



TRANSPORTATION

Introduction

This section of the Clifton-Fruitvale Community Plan contains information from and references to three independent studies and plans completed between 2003 and 2006. Each have an influence on transportation components - pedestrian safety and movement, circulation, new or existing roads, or access within the Clifton-Fruitvale planning area. The three studies are:

- The Clifton Circulation Study – 2003
- The Clifton Pedestrian Circulation Study - 2006– *Adopted by reference herein*
- The Grand Valley Circulation Plan – 2000 and subsequent amendments.
Adoption of this plan updates the GVCP

While all three plans or studies do not match up perfectly boundary-to-boundary, all three have most or all of the Clifton-Fruitvale planning area within their boundaries. Each of the plans or studies takes an in-depth look at circulation and pedestrian circulation and makes recommendations for improvements. Many of those recommendations are suggested for areas within the Clifton-Fruitvale planning boundary. A brief summary of each plan follows.

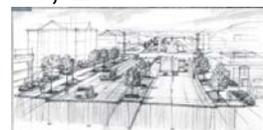
The Clifton Transportation Study – 2003

An analysis of proposed land use changes within the Clifton-Fruitvale Planning area that were also included in the 2003 Clifton Transportation Study (2003 Study) show that there is little or no need to make any modifications to the 2003 Study's improvement recommendations. The 2006 analysis reinforces the findings of the 2003 study.

Key recommendations in the 2003 Study include but are not limited to:

- Constructing 31 Road between I-70B and F Road (local \$ mainly)
- Widening U.S. Highway 6 (F Road) through downtown Clifton to 5 lanes (federal, state & local \$)
- Add raised median on F Road between 32 Road and I-70B (local \$)

These items will be implemented through the Mesa County Capital Investment Program (CIP) prioritized by overall County needs, and based on availability of Federal, State and County money. Currently, several of these projects are in the six-year (2006 to 2012) CIP. The CIP is a rolling plan, and each year the sixth year projects are added to the plan. Project scheduling is somewhat rigid with respect to amending it for years one through five largely because most CIP projects are large scale and costly to implement. Year six (year new projects are added) is the best opportunity to get projects scheduled for the CIP.





Additional information about the Clifton Transportation Study is included in the Final Report, dated January 2003, and is available from the Mesa County Regional Transportation Planning Office (RTPO).

The Clifton-Fruitvale “Eastern Expansion Area,” located between 33 Road and 33 $\frac{3}{4}$ Road from the Colorado River, North to Interstate 70 was not included in the 2003 Study. The dramatic changes in land uses proposed for that area illustrates a lack of street corridors sufficient to support traffic that will be generated when those lands are fully developed. Therefore, as a component of the Clifton-Fruitvale planning effort, the RTPO developed a conceptual street network plan that will provide guidance to property owners and developers on location and design of local and collector roads in the area. The street plan shows the general alignment of new collector streets and illustrates how new local streets would intersect with the new collector streets and other existing streets. The circulation plan will be amended to the Grand Valley Circulation Plan as an action to be completed for this plan.

In addition to planning for new streets, the circulation plan also shows a number of planned street closures. The proposed closures include but are not limited to:

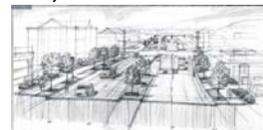
- ✓ 33 $\frac{3}{4}$ Road crossing of the Union Pacific Rail Road tracks. Due to a number of geometric challenges that cannot be modified, this crossing will be unable to safely accommodate the large increase in traffic volumes that will be generated from the Eastern Expansion Area.
- ✓ F Road at U.S. 6. This intersection has poor approach geometry and sight distance issues.
- ✓ 33 $\frac{3}{8}$ Road and 33 $\frac{1}{2}$ Road intersecting with U.S. 6. These two intersections are located very close to the U.S. 6 overpass the UPRR and have poor sight distance and approach geometry.

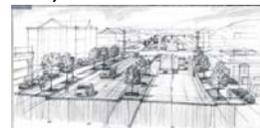
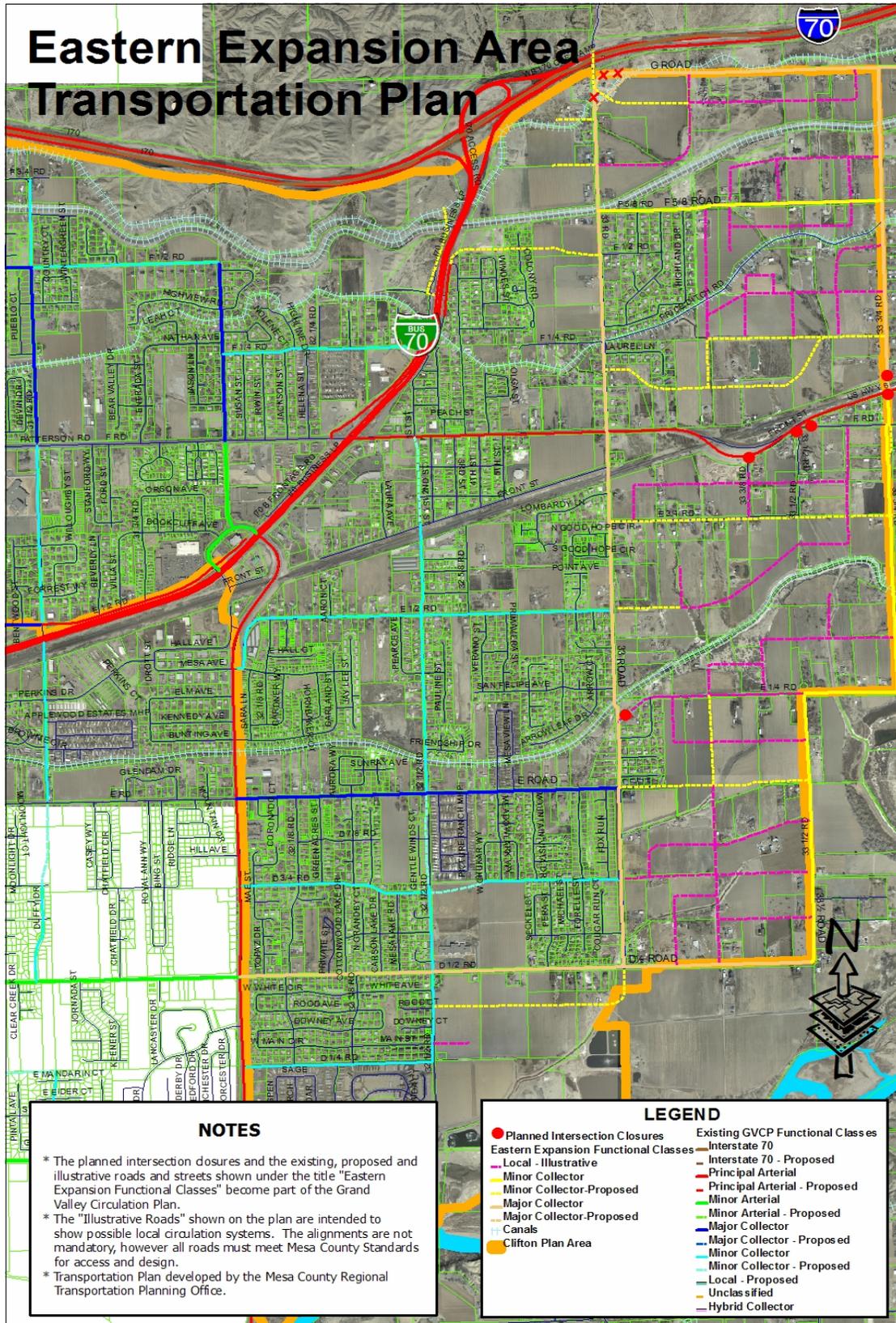
For other proposed road closures, refer to the street plan on the next page.

Construction of roads shown on the Eastern Expansion Area street plan will provide reasonable and adequate traffic circulation affected by the proposed closures.

The Grand Valley Circulation Plan – 2000 and subsequent amendments

The Grand Valley Circulation Plan is an adopted document that depicts existing and potential traffic circulation and road locations. It also depicts the road classification standard based on traffic volumes and needs. It is the overarching circulation for the Grand Valley; the road network and circulation plan for the “eastern expansion area” of this plan will be amended to the Grand Valley Circulation Plan subsequent to the adoption of this plan by the Mesa County Planning Commission.



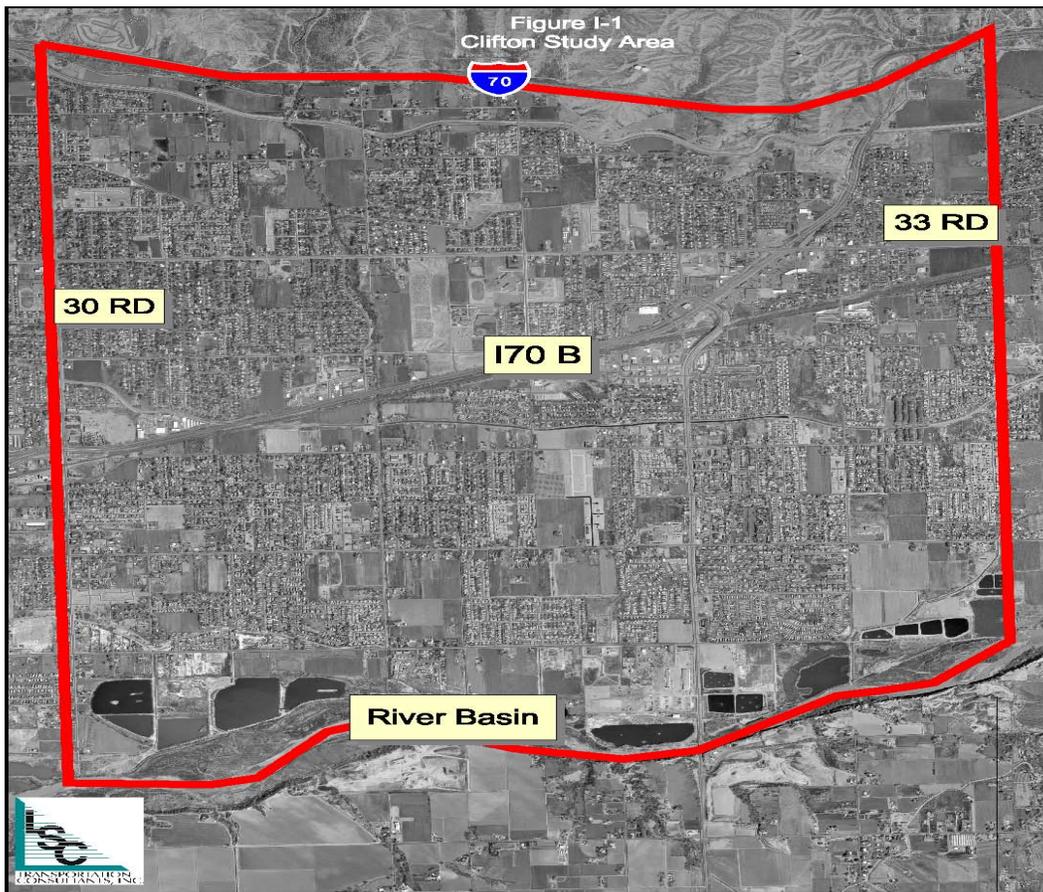




The Clifton Pedestrian Circulation Study – 2006

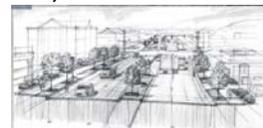
Background (See Appendix C for executive summary)

The Clifton Pedestrian Study was conducted concurrently with the Clifton-Fruitvale Community Plan process. The study area boundaries are between 30 Road on the west, 33 Road on the east, Interstate 70 (I-70) on the north, and the Colorado River on the south. The study area is shown on Figure I-1 of the Study and included in this chapter. The study area is approximately 10 square miles in size. There are very small portions of the study area which fall within the City of Grand Junction; however, it may be likely that the area will be annexed into the city sometime in the future.



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The primary goal of the Clifton Pedestrian Circulation Study is to assist local decision makers with a prioritized list of pedestrian-related facility improvements which will be included in the Mesa County and Grand Junction Capital Investment Programs (CIP). These prioritized projects will identify both short-and long-term investments in the area. While current and future improvements are required to provide safe and accessible pedestrian walk ways (sidewalks), historical developments in this area did not incorporate these facilities as the area transitioned to urban development.





Upon initial evaluation, it is clear that there are numerous problem areas within the study area. These specific areas are listed in the Clifton Pedestrian Circulation Study, but more importantly, a picture of each problem type is presented for illustration purposes. These pictures are representative of many common areas within the study area. It would be impossible to “fix” all the types of problems individually. However, as roadways are improved, particularly through major road construction projects, and even in some cases, overlay maintenance programs; it is possible to bring some of these problem areas up to standard—particularly with regard to accessibility to transit stops, as this is one of the major components to creating an accessible transit system.

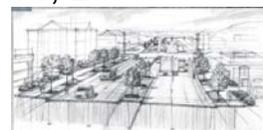
Grand Valley Transit (GVT) serves the Clifton-Fruitvale study area with five bus routes and one transfer point currently located at Coronado Plaza. The transfer site will soon be moved to a newly constructed point located at 32 Road and I-70 Business Loop. These routes stop at approximately 80 bus stops, comprised of signs, benches, shelters, or a combination of the three. Figure VII-1 of the Study (included in this chapter) illustrates the routes and stops served by GVT. Transit planning considerations with regard to bicycle and pedestrian elements must carefully be addressed. A bus patron must travel to and from each bus stop to their final destination, whether that destination is 100 feet or one-quarter of a mile. The connectivity to these stops is vital to allow disabled bus patrons access both to the stop as well as to their final destination. It is not only necessary to provide improvements to navigate throughout Clifton-Fruitvale, but to provide safe and efficient travel ways to and from transit stops.

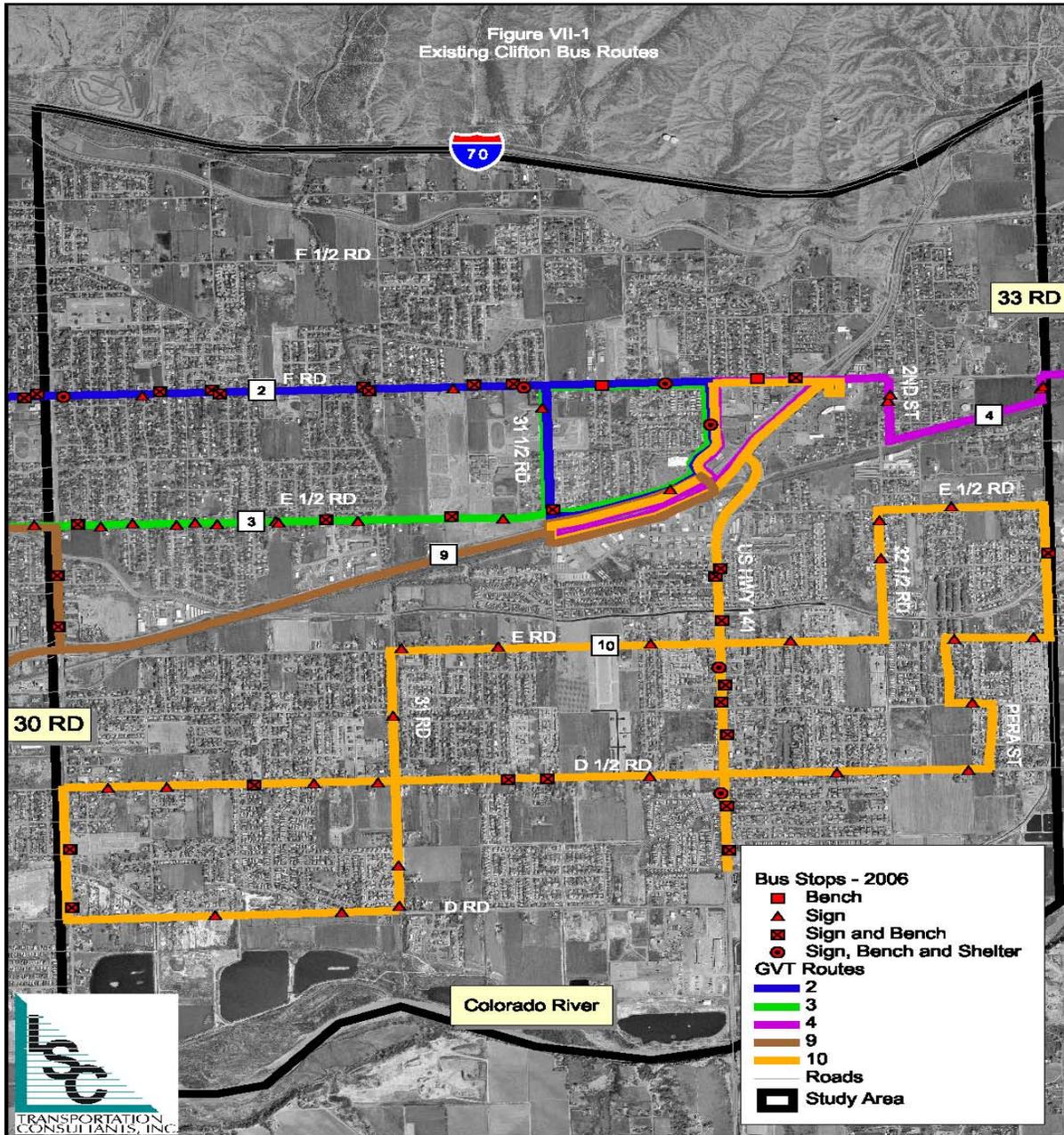
Recommendations

Projects within the Pedestrian Circulation study are not prioritized in any order. A highly ranked improvement would be implemented into the Capital Investment Program as it reaches its “trigger.” These triggers—or decision factors on whether the improvement occurs—are based on the factors discussed in the study. As mentioned, these triggers may be related to cost, planned redevelopment of a road, or others. Each improvement must be weighted on an individual basis to determine if the improvement can feasibly be implemented when warranted. Based upon discussions with the Steering Committee and public comment, improvement priorities are generally the following:

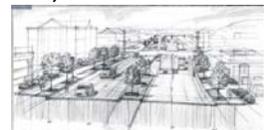
- 1. Sidewalk connectivity to schools
- 2. Sidewalk connectivity to transit stops
- 3. Sidewalk connectivity to recreation facilities.
- 4. Connectivity to commercial areas
- 5. Accessibility between neighborhoods
- 6. Bicycle and trail improvement

This list can then be used to develop a two-tiered improvement structure where sidewalk connectivity to schools, transit stops, and recreation has a higher priority than connectivity to commercial areas, between and within neighborhoods, and bicycle/trail planning.





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Study Summary

Chapter II presents a brief review of existing planning documentation and other relevant work done in the Clifton area. This includes documents such as the Clifton Transportation Study, the Pear Park Neighborhood Plan, the current Capital Investment Program 2005-2010, and information such as historic building permits and current and future zoning.

Chapter III presents a review of the public comments to date. An open house, held in conjunction with the Clifton-Fruitvale Community Planning initiative, provided an opportunity to receive public comment on pedestrian-related facilities vital to the community. This information includes both general comments made by residents as well as an analysis of a short survey provided to attendees. Additional open houses were held by the Regional Transportation Planning Office throughout the Clifton area. These comments are incorporated into this planning effort. A final public meeting at the Mesa County Board of County Commissioners was held on June 26, 2006.

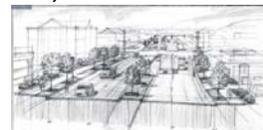
Chapter IV presents an initial field investigation of the area. This preliminary investigation included on-site visits of the area and initial inventory of existing facilities. Much of the initial inventory identified major gaps and inconsistencies in development. As mentioned, the Clifton area has developed from one characterized by rural elements such as open fields, waterways, and inconsistent/undefined densities into more of a suburban to urban development. The area is currently experiencing large growth in residential areas. Many new developments are occurring and likely will continue for some time to come.

Chapter V presents the inventory of pedestrian-related facilities. This includes detailed maps and databases of existing pedestrian walkways, and the existing trail/bikeway network. This inventory is presented in text, tables, and graphics.

Chapter VI presents an overview of design considerations including common cross section designs of bikeways, pedways, and includes a discussion of crosswalk specifications and considerations.

Chapter VII discusses transit-related planning considerations as they relate to pedestrian activity in the area. This chapter also discusses briefly those Americans with Disabilities Act considerations as interpreted from the US Access Board in the recent Public Right-of-Way design considerations.

Chapter VIII presents a precursory evaluation of facilities throughout the area. This information was used to develop specific projects discussed in Chapter X.





Chapter IX presents the criteria used to determine in which projects Mesa County should invest to obtain the greatest improvement to the pedestrian system. The criteria were developed in a cooperative working process between the LSC team and the Steering Committee. The criteria were used to rank the projects in order of highest need and importance to the Clifton area and were used to determine the fiscally-constrained projects appropriate for inclusion in the CIP.

Chapter X presents the pedestrian project rankings for the Clifton area. The facility improvements are based upon the project ranking information from Chapter IX and upon the estimated cost information from a variety of sources. These improvements range from a “status quo” approach to an approach wherein all of the existing pedestrian deficiencies are improved over the next 20 years. The top ranked projects in each alternative are those projects that have the highest priority within the area.

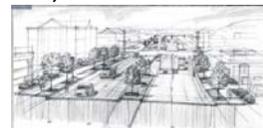
Finally, Chapter XI provides potential sources of funding and a discussion of how projects may be funded into the future.

Capital Investment Program

Transportation projects are typically large-scale and costly projects that require significant planning time horizons (six years); these types of projects are implemented through the Capital Investment Program (CIP). The projects are prioritized by overall County needs, and based on availability of Federal, State and County money. The CIP is a rolling plan that is reviewed every year and each year the sixth year projects are added to the plan. Generally, the schedule is somewhat rigid with respect to amending it for years one through five largely because of project size and strings attached to federal and state money.

The following list of CIP projects fall within the Clifton-Fruitvale plan area and is scheduled for the 2006 through 2012 time-horizon:

- 2006 Projects -- 32.5 and D.5 Rd intersection improvements
32.5 Rd Pathway
33 Rd construction
- 2007 Projects – E Road at 31 Rd to 33 Rd drainage and sidewalk improvements
E Road 33 to 33 ½ Road extension
- 2007 to 2009 – I-70B at Peachtree Shopping Center intersection improvements
- 2010 Projects – 33 Rd at 5/8 Rd Highline Canal Bridge
- 2011 Projects – 31 Rd viaduct connection to I70B





Concepts for the Future

Drawings were prepared especially for the Clifton-Fruitvale planning area to provide visual ideas, and to demonstrate how some of the improvements could look based on citizen input, safety concerns, and design standards. The graphics contain examples of walkways, streetscapes, landmarks, fencing and landscaping, parking, community entryway features, and screening utilities to improve community and neighborhood appearance and character. The full set of renderings is contained in Appendix A.

PART II SPECIFIC AREAS - Clifton Elementary School

Transportation Key Issues and Public Comments:

- Road infrastructure is lacking basic safety features – sidewalks, curb, and gutters.
- Inadequate and unsafe walking routes to schools, bus stops, businesses
- Improve access to Peach Tree (vehicular and pedestrian)
- Need sidewalks, uncongested streets, street lights, and traffic signals
- Wheelchairs need sidewalks detached from the curb
- Limited room to expand F Road without urban renewal.
- Consider using Front Street as a bypass.
- Rural eastern area needs road planning if it is to urbanize
- Transit (GVT) ridership is high and growing
- Lack of bike paths
- Limited access to riverfront
- Need safe railroad crossings
- Want streetscape improvements

