

Proposed City of Grand Junction Complete Streets Policy



Comprehensive Plan
Grand Junction



City of Grand Junction Complete Streets Policy

Vision:

The Complete Streets Vision is to develop a safe, efficient, and reliable travel network of streets, sidewalks, and urban trails throughout the City of Grand Junction (City) to equitably serve ALL users and ALL modes of transportation. Complete Streets will provide residents improved access, safety, health and environment—helping Grand Junction to become the most livable community west of the Rockies.

The Comprehensive Plan established specific strategies to implement its vision, guiding principles, goals and policies. In Chapter 5, Balanced Transportation, there are strategies to provide alternatives to getting around the community, increasing connectivity between neighborhoods, schools, parks, shopping and employment areas. It is through the buildout of neighborhood and village centers, along with strategies identified in the Comprehensive Plan and this Circulation Plan that will help the community achieve its vision of becoming the most livable City west of the Rockies.

Grand Junction streets will be designed and maintained to be safe, attractive, accessible, convenient and comfortable for users of all ages and abilities and transportation modes. Complete Streets will make the City of Grand Junction more walkable and bikeable, support transit, foster community engagement, and support the local economy and property values. Complete Streets will strengthen quality of life by improving public health and safety, advancing mobility, enhancing livability and long-term sustainability to achieve the vision “to become the most livable community west of the Rockies.”

Purpose:

The City of Grand Junction commits to improvements that are planned, designed, constructed, operated, and maintained to support safe, efficient and convenient mobility for all roadway users—pedestrians, bicyclists, people who use mobility devices, transit riders, freight traffic, emergency response vehicles, and motorists—regardless of age or ability. Complete streets are necessary to expand everyone’s mobility choices for safe and convenient travel by different modes between destinations throughout Grand Junction and are designed, appropriate to the context, to balance safety and convenience for everyone using the road.

Safety, including a reduction in hazards for pedestrians and bicyclists on Grand Junction roadways, is a fundamental consideration of this Complete Streets Policy. Complete Streets also encourage people to more easily make active transportation choices (walking and bicycling), which are associated with improved health outcomes at all stages of life and provide the added benefit of improved air quality.

The City of Grand Junction recognizes that the planning and design of streets and regional roadways should include the entire right-of-way and public realm. A Complete

Streets approach provides a unique opportunity to thoughtfully integrate and advance multiple objectives for the community, now and into the future, while delivering maximum benefits from both public and private investments. A Complete Street includes an array of integral facilities, including, but not limited to street and sidewalk lighting, pedestrian and bicycle safety improvements, access improvements, compliance with the Americans with Disabilities Act, public transit facilities and access there-to, landscaping, drainage, and street amenities such as street furniture and shade.

Complete Street Principles/Context Sensitive Design Standards

1. **Complete Streets serve all users and modes.** The City of Grand Junction shall design, operate and maintain the communities' streets and right-of-way to reasonably enable safe, comfortable and convenient access and travel for users of all ages, abilities and income levels. Complete Streets equitably considers the needs of motorists, pedestrians, people with disabilities, transit users, bicyclists, and commercial and emergency vehicles, consistent with this policy. The City will strive to prioritize complete street improvements that impact vulnerable and underserved areas and users.
2. **Complete Streets design criteria.** The City shall take an innovative approach to develop Complete Streets that meet or exceed national best-practice design guidelines by thoughtfully applying engineering, architectural, and urban design principles.
3. **Complete Streets require connected travel networks.** The City of Grand Junction shall prioritize opportunities to create a complete transportation network that provides connected facilities to serve all people and modes of travel, now and into the future. Streets shall be connected to create complete networks that provide travelers with multiple choices of travel routes and that help to reduce congestion on major roadways. The network shall include off-street hard-surface trails for biking and walking where necessary to improve safety and convenience. All roadways and routes need not be optimized for all modes; however, the network shall provide safe, efficient and convenient travel routes for each mode throughout the City, connecting services, schools, parks, civic uses, major centers of activity and attractions.
4. **Complete Streets are attractive, interesting and comfortable places for people.** Grand Junction's streets shall be designed as public amenities and include aesthetic elements such as street trees, landscaping, pedestrian lighting, street furniture, and wayfinding signage wherever possible.
5. **Complete Streets require context-sensitive approaches.** The City will align land use and transportation goals, policies and code provisions to create Complete Streets solutions that are flexible and appropriate to the unique circumstances of the surrounding neighborhood, land use patterns and street classification to maximize travel.
6. **Complete Streets include all roadways and all projects and phases.** The City shall apply this policy, to the greatest extent practicable given budget

constraints, to all street projects, including new construction, reconstruction, resurfacing, and maintenance. In addition, safe and efficient travel access for all modes of transportation shall be maintained during construction.

7. **Complete Streets Require Education, Outreach and Engagement.** The City will foster education and outreach on the Complete Streets policy to City Departments and other agencies and will encourage community engagement. Ongoing implementation and monitoring will be communicated to the community.

Exceptions

Any exception to this Policy, including for eligible private projects, must be reviewed and approved by the Transportation Engineering Design Standards (TEDS) Exception Committee, comprised of the Public Works Director, Transportation Engineer, Community Development Director, and the Fire Marshal.

The following will be considered by the Committee for exceptions to the Policy:

- a. An accommodation is not necessary on the corridors where specific user groups are prohibited;
- b. Costs of accommodation are excessively disproportionate to the need or probable use, when factoring in both current economic conditions and economic benefits of initial capital cost;
- c. A clear, documented absence of current and future need exists;
- d. Transit accommodations that may be excluded where there is no existing or planned transit service;
- e. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, spot repair, pothole filling or when interim measures are implemented on temporary detour or haul routes;
- f. A reasonable and equivalent project existing along the same corridor that is already programmed to provide facilities exempted from the project at hand; or
- g. The cost of providing accommodations is excessive compared to reasonable access to alternative facilities existing within one quarter mile of the surrounding network of complete streets to the site.

Applicability:

The policy is applicable to all development and redevelopment in the public realm within the City of Grand Junction. It applies to the work of all City Departments and other entities working within the public right-of-way. In addition, it is intended to guide all private development that affects streets, the transportation system, and the public realm.

Where new streets and subdivisions are subject to the City of Grand Junction Zoning and Development Code and/or Transportation Engineering Design Standards, the City shall fully and consistently refer to this policy for guidance.

In the existing developed areas of the City, roadway improvements that implement this policy shall be achieved as individual projects advance, as sites and corridors are developed and improved, and as needs and travel-mode balance evolve over time.

Performance Measures

Complete Streets require appropriate performance measures. The City will track and report performance measures for the transportation system that measure how well the City is conforming to this policy. Indicators shall reflect safe and efficient mobility for all users—pedestrians, bicyclists, transit riders, motorists and freight. The City shall measure the success of this policy using, but not being limited to, the following performance measures:

| <u>Performance Measure</u> | <u>Unit/Quantity</u> | <u>Goal</u> |
|---|----------------------|-----------------------|
| <u>Safety:</u> | | |
| Crashes for all modes | Number | Decrease |
| Injuries and fatalities for all modes* | Number | Decrease towards zero |
| 1. Number of Fatalities | | |
| 2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) | | |
| 3. Number of Serious Injuries | | |
| 4. Rate of Serious Injuries per 100 million VMT | | |
| 5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries. | | |
| Countdown Signals | Number | Increase |
| Audible traffic signals | Number | Increase |
| Crosswalk and intersection improvements | Number | Increase |
| <u>Access:</u> | | |
| ADA compliant curb ramps | Number | Increase |
| ADA compliant accessible routes | Miles | Increase |
| On-street bike lanes | Miles | Increase |
| Signal approaches with bike friendly detection | Number | Increase |
| On-time arrivals for GVT | % | Increase |
| Bus stops that provide weather protection | % | Increase |
| Sidewalks | Miles | Increase |
| Off-street hard-surface trails | Miles | Increase |
| <u>Health and Environment:</u> | | |
| Students who walk or bike to school | % | Increase |
| Mode share: walk, bike and transit | % | Increase |
| Vehicle miles traveled (VMT) per capita | Number | Decrease |

Notes:

(1) *The US Department of Transportation (USDOT) Safety Performance Management Final Rule establishes five performance measures as the five-year rolling averages. The GVCP goal or target for 1-5 above will be to Decrease towards zero.

(2) As the Safety Performance Rule and other transportation system performance management rules required by the USDOT are implemented, these Complete Streets Performance Measures will be updated as applicable.

Implementation Strategies:

Policy Integration:

The City shall make the Complete Streets practices a routine part of everyday operations, approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and work in coordination with other departments, agencies and jurisdictions.

The City will review and revise, as needed, all plans, guidelines, regulations, procedures, and programs to integrate the Complete Streets principles in all street projects, as feasible.

Interagency Coordination:

Implementation of the Complete Streets Policy will be carried out cooperatively and consistently among all departments in the City of Grand Junction, outside agencies, and, to the greatest extent possible, private developers.

Training:

The City will train pertinent staff on the content of Complete Streets principles and best practices for implementing this policy.

Project Selection Criteria (3):

The City will maintain a comprehensive inventory of pedestrian and bicycle infrastructure and will prioritize improvement projects that eliminate gaps in the sidewalk and bikeway network and serves the needs of underserved and vulnerable communities..

The City will utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way and will seek out appropriate sources of funding and grants for implementation of Complete Streets policies.

Oversight Responsibility:

The Department of Public Works and the Community Development Department will monitor and implement the Complete Streets Policy, with input and recommendation from the Urban Trails Committee.

Public Engagement Plan:

The City will produce an annual report detailing progress made on the performance measures and implementation of the Complete Streets Policy.