

RESOLUTION NO. 71-26

A RESOLUTION ADOPTING THE 7TH STREET ACTIVE TRANSPORTATION FACILITY FEASIBILITY STUDY AND ASSOCIATED 9TH STREET ALIGNMENT MEMORANDUM

Recitals

The City Council adopted the Pedestrian and Bicycle Plan in 2023. The plan identified the 7th Street corridor as a priority north-south active transportation route to improve bicycle and pedestrian connectivity throughout the community. To implement this goal, the City initiated the 7th Street Active Transportation Facility Feasibility Study in 2024 to evaluate a continuous multimodal corridor from Horizon Drive to the Riverfront Trail.

The study initially evaluated a separated bicycle facility along 7th Street, however between North Ave and Grand Ave an option to convert existing outside vehicle lanes to buffered bicycle lanes was proposed to minimize impact to the trees that were a key part of the character of the 7th Street Historic District. While the study found the proposed lane reconfiguration could accommodate projected traffic volumes, public outreach identified concerns regarding future vehicle capacity and the long-term function of 7th Street as a corridor carrying approximately 15,000 vehicles per day.

In response to community input and planned Colorado Mesa University improvements, City staff evaluated an alternative alignment along 9th Street south of North Avenue. The evaluation determined that the 9th Street corridor provides an opportunity to establish a continuous north-south active transportation route connecting Colorado Mesa University, downtown Grand Junction, surrounding neighborhoods, Washington Park, Riverside Parkway, and the Riverfront Trail while minimizing impacts to higher-volume traffic on 7th Street.

The 7th Street Active Transportation Facility Feasibility Study and associated 9th Street Alignment Memorandum recommend a separated bicycle facility along the east side of 7th Street from Horizon Drive to North Avenue and a cycle track along the 9th Street corridor from North Avenue to the Riverfront Trail. Together, these improvements create a continuous, low-stress active transportation corridor for users of all ages and abilities while improving connectivity between major destinations throughout the City.

The studies evaluate corridor alternatives, roadway cross-sections, and intersection treatments to improve safety, visibility, and multimodal connectivity while balancing the operational needs of the City's transportation network. The recommended 9th Street alignment is further supported by planned Colorado Mesa University improvements, including relocation of the North Avenue traffic signal from 10th Street to 9th Street.

The studies recommend a phased implementation strategy beginning with low-cost improvements along 9th Street between North Avenue and Ute Avenue, including pavement markings, signage, traffic control modifications, and a multi-use trail connection through Washington Park. Future phases include completing the 9th Street corridor to Riverside Parkway and constructing separated shared-use path facilities along 7th Street between North Avenue and Horizon Drive as funding and capital improvement projects become available.

The City Council finds that adoption of the 7th Street Active Transportation Facility Feasibility Study and the associated 9th Street Alignment Memorandum will provide long-term policy direction for future transportation planning, grant applications, capital improvement programming, and coordination with Colorado Mesa University and other stakeholders. Adoption of these planning documents does not appropriate funding or authorize construction of any specific project.

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

The 7th Street Active Transportation Facility Feasibility Study and the associated 9th Street Alignment Memorandum, attached hereto, are hereby adopted as guiding planning documents for the future development of a north-south active transportation corridor within the City of Grand Junction.

The City Manager and staff are authorized to use the recommendations contained in these studies to guide future planning, grant applications, preliminary engineering, intergovernmental coordination, and capital improvement programming, subject to future City Council approval of funding, design, right-of-way acquisition, and construction, as required.

Nothing contained herein shall be construed as appropriating funds or authorizing construction of any phase of the proposed improvements. Future implementation shall be subject to separate City Council approval through the annual budget and Capital Improvement Program processes.

PASSED AND APPROVED this 5th day of August, 2026.

A handwritten signature in black ink, appearing to read "Laurel Lutz", is written over a horizontal line.

Laurel Lutz

President of the City Council

ATTEST:


Selestina Sandoval

City Clerk

