



Community Report Card Grand Junction

On behalf of our reviewers and program staff, we want to thank you for taking the time to prepare and submit your application to be considered for a Walk Friendly Communities designation. We know you invested a great deal of time in this application, and we appreciate your hard work.

Based on our review, we are unable to designate Grand Junction as a Walk Friendly Community at this time. Despite that fact, we did identify a few impressive programs and initiatives that you are working on, including:

- Your work with the Urban Trails Committee is a great example of collaboration between various stakeholders and departments.
- We're glad to see your ADA transition plan as a central document for ensuring that streets and intersections are accessible for all pedestrians in Grand Junction.
- Great job collecting counts of pedestrians and bicyclists at key locations around town.

This report card summarizes some of the comments and feedback from our reviewers within each section of your application. We would encourage you to contact us if you would like to talk more specifically about your initiatives, our findings, and what we see as opportunities to expand your programs.

This remainder of this report card will provide feedback and suggestions for each section in the community assessment tool. Each section received an overall rating as defined below. To read more about how we determine designation levels, visit our Frequently Asked Questions at <http://walkfriendly.org/apply/>.

Walk Friendly

The responses in this section indicate that your community is particularly strong in this area with great efforts being made towards improving walkability. Even so, there are always areas within this section where improvements and growth could be made.

On the Right Track

This score indicates that your community does not exhibit the characteristics to be truly walk friendly in this section, but that there are still good existing programs or new programs that could be expanded. Please review our suggestions on how you could improve the walkability in this area.

Needs Attention

This score indicates that your community does not yet demonstrate strong programs, policies, and results, characteristic of a Walk Friendly Community based on the responses in this section. Consider prioritizing these programs.

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Status of Walking

Walk Friendly

It's good to see that pedestrian fatalities and injuries are not very high compared to other cities of your size. Based on your population, the rate of pedestrian injuries and fatalities is lower than what we might expect.

We recommend to devote more time formally to a coordinator position that focuses on pedestrian and bicycle issues. A community the size of Grand Junction would really benefit from having a person devoting at least half of their time to walkability and pedestrian safety in the community. Pedestrian coordinators keep programs on track and provide valuable energy behind walking-focused initiatives.

Planning

On the Right Track

One big recommendation we have is to tie your various planning documents together in a dedicated pedestrian safety action plan. That will allow you to identify some performance targets and metrics to guide your activities related to improving walkability and pedestrian safety. Such a plan would go beyond the circulation plan and other more general plans, and tie in behavioral programs, policy changes, and other initiatives to help support a walkable community. FHWA offers guidance [here](#).

We think it's important to set some specific targets for your safety goals and your mode share goals. By setting a target, you can have a clear goal to work toward. the FHWA [Guidebook for Developing Pedestrian and Bicycle Performance Measures](#) may provide some ideas for good measures to use.

We see an opportunity to move the needle on reducing vehicle trips by tightening up some of your parking policies to ensure that the city isn't promoting an oversupply of parking and that parking is designed in a way that enhances, not hinders, the pedestrian realm. Look to the Victoria Transport Policy Institute for inspiration and ideas for the sorts of parking standards (like parking maximums or absence of minimums) you can couple with [parking policies and strategies](#) to encourage more walking. For examples from Walk Friendly Communities, check out [Asheville, NC](#), and [Bend, OR](#). Creating a standalone parking plan, like this one from [Denver](#), is a great way to formalize all of this.

While it's good to see that you have a complete streets policy, it's not clear how it's being implemented. We found a 2018 draft policy online, so it's possible that you're in the process of updating this. Focusing on implementation is a critical step, so you may want to consider updating policy language if you aren't doing that already. Be sure to check out the [National Complete Streets Coalition](#) for useful guidelines and model policy language. You'll want to prioritize strong language to make it difficult for exceptions to be made.

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Education/Encouragement

Needs Attention

It's great to see that you've got some participation in walk to school programs. You should consider expanding these activities beyond [International Walk to School Day](#). To take your SRTS program to the next level, here are some helpful examples (regardless of whether the city takes the lead, there is always a role to play):

Silver-level Austin's Public Works Department has a [Child Safety Program](#) that provides pedestrian safety education to children and adults. They also sponsor a Walk, Bike, & Roll program. Fort Collins [produces an annual summary of SRTS activities](#) and has a goal to provide in-depth SRTS programming to every K-12 school once every three years.

Regular staff training may be another area of improvement for Grand Junction. Ongoing education for professional staff underscores the priority a community places upon the importance of walking, walkability, and pedestrian safety. You should take some extra steps to educate not only planning and engineering staff, but law enforcement, health professionals, and others with regard to pedestrian accommodation and safety. By educating public officials, communities can help ensure that ordinances and policies that support walking are actually implemented. The PBIC offers some [training courses](#) and free [webinars](#).

We're encouraged by the first open streets event held in 2018! These events focus community attention on the importance of active transportation and celebrate walking and biking, and having the City spearhead the effort sends a message about how these issues are being prioritized. Consider expanding the program in the future: There are many other Walk Friendly Communities that can provide inspiration, including [Charlottesville](#), [Seattle](#), [Charlotte](#), [Louisville](#), [Minneapolis](#), & [Evanston](#).

Though you're working on bicycle wayfinding, pedestrian scale wayfinding would enhance the pedestrian experience in Grand Junction. You could start small with temporary (and affordable) signs from [Walk \[Your City\]](#) and then look for local business partners to help expand the system with permanent signs. In Washington D.C., the Downtown BID led the effort of 30 stakeholder groups to develop a citywide system that is now slated to expand to neighborhoods beyond downtown.

Engineering

On the Right Track

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Engineering

On the Right Track

Expanding your sidewalk network is one of our top recommendations. We realize funding is a major constraint, but sidewalks are the basis for any pedestrian network. To help fill in sidewalk gaps and prioritize repairs, we recommend this approach from Gold-level Corvallis, OR: each year, the [Sidewalk Safety Program](#) surveys one of 11 districts in the city. The repair criteria are specific, to ensure consistent application in every situation. Corvallis's Sidewalk Maintenance Fee provides an annual source of funding to do this work, and the city will repair defects each year up to the amount of funding available.

A big part of your complete streets program should be the development of implementation or design guidelines. If you can update and strengthen your policy around complete streets, you would then benefit from having a standard set of implementation guides that transportation planners and engineers can use to make decisions about incorporating these principles into roadway projects. Take a look at the [Design Guidelines from Portsmouth, NH](#), for inspiration.

Enforcement

Needs Attention

We recommend that you conduct targeted speed enforcement at locations with high pedestrian volumes or a history of safety problems, as people walking are some of the most vulnerable road users. Your application mentions that speed enforcement locations are based on complaints but using a more data-driven approach to target areas with highest risk might be a better strategy. We suggest that you explore opportunities to implement [automated enforcement](#), which has been proven to be extremely effective. Seattle [explored this type of program](#), found success, and ended up expanding it. Coupled with other forms of speed enforcement, this would be a great way to bring law enforcement into the mix on your safety programs.

It sounds like you have several officers certified as bike patrol. Consider working with your safety patrols to develop a program for providing regular foot and bike patrols in different parts of the City. We like the [Neighborhood Resource Officer](#) program in Santa Monica, which seeks to create opportunities for law enforcement officers and community members to interact more regularly. Shifting some patrols to foot or bike can make law enforcement officers more accessible as community resources.

Evaluation

Needs Attention

We recommend that you expand your [count program](#) by investing in a few more permanent count locations, setting up a few short-duration counters that can be moved around, and combining all of this with manual counts to make sure you're getting the full picture. A city of your size probably needs additional count locations beyond the sites that you mentioned in order to capture more widespread data. This will really help you understand where investments are needed.

- For more than five years, Gold-level Somerville, MA, has been using volunteers to collect bicycle and pedestrian counts at 36 different locations. Check out the [Guidebook on Pedestrian and Bicycle Volume Data Collection](#). In addition to explaining different counting methods, this guide shows how count data can be used for measuring facility usage, evaluating before-and-after volumes, monitoring travel patterns, safety analysis, and project prioritization.

We recommend focusing some attention on performing regular safety evaluation of your completed projects. These don't have to be full-blown research projects, but even a simple evaluation can give you some metrics to report and showcase success stories. We really like San Francisco's [Safe Streets Evaluation Handbook](#), if you're looking for some inspiration about how to build evaluation into each project.