

## **RESOLUTION NO. 53-25**

### **A RESOLUTION DIRECTING CERTAIN ACTIONS REGARDING THE DESIGN AND CONSTRUCTION OF IMPROVEMENTS TO 4<sup>TH</sup> AND 5<sup>TH</sup> STREETS AND RATIFYING ACTIONS IN CONNECTION THEREWITH**

#### **RECITALS:**

In 2021-2022, the City and the Downtown Development Authority (DDA), pursuant to a number of previously considered and adopted plans, retained Bohannon Huston, a national transportation engineering design firm (Consultant) to evaluate and recommend improvements to 4<sup>th</sup> and 5<sup>th</sup> streets (Study) in the central part of the City.

The Study proposed eliminating the one-way street configurations in favor of a two-way plus bike lane configuration as the preferred alternative. When constructed the preferred design would create a safer, more pedestrian/bicycle friendly environment while maintaining circulation and providing sufficient traffic capacity based on the modeling until at least 2045. The City Council adopted the Study on May 4, 2022.

Implementation of the recommendations made by the Study was proposed for Spring 2023; however, some Downtown business owners expressed concern about the design's impact on parking and requested the City Staff consider a one-way, one-lane plus bike lane configuration.

On September 10, 2023, a second engineering consulting firm Olsson completed a traffic capacity analysis for the one-lane/one-way configuration. That analysis concluded that all streets/intersections would operate at the level of service (LOS) D or better in 2045 with the one-lane configuration.

The one-lane configuration was adopted by DDA board on November 2, 2023, and City Staff discussed the same with City Council at the October 28, 2023, workshop. The City Council directed that configuration of project to be included in the 2024 budget.

Initial implementation was part of a \$1.2 million project funded out of 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 painting, delineators and street widening on 5th Street between Belford and North Ave. The cost of the work was partially reimbursed by a \$150,000 CDOT Revitalizing Main Streets grant.

On August 5, 2024, City traffic crews began implementing improvements on 4th Street at Belford Ave with the original 11-foot-wide lane layout. Subsequently the improvements have been adjusted to increase the lane width to 18 feet on 4th Street from Grand to Ute.

On September 9, 2024, the initial implementation of 18-foot-wide lanes on 5<sup>th</sup> Streets from Ute to Grand and a 14-foot-wide lane from Grand to Hill occurred.

During the week of September 16, 2024, the initial implementation of a 14-foot-wide lane on 5th Street between Hill to North, and conversion of Belford between 4th and 5th Streets from one-way to two-way occurred.

Other modifications have also been made, including but not limited to changing turning radius at various corners is softened by relocating delineators; confirming sight distance(s); adding diagonal parking along the west side of 5th Street south of Grand Avenue; making accommodations for the wider travel lane with the restoration of “no parking” on the East side of 5th Street, North of Grand Avenue which change created an improved cycle lane buffer.

In January 2024, over 90 delineators were removed from the corridors and 4th Street between North Avenue and Grand Avenue was widened to 14 feet

All of the modifications were in response to concerns expressed by the community.

In addition to making the modifications the Staff conducted two speed and volume studies, which showed a reduction in vehicular speed in the corridors while maintaining traffic volumes.

On January 13, 2025, the City Staff recommended that the City Council approve further modifications between Ute and Grand Avenues, which would support the reduction in speeds while further addressing some of the concerns that the community continued to express with the one-lane configurations. Staff received general support and direction from the City Council to move the bike lane adjacent to the vehicular travel lane and restoring most pre-pilot parking configurations. Because those changes would be principally implemented by painting the streets they could not be made until Spring when warmer temperatures would allow paint to adhere. Collectively those changes were referred to as “Version 2.0.”

On May 5, 2025, the City Council again considered Version 2.0 which will restripe both corridors to create the bike lane adjacent to the vehicle travel lane and will restore most of the prior parking configurations. Both the Grand Junction Fire and Police Departments support Version 2.0. The City Staff estimated the cost to construct Version 2.0 is \$40,000.00

On May 29, 2025, the City Council confirmed that 5th Street north of Grand Ave would remain as originally installed while 4th Street north of Grand would transition to reflect the same geometrics as 5th Street. South of Grand Ave Council developed an alternative for two vehicular travel lanes with a bike lane adjacent buffered where possible. This alternative would require physical infrastructure improvements at Main Street and for staff to followup once costs were developed.

On August 4, 2025 Council reviewed the cost of the project, estimated at \$250,000, and directed staff to move forward with reverting both corridors south of Grand Ave to pre-pilot configuration at an estimated cost of \$70,000.



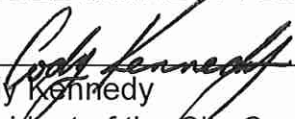
By and with this Resolution the City Council conditionally supports and directs the City Manager to take certain actions regarding the design and construction of improvements to 4<sup>th</sup> and 5<sup>th</sup> Streets as follows:

- 1) The Version 2.0 improvements north of Grand Ave have been completed in accordance with May 29, 2025 Council direction; and,
- 2) Revert both corridors south of Grand Ave to pre-pilot conditions with the exception of where bus stops were added. Bus stops will be relocated to be curb adjacent.

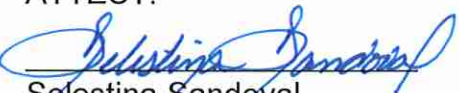
**NOW, THEREFORE, IN CONSIDERATION AND ADOPTION OF THE FOREGOING RECITALS BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:**

That the City Council the City Council conditionally adopts, supports and directs the City Manager to take those certain actions regarding the design and construction of improvements to 4th and 5th Streets as described in this Resolution with the City council further ratifying, confirming and approving the officers, employees and agents of the City taking action as may be necessary or required by the City to implement the City Council action.

PASSED and ADOPTED this 20<sup>th</sup> day of August 2025.

  
Cody Kennedy  
President of the City Council

ATTEST:

  
Selestina Sandoval  
City Clerk

