

From City of Grand Junction Transportation engineering design standards

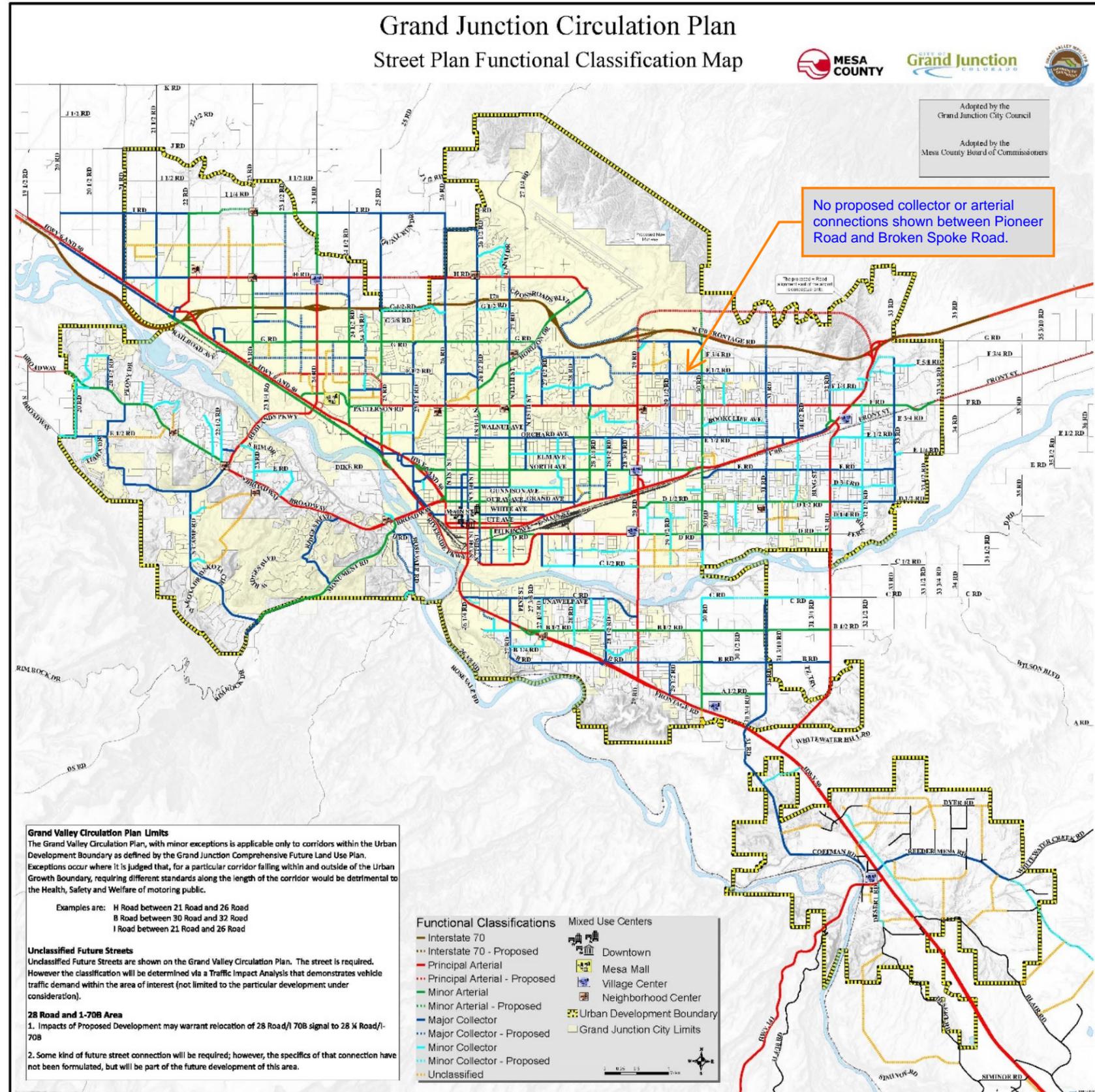
29.20.020 Residential and commercial streets.

Streets shall conform with the adopted Grand Junction Circulation Plan. Minimally, the plan identifies locations where collector street connections are desired and identifies general alignments for residential streets. Street layouts shall continue streets in adjoining subdivisions or their anticipated locations when adjoining property is not yet developed to provide **interconnectivity**.

(Res. 39-04 (5.1), 4-21-04)

Summary of Code Study. Email sent to Design Team in on subsequent pages.

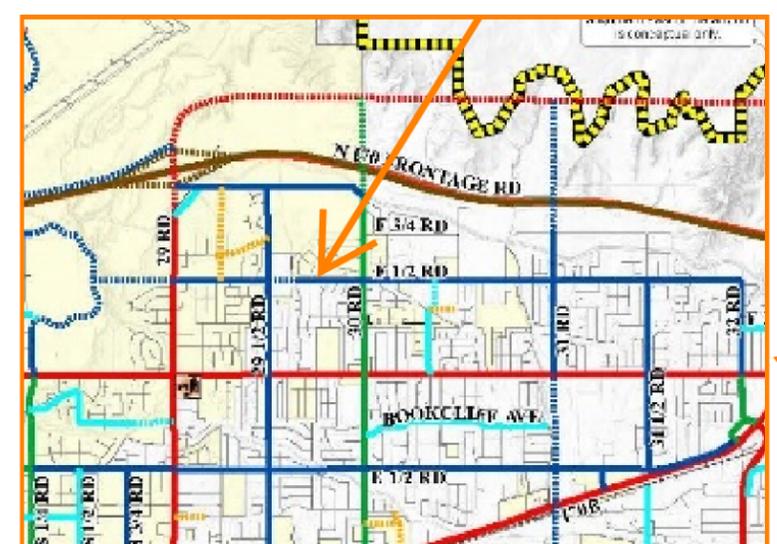
From City of Grand Junction Circulation Plan



No proposed collector or arterial connections shown between Pioneer Road and Broken Spoke Road.

- D. Specific Strategies and Policies**
 Goals and policies identified in the Grand Junction Comprehensive Plan and strategies and policies identified in the Circulation Plan will help the community achieve its vision of becoming the most livable City west of the Rockies. A balanced transportation system will be achieved through the following strategies and policies that are further described in the Circulation Plan.
1. Adopt a Complete Streets Policy for Grand Junction and develop and adopt a Complete Streets Policy for Mesa County.
 2. Develop or revise policies for support of an integrated transportation system.
 3. Provide conceptual and corridor maps that will be used by decision makers and staff to improve transportation systems.
 4. Improve interconnectivity between Grand Valley Transit and centers, neighborhoods and community attractions.
 5. Improve the Urban Trails System on and connecting to Active Transportation Corridors.
 - a. Provide guidance on incentives for trail construction
 - b. Provide guidance on standards for trail construction
 - c. Provide guidance on ownership and maintenance of trail system
 6. Maintain or improve circulation of vehicles on road system.
 - d. Maintain or improve multi-purpose trails
 - e. Provide wayfinding to attract visitors to the trail system and improve the ability of residents and visitors to find area attractions.

The current safety level of the streets is not being maintained and will be compromised if the proposed layout is not reconsidered.



Magnified portion to better show detail

Figure 3



Pioneer Road Human Services development project

1 message

Robert Lueck <robert@bighorneng.com>

To: etscherter@chamberlinarchitects.com

Cc: Jill Lueck <jilllueck@q.com>, BOB LUECK <blueck@cscserviceworks.com>

Hello Eric,

I did some code research last night regarding the Human services proposed development on Pioneer Road and from what I'm seeing there is no code requirement to interconnect Pioneer and Broken Spoke roads as implied at last night's meeting.

Per Grand Junction's Title 29 (Transportation engineering design standards or TEDS) section 29.20.020, "Streets shall conform with the adopted Grand Junction Circulation Plan" (Code section pasted below for reference).

So I downloaded and reviewed the Grand Junction Circulation Plan to see if the proposed road work conformed with the Grand Junction Circulation Plan.

Per figure 3, I see no requirements for the proposed interconnectivity. Please reference the below image of the circulation plan that clearly shows no additional interconnectivity is required.

I did play "devil's advocate" and tried to better understand the intent and benefit to the interconnectivity policy, and I found in the circulation plan documents a description of the specific strategies and policies for the town.

Under the executive summary section D item number 4 (pasted below for reference), the strategy for improved interconnectivity is directly related to Grand Valley Transit and its ability to serve the city's residences.

While the traffic engineer implied last night at the meeting that policy was in place for emergency vehicles, trash vehicles, postal delivery people, etc. (I think his exact words were "it is for everybody") That does not appear to be the case.

Based on this information, it seems to me the proposed road work conflicts with Section 29.20.020 of Grand Junction's TED standards and the adopted Grand Junction Circulation plan.

Also the proposed interconnectivity does not seem to align with the strategy/intent of the Grand Junction circulation plan.

Would it be possible to get another meeting with the traffic engineer to discuss/clarify the difference between what is required and what is currently desired for this development?

I'm really struggling to see a requirement or tangible real world benefit that outweighs compromising the current safer road configuration for this small residential neighborhood.

As stated repeatedly last night, the residents of these two streets feel the proposed road changes would increase traffic and compromise the safety of themselves and their families.

I think it is clear a tight double semi-blind turn and through traffic volume is not nearly as safe as two small cul-de-sacs.

I encourage the design team to re-evaluate the need and benefit to this interconnectivity.

I'm confident Chamberlin and their design team are more than capable of finding a creative solution/configuration that adheres to the road and building requirements and will also maintain the current safe driving conditions on these two small residential

Personally I thought the ballards described at the meeting would be a good low impact solution (The ones described last night that allow emergency vehicle access, but prevent through traffic). I would be very disappointed to see resident safety compropr

To paraphrase the Grand Junction circulation plan documents, I would like to see the goal of "achieving the vision of becoming the most livable city west of the Rockies" met. I have not been convinced and I strongly believe this interconnectivity does not

Junction goal.

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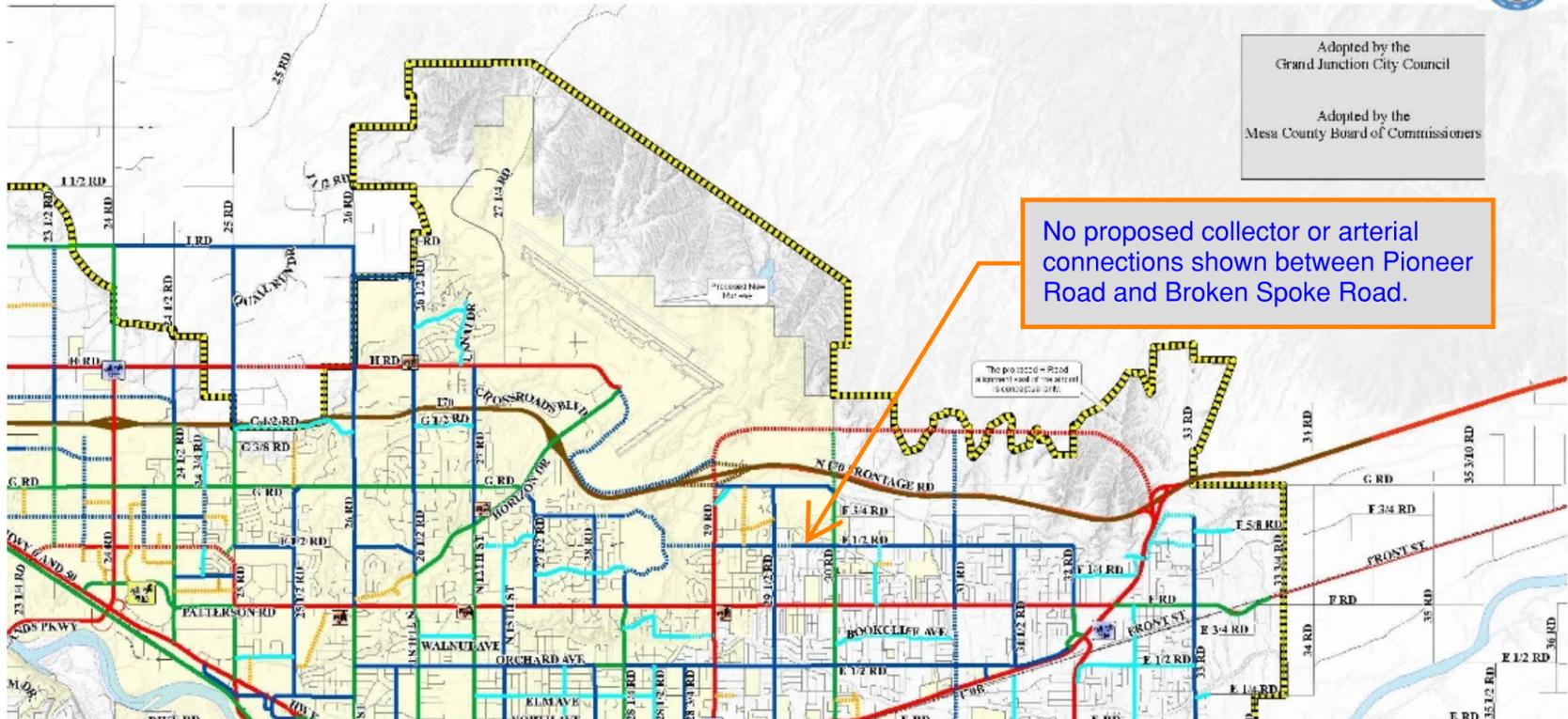
(Res. 39-04 (§ 5.1), 4-21-04)

Grand Junction Circulation Plan Street Plan Functional Classification Map



Adopted by the
Grand Junction City Council

Adopted by the
Mesa County Board of Commissioners



No proposed collector or arterial connections shown between Pioneer Road and Broken Spoke Road.

To proposed = Road with wet road if no arterial (see paragraph 2.1.1)

Functional Classifications	Mixed Use Centers
— Interstate 70	Downtown
... Interstate 70 - Proposed	Mesa Mall
— Principal Arterial	Village Center
... Principal Arterial - Proposed	Neighborhood Center
— Minor Arterial	Urban Development Boundary
... Minor Arterial - Proposed	Grand Junction City Limits
— Major Collector	
... Major Collector - Proposed	
— Minor Collector	
... Minor Collector - Proposed	
— Unclassified	

Scale: 0 0.25 0.5 1 Miles
Compass rose showing North, South, East, West.

D. Specific Strategies and Policies

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Adopted June 21, 2018

- d. Maintain or improve multi-purpose trails
- e. Provide wayfinding to attract visitors to the trail system and improve the ability of residents and visitors to find area attractions.
6. Maintain or improve circulation of vehicles on road system.

Thank You,



Industrial Advisory Council (IAC) member for CMU-CU partnership program
ASHRAE Member

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