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

WEDNESDAY, DECEMBER 11, 2024 - 5:30 PM

Call to Order/Announcements

Approval of Minutes

1. November minutes

Action Items

Discussion Items

1. [Urban Heat Island findings](#)
2. Walk Audit follow-up - 24 1/2 Road crosswalk design at Flat Top Lane
3. Annual Road Map dicussion
4. Active Transportation Counts

Updates

1. Impact Fees Update
2. Palisade connection

Other Business/Public Comment

Adjournment

Urban Trails Committee – Minutes – November 13, 2024 – Regular Meeting

Attendees: Athena F., Julia W., Steve M., Kristen B., Lori B., Diana R., Brooke C., Mike H., Jason N.

Staff/Ex-Officio: Henry Brown, Anita Sheetz, Tim Lehrbach, Carissa Finnerty, Andy Gingerich

Guests: Orin Zyvan

Minutes

Call to Order/Announcements: Athena calls meeting to order at 5:31. Boards & Commissions Appreciation Dinner invitation reminder.

Meeting Minutes

1. October Minutes

Diana moves to approve October minutes as amended. Brooke seconds, unanimous approval.

Action Items

1. Walk Audit Summary

Henry shared the draft summary. Athena, Kristen, Anita, and Diana shared their perspectives for those who were not able to join. Henry shared that the Engineering & Transportation Department is already working on 24 ½ Road at Flat Top Lane. The committee expressed interest in seeing those designs. Comparing this audit to 2021, members shared that this was significantly sketchier. Andy and Diana shared that this speaks to how codes and practices changed from 1900s development to 1970s development. Brooke shared an idea to promote walking to the general public as well and increase opportunities for engagement.

Henry will send the digital version to the committee for all to provide comments by next Wednesday.

Discussion Items

1. Pedestrian Connectivity – 21.05.020(e)(1)(iii)

Tim shared a presentation about proposed code amendments related to pedestrian connections in the Zoning and Development Code. The committee opined that driving to a business and parking necessitates being outside of a vehicle in a mixed pedestrian/vehicle area, and that this “conflict” is somewhat a choice, whereas some traveling from origin to destination on foot are likely doing so from lack of choice.

Tim let the committee know that the Council Hearing is scheduled for 12/4.

The committee discussed whether it makes sense to expect all of (a) through (g) to be met; it could be challenging to meet at 7 criteria. Combining (d) and (e) may make it more clear. Grade separation is difficult for doors that are at road-grade.

Anita shared the Highlands Ranch King Soopers likely has all but one of these and it feels very safe.

2. Signage

Henry shared presentation about signage. Andy shared about some communities that use a partial bike lane striping in the turn lane and how the BMUFL signs can be used in conjunction with Sharrows. Diana commented that these signs are used effectively near Tiara Rado on narrow parts of the roadway. Committee discussed height and location of signage.

Updates

1. Living Streets Subcommittee

Henry shared a brief update summarizing the additions to the amenity spaces to date and some continued plans for the remainder of the calendar year.

2. Engineering Update

Henry will email the committee with Trent’s Engineering update. Pay special attention to the before and after speeds for 4th and 5th Streets.

3. League Cycling Instructor Seminar

Henry shared that the City facilitated a seminar to “train the trainers” on how to grow awareness of safe cycling habits. Plan is to roll out education more broadly.

4. Bicycle Friendly Business

Henry will share a City Hall Bicycle Friendly Business survey to the committee.

Public Comment

Adjournment

Diana moves to adjourn at 7:07.

DRAFT



2024 Active Traffic (Pedestrian and Bicycle) Counts

**Urban Trails Committee
December 2024**

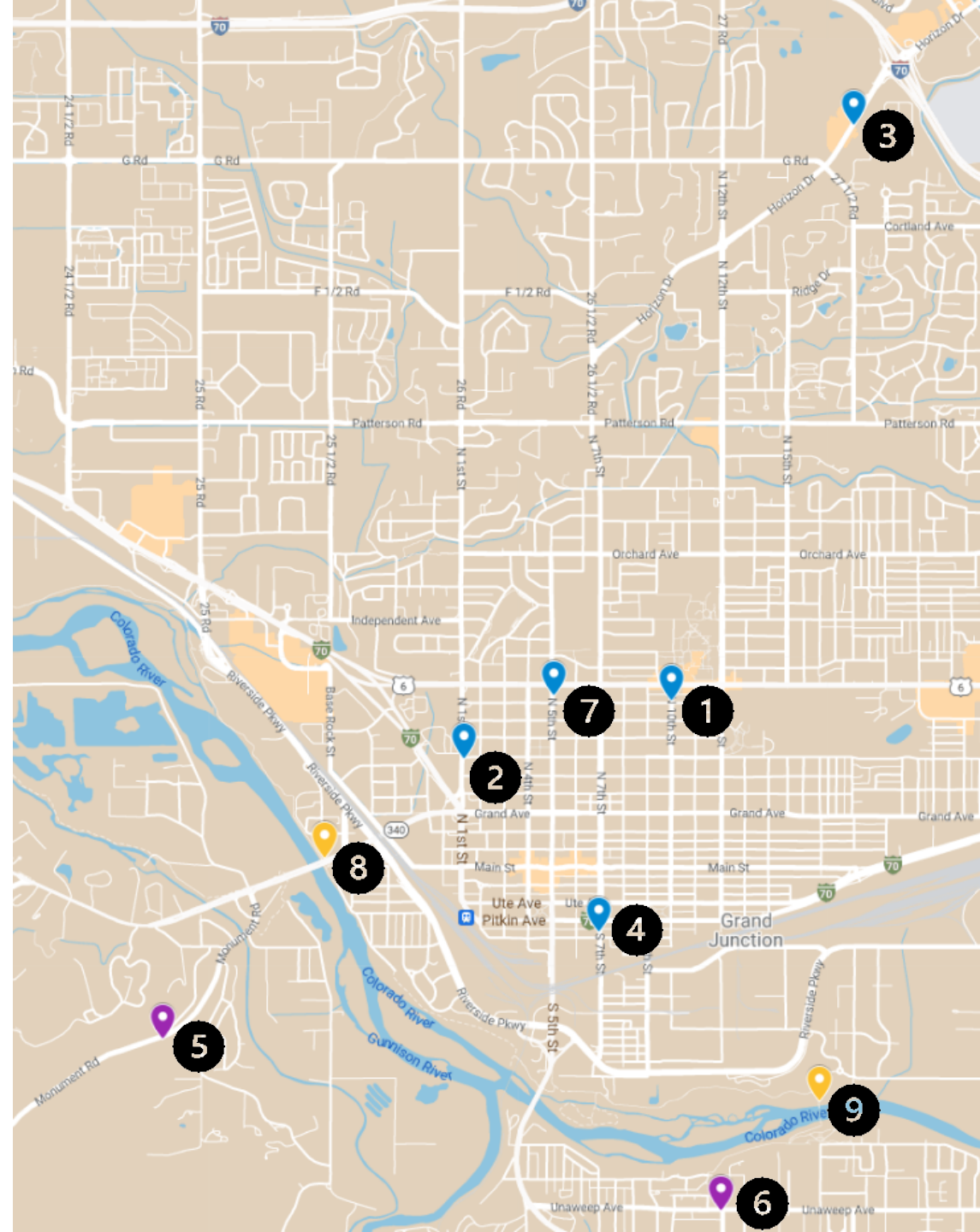
Big Lift!

- May 4, 7, & 9, 2024
- 22 volunteers, new and returning
- Over 70 hours of volunteer time
- 360 volunteer counts
- Automated counts still pending!



Count Locations

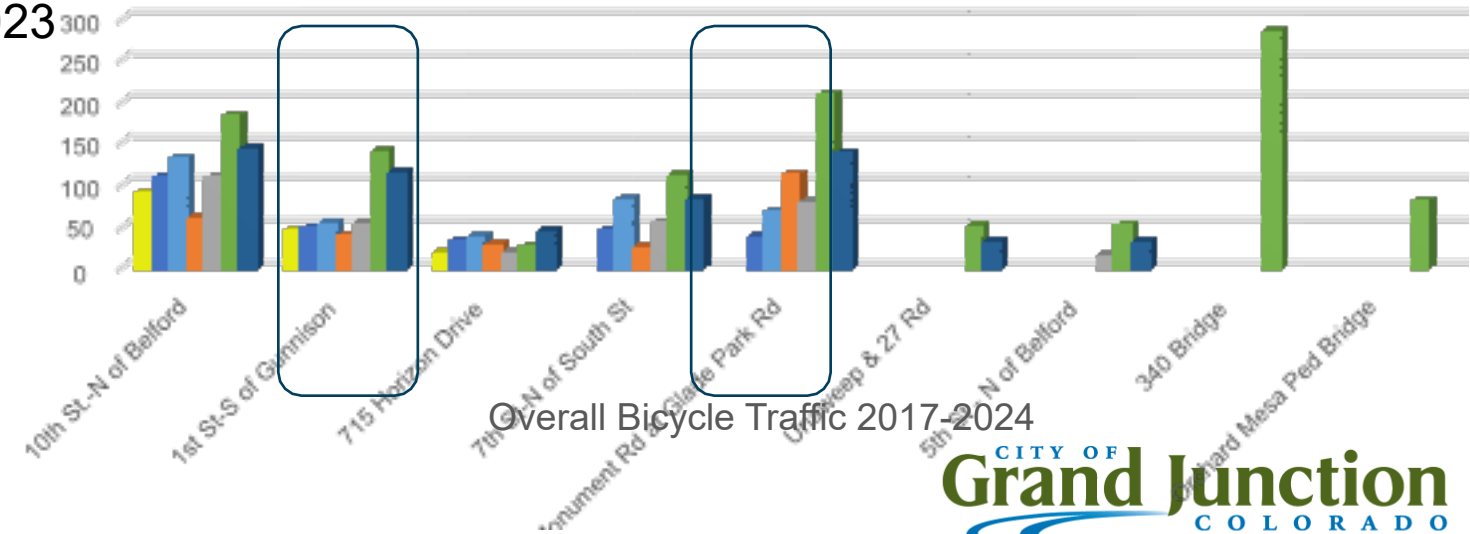
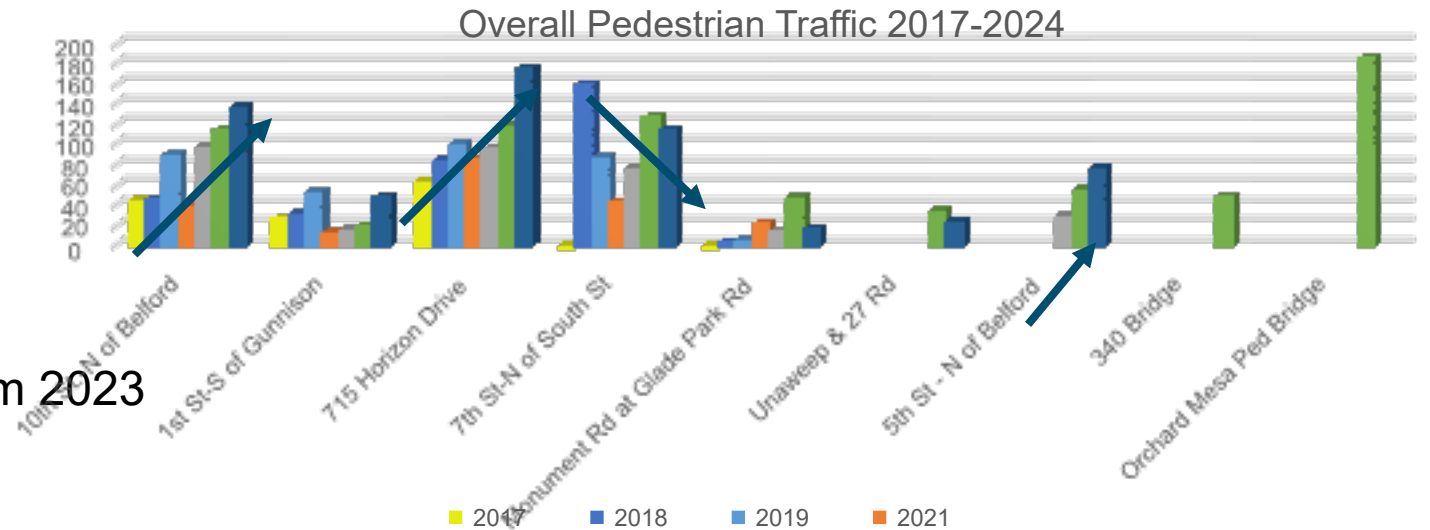
- Nine count locations
 - Five with 4+ years of data
 - Two camera count only sites



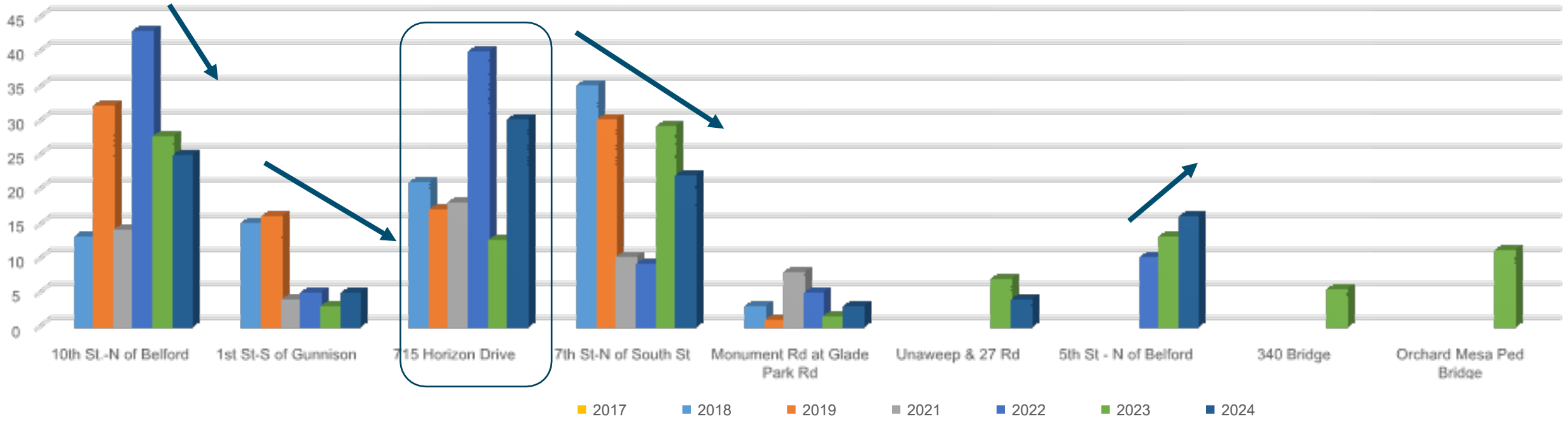
Preliminary Results

For count sites so far:

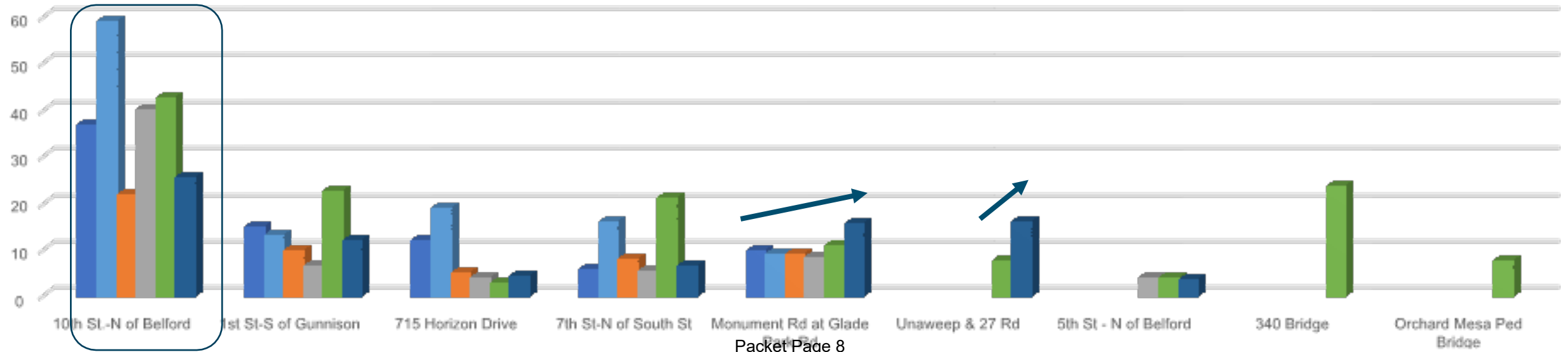
- Overall pedestrian volume +14% from 2023
- Overall bicycle volume -24% from 2023



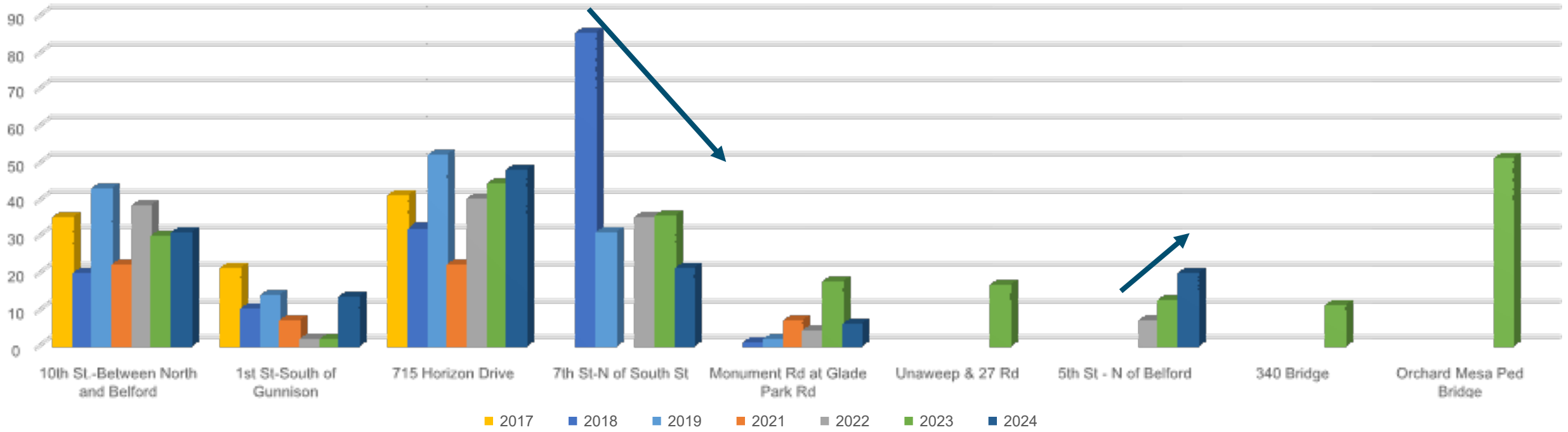
Pedestrians 7-9 am



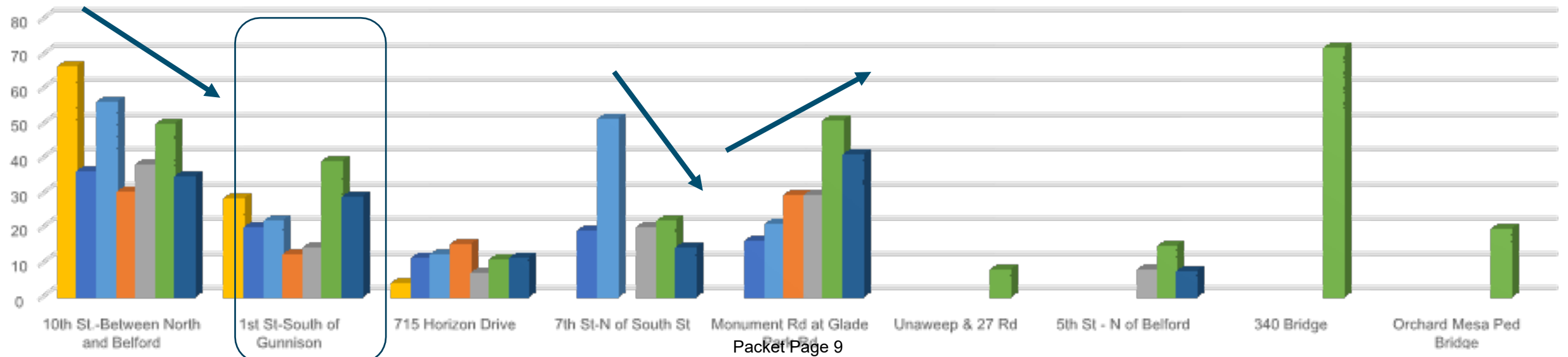
Bicyclists 7-9 am



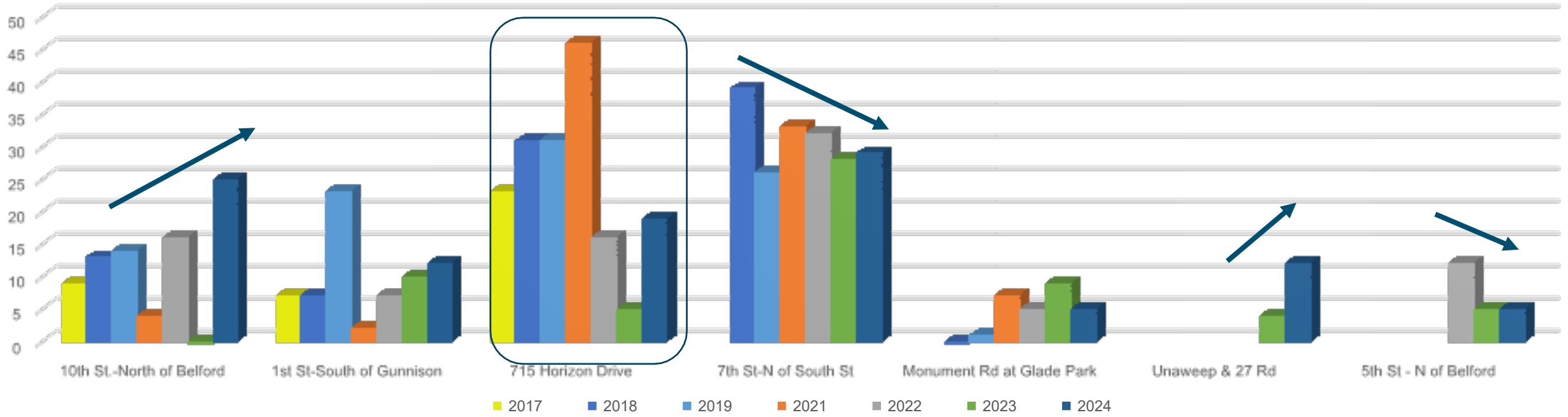
Pedestrians 4-6 pm



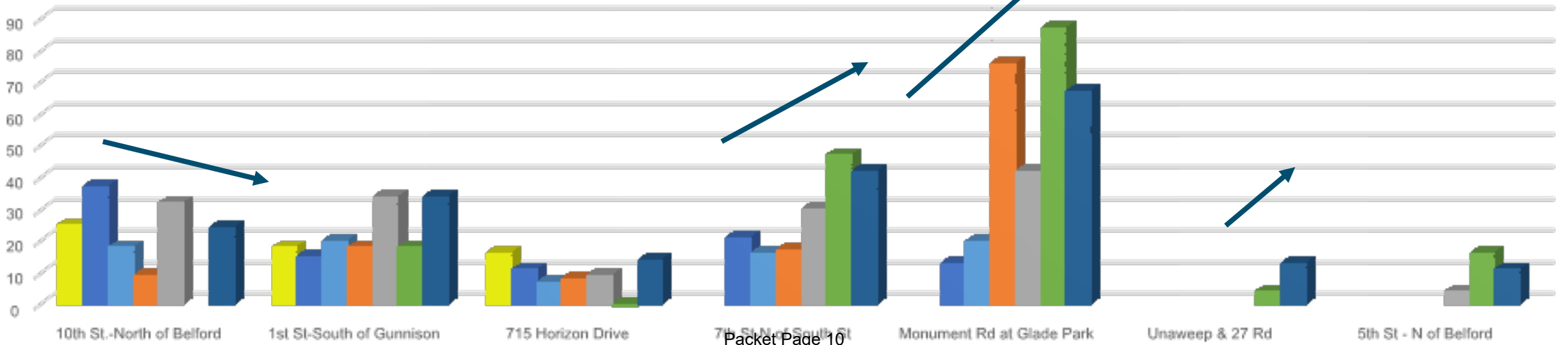
Bicyclists 4-6 pm



Pedestrians 11am-1 pm



Bicyclists 11am-1 pm





Impact Fee Study: Preliminary Results

Grand Junction, Colorado

December 11, 2024



- Complete Streets Components
 - » Principal Arterial
 - » Minor Arterial
 - » Major Collector
 - » Minor Collector
 - » Off-network Trail
- Citywide service area
- Allocated to person trips

Calculating per trip cost of existing network

Existing Transportation Infrastructure

Description	Existing		Left to Build	
	Value	Unit	Value	Unit
Principal Arterial	74.9	lane miles	44.4	lane miles
Minor Arterial	66.6	lane miles	113.4	lane miles
Major Collector	63.2	lane miles	203.4	lane miles
Minor Collector	18.5	lane miles	36.0	lane miles
Total	223.1	lane miles	397.2	lane miles
Trails	28.3	miles	61.4	miles

Existing development generates 694,511 person trips per day.

Development Type	Dev Unit	ITE Code	Avg Wkday PTE	Trip Adjustment	2024 Dev Units	2024
						Person Trips
Single Family	HU	Custom	14.88	55%	23,347	191,073
Multi-Family	HU	Custom	10.64	55%	8,140	47,635
Retail/Commercial	KSF	820	66.44	33%	11,094	243,243
Office	KSF	710	19.46	50%	14,499	141,070
Institutional/Public	KSF	610	19.33	50%	5,317	51,391
Industrial	KSF	130	6.05	50%	6,645	20,101
Total						694,514

Trail Component

Assumptions:

\$10/sq. ft for access
(20' public easement or public property)

\$200/linear ft build cost
of trail infrastructure

Constructed Off-Network ATCs	Miles	Est. Construction Investment	Estimated ROW Value	Total Value
Riverfront Trail	13.77	\$14,537,861	\$14,537,861	\$29,075,722
Monument Trail	3.67	\$3,874,685	\$3,874,685	\$7,749,369
Audubon Trail	3.35	\$3,537,522	\$3,537,522	\$7,075,044
Leach Creek Trail	2.41	\$7,543,270	\$2,543,270	\$10,086,541
Eagle Rim Park	1.04	\$2,198,651	\$1,098,651	\$3,297,302
Price Ditch Trail	0.97	\$1,027,622	\$1,027,622	\$2,055,244
Highway 50 Trail	0.75	\$793,828	\$793,828	\$1,587,656
Colorado Mesa University	0.53	\$554,517	\$554,517	\$1,109,034
Independent Ranchman's Trail	0.35	\$368,277	\$368,277	\$736,554
Main Street Bridge	0.30	\$1,600,000	\$314,931	\$1,914,931
Ridges Blvd Trail	0.28	\$449,195	\$299,195	\$748,391
GV Canal Trail	0.27	\$280,369	\$280,369	\$560,738
Ridge Dr Trail	0.20	\$212,577	\$212,577	\$425,154
Westlake Park Trail	0.16	\$171,981	\$171,981	\$343,962
Levi Ct to Horizon Drive	0.10	\$103,338	\$103,338	\$206,676
Little Bookcliff	0.04	\$46,460	\$46,460	\$92,920
Lincoln Park	0.08	\$82,456	\$82,456	\$164,913
Total	28.26	\$37,382,610	\$29,847,541	\$67,230,152

Cost Factors	
Total Value	\$67,230,152
Existing Miles	28.3
Trail Cost per Mile	\$2,378,589

The analysis uses the cost per mile of existing trails as a proxy for future trail costs.

Level-of-Service (LOS) Standards	
Existing Miles	28.3
2024 PMT	1,760,003
Miles per 10,000 PMT	0.1606
Cost per PMT	\$38.20

Person Trip Factors

The analysis uses person trips instead of vehicle trips to better link demand from new development and multimodal improvements.

Residential per Development Unit							
Unit Size	Development Unit	Vehicle Trip Ends per Unit ¹	Vehicle Occupancy ²	Vehicle Mode Share ²	Person Trip Ends per Unit	Trip Rate Adjustment ¹	Person Trips per Unit
850 or less	Dwelling	2.70	1.40	88.7%	4.26	55%	2.34
851 to 1,000	Dwelling	3.46	1.40	88.7%	5.46	55%	3.00
1,001 to 1,250	Dwelling	4.37	1.40	88.7%	6.90	55%	3.80
1,251 to 1,500	Dwelling	5.36	1.40	88.7%	8.46	55%	4.65
1,501 to 2,000	Dwelling	6.69	1.40	88.7%	10.56	55%	5.81
2,001 to 2,500	Dwelling	8.08	1.40	88.7%	12.75	55%	7.01
2,501 to 3,000	Dwelling	9.19	1.40	88.7%	14.50	55%	7.98
3,001 to 3,500	Dwelling	10.12	1.40	88.7%	15.97	55%	8.78
3,501 to 4,000	Dwelling	10.91	1.40	88.7%	17.22	55%	9.47
4,001 to 4,500	Dwelling	11.60	1.40	88.7%	18.30	55%	10.07
4,501 or more	Dwelling	12.22	1.40	88.7%	19.28	55%	10.60

Nonresidential per Development Unit							
Development Type	Development Unit	Vehicle Trip Ends per Unit ¹	Vehicle Occupancy ²	Vehicle Mode Share ²	Person Trip Ends per Unit	Trip Rate Adjustment ¹	Person Trips per Unit
Retail/Commercial	1,000 Sq Ft	37.01	1.47	81.9%	66.44	33%	21.93
Convenience Commercial	1,000 Sq Ft	50.94	1.47	81.9%	91.44	33%	30.18
Office	1,000 Sq Ft	10.84	1.47	81.9%	19.46	50%	9.73
Institutional/Public	1,000 Sq Ft	10.77	1.47	81.9%	19.33	50%	9.67
Industrial	1,000 Sq Ft	3.37	1.47	81.9%	6.05	50%	3.03
Warehousing	1,000 Sq Ft	1.71	1.47	81.9%	3.07	50%	1.54
Hotel/Lodging	Room	7.99	1.47	81.9%	14.34	50%	7.17

Draft Transportation Impact Fees

Fee Component	Cost per PMT
Principal Arterial	\$95.13
Minor Arterial	\$86.59
Major Collector	\$98.01
Minor Collector	\$28.37
Trail	\$38.20
Debt Credit	(\$12.80)
Total	\$333.50

Draft “Maximum Supportable” Fee ranges from +3% for units up to 1,100 sq. ft to +48% for units between 1,250-1,500 sq. ft or over 4,500 sq. ft.

Off-network Transportation trails comprise 11% of the “Maximum Supportable” Transportation Fee (before debt credit).