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

Purpose and Need
• Identify existing traffic issues and propose solutions to improve traffic and safety

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 4-lane access at White Avenue to assist with 1st & Grand intersection capacity

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

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

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 routes on South Avenue with sharrow pavement markings
• Provide new multi-use path connections 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

I-70 Corridor
• Identify existing road alignments

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