

To access the Agenda and Backup Materials electronically, go to [the City of Grand Junction Website](#). To participate or watch the meeting virtually register for the [GoToWebinar](#).



**GRAND JUNCTION CITY COUNCIL  
MONDAY, JUNE 15, 2026  
WORKSHOP, 5:30 PM  
FIRE DEPARTMENT TRAINING ROOM  
625 UTE AVENUE**

**1. Discussion Topics**

- a. Grand Valley River Corridor Initiative Presentation & Update
- b. Redevelopment Policy Discussion
- c. 7th Street/9th Street Multi-Modal Concept

**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**

- a. To the Downtown Development Authority Business Improvement District

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*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's Office ([johnnym@gjcity.org](mailto:johnnym@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 1<sup>st</sup> and 3<sup>rd</sup> Wednesdays of each month at 5:30 p.m. at City Hall) and provide comments during "Public Comments."

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## Grand Junction City Council

### Workshop Session

Item #1.a.

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**Meeting Date:** June 15, 2026

**Presented By:** Joel Sholtes, Tamra Allen, Community Development Director,  
Trenton Prall, Engineering & Transportation Director

**Department:** Engineering & Transportation

**Submitted By:** Tamra Allen, Community Development Director

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### Information

#### **SUBJECT:**

Grand Valley River Corridor Initiative Presentation & Update

#### **EXECUTIVE SUMMARY:**

The multi-jurisdictional, multi-agency Grand Valley River Corridor Initiative (GVRCI) has been working to develop a River Corridor Master Plan for Grand Valley in partnership with local jurisdictions and the broader community. RiversEdge West, the fiscal sponsor, was awarded a Colorado Water Conservation Board grant to support this project. The City of Grand Junction and the two other Grand Valley municipalities have all pledged cash and in-kind support for the project, including the involvement of their planning and natural resources staff to help steer the plan. RCI presented to City Council in August 2025 and will be presenting an update on the master planning work, sharing next steps and seeking input from City Council on the project.

#### **BACKGROUND OR DETAILED INFORMATION:**

The GVRCI is excited to share an update on the River Corridor Master Plan for the Grand Valley. GVRCI will present the project schedule and discuss project progress, potential outcomes, and the City of Grand Junction's role in the project. On November 6, 2024, the City adopted Resolution 77-24, which committed \$36,500 to a grant through the Colorado Water Conservation Board (CWCB) Water Plan grant program to support the next phase of the River Corridor initiative (RCI) master planning process. The planning work has progressed significantly since the last update to the City Council in August 2025. Through the Master Plan process, the jurisdictions and community stakeholders have identified Goals in support of a River Corridor Vision, reviewed river corridor conditions and characteristics, and identified initial concepts for the Plan. The intent of the Master Plan is to provide jurisdictional guidance to support a healthy and vibrant river corridor.

On November 6, 2024, the City adopted Resolution 77-24 that committed \$36,500 for a grant through the Colorado Water Conservation Board (CWCB) Water Plan grant program to accomplish the next phase of the River Corridor initiative (RCI) master planning process. The planning work has progressed significantly since the last update to the City Council in August 2025, and the update will be presented to the council at this workshop.

**FISCAL IMPACT:**

None.

**SUGGESTED ACTION:**

Council Discussion.

**Attachments**

1. GVRCMP Grand Junction Council Workshop 6.15.26 Final

# Grand Valley River Corridor Master Plan

**Grand Junction City Council, June 15**



# Purpose of Tonight's Update

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- Reintroduce the Grand Valley River Corridor Master Plan
- Share where we are in the planning process
- Preview emerging concepts before late-summer public engagement
- Gather feedback from Council



# How We Got Here

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The 2024 framework agreement identified a river corridor master plan as the next step forward. Fruita, Grand Junction, Palisade, and Mesa County agreed to work collaboratively in the development of this plan

- Shared stewardship of the river corridor
- More consistent coordination between jurisdictions
- A long-term framework for river-compatible development, recreation, habitat, and access



# The Vision

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## Vision Statement

*"The communities of the Grand Valley are committed to a data-driven approach to steward a resilient, vibrant, and healthy river corridor that supports agriculture, habitat and wildlife, recreation, economic growth and sustainable development benefiting today and future generations."*

# Master Plan Intention

The Master Plan will provide consistent guidance among the jurisdictions along the river corridor.

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It can be used as a guide for:

- Stewarding the natural environment
- Guiding future development and redevelopment
- Supporting agricultural use, habitat preservation, recreational opportunities, and public access
- Coordinating future projects, partnerships, and funding opportunities



# What This Plan Is Not

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- Does not override local zoning or land development codes
- Does not create new regulations
- Does not require public access across private property
- Does not replace site-specific jurisdictional review, engineering, permitting, or property owner coordination



# Master Plan Study Area

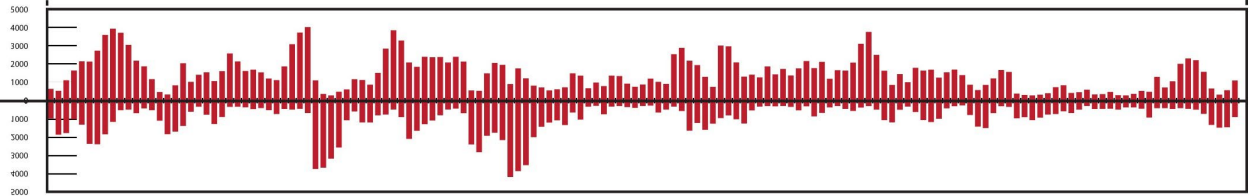


# Discovery Through A Data-Driven Lens

39 Miles of the Colorado River



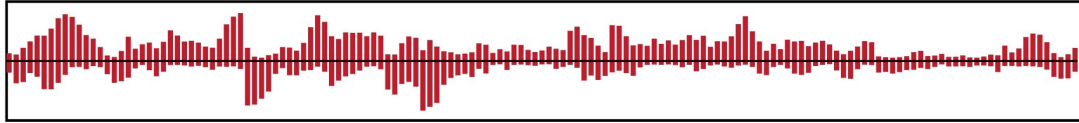
North Bank  
River Centerline  
South Bank



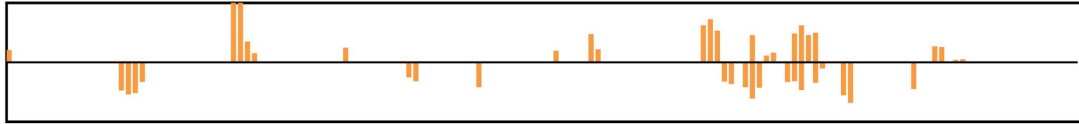
Divided into 1/4 Mile Data Points

# Areas of Discovery

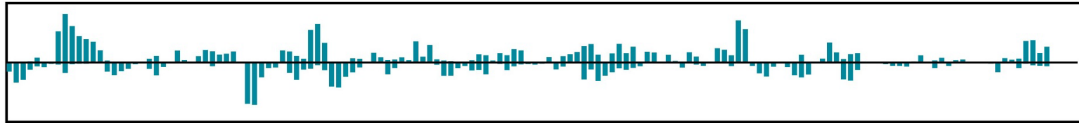
Fluvial Hazard Zone



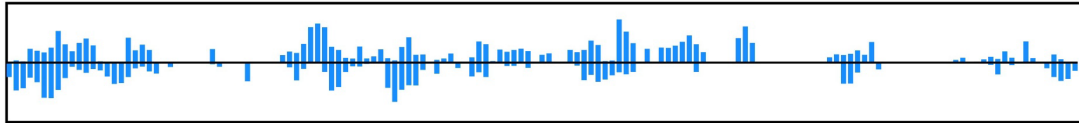
Conservation Easements



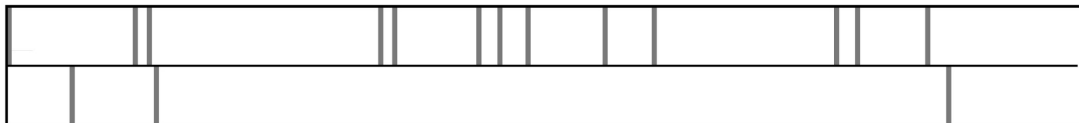
Riparian



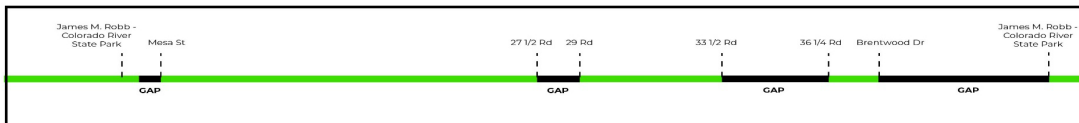
Public Land Use Presence



Public River Access



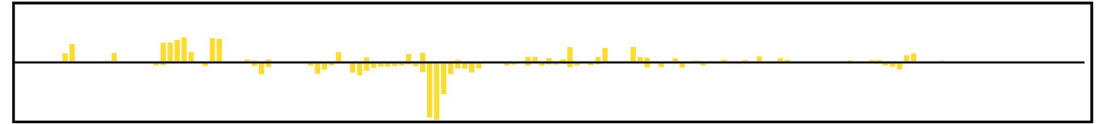
River Trail



Agricultural Land Use Presence



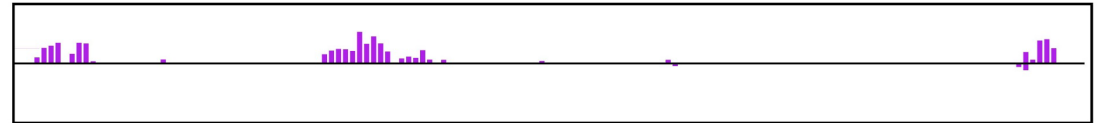
Residential Land Use Presence



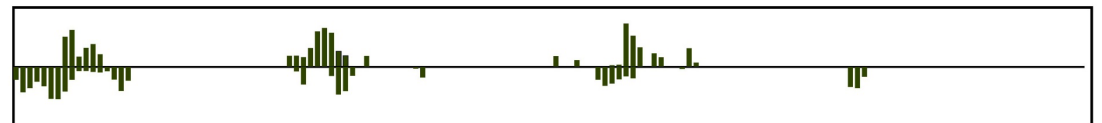
Commercial Land Use



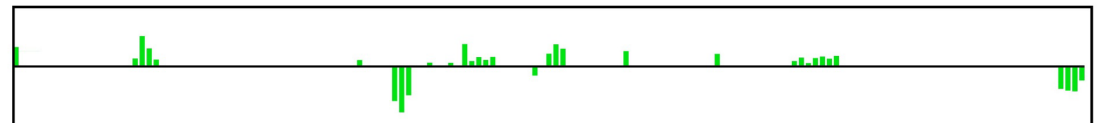
Industrial Land Use



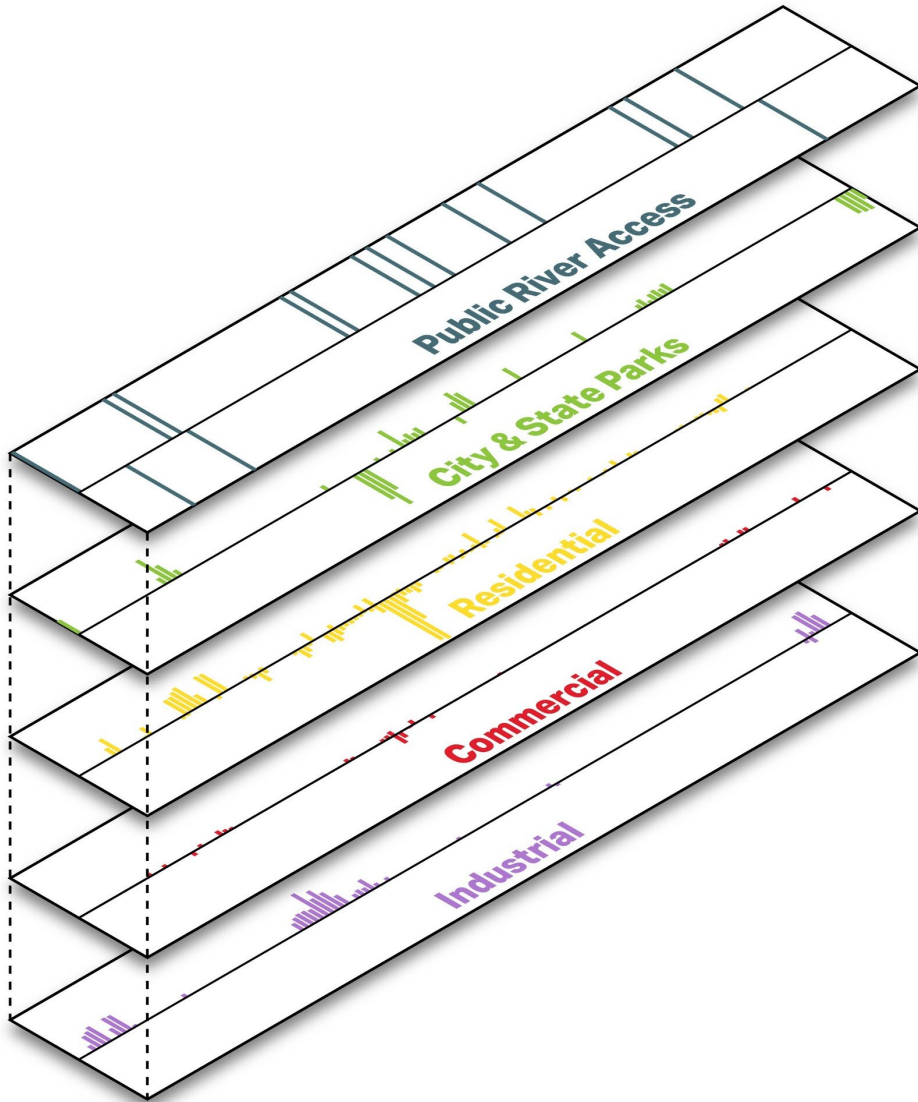
Quiet Parks



Active Parks



# Active Areas



## Public River Access

Boat Ramps, Beaches, Overlooks

## City & State Parks

James M. Robb State Parks, Dos Rios, Las Colonias, Riverbend Park, Eagle Rim Park, etc.

## Residential Land Use

Residential parcels in Fluvial Hazard Zone

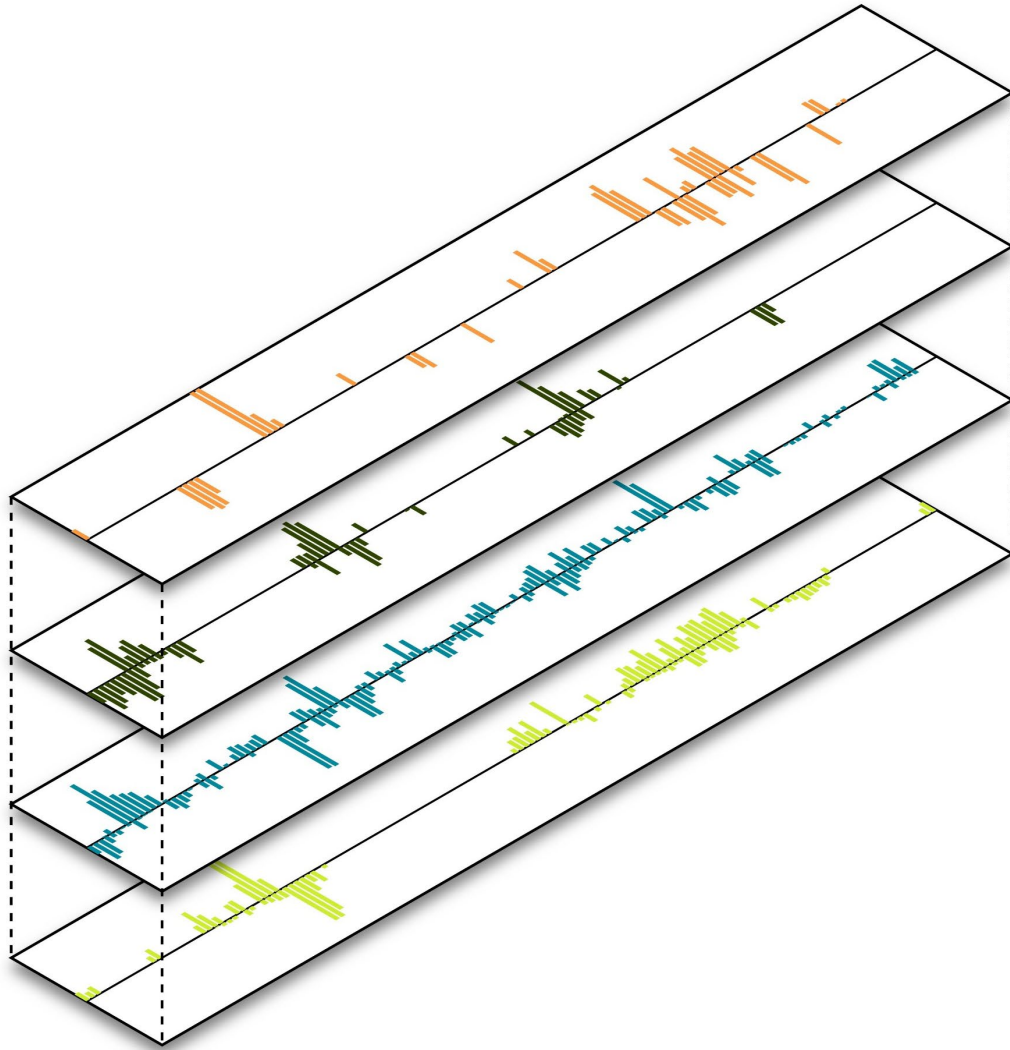
## Commercial Land Use

Commercial parcels in Fluvial Hazard Zone

## Industrial Land Use

Industrial Parcels in Fluvial Hazard Zone

# Quiet Areas



## Conservation Easements

Mesa County Conservation Easements

## State Wildlife Areas

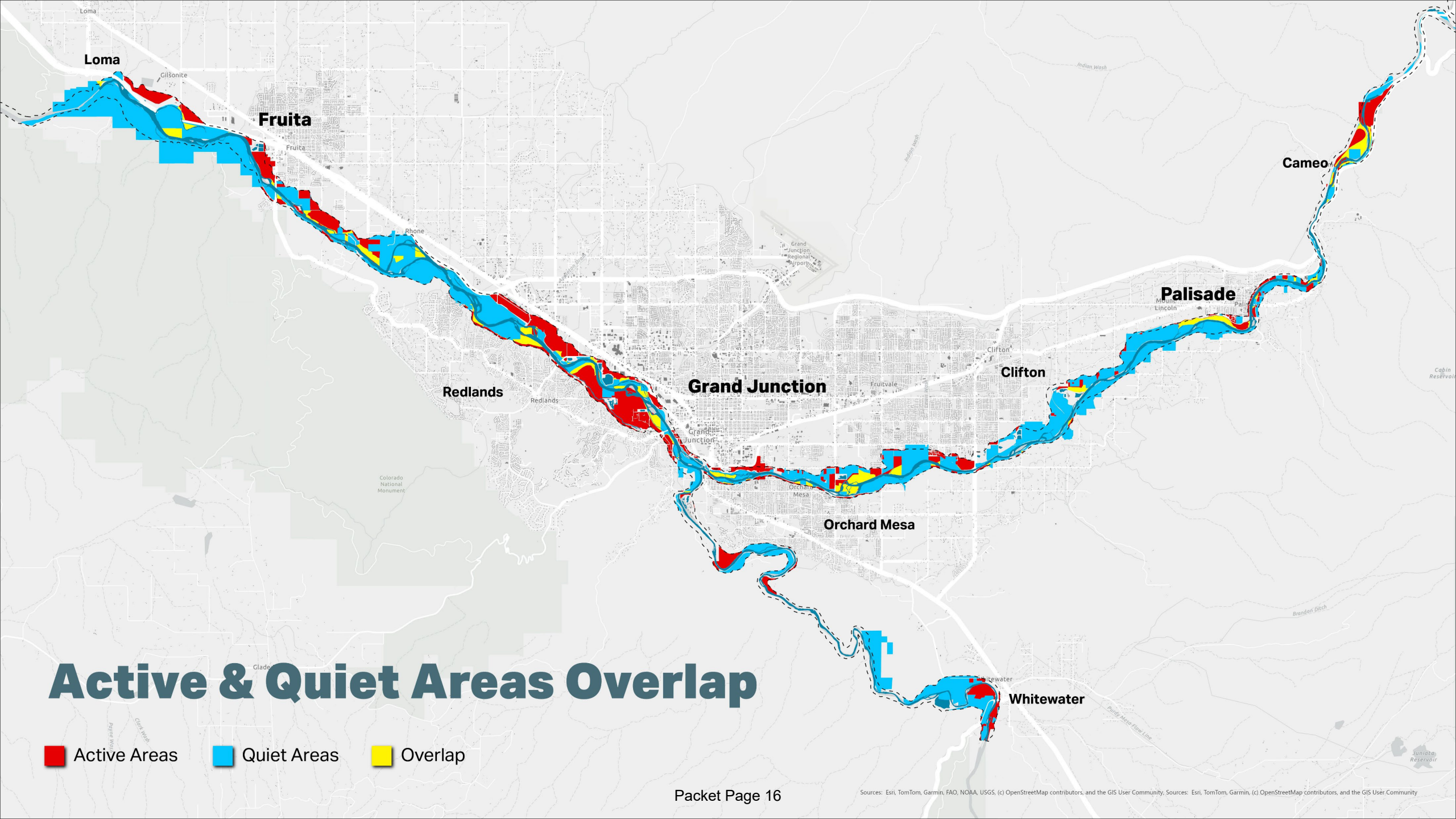
State Wildlife Areas, Refuges, Sanctuaries

## Riparian Habitat

Designated Riparian Habitat in the Grand Valley Riparian & Flodplain Action Plan (2025)

## Agricultural Land Use

Agricultural Parcels in Fluvial Hazard Zone



Loma

Gilsonite

Fruita

Rhone

Redlands

Grand Junction

Orchard Mesa

Clifton

Palisade

Cameo

Whitewater

# Active & Quiet Areas Overlap

- Active Areas
- Quiet Areas
- Overlap

# Balancing River Corridor Needs

## THE GOALS



### Promote A Healthy River:

Protect riparian health to support long-term ecological function and resilience



### Support A Prosperous Community

Guide development along the river's edge to support economic vitality



### Ensure A Sustainable Recreational Asset

Thoughtfully manage active and passive recreation



### Promote A Connected Corridor

Improve access to the river and connectivity along the river



### Increase Community Awareness

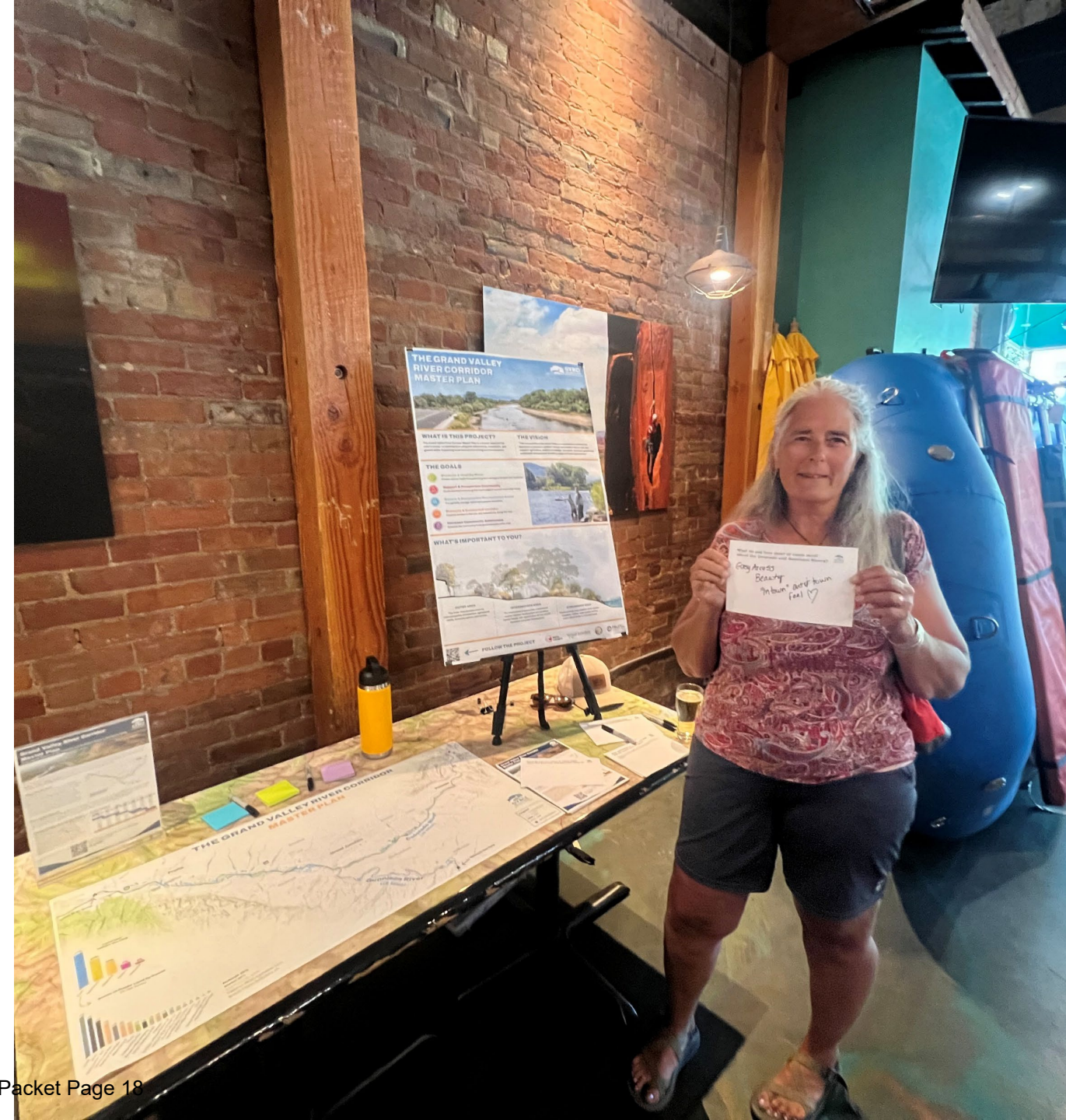
Educate the community to be good stewards of the river



# Groups informing the Master Plan

The planning process has included:

- Regular coordination with the GVRCI Core Team
- Bi-Monthly Jurisdictional Project Management Team meetings
- Quarterly Advisory Council meetings with river, recreation, agriculture, habitat
- Numerous stakeholder interviews
- Website, online surveys, and attendance at public events



# Emerging Concepts

One emerging concept is a **Riverfront Guidance Area**.

This is a planning framework for thinking about the river's edge in three general zones:

- **Streamside Zone:** preserve the river's most sensitive edge
- **Intermediate Zone:** provide a flexible buffer for trails, habitat, views, and flood-compatible uses
- **Outer Zone:** guide river-compatible development, redevelopment, agriculture, and access





**Streamside Zone**

- Protect native riparian vegetation
- Supports bank stability, shading and water temperature regulation
- Provides habitat and wildlife corridors
- Filters sediment and pollutants
- Gives the river room to move, flood, and evolve over time

Ordinary High Water Mark

30 - 75'



### Intermediate Zone

- Cushion between development & sensitive riparian habitat
- Could accommodate the Riverfront Trail / soft surface trails
- Could accommodate low-impact recreation infrastructure (seating, signage, picnic tables, fishing access, etc)
- Opportunities for stormwater treatment and green infrastructure

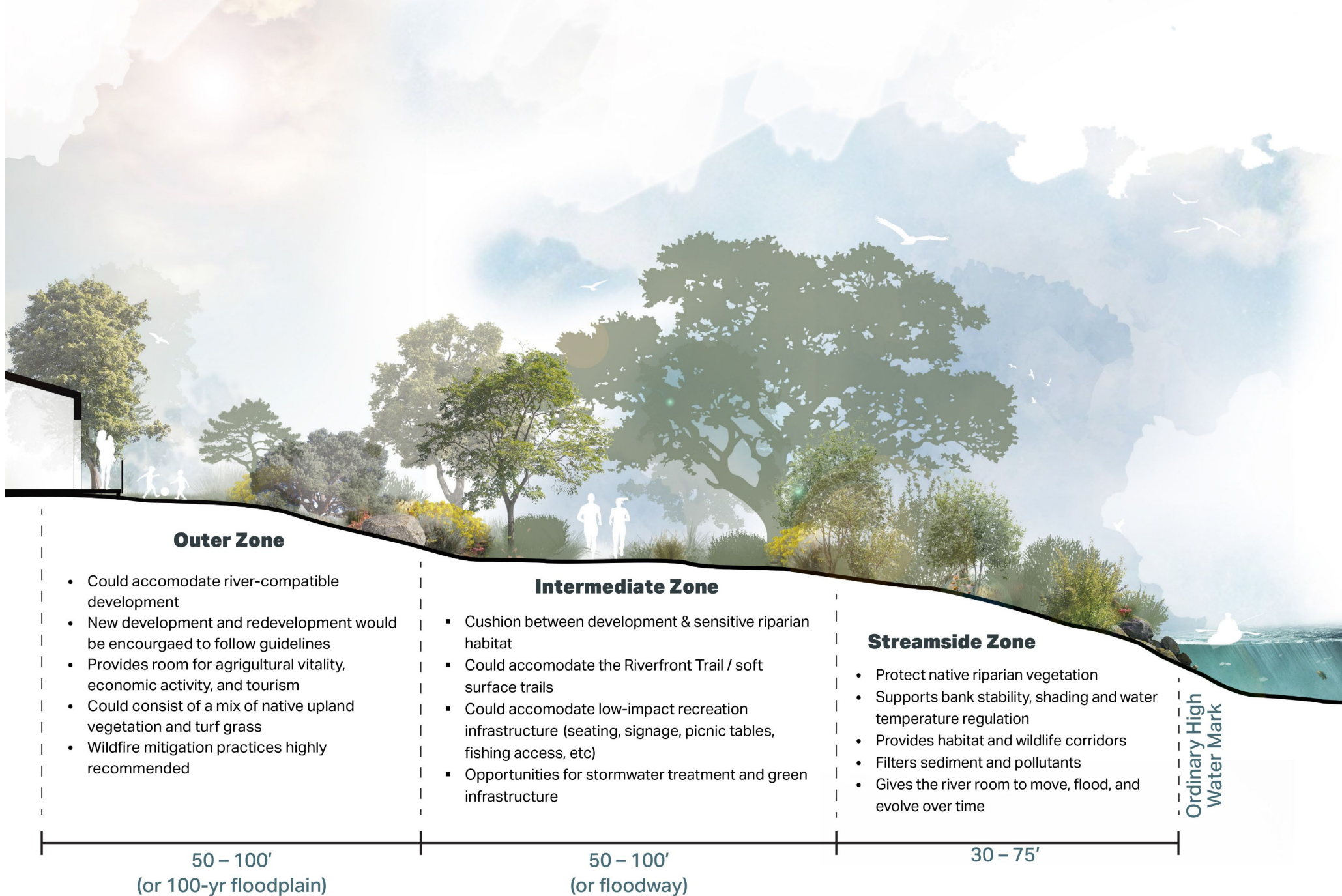
50 – 100'  
(or floodway)

### Streamside Zone

- Protect native riparian vegetation
- Supports bank stability, shading and water temperature regulation
- Provides habitat and wildlife corridors
- Filters sediment and pollutants
- Gives the river room to move, flood, and evolve over time

30 – 75'

Ordinary High  
Water Mark



**Outer Zone**

- Could accommodate river-compatible development
- New development and redevelopment would be encouraged to follow guidelines
- Provides room for agricultural vitality, economic activity, and tourism
- Could consist of a mix of native upland vegetation and turf grass
- Wildfire mitigation practices highly recommended

50 – 100'  
(or 100-yr floodplain)

**Intermediate Zone**

- Cushion between development & sensitive riparian habitat
- Could accommodate the Riverfront Trail / soft surface trails
- Could accommodate low-impact recreation infrastructure (seating, signage, picnic tables, fishing access, etc)
- Opportunities for stormwater treatment and green infrastructure

50 – 100'  
(or floodway)

**Streamside Zone**

- Protect native riparian vegetation
- Supports bank stability, shading and water temperature regulation
- Provides habitat and wildlife corridors
- Filters sediment and pollutants
- Gives the river room to move, flood, and evolve over time

30 – 75'

Ordinary High Water Mark



**Streamside Zone**

# Streamside Zone

Direction includes:

- Protect native riparian vegetation and habitat
- Protect existing infrastructure
- Allow room for flood flows, bank stability, and river processes
- Remove invasive species and restore native plants
- Use river-sensitive bank stabilization where needed
- Provide designated access points to reduce unmanaged social trails

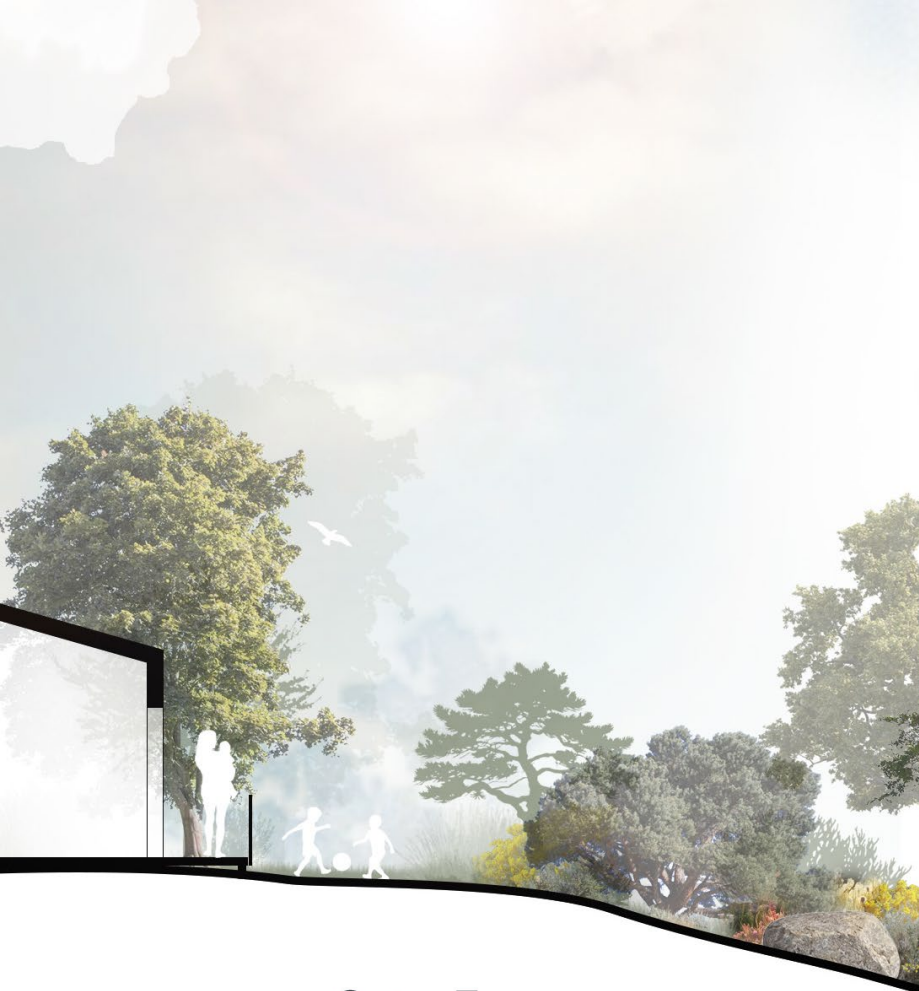


**Intermediate Zone**

# Intermediate Zone

Direction includes:

- Use vegetation to buffer the Streamside Zone
- Preserve existing habitat and native tree canopy
- Design infrastructure to be flood compatible
- Support low-impact recreation in quieter areas
- Direct higher-use recreation to active areas
- Minimize conflicts with agriculture and private property



**Outer Zone**

# Outer Zone

Direction includes:

- Orient buildings, plazas, and public spaces toward the river
- Screen parking, dumpsters, storage, and service areas away from the river
- Connect development to existing or future trails where appropriate
- Promote permeable surfaces, green infrastructure, and waterwise landscaping
- Limit unnecessary impervious surfaces
- Support agricultural-river interface best practices

# What Happens Next

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- Prepare public-facing materials and share with the community in late summer
- Gather feedback from residents, landowners, partners, and river users
- Prepare the draft plan for review and refinement
- Final plan in September 2026



# Questions / Comments?

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- What is Council's level of support for using the Riverfront Guidance Area to inform future decisions and planning within the river corridor?
- What would make this plan most useful when future riverfront development, redevelopment, or trail projects are proposed?
- What questions or concerns should we be prepared to hear from residents, landowners, businesses, or developers during late-summer public engagement?

# Thank You!





## Grand Junction City Council

### Regular Session

Item #1.b.

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**Meeting Date:** June 15, 2026  
**Presented By:** Tamra Allen, Community Development Director  
**Department:** Community Development  
**Submitted By:** Tamra Allen, Community Development Director

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### Information

#### **SUBJECT:**

Redevelopment Policy Discussion

#### **RECOMMENDATION:**

Staff recommends approval of this resolution.

#### **EXECUTIVE SUMMARY:**

The City Council has maintained a Redevelopment Policy since 2004 with amendments that created a fiscal incentive for redevelopment in certain geographic areas since 2013. In 2019, the City Council adopted Resolution 93-19 that revised the City's incentive policy ("Policy") for infill and redevelopment within the areas designated by the City Council as the Redevelopment Boundary. The Policy utilizes a formula that promotes investment in the City's center and important corridors, while offering additional incentives for vertical construction within other specified areas of City. As provided in Resolution 93-19, within sixty days of the third anniversary of the adoption of Resolution 93-19, the City Council was to consider the effectiveness of the resolution at achieving its stated purposes, and in absence of further action by the City Council, the terms and provisions of Resolution 93-19 and resolution were set to expire on December 18, 2022.

Staff did not schedule for the Council a discussion to discuss the effectiveness of the resolution at achieving its stated purpose prior to the policy's expiration. Nor did staff calendar the expiration date of this policy and thus have continued to apply this TCP reduction policy to eligible projects. As the expiration came to staff's attention recently, staff has received direction from the City Manager to continue to apply the policy until further direction and action was taken by City Council.

The intent of this workshop is to receive direction as to 1) consideration to reinstate the

policy, and if council's direction is to consider reinstatement of the policy, 2) if there are changes to the policy that may be needed.

**BACKGROUND OR DETAILED INFORMATION:**

**BACKGROUND**

In 2004 the City Council reviewed and approved an Infill and Redevelopment Implementation Program by adopting policies set forth in Resolution 87-04. That Resolution established the infill and redevelopment program, defined terms and established infill and redevelopment areas ("the Program" or "Program."). In 2013 the City Council amended the Program by approving Resolution 13-15 which amended the Redevelopment Boundary Map and created a formula for reducing the Transportation Capacity Payments ("TCP") required to be paid for development project occurring within the Program's Redevelopment Boundary area.

The Program and the Redevelopment Boundary together with the reduced TCP were adopted to encourage development of infill parcels and redevelopment of underutilized land within certain areas of the City for several beneficial reasons. Those reasons include that such development:

- Make more efficient use of existing infrastructure including streets, water and sewer lines and other public facilities and services;
- Provide opportunities to reduce commuting distance and automobile dependency;
- May help to provide affordable housing within the City; and
- Reduces the demand for and impact from "end of the road" suburban sprawl.

**Redevelopment Boundary Incentive**

For projects within the Redevelopment Boundary, the fee is calculated based on the following formula and is variable depending on the number of building floors:

1) For all areas within the redevelopment area, apply the formula  $rTCP = tTCP * .5$  (or 50% of adopted TCP)

2) For areas within the redevelopment area and within the listed area below, apply the formula  $rTCP = tTCP / n * 5$  that provides additional reduction for additional floors/building stories:

- Any property within the North Avenue Overlay
- Any property within the Downtown District
- Any property within the River District
- Any property within the Rail District.

The incentive policy was subsequently modified by Resolution 03-20 to amend the Boundary to include certain areas along the State Highway 50 corridor in Orchard

Mesa. The areas for which redevelopment and infill incentives exist are consistent with existing policies and plans adopted by the City including the Comprehensive Plan, Greater Downtown Plan, Orchard Mesa Neighborhood Plan (retired), and the North Avenue Corridor Plan.

In application of the policy, one issue that has surfaced is the application of the incentive to single-unit attached and detached homes. Historically, single-unit (family) homes when detached have not been granted the incentive as the intent of the policy was vertical infill. In most cases, the incentive has also not been applied to single-unit attached units, however the question recently arose if the policy should/should not be applied to this product type. Staff will present for discussion considerations to clarify this implementation issue, if the direction is to continue the policy.

**FISCAL IMPACT:**

There will be continued impact to the Transportation Impact Fee fund (also known as TCP fund) for the implementation of the Redevelopment Area Boundary and associated reduction in the collected TCP fees. Expanding the areas for which the reduced fees for TCP are collected, will reduce the amount of TCP collected.

Since adoption in 2013, the City has provided approximately \$953,000 in incentives (reduced Transportation Capacity Payment fees) for projects within the Redevelopment Area. The total TCP fees paid within the redevelopment area for projects has been approximately \$435,500. These fees have been collected over approximately 39 commercial projects, 4 small multi-family projects, 9 single-family homes and 22 accessory dwelling units (ADUs).

Several examples of the fiscal impact on a project specific basis of recent Redevelopment Boundary Area are below.

A one story auto parts retailer of 7,225 square feet located outside of the Redevelopment Boundary would pay \$30,265 at today's fee rate. If the project is located within the Redevelopment Boundary, it would pay \$15,133.

A four story, 96 room hotel located outside of the Redevelopment Area at today's fee rate would be \$231,072. If the project is located within the Redevelopment Area, the TCP would be \$28,884.

For a three story multi-family apartment project of 48 units located outside of the Redevelopment Area at today's TCP fee would be \$84,912. If the project is located within the Redevelopment Area, the TCP would be \$14,152.

For a 35,000 square foot, four story office building located outside the Redevelopment Area, today's fee would be \$109,935. If the building is located within the Redevelopment Area, the TCP would be \$13,741.

**SUGGESTED MOTION:**

Discussion and Direction

**Attachments**

- 1. Resolution 03-20 (PDF)
- 2. Resolution 93-19
- 3. RESDOC 4927 Resolution No. 15-13 - 2013 Redevelopment Area
- 4. RESDOC 2893 Resolution No. 87-04 - 2004 (Modified by Resolution No. 15-13)

CITY OF GRAND JUNCTION, COLORADO  
RESOLUTION NO. 03-20

A RESOLUTION AMENDING THE 2020 REDEVELOPMENT POLICY AND REDEVELOPMENT  
BOUNDARY MAP

RECITALS:

On December 18, 2019, the City Council adopted Resolution 93-19. That Resolution establishes the City's incentive policy ("Policy") for infill and redevelopment within the areas designated by the City Council as the *Redevelopment Boundary*. The Policy(ies) utilize a formula that promotes investment in the City's center and important corridors, while offering additional incentives for vertical construction within other specified areas of City.

The City Council hereby amends the Policy and *Redevelopment Boundary* by adoption of the attached *Redevelopment Area Map*, which is and shall be Exhibit A to the Policy.

As provided in Resolution 93-19, within sixty days of the third anniversary of the adoption of Resolution 93-19, the City Council shall consider the effectiveness of the resolution at achieving its stated purposes. Without further action by the City Council, the terms and provisions of Resolution 93-19 and this resolution shall expire on December 18, 2022.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION,  
COLORADO:

That the Policy is hereby amended to include the attached Exhibit A, the *Redevelopment Boundary Map* and that the adoption of Exhibit A shall supersede and replace the Exhibit attached to Resolution 93-19.

This Resolution and the amendment made hereby shall relate to and be given full authority and effect as if adopted December 18, 2019.

ADOPTED AND APPROVED THIS 15<sup>th</sup> day of January, 2020.

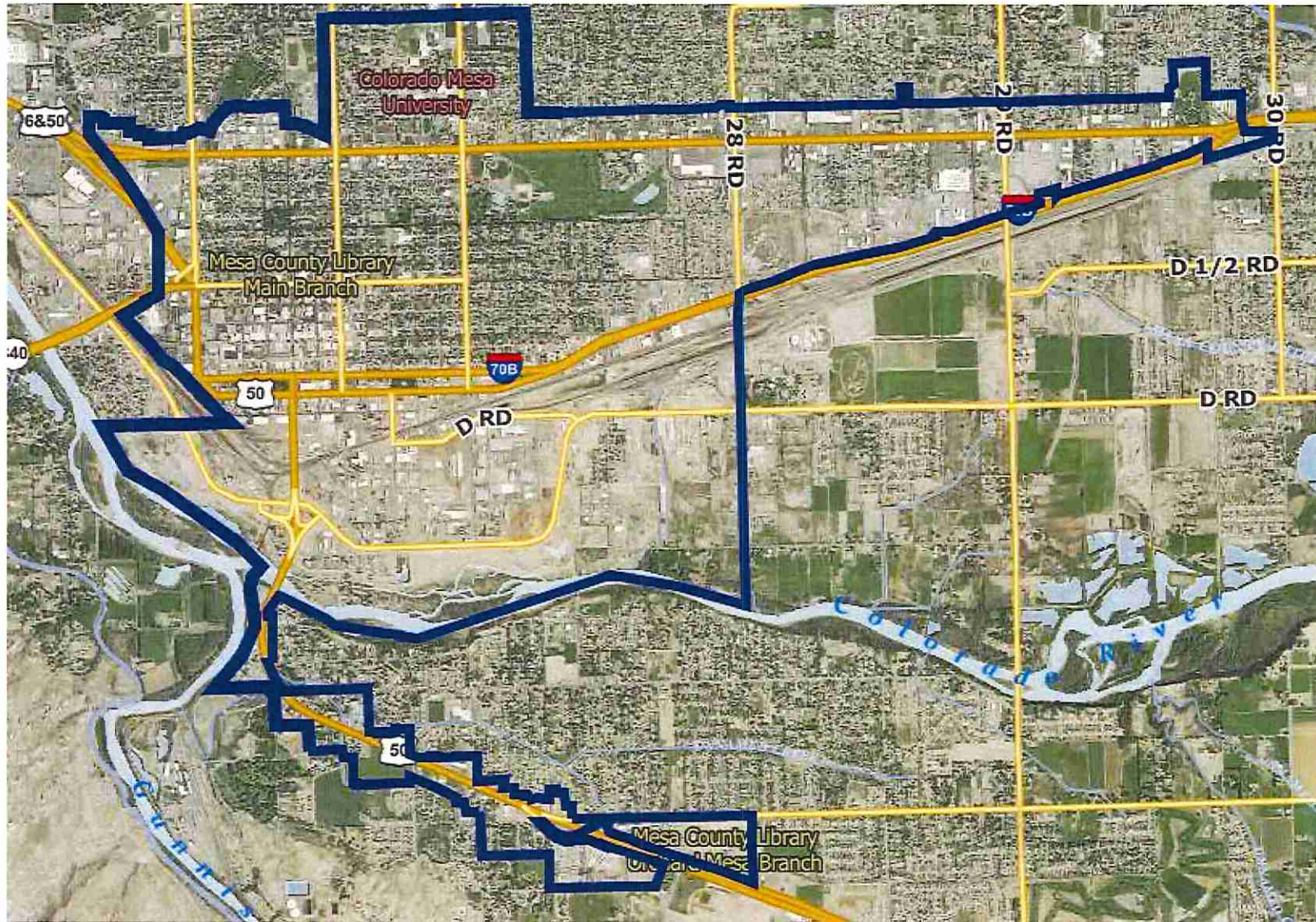
  
\_\_\_\_\_  
Mayor and President of the City Council

ATTEST:

  
\_\_\_\_\_  
City Clerk



EXHIBIT A  
REDEVELOPMENT BOUNDARY MAP



**CITY OF GRAND JUNCTION, COLORADO  
RESOLUTION NO. 93-19**

**A RESOLUTION ADOPTING THE 2020 REDEVELOPMENT BOUNDARY MAP AND  
FORMULA FOR CALCULATING THE TRANSPORTATION IMPACT FEE PAYMENTS  
REQUIRED WITHIN THE REDEVELOPMENT BOUNDARY**

**RECITALS:**

In 2004 the City Council reviewed and approved an *Infill and Redevelopment Implementation Program* by adopting policies set forth in Resolution 87-04. That Resolution established the infill and redevelopment program, defined terms and established infill and redevelopment areas ("the Program" or "Program.")

In 2013 the City Council amended the Program by approving Resolution 13-15 which amended the Redevelopment Boundary Map and created a formula for reducing the Transportation Capacity Payments ("TCP") required to be paid for development project occurring within the Program's Redevelopment Boundary area.

The Program and the Redevelopment Boundary together with the reduced TCP were adopted to encourage development of infill parcels and redevelopment of underutilized land within certain areas of the City for several beneficial reasons. Those reasons include that such development:

- Makes more efficient use of existing infrastructure including streets, water and sewer lines and other public facilities and services; and,
- Provides opportunities to reduce commuting distance/automobile dependency; and,
- May help to provide affordable housing within the City; and
- Reduces the demand for and impact from "end of the road" suburban sprawl.

By adopting this resolution, the City Council affirms City policy to provide incentives for infill and redevelopment within the areas designated as the Redevelopment Boundary while utilizing a formula that promotes investment in the City's central areas and important corridors while further providing additional incentives for vertical construction within other specific areas of City.

The areas for which redevelopment and infill incentives are proposed are consistent with existing policies and plans adopted by the City including the Comprehensive Plan, Greater Downtown Plan, Orchard Mesa Neighborhood Plan, and the North Avenue Corridor Plan.

For the reasons stated in the Recitals, the City Council of the City of Grand Junction does hereby amend the Infill and Redevelopment Program and Boundary by adoption of the attached Redevelopment Area Map, Exhibit A and adoption of the Transportation Capacity Payment calculation for new development within the Redevelopment Area, Exhibit B.

The Boundary and Transportation Capacity Payment calculation will become effective January 1, 2020 and, remain in effect unless and until otherwise amended by adoption of a subsequent resolution or ordinance.

Within sixty days of the third anniversary of the adoption of this resolution the City Council shall consider the effectiveness of the resolution at achieving its stated purposes. Without further action by the City Council, the terms and provisions of this resolution shall expire on the third anniversary of the adoption date hereof.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:

That the Infill and Redevelopment Implementation Program is hereby amended as follows:

1. The attached Exhibit A is adopted as the new Redevelopment Area Map; and,
2. The attached Exhibit B is adopted as the calculation to reduce Transportation Capacity Payments for new development within the Redevelopment Area.

ADOPTED AND APPROVED THIS 18<sup>th</sup> day of December, 2019.



Mayor Pro Tem

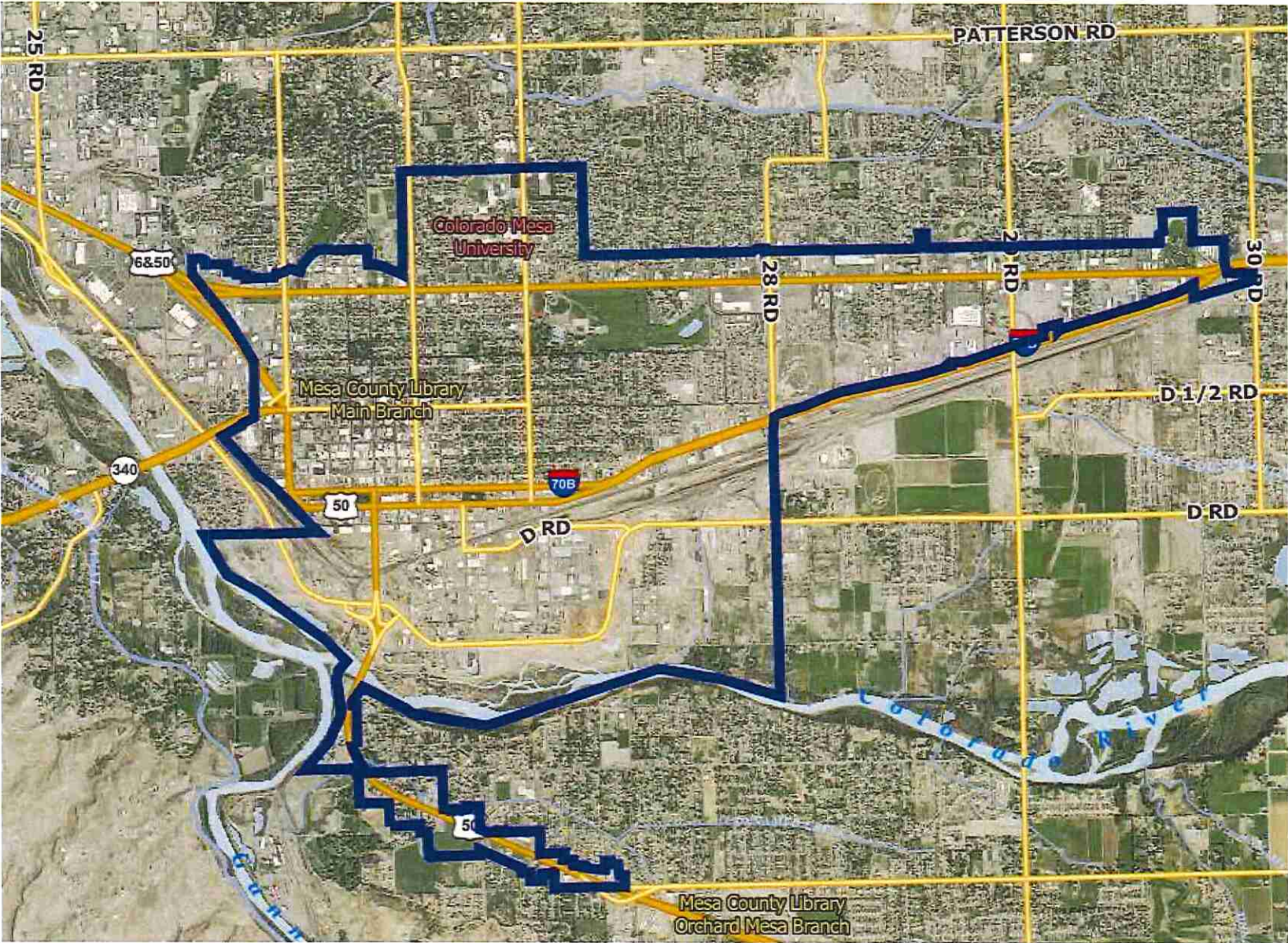
ATTEST:



City Clerk



**EXHIBIT A  
REDEVELOPMENT BOUNDARY MAP**



**EXHIBIT B**  
**REDUCED TRANSPORTATION CAPACITY PAYMENT CALCULATION**

Within the Redevelopment Area any new development would be assessed a TCP using the following calculation:

$$rTCP = (TCP*.5)$$

rTCP – Reduced Transportation Capacity Payment

tTCP- Total Transportation Capacity Payment calculated for all uses within the building

Within the Redevelopment Area and within the following areas, the required TCP will be assessed using the following calculation:

- Properties within the North Avenue Zoning Overlay
- Properties within the Downtown District (Greater Downtown Overlay)
- Properties within the River District (Greater Downtown Overlay)
- Properties within the Rail District (Greater Downtown Overlay)

$$rTCP = (tTCP/n)*.5$$

rTCP – Reduced Transportation Capacity Payment

tTCP- Total Transportation Capacity Payment calculated for all uses within the building  
n – The number of floors

**CITY OF GRAND JUNCTION, COLORADO  
RESOLUTION NO. 15-13**

**A RESOLUTION ADOPTING AN AMENDED REDEVELOPMENT BOUNDARY MAP  
AND CREATING A FORMULA REDUCING THE TCP REQUIREMENTS WITHIN THE  
REDEVELOPMENT AREA**

**RECITALS:**

In September, 2004 the City Council reviewed and approved the Infill and Redevelopment Implementation Program by adopting policies outlined in Resolution No. 87-04. The Resolution described the framework of the infill and redevelopment program, defined terms and established infill and redevelopment areas.

The implementation of the program was adopted to encourage development of infill parcels and redevelopment of underutilized land within certain areas of the City of Grand Junction for several beneficial reasons. Such development:

- Makes more efficient use of existing infrastructure including streets, water and sewer lines and other public facilities and services;
- Provides opportunities to reduce commuting distance/automobile dependency;
- May help to provide affordable housing within the City; and
- Reduces the demand for and impact from “end of the road” suburban sprawl.

By adopting this resolution, the City Council reaffirms the original policies and guidelines set forth in the Infill and Redevelopment Implementation Program. However, City Council finds that there is a need to amend the Redevelopment Area and add additional clarification that would reduce the Transportation Capacity Payment for new development within the Redevelopment Area.

For the reasons stated in the foregoing recitals, the City Council of the City of Grand Junction does hereby amend the Infill and Redevelopment Implementation Program by the attached Redevelopment Area Map and Transportation Capacity Payment calculation for new development within in the Redevelopment Area.

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION,  
COLORADO:**

The Infill and Redevelopment Implementation Program is hereby amended as follows:

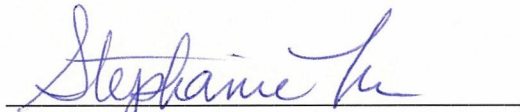
1. The attached Exhibit A is adopted as the new Redevelopment Area Map.
2. The attached Exhibit B is adopted as the calculation to reduce Transportation Capacity Payments for new development within the Redevelopment Area.

**ADOPTED AND APPROVED THIS 6<sup>th</sup> day of March, 2013.**

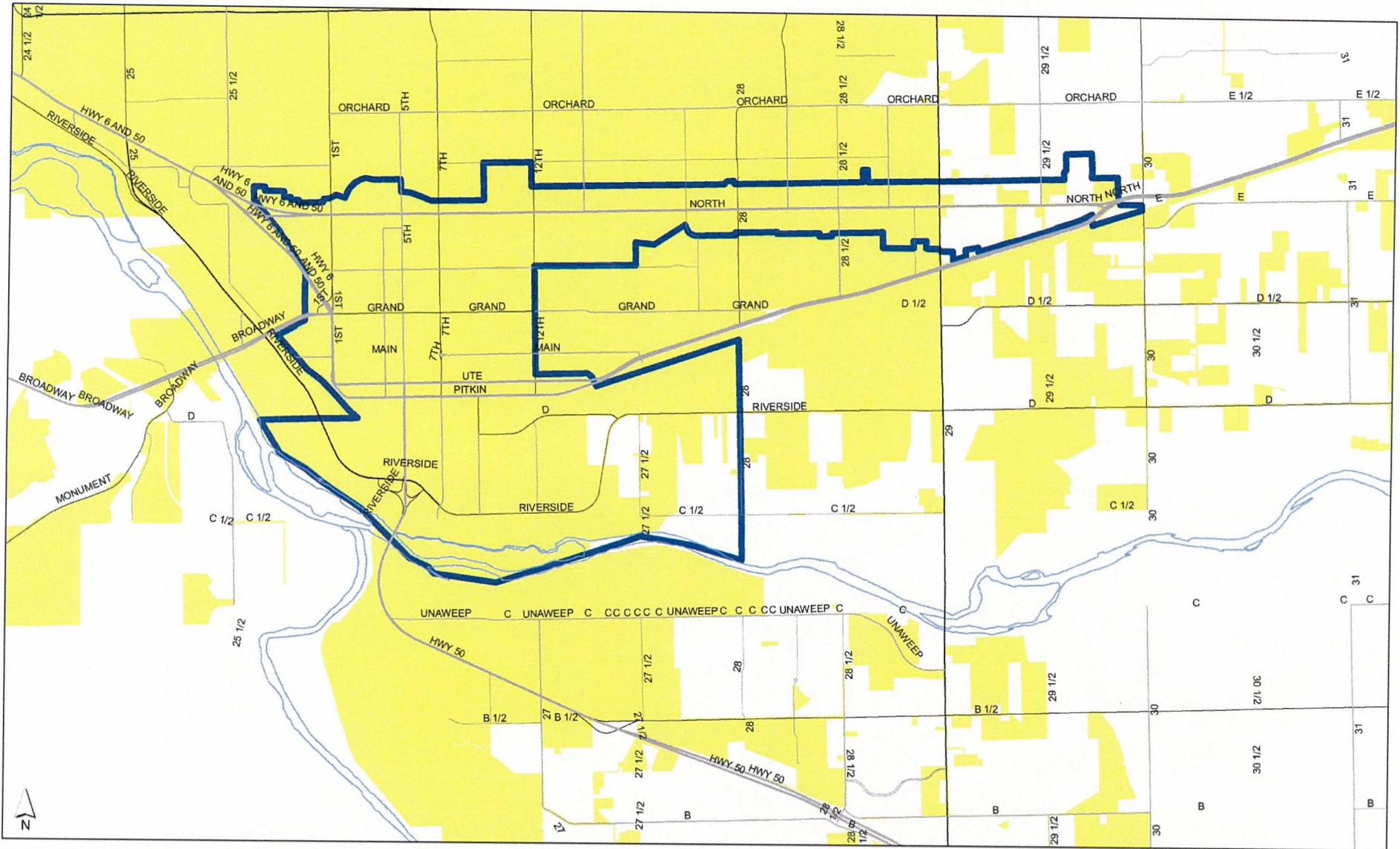


\_\_\_\_\_  
President of the Council

ATTEST:

  
\_\_\_\_\_  
City Clerk

# Redevelopment Boundary Map



**Exhibit B**

Within the Redevelopment Area any new development would be assessed a TCP using the following calculation:

$$rTCP = (tTCP/n) * .5$$

rTCP – Reduced Transportation Capacity Payment

tTCP – Total Transportation Capacity Payment calculated for all uses within the building

n – The number of floors

**CITY COUNCIL, CITY OF GRAND JUNCTION  
RESOLUTION NO. 87-04**

**A RESOLUTION ADOPTING AN INFILL/REDEVELOPMENT  
IMPLEMENTATION PROGRAM**

**Recitals:**

In September, 2002 the City Council reviewed and approved the framework of an infill and redevelopment program. At that time the Council considered definitions of the terms infill and redevelopment. This Resolution furthers that work by and through the adoption of an incentive program that will foster Infill and redevelopment projects as defined by the Council.

In accordance with the adopted definitions, "Infill" relates to vacant parcels partially encircled by development. "Redevelopment" or a "Redevelopment Area" is defined as land/land uses that are in transition and comprise at least two acres containing or consisting of improvements that do not meet current socioeconomic potential.

Implementation of a program to encourage development of Infill parcels and redevelopment of underutilized land within certain areas of the City of Grand Junction is beneficial for several reasons. Such development:

- Makes more efficient use of existing infrastructure including streets, water and sewer lines and other public facilities and services;
- Provides opportunities to reduce commuting distance/automobile dependency;
- May help to provide affordable housing within the City; and
- Reduces the demand for and impact from "end of the road" suburban sprawl.

Additionally, there are other plans and policies of the City that support and encourage the development of an Infill and Redevelopment strategy. Those include:

- The City Council's Strategic Plan 2002 -2012, Shelter and Housing Solution, which encourages affordable housing through infill and redevelopment policies. The objective of this goal was to create infill and redevelopment policies which were accomplished with the adoption of the Growth Plan update (Objective 32). This implementation program furthers the Strategic Plan Objective by

providing several incentives that will encourage the development of affordable housing by possible financial and processing assistance.

- Adoption of an Infill and Redevelopment Policy as part of the City of Grand Junction Growth Plan as amended in May, 2003. The Growth Plan element includes definitions, framework policies and supporting guidelines.

In furtherance of those goals both the City Council and the Planning Commission have:

- Developed a map outlining the boundaries of “Infill areas” within the City;
- Developed a map outlining the boundaries of “Redevelopment areas” within the City;
- Considered a list of criteria for evaluating potential City involvement in Infill and Redevelopment Projects; and
- Considered a list of potential forms of City involvement including possible incentives for private applicants in infill and redevelopment projects.

The City Council has concluded its review and has given direction to the Staff to implement a program so that there may be some flexibility when approached by a project, some opportunity for exploration of incentives and establishment of criteria for City involvement and/or participation on a case by case basis.

By adopting this resolution the Council adopts the attached policies and guidelines and affirms its direction that the Staff follow through with implementation.

Furthermore, the Council instructs the Staff to develop an application process for potential applicants in order that an applicant knows that the City has a plan in place for identifying areas for Infill and Redevelopment ,so that those owners know what is planned or possible and such that consistency and flexibility will be maintained in the policy.

For the reasons stated in the foregoing recitals, the City Council of the City of Grand Junction does hereby adopt the program to implement the infill and redevelopment portion of the Growth Plan including the attached Infill Area Map, Redevelopment Area Map, list of potential forms of City involvement (incentives) and list of criteria for evaluating potential City involvement in infill and redevelopment projects (review criteria).

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The program for implementing the infill and redevelopment policies as outlined in the recitals and guidelines of the City of Grand Junction Growth Plan are hereby adopted.

PASSED AND ADOPTED this 15<sup>th</sup> day of September 2004 by the City Council of the City of Grand Junction.

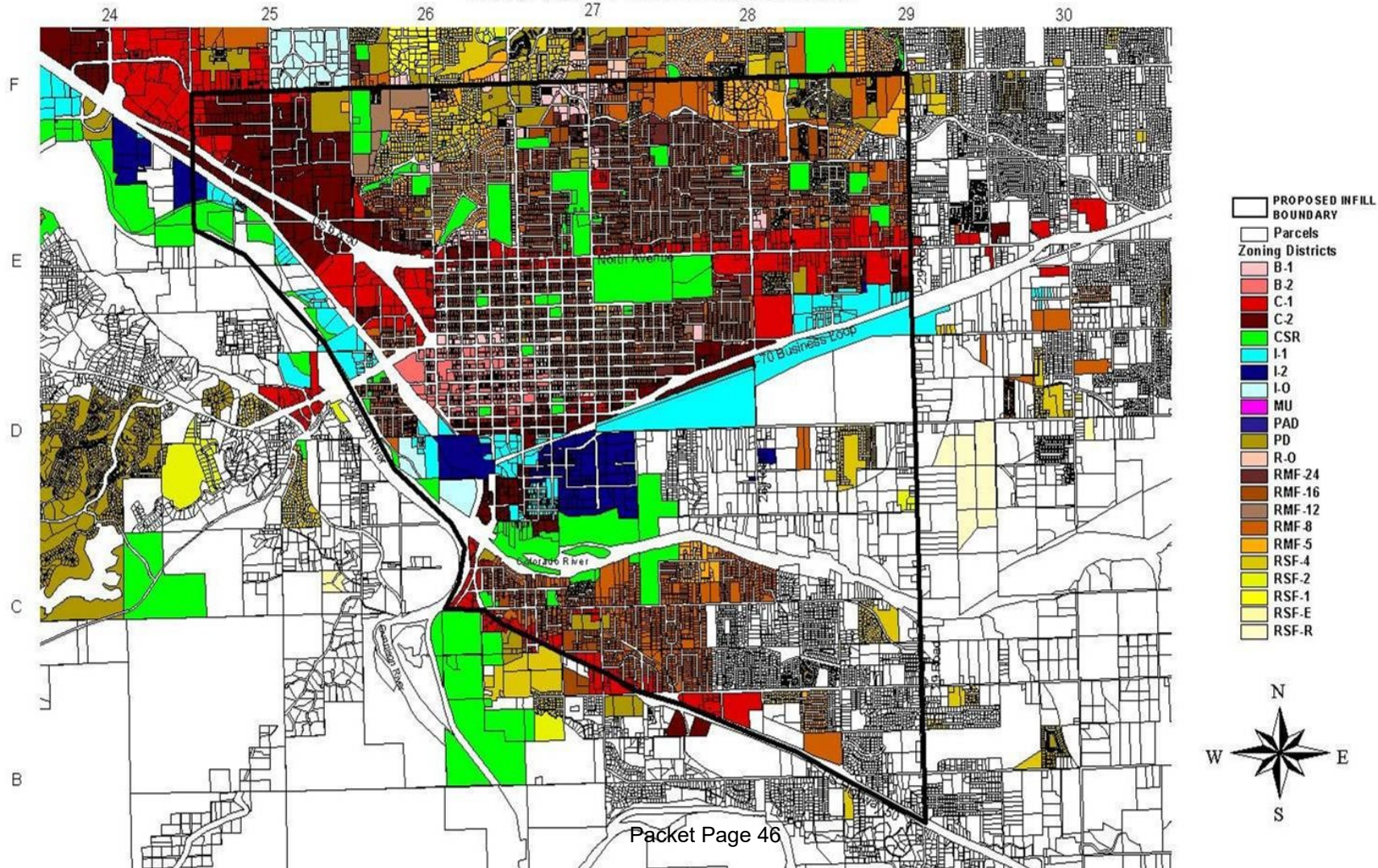
ATTEST:

/s/ Bruce Hill  
Bruce Hill  
Mayor

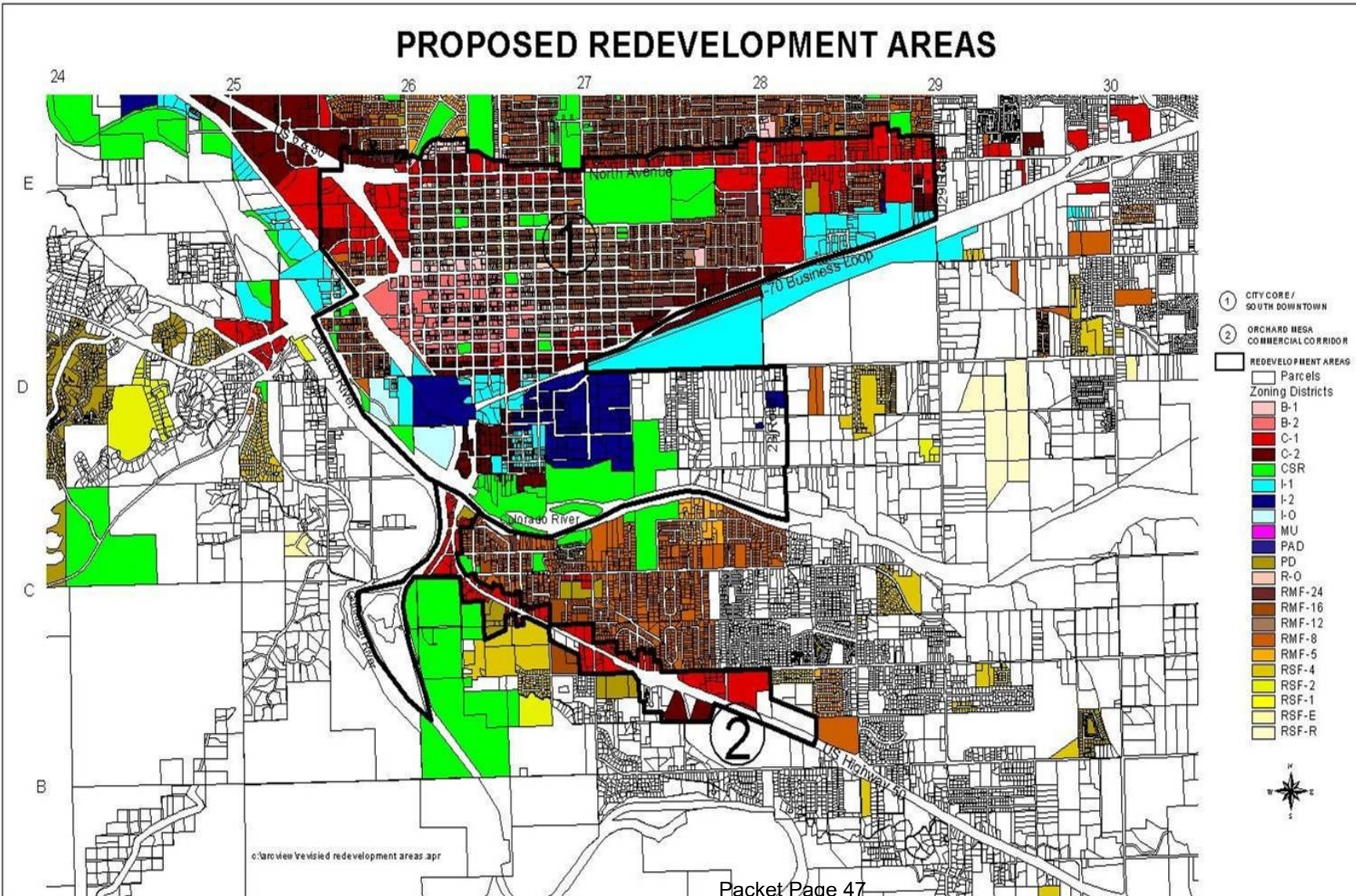
/s/ Stephanie Tuin  
Stephanie Tuin  
City Clerk

# Attachment 2

## PROPOSED INFILL BOUNDARY



# PROPOSED REDEVELOPMENT AREAS



## Potential Forms of City Involvement

1. Expedited development review process
2. Assistance with city agency review
3. Deferral of fees (examples may include permitting fees, tap fees and impact fees)
4. Density bonuses for residential projects
5. Proactive city improvements – i.e. “prime the pump” by investing in various city improvements prior to any private development commitment
  - a. Targeting the use of the Transportation Capacity Payment (TCP) funds
  - b. City initiated Limited Improvement District (LID), Business Improvement District (BID), General Improvement District (GID)
  - c. Reimbursement agreements either with the developer or the City (based on incremental development)
  - d. Shuffling priorities within the CIP (within a 3 year bracket, example: storm drainage improvements)
6. Financial participation - because many desired projects are not viable without city participation and/or to reduce the relative land cost for redevelopment versus vacant property
7. Contribution to enhancements / upgrades versus typical standards (for instance upgrading a split face block building treatment to a stone building treatment.)
8. Off-site city improvements required by Code – access, under grounding of utilities, streetscape, etc.
9. City assemblage of development parcels for redevelopment bids

## **Criteria for Evaluating Potential City Involvement in Infill and Redevelopment Projects**

- 1) Is the site within City's geographically mapped area?**
- 2) Does the site meet the definition of "Infill" or "Redevelopment?"**
- 3) Describe how the site is compatible with the surrounding area and meets community values including compatibility with surrounding quality of design and site planning.**
- 4) Describe the project's feasibility. This should include the developer's resume of experience, whether project financing is in place and, for non-residential projects, what tenant commitments are in place.**
- 5) Within a distance of 1,000 feet, list any specific infrastructure projects planned and/or funded) by the City or any proposed off-site contributions anticipated by the proposed project that address existing deficiencies as defined by the City.**
- 6) What is the level of sharing of City vs. private participation for specific enhancement request or code requirements?**
- 7) Does the proposed project include a mixture of uses? If so, describe the types and percentage.**
- 8) Is the proposed project part of an economic development recruitment.**
- 9) Will the proposed project preserve or enhance any historic structure or site? Has the structure / site been inventoried by the City?**
- 10) Does the proposed project include an affordable housing element? If so, provide details including how the project meets different HUD definitions for affordable housing.**
- 11) Does the proposed project go beyond current Code requirements and provide enhanced architectural and design elements?**



**Grand Junction City Council**

**Workshop Session**

**Item #1.c.**

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**Meeting Date:** June 15, 2026  
**Presented By:** Trenton Prall, Engineering & Transportation Director  
**Department:** Engineering & Transportation  
**Submitted By:** Trent Prall, Engineering and Transportation Director

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**Information**

**SUBJECT:**

7th Street/9th Street Multi-Modal Concept

**EXECUTIVE SUMMARY:**

The City's 2023 Pedestrian and Bicycle Plan identifies the 7th Street corridor as a priority north-south active transportation route. To advance this goal, the City completed a feasibility study in 2024 evaluating multimodal improvements along the corridor, including the conversion of existing outside vehicle lanes to buffered bicycle lanes between Grand Avenue and North Avenue.

While the study found that the proposed lane reconfiguration could accommodate projected traffic volumes, community feedback raised concerns regarding vehicle capacity and the long-term function of a corridor carrying approximately 15,000 vehicles per day. In response, staff evaluated an alternative north-south bicycle route along 9th Street that would achieve the City's active transportation objectives while minimizing impacts to a higher-volume roadway.

The 9th Street alternative is supported by planned Colorado Mesa University improvements, including relocation of the North Avenue traffic signal from 10th Street to 9th Street. This enhancement would improve multimodal crossings and provide direct connectivity to planned campus bicycle and pedestrian facilities, creating a more continuous and connected active transportation network.

Staff will present the feasibility study findings, proposed corridor cross-sections, and seek Council concurrence for the 9th Street corridor to be advanced into a future, yet to be scheduled, design phase.

**BACKGROUND OR DETAILED INFORMATION:**

The 9th Street feasibility memorandum evaluates the potential development of a continuous north-south bicycle facility along 9th Street extending from the Colorado Mesa University (CMU) campus and North Avenue south to Riverside Parkway and the existing riverfront trail system. The study proposes a cycle track designed to provide a comfortable, low-stress facility for cyclists of varying ages and abilities while improving connectivity between the university, downtown, surrounding neighborhoods, parks, and regional trail networks.

The attached memorandum evaluates multiple corridor alternatives and intersection treatments to address varying roadway conditions, traffic operations, and multimodal safety considerations along the route. Particular attention is given to key intersections and crossings where enhanced bicycle and pedestrian treatments would be necessary to improve visibility, reduce conflicts, and maintain connectivity throughout the corridor.

Implementation is envisioned in two phases. Phase 1 would focus on establishing the corridor using existing roadway infrastructure between North Avenue and Ute Avenue. Improvements would primarily consist of pavement markings, signage, minor traffic control modifications, and other low-cost measures to designate the bicycle route. Phase 1 also includes construction of a multi-use trail connection through Washington Park, creating a continuous route between the CMU campus, downtown, and the park system while minimizing the need for major roadway reconstruction.

Phase 2 would complete the southern segment of the corridor between Ute Avenue and Riverside Parkway. This phase would include construction of a separated 10-foot-wide shared-use path and associated crossing improvements. Given the age and condition of the roadway infrastructure, staff anticipates that implementation of this segment would most likely occur in conjunction with a future street reconstruction project, allowing the bicycle and pedestrian improvements to be integrated efficiently with planned roadway, utility, and drainage upgrades.

The phased approach allows the City to establish a functional north-south active transportation corridor through the downtown core in the near term while preserving the opportunity to construct permanent, higher-quality facilities as future capital improvement projects are advanced for lower downtown.

**FISCAL IMPACT:**

For discussion only.

**SUGGESTED ACTION:**

For discussion only.

**Attachments**

1. 9th Street Alignment Memo 20260219

## 9th Street Alignment Memo

In response to the proposed lane reduction along the 7<sup>th</sup> Street corridor causing community concerns with traffic operations, the 9<sup>th</sup> Street corridor was proposed as an alternative alignment of N-S bicycle facilities. Additional conversations with the City of Grand Junction indicated there was interest in rerouting the active transportation corridor to 9<sup>th</sup> Street which would shift the route from a corridor projected for 15,000 ADT. Colorado Mesa University has plans to move the 10<sup>th</sup> Street signal to 9<sup>th</sup> Street and would provide a good point for pedestrians and bicyclists to cross North Avenue while staying within two blocks of the main 7<sup>th</sup> Street corridor. The following sections evaluate the 9<sup>th</sup> Street corridor from Riverside Parkway to North Avenue and discuss improvements that would address safety concerns and mobility for pedestrians and cyclists.

### *Riverside Parkway to Ute Avenue*

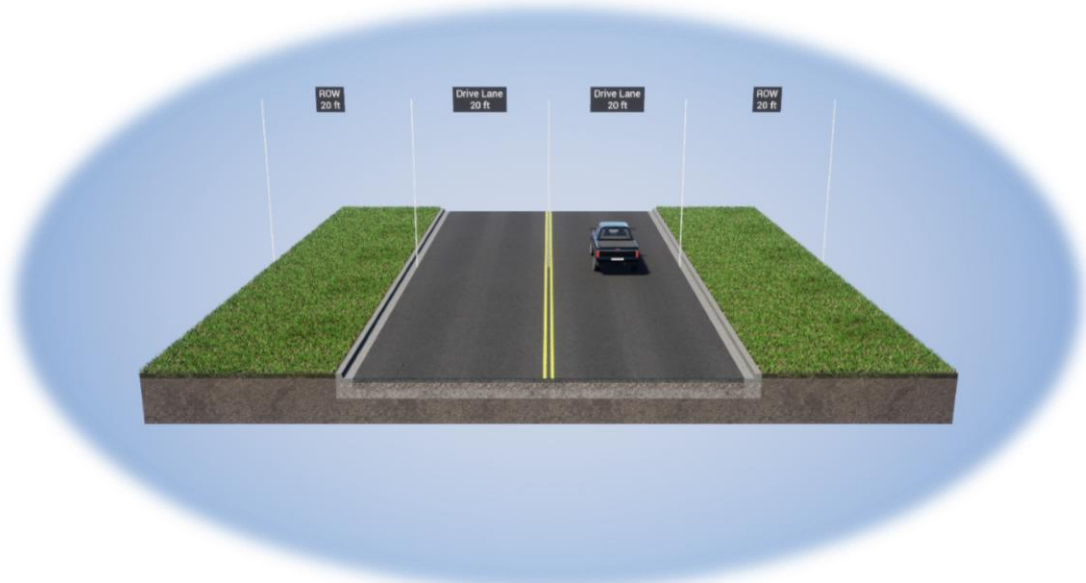
#### EXISTING ROADWAY GEOMETRY

The segment of 9<sup>th</sup> Street from Riverside Parkway to Ute Avenue varies slightly with the Right of Way only being 60 feet south of 4<sup>th</sup> Avenue but the entire segment mostly lacks any pedestrian or bicycle facilities and can be described using the following information.

- **Roadway Width** = 40 ft (Includes 2 lane and 3 lane sections)
- **Sidewalk Width** = Minimal facilities, small sections of 5 ft
- **Right of Way** = 60 ft South of 4<sup>th</sup> Ave, 80 ft North of 4<sup>th</sup> Ave

A generalized cross section of this segment can be seen below.

*Figure 1 – Existing 9<sup>th</sup> Street Existing Cross Section from Riverside Pkwy to Ute Ave*



#### PROPOSED CROSS SECTIONS:

Two layouts were considered for this segment given that there is plenty of Right of Way available to accommodate both pedestrians and cyclists. Both considerations provide physical separation from vehicles for better levels of traffic stress and increased safety for the vulnerable roadway users. The first consideration is a 12-foot shared trail located on the west side of 9<sup>th</sup> Street due to less conflicts between vehicles and vulnerable roadway users

which includes an 8-foot buffer between the roadway and the trail. This would provide adequate space for both pedestrians and cyclists while minimizing the potential crossing of 9<sup>th</sup> Street for users that may have destinations along 7<sup>th</sup> Street. The proposed cross sections for this layout is shown below in **Figure 2**, **Figure 3**, and **Figure 4**.

*Figure 2 – 9<sup>th</sup> Street Western Shared Use Trail Cross Section from Riverside Pkwy to Ute Ave (80ft ROW)*



*Figure 3 – 9<sup>th</sup> Street Western Shared Use Trail Cross Section from Riverside Pkwy to Ute Ave Parking Constrained (80ft ROW)*



*Figure 4 – 9<sup>th</sup> Street Western Shared Use Trail Cross Section from Riverside Pkwy to Ute Ave ROW Constrained (60ft ROW)*



The other layout that was considered is a dedicated cycle track located on the east side of 9<sup>th</sup> Street with a sidewalk located on the west side to facilitate both the pedestrians and cyclists. This alternative requires cyclists to cross 9<sup>th</sup> Street if they have a destination along 7<sup>th</sup> Street, but it does separate the pedestrians to provide lower traffic stress for the users. A cross section of the alternative can be seen in **Figure 5**, **Figure 6**, and **Figure 7**.

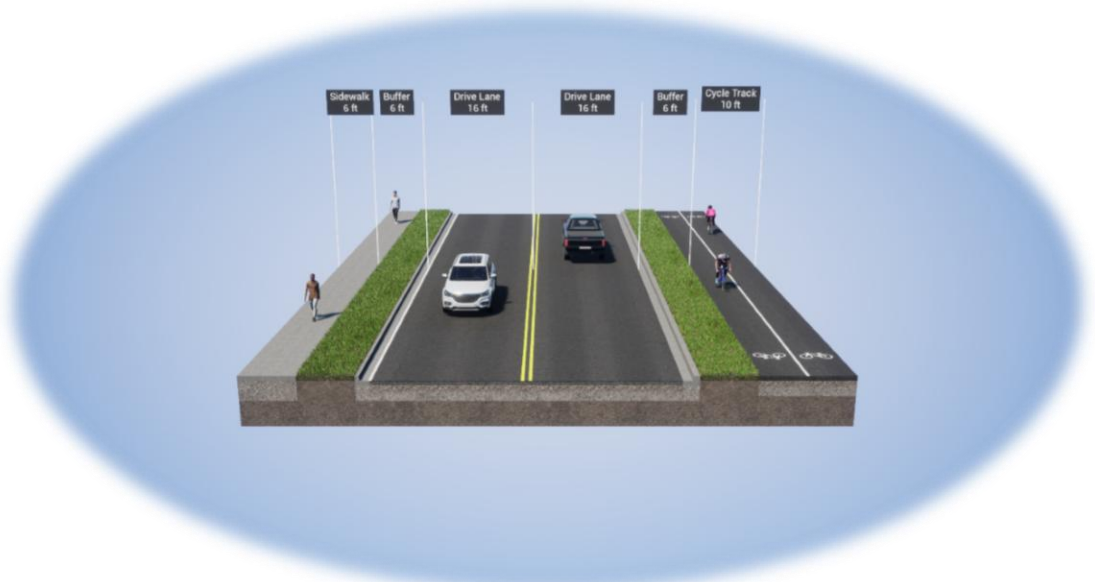
*Figure 5 – 9<sup>th</sup> Street Eastern Cycle Track Cross Section from Riverside Pkwy to Ute Ave*



Figure 6 – 9<sup>th</sup> Street Eastern Cycle Track Cross Section from Riverside Pkwy to Ute Ave Parking Constrained (80ft ROW)



Figure 7 – 9<sup>th</sup> Street Eastern Cycle Track Cross Section from Riverside Pkwy to Ute Ave ROW Constrained (60ft ROW)



**INTERSECTION ENHANCEMENTS:**

Intersection enhancements that were considered for this segment are listed below with any notable benefits and difficulties.

*Riverside Parkway*

1. **Crossing Islands** – Current conditions require pedestrians and cyclists to cross approximately 80 feet of roadway which includes multiple lanes of through traffic along with some turn lanes. Crossing islands would provide relief for vulnerable road users and allow for staged crossings providing easier and safer decisions when crossing. However, this would impact on the existing turn lanes along Riverside Parkway which might require the closure of the eastbound or westbound left turn lane depending on the crossing location. Closure of either left turn lane would reroute vehicles to use the existing signal at 7<sup>th</sup> Street.
2. **Crossing Signalization** – Current conditions include a side street stop control with freeflow traffic along Riverside Parkway. Vehicle speeds seen along Riverside Parkway are 45 mph at this intersection and routing additional pedestrian and cyclist traffic to this intersection will require a change to the traffic control device. A minimum of a Pedestrian Hybrid Beacon for the crossing should be installed with the potential to signalize the intersection. The rerouting of the active transportation corridor and this intersection acting as a major connection between the downtown area and Las Colonias Park could create a growing need for a signalized crossing.

*Railroad Crossing*

Coordination with the railroad will be required for any improvements made within their ROW. A road crossing application form may be required, and design elements should follow the Union Pacific Railroad Public Projects Manual which provides guidance for sidewalk improvements at existing crossings.

1. **Perpendicular Crossing** – Providing a perpendicular crossing across the railroad tracks will help prevent cyclists from having their wheels get stuck while crossing. This would have the added benefit of creating some variation in the cycle track or trail which may improve the user's awareness of the crossing. This does require additional Right of Way within the crossing but should be feasible at the 9<sup>th</sup> Street location.
2. **Railroad Crossing Signage** – Warning signs help alert users to the crossing and should be installed as described in the Manual on Uniform Traffic Control Devices.

*Pitkin Ave*

1. **Crossbike Striping** – Provides clearly indicated pathways for where bicycles should travel through the intersection. Helps drivers see where to watch for bicycles when turning off 9<sup>th</sup> Street.
2. **Leading Pedestrian Intervals** – Improve safety for crossing pedestrians to allow drivers a chance to see crossing pedestrians prior to turning.
3. **No Right Turn on Red** – Could be added to help protect pedestrians at the intersection. Pairs well with leading pedestrian intervals.

**RECOMMENDATION:**

The recommended section between Riverside Parkway and Pitkin Avenue is the shared use trail on the west side of the corridor. This only requires construction on one side of the corridor that will minimize the need for crossings across 9<sup>th</sup> Street. Consolidating the pedestrians and cyclists to one trail also removes some complexity with crossing the railroad. A perpendicular crossing should be installed at the railroad crossing to improve comfort and help prevent bike crashes. The west side trail will need to be connected from Riverside Parkway to the Riverfront Trail and is recommended to use the Amphitheater access roadway from Struthers Ave as a shared bikeway facility, or to add a trail along the west side of the access roadway which is on City right-of-way. An east side crossing at Riverside Parkway could also be considered however, a transition to the west side would need to be determined.

***Ute Ave to Gunnison Ave Segment***

**EXISTING ROADWAY GEOMETRY**

The segment of 9<sup>th</sup> Street from Pitkin Avenue to Gunnison Avenue is relatively uniform and can be described using the following information.

- **Roadway Width** = 33 ft (2 lane section with parking)
- **Sidewalk Width** = 6 ft with 16 ft buffer on both sides of the corridor
- **Right of Way** = 80 ft

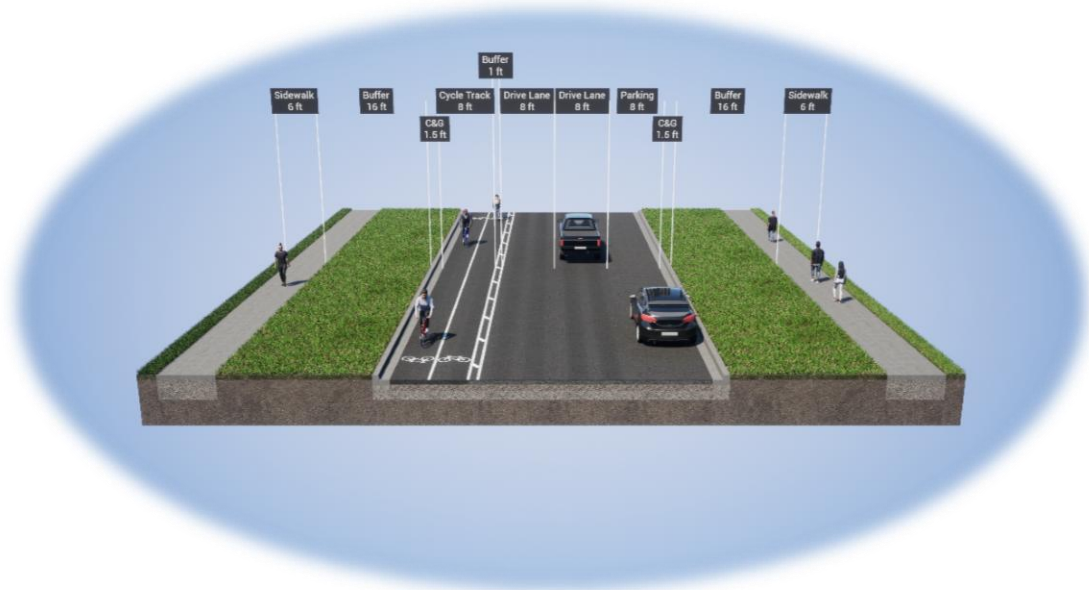
*Figure 8 – Existing 9<sup>th</sup> Street Cross Section from Ute Ave to Gunnison Ave*



**PROPOSED CROSS SECTIONS:**

A cycle track was considered for this segment which would replace the parking on one side of the roadway. The drive lanes need to be reduced from 8.5 feet down to eight feet to make room for a one-foot buffer between the cycle track and drive lanes. A cross section of this alternative can be seen in **Figure 9**.

Figure 9 – 9<sup>th</sup> Street Western Cycle Track Cross Section from Ute Ave to Gunnison Ave



**INTERSECTION ENHANCEMENTS:**

Intersection enhancements that were considered for this segment are listed below with any notable benefits and difficulties.

*Ute Avenue*

1. **Crossbike Striping** – Provides clearly indicated pathways where bicycles should travel through the intersection. Helps drivers see where to watch for bicycles when turning off 9<sup>th</sup> Street.
2. **Leading Pedestrian Intervals** – Improve safety for crossing pedestrians to allow drivers a chance to see crossing pedestrians prior to turning.
3. **No Right Turn on Red** – Could be added to help protect pedestrians at the intersection. Pairs well with leading pedestrian intervals.

*Main Street*

1. **Crossbike Striping** – Provides clearly indicated pathways where bicycles should travel through the intersection. Helps drivers see where to watch for bicycles when turning off 9<sup>th</sup> Street. Provide drivers along Main Street with clear visual indication of a bike crossing.
2. **Curb Extensions** – Reduces total distance needed to cross Main Street and provides additional visibility of pedestrians to drivers. Parking lanes along Main Street provide a good opportunity for curb extensions without interference with vehicular traffic.
3. **Crossing Signage** – Clearly indicates where pedestrian and bicycle crossings are located within the intersection. Provides a warning for drivers to look for vulnerable roadway users at the intersection. Installation should follow the Manual on Uniform Traffic Control Devices.
4. **Crossing Signalization** - A Rectangular Rapid Flashing Beacon or Pedestrian Signal could be installed to create a clear visual indication when a pedestrian or cyclist is crossing the intersection and signals drivers to stop. Provides pedestrians and cyclists with a dedicated timeframe to cross the intersection.

### *Grand Avenue*

1. **Bike Ramps** - Provides a smooth transition between intersection crossing and the cycle track along 9<sup>th</sup> Street. Required due to existing curb extensions at Grand Avenue. Modifications to the existing bulb outs could be made along 9<sup>th</sup> Street, which would prevent the need for bike ramps but increase the crossing distance across 9<sup>th</sup> Street.
2. **Crossbike Striping** – Provides clearly indicated pathways where bicycles should travel through the intersection. Helps drivers see where to watch for bicycles when turning off 9<sup>th</sup> Street. Provide drivers along Grand Avenue with clear visual indication of a bike crossing.
3. **Crossing Signage** – Clearly indicates where pedestrian and bicycle crossings are located within the intersection. Provides a warning for drivers to look for vulnerable roadway users at the intersection. Installation should follow the Manual on Uniform Traffic Control Devices.
4. **Crossing Signalization** - A Rectangular Rapid Flashing Beacon or Pedestrian Signal could be installed to create a clear visual indication when a pedestrian or cyclist is crossing the intersection and signals drivers to stop. Provides pedestrians and cyclists with a dedicated timeframe to cross the intersection. This may have an adverse effect on the traffic patterns created by the signals seen at 7<sup>th</sup> Street and 12<sup>th</sup> Street.

### *Gunnison Avenue*

1. **All Way Stop** – Converting the intersection from side street stop controlled to all way stop would improve the visibility of pedestrians and cyclists and help reduce speeds of vehicular traffic creating a safer crossing overall. An all way stop is not expected to adversely impact the operations of the intersection however, the control device may not be used effectively for the volumes and could degrade the effectiveness over time. If an all way stop is not implemented, consider a right in right out access restriction or rectangular rapid flashing beacons (RRFB) along Gunnison Avenue.
2. **Crossbike Striping** – Provides clearly indicated pathways where bicycles should travel through the intersection. Helps drivers see where to watch for bicycles when turning off 9<sup>th</sup> Street. Provide drivers along Gunnison Avenue with clear visual indication of a bike crossing.
3. **Crossing Islands** – Crossing islands provide relief for vulnerable road users and allow for staged crossings providing easier and safer decisions when crossing. The current geometry of the intersection would not need to be significantly altered to provide islands but may impact existing parking along Gunnison Avenue.
4. **Crossing Signage** – Clearly indicates where pedestrian and bicycle crossings are located within the intersection. Provides a warning for drivers to look for vulnerable roadway users at the intersection. Installation should follow the Manual on Uniform Traffic Control Devices.

### **RECOMMENDATION:**

The recommended section between Ute Avenue and Gunnison Avenue is to remove on-street parking along 9<sup>th</sup> Street and provide a cycle track along the western side of the corridor which would include a new connection through Washington Park. This would not require any major construction projects with the focus being restriping 9<sup>th</sup> Street to include a cycle track and buffer. Gunnison Avenue should be converted to an all way stop controlled intersection and a crossing island should be considered on the west side of the intersection.

**Washington Park Segment**

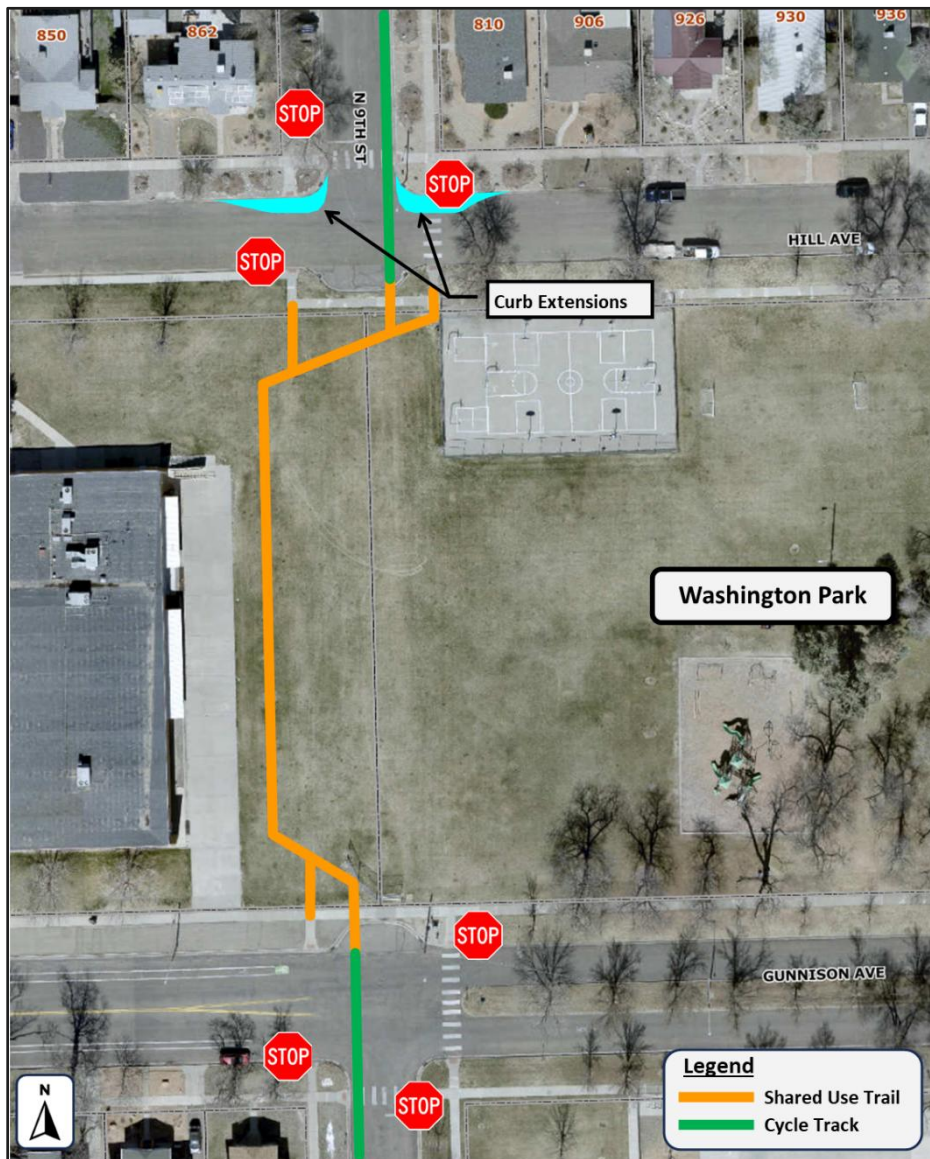
**EXISTING CONDITIONS**

Washington Park does not have a dedicated path along 9<sup>th</sup> Street with users needing to travel to 8<sup>th</sup> Street or 10<sup>th</sup> Street. However, sidewalk crossings are currently present on both sides of connections to 9<sup>th</sup> Street with painted crosswalks on the east legs.

**PROPOSED CONNECTION:**

Washington Park allows for the cycle track to switch from a west side alignment south of Gunnison Ave to an east side alignment north of Hill Avenue. This connection is proposed to be a 10-12' Trail through Washington Park and can be seen in **Figure 10**.

*Figure 10 – Proposed Connection Through Washington Park*



*Imagery Source: City of Grand Junction Geographic Information System*

## Hill Ave to North Avenue Segment

### EXISTING ROADWAY GEOMETRY

The segment of 9<sup>th</sup> Street from Hill Avenue to North Avenue is relatively uniform and can be described using the following information.

- **Roadway Width** = 33 ft (2 lane section with parking)
- **Sidewalk Width** = 6 ft with 16 ft buffer on both sides of the corridor
- **Right of Way** = 80 ft

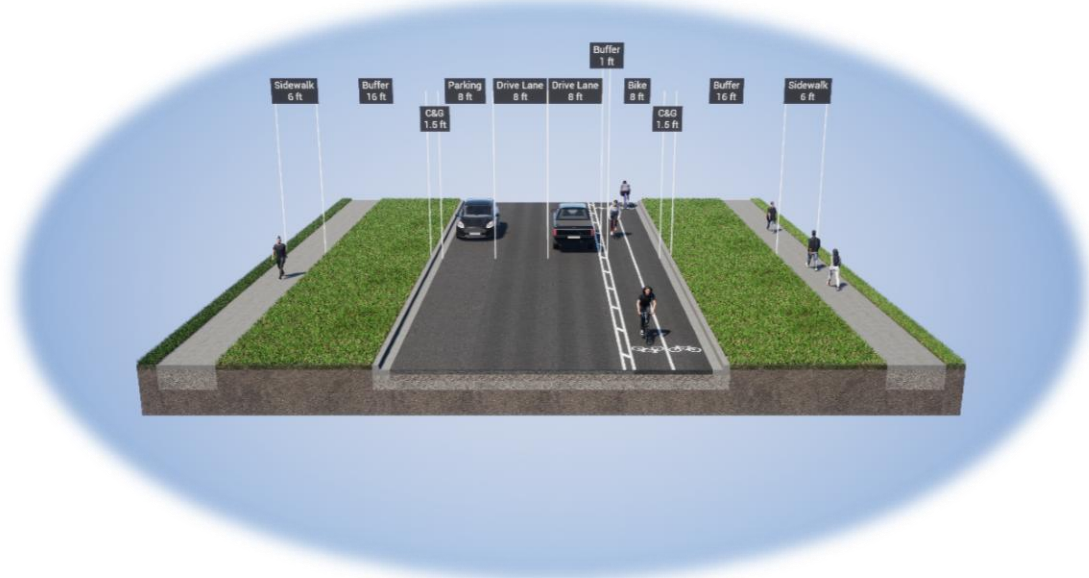
*Figure 11 – Existing 9<sup>th</sup> Street Cross Section from Hill Ave to North Ave*



### PROPOSED CROSS SECTIONS:

Similarly to the section south of Gunnison Avenue, a cycle track was considered for this segment which would replace the parking on one side of the roadway. The drive lanes need to be reduced from 8.5 feet down to eight feet to make room for a one-foot buffer between the cycle track and drive lanes. A cross section of this alternative can be seen in **Figure 12**.

Figure 12 – 9<sup>th</sup> Street Eastside Cycle Track Cross Section



**INTERSECTION ENHANCEMENTS:**

*Hill Avenue*

1. **All Way Stop** – Converting the intersection from side street stop controlled to all way stop would improve the visibility of pedestrians and cyclists and help reduce speeds of vehicular traffic creating a safer crossing overall. An all way stop is not expected to adversely impact the operations of the intersection however, the control device may not be used effectively for the volumes and could degrade the effectiveness over time. If an all way stop is not implemented, consider a right in right out access restriction or rectangular rapid flashing beacons (RRFB) along Hill Avenue.
2. **Crossbike Striping** – Provides clearly indicated pathways where bicycles should travel through the intersection. Helps drivers see where to watch for bicycles when turning off 9<sup>th</sup> Street. Provide drivers along Hill Avenue with clear visual indication of a bike crossing.
3. **Crossing Signage** – Clearly indicates where pedestrian and bicycle crossings are located within the intersection. Provides a warning for drivers to look for vulnerable roadway users at the intersection. Installation should follow the Manual on Uniform Traffic Control Devices.
4. **Curb Extensions** – Reduces total distance needed to cross Main Street and provides additional visibility of pedestrians to drivers. The northern parking lane along Hill Avenue provides a good opportunity for curb extensions without interference with vehicular traffic.

### *North Avenue Reconfiguration*

1. **Relocation of 10<sup>th</sup> Street Signal to 9<sup>th</sup> Street** – Colorado Mesa University has plans to relocate the 10<sup>th</sup> Street signal to 9<sup>th</sup> Street and will serve as a main connection across North Avenue. Pedestrians and cyclists using the 9<sup>th</sup> Street corridor will be able to utilize Colorado Mesa University’s facilities to connect back to 7<sup>th</sup> Street or over to 12<sup>th</sup> Street.
2. **Leading Pedestrian Intervals** – Improve safety for crossing pedestrians to allow drivers a chance to see crossing pedestrians prior to turning.
3. **No Right Turn on Red** – Could be added to help protect pedestrians at the intersection. Pairs well with leading pedestrian intervals.

### **RECOMMENDATION:**

Remove on-street parking along 9<sup>th</sup> Street and provide a cycle track along the eastern side of the corridor which would include a new connection through Washington Park. The relocation of the 10<sup>th</sup> Street signal will provide a direct connection across North Avenue.

### ***Project Phasing***

#### **PHASE 1:**

Phase 1 will include the signing and striping improvements between Ute Avenue and North Avenue, installation of bike ramps at Grand Avenue, and the construction of the Washington Park trail connection. These improvements would require minimal infrastructure improvements with the largest addition being the connection through Washington Park. A new connection would require improving the existing crossings at Gunnison Avenue and Hill Avenue with facilities utilizing the western side of the park. The existing roadway can be restriped and signed to incorporate most of the cycle track. Grand Avenue would need to have bike ramps installed due to the curb extensions seen along 9<sup>th</sup> Street. These improvements would be relatively low cost compared to other improvements needed on the corridor and could be implemented in the near term.

Phase 1 will also include the North Avenue signal relocation. This improvement will require a larger cost but will be required to complete the segment between Ute Avenue and North Avenue as it provides a major connection across North Avenue. Coordination with Colorado Mesa University will be necessary and improvements to incorporate the cycle track should be made.

#### **PHASE 2:**

Phase 2 will include the trail construction between Riverside Parkway and Pitkin Avenue, curb and gutter, and improvements to Riverside Parkway. This phase includes larger projects that may not be feasible in the near term and would require a larger investment in planning. The trail construction will include a 10-foot shared use trail that would need to interact with the railroad crossing and may require some adjustments to existing business parking seen along the corridor. Curb and gutter will need to be constructed or modified for the majority of this segment. Riverside Parkway will need the addition of some form of pedestrian signalization which could include a Pedestrian Hybrid Beacon, High Intensity Activated Crosswalk (HAWK), or a signal depending on the timeframe when these improvements are made and how traffic volumes change along 9<sup>th</sup> Street.



**Grand Junction City Council**

**Workshop Session**

**Item #4.a.**

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**Meeting Date:** June 15, 2026  
**Presented By:** Selestina Sandoval, City Clerk  
**Department:** City Clerk  
**Submitted By:** Kerry Graves

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**Information**

**SUBJECT:**

To the Downtown Development Authority Business Improvement District

**EXECUTIVE SUMMARY:**

There is one partial vacancy on the Downtown Development Authority Business Improvement District Board.

**BACKGROUND OR DETAILED INFORMATION:**

Faith Rodriguez resigned effective June 9, 2026, with an expiration date of June 30, 2028. Steven Boyd was selected as a backup in case of a mid-year vacancy in the March 12th interviews.

**FISCAL IMPACT:**

N/A

**SUGGESTED ACTION:**

For discussion only.

**Attachments**

None