INTRODUCTION
Resolution No. 48-94 created the Grand Junction Trails Board in 1994 as a subcommittee of the Riverfront Commission to serve as the principal coordinating body for the development of a trails and pathway system throughout Grand Junction and connecting to trail systems outside the City; to plan, develop and promote such a path system and help coordinate the implementation of the Multi-Modal Plan; and to actively pursue the development of new trails both in the City and in areas which may be annexed.

Resolution No. 48-14 was adopted by the Grand Junction City Council on December 17, 2014, re-establishing the Trails Board as the Urban Trails Committee (UTC) of the City rather than being a subcommittee of the Riverfront Commission.

The Urban Trails Committee has regular meetings on the second Wednesday of each month at 5:30 p.m. at City Hall.

VISION
The UTC envisions Grand Junction as a vibrant walkable and bikeable community for all ages and abilities. The convenience, efficiency and safety of our active transportation network will be an attraction to everyone who lives here or comes to visit.

PURPOSE
The purpose of the Urban Trails Committee is to plan and promote the City Council’s goals for an interconnected network of sidewalks, paths and routes for active transportation and recreation throughout the Grand Junction urbanized area. The Urban Trails Committee will act in an advisory capacity to the Grand Junction City Council on matters pertaining to the safe, convenient and efficient movement of pedestrians and bicyclists of all ages and abilities throughout the community, as well as other forms of transit.

COMMITTEE MEMBERS
Committee members are appointed by the City Council and currently include Shana Wade (Chair), Diana L. Rooney (Vice Chair), Bob Doyle, Andrew Gingerich (RTPO), Ross Mittelman, Alisha Wenger, David Lehmann, Steve Meyer, and Orin Zyvan. Outgoing members in 2020 were Gary Stubler, Sarah Johnson, and Dr. Kristin Heumann. The Committee is staffed by Lance Gloss (Senior Planner, Community Development Department). The Committee was also staffed in 2020 by Trent Prall (Director, Public Works Department).
GOALS AND STRATEGIES

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The following Strategic Plan was approved by the Urban Trails Committee in November 2015 and is reviewed on an annual basis. The most recent update was approved in June 2019. The goals and strategies are used to establish the Committee's annual work plan and to assess accomplishments.

GOAL ONE.
Improve the built environment by providing safe and efficient active transportation options for people of all ages and abilities by increasing the number of miles of connected sidewalks, bike lanes and pathways within the City.

Strategies
- Review and comment on land development applications to ensure compliance with the 2018 Circulation Plan.
- Maintain a prioritized list of on and off-street trail improvements, emphasizing Safe Routes to School and underserved areas of the City.
- Identify and assess conditions of major active transportation corridors and connections throughout Grand Junction
- Act in an advisory capacity to the Grand Junction City Council on policy, priorities and funding issues pertaining to active transportation.
- Identify safe routes and look for opportunities to provide connectivity and access to the Riverfront Trail.
- Identify safe routes and look for opportunities to provide connectivity to public lands trailheads, including Tabaguache trails, Old Spanish Trail and the Bookcliffs/North Desert area.
- Maintain and update, as needed, the 2018 Circulation Plan.
- Implement a Complete Streets Policy.

GOAL TWO.
Increase Programming to promote Safe Walking and Biking Opportunities

Strategies
- Promote Bike Month and Bike to Work Day activities.
- Participate in Share the Road activities.
- Support Safe Routes to School activities, including audits, Walking and Wheeling events, bike rodeos, education and safety campaigns, Walk and Bike to School activities.
GOALS AND STRATEGIES

▪ Support the development of a sustainable Safe Routes to School program to be implemented district-wide.

▪ Develop a standardized bike/pedestrian wayfinding program using signage, maps and GIS applications.

▪ Develop a community Bicycle/Pedestrian Plan.

GOAL THREE.

Increase the number of citizens utilizing active modes of transportation and promote the health, livability and economic benefits of a Walkable/Bikeable Community

Strategies:

▪ Organize and participate in the Walking and Biking Summit and other community forums

▪ Participate in Healthy Mesa County’s Active Communities initiative to promote the health benefits of active transportation choices

▪ Pursue a Bicycle Friendly Community Designation and continue to work toward improving the rating

▪ Promote the economic benefits of a walkable/bikeable community by participating in local studies and assessments
The following is a summary of significant projects and activities that further the adopted goals and strategies of UTC during 2020.

**ADVISORY INPUT ON PROPOSED DEVELOPMENTS**

More so than in 2019, 2020 provided several opportunities for the UTC to engage directly with proposed development projects in the community. From the beginning of the year, the UTC heard various updates on the Redlands 360 proposal concerning over 600 acres in the Redlands. In January of 2020, the UTC toured the property with developers and began to assemble its comments and perspectives on the proposed Outline Development Plan for Redlands 360. Engagement on this proposal will continue into 2021 and likely beyond.

Due to the project’s relationship with the proposed extension of the Riverfront Trail, the UTC also engaged with the proposed Eddy development, currently proposed for multifamily and campground construction on the property widely known as the Brady Trucking Property. UTC visited the site with the proposed developers, explored renderings and plans, and offered a sequence of comments and feedback to support City staff in review of proposed plans.

2020 saw the finalization of phases of CDOT’s planned upgrades to the I-70B-Grand Avenue-1st Street intersection. UTC members actively participated in workshops and open houses related to this project, and also provided written and verbal comment on the proposed changes to the City Council. The UTC is eager to offer this type of support to City staff and City officials upon request.

**INFRASTRUCTURE PRIORITIZATION**

The Urban Trails Committee continued its practice of prioritizing projects related to multimodal infrastructure based on the goals stated in the Committee’s Strategic Plan. This list of priorities helps inform projects in the City’s Capital Plan as well as projects funded by the Community Development Block Grant (CDBG) Program. Design, bidding, and construction proceeded on several of these projects, including the introduction of the city’s first sharrows to Main Street (completed 2019), and improvements to Orchard Avenue.

**POLICY PRIORITIZATION**

For the first time in its history, the UTC took time in 2021 to develop a new set of priorities and recommendations. Meant to support their usual focus on hardscape infrastructure, this set of
recommendations is instead a menu of programs and policies that could be pursued to support the City’s ongoing success in hardscape upgrades. This effort was rooted in a recognition that bike lanes and sidewalks alone do not make for a bikeable, walkable community, but that social and cultural programming are also crucial elements of multimodal improvement. These policies and programs range widely, and the UTC does not anticipate that more than a handful could be pursued simultaneously. Each program and policy would correspond to differing strategic goals, so the recommendations are designed as a menu for the City Council and City staff to consult and reference. This menu of policy and program options is attached.

NEIGHBORHOOD IMPROVEMENTS AND SAFE ROUTES TO SCHOOL
The Urban Trails Committee prioritized Neighborhood Improvements and Safe Routes to School projects to be considered for 2020 Program Year Community Development Block Grant funding. These included sidewalk connections at Elm Avenue and 28 Road; sidewalk connections at 27 Road and Unaweep Ave; and sidewalk connections at Linden Ave and Unaweep Ave – all of which were funded. The City also completed a Safe Routes to School Project on Orchard Avenue between Normandy and 29 Road, a project that had been recommended by the UTC and that resulted in providing an important pedestrian access to Nisley Elementary School.

BIKE MONTH
This project, like so many projects, was reimagined due to COVID-19. Many of the more directly social aspects of bike month—including the Bike to Work breakfast—were disrupted, as many of the community’s frequent participants were working from home and reducing exposure risk. However, the cycling public found ways to adapt creatively to this challenge. This year’s bike month activities reflected more digital participation, with participants joining for social media challenges and bike month bingo in May. In September, a second round of bike month brought back the Business Challenge, limited group rides, and more. The City of Grand Junction again participated as a Bike Month sponsor.

WAYFINDING PROJECT
Since 2018, the Urban Trails Committee has developed and promoted a valley-wide Wayfinding system intended for the Riverfront Trail and six other major routes connecting through the City of Grand Junction. This project was pursued with the cooperation with the City of Grand Junction Public Works Department, the City of Palisade, the City of Fruita, and Mesa County. A policy draft and possible routes continue to be developed. After several years of engagement, 2020 was the year that saw a major component of the wayfinding project completed. At the advisement of the UTC, City Community Development and Public Works staff applied for—and were awarded—the
2020 PROJECTS AND ACCOMPLISHMENTS

Revitalizing Main Streets grant by CDOT. This $50,000 grant, in combination with a $10,000 match from the Horizon Drive BID and City funds, allowed for the City to install 300 wayfinding signs to help guide bicyclists around the community. These signs include on-pavement markers, directional signage, and “You Are Here” maps across the City. Mesa County, City of Fruita, and City of Palisade are anticipated to complete similar projects to integrate with the City’s new wayfinding infrastructure; a result that exemplifies the Valley-wide leadership role played by the City of Grand Junction and the UTC.

COMMUNITY STREETS
Each year, the UTC hosts the Community Streets Event, which typically brings 500-1000 people out for a day of festivities and education with a multi-modal theme. In 2020, due to the restrictions in place to prevent the spread of COVID-19, the UTC elected not to organize this event. In lieu of the event, the UTC decided to develop a Community Streets Survey for the purpose of seeking input on three different types of improvements—detached multiuse paths, buffered bike lines, and pedestrian bulb-outs—and the relative impact of each. This survey received more than 200 responses and provides an unprecedented window into the specific preferences of the biking, walking, and motoring public of the Grand Valley. The UTC will closely examine this data, share the findings with City staff, and incorporate the feedback into their 2021 update to the Infrastructure Priorities List.

ROADMAP & COMMITTEE TURNOVER
In Fall of 2020, the UTC elected Shana Wade to the position of Chair and Diana Rooney to the position of Vice Chair. Diana Rooney was one of four new committee members to be appoint in mid-2020, a nearly 50% turnover for the nine-member UTC. New members have rapidly acquainted themselves with the UTC’s role and functions, and are bringing fresh perspectives to discussions. The seamless turnover was facilitated by the UTC’s Annual Roadmap, newly developed in 2020. The Roadmap establishes a cycle of annual responsibilities for the UTC, including advisement on CDBG Safe Routes to School project applications, updates to the Infrastructure Priority List and the Program and Policy Priorities list, check-ins with City staff, and more. It will ensure an efficient, active, and predictable flow of products from the UTC. The UTC also adopted a new strategy for handling special projects, to include an hour-and-a-half publicly-noticed workshop on the fourth Wednesday of months when deemed necessary by the committee.

BICYCLE AND PEDESTRIAN COUNTS
The UTC has assisted the City annually in volunteering time to collecting bicycle and pedestrian counts at locations/intersections throughout the City. Though COVID-19 substantially disrupted...
the usual system of in-person, volunteer-driven bicycle and pedestrian counts, the UTC did secure 2020 bicycle and pedestrian use data for select areas of the City, with an emphasis on the Monument Road Corridor. These counts indicate a significant uptick in the utilization of that corridor by cyclists and pedestrians, likely attributable to a combination of COVID-19 and the recent completion of the Monument Connector Trail.

For more information, contact the Urban Trails Committee at ComDevUTC@gmail.com or staff liaison Lance Gloss, Senior Planner, at lanceg@gjcity.org.

ATTACHMENTS

1. Wayfinding Map
2. Wayfinding Pictures
3. Program and Policy Recommendations
4. Survey Highlights
5. Annual Roadmap
Multimodal Policy & Program Recommendations - November 2020

**Code Updates**

*Off-Site Improvements* – Increase the extent of roadway improvements required to occur with private development to serve multimodal users on rural road sections when new development occurs.

*Connectivity Improvements Associated with Development* – Develop and adopt updates to the Zoning and Development Code to reduce fragmentation of trails, sidewalks, bike lanes, and other multimodal improvements associated with new development. The challenges of this issue are particularly applicable to infill development.

*Wayfinding with New Infrastructure Development* – Incorporate appropriate wayfinding signage into the set of improvements required by projects in conjunction with complete streets and multimodal policy.

*Wayfinding* – Establish a formal and ongoing wayfinding policy including signage, pavement markings, and online and paper maps. Coordinate this policy throughout the Grand Valley so that wayfinding signage is consistent. Develop review procedures so wayfinding best reflects the changing needs of Grand Junction and surrounding areas.

*TEDS Review* – Review the City's TEDS (Transportation Engineering Design Standards) to identify means of improving the bike and pedestrian environment through better development standards (street connectivity, sidewalks, transit stops, etc.).

**Policy Development**

*Social Equity Policy for Multimodal* – Develop a policy highlighting the importance of cycling infrastructure for low-income residents. Identify action items which will have the most effect, such as by focusing improvements on multimodal routes which are specifically known to serve a high proportion of low-income residents.

*Neighborhood Services and Multimodal Needs* – Develop a policy position relating the provision of accessible neighborhood services, such as grocery stores, to the viability of multimodal transportation.

*Set Goals for Multimodal Improvements* – Continue to encourage portions of funding sources, including Impact Fees and Capital Funds to be dedicated toward multimodal and active transportation projects.

*Fee-Free Trails* – Formalize a permanent agreement ensuring free continuous access and connectivity along trails such as Riverfront and Connected Lakes Trails. Work to ensure Valley-wide cooperation among all stakeholders along Riverfront and Connected Lakes Trails.
Strategic Planning

**Area-Specific Connectivity Planning** – Develop detailed area-specific plans for multimodal connections in areas such as Colorado Mesa University, North Avenue, 24 Road Corridor, Downtown, and rural roads serving greenfield development such as Northwest Grand Junction.

**Expand Trail Network** – Continue to work with stakeholders to promote development of irrigation rights-of-way for multimodal transportation. Capitalize on current interest to implement a pilot project and develop a model for improvements which respects the function and current use of the right of way.

**Centralized Community Feedback Process** – Expand the “Fix It” online reporting to create a centralized community feedback function. Develop a mobile app and website page eliciting constructive community feedback in the form of comments, photo uploads, and geolocation of observations on a map.

**Dedicated Staff Position** – Create or assign an active transportation position within the City. This person would address multimodal concerns including design, engineering, future planning, education, outreach, maintenance protocols, seeking multimodal grants, application to and reapplying for certifications, creating and implementing Comprehensive Bike/Ped Strategic Plan, and reviewing projects from a complete streets perspective.

**Develop a Comprehensive Bike and Pedestrian Plan** – Undertake a comprehensive planning process, likely with support of an outside consultant, to create a comprehensive plan for bicycle and pedestrian infrastructure and programming. At present, multimodal improvements are guided by a range of land-use plans, the Active Transportation Corridors Plan (a component of the Circulation Plan), and recommendations put forward by the UTC, but would benefit substantially from a public planning process and the resulting plan document.

Community Projects and Outreach

**GJPD Collaboration** – Work with Grand Junction Police Department to implement such programs as relevant trainings and relationship-building practices for police bike and pedestrian units, as recommended in Bike and Walk-friendly Report cards received from the League of American Bicyclists.

**Multimodal Awareness Education** – Encourage education and outreach efforts in collaboration with the Parks and Recreation Department, School District 51, Colorado Mesa University, and the Grand Junction Police Department to promote bike/pedestrian safety and education. Examples could include developing and implementing an education program for cyclists from youth through adults.
**Outreach to Support Low-Income Multimodal** – Improve and formalize relationships with non-profit organizations that advocate for multimodal improvements and serve low-income communities. Conduct outreach to those that serve low-income users and collaborate so that route information can better serve those who rely on multimodal transportation for daily use.

**Bicycle Maintenance and Service** – Support development of a program to provide a bike repair, maintenance, and building to low-income residents and university students. This effort could be undertaken with City support of a coalition of local experts, bike shops, and volunteers.
Survey Highlights (198 Responses)

Do you rely on non-motorized transportation for the majority of your transportation needs?
197 responses

I am very confident when using non-motorized modes of transportation:
197 responses

My age is...
196 responses

(Buffered Bike Lane)

As a pedestrian, this improvement increases my safety.
107 responses
(Bulb-outs)

As a cyclist, this improvement increases my safety.
197 responses

(Multi-Use Path)

As a pedestrian, this improvement increases my safety.
196 responses

As a cyclist, this improvement increases my safety.
195 responses

I would like to see multi-use paths used more throughout Grand Junction.
196 responses

As a driver, this improvement increases my safety.
194 responses
Urban Trails Committee
Annual Roadmap

Annual Committee Report
This document summarizes the UTC’s work over the preceding year, relative to the Strategic Plan.

Strategic Plan + Action Items
This internal document guides the Committee’s work for the year.

Low-Cost Improvement Priorities

Community Streets Event
The UTC plans an annual event to activate a street in the City for walkers and cyclists.

Policy Priorities List
This tiered list of policy updates is referenced by City Departments.

Active Transportation Planning
UTC provides input on long-range planning documents that are produced by Community Development and Public Works.

Development Comment
When appropriate, planners present to UTC on relevant development applications, then address UTC comments in the review process.

Bike- and Walk-Friendly
When appropriate, UTC applies for Bike- and Walk-Friendly designations on behalf of the City, and incorporates feedback into plans and priorities.

Complete Streets
UTC advocates for application of the Complete Streets Policy when opportunities arise.

Technical Training
UTC members participate in an annual training on technical aspects of multimodal transportation planning as well as committee member protocols.

City Priorities Presentation
City staff brief UTC on strategic priorities and major projects being undertaken by the City.

Low-Cost Improvement Priorities
This short-list of infrastructure projects costing less than $10,000 is produced twice a year, and is addressed by Public Works when resources allow.

CDBG Safe Routes to School
UTC ranks options for CDBG funding to improve safe routes to schools.

Infrastructure Priorities List
This tiered list of infrastructure projects is referenced by City Departments.

Bike Month
Culmination of planning efforts for bike month activities, with some volunteering.

Some UTC Projects are produced annually, while other responsibilities are handled on an as-needed basis.