

**GRAND JUNCTION CITY COUNCIL
WORKSHOP AGENDA**

**MONDAY, MAY 16, 2005 7:00 P.M.
CITY HALL AUDITORIUM, 250 N. 5TH STREET**

MAYOR'S INTRODUCTION AND WELCOME

- 7:00 **INTRODUCE NEW CITY EMPLOYEES & VIEW NEW EMPLOYEE VIDEO** [*Attach W-1*](#)
- 7:30 **PROJECT CITIZEN PRESENTATIONS:** Two groups of students from the Bookcliff Middle School will present their projects to the City Council. The projects are traffic safety on Orchard Avenue in front of the school and Teen Curfew.
- 7:40 **COUNCILMEMBER REPORTS**
- 7:50 **CITY MANAGER'S REPORT**
- 7:55 **REVIEW FUTURE WORKSHOP AGENDAS** [*Attach W-2*](#)
- 8:00 **REVIEW WEDNESDAY COUNCIL AGENDA**
Code Project Contract: Discussion of this project and direction on scheduling for Wednesday or for more discussion. [*Attach W-3*](#)
- 8:10 **GRAND MESA AVENUE TRAFFIC CALMING:** Residents of the Grand Mesa Avenue area have completed the traffic calming policy steps necessary to request the installation of speed humps on Grand Mesa Avenue. [*Attach W-4*](#)
- 8:40 **UPDATE ON STREET BEAUTIFICATION PROJECT FOR DOWNTOWN (SEVENTH STREET AND MAIN STREET):** Review the conceptual plan prepared for 7th Street and Main Street and provide feedback for completing the preliminary design of this corridor. [*Attach W-5*](#)

- 9:10 **UPDATE FROM THE GATEWAY/BEAUTIFICATION COMMITTEE REGARDING IMPROVEMENTS AT I-70 AND HORIZON DRIVE AND I-70 AND 24 ROAD:** Staff will provide an update on the landscaping projects at Horizon Drive and I-70 & at 24 Road and I-70, including information related to the CDOT project to replace the bridge at 24 Road and I-70. [Attach W-6](#)
- 9:30 **APPOINTMENTS TO BOARDS & COMMISSIONS:** Applications have closed on Walker Field Airport Authority, Downtown Development Authority and Parks & Recreation Advisory Board. City Council can now pare the lists of candidates and schedule interviews. [Attach W-7](#)

ADJOURN

**Attach W-1
New Employees**

**The City Council received a list of the new employees
that will be introduced.**

Attach W-1
Future Workshop Agendas

FUTURE CITY COUNCIL WORKSHOP AGENDAS

(11 May 2005)

* ~~MAY 30, 2005 MONDAY 11:30 AM~~ Cancel for Memorial Day Holiday
~~MAY 30, 2005 MONDAY 7:00PM~~ Cancel for Memorial Day Holiday

* JUNE 13, 2005 MONDAY 11:30 AM at **TWO RIVERS CONVENTION CENTER**

11:30 MEETING WITH THE PLANNING COMMISSION

JUNE 13, 2005 MONDAY 7:00PM

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

7:25 CITY MANAGER'S REPORT

7:30 APPOINTMENTS TO BOARDS & COMMISSIONS

7:40 DISCUSS POSSIBLE BILLBOARD MORATORIUM

8:10 STRATEGIC PLAN UPDATE

* ~~JULY 4, 2005 MONDAY 11:30 AM~~ Cancel for Fourth of July
~~JULY 4, 2005 MONDAY 7:00PM~~ Cancel for Fourth of July

* JULY 18, 2005 MONDAY 11:30 AM

11:30 CHAMBER OF COMMERCE BOARD OF DIRECTORS

JULY 18, 2005 MONDAY 7:00PM

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

7:25 CITY MANAGER'S REPORT

7:30 APPOINTMENTS TO BOARDS & COMMISSIONS

7:40 STRATEGIC PLAN UPDATE

* AUGUST 1, 2005 MONDAY 11:30 AM

11:30 OPEN

AUGUST 1, 2005 MONDAY 7:00PM

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

7:25 CITY MANAGER'S REPORT

7:30 STRATEGIC PLAN UPDATE

*** AUGUST 15, 2005 MONDAY 11:30 AM**

11:30 OPEN

AUGUST 15, 2005 MONDAY 7:00PM

6:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA AND
REVIEW FUTURE WORKSHOP AGENDAS

6:20 CITY MANAGER'S REPORT

6:25 2006/7 BUDGET

*** SEPTEMBER 5, 2005 MONDAY 11:30 AM Cancel for Labor Day Holiday**

SEPTEMBER 5, 2005 MONDAY 7:00PM Cancel for Labor Day Holiday

↗ BIN LIST ↖

1. Update on storm water ordinance
2. Annual Persigo meeting with Mesa County (generally held in **July**)
3. Request to meet with IDI to discuss Bookcliff Technology Park
(Aug/Sept)
4. Review 24 Road Plan and proposed modifications from adjacent land
owners (see next page)
5. GJEP and BIC would like to meet with CC in August or September
(Trent)

2005/6 Department Presentations to City Council

August	Capital Improvement Program Budget
September	Tour of City's watershed in the Kannah Creek area
October	Customer Service (Administrative Services Department)
November	Tour of the Police Department Crime Lab
December	Fire Department
January	Two Rivers Convention Center and the Avalon Theater

TO: Kelly Arnold, City Manager
Dave Varley, Assistant City Manager

FROM: Bob Blanchard, Community Development Director

DATE: May 6, 2005

SUBJECT: 24 Road Corridor Growth Plan Amendment and Rezone Requests

We have received a request from Tom Volkman representing property owners in the 24 Road Corridor Planning Area to amend the text of the Mixed Use zone district which implements the Mixed Use plan designation in the 24 Road Corridor Plan and Growth Plan. Specifically they have requested:

- Reduce the minimum required residential density from 12 units per acre to 4 units per acre;
- Delete the requirement that residential development is required as 20% of the overall commercial project; and,
- Remove the maximum size of 30,000 square feet for retail buildings.

City staff has determined that in order to proceed with the requested zone text amendment that Growth Plan amendments would be required as well. Specific sections that would be amended include:

- Section V.D, Future Land Use Classes
 - Mixed Use. Mixed Use development to include employment, residential and open space. Retail commercial may be appropriate as a secondary use, integral to other uses and structures or as small (eight to ten acres) nodal development.
- Exhibit V.2: Future Land Use Categories Table
 - Land Use: Mixed Use. Intensity: Urban – 12 to 24 DU/A, non residential intensity based on location/services. Typical Uses: Employment, residential and open space, with limited retail

In addition, parts of the 24 Road Corridor Subarea Plan may need to be amended:

- Section 6: “Preferred Plan” for the 24 Road Corridor, Land Use – Mixed Use Development: Mixed-use development is encouraged in the remaining areas to include employment, residential and open space. Retail commercial may be appropriate as a secondary use, integral to other uses and structures or as a small (eight to ten acres) nodal development at 24 Road and G Road intersection.
- Executive Summary, Market Analysis - ...an important element of the 24 Road Subarea Plan and implementation will be to limit the types of retail commercial uses in the area. This would avoid undermining existing regional retail centers while allowing for neighborhood retail uses and some regional employment / commercial uses for which there are suitable alternative sites (i.e. large acreage) in the Grand Junction area. While this particular section might not require amendment, this is an important base assumption in the plan.

The 24 Road Plan was adopted in 2000. Since then, we have reviewed several projects within the planning area that were subject to the 24 Road Design Standards and Guidelines, but have not reviewed any projects within the Mixed Use area, although we’ve recently had several inquiries. Because of the uniqueness of this planning area, and having only one Council member that was a part of the approval process for the 24 Road Plan, we suggest scheduling a review and discussion of the Corridor Plan as a workshop item. The workshop would be an opportunity to bring the current Council up to speed on the history and specifics of the 24 Road Plan and Design Standards and Guidelines. It would also allow a discussion as to the willingness of Council to reconsider any parts of the Plan.

Depending on the direction from the workshop, Community Development staff could advise the applicants of the correct process to follow: Integrate their request into the reconsideration of the Plan or proceed with a Growth Plan map amendment to change the Mixed Use designation. If there are any questions regarding this request, please contact me. Staff is prepared to discuss the Plan at any of the upcoming workshops.

cc: John Shaver, City Attorney
Jamie Kreiling, Assistant City Attorney
Kathy Portner, Planning Manager
Pat Cecil, Development Review Supervisor

**Attach W-3
Code Project Contract**

CITY OF GRAND JUNCTION

CITY COUNCIL AGENDA						
Subject	City Code Publishing Contract					
Meeting Date	May 16, 2005					
Date Prepared	May 9, 2005				File #	
Author	Stephanie Tuin		City Clerk			
Presenter Name	Stephanie Tuin John Shaver		City Clerk City Attorney			
Report results back to Council	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Yes	When	
Citizen Presentation	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	Name	
<input checked="" type="checkbox"/>	Workshop	<input checked="" type="checkbox"/>	Formal Agenda		Consent	<input checked="" type="checkbox"/> Individual Consideration

Summary: Authorize negotiation for a contract to review, analyze, reformat and reprint the City's reference manuals ("Revised Municipal Code"), having the Codes posted to a web site, with full search capabilities, a web-accessible subscription service and continuously maintain and update the various codes.

Budget: This is an unbudgeted proposed program and the funds are requested to be transferred from General Fund contingency which currently has a balance of \$347,000.

Action Requested/Recommendation: Authorize the City Clerk and City Attorney to negotiate a contract for the review, republishing, reprinting and continuous update of the "Revised Municipal Code" with Code Publishing, Inc. in an amount not to exceed \$100,000 to include review, formatting, republishing, internet hosting with search capabilities, subscription service, hot links, printing and frequent updating. It is estimated that the annual cost would be \$8,000. It is recommended that the City reduce the number of hardbound copies being requested to stay within this budget and any additional copies can be ordered by individuals as needed through the subscription service. Since the full Code will be available on the Web, and it will be the most up-to-date version, that will be the best way to access the Code.

Attachments: None.

Background Information: Many of the City's ordinances, and some resolutions that adopt regulatory documents such as submittal standards and engineering standards, adopted by the City Council are what is call "codified" into a book of

regulations. These are the ordinances that enact laws, not ones related to land use like annexation and zoning, and the regulatory portion of the ordinance, and some resolutions, are then incorporated into the manuals of regulations or “Code” books. The City of Grand Junction has a number of “Code” books including the City Charter, the City Code of Ordinances, the Zoning and Development Code, the TEDS Manual (Transportation Engineering Design Standards), the SSIDs Manual (Submittal Standards for Improvements and Development) and a host of others. These are basically our reference manuals for all the regulations of the City. Over the years the main City Code of Ordinances has continually been updated and maintained by the City Clerk’s Office and the City Attorney’s Office. Other Codes, like the Zoning and Development Code, the SSIDs manual, the TEDS Manual and others were maintained by other departments with updates and maintenance of these Codes not being coordinated. The result has been a disconnection of the Codes to each other regarding cites and formatting. The purpose of this project is to get all the Codes updated to current and have them all cross-referenced.

In March, a Request for Proposal was developed and distributed to the ten code companies with a due date of March 31. Four proposals were received. Two of the four received are considered responsive. The City had the Code companies break down each service being requested by the City. The following is a comparison of those services for each of the two companies considered:

Service	Code Publishing, Inc. (Washington)	Municipal Code Corp. (Florida)
Review	\$3,500	\$13,000
Formatting	\$37,000	\$48,000
Internet Hosting	\$1,500 one time fee \$350/annually	\$1,000 one time fee \$600/annually
Subscription Service	N/C	N/C
Printing based on 110 complete Codes and 200 just Zoning & Development Code	\$75,055	\$72,200
Updating service based on 400 pages annually**	\$7,200	\$7,200
Web Now – posts to web site within days – not yet codified ordinances	Not available but can have link back to our web site where we can list the ordinances at no charge	\$15 per ordinance
Links to original ordinance (hotlinks) – not in original request	\$500 one time set-up	Charge is per link and per update

****This fee is based on per page and there is no difference in cost whether updated quarterly, biannually or annually.**

Attach W-4
Grand Mesa Avenue Traffic Calming
CITY OF GRAND JUNCTION

CITY COUNCIL AGENDA						
Subject		Grand Mesa Avenue Traffic Calming				
Meeting Date		May 16, 2005				
Date Prepared		May 11, 2005			File #	
Author		Jody Kliska		Transportation Engineer		
Presenter Name		Jody Kliska		Transportation Engineer		
Report results back to Council		<input type="checkbox"/>	No	<input type="checkbox"/>	Yes	When
Citizen Presentation		<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Name Angie Ashley, John Anderson
<input checked="" type="checkbox"/>	Workshop	<input type="checkbox"/>	Formal Agenda		<input type="checkbox"/>	Consent <input type="checkbox"/> Individual Consideration

Summary: Residents of the Grand Mesa Avenue area have completed the traffic calming policy steps necessary to request the installation of speed humps on Grand Mesa Avenue. The area meets the criteria.

Budget: Construction of the three proposed speed humps will be done by City Streets Division crew. The estimated cost is \$5000. Funds are budgeted in Fund 2011, Activity F25600.

Action Requested/Recommendation: Council approval to implement the traffic calming developed by the neighborhood and agreed to by a super-majority of the property owners.

Attachments: Adopted Traffic Calming Policy, Information Sheet circulated to City Council

Background Information: Speed humps on Santa Clara Avenue were approved by City Council on September 15, 2003 and were constructed shortly thereafter. City staff was contacted by the Grand Mesa Avenue residents in March, 2004, who were concerned that traffic volumes and speeding incidences had increased substantially after the speed humps were installed on Santa Clara Avenue. Traffic counts conducted both before the installation of the Santa Clara humps and after indicated that approximately half of the traffic diverted from Santa Clara is now using Grand Mesa Avenue. Volumes increased from 763 to 1098 per day, an increase of 335 or 44%. Measured speeds remained constant, with an 85th percentile speed of 32 MPH. The posted speed limit is 25 MPH. The studies indicate about 52% of the traffic is exceeding the speed. The highest recorded speed was 67 MPH.

Staff met with the neighborhood traffic calming committee in August, 2004 to discuss options, as well as to refer the committee to the Police Department for enforcement. The information sent out to city departments and city council included two options preferred by the neighborhood – a street closure where Grand Mesa Avenue turns into Aspen Street or the installation of speed humps. The street closure option did not meet the turn-around standards and was not favored by the Fire Department.

The neighborhood committee held an open house on November 17, 2004 to present the traffic calming proposal of speed humps to the affected neighborhood. The committee commenced petitioning after the open house. A total of 32 yes votes, 1 undecided vote were received and 3 properties were non-responsive.

The neighborhood was encouraged to contact the Police Department Traffic Hotline upfront to establish an enforcement record. Data from the Police Department indicates enforcement activity took place on December 8, 2003. Two tickets were issued for speeding, one for 43 MPH and one for 57 MPH. One warning ticket was issued. Speed trailers were set up in July, 2004. The computer-aided dispatch data from June 1, 2004, shows 28 traffic enforcement or traffic accident incidents along Grand Mesa Ave. 2 accidents resulted in accident reports. 2 increased traffic enforcement (IT) incidents resulted in multiple vehicle stops, 4 tickets written, and 1 warning issued. 24 traffic stops (TS) resulted in 11 tickets written, 2 arrests (for driving under the influence and driving under revocation, respectively), and 8 warnings issued. In 3 traffic stops, there was no tickets written or warnings issued.

Adopted Policy
City of Grand Junction
Neighborhood Traffic Calming Policy

The City of Grand Junction recognizes that quality of life and a sense of community and personal well-being for residents may be affected by intrusive vehicular traffic. Livable streets can be attained in several ways – through good design of new development, through reconstruction of existing streets by Capital Improvement Projects, or by spot improvements initiated by neighborhood requests.

This policy sets the framework for staff and citizens to work together to identify problems in spot locations and work toward implementing solutions that are initiated by neighborhood requests.

Goal:

Address public neighborhood livability concerns resulting from a documented vehicular problem including speeding, cut-through traffic, and hazards. Actively involve the people who live in the project area in the planning and decision-making process.

Objectives:

- Encourage reasonable driver and pedestrian behavior in residential neighborhoods.
- Improve neighborhood livability by encouraging adherence to the speed limit.
- Effectively balance the public safety interests of traffic mitigation and emergency response.
- Encourage citizen involvement and input into the determination of appropriate measures.
- Integrate education, enforcement and engineering.
- Create or maintain quality residential environments.
- Improve safety and convenience for pedestrians, cyclists, the elderly and other vulnerable street users.
- Reduce the number and severity of accidents.
- Discourage the use of inappropriate routes by motor vehicles.
- Improve the visual environment.
- Balance traffic space demands.

Minimum Requirements for Traffic Calming Measures

Public resources need to be managed responsibly to serve all citizens equitably. The following requirements are necessary to balance the city's resources to most effectively address concerns.

↓ **Local Streets** –

Residential streets that are not classified as a collector or higher on the Grand Valley Circulation Plan are considered local. These streets' primary function is for access to the adjacent properties. Cul-de-sacs and streets shorter in length than 1000' are eligible only for educational activities such as distributing flyers and limited enforcement activity such as the neighborhood speed watch or radar trailers. Installation of traffic control devices will be made as needed in accordance with the Manual on Uniform Traffic Control Devices. No physical measures such as speed humps will be considered. Other local streets where data collection indicates the presence of vehicles exceeding the speed limit or traffic volumes higher than what would normally be generated by the houses served by the street are eligible to participate in the traffic calming process. Vertical displacements such as speed humps and raised intersections may be considered where the grade, topography and roadside drainage will allow safe installation.

↓ **Collector Streets** –

Streets designated as collectors on the Grand Valley Circulation Plan may participate in the traffic calming process. Streets where the data collection indicates 85th-percentile speeds greater than 5 MPH over the posted speed limit and traffic volumes that fall within the ranges shown for the street cross-sections in the adopted Standard Drawings will be given priority consideration. Vertical displacements such as speed humps and raised intersections may be considered if the street is not identified as an Emergency Response Route.

↓ **Arterial Streets** –

Streets designated as arterials on the Grand Valley Circulation Plan will likely be identified as Emergency Response Routes and will not be considered for vertical displacements such as speed humps and raised intersections. These streets may be considered for medians and landscaping treatments as well as enforcement activities. Except in unique circumstances, the traffic calming process will not be applicable. Improvements made to arterial streets will be part of a larger Capital Improvement Project.

Projects will be evaluated on a first-come, first-served basis ranked by priority and are subject to availability of funds.

Procedures

All neighborhoods requesting traffic calming must follow the 10-Step Process for Initiating Traffic Calming Projects outlined below. Progressive authority for installation is shown in the list of Potential Traffic Calming Measures.

Process for Initiating Traffic Calming Projects on Existing Streets

Step 1: City receives notification from neighborhood of problem and sends an application package. The applicant has 30 days to complete the application and return it. Once the application is received, the City does basic data collection - volumes, speeds, accidents, geometrics within 30 days. The problem is scored and assigned a priority. Staff reviews appropriate actions and follows the implementation outlined in the Traffic Calming Measures list.

Step 2: Hold neighborhood information session and determine if there is sufficient support in the affected neighborhood to pursue problem identification and solution. The session is scheduled within 30 days of the completion of data collection by city staff. Invite representatives from other city departments who may have an interest such as Police, Fire, Parks, Community Development. Identify, quantify problems. Solicit volunteers for project neighborhood traffic committee.

Step 3: Staff/project neighborhood traffic committee develop plan for traffic calming of the project area. Staff prepares a memo of preliminary findings for City Council and receives council feedback on the traffic calming plan that will include limitations or restrictions imposed by council or the City Manager. Time frame for the preparation of the memo and receipt of feedback is 30 days.

Step 4: Public information meeting held by the neighborhood traffic calming committee to present plan to neighborhood. The meeting will be held within 30 days of receiving council feedback.

Step 5: Circulate neighborhood ballot. Approval of traffic calming plan by 2/3 (66%) of affected area is required to proceed to city council for the council decision. The neighborhood traffic calming committee has 90 days to complete the balloting process. If Step 5 has not been completed in one year from the date the original application is mailed, the application will expire.

Step 6: Ballot results for measures requiring City Council approval will be scheduled for a council workshop within 45 days of completion of the balloting. A Public Works staff report will be prepared for the meeting. Council action on temporary installation of traffic calming in accordance with the plan developed by staff/project traffic committee with council input in Step 3.

Step 7: Installation and monitoring of test project, if the traffic calming can be a test project. It is possible at this step to install permanent measures. City collects appropriate traffic data.

Step 8: Survey neighborhood for acceptance and present results of data collection.

Step 9: Request council action, if necessary, for installation of permanent improvements.

Step 10: Design and construction of permanent improvements.

Potential Traffic Calming Measures

The following traffic calming measures may be implemented with staff review only and most may not require a balloting process:

- Stop signs as warranted by MUTCD
- Speed limit signs with issuance of speed resolution
- No outlet signs
- Other signing in accordance with the MUTCD
- Striping/markings changes or additions
- Radar trailer
- Neighborhood Speed Watch
- Informational flyers
- Delineation and plastic curbing
- Installation of street lights through the petition process.

Measures that require City Council approval:

- Speed humps and raised crosswalks
- Street closures
- Medians and entry islands
- Bulbouts
- Roundabouts
- Traffic diverters
- Lane reductions
- Street re-alignments

Prioritization Worksheet

Traffic Volumes

Greater than 2000 vehicles per day	5 points	_____
1500 to 2000 vehicles per day	4 points	
1000 to 1500 vehicles per day	3 points	
500 to 1000 vehicles per day	2 points	
< 500 vehicles per day	1 point	

Traffic Accident History

More than 5 accidents per mile per year	3 points	_____
2 to 4 accidents per mile per year	2 points	
1 accident per mile per year	1 point	

Traffic Speeds

85 th % speed exceeds speed limit > 10 MPH	5 points	_____
85 th % speed exceeds speed limit by 9 MPH	4 points	
85 th % speed exceeds speed limit by 8 MPH	3 points	
85 th % speed exceeds speed limit by 5-7 MPH	2 points	
85 th % speed exceeds speed limit by < 5 MPH	1 point	

Number of houses facing the street (both sides)

>55 per mile	4 points	_____
40 to 55 per mile	3 points	
25 –40 per mile	2 points	
10 –25 per mile	1 point	

Schools and Public Facilities adjacent to the street

5 points for each school		_____
4 points for each recreation facility (park, pool, etc)		
3 points for each trail crossing		
2 points for other public facilities		

Cut-through traffic pattern

25% or more of traffic cutting through	5 points	_____
15-25% traffic cutting through	2 points	

Residents have expressed a concern

Yes	3 points	_____
No	0 points	

Total Score: _____

This Neighborhood has reached Step 3 in the Traffic Calming Process and is seeking feedback from council, City Emergency Services and other involved City Departments within 30 days of 08/16/04 to continue to step 4. Please review this information, fill in comments next to your name below and send it back to Sandy Mallory, sandym@gjcity.org. Please return this form with comments within **two weeks of receipt**.

OM Heights – Grand Mesa Ave. Hwy 50 to, and including Aspen St.

Neighborhood

Initial Concern(s): Speeding, high volume of cut-thru traffic, careless driving.

Neighborhood Geometrics & Characteristics: Grand Mesa Avenue is a 22' wide two lane local residential collector, no sidewalks, dirt & gravel shoulder. Zoned primarily RMF with some C1. Grand Mesa Ave. turns into Aspen Ave. near Santa Clara Ave. and is also a 22' wide two lane local residential collector, no sidewalks, dirt & gravel shoulder. Zoned RMF.

Posted speed limit:	<u>25 mph</u>	Average Speed:	<u>27 mph</u>	% Veh. Exceeding Speed Limit	<u>52%</u>
85 th % Speed:	<u>32 mph</u>	Highest recorded:	<u>67 mph</u>		
Crashes:	<u>3*</u>	Year(s) of crash data:	<u>08/01/01 – 08/04/04</u>		
Volumes:	<u>1098 (March 2004) *Still researching crash data from PD</u>				

Existing Traffic control: All-Way stop at Aspen, all other side streets stop controlled, posted speed limit 25 MPH

Comments: The neighborhood discussed their displeasure with the increase in traffic on their street and the accidents they feel are occurring from that increase and would like the city to assist them in correcting the situation they believe occurred from the Santa Clara Ave. TC project.

Neighborhood Traffic Committee

		Phone
Harley & Ruth Terrill	705 Grand Mesa Ave.	242-8088
Laurie & Ed Buniger	703 Grand Mesa Ave.	242-6959
Virginia Finocchio	550 Grand Mesa Ave.	245-6396
Susan McGlothlin	625 Grand Mesa Ave.	241-4026
John Anderson	1675 Aspen	245-2365
Angi Ashley	545 Grand Mesa Ave.	241-3488

Type of Traffic Calming Device(s) neighborhood committee would like to petition for: Road Closure or Speed Humps.

Division of Transportation Comments:

With the installation of the speed humps on Santa Clara Avenue, the traffic volumes have increased on Grand Mesa Avenue by 335 vehicles (ADT), 43% cut-through traffic. The speeds have remained stable. It was expected that some of the traffic would be dispersed to the adjoining streets. Ideally all of the traffic would go to the Major Collector Street, Unaweep Avenue, but as expected, the traffic dispersed between Unaweep Avenue and Grand Mesa Avenue. The high number of vehicles that left Santa Clara Avenue was unexpected. The residents of this area have been in contact with GJPD about their concerns.

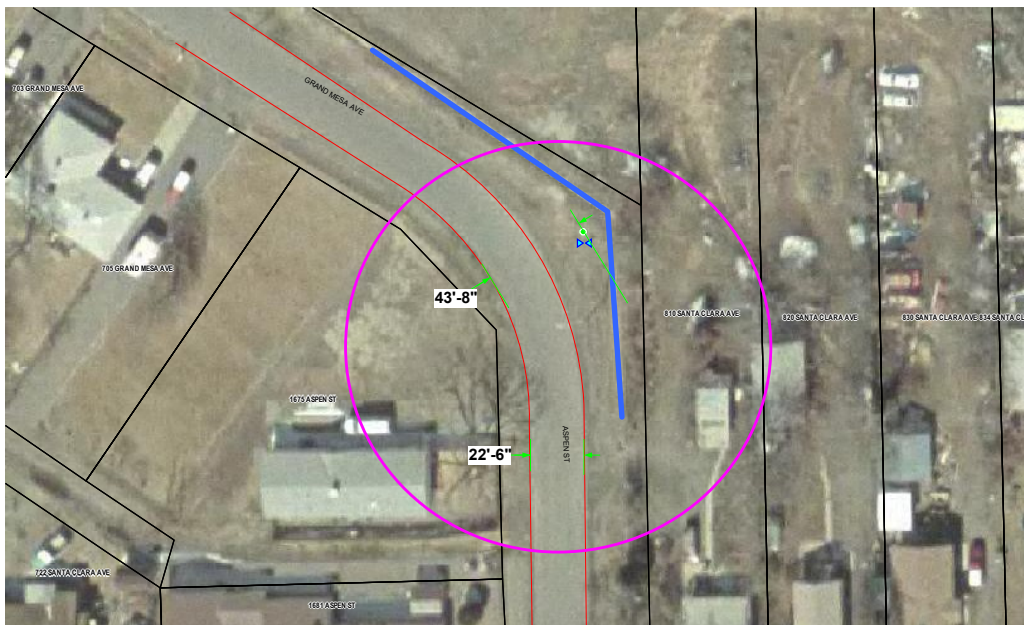
TRAFFIC CALMING AREA MAP




Traffic Calming Area: 

Traffic Calming Options: The residents first preference is to close the street near Grand Mesa Ave. & Aspen St.

TC-76	GRAND MESA AVENUE			
	TRAFFIC CALMING PROJECT			
DRAWN BY	SIZE	FSCM NO	DWG	REV
SANDY MALLORY			Street Closure Option	
DATE	SCALE		SHEET	
8/12/2004	1in = 40ft. 0in.		1 OF 2	



-  Subject Area
-  Open Concrete Ditch
-  Roadway Edge
-  Fire Hydrant
-  Water Valve

FULL FILENAME
G:\TRANSPORT\SHARE\TRAF CALM\ORCHARD MESA\GRAND MESA AVE\GMA DRAWING1.VSD

Traffic Calming Options: The residents second preference is to install speed humps.

TC-76	GRAND MESA AVENUE			
	TRAFFIC CALMING PROJECT			
DRAWN BY	SIZE	FSCM NO	DWG	REV
SANDY MALLORY			Speed Humps	
DATE	SCALE		SHEET	1 OF 2
8/12/2004	1 : 1560			



— Speed Humps

FULL FILENAME
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DRAWING1.VSD

**Attach W-4
Streetscape Expansion Project – 7th & Main
CITY OF GRAND JUNCTION**

CITY COUNCIL AGENDA						
Subject	Presentation of a Conceptual Plan for the Streetscape Expansion Project, 7 th Street and Main Street					
Meeting Date	May 16, 2005					
Date Prepared	May 12, 2005				File # N/A	
Author	Kent Marsh		Project Engineer			
Presenter Name	Mike McDill Ted Ciavonne		City Engineer Consultant			
Report results back to Council	X	No		Yes	When	
Citizen Presentation		Yes	X	No	Name	
X	Workshop		Formal Agenda			Consent
						Individual Consideration

Summary:

The City of Grand Junction, in cooperation with the Downtown Development Authority (DDA), has hired the local consulting firm of Ciavonne, Roberts and Associates (CRA). This firm has been hired to prepare a plan for streetscape enhancements to 7th Street, between Grand and Ute Avenues and along Main Street from 7th Street to 8th Street.

Budget:

Current funding for the project is provided by the City of Grand Junction (Fund 2011), the Downtown Development Authority and Federal Enhancement Funds administered by the Colorado Department of Transportation. Current project funding is shown below:

City Funds (Budgeted in 2005 and 2006)	\$495,573.00
Federal Enhancement Funds	\$204,427.00
Downtown Development Authority (2004 – 2006)	\$700,000.00
Total Project Funding (2011–F59600 & F59700)	\$1,400,000.00

Background:

The project goals established by the DDA and through the design process include:

- Create an attractive gateway that announces your arrival downtown.
- Link the historic district with historic downtown.
- Provide a pedestrian friendly experience in the corridor.
- Create the potential for expanded retail and café spaces in the corridor.
- Provide an acceptable level of service in the corridor while improving the experience.
- Provide a steady flow of traffic versus stop and go.
- Increase on-street parking in the corridor.

The Conceptual Plan for the 7th Street Corridor has developed to a point where staff would like City Council feedback on the various elements of the plan. We will also layout the proposed process of design and public involvement for this project. **The important decision at this time is whether or not this Conceptual Plan identifies the direction the community wants to take when redeveloping this corridor.**

Ciavonne, Roberts and Associates in collaboration with Rolland Engineering and Dan Burden of Walkable Communities have prepared a Conceptual Plan for the redevelopment of 7th Street between Grand and Ute Ave.'s and along Main St. from 7th Street to 8th Street. The Conceptual Plan being presented is a compilation of data gathered through an intense public involvement process. This process started by meeting with the Downtown Development Authority and five separate focus groups. A 3-day charrette was held to bring together business and property owners who live and work in the corridor to learn the latest urban design techniques. Small groups of these participants then developed three visions of how the corridor might ultimately look. Dan Burden of Walkable Communities and representatives of the City of Grand Junction were there to guide and assist. The 3-day charrette provided invaluable insight from residents and business owners and served as a starting point from which to begin preparing this Conceptual Plan. At the end of the charette the 7th Street Steering Committee was formed to continue to guide the design of this re-development. Some of the ideas incorporated into the Conceptual Plan and shown in the exhibits attached to this report, include:

- Two 11 foot traffic lanes with left turn bays at most intersections in lieu of the four 12 foot traffic lanes and continuous 12 foot merge / turn lane that currently exist along 7th Street between Grand and Ute Avenues
- Roundabouts are proposed at the Grand Avenue and Main Street intersections. Roundabouts have proven to be safer and more efficient than stop lights in most applications. Preliminary traffic analyses indicate the existing level of service at the Grand Ave. intersection will remain essentially the same with the addition of a roundabout. The City has hired a traffic engineering consultant to provide a more detailed traffic analysis of the 7th Street corridor from North Ave. through Pitkin, including modeling of both roundabouts with the traffic volumes of today and 20 years into the future. Results of this study will be used to evaluate and modify the plan as necessary.
- The final design will incorporate comments from emergency service providers to optimize response times while meeting the project goals for comfort and safety of pedestrians in the corridor.
- All the improvements being proposed have been shown to slow traffic speeds, while at the same time decreasing the travel time within the corridor. This is accomplished by eliminating the traffic signals, thereby decreasing the travel time even while driving at a slower speed (a motorist may spend more time sitting at one signal than it would take to drive the entire length of 7th Street at a slower speed).
- Alternating parallel and angled, parking. The meandering street design being proposed provides the opportunity to install angled parking on one side of the street and parallel parking on the other. The parking scheme being proposed provides a 60% to 70% increase in on-street parking spaces (from

approximately 63 existing spaces to 100 to 110 spaces included in the conceptual design). Back-in versus front-in parking has been discussed and the back-in parking is shown in the exhibits.

- Continuous six foot auxiliary lanes adjacent to parking spaces. The auxiliary lanes double as bike lanes and will allow motorists additional maneuvering room to pull out of the travel lane into a parking space or to merge back into the travel lane when leaving a parking space. The auxiliary lanes also provide adequate space for a motorist to pull over, or an emergency vehicle to pull around, slower moving traffic in the corridor.
- The streetscape improvements being proposed will greatly improve the comfort level and safety of motorists, bicyclists, and pedestrians using the corridor. Wider walk areas will provide “café” spaces adjacent to businesses; shaded bench areas and landscaping will help to define and soften pedestrian areas; landscaped medians, clearly defined crosswalks, architectural lighting, and specialty pavements will highlight and accent the corridor and identify 7th Street as a gateway to the downtown area.
- The streetscape improvements will be constructed in multiple contracts: the smaller of the two projects, the improvements to Main Street from 7th Street to 8th Street, will be constructed with use of Federal Enhancements Funds (Davis-Bacon wages) while the larger project, the improvements to 7th Street from Grand Ave. to Ute Avenue, will be constructed solely with City and DDA funds.
- The attached report entitled, “North-South Corridors” was prepared by Jody Kliska, City Transportation Engineer. The report illustrates the positive affects the improvements proposed for 7th Street will have on all of the primary north-south streets in the downtown area (1st, 4th, 5th, 7th and 12th).

The \$1,400,000 budget was originally intended to reconstruct a total of four blocks, three blocks of 7th Street from the south side of Grand Ave. to the north side of Main Street, and one block of Main Street from 7th to 8th. Through the above described project development process, the scope of the project has grown to a total length of seven city blocks and now includes two roundabouts at a cost of approximately \$3,028,000.00.

The increased project scope could be viewed as a complete, comprehensive plan for the 7th Street corridor. If there is support for this Conceptual Plan, we may need to phase the project over time if the funding is not increased. Staff suggests, as a first priority, that current funding be used to construct the intersection at Main Street, one block to the north and south along 7th, as well as one block east along Main Street. The available funds may also provide some re-striping and transitional amenities on 7th Street between Rood and Grand.

Action Requested/Recommendation:

Review the conceptual plan prepared for 7th Street and Main Street and provide feedback for completing the preliminary design of this corridor.

Attachments:

North – South Corridors Analysis by Jody Kliska, City Transportation Engineer

7th Street Concept

7th Street Section A-A

7th Street Section B-B

7th Street Section C-C

7TH Street Typical Section

Next Steps:

- The traffic consultant will complete his analysis of the 7th Street corridor and provide recommendations.
- The consultant team will hold at least one public open house to gather additional input from the public and demonstrate how this Conceptual Plan was developed.
- Determine how to phase construction of, and identify sources of additional funding for, the final version of the Corridor Plan.
- Complete preliminary and final design.
- Construct whatever is determined to be Phase I of the Corridor Plan.

ATTACHMENTS

(Hard copies will be placed in Council mail boxes)

North-South Corridors

Transportation studies of the Grand Valley’s system have looked at the projected growth for the year 2030 in order to predict how well the transportation system will work in the future, as well as help in determining future project needs. The Transcad model, operated by the Mesa County Regional Transportation Planning Office, is a useful tool for comparing changes to the transportation system.

The most heavily traveled corridors in the valley are the east-west streets. In looking at the map of the valley, this makes sense, since the land uses are oriented more east-west. However, changes to major north-south corridors elicit criticism that these corridors are being “choked” by implementing strategies intended to improve safety for all users while operating efficiently.

The 2030 modeling is calibrated to peak hour volumes equating to a Level of Service (LOS) C, which represents a stable flow of traffic. The model output, shown below, can be color-coded to represent congestion, from not congested (green) to some congestion (blue) to very congested (red). Streets shown in blue represent LOS C/D.

The proposed change to 7th Street between Ute and Grand Avenue to a two-lane section (one lane in each direction) was run through the model and compared to the current four-lane cross-section (two lanes in each direction) for the year 2030. The modeling indicates that in either scenario, the congestion levels remain about the same and that the projected volumes fall within an acceptable range to maintain LOS C.

The proposed change to 7th Street does not appear to affect the capacities of the other north-south streets in the area. Changes to volumes are detailed below and the capacities are illustrated by the colors on the maps.

Street	2000 Base Model	2030 w/4-lane 7th	2030 w/2-Lane 7th
1 st Street . – S. of Grand	29419	29774	29706
1 st Street – N. of Gunnison	14229	18369	17246
4 th Street – S. of Gunnison	1985	4248	4122
5 th Street – S. of Gunnison	4884	7755	7092
7 th Street – S. of Grand	15109	17091	14956
7 th Street – N. of Grand	11383	14881	14546
12 th Street – S. of Grand	10117	9141	9652
12 th Street – N. of Grand	10838	11881	12696

Riverside Parkway and 29 Road improvements in the model are shown as being completed and operational in the 2030 model, and this has a significant impact on keeping traffic volumes in the downtown core area in a similar range of volumes that we experience today.

Key to the proposed 7th Street reconstruction is the removal of traffic signals at four intersections – Colorado, Main, Rood and Grand. According to the *Highway Capacity Manual 2000*, Chapter 15 – Urban Streets, “the LOS for urban streets is influenced both by the number of signals per mile and by the intersection control delay. Inappropriate signal timing, poor progression, and increasing traffic flow can degrade the LOS substantially. Streets with medium-to-high signal densities (i.e. more than two signals per mile) are more susceptible to these factors and poor LOS might be observed even before significant problems occur. On the other hand, longer urban street segments comprising heavily loaded intersections can provide reasonably good LOS ...” The decrease in signal density on 7th Street will positively affect the flow of traffic in the project area.

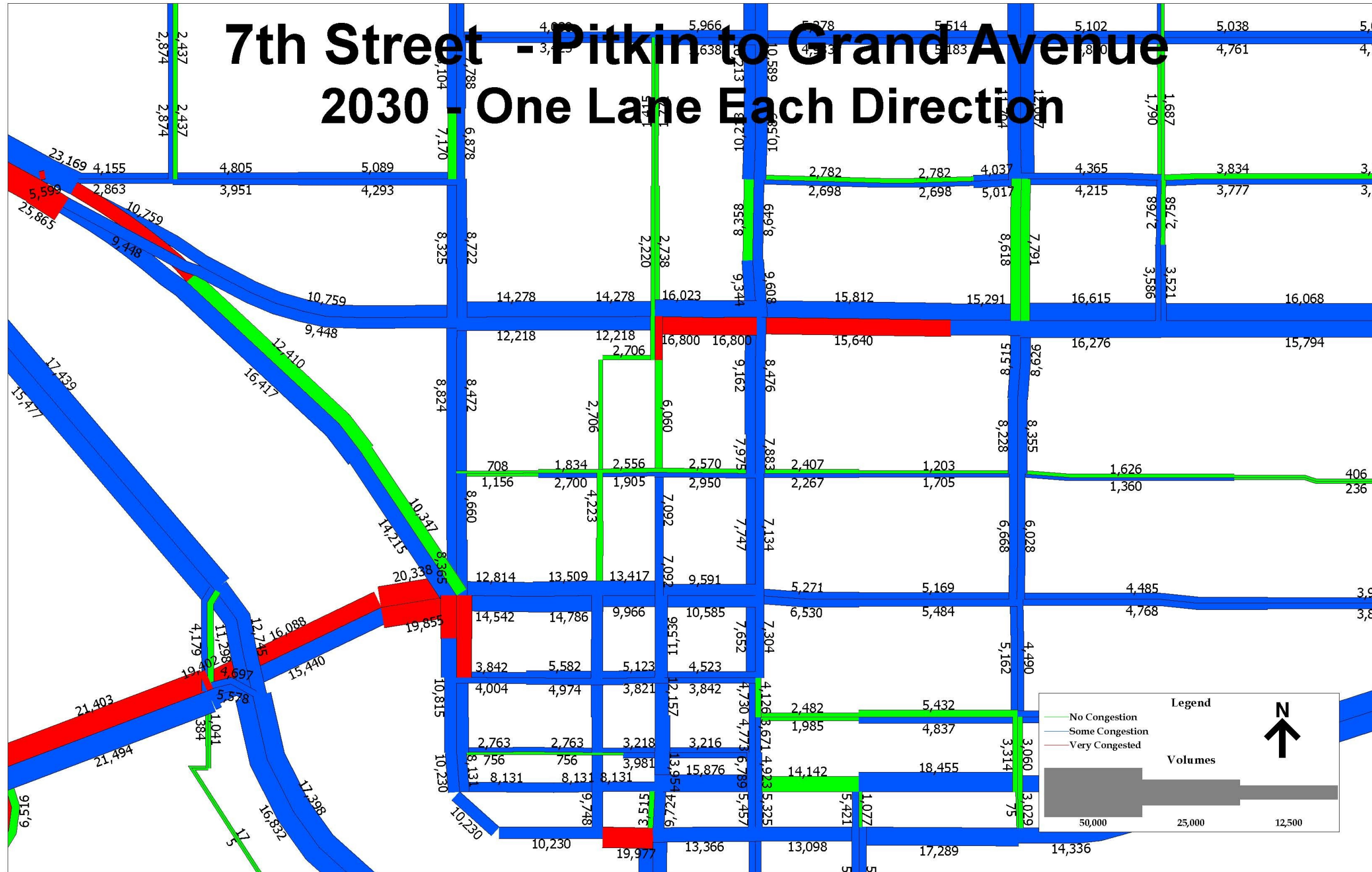
Research on “road diets” or conversions of streets from four lanes of traffic to two lanes with provision of left turn lanes indicates that streets with traffic volumes in the range of 8000-15,000 vehicles per day are excellent candidates for this type of treatment. In a report entitled *Road Diets – Fixing the Big Roads* written by Dan Burden and Peter Lagerway, 17 examples of successful urban street conversions throughout the country are shown, with traffic volumes ranging from 10,000 to 26,000 vehicles per day. Larimer County street standards for two-lane (with center turn lane) minor arterial streets have a functional parameter of 7001-16000 vehicles per day. A study by the Iowa DOT, *The Conversion of Four-Lane Undivided Urban Roadways to Three-Lane Facilities*, concluded there are numerous advantages to reducing the number of traffic lanes. These include a substantial reduction in accident rates, improved sight distance, more user-friendly to elderly drivers, improved pedestrian safety, keeping aggressive driving to a minimum and improved emergency response time when two-way left lanes are installed.

Proposed changes to 7th Street do not appear to have an adverse impact on the street capacity and the removal of signals will have a positive impact on vehicle flow. Improving conditions for pedestrians and enhancing the entry to downtown will have a positive effect on the quality of life for all users of the street corridor.

7th Street Pitkin to Grand Avenue Year 2000 - Two Lanes Each Direction



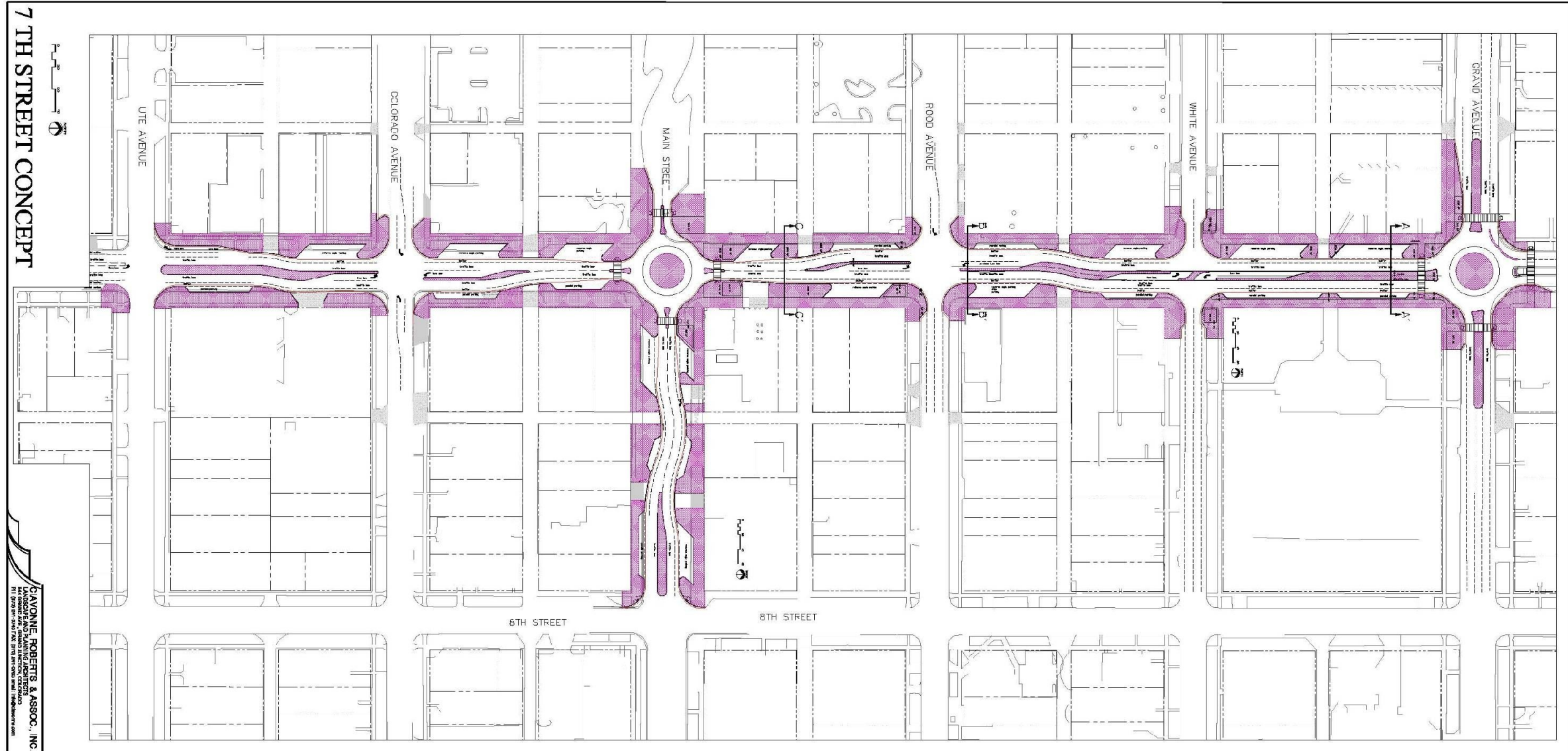
7th Street - Pitkin to Grand Avenue 2030 - One Lane Each Direction



7th Street - Pitkin to Grand Avenue

2030 - Two Lanes Each Direction





7 TH STREET CONCEPT

FAVONNE ROBERTS, ASSOC., INC.
LANDSCAPE ARCHITECTS
111 6TH STREET, SUITE 200, DENVER, CO 80202
TEL: 303.733.1111 FAX: 303.733.1112
WWW.FAVONNEROBERTS.COM

EXISTING: ±11' PEDESTRIAN SPACE ±78' OF ASPHALT: 2 LANES PARKING 5 LANES TRAFFIC ±11' PEDESTRIAN SPACE

PROPOSED: PEDESTRIAN SPACE VARIES: 12' TO 35' WIDTH VARIES: 30' TO 47'; WITH OR WITHOUT MEDIAN PEDESTRIAN SPACE VARIES: 12' TO 35'

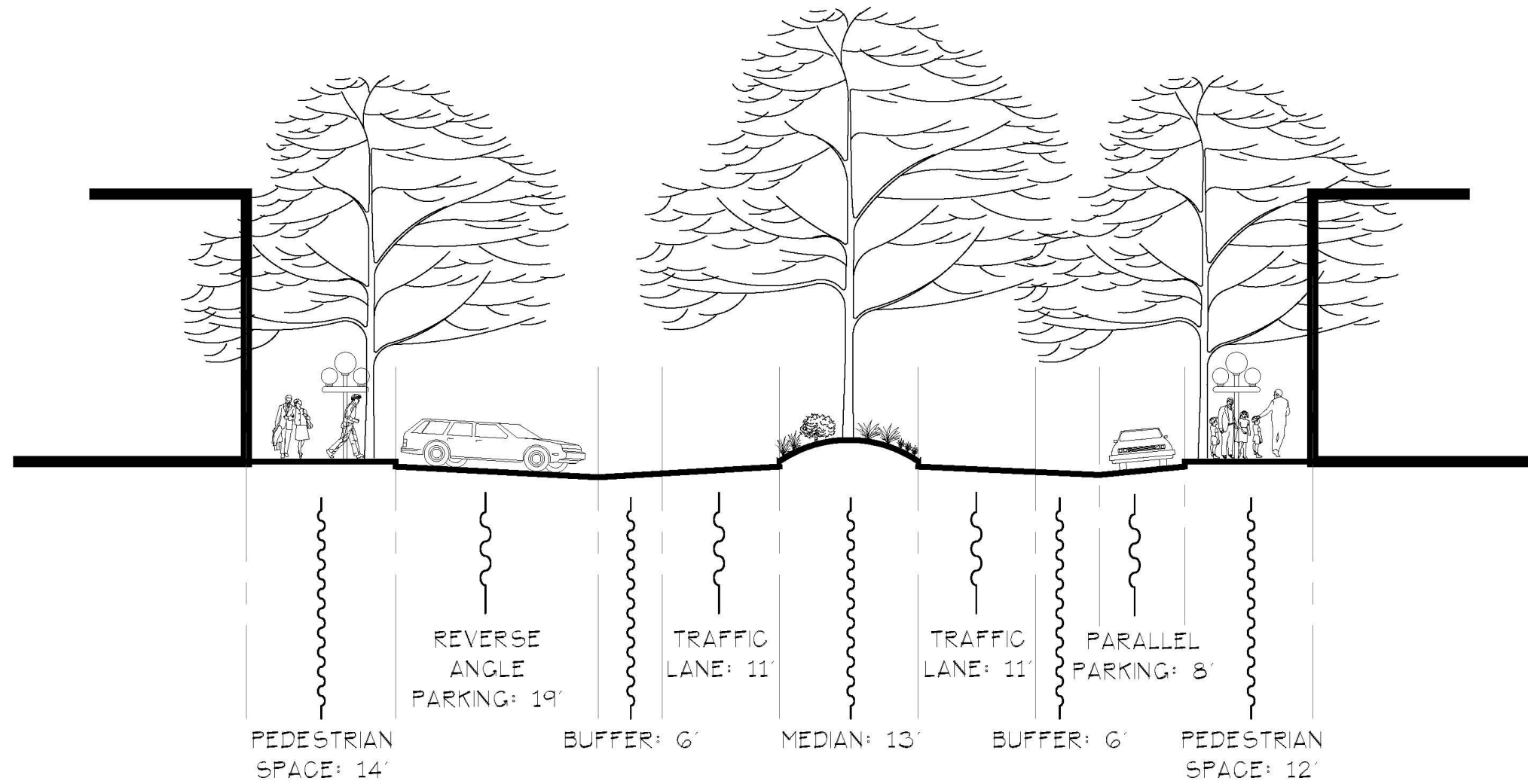
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7TH ST.
TYPICAL SECTION
DRAWING 0466 S 10 05 1

CIAVONNE, ROBERTS & ASSOC., INC.
LANDSCAPE AND PLANNING ARCHITECTS
844 GRAND AVENUE
GRAND JUNCTION, CO 81501

STREET SECTION A-A'

PROPOSED: MEDIAN + PARKING BOTH SIDES



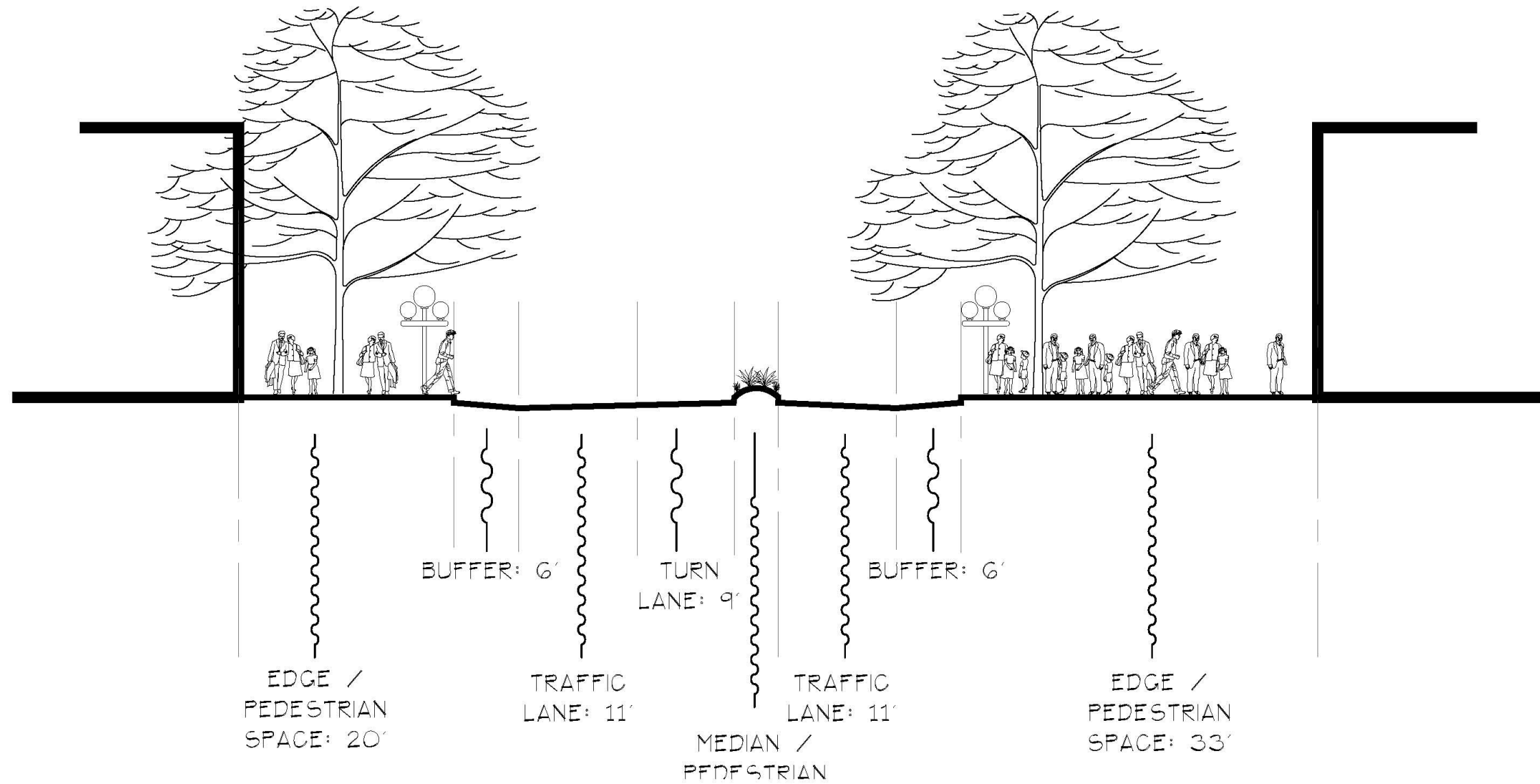
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7TH ST.
SECTION A-A'
DRAWING 0456-5-10-05-1

ClAVONNE, ROBERTS & ASSOC., INC.
LANDSCAPE AND PLANNING ARCHITECTS
844 GRAND AVENUE
GRAND JUNCTION, CO 81501

STREET SECTION B-B'

PROPOSED: CORNER CROSSING: CORNER EXTENSIONS + CENTER PEDESTRIAN REFUGE



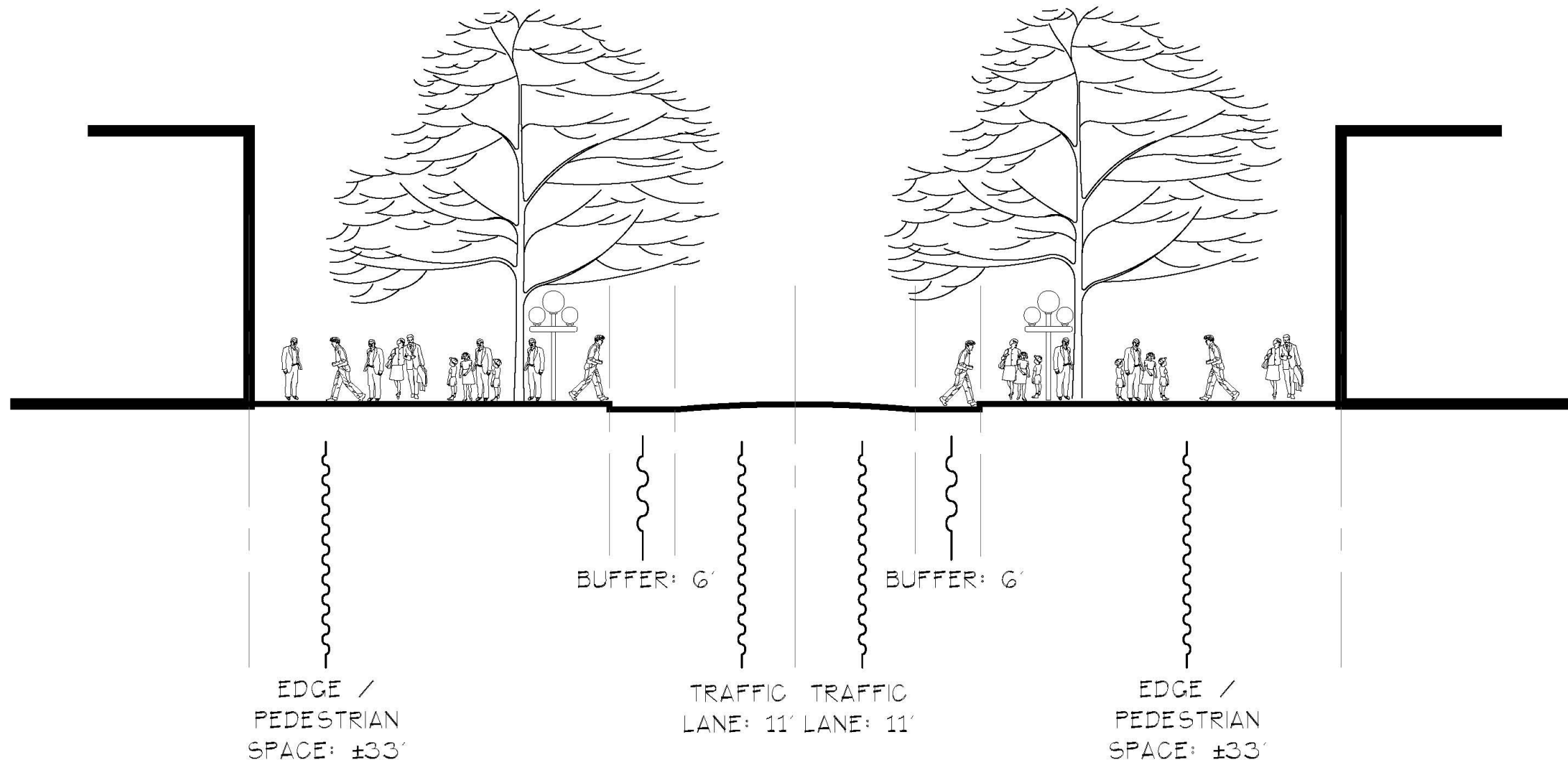
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7TH ST.
SECTION B-B'
DRAWING 0456-5-10-05-1

CIAVONNE, ROBERTS & ASSOC., INC.
LANDSCAPE AND PLANNING ARCHITECTS
844 GRAND AVENUE
GRAND JUNCTION, CO 81501

STREET SECTION C-C'

PROPOSED: MID-BLOCK CROSSING WITH CAFE SPACE



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7TH ST.
SECTION C-C'
DRAWING 0456-5-10-05-1

CIAVONNE, ROBERTS & ASSOC., INC.
LANDSCAPE AND PLANNING ARCHITECTS
844 GRAND AVENUE
GRAND JUNCTION, CO 81501

EXISTING:

±11'
PEDESTRIAN
SPACE

±78' OF ASPHALT:
2 LANES PARKING
5 LANES TRAFFIC

±11'
PEDESTRIAN
SPACE

PROPOSED:

PEDESTRIAN
SPACE VARIES:
12' TO 35'

WIDTH VARIES:
30' TO 47';
WITH OR WITHOUT MEDIAN

PEDESTRIAN
SPACE VARIES:
12' TO 35'

7TH ST.
TYPICAL SECTION

DRAWING 0456 5-10 05-1

CIAVONNE, ROBERTS & ASSOC., INC.
LANDSCAPE AND PLANNING ARCHITECTS
844 GRAND AVENUE
GRAND JUNCTION, CO 81501

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**Attach W-6
Gateway/Beautification Update
CITY OF GRAND JUNCTION**

CITY COUNCIL AGENDA					
Subject		Update from Gateway/Beautification Committee			
Meeting Date		May 16, 2005			
Date Prepared		May 12, 2005	File #		
Author		Tim Moore Dave Varley	Public Works Manager Assistant City Manager		
Presenter Name		Dave Varley Tim Moore	Assistant City Manager Public Works Manager		
Report results back to Council		<input type="checkbox"/>	No	<input type="checkbox"/>	Yes
Citizen Presentation		<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
<input checked="" type="checkbox"/>	Workshop	<input type="checkbox"/>	Formal Agenda		<input type="checkbox"/>
<input type="checkbox"/>		<input type="checkbox"/>	Consent	<input type="checkbox"/>	Individual Consideration

Summary: Staff will provide an update on the landscaping projects at Horizon Drive and I-70 & at 24 Road and I-70, including information related to the CDOT project to replace the bridge at 24 Road and I-70.

Budget: \$2,250,000 over 2 years (\$250,000 in 2005 and \$2,000,000 in 2006).

Action Requested/Recommendation: Review and comment on attached information

Attachments:

Concept Plans for Horizon Drive and 24 Road at I-70
(Hard copies of the Concept Plans will also be placed in each Council member's mail box at City Hall.)

Background Information:

The Gateway/Beautification Committee was created as part of the City Council's Strategic Plan for the Open and Beautiful Spaces category. The specific Solution states "We will work to establish and maintain an attractive community, acquire and protect open space and create City entrances and corridors that reflect the natural beauty of the area".

The Committee has most recently worked with other partners including the Colorado Department of Transportation (CDOT), Carter Burgess, Inc. and the Horizon Drive Business Improvement District (BID) to develop concept plans for landscaping and lighting improvements for the I-70 interchanges at Horizon Drive and 24 Road. During this same time period, CDOT has developed plans to replace the bridge at 24 Road and I-70.

Horizon Drive Interchange (see attachments)

The proposed concept plans developed by Carter Burgess for the interchange at Horizon Drive include the construction of four terraced walls with irrigation and landscaping, monuments at the bridge ends and no structural improvements to the existing bridge railing. The plan also maintains the concrete sidewalk and includes a concrete barrier wall between Horizon Dr. and the sidewalk under the bridge. Pedestrian light fixtures and public art on the sloped pavement are also included in the plans. Working with the Horizon Drive BID group, staff and Carter Burgess have refined the plan a number of times and held a series of review meetings with area business owners. This concept plan comes to Council with the support of the Horizon Drive BID group and the Beautification Committee. The City's Capital Improvement Program includes \$250,000 for this project in 2005.

The Colorado Department of Transportation (CDOT) completed ramp widening and repaving last year and are now finished with their improvements at Horizon Drive.

24 Road Interchange (see attachments)

The City's Capital Improvement Program (CIP) includes \$2.0 million to partner with CDOT, who has a budget of approximately \$6.6 million to replace the existing bridge structure at 24 Road and I-70. The CDOT improvements will include a new 3 lane bridge and some modifications to the on-off ramps. The CDOT project will also include the construction of round-a-bouts at the north and south ends of the new bridge and will include the extension of a sidewalk on the west side of the new bridge.

The original concept was that the City would pay for upgrades to the bridge including the construction of terraced walls at the bridge abutments, patterned and colored concrete on the bridge and upgraded bridge and pedestrian fencing to enhance the appearance of the bridge. The City also planned to pay for the installation of irrigation and landscaping improvements after the new bridge was constructed. This project will also provide an opportunity to place public art at the interchange, should Council choose to do so.

Since our initial discussions, CDOT has agreed to include some of the scheduled upgrades and improvements (terraced walls, monuments, colored concrete and enhanced pedestrian fencing) as part of their contract. When CDOT bids the project in late June and actual costs are available, staff will update Council on what portion of the costs for the bridge replacement project will be allocated to the City.

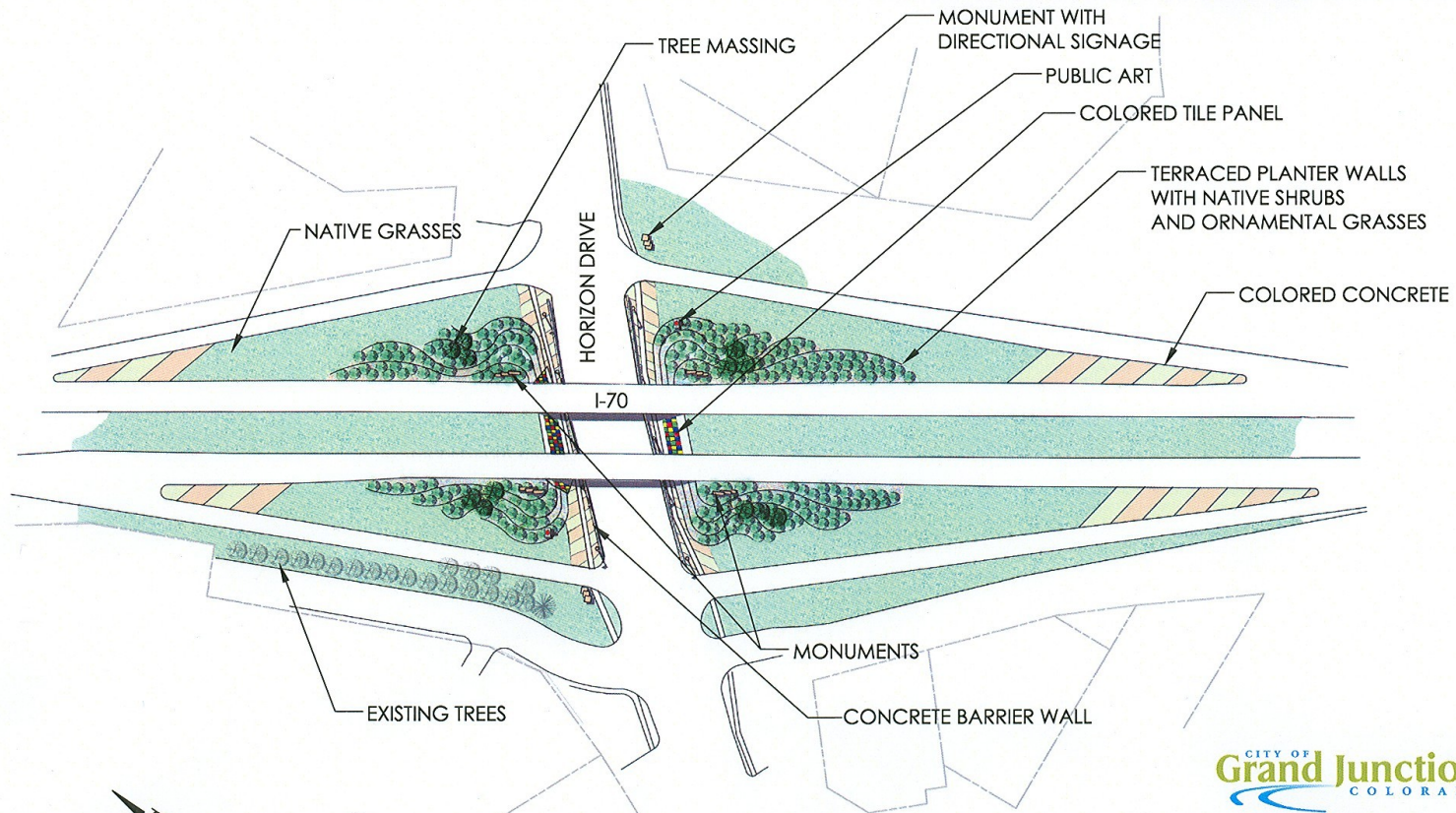
Cost Estimates and Current Budget

Preliminary cost estimates for the landscaping/beautification portion of the two projects:

Project	Cost Estimate	City's Budget
Horizon Drive	\$1,800,000	\$ 250,000 in 2005
24 Road	\$ 800,000	\$2,000,000 in 2006
Total	\$2,600,000	\$2,250,000

Horizon Drive At I-70

February, 2005



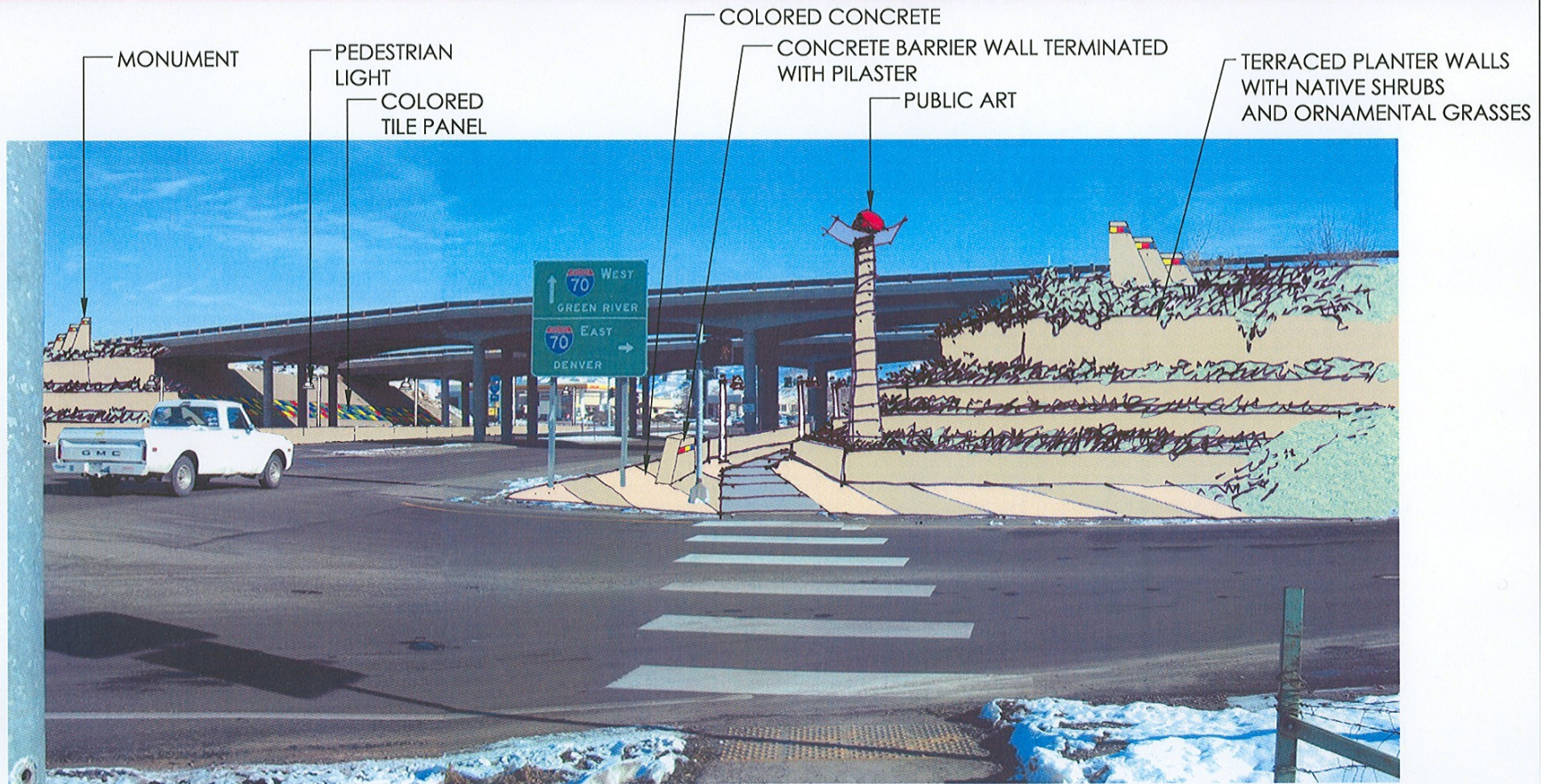
Conceptual Design

CITY OF
Grand Junction
COLORADO

Carter=Burgess

Horizon Drive North Bound At I-70

February, 2005



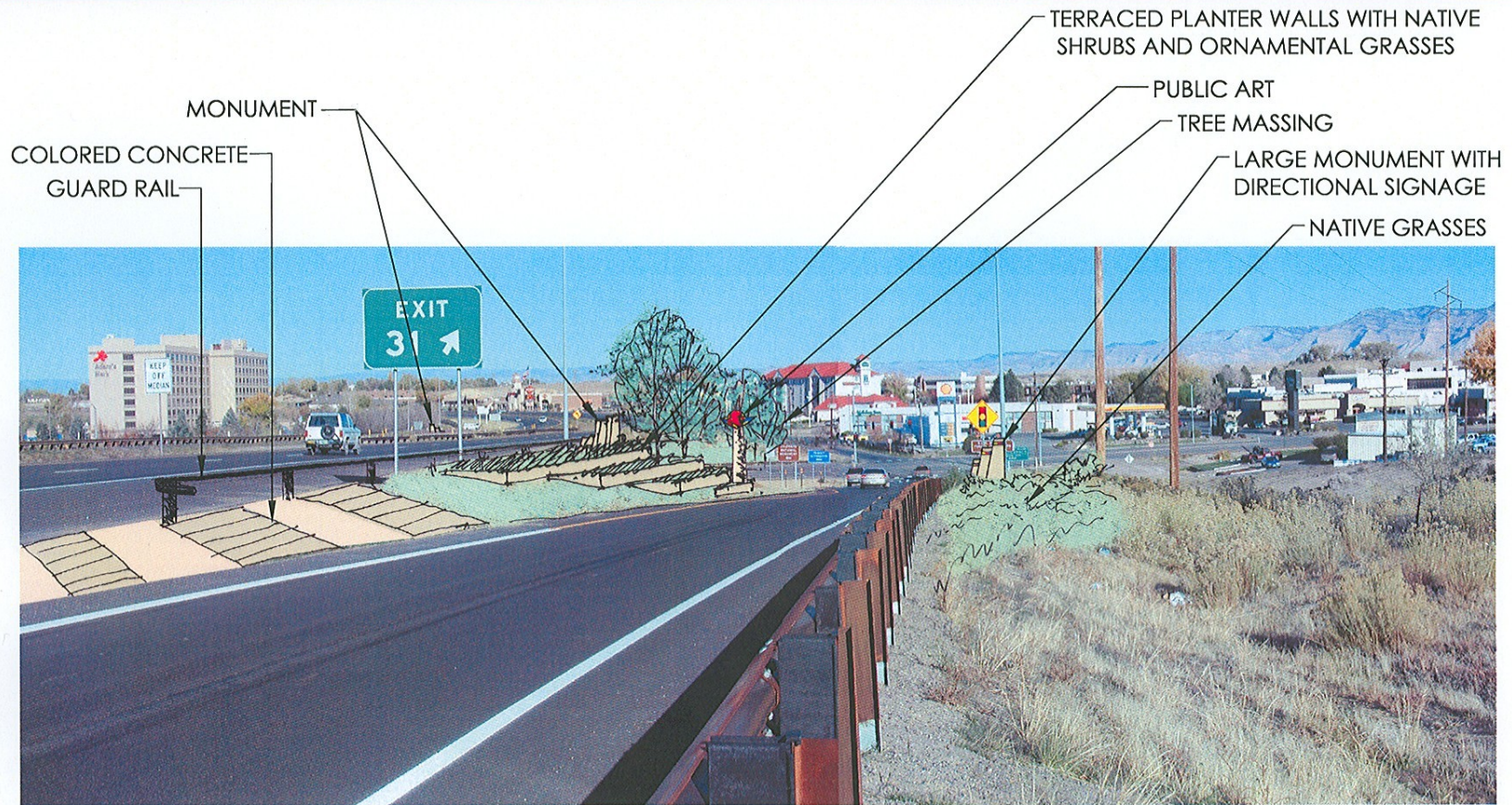
Conceptual Design

CITY OF
Grand Junction
COLORADO

CarterBurgess

I-70 West Bound Off-Ramp At Horizon Drive

February, 2005



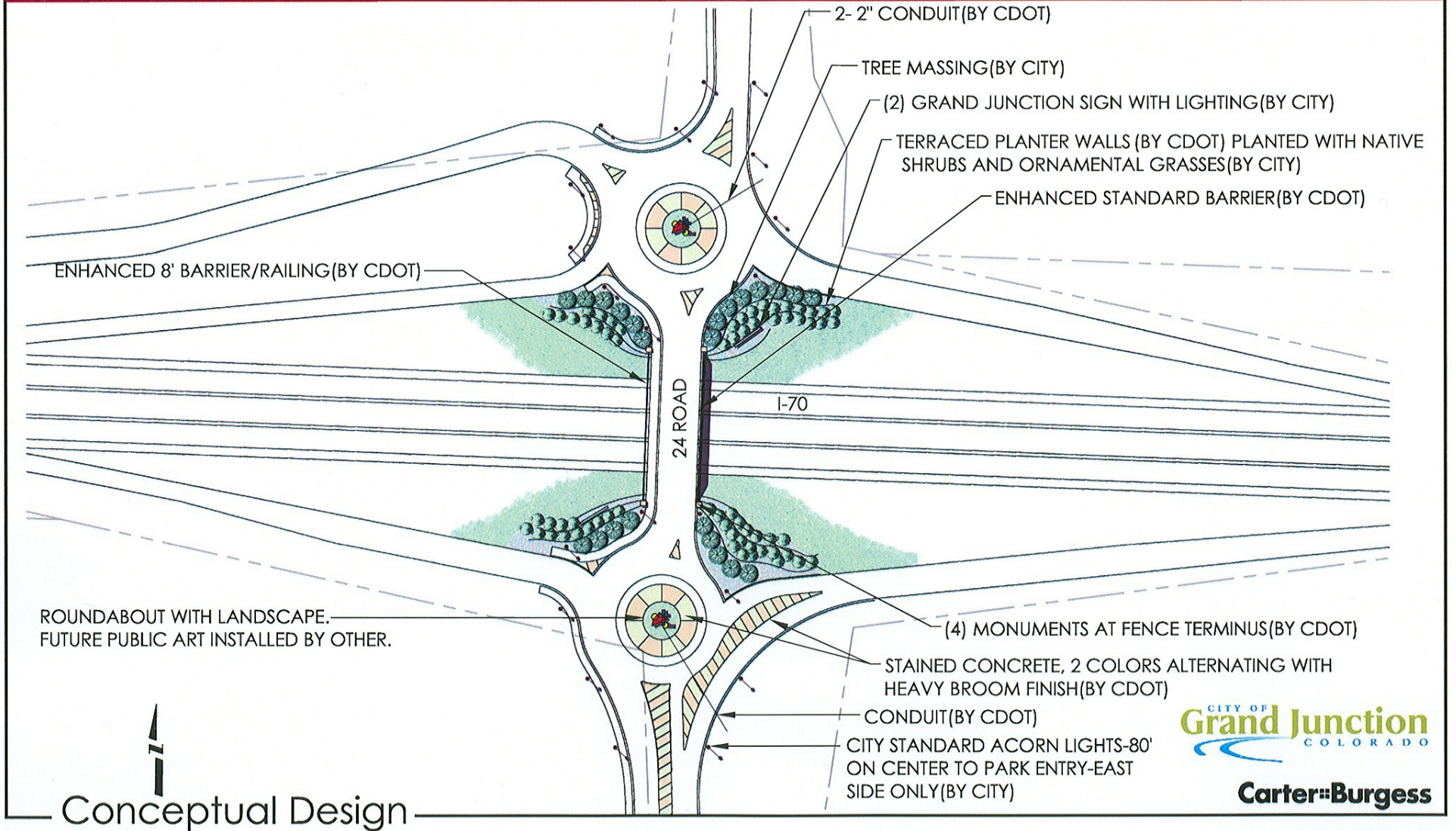
Conceptual Design

CITY OF
Grand Junction
COLORADO

CarterBurgess

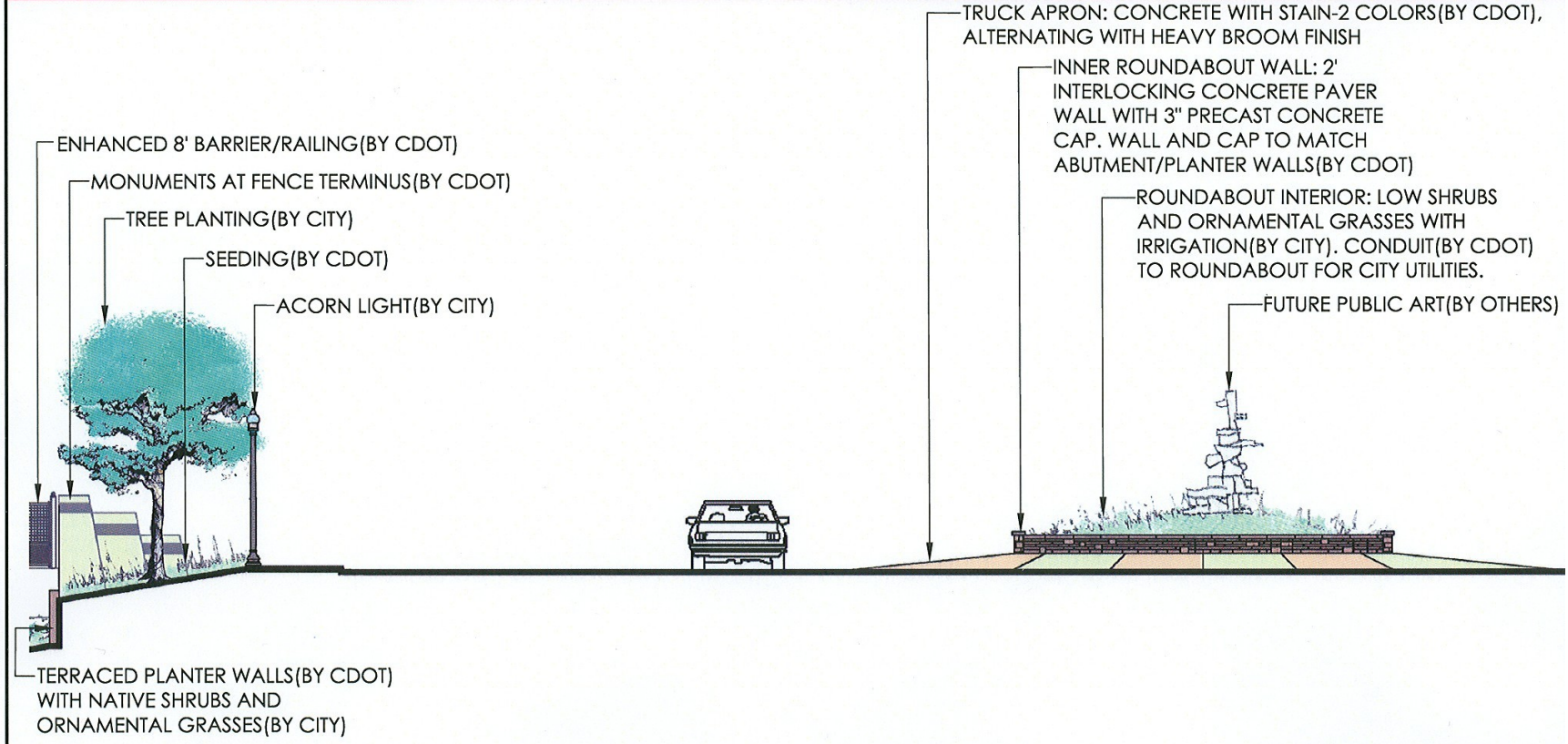
24 ROAD AT I-70

February 25, 2005



24 ROAD AT I-70

February 25, 2005



Conceptual Design



Carter=Burgess

**Attach W-7
Board and Commission Appointments**



MEMORANDUM

TO: Mayor Hill and Members of the City Council
CC: Kelly Arnold, City Manager
FROM: Stephanie Tuin, City Clerk
DATE: May 13, 2005
SUBJECT: Appointments to Volunteer Boards and Commissions

Solicitations of applications have closed for the Walker Field Public Airport Authority, the Downtown Development Authority, the Parks & Recreation Advisory Board and the Urban Trails Committee. Typically, City Councilmembers will determine interview teams and schedule time to interview up to six candidates for the Airport Authority, the DDA and Parks & Recreation Advisory Board. The applications for Urban Trails Committee are forwarded to the Riverfront Commission who reviews them and does the selection process for Urban Trails appointees. They forward a recommendation to the City Council for ratification.

I provided, under separate cover, a packet of information on the boards you will interview that includes: a brief description of each board, the vacancies to be considered and copies of the applications received including requests for reappointment. Typically, the City Council will select six candidates to interview which includes anyone requesting reappointment. We received a number of applications for Parks & Recreation Advisory Board, so City Council will probably want to select a fewer number to interview.

Please review the packet of information provided and be prepared to select an interview team and schedule interview dates. I will also need a list of those you would like to interview (especially for Parks and Recreation Advisory Board).

Thank you.