Bicycle System
- Identify existing bike route on South Avenue with
  sharrows pavement marking.
- Provide new multi-use path connection along the
  west side of 1st, between South and Main.
- Add signage to existing bicycle lanes on W. Main,
  3rd and 7th Streets.
- Provide a multi-use path connection north of the
  1st & Grand intersection.

Grand Junction, Colorado
I-70B Downtown Corridor Recommendations

A New Vision for Downtown Grand Junction

Summer 2015

www.newmobilitywest.org
I-70B is the primary east-west arterial through the Grand Valley. A key portion of the corridor runs through the heart of downtown Grand Junction along 1st Street as well as Ute/Pitkin Avenues. The corridor accommodates fairly high traffic volumes generated by through-traffic and local traffic accessing commercial properties and adjacent neighborhoods. The corridor also connects to US Highway 50 at 5th Street. The intersections and pedestrian facilities along this corridor provide critical links between residential neighborhoods, commercial areas, and community resources.

In 2008, an Environmental Assessment forecasted that by 2030, this corridor would need to accommodate 30,000 vehicles per day. However, updated regional modeling that occurred between 2014 and 2015 indicated much lower traffic volumes. In response, the City and Downtown Development Authority (DDA) felt this new data warranted a reevaluation of the proposed design concept for this portion of the corridor. Additionally, per the goals set out in the Comprehensive Plan and Greater Downtown Plan, the City and DDA desire to enhance mobility along this portion of 1st Street as well as the Ute/Pitkin Corridor to increase walking and biking, encourage redevelopment, and enhance the quality of life for the wide variety of people who depend on this major corridor.

To launch this process, the City received technical assistance through New Mobility West (NMW), an initiative of the Sonoran Institute; that provides communities the tools and resources necessary to become stronger, more prosperous places through building smarter transportation systems. NMW worked with Charlier Associates, a transportation planning firm, to facilitate a site visit and develop the recommendations in this document. The purpose of this report is to lay out solutions for the downtown portion of I-70B that address all stakeholder goals. The recommended improvements included in this report aim to balance throughput traffic flow with local mobility, livability and Downtown connectivity.

An intensive stakeholder design charrette process, held from April 15 to 16, 2015, provided a vision for an improved corridor that fully integrates bicycle and pedestrian facilities. The process focused on identifying the best locations along this corridor for physical pedestrian and bicycle improvements and conceptual designs. A list of participants and meetings held during this time can be found as an addendum to the report.

The vision from the stakeholder design charrette and detailed recommendations to enhance mobility along I-70B through downtown are contained in this document. It includes community goals, conceptual designs, and next steps. Detailed recommendations are included for the Grand Avenue and 1st Street intersection, 1st Street and Main Street intersection, the Amtrak Station Area, the Ute/Pitkin One-Way Pair, and 4th and 5th Streets. Next steps to continue the process include:

- Continuing to evaluate improvements to maintain or improve traffic flow and safety,
- Completing further traffic and safety analysis of proposed mid-block crossings, 4th/5th one-way to two-way conversions, and parking along Ute/Pitkin after reducing from 3 lanes to 2 lanes,
- Reevaluating need for turning lanes at intersections based upon lower anticipated traffic volumes, and
- Revisiting the status of the 2008 Environmental Assessment.

To begin addressing the challenges along this corridor, City staff is coordinating with the Colorado Department of Transportation to fulfill these next steps. There was also conversation around conducting a detailed evaluation of the proposed conversion of 4th and 5th Streets to two-way traffic, including lane reconfiguration and signal phasing/timing changes, however further analysis on this issue needs to be conducted independent of this project.
I-70B

A New Vision for Downtown Grand Junction

EA Statement of Purpose and Need
1) Improve traffic flow
2) Improve safety
3) Improve multimodal opportunities
4) Improve access management

Project History
2008: Environmental Assessment (EA) completed; forecasts over 30,000 vehicles per day by 2030
2008 – 2013: CDOT implements I-70B improvements from the west through Rimrock area
2013 – 2015: CDOT undertakes design of corridor through Grand intersection
2014 – 2015: updated regional modeling forecasts much lower future traffic
April 2015: CDOT/City/DDA workshop to reevaluate I-70B design concept south and east of Grand Avenue

Next Steps
• Continue to evaluate improvements to maintain or improve traffic flow and safety
• Complete further traffic and safety analysis of proposed mid-block crossings
• Reevaluate need for turning lanes at intersections based upon lower anticipated traffic volumes
• Conduct detailed evaluation of the proposed conversion of 4th and 5th Streets to two-way traffic, including lane reconfiguration and signal phasing/timing changes
• Revisit status of 2008 Environmental Assessment

1st & Grand
• Begin transition to urban design as context changes and capacity needs decrease
• Provide multi-use path connection between Broadway and Gunnison
• Remove right-turn slip lanes on south side of intersection to enhance pedestrian safety
• Implement 4x access at White Avenue to assist with 1st & Grand intersection capacity

Downtown Gateway
• Make the gateway to Downtown from the North and West
• Narrow to existing two general purpose traffic lanes on each direction south of Grand
• Slow traffic down to the 30mph posted speed
• Introduce "downtown" design finishes, including urban landscaping

1st & Main
• Provide for safe pedestrian crossings on all legs of the intersection
• Extend Main Street design to W. Main Street
• Implement roundabout at Spruce & Main

Station Area
• Provide signalized, mid-block pedestrian crossings at two key locations
• Extend multi-use pathway through station area, connecting to South Avenue bicycle corridor
• Preserve good vehicular access to Amtrak station
• Beauty station area with upgraded infrastructure and landscaping

Community Goals
• Work with CDOT to update the vision and strategic plan for the I-70B corridor through Downtown Grand Junction
• Accommodate all modes safely by designing I-70B for the urban context of Downtown
• Balance throughput traffic flow with local access, livability and Downtown connectivity
• Support pedestrian-first environment in Downtown
• Enhance economic development and redevelopment opportunities in the Greater Downtown area

Bicycle System
• Identify existing bike route on South Avenue with sharrow pavement markings
• Provide new multi-use path connection along the west side of 1st between South and Main
• Add signage to existing bicycle lanes on W. Main, 1st and 7th Streets
• Provide a multi-use path connection north of the 1st & Grand intersection

Transit
• Provide pullout bays for safety
• Provide modern bus stops

Downtown Gateways
• Add design features to slow traffic and announce entrance into Downtown
• Locate gateways at Grand/White, 5th, 7th and 12th Streets

4th/5th Streets
• Convert 4th and 5th to two-way operation, subject to further analysis
• Provide on-street parking for Whitman Park

Ute/Pitkin One-Way Pair
• Narrow Ute and Pitkin to two general purpose traffic lanes
• Allow on-street parking and add curb extensions at intersections, subject to further analysis
• Provide safe crosswalks on all legs of intersections

Prepared by Place Management Inc.
Revised: May 11, 2015
I-70B

Downtown Grand Junction
outline

1. project origins
2. need for project
3. the city’s vision
project origins

- technical assistance - Colorado, Wyoming, Montana, Idaho
- Grand Junction application - awarded in January, 2015
- review design concept: I-70B downtown
need for project

• 2008 environmental assessment
• forecasts from boom years
• per capita vehicular travel declining
• concern for future of downtown
project history

• 2008: environmental assessment (EA) completed; forecast 30,000 vehicles per day by 2030
• 2008 – 2013: CDOT implements I-70B improvements from west through Rimrock area
• 2013 – 2015: CDOT undertakes design of corridor through intersection with Grand
• 2014 – 2015: updated regional model forecasts much lower future traffic
• April 2015: CDOT/City/DDA workshop to reevaluate I-70B design concept
environmental assessment

statement of purpose and need (2008)

• improve traffic flow
• improve safety
• improve multimodal opportunities
• improve access management
poster plan
community objectives

• work with CDOT to update the vision
• accommodate all modes safely
• design I-70B for urban context of Downtown
• balance throughput traffic flow with local access, livability and Downtown connectivity
• support pedestrian-first environment
• enhance economic development and redevelopment opportunities
gateway

upgrade

streetscapes

provide transit access
extend Main Street design west of 1st St
provide safe pedestrian crossing
provide transit access

improve access to Amtrak station
improve access to Whitman Park

convert 4\textsuperscript{th} & 5\textsuperscript{th} back to 2-way circulation
**Bicycle System**

- Identify existing bike route on South Avenue with sharrow pavement markings
- Provide new multi-use path connection along the west side of 1st, between South and Main
- Add signage to existing bicycle lanes on W. Main, 3rd and 7th Streets
- Provide a multi-use path connection north of the 1st & Grand intersection
next steps

• continue to evaluate improvements to maintain or improve traffic flow and safety
• complete further traffic and safety analysis of proposed mid-block crossings
• reevaluate need for turning lanes at intersections based upon lower anticipated traffic volumes
• conduct detailed evaluation of proposed conversion of 4th & 5th Streets to two-way traffic, revisit status of 2008 Environmental Assessment
questions, discussion
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<td>Pete Bali</td>
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# Grand Junction I-70 Business Corridor Alternatives Workshop Stakeholder Meeting – April 15, 2015 2:30 to 4:00

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# Grand Junction I-70 Business Corridor Alternatives Neighborhood Meeting – April 15, 2015

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<td>Bennett Boeschenstein</td>
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<td>Brian Tap</td>
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<td>Diana Tap</td>
<td>T2M 44th Ave</td>
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<td>David Vandyk</td>
<td>The Shade Tree</td>
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<td>Maria Atkinson</td>
<td>QHARIE DISELLINGTON</td>
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<td>Nathan Wallace</td>
<td>Van Sickle Inn</td>
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<td>CRING ROBERTS</td>
<td>The Front Porch</td>
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<td>Julie Sabbin</td>
<td>For Two Streets</td>
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<td>Dan &amp; Kaye Carlson</td>
<td>Carlsson Memorials Inc</td>
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<td>Kaye Simms</td>
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<td>Elizabeth Collins</td>
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