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**URBAN TRAILS COMMITTEE AGENDA
CITY HALL AUDITORIUM, 250 N 5th STREET**

WEDNESDAY, JUNE 12, 2024 - 5:30 PM

Call to Order/Announcements

1. Welcome new members

Approval of Minutes

1. May Minutes

Action Items

1. 7th Street Steering Committee - UTC appointment
2. Dos Rios Bridge - ATIIIP Grant Letter of Support

Discussion Items

1. Center for Independence introduction and discussion
2. Carshare overview and focus groups invitation to apply
3. Get to Know Your City
4. Technical Training discussion
5. 2025 Budget discussion

Updates

1. Living Streets subcommittee
2. Active Transportation (bike/ped) Counts subcommittee

Other Business/Public Comment

Adjournment

Urban Trails Committee – Minutes – May 8, 2024 – Regular Meeting

Attendees: Athena F., Steve M., Brooke C., Brent S., Diana R., Mike H., Kristen B., Jason N.

Staff/Ex-Officio: Henry Brown, Trent Prall, Anita Sheetz, Jenny Nitzky, Andy Gingerich

Guests:

Minutes

Call to Order/Announcements: Meeting called to order at 5:34.

Meeting Minutes

1. March Minutes
Diana moves to approve, Brooke seconds, unanimous approval.
2. April Minutes
Brooke moves to approve, Diana seconds, unanimous approval.

Action Items

1. Infrastructure Priorities Ranking
Henry presented the updated list. Kristen requested more orientation next year.

Diana moves to accept as rated by the Committee, Brooke accepts, unanimous approval.
2. Special Workshop – New member orientation
Brooke moves to have a Special workshop on May 22 for new member orientation. Kristen seconds, unanimous approval.

Discussion Items

1. Sustainability and Adaptation Plan & Urban Heat Island updates
Jenny Nitzky, Sustainability Coordinator presented for on Urban Heat Island mapping, volunteer campaign to drive and measure temperatures around the city on July 27 or backup on August 3, or August 17 as double backup. Morning, mid-day, and nighttime shifts. More info to come on June 2, Heat Awareness Day.
Committee asked about what outcomes can come out of the research, density of development, color of rooves, or building materials to help inform mitigation approaches from a built environment.

Jenny Nitzky shared 95% draft Sustainability and Adaptation Plan, focusing on overall goals. Committee discussion included if Persigo methane recapture is reapplied elsewhere, Trent shared that it is not too replicable in smaller communities, but has been presented across the country. The Committee asked if the County is working on anything similar to the SAP, Jenny shared that their focus remains on waste and not so broad. The City usually adopts things like this first, then other neighboring governments may follow.
2. Low Cost Improvements
Henry presented the previous cycle's infrastructure priorities. Henry will make the form available continuously for adding items ongoingly.

Updates

1. Engineering
Trent shared that 4th and 5th are under negotiation with striping companies. F ½ is underway, 24 Rd is undergoing landscaping. C ½ RFT is going to Council next week for acquisition of Skinner property.

2. Living Streets Subcommittee

Steve presented updates from the April meeting, where Jimmy shared a timeline and plan for outreach to neighborhoods about vision.

3. Pedestrian & Bicycle Counts Subcommittee

Diana shared updates for Counts on May 4, 7, and 9. A few more volunteers are needed for Thursday, May 9. An afterparty will celebrate the volunteers; UTC and Council are invited to join at Ramblebine at 6:30 PM on 5/9.

4. Shared Micromobility Update

Tabled due to lack of time.

5. Bike Month

Henry shared the calendar in the agenda.

Public Comment

Adjournment

Diana moves to adjourn at 7:06.

DRAFT



7th Street – Development of an Active Transportation Facility

June 2024

Why Active Transportation?

- One Grand Junction Comprehensive Plan strategy 4.1:
 - To “Continue to develop a safe, balanced, and well-connected transportation that enhances mobility for all modes.”
- Pedestrian and Bicycle Plan Objective Q1:
 - To “install high-comfort bike facilities on the Active Transportation Corridors as recommended.”

Why 7th Street?

- Centrally located within Grand Junction.
- The only corridor to continuously connect the Riverfront Trail to north of I-70.
- City is investing in multi-modal infrastructure along 26 ½ Road, north of Horizon Drive.
- The most popular route for accessing the Riverfront Trail from Downtown.
- Provides access to many civic facilities, medical services, and important commercial areas, in addition to GJHS and Tope Elementary School.
- Represented on the High Injury Network as it has a high frequency of crashes impacting vulnerable road users along the corridor between Pitkin Avenue and Horizon Drive.
- Rated High and Medium Priority for both sidewalk and cycling facilities in the PBP.

Plan

- City has contracted with KLJ Engineering (currently working on plan for northern extension for 26 ½ Road, including trail facility) to evaluate options for 7th Street.
- Motor vehicle traffic analysis reveals existing Level of Service (baseline) & Pedestrian/Bicycle volumes are estimated via Streetlight data.
- Steering Committee and public will provide input on different options.
- Team will recommend a viable alternative.
- Implementation funded separately, indeterminate timing.

Timeline

- Steering Committee convenes on 6/18 for first of three sessions.
- Pop-up booth at 7/11 Market on Main to inform public about possible alternatives.
- Possible demonstration activities if lane reductions are determined to be viable.
- Wrap-up with study recommendations by end of year.

The Ask – Steering Committee Appointment

Representation from key stakeholder groups:

- Urban Trails Committee
- Historic Preservation Board
- One Riverfront Commission
- Colorado Mesa University
- School District 51
- St. Mary's Hospital
- Grand Valley RTPO/GVT
- The Art Center of Western Colorado
- CDOT
- Downtown Development Authority
- Chamber of Commerce
- Business owners or residents along 7th Street
- At-large representation

US Department of Transportation
Federal Highway Administration
1200 New Jersey Avenue SE
Washington, DC 20590
(202) 366-4000



Subject: Letter of Support – Dos Rios Bridge Planning Grant

12 June 2024

On behalf of Grand Junction’s Urban Trails Committee, we are pleased to express our support for the City in their application to the Active Transportation Infrastructure Investment Program for a grant to support the planning and design of the Dos Rios multimodal bridge. This infrastructure represents a crucial step toward meeting Grand Junction’s aims of providing strong bicycle and pedestrian connections for all residents and visitors in the city.

As an advisory committee to City Council, the Urban Trails Committee is tasked with providing guidance to elected officials and City Staff on programming, policy, and physical infrastructure to ensure our entire community has access to safe, comfortable, and right-sized transportation options to meet their daily needs. We wholeheartedly endorse the City of Grand Junction’s proposal to build a multimodal pedestrian & bicycle bridge connecting Riverfront at Dos Rios to Downtown Grand Junction. This project has been on the Urban Trails Committee’s Infrastructure Priorities List for multiple years, as it would provide the most direct access between the historic and walkable Downtown area and developing Riverfront at Dos Rios.

The project is about connectivity, safety, and accessibility. The Riverfront at Dos Rios adjoins the backbone of Grand Junction’s active transportation network: the Riverfront Trail, which now runs nearly continuously across the Grand Valley from Loma and Fruita to Palisade. The Riverfront Trail provides access to popular recreational trails in the Colorado National Monument and other City, State, and Federal Open Space. However, it is disconnected from Downtown, with 1 mile separating Downtown shops and hotels from Riverfront amenities, including two at-grade crossings of the Union Pacific Railroad. The Dos Rios Bridge, made possible through by these grant funds, will cut travel distance in half, making it easier for residents and visitors to access the transportation and recreation offerings developing at Dos Rios and elsewhere along the Riverfront Trail. Additionally, this project will significantly improve accessibility to jobs and key destinations. The bridge will be designed to be comfortable and accessible to all active transportation users, including young children, older adults, and those with disabilities, ensuring that it meets the needs of all users and promotes inclusivity and accessibility.

Grand Junction is a vibrant, small, but quickly growing community. The Urban Trails Committee supports managing the impact of that growth by creating options for all residents and visitors to right-size their travel modes, including for trips to and along the Riverfront Trail. With support from the Active Transportation Infrastructure Investment Program and the Federal Highways Administration, the City can continue its commitment to investing in safe and connected active transportation facilities to enhance the quality of life for residents.

Thank you for considering The City of Grand Junction as a recipient of your funding.

Sincerely,
The City of Grand Junction Urban Trails Committee

Athena Fouts
Chair, Urban Trails Committee

Dr. Stephen Meyer
Vice Chair, Urban Trails Committee



Could Carshare Help You Get Around Town?

Join a focus group.

The City needs community feedback. Share your travel experiences & challenges.

Participate & receive a \$25 grocery gift card.

Space is limited, register today >>



CARSHARE IN GRAND JUNCTION



Convenient: Hourly or by-the-mile rental. Reserve online, pick up & return.



Affordable: Modest fees - lower than ownership or lease payments.



Flexible & Green: Low-emission vehicles, payment options & locations.



LEARN MORE: EngageGJ.org/Carshare





¿Podría CarShare ayudarle a desplazarse por la ciudad?

Únase a un grupo de enfoque.

La ciudad esta buscando comentarios sobre experiencias y desafíos en movilidad. Participe y reciba una tarjeta de regalo de \$25.

El espacio es limitado, Regístrese hoy >>



CARSHARE EN GRAND JUNCTION



Conveniente: Alquiler de vehículo por horas. Reserva en línea, recoge y devuelve.



Económico: Modestas tarifas; más bajas que comprar un vehículo.



Flexible y Ecológico: vehículos de bajas emisiones, con distintas opciones de pago y varias ubicaciones.



Más información: EngageGJ.org/Carshare





Budget Discussion

Urban Trails Committee June 2024

Adopted 2024 Budget

■ Grants

- EV Carshare planning - \$6,000 match
- ~~City fleet eCargo bikes - 2023 FY~~
- ~~Local eBike programs~~

■ Infrastructure & Equipment

- ~~Wayfinding~~
- ~~Public restrooms~~
- Trail sweeper - E&T
- ~~Developer match for key connections~~
- ~~Developer incentives for bicycle friendliness~~
- Grants for Bicycle Friendly Businesses - ✓
- ~~Expanding street sweeping to include county~~
- Ride Report subscription - ✓
- ~~Permanent active transportation counting~~
- ~~City Hall improvements~~
- ~~Facilities pilots (e.g., canal bridges)~~

■ Personnel

- Mobility mapping specialist - Mobility Intern
- Education & outreach specialist - Mobility Fellow
- ~~Trail sweeper (split with T&E)~~
- Conferences & Seminars - ✓

■ Planning & Engagement

- ADA Outreach - combined with below
- General Outreach - ✓
- Better Block/living streets - ✓
- ~~Bikeshare~~
- ~~Lighting Needs Assessment~~
- League Certified Instructor Trainings - ✓
- Bike to Work Day - ✓
- Pedestrian & Bicycle Counts - ✓
- ~~Bicycle co-op grant~~
- UTC Dinner - ✓

Henry's 2025 Budget Request

■ Grants

- Capital: 26 ½ Road Bridge, Dos Rios Bridge (E&T)
- Safe Streets for All Demonstration (E&T)
- EV Carshare pilot
- eBike to Work program

■ Services & Incentives

- Various GVT service expansions (E&T)
- League Certified bike Instruction
- Teachers' Incentive Program
- Developer incentives
- ADA improvements for DDA & Horizon Drive
- Increased sweeping operations (General Services)

■ Personnel & Subscriptions

- Mobility Mapping Intern
- Mobility Fellow
- Conferences & Seminars
- Trainings & Certifications
- Ride Report (General Services)

■ Outreach & Engagement

- General Outreach
- Safety equipment giveaways
- Living Streets demonstration
- Cycling Community Center
- Bike Months
- Pedestrian & Bicycle Counts
- UTC Dinner

■ Plans

- Indian Wash Trail Visionary Plan
- Horizon Trail Engineering (E&T)
- G Road Trail Plan

■ Infrastructure & Equipment

- Indian Wash Bridge @ Gunnison (28 Road)
- 24 Road Bridge (Leech Creek) Engineering (E&T)
- Wayfinding (E&T)
- Public restrooms (P&R)
- Permanent active transportation counting
- City Hall improvements (General Services)

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:** 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,” 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, swag 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.