

**GRAND JUNCTION CITY COUNCIL
WORKSHOP AGENDA**

**MONDAY, AUGUST 13, 2001, 7:00 P.M.
CITY HALL AUDITORIUM, 250 N. 5TH STREET**

****** PLEASE NOTE TOUR TIME - COUNCIL PLANS TO CONVENE
WORKSHOP IN THE AUDITORIUM AT APPROXIMATELY 7:00 P.M. ******

**6:00 TWO RIVERS CONVENTION CENTER CONSTRUCTION TOUR &
FINAL COST UPDATE:** Councilmembers: please meet at Two Rivers
Convention Center

MAYOR'S INTRODUCTION AND WELCOME

7:00 COUNCILMEMBER REPORTS

7:10 CITY MANAGER'S REPORT

7:15 REVIEW OF FUTURE WORKSHOP AGENDAS

[Attach W-1](#)

7:20 REVIEW WEDNESDAY COUNCIL AGENDA

7:30 MUNICIPAL COURT OPERATIONS: Jodi Romero and Stephanie
Rubenstein will update City Council on the activities in this division.

[Attach W-2](#)

7:45 TRAFFIC STANDARDS: Mark Relph will make a presentation
about the Traffic Engineering Design Standards (TEDS) manual and
changing the City's approach to level of service standards for
traffic.

[Attach W-3](#)

9:00 ADJOURN

This agenda is intended as a guideline for the City Council. Items on the agenda are subject to change as is the order of the agenda.

Attach W-1
Future Workshop Agenda

FUTURE CC WORKSHOP AGENDAS

~~**SEPTEMBER 3, MONDAY 7:00 PM: CANCELED LABOR DAY**~~

SEPTEMBER 5, WEDNESDAY 6:00 PM:

6:00 GRAND MESA SLOPES UPDATE AND POLICY DISCUSSION:

SEPTEMBER 17, MONDAY 7:00 PM:

5:30 CIP MEETING

OCTOBER 1, MONDAY 7:00 PM:

7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA &
REVIEW FUTURE WORKSHOP AGENDAS

7:25 CITY MANAGER'S REPORT

7:30 THE CIVIC FORUM: Representatives of this group will ask
Council to purchase an annual City membership for \$7,500.

7:50 HILLTOP COMMUNITY RESOURCES: Sally Schaefer and
Janell Bauer-Morris will ask Council for a 10 year, \$2.5 million
City contribution to their Senior Enrichment Center

8:30 MESA COUNTY PUBLIC LIBRARY: Representatives of the library
board will brief Council on the Library's expansion plans, their
progress to date, and the need for future City support.

OCTOBER 15, MONDAY 7:00 PM:

1. 4:30-6:30 ANNUAL JOINT PERSIGO POLICY MEETING WITH THE
MESA COUNTY BOARD OF COMMISSIONERS:

2. 7:00-9:00 CELL TOWERS UPDATE BY CONSULTANT: Mesa County,
Fruita and Palisade are invited to attend.

FUTURE WORKSHOP ITEMS

1. DDA TIF UPDATE AND FINANCING OPTIONS: to be discussed at annual dinner with DDA
2. WATER PRESENTATION BY JIM LOCHHEAD:
3. BOTANICAL SOCIETY MASTER PLAN
4. DARE & SCHOOL RESOURCE PROGRAMS
5. HAZARDOUS DEVICE TEAM
6. FORESTRY OPERATIONS
7. PARKS/SCHOOLS COOPERATIVE AGREEMENTS
8. ELECTRONIC RECORDS MANAGEMENT SYSTEM:
9. LIQUOR LICENSING PROCEDURES
10. TOUR OF NATURAL GAS FACILITIES: (After GMS overview)
11. SOLID WASTE COLLECTION IN NEWLY ANNEXED AREAS
12. CRIME LAB
13. HAZMAT
14. GOLF OPERATIONS
15. CODE ENFORCEMENT OPERATIONS
16. CABLE TELEVISION FRANCHISE

Attach W-2 Municipal Court Operations

**City of Grand Junction
Administrative Services Department
Customer Service Division**

August 13, 2001

MUNICIPAL COURT UPDATE TO CITY COUNCIL

BACKGROUND

The City of Grand Junction's Municipal Court is administered by the Customer Service Division with the City Attorney's office serving as the municipal prosecutor. Municipal Court employs one Judge and a substitute judge for approximately 10 hours of court service a week.

Municipal Court processes citations written by the Grand Junction Police, Parking Enforcement, Animal Control and Code Enforcement for violations within the City. Court cases include but are not limited to common traffic violations such as speeding, careless driving, reckless driving, stop sign and stop light violations. Municipal court cases also include misdemeanor criminal offenses such as disorderly conduct, fighting in public, theft, trespassing, indecent exposure and disturbing the peace. Municipal court also has jurisdiction over other violations such as zoning code, water and sewer, building code, and fire code offenses.

Municipal Court sessions are held two times a week with a full day scheduled on Tuesday and a one-half day scheduled on Thursday. Additionally, the City prosecutor meets with defendants for pre-trial conferences to discuss cases on Wednesdays. Traffic violations comprise the majority of the Court's business and often result in payment before any court appearance. Of the traffic customers that come to court about 1/3 of those request and receive some type of deferred sentence. The remainder usually pay their ticket in full with only a small percentage choosing to proceed to trial.

CURRENT OPERATIONS

The number of cases processed today are ***more than four times*** the number processed in 1995. Two events caused this incredible increase in court business. In 1995 Municipal Court began hearing juvenile cases (which otherwise would go to County court) which doubled the caseload, and more importantly resulted in "swifter justice" for the juvenile offender. Then in 1997 the Police Department formed a Traffic Unit dedicated solely to traffic enforcement. The court function is staffed by two Customer Service Representatives and supervised by the Customer Service Manager. Current fine revenues are budgeted at \$587,000.

The Customer Service staff and City Attorney's office collaborate on several levels within the Municipal Court system. Within the last couple of years several special projects have been added to the court function. Most recently, with the assistance of the Police Department, we implemented a "Warrant Plan" to accomplish the more effective use of Municipal Court warrants. The highlight of this plan is a quarterly warrant sweep conducted by the Police Department from 7 to 10 pm with a corresponding "Night Court" to process all warrants served. The results have been good with the second quarter sweep doubling the first quarter's figures.

Another exciting and successful program implemented in 1999 is Teen Court. Teen Court is a cooperative effort between Municipal Court and Grand Junction High School and allows juvenile

offenders between the ages of 12 to 18 to be sentenced by a jury of their peers. The jury is comprised of teens whose responsibility is to decide the best punishment for the crime. The prosecuting attorney is also a teen and the Municipal Court Judge usually volunteers his services for the program. The purpose of Teen Court is to educate youth about the judicial process. Teen Court has been shown to significantly reduce recidivism, provide timely intervention and hold youth accountable for their negative behaviors.

Municipal Court also works closely with the Partners program to provide supervision for community service for the juveniles sentenced in Municipal Court. The City administers a Juvenile Justice grant, whose funds go to Partners for additional supervisors who work with Municipal defendants. This collaboration has proven to be very successful, with the rate of juveniles who complete their community service timely has increased dramatically.

FUTURE LOOK

In 2002, we are anticipating two changes to Municipal Court. In the past few years, we have discussed the possibility of having video arraignments from the jail, rather than having those persons who are currently in jail brought to Municipal Court for their arraignment. The major benefit to having video arraignments is the time saving from having these persons brought from the jail by Grand Junction Police officers. With video arraignments, the defendant will stay at the jail and will be able to communicate with the judge and prosecutor via video conferencing. Customer Service, Information Services, the Grand Junction Police Department, and the City Attorney's Office have worked together on this project and the costs are budgeted for 2002.

We will also be adding a witness standing to the Hearing Room in 2002. Currently, a witness in a trial will stand at the podium facing the judge, which has proven to be quite awkward. The witness stand will be placed in the corner of the room so that all parties can view the witness easily while he or she is testifying. This cost has also been budgeted for 2002.

We are proud of the service Municipal Court provides to the citizens as well as the efficient manner in which cases are processed and disposed. When compared to Mesa County Court, Municipal Court is generally considered to provide more personal attention to the customer by both court and legal staff. The efficiencies of Municipal Court also help to keep Police Officers out of legal proceedings and in the community where they are needed.

Jodi Romero
Customer Service Manager

Stephanie Rubinstein
Staff Attorney

**Attach W-3
Traffic Standards**

**CITY COUNCIL AGENDA
CITY OF GRAND JUNCTION**

CITY COUNCIL		
Subject:	Transportation Engineering Design Standards - TEDS	
Meeting Date:	August 13, 2001	
Date Prepared:	August 6, 2001	
Author:	Jody Kliska	Transportation Engineer
Presenter Name:	Mark Relph	Public Works & Utilities Director
X	Workshop	Formal Agenda

Subject: Purpose of the presentation is to provide an update on the adoption of the new Transportation Engineering Design Standards (TEDS) and to gain Council approval to move forward with the adoption process. These common engineering and development policy standards developed jointly by the City and County will be implemented for all development occurring within the Persigo Agreement boundary. The new TEDS is a culmination of many months of a significant, multidisciplinary effort with City and County staffs.

Summary: TEDS applies to transportation improvements, triggered by development, within the public right-of-way and all private work to be dedicated to the public. The new standards both anticipate and address infrastructure problems by applying a set of common assumptions, a set of analytical techniques and technical requirements for all projects designed for and by the City and County.

TEDS is written for and to be applied by transportation design professionals who are already familiar with fundamental engineering practices. The most notable accomplishment is that TEDS now looks to the quality and capacity of streets and improvements rather than an ambiguous letter grade. The concept of level of service (LOS) as an objective "pass-fail" measure has been eliminated. The development community, their consultants, plus City and County technical/development review staff and engineers, will welcome this proposed change.

The proposed change in the LOS concept is a direct result of staff's recent experience with development projects. The current standard and how it applies is too ambiguous when understanding the impacts to specific intersections and corridors. The proposed standard provides a very specific methodology, plus an exception process to evaluate other alternatives that otherwise would not be allowed under the current standard. Staff will provide examples at the Workshop on why this flexibility is important.

The larger and related policy issue behind the quality and capacity standard are the series of capital improvements required to overcome the deficiencies to meet the proposed standard. Currently, there are existing intersections that do not meet the current or proposed standard. Staff proposes a course to identify those deficiencies so the Council has a more complete picture of where to focus the limited capital resources, how other policies may be influenced by the deficiencies (e.g. infill, parks development, etc.) and where development may or may not be encouraged to occur. Staff will discuss this issue in more detail at the Workshop.

TEDS has been comprehensively rewritten. The changes are described in more detail, essentially footnote form, in the **Appendix** attached to this report. Please see the corresponding numbered paragraph for more detail. An executive summary of the major changes is as follows:

- 1) Street capacity and quality of service instead of LOS-this change provides a process by which quality and capacity of streets and improvements is determined. The pass-fail or letter grade system has been abandoned in recognition that it was difficult to administer and inadequately measured impacts and/or capacity;
- 2) Design Exception Process-this change provides a process by which the standards may be varied following a review of alternatives/solutions;
- 3) Truck Routes-this change provides for pavement design and routes to accommodate truck traffic;
- 4) Fire Department Access Regulations-this change establishes a universal design for/to provide sufficient maneuvering space for fire/emergency vehicles ; and
- 5) Transit Design Standards-this change establishes standards for transit shelters, bus benches and bus routes.

TEDS was developed through the work of a technical standards steering committee comprised of City and County staff, as well as representatives from the private engineering community. A draft of TEDS has been posted on the County's web site for nearly a year soliciting comments. The proposed TEDS is a compilation of the Committee's effort and represents the most modern effort at understanding and managing the competing concerns resulting from development traffic.

The new TEDS is currently being used by design consultants and is posted on the City's website at:

<http://www.ci.grandjct.co.us/CityDeptWebPages/PublicWorksAndUtilities/TransportationEngineering/TEFilesThatLINKintoDWStoreHere/TransportationEngDesignManual.htm>

TEDS will be presented to the City and County Planning Commissions for their consideration and adoption. Transportation Engineering Staff anticipates holding training in early January 2002 for interested City and County staff and consultants.

Budget: No significant budgetary impact; work has been part of the on going Code update effort.

Action Requested/Recommendation:

Staff is requesting City Council approval to move forward with the formal adoption process of TEDS. Staff would be recommending that Planning Commission approve

TEDS, including taking all other necessary action (e.g. amending the Development Code) in order to fully adopt and implement TEDS. Final approval of the adopting resolution and code amendments will require City Council approval at a later date.

Citizen Presentation:	<input checked="" type="checkbox"/>	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> If Yes,
Name:				
Purpose:				

Report results back to Council:	<input type="checkbox"/>	<input type="checkbox"/> No	<input type="checkbox"/> Yes	When:	<input type="checkbox"/>
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Placement on Agenda:	<input type="checkbox"/>	<input type="checkbox"/> Consent	<input type="checkbox"/> Indiv. Consideration	<input checked="" type="checkbox"/> Workshop
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Appendix:

1) The former TEDS provided that “Level of Service C will be the design objective for all movements and under no circumstances will less than level of service “D” be accepted for site and non-site traffic including existing traffic at build-out of the study area. The design year will be approximately 20 years following construction and include volumes generated by build-out of the study area or a 20 year projection in background traffic (whichever is specified by the City).”

This requirement was less than clear and because it was replicated in the Code left very few design options/flexibility. Because the section failed to provide any guidance on how streets should function with the additional traffic generated by development, this section received considerable review and was rewritten in the new TEDS. Among other things, to be consistent with the latest Highway Capacity Manual (HCM), LOS was deleted from the new TEDS and replaced with a process for calculating capacity and quality of service/improvements. In an effort to understand and accommodate the most current principles the City consulted with the Chairman of the committee that wrote the HCM, Dennis Strong. His expertise and specific advice, which was incorporated in to TEDS, is on signalized intersections. The new TEDS includes the most current recommendations and practices in Chapter 2 pertaining to Transportation Impact Studies.

In order to most carefully manage and understand traffic impacts and how they relate to street capacity staff incorporated the following in TEDS:

- The latest version of the Highway Capacity Manual (HCM) shall be used to calculate delays and queues;
- The use of standardized software for signal timing, analysis and design;
- Critical movements at signalized intersections will be identified and must meet or exceed a threshold requirement of 35 seconds or less (delay);
- No movement(s) shall have an adverse effect on the coordinated progression of the street system;
- HCM 90th percentile queues shall be calculated and shall not obstruct upstream intersections or major driveways;
- Unsignalized intersections shall be analyzed using the HCM methods and will include a performance evaluation that includes all measures of effectiveness to make appropriate traffic control recommendations;
- Roundabouts shall be analyzed using the latest version of the software used by the City or another methodology approved in advance;
- Street segment capacities shall be calculated using the same tables that are contained within the RTPD model.

2) New to the TEDS is the Design Exception Process. The Design Exception Process recognizes that there may be circumstances where adopted standards do not adequately meet the public’s needs. Heretofore there was no recognized exception

process. One project that has already made use of the design exception process is St. Mary's Hospital.

3) The new truck route map developed by the RTPO is included in TEDS in the Pavement Design chapter. Developments adjacent to streets designated as truck routes will be required to design any new pavement on the route to accommodate trucks.

4) Fire Department access regulations that were adopted by the Fire Department administratively last year are included in TEDS. The standards comprehensively address street widths, turnarounds, grades and vertical clearances for fire/emergency vehicles.

5) Transit Standards are included in TEDS. Those standards will again soon be updated to address placement of benches and transit shelters, bus pullout locations and design and will include the new route map.

File: TEDS CCa