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

WEDNESDAY, OCTOBER 8, 2025 - 5:30 PM

Call to Order/Announcements

1. Staffing announcement
2. Mayor Cody Kennedy

Approval of Minutes

1. September minutes

Action Items

1. UTC Elections

Discussion Items

1. Walk Audit report
2. Bike Anywhere Day recap

Updates

1. Engineering update
2. United Way Clinic
3. Bike Maps

Other Business/Public Comment

Adjournment

Attendees: Athena F., Steve M., Maureen G., Brent S., Brooke C., Benaiah A., Kristen B., Barbara K., Jason N.

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

Guests: Carol, Lori

Minutes

Call to Order/Announcements:

Athena called the meeting to order at 5:34 PM.

Henry announced that the meeting will be recorded per Council directive for all committee meetings. Andy asked if minutes no longer need to be taken, Henry will follow up.

Meeting Minutes

1. August Minutes

The Committee reviewed the minutes. Brent moves to adopt the August minutes. Brooke seconds, unanimous approval.

Action Items

2. Support for CPW Non-Motorized Trails Grant

Trent shared details about the City's intent to apply for a trails development grant. This is the foundational/first grant opportunity to start working towards the development of the RFT gap from 27 ½ to 29 Road. The plan is to go after GOCO funding in 2026 once their cap increases, and then to cover the remainder between Mesa County and City of GJ. Brent asked about the city's chances since CPW has already helped a lot on this effort. Anita recommended including a line about the public interest or value in completing this segment.

Kristen moves to accept the letter and submit it to support. Brooke seconds, unanimous approval.

Discussion Items

1. Wayfinding Map Review

Henry presented on the Wayfinding Map and the Committee discussed options for updating. Kristen asked about the Monument Trail. Andy reminded us that we did update with the dashes and asked about any new information from the Pedestrian Bicycle Plan. Kristen asked about CMU Tech and how we can get people there. Anita asked if we could compare to the High Injury Network.

2. Education mini-grant presentation

Henry briefly discussed the City's education mini-grant opportunity to promote safe bicycling education. The link is live [here](#). The Committee is invited to distribute this information to their network.

3. Walk Audit Debrief

The Committee discussed outcomes from the Walk Audit to inform a summary to be drafted by Staff. Andy recommended using GIS to visualize the PLOTS data. The committee discussed some possible recommendations including for Council to continue to try to join, to broaden the use of auditory signals. Brooke also recommended finding a place to get better visibility into the work of the Committee, recommending that they be shared with the newspaper. Henry will send out the draft.

Athena recommended we reach out to community-based organizations to help plan routes for future audits.

Updates

1. Bike Month Update

Staff are no longer pursuing Week without Driving; Bike to Work Day will be 9/26, to be celebrated with a dinner to try to align more schedules.

2. Senate Bill 25-030 Update

Staff are working on compiling a list of all missing pedestrian and bicycle facilities along “Regionally Significant Corridors” to support the RTPO’s compliance with SB25-030.

3. Engineering Update

Trent shared an update – Monument Trail did flood last week, crew were able to get mud cleaned up on Friday. “Reshouldering” is underway. This may have been double the 100-year flood event.

Horizon & G Road is on schedule for October.

Four Canyons is underway for completion in 2026.

Crosby Road is going out to bid soon, should be completed by Summer 2026.

4th & 5th reversion started on September 2 back to two travel lanes and no bicycle infrastructure south of Grand, following 8/20 Council vote.

Kristen asked about whether sharrows can be included between Colorado and Grand Avenue.

Speed and volume data is planned to be collected in October.

North Avenue sidewalks are getting ready for ROW acquisition, with construction planned to start next summer, for completion in 2027.

Broadway Bridge widening is through design, 2026 budget will determine if construction will be possible. It will not precede CDOT work planned for March – June.

Asphalt replacement is focused on the Redlands near Monument Road and near the Audubon Trail.

4. Staffing Update

Henry shared an update that the City has rescinded an offer to an AmeriCorps fellow for the forthcoming term, which would have started later this month.

Other Business

Andy shared that GVT has started using their new fleet maintenance building. GVT has a new app called MyRide.

October 6 will see the pilot route 12 starting. Ribbon cutting September 30 – 3PM at West Transfer Facility. Andy will send info for Henry to share.

Brooke asked about ridership numbers coming out of fare free. Andy shared that YOY increases were consistent for the apples-to-apples comparison of fare free to fare free. Anecdotally, ridership seems to have stayed fairly high into September, once fares were re-implemented.

Public Comment

None

Adjournment

Brent moves to adjourn at 6:50 PM. Maureen seconds, unanimous approval.

Grand Junction Urban Trails Committee

Special Workshop

Meeting Date: August 27, 2025

Presented By: Henry Brown, Mobility Planner

Trent Prall, Director of Engineering & Transportation

EXECUTIVE SUMMARY

The Urban Trails Committee hosted a summer walk audit the afternoon of August 27, 2025, and invited guests from City staff, City Council, Planning Commission, Hilltop Community Resources, the Regional Transportation Planning Office, the Center for Independence, and the CrossAbility Roundtable. This report describes the routes audited around St. Mary's Regional Hospital and the observations of walking participants, as well as recommendations from the audit's participants to improve the walkability of this area.

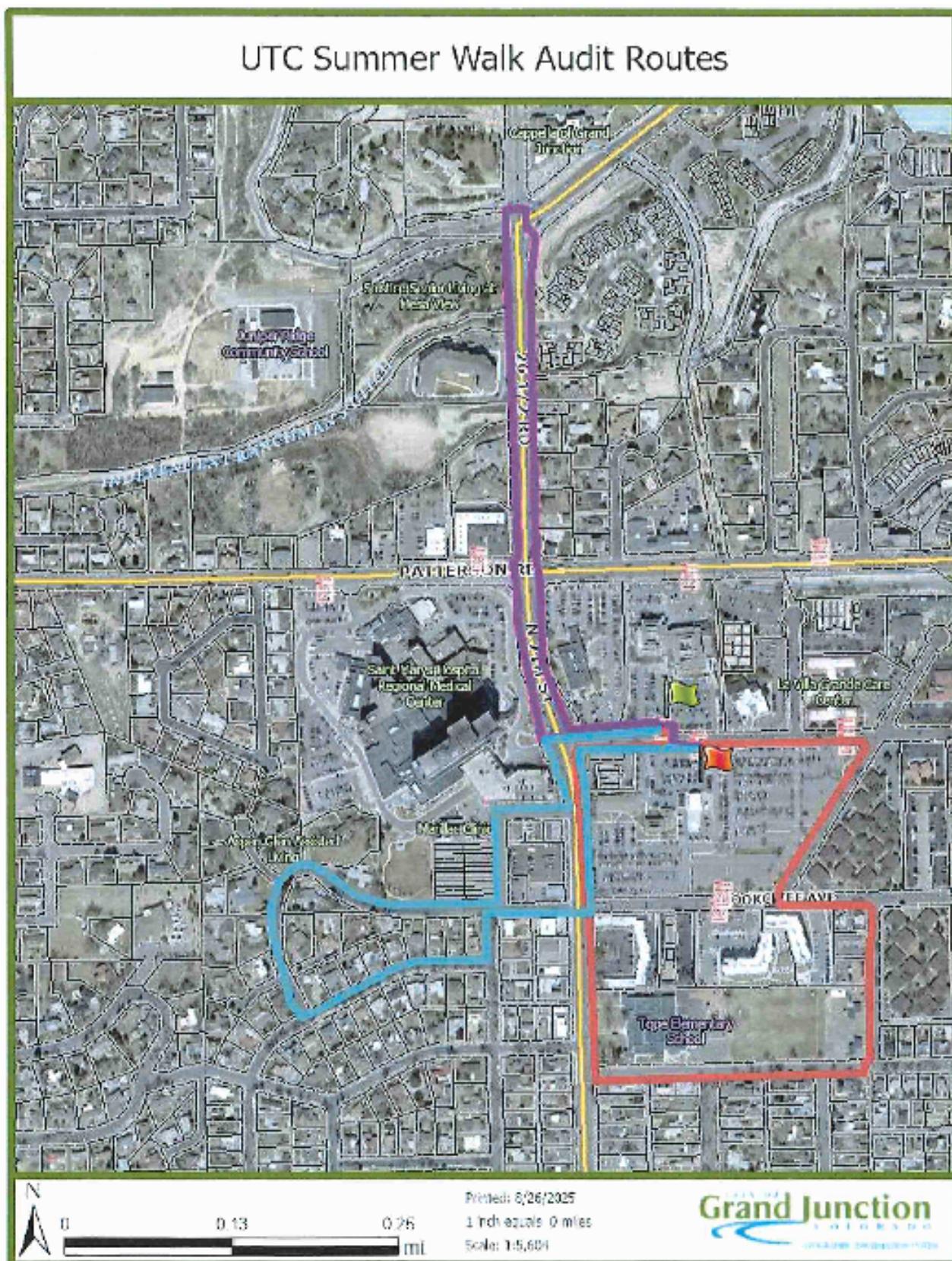
INTRODUCTION

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 travelers with differing physical ability, and observe any inconsistencies in infrastructure between neighborhoods. Walk audits can be completed individually or as a group. A walk audit of the streets surrounding St. Mary's Regional Hospital had been identified as a priority by the Urban Trails Committee since 2021.

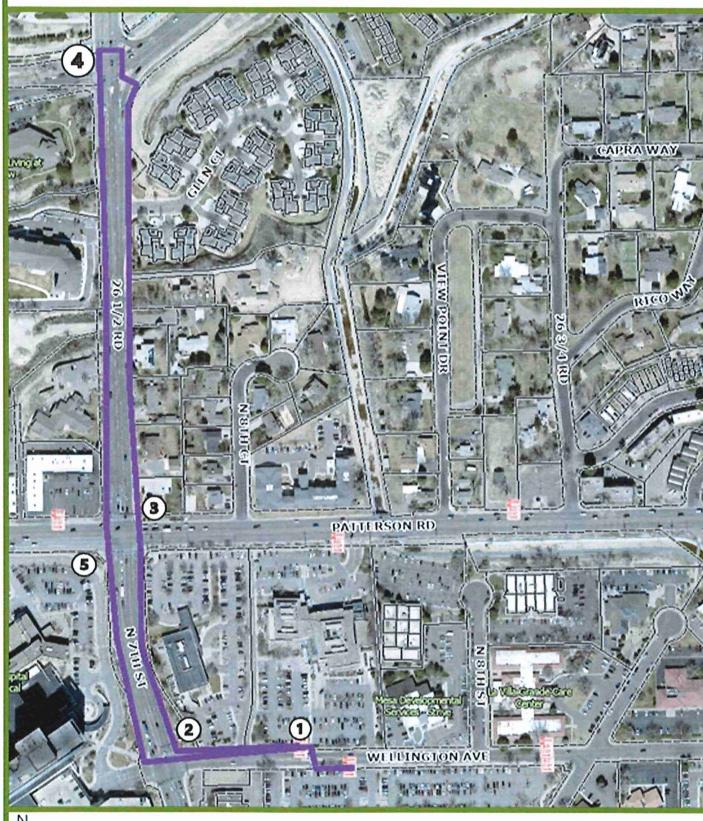
Approximately 15 UTC members, city staff, and guests each audited one of three one-mile routes beginning and ending at Grand Valley Transit (GVT) Route 7 bus stops on Wellington Avenue. Maps included below show the Purple Route, which traversed 7th Street/26 ½ Road from Wellington Avenue to Horizon Drive and back; the Red Route, which encircled Tope Elementary; and the Blue Route, which included the residential area south of St. Mary's. One participant on each route used an assistive mobility device, another participant pushed a stroller, and a fifth walked with her dog. Approximately one-third of all participants rode GVT from the Central Library to Wellington Avenue before starting the audit. The audit took approximately 45 minutes to complete, and each participant was asked to fill out electronic or paper surveys to document their experience and observations along their respective route. Participants indicated their perceived Pedestrian Level of Traffic Stress (PLOTS) on each individual path/segment traversed. In addition, participants indicated their observations surrounding pedestrian elements, such as overgrown vegetation, tree shade, crosswalks, and more. The survey was simplified from a more detailed version published by the American Association of Retired Persons. The survey was designed to be answered by each individual participant for each path of their one-mile route and was formatted with multiple-choice and open-ended questions to maintain simplicity, while allowing participants to share qualitative thoughts. The electronic version was produced on Survey123 and was answerable in-app or in a browser on any smartphone.

Figure 1. An aerial map of the three routes from the 2025 Summer Walk Audit.

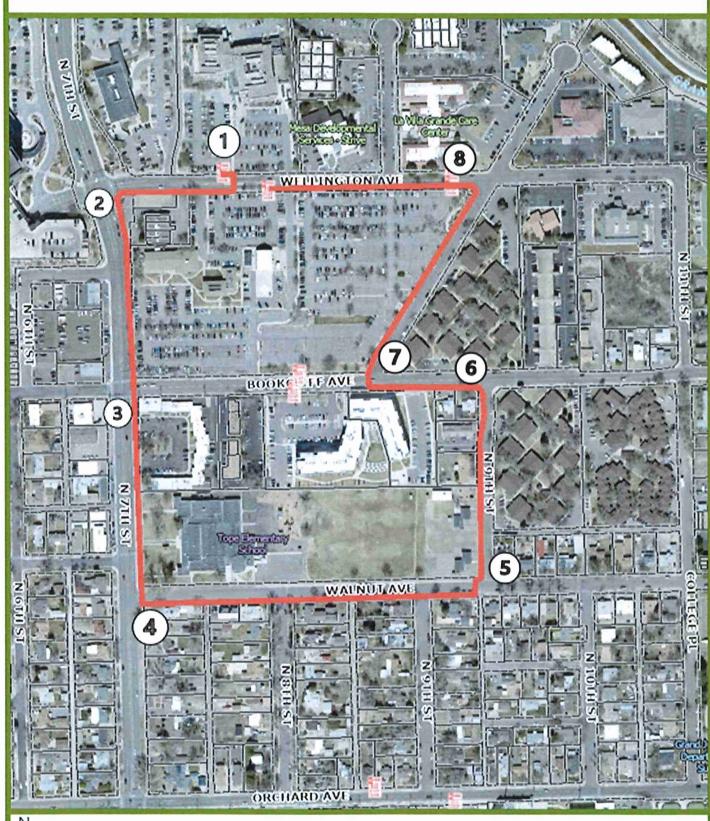
Figures 2-4. Detailed maps with each of the paths numbered for each route.



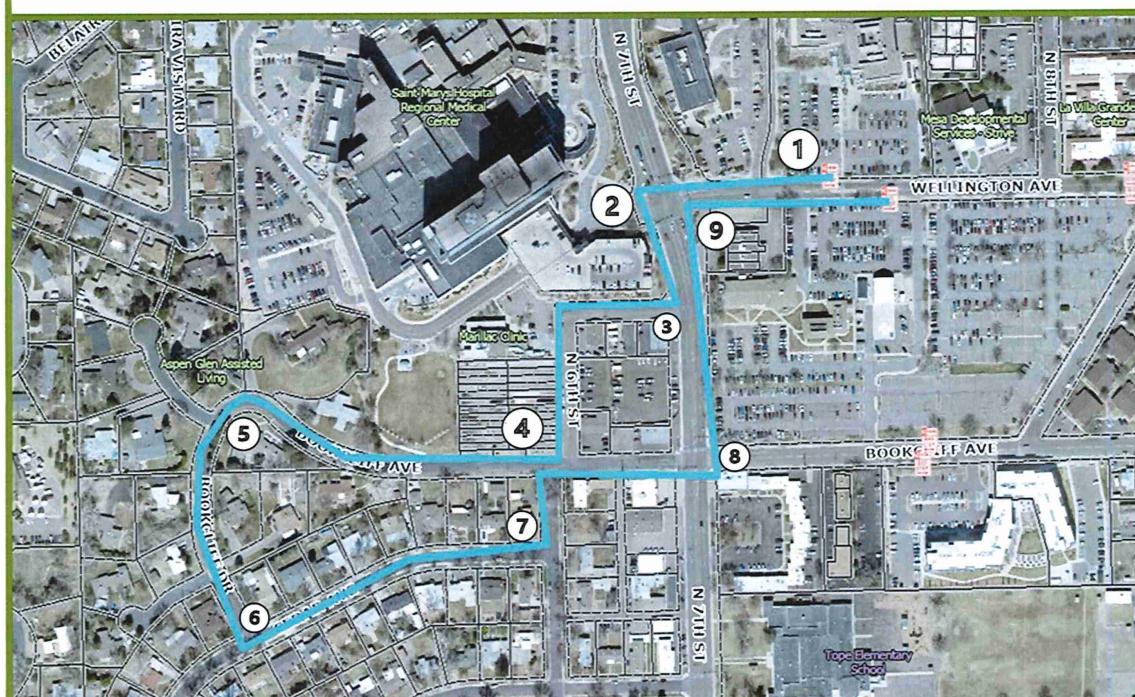
Route 1



Route 3



Route 2



DATA & OBSERVATIONS

At the conclusion of the walk audit, 99 survey responses were returned, spanning all 22 paths amongst the routes. Two participants returned paper surveys, later digitized by staff. Observed Pedestrian Level of Traffic Stress (PLOTS) has been compared to a aspirational ceiling of PLOTS = 2 expressed in Grand Junction's Transportation Engineering Design Standards.

Route 1 participants observed narrow sidewalks with no buffer to the higher speed traffic along 7th Street, tactile pads/detectable warning strips missing from various crosswalks, and significant amounts of debris in select ramp landings. In general, crosswalks only seemed to provide enough time to cross if participants noticed that the signal had changed right away, but multiple signal-controlled crosswalks did not offer audible beacons. Participants noted that waits seemed long if the group arrived at a crosswalk too late to catch a walk signal on that cycle.

Auditors of Route 2 observed unbuffered sidewalks which felt stressful even when wide, tactile pads/detectable warning strips missing from many crosswalks, opportunities for grading, and areas of Bookcliff Avenue missing sidewalks. Participants found the sidewalk condition to be relatively good, with only limited debris or landscaping interference. There was agreement amongst participants that the signalized crossing of 7th Street at Bookcliff Avenue did not give enough time to safely cross the street.

For Route 3, participants found Walnut Avenue and 9th Street to have issues with debris and landscaping interfering with the path, tactile pads missing on portions of 7th Street, and opportunities for wider sidewalks and marked crossings near the Elementary school.

See Tables 1-4 and Figure 5 for detailed PLOTS observations.

COMMITTEE RECOMMENDATIONS

After debrief and discussion, the Urban Trails Committee and other walk audit participants proposed the following recommendations:

- For the City to identify funding to more broadly deploy audible crosswalk signals.
- For the City to identify funding to replace detectable pads at curb ramps with those made of longer-lasting materials.
- For City Council and other leadership to prioritize attendance at future walk audits.
- For the Committee to identify additional channels to publicize the walk audits and to disseminate summary reports more broadly to the community.
- For the Committee to collaborate with Community-based organizations in the planning of future routes.

Tables 1-4 provide the agreement amongst participants that a given route or path meet the standards for being low-stress. The colors represent the perceived stress by this metric.

Figure 5 summarizes all observations overlaid onto the route map.

Route	Configuration	% agreement that the paths along the route meet low-stress standards
1 – Purple	Walking north on the east side of 7 th Street up to Horizon Drive and south on the west side back to Wellington Avenue.	32%
2 – Blue	Looping around 6 th Street, Bookcliff Avenue, Bookcliff Drive, and Cedar Avenue south of St. Mary's Regional Hospital	46%
3 – Red	A complete circuit of Tope Elementary School on 7 th Street, Walnut Avenue, 9 th Street, and Little Bookcliff Avenue.	45%

Route 1 (Purple) Segments	Configuration	% agreement that the path meets low-stress standards
1. Northside Wellington Avenue to 7 th Street	Meandering buffered 6' sidewalk with landscaping at back-of-walk. No parking. 25 MPH limit.	100%
2. Eastside 7 th Street across Patterson Road	Curb-adjacent 6' sidewalk with landscaping at back-of-walk. Multi-lane road, no parking. 35 MPH limit.	20%
3. Eastside 26 ½ Road across Horizon Drive	Curb-adjacent 5' sidewalk, primarily with a retaining wall at back-of-walk. Multi-lane road, no parking. 35 MPH limit.	0%
4. Westside 26 ½ Road across Patterson Road	Curb-adjacent 6' sidewalk with landscaping transitioning to an embankment/hardscape at back-of-walk. Multi-lane road, no parking. 35 MPH limit.	0%
5. Westside 7 th Street to Wellington Avenue	Curb-adjacent 6' sidewalk with landscaping at back-of-walk. Multi-lane road, no parking. 35 MPH limit.	40%

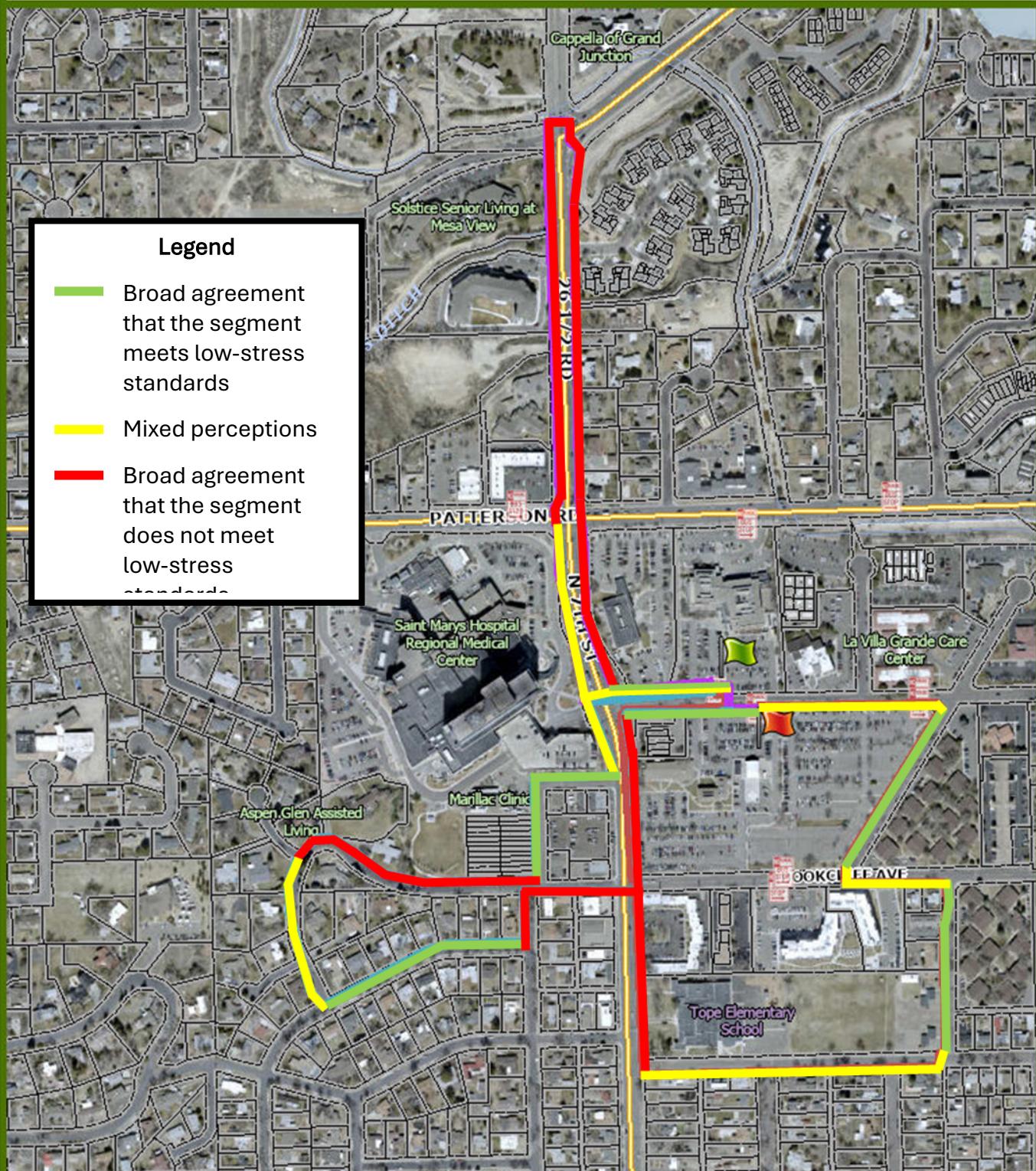
Route 2 (Blue) Segments	Configuration	% agreement that the path meets low-stress standards
1. Northside Wellington Avenue across 7 th Street	Meandering buffered 6' sidewalk with landscaping at back-of-walk. No parking. 25 MPH limit.	50%
2. Westside 7 th Street to Center Avenue	Curb-adjacent 6' sidewalk with landscaping at back-of-walk. Multi-lane road, no parking. 35 MPH limit.	33%
3. Northside Center Avenue and westside 6 th Street to Bookcliff Avenue	Curb-adjacent 6' sidewalk with landscaping transitions to 4' sidewalk with hardscape at back-of-walk. On-street parking. 25 MPH limit.	100%
4. Northside Bookcliff Avenue to Bookcliff Drive	Curb-adjacent 4' sidewalk with hardscape transitions to 6' with landscaping back-of-walk before ending halfway down the block. On-street parking ends where sidewalk ends. 20 MPH limit.	17%
5. Westside Bookcliff Drive to Cedar Avenue	No pedestrian facilities. Residential buildings set back from curb with landscaping. Underutilized on-street parking. Unsigned 20 MPH limit.	33%
6. Northside Cedar Avenue to 6 th Street	Curb-adjacent 5' sidewalk with landscaping back-of-walk. Underutilized on-street parking. Unsigned 20 MPH limit.	100%
7. Westside 6 th Street and southside Bookcliff Avenue across 7 th Street	Curb-adjacent 5' sidewalk with landscaping back-of-walk transitions to no pedestrian facilities. No ramp, no marked crosswalk. Underutilized on-street parking. 20 MPH limit.	0%
8. Eastside 7 th Street to Wellington Avenue	Curb-adjacent 6' sidewalk with landscaping at back-of-walk. Multi-lane road, no parking. 35 MPH limit.	17%
9. Southside Wellington Avenue to GVT stop	Curb-adjacent 6' sidewalk with hardscape at back-of-walk. No parking. 25 MPH limit.	75%

Route 3 (Red) Segments	Configuration	% agreement that the path meets low-stress standards
1. Southside Wellington Avenue to 7 th Street	Curb-adjacent 6' sidewalk with hardscape at back-of-walk. No parking. 25 MPH limit.	67%
2. Eastside 7 th Street across Bookcliff Avenue	Curb-adjacent 6' sidewalk with landscaping at back-of-walk. Multi-lane road, no parking. 35 MPH limit.	25%
3. Eastside 7 th Street across Walnut Avenue	Curb-adjacent 6' sidewalk with hardscape/landscaping at back-of-walk. Multi-lane road, no parking. 35 MPH limit.	0%
4. Southside Walnut Avenue to 9 th Street	Curb-adjacent 5' sidewalk with landscaping back-of-walk. On-street parking. 25 MPH limit.	33%
5. Westside 9 th Street to Bookcliff Avenue	Curb-adjacent 4' sidewalk primarily with hardscape at back-of-walk. No parking transitions to on-street parking. Unsigned 25 MPH limit.	67%
6. Southside 9 th Street and across to Little Bookcliff Avenue	Curb-adjacent 4' sidewalk with landscaping at back-of-walk. On-street parking. 25 MPH limit	50%
7. Westside Little Bookcliff Avenue to Wellington Avenue	Primarily curb-adjacent 5' sidewalk with landscaping at back-of-walk. On-street parking. 25 MPH limit.	67%
8. Southside Wellington Avenue to GVT stop	Curb-adjacent 4' sidewalk transitions to 6' with landscaping at back-of-walk. No parking. 25 MPH limit.	50%

UTC Summer Walk Audit Routes

Legend

- Broad agreement that the segment meets low-stress standards
- Mixed perceptions
- Broad agreement that the segment does not meet low-stress standards



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1 inch equals 0 miles

Scale: 1:5,604

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