



Memorandum

TO: Patterson Road ACP Project Team
FROM: Janet Lundquist
DATE: July 16, 2020
SUBJECT: Patterson Road Access Control Plan

INTRODUCTION

The City hired Stolfus and Associates for professional services to develop an Access Control Plan (ACP) for Patterson Road. Since its construction in 1984, Patterson Road has served as a critical part of Grand Junction's transportation system. It serves as a major east-west arterial corridor and is an important public resource. Effective access management is essential in order to optimize the performance of the road to improve the level of safety, reduce traffic congestion and improve the quality of this corridor. This ACP will coordinate planning, regulation, and design of access to Patterson Road from adjacent property including new land development. The plan will involve the systematic control of the location, spacing, design, and operation of driveways, median openings, and street connections to the roadway.

The ACP will include an evaluation of existing access along the corridor and analyze future development of properties along or near the corridor by providing recommendations for property access and traffic flow to and from sites resulting in predictability and consistency in the development environment. The ACP will define existing and future access locations and configurations (movements allowed), with consideration for circulation and alternative access opportunities. It is a long-range planning document that identifies access conditions that will be implemented as roadway corridor and land-use characteristics change. Similar studies have been developed by CDOT throughout the state and have shown that access-managed corridors not only preserve the transportation functions of roadways but also help preserve property values and the economic viability of abutting developments by providing predictability/certainty in where future accesses will or will not be allowed.

STUDY AREA

The study area consists of approximately 7.0 miles of Patterson Road (F Road) between I-70B (23.75 Road) and Lodgepole Street (30.75 Road). The segment on the east end that extends beyond City limits is controlled by Mesa County and not included in this plan. In general, land use within the city limits is suburban in nature with residential and commercial uses. There are currently 284 access points on Patterson Road within the study area. A majority of access points are full movement. The access points are classified as follows:

- 15 Signalized public road intersections (29 access points)
- 54 Unsignalized public road intersections (62 access points)
- 2 unsignalized private road intersections (2 access points)
- 81 business access points
- 93 residential access points
- 17 maintenance or field access points

PLAN GOALS

The Street Plan Functional Classification Map within the Grand Junction Circulation Plan (GJCP) identifies the corridor as a Minor Arterial from I-70B (23.75 Road) to 25 Road and a Principal Arterial from 25 Road to Lodgepole Street (30.75 Road). Arterial roadways are considered higher order roadways that carry large volumes of traffic and have limited access. Implementing access management along Patterson Road will help the City by preserving and improving traffic operations along the corridor. By preserving the capacity of Patterson Road more traffic can be carried throughout the corridor without the construction of additional travel lanes. Access management also has tremendous safety benefits. Studies have shown a 30% to 60% reduction in crashes on roadways where access management techniques are implemented. The reduction in vehicle conflicts has the added benefit of improving traffic flow, reducing travel times, increasing fuel efficiency and contributing less to air pollution. Access management is also good for business, providing safe access to customers and retaining more of a community's original market area.

With this in mind and recognizing the primary purpose of the ACP is to improve the traveling experience along the corridor and coordinate anticipated growth in the area with the roadway network, the following project goals were established:

- Provide effective and efficient through travel for traffic on Patterson Road utilizing the existing right-of-way and identify if additional right-of-way is needed.
- Provide safe, effective, and efficient access to and from Patterson Road for businesses, residents, and guests to support the economic viability of the City of Grand Junction and Mesa County.
- Maintain compatibility with existing and proposed street network connections that provide local circulation to support the transportation system.
- Support alternative modal choices, including transit, pedestrian, and bicycle routes.
- Provide a plan that can be implemented in phases.
- Maintain compatibility with previous local planning efforts. Such as, the GJCP Plan, Ballot 2A measure, and the One Grand Junction Comprehensive Plan.

PLAN DEVELOPMENT & APPROACH

The existing physical and operational characteristics of Patterson Road were investigated. Next, future physical and operational characteristics were projected for a 20-year planning period based on anticipated growth in the area. Using this information, a draft ACP has been developed. Utilizing future input from agency representatives, private property owners, and the public, the draft plan will be revised to generate the final ACP. The final ACP will be evaluated using criteria in the compatibility matrix to confirm that the final ACP achieves the project goals.

To achieve the project goals, various changes to the existing Patterson Road corridor are recommended in the draft ACP, including:

- Restriction of numerous full movement access point resulting in right-in/right-out and $\frac{3}{4}$ movement (left-in, right-in/right-out) accesses.
- Limitation of full movement access to major signalized intersections.
- Reduction of access to one location per ownership and where feasible, shared between adjacent properties.
- For properties located adjacent to Patterson Road, Access points may be relocated to lower order streets, where reasonable access can be preserved.
- Out of direction travel will be limited in general to a maximum distance of one mile ($\frac{1}{2}$ mile each direction). Out of direction travel is the distance needed to reach an access that has been obstructed by a center median compared to the distance needed on an undivided street.

The recommended changes to Patterson Road will result in a reduction of conflict points through the corridor. Traffic crashes typically occur at conflict points. A conflict point is the intersecting point between different traffic movement paths. Traffic conflict points can be grouped into crossing, merging, and diverging types. In a four-legged full movement intersection there are 32 conflict points and eight merge, eight diverge, and 16 crossing conflict points; totaling 32 conflict points.

In addition to the recommended changes, several new local or alternative streets will be proposed where possible. These alternative streets would provide additional local connections and internal circulation opportunities that will reduce local dependence on the Patterson Road by providing alternatives for restricted left-turn movements and reducing demand at intersections that are already experiencing high demand.

PUBLIC INVOLVEMENT

Input from corridor stakeholders including property owners, partner agencies, and the general public is critical to the project. During this time of COVID, the project team is monitoring health orders to determine specific approaches to public engagement. Multiple techniques will be used to engage stakeholders including agency stakeholder meetings, public open houses, one-on-one property owner meetings, and individual communication with interested parties. In advance of the first open house, agency stakeholder meetings with Mesa County, Grand Junction Fire District, Clifton Fire District, Mesa County Valley School District 51, Grand Valley Transit and Mesa County Regional Transportation Planning Organization will be held.

The following method to obtain public feedback includes: two public open houses to gather input from adjacent property owners and the general public. Invitations and public notice will occur through local news, the City's website and social media. All property owners and business tenants, adjacent to the Patterson Road corridor within the project study area, will be invited to the open houses noticed by mail.

1. Preparations are currently underway for the first open house in September. Exhibits presenting access management principles, the study process, and the recommended draft ACP will be displayed at the open house.
2. The second open house is anticipated in January 2021 and will present changes to the Plan based upon input from the public and project stakeholders. Representatives from the project team will be available for questions and discussion at all open houses.

IMPLEMENTATION

The improvements recommended in the ACP will represent a long-range plan to implement over time as traffic and safety needs arise and as funding becomes available. Construction of the improvements recommended may be completed using public and/or private funding. The following cases will trigger construction.

1. A property redevelops or changes use, resulting in an increase in traffic to and from the site of 20% or more.
2. Planned publicly funded project by the City.
3. A safety or operational issue develops that can be mitigated through the implementation of access management techniques consistent with the ACP.

It is important to remember that implementation of improvements recommended in the ACP will only occur if one of the triggers listed above are met. If a trigger is not met, a change to the existing condition will not be made.

PLAN ADOPTION

The final ACP will be documented with a report and a table that defines the location, existing and proposed configurations, and conditions for implementation. The Plan will be presented to the Planning Commission and City Council in workshop(s) and will be followed by hearings for review and recommendation by Planning Commission and consideration of adoption by City Council. Public hearings are tentatively targeted for April of 2021.