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**GRAND JUNCTION CITY COUNCIL
MONDAY, JANUARY 13, 2025
WORKSHOP, 5:30 PM
FIRE DEPARTMENT TRAINING ROOM
625 UTE AVENUE**

1. Discussion Topics

- a. Discussion on Moving Elections to November
- b. 4th and 5th Street Update

2. City Council Communication

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

3. Next Workshop Topics

4. Other Business

What is the purpose of a Workshop?

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

How can I provide my input about a topic on tonight's Workshop agenda?

Individuals wishing to provide input about Workshop topics can:

1. Send input by emailing a City Council member ([Council email addresses](#)) or call one or more members of City Council (970-244-1504)
2. Provide information to the City Manager (citymanager@gjcity.org) for dissemination to the City Council. If your information is submitted prior to 3 p.m. on the date of the Workshop, copies

will be provided to Council that evening. Information provided after 3 p.m. will be disseminated the next business day.

3. Attend a Regular Council Meeting (generally held the 1st and 3rd Wednesdays of each month at 5:30 p.m. at City Hall) and provide comments during "Public Comments."



Grand Junction City Council

Workshop Session

Item #1.a.

Meeting Date: January 13, 2025
Presented By: Selestina Sandoval, City Clerk
Department: City Clerk
Submitted By: Selestina Sandoval

Information

SUBJECT:

Discussion on Moving Elections to November

EXECUTIVE SUMMARY:

Mesa County Elections has asked the City to move future elections from April to November in order to ensure that we can continue coordinating this function with them.

BACKGROUND OR DETAILED INFORMATION:

In 2020 Mesa County Elections discontinued conducting April elections for Fruita, Palisade and Collbran and asked the City of Grand Junction to consider switching elections to November. A representative of the Secretary of State was involved in email communications with the County Clerk and Recorder and City Clerk at that time and recommended that counties not participate in off-cycle elections. Mesa County conducted the 2021 election for the City of Grand Junction, and in May 2021, the Council considered two options in moving forward with future elections (Staff Report and report of past election costs attached):

- 1.) Move the City's Regular Municipal Election from April to November
- 2.) The City Conduct its own election

For many reasons, it was decided that the City would conduct its own election for April 2023, which it did. The cost was \$168,923.71, which included renting equipment, equipping the processing space with cameras, hiring election judges, contracting with vendors to design, print, and mail the ballots, consultant fees for election services, tabulating equipment, and the software for poll books. Months of staff time was devoted to training, writing procedures, and coordinating services with vendors. The last election conducted by Mesa County Elections in 2021 cost the City \$66,187.59.

City Clerk staff met with Mesa County Clerk and Recorder Bobbie Gross and her

Deputy Clerk on June 23, 2023 and after a very productive meeting, Ms. Gross agreed to conduct the City of Grand Junction's April 2025 Regular Election under C.R.S. Title 1. Clerk Gross has asked that Council seriously consider a Charter Amendment to move future elections to November.

Keeping elections in April will require a significant investment in equipment, staff and possibly facilities. It seems less feasible to continue coordinating with the County if the City does not move elections to November, which means the City will be conducting its own elections.

FISCAL IMPACT:

Final cost estimates are still being determined for the coordinated April 2025 election. However, current estimates show a significant increase in the price of the supplies (ballots and envelopes) that the City will solely pay for. For comparison, the last election conducted by Mesa County Elections on behalf of the City in 2021 cost \$66,188; current estimates from Runbeck for the printing and shipping of ballots and envelopes only are approximately \$75,000. In 2023, the City conducted the election and the cost was \$168,924. It is expected that if the City conducts its own April elections, the costs will be more than 2023 due to the need for additional resources, including technology and election judges.

SUGGESTED ACTION:

This matter is for discussion and possible direction. A draft ordinance is attached for Council's review/reference.

Attachments

- 1. Election Ballot Items 2018 - 2023
- 2. Election Staff Report 2021
- 3. Election Costs 2021
- 4. Letter from Bobbie Gross
- 5. Additional Information
- 6. ORD-Charter Amendment Nov Election 20241224

November 2018 Special Election

CITY OF GRAND JUNCTION QUESTION 2A:

SHALL THE CITY OF GRAND JUNCTION LODGING TAX BE INCREASED BY ONE MILLION EIGHT HUNDRED FIFTY THOUSAND DOLLARS (\$1,850,000) IN THE FIRST YEAR (2019), AND BY WHATEVER ADDITIONAL AMOUNTS ARE RAISED ANNUALLY THEREAFTER, BY THE ADOPTION OF AN ADDITIONAL THREE PERCENT (3%) TAX ON THE PRICE PAID FOR LODGING IN THE CITY, WITH THE ADDITIONAL THREE PERCENT (3%) TAX COLLECTED IN THE SAME MANNER AS THE CITY’S LODGING TAX; WITH ALL OR ANY PORTION OF THE NET PROCEEDS OF THE ADDITIONAL 3% LODGING TAX, AS DETERMINED BY THE CITY COUNCIL, BEING COLLECTED, RETAINED AND SPENT TO FUND PROMOTION AND MARKETING FOR TRAVEL AND TOURISM-RELATED ACTIVITIES SUCH AS AND INCLUDING BUT NOT LIMITED TO:

- MARKETING, TRAVEL AND TOURISM-RELATED ACTIVITIES THAT SUPPORT DESTINATION MARKETING OF THE AREA;
- MARKETING, SUPPORTING, AND/OR ARRANGING FOR ADDITIONAL DIRECT AIRLINE SERVICE TO AND FROM GRAND JUNCTION;
- MARKETING, PROMOTING, AND SPONSORING SPORTING ACTIVITIES, EVENTS, TOURNAMENTS, COMPETITIONS AND EXHIBITIONS;

EXCEPT THAT NO VENDOR PROCESSING FEE SHALL APPLY TO THE INCREASE AND SHALL THE REVENUES GENERATED BY SUCH TAX INCREASE AND PROCEEDS BE COLLECTED AND SPENT BY THE CITY AS A VOTER APPROVED REVENUE CHANGE, WITHOUT REGARD TO ANY SPENDING, REVENUE-RAISING, OR OTHER LIMITATION CONTAINED WITHIN ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION OR ANY OTHER LAW?

Yes/For	54.62%	14,484
No/Against	45.38%	12,033
		26,517

April 2019 Regular Election

CITY OF GRAND JUNCTION REFERRED MEASURE 2A

SHALL CITY OF GRAND JUNCTION TAXES BE INCREASED \$5,300,000 ANNUALLY (FIRST FULL FISCAL YEAR DOLLAR INCREASE STARTING IN 2020), AND BY WHATEVER ADDITIONAL AMOUNTS ARE RAISED ANNUALLY IN EACH SUBSEQUENT YEAR, WHICH REVENUES SHALL BE GENERAL FUNDS OF THE CITY AND EXPENDED FOR TRANSPORTATION NETWORK IMPROVEMENTS INCLUDING WITHOUT LIMITATION BUILDING ROAD PROJECTS SUCH AS 29 ROAD AND I-70 INTERCHANGE, 24 ROAD WIDENING, CONSTRUCTION OF THE F1/2 ROAD PARKWAY, IMPROVING RURAL “FARM” ROADS IN THE NORTH AREA, REDLANDS, ORCHARD MESA AND PEAR PARK BY CONSTRUCTING TURN LANES, SIDEWALKS, BIKE LANES, CURB, GUTTER AND COMPARABLE IMPROVEMENTS THROUGH AN ADDITIONAL CITY-WIDE SALES AND USE TAX OF ONE QUARTER PERCENT (.25%) WHICH IS AN INCREASE OF ONE QUARTER CENT ON EACH TEN DOLLAR PURCHASE WITH THE INCREASED SALES AND USE TAX AND ANY EARNINGS FROM THE INVESTMENT OF SUCH REVENUES CONSTITUTING A VOTER APPROVED REVENUE CHANGE AND AN EXCEPTION TO THE REVENUE AND SPENDING LIMITS OF ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION?

Measure 2A	District A	District B	District C	District D	District E	TOTAL
YES/FOR	1,715	1,957	781	1,753	975	7,181
NO/AGAINST	2,055	2,616	1,217	2,487	1,661	10,036

CITY OF GRAND JUNCTION REFERRED MEASURE 2B

SHALL CITY OF GRAND JUNCTION TAXES BE INCREASED \$10,600,000 ANNUALLY (FIRST FULL FISCAL YEAR DOLLAR INCREASE STARTING IN 2020), AND BY WHATEVER ADDITIONAL AMOUNTS ARE RAISED ANNUALLY IN EACH SUBSEQUENT YEAR, WHICH REVENUES SHALL BE GENERAL FUNDS OF THE CITY AND EXPENDED FOR POLICE, FIRE AND EMERGENCY MEDICAL SERVICES AND STATIONS INCLUDING WITHOUT LIMITATION:

- BUILDING, EQUIPPING AND STAFFING NEW FIRE STATIONS AND
- HIRING, EMPLOYING, TRAINING AND EQUIPPING POLICE OFFICERS, FIREFIGHTERS AND EMERGENCY MEDICAL SERVICE (EMS) PERSONNEL (FIRST RESPONDERS) AND 9-1-1 EMERGENCY DISPATCH, CODE ENFORCEMENT AND FIRST RESPONDER SUPPORT EMPLOYEES

THROUGH AN ADDITIONAL CITY-WIDE SALES AND USE TAX OF ONE HALF PERCENT (.50%) WHICH IS AN INCREASE OF ONE HALF CENT ON EACH TEN DOLLAR PURCHASE WITH THE INCREASED SALES AND USE TAX AND ANY EARNINGS FROM THE INVESTMENT OF SUCH REVENUES CONSTITUTING A VOTER APPROVED

REVENUE CHANGE AND AN EXCEPTION TO THE REVENUE AND SPENDING LIMITS OF ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION?

Measure 2B	District A	District B	District C	District D	District E	TOTAL
YES/FOR	2,099	2,647	1,027	2,354	1,263	9,390
NO/AGAINST	1,706	1,947	986	1,927	1,382	7,948

CITY OF GRAND JUNCTION REFERRED MEASURE 2C

SHALL CITY OF GRAND JUNCTION TAXES BE INCREASED \$8,250,000 ANNUALLY (FIRST FULL FISCAL YEAR DOLLAR INCREASE) AND BY WHATEVER ADDITIONAL AMOUNTS ARE RAISED ANNUALLY THEREAFTER BY A THIRTY-NINE HUNDREDTHS OF ONE PERCENT (0.39%) INCREASE IN THE CITY SALES AND USE TAX RATE, COMMENCING JANUARY 1, 2020, AND IN CONNECTION THEREWITH SHALL CITY OF GRAND JUNCTION DEBT BE INCREASED \$79,000,000 MILLION, WITH A MAXIMUM REPAYMENT COST OF \$150,000,000 MILLION, PAYABLE FROM THE REVENUE GENERATED FROM SUCH SALES AND USE TAX RATE INCREASE AND ANY OTHER LEGALLY AVAILABLE REVENUE OF THE CITY, WITH THE PROCEEDS OF SUCH DEBT AND SUCH SALES AND USE TAX RATE INCREASE BEING USED AND SPENT FOR THE CONSTRUCTION AND/OR DEVELOPMENT OF A NEW COMMUNITY CENTER, A PORTION OF MATCHETT PARK, AND IMPROVEMENTS TO THE ORCHARD MESA POOL, GYMNASIUM, LOCKER ROOMS AND RELATED COMMUNITY SPACE AND THE OPERATION OF ALL OF THE FOREGOING; AND SHALL SUCH DEBT BE EVIDENCED BY REVENUE BONDS TO BE SOLD IN ONE OR MORE SERIES FOR A PRICE ABOVE OR BELOW THE PRINCIPAL AMOUNT OF SUCH SERIES AND ON TERMS AND CONDITIONS AND WITH SUCH MATURITIES AS ARE PERMITTED BY LAW, INCLUDING PROVISIONS FOR REDEMPTION OR EARLY PAYMENT OF SUCH REVENUE BONDS WITH OR WITHOUT A PREMIUM; AND SHALL THE CITY BE AUTHORIZED TO ISSUE DEBT TO REFUND THE DEBT AUTHORIZED BY THIS QUESTION AT A HIGHER OR LOWER INTEREST RATE, PROVIDED THAT AFTER THE ISSUANCE OF SUCH REFUNDING DEBT THE TOTAL OUTSTANDING PRINCIPAL AMOUNT OF ALL DEBT ISSUED PURSUANT TO THIS QUESTION DOES NOT EXCEED THE MAXIMUM PRINCIPAL AMOUNT SET FORTH ABOVE, AND PROVIDED FURTHER THAT ALL DEBT ISSUED BY THE CITY PURSUANT TO THIS QUESTION IS ISSUED ON TERMS THAT DO NOT EXCEED THE MAXIMUM REPAYMENT COST AUTHORIZED IN THIS QUESTION; AND SHALL SUCH SALES AND USE TAX RATE INCREASE REMAIN IN EFFECT FOLLOWING THE REPAYMENT OF THE FOREGOING DEBT AT THE SALES AND USE TAX RATE NECESSARY, NOT TO EXCEED THIRTY-NINE HUNDREDTHS OF ONE PERCENT (0.39%), TO OPERATE THE FOREGOING IMPROVEMENTS; AND SHALL THE REVENUE FROM SUCH SALES AND USE TAX RATE INCREASE AND THE PROCEEDS OF SUCH DEBT, TOGETHER WITH THE INVESTMENT EARNINGS DERIVED FROM THE SAME, BE COLLECTED, RETAINED AND SPENT AS A VOTER APPROVED REVENUE CHANGE AND AN EXCEPTION TO THE LIMITS WHICH WOULD OTHERWISE APPLY UNDER ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION OR ANY OTHER LAW?

Measure 2C	District A	District B	District C	District D	District E	TOTAL
YES/FOR	1,737	2,166	910	1,965	1,112	7,890
NO/AGAINST	2,079	2,449	1,097	2,303	1,525	9,453

November 2019 Special Election

CITY OF GRAND JUNCTION REFERRED MEASURE 2A

WITHOUT ANY INCREASE OF ANY EXISTING TAX RATE AND WITHOUT IMPOSING ANY NEW TAXES SHALL CITY OF GRAND JUNCTION, COLORADO (CITY) DEBT BE INCREASED UP TO \$70,000,000.00 WITH A REPAYMENT COST OF UP TO \$114,000,000.00 TO PROVIDE FINANCING FOR THE PURPOSE OF PAYING FOR ALL OR ANY PORTION OF THE COSTS OF THE DESIGN, CONSTRUCTION AND MAINTENANCE OF TRANSPORTATION IMPROVEMENTS WHICH INCLUDE SIDEWALK, ROAD, PEDESTRIAN AND BIKE ROUTE IMPROVEMENTS

- TO B 1/2 ROAD FROM 29 TO 29 3/4 ROADS,

- D 1/2 ROAD FROM 29 TO 30 ROAD,

- F 1/2 ROAD PARKWAY FROM 24 ROAD TO PATTERSON ROAD,

- F 1/2 ROAD FROM 30 TO 30 3/4 ROAD,

- G ROAD FROM 23 1/2 TO 24 1/2 ROAD,

- 24 ROAD FROM PATTERSON ROAD TO I-70,

- 24 1/2 ROAD FROM PATTERSON ROAD TO G 1/4 ROAD,

- 26 1/2 ROAD FROM HORIZON DRIVE TO SUMMERHILL WAY AND INCLUDING A BIKE AND PEDESTRIAN BRIDGE AT I-70,

- A ROUNDABOUT AT HORIZON DRIVE, G ROAD AND 27 1/2 ROAD INTERSECTION,

- AND INTERSECTION AND TURN LANE IMPROVEMENTS AT FIVE LOCATIONS ON PATTERSON ROAD, AND

- IMPROVEMENTS TO RIVER ROAD AND THE REDLANDS PARKWAY NEAR THE JUNIOR SERVICE LEAGUE PARK, INCLUDING A BIKE AND PEDESTRIAN PATH TO CONNECT TO CANYON VIEW PARK;

SHALL SUCH DEBT BE PAYABLE FROM SUCH CITY REVENUES AS THE CITY COUNCIL MAY DETERMINE AND BE ISSUED WITH SUCH TERMS AS THE CITY COUNCIL DETERMINES TO BE NECESSARY AND IN THE BEST INTERESTS OF THE CITY; AND WITHOUT ANY INCREASE OF ANY EXISTING TAX RATE AND WITHOUT IMPOSING ANY NEW TAXES, SHALL THE CITY BE AUTHORIZED BEGINNING IN 2023, TO CONTINUE TO COLLECT, RETAIN AND SPEND, UNTIL NO LATER THAN 2037, ALL REVENUES IN EXCESS OF AMOUNTS WHICH THE CITY IS PERMITTED TO COLLECT, RETAIN, AND SPEND UNDER ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION (TABOR) FOR THE PURPOSE OF PAYING CITY DEBT ISSUED FOR STREET IMPROVEMENT PROJECTS AND TO MAINTAIN NEW AND EXISTING TRANSPORTATION INFRASTRUCTURE?

Yes/For	54.63%	10,372
No/Against	45.38%	8,615
		18,987

November 2020 Special Election

CITY OF GRAND JUNCTION REFERRED MEASURE 2A

WITHOUT ANY INCREASE IN TAXES OR DEBT (UNLESS THE VOTERS AUTHORIZE ANY INCREASE IN THE FUTURE), SHALL THE CITY OF GRAND JUNCTION, COLORADO BE AUTHORIZED TO COLLECT, RETAIN AND SPEND ALL REVENUES OVER THE AMOUNTS WHICH THE CITY IS PERMITTED TO COLLECT UNDER ARTICLE X, SECTION 20 (ALSO KNOWN AS THE TABOR AMENDMENT) OF THE COLORADO CONSTITUTION TO PAY FOR POLICE, FIRE, PARKS AND ANY OTHER GOVERNMENT SERVICES AND IMPROVEMENTS INCLUDING STREET IMPROVEMENT PROJECTS AND TRANSPORTATION INFRASTRUCTURE?

Yes/For	64.24%	22,758
No/Against	35.76%	12,665
		35,423

April 2021 Regular Election

CITY OF GRAND JUNCTION REFERRED MEASURE 2A

SHALL CITY OF GRAND JUNCTION TAXES BE INCREASED BY TWO MILLION NINE HUNDRED THOUSAND DOLLARS (\$2,900,000) IN THE FIRST FULL FISCAL YEAR AND BY SUCH AMOUNTS AS ARE RAISED ANNUALLY THEREAFTER BY INCREASING THE CITY SALES AND USE TAX ON THE RETAIL SALE OF REGULATED MARIJUANA AND MARIJUANA PRODUCTS FROM 3.25% TO 8.25% (WITH AUTHORIZATION THAT THE SPECIAL SALES AND USE TAX OF 5% COULD BE INCREASED IN THE FUTURE ABOVE 5% WITHOUT FURTHER VOTER APPROVAL SO LONG AS THE RATE OF THE SPECIAL SALES AND USE TAXATION DOES NOT EXCEED 15%) AND THE IMPOSITION OF AN EXCISE TAX OF 3% (WITH AUTHORIZATION THAT THE EXCISE TAX OF 3% COULD BE INCREASED IN THE FUTURE ABOVE 3% WITHOUT FURTHER VOTER APPROVAL SO LONG AS THE RATE OF THE EXCISE TAX DOES NOT EXCEED 10%) WHEN UNPROCESSED REGULATED MARIJUANA IS FIRST SOLD OR TRANSFERRED BY A REGULATED MARIJUANA CULTIVATION FACILITY AND IF THE TRANSFER OR SALE IS BETWEEN AFFILIATED REGULATED MARIJUANA BUSINESS LICENSEES THE TAX SHALL BE BASED ON THE AVERAGE MARKET RATE OF UNPROCESSED MARIJUANA, AND IF THE TRANSFER OR SALE IS BETWEEN UNAFFILIATED REGULATED MARIJUANA BUSINESS LICENSEES THE TAX SHALL BE BASED ON THE CONTRACT PRICE, WITH THE REVENUES FROM EXCISE AND THE SPECIAL SALES AND USE TAXES BEING USED FOR THE IMPROVEMENT AND PROTECTION OF THE COMMUNITY AND HEALTH AND WELFARE OF ITS CITIZENS AS FOLLOWS:

- THE ENFORCEMENT OF REGULATIONS ON THE REGULATED MARIJUANA INDUSTRY AND OTHER COSTS RELATED TO THE IMPLEMENTATION OF THE USE AND REGULATION OF REGULATED MARIJUANA AND LAWFUL UTILIZATION OF MARIJUANA; AND
- BUILDING, OPERATING AND MAINTAINING THE HIGHEST PRIORITY(IES) OF THE ADOPTED PARKS AND RECREATION OPEN SPACE (PROS) PLAN WHICH INCLUDE INDOOR AND OUTDOOR RECREATION AND PARK FACILITIES, CAPITAL IMPROVEMENTS AND ENHANCEMENTS TO THE CITY’S PARKS, TRAILS AND OPEN SPACE SYSTEM;

WITH ALL EXPENDITURES SUBJECT TO ANNUAL FINANCIAL AUDIT, AND MAY THE CITY COLLECT, RETAIN AND EXPEND ALL OF THE REVENUES OF ALL OF SUCH TAXES AND THE EARNINGS THEREON AS A VOTER-APPROVED REVENUE CHANGE WITHOUT LIMITATION OR CONDITION UNDER ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION OR ANY OTHER LAW?

Measure 2A	District A	District B	District C	District D	District E	TOTAL
YES	2,417	2,337	1,151	1,991	1,359	9,255
NO	1,442	1,966	900	1,835	1,177	7,320

November 2022 Special Election

CITY OF GRAND JUNCTION REFERRED MEASURE 2A

SHALL THE CITY OF GRAND JUNCTION LODGING TAX BE INCREASED BY \$1,030,000.00 IN THE FIRST YEAR (2023), AND BY WHATEVER ADDITIONAL AMOUNTS ARE RAISED ANNUALLY THEREAFTER. BY THE ADOPTION OF AN ADDITIONAL ONE PERCENT (1%) TAX ON THE PRICE PAID FOR LODGING IN THE CITY. WITH THE ADDITIONAL ONE PERCENT (1%) TAX COLLECTED IN THE SAME MANNER AS THE CITY'S LODGING TAX. AS AMENDED TO 2018. WITH ALL OR ANY PORTION OF THE NET PROCEEDS OF THE ADDITIONAL 1% LODGING TAX. AS DETERMINED BY THE CITY COUNCIL. BEING COLLECTED, RETAINED AND SPENT FOR DEVELOPING, FUNDING, AND IMPLEMENTING. IN ACCORDANCE WITH THE ORDINANCES OF THE CITY OF GRAND JUNCTION AND THIS BALLOT QUESTION. AND CREATING INITIATIVES THAT FACILITATE THE DEVELOPMENT OF PARTNERSHIPS AMONG NON-PROFITS, THE PRIVATE SECTOR, AND GOVERNMENT(S) FOR THE ACQUISITION OF LAND AND/OR BUILDING(S). DEVELOPMENT, OPERATION, MAINTENANCE OF, AND ANY OTHER ACTION(S) BY THE CITY OR IN PARTNERSHIP, TO PROVIDE AFFORDABLE HOUSING FOR HOUSEHOLDS MAKING 80% OR LESS THAN THE AREA'S MEDIAN INCOME. AND FUNDING HOMEOWNERSHIP ASSISTANCE, SHARED AND SWEAT EQUITY PROGRAM(S) AND OTHER PROGRAM(S) TO FACILITATE HOMEOWNERSHIP, AND OTHER ACTION(S) AND PROGRAM(S) NOT INCONSISTENT WITH THESE PURPOSES, EXCEPT THAT NO VENDOR PROCESSING FEE SHALL APPLY TO THE TAX INCREASE. AND SHALL THE REVENUES GENERATED BY SUCH TAX INCREASE AND PROCEEDS BE COLLECTED AND SPENT BY THE CITY AS A VOTER APPROVED REVENUE CHANGE, WITHOUT REGARD TO ANY SPENDING, REVENUE-RAISING, OR OTHER LIMITATION CONTAINED WITHIN ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION OR ANY OTHER LAW?

Yes/For	37.17%	10,849
No/Against	62.83%	18,335
		29,184

CITY OF GRAND JUNCTION REFERRED MEASURE 2B

SHALL THE CITY OF GRAND JUNCTION TAXES BE INCREASED BY \$325,000.00 IN THE FIRST YEAR (2023). AND BY WHATEVER ADDITIONAL AMOUNTS ARE RAISED ANNUALLY THEREAFTER BY THE ADOPTION OF AN EIGHT PERCENT (8%) EXCISE TAX ON THE PRICE PAID FOR SHORT TERM RENTAL ACCOMMODATIONS IN THE CITY. WITH ALL OR ANY PORTION OF THE NET PROCEEDS OF THE EXCISE TAX ON SHORT TERM RENTAL ACCOMMODATIONS, AS DETERMINED BY THE CITY COUNCIL, BEING COLLECTED, RETAINED AND SPENT FOR DEVELOPING, FUNDING, AND IMPLEMENTING. IN ACCORDANCE WITH THE ORDINANCES OF THE CITY OF GRAND JUNCTION AND THIS BALLOT QUESTION. AND CREATING INITIATIVES THAT FACILITATE THE DEVELOPMENT OF PARTNERSHIPS AMONG NON-PROFITS, THE PRIVATE SECTOR, AND GOVERNMENTS) FOR THE ACQUISITION OF LAND AND/OR BUILDING(S), DEVELOPMENT, OPERATION, MAINTENANCE OF, AND ANY OTHER ACTION(S) BY THE CITY OR IN PARTNERSHIP. TO PROVIDE AFFORDABLE HOUSING FOR HOUSEHOLDS MAKING 80% OR LESS THAN THE AREA'S MEDIAN INCOME, AND FUNDING HOMEOWNERSHIP ASSISTANCE, SHARED AND SWEAT EQUITY PROGRAM(S) AND OTHER PROGRAM(S) TO FACILITATE HOMEOWNERSHIP, AND OTHER ACTION(S) AND PROGRAM(S) NOT INCONSISTENT WITH THESE PURPOSES. EXCEPT THAT NO VENDOR PROCESSING FEE SHALL APPLY TO THE TAX INCREASE, AND SHALL THE REVENUES GENERATED BY SUCH TAX INCREASE AND PROCEEDS BE COLLECTED AND SPENT BY THE CITY AS A VOTER APPROVED REVENUE CHANGE. WITHOUT REGARD TO ANY SPENDING, REVENUE-RAISING, OR OTHER LIMITATION CONTAINED WITHIN ARTICLE X, SECTION 20 OF THE COLORADO CONSTITUTION OR ANY OTHER LAW?

Yes/For	26.53%	7,740
No/Against	73.47%	21,432
		29,184

April 2023 Regular Election

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



Grand Junction City Council

Workshop Session

Item #1.b.

Meeting Date: May 3, 2021

Presented By: Wanda Winkelmann, City Clerk

Department: City Clerk

Submitted By: Wanda Winkelmann

Information

SUBJECT:

Future Election Options

EXECUTIVE SUMMARY:

The purpose of this item is for a City Council discussion regarding two options for future elections: 1) move April elections to November or 2) the City conduct its own election.

BACKGROUND OR DETAILED INFORMATION:

The City of Grand Junction has contracted with Mesa County Elections (MCE) for many years to conduct the City’s elections. Council may recall that in 2020, MCE declined to conduct the April elections for Fruita, Palisade, and Collbran citing as the reason the workload required for the Presidential Election in November. Near the same time, County Clerk Peters contacted the City Clerk about the possibility of Grand Junction switching from April elections to November elections; the County Clerk’s position is that it is atypical for counties to run “off-cycle” (e.g. non- November) elections. A representative from the Secretary of State’s office (SoS) was included in those conversations and expressed that the SoS’s recommendation is that counties do not participate in off-cycle elections. As we worked through the Intergovernmental Agreement (IGA) for the April 2021 election, Mesa County Clerk Peters renewed the request that all City elections be conducted in November.

In the event MCE declines to conduct April City of Grand Junction elections, the following are available options. Additionally, the possible next steps if the Council determines to change the City elections from April to November are outlined.

- 1) *The City conduct its own election in April.*

Advantages:

- Ballot contains only City of Grand Junction races and issues.
- No change in timeframe for the Council candidate nomination process.
- Maintain two election cycle options for TABOR questions in odd years.
- Predictability.
- No Charter change required for this option (respects the long-standing Charter provision of April elections).
- City elections are non-partisan; November elections can contain partisan races/issues.

Disadvantages:

- Voter confusion by requiring them to appear at a new location (City Hall instead of Mesa County) to resolve issues, such as receive a replacement ballot, etc.
- Perception that voters are paying twice for election equipment that has already been purchased by the County.
- Costs to purchase equipment, rent ballot processing space (office space) for three months, equip the processing space with cameras, hire and train election judges to process ballots manually (receive, date, scan, conduct signature verification, open envelope, remove ballot stub, unfold the ballot, run ballot through voting equipment), contract with a vendor to design, print, and mail the ballots, and contract with a different vendor to rent ballot equipment to count the ballots and pay vendor consultant fees on Election Day to tabulate the results.
- Extensive amount of staff time for developing and implementing procedures and coordinating services with vendors.
- Staffing costs for an Election Manager (full-time employee salary + benefits) and fees for an Election Consultant (\$8,000 - \$10,000), which would include three onsite visits.
- Extensive amount of staff time every two years to prepare for odd-year elections.

2) Move City elections from April of odd-numbered years to November of odd-numbered years.

Advantages:

- Voter convenience by receiving one ballot that encapsulates local and state issues.
- Voter confidence by having one point of contact for ballots, questions, etc.
- Voter turnout is typically higher during November elections.
- MCE has hundreds of thousands of dollars invested in equipment that scans incoming ballot envelopes and performs signature verification, open envelopes, removes ballots, and utilizes the same tabulator for multiple ballot styles.
- The Secretary of State's Office recommends this option, which is consistent with its recommendation that Colorado counties not conduct off-year municipal elections.
- MCE conducts an election every year and our election would be enfolded into their process.
- The County has a pool of election judges that it draws from to process ballots.
- The Home Rule municipalities that hold November elections and coordinate with the county include Arvada, Aurora, Boulder, Brighton, Commerce City, Englewood, Golden, Greeley, Greenwood Village, Gunnison, Lakewood, Louisville, Loveland, Northglenn, Parker, Pueblo, and Wheat Ridge. Additionally, the Colorado Municipal League (CML)

has reported that thirteen municipalities have switched to a November election since 2017: Haxtun, Monument, Yuma, Eagle, Keenesburg, Mead, Holyoke, Craig, Rifle, Granby, Hot Sulphur Springs, Gunnison, and Palmer Lake.

- Lower cost to the City as the entire election’s expenses would be divided among participating entities.

Disadvantages:

- Charter amendments required and must be voter approved: 1) to change the date of the election (Section 3), 2) to change the date of the canvass (Section 25), 3) to amend the start of the term for City Councilmembers (Section 35), 4) to extend the term of the President of the Council and Councilmembers from April to November for those elected in 2017 and 2019. Code amendment to amend/repeal section 2.20.010 and 020 of the Code of Ordinances (GJMC) to adopt the Uniform Election Code (the State law under which counties run elections).
- One annual opportunity for TABOR question(s).
- Possible perception that sharing ballot space with county and state issues minimizes City issues. Local issues are placed at the end of the ballot and voters may skip them if the ballot is too long. Historically municipal elections do not have the same concerns with “ballot clutter.”
- By Charter (section 6) the City’s elections are non-partisan. Having City Council races on the November ballot may result in increased blurring of that prohibition.
- Candidate nomination period would be changed from January to August.

The next steps are outlined below if Council expresses support to move forward with Charter amendments.

Timeframe	Action
May - June	Possible tours of Mesa County Elections to view equipment and processes
June	City Council consideration of an ordinance amending the Charter; ballot language considered
July	City notifies County Clerk of intent to participate in November 2021 election
August	Agreement with Mesa County approved and signed
September	Ballot language certified to Mesa County
November	Election

FISCAL IMPACT:

As noted above, if the City chooses to run its own elections in April, there will costs associated with 1) hiring personnel and consultants, 2) printing, mailing, and tabulating ballots, 3) additional equipment for the processing center, and 4) renting processing space.

If the City moves elections to November, the City will share election expenses with all participating entities.

Attached is a chart outlining the costs for elections from 2017 - current.

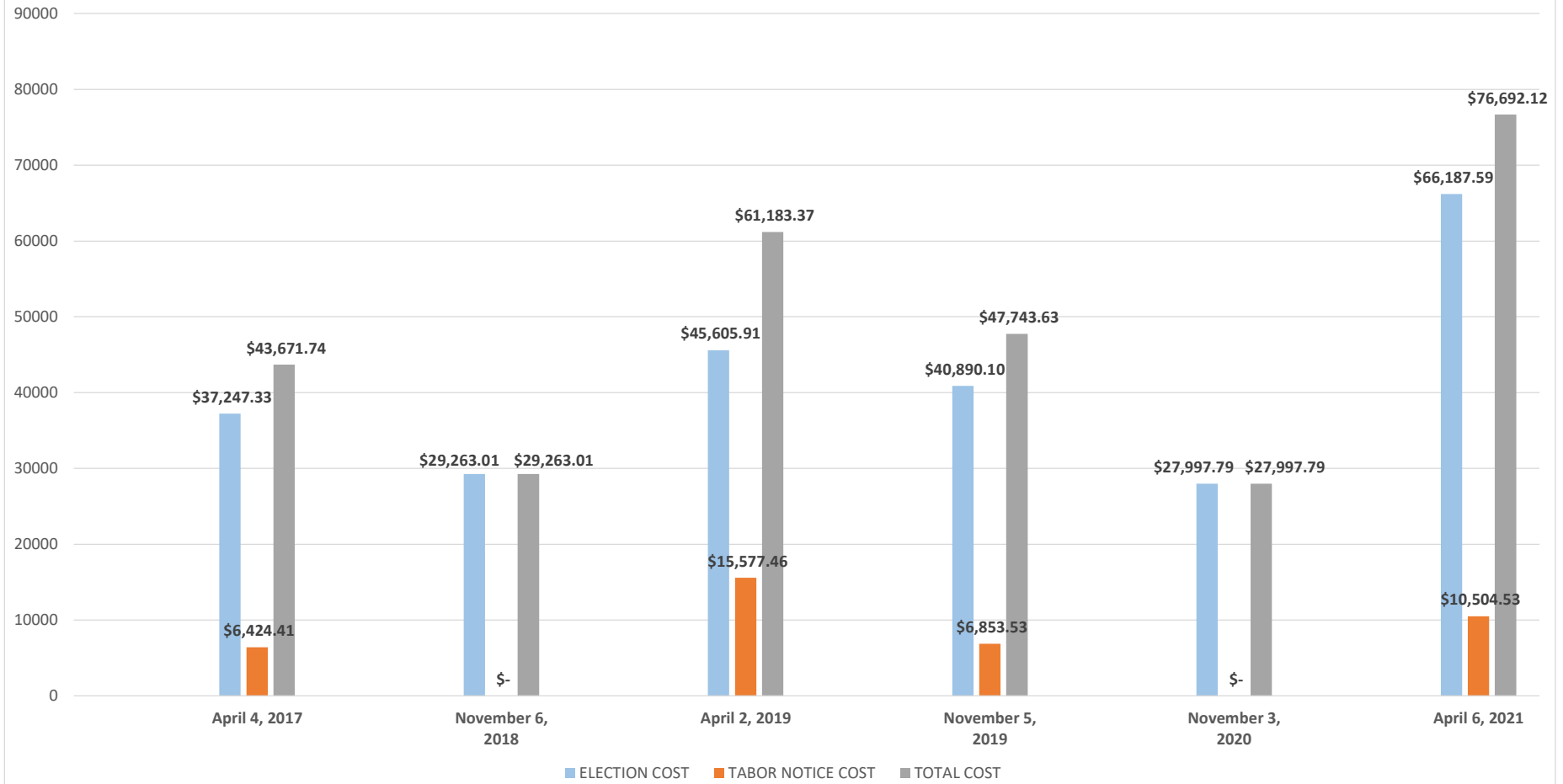
SUGGESTED ACTION:

For City Council discussion and possible direction to staff.

Attachments

1. Election Costs

City of Grand Junction Election Costs





MESA COUNTY
CLERK & RECORDER

Bobbie Gross
Clerk and Recorder
bobbie.gross@mesacounty.us
970-244-1714
970-250-0464

Dear City Manager and Council Members,

I hope this letter finds you well. I am writing to express my strong support for moving the City of Grand Junction Municipal Election from April to November's odd year Coordinated Election cycle, aligning with state and county elections. This change would bring numerous benefits to our community, and I urge you to consider this proposal.

Holding municipal elections in November would significantly increase voter turnout. Studies have shown that voter participation is generally much higher in November elections compared to off-cycle elections held in April. By synchronizing municipal elections with the broader state and county elections, we can ensure that more residents participate in the electoral process, resulting in a more representative government.

Additionally, moving the elections to November would streamline the election process, reducing cost for the city. By consolidating elections, we could save on administrative expenses, such as election staff, equipment, and venue rentals. Consolidating elections into the November cycle would result in lower expenses. As seen in previous election cycles, the City of Grand Junction spent \$168,923.71 for their April 2023 election compared to just \$27,172.92 for the November 2023 coordinated election. This represents a substantial cost reduction, which is made possible by sharing resources with other entities participating in the November election. Additionally, with the state increasing reimbursement from \$0.80 per voter to 45% of the total reimbursable election costs, the savings would only increase further. These savings could be redirected to other important city services or programs that directly benefit residents.

Holding elections in November could reduce voter fatigue. Having multiple elections in different months can be confusing for voters and lead to lower participation. A single, consolidated election day ensures that all issues - local and state - are decided at the same time, making the process more efficient and less overwhelming for voters.

Aligning municipal elections with the November election will bring several benefits, particularly by ensuring that the county can effectively conduct future city elections. Currently, the Clerk and Recorder are not required to oversee municipal elections, and annual legislative changes can create challenges for the county clerk, especially when it comes to assisting with the April municipal elections. The upcoming legislative decisions on vacancy elections may further complicate the spring election calendar, potentially increasing the workload.

Proper election planning requires months of preparation, and with changes to legislation, it could become increasingly difficult for the county to handle municipal elections in the spring. Additionally, municipal elections are governed by a different statute than state and county elections, which can create inconsistencies in the election process. By moving municipal elections to November, we can align election laws, simplifying the process for all involved.

Furthermore, this shift would allow your election to take advantage of essential tools like BallotTrax for ballot notifications and improve accessibility for military, overseas voters, and individuals with disabilities. This alignment would create a more streamlined and efficient election process, ensuring that municipal elections are conducted in the manner consistent with county and state elections.

In conclusion, moving municipal elections from April to November's odd year Coordinated Election cycle would increase voter participation, reduce costs, improve visibility, simplify the election process for voters and align election laws. I urge you to support this important change, which would ultimately benefit our community and strengthen our democracy.

Thank you for your time and consideration.

Sincerely,
Bobbie Gross
Mesa County Clerk and Recorder

Additional Information:

C.R.S. 1-7-116. Coordinated elections - definition. (1) (a) If more than one political subdivision holds an election on the same day in November and the eligible electors for each such election are the same or the boundaries overlap, the county clerk and recorder is the coordinated election official and, pursuant to section 1-5-401, shall conduct the elections on behalf of all political subdivisions whose elections are part of the coordinated election, utilizing the mail ballot procedure set forth in article 7.5 of this title. As used in this subsection (1), "political subdivision" includes the state, counties, municipalities, school districts, and special districts formed pursuant to title 32, C.R.S. ***This statute requires the County Clerk to conduct the City's elections if they are coordinated in November.**

HB21-1071 - On and after January 1, 2023, a statutory city, town or home rule municipality located in a single county that has taken formal action to conduct an election using instant runoff voting may refer the election to be conducted as part of a *coordinated election* by providing written notice to the county clerk and recorder. If the county uses a voting system that is certified for use in an election using instant runoff voting, the county clerk and recorder must conduct the election as part of the *coordinated election*. The municipality referring the election is responsible for any reasonable additional costs the county incurs as a result of conducting an instant runoff voting election, including any licensing costs paid by the county.

***This statute addresses Rank Choice Voting**

State law clarifies the types of proposals that can appear on a statewide ballot in odd-numbered years. Odd-year election proposals are limited to state matters arising under Article X, Section 20 of the Colorado constitution, also known as Tabor. These types of proposals generally involve tax policy changes. A full list of the types of proposals that can be on a statewide ballot in an odd-numbered year can be found in Section 1-41-102, C.R.S

In the past, the City has proposed paying for a full-time employee for Mesa County Elections to complete the tasks required to keep the municipal elections in April. In communications with the current clerk and recorder, it was stated that this would not be an option primarily due to legislation that requires the County to conduct vacancy elections; if a vacancy or special election came up around April, they wouldn't be able to conduct both.

1 CITY OF GRAND JUNCTION, COLORADO

2 ORDINANCE NO. ____

3 AN ORDINANCE PROPOSING AMENDMENTS TO THE CHARTER OF THE CITY OF
4 GRAND JUNCTION, COLORADO TO CHANGE THE GENERAL MUNICIPAL
5 ELECTION DATE FROM THE FIRST TUESDAY IN APRIL OF ODD NUMBERED
6 YEARS TO THE FIRST TUESDAY IN NOVEMBER OF ODD NUMBERED YEARS
7 AND TO EXTEND THE TERMS OF CURRENT CITY COUNCIL MEMBERS TO
8 COINCIDE WITH THE CHANGE IN ELECTION DATES AND REFER THE SAME TO
9 THE APRIL 8, 2025 MUNICIPAL ELECTION

10 Recitals.

11 Pursuant to §151 of the Grand Junction City Charter, the Charter may be amended at
12 any time in the manner provided by Article XX of the Constitution of the State of
13 Colorado, and more than one Charter amendment or measure may be submitted to the
14 voters in any one election.

15 Article II, Section 3 of the Grand Junction City Charter prescribes the first Tuesday after
16 the first Monday in April of odd numbered years as the General Municipal Election.

17 The City Council has determined that it may, as finally determined by the voters, be in
18 the best interest of the City to coordinate elections with the countywide general election
19 in November of odd-numbered years. Coordinated elections in November will be less
20 costly -and it will be more efficient and convenient for voters to receive a single ballot at
21 the regular municipal election for municipal, Mesa County, and statewide offices and
22 ballot issues.

23 Therefore, the City Council submits to the City voters proposed amendments to the
24 City Charter, asking the voters to determine if establishing the City's General Election
25 date as the first Tuesday after the first Monday in November of every second year (odd
26 numbered years) and further amending the Charter as necessary and required and to
27 implement that change and other consequential changes that follow is in the best
28 interest of the City.

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

31 That in consideration of the Recitals certain amendments to Article II, Section 3, Article
32 II, Section 25, and Article IV, Section 35 of the City of Grand Junction City Charter are
33 amended to read as follows with said amendments being referred to the ballot for
34 consideration by City electors:

35 A. Article II, Section 3 of the City of Grand Junction Charter is amended as follows
36 (additions are shown in ALL CAPS and deletions are shown in ~~strikethrough~~):

37 **3. General and Special Municipal Elections.** A municipal election shall be
38 held in the city on the first Tuesday ~~after~~ FOLLOWING the first Monday OF
39 NOVEMBER OF EACH ODD-NUMBERED YEAR ~~in April, 1925, and on the first~~
40 ~~Tuesday after the first Monday in April of every second year thereafter,~~ and shall
41 be known as the General Municipal Election. All other municipal elections that
42 may be held shall be known as Special Municipal Elections.

43 B. Article II, Section 25 of the City of Grand Junction Charter is amended as follows
44 (additions are shown in ALL CAPS deletions are shown in ~~strikethrough~~.)

45 **25. General Election Regulations.**

46 The provisions of any state law, now or hereafter in force, except as the council
47 may otherwise by ordinance provide, relating to the qualifications and registration
48 of electors, the manner of voting, the duties of election officers, the canvassing of
49 returns, and all other particulars in respect to the management of elections,
50 except as otherwise provided in this article, so far as they may be applicable,
51 shall govern all municipal elections; provided, also, that the council shall meet as
52 a canvassing board and duly canvass the election returns within ~~two~~ FOURTEEN
53 days after any municipal election. Whenever any member of the council is a
54 candidate for re-election, the council shall appoint some justice of the peace or
55 notary public of said city to take the place of said candidate upon said
56 canvassing board as a member thereof.

57 ALL MUNICIPAL ELECTIONS SHALL BE CONDUCTED AS COORDINATED
58 ELECTIONS AND THE MESA COUNTY CLERK SHALL HAVE ALL
59 STATUTORY POWER AND AUTHORITY TO CONDUCT SUCH ELECTIONS
60 UNDER AND IN ACCORDANCE WITH THE TERMS OF AN
61 INTERGOVERNMENTAL AGREEMENT BY AND BETWEEN MESA COUNTY
62 AND THE CITY AS TIME TO TIME AMENDED.

63 IN THE EVENT MESA COUNTY IS UNABLE TO CONDUCT A SPECIAL
64 MUNICIPAL ELECTION IN COMPLIANCE WITH APPLICABLE CHARTER AND
65 ORDINANCE REQUIREMENTS, THEN SUCH SPECIAL ELECTION SHALL BE
66 CONDUCTED BY THE CITY, AS PROVIDED BY ORDINANCE NOT
67 INCONSISTENT WITH THIS CHARTER.

68 C. Article IV, Section 35 of the City of Grand Junction Charter is amended as follows:
69 (additions are shown in ALL CAPS deletions are shown in ~~strikethrough~~.)

70 **35. Officers—Terms.** That the elective officers under the Charter of Grand Junction
71 shall be members of the council as hereinafter provided, all of whom shall be nominated
72 and elected by the registered electors of the city as herein provided. THE ELECTIVE
73 OFFICERS SHALL BE ELECTED FOR FOUR-YEAR OVERLAPPING TERMS. FOUR
74 ELECTIVE OFFICERS WILL BE ELECTED AT ONE REGULAR ELECTION AND
75 THREE ELECTIVE OFFICERS SHALL BE ELECTED AT THE SUBSEQUENT

76 REGULAR ELECTION. The terms of all elective officers shall commence at ten o'clock
77 a.m. on the first Monday in May DECEMBER following the election and shall be for a
78 term of four years each and until ten o'clock a.m. on the first Monday following the
79 election and qualification of their successors.

80 THE COUNCILMEMBER TERMS PRESCRIBED UNDER ARTICLE IV, PARAGRAPH
81 35 OF THE CHARTER APPLICABLE TO CITY COUNCIL DISTRICTS B, C, AND ONE
82 AT-LARGE ELECTED APRIL, 2023 SHALL BE EXTENDED TO TEN O'CLOCK A.M.
83 ON THE FIRST MONDAY IN DECEMBER 2027 FOLLOWING THE NOVEMBER 2025
84 ELECTION AND QUALIFICATION OF THEIR SUCCESSORS.

85 THE COUNCILMEMBER TERMS PRESCRIBED UNDER ARTICLE IV, PARAGRAPH
86 35 OF THE CHARTER APPLICABLE TO CITY COUNCIL DISTRICTS A, D, E AND
87 ONE AT LARGE ELECTED APRIL 8, 2025, SHALL BE EXTENDED TO TEN O'CLOCK
88 A.M. ON THE FIRST MONDAY IN DECEMBER FOLLOWING THE NOVEMBER 2029
89 ELECTION AND QUALIFICATION OF THEIR SUCCESSORS. ; provided, however,
90 ~~that the office of one of the councilmen elected from the city at large and two~~
91 ~~councilmen elected from districts at the general municipal election in April, 1925, shall~~
92 ~~be for two years only, so that their successors shall be elected at the general municipal~~
93 ~~election in April, 1927, and every four years thereafter. The term of the remaining four~~
94 ~~members of the city council elected at the general municipal election held in April, 1925~~
95 ~~shall be four years. The determination of which terms of the City Council shall be for~~
96 ~~four years and which terms shall be for two years shall be fixed by lot under the~~
97 ~~direction of the county judge of Mesa County, Colorado, within sixty days after the April,~~
98 ~~1925 election.~~

99 D. That a question of proposed amendments to Sections 3, 25 and 35 of the Charter to
100 change the date of regular municipal elections to the general election date in November,
101 and to change the terms of the elective officers of the City be placed on the April 8,
102 2025 ballot.

103 Approval by the voters of any Charter amendment which repeals any section or portion
104 of the Charter shall not be construed to be a limitation, denial, or suspension of any
105 power of the City of Grand Junction, or any power of the City Council otherwise vested
106 in or authorized to the City or the City Council by the Constitution or statutes of the
107 State of Colorado.

108 All acts, orders, ordinances, resolutions, or parts thereof, in conflict herewith shall be
109 repealed at the time the amendments provided for herein take effect; however, no such
110 repeal shall be construed to destroy any property right, contract, right, or right of action
111 of any nature or kind, vested in or against the City by virtue of any such act, order,
112 ordinance, resolution or part thereof, theretofore existing or otherwise accruing to the
113 City.

114 If any clause, sentence, paragraph, or part of this Ordinance or the application thereof
115 to any person or circumstances shall for any reason be adjudged by a court of

116 competent jurisdiction invalid, such judgment shall not affect the remaining provisions of
117 this Ordinance.

118 The City Council finds and declares that this Ordinance is promulgated and adopted for
119 the public health, safety and welfare and this Ordinance bears a rational relation to the
120 legislative object sought to be obtained.

121 **City of Grand Junction**

122 **Shall the City of Grand Junction City Charter be amended to: (i) change the date**
123 **of general municipal elections to the general election date in November of odd-**
124 **numbered years beginning in 2027; (ii) conduct such elections as coordinated**
125 **elections with Mesa County in accordance with terms of an Intergovernmental**
126 **Agreement for each such election; and (iii) amend and extend by six months the**
127 **terms of the City Council to implement such change in election date, as provided**
128 **in Ordinance No.____ and as follows?**

129 **3. General and Special Municipal Elections. A municipal election shall be held in**
130 **the city on the first Tuesday after FOLLOWING the first Monday OF NOVEMBER**
131 **OF EACH ODD-NUMBERED YEAR in April, 1925, and on the first Tuesday after**
132 **the first Monday in April of every second year thereafter, and shall be known as**
133 **the General Municipal Election. All other municipal elections that may be held**
134 **shall be known as Special Municipal Elections.**

135 **25. General Election Regulations.**

136 **The provisions of any state law, now or hereafter in force, except as the council**
137 **may otherwise by ordinance provide, relating to the qualifications and**
138 **registration of electors, the manner of voting, the duties of election officers, the**
139 **canvassing of returns, and all other particulars in respect to the management of**
140 **elections, except as otherwise provided in this article, so far as they may be**
141 **applicable, shall govern all municipal elections; provided, also, that the council**
142 **shall meet as a canvassing board and duly canvass the election returns within**
143 **two FOURTEEN days after any municipal election. Whenever any member of the**
144 **council is a candidate for re-election, the council shall appoint some justice of the**
145 **peace or notary public of said city to take the place of said candidate upon said**
146 **canvassing board as a member thereof.**

147 **ALL MUNICIPAL ELECTIONS SHALL BE CONDUCTED AS COORDINATED**
148 **ELECTIONS AND THE MESA COUNTY CLERK SHALL HAVE ALL STATUTORY**
149 **POWER AND AUTHORITY TO CONDUCT SUCH ELECTIONS UNDER AND IN**
150 **ACCORDANCE WITH THE TERMS OF AN INTERGOVERNMENTAL AGREEMENT**
151 **BY AND BETWEEN MESA COUNTY AND THE CITY AS TIME TO TIME AMENDED.**

152 **IN THE EVENT MESA COUNTY IS UNABLE TO CONDUCT A SPECIAL MUNICIPAL**
153 **ELECTION IN COMPLIANCE WITH APPLICABLE CHARTER AND ORDINANCE**
154 **REQUIREMENTS, THEN SUCH SPECIAL ELECTION SHALL BE CONDUCTED BY**

155 THE CITY, AS PROVIDED BY ORDINANCE NOT INCONSISTENT WITH THIS
156 CHARTER.

157 **35. Officers—Terms.** That the elective officers under the Charter of Grand
158 Junction shall be members of the council as hereinafter provided, all of whom
159 shall be nominated and elected by the registered electors of the city as herein
160 provided. THE ELECTIVE OFFICERS SHALL BE ELECTED FOR FOUR-YEAR
161 OVERLAPPING TERMS. FOUR ELECTIVE OFFICERS WILL BE ELECTED AT ONE
162 REGULAR ELECTION AND THREE ELECTIVE OFFICERS SHALL BE ELECTED AT
163 THE SUBSEQUENT REGULAR ELECTION. The terms of all elective officers shall
164 commence at ten o'clock a.m. on the first Monday in May DECEMBER following
165 the election and shall be for a term of four years each and until ten o'clock a.m.
166 on the first Monday following the election and qualification of their successors.

167 THE COUNCILMEMBER TERMS PRESCRIBED UNDER ARTICLE IV, PARAGRAPH
168 35 OF THE CHARTER APPLICABLE TO CITY COUNCIL DISTRICTS B, C, AND
169 ONE AT-LARGE ELECTED **APRIL __, 2023** SHALL BE EXTENDED TO TEN
170 O'CLOCK A.M. ON THE FIRST MONDAY IN DECEMBER 2027 FOLLOWING THE
171 NOVEMBER 2025 ELECTION AND QUALIFICATION OF THEIR SUCCESSORS.

172 THE COUNCILMEMBER TERMS PRESCRIBED UNDER ARTICLE IV, PARAGRAPH
173 35 OF THE CHARTER APPLICABLE TO CITY COUNCIL DISTRICTS A, D, E AND
174 ONE AT LARGE ELECTED APRIL 8, 2025 SHALL BE EXTENDED TO TEN
175 O'CLOCK A.M. ON THE FIRST MONDAY IN DECEMBER FOLLOWING THE
176 NOVEMBER 2029 ELECTION AND QUALIFICATION OF THEIR SUCCESSORS. ;
177 ~~provided, however, that the office of one of the councilmen elected from the city~~
178 ~~at large and two councilmen elected from districts at the general municipal~~
179 ~~election in April, 1925, shall be for two years only, so that their successors shall~~
180 ~~be elected at the general municipal election in April, 1927, and every four years~~
181 ~~thereafter. The term of the remaining four members of the city council elected at~~
182 ~~the general municipal election held in April, 1925 shall be four years. The~~
183 ~~determination of which terms of the City Council shall be for four years and which~~
184 ~~terms shall be for two years shall be fixed by lot under the direction of the county~~
185 ~~judge of Mesa County, Colorado, within sixty days after the April, 1925 election.~~

186
187 _____ FOR THE ORDINANCE _____ AGAINST THE ORDINANCE

188
189 The ballot title is set based upon the requirements of the Colorado Constitution
190 and the City Charter, all State statutes that might otherwise apply are hereby
191 superseded to the extent of any inconsistencies or conflicts and, pursuant to
192 Section 31-11-102, C.R.S. et seq., is an alternative to the provisions of State law. Any

193 inconsistency or conflict is intended by the City Council and shall be deemed
194 made pursuant to the authority of Article XX of the Colorado Constitution and
195 the Charter.

196 Pursuant to Sections 31-10-1308 and 1-11-203.5 C.R.S., any election contest
197 arising out of a ballot issue or ballot question election concerning the order of
198 the ballot or the form or content of the ballot title shall be commenced by
199 petition filed with the proper court within five days after the title of the ballot
200 issue or ballot question is set, and for contest concerning the order of a ballot,
201 within five days after the ballot order is set by the County Clerk.

202 The officers of the City are hereby authorized and directed to take all action
203 necessary or appropriate to effectuate the provisions of this ordinance.

204 If any section, paragraph, clause, or provision of this ordinance shall for any
205 reason be held to be invalid or unenforceable, the invalidity or unenforceability
206 of such section, paragraph, clause, or provision shall in no manner affect any
207 remaining provisions of this ordinance, the intent being that the same are
208 severable.

209
210 INTRODUCED ON FIRST READING AND ORDERED PUBLISHED THIS ____ DAY OF
211 ____ 2025.

212 PASSED AND ADOPTED THIS ____ DAY OF ____ 2025 AND ORDERED
213 PUBLISHED IN PAMPHLET FORM.

214
215
216
217
218
219
220

Abram Herman
President of the City Council

218 ATTEST:
219
220

Selestina Sandoval City Clerk



Grand Junction City Council

Workshop Session

Item #1.b.

Meeting Date: January 13, 2025
Presented By: Trent Prall
Department: Engineering & Transportation
Submitted By: Trent Prall, Engineering and Transportation Director

Information

SUBJECT:

4th and 5th Street Update

EXECUTIVE SUMMARY:

As part of an effort to modify driver behaviors, resulting in a quieter, calmer, and safer downtown environment while maintaining circulation, 4th and 5th Street were modified from two through lanes each to one single through lane each. High speeds and unpredictable turning movements had resulted in corridors that were out-of-sync with the pedestrian-friendly character or aspirations of Main Street, the surrounding downtown business district, and adjacent residential areas.

Since the mid-1980s, the Downtown Development Authority has sought to address speeds on both corridors. Detailed engineering studies in 2021-2023 (and supported by CDOT) documented that existing and future traffic volumes could easily be accommodated in single lane configuration, opening up significant Right-of-Way width, which could allow for increased parking, enhanced cycling facilities, space for dedicated transit loading areas, and additional amenity spaces, all while narrowing crossing distances for pedestrian and other cross-traffic. The project has succeeded in reducing speeds and increasing accessibility through the downtown core while still maintaining traffic volumes. Community acceptability of the retrofits has been mixed. Public feedback has been received that both favor and oppose the modifications, with those opposing being numerous.

Staff will present an overview of concerns and perceptions from downtown business owners and the community, share the latest data on traffic speeds, volumes, and visitor counts. The primary focus will be on recommended next steps. These include 1) reducing the number of delineators and replacing them with lower elements such as curb stops and rollover curbs, 2) reviewing sight distances at various intersections and 3) relocating the bike lane next to the vehicle lane. These adjustments aim to address

concerns about the more complex, construction-zone appearance and better align the bike lanes with geometrics on existing road infrastructure in Grand Junction. Work on the delineators and adjustment of parking spaces to address sight distance concerns will begin in late January, while restriping will be completed in late April through mid-May to take advantage of warmer pavement temperatures necessary for the paint to adhere and cure.

BACKGROUND OR DETAILED INFORMATION:

Background – While 4th and 5th Streets were proposed to have on-street cycle facilities as far back as 1980, as adopted in the 1983 Comprehensive Plan, the 1984 Downtown Development Authority (DDA) Plan of Development discussed safety concerns with the contemporary configuration and contemplated possible changes to 4th and 5th to address high speeds. The 2019 DDA Vibrant Together plan reemphasized the need to transform the 4th and 5th corridors away from high-speed arterials through the heart of the downtown core.

The Greater Downtown Plan, completed in 2013, included a goal to maintain and enhance the Downtown District's economic, cultural, and social vitality. And proposed Policy 1g. *Study alternatives for 4th and 5th Streets including returning these streets to the two-way grid system between Ute Avenue and North Avenue.*

The 2020 One Grand Junction Comprehensive Plan had several goals intended to enhance bicycle and pedestrian connections and infrastructure to and throughout Downtown, the Colorado River Corridor, and the University District and provide transportation options, including strategy 4.1, to “continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes.”

Recent History – In 2021-2022, the DDA and City hired consulting firm Bohannon Huston to study two-way plus bike lanes and one-way, two-lane plus bike facilities. The project's goals, as outlined in the 2021-2022 study, were to create a safer, more pedestrian/bicycle-friendly environment while maintaining circulation and providing economic growth opportunities. City Council adopted the study on May 4, 2022.

Implementation was proposed for Spring 2023; however, business owners were concerned about the design's impact on parking (reduction) and requested staff consider a one-way, one-lane plus bike lane configuration. The engineering consulting firm Olsson completed a traffic capacity analysis for the one-lane/one-way configuration on September 10, 2023. The analysis concluded that all streets/intersections would operate at the level of service “D” or better in 2045 with the one-lane configuration on 4th and 5th, as approved by CDOT.

The one-lane configuration was adopted by DDA board on November 2, 2023, and City discussed the project with City Council at the October 28, 2023, workshop with direction to include it in the 2024 budget.

Pilot implementation was part of a \$1.2 million project funded in the Sales Tax Capital Improvement Fund. \$1.0 million was invested in planned chipseal and minor street

reconstructions/asphalt maintenance, while \$200,000 was for paint, delineators and street widening on 5th Street between Belford and North Ave. This work was partially reimbursed by \$150,000 CDOT Revitalizing Main Street grant.

Implementation – City traffic crews started August 5, 2024, on 4th Street at Belford Ave with the original 11-foot-wide lane layout. Below is the chronology of the rest of the project.

- Week of August 12, 2024 – adjustment to a 14-foot-wide lane on 4th from Grand to Ute.
- Week of August 19, 2024 – adjustment to an 18-foot-wide lane on 4th from Grand to Ute.
- Week of September 9, 2024 – initial implementation of 18-foot-wide lanes on 5th from Ute to Grand and a 14-foot-wide lane from Grand to Hill.
- Week of September 16, 2024 – initial implementation of a 14-foot-wide lane on 5th between Hill to North and conversion of Belford between 4th and 5th from one-way to two-way.

Modifications since start – By the time City traffic crews began striping the 5th Street corridor on September 9, the original design had been modified to reflect design changes on 4th Street.

- Travel lanes are 18 feet between Ute Ave and Grand Ave and 14 feet between Grand Ave and North Ave, addressing the Grand Junction Fire Department's concerns and drivers' nervousness about parallel parking directly adjacent to traffic.
- Turning radius at various corners is softened by relocating delineators.
- Sight distances are verified.
- Additional diagonal parking is provided along the west side of 5th Street south of Grand Ave.
- To accommodate the wider travel lane, the previous “no parking” condition is restored on the east side of 5th Street, north of Grand Ave, allowing width for a broader cycle lane buffer.

Concerns/perceptions – The City’s EngageGJ.org has had over 700 posts. Many additional concerns, as well as support, have been shared via direct communication with the City Council and/or staff or through Letters to the Editor, You-Said-Its, and social media feeds. Most concerns can be categorized into the following issues:

- Congestion/slower speeds
- Perception of an increase in crashes or risk thereof

- Tight radius turns
- Unsightly aesthetics or distracting street elements (appears under construction due to delineators)
- Sight distance concerns at 5th and White / 4th and Colorado / 5th and Colorado
- Difficulty parking or accessing the Colorado Ave parking lot
- Parking buffered bike lane with parking prevents bikes and moving cars from seeing each other
- A perception that nobody uses the cycle facilities
- Some business owners have stated it seems there are fewer people downtown partially based on the Rockslide Parking lot not being as full as prior to the project's implementation

Analysis – Staff have conducted initial speed and volume analysis and have reviewed traffic crash data. Speed and volume data are provided in Attachment A.

- **Speeding** – The project has been successful in reducing speeds. On both 4th and 5th Streets, 85th percentile speeds through the residential area between North Ave and Grand Ave have decreased by over five MPH to within 10 percent of the posted 30 MPH speed limit. Observed speeds in the business district near Rood Ave, have decreased by over five mph to within 10 percent of the posted 25 MPH speed limit. At the gateway to downtown, at Colorado Ave, speeds have been decreased by three to four MPH but still exceed the posted 25 MPH speed limit by more than 10 percent on 5th Street.
- **Volumes** – Some community members and business owners are concerned that volume may have been limited by the pilot implementation on both corridors. Since many trips along 4th and 5th Streets previously were through trips and not destined for downtown, this could be true while also not impacting downtown visits. Staff continue to collect data, but initial results suggest a reduction in through trips along the length of the corridors (based on disproportionately decreased volumes at Rood Ave). Data on Average Daily Traffic (ADT) collected to date is provided below:
 1. **Gunnison** 4th St 2105: ADT before / 2235 after (+131)
5th: 3861 ADT before / 3556 after (-306)
 2. **Rood Ave** 4th St 2737: ADT before / 1804 after (-933)
5th: 5115 ADT before / 4880 after (-235)
 3. **Colorado** 4th St 2031: ADT before / 2251 after (+220)
5th: 4983 ADT before / 4506 after (-477)

Vehicular volumes have increased on 7th Street north of Grand, from 9774 to 11,683 (+1900 vehicles per day); however, at Rood, there has been a more modest increase from 6824 to 7010 (+186 vehicles per day). North of Rood speeds have increased by five mph while other segments have seen reductions in speed. A shift in through traffic trips from 5th Street to 7th Street is consistent with the vision of the Grand Junction Circulation Plan, which classifies 7th Street as a Minor Arterial, envisioned to serve a greater share of regional trips than 5th Street, a Major Collector.

Some of the decrease on 5th Street and increase on 7th Street could be due to the construction impacts of I-70B (Ute Ave). CDOT has narrowed Westbound traffic on I-70B from three lanes to one lane, causing frequent back-ups through the 5th and Ute intersection. Therefore, northbound US-50 traffic that may have planned to use 5th Street may instead divert east to 7th Street to continue northbound.

- **Crashes** – Since the pilot implementation, GJPD has responded to six traffic incidents. Attachment B1 provides more detail and analysis. Of the six crashes, staff believe only two could be directly attributed to the project changes: one associated with the lane drop at 5th and Colorado and a cyclist not being seen at 4th and Rood by a right-turning driver.

While three crashes involved cyclists, only one is attributable to the project, as mentioned above. All three resulted in injury. While there does appear to be an increase in bike crashes on these corridors, it is important to note that only 5th Street between Grand and Belford—about ¼ of the project extent had a cycle facility (striped lane) before. Qualitative observation suggests that more cyclists are riding on 4th and 5th Streets now, although pedestrian/bike counts are not scheduled until May 2025 as a part of the annual Urban Trails Committee Active Traffic Counts. The relevant location is 5th and Belford (near Copeka Coffee). After that date, there will be more conclusive evidence of whether normalized bicycle-involved crashes have changed.

In 2024, there were 12 crashes before the project installation, resulting in four injuries. At least five “Turned from the wrong lane/position” crashes occurred before the project installation—there have been zero since.

Staff also worked with the Regional Transportation Planning Office (RTPO) to compile a crash analysis dashboard for 4th Street and 5th Street between 2016 and 2023, which has been added for reference in Attachments B2 and B3.

- **Downtown Visitation** – Some community members have expressed that they no longer care to visit downtown since the pilot implementation. Downtown Development Authority has shared its Placer AI Data, which is provided in Attachment C. Placer AI uses anonymized cell phone data to count the number of visitors downtown. Pilot implementation was completed on both corridors by September 18, and therefore the analysis was from September 18 through December 10 for both 2023 and 2024 to control for seasonality. 2024 saw

237,400 downtown visitors, compared to 229,600 for 2023, representing an increase of 7,800 or 3.4 percent. 2024 saw 647,900 visits compared to 645,200 visits in 2023, for an increase of 2,700 or 0.42 percent. This data depicts no reduction in downtown visitation since implementing the 4th and 5th Street improvements.

Regarding the perception of fewer people downtown, some business owners referenced the Rockslide Parking Lot as not being as full as it was before the project implementation. However, the project provides more on-street parking that is currently free to park for two hours, so those most likely fill first and overflow, with paid spaces in the parking lot being utilized next. Staff also improved signage to the Colorado Ave entrance to the parking lot from both 4th Street and 5th Street in late September, after meeting with some business owners.

- **Sales Tax Data** - Staff reviewed, but with only one full month of returns since both corridors were finished the data was inconclusive. Staff will update when data is available from those months.
- **Partner Feedback** – Downtown Development Authority Executive Director Brandon Stam provided the following:
 - Downtown housing is creating more residential density which heightens the need to slow speeds. This change is already in motion with the opening of The Junction in mid-January, with over half of the 256 units coming online and the balance by the end of the 1st quarter.
 - Removal of bollards, move towards a more permanent feel
 - *Sightlines* - Perhaps parking spaces need to be removed to improve sightlines, realizing it's a balance. More sight distance, faster speeds.
 - DDA believes the cycle track works fine; however, perhaps moving to a more conventional lane, like on 7th, would reduce community stress.
 - *Timing of lights* – Many share that the lights should be set to the speed limit, especially on 4th Street. City Staff have confirmed the lights are set to the speed limit and each cycle consistently provides for 13-15 cars at 23-25mph.
 - CDOT's I-70B Phase 7 will continue the reconstruction of I-70B through 6th Street. As part of that improvement, 5th Street will convert the left, northbound lane to a left turn/thru movement. This will encourage traffic to travel through the business loop and alleviate the merging traffic at Colorado.

Next Steps

Staff recommends it is time to modify the pilot in a significant way between Ute Ave and Grand Ave, that maintains the success of reduced speeds while addressing the

challenges with the current layout, by moving the bike lane adjacent to the vehicular travel lane and restoring most pre-pilot parking configurations. This would be more like what is found on Grand Junction streets, such as 7th Street between Ute Ave and Grand Ave. Any changes requiring paint will need to wait to start until late April when warmer temperatures return. Due to the fact we cannot re-stripe until April, we propose the following steps still occur as planned between now and then.

Pilot v1.2 – Q1 2025 – Maintain existing geometry, with minor alterations as needed to respond to demonstrated issues. Minimize the use of vertical delineators (“plastic bollards”) in favor of parking chinks and roll-over elements. Address sight distance concerns with adjustments to parking spaces immediately upstream of some intersections. Continue collecting data and public input as planned.

Pilot v2.0 – Q2 2025 – Restripe both corridors to create the bike lane adjacent to the vehicle travel lane like what is found on existing Grand Junction streets such as 7th Street. Most of the pre-pilot parking configurations will also be restored. Both the Grand Junction Fire and Police Departments are in support of this change as it addresses narrow lane width concerns, while still maintaining one lane of traffic, and simplifies the design compared to the current Pilot v1.0 configuration.

Assessment & Permanent Version – For a minimum of three months to six months, review comprehensive data and public input to weigh outcomes against pilot objectives and neighborhood values. Regular updates would be provided during this timeframe leading to a permanent version to be implemented.

- *Outcome 1 – “Back to the Drawing Board”: Safety and convenience outcomes are not meeting pilot objectives and neighborhood values* – develop a more acceptable geometry, possibly including one-lane, two-way configurations, as originally envisioned in the 1980s; two-lane one-way plus bike lane configurations (with significant parking impact), as proposed in 2022; or other options (including reversion and relocation of bicycle facilities to parallel corridors).
- *Outcome 2 – “Pilot success”: Convenience trade-offs are worthwhile for Safety benefit* – Budget and plan for the reconstruction of the Ute to North corridors into a one-lane plus bike-lane configuration.

Funding for either of the Permanent Version options has not been identified, but the project should compete for grant dollars to supplement City/DDA investment.

If Council is inclined to move forward in this manner, staff will begin communicating widely with the community the next steps and estimated timelines. Between now and when re-stripping is opportune with weather (likely in late April), we will continue with our planned modifications referenced in “Pilotv1.2 – Q1 2025” above. This would include and acknowledge that the aesthetics of dozens of white delineators detract from the downtown experience for many residents. Some even went so far as to say the project “ruined downtown.” Borrowing the concept from many communities researching the

effectiveness of protected intersections or cycle facility concepts nationally, staff implemented plastic delineators generously to reinforce the scale of the geometry change visually. Now that the pilot has settled into steady-state geometry, staff are preparing to minimize the use of vertical reflective elements.

Staff will modify the pilot project by transitioning many of the delineators to lower vertical elements, such as curb stops and rollover humps, to define bulb-outs. This will address some of the community concerns about the distracting or “construction” look of the delineators. Some of the delineators will need to remain in accordance with federal/state regulations to delineate key features of the design. This will help determine which elements are kept and which are designed out. The above changes are proposed to be implemented in late January, as staff awaits materials. Staff is committed to continuing to modify and revise based on feedback received. The EngageGJ.org project site will continue to remain open.

FISCAL IMPACT:

For discussion only.

SUGGESTED ACTION:

For discussion only.

Attachments

- 1. Attach A - Speed and Volume Data
- 2. Attach B1 - Crash Summary
- 3. Attach B2 - Crash Dashboard 4th Street Ute Ave to North Ave Intersections
- 4. Attach B3 - Crash Dashboard 5th Street Ute Ave to North Ave Intersections
- 5. Attach C - Placer-DDA Overview - Downtown Business Corridor 20241213

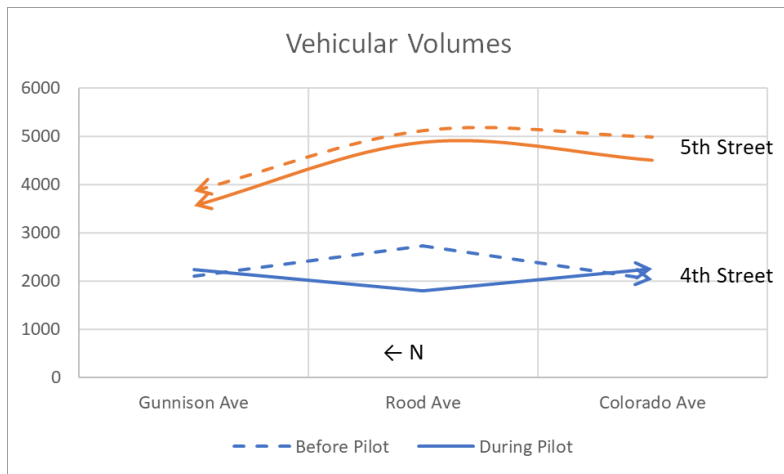
Attachment A Speed and Volume Data

4th-5th Street Pilot Project
Before and After Data
12/16/2024

		4th St		5th St		7th St	
North of Gunnison	Before	Weekday Average ADT	2105 vehicles	Weekday Average ADT	3861 vehicles	Weekday Average ADT	9774 vehicles
		Weekday Average 85th Percentile Speed	37.6 mph	Weekday Average 85th Percentile Speed	37.2 mph	Weekday Average 85th Percentile Speed	36.3 mph
	After	Weekday Average ADT	2235 vehicles	Weekday Average ADT	3556 vehicles	Weekday Average ADT	11683 vehicles
		Weekday Average 85th Percentile Speed	31.7 mph	Weekday Average 85th Percentile Speed	32.1 mph	Weekday Average 85th Percentile Speed	34.8 mph
	Difference	Weekday Average ADT	131 vehicles	Weekday Average ADT	-306 vehicles	Weekday Average ADT	1909 vehicles
		Weekday Average 85th Percentile Speed	-5.8 mph	Weekday Average 85th Percentile Speed	-5.2 mph	Weekday Average 85th Percentile Speed	-1.5 mph

North of Road	Before	Weekday Average ADT	2737 vehicles	Weekday Average ADT	5115 vehicles	Weekday Average ADT	6824 vehicles
		Weekday Average 85th Percentile Speed	28.4 mph	Weekday Average 85th Percentile Speed	31.6 mph	Weekday Average 85th Percentile Speed	26.1 mph
	After	Weekday Average ADT	1804 vehicles	Weekday Average ADT	4880 vehicles	Weekday Average ADT	7010 vehicles
		Weekday Average 85th Percentile Speed	23.3 mph	Weekday Average 85th Percentile Speed	26.4 mph	Weekday Average 85th Percentile Speed	31.6 mph
	Difference	Weekday Average ADT	-933 vehicles	Weekday Average ADT	-235 vehicles	Weekday Average ADT	186 vehicles
		Weekday Average 85th Percentile Speed	-5.1 mph	Weekday Average 85th Percentile Speed	-5.2 mph	Weekday Average 85th Percentile Speed	5.5 mph

South of Colorado	Before	Weekday Average ADT	2031 vehicles	Weekday Average ADT	4983 vehicles	Weekday Average ADT	5263 vehicles
		Weekday Average 85th Percentile Speed	28.0 mph	Weekday Average 85th Percentile Speed	31.8 mph	Weekday Average 85th Percentile Speed	25.4 mph
	After	Weekday Average ADT	2251 vehicles	Weekday Average ADT	4506 vehicles	Weekday Average ADT	5114 vehicles
		Weekday Average 85th Percentile Speed	24.1 mph	Weekday Average 85th Percentile Speed	28.7 mph	Weekday Average 85th Percentile Speed	25 mph
	Difference	Weekday Average ADT	220 vehicles	Weekday Average ADT	-477 vehicles	Weekday Average ADT	-149 vehicles
		Weekday Average 85th Percentile Speed	-4.0 mph	Weekday Average 85th Percentile Speed	-3.1 mph	Weekday Average 85th Percentile Speed	-0.4 mph



Cross-street	Posted Speed Limit	Observed speeds on 4th Street (MPH)	% away from speed limit	Observed speeds on 5th Street (MPH)	% away from speed limit
Gunnison Avenue Before Pilot	30	37.6	25%	37.2	24%
During Pilot		31.7	6%	32.1	7%
Road Avenue Before Pilot	25	28.4	14%	31.6	26%
During Pilot		23.3	7%	26.4	6%
Colorado Avenue Before Pilot	25	28.0	12%	31.8	27%
During Pilot		24.1	4%	28.7	15%

Table 1 summarizes driver speed observations before and during pilot implementation. Speeds which differ from the posted speed limit by ≥10% are highlighted orange.

Attachment B Crash Summary

Summary of Crashes since August 24 on 4th Street and September 13 on 5th Street

- 8/24 - 4th and Grand
 - the two drivers were entering the flashing intersection simultaneously (one on yellow, one on red)
 - Failure to yield hit and Run
 - Would not attribute this to the changes from the project.
- 8/26 – 4th and Chipeta
 - Bicycle was traveling northbound in bike lane (counterflow)
 - Motorist did see the bike and accidentally applied the gas instead of brake when turning onto 4th from eastbound Chipeta
 - Would appear to be more of a mistake on the motorists part than attributed to the project
- 11/19 – 4th and Rood
 - Driver did not see bicycle in bike lane when turning right from 4th to Rood
 - Could be attributed to project
- 9/13 – 5th and Colorado
 - Driver failed to make the left turn at Colorado at the lane drop and sideswiped the other vehicle
 - This could be attributed to the project if unfamiliar with the changes
- 10/21 – 5th and Rood
 - GVT bus struck a vehicle parked in a marked parking spot on the east side of the roadway
 - Difficult to attribute to the project as in this section where the car was parked are 18 foot wide lanes but the report claims this is “due to the narrow nature of the roadway”
- 11/18 – 5th and Gunnison
 - Bicycle was traveling southbound in the bike lane (counterflow)
 - Bike claims a vehicle was westbound on Gunnison struck him on the side and knocked him to the ground and then did not stop
 - Would not directly attribute this to the project – the bike lane existed prior to the project and the bike was traveling the wrong way down a one-way corridor

Key takeaways regarding crashes are as follows:

- Of the 6 crashes only two could be directly attributed to the project changes. (lane drop at Colorado and bike not being seen at 4th and Rood)
- Three of the crashes involve bikes – only one could be attributed to the project (bike not being seen at 4th and Rood)
 - All three bike crashes did result in injury.
- While this does appear to be an increase in bike crashes on these corridors – there were not bike facilities on the majority prior to this project. Anecdotally, there are more bike riders on these corridors now. However, bike counts are not currently scheduled to be completed until this spring that can confirm this. These will be completed as part of the annual bike counts. The relevant location is 5th and Belford (near Copeka Coffee). This location was counted last year before the project installation as well.
- The 12 crashes that happened prior to the project installation resulted in a total of four injuries. The six crashes that happened after the project installation resulted in three injuries.
 - The three injuries since the project installation all involved bicycles.
- There were at least five “Turned from the wrong lane/position” crashes prior to the project installation – there have been zero since installation.



Mesa County
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Period ▼
 1/6/2016 📅 11/8/2023 📅

Crash Total

260

Total Injuries

100

Total Fatalities

2

Total Hit and Runs

16

Total Pedestrian Crashes

1

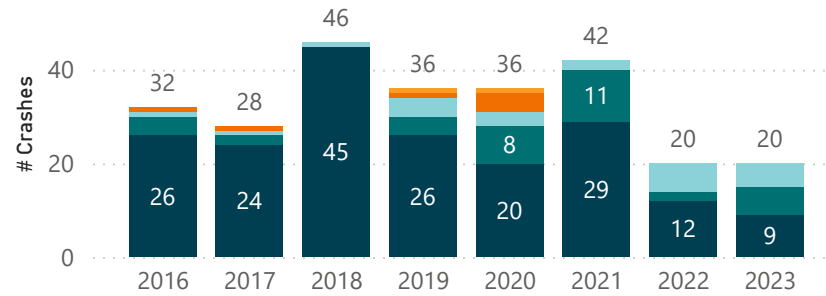
Total Bicyclist Crashes

0

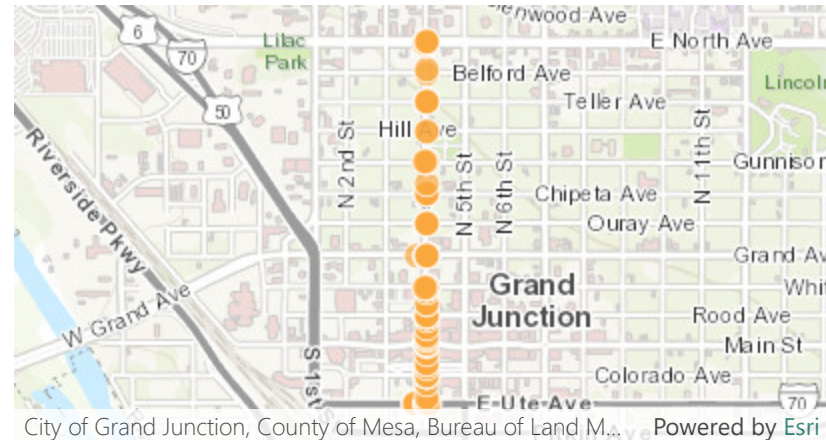
Mesa County Motor Vehicle Crash Query Tool

Crashes by Year and Severity

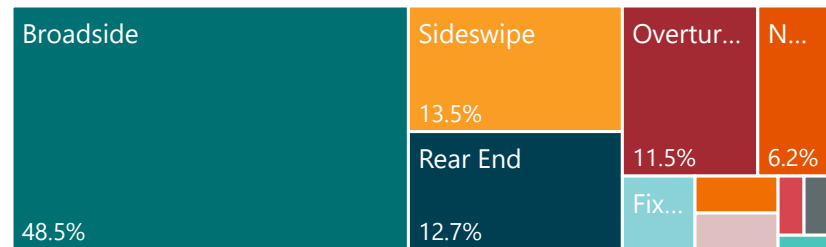
Severity ● PDO ● C ● B ● A ● K



Collision Map



Crash Type



Overview

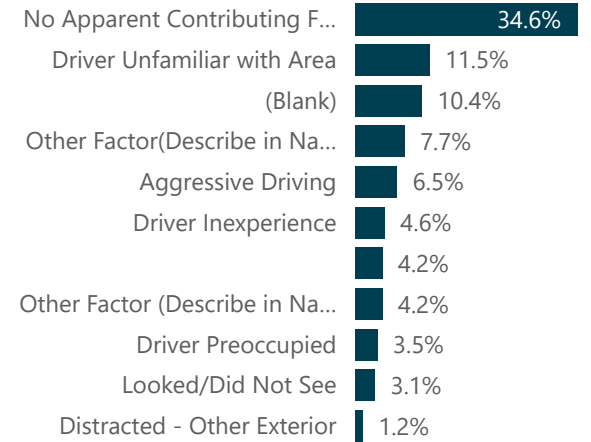
% of Impairment-Related Crashes



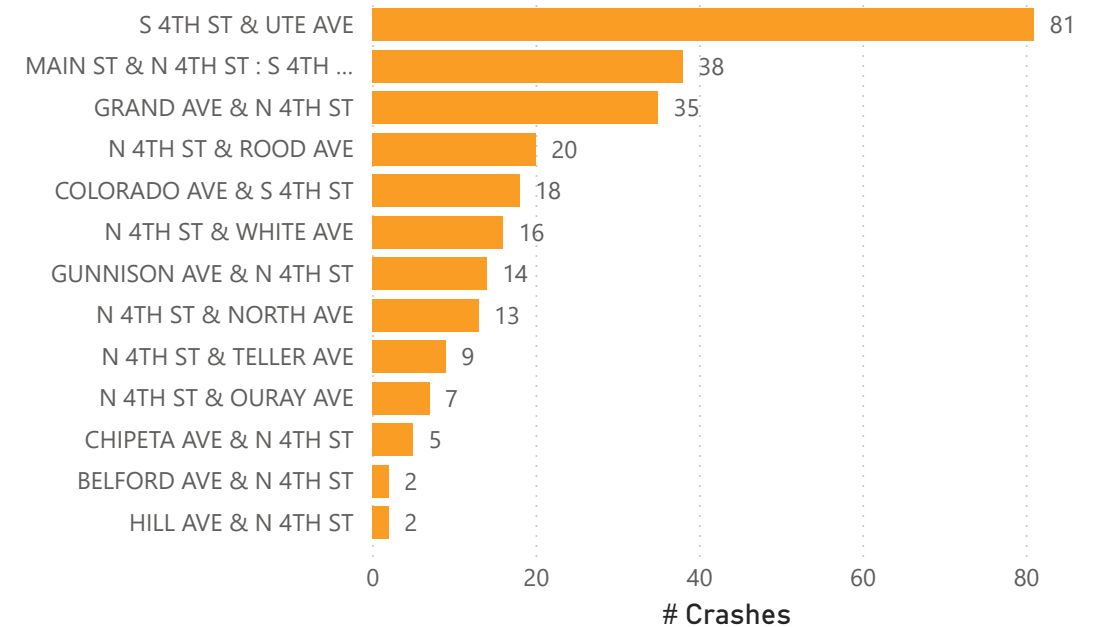
% of Speed-Related Crashes



Violation of Unit 1



High Crash Intersections (<150 feet)





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Safety Action Plan
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Mesa County Motor Vehicle Crash Query Tool



Summary

Period

1/6/2016

11/8/2023

Injury Severity

No Injury (PDO)

Possible/Complaint of Injury (C)

Evident Non-Incapacitating (B)

Evident, Incapacitating (A)

Fatal (K)

Crash Type

All

Rural or Urban

Urban

HIN Selection

All

Average Crashes Per Year

33

Crash Total

260

Total Injuries

100

Total Fatalities

2

Total Hit and Runs

16

Total Pedestrian Crashes

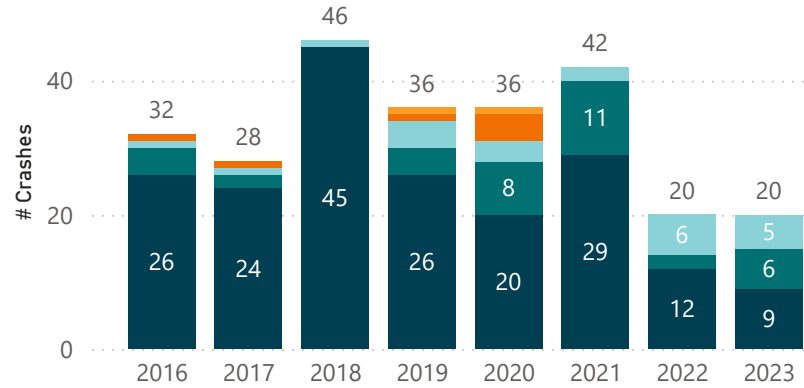
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Total Bicyclist Crashes

0

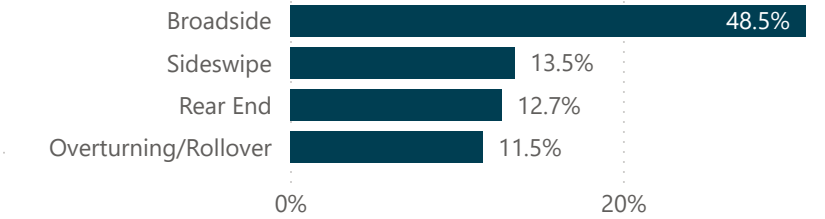
Crashes by Year and Severity

Severity ● PDO ● C ● B ● A ● K

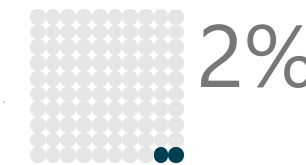


Collision Map

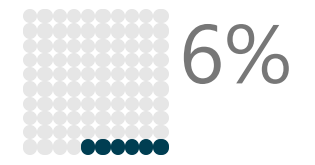
Crash Type



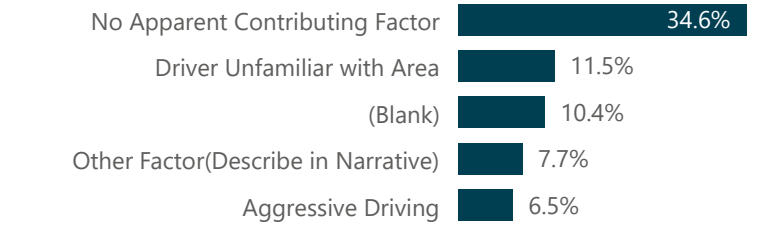
% of Impairment-Related Crashes *



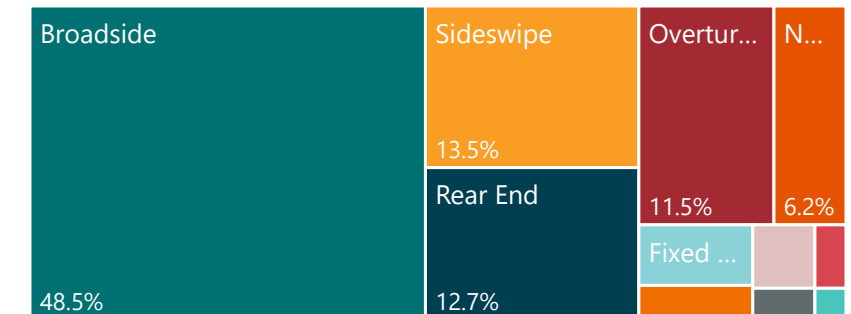
% of Speed-Related Crashes *



Violation of Unit 1



Crash Type



* Flag description included on "WHY" page.



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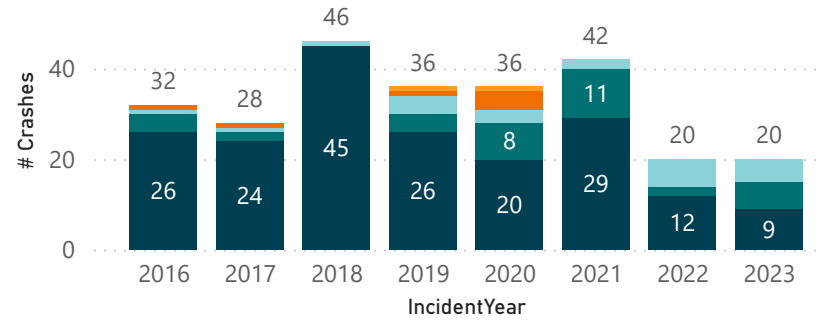


Crash Total
260

When

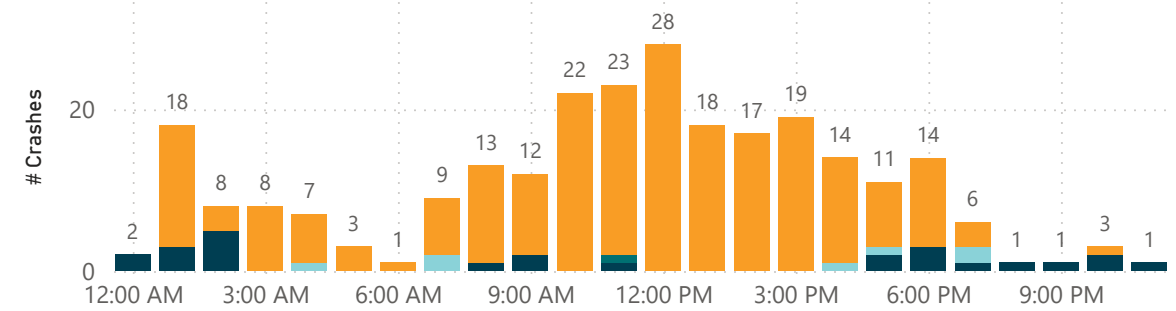
Crashes by Year and Severity

Severity ● PDO ● C ● B ● A ● K

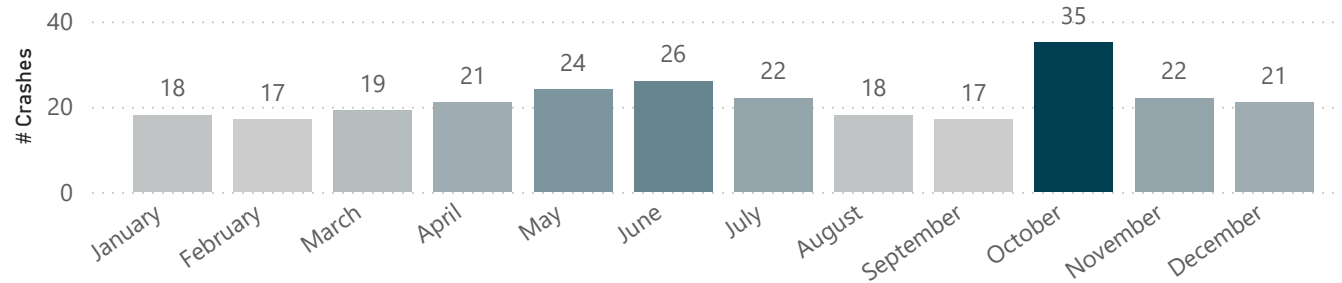


Crashes by Time of Day and Light Condition

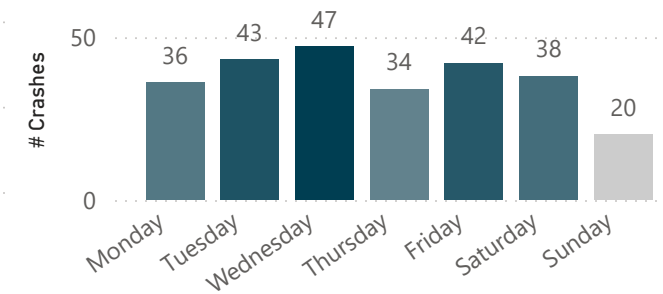
● Dark – Lighted ● Dark – Unlighted ● Dawn or Dusk ● Daylight



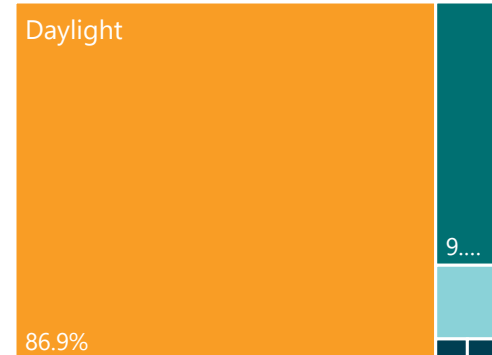
Crashes by Month



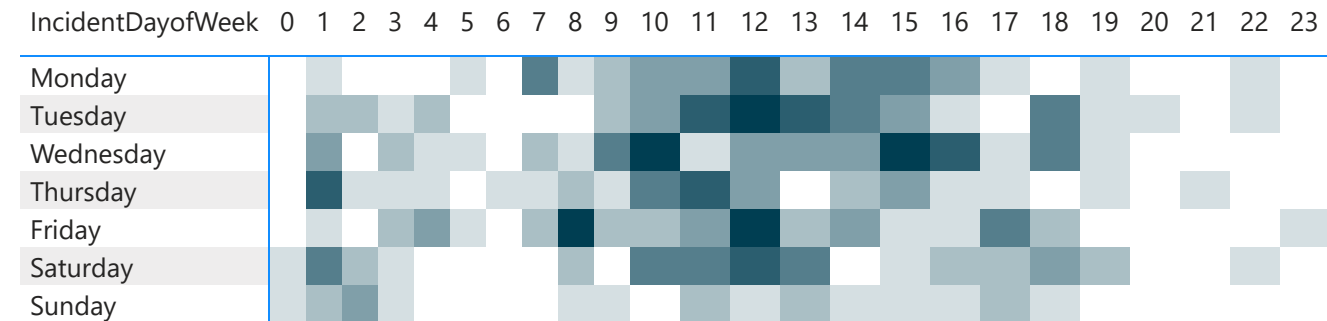
Crashes by Day of the Week



Crashes by Lighting Condition



Crash Frequency by Hour and Day of the Week



Period

1/6/2016

11/8/2023

Injury Severity

- No Injury (PDO)
- Possible/Complaint of Injury (C)
- Evident Non-Incapacitating (B)
- Evident, Incapacitating (A)
- Fatal (K)

Crash Type

All

Rural or Urban

Urban

HIN Selection

All

Collision Map

Period ▼

1/6/2016 📅

11/8/2023 📅

Injury Severity ▼

No Injury (PDO)

Possible/Complaint of Injury (C)

Evident Non-Incapacitating (B)

Evident, Incapacitating (A)

Fatal (K)

Crash Type ▼

All ▼

Rural or Urban ▼

Urban

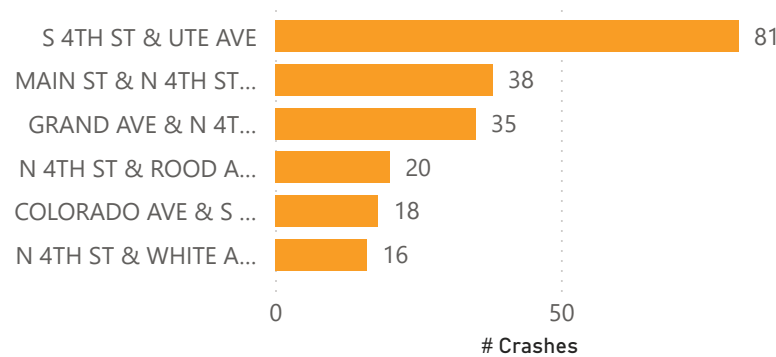
HIN Selection ▼

All ▼

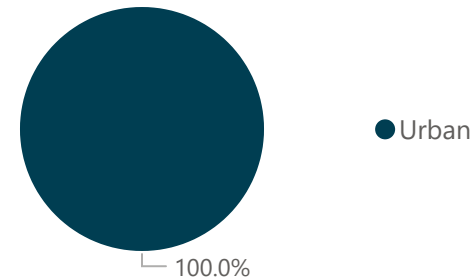
Segment Crashes (City & County Roadways)

Segment Crashes (State Roadways)

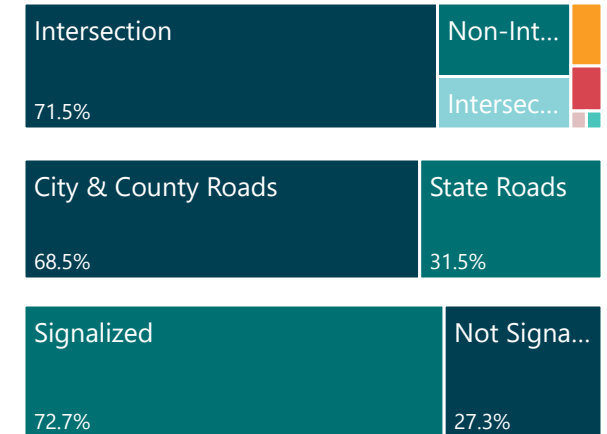
High Crash Intersections (< 150 feet)



Rural vs Urban Crashes



Crash Location





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Enhancing Roadway Safety in Our Community

Period

1/6/2016

11/8/2023

Injury Severity

- No Injury (PDO)
- Possible/Complaint of Injury (C)
- Evident Non-Incapacitating (B)
- Evident, Incapacitating (A)
- Fatal (K)

Crash Type

All

Rural or Urban

- Urban

HIN Selection

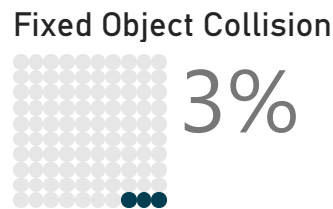
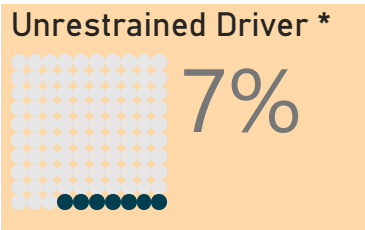
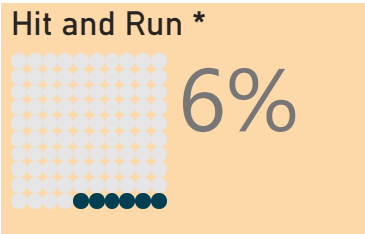
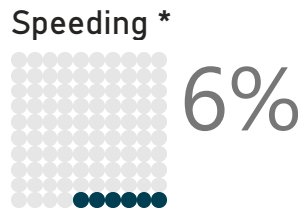
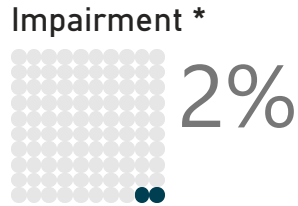
All

Mesa County Motor Vehicle Crash Query Tool

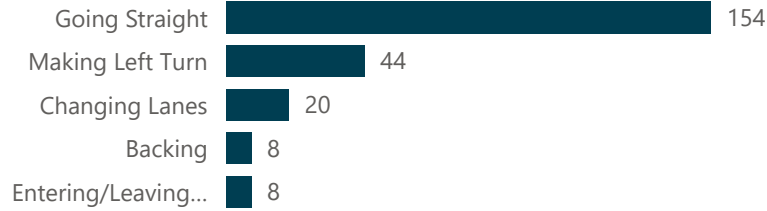


Crash Total
260

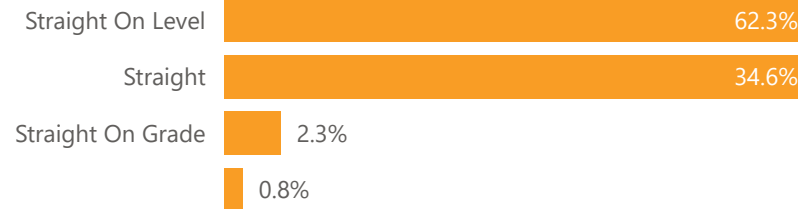
Why



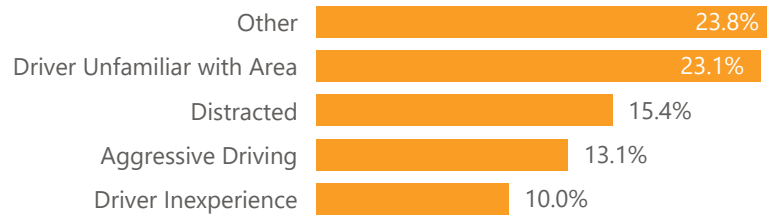
Unit 1 Action



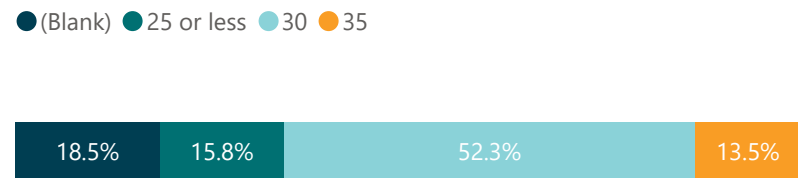
Road Contour



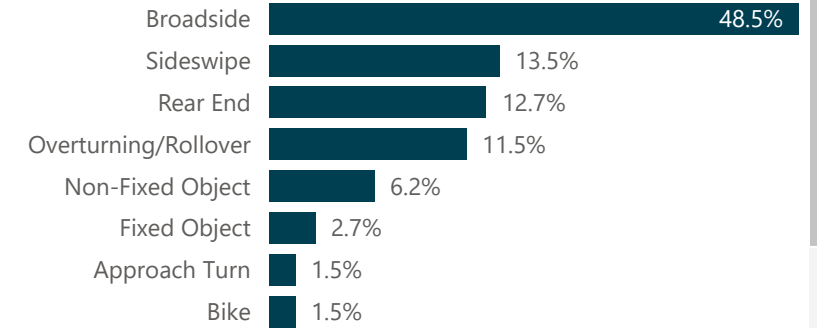
Contributing Factor



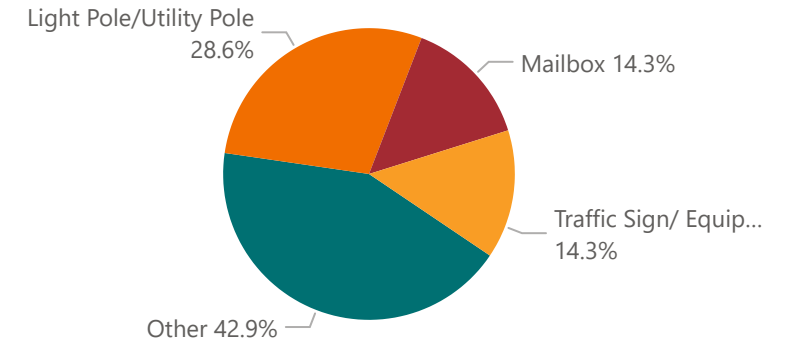
Posted Speed Limit of Unit 1



Crash Type



First Harmful Event - Fixed Object Crashes



* Crashes are classified as "Impairment-involved" when either the drivers of unit 1 or 2 are flagged under the "Driver Condition" (DiExSys) variables or the "Alcohol/Marijuana/Other Drugs Suspected" (CDOT) variables.

* Crashes are classified as "Speeding-involved" when the vehicle speed of either unit 1 or 2 exceeds the speed limit (DiExSys) or when the driver action is flagged as involving speeding (CDOT).

* Crashes are classified as "Hit and Runs" when the traffic unit type is flagged as a hit and run (DiExSys) or the crash is directly flagged as a hit and run (CDOT).

* Crashes are classified as featuring an "Unrestrained Driver" when the driver is not wearing a seatbelt (DiExSys).



Mesa County
Safety Action Plan
 Enhancing Roadway Safety in Our Community

Period ▼

1/6/2016 📅

11/8/2023 📅

Injury Severity ▼

No Injury (PDO)

Possible/Complaint of Injury (C)

Evident Non-Incapacitating (B)

Evident, Incapacitating (A)

Fatal (K)

Crash Type ▼

All ▼

Rural or Urban ▼

Urban

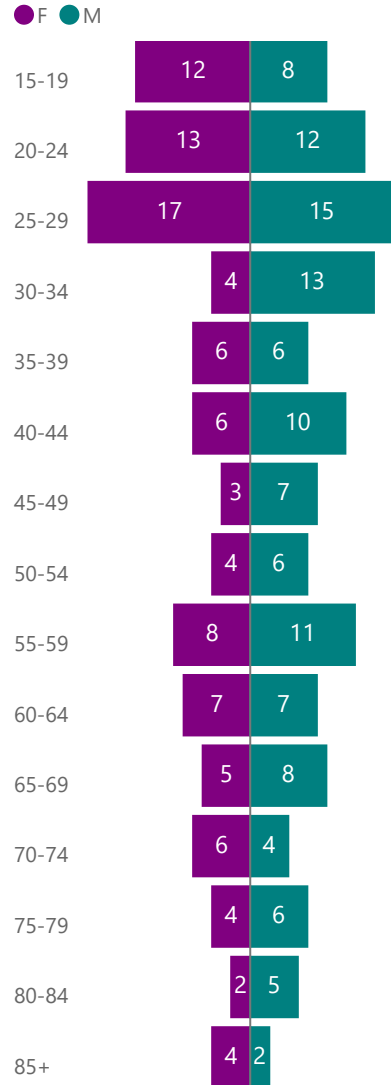
HIN Selection ▼

All ▼

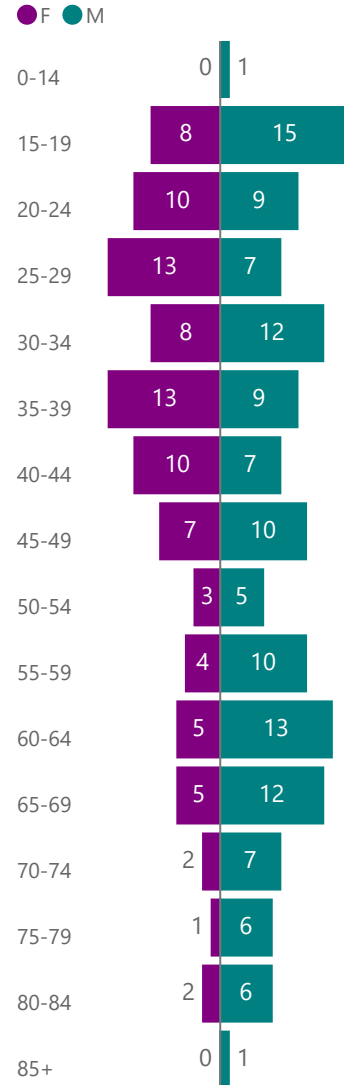
* Non-motorist age and gender data for crashes prior to 2021 is unavailable.

Mesa County Motor Vehicle Crash Query Tool

Drivers of Unit 1 by Age and Gender



Drivers of Unit 2 by Age and Gender

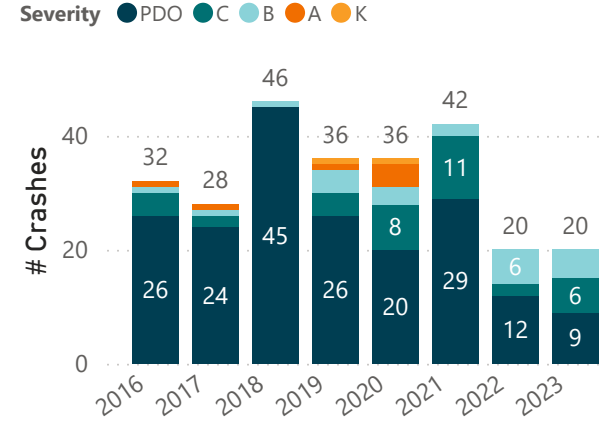


Crash Total
260

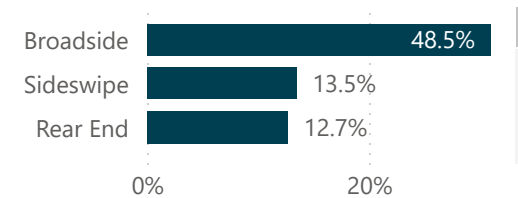
Who

Ped and Bike by Age and Gender (2021-2023) *

Crashes by Year and Severity



Crash Type



Mesa County Motor Vehicle Crash Query Tool

Pedestrian & Bicyclist

Period ▼

5/10/2017 📅

12/21/2018 📅

Injury Severity ▼

No Injury (PDO)

Evident Non-Incapacitating (B)

Rural or Urban ▼

Urban

HIN Selection ▼

All ▼

Crash Total

5

Total Injuries

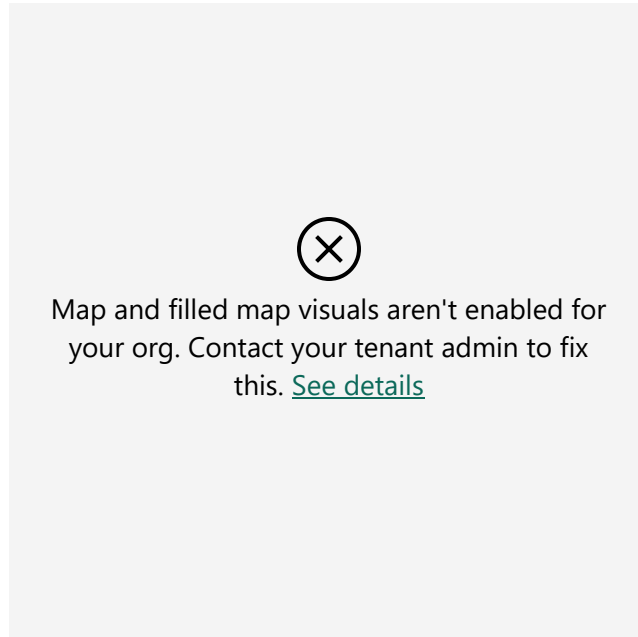
1

Total Fatalities

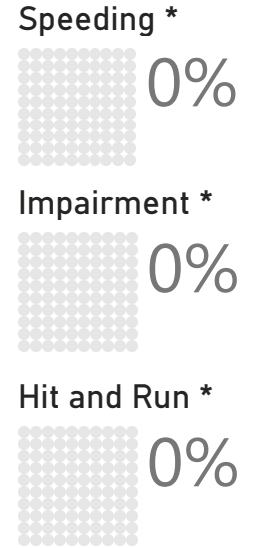
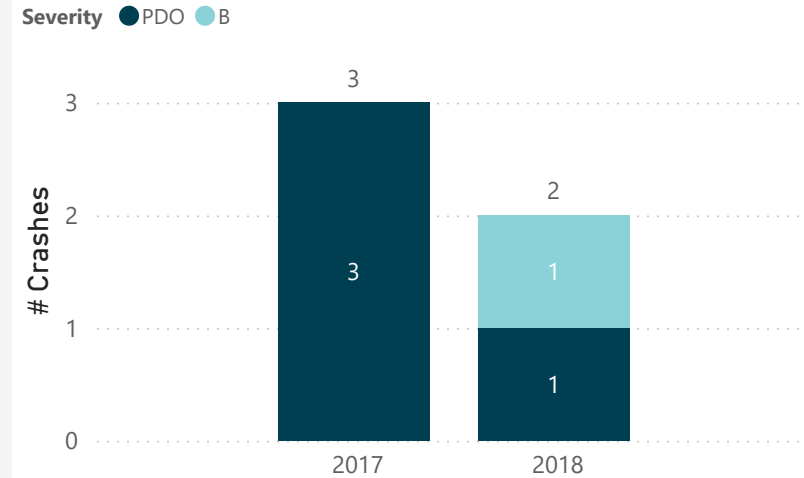
(Blank)

Total Hit and Runs

0

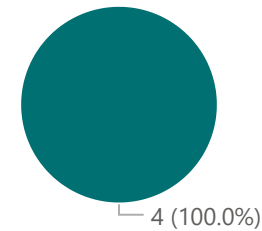


Crashes by Year and Severity



Intersection Crashes

● Signalized



Crash Location



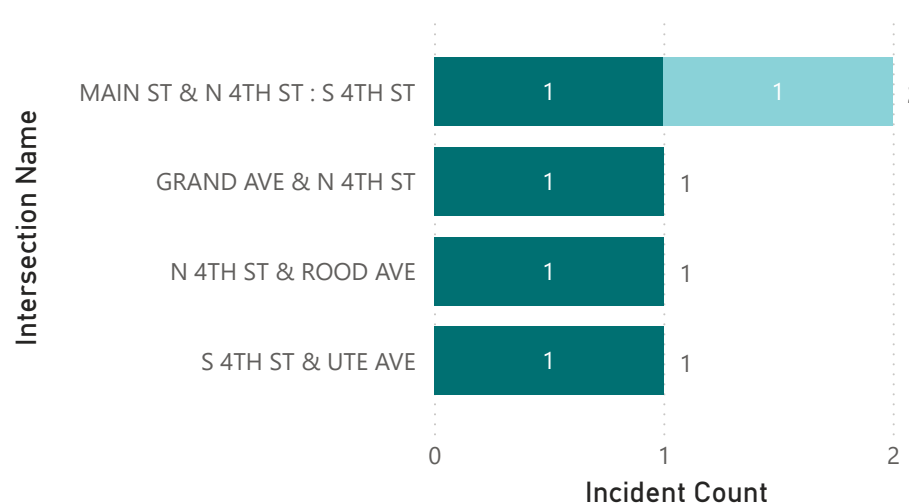
Pedestrian/Bicyclist Violation

Crashes by Lighting Condition



High Crash Intersections

Crash Type ● Bike ● Pedestrian



* Flag description included on "WHY" page.



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HIN Crash Profile

HIN Selection	Incident Count	K	A	B	C	PDO	Ped	Bike	Motorcycle
Not on HIN	179	0	2	13	18	136	1	3	1
Intx_S 4TH ST & UTE AVE	81	2	5	5	13	46	0	1	3
Total	260	2	7	18	31	182	1	4	4

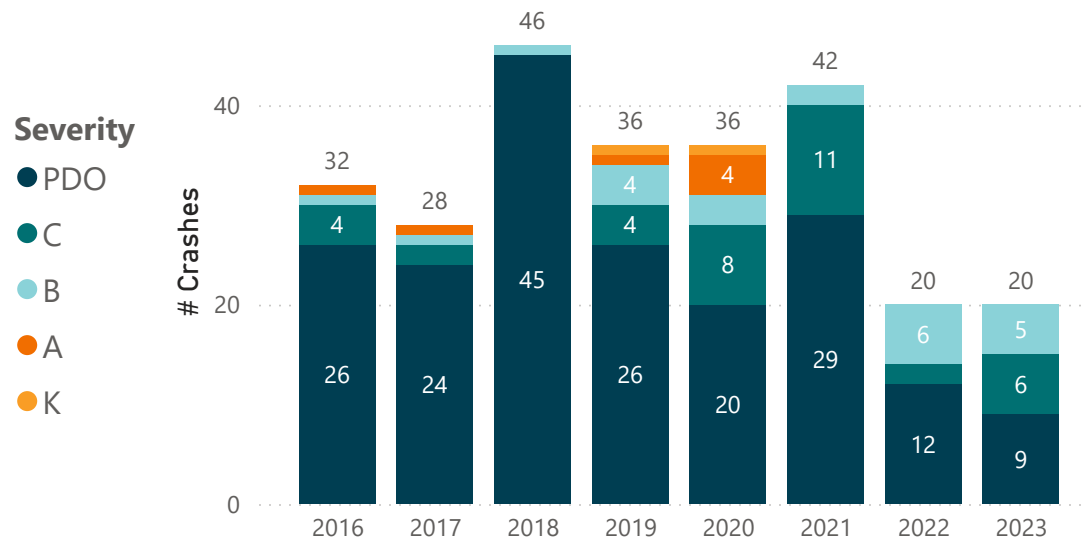
Period ▼

1/6/2016 📅

11/8/2023 📅

Crash Total
260

Crashes by Year and Severity



* Crashes were assigned to the nearest HIN segment and might have been considered in an adjacent segment during the evaluation. Assigning crashes to a segment is a conservative approach to understanding crash patterns because more crashes are included. KSI crashes were manually verified, ensuring that the HIN results remained unchanged.



Mesa County
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 Enhancing Roadway Safety in Our Community

Period

1/29/2016

12/31/2023

Crash Total

237

Total Injuries

96

Total Fatalities

(Blank)

Total Hit and Runs

12

Total Pedestrian Crashes

8

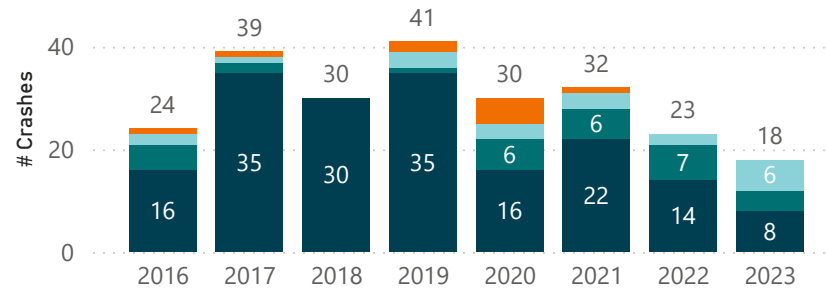
Total Bicyclist Crashes

0

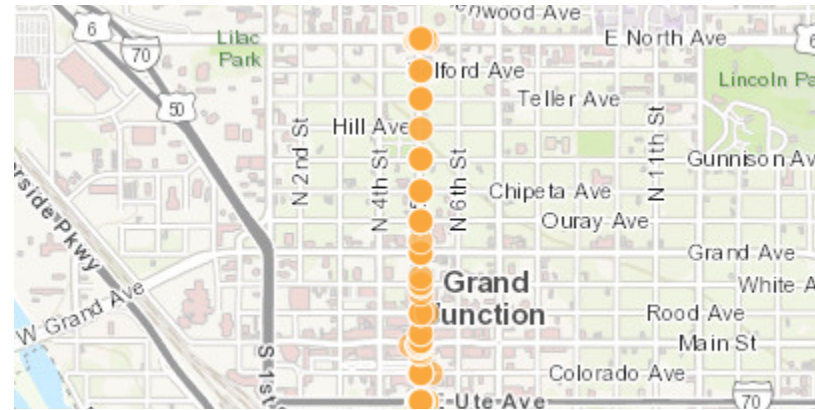
Mesa County Motor Vehicle Crash Query Tool

Crashes by Year and Severity

Severity ● PDO ● C ● B ● A

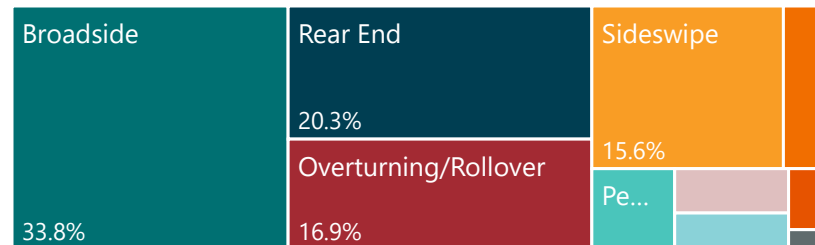


Collision Map



City of Grand Junction, County of Mesa, Bureau of Land M... Powered by Esri

Crash Type



Overview

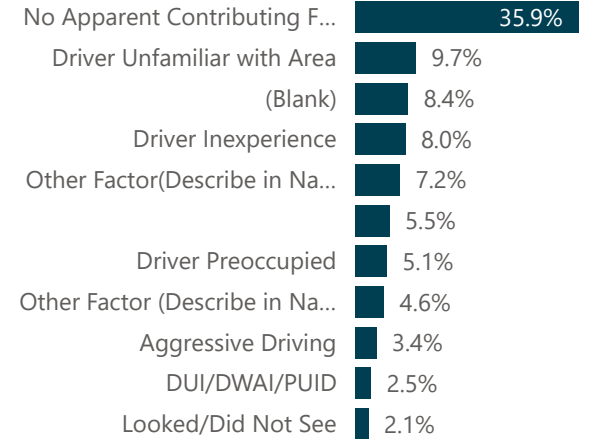
% of Impairment-Related Crashes



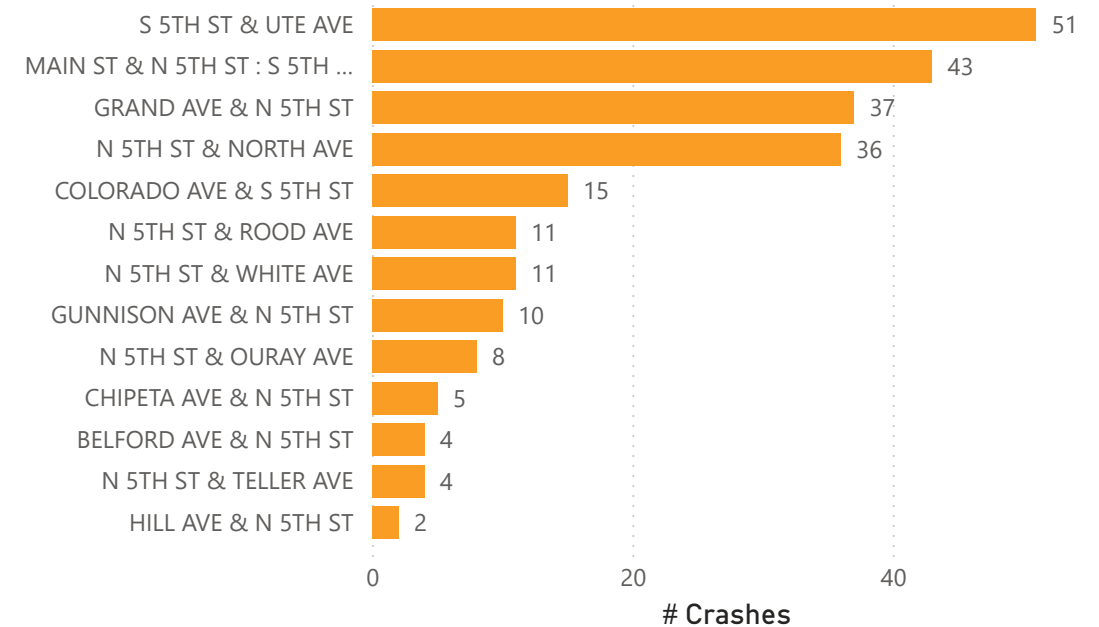
% of Speed-Related Crashes



Violation of Unit 1



High Crash Intersections (<150 feet)





Mesa County
Safety Action Plan
 Enhancing Roadway Safety in Our Community

Mesa County Motor Vehicle Crash Query Tool



Summary

Period

1/29/2016

12/31/2023

Injury Severity

No Injury (PDO)

Possible/Complaint of Injury (C)

Evident Non-Incapacitating (B)

Evident, Incapacitating (A)

Crash Type

All

Rural or Urban

Urban

HIN Selection

All

Average Crashes Per Year

30

Crash Total

237

Total Injuries

96

Total Fatalities

(Blank)

Total Hit and Runs

12

Total Pedestrian Crashes

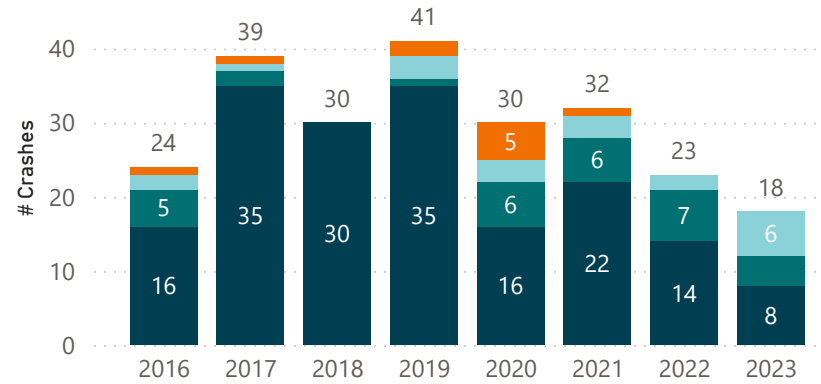
8

Total Bicyclist Crashes

0

Crashes by Year and Severity

Severity ● PDO ● C ● B ● A



Collision Map

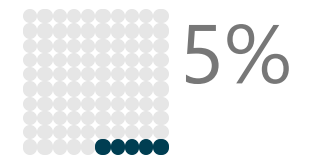
Crash Type



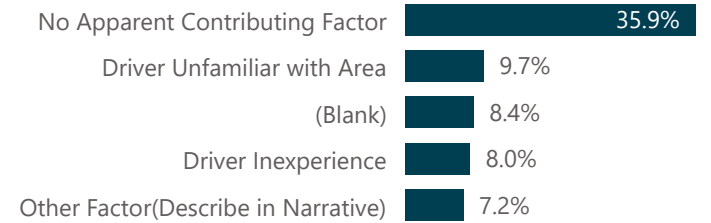
% of Impairment-Related Crashes *



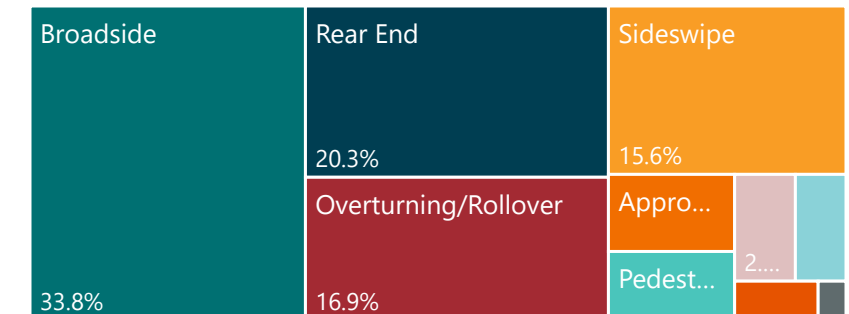
% of Speed-Related Crashes *



Violation of Unit 1



Crash Type



* Flag description included on "WHY" page.



Mesa County
Safety Action Plan
Enhancing Roadway Safety in Our Community

Mesa County Motor Vehicle Crash Query Tool

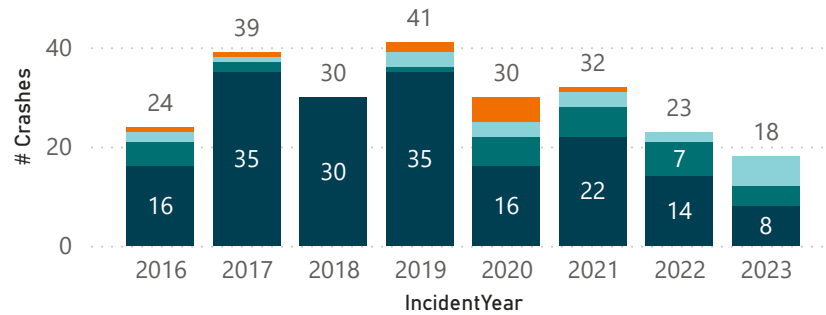


Crash Total
237

When

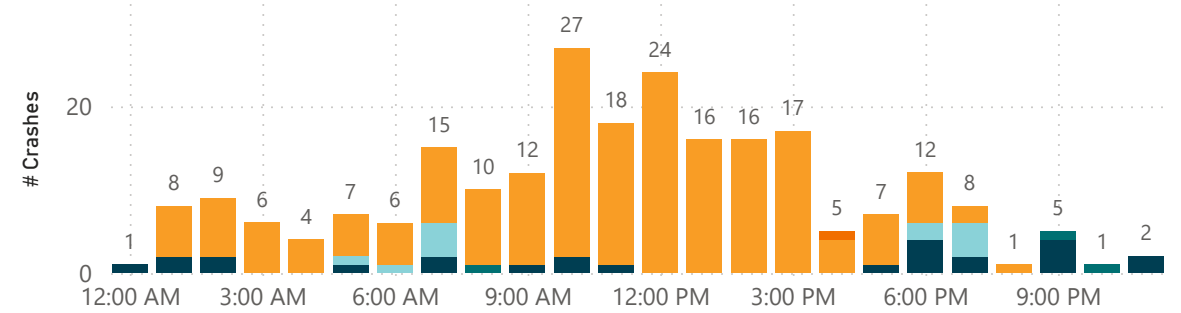
Crashes by Year and Severity

Severity ● PDO ● C ● B ● A



Crashes by Time of Day and Light Condition

● Dark – Lighted ● Dark – Unlighted ● Dawn or Dusk ● Daylight ● Unknown



Period

1/29/2016

12/31/2023

Injury Severity

No Injury (PDO)

Possible/Complaint of Injury (C)

Evident Non-Incapacitating (B)

Evident, Incapacitating (A)

Crash Type

All

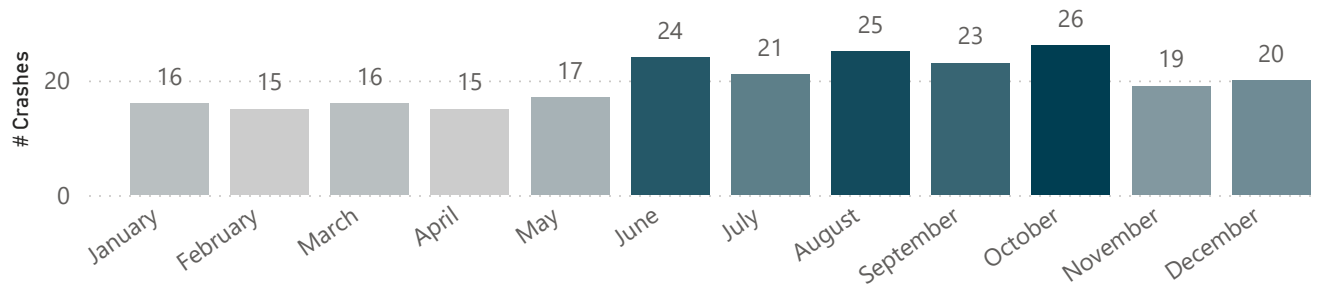
Rural or Urban

Urban

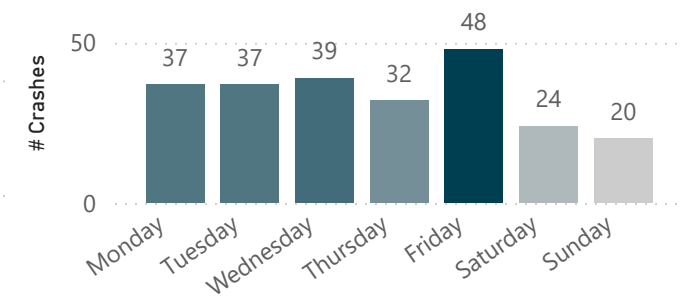
HIN Selection

All

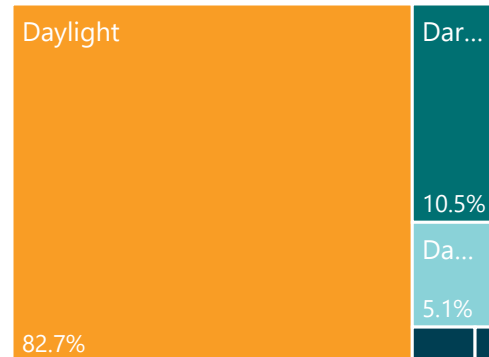
Crashes by Month



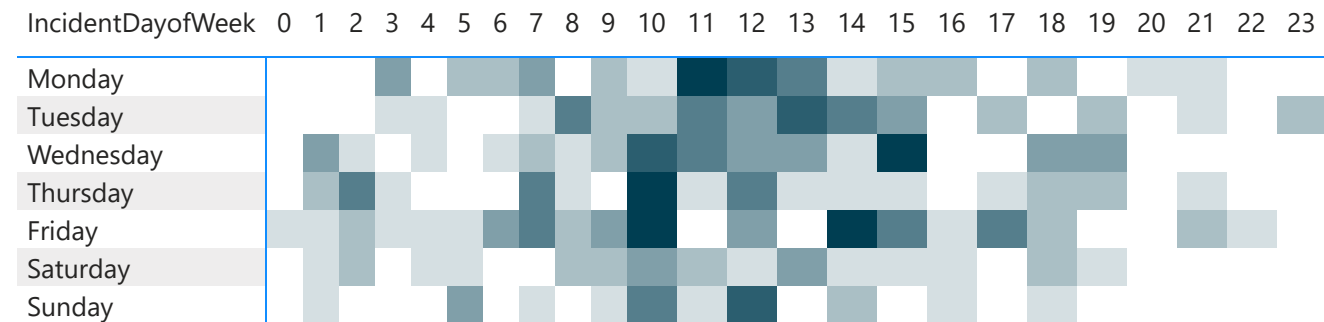
Crashes by Day of the Week



Crashes by Lighting Condition



Crash Frequency by Hour and Day of the Week



Collision Map

Period ▼

1/29/2016 📅

12/31/2023 📅

Injury Severity ▼

- No Injury (PDO)
- Possible/Complaint of Injury (C)
- Evident Non-Incapacitating (B)
- Evident, Incapacitating (A)

Crash Type ▼

All ▼

Rural or Urban ▼

- Urban

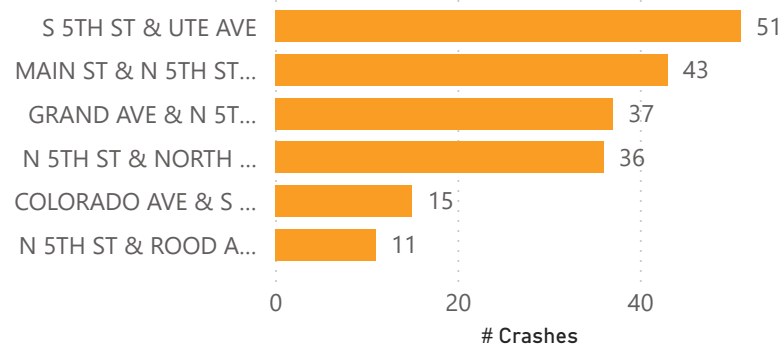
HIN Selection ▼

All ▼

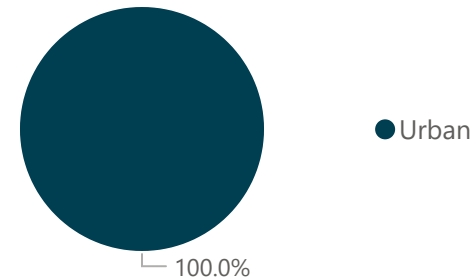
Segment Crashes (City & County Roadways)

Segment Crashes (State Roadways)

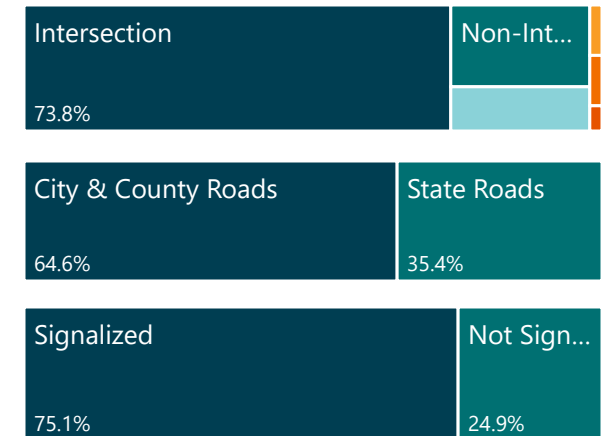
High Crash Intersections (< 150 feet)



Rural vs Urban Crashes



Crash Location





Mesa County
Safety Action Plan
Enhancing Roadway Safety in Our Community

Period

1/29/2016

12/31/2023

Injury Severity

No Injury (PDO)

Possible/Complaint of Injury (C)

Evident Non-Incapacitating (B)

Evident, Incapacitating (A)

Crash Type

All

Rural or Urban

Urban

HIN Selection

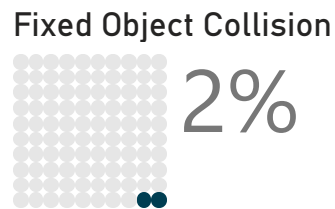
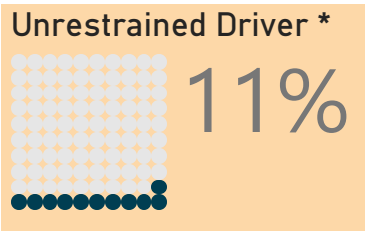
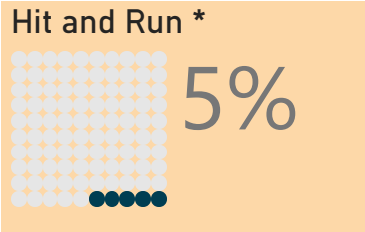
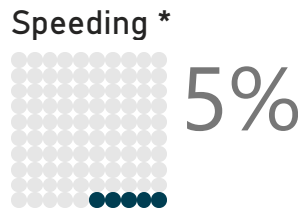
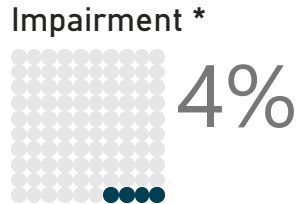
All

Mesa County Motor Vehicle Crash Query Tool

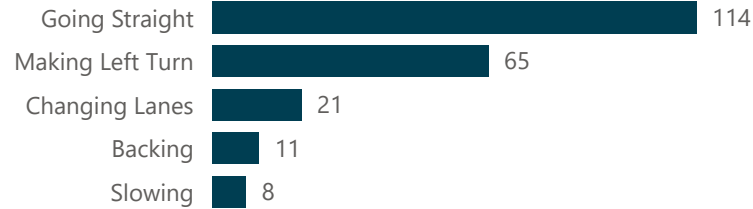


Crash Total
237

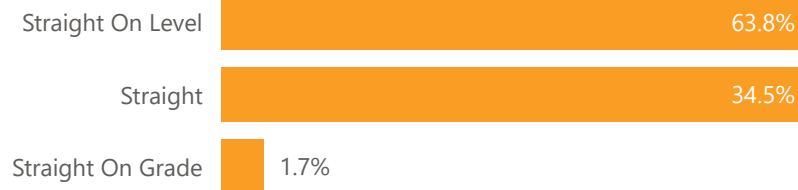
Why



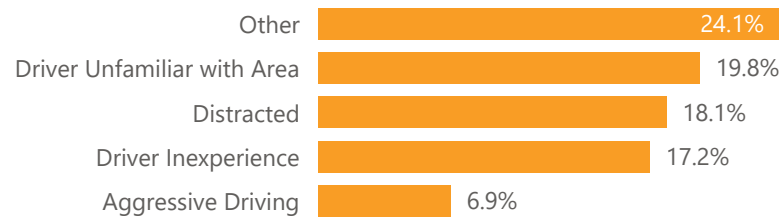
Unit 1 Action



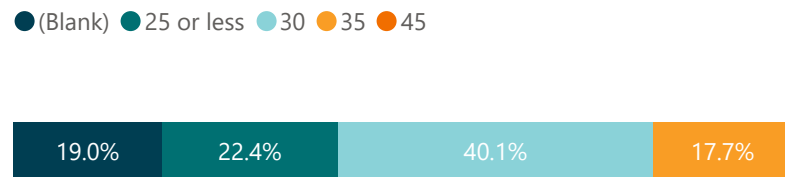
Road Contour



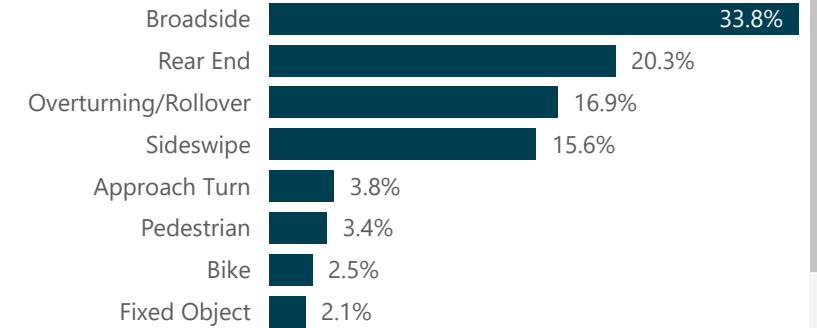
Contributing Factor



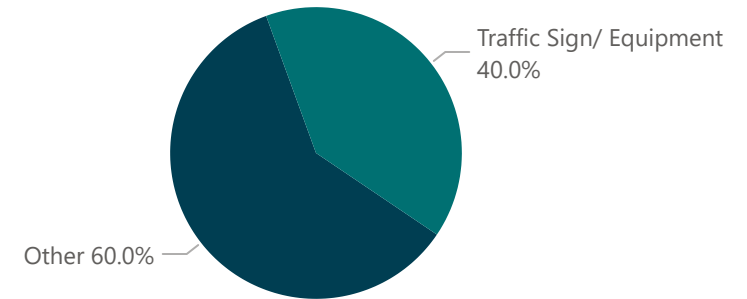
Posted Speed Limit of Unit 1



Crash Type



First Harmful Event - Fixed Object Crashes



* Crashes are classified as "Impairment-involved" when either the drivers of unit 1 or 2 are flagged under the "Driver Condition" (DiExSys) variables or the "Alcohol/Marijuana/Other Drugs Suspected" (CDOT) variables.

* Crashes are classified as "Speeding-involved" when the vehicle speed of either unit 1 or 2 exceeds the speed limit (DiExSys) or when the driver action is flagged as involving speeding (CDOT).

* Crashes are classified as "Hit and Runs" when the traffic unit type is flagged as a hit and run (DiExSys) or the crash is directly flagged as a hit and run (CDOT).

* Crashes are classified as featuring an "Unrestrained Driver" when the driver is not wearing a seatbelt (DiExSys).



Mesa County
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Period

1/29/2016

12/31/2023

Injury Severity

No Injury (PDO)

Possible/Complaint of Injury (C)

Evident Non-Incapacitating (B)

Evident, Incapacitating (A)

Crash Type

All

Rural or Urban

Urban

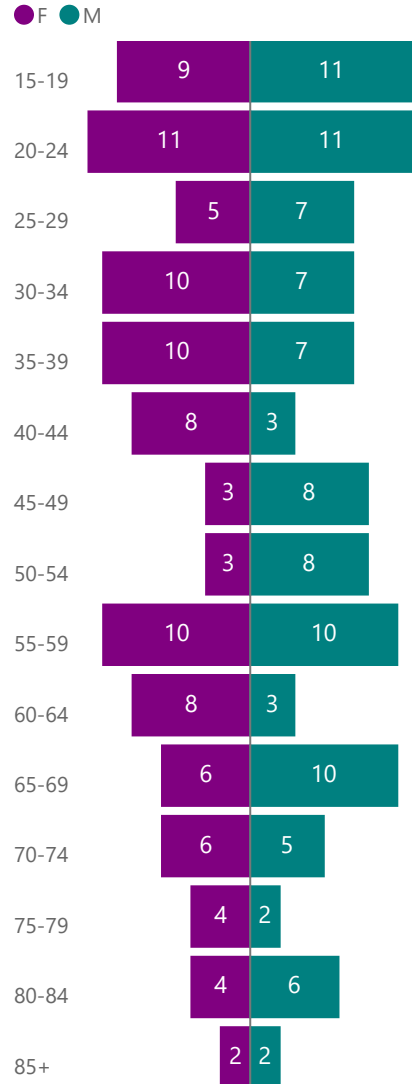
HIN Selection

All

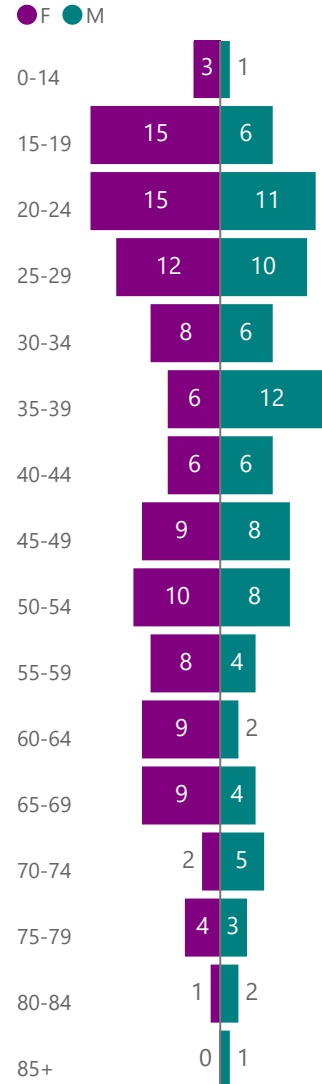
* Non-motorist age and gender data for crashes prior to 2021 is unavailable.

Mesa County Motor Vehicle Crash Query Tool

Drivers of Unit 1 by Age and Gender



Drivers of Unit 2 by Age and Gender

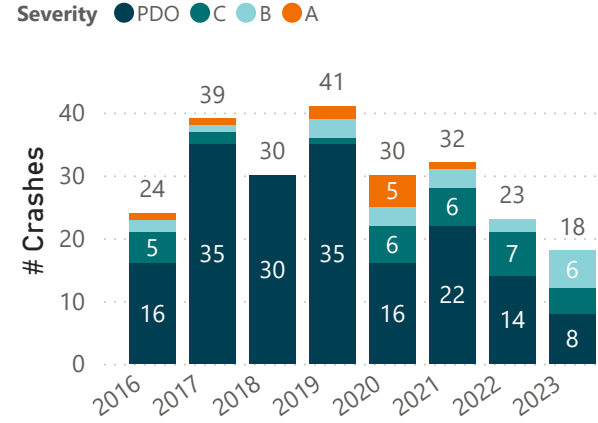


Crash Total

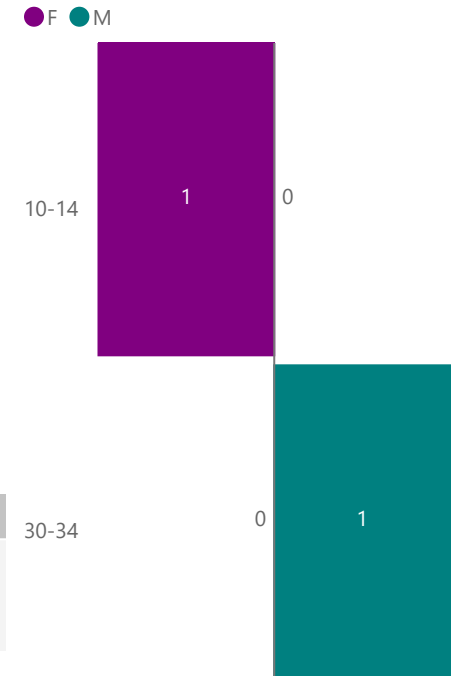
237

Who

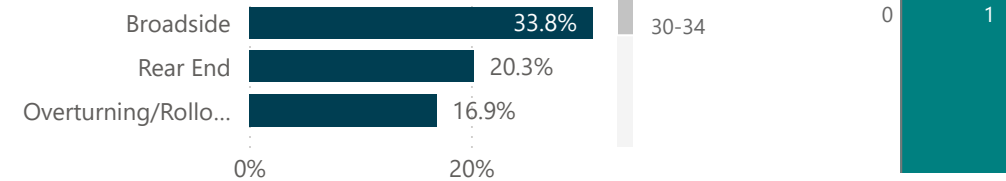
Crashes by Year and Severity



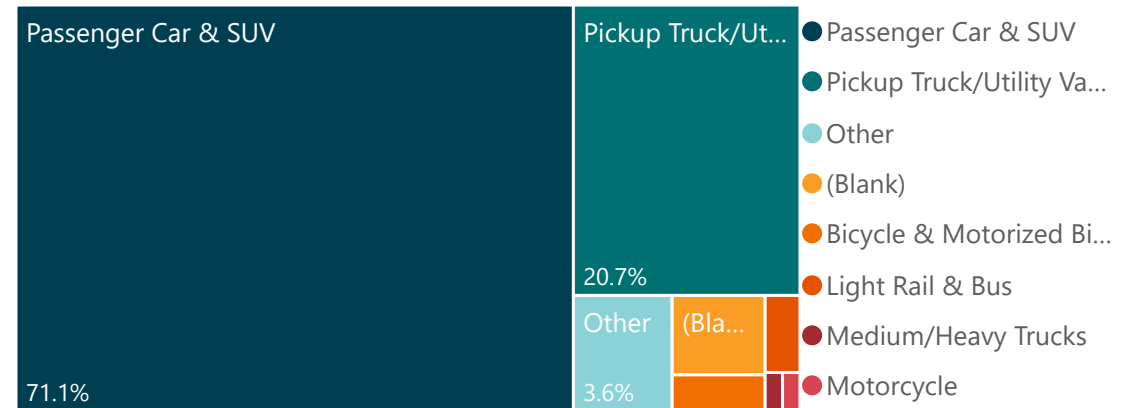
Ped and Bike by Age and Gender (2021-2023) *



Crash Type



Unit Body Style



Mesa County Motor Vehicle Crash Query Tool

Pedestrian & Bicyclist

Period

8/10/2016

5/16/2022

Injury Severity

No Injury (PDO)

Possible/Complaint of Injury (C)

Evident Non-Incapacitating (B)

Evident, Incapacitating (A)

Rural or Urban

Urban

HIN Selection

All

* Flag description included on "WHY" page.

Crash Total

14

Total Injuries

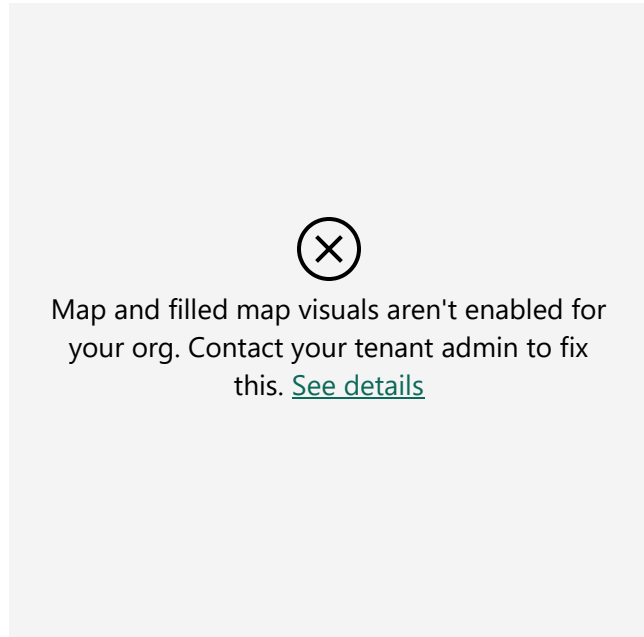
8

Total Fatalities

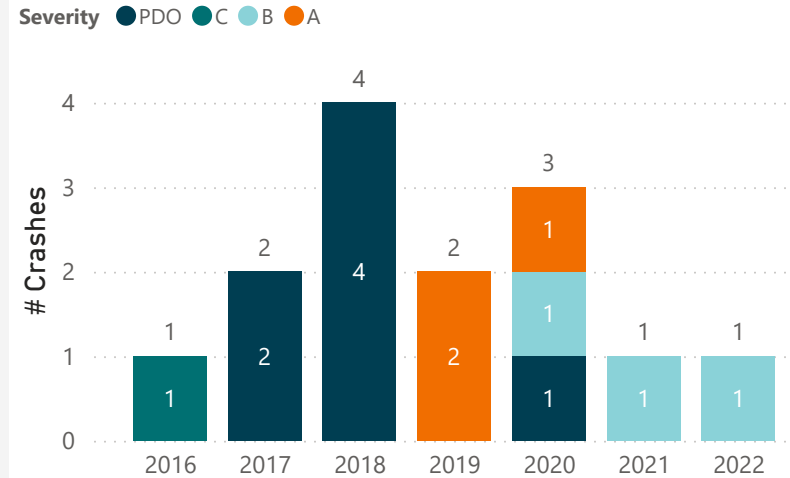
(Blank)

Total Hit and Runs

2



Crashes by Year and Severity

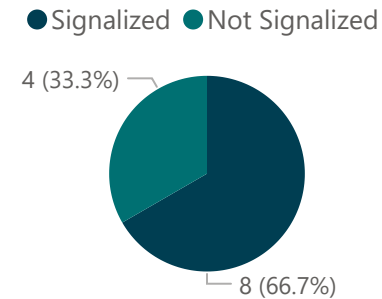


Speeding *
0%

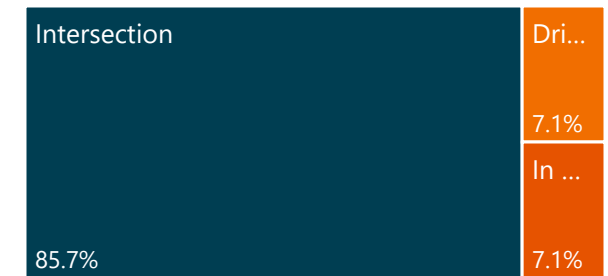
Impairment *
14%

Hit and Run *
14%

Intersection Crashes

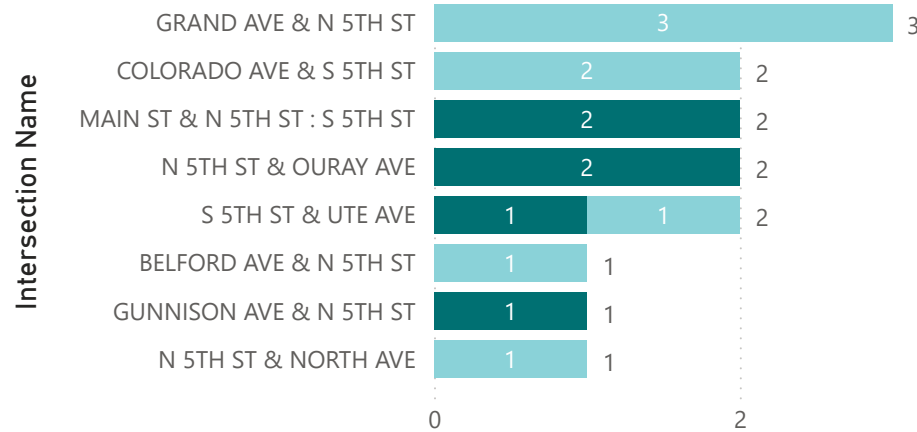


Crash Location

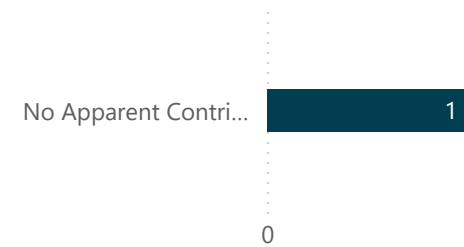


High Crash Intersections

Crash Type ● Bike ● Pedestrian



Pedestrian/Bicyclist Violation



Crashes by Lighting Condition





Mesa County
Safety Action Plan
 Enhancing Roadway Safety in Our Community

HIN Crash Profile

Period

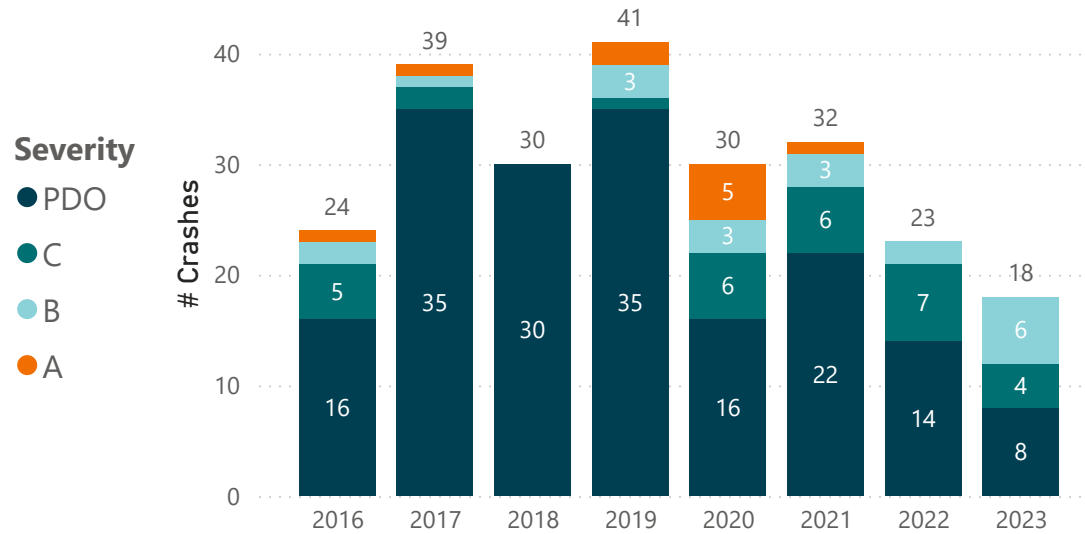
1/29/2016

12/31/2023

Crash Total

237

Crashes by Year and Severity



HIN Selection	Incident Count	K	A	B	C	PDO	Ped	Bike	Motorcycle
Not on HIN	149	0	5	11	15	108	4	5	1
Seg_422-UTE AVE	51	0	2	2	6	35	1	1	0
Intx GRAND AVE & N 5TH ST	37	0	3	1	6	25	3	0	0
Total	237	0	10	14	27	168	8	6	1

* Crashes were assigned to the nearest HIN segment and might have been considered in an adjacent segment during the evaluation. Assigning crashes to a segment is a conservative approach to understanding crash patterns because more crashes are included. KSI crashes were manually verified, ensuring that the HIN results remained unchanged.

Property Overview

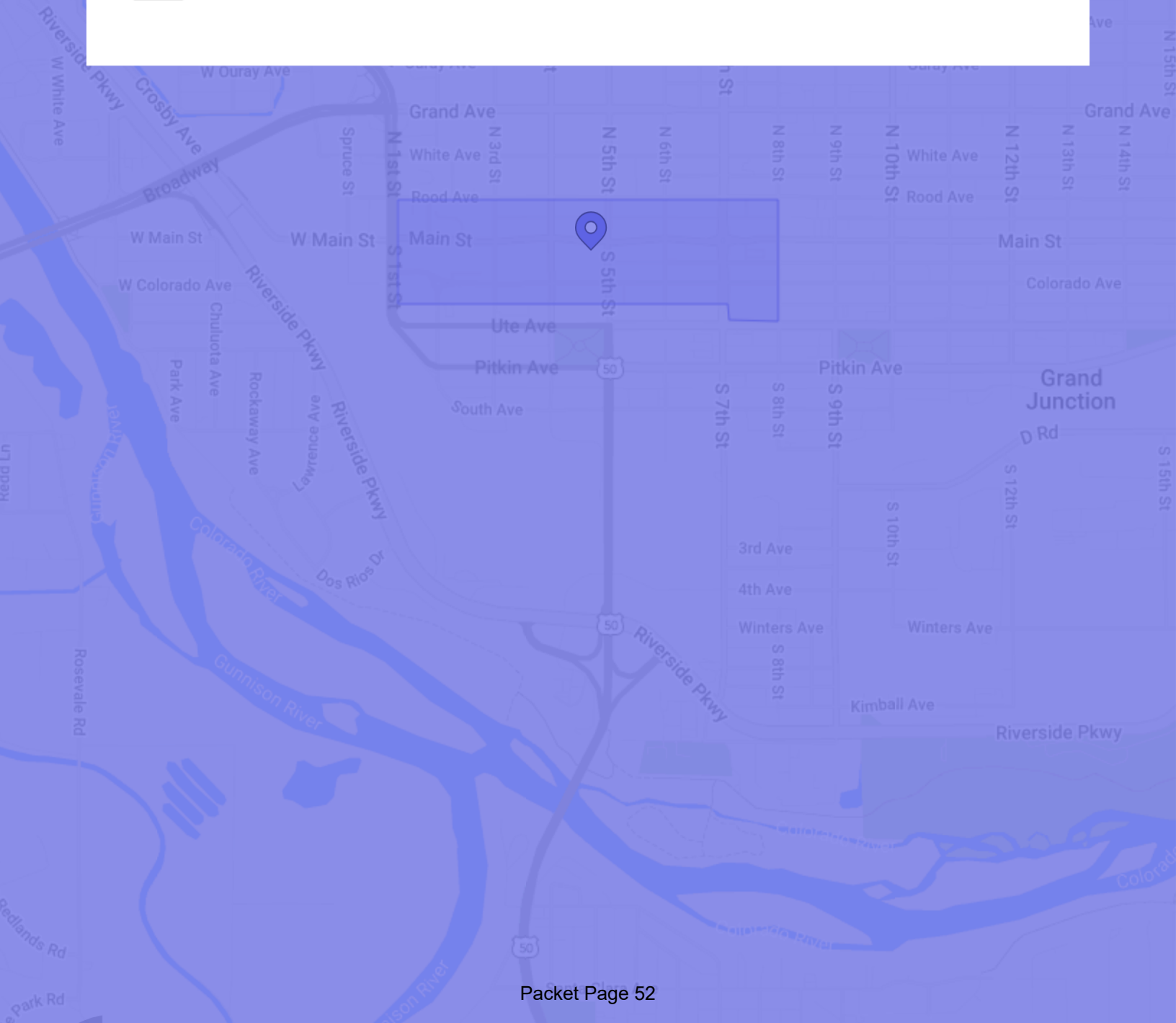
Property:

DB **Downtown Business Corridor**
449 Main Street, Grand Junction, CO 81501

Sep 18 - Dec 10, 2024

DB **Downtown Business Corridor**
449 Main Street, Grand Junction, CO 81501

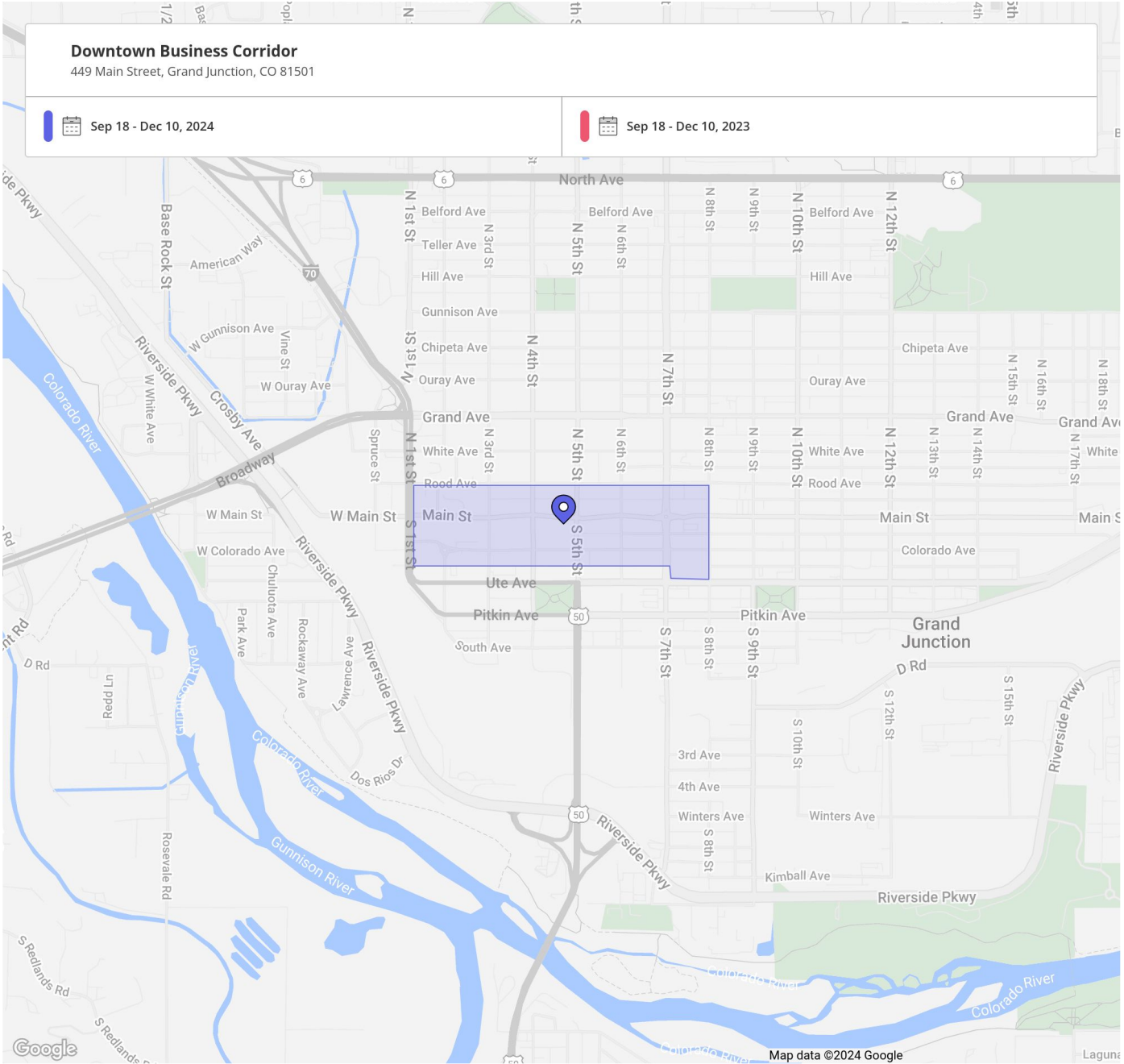
Sep 18 - Dec 10, 2023



Property Overview




Time Compare

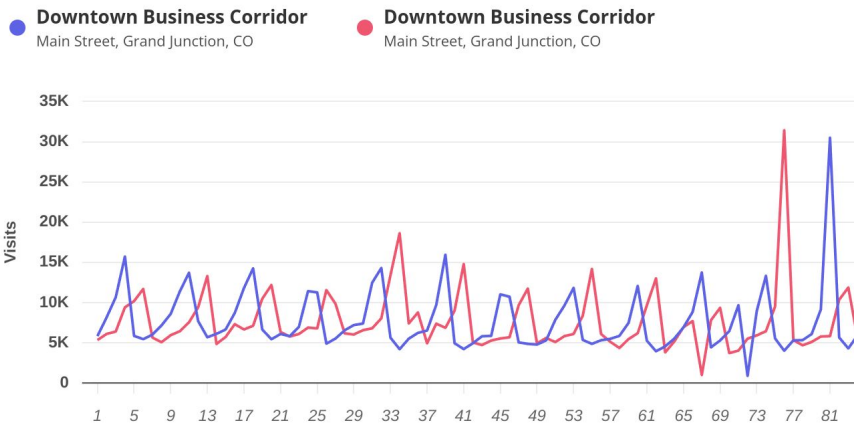


Metrics		
Metric Name	Downtown Business Corridor Main Street, Grand Junction, CO	Downtown Business Corridor Main Street, Grand Junction, CO
Visits	647.9K	645.2K
Visitors	237.4K	229.6K
Visit Frequency	2.73	2.81
Avg. Dwell Time	140 min	153 min
Visits YoY	+0.4%	-6%
Visits Yo2Y	-5.7%	-4%
Visits Yo3Y	-3.6%	+32.9%

[Downtown Business Corridor](#) - Sep 18th, 2024 - Dec 10th, 2024
[Downtown Business Corridor](#) - Sep 18th, 2023 - Dec 10th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)



Visits Trend



	2021	2022	2023	Last 12 Months
■	2.9M	2.9M	2.9M	2.9M
■	2.9M	2.9M	2.9M	2.9M

Daily | Visits

Downtown Business Corridor - Sep 18th, 2024 - Dec 10th, 2024

Downtown Business Corridor - Sep 18th, 2023 - Dec 10th, 2023

Data provided by Placer Labs Inc. (www.placer.ai)



Audience Overview

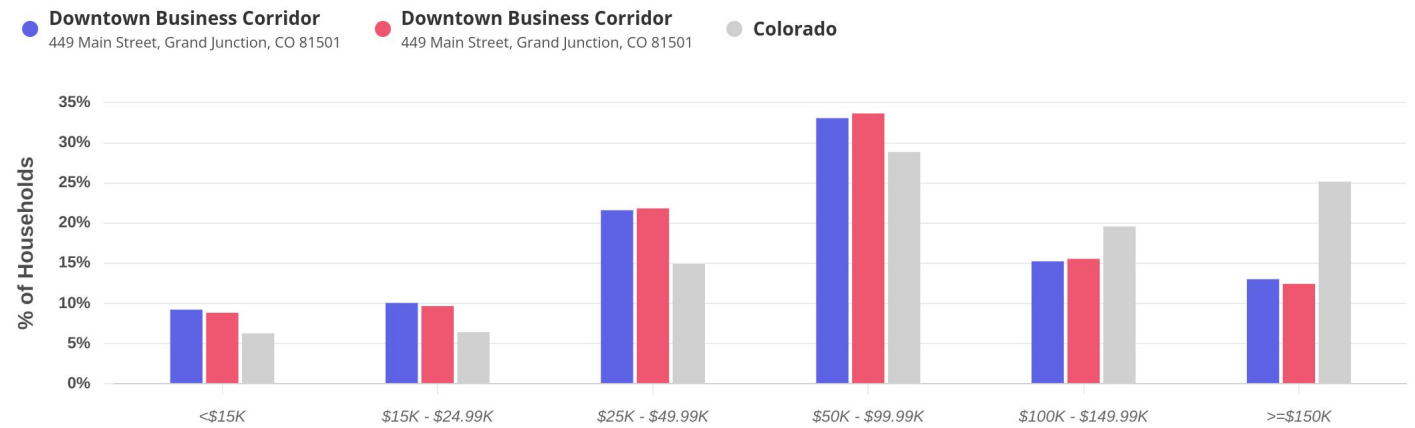
Summary

Properties	Median Household Income	Bachelor's Degree or Higher	Most Common Ethnicity	Persons per Household
Downtown Business Corri... Main Street, Grand Junction, CO	\$63.2K	29.9%	White (77.1%)	2.35
Downtown Business Corri... Main Street, Grand Junction, CO	\$63.4K	29.7%	White (77.6%)	2.36
Colorado	\$89.1K	43.8%	White (65.9%)	2.51

[Downtown Business Corridor - Sep 18th, 2024 - Dec 10th, 2024](#) | Data Source: STI: Popstats
[Downtown Business Corridor - Sep 18th, 2023 - Dec 10th, 2023](#)
Data provided by Placer Labs Inc. (www.placer.ai)



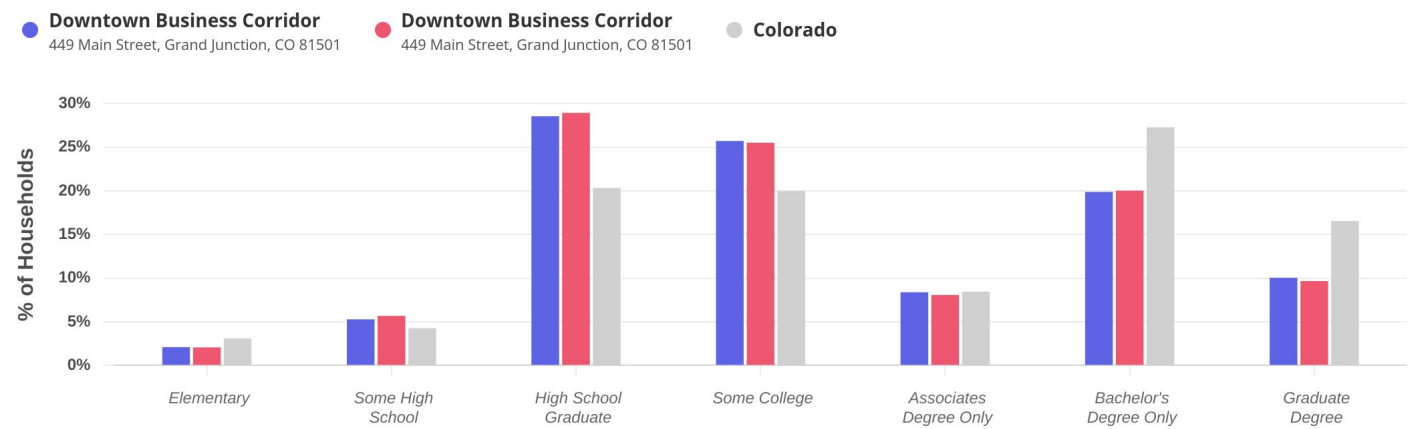
Household Income



Downtown Business Corridor - Sep 18th, 2024 - Dec 10th, 2024
 Downtown Business Corridor - Sep 18th, 2023 - Dec 10th, 2023 | Data Source: STI: Popstats
 Data provided by Placer Labs Inc. (www.placer.ai)



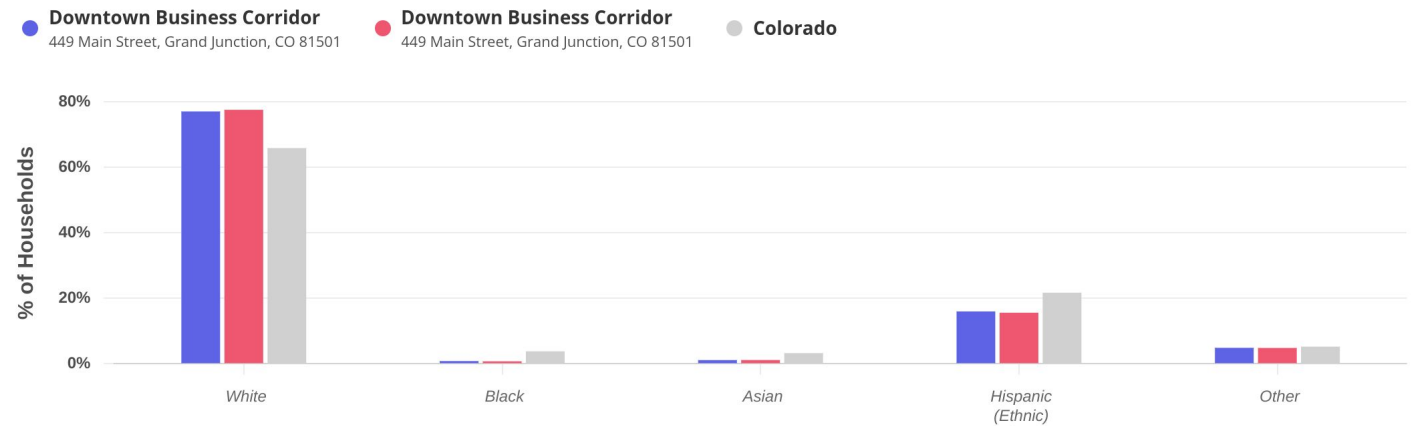
Education



Downtown Business Corridor - Sep 18th, 2024 - Dec 10th, 2024
 Downtown Business Corridor - Sep 18th, 2023 - Dec 10th, 2023 | Data Source: STI: Popstats
 Data provided by Placer Labs Inc. (www.placer.ai)



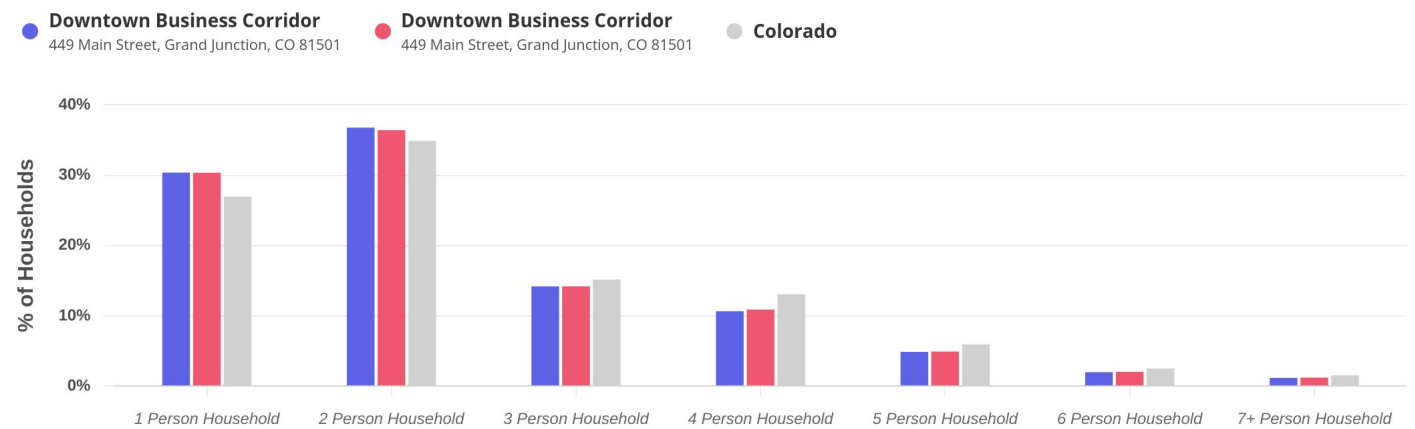
Ethnicity



Downtown Business Corridor - Sep 18th, 2024 - Dec 10th, 2024
 Downtown Business Corridor - Sep 18th, 2023 - Dec 10th, 2023 | Data Source: STI: Popstats
 Data provided by Placer Labs Inc. (www.placer.ai)



Household Size

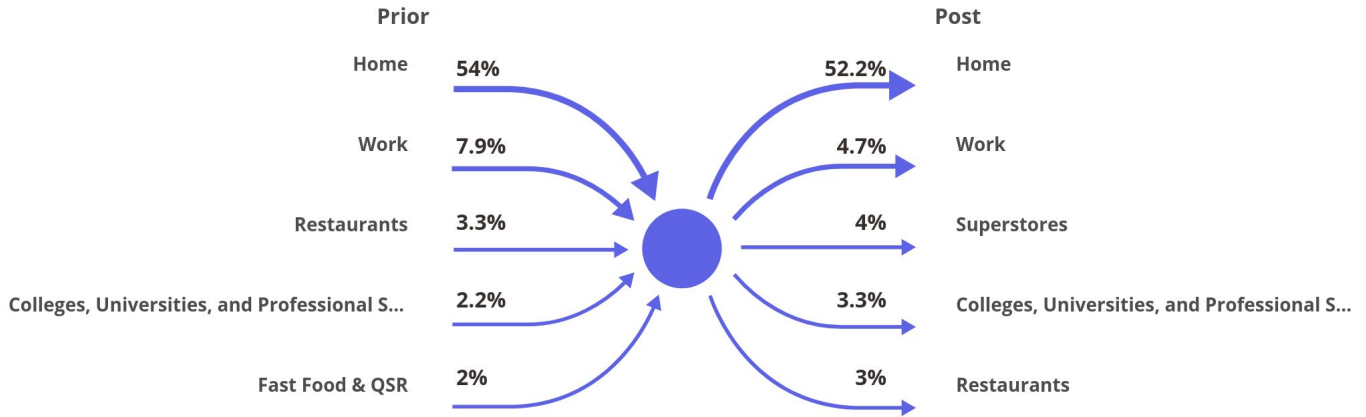


Downtown Business Corridor - Sep 18th, 2024 - Dec 10th, 2024
 Downtown Business Corridor - Sep 18th, 2023 - Dec 10th, 2023 | Data Source: STI: Popstats
 Data provided by Placer Labs Inc. (www.placer.ai)



Visitor Journey

Downtown Business Corridor
449 Main Street, Grand Junction, CO 81501

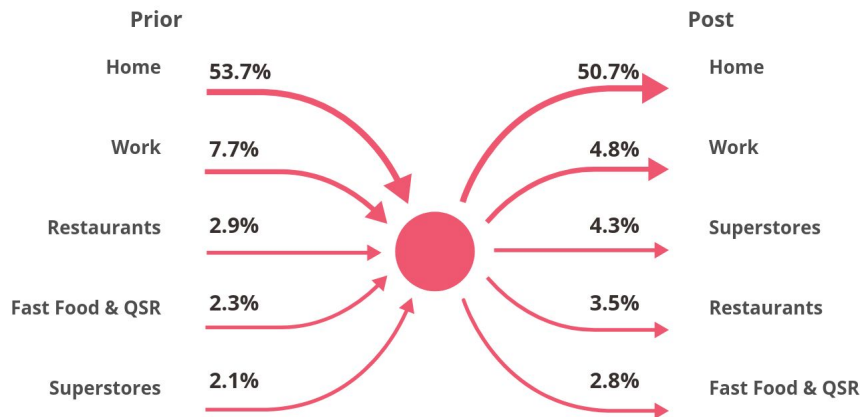


Show by: | Sep 18th, 2024 - Dec 10th, 2024
Data provided by Placer Labs Inc. (www.placer.ai)



Visitor Journey

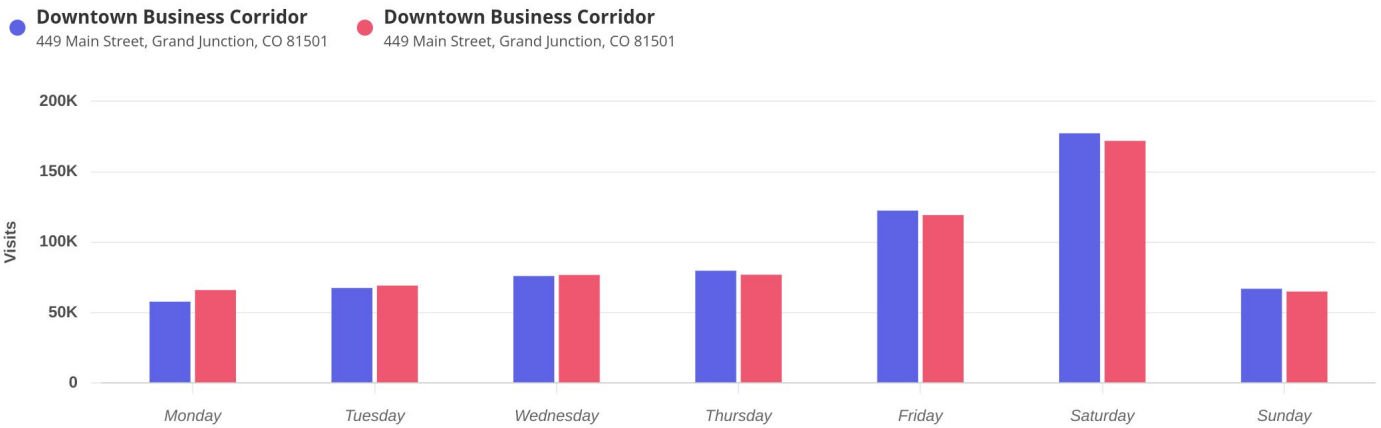
Downtown Business Corridor
449 Main Street, Grand Junction, CO 81501



Show by: | Sep 18th, 2023 - Dec 10th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)



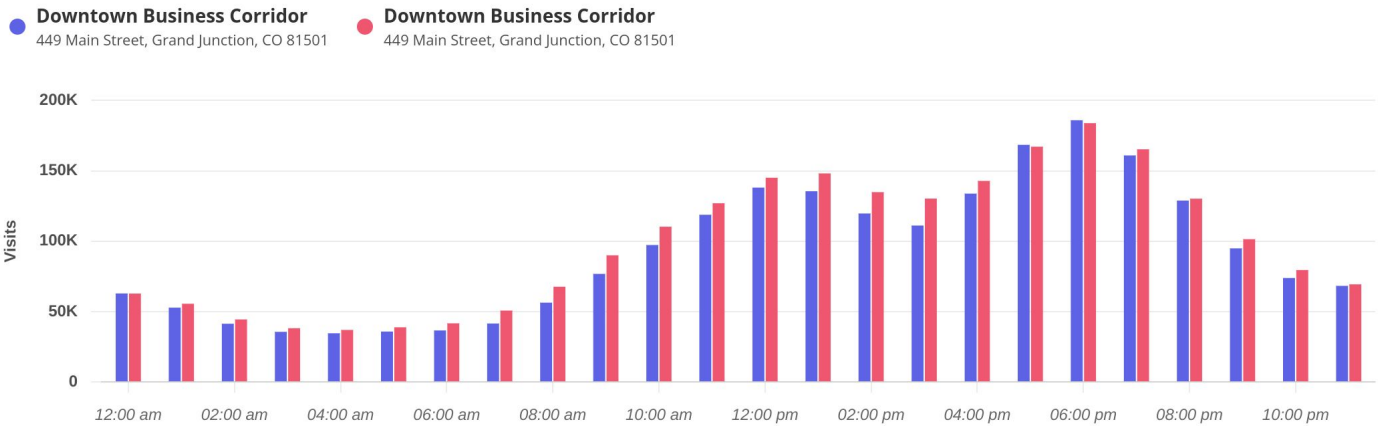
Daily Visits



Visits
Downtown Business Corridor - Sep 18th, 2024 - Dec 10th, 2024
Downtown Business Corridor - Sep 18th, 2023 - Dec 10th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)



Hourly Visits



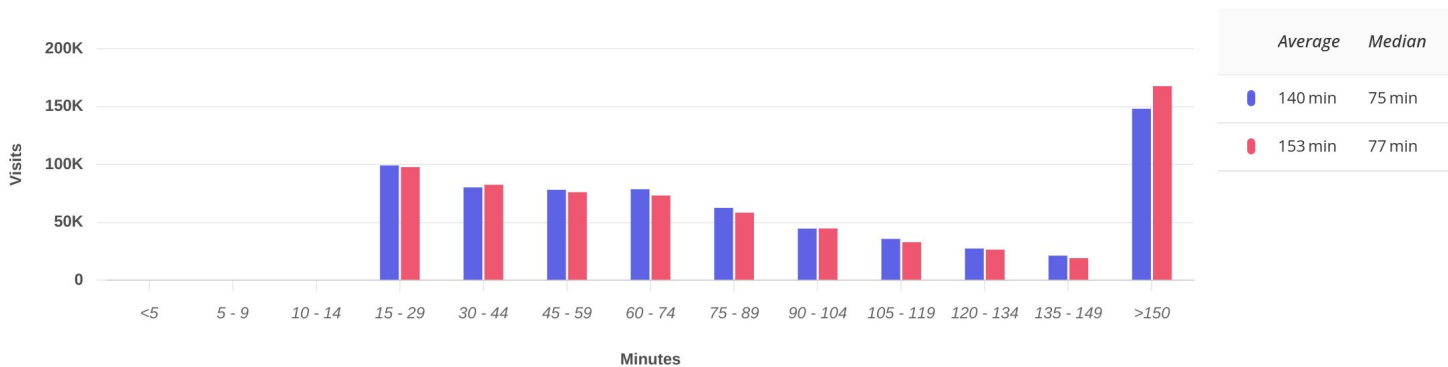
Visits
Downtown Business Corridor - Sep 18th, 2024 - Dec 10th, 2024
Downtown Business Corridor - Sep 18th, 2023 - Dec 10th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)



Visit Duration

Downtown Business Corridor
449 Main Street, Grand Junction, CO 81501

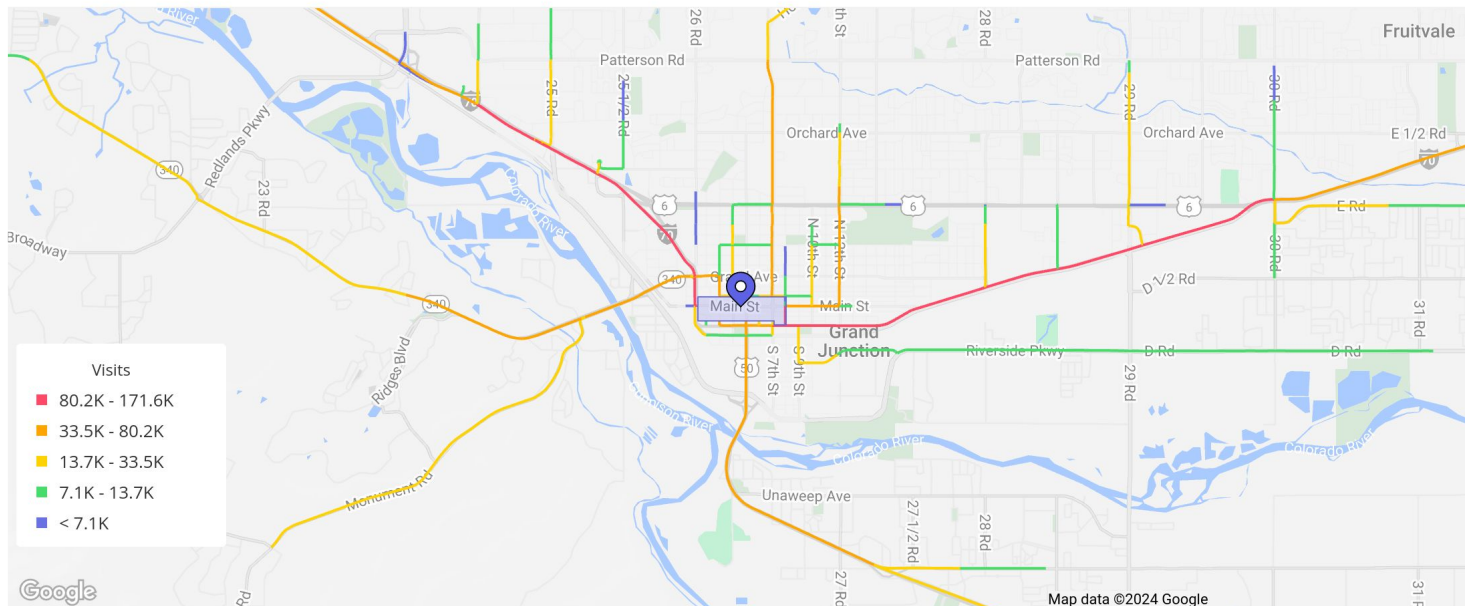
Downtown Business Corridor
449 Main Street, Grand Junction, CO 81501



Visits
Downtown Business Corridor - Sep 18th, 2024 - Dec 10th, 2024
Downtown Business Corridor - Sep 18th, 2023 - Dec 10th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)



Visitor Journey - Routes

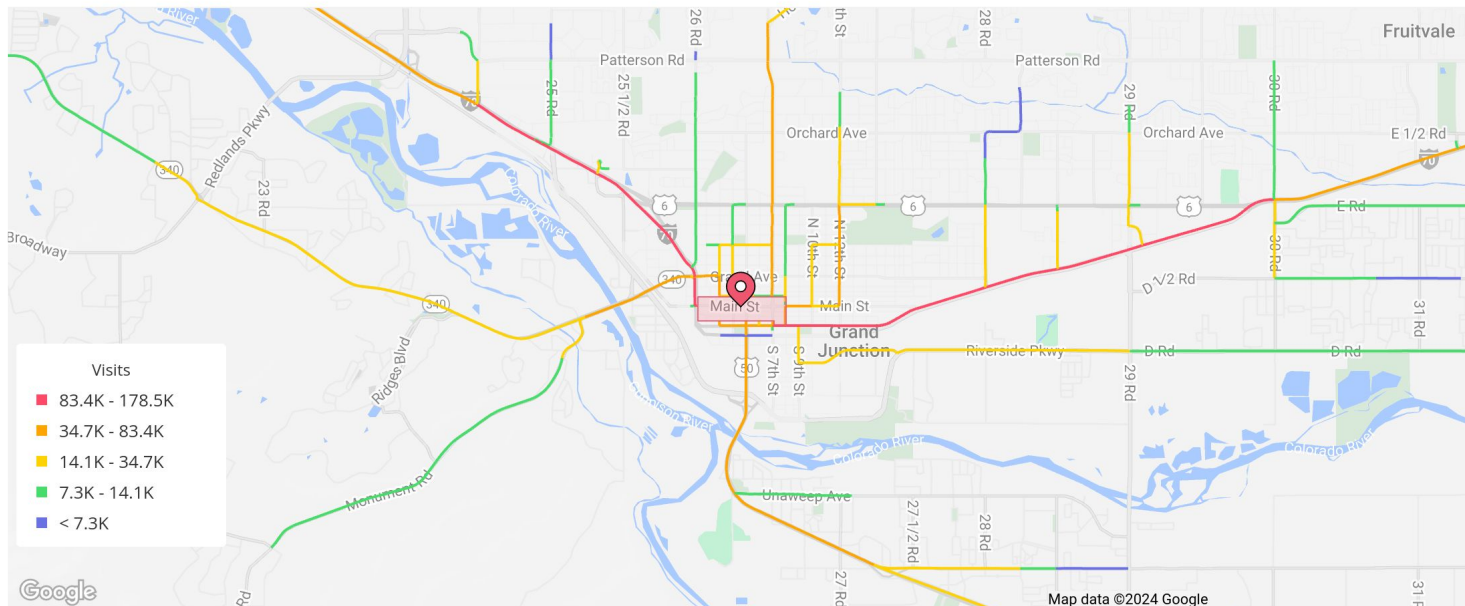


To protect individual privacy, the beginning points shown for each route are approximations and do not represent actual home locations.

Journey Direction: To Property | Sep 18th, 2024 - Dec 10th, 2024
Data provided by Placer Labs Inc. (www.placer.ai)



Visitor Journey - Routes



To protect individual privacy, the beginning points shown for each route are approximations and do not represent actual home locations.

Journey Direction: To Property | Sep 18th, 2023 - Dec 10th, 2023
Data provided by Placer Labs Inc. (www.placer.ai)

