



Public Meeting #1 Summary

February 5, 2015

Public Meeting #1 was held on February 5, 2015 at the Clifton Community Hall (126 2nd Street, Clifton, CO 81520). The meeting was held from 4:30 – 6:30 PM in an open house format. Approximately 60 people attended the meeting. Following is a summary of project comments submitted by meeting attendees on comment sheets, recorded by open house staff during one-on-one conversations with attendees during the public meeting, via email, and submitted on the Grand Valley 2040 Regional Transportation Plan website. This summary includes comments received through February 16, 2015.

How do you use the US 6 corridor through Clifton, between I-70B and 33 Road?

- I live here (10)
- I commute through (7)
- I work /shop here (6)

What are your highest priorities for this transportation corridor?

- Safety (9)
- Vehicular mobility (8)
- Pedestrian accessibility and facilities (6)
- Access to properties directly along the corridor (3)
- Transit connections (4)
- Bicycle accommodations (3)
- Other:
 - School safety
 - All of the above
 - Wheelchair
 - Aesthetic and practicality
 - Beauty: de-funking the Clifton corridor

Do you agree with the Draft Purpose and Need for projects along the corridor? What do you think the purpose of any transportation improvements recommended by this study should be?

- Yes.
- This corridor needs widened. Make bus pull offs. 1st Street needs to be opened to Front Street, taking traffic off 2nd Street.
- Yes. Smooth flow of traffic, transit connections, define bus stop at 33 and US 6, plus in front of Conoco to identify as real stop.
- Yes, US 6 from I-70 to 33 Road is dangerous to both drivers and pedestrians. Improvement is way overdue. Your ADTs for 2040 are too low.
- Need place to sit at 2nd Street for bus route 4. Need bus sign at Patterson and Lois.
- Safety to get back and forth to home and work safely.



- Yes, there is a need for improvements, ease of traffic movement and safety. Safe merging from business and side streets.
- I agree that the purpose and need is appropriate. Greater access to and inexpensive public transit.
- Safety and beatification of the link between Grand Junction and Palisade.
- Traffic flow.
- Improve traffic flow by limiting access.
- Yes, to address traffic operation and safety issues.

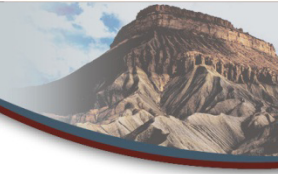
What ideas do you have to improve traffic operations, safety and multimodal facilities in the study area?

Pedestrian/Bicyclists/Transit

- School District 51 is not planning to bring back or increase buses in the area anytime soon, which makes school kid walkability of prime importance. Currently, many kids are driven in and dropped off by parents, from as far east as the railroad flyover. Sidewalks to encourage walking would be beneficial.
- People don't stop far enough back at the school crosswalk. Move stop bars back.
- Sidewalks for kids to walk to school on instead of shoulders.
- Create better/safer pedestrian environments. Add easily identifiable corridors with improved lighting. Protective barriers for pedestrians that are also aesthetically pleasing would be good.
- Improve bus route #4 for wheelchair and disability people.
- Bench on 2nd Street, bus transit.
- Bus pull-offs need improved.
- Prefer detached sidewalks over attached.
- Sidewalks would help with pedestrian safety. Bike lanes would also be helpful.
- Sidewalks on Main Street would be nice, not sure about location of proposed trails. How do they connect to others?
- Clifton is full of children but the corridor does not reflect this. The bicycle and farm communities have a terrible time with this intersection of the valley. Do we need a bicycle/pedestrian overpass of the I-70 business loop?

1st Street Connection

- Open side roads to stop light by Maverick.
- Open 32½ Road (1st Street) south to railroad.
- Road leading to "stop" light off 32½ Road (1st Street) to US 6 needs paved and sidewalks.
- Need to finish 1st Street to Front Street.
- Build the street from the shopping center between 1st Street and 2nd Street.
- The barrier at the south end of 1st Street has been removed (irrigation boxes now gone). Recommend completing 1st Street to Front Street. Traffic using the incomplete road. Semis parking at end of new 1st Street (up to four wide). Very rough road, too much traffic.
- 1st Street needs to be finished, alleviating traffic on 2nd Street.



Roadway/Signal

- Lower flashing light for school zone sign to drivers' eye level.
- 33 Road stop lights need left turn signals.
- Need left turn arrow at 33 Road signal.
- Entrance from southbound I-70B to Frontage Road north of F $\frac{1}{4}$ needs a turn lane.
- Time and synchronize the traffic lights to create traffic flow. The current traffic lights create bottleneck traffic and encourage drivers to speed in hope of not getting caught at the next light.
- Please time and synchronize the traffic lights to work with, not against, the main street.
- Coordinate lights so traffic flows west/east.
- Four lanes with sidewalks, turn lanes for better access, pedestrian safety zones. Landscaping that slows traffic.
- Route the north-south traffic off of 2nd Street and onto 1st Street or 33 Road.
- How would traffic forecasts be affected if 29 Road interchange with I-70 was built?
- Hate to see any of the street center sections closed, a median and right turn only.
- Don't need five lanes on US 6. Three lanes and 30 MPH is ok.
- Consider one-way couplet for 1st and 2nd Streets from Front Street to US 6.
- Improving Front Street would take traffic off of US 6 & relieve congestion.
- Maybe a faster by-pass on Front Street?
- Take Front Street thru to 32 Road. It would take a lot of pressure off US 6.
- Close smaller roads in area (2nd Street, 3rd Street) and use stop light from 1st Street to US 6 for safety reasons!
- Don't close 2nd, 3rd, 4th Street access.
- Bite the bullet vis-à-vis US 6 from I-70B to 33 Road. "Bypass" alternatives dodge the natural desire to continue on F Road which is improved all the way from Mesa Mall. It is also the direct path to Palisade. As the east valley grows, to "Band-Aid" this bottleneck is a short sighted solution.
- Use G Road from Palisade.
- No roundabout at 33 Road - very heavy westbound traffic from high school.
- Stop light on I-70B and US 6: The westbound traffic in left turn lane should be stopped farther back. Drivers turning from I-70B from interstate left on to US 6 have a real sharp left turn to get around stopped vehicles.
- It needs done sooner than later. Although it will inconvenience some businesses – parking for them needs addressed as well as ingress and egress issues.
- Not sure about idea of moving downtown area south.
- Eliminate "downtown Clifton" access.
- Modify access to Clifton Liquor.
- The businesses from I-70B to 33 Road on US 6 are going to have to be dealt with. Significant improvements cannot be provided with existing buildings locations. Otherwise it will just be a "stop-gap".
- Understand a need to widen US 6, can see needing to take ROW on south side of US 6. Many businesses closed already. Would like to see better access.
- Clifton could be a lovely, simple, low income community that connects the valley.

US 6 CLIFTON TRANSPORTATION STUDY



- Electric and telephone lines could be put under ground.
- Bury utilities.

Study

- Continue with proposed study.
- Do it faster than 2 to 3 years – it seems any study takes longer than the actual construction.

Please share your thoughts regarding existing transportation conditions and/or issues within the study area.

(Consider traffic conditions, roadway features, environmental and community resources, and pedestrian, bicycle, and transit travel)

- Lots of accidents, not exactly where indicated on map. Some at US 6 & I-70B, some at US 6 & 1st Street, and lots east of there between 1st and 2nd Streets.
- 33 Road – Red lights are frequently disregarded in both directions.
- Not enough space between road and shoulder for walking, bicycling, etc. Especially for Clifton school.
- I see numerous pedestrian safety incidents almost daily (jaywalking and shoulder walking). Traffic congestion is tolerable but getting worse.
- Sidewalks are needed along US 6 east of elementary school.
- Clifton is lacking safe places to walk and bicycle, especially to destinations like the library, schools, and grocery stores. I hope this study yields results that support this.
- Especially along old US 6 in Clifton there should be sidewalks, landscaping and defined driveway cuts as was shown in the Clifton Plan.
- F $\frac{1}{4}$ Road west of I-70B is used by bike and ped, but there are high speeds and it needs improved. Sidewalk lane lines.
- Attention to use of F $\frac{1}{4}$ Road by entire community for Tour of the Valley and to access the larger North Fruitvale area from the business loop – can F $\frac{1}{2}$ Road be used/developed? F $\frac{1}{4}$ Road is heavily used by families for bicycling, walking dogs. Drivers coming off the freeway do not slow down on F $\frac{1}{4}$ Road.
- It is dangerous. Much of this area is low-income and there are lots of pedestrian dangers that could cause even greater discord and law enforcement issues.
- Housing Services has a medium to high density residential development on/near Jaylee Street just south of the railroad tracks and roughly between 32 and 32 $\frac{1}{2}$ Road in Clifton. The entire population in this housing project developed by Housing Resources is underserved by all transportation modes. Adjustments by Grand Valley Transit are desired, especially to existing Route 10 which runs nearby. Please fully consider the population in this housing project as this study and any additional studies are pursued.
- Need a bus stop and pullout on the exterior of the shopping center (along US 6 or I-70B).
- Wheelchair access on bus took more than 20 minutes.
- Resident (disabled) rides Route 4, but goes to stop on US 6 and goes west, then east to Palisade, just to get a bench.
- Traffic lights along I-70B & US 6 are not synchronized (light turns for one car on side street) and the congestion leads to frustration.
- The timing of the I-70B and US 6 intersection lights needs equalized. Cars on US 6 wait too long. The green light on US 6 is too short! I like the timing of the lights at the intersection of 32 Road and US 6. Just right.



- US 6 heading east across I-70B goes from two lanes to one (or else have to turn into shopping center). Difficult to maneuver, and traffic on left lane breaks up before light (I-70B and US 6).
- The stop light by the Maverick backs up traffic causing some road rage and drivers rushing to get in.
- 1st Street in Clifton is already being used to get access to stop light on US 6, at high traffic hours daily.
- The light in front of Gold's Gym on I-70B has created congestion for traffic headed east toward Palisade. The right lane begins to get backed up at the 32 Road intersection.
- 1st Street improvements (road to nowhere) have made things more difficult.
- Trouble getting on US 6 from 2nd Street. It would help to open 1st Street to Front Street so traffic could exit at light.
- The road that goes south from the corner where the post office is located should be completed. That is, it should be extended further south. Also, a road should connect to the next street to the east, I believe 2nd Street.
- At present, all traffic on US 6 near the post office must turn off US 6 onto 2nd Street and all traffic on 2nd Street needs to enter US 6. It would help if 2nd Street was connected to the uncompleted road into the shopping center.
- No signs on Lois at gas station/convenience store.
- Shell Stop & Save – CDOT parcel on east side is an eyesore.
- Hard to make northbound left turn from 2nd Street to US 6 – creates unusual U-turn movements.
- Liquor store traffic issues – safety issues with one big driveway very busy, especially evenings.
- Hard to turn on Smallwood. People park on the sidewalk at Smallwood. Not enough parking available.
- Westbound stop bar too close for southbound left turns at I-70B.
- Very hard to turn left from northbound 2nd Street.
- Palisade High School contributes to traffic.

General suggestions and comments regarding this transportation study

- A general timeline of the proposal was helpful. It would be good to have an idea of feasibility of different priorities. Not having information about demographics makes decisions made from public input sessions less obvious to decision makers not present or other parties reviewing the recommendations. It would be helpful to have references to past studies available and where to locate the full documents. It might be an improvement to include school districts/locations in the group of agencies assisting the project.
- Budweiser 32½ stoplight near future development behind Budweiser.
- Speed limit coming in off of the interstate to I-70B.
- Tour of the Valley bike race goes thru the area.
- Drainage input: Any new discharge to the system would require a license. Current discharges from CDOT I-70B facilities are discharging to the drainage district irrigation system without compensation to the drainage district. Concerns about effects on the drainage district from any improvements.
- Resident of a home just north of the railroad tracks and on the west side of 1st Street: Any additional improvements to 1st Street (like the newly constructed section just south of Main Street), extending further to the south past their properties, would result in some ROW impacts or total takes.