



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

WEDNESDAY, APRIL 9, 2025 - 5:30 PM

Call to Order/Announcements

Approval of Minutes

1. March Minutes

Action Items

1. Infrastructure Priorities Ranking

Discussion Items

1. Annual Roadmap Update Effort
2. Walk Audit Report

Updates

1. Bike Month & Pedestrian/Bicycle Counts
2. Engineering Update
3. Grants updates

Other Business/Public Comment

Adjournment

Urban Trails Committee – Minutes – March 12, 2025 – Regular Meeting

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

Staff/Ex-Officio: Henry Brown, Carissa Finnerty, Trent Prall, Eric Mocko, Anita Sheetz, Andy Gingerich

Guests: Jack

Minutes

Call to Order/Announcements:

Meeting Minutes

1. February Minutes

Brent moves to approve January minutes with amendments. Brooke seconds, unanimous approval.

Action Items

1. Better Block University

Henry shared the letter from the grantor, which was a bit vague. Brooke shared that he is not available on the required dates but that the Committee or staff should have some representation. Henry will email back to ask if more than one member could participate if there are conflicts with a given time.

2. 4th & 5th Streets Letter

Trent shared outcomes of his meeting with Mike and staff recommendation to send the letter to Council only via Mike and not to the paper. It will be signed by the Chair and Vice Chair and submitted to the City Manager.

Discussion Items

1. Active Transportation Counts Methodology

Subcommittee met two weeks ago. Henry shared the discussion about moving scooter shared the update that we are discussing whether to continue counting by mode or pivoting to count by facility type used (e.g., sidewalk, bike lane, travel lane). This is partially motivated by some misleading information if rapid e-scooter users are grouped together with kids on push scooters. The Committee discussed pros and cons of switching methodology and of data longevity. The general sentiment was to keep counts modal but to try to group e-scooters with bikes or on their own. Andy recommended an “non-bike electric mobility” category to be comprehensive.

2. Infrastructure Priorities Preparation

Henry shared the plan to walk through each project with the Committee during the end of March workshop and shared the survey that is proposed to be sent to CrossAbility to get a disability lens to help build out the equitability ranking.

1. Sidewalk gaps or repairs
2. Bike lane gaps
3. New bike lanes
4. Bike lane upgrades
5. Shortening crossing distances
6. Installing crossing sensors
7. Multiuse paths on roadways
8. Multiuse paths on canals and drainage ways
9. Bridges
10. Open-ended suggestions

Eric raised the question of does this need to be an annual effort, or could new projects simply be slotted in. This is proposed to be addressed later this year as a part of the Roadmap update.

Updates

1. Bike Month & Counts

Henry shared that there is some discussion of pivoting volunteer efforts and locations.

Carissa shared draft flyer. Committee members offered to post around town.

2. Engineering Update

May 2 “chain breaking” on Monument Phase II. Crosby Utility phase is underway, Horizon roundabout starts construction early April. D ½ Road utilities completed. Second reading of Impact Fees at Council on April 2. 7th Street study is continuing. Broadway/C340 Bridge Trail is at 30% design, grant submitted; construction is anticipated for Fall. North Avenue expenses will be added to MMOF fund application.

3. Bike Clinic

Carissa shared the recent efforts towards having a bike repair clinic at the Resource Center. Roughly 22-25 were waiting up to an hour in advance to have bikes serviced by seven techs from Fruita High School bike maintenance class. About 10 bicycles were donated. This is planned to continue as a monthly activity with support from Carissa and the City.

4. Reminder of Special Workshop

Reminder of meeting in two weeks!

Public Comment

Jack shared about the woman traveling across the street at Warrior Way who was struck and killed in her wheelchair. This is the most recent in a string of deaths on the street and it is important to keep working on making our streets safer despite the public backlash.

Adjournment

Kristen moves to adjourn at 7:04.

Grand Junction Urban Trails Committee

Special Workshop – Winter Walk Audit – 2/12/2025

EXECUTIVE SUMMARY

The Urban Trails Committee (UTC) hosted a winter walk audit the evening of February 12th, 2025, and invited guests from City staff, City Council, Hilltop Community Resources, the Regional Transportation Planning Office, the Center for Independence, and the CrossAbility Roundtable. This report displays the routes in Grand Junction near 12th St. & Patterson Road that were audited, representative Pedestrian Levels of Traffic Stress reported, and general observations and recommendations from the walk audit's participants to increase safety for pedestrians. The UTC recommendations include updating guidelines for driveway conflicts to more effectively communicate that they are extensions of sidewalks, creating incentives for better inter-parcel connectivity, and continuing to develop the digital survey elements piloted during this effort for the next walk audit.

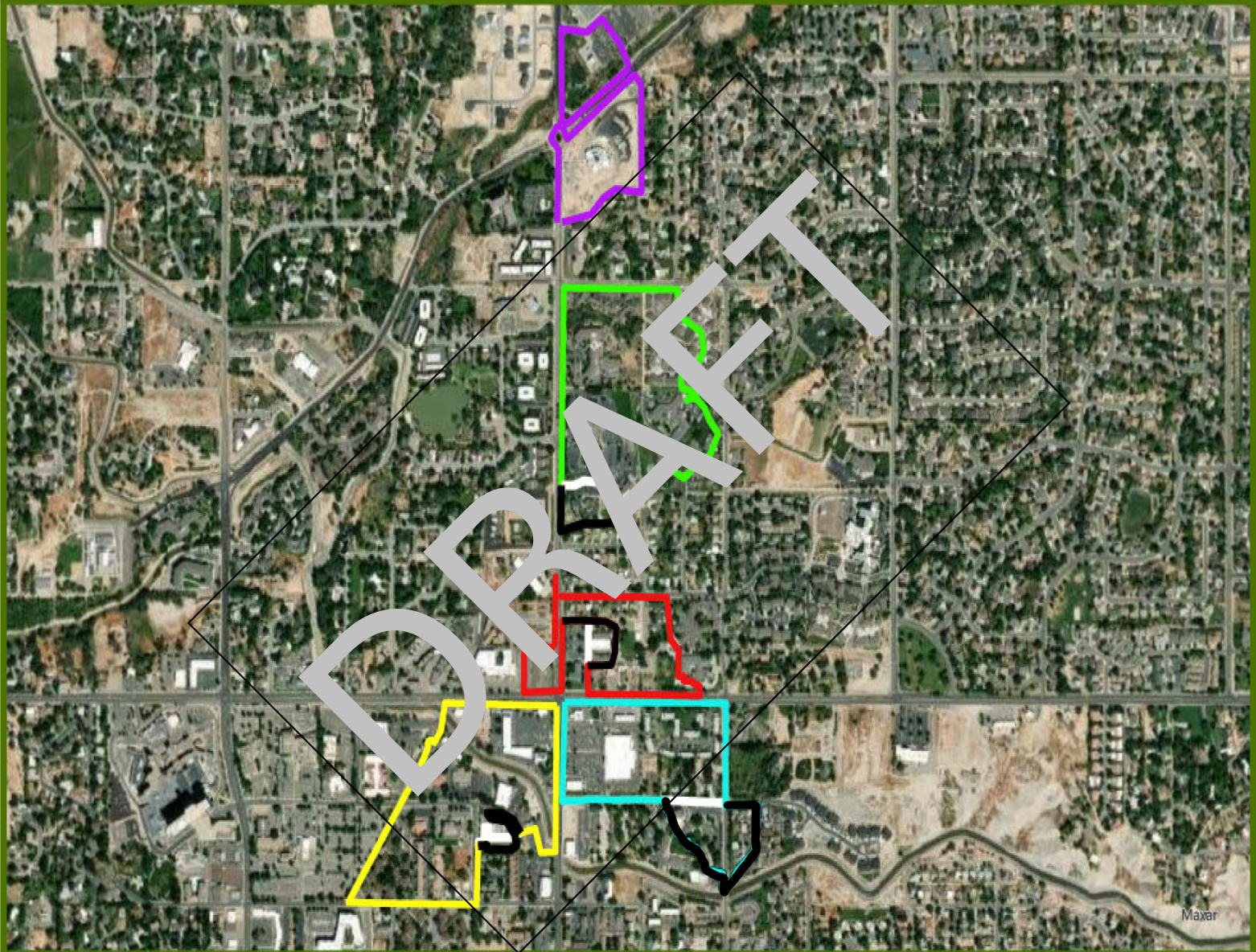
INTRODUCTION

Walk audits are useful tools to assess pedestrian infrastructure of a particular area, collect data on perceived safety challenges and strengths, understand the accessibility of the infrastructure for folks of varying physical abilities, and observe any differences in this pedestrian infrastructure between different landscapes and neighborhood. Walk audits can be completed as an individual or as a group. In addition to such general goals, this particular walk audit was used to observe the challenges that pedestrians face traveling in winter elements and evaluate tactile pads that assist visually impaired people.

20 UTC members, staff, and guests audited the area of north/central Grand Junction, spanning from Bookcliff Avenue, through the intersection of 12th Street & Patterson Road, to the Safeway on Horizon Drive. The UTC selected this area for its proximity to numerous senior care facilities. Approximately half of all participants used Grand Valley Transit, provided free of charge by the RTPO, to travel from Main Street to Fairmount Medical Plaza, where five groups split to audit different one-mile routes along 12th Street. Route maps are provided below. The audit took approximately one hour to complete, with some participants using a stroller or wheelchairs and some others accompanied by their child or dog. Most participants indicated their perceived level of stress on each segment comprising their route, while one from each group provided feedback specifically on the presence and condition of tactile pads for vision-impaired travelers. Participants also provided observations on other pedestrian elements, such as overgrown vegetation, tree shade, lighting, crosswalks, etc. Participants provided feedback via a digital or paper survey, adapted from a more detailed version from the American Association of Retired Persons.

Maps 1-6. The first map displays a full aerial view of all 5 routes audited along 12th Street between Horizon Drive and Bookcliff Avenue. Each subsequent map displays an individual route, arranged from north to south. The colored part of the routes are the sections that were originally planned and audited, the black indicates sections of the routes that were originally planned but not audited, and the white indicates sections that provided a detour from the original route.

2025 Winter Walk Audit Routes

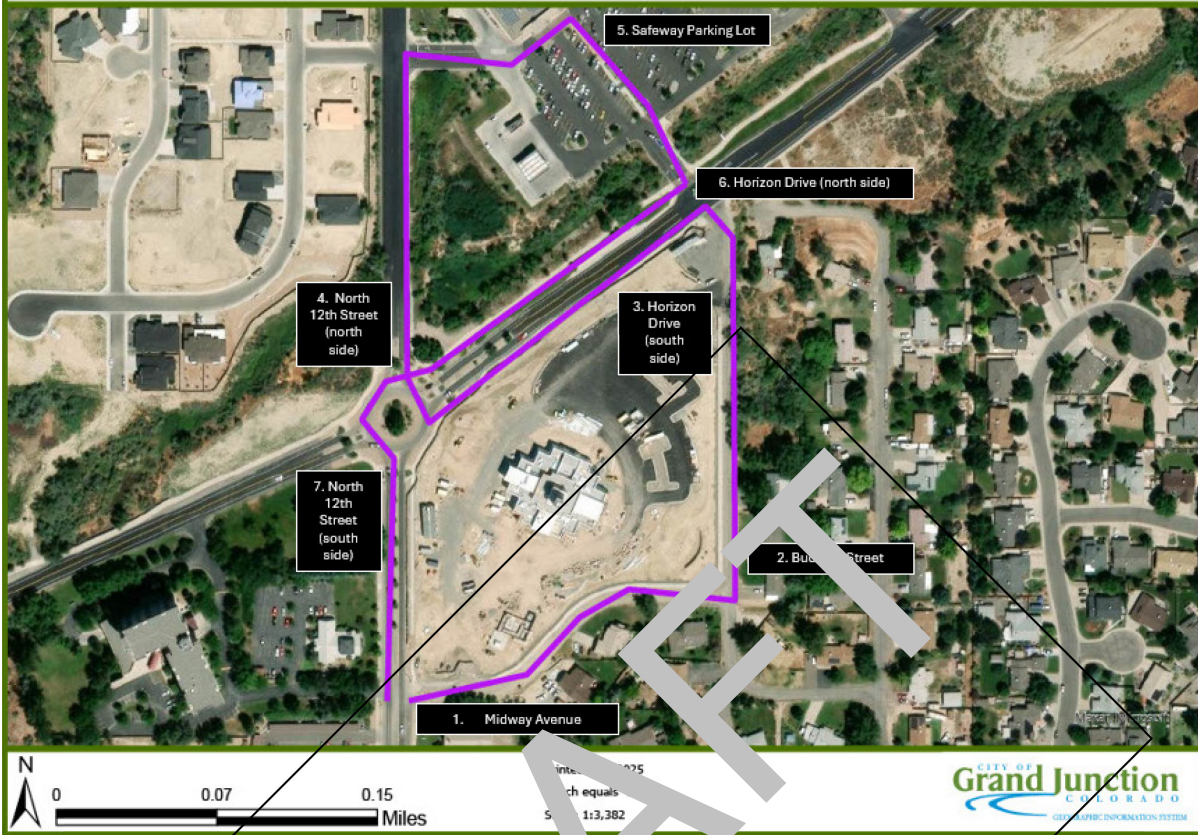


0 0.4 0.8
Miles

Printed: 4/4/2025
1 inch equals 0 miles
Scale: 1:14,499

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Grand Junction
COLORADO
GEOGRAPHIC INFORMATION SYSTEM

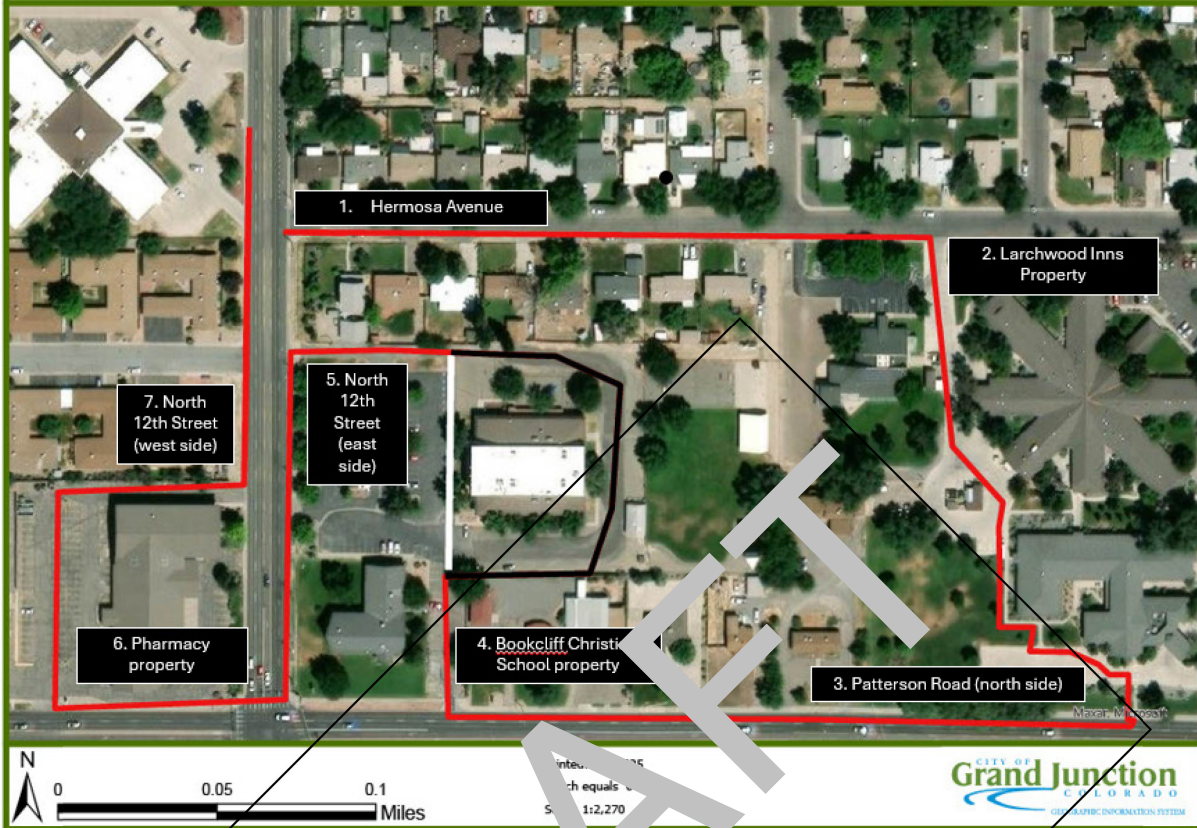
2025 Winter Walk Audit - Route 1



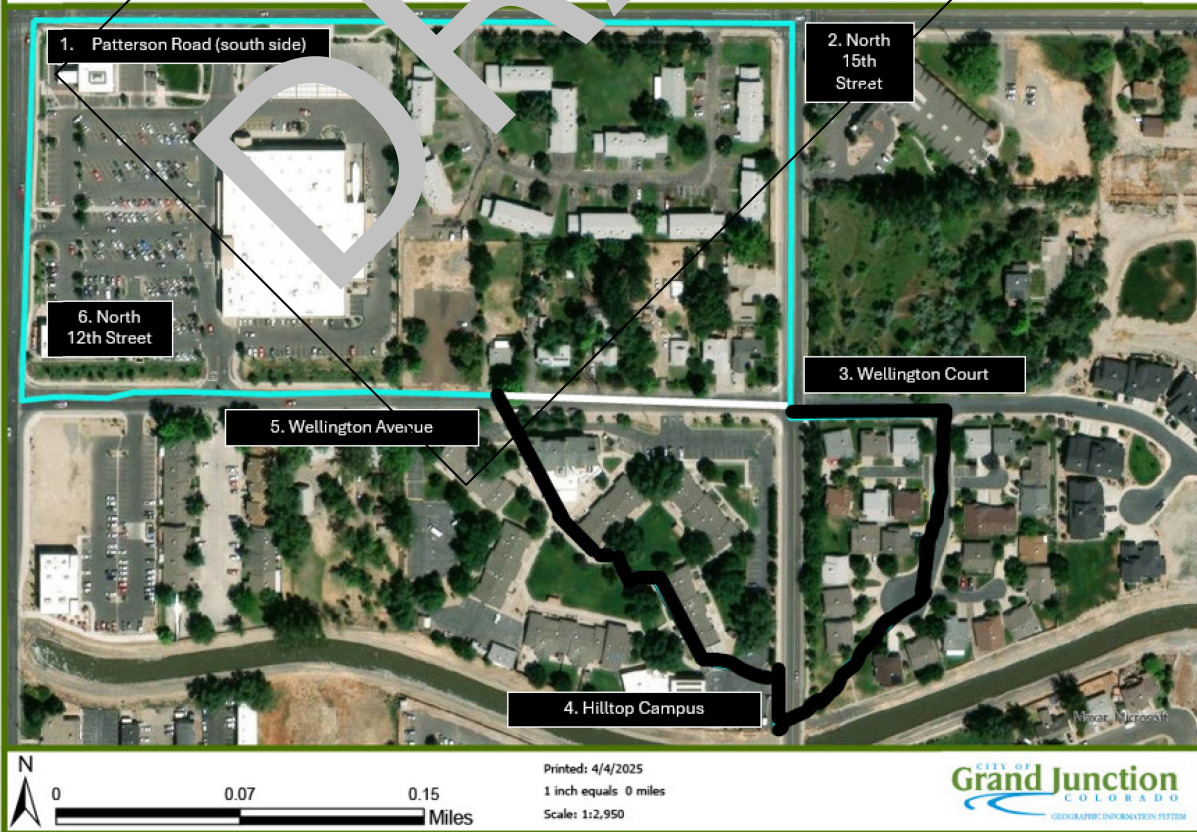
2025 Winter Walk Audit - Route 2



2025 Winter Walk Audit - Route 3



2025 Winter Walk Audit - Route 4



2025 Winter Walk Audit - Route 5



Figure 1. Screenshots of the digital survey questionnaire

11:14 5GUC 93%

UTC Winter Walk Audit Questionnaire

Please answer **each** of the questions below for **each** segment on your 1-mile route. Please speak to your route leader for any questions.

Which route are you on?*

☐ Route 1

☐ Route 2

☐ Route 3

☐ Route 4

☐ Route 5

How many other travelers do you see using the path?

	Many	Some	Few / None
Youth	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Adults	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Seniors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Is the path clear of debris?

☐ Yes

☐ Somewhat

☐ No

☐ Other

Is the path well lit?

☐ Yes

☐ Somewhat

☐ No

☐ Anytime or N/A

☐ Other

Are the crosswalks along the path well marked?

☐ Yes

☐ Somewhat

☐ No

☐ N/A

☐ Other

Do bus stops in the area seem relatively accessible & comfortable?
(Ex. shelter, bench, trash can, etc)? Choose "N/A" if no bus stops are present on the path.

☐ Yes

☐ Somewhat

☐ No

☐ N/A

☐ Other

Is there tree cover along the path?

☐ Yes

☐ Somewhat

☐ No

☐ N/A

☐ Other

Do signalized crosswalks provide enough time to cross safely?

☐ Yes

☐ Somewhat

☐ No

☐ N/A

☐ Other

Is any landscaping interfering with the path?

☐ Yes

☐ Somewhat

☐ No

☐ Other

Do you feel a safe distance on the path from moving cars?

☐ Yes, I feel very safe.

☐ I feel relatively safe.

☐ No, I don't feel safe at all.

☐ Other

What is your overall stress level traveling on this path?*

☐ High stress

☐ Moderate stress

☐ Low / no stress

☐ Other

What are some improvement opportunities, if any, along this path?

Do you have any additional thoughts or questions?

Attach any pictures of this segment that you'd like.

DATA & OBSERVATIONS

At the conclusion of the walk audit, 58 survey responses were completed by the 20 participants spanning all 32 segments of the five routes. While a few segments only received a single response, most received multiple or up to the full three responses. Paper surveys were input manually by staff. Compiled perceptions of Pedestrian Level of Traffic Stress and other observations are summarized below. The results are compared against the threshold of 2 or lower out of 4 being an acceptable level of traffic stress, per City of Grand Junction Transportation Engineering Design Standards. Detailed results from the Tactile Pad survey will be compiled in a separate report.

Route 1 participants observed no other sidewalk users on most of their route, except near the Safeway parking lot. The path was extremely well kept from garbage and any overgrown landscaping. Participants found that the route had relatively sufficient lighting for pedestrians, but this varied by segment and as daylight subsided. While crosswalks were all marked, faintly colored asphalt was difficult to spot at night. Observed tree cover varied along the route, with the most favorable responses being on the south segment of North 12th Street., participants indicated that they felt moderately safe from moving cars.

Auditors of Route 2 observed very few other pedestrians on the route, along with very clean paths but relatively poor lighting. Participants agreed that the crosswalks near 12th Street were poorly marked, while interior crosswalks were well-marked. The two bus stops along the route were observed to offer some amenities for transit users. The tree cover was sufficient, and landscaping was not observed to be encroaching on sidewalks. Overall, Route 2 auditors found themselves to be a relatively safe distance from moving cars.

For Route 3, auditors observed several other sidewalk users on their route, mostly of middle age. The cleanliness of the path, lighting, tree cover, and presence of marked crossings varied by segment, with Larchwood Inns and Hermosa Avenue having the most cleanliness, highest level of lighting, and favorable tree cover. Tree cover was observed to be very poor on the portions of the route closer to Patterson Road. The one bus stop on the route near Hermosa Avenue & 27 ¼ Road was observed to be somewhat comfortable for transit riders. The degree by which landscaping was observed to encroach on the sidewalk varied across the segments, as did the perceived safe displacement of participants from moving cars, with the poorest scores on Patterson Road and North 12th Street.

Route 4 received the poorest overall score in comparison to the other four routes. Participants observed little to no other sidewalk use on their route, with most pedestrians being observed on North 12th Street. The route was moderately well lit and moderately well-kept from garbage. The overall group found that all crosswalks were well-marked. Landscaping encroached on sidewalks to a degree, and tree shade was either not reported on by auditors or was found to be somewhat adequate. The bus stops on Patterson Road and 12 Street received mixed opinions from the participants, but overall were observed to be moderately comfortable for transit users. Overall, all participants felt relatively safe throughout the entire route, although Patterson Road received a poor score from one auditor.

Route 5 participants only observed other sidewalk users near Patterson Road and 12th Street. The amount of debris present varied across the segments, with Bookcliff Avenue found to be cleanest. The same was true for lighting, with North 11th Street in particular receiving poor marks. Auditors found most crosswalks were not well marked, particularly on Little Bookcliff Drive and North 11th Street. Participants did not feel that all signalized crossings at the Patterson Road/North 12th Street intersection provided enough time for a safe crossing. The sufficiency of tree shade varied across segments, with the best on Little Bookcliff Drive and the poorest on 12th Street. The only bus stops observed, on 12th Street, had mixed opinions on its accessibility and amenities for transit users. Landscaping was encroaching onto the sidewalk on North 11th Street, but in good condition elsewhere. Participants felt moderately safe throughout the southern part of the route, but not along Patterson Road nor North 12th Street.

Tables 1-6 provide a short description of each of the five routes and segments and the perceived Pedestrian Level of Traffic Stress (PLOTS) for each overall route and of each segment within the five routes. The colors indicate the severity of the PLOTS in comparison to each other, with green indicating the lowest stress. Segments highlighted in black were not audited. *Data gaps were supplemented with staff analysis, estimating PLOTS.

Route	Configuration	Route-wide PLOTS
1 – Purple	Route 1 was a “figure 8” around the newly built Grand Junction Colorado Temple, Safeway’s parking lot, and the traffic circle. It consisted of high-quality sidewalks and tactile pads, with room for improvement in crosswalk markings and lighting. Pedestrian infrastructure was generally well detached from the at most 3-lane traffic, leading to a low PLOTS.	2.3
2 – Green	Round 2 was around the Hilltop Fountains Retirement Community and Solstice Senior Living. The paths were in good condition, but the lighting was deficient throughout nearly the entire route. The tactile pads varied in terms of condition, and many were noted for having improper orientation.	1.7
3 – Red	Route 3 passed through Larchwood Inns property, ran parallel to Patterson Road, up through the Bookcliff Christian School parking lot, a pharmacy, and finally ended at a nursing home. Roads varied a lot from 25-40mph and 2-5 lanes.	2.8
4 – Blue	Route 4 was bounded by Patterson Road to the north, 15 th Street to the east, Wellington Ave. to the south and 12 th St. on the west. It consisted of relatively new sidewalk infrastructure for the majority of the route, with intermittent sections of older (pre-2000) sidewalk. As such, the majority of the ADA ramps were in relatively good condition.	3.4
5 – Yellow	Route 5 encompassed multiple private dental and medical practices and a pedestrian canal path. Road speeds varied between 25-35mph and 2-6 lanes.	2.3

Route 1 Segments	Configuration	Perceived PLOTS
1. Midway Avenue	Adjacent to the new Grand Junction CO temple parcel. Good sidewalks that are well lit. Driveway entrance has a bit of a wide turn 100' from 12 th St. 2-lane road at 20mph.	1.5
2. Budlong Street	Very good ~7' sidewalks. Similar 2-lane road at 20mph. A wide turn driveway entrance 130' from Horizon Drive.	1.5
3. Horizon Drive (south side)	6.5' attached sidewalk on 40mph 3-lane road. West end of segment has road median and native garden buffer. Crosswalk to the north is protected but not well marked.	3.3
4. North 12 th Street (north side)	Mostly attached 5' sidewalk with buffer on the south end of segment near the traffic circle. 3-lane road. Wetland type to the east that slopes downwards.	2.3
5. Safeway Parking Lot	Very wide lot entrance right before wide and blind trailer access road. Pedestrian path through middle of the lot connecting to Horizon Drive. All crosswalks marked with faintly colored asphalt.	2.5
6. Horizon Drive (north side)	Detached path with minimum 16' buffer. Wall and fence create significant separation with roadway. 40mph 3-lane road.	2.3
7. North 12 th Street (south side)	Traffic circle with faintly colored asphalt to mark crosswalk. Median in the middle of Horizon Drive. Buffer immediately south of Horizon with a median then intermittently along the segment. ~6' sidewalk on 3-lane 35mph road.	2.3

Route 2 Segments	Configuration	Perceived/ Estimated* PLOTS
1. Multi-Use Path	Wide, low-stress detached paths with good tree cover. Lighting along the path is deficient. Could use a railing on the south side to prevent people from falling into the drainage way.	1.5
2. North 15 th Street Circle	Low stress. No lighting along the sidewalks other than the ones attached to the houses.	1.5
3. Multi-Use Path to Cliff Court	Low stress and better lighting. The crosswalk across Cliff Court that connects to the path along the drainage way could be marked.	1*
4. Ridge Drive	Deficient lighting. Good use of railings on the south side.	2.5*
5. North 12 th Street	Decently wide paths but with deficient lighting. The lamp post in the middle of the crosswalk across 12 th near Lakeside Drive is not working and there should be a better way to alert drivers of crossing pedestrians (i.e. a flashing beacon).	2.5*

Route 3 Segments	Configuration	Perceived/ Estimated* PLOTS
1. Hermosa Avenue	Part of upcoming 2025 CDBG project to add sidewalk / no traffic / walked in street.	2.5*
2. Larchwood Inns property	Walked along access road / no traffic / no sidewalk present through the private property. Main access on the south side of building appeared to have ADA compliant ramps/access.	1.5
3. Patterson Road (north side)	5-6' walk immediately adjacent high speed arterial Patterson Road. No bike lanes and therefore no buffer.	3.5*
4. Bookcliff Christian School	Walked along access road / no traffic / no sidewalk present through the private property. Main access on the south side of building appeared to have ADA-compliant ramps/access.	2*
5. North 12 th Street (east side)	3-3.5' walk immediately adjacent 35 mph minor arterial 12 th Street. No bike lanes and therefore no buffer. Very uncomfortable. Ramps on NE and NW corners of 12 th Street and Patterson appeared to be within ADA guidelines.	3.5*
6. Pharmacy property	Walked along access road along west side of building / no traffic / sidewalk immediately adjacent to the building appeared to have ADA compliant ramps/access.	2*
7. North 12 th Street (west side)	3-3.5' walk immediately adjacent 35 mph minor arterial 12 th Street. No bike lanes and therefore no buffer. Very uncomfortable.	3.5*

Route 4 Segments	Configuration	Perceived PLOTS
1. Patterson Road (south side)	5-lane section with concrete median and auxiliary lanes, signed 40mph. Detached 6' walk transitioning to attached. ADA ramps in relatively good condition with exception of SW corner of 15 th Street. Streetlights serve as pedestrian lighting.	3.3
2. North 15 th Street	2-lane section with bike lanes and parallel parking on the west side. Signed 30mph. Attached 6' walk transitioning to a detached 5' walk. ADA ramps in good condition. Streetlights serve as pedestrian lighting.	3.5
3. Wellington Court		
4. Hilltop Campus		
5. Wellington Avenue	2-lane section with unmarked parking on both sides. Signed 25mph. Attached 6' walk transitioning through an RRFB crosswalk to a detached 6' walk on north side. ADA ramps in good condition. Streetlights serve as pedestrian lighting.	3.5
6. North 12 th Street	5-lane section w/ striped/concrete medians and aux lanes signed 25mph. Detached 6' walk. ADA ramps in good condition. Streetlights serve as pedestrian lighting.	3.5

Route 5 Segments	Configuration	Perceived PLOTS
1. Patterson Road	Sidewalk felt very exposed to vehicular traffic with little room for error. Driveway conflicts were of a variable nature, some communicating “pedestrian area” and some communicating “intersection.” There was evidence of historical tactile pads in places where none remain today. The connection to Little Bookcliff felt like a secret passageway, “if you know you know.”	3.2
2. Little Bookcliff Drive	Significantly quieter, more of a neighborhood feel. However, crossing distances felt particularly unnecessarily long, and curb ramps were not well-aligned to crossings.	1.5
3. Bookcliff Avenue	Sidewalk wound around driveways and parking pods, where a truck was significantly overhanging the walkway. Driveway conflicts were again of various styles, some comfortable; some steep.	1.5
4. North 11 th Street	Overhanging branches could use a trim. With no crossing marked near the route’s right turn, the group attempted a midblock crossing when the way looked clear but ended up jogging when a vehicle turned the corner.	2.5
5. Douglas Hirth Multi-Use Trail	Due to landscaping, the pedestrian connection (north of the driveway) was hidden, another secret passageway. The group entered via the driveway instead and progressed along the walkway until it ended, crossed through landscaping down a small embankment, and through a dark and desolate parking lot to navigate back to 12 th Street.	2.3
6. Parking Lot		
7. North 12 th Street	Similar to Patterson Road with a high level of exposure and little room for error. Driveways feel more like intersections than sidewalks, have unnecessary crossing length and out-of-path travel.	3.3

COMMITTEE RECOMMENDATIONS

The committee and its guests' recommendations varied a lot by the routes the auditors examined. Along Route 1, which encircled the Horizon Drive roundabout, was quite comfortable due to recent development building functional sidewalks and other pedestrian paths. Along Route 2, connectivity amongst the parcels it crossed was great, being highly valued by the service providers catering to those with varying physical abilities. Meanwhile, Routes 3 and 4 were perceived to be more stressful due to the proximity to Patterson Road and the City Market, from which drivers tend to speed.

Overall, pedestrian lighting, sidewalk buffer, and accessible crosswalks were the top concerns. Detached sidewalks were always preferred and recommended, no matter the speed limit or number of lanes on the road. Many participants observed crosswalks that were not well-aligned to sidewalk ramps and multiple people remarked that the curb ramps leading into these crosswalks were too steep. Once in the crosswalks, participants expressed a desire for being allowed more time to cross intersections. On sidewalks that may otherwise offer lower stress environments, driveway conflicts can degrade the pedestrian experience. Maintaining a level grade across driveway conflicts can reduce traffic stress, especially for those using mobility devices. Similarly, the crossing distances could be shortened with refuge islands where driveways have multiple ingress or egress lanes. Careful evaluation of effective curb radius of these conflicts may reveal opportunities to reduce driver speeds and increase awareness across these conflict areas. Especially where fences are not set back from sidewalks, landscaping should be carefully managed to limit narrowing the effective sidewalk width, which can create additional difficulty for users of wheelchairs.

On private parcels, incentives could be established to create and enhance interconnectivity or otherwise improve the pedestrian experience. Lastly, some bus stops appear inaccessible or are not noticeable from nearby sidewalks. More signage, shelters, and amenities should be considered at existing bus stops, where appropriate. Where public space is constrained, pedestrian easements (or other mechanisms to ensure access) should be pursued on private property to ensure that transit users relying on mobility devices do not have to enter the roadway to access bus stops.

The UTC favors splitting into multiple groups to cover more ground during walk audits, giving a more authentic pedestrian experience. It was beneficial to empower each group with a knowledgeable staff member. Organizers should strive to have members of different organizations evenly dispersed across the audit groups. The digital survey (managed via Survey123) was favored by most participants, but some more education on the platform will support all surveys being submitted complete and on-time. It remains imperative that staff can support the participants with complete instructions on digital or paper survey methodology to generate meaningful results. Unless more time can be dedicated to future walk audits, the routes should be slightly shorter to accommodate slower moving participants and to ensure time for surveys to be filled out.

The UTC recommends the next Walk Audit be held in August 2025 and that City Council, Planning Commission, service providers, and other decision-makers continue to be invited.



VOLUNTEERS NEEDED

HELP COUNT BIKES & PEDESTRIANS

May 3, 6, & 8

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COMMITTEE

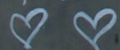
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