Junction can manage drought risk and invest water in trees to reduce health risks from extreme heat.



# Pests and Disease

Trees in Grand Junction must withstand routine problems associated with pests and diseases. Most tree pests affect only certain genera or species of tree. This means that the forest can be protected as a whole by increasing planting diversity. However, for all tree species, the threat of serious damage or mortality from a pest or disease rises rapidly when a tree is stressed. Ensuring that trees have adequate light, water, and pruning at all times offers some of the best protection available.

The Emerald ash borer (*Agrilus planipennis,* or EAB) is a non-native beetle species with severe potential impacts for the urban forest. About 15% of trees in Colorado cities are ash trees, and the proportion of ash in Grand Junction is likely nearer 20%. Several other pests already threaten ash trees. EAB has been confirmed in the Front Range, having reached Boulder first in 2013. EAB will eventually be transmitted to Grand Junction. Delaying this transmission requires that firewood not be transported from areas with EAB exposure. Residents can also treat their ash trees using trunk injections and sprays. The City of Grand Junction has an active program to help residents with mature ash trees to protect their trees, but the planting of new ash trees should also be discouraged.

## Pest and Diseases of Concern

- Ash Bark Beetle
- Lilac Ash Borer
- Emerald Ash Borer
- Elm Scale
- Pine Needle Scale
- Leucanium Scale
- Kermes Scale
- Anthracnose
- Ips Bark Beetle
- Spider Mites
- Japanese Beetle



The Emerald Ash Borer Beetle

# Extreme Weather

Grand Junction typically experiences at least two extreme snow events in a given year, as well as occasional high winds and cloud-burst rainfall. These events tend to cause damage to trees, especially when snowfalls and winds are poorly timed with tree leaf-out in spring and leaf-drop in fall. When snows accumulate on leafy branches, trees may suffer limb losses or death.

Risk from these extreme weather events is likely to increase as storms become more intense and their timing more erratic. However, residents can prepare for storms and actively manage their trees during heavy snows to reduce risks. Clearing branches of snow when it can be safely done during a storm may be advisable to reduce weight on limbs. However, the best way to prevent winter storm damage is a regular and systematic pruning program that addresses at-risk limbs well in advance of storms.



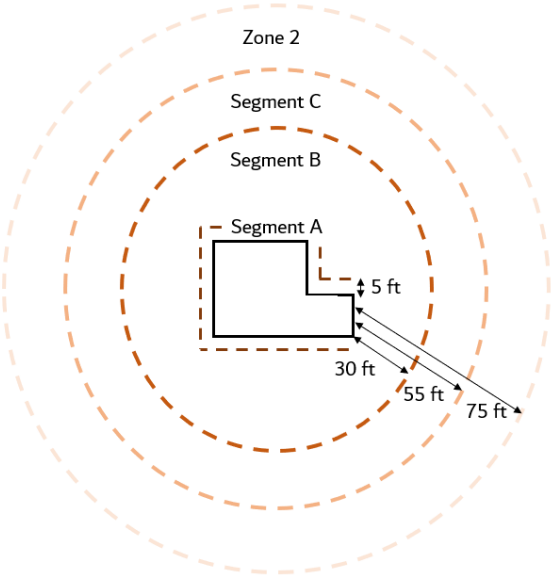
Frost events also pose a risk to local trees, especially fruit trees. A 2020 fall freeze caused devastating losses for peach growers, raising consciousness of this risk throughout the community. Fall and spring freezes pose particular threats for newly-planted trees and tree nurseries. One major mistimed frost threatens to offset the gains of an entire planting season. Thorough organic mulching and watering before a frost or freeze can help to reduce risk. Residents are also advised to arrange for pruning in the spring or early summer, and they should avoid pruning in early fall to minimize impacts to trees entering dormancy.

# Wildfire Risk

The 2020 Pine Gulch Fire burned 139,000 acres and came within 18 miles of Grand Junction, reminding us of the threat wildfire poses. According to the Colorado State Forest Service, nearly 6,000 wildfires occur each year in the state. Just 12% of these occur because of lighting; the rest are human-caused. While these wildfires support ecosystem health and create habitat, they can be extremely costly to communities.

Reducing risk relies on good decision-making in wildlands and rural areas, and it requires actions to reduce the vulnerability of homes. This is especially important at the fringes of the city, or the "Wildland-Urban Interface" (WUI). Residents of the Redlands and Orchard Mesa must be extra vigilant, given their proximity to forested areas and open spaces.

The Grand Junction Field Office of the Forest Service provides a range of programs to assist landowners in preparing for wildfires and reducing risks to their property. These programs may be of particular interest to residents in areas of heightened risk. The City of Grand Junction also has regulations to guide residents in making their homes more defensible if threatened by a wildfire. If you live near the edge of the city or near a large, wooded area, consult the City's regulation.




## Protecting Your Home

The City provides guidance for reducing wildfire risks to homes near open spaces in the Municipal Code. As illustrated above, keep the five feet nearest the home free of vegetation and debris. The first 30 feet from the home should be kept clear of dead trees, firewood, and combustible material. In the first 55 feet, trees and groups of shrubs should be spaced by twice their height. Up to 75 feet from the home, all trees should be spaced 5 feet apart or further.

# All Hands on Deck

Grand Junction's urban forest exists because generations of residents invested their time and resources into nurturing trees. This kind of infrastructure requires diffuse care, and no single group can perpetuate the canopy on their own. This chapter explores the roles of the many people and organizations that care for trees in Grand Junction. It also reflects the many perspectives of these groups. These needs and opportunities of these groups inform the goals and programs that follow.



## The City

The City of Grand Junction—particularly the Forestry Division—takes a leading role in managing trees on public property. The City also galvanizes support for forestry and builds educational partnerships.

## Residents and Landowners

Homeowners, renters, businesses, and institutional landowners maintain 75% of the trees in Grand Junction. They have valuable knowledge of the trees in their lives and critical roles in expanding the canopy.

## Tree Professionals

Landscaping contractors, arborists, and tree nurseries have tremendous expertise and interact with tens of thousands of trees each year. The canopy depends on their ability to manage evolving tree care challenges.

# Public Perspectives

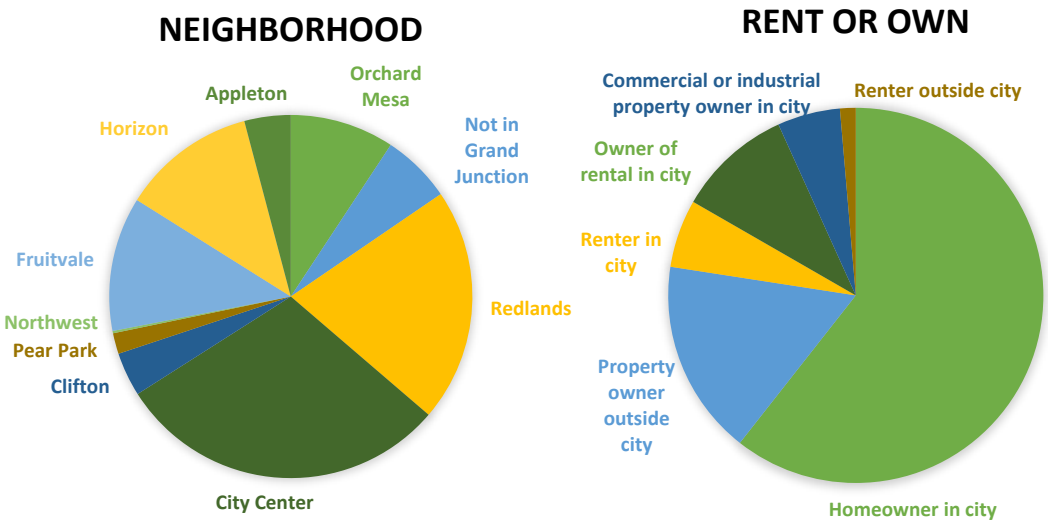
Urban forestry touches the lives of all residents, and each person has different relationships to trees. The City offered several avenues for the public to engage with this topic and to share community's perceptions, hopes, and concerns for the urban forest.

First, the City released a survey to explore public knowledge and views related to the trees in the community. The survey was available to the public online in English and Spanish from January 1st to 31st, 2023. More than 500 residents responded, making this one of the most successful forestry planning surveys in the US.

The City also hosted open houses to review forestry data goals of this plan, with an in-person workshop on February 23rd, 2023 and a virtual event on February 27th.

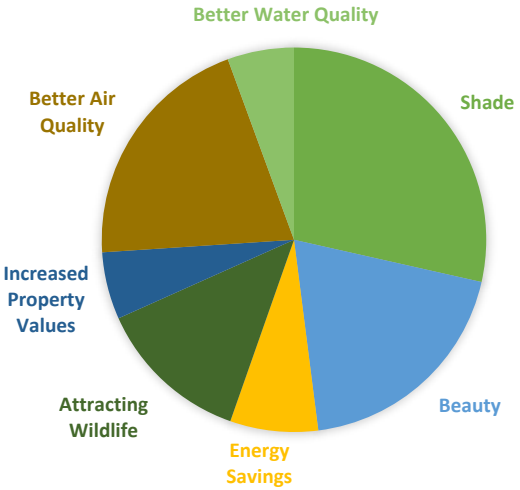
## Who responded to the survey?

Residents from all neighborhoods took the survey, but the Redlands and City Center neighborhoods had the highest response rates.

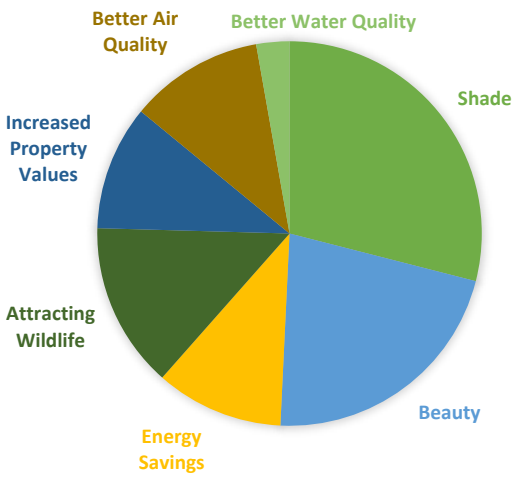



Renters were underrepresented in the survey. Only 9% of respondents rented, whether inside of city limits or beyond. Meanwhile, about 40% of Grand Junction residents rent their homes. Renters likely face unique challenges related to tree care, yet this survey largely captures the experience of homeowners. However, many responding homeowners also own rental properties in the city.

## BENEFITS OF PUBLIC TREES




## BENEFITS OF PRIVATE TREES

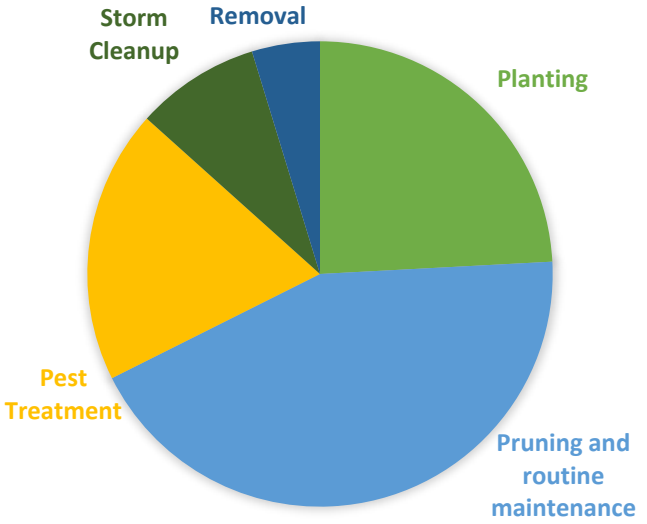



The survey explored which services of the Forestry Division residents appreciate most. The responses show that pruning and treatment matter to residents, suggesting that people want to see continued investment in existing trees. Notably, the survey found that only about half of respondents knew that the city regulates trees as well as cares for them.

The survey sought to understand what benefits of trees residents value most. It asked about perceptions of trees' services on both public and private property, asking residents to choose three benefits each. The results show that residents value all of the services that trees provide, even if to different degrees. Notably, some services with high dollar values—such as water quality services—are perceived as less important by the public.

Whether for public or private trees, a large majority of respondents (87%) included shade as a primary benefit. This makes sense: shade is experienced on a daily basis, and it underlies many other benefits. Notably, air quality was of greater interest for public trees, while increased property values mattered more when considering private trees.

## VALUED CITY TREE SERVICES



## Words on Water

Many workshop attendees and survey respondents shared thoughts on the complex relationship between trees and water. Comments included:

*"We need to be developing different options on watering our street trees! Gray water systems specifically put in for street trees!"*

*"Plant only climate tolerant or acclimated varieties."*

*"Pay attention to our water, stop the uncontrolled growth in our valley."*

*"Many people on my block have replaced their lawns with rock, but this seems to lead to their trees dying right after."*

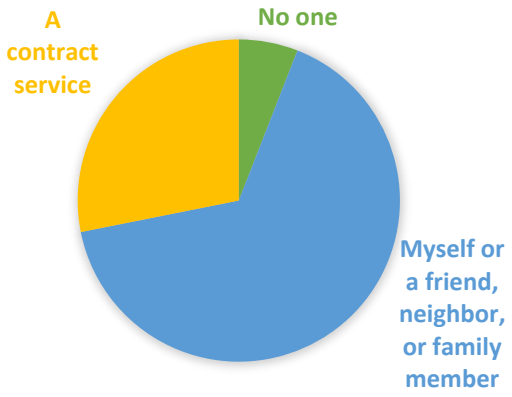
## Perceptions of Canopy Extent

The survey asked residents whether they considered the canopy cover in their neighborhood to be adequate. Most residents were either satisfied with the level of forestation or wanted to see the canopy cover expand. This suggests broad support for devoting resources to urban forestry. Just 2% of respondents considered the canopy in their neighborhood to be too extensive.

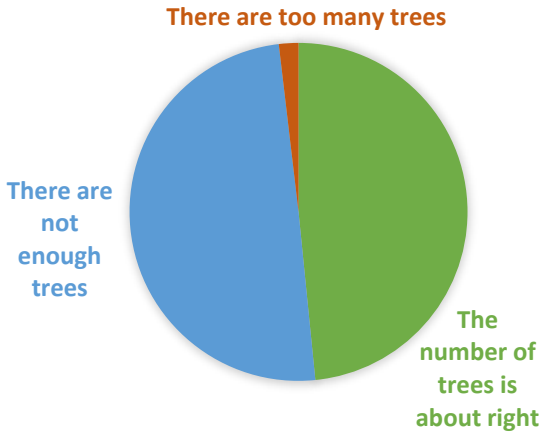
## Who Cares for Trees?

Respondents shared information about who cares for the trees at their homes and businesses. The results show a diversity of approaches. Many residents rely on professional help, but most rely on neighbors or their own handiwork. Importantly, many residents do not engage in tree care at all, placing trees at risk.

**PRIVATE TREE MAINTENANCE RESPONSIBILITIES**




**NEIGHBORHOOD CANOPY COVER**



# Stewards and Stakeholders

## Residents and Businesses

Residents are—and will be—the frontline caretakers of trees. The City manages about the same number of trees as businesses do. Homeowners and renters care for as much as the City and businesses combined. One of the City's best pathways to a strong forest involves setting up residents and businessowners for success.



## Licensed Arborists

The City of Grand Junction licenses all arborists that maintain trees in City limits. In 2022, Grand Junction had just 15 certified Licensed Tree Care Providers and four approved Chemical Applicators. These businesses have an outsized impact on the health of the canopy. They are also well-trained professionals. All have passed the International Society of Arborists (ISA) exam. The Forestry Division should support these crews in sharing information, keeping arboriculture practices up to date, and educating the public.

## Landscaping Contractors

Dozens of businesses install and care for landscape plants on commercial and residential properties. Some are small businesses with just one or two employees. Others are more established or are linked to nurseries. These professionals make critical choices about irrigation, plant selection, mulching, chemical use, and more. Providing these groups with information and building their support for optimal tree care will ensure that private property throughout the city serves the goals of this plan.

## Real Estate

One of the best ways to ensure the viability of Grand Junction's trees is to set them up for success at the time of planting. Real estate developers have the opportunity to do this by perfecting landscape designs and investing in the right trees for the community. In a typical year, private development plants more than ten times as many trees as the City government plants in parks and on streets. Development must follow the City's landscaping rules and regulations, but many go above and beyond in order to create attractive environments.

Real estate agents also have opportunities to help homebuyers understand the value of trees and how to properly care for them. As these professionals interface with residents, they have profound impacts on public knowledge and choices.

## CSU Tri-River Area Extension

The Colorado State University Extension office in Grand Junction serves communities in the four counties of Delta, Mesa, Montrose, and Ouray. Extension plays an instrumental role in supporting landowners in and beyond Grand Junction City limits. The office offers annual continuing education courses for licensed pesticide applicators, online land stewardship training, various other workshops for gardeners, and education on disasters and emergency preparedness. Extension also manages the local Master Gardner program. The Extension team routinely responds to resident's calls for expert advice on landscape and tree care, and in this way is a frontline organization for achieving widespread tree-friendly practices in the community.

## Homeowners' Associations (HOAs)

Many Homeowners' Associations set requirements for landscaping styles and minimum plantings for the residential properties for which they are in place. Because the City does not regulate single-family residences, HOAs have the potential to expand canopy cover by increasing their tree requirements. HOAs can also influence water use for landscaping by encouraging effective water-wise design and watering frequency.

## Forestry Division

Grand Junction's Forestry Division is responsible for the maintenance of public trees in the City of Grand Junction. This team of City staff is dedicated to the protection and resiliency of Grand Junction's urban forest through the planting and management of trees in parks, city facilities, and along street rights-of-ways within city limits. The Forestry Division also aims to help the community understand the importance of trees and the environmental services they provide while maintaining our community's canopy.

## Parks and Recreation Department

Beyond the Forestry Division, the broader Parks and Recreation Department manages upkeep and expansion of all City parks, cemeteries, and community facilities. Parks and Recreation staff also manage a variety of recreational programs, in addition to a growing number of arts and culture programs. Guided by the adopted Parks, Recreation, and Open Spaces Master Plan, they aim to provide high quality services to all residents.

## Public Works Department

Public Works takes primary responsibility for engineering, transportation, and stormwater, including for planning, design, and oversight of most capital improvements. As a custodian of the street network and stormwater systems, Public Works provides for—and benefits from—many of the services that the urban forest offers.

## Community Development Department

Planning and development oversight by the City of Grand Junction is concentrated in the Community Development Department. As the primary interface between real estate development and the City organization, Community Development takes a lead role in promoting successful planting designs for new development. The Department balances objectives related to quality of life, including housing, resource stewardship and active transportation, all of which have consequences for the urban forest.

## Colorado State Forest Service

The Colorado State Forest Service maintains a Field Office in Grand Junction. This Field Office has been instrumental in advancing the health and recognition of the urban forest. The Field Office provides technical assistance to residents and businesses, including a range of locally-crafted guides to pruning, planting, and disease monitoring. The Field Office is also closely involved with Grand Junction's Tree City USA redesignation process and Arbor Day celebrations.

## Colorado Parks and Wildlife

Colorado Parks and Wildlife is the state agency charged with managing 42 state parks, over 300 state wildlife areas, and a range of recreational and wildlife programs. Within the City of Grand Junction, CPW manages three sections of the James M. Robb Colorado River State Park, including a large share of the community's riverine trees.

## School District 51

As one of the largest property owners in City limits, the public school system cares for a large number of trees, all of which shade the daily lives of children in the community. It is also on the frontlines of childhood education, which includes environmental programming. District 51 has taken strides to increase watering efficiency in recent years.

## Colorado Mesa University

As the major institution of higher education in Grand Junction, Colorado Mesa University (CMU) supports the community both by stewarding the large share of the urban forest that lives on its campus. CMU also generates talent and interest in forestry and ecology among its students. CMU has been designated as a Tree Campus USA for seven years, thanks to its thriving canopy and 300 annual hours of student volunteer time focused on trees. The CMU grounds maintenance team works with designers as the campus expands to support the diversity of trees on campus. They seek to maintain a vibrant and safe campus canopy through pruning, pest control, and proactive management.



## Plant and Tree Nurseries

The four independent plant and tree nurseries in Grand Junction, several irrigation suppliers, and a range of hardware and specialty businesses provide most of the trees that residents and businesses plant in the community. This creates many opportunities to improve the type and diversity of species available, and to provide resources that help residents to make good tree choices.

## Forestry Board

The Forestry Board has been active since 1914. Composed of seven board members, this entity is a resource for the community, hosting extensive knowledge about local forestry. The Board reviews qualifications of tree maintenance businesses and issues licenses to people and businesses that wish to perform tree-related services in the City of Grand Junction. The Board also makes recommendations to the City Council when the Council considers rules and regulations pertaining to tree service businesses.

In addition to this core function related to licensing, the Board routinely provides comments and guidance on tree-related decisions by the City. It may collaborate with the Parks and Recreation, Community Development, and Public Works Departments when these parts of the City organization take actions that would affect of public trees.

## Mesa County

Mesa County plays an important role in tree management in and around the City of Grand Junction. The County is a landowner within City limits, owns and maintains public trees under their jurisdiction (including at the urban fringe), and is a partner in many contexts such as water conservation and wildfire management. Mesa County does not have staff with equivalent roles to the Grand Junction City Forester or the Forestry Division. Instead, the organization relies on its Public Works Divisions for tree removal.



## Natural Areas Non-Profits

A variety of citizen groups, non-profits, and collaboratives engage in forestry-related activities in the community's natural areas. The non-profit Rivers Edge West restores riparian ecosystems through education, collaboration, and technical assistance across the Southwest from their base in Grand Junction. They have been instrumental in controlling invasive tamarisk on the banks of the Colorado and Gunnison Rivers. The organization launched the Desert Rivers Collaborative in 2012 to maintain native river habitats in Mesa and Delta Counties. Separately, the Two Rivers Wildfire Coalition connects local non-profits and governments to reduce wildfire risk. Such organizations play an essential role in ecosystem management.

# Reaching Up

By 1900, Grand Junction had planted and irrigated the beginnings of our urban forest. Some of our cottonwoods may be that old, but most trees in the urban forest have been planted and replaced over the last century. This section establishes goals for the urban forest to continue on its trajectory of growth. These goals are not ranked in terms of priority, as all must be met to ensure that the urban forest reaches its potential. The goals are as follows:

## Vision Statement

In 2030, Grand Junction's trees are a defining and valued feature of the city, recognized for their contributions to making Grand Junction a desirable place to live. Residents and the City of Grand Junction value trees for their power to promote well-being, support ecosystem health, and create economic value. The Forestry Division manages its trees as an integral form of infrastructure. Proactive approaches to tree care, planning, and education ensure that the City's canopy grows its benefits to extend equitably across the community.

- Extend Trees' Benefits to All
- Invest Water in Shade
- Diversify the Canopy
- Care for Park and Street Trees
- Build Knowledge of Tree Care
- Plant and Retain Trees
- Integrate Trees into Decisions

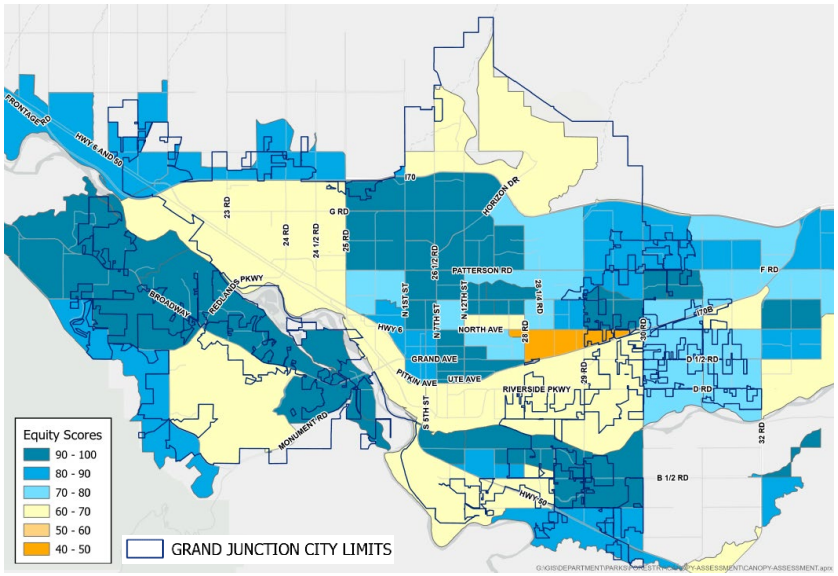
# Extending Trees Benefits to All

No city has a perfectly even canopy coverage, but seeking equity in planting and care is a goal for many cities. This is important, because tree canopy cover in US cities tends to be lesser in areas with lower income and more residents of color.

Cities use a statistic called the Tree Equity Score to track how well the benefits of trees are spread across the community. This tool was developed by the non-profit American Forests. To create a single equity score (out of 100), the tool uses eight statistics: existing tree canopy, population density, income, employment, temperature, race, age and health.

Within Grand Junction's City limits, neighborhood tree equity scores range from 100 to 37. Scores are lower along I-70B, with lowest scores for developed areas found in Fruitvale, the City Center, North West Grand Junction, and Orchard Mesa. These areas also had higher numbers of survey respondents that felt canopy coverage should be increased in—suggesting that residents notice the difference and want to address it.

## Tree Equity Score by Census Block Group




The Forestry Division can raise these scores by focusing plantings and providing extra support in areas where trees are rare. Because trees create savings and value for adjacent properties, investing in trees for low-income areas will boost household wealth and help solve disparities sustainably.

# Investing Water in Shade

Water constraints are changing the way that residents think about what kind of landscape can be sustained into the Grand Valley's future. Trees have a complex relationship to water. They require water, and in return, they lower temperatures and reduce the water demand of other plants. Many species of tree will remain an integral part of a water-wise landscapes in Grand Junction; these trees should be well-selected and cared for to use water efficiently.

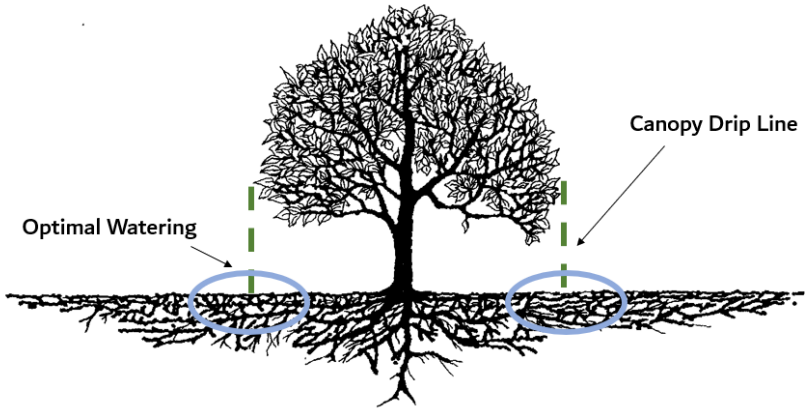
Limited water resources have been a factor in Grand Junction's urban forest since the community was founded. Water conservation has become a priority issue for the City of Grand Junction over the course of several decades, especially in the face of growing population, falling precipitation levels, and the increasing frequency of drought.

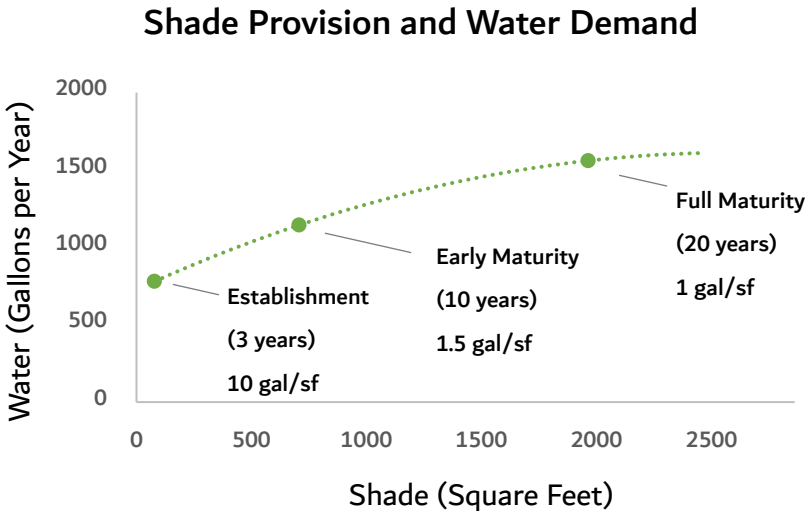
In Grand Junction, most trees that people plant require supplemental watering for their entire lifespans. Yet trees also cool the community and lessen water demand for other plants through shade and evapotranspiration. Without trees, water consumption for other uses would rise. One goal of this plan is to facilitate a balanced approach to the relationship between trees and water, endeavoring to conserve precious water resources without compromising urban forest health.

To understand the scope of the challenges facing Grand Junction's water resources, consider the overall conditions of the Colorado River Basin. This threatened river contributes up to $846 billion to the GDP of the Colorado River Basin region and provides water to some 40 million Americans. The Colorado River Basin currently suffers from a prolonged drought—thought to be the worst in some 1,200 years. This drought raises the stakes on forestry management throughout the community and has created a challenging array of consequences for forest managers.

Many decisions can be made at home to invest water more efficiently in shade. For example, residents may consider:

- Installing a graywater collection system;
- Using permeable pavers for driveways and patios;
- Planting trees where water will naturally flow or collect, and grading property for trees before planting;
- Planting trees together with shrubs and water-wise groundcover to optimize shading and watering;
- Xeriscaping correctly to prevent mature tree loss;
- Selecting species with low water demand for planting sites with less access to stormwater; and,
- Watering trees deeply and less often at the dripline, instead of frequent shallow watering at the trunk.




This chart shows how the shade of a tree increases over time relative to its water requirements. The specific numbers are for a tree species with moderate water demand and a 50-foot mature spread, but the trend is true of most shade trees.

Early in a tree's life, it returns one square foot of shade for every ten gallons of water it needs in a year. At full maturity, a typical tree returns 1 square foot of shade for every gallon of water it requires in a year. This means a mature tree is ten times more efficient at shading the city, in terms of water demand.

# Diversifying the Canopy

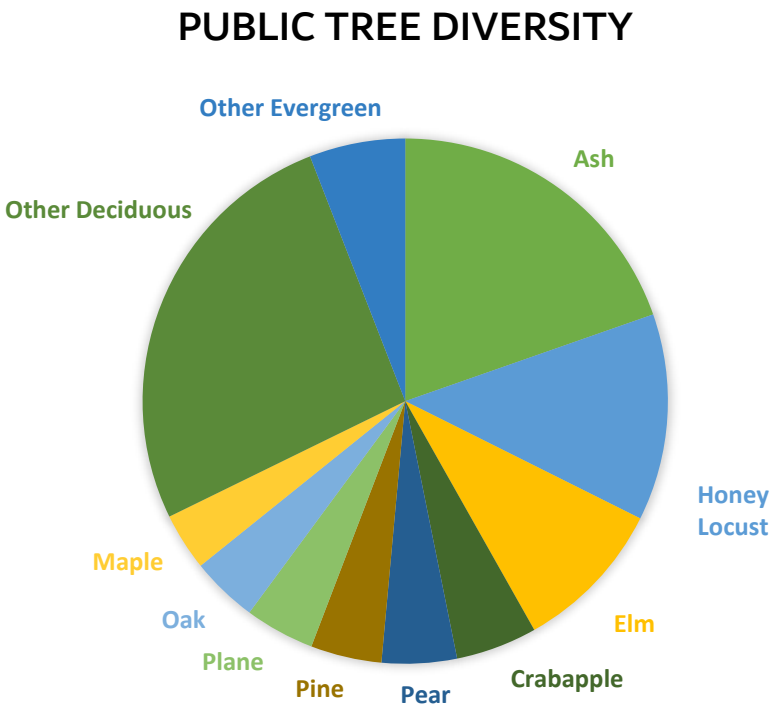
Forest diversity provides visual interest. It also corresponds to the Right Tree, Right Place strategy. The many contexts for planting in the community mean that many trees will have their place.

Tree diversity also promotes resilience to hazards. Species react differently to drought, storms, and changing weather patterns. They also suffer from distinct pests and diseases. Ash trees suffer from multiple pests and will be at high mortality risk when Emerald Ash Borer reaches the Grand Valley. Future pests and diseases may affect certain trees in unpredictable ways.

The best way to protect the canopy from future shocks is to plant a wide range of trees. To guide decisions, cities commonly adopt the 10-20-30 rule, planting:

- Up to 10% of any one species
- Up to 20% of any one genus
- Up to 30% of any one family

This rule is reflected in the City of Grand Junction's landscaping requirements and guides public tree planting. Rebalancing the forest will require slowing the planting of ash, honey locust, and elm.




## Current Diversity Levels

The City does not have an inventory of private trees, but tracks the trees under Forestry Division care. The makeup of park and street trees shown above reveals that ash comprises a large share, as do ornamental trees like pear and crabapple. About a quarter of species are relatively rare, which is a testament to progress on diversity.

# Caring for Park and Street Trees

The Forestry Division cares directly for trees in parks, rights-of-way, cemeteries, and open spaces. The program actively manages 5,000 public space trees and 12,000 street trees. There are an estimated 40,000 additional trees within City natural areas along rivers and drainages and in open spaces.

The Forestry Division acts on limited resources—equipment, staff, and predictive power about risks—that must be allocated to support the City's goals. The level of service can be increased—and public risks reduced by increasing the efficiency and amount of resources the City dedicates to trees.

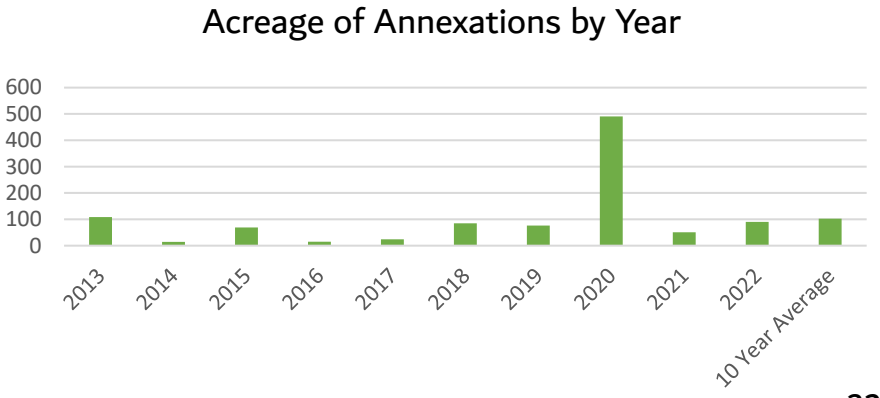
The Forestry Division is well-funded, as reflected by the Tree City USA status that requires at least 1% of the budget to serve tree care. The City of Grand Junction adopted a budget of $253.1 million for 2023, allocating $16.9 million for Parks and Recreation. This includes over $900,000 for Forestry Division staff and operations.

Protecting Grand Junction's #1 Public Tree – Since 2020, the populations of two native insects—ash bark beetle and lilac ash borer—have grown exponentially, causing city-wide damage to ash trees. This existing pressure on Grand Junction's most common public tree, combined with the threat of emerald ash borer now present along the Front Range, puts this at the top of the list for insect threats.

The Forestry Division has begun a proactive trunk injection treatment program to protect the good health of all good condition ash with a trunk diameter of 13 inches and larger. The City has also launched a private ash treatment cost share program with private property owners to further protect the environmental services provided by this tree species. Continued support of these programs is proactively preparing the community for emerald ash borer response.

The City has also expanded its Forestry Division in recent years. The number of full-time arborists on staff increased from two in 2014 to four in 2019 and up to present. The Forestry Division has also established means of contracting with licensed providers for supplemental tree care, creating flexibility in response. This page addresses funding for contracted services, while the organizational chart and equipment are shown on the next page.

Growing Responsibilities – The City of Grand Junction also grows each year. As land annexes into the City limits, the maintenance needs rise with the number of public trees. Since 2013, the City grew by 100 acres per year. This adds about 150 public trees to the Forestry Division's inventory annually—most of them recently planted.

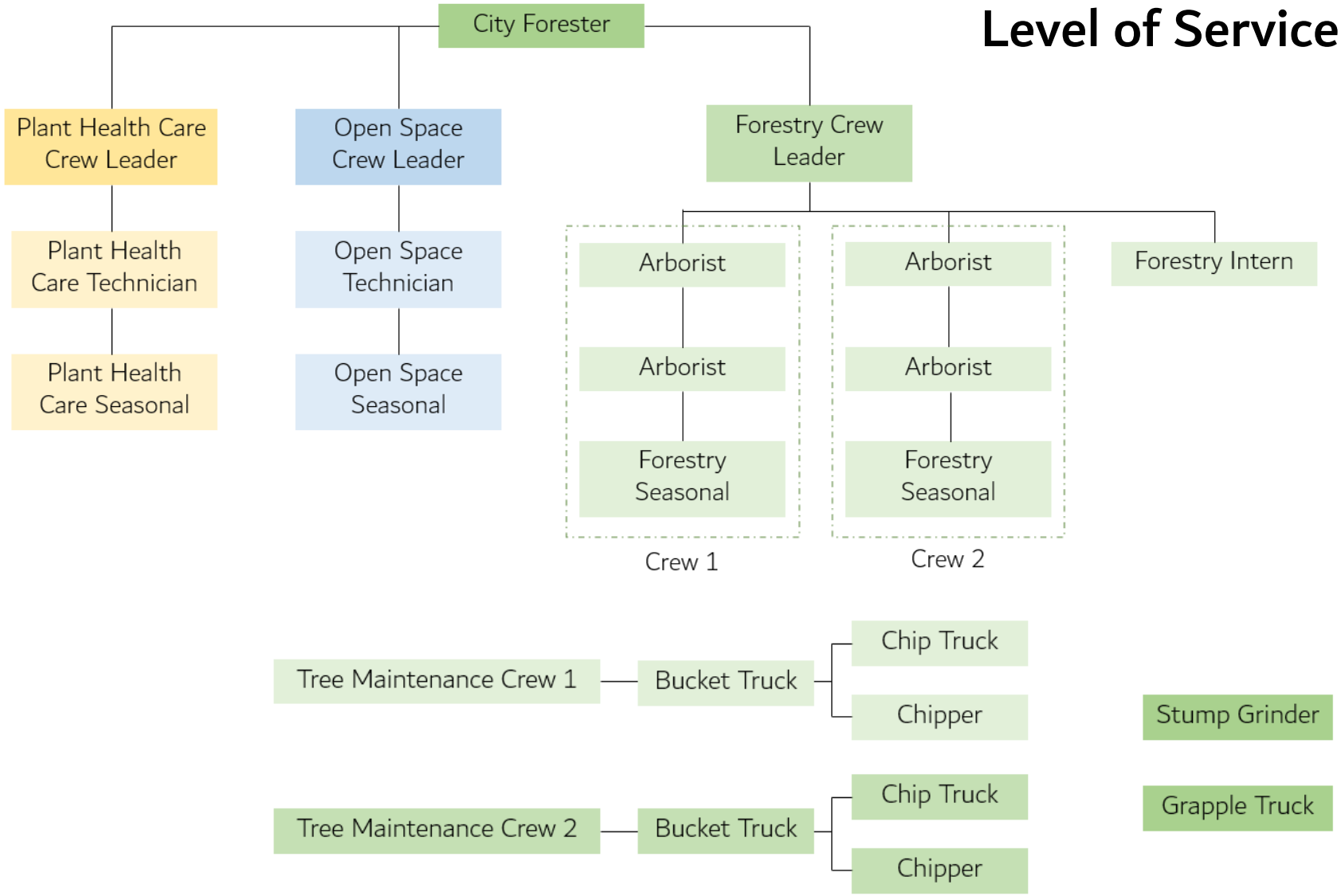



# Level of Service

Contracted Services – Many urban forestry programs across the country find success by balancing between in-house staff and the strategic allocation of tree care to local tree services. This option allows cities to avoid significant costs from purchasing equipment and minimizes the number of new full-time staff employed. Contracted services funding has been used by the city of Grand Junction for several years to increase the number of trees maintained annually. Continuing funding and authorization for contracted services would allow for ongoing flexibility.

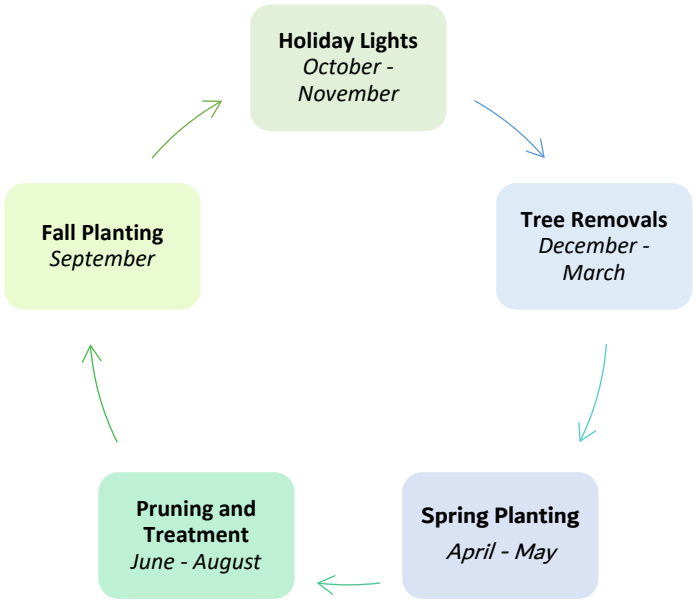
Information Technology – Effective canopy management requires dynamic, high-quality information. In 2020, the Forestry Division began using a software called Lucity that provides data on tree canopy cover and changes across the city. As technology improves, new software options should be evaluated to ensure the most efficient and cost-effective system is being utilized.

# Level of Service



# Level of Service

With recent increase in full time arborists, the Forestry Division now operates with two tree crews, allowing the program to better manage public work requests. During the pruning and maintenance cycle below, these crews focus their efforts on a series of demands that limit them for taking on a systematic pruning cycle for public trees. However, for best results, trees should be pruned once every five to seven years. As the Forestry Division takes on new staff, equipment, and resources, it may consider new options for proactive care.




Third Request Response Crew - While the City typically responds to all work requests within 12 months, shortening this timeline may be of value. A third work request response crew may continue tree care on a separate cycle, responding to requests while other crews follow the annual cycle.

Proactive Pruning Crew - Many communities establish a cycle of proactive maintenance that addresses each public trees' needs within a defined period (such as the three- and five-year cycles detailed here) on a neighborhood-based rotation. This ensures that trees under the watch of property owners that are unaware of the work request system still receive attention.

Young Tree Care Crew - Some cities focus resources on young trees. The return on investment for proactive pruning and care is much higher than for reactive care at a later stage or when a tree is under stress. This crew would attend to trees up to three years after planting, relying on data about City plantings and right-of-way plantings that accompany development.

# Level of Service

The non-profit American Forests recommends that cities fund and staff for tree care at a rate of $27.41 per tree and one staff per 10,000 trees. Grand Junction performs very well against this metric for staffing, but less well against budget targets. While no Colorado municipality has met these targets in full, they serve as a helpful guide.

| | Recommended | Current |
|---|---|---|
| Public Trees per Forestry **Staff** | 10,000 | 9,645 |
| **Budget** per Public Tree | $27.41 | $5.29 |

The difference in budget and staff relates to the potential for Grand Junction to increase its investments in programs to support private property owners in tree care, as well to equipment investments. Equipment is an essential element of forestry crew functionality, and the City would benefit from increased equipment redundancy. For example, the Forestry Division currently operates with two chippers, one per crew, and frequently see capacity reductions when a chipper is out of service. Adding an additional crew in the future will compound the need for more equipment and training.

The following table provides insight into the investment that would be required to establish a proactive pruning and maintenance cycle as discussed on the previous page. It assumes—based on current costs—that the cost of labor and equipment for each removal is $900, and the cost to plant a tree is $700, and that the cost of pruning decreases from $400 to $300 as shorter cycles increase efficiencies of scale. Introducing a 3- or 5-year pruning cycle would increase the budgetary requirements of the Forestry Division and result in reduced risk of tree loss, improved canopy health, and increased public safety in parks and along streets.

| | Prunings | Removals | Plantings | Pruning Costs | Removal Costs | Planting Costs | Total Cost |
|---|---|---|---|---|---|---|---|
| **9 Year Cycle** | **2000** | **300** | **400** | $800,000 | $270,000 | $280,000 | $1,350,000 |
| **5-year Cycle** | **3400** | **300** | **500** | $1,190,000 | $270,000 | $350,000 | $1,810,000 |
| **3-year Cycle** | **5700** | **300** | **600** | $1,710,000 | $270,000 | $420,000 | $2,400,000 |

# Municipal Code 8.32 - Trees

Chapter 8.32 of the Grand Junction Municipal Code sets laws and regulations for the protection and care of trees on public property. It provides the authority of the City Forester and Forestry Board, sets requirements for tree maintenance businesses, and assigns responsibilities for tree care. Most sections of Chapter 8.32 were last updated in 1994. The need for an update is evident after three decades, as noted as a goal of the Parks, Recreation and Open Space Master Plan.

Maintenance Responsibilities – The Code identifies the City's responsibility to maintain all trees in parks and City-owned property. The City also takes responsibility for tree planting, trimming, pest control and removal in rights-of-way, but assigns watering responsibility for right-of-way trees to the adjacent property owner. However, the Code provides conflicting guidance as to the identity of right-of-way trees, suggesting that the City shall maintain only those street trees that exist between the street and a detached walk. This conflicts with the current approach of the City, which is to maintain all right-of-way trees, including where a detached walk does not exist. The Code should be clarified to align.

Tree Removal on Private Property – The Code requires that trees on private property only be removed by a licensed tree maintenance business. However, removals to clear sites new construction are often undertaken unlawfully by businesses without a license. A revision should balance the need to protect the public from unskilled tree work with reasonable accommodations for licensed general contractors. The City should clarify this requirement for development and fire mitigation, working with the Forestry Board to establish a special permitting process.

Enforcement on Failure to Maintain Trees – The Code does not provide an enforcement mechanism related to the loss of public trees due to the failure of an adjacent property owner to water trees. A fine or other mechanism should be established to discourage non-watering of public trees. A code update could provide a structure for transferring responsibility for watering trees located on rights-of-way to the City for qualified property owners based on hardships.

# Building Knowledge of Tree Care

The general public stewards far more trees than the Forestry Division and are on the frontlines of forest management. The City and its partners should take action to educate the public about proper tree care. The City should also promote awareness of the values that trees create, because this is a step toward ensuring that these values increase.

Many of the programs recommended by this plan involve education. Building public understanding of trees is a long-term project. It requires early childhood exposure to the value of trees, knowledge of the urban forest's value and how to increase it, and a local workforce with expertise in tree care.

Building knowledge of tree care does not simply require access to existing information. Because all localities have unique climates, tree care knowledge in Grand Junction needs to be generated continually through experimentation and data sharing. Any time the community plants a tree, an opportunity arises to learn about that species and the conditions in which it is planted.

## Helpful Resources

Many organizations in the Grand Valley provide resources for residents to improve tree care. Residents can access resources by clicking on the embedded link:

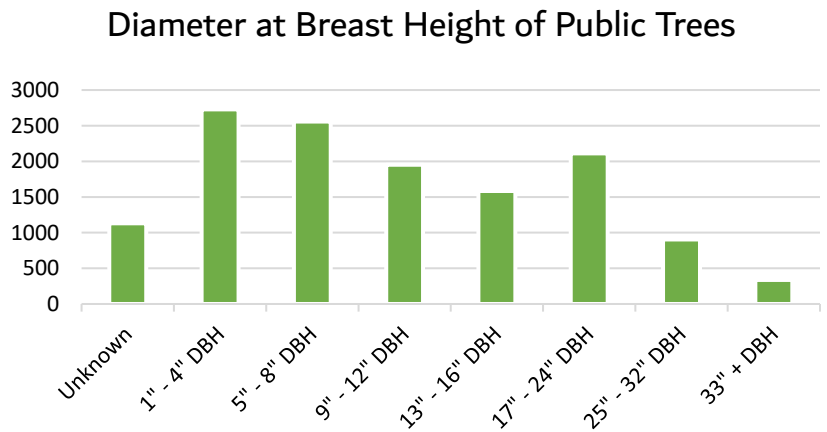
- Extensive courses with the Tri River Area Master Gardener Program by CSU Extension
- The CSU Extension Tree and Shrub Guide
- Gardening guides from CSU Extension
- The current list tree care providers licensed by the City of Grand Junction
- The CSU Extension guide for xeriscaping with trees and shrubs in Colorado
- Resources from Utah State University on Water-Wise Plants for Utah Landscapes, suitable for USDA Zone 7
- Grand Junction All-Star Trees List

# Planting and Retaining Trees

A strong canopy relates closely to urban development. This relationship is highly complex. On one hand, a vast majority of Grand Junction's existing trees were planted during or after sites were developed for housing or other urban purposes. In this sense, without development, the urban forest would not exist. When agricultural lands develop into urban areas, the tree canopy consistently increases.

However, development—especially redevelopment of existing urban areas—can also lead to the loss of mature trees and their replacement with new trees. This causes temporary decreases in canopy as those trees mature. This poses a challenge as the City and residents seek to maintain a robust canopy at all times. Tree protection during construction was widely supported by survey respondents. 77% of respondents considered sustaining trees during construction to be "Very Important" while only 6% of respondents considered this "Not Important."

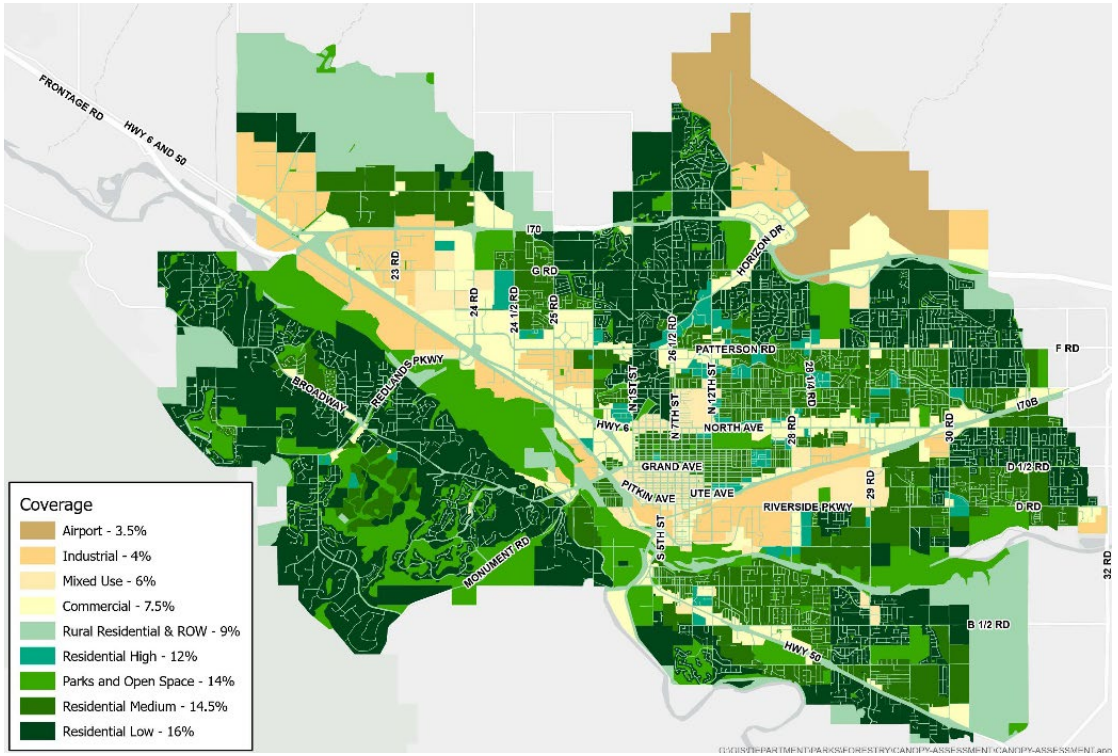
Errors in managing trees such as under-watering or improper pruning (known as topping) can lead to the loss of new and mature trees. This phenomenon occurs in many areas of the City. It may stem from lack of education about proper tree care, a lack of resources on the part of those responsible for a tree, or miscommunication about who is responsible. For example, a tree may receive inadequate water because a property owner believes that, because the tree is mature, it will draw adequate water from the soil. This is generally not possible in Grand Junction. These problems must be addressed to limit losses from improper care.



Many communities set canopy coverage goals to guide efforts for planting and retaining trees. The non-profit American Forests guides cities to set the right goal for their context. In general, cities are advised to target a 40% canopy coverage, though arid communities like Grand Junction are advised to pursue a 30% goal. Most communities in the region (as shown below) have targeted a more modest increase, or are simply seeking to protect their canopy cover as they densify and manage hazards.

| Community | Coverage | Goal |
|---|---|---|
| Austin, TX | 38% | 50% |
| Boulder, CO | 16% | 16% |
| Bozeman, MT | 8% | 33% |
| Colorado Springs, CO | 17% | 20% |
| Phoenix, AZ | 12% | 25% |
| Reno, NV | 5% | 10% |
| Tempe, AZ | 13% | 25% |

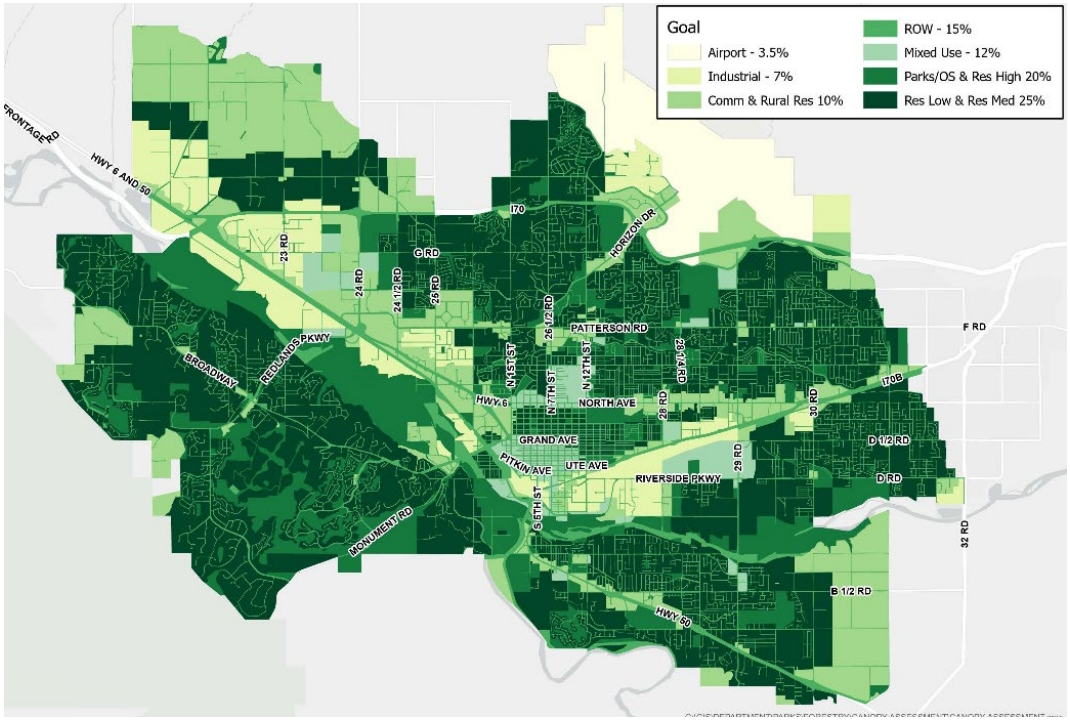
## Current Canopy Cover by Land Use




This map translates the canopy coverage shown on page 7 to the Land Use designations of the Comprehensive Plan. This shows how the canopy would look if equitably distributed within each land use, and it can be easily compared to the map of goals on the next page.

| Land Use Type | Current | Goal |
|---|---|---|
| Airport | 3.5% | 3.5% |
| Commercial | 7.5% | 10% |
| Industrial | 4% | 7% |
| Mixed Use | 6% | 12% |
| Parks and Open Space | 14% | 20% |
| Residential High | 12% | 20% |
| Residential Medium | 14.5% | 25% |
| Residential Low | 16% | 25% |
| Rural Residential | 9% | 10% |
| Rights-of-Way (ROW) | 9% | 15% |
| City Limits | 13% | 18% |
| UDB | 11% | 18% |

## Canopy Cover Goals by Land Use




**This plan sets the target for the community to plant and retain trees with a goal of achieving a total canopy cover of 18%. This goal is made up of sub-targets for each Land Use type and corresponds to the different opportunities that each Land Use presents. Achieving this goal requires just a 34% increase within City limits. This would be equivalent of adding one new tree for every three that exist.**

**Current coverage for the area in the UDB not within City limits is lower, largely because much of this area is open space. Reaching the goal for the UDB as the City grows will require continuing the pattern of care and planting already established in developed areas of the community. Meeting this accessible goal will increase quality of life and infrastructure values of the urban forest.**

# Integrating Trees into Decisions

City staff and decision-makers should consider the value and health of trees when planning capital projects, development approvals, and more. This requires inter-departmental coordination and stakeholder involvement.

## Increasing Internal Coordination on Trees

Public Works, Community Development, and Parks and Recreation have the closest relationships to the urban forest. These staff should coordinate wherever feasible to ensure trees are set up for success. The Forestry Division and Forestry Board were instrumental in developing the recent updates to the City's landscaping regulations for private development, and they should be involved in landscaping plan review where relevant. Similar pathways are available to coordinate on street design and other capital projects with the aim of creating optimal growing conditions. Crucially, the City Forester should be involved during the pre-application process for major development that may impact mature trees.



## Decisions at Home

Every resident faces a range of choices about trees. Whether, where, and what trees to plant; how to water; and when to treat or remove a tree with pest or disease problems require forethought and create consequences that last for decades. Residents are encouraged to reach out to the Forestry Division, licensed tree care professionals, and other resources like CSU Extension for support in planning for trees on private property. Residents should also consider the value that trees create when weighing options.

# Shovel-Ready Programs

Goals matter only so far as there are pathways to implementing change. This chapter lays out many of the programs that already exist to advance good forestry practices in Grand Junction, as well as programs to pilot and grow. Some are educational, some seek to improve the City's understanding of the urban forest, and others would directly impact the health of the forest in the short-term. Together, these programs will help the community to reach the 18% canopy cover goal without compromising on water resources or equitable access. To ensure accountability, the Forestry Division should report progress on programs biannually. A new canopy assessment should be performed by 2030 to measure progress against the canopy cover goal.

- Tree City & Tree Campus USA
- Code Enforcement
- Root For Your Ash
- Pest Monitor Network
- Tree Equity Irrigation Program
- Formal Opt-Out for Street Tree Care
- Memorial Tree Program
- Update Municipal Code Chapter 8.32
- Arbor Day
- Lincoln Park Arboretum
- Tree Work Request Response
- Tree-friendly Business Training & Certification
- Winter Storm Messaging
- Bike-Ped Route Forestation
- Track Effects of Significant Tree Regulations
- Drought Preparedness Messaging
- Water-Wise Landscaping Regulations
- Graywater Systems
- Wildfire Risk Education
- Aquaponic Tree Production
- Complete Tree Inventory
- Citizen Forester Program
- Water Conservation Month Messaging
- Early Childhood Education
- Wood Waste Recycling
- Update Hazard Mitigation Plan
- Support HOAs and Neighborhoods to Raise Canopy Standards
- Improved Inventory Management System

- Active Program
- Immediate Impact
- Long-Term Solution

## TREE CITY & TREE CAMPUS USA

**Grand Junction became a Tree City USA under the Arbor Day Foundation more than four decades ago. This practice should continue, with annual updates and commitment to meeting the 1% minimum of City budget spent on forestry. Colorado Mesa University achieved its first Tree Campus USA designation in 2014, and continues with annual updates with participation from the Tree Campus Advisory Committee.**

Goals: Build Knowledge of Tree Care
Care for Park and Street Trees

## CODE ENFORCEMENT

**Code Enforcement for proper tree care can be leveraged as a means of educating residents. City Code Enforcement officers should be supplied with resources and brochures to offer residents when tree care violations occur. Code Enforcement also serves as the best monitor of tree protection during construction, as required by City code.**

Goals: Plant and Retain Trees
Build Knowledge of Tree Care

## ROOT FOR YOUR ASH

**The City launched the Root For Your Ash program in 2022 to provide preventative treatments for ash trees on private property. In collaboration with T4 Tree Service, a private company, the City signs up residents with qualifying trees for treatment. Costs are split evenly between the city and the resident, with a $225 minimum fee for the resident and a maximum City contribution of $500. To qualify for treatment, trees must be:**

- **on residentially zoned lots;**
- **8" in diameter (at a minimum); and**
- **within the City limits of Grand Junction;**
- **with clear evidence of stewardship of the tree/surrounding landscape.**

Goals: Build Knowledge of Tree Care
Care for Park and Street Trees

## PEST MONITOR NETWORK

**In 2020, members of the Forestry Board established a monthly meeting with local tree care professionals to share information and experiences related to pests and diseases affecting Grand Junction's trees. This semi-formal convening may benefit from formalization or the institutionalized participation of the City Forester.**

**Long-term outcomes for the Roundtable may include an alert system for detection of new diseases, including EAB. The City may also support the Roundtable in developing a public map of known pest and disease occurrences. This program can serve as the basis for a broader Integrated Pest Management (IPM) Program in the future.**

Goals: Diversify the Canopy
Plant and Retain Trees

## TREE EQUITY IRRIGATION PROGRAM

**To support residents living in low-canopy areas, the City may launch a program to plant and establish drought-tolerant trees in the city-owned right of way and providing irrigation to these trees until they are established. This planting program would be carried out in neighborhoods with low tree equity scores and available street tree planting spaces.**

**The program would differ from the typical requirement that adjacent property owners water street trees, with the aim of foresting areas where residents have fewer financial resources to take on this role. By choosing only the most drought-tolerant trees, the program may reduce or eliminate the long-term watering responsibilities after establishment.**

Goals: Extend Trees' Benefits to All
Care for Park and Street Trees

## FORMAL OPT-OUT FOR STREET TREE CARE

**Per the Grand Junction Municipal Code, the property owners are responsible for providing water to street trees, while the Forestry Division provides standard maintenance services such as pruning and removal. Not all residents are aware of this requirement, and it is essential that the City communicate about this relationship.**

**If a homeowner is unable to water their tree, or if a renter finds that their landlord refuses to arrange for watering, the City may prefer that the resident notify the Forestry Division rather than simply neglect the tree. In the long-term, the City can develop a program to support residents that are unable to meet watering demands. This would help to protect the City's investment in its public trees.**

Goals: Care for Park and Street Trees
Extend Trees' Benefits Equitably

## MEMORIAL TREE PROGRAM

**The City plants trees as Living Tributes to memorialize loved ones. Residents contact the Forestry Division to select a species, location, and installation date. Residents purchase the tree through the City and receives a personalized wood engraved map with the location of the tree. The City plants the tree, outfits it with a memorial plaque, and maintains it.**

Goals: Build Knowledge of Tree Care
Care for Park and Street Trees

## UPDATE MUNICIPAL CODE CHAPTER 8.32

**Chapter 8.32 of the Grand Junction Municipal Code addresses the role of the City Forester and Forestry Board, as well as care for public trees. With Forestry Division collaboration, the City should continue to evaluate the effects of the Code and consider updates such as those on page 36 that would improve outcomes for public trees.**

Goals: Integrate Trees into Decisions
Care for Park and Street Trees

## ARBOR DAY

**The City and several partners host an annual Arbor Day celebration each spring, known as Southwest Arbor Fest. The popular event draws residents from throughout the city and beyond for games, food and drinks, and a range of educational and volunteer activities focused on trees. A central feature of the event involves a tree seedling giveaway and auction for high quality wood waste products. The event typically also includes a tree tour and advertising for Forestry Division programs. This is an essential opportunity for building public awareness of the value of urban forestry. It should be continued indefinitely.**

Goals: Build Knowledge of Tree Care;
Plant and Retain Trees

## LINCOLN PARK ARBORETUM

**The Arboretum at Lincoln Park serves as an outdoor tree museum. The City continually maintains the trees and incorporates their educational potential in many programs, including for local schools, child care facilities, and institutions of higher learning. The City may consider establishing a new exhibit at the Arboretum focused on drought-tolerant trees with educational programs centered on climate adaptation.**

Goals: Build Knowledge of Tree Care
Care for Park and Street Trees

## TREE WORK REQUEST RESPONSE

**A critical function for the Forestry Division involves resident reporting of problems and needs for street and park trees. Residents can access a request form through the City website, leading to a response from the Forestry Division's crews. Based on the survey associated with this plan, as many as half of residents are unaware of this system. The City should leverage every opportunity to spread the word and grow participation.**

Goals: Care for Park and Street Trees
Plant and Retain Trees

## TREE FRIENDLY LANDSCAPE BUSINESS TRAINING & CERTIFICATION

Several large companies and many small companies provide lawn care, landscaping, and weed abatement services in the city. Many of these companies rely on seasonal employees, and the range of experience and education of landscaping professionals varies widely. This results in a wide range of outcomes for trees on public and private property.

To support tree-friendly operations and to minimize inadvertent harm to public and private trees during landscaping activities, the Forestry Division should develop and sponsor an annual training. This one-day training should address best practices in weed abatement, irrigation, xeric landscape care, and more. To encourage and recognize participation, companies that attend the training should receive a new certification as a City of Grand Junction Tree-Friendly Business. A curriculum, logo, and outreach should be developed for the program.

Goals: Build Knowledge of Tree Care
Integrate Trees into Decisions

## TRACK EFFECTS OF SIGNIFICANT TREE REGULATIONS

In 2022, the City adopted clarified standards for the protection of significant trees during real estate development. This rule affects private property trees exceeding 15 inches in diameter and identified on the City's Suitable Plants List as eligible. Developments are now required to preserve 30% of significant trees during construction. If not, the developer must replace these trees at a higher-than-normal rate with new trees, or otherwise pay into a fund for tree planting.

The Community Development Department should retain notes on how many trees are protected under this regulation and how this has affected development, including whether this affects the number of dwelling units proposed for a residential project. This data will support review of the new landscaping rules in the next three to five years.

Goals: Plant and Retain Trees
Integrate Trees into Decisions

## WINTER STORM MESSAGING

**The Forestry Division invests resources in storm cleanup, but these costs may be offset by proactive care by residents. Leveraging public safety communication channels, the City can develop and distribute messaging to residents that prompts them to take actions to reduce limb loss and tree mortality during major storms.**

Goals: Plant and Retain Trees;
Build Knowledge of Tree Care

## BIKE-PED ROUTE FORESTATION

**Pedestrians and cyclists are particularly vulnerable to heat stress in summer. To improve shade provision for these groups, the Forestry Division can concentrate plantings on designated Active Transportation Routes, especially where these routes have high rates of use and traverse neighborhoods with low tree equity scores.**

Goals: Build Knowledge of Tree Care
Care for Park and Street Trees

## WATER-WISE LANDSCAPING REQUIREMENTS

**In 2022, the City adopted new regulations for landscaping of major development projects. These new regulations were designed to increase odds of young tree survival, lessening the number of required trees but promoting good practices like reduced weed barrier fabric and the use of organic mulch.**

**The new rules also reduced the required and permitted planting of turf-grass, which may lessen unused grass areas by about 50% for new non-residential development. New landscape installation must include high-quality irrigation design, climate-appropriate species selection, and greater planting diversity. Though these rules do not apply to single-family residences, they can serve as a guide for any property owner motivated to manage drought and water scarcity.**

Goals: Build Knowledge of Tree Care
Invest Water in Shade

## GRAYWATER SYSTEMS

**In 2022, the City adopted regulations to allow residents and businesses to install graywater systems, becoming just the fifth Colorado municipality to permit these systems under a new State law. Graywater systems capture safe sources of used household water, allowing this water to be used again to water landscapes. Use of graywater decreases a property's demand for irrigation water or unused potable water for landscaping.**

**The City is permitting its first graywater systems this year. By tracking registered graywater systems and following up with users about their experience, the City can determine whether this is part of the long-term solution to water constraints that affect landscaping and tree care.**

Goals: Invest Water in Shade
Plant and Retain Trees

## WILDFIRE RISK EDUCATION

**While residents understand the reality of wildfire, not everyone takes routine action to reduce risk. The local Two Rivers Wildfire Coalition recently launched a Wildfire Learning Network program that involves the Grand Valley Power, the Bureau of Land Management, the Grand Junction Fire Department and the Mesa County Sheriff's Office. The City Forestry Division may explore avenues for participation that focus on risk reduction at the Wildland-Urban Interface.**

Goals: Build Knowledge of Tree Care
Integrate Trees into Decisions

## AQUAPONIC TREE PRODUCTION

**In 2019, the Forestry Division established an aquaponic tree production bed, leveraging a grant from the Colorado Tree Coalition. This system allows the City to grow seedlings with minimal water waste and reduced cost for public plantings and giveaways. The City may expand this system to supply a majority of new public plantings.**

Goals: Plant and Retain Trees

## DROUGHT PREPAREDNESS MESSAGING

**The City cooperates with water providers and irrigators in the Drought Response Plan (DRIP) partnership. This entity reaches people by many means to remind them of the importance of water conservation. DRIP makes the public aware of drought conditions, offers guidance on water use decisions, and coordinates the actions of the partners. In cooperation with DRIP, nurseries, and other partners, the Forestry Division should develop special messaging on tree care during drought. By helping the public avoid excess watering while keeping trees healthy, the community will protect its long-term investment in the canopy.**

Goals: Invest Water in Shade
Integrate Trees into Decisions

## COMPLETE TREE INVENTORY

**While the Forestry Division maintains a near-complete inventory of trees under public care, it does not have a full tree inventory to account for the 75% of trees on private property. To develop this complete inventory will be a long-term effort, but it can begin by retaining records of trees planted with development. Many cities leverage grants or AmeriCorps positions for this purpose.**

Goals: Integrate Trees into Decisions
Care for Park and Street Trees

## CITIZEN FORESTER PROGRAM

**The PROS Master Plan calls for a Citizen Forester Program, a Native Plants Program, or other advocacy programs to develop tree advocacy and a better understanding of forestry-related policy issues. This effort can begin with a pilot cohort, and it may be most manageable if undertaken in cooperation with non-profits, CMU, or CSU Extension.**

Goals: Extend Trees' Benefits to All
Care for Park and Street Trees

## WATER CONSERVATION MONTH MESSAGING

**April is officially Water Conservation Month in the Grand Junction. In this time period, DRIP expands its messaging, leveraging the focused support of the City Council to spread the word about conservation practices. The Forestry Division should actively participate in Water Conservation month and expand the connection between this period and the coinciding Arbor Day celebrations.**

Goals: Invest Water in Shade
Build Knowledge of Tree Care

## EARLY CHILDHOOD TREE EDUCATION

**Elementary and middle school education includes curriculum on local history and geography. The City and its partners can develop or adapt curriculum for teachers to promote interest and knowledge of trees at an early age.**

Goals: Build Knowledge of Tree Care
Integrate Trees into Decisions

## WOOD WASTE RECYCLING

**The Forestry Division currently manages a Tree Mulch and Firewood Program. This makes organic material from public tree removal available to the public at request, reducing waste and recycling nutrients into the urban forest. The City may have future opportunities to expand this recycling program for other uses, such as carpentry and furniture manufacturing. The Forestry Division should evaluate future partnerships and uses for wood waste.**

Goals: Integrate Trees into Decisions

## UPDATE HAZARD MITIGATION PLAN

**In cooperation with Mesa County and other local governments, the City of Grand Junction is party to a county-wide Hazard Mitigation Plan. This plan was updated in 2015, but should be updated every five years; thus, a revision should be considered to reflect new knowledge and concerns.**

Goals: Invest Water in Shade
Plant and Retain Trees

## SUPPORT HOA AND NEIGHBORHOODS TO RAISE CANOPY STANDARDS •

**Because HOAs affect a large share of the homes in Grand Junction, they have opportunities to improve requirements for landscaping and disseminate tree care information that respond to microclimates in their areas. The latter is also true of neighborhood organizations and similar groups in a position to provide microclimate-specific guidelines and references documents to residents. The Forestry Division, CSU Tri-River Area Extension, and other partners with high knowledge of forestry issues can consult with HOAs and neighborhood organizations to review such guidelines and references, but the initiative must be taken by residents themselves to launch and carry forward such programs.**

Goals: Plant and Retain Trees
Build Knowledge of Tree Care

## IMPROVED INVENTORY MANAGEMENT SYSTEM •

**The City currently relies on a software called Lucity for inventorying trees and tracking work requests. Many staff that use Lucity express dissatisfaction with the software's useability and reliability. The software is also poorly integrated into the city's public-facing GIS portal. The City should explore alternative software and solicit pilots from providers that would allow staff to test alternative systems for their useability in Grand Junction. Overall, the data from the inventory should be integrated into public facing dashboards to build public understanding about trees in the public realm.**

Goals: Build Knowledge of Tree Care
Integrate Trees into Decisions

March 15, 2023

Grand Junction City Council
Attn: City Clerk, Amy Phillips
250 N. 5th Street
Grand Junction, CO 81501

City Council,

My name is Kamie Long and I am the chair for the Grand Junction Forestry Board. The board would like to express our support of the Urban Forestry Management Plan to the Council.

Rob Davis and Lance Gloss have done an excellent job of informing us of the process to create the plan and requesting our input and comments to make improvements to the plan along the way. Lance interviewed each person on the board to discuss our goals and objectives for what we wanted to see included in the plan.

We think the plan components and topics address the issues facing the City's urban forest. The Forestry Board also agrees with the recommendations made in the plan to increase forest canopy, education/outreach, and improve public safety and awareness.

We appreciate all the hard work Lance, Rob, and the Forestry Division has put into creating this much needed Urban Forestry Management Plan and support its approval by the City Council.

Thank you for your time and consideration,

Kamie Long

Kamie Long
Forestry Board Chair

April 11, 2023

Grand Jct. City Council
250 North 5th Street
Grand Jct., CO 81501

To the members of City Council,

At our regular Parks and Recreation Advisory Board (PRAB) meeting on Thursday, April 6, PRAB reviewed the Urban Forest Management Plan (UFMP). Rob Davis, City Forester and Open Space Supervisor, Parks and Recreation and Lance Gloss, Planner, presented the Plan and were available for questions.

The UFMP was the result of the City of Grand Junction adopting the One Grand Junction Comprehensive Plan in 2020, and part of the Parks, Recreation and Open Space (PROS) Master Plan, which was adopted in 2021.

In response, City staff have coordinated with stakeholders including the City of Grand Junction Forestry Board, PRAB, community members through various methods such as public meetings and a survey, and urban forestry experts in the Rocky Mountain and Southwest regions, to develop the UFMP.

The plan has been carefully and diligently considered and formulated, driven by community input and best practices for managing forestry resources. The UFMP provides potential improved management strategies that may be considered for future funding opportunities, relevant information, policy options, and goals for increased tree canopy cover.

The goals of the plan include extending tree benefits to all, investing water in shade, diversity the canopy, care for park and street trees, building knowledge of tree care, planting and retaining trees, integrating trees into decisions, and increasing the canopy coverage from 13% to 18%. PRAB felt the goals were particularly well thought out and diverse in addressing the urban forest in Grand Jct.

PRAB is supportive of the plan and voted unanimously to recommend to City Council adoption of the UMFP.

Sincerely,



Lisa Whalin, MA, LPC-S
PRAB Chair

# Urban Forestry Management Plan

City Council

April 19, 2023



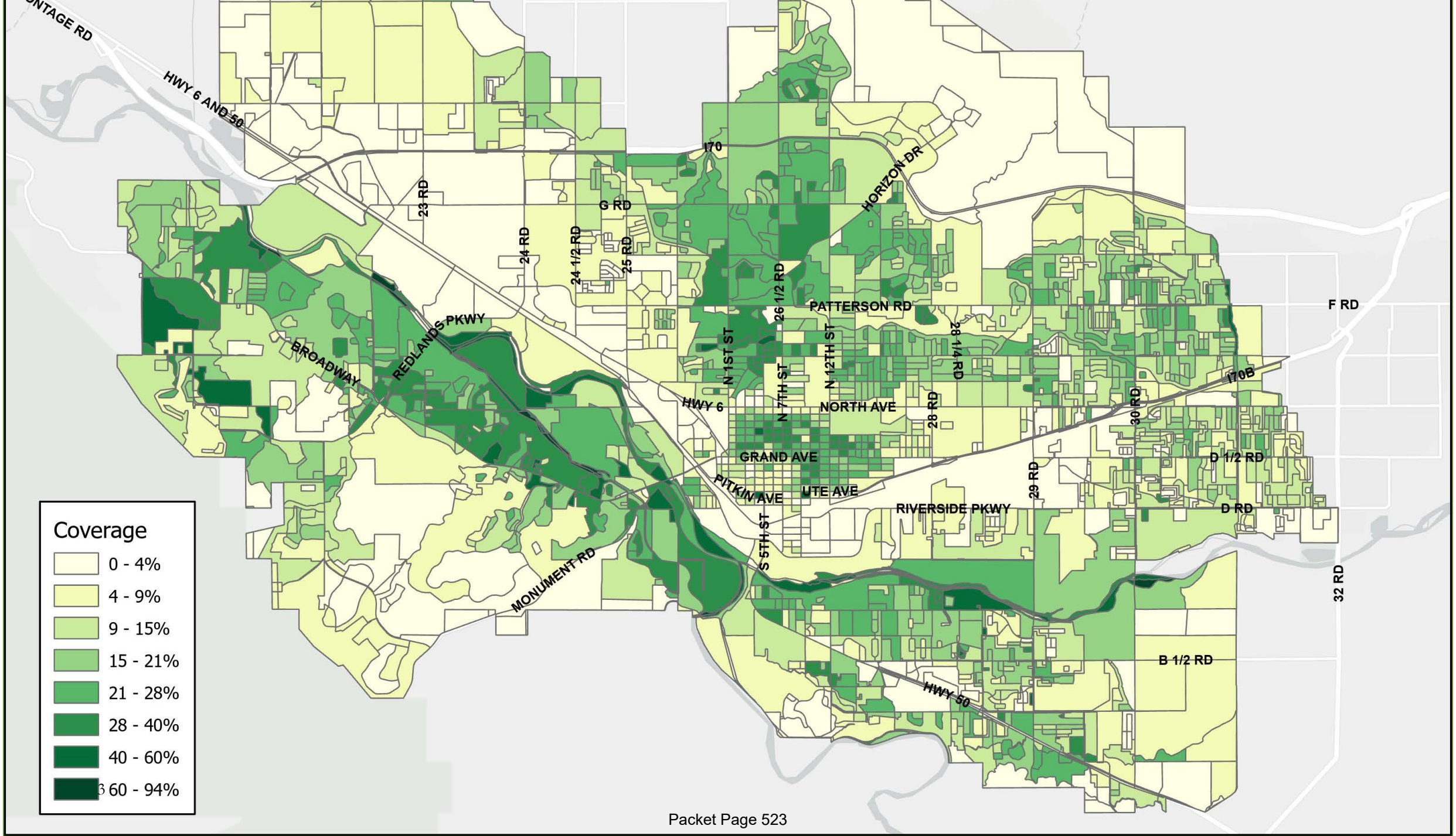
# Urban Forestry Management Plan

CITY OF Grand Junction COLORADO





CITY OF Grand Junction COLORADO


Coverage
0 - 4%
4 - 9%
9 - 15%
15 - 21%
21 - 28%
28 - 40%
40 - 60%
60 - 94%
HWY 6 AND 50
I70
23 RD
G RD
24 RD
24 1/2 RD
25 RD
HORIZON DR
26 1/2 RD
PATTERSON RD
F RD
N 1ST ST
N 7TH ST
N 12TH ST
28 1/4 RD
REDLANDS PKWY
BROADWAY
HWY 6
NORTH AVE
28 RD
30 RD
I70B
GRAND AVE
D 1/2 RD
PITKIN AVE
UTE AVE
29 RD
RIVERSIDE PKWY
D RD
S 5TH ST
MONUMENT RD
32 RD
B 1/2 RD
HWY 50

# Timeline

## 2019-2021

- Remote-Sensed Canopy Assessment (PlanIt Geo)
- One Grand Junction Comprehensive Plan
- PROS Master Plan

## September-December

- Data Collection
- Staff and Stakeholder Interviews
- Expert Interviews
- Forestry Board Sessions

## January/February

- Public Survey
- PRAB, Forestry Board, Water Group
- Plan Drafting

## March/April

- Public Workshops
- Boards and Commissions
- Plan Adoption

# Plan Intent

## Public Resource

- Create accessible information about:
  - Value of urban forest
  - Public perspectives
  - Care responsibilities
  - Hazards and challenges
  - Conservation of water and trees

## Goals and Strategies

- Canopy coverage goals (by land-use)
- Programming and policy options
- Forestry Division level-of-service

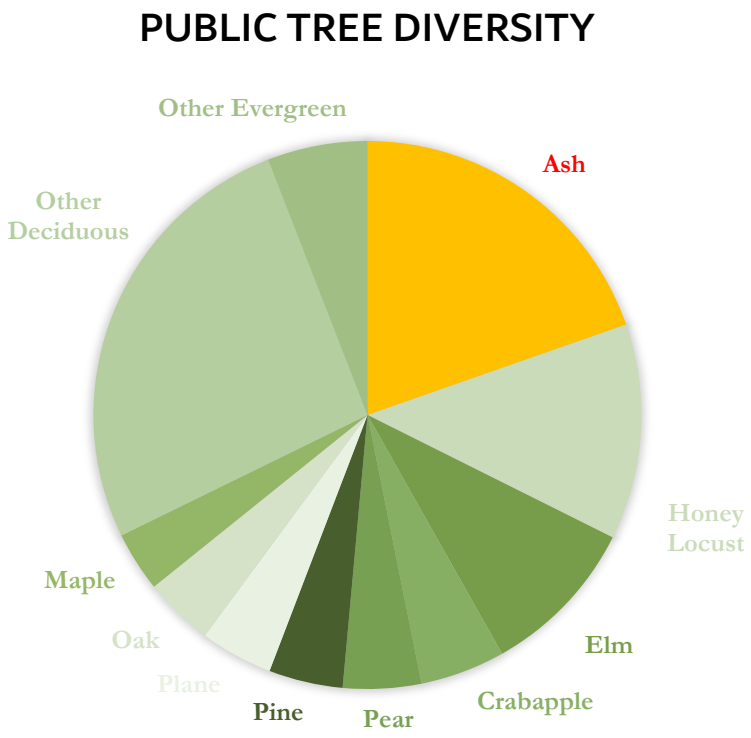
Tree care is a community-wide project.
**75% of the urban forest is on private property.**

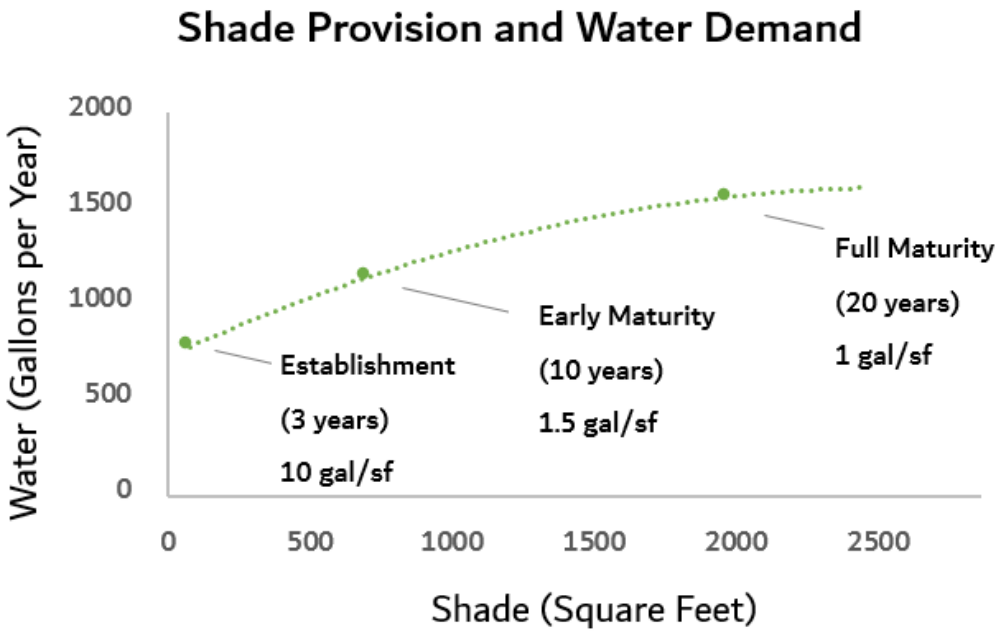
# Value of Canopy

- > $1 billion structural value
- Increased residential property value by + $60 million since 2011
- $395,000 in annual stormwater savings
- $100-250 per home in annual energy savings
- Physical and mental health improvements
- Unmanaged drought = up to $200 million in losses

# Hazards

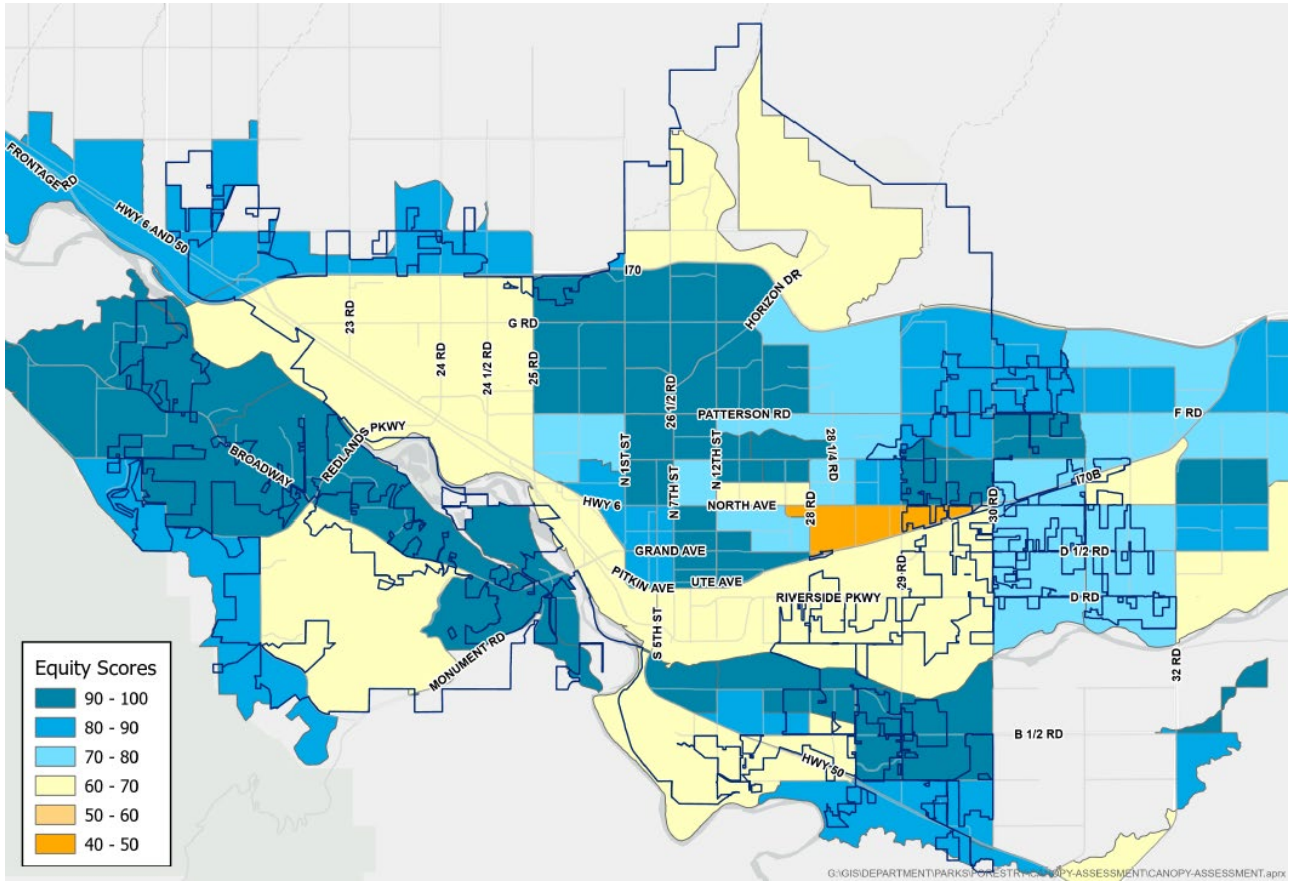
- Pests and Disease
- Drought & Water Scarcity
- Extreme Weather
- Wildfire



# Goals of the Plan

- Extend trees' **benefits to all**
- Invest **water** in shade
- **Diversify** the canopy
- Care for **park and street** trees
- Build **knowledge** of tree care
- **Plant and retain** trees
- Integrate trees into **decisions**



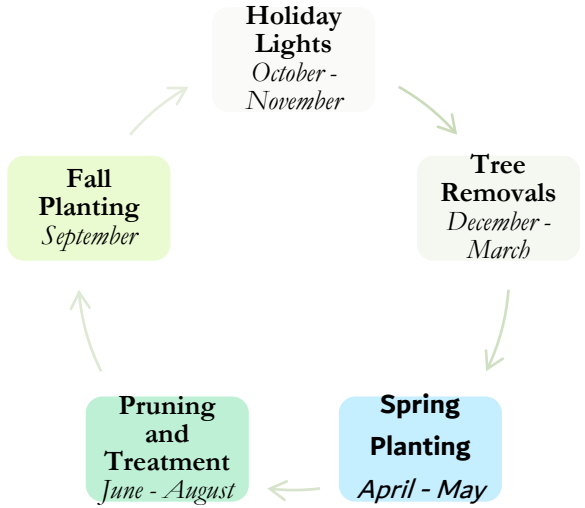
# Canopy Goals

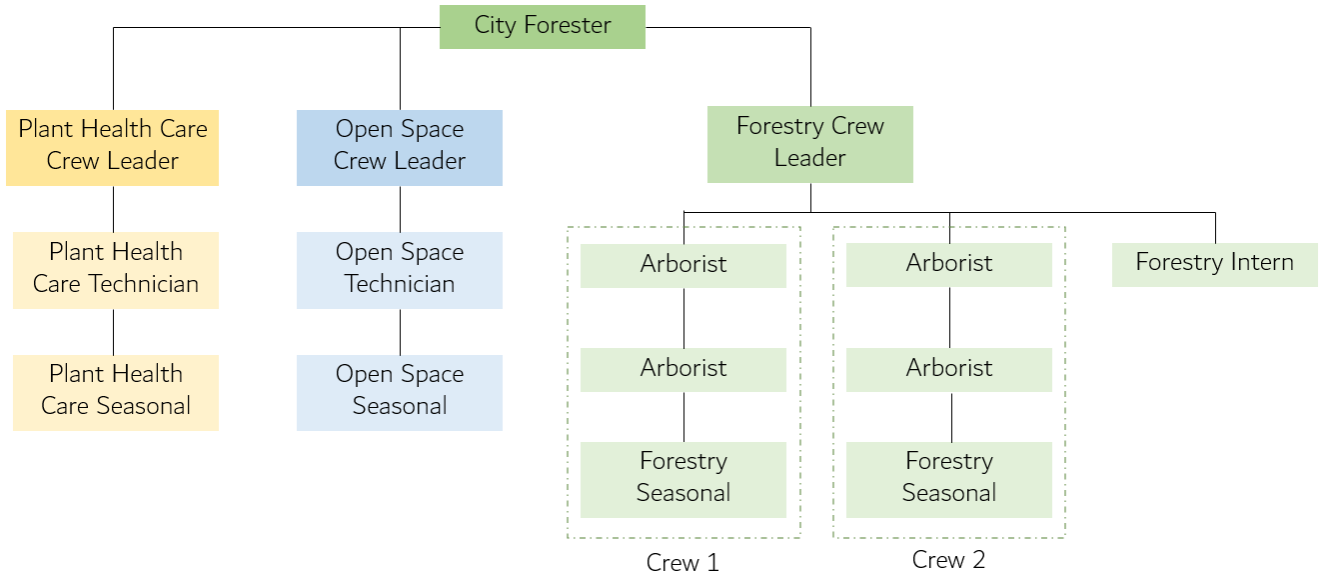
| Community | Coverage | Goal |
|---|---|---|
| Austin, TX | 38% | 50% |
| Boulder, CO | 16% | 16% |
| Bozeman, MT | 8% | 33% |
| Colorado Springs, CO | 17% | 20% |
| Phoenix, AZ | 12% | 25% |
| Reno, NV | 5% | 10% |
| Tempe, AZ | 13% | 25% |

| Land Use Type | Current | Goal |
|---|---|---|
| Airport | 3.5% | 3.5% |
| Commercial | 7.5% | 10% |
| Industrial | 4% | 7% |
| Mixed Use | 6% | 12% |
| Parks and Open Space | 14% | 20% |
| Residential High | 12% | 20% |
| Residential Medium | 14.5% | 25% |
| Residential Low | 16% | 25% |
| Rural Residential | 9% | 10% |
| Rights-of-Way (ROW) | 9% | 15% |
| **City Limits** | **13%** | **18%** |
| UDB | 11% | 18% |

# Level of Service

- Third Tree Care Crew
  - Proactive Pruning Cycle
  - Year-Round Request Response
  - Young Tree Care
- Pruning Cycle Lengths
- Contract Service Flexibility
- GJMC 8.32



# Programs

- Pest Monitoring & Improved Tree Inventory
- Educational Programs
- Species Selection and Planting Guides
- Track Effects of New Landscaping Regulation
- Opt-Outs for Tree Watering & Equity-Driven Programs
- Partnerships, Partnerships, Partnerships

# Resolution

- The UFMP promotes the public health, safety, and welfare
- Adopt, approve, and endorse the UFMP
- No immediate financial impact



# Urban Forestry Management Plan

CITY OF Grand Junction COLORADO





CITY OF Grand Junction COLORADO

**RESOLUTION NO. ___-23**

**A RESOLUTION ADOPTING THE 2023 GRAND JUNCTION URBAN FORESTRY MANAGEMENT PLAN**

Recitals:

In 2020, the City adopted the One Grand Junction Comprehensive Plan, addressing the community's vision, goals, objectives, policies, and establishing a process for orderly growth and development. The One Grand Junction Comprehensive Plan called for the City to develop an Urban Forestry Management Plan and support the implementation of goals, objectives, and action items defined in that Urban Forestry Management Plan adoption.

In 2021, the City adopted a Parks, Recreation and Open Space (PROS) Master Plan. The PROS Master Plan called for the City to meet the community's mandate to increase shade by conducting an urban tree canopy assessment as part of an Urban Forest Management Plan. This determines a goal for canopy coverage and strategies for maintaining a healthy canopy.

In response, City staff have coordinated with stakeholders including the City of Grand Junction Forestry Board, the Parks and Recreation Advisory Board (PRAB), community members through various methods such as public meetings and a survey, and urban forestry experts in the Rocky Mountain and Southwest regions, to develop an Urban Forestry Management Plan (UFMP).

The plan has been carefully and diligently considered and formulated, driven by community input and best practices for managing forestry resources. This work has informed the plan for forestry management in the City of Grand Junction and within the Urban Development Boundary. The resultant plan provides potential improved management strategies that may be considered for future funding opportunities, relevant information, policy options, and goals for increased tree canopy cover. The adoption of the plan does not constitute any decision or review of funding for all or part of the plan. Any such decisions will be made following future discussions and decisions with consideration of the City's budget and/or other available funding sources such as grants.

By and with this resolution, the City Council adopts, approves, and endorses the 2023 City of Grand Junction UFMP.

**EXECUTIVE SUMMARY**

**Engagement:**
- 529 responses to surveys (not statically valid but informative nonetheless)
- Fifty-three stakeholder interviews
- Two sets of community meetings
- Eight process update meetings with City Council, Boards, and Committees

DRAFT

**Grand Junction's Tree Canopy:**
• Includes 12,000 street trees and more than 45,000 other trees on public property
• The Urban Tree Canopy is principally located on private property (75% of urban trees)
• Has a value exceeding $1 billion
• Sequesters over 3,927 tons of carbon annually
• Has increased residential property values by $60 million since 2011
• Increases happiness, quality of life, and physical health
• Requires improved diversity, especially a reduced proportion of vulnerable ash trees that comprises over 20% of the urban tree canopy
• Saves the City $395,000 in annual stormwater infrastructure costs
• Is at risk from drought, water scarcity, pests, diseases, extreme weather, and wildfire
• Expands primarily through private planting, especially by real estate development

**A Majority of Survey Respondents:**
• Maintain trees at their homes and businesses without professional assistance
• Support protecting trees during construction when feasible
• Support maintaining or increasing canopy cover
• Value the environmental benefits of trees, especially shade

**Goals of the Plan:**
• Extend trees' benefits to all
• Invest water in shade
• Diversify the canopy
• Care for park and street trees
• Build knowledge of tree care
• Plant and retain trees
• Integrate trees into decisions
• Increase canopy coverage from 13% of City limits to 18%

The City Council and City staff will use the UFMP to guide management decisions, raise public awareness and participation in tree care, and expand forestry programs over the next 10+ years. The overall purpose of the UFMP plan is to ensure a balanced approach to managing this complex resource. It is also designed to inform and empower both the Forestry Division and the public to improve the health of the urban forest.

The UFMP communicates the challenges and opportunities presented by the urban forest and provides a practical menu of programming to allow for flexible management of the tree canopy. It has no regulatory authority but includes recommendations for the long-term evolution of City policy on urban forest management and will serve as an accessible reference document for public use.

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

The 2023 City of Grand Junction Urban Forestry Management Plan is hereby approved and adopted as generally and specifically provided therein and in accordance with this resolution.

DRAFT

PASSED AND APPROVED this 19th day of April 2023.

_____
Anna M. Stout
President of the City Council

ATTEST:

_____
Amy Phillips
City Clerk

DRAFT

**Grand Junction City Council**

**Regular Session**

**Item #5.b.**

**Meeting Date:** April 19, 2023

**Presented By:** Greg Caton, City Manager, Jodi Welch, Finance Director

**Department:** City Manager's Office

**Submitted By:** Jodi Welch, Finance Director

## Information

### SUBJECT:

A Resolution Amending Resolution No. 20-23 Concerning an American Rescue Plan Act (ARPA) Grant Award to Housing Resources of Western Colorado

### RECOMMENDATION:

Staff recommends approval of this resolution.

### EXECUTIVE SUMMARY:

On February 15, 2023 City Council adopted Resolution No. 20-23 authorizing grant awards to Grand Valley Catholic Outreach and Housing Resources of Western Colorado (HRWC). The award to HRWC was for a revolving loan fund to make homeownership attainable for low-income Grand Junction residents. As discussed in the workshops with HRWC, the loan fund would be administered by Com Act Housing Corporation a wholly-owned not-for-profit affiliate of HRWC. Because of this, the award resolution needs to be amended to reflect that the award will be paid to Com Act Housing Corporation.

### BACKGROUND OR DETAILED INFORMATION:

At the February 13 City Council Workshop, Council continued deliberation of funding on pending ARPA applications that were recommended to City Council by the ARPA Committee in December 2022. Two of the applications were deemed complete at the February 13 Workshop, aligned with the intent of the ARPA funds purposes, and consistent with the City's housing and homelessness goals. HRWC was one of the two applications. The HRWC application is for a revolving loan fund, which seeks to make homeownership attainable for low-income Grand Junction residents. The ARPA Committee recommended funding this project at the full requested amount of $1,000,000.

Resolution 20-23 adopted by City Council on February 15 authorized the grant award to HRWC and the Supplemental Ordinance authorized by City Council on March 1 authorizes the disbursement of those funds. This amendment clarifies that the disbursement will be to Com Act Housing Corporation a wholly-owned not-for-profit affiliate of HRWC.

## FISCAL IMPACT:

Because City Council has already authorized the grant and the disbursement through the Supplemental Appropriation Ordinance, this action has no direct fiscal impact.

## SUGGESTED MOTION:

I move to approve/not approve Resolution ##-23 amending Resolution 20-23 authorizing the City Manager to make American Rescue Plan Act (ARPA) Grant award to Com Act Housing Corporation, a wholly owned not for profit affiliate of HRWC.

## Attachments

1. Resolution Amending 20-23

RESOLUTION __-23

A RESOLUTION TO AMEND RESOLUTION 20-23 CONCERNING AN AMERICAN RESCUE PLAN ACT (ARPA) GRANT AWARD TO HOUSING RESOURCES OF WESTERN COLORADO

RECITALS:

With the adoption of Resolution 20-23 the City Council authorized the City Manager to execute a notice of award of American Rescue Plan Act (ARPA) funds in the amount of $1,000,000.00 to Housing Resources of Western Colorado.

As provided in Resolution 20-23 and the attachment thereto, Housing Resources of Western Colorado made an application for $1,000,000 (Application) and the City Council authorized that amount (Award) to HRWC.

Because the purposes for which the Award will be used and the loan fund will be held and administered by and through Com Act Housing Corporation a wholly owned not for profit affiliate of Housing Resources of Western Colorado, the City Council finds that the Application/purposes of the Award are consistent with the City's homelessness and housing goals and that Com Act Housing Corporation be designated to receive the Award that had heretofore been designated by Resolution 20-23 to be given to HRWC.

Having been fully advised in the premises, the City Council by and with this Resolution amends Resolution 20-23 as provided herein and affirms and directs the execution of a notice of award with payment of the Award being authorized by Ordinance No 5131 being approved and becoming effective and consequentially making a supplemental appropriation to the City's 2023 budget, as described in that Ordinance.

NOW THEREFORE, the City Council of the City of Grand Junction authorizes the City Manager to execute a notice of award of American Rescue Plan Act funds in the amount of $1,000,000.00 to Com Act Housing Corporation a wholly owned not for profit affiliate of Housing Resources of Western Colorado and to amend Resolution 20-23 as provided herein.

_____

Anna M. Stout
President of the City Council

ATTEST:

_____

Amy Phillips
City Clerk

DRAFT

DRAFT

**Grand Junction City Council**

**Regular Session**

**Item #6.a.i.**

**Meeting Date:** April 19, 2023

**Presented By:** Jodi Welch, Finance Director

**Department:** Finance

**Submitted By:** Jodi Welch, Finance Director

## Information

### SUBJECT:

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

### RECOMMENDATION:

Staff recommends approving the 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, an 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 of additional meetings and work from the consultant. Overnight patrols in the five City parks is needed during the hours the parks are closed to ensure that the parks are not vandalized or mis-used for a cost of $100,000. 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 the 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-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 $114,069 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 $47,529, Air Alliance, $38,023, and Sports Commission $28,517.

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 fund projects.

New spending authority of $755,000 is 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 $10,090,994 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 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 the 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 the 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 the 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 (adopt/deny) Ordinance No. 5140, 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 on final passage and order final publication in pamphlet form.

## Attachments

1. 2022 Carryforward-Supplemental Listing
2. 2023 Supplemental Appropriation Ordinance Second Reading, April 19, 2023

**Supplemental Appropriation Detail By Fund**
**April 19, 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 | 47,529 |
| New | Disburse 2022 Lodging Revenues Above Budget GJ Air Alliance | 38,023 |
| New | Disburse 2022 Lodging Revenues Above Budget Sports Commission | 28,517 |
| | **Total Lodging Tax Fund Supplemental Appropriation** | **114,069** |
| | | |
| **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-Grant | Learning Center Parking Lot Expansion/Lighting Grant Spending | 200,000 |

**Supplemental Appropriation Detail By Fund**
**April 19, 2023**

| Fund | Description | Amount |
|---|---|---|
| New-Grant | CPTED Safe Streets Grant Award Spending | 555,000 |
| | **Sales Tax Capital Improvement Fund New Spending Authorization** | **755,000** |
| 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** | **10,090,994** |
| | | |
| **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 |
| 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 |

**Supplemental Appropriation Detail By Fund**
**April 19, 2023**

| Fund | Description | Amount |
|---|---|---|
| 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** | | |
| 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** |
| | | |

**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 | $ 114,069 |
| First Responder Tax Fund | 107 | $ 275,600 |
| Sales Tax CIP Fund | 201 | $ 10,090,994 |
| 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 |
| 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

**Grand Junction City Council**

**Regular Session**

**Item #6.a.ii.**

**Meeting Date:** April 19, 2023

**Presented By:**

**Department:** City Attorney

**Submitted By:** John Shaver

## Information

### SUBJECT:

An Ordinance Setting the 2023 Compensation for City Council Employees

### RECOMMENDATION:

Consider the Employers Council report and determine, if at all, to adopt the recommendations of that report, or to approve a percentage increase commensurate with that provided to other City employees in the 2023 budget, or to leave the compensation of the City Council employees unchanged. If an increase is favorably considered by the City Council, then the percentage increase in the Ordinance will need to be determined and the Ordinance approved on first reading with a public hearing being set for May 3, 2023.

### EXECUTIVE SUMMARY:

The City Council approved 2023 budget includes an appropriation wage increase for City employees. A commensurate wage increase is also anticipated and included in the adopted budget for the Council appointed employees, subject to formal approval and effective date by Council. Pursuant to the City Charter and the Grand Junction Municipal Code, the salaries of the City Manager, City Attorney and Municipal Judge are set by ordinance. With this Ordinance, the City Council will consider/determine whether to increase the 2023 compensation paid to its employees.

### BACKGROUND OR DETAILED INFORMATION:

The City Council approved 2023 budget includes an appropriation for a range of wage increases for City employees with a 3% increase for the majority of employees. It is anticipated and included in the adopted budget a commensurate increase for the three Council employees, the Municipal Judge, City Attorney and City Manager which is subject to approval by Council of amount and effective date. Pursuant to the City Charter and the Grand Junction Municipal Code, the salaries of the City Manager, City

Attorney and Municipal Judge are set by ordinance.

Adoption of a salary ordinance serves to amend the City Manager's employment agreement. The salary of the City Attorney and the compensation paid to the Municipal Judge are established annually by letter on terms established following consideration and adoption, if at all, of a compensation ordinance.

The City Council consulted with and received the attached report from the *Employers Council.* Furthermore, the Council recently reviewed the performance of the City Manager and the City Attorney and found each to be performing his respective duties at or above expectations; the Municipal Judge has a bi-annual review process which was completed last year, and she too was found to be performing well. Accordingly, with this ordinance and the prior appropriation as amended, the City Council increases the compensation of those employees by _____ % annually rounded to the nearest whole dollar. As necessary or required to effectuate the purposes hereof, the Ordinance, if approved, shall amend the terms of each employee's employment with the compensation, as established therein, being effective and beginning with City Pay Period seven with all other terms of employment and benefits being unchanged.

**FISCAL IMPACT:**

If City Council authorizes wage increases for the City Manager, City Attorney, and Municipal Judge, the effective date will be beginning pay period seven and sufficient funds are budgeted in the 2023 Adopted Budget.

**SUGGESTED MOTION:**

I move to approve Ordinance ___ on first reading and set a public hearing for May 3, 2023 with the compensation of the City Council employees being increased by ___ percent as provided in the Ordinance.

**Attachments**

1. ORD-2023 Council Employee Salary 2 20230417
2. grand junction job pricing report March 2023 rev 1 (1)

CITY OF GRAND JUNCTION

ORDINANCE NO.

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

RECITALS.

On December 7, 2022, the City Council approved Ordinance 5112 appropriating money to defray the expenses of and setting the 2023 budget for the City. That appropriation included a budgeted three percent (3%) wage increase for City employees, except the Municipal Judge, City Attorney and City Manager.

The City Council has three employees, the Municipal Judge, the City Attorney, and the City Manager. Pursuant to the City Charter and the Grand Junction Municipal Code the salaries of the City Manager, City Attorney and Municipal Judge are set by ordinance. Adoption of a salary ordinance serves to amend the City Manager's employment agreement. The salary of the City Attorney and the compensation paid to the Municipal Judge are established annually by letter on terms established following consideration, and adoption, if at all, of a compensation ordinance.

The Council recently reviewed the performance of the City Manager and the City Attorney and found each to be performing his job duties at or above expectations; the Municipal Judge has a bi-annual review process which was completed last year, and she too was found to be performing well. Accordingly with this ordinance and the prior appropriation as amended, the City Council increases the compensation of those employees by _____ % annually rounded to the nearest whole dollar. As necessary or required to effectuate the purposes hereof, this ordinance shall amend the terms of each employee's employment with the compensation, as established herein, being effective and beginning with City Pay Period 7 with all other terms of employment and benefits being unchanged.

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

That the foregoing Recitals are incorporated by reference and therefore:

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

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

DRAFT

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

The City Council does authorize the President of the City Council to take such action as is necessary or required, consistent with this Ordinance, to affect the same upon second reading and final passage by action of the City Council on the date appointed therefor, and further that the adoption hereof shall serve to amend Ordinance __ appropriating money to defray the expenses of and setting the 2023 budget for the City.

INTRODUCED ON FIRST READING this 19th day of April 2023.

PASSED AND ADOPTED this ___ day of May 2023.

_____
Anna M. Stout
President of the City Council

Attest:

_____
Amy Phillips
City Clerk

DRAFT

# City of Grand Junction

# Market Pricing Analysis: City Manager and City Attorney

**March 2023**

Louis Lazo, Compensation Consultant

Employers Council®

*Employment Law • HR • Training • Surveys*

# Agenda

- Project Overview
- Philosophy Considerations
- Research and Data
- Findings
- Establishing Ranges
- Setting Pay

# Project Overview

## Scope

- Develop a reference group of entities for pricing
- Determine the market price for the City Manager and City Attorney positions.
- Develop pay ranges based on market data
- Maintain transparency so that compensation does not become a “black box” exercise.

# Philosophy Considerations

Market Pricing and Range Development are guided by these underlying principles:

- The market is where you shop for talent or where your talent may shop for other opportunities
- An appropriate Market Price should give Grand Junction the ability to attract and retain qualified and productive employees. Typically, organizations use the median as a competitive reference point.
- The range should have sufficient upside potential to encourage an incumbent at any level to strive for excellence and receive pay consistent with performance.
- The range should be wide enough to allow the organization to attract a range of candidates, from promotion seekers to highly experienced.
- Guarantees equal opportunities so employment-related decisions are made without regard to unlawful discrimination based on sex, race, color, religion, national origin, disability, veteran status, or age.

# Research and Data

- Surveys:
  - Employers Council Publich Employers Survey 2022
  - Payfactor/Payscale data base.  A collection of data from surveys and employer submitted data.

- Reference Groups
  - Original Group:  Cities identified by Grand Junction

  - Recommended group:  A group of Cities and Counties identified based on the following criteria:
    - Cities, Towns, and Counties within Colorado
    - Broad geographic representation
    - Like organizations based on employment size. A standard reference group practice for executive level compensation is to select organizations that are at least half our size and not more than twice our size.  The analysis used 750 as the employment size for Grand Junction and thus the parameters were 375 to1500 employees.

- Data was aged by 3% per year from date of collection to 1 March 2023

# Findings

## Original Reference Group

| Company | "Total current employment size of operation. "_Number of Full-Time Employees: | City Manager aged salary | City Attorney aged salary |
|---|---|---|---|
| City of Littleton | 256 | $ 230,737 | $ 217,325 |
| City of Englewood | 259 | $ 189,406 | $ 182,108 |
| City of Arvada | 694 | $ 257,877 | $ 197,219 |
| City of Loveland | 719 | $ 224,892 | $ 196,658 |
| City and County of Broomfield | 729 | $ 277,109 | $ 212,180 |
| City of Lakewood | 790 | $ 282,039 | $ 213,213 |
| City of Greeley | 877 | $ 269,866 | $ 231,753 |
| City of Longmont | 954 | $ 279,561 | $ 225,357 |
| City of Westminster | 962 | $ 253,575 | $ 247,324 |
| City of Thornton | 1089 | $ 258,621 | $ 230,034 |
| City of Boulder | 1201 | $ 296,525 | $ 250,513 |
| City of Fort Collins | 1520 | $ 316,011 | $ 219,703 |
| Mesa County | 350 | $ 183,150 | $ 183,150 |
| City of Commerce City | 372 | $ 238,050 | $ 205,685 |
| Town of Castle Rock | 532 | $ 226,170 | $ 214,245 |
| | | | |
| | | | |
| Average-original | 754 | $ 252,239 | $ 215,098 |
| 50th-original | | $ 257,877 | $ 214,245 |
| 25th-original | | $ 228,453 | $ 201,452 |
| 75th-original | | $ 278,335 | $ 227,695 |

# Findings

## Recommended Reference Group

| Company | "Total current employment size of operation. "_Number of Full-Time Employees: | City Manager aged salary | City Attorney aged salary |
|---|---|---|---|
| City of Arvada | 694 | $ 257,877 | $ 197,219 |
| City of Loveland | 719 | $ 224,892 | $ 196,658 |
| City and County of Broomfield | 729 | $ 277,109 | $ 212,180 |
| City of Lakewood | 790 | $ 282,039 | $ 213,213 |
| City of Greeley | 877 | $ 269,866 | $ 231,753 |
| City of Longmont | 954 | $ 279,561 | $ 225,357 |
| City of Westminster | 962 | $ 253,575 | $ 247,324 |
| City of Thornton | 1089 | $ 258,621 | $ 230,034 |
| City of Boulder | 1201 | $ 296,525 | $ 250,513 |
| City of Fort Collins | 1520 | $ 316,011 | $ 219,703 |
| Mesa County | 350 | $ 183,150 | $ 183,150 |
| City of Commerce City | 372 | $ 238,050 | $ 205,685 |
| Town of Castle Rock | 532 | $ 226,170 | $ 214,245 |
| County of Montrose | 347 | $ 162,495 | **No data** |
| Summit County Government | 403 | $ 225,910 | $ 245,046 |
| Eagle County | 458 | $ 218,025 | $ 218,723 |
| City of Pueblo | 687 | **No data** | $ 206,545 |
| Pueblo County Government | 1108 | $ 178,550 | $ 144,395 |
| Douglas County Colorado | 1258 | $ 238,883 | $ 222,815 |
| | | | |
| Average-recommended | 792 | $ 243,739 | $ 214,698 |
| 50th-recommended | | $ 246,229 | $ 216,484 |
| 25th-recommended | | $ 225,147 | $ 205,900 |
| 75th-recommended | | $ 275,298 | $ 228,865 |
| | | | |

# Findings

## Reference Groups with Survey Data

- City Manager

| Source | 25th Percentile | Median | Average | 75th Percentile |
|---|---|---|---|---|
| Original Reference Group | $228,543 | $257,877 | $252,239 | $278,355 |
| **Recommended Reference Group** | **$225,147** | **$246,229** | **$243,739** | **$275,298** |
| Employers Council Public Employers Survey 2022<br>All Colorado Organizations | $169,765 | $207,000 | $202,908 | $237,539 |
| Payfactors data<br>Government entities, 500 to 1,000 employees<br>National Data<br>City Manager data point | $142,400 | $158,000 | $164,800 | $196,300 |

# Findings

## Reference Groups with Survey Data

- City Attorney

| Source | 25th Percentile | Median | Average | 75th Percentile |
|---|---|---|---|---|
| Original Reference Group | $201,452 | $214,245 | $215,098 | $227,695 |
| **Recommended Reference Group** | **$205,900** | **$216,484** | **$214,698** | **$228,865** |
| Employers Council Public Employers Survey 2022<br>All Colorado Organizations | $191,479 | $214,781 | $205,639 | $228,421 |
| Payfactors data<br>Government entities, 500 to 1,000 employees<br>National Data<br>(Managing Attorney data point) | $190,500 | $217,500 | $219,800 | $239,700 |

# Establishing Ranges

- Market data informs the development of a pay structure to be used to set and manage pay levels for incumbents and future hires.
- Ranges are typically defined by a minimum, a midpoint, and a maximum.
- When the midpoint is set using the median/average data points, the minimum of the range should contain the 25$^{th}$ percentile of the market and the maximum should contain the 75$^{th}$ percentile of the market
- At executive levels in government ranges are typically 40% to 50% from minimum to maximum.
- The midpoint of the range represents the rate that would be appropriate for an incumbent who possesses the required skills and experience to perform the job at an acceptable level.
- Range illustrations are based on Recommended Reference Group data

# Establishing Ranges

- Traditional Range, 40% spread, midpoint based on median and average data

| Title | Minimum | Midpoint | Maximum |
|---|---|---|---|
| City Manager | $204,000 | $245,000 | $286,000 |
| City Attorney | $179,000 | $215,000 | $251,000 |

- In a traditional range incumbent pay is set based on performance, experience and education. An incumbent that consistently performs as expected should be paid at or near the midpoint. Incumbents with less than average experience and education and who perform below average expectations for the job will be paid below mid point and those with more than average performance, education, and experience will be paid above the mid point.

# Establishing Ranges

- Performance Range - 40% spread, midpoint based on median and average data

| Title | Entry Developmental Range Low (Minimum) | Entry Developmental Range High | Fully Qualified Range Low | Fully Qualified Range High | Mastery Range Low | Mastery Range High (Maximum) |
|---|---|---|---|---|---|---|
| | | | | | | |
| City Manager | $204,000 | $230,000 | $230,000 | $258,000 | $258,000 | $286,000 |
| City Attorney | $179,000 | $202,000 | $202,000 | $228,000 | 228,000 | $251,000 |

- In a performance range, pay should reflect the employee's performance history and will be influenced by the levels of skill, education, knowledge, and experience applied to the position.

# Setting Incumbent (or candidate) Pay

- The general question for setting pay is: Could you buy more or less, in terms of talent/performance, with your current budget (incumbent pay)?
  - If you can buy more, you may have a performance shortfall. Incumbent performance should improve to achieve pay/performance equilibrium.
  - If you can only buy less, you may have an economic problem. Your incumbent may be more valuable in the market and may be at risk of leaving.
  - Considering the performance range, the following guidelines can be used to determine the proper range segment for an employee or candidate:
    - Entry/Developmental Range: Employees or candidates that are new to a position or are still developing the required skills will be paid near the minimum.
    - Fully Qualified Range: Employees or candidates that have all the required education, skills, and experience, and where it is reasonable to expect that the individual can immediately fully perform in the position will be paid near the mid-point.
    - Mastery Range: Employees or candidates whose education, experience, or skills, or whose performance history is beyond the average expected for the position will be in this range.

**Grand Junction City Council**

**Regular Session**

**Item #7.a.**

**Meeting Date:** April 19, 2023

**Presented By:** Randi Kim, Utilities Director

**Department:** Utilities

**Submitted By:** Randi Kim

## Information

### SUBJECT:

Contract for Conceptual Design Services for Gunnison River Reservoirs

### RECOMMENDATION:

Authorize the City Purchasing Division to enter into a Contract with Burns & McDonnell of Centennial, CO for conceptual design services for the Gunnison River Reservoirs Project in the amount of $204,157.00.

### EXECUTIVE SUMMARY:

This engineering services contract with Burns & McDonnell, if approved, will determine the feasibility of conversion of two gravel pits along the Gunnison River into water storage reservoirs and develop a conceptual design for the reservoirs and associated intake, pump station, pipeline, and return flow.

### BACKGROUND OR DETAILED INFORMATION:

In 2021, the City completed a long-term water supply and infrastructure planning study which evaluated the firm yield of the City's primary water supply, the Kannah Creek watershed, in comparison with the 50-year projected demand. The study projected that the average demand would exceed the firm yield by 2039 and a secondary water supply would need to be developed to meet the projected demand. One of the options identified by the study is to use the City's Gunnison water right.

Two gravel pits along the Gunnison River are approaching their useful life and could potentially be converted to water storage reservoirs. One reservoir, owned by Elam Construction, is adjacent to the City's intake structure on the Gunnison River and the water treatment plant. The second reservoir, owned by Whitewater Construction, is upstream from the City's water treatment plant.

The City received a grant in the amount of $263,949 from the Colorado Water Conservation Board under the Colorado Water Plan program to conduct a feasibility study for the proposed Gunnison River Reservoirs Project. The project will provide 1,700 acre-feet of new water storage and would serve both municipal and irrigation use as well as provide environmental benefits.

Direct municipal use can be accomplished through upgraded pump station facilities and the existing pipeline to the Grand Junction water treatment plant. One of the reservoirs is located near Grand Junction's decreed Gunnison River water right and would be used to settle Gunnison River water prior to pumping.

Water rights protection can be accomplished through using the reservoirs as a source of augmentation water. This would allow Grand Junction to operate its junior water rights in Kannah Creek during a call and provide supplemental water to the river system. Both reservoirs could be used for this purpose.

A potential pipeline from the reservoirs to the Orchard Mesa Irrigation District will allow for enhanced irrigation system efficiency and simultaneously provide for additional flow to be delivered into the Colorado River's environmentally sensitive 15-Mile Reach at the Orchard Mesa hydropower plant. This pipeline can be further extended to the City of Clifton's water treatment plant as a redundant water source for the Clifton Water District and Grand Junction.

The engineering services provided by Burns & McDonnell will include the following tasks: land and easement acquisition evaluation, engineering and geotechnical assessment to evaluate the feasibility of converting the two gravel pits to water storage reservoirs, conceptual design and cost estimates for the reservoirs, pump station, and pipeline.

Burns & McDonnell had previously provided engineering services in support of the City's long-term water supply and infrastructure planning study including an evaluation of the treatment options for the Gunnison River water source. Based on the results of this work, Burns & McDonnell assisted with the development of the grant application for the Gunnison River Reservoirs Project. Due to the knowledge and previous experience that Burns & McDonnell brings to this project, Staff recommends the selection of Burns & McDonnell without competition as allowed by Section 12.2(c) of the City's Purchasing Policy and Procedure Manual.

## FISCAL IMPACT:

The expense for this project is included in the 2023 Adopted Budget in the Water Fund.

## SUGGESTED MOTION:

I move to (authorize/not authorize) the City Purchasing Division to enter into a contract with Burns & McDonnell of Centennial, CO for Conceptual Design Services for Gunnison River Reservoirs in the amount of $204,157.00.

## Attachments

1. Figure 1 Project Overview Map

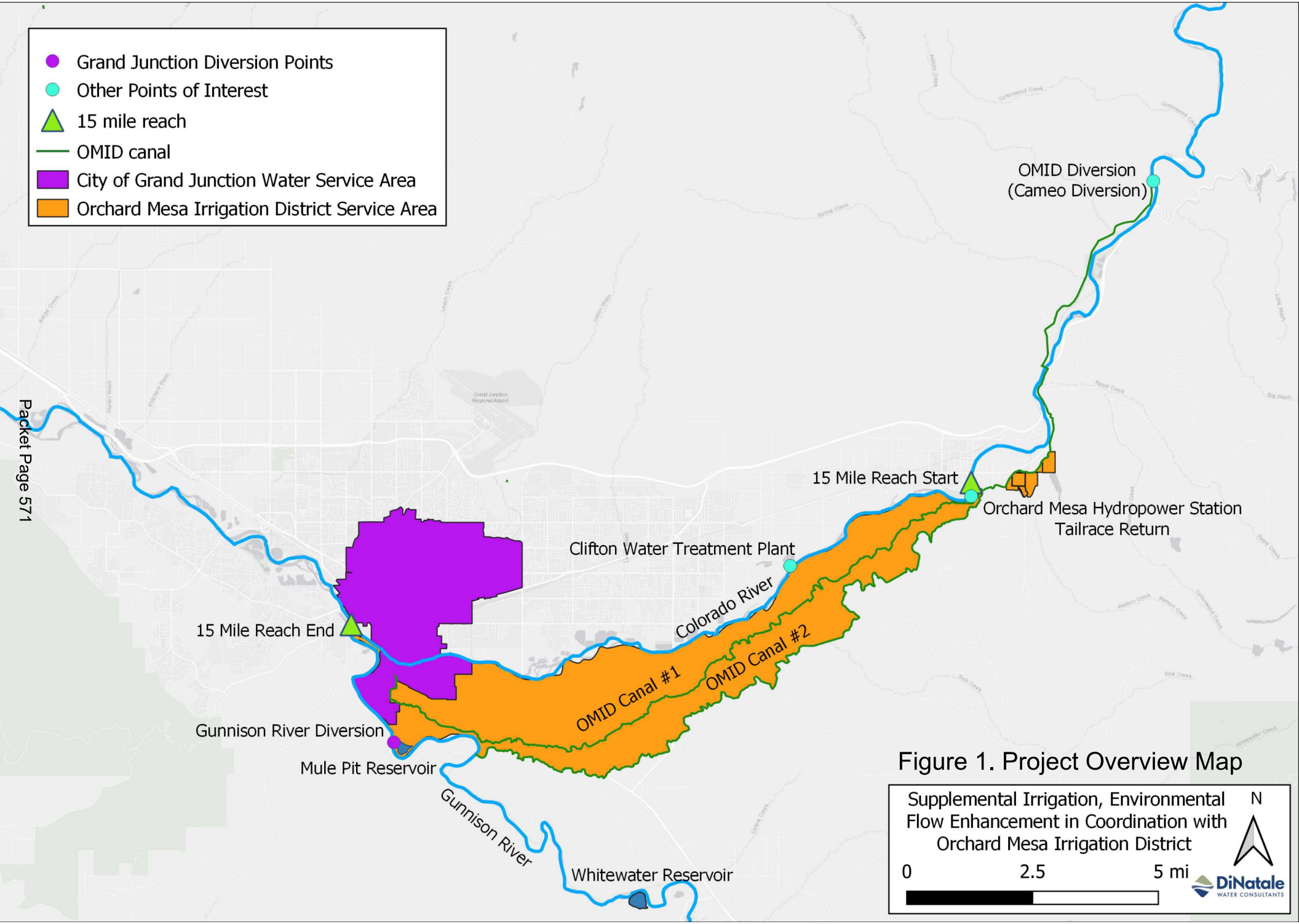



Figure 1. Project Overview Map

**Grand Junction City Council**

**Regular Session**

**Item #7.b.**

| | |
|---|---|
| **Meeting Date:** | April 19, 2023 |
| **Presented By:** | Trenton Prall, Public Works Director, Jay Valentine, General Services Director |
| **Department:** | Public Works - Engineering |
| **Submitted By:** | Trent Prall, Public Works Director |

## Information

### SUBJECT:

Construction Contract for 2023 Street Maintenance Curb Ramps and Driveways

### RECOMMENDATION:

Authorize the City Purchasing Division to enter into a Contract with Agave Construction, LLC of Grand Junction, CO for the 2023 Contract Street Maintenance Curb Ramps Project in the amount of $841,968.20.

### 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 along Patterson Road and 30 Road in order to meet Americans with Disabilities Act (ADA) compliance prior to the Patterson Road Street Maintenance Program later this year and 30 Road Maintenance Program projected in 2024.

### BACKGROUND OR DETAILED INFORMATION:

This contract will replace various defective concrete elements along Patterson Road between 30 Road and Lodgepole and along 30 Road between Teller Court and D Road prior to Street Maintenance Projects, in order to meet ADA requirements.

It will include the removal and replacement of approximately: 875 square yards of concrete intersection corners; and 1,950 square yards of driveway.

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. Only one company

submitted a formal bid and was found to be responsive and responsible in the following bid amount:

| Firm | Location | Bid Amount |
|---|---|---|
| Agave Construction, LLC | Grand Junction, CO | $841,968.20 |

A cost breakdown analysis shows the following relative costs for each road:

| | |
|---|---|
| **Patterson Road** (from 30 Road to Lodgepole Drive) | $321,837.80 |
| **30 Road** (from Teller Court to D Road) | $520,130.40 |

This project is scheduled to begin in mid-May with an expected final completion date of the middle of July.

Per Section 10.10 of the Purchasing Manual, all solicitation documents shall remain confidential until the Purchasing Division awards the contract.

**FISCAL IMPACT:**

This cost of this project is included in the 2023 Adopted Budget.

**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 Contract Street Maintenance Curb Ramps Project in the amount of $841,968.20.

**Attachments**

None

**Grand Junction City Council**

**Regular Session**

**Item #7.c.**

| | |
|---|---|
| **Meeting Date:** | April 19, 2023 |
| **Presented By:** | Trenton Prall, Public Works Director, Jay Valentine, General Services Director |
| **Department:** | Public Works - Streets |
| **Submitted By:** | Jay Valentine, General Services Director |

## Information

### SUBJECT:

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

### RECOMMENDATION:

City Council discussion regarding reconsideration of the prior action of not awarding a contract to Sorter Construction.

### EXECUTIVE SUMMARY:

At the April 5, 2023 meeting, the City Council did not approve a contract with Sorter Construction Inc. for its bid of $657,482.80 to reconstruct an existing section of asphalt trail with concrete on the Riverfront Trail from Leach Creek to the Redlands Parkway Bridge. Some members of the City Council asked for reconsideration of that action.

### BACKGROUND OR DETAILED INFORMATION:

At the April 5, 2023 meeting, the City Council did not approve a contract with Sorter Construction Inc. for its bid of $657,482.80 to reconstruct an existing section of asphalt trail with concrete on the Riverfront Trail from Leach Creek to the Redlands Parkway Bridge. Some members of the City Council asked for reconsideration of that action. The 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. Sorter Construction Inc. was the low bidder at $657,482.80; the Council may or may not accept that bid as it deems proper.

### FISCAL IMPACT:

A total of $500,000 is in the 2023 Adopted Budget. As indicated in the attached capital project description, and as articulated in 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 in-house approach. The in-house work could be completed well within the original budget of $500,000. However, should City Council decide to move forward with the $657,482.80 contract for the outsourced project, an additional $157,483 will need to be included and approved in a future supplemental appropriation.

**SUGGESTED MOTION:**

I move to (approve/not approve) a contract with Sorter Construction Inc. for its bid of $657,482.80 to reconstruct an existing section of asphalt trail with concrete on the Riverfront Trail from Leach Creek to the Redlands Parkway Bridge.

## Attachments

1. Pages from 2023 Adopted Capital Descriptions (3)

"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.

**Grand Junction City Council**

**Regular Session**

**Item #8.a.**

**Meeting Date:** April 19, 2023

**Presented By:** Greg Caton, City Manager

**Department:** City Manager's Office

**Submitted By:** Johnny McFarland, Asst. to the City Manager

## Information

### SUBJECT:

Discussion and Direction on Remaining ARPA Funds and Consideration of REC Funding Request

### RECOMMENDATION:

This item is for discussion and potential direction.

### EXECUTIVE SUMMARY:

This item is to consider options for utilizing the remaining balance of ARPA funds and consideration of the funding request submitted by Riverside Educational Center (REC).

### BACKGROUND OR DETAILED INFORMATION:

At the April 10 Special Council Workshop, Council requested this topic be added to the agenda to discuss potential options for utilizing the remaining ARPA funds. The remaining balance of ARPA funds is $2,643,527 if CEC is funded for $990,006 and $3,693,533 if CEC is not funded.

Additionally, the off-cycle funding request received by the City from Riverside Educational Center (REC) in January 2023, in the amount of $300,000, could be a potential allocation of funding from remaining ARPA funds. This request could also be funded by other City resources including the General Fund Reserve. Currently, the General Fund projected ending fund balance for 2023 is $40.1 million with $28.9 million restricted (including minimum reserve), leaving $11.2 million in funds available above that restricted amount.

### FISCAL IMPACT:

If City Council chooses to allocate additional ARPA funds or General Fund Reserve, a supplemental appropriation ordinance will be required for first reading on May 3 and second reading on May 17.

**SUGGESTED MOTION:**

## Attachments

None

**Grand Junction City Council**

**Regular Session**

**Item #8.b.**

**Meeting Date:** April 19, 2023

**Presented By:** Greg Caton, City Manager

**Department:** City Manager's Office

**Submitted By:** Johnny McFarland, Asst. to the City Manager

## Information

### SUBJECT:

Consideration of Additional ARPA Funding to Grand Valley Catholic Outreach

### RECOMMENDATION:

This item is for Council discussion and possible direction.

### EXECUTIVE SUMMARY:

This item is to consider increasing the ARPA funding allocated to Catholic Outreach above the $1,000,000 already approved by City Council.

### BACKGROUND OR DETAILED INFORMATION:

On February 15, Council approved the initial funding amount of $1,000,000 as recommended by the ARPA Committee for the Catholic Outreach Mother Teresa Place project. At the April 10 Special Council Workshop, Council discussed the option of increasing the amount of ARPA funding allocated to Catholic Outreach for this project. The amount of additional funding, if any, is to be determined by Council during this discussion.

The remaining balance of ARPA funds is $2,643,527 if CEC is funded for $990,006 and $3,693,533 if CEC is not funded.

### FISCAL IMPACT:

If City Council chooses to allocate additional ARPA funds, a supplemental appropriation ordinance will be required for first reading on May 3 and second reading on May 17.

### SUGGESTED MOTION:

I move to (approve/not approve) providing additional ARPA funding to Catholic Outreach in the amount of $_____.

## Attachments

None