

**GRAND JUNCTION CITY COUNCIL
WORKSHOP**

**MONDAY, JULY 9, 2012, 11:30 A.M.
CITY HALL AUDITORIUM
250 N. 5TH STREET**

To become the most livable community west of the Rockies by 2025

- 1. Horizon Drive District – Corridor Improvement Project: Street Improvement Plan:** The Horizon Drive District's Corridor Improvement Project: Street Improvement Plan is a sound and essential investment. Safety is a key concern of the District. The Corridor Improvement plans are designed to increase the safety for all users, plan for future traffic flows and beautify the area. [Attach W-1](#)
- 2. Selection of Exterior Artwork at New Police Building and Tower at Lincoln Park:** City Council will be presented with information on the artist recommended for exterior artwork at the new police building and the exterior of the Tower at Lincoln Park. Council will be asked to provide approval on proposed artwork submitted by the artist and the Commission on Arts and Culture. [Attach W-2](#)
- 3. Council Boards Updates**



Date: July 5, 2012
Author: Victoria Patsantaras
Title/ Phone Ext: Executive
Director, 985-1833
Proposed Meeting Date:
July 9, 2012 Workshop

CITY COUNCIL STAFF REPORT WORKSHOP Attach W-1

Topic: Horizon Drive District – Corridor Improvement Project: Street Improvement Plan

Staff (Name & Title): Victoria Patsantaras, Executive Director and Horizon Drive Association Business Improvement District Board Members

Summary:

The Horizon Drive District's Corridor Improvement Project: Street Improvement Plan is a sound and essential investment. Safety is a key concern of the District. The Corridor Improvement plans are designed to increase the safety for all users, plan for future traffic flows and beautify the area.

The Horizon Drive District is home to more than 200 businesses, including 70% of the City's lodging, and has an overall economic impact of \$300 million annually. The District sees 7 million cars annually and connects the community and travelers to the Regional Airport, Downtown, Colorado Mesa University and points between. Grand Junction will benefit from a beautiful and safe gateway to the community.

Background, Analysis and Options:

The Horizon Drive District (the "District") is comprised of commercial properties within the general geographic areas of Horizon Drive between G Road and H Road. The District was formed in 2004 under Colorado Revised Statutes 31-25-1201, which allows Business Improvement Districts to be formed within municipalities of Colorado, and to levy and collect ad valorem taxes on commercial property within the boundaries of the District. The City of Grand Junction oversees the District and appoints the Board of Directors.

The properties within the Horizon Drive District fall into two zoning classifications, C-1 and I-0. The 2010 Comprehensive Plan suggests that the Horizon Drive District will retain its' commercial designation. The former zoning of I-0 will become Business Park Mixed Use.

Currently, the visual impression of the Horizon Drive District is that of a busy thoroughfare. The street is five lanes wide, encouraging swift vehicular movement. It is an "anywhere USA" street, not particularly inviting or beautiful. The signalized intersections may appear complicated to drivers unfamiliar with the roadway. Buildings are generally large, set back from the roadway, fronted by large blacktop parking areas.

Landscaping is relatively sparse. There are intermittent sidewalks and pedestrian crossings located at lighted intersections.

The overall planning concept for the Horizon Drive District will mirror the City of Grand Junction's Comprehensive Plan, which encourages development of (or continuity of existing) neighborhood centers. The vision and neighborhood center approach provided a framework for the distinctive image and organizing elements that the Horizon Drive District has undertaken to design in 2011 and 2012.

The largest component of the District's Corridor Improvement Project is the street improvement plan. The street improvement plan includes four travel lanes (two in each direction) and an integrated bike lane, a center median with landscaping, pedestrian crosswalks, wider sidewalks with adjacent landscaping and the unifying concept of roundabouts at all signalized intersections. The street plan also includes opportunities for placement of art.

The District believes the street improvement plan will increase the safety for all users of Horizon Drive, will accommodate for future increased traffic flows and will assist in beautifying the area. These components will create an inviting, safe and memorable neighborhood, and will encourage the return of residents and tourists alike.

District constituent and public comment has been generally favorable to the street improvement plan. The District constituents have long stated their desire for beautification and increased curb appeal of the District. The District has recently completed a two month long, online survey, to which both the constituents and the public were invited. The survey results show perceptions of the District:

1. Main tourism gateway to Grand Junction (46%);
2. Should remain the main tourism gateway to Grand Junction (47%);
3. Needs most: enhanced overall appearance (49%);
4. Described as: Busy, Boring and Old;
5. If improved, would attract new business and cultivate economic development (70%).

In the future, components of the Corridor Improvement Project will include design standards, such as parking, signage, landscaping and lighting standards.

Board or Committee Recommendation:

The Board of Directors for the Horizon Drive District fully supports the Corridor Improvement Project.

Financial Impact/Budget:

The estimated cost of the Street Improvement Plan is \$6 million. The project is designed to be constructed in three phases:

Phase 1 (H Road through Crossroads Blvd) ~\$1.6M

Phase 2 (segment to North I-70 ramps) ~\$1.5M

Phase 3 (segment South of I-70 through G Road) ~\$2.9M

The Horizon Drive District proposes that the City and the District fund this project 20% District, 80% City. The District will contribute \$1.2M, with \$250,000 paid at the outset of Phase 1, with annual repayments of approximately \$75,000 per year thereafter, until the District's 20% portion is repaid. This funding partnership is similar to that undertaken by the City and District in 2006, when the I-70 Interchange improvements were undertaken. In July 2011, the District made final payment to the City for its' 20% contribution to that project.

Legal issues:

NA

Other issues:

NA

Previously presented or discussed:

Council Workshop: August 15, 2011, the Horizon Drive District presented preliminary ideas related to this Corridor Improvement Project.

Letters to Council: Letters dated November 9, 2011 and October 18, 2011 from the Board of Directors of the Horizon Drive District proposed funding for the project on a 20% District, 80% City basis. Specifically, the letter offered a lump sum payment of \$250,000 from the District, with annual payments of \$75,000 for approximately 10 years, until the 20% District share was repaid. (Attachments 3 and 4.)

The Corridor Improvement plan has been made public at two public forums (April and May 2012), as well as online at the District's website. The District has solicited public comment on the plan through online survey from April 19 – June 20, 2012 and has been the subject of at least three newspaper articles, letter to the editor, You Said It comments and several television stories. (Attachment 5.)

Attachments:

1. Street Improvement Plan, with driveway cuts, June 2012
2. General information presentation, May 2012
3. October 18, 2011 letter to City Council from Horizon Drive District
4. November 9, 2011 letter to City Council from Horizon Drive District
5. Public Forum summary, May 2012



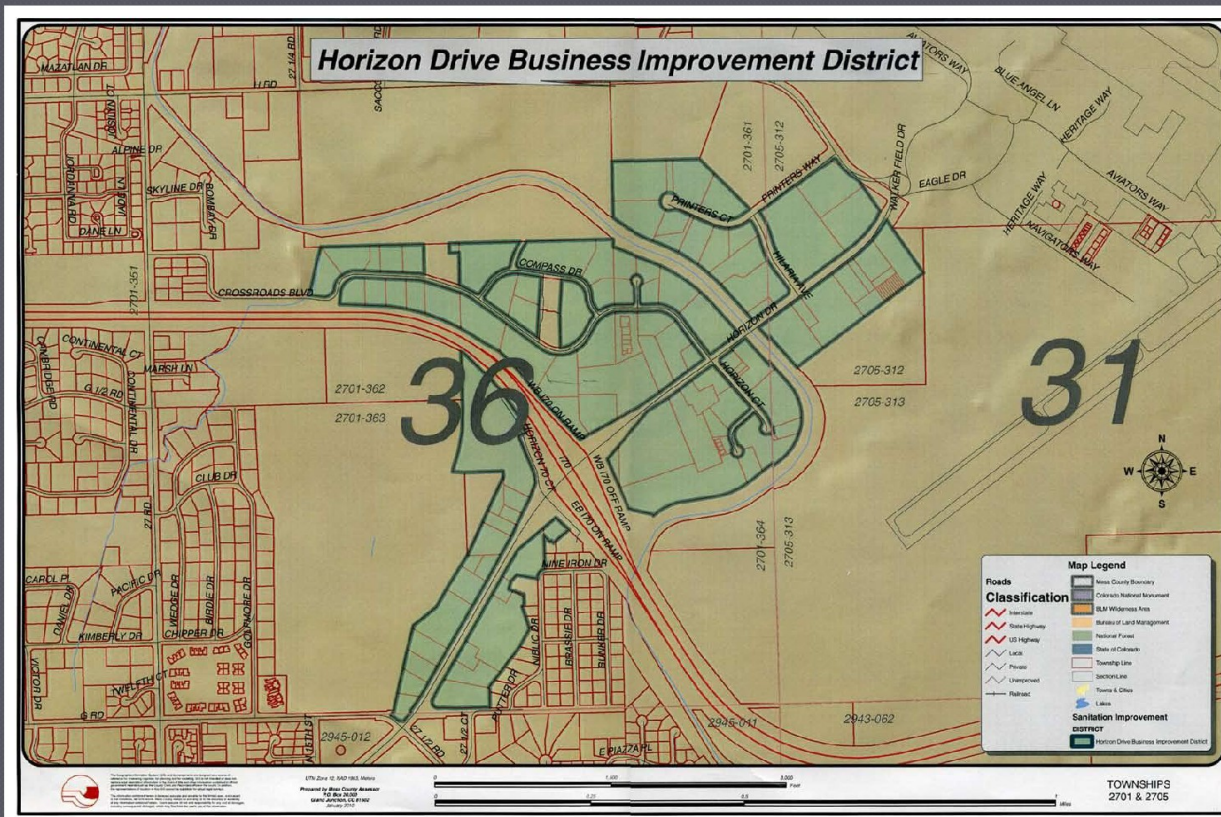
Mission Statement

Committed to build community, enhance the beauty and advocate the economic vitality of the Horizon Drive District.

Reviewing History – Envisioning the Future

Horizon Drive District

- more than 200 businesses
- more than 120 properties
- funded by a mil levy on property



Horizon Drive District

Milestones

- **2004**
 - Formed Business Improvement District (“BID”)
- **2006 - 2008**
 - I-70 Gateway improvements
 - Largest art feature in City – Wild Horse mosaic at I-70 underpass
- **2009 - 2010**
 - Formulate mission, strategize for future
- **2010 - 2011**
 - Info gathering and concept development
 - Economic Impact Study
- **2011 - 2012**
 - Select design team, formulate designs



Design for future

and for all users

- Gateway to the City
- Invest for future
 - Economic impact positive when City gateway is beautiful
 - Annual \$\$\$ allocated for transportation
- Improve traffic flow
- Beautify
- Increase safety
 - Key is to design appropriately for all users

Where We've Been



2005

First Big Step



Welcome to Grand Junction

First impressions are lasting impressions



Planning for the future



More than a pass-through the District is a neighborhood



Thriving with people....and businesses

Connecting with Regional Airport



Connecting with Downtown



Economic Impact

Horizon Drive District

- \$300 million in economic value annually
- 20,000 vehicles daily; 7 million annually
- 200,000 airport passengers annually
- 200+ businesses
- 70% of all lodging in Grand Junction
- 25% of all office space in Grand Junction
- Area business employ over 2,600 people
- Average wage \$40,856

2011 Study by Social Science Research Center,
Colorado Mesa University



Economic Potential

Horizon Drive District

- 49% of land in District is currently undeveloped
- This means the \$300 million annual impact is generated by 51% of the land
 - When developed...
 - Potential to **double** the \$300 million annual impact
- There is vacant land adjacent to District
 - \cong 90% the size of District
 - If this land were developed as part of District, potential 90% increase to the District's impact.

2012 Study by Social Science Research Center, Colorado Mesa University



2011 Survey

Horizon Drive District

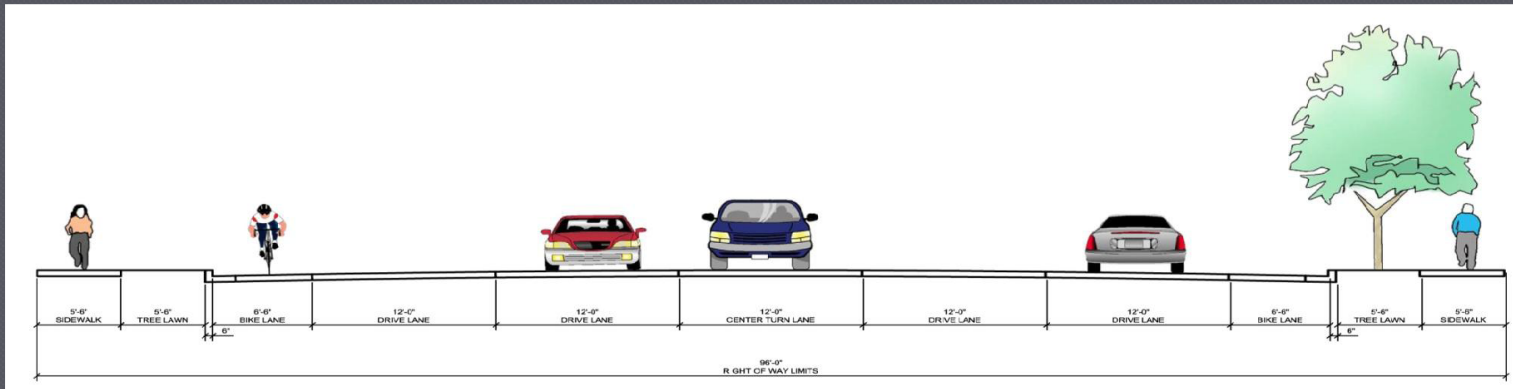
- 1) Improve curb appeal; overall appearance; beautification
- 2) Improve traffic flow
- 3) More small business; retail and restaurants
- 4) Improve pedestrian and bike safety
- 5) Build neighborhood feel



Our Design Team

- Horizon Drive District Board of Directors
- City of Grand Junction
 - Engineering
 - Traffic
 - Neighborhood
 - Parks & Recreation
- Ciavonne, Roberts & Associates
 - Ted Ciavonne, Craig Roberts
Grand Junction Firm

Curb appeal –Now



- “Anywhere” USA –not particularly beautiful - or memorable
- Four travel lanes: curb to curb=74 feet [ROW total \cong 96 feet]
- 4 signalized intersections in 1.25 miles
- Free-for-all center lane = uncontrolled vehicle movements
- Encourages speeding
- ~6 traffic accidents annually
- Transients at interchange = ‘work’ as traffic stopped



Beautification

- Existing:
 - Few trees
 - Inconsistent, if any, landscaping
 - 96' of asphalt, free-for-all center lane=speeding
- Proposed:
 - Landscape: center median and along sidewalks
 - Pedestrian friendly: wider sidewalks with crosswalks
 - Art: opportunities at crosswalks and roundabouts
 - Improved bus shelters

Traffic - Now & future

- Current: $\cong 20,000$ ADT (Average Daily Traffic)
- By 2035=
 - North I-70: by 2035 = 45,000 ADT
 - 225% increase
 - Due to anticipated development of vacant land
 - South I-70: by 2035 = 23,000 ADT
 - 15% increase



Improve Traffic Flow

- **Proposed**: 96' feet, with trees and landscaping
 - Four lanes of traffic
 - Integrated bike lane
 - 4 roundabouts, each 2 lanes in width
 - Slower speed but faster travel time
 - Accidents reduced
- Recap – **Existing** = 96' feet, all asphalt or concrete
 - Four travel lanes
 - 4 signalized intersections in 1.25 miles
 - Free-for-all center lane
 - Bike lane
 - ~6 traffic accidents annually

Pedestrians & Bikes - Now

- **Biking bravely**
 - Width of road encourages speeding vehicles
- **Walking warily**
 - Inconsistent sidewalks
 - Crosswalks only at large intersections
 - Difficult to cross 90+ feet of street
 - Transients at interchange



Safety

- **Pedestrian**

- Now: Few crosswalks. Difficult cross Horizon Drive
- Proposed: Wider sidewalks, crosswalks, landscaping for shade, interest and beauty.

- **Bike**

- Now: No median or visual interest= speeding
- Proposed: Improvements will slow traffic to existing speed limit; integrated bike lane and option to use wider sidewalk

- **Vehicle**

- Preventing speeding = less accidents
- Shorter travel time with roundabouts;
Signal = average 15 second wait

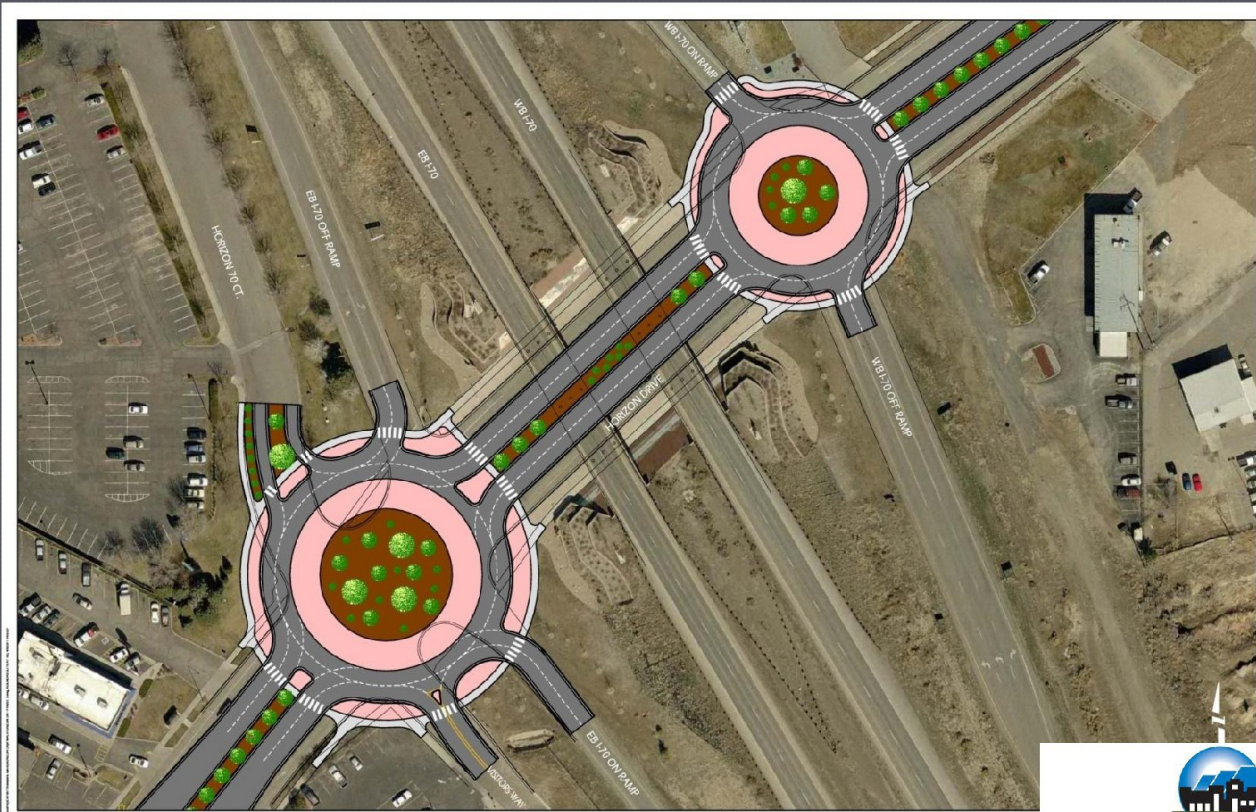
Median & Roundabout Concept

Horizon & Crossroads Blvd



Median & Roundabout Concept

I-70 Interchange



Median & Roundabout Concept

Horizon & G Road



Roundabouts

Proposed: Horizon Drive = 4 roundabouts

- **FACT: Roundabouts work**
 - Travel time reduced
 - “Queue” wait time reduced or eliminated
 - Vehicle/Vehicle accidents reduced
 - Vehicle/pedestrian/bike conflicts reduced
 - Colorado and other states have adopted positively
 - Avon, Edwards, Rifle, Fruita and Golden CO
 - Accepted- by communities and CDOT
 - **SIGNIFICANT** safety improvement.
 - Accidents=‘fender bender’ or ‘sideswipes’ rather than serious injuries

Roundabouts

Case Study: Golden, CO = 1998

- Needed to design for new shopping center & associated traffic increase
- “Queue” delays exiting/entering businesses
- \cong 1 mile of street area considered for changes
- Suburban highway very similar to Horizon Drive –
 - 4 lanes
 - Fast food businesses
 - Multiple driveways, etc.
- Largest opposition = King Soopers / new shopping center

Roundabouts

Case Study: Golden, CO

Constructed 4 roundabouts in <1 mile in 1998 – 1999

With Roundabouts:

- =King Soopers exceeded its sales projections
- =60% increase in sales tax revenues
- =62% reduction in accidents
- =Travel time shorter, 68 seconds to go $\frac{3}{4}$ mile.
 - With signal lights=78 seconds (2 signals) 103 seconds (3 signal)
- =Reduced access wait time to 13 - 40 seconds
 - Without roundabouts, access time ranged from 28 to 118 seconds.

• <http://lscdenver.com/Papers/Minnesota%20Revised%202006.pdf>

Improvements in 3 Phases

- **Need to have “shovel ready” design**
- **Need to phase project**
 - Funding
 - Horizon Drive District 20% funding
 - Grand Junction City Council
 - Federal or State grants
 - Construction impact to businesses
- **3 Phases**
- **Phase 1: Target 2013**





Area 1

Area 2

Area 3



What is next?

Horizon Drive District

- Now:
 - Your input via survey
- If HDD property:
 - In person meetings
- Next month: Design concept complete
- July: Present to Grand Junction City Council
- August: Budget and Funding determined
- October: Construction documents
- December: Out to Construction Bid
- If funding in place =
 - Summer 2013: Phase I construction

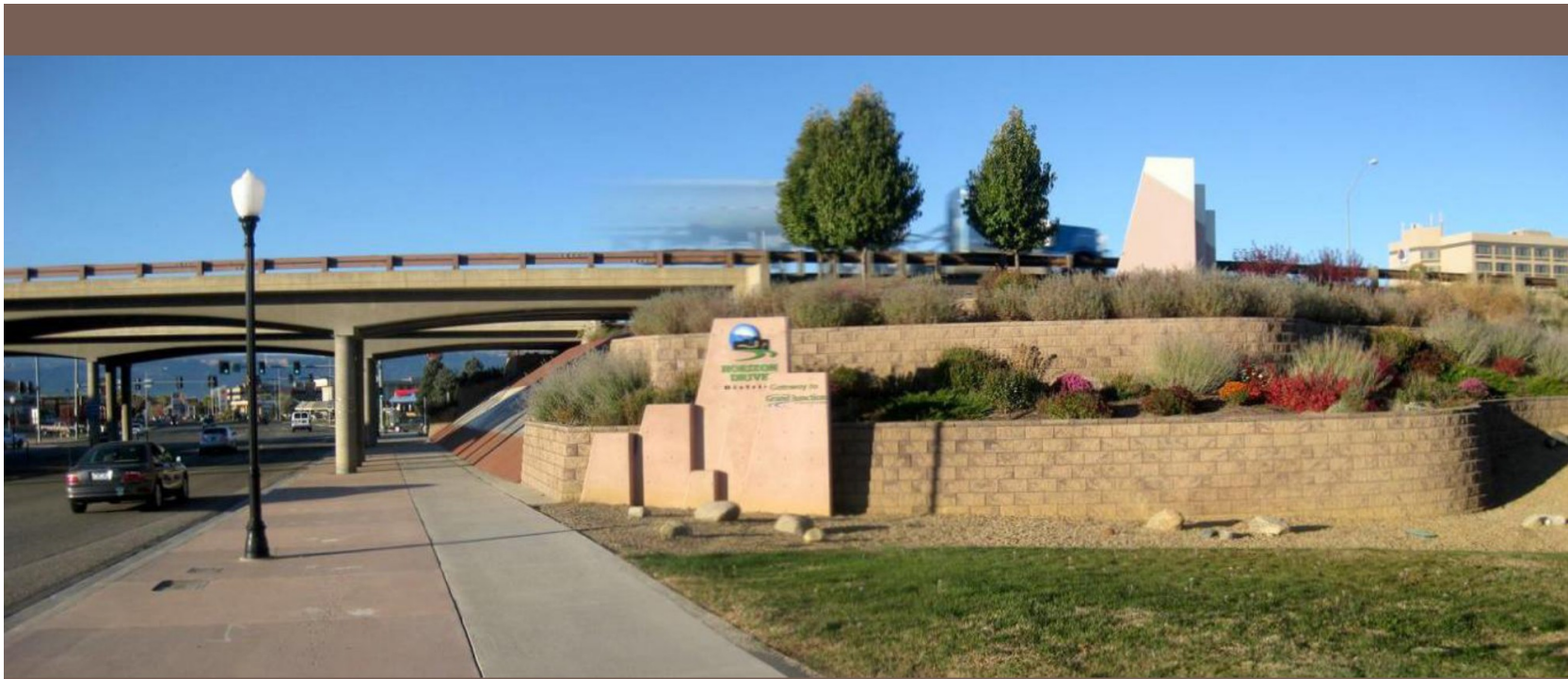


First we shape our communities
then our communities shape us



Thank you for your support





CONCEPT DESIGN REVIEW

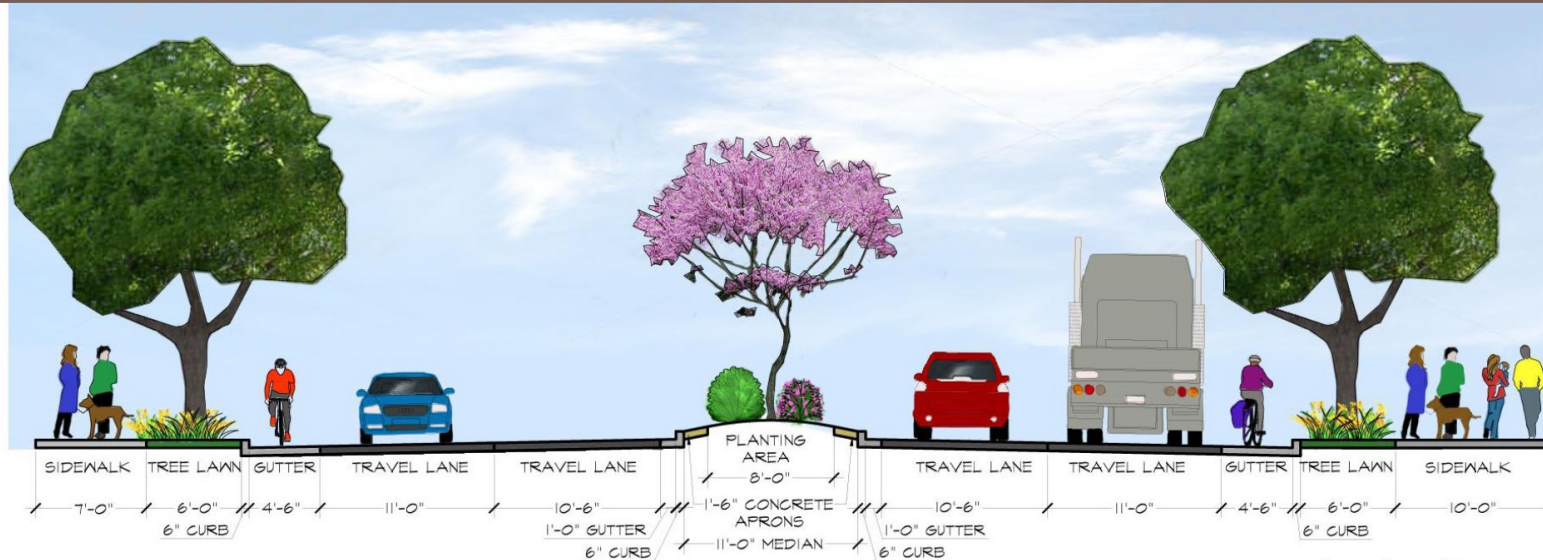
HORIZON DRIVE DISTRICT CORRIDOR IMPROVEMENTS
GRAND JUNCTION, COLORADO

Ciavonne, Roberts & Associates, Inc. / Winston Associates, Inc.

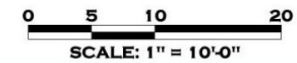
Potential Street Sections

- Developed with input from City Engineering and City Traffic staffs
- Feel the 12' median (curb-to-curb) is important
- The preferred street section will dictate aspects of the streetscape design

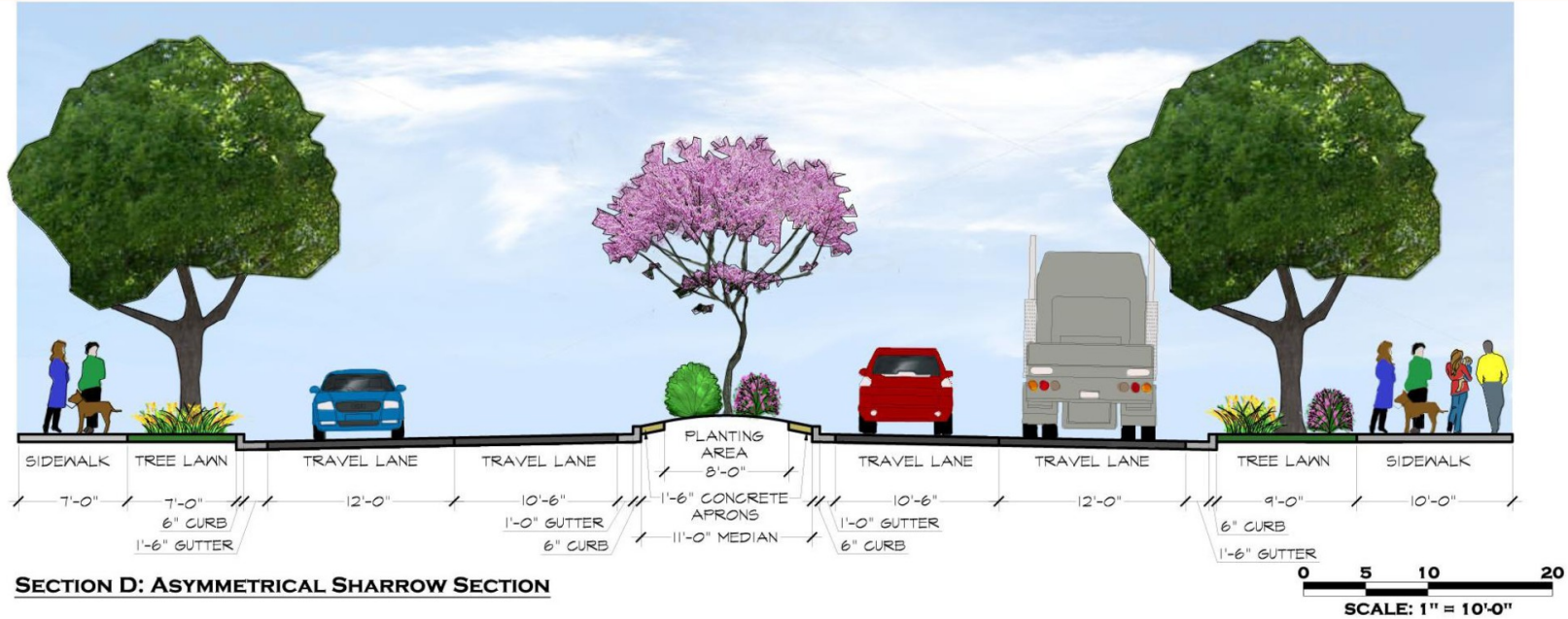
Street Section C



SECTION C: ASYMMETRICAL ON-STREET BIKE LANE SECTION



Street Section D



Landscape Character Options

- 3D studies focus on median and edge area
- Select a preferred option to be developed as the Final Schematic Design Plan

Landscape Character Option A



Landscape Character Option A



Landscape Character Option B



Landscape Character Option B



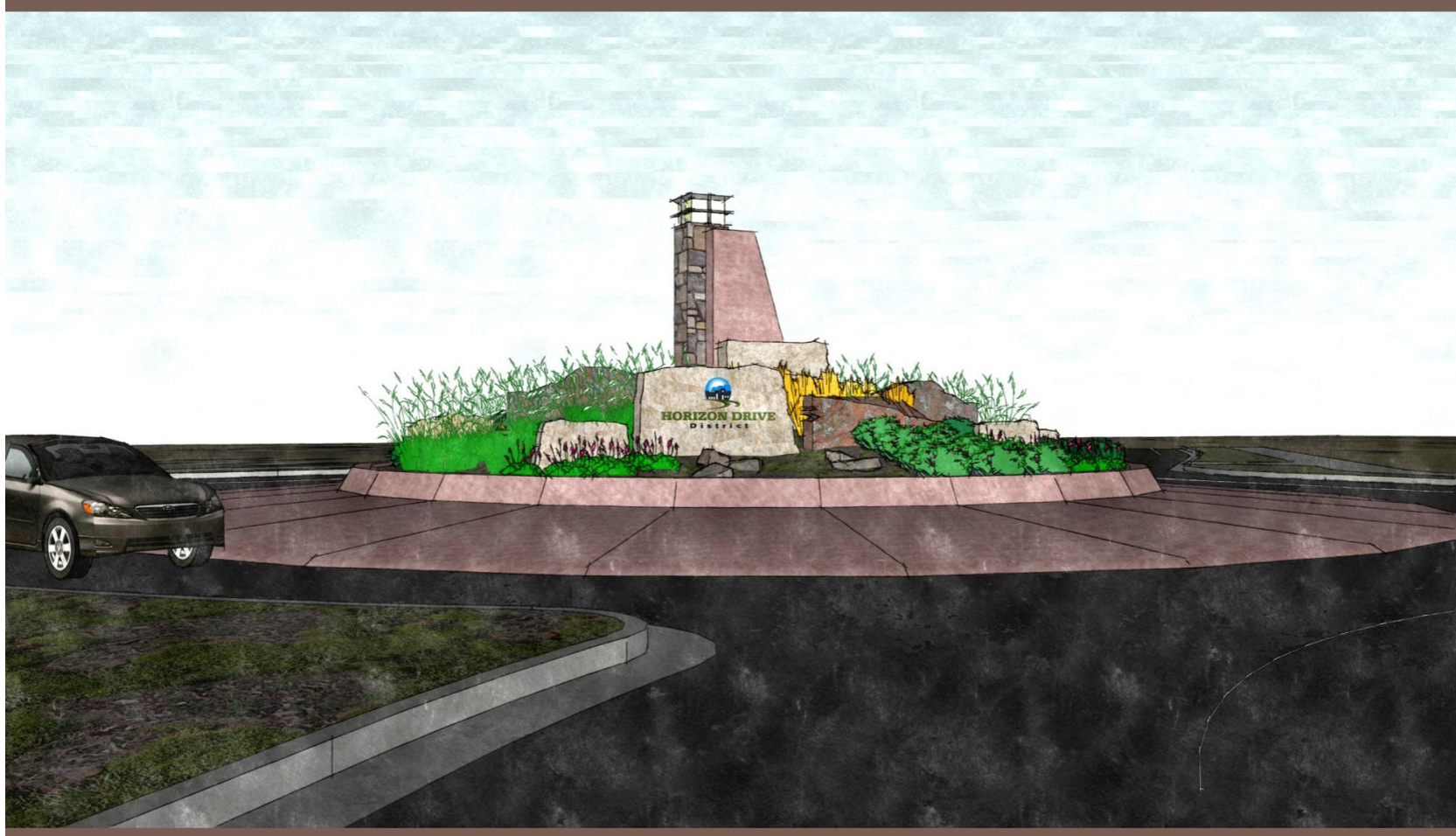
Roundabout / Entry Feature Options

- Include a range of signage / architectural icons
- Art shown as a symbol
- Can remain conceptual for Final Schematic Design Plan – more critical to refine during Design Development and Construction Documents

Roundabout / Entry Feature Option A



Roundabout / Entry Feature Option A



Roundabout / Entry Feature Option B



Roundabout / Entry Feature Option B





HORIZON DRIVE **District**

Gateway to Grand Junction

October 18, 2011

City Council
250 North Fifth Street
Grand Junction, Colorado 81501

Greetings, Mayor Kenyon and Council members:

Since our meeting with you August 15, and with your support, the Horizon Drive District Board of Directors has continued to engage the next steps that will advance the improvement of the Horizon Drive Corridor,

As you know, The Horizon Drive neighborhood is one of the significant gateways to Grand Junction, with "first impressions" being established quickly in relationship to the Regional Airport and Interstate 70. The District has recently received an ***Economic Impact & Traffic Report*** completed by faculty from Colorado Mesa University (CMU), which has documented the significant "piston" which the District serves in the "economic engine" of Grand Junction.

- Over 20,000 vehicles travel through the District every day.
- The District's businesses employ over 2,600 employees.
- The District adds over \$300 million annually to the direct, indirect and induced economic value to Mesa County.

(See: Horizon Drive District Economic Impact Study, 2011, Colorado Mesa University. Full report available at www.HorizonDriveDistrict.com.)

The purpose of the Horizon Drive Corridor Improvement Plan is to enhance the economic vitality, safety and beautification of this important gateway and corridor. The Board feels that the improvements will stimulate continued economic growth with current businesses, as well as to foster quality development of the un-improved parcels within and contiguous to the District. (The District is in discussion with CMU faculty to forecast the potential economic impact when the District is fully developed.)

Following your positive response and encouragement August 15, the District continues to develop and clarify the details of the proposed improvements. The District is engaging design professionals that will develop plans for enabling the project to be "shovel ready", with the first Phase anticipated to occur from the Airport to Crossroads Boulevard. We anticipate that Phase I could begin as early as 3Q2011.

WWW.HORIZONDRIVEDISTRICT.COM

970.985.1833

P.O. Box 4191 Grand Junction, CO 81502

While you consider the City budget for 2012, we respectfully request City Council to consider allocating funds to the Horizon Drive District's Corridor Improvement project. Phase I of the Corridor project is estimated to cost approximately \$1,500,000 - \$1,600,000. Similar to the first project completed in partnership with the City, the District proposes a 20/80 District/City cost sharing of the Corridor Improvements.

The District's 2012 Budget allocates \$250,000 to be used in partnership with the City of Grand Junction for investment in the Horizon Drive Corridor Improvement project. The District stands ready to immediately fund this amount, and to commit a \$75,000 reimbursement to the City each year, until the District has funded 20% of the project cost.

Thank you for your consideration. The Board values the Council's vision and leadership for the City and your continued support of the Horizon Drive District.

Sincerely,
Horizon Drive District

A handwritten signature in black ink, appearing to read "Clark Atkinson", written over a horizontal line.

Clark Atkinson
President

cc: Laurie Kadrach, City Manager



HORIZON DRIVE **District**

Gateway to Grand Junction

November 9, 2011

City Council
250 North Fifth Street
Grand Junction, Colorado 81501

Greetings, Mayor Kenyon and Council members:

Thank you for your continued support of the goals and strategic mission of the Horizon Drive District. The work we have undertaken, in partnership with the City, is key to the economic and social vitality of the Horizon Drive neighborhood as an important gateway to Grand Junction.

At your request, the Horizon Drive District (District) is submitting to you the financial forecast and summary for funding the improvements to the District Corridor, proposed in our letter to you dated October 18, 2011.

In summary that proposal anticipates a total expenditure by the Horizon Drive District and the City, totaling approximately \$5 - \$6 million, to make substantive improvements to the safe and efficient flow of vehicles, pedestrian and beautification improvements from the Airport to G Road on Horizon Drive. The first Phase of the improvements, which the District would like to commence in 2012, is estimated to cost a total of \$1,510,000. After taking into account the immediate contribution by the District, the City share in 2012 would be approximately \$1,260,000.

The District proposes a 20:80 cost split to the District and the City, which is the same ratio of cost sharing employed at the successful I-70/Horizon Drive intersection. (The District made the final payment to the City for that project in 2011.)

Based on the anticipated workscope, the estimated share of the District's Cost would be \$1,000,000 to \$1,200,000. The District is prepared to immediately fund \$250,000, and to repay the City \$75,000 per year thereafter, until the District's portion is re-paid, similar to the first project undertaken by the City and the District.

The following will summarize the planning of the District Board, outlining the Revenue, Operating Costs, Current Assets and ability of the District to re-pay the City it's proposed share of the improvements.

VISIT THE DISTRICT
WWW.HORIZONDRIVEDRIVEDISTRICT.COM

970.985.1833

P.O. Box 4191 Grand Junction, CO 81502

DISTRICT REVENUE

The Horizon Drive District (District) receives funding from a property tax mill levy, which is self imposed by all property owners within the District. All commercial properties within the District (residential properties are exempt) are taxed at a mill levy that was approved by the District constituents. The District receives professional counsel to determine the levy each year, in compliance with all statutory limits, including the Colorado Legislative Council and Tabor. The Board has considered diminished property values as a result of the current recession, and the forecast revenue is approximately \$190,000 per year, which may grow over time, with increased property development, increased property valuations, or District expansion.

In determining the amount of the capital contribution that the District can fund each year towards the proposed capital improvements, and furthermore, in light of the prevailing economic uncertainty, the District Board has taken a conservative view, and has forecast flat revenue for the District in years ahead.

ANNUAL OPERATING COSTS

The District has achieved stabilization over seven years in understanding the operating costs. The annualized operating costs of the District have been approximately \$102,000. The District forecasts that the future operating costs will be in the range of \$105,000 to \$110,000 per year.

Assuming zero growth in district revenue, the annualized revenue in excess of operating costs is forecast to be \$80,000 to \$85,000 per year. Therefore the annual contribution of \$75,000 can be repaid by the District and enable the reserve to grow modestly.

CURRENT ASSETS

Forecasting the year end liquid assets, from the current balance sheet, the District Board estimates that the District will have liquid assets approximating \$450,000 at year end 2011.

RESERVE

With seven years of historical operating costs, and anticipating the unanticipated, the District Board has taken a conservative view to keeping a reserve. The District believes that a \$200,000 operating reserve is responsible and sufficient. This leaves \$250,000 immediately available.

ASSETS READY TO GO TO WORK

The excess assets should go to work for the District. The Board determined that it should allocate \$250,000 immediately to fund, in tandem with the proposed partnership with the City, improvements to the Horizon Drive Corridor.

SUMMARY FORECAST:

Current Assets	\$450,000
Reserve	<\$200,000>
Capital for Immediate Contribution	\$250,000
Annual Revenue	\$190,000
Annual Costs	<\$110,000>
Excess Annual Revenue	\$ 80,000
Annual Contribution	\$ 75,000
Total Cost	\$6,000,000
Total City Contribution	\$4,800,000
Total District Contribution	\$1,200,000
Less 2012 District Contribution	<\$250,000>
Balance Owed by District	\$950,000 to be repaid in equal installments over 13 years.

Notes:

1. If the District experiences increased revenue, which is likely, the District can accelerate repayments to the City, at the discretion of the District Board.

Thank you for your consideration. The District feels that the timing is crucial to implement the improvements, starting with the first Phase.

Please feel free to contact me, at 970-985-3340 or the District's representative, Victoria Patsantaras, 970-985-1833, if you have additional questions. I also extend a standing invitation for any of you to attend our monthly Board Meetings, held the 2nd Wednesday of each month. Thank you again for your continued support of the Horizon Drive District.

Sincerely,
Horizon Drive District

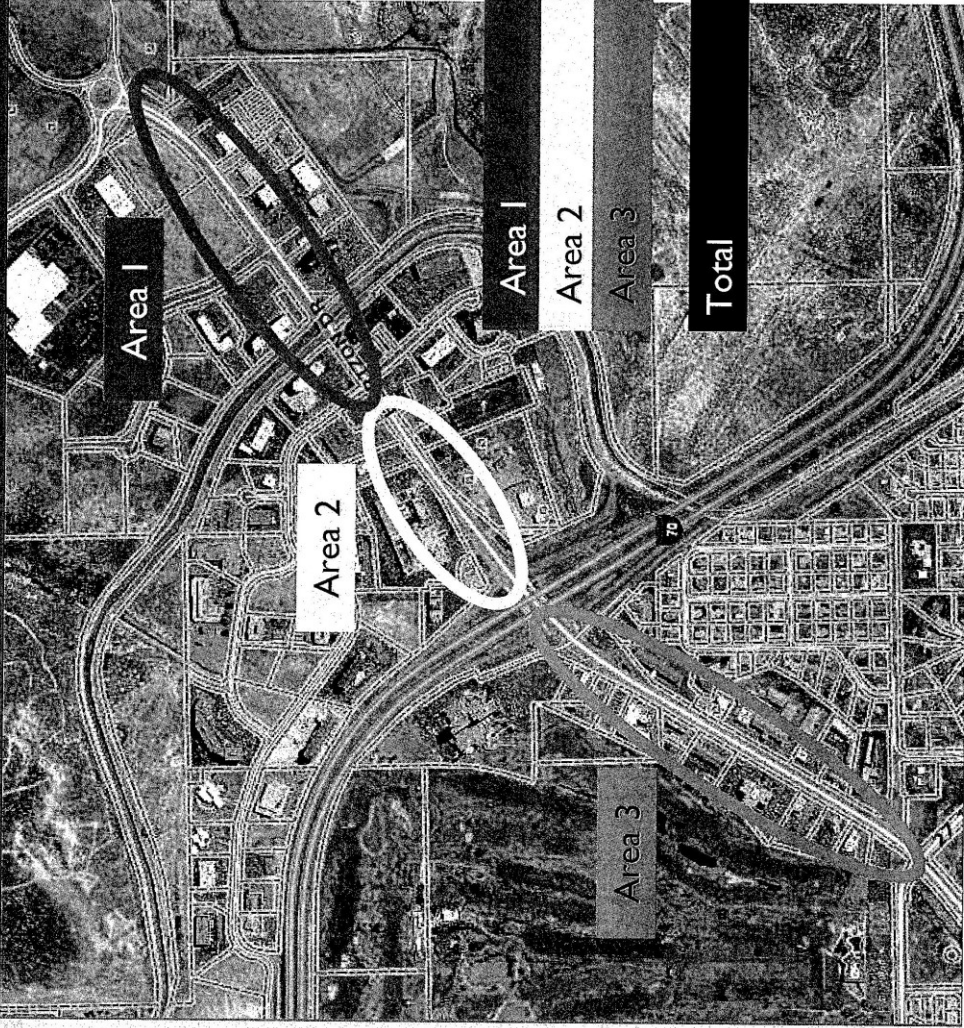


Clark Atkinson
President

cc: Laurie Kadrich, City Manager

Horizon Drive District

August 15, 2011



Area 1

Area 2

Area 3

Area 1

Area 2

Area 3

Total

\$1,510,000

\$1,210,000

\$2,600,000

\$5,320,000

Horizon Drive District Summer 2012 Public Forums Report

On April 19, 2012 and May 23, 2012, the Horizon Drive District (HDD) held public forums regarding the proposed corridor improvements to the Horizon Drive area. The purpose of these two public forums was to show HDD's progress in developing a corridor improvement plan along Horizon Drive as well as gain input from District stakeholders such as property owners and business owners. Overall, the two events were a success in both attendee turnout and general acceptance of the corridor improvement plan.

Event Communication

The HDD sent several flyers, emails and personal invitations to area property owners and business owners to inform them of the public forum dates. HDD also posted the events on the HDD website (www.horizondrivedistrict.com) and distributed a press release to all news outlets in Grand Junction. The meetings were well publicized to the public in various media outlets like KREX, KJCT, GJ Sentinel, and The Business Times.

Attendees

The two forums brought in roughly 80-90 attendees over the two dates. The attendees were a mix of property owners, business owners, city officials, area residents and the general public. Representing the Horizon Drive District, all Board Members were in attendance as well as key partners that include the City of Grand Junction Planning Department, GJ Visitor & Convention Bureau, Ciavonne, Roberts & Associates, Cobb & Associates and the Colorado Department of Transportation.

Format

The format of the forums consisted of roughly 20 minutes of a PowerPoint presentation followed by 10 minutes of Q&A. The presentation covered the following topics:

- Who/what is the Horizon Drive District is
- What do we do / what have we done so far
- Horizon Drive area economic impact – current and potential
- Corridor Improvement Plans
 - General street design and layout
 - Landscaping options
 - Median options
 - Roundabout center feature options
- Increased safety – pedestrian, bicycle and automobile
- Roundabout case study – Golden, CO
- Corridor improvement phases, timing & next steps

Areas of Interest/Concern

The majority of the questions and comments asked by the attendees were neutral in nature and pertained to specifics about the street improvement plans, such as:

- How many crosswalks will there be?

- How large will the lanes be?
- Where will the roundabouts be? How many will be installed?
- Will the speed limit remain the same?
- When will the construction begin?
- Which phase will HDD begin with? Why?
- Who from the city is involved in the planning process?

Two main areas of debate surfaced during the question and answer period. The first area of debate among attendees pertained to the addition of a center median throughout the corridor. In the current improvement plans, the existing center “suicide lane” will be removed and replaced with a center median for pedestrian crossing but also allows for select left turns throughout the corridor. The majority of attendees were in favor of adding a center median citing increased pedestrian and bicycle safety as well as better traffic flow. An individual spoke against the idea of a center median, noting that it would inhibit customers from reaching certain businesses and thus hurt their businesses revenues. A few other attendees were concerned that the addition of the median might not permit large semi-trucks to enter and exit their properties. This concern was quickly abated by a city engineer stating that truck-turning templates had been used in the design of the street and sidewalk widths to ensure an allowable turning radius.

The second area of debate among attendees was the addition of four roundabouts along Horizon Drive. A general hesitation and poor perception exists around roundabouts most likely stemming from bad personal experiences with other roundabouts throughout town. From our discussions at the forum, roundabouts are sometimes seen as difficult to navigate - especially for tourists and having ingress/egress issues for large vehicles and semi trucks. However, after stating the advantages of roundabouts – increased safety and increased traffic flow – most attendees were satisfied with the roundabout additions.

A few people asked how the project was being funded, paid for and maintained. The Horizon Drive District is a business improvement district and has collected a mil levy on property taxes since 2004. HDD plans to pay for 20% of the cost of the improvements through these funds and is asking for the City of Grand Junction to pay for the other 80% minus any federal grant monies. With regard to individual properties, the Project will pay for any changes to the property located in the right of way. Individual property owners are invited to update their private landscaping, to compliment the Project upgrades.

A full list of questions and answers asked during the public forums is provided in the appendix of this document.

Outcome

The HDD Board views the outcome of these public forums as positive. After the conclusion of the public forums, the HDD Board Members met to discuss any needed changes to the plans. Based on input from the public forums, the next round of corridor improvement plans will reflect the following:

- 12' median to replace center lane – allows for selected left turns, selected u-turns and safer pedestrian crossing at key points along Horizon Drive
- Dedicated bike lanes with 4' concrete pan to create clear zone distinction for drivers and bikers
 - Determined not to add a sharrow lane in order to increase bicycle safety and minimize road navigation complexity
- Landscaping will be more natural which will mimic local area vegetation
- Roundabouts are approved
 - Roundabout centers will use a combination of high and low design elements
 - I-70 roundabouts will use a tall entry feature
 - Crossroads & G Road roundabouts will be lower entry features
- Design adjustment of median to accommodate a left hand turn lane at the Loco Station on the east side and the Shell station on the west side of Horizon Drive.

Next Steps

The design changes to the corridor improvement plan, as noted above, will be made by Ciavonne, Roberts & Associates and City Engineers, and then resubmitted to the HDD Board for approval. Another public forum will be held in the Fall 2012 to release updated plans. In the meantime, HDD will continue to meet with individual property and business owners to discuss the impact. Upon funding approval from the City, HDD hopes to begin construction of Phase 1 (Crossroads to Airport) in 2013.

APPENDIX

Questions & Answers

April 19, 2012 Meeting

- East bound 1-70 off ramp – will the roundabouts change the effectiveness of the restaurant directional signage? Will the signs change?
 - *At this time, the signs will not be replaced. The current location of the signs is far enough from the intersection that no change in sign effectiveness is anticipated.*

- What will be the posted speed limits post-improvements? Is this a safe speed limit for pedestrians?
 - *The speed limit for the area will remain the same. It is a safe speed for pedestrian crossing. The addition of the roundabouts and crosswalks will also help to ensure even traffic speeds and safe crossings.*

- When will construction start? When will each of the phases begin/end? How long will it take from beginning to end?
 - *Depending on funding, the first phase of the project (from Crossroads Blvd to the Airport) will break ground in Spring 2013. It is estimated that the project will take three years, if funding were granted for the entire project.*

- Why start at Phase 1-Crossroads to H Road? Why not between G Road and 1-70?
 - *Phase 1 is the shortest leg of the project, making it the least expensive. It is also the least trafficked area of the corridor, so the construction impacts will be less on the existing businesses. Lastly, this area is the first section of Grand Junction that visitors see when coming into the community from the airport.*

- Are the roundabouts large enough for big trucks? How large are they?
 - *Yes, the roundabouts are designed to be two lanes wide and are designed to accommodate the wheelbase of commercial trucks.*

- Who, from the government, is involved in the planning process?
 - *The City of Grand Junction's: Planning, Engineering, and Neighborhood Services departments are all part of the team working on this project. Additionally, members of the Traffic and Safety Department of the Colorado Department of Transportation (CDOT).*

- Need a list of businesses in corridor. A calendar of events of happenings on the corridor.
 - *HDD is considering offering a business to business portal that would include a Horizon Drive corridor events calendar.*

MAY 23, 2012 Meeting

- Why are you getting rid of the center turn lane? This will hurt my business.
 - *The existing "suicide" center turn lane is proposed to turn into a relatively continuous median, which will promote pedestrian, bicycle and automobile safety throughout the corridor. Studies have proven that center medians, coupled with roundabouts, have increase business productivity. There are plans to place left turn options strategically and to accommodate U-turns strategically. The median will also provide a "safety zone" for pedestrian crosswalks, which are an integral part of the Project design. These crosswalks will not only increase pedestrian safety, but provide ease of access to businesses. Additionally, it should be noted that future estimates of traffic on Horizon Drive place 45,000 cars a day. Such volume will mean cars will have a hard time making a left turn into oncoming traffic.*
- 6 traffic accidents a year is minimal. Is it worth creating a center lane?

We are trying to design for the future. With future traffic count volumes, it will be likely that accidents simply increase. More cars mean left turns are not possible, nor safe. More cars mean pedestrians will not be able to cross Horizon Drive. The center lane removal and median installation will benefit all users: pedestrians, bicyclists and cars.
- Are you going to place trees in front of my signs?
 - *While the tree location is to be determined, the trees will be located throughout corridor and we will try our best to minimize sign obstruction.*
- If lanes are shrinking in size, and a median put in the middle, will the road be large enough for RVs and large trucks?
 - *The traffic lanes on the road, as well as the entries and exits to all properties are being designed to accommodate large trucks and RVs. The City engineers use a truck-turning radius template to ensure that the sidewalk and curb cuts will allow turns into and out of a property.*
- Where will the roundabouts be located?
 - *There will be four roundabouts added to Horizon Drive – G Road, I-70 East, I-70 West, and at Crossroads Boulevard.*
- Will there be traffic signals for crosswalks like at CMU?

No, there will not be traffic signals at the proposed crosswalks.
- Will there be too many plants to obscure people?
 - *No, plants will be at ground level so as not to obstruct view of pedestrians.*
- Where in town are there similar lane sizes?
 - *7th street, 12th & Patterson, north to Horizon Drive.*
- Is there a vision for the land near Zarlingos?

- *Currently no. This land is part of a CDOT right of way. The District is working with CDOT to discuss various options. Additionally, this area provides access to the irrigation ditch just north of the I-70 West ramp.*
- **Is it possible to create pedestrian bridges?**
 - *While it is possible, the cost is too high to be realistic. Additionally, people do not use them unless forced to.*
- **How far apart will the cross walks be?**
 - *It depends on the location, but they are still to be determined. They will be strategically placed throughout the corridor.*
- **How large will the median be? Is 12' too large?**
 - *We are proposing a 12 foot median for two reasons. First, in order to put in a left turn/U turn lanes, the design must allow cars to stack out of the way of the main lanes. Second, our design of the pedestrian crosswalks are such that the pedestrian is angled - turned toward on-coming traffic- before crossing. This design will help increase visibility and awareness for both the pedestrian and driver.*
- **How will this project be paid for?**
 - *The Horizon Drive District is a business improvement district that has collected a mil levy tax on Horizon Drive commercial properties since 2004. HDD plans to pay for 20% of the cost of the improvements with these funds. HDD is asking for the City of Grand Junction to partner and pay for the other 80% of the project cost, minus any federal or state grant monies that may be available.*
- **Who will maintain this landscaping?**
 - *After completion of the corridor improvements, the City of Grand Junction will maintain the landscaping.*
- **Will changes to property owners land be compensated by the city?**

The Project will pay for changes to property located in the right of way. Individual property owners are free to update private landscaping to compliment the project upgrades.

 -
- **When will these projects start? What season? Preferably not summer!**
 - *Currently, unknown start times. This is due to the fact that funding has not been wholly determined. When the project is about to begin, tentative construction schedules will be shared with the District's email list.*



**CITY COUNCIL STAFF REPORT
WORKSHOP
Attach W-2**

Date: July 4, 2012
Author: John Camper/Rob Schoeber
Title/ Phone Ext: Police Chief, x. 3565, Parks and Rec Director X3881
Proposed Meeting Date: July 9, 2012/11:30 a.m.

Topic: Selection of Exterior Artwork at New Police Building and Tower at Lincoln Park
Staff (Name & Title): Rob Schoeber, Director, Parks and Recreation John Camper, Police Chief, Police Department

Summary:

City Council will be presented with information on the artist recommended for exterior artwork at the new police building, and the exterior of the Tower at Lincoln Park. Council will be asked to provide approval on proposed artwork submitted by the artist and the Commission on Arts and Culture.

Background, Analysis and Options:

Police Building

An art committee comprised of police and fire employees, as well as representatives of the Arts Commission, convened several times to evaluate 10 Colorado artists who submitted proposals for artwork at the new public safety complex. For exterior artwork at the Police building, artist Greg Todd was the clear favorite. He submitted two clay models for consideration, and City Council will be asked to choose the piece that they would like to see installed in front of the Police building. Art for other locations at the complex, both interior and exterior, will be considered and presented to City Council at a later date.

Mr. Todd is a highly regarded and experienced artist based in Greeley, CO. A retired firefighter with over 25 publicly placed works throughout the United States, he has submitted proposals for two life-sized bronze sculptures. Option #1 conveys two young children riding double on a bicycle and being cautioned on safety by a police officer. Option #2 conveys two young children helping a police officer hang a United States flag. Attached are photographs of the clay models; however a brief PowerPoint presentation will outline and describe the two options in greater detail.

Tower

The Grand Junction Commission on Arts and Culture held a community wide contest for artwork to be made into a 10'x30' banner that will rotate with other sports banners at the Lincoln Park Sports Complex. The winning submission will receive \$1,500 from the 1% for the arts budget, and will be unveiled during a future public event at the stadium.

Board or Committee Recommendation:

Police Building

The Arts Commission was actively involved with Police and Fire employees in reviewing artist proposals. They are in support of the artist and art presented as a finalist.

Tower

A total of 26 submissions were received from 17 artists. The Commission on Arts and Culture has narrowed the finalists to 3, with the final vote being made by members of City Council and the Parks Improvement Advisory Board.

Financial Impact/Budget:

Police Building

Funding is provided through the provisions of the 1% public arts requirement, which is set at \$218,750 for the Public Safety complex.

Option #1 is priced at \$74,000, to include the sculpture, delivery, a base, and lighting. Option #2 is priced at \$80,000, to include the sculpture, delivery, a base, and lighting.

The balance of the 1% budget will be used for additional pieces in and around the complex.

Tower

\$1,500 will be paid for the winning submission. The mechanical hanging system and fabrication of one banner is estimated at \$5,588 for a total of \$7,088. A total of \$68,882 is dedicated to 1% for the arts for this project. The remaining \$61,794 will be held in a 1% line item for future community projects.

Legal issues:

N/A

Other issues:

N/A

Previously presented or discussed:

N/A

Attachments:

Two photographs of clay model proposals submitted by artist Greg Todd for the Police Building.

Option #1: "Safety First"



Option #2: "Legacy"

