

2011

Fruita Pedestrian and Bicycle Circulation Study



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Fruita Pedestrian and Bicycle Circulation Study

Final Report

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Executive Summary

In 2009, the City of Fruita completed the Parks, Open Space and Trails Plan, also referred to as the POST plan. This plan primarily focused on the off-street trail system. The POST plan recommended the City address future on-street bike routes and pedestrian connections and include specific design standards for on-street bike lanes and pedestrian walks. This study examines the existing on-street pedestrian and bicycle network and makes recommendations for improvements as well as providing the City with a toolkit of potential solutions that may be applied as needed.

The City of Fruita has done an excellent job of community-building as development occurs by constructing sidewalks, trail connections and parks. The transportation network has developed with many complete streets that include space for pedestrians, parked and through vehicles. For the most part, the collector streets within the City have sufficient width to consider bicycle lanes without compromising travel or parking by other modes.

Within its existing streets and rights of way, Fruita has the perfect opportunity to make sure that all users of the streets—including cars, trucks, busses, bicyclists and pedestrians— can have safe passage through town. Over the past 20 years, the growth and popularity of bicycle riding has increased, and Fruita has gained a world-wide reputation as a mecca for not only mountain bike rides and the Fruita Fat Tire Festival, but as a world-class area for road rides as well. And yet ironically, residents participating in the surveys and open houses believe the streets within the town itself are not bicycle-friendly. While experienced bike riders are willing to ride the streets, parents believe that the most vulnerable of street users, children, are not safe riding on Fruita's streets, and when surveyed, many do not express confidence that their children would be safe riding their bikes or walking to school.

This study has identified, through field observations and citizen input, the problem areas of safe passage for bicycles and pedestrians and makes recommendations for changes. The overall goal is to develop a bicycle/pedestrian transportation plan that safely connects people (and especially children) with parks, schools and transit stops. The transportation system is not complete until the most vulnerable of users is taken into consideration in the design and operation of the system.

Many of the recommendations of this study include restriping many of the streets that could be used to access schools. A number of these streets have existing pavement width to stripe lanes for through traffic, a bike lane on either side of the street, and on-street parking. Re-striping does several things—changes the feel of the street from a wide open area that encourages speeding, to a narrower lane which visually urges caution on the part of the driver. Bike lanes serve two purposes—they alert the driver to

the presence of bicycles, and they encourage bicycle use among children and adults. Other results of this study include the following:

- Parent surveys for Fruita Middle and Fruita 8/9 Schools
- School walking route maps
- Recommendations for signing improvements around schools
- Collector street cross-sections
- Identifies and prioritizes 40 CIP projects at a total of \$11.3 million which includes bridge improvements at six locations, bicycle lane striping, pavement widening, complete street improvements and pedestrian refuge islands
- Proposes changes to the Community Plan and Land Use Code to strengthen support for bicycle and pedestrian infrastructure
- Examines four years of crash data involving pedestrians and cyclists and recommended additional education for school-age children



Chapter I Introduction

The City of Fruita was established as a town in 1884. The original town site consisted of eighty acres with a park in the center. As Fruita grows from a small town to a small city, it is emerging as a pedestrian-friendly place, developing with sidewalks along its streets for residents to easily access destinations. Today, the City is becoming known throughout the world as a hub for challenging mountain bike terrain and strives to be a bicycle-friendly community as well.

Fruita's vision for transportation identified in the City's Master Plan is to "establish and maintain a balanced multi-modal transportation system that provides efficient and safe mobility for residents and visitors."

As Fruita continues to grow, it is important to plan facilities for pedestrians and cyclists. Fruita's primary draw is its proximity to outdoor recreation – mountain biking, the Colorado River, the Colorado National Monument, McInnis Canyons – to name only a few - and access to these attractions as well as businesses, civic and cultural facilities is necessary by all modes of transportation.



The 2000 Census indicates that 23% of Fruita's population is younger than age 15, and its population older than age 65 is 16%. These percentages are higher than both the Colorado and national averages. These two age groups are generally more likely to utilize alternative transportation modes.

The quality of one's walking experience often defines a person's opinion of where they live or visit. A good pedestrian system is centered on mobility and access; it is also about spontaneously meeting friends, the art of people watching and the civic sociability of the community. Having choices in how we travel helps strengthen the sense of community. People who travel by foot or cycle usually have a larger network sense of belonging and increased pride in their neighborhood.

Purpose of the Study

The Parks, Open Space, and Trails Master Plan (POST) completed in 2009 identified an implementation action to prepare an on-street bicycle/pedestrian master plan for the community that identifies on-street bike lanes, desired street cross-sections, areas in need of pedestrian walkways and enhanced pedestrian crossings, and ideal locations for trailheads for access to the primary trail system.

The Mesa County Regional Transportation Planning Office contracted with the City of Grand Junction Public Works and Planning Department to conduct the Fruita Area Bicycle and Pedestrian Circulation Study. The Study is a tool to be used by local decision makers for prioritizing transit, bicycle and pedestrian improvements in the City of Fruita.

Fruita is served by Grand Valley Transit. Route 8 encircles the city and links to the GVT system at the Mesa Mall in Grand Junction. Within the city boundary, there are two elementary schools, a middle school, an 8-9 school and a high school. The focus for this study is to examine pedestrian and bicycle facilities that link to the transit system and to look at the pedestrian and bicycle needs of the schools' population.

Communities that are planned and designed to work well for children serve everyone's needs and improve the quality of life for all residents. The central downtown part of Fruita works well for pedestrians and cyclists.



The scope of the study includes an inventory of existing facilities, identification of needed improvements, development of design standards and requirements and ranking of projects for inclusion in a capital improvements plan.

Study Area

The study area is generally Fruita's Growth Management area north of the Colorado River, which is 15 Road on the west, 20 Road on the east, the Colorado River on the south and M Road on the north. However, this study focused in the developed area within the City of Fruita.

Report Contents

Chapter II is a brief review of existing planning documents and relevant work done in the Fruita area. Fruita has completed at least seven plans relevant to bicycle and pedestrian circulation in the past 17 years to address changing conditions.

Chapter III reviews the public comments received for the study. Two open houses, a public survey, a school survey as well as interviews with key community stakeholders provided insights and opportunities for comment. The public comments are an integral piece of the study, helping to shape the priorities for the Fruita community.

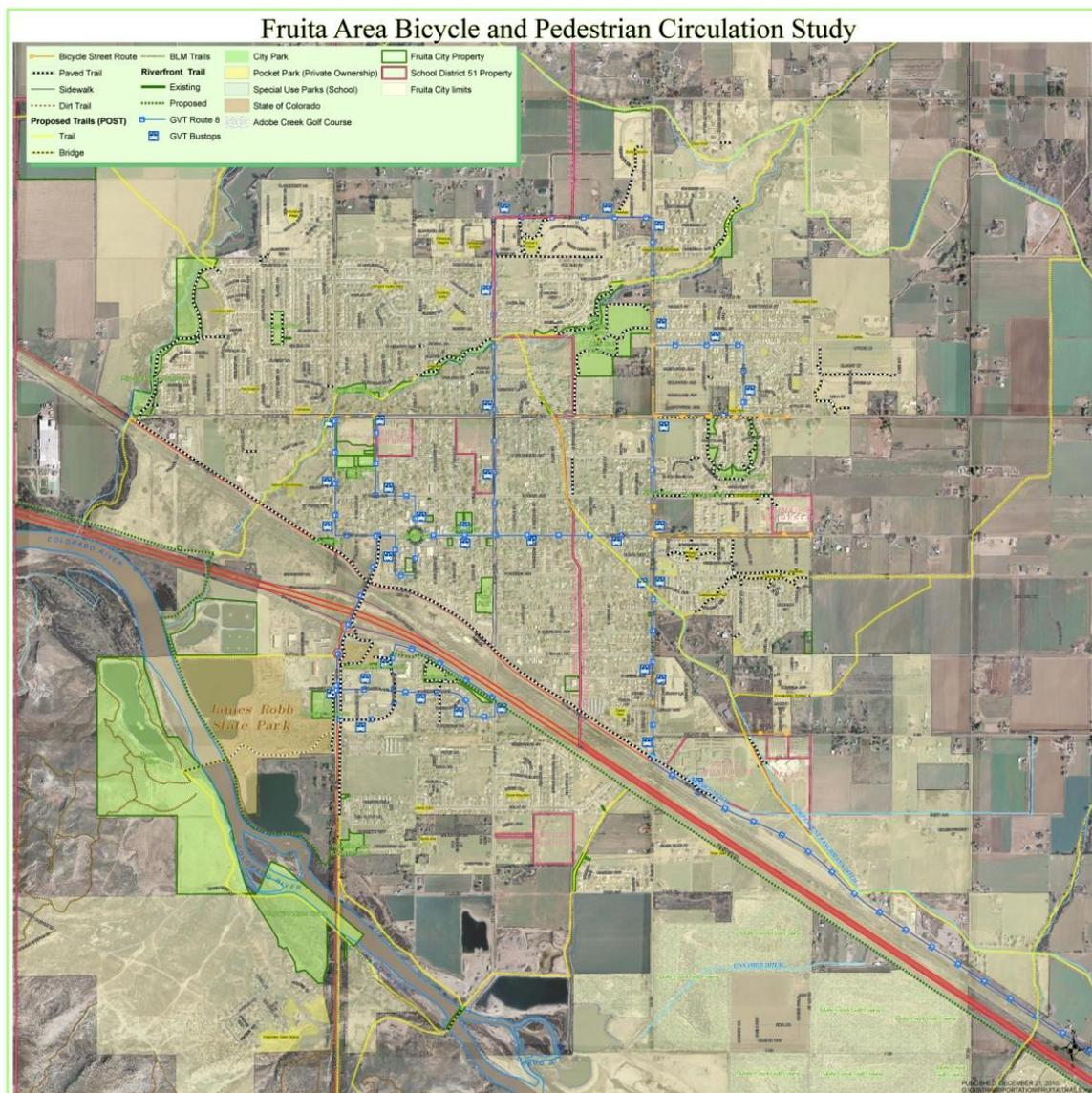
Chapter IV identifies the existing facilities for pedestrians, bicyclists and transit users.

Chapter V is an overview of design considerations.

Chapter VI presents recommendations for improvements.

Chapter VII presents the proposed project list and rankings.

Chapter VIII identifies potential funding sources.



CHAPTER II

Review of Existing Plans and Documentation

This chapter provides a brief review of the existing documentation and ongoing efforts in the City of Fruita related to bicycle and pedestrian planning. Transit planning in Fruita has been part of the larger Grand Valley Transit efforts for the valley. Previous plans and studies of the area are very good sources of information. A major source of information is the Fruita Parks, Open Space and Trails Plan, which details some of the existing deficiencies in pedestrian facilities for the area. This section highlights the major recommendations or elements from the previous plans and studies which pertain to this Bicycle and Pedestrian Circulation Study. Please refer to the referenced plan for more detailed information, which can be viewed at the Fruita Civic Center, Community Development Department.

EXISTING PLANS

SH 340 Corridor Conceptual Development Plan, 1994

- Recommended I-70 Pedestrian Crossing
- Recommended a bike path to Colorado National Monument
- Supported commuter bike trails
- Advocated for recreation bike trails
- Developed a preferred streetscape and cross-section for the SH 340 corridor

Fruita Riverfront Action Plan, Sept 1995

- Identified long and short term goals to preserve threatened open space along the Colorado River and enhance recreational opportunities;
- Define trail corridors, boat launch sites, fishing opportunities, improve habitat and wildlife refuge areas
- Strengthen Fruita's role as a trail hub

The Fruita/Kokopelli Greenway – A Colorado River Cooperative Management Plan, January 1997

- Identified potential Riverfront trail routes from Fruita to Loma Boat Ramp/Kokopelli Trailhead

City of Fruita Traffic Calming, Pedestrian, Bicycle Plan February 1999

- Created a bicycle/pedestrian plan
- Recommendations for street cross-sections



- Recommendations for pedestrian improvements at schools

Greenway Business Park, March 2001

- Proposed 4+ miles of trail
- Public transit connection identified

City of Fruita Community Plan, 2008

- Chapter addressing Multi-Modal Transportation

City of Fruita Parks, Open Space and Trails Master Plan (POST), December 2009

- 6 miles of existing master plan trails
- Identified strong community desire for trails, connections
- Trail cross-section recommendations
- Prioritized list of improvement

STATEWIDE GUIDE

The information presented in the following section is taken from the *Colorado Guide for the Development of Local and Regional Bicycle and Pedestrian Plans*. This document is intended to outline the state’s inclusion of bicycle and pedestrian planning in the Statewide Transportation Plan. The Guide covers the four “Es” of planning for facilities:

- Engineering
- Education
- Enforcement
- Encouragement

Taken directly from the Guide, the following principles provide the foundation for a safe and equitable bicycle and pedestrian network throughout the state. These same principles should guide development in the Fruita area.

- **Accessibility** – Walking and bicycling are a free and direct means of accessing local goods, services, community amenities, and public transit, and should be provided with equitable access to all transportation facilities and services.

Facilities must meet all Americans with Disabilities Act rules and regulations.

- **Connectivity** – Enhance modal and intermodal transfers and connections within the transportation network.
- **Coordination** – Integrate bicycle and pedestrian transportation facilities and services with other planning and development.
- **Corridor Preservation** – Identify transportation corridors necessary for expansion or enhancement of the transportation system.
- **Customer Focus** – Address the needs and perceptions of community members through a comprehensive public involvement process.



- **Environmental Sustainability** – Be dedicated to protecting and enhancing the environment. Walking and bicycling rely on human power and have negligible environmental impact.
- **Equity** – Walking is the only mode of travel that is universally affordable and allows all people (children, adults, senior citizens, people with disabilities, and low income) to travel independently.
- **Economic Viability** – A bicycle- and pedestrian-friendly environment encourages social interaction and contributes to the economy.
- **Financial** – Identify and consider new and creative sources of funding in addition to anticipated resources.
- **Health and Well-being** – Walking and bicycling are proven methods of promoting personal health and well-being.
- **Mobility** – Consider the movement of people, goods, services, and information.
- **Multimodal** – Consider all modes of transportation and identify the most appropriate mix of modal facilities and services.
- **Popsicle Principle** – Facilitate the ease by which an eight-year-old child can safely and happily walk or bike to a neighborhood store for a Popsicle.
- **Safety** – Incorporate appropriate measures to minimize danger, risk, or injury in the development, operation, and maintenance of transportation facilities. An environment in which people feel safe and comfortable walking is an environment that increases community safety for all.
- **System Management** – Optimize the effectiveness of current transportation facilities and services.
- **System Maintenance** – Define the appropriate maintenance level for transportation facilities and services.

These principles were observed when and where appropriate when prioritizing projects in the Fruita study area.



CHAPTER III

Public Input

Public input is a critical component in formulating the plan and the public comments received throughout this planning process have been invaluable in the development of recommendations.

The Fruita Bike/Pedestrian study was conducted with the goal of involving as many residents of Fruita as possible, along with non-residents who bicycle through the community. In order to accomplish this goal, the planning team used a broad range of communication tools, including:

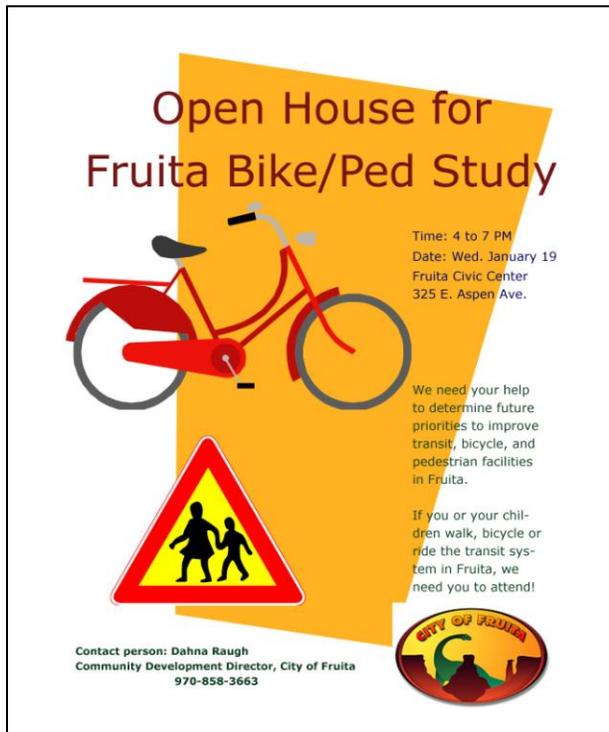
- Press releases
- Information on the City of Fruita website
- Information on the Fruita Police Department website
- Two online transportation surveys—one for bicyclists, and one for pedestrians
- Two public meetings—an Open House on Jan. 19 and a second one on March 30, 2011
- Comment sheets available at the meetings
- Displays at the Open Houses showing good and bad examples of transportation planning that occurs in other communities to spur discussion
- A 30-minute radio interview with Dahna Raugh, Fruita Community Development Director and team member Kristin Winn on KAFM Radio in Grand Junction on January 18.
- A radio interview with Dahna Raugh on MacKenzie Dodge's radio show on Cumulus Radio in Grand Junction on January 17
- Posters placed in downtown businesses and in the Fruita Civic Center
- A quarter-page advertisement in the Jan. 12 issue of the Fruita Times
- Mentions on the Twitter and Facebook pages of Mesa County and the City of Grand Junction urging residents to fill out the online surveys and attend the open house events
- A story in the City of Fruita newsletter that was mailed out in February, which talked about the results of the online survey and gave the date of the second Open House on March 30
- A variable message board was placed in the Fruita circle just east of City Market with the date of the Open House to alert drivers to the meeting.
- Notices in all community calendars published by the local TV and radio stations
- Posters in all Grand Valley Transit buses
- A laptop computer at the first Open House so that people could fill out the survey there online
- Business cards with the URL of the City of Fruita website and link to the online survey for those who wanted to fill out the survey at home or pass cards to their neighbors to fill out the survey.

- Suggestions that people put links to the survey on their Facebook pages to urge their friends to fill out the online survey

As a result, the following media coverage occurred:

- A front page article in the Fruita Times on January 14 about the study and Open House
- Stories in the Free Press and Daily Sentinel
- TV coverage on all three stations (KKCO-TV, KREX TV, and KJCT TV) about the Open House

The responses from the web surveys as well as the comments gathered at the open houses are presented in Appendix A at the end of this document.



CHAPTER IV

Existing Facilities

The study team made initial field investigations regarding transit, pedestrian and bicycle facilities in the study area in October, 2010. The field investigation kicked off with the study team and Fruita staff riding the GVT bus to observe the stops in Fruita and discuss concerns with current and future transit stops.



The City of Fruita had conducted parent surveys at the two elementary schools in the fall of 2009 in preparation for their Safe Routes to Schools grant. The study team collected the surveys and entered the data into the national Safe Routes to School website, which produced graphical summaries of the results. The results for the Shelledy Elementary and Rimrock Elementary schools are shown in Appendix B.

Study Team members spent several days in the field surveying the school signs, street lights and crosswalks in Fruita, as well as measuring street widths on some of the collector streets.

INITIAL ANALYSIS OF FACILITY LOCATIONS

Development of Initial Inventory

An initial inventory of trail facilities and signs for the study area exists in a Geographic Information System (GIS) maintained by the City of Fruita. The locations of bus stops used by Grand Valley Transit (GVT) was provided by the RTPO and added to the GIS mapping. The map below depicts the existing and proposed trails, the bus route and stops, existing bike lanes and the locations of schools and parks in Fruita.

FIELD SURVEY



The focus of the field survey centered on the area around the five public schools in Fruita, as many of the concerns expressed by Fruita staff and citizens involved children traveling to and from school.



This inventory was used to analyze access to schools, access to public facilities, and to provide baseline information for the City of Fruita.



Americans with Disabilities Act Compliance

The City of Fruita generally complies with the federal requirements of the ADA. When constructing new facilities or reconstructing existing facilities, it is helpful to review standards. For example, installation of crosswalks should not be made without the appropriate curb ramps. Compliance with current standards helps ensure that everyone's travel experiences are safe, convenient and compliant.

Bike Lanes

Fruita has completed some striping of bike lanes on some streets, but there is not a cohesive network. The field survey indicated bike lanes stop and start and there is no pattern to the signing. Street widths were measured and documented as part of the field inventory. Chapter VI includes recommendations for striping collector streets that will begin to establish a network for connecting origins and destinations within the City of Fruita. Identified destinations within the City include the five public schools, the new Community Center and library, City Market, downtown and the commercial area south of I-70.



Barriers to Mobility

Interstate 70, the Colorado River, the railroad and drainages pose a barrier to mobility. The City's Parks, Open Space and Trails Plan identified three river crossings for bicycles and pedestrians: Snooks Bottom, the old Fruita bridge and the existing Highway 340 bridge. The Little Salt Wash Trail is currently being designed for construction in 2011 to utilize existing culverts under the railroad and I-70 to provide access under these facilities and provide connection from the residential areas on the north to the Fruita State Park and commercial areas on the south side of the interstate.



There is currently one on-street pedestrian connection over I-70 on Highway 340, on the east side of the bridge. For cyclists traveling south, the existing guard rail and bridge railing is lower than the minimum height recommended for bicycles. CDOT will be contacted and asked to install railings that meet the proper height. If a cyclist should fall, the existing rail does nothing to prevent them from falling either into the railroad or the interstate from a substantial height. The POST Plan identifies a pedestrian crossing structure over I-70 near the high school, as well as a trail at the Big Salt Wash under the railroad and I-70.



Schools

The study team collected the parent surveys that were done last year in conjunction with the Safe Routes to Schools grant that the City of Fruita applied for and received. These surveys were done at Shelledy Elementary School and Rimrock Elementary School. The data was entered into the national Safe Routes to School website to obtain the reports included in Appendix B of this report. Parent surveys for Fruita Middle and Fruita 8/9 Schools were conducted on-line through the national Safe Routes to School website from February 28 through March 11, 2011. Results of these surveys are included in Appendix C.



Study team members met with Dave Montoya, Transportation Director for School District 51, to visit each of the existing and future school sites. Observations include the following:

- **Rimrock Elementary School** has a high number of students who walk to school. There are good sidewalk ties to the north side of the school from the west. There is a concrete path that runs through the subdivision to the west and leads directly to the school. It is used extensively. The school has staggered release times for bussed students and parent pick-up, which mitigates congestion.
- **Shelledy Elementary School** is near the center of downtown and has few issues. The afternoon pick up time is somewhat congested.
- **Fruita Middle School** is one of the oldest schools in the area and also is located near downtown. The school is completely surrounded by streets with sidewalks and bus loading/unloading occurs on the west and south sides of the school.
- **Fruita Monument High School and the Fruita 8/9 School** are located next to one another on Wildcat Drive (J Road). This area is the center of activity in Fruita during the morning and afternoon school start and release times. Street improvements on Wildcat and J 3/10 would facilitate better pedestrian/cyclist environments for the students.

School Walking Maps showing the boundaries where School District 51 does not provide bus service and the location of school crossings and signs were developed for the elementary and middle schools in Fruita. These maps are part of Appendix F and will be included on a web page hosted by the City of Grand Junction that displays other schools within the school district.

Field investigations verified the sign inventory provided by the City of Fruita, as well as identifying additional signs, crosswalks and street lighting. Fruita staff should review the *Manual on Uniform Traffic Control Devices (MUTCD)*, to bring existing signing into compliance with the manual. Additionally, there is over-signing in some areas, particularly near the Fruita Monument High School and the



Fruita 8/9 School. Specific recommendations for changes are spelled out in Chapter VI, Recommendations for Improvements.

Transit Stops

The transit inventory consists of 34 bus stops—a combination of signed stops, benches, and shelters within Fruita. These stops provide Fruita residents access to Grand Valley Transit, and access by foot or bicycle is important to current and potential GVT riders.

The study team rode a transit bus on the Fruita Route 8 to experience the stops firsthand on October 18, 2010 and to meet with Fruita staff on the bus to discuss the route. Observations made during the tour include the following:

- GVT desires to move the Fruita Monument High School stop from the parking lot to the highway.
- Pine Street is a disjointed series of half-road improvements and needs to be completed with curb, gutter, sidewalk and bike lanes. The busiest stop on the route is on Pine Street north of US Highway 6. There is inadequate space on the existing sidewalk for the transit riders at the stop.
- Narrow bridges on Maple, Pine and Mesa are not bicycle or pedestrian-friendly, which may make access to and from transit stops difficult.
- No stops were signed on Highway 340 at the time of the tour, although there is demand from several regular riders who are employees in the commercial center on the west side of the highway.
- The City of Fruita desires transit and pedestrian connections with the proposed 128 unit senior housing apartments on Kokopelli Boulevard.
- Fruita staff indicated transit rider complaints are having to ride to Mesa Mall and back to get home if trips originate in Fruita and go to another location in Fruita,



and the desire to serve the northwest area of the city.

Bicycle/Pedestrian Accidents

Accident records from 2007 through 2010 were obtained from the Fruita Police Department. The Colorado Department of Transportation (CDOT) was contacted for crash data as well, but their database is only current through 2005. One crash report was obtained from Mesa County Traffic Services. The pedestrian and bicyclist accidents are tabulated below:

Date	Time	Location	Age of Ped/Cyclist	Type of Action
10-16-07	14:47	S. Mesa/Aspen	11	Cyclist entered crosswalk without yielding
12-03-07	06:44	18 Rd/Wildcat	14	Cyclist rode into crosswalk without looking
08-18-08	19:30	Ottley/Sycamore	12	Cyclist struck in crosswalk, hit and run
02-14-09	14:50	Carolina/Pine	11	Cyclist turned left in front of vehicle
06-30-09	17:45	18 Rd/Powell	10	Cyclist struck by vehicle, hit and run
07-09-09	12:05	Pabor/Mesa	9	Cyclist failed to yield ROW
04-27-10	08:30	Ottley/Cherry	14	Cyclist in crosswalk struck by vehicle illegally passing
05-23-10	11:45	Hwy 340/Kokopelli	45	Cyclist struck by left-turning vehicle
09-15-10	14:10	Pabor/Mulberry	9	Cyclist failed to yield ROW
11-01-10	06:35	Pine/Cedar	40	Pedestrian struck by left-turning vehicle
11-04-10	06:45	J 3/10 / J 2/10	14	Pedestrian struck by left-turning vehicle

The crash data suggests additional education is needed for school-age pedestrians and cyclists. City staff should work with the schools to host bike rodeos and pedestrian education classes.

Chapter V

Bicycle and Pedestrian Facilities Design

There is a wide range of facility improvements which can enhance bicycle and pedestrian transportation. Improvements can be simple and involve minimal design consideration or they can involve a detailed design, such as complete street reconstruction. The major feature of the design for a bicycle or pedestrian facility is its location - as part of the roadway cross-section or follows its own independent alignment. Roadway improvements such as bicycle lanes and sidewalks depend on the roadway's design. On the other hand, bicycle and multi-use paths are located on independent alignments; consequently, their design depends on many factors, including the performance capabilities of the bicyclist and the bicycle. Proper planning and design of roadway improvements should enhance bicycle and pedestrian travel. Fruita's overall goals for transportation improvements already include guiding principles for establishing and maintaining a balanced multi-modal transportation system.

The City of Fruita has done a good job of having sidewalks constructed as development occurs, as well as getting trail connections. Many of the newer subdivisions in the city feature pocket parks and trail connections.

Design Standards

All bicycle and pedestrian facilities should meet the minimum standards recommended by the American Association of State Highway and Transportation Officials (AASHTO) in the publication *Guide for the Development of Bicycle Facilities*, 1999, and the *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, 2004 or most current editions.



Pavement striping, signage, and signals should be in accordance with the most current version of the *Manual on Uniform Traffic Control Devices* (MUTCD). Hike and bike trails and sidewalks should be accessible and traversable by physically disabled persons and should comply with the guidelines set forth by the American with Disabilities Act of 1990 (ADA).

Bicycle Facility Types

The types of facilities that may be provided for bicycle mobility include shared roadways, bicycle routes, wide curb lanes as a special class of bicycle routes, shoulder bikeways, bicycle lanes, and bike paths. These facilities are described in detail in the AASHTO Guide for the Development of Bicycle Facilities, and are briefly described in the following paragraphs.

Shared Roadway (Not signed or designated) - Because a bicycle is defined as a vehicle in the Colorado Model Traffic Code, any roadway (except limited access highways, freeways, and others specifically prohibiting bicycle traffic) may be considered part of the on-road bicycle network. Because existing roads typically offer the most direct route to many destinations, they tend to be favored by advanced cyclists and bicycle commuters. Local streets that carry low volume, low speed traffic are generally suitable for all cyclists except for young children generally under the age of 10. On-street parking along local streets in residential areas is compatible with bicycle use, although parking may be a conflict along streets in commercial areas.

Older roadways may still have drainage grates with longitudinal bars or slit openings parallel to the path of the bicycle that can trap the narrow wheel of a bicycle. Drainage grates should have openings that are perpendicular to the flow of traffic to ensure that bicycle tires do not become lodged in the grate.

Facility Types

Classification	General Description	Description of Each Type
Park Trail	Multipurpose trails located within greenways, parks and natural resource areas. Focus is on recreational value and harmony with natural environment.	Type I: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skaters. Type II: Multipurpose hard-surfaced trails for pedestrians bicyclists/in-line skaters. Type III: Nature trails for pedestrians. May be hard or soft surfaced.
On-Street Bikeways	Paved segments of roadways that serve as a means to safely separate bicyclists from motorized traffic	Bike Route: Designated portions of the roadway for the preferential or exclusive use of bicyclists. Bike Lane/Shoulder: Shared portions of the roadway that provide separation between motor vehicles and bicyclists.
Sidewalks	Parallel to streets, adjacent to curb or separated by grassy area.	Provides for walking and child cyclists. Crossing at intersections should be identified by markings or textured pavement, ADA ramps.

Bicycle Route - Shared roadways designated as Bike Routes should be signed using standard MUTCD signage. Such designations are used to denote streets that can see significant bicycle usage or are a link in the bikeway network. Designation and improvement as a bike route may warrant a higher level of street maintenance than a shared roadway.

Wide Curb Lane – Also a shared roadway, the standard width considered desirable for an outside traffic lane to safely accommodate bicycle and motor vehicle traffic is 14 feet, with an optimum width of 15 feet. This distance is typically measured from the curb face to the lane stripe, but the lane should be wide enough to allow safe passage for cyclists around obstacles such as drainage grates, parked cars, and longitudinal ridges between the pavement and curb and gutter. Lanes wider than 15 feet may encourage use by two motor vehicles and are not conducive to safe cycling.

To create on-road conditions amenable to bicycling, a wide right-hand lane of 14 to 15 feet should be adopted as a standard design section for non-residential streets. On multi-lane roadways, a wider, 14 to 15 foot, right-hand lane should be provided depending on prevailing traffic conditions. A good guideline for determining when a wide curb lane is necessary is contained in the manual "*Selecting Highway Design Treatments to Accommodate Bicycles*," developed for FHWA in 1994 by the Bicycle Federation of America and the Center for Applied Research, Inc

Shoulder Bikeway - Advanced bicycle riders who commute long distances or ride for sport or recreation can safely make use of smooth, paved roadway shoulders, where available. Shoulders should be 6 to 8 feet wide as a standard, but may be a minimum of 4 feet wide in constrained situations. Shoulders should be paved, all-weather surfaces with no ridges, seams or other obstructions, and should be generally smooth as opposed to rough in surface texture. Rumble strips, if provided on the shoulder, should occur within the first two feet from the edge line and should be either cut-in or ground-in grooves that are not disruptive to bicyclists, in keeping with guidelines prepared by the Federal Highway Administration (FHWA).

Bicycle Lane - Bike lanes are recommended for streets with motor vehicle speeds greater than 35 mph or with average daily traffic (ADT) volumes greater than 10,000 vehicles per day. Bike lanes are marked portions of the roadway that are designated for exclusive use by bicycles.

The standard width for a bike lane is 5 feet and the minimum is 4 feet, exclusive of any monolithic curb and gutter at roadway edge, in accordance with AASHTO. A bike lane between on-street parking and a motor vehicle travel lane should be 5 feet wide, minimum. Lanes wider than 6 feet may encourage parking or other inappropriate uses.

Bike lanes should be signed and marked with a minimum 4-inch wide stripe and appropriate BIKE LANE and arrow markings in accordance with the MUTCD and AASHTO standards. As vehicles, bicycles must ride with the flow of traffic. Bike lanes, therefore, are always one-way and should be clearly marked as such. Curbs, raised

pavement, or raised buttons are generally not recommended for use as bike lane markings, since they are a safety hazard to cyclists and interfere with the natural and mechanical sweeping of the bike lane.

A bike lane may be established adjacent to a parking lane, with bicyclists positioned between the travel lane and the parking lane. However, cars entering and leaving the parking lane will need to be mindful of the bike lane operation. The opening of car doors into the bike lane is also of concern to bicyclists, as the “dooring” of a bicyclist can happen very quickly and without advance indication.

Path - A path is an off-road facility that is physically separated from roadways by open space or a barrier. It may be within the roadway right-of-way, a utility right-of-way, or an independent right-of-way. These facilities are sometimes referred to as bike trails or hike and bike trails, depending on their intended use. Many types of paths can be developed, including connections between cul-de-sacs. Multi-use paths are typically designed for the child and average bicyclist with fairly gentle grades and sweeping curves, and intended to accommodate pedestrian activities as well.



Multi-use paths should be 10 to 12 feet wide, as a desirable standard depending upon activity levels, with a minimum width of 8 feet. Maintenance vehicles driving on 8-foot wide paths tend to damage the edges. Therefore, 8-foot wide paths should be avoided unless physical limitations cannot accommodate a greater width. Bike paths with high traffic should be 12 feet wide or more, but should narrow to ten feet in the vicinity of an intersection. One-way paths are difficult to police and should be avoided, if possible. Where they are used, they should be clearly signed as one-way, with a standard width of 6 feet and a minimum width of 5 feet. Bike paths should have an additional 2 feet of smoothly graded area on either side of the pavement. In addition, there should be 3 feet of horizontal and 10 feet (8 feet minimum) of overhead clearance on either side of the pavement.

To best accommodate all types of pedestrians and bicyclists, paths should be constructed of smooth, hard, all-weather paving such as concrete or asphalt. Although more expensive, concrete paths require less maintenance than asphalt paths, which can buckle, crack, and erode quickly, especially along drainage channels. Good maintenance is essential for paths to eliminate and avoid hazardous conditions. Other surfaces, such as compacted fine aggregates or stabilized earth materials, can be used for trails to create a more natural appearance or to provide a more flexible surface for joggers and walkers. However, some of the more flexible surfaces may require more frequent maintenance to maintain their appearance and surface quality, and may be

less functional for use by persons with strollers, those in wheelchairs and other user groups.

It should be noted that paths that pass in close proximity to neighborhoods or provide high levels of recreational activity can be expected to be multiple use trails. Conflicts between cyclists and skaters, joggers, pedestrians, animals, and less experienced cyclists should be anticipated and considered in appropriate design. Curb cuts and ramps for access to paths should be provided at all street intersections with the bike path. Slopes should comply with current requirements of the Americans with Disabilities Act (ADA). Curb cuts should be a minimum of 8 feet wide.

Sidewalks

A sidewalk is physically separated from an adjacent roadway by open space, a curb or a barrier. It can be paved or unpaved, though a majority of sidewalks are paved with concrete. Public sidewalks generally are placed parallel to a roadway within the public right-of-way for a street corridor. The space between the edge of the roadway and the edge of the right-of-way is typically shared by sidewalk pavement, sign posts, utility lines and fixtures, and landscaping, and any street furniture such as benches, mailboxes, and the like. Sufficient space should be allocated beyond the edge of pavement for all planned improvements. The FHWA publication *Designing Sidewalks and Trails for Access*, 2001, describes the total width of the sidewalk corridor beyond the face of curb or edge of pavement of the roadway in terms of three separate zones:

1. The Landscape/Furniture Zone – This area will need to be wide enough to contain all needed street signs, landscaping and any benches, bus stop shelters and street lighting. The width of this zone should be at least 2 feet, not including the width of the curb, to buffer the pedestrian zone from the travel lanes. When parking is provided between the travel lane and the pedestrian zone, the 2-foot minimum width is needed for a buffer against opening car doors. This zone can be completely paved if so desired. When landscaping is planned for this zone, a minimum of 4 feet should be provided.



2. The Pedestrian Zone - This zone should be a minimum of 5 feet in width. For very active pedestrian areas, such as in the downtown area and adjacent to school campuses, this zone width should be increased to a minimum of 8 feet. Should an obstacle in the pedestrian zone be unavoidable, there must be a minimum of 36 inches of passable space throughout this zone for ADA compliance. Any utility access covers in the zone should be set flush with the pavement and maintained as such, with slip-resistant cover plates and any openings smaller than one-half inch diameter.

3. The Frontage Zone – This zone provides needed buffer between the pedestrian zone and obstacles at the property edge. For fence lines and building edges placed on the property line, a minimum of 1 foot should be provided for this zone. Vegetation along the property edge should be required to be trimmed back off the public right of way by the adjacent property owner. For sidewalks along storefronts with doors opening into the sidewalk corridor, two feet of width should be provided. Utility requirements



should be considered in regard to how they will be placed within each of these three zones, and any specific space requirements added to the overall width of the sidewalk corridor. Slope requirements are as stated for multi-use paths, but become more crucial for the sidewalk environment. Ramps at intersections should direct the pedestrian toward the receiving sidewalk corridor on the opposite side of the street.

Sidewalks are not suited for cycling and cycling on sidewalks should be discouraged for several reasons:

- Cyclists face conflicts with pedestrians
- Conflicts with utility poles, sign posts, benches and street furniture
- Conflicts at driveways, alleys and intersections – a cyclist on a sidewalk is generally not visible to motorists and emerges unexpectedly. This is especially true of cyclists who ride opposing motor vehicle traffic – drivers do not expect a vehicle coming from this direction and
- Cyclists are put into awkward situations at intersections where they cannot safely act like a vehicle but are not in the pedestrian flow either, which creates confusion for other road users.

Roadway Intersection Design

Statistical studies of bicycle-motor vehicle and pedestrian-motor vehicle accidents have indicated that a majority of these accidents occur at or near roadway intersections. Proper design of intersections to better accommodate cyclists and pedestrians must be introduced along with education of cyclists on how to properly position themselves and behave to proceed safely through the intersection. The primary need is to get the roadway designer to include consideration of the bicyclist and pedestrian in the design of the roadway; whether a designated bikeway is planned or not.

Intersection Design for Pedestrians – The design of safe roadway crossings for pedestrians is contained in many technical publications including *A Policy of Geometric Design of Highways and Streets*, last published in 2004 by AASHTO and *Design and*

Safety of Pedestrian Facilities, published in 1998 by the Institute of Transportation Engineers.

Another important reference to assure ADA compliance for access and mobility by physical, visual or hearing impairments is *Designing Sidewalks and Trails for Access*, prepared by the Public Rights-of-Way Access Advisory Committee and published by the U.S. Architectural and Transportation Barriers Compliance Board in 2001. Current crosswalk design practices call for sidewalk ramps directed across the street to the opposing sidewalk ramp and no longer allow the corner ramp that directs visually impaired pedestrians into the middle of the intersection. Crosswalks exist by definition wherever sidewalks point at each other from opposing sides of the roadway. The striping of crosswalks, whether at corners or midblock, should be provided where relatively high volumes of pedestrian traffic is anticipated at times, and generally where visibility of the crossing needs to be enhanced to improve safety of the crossing.

Signage and Striping

Signs and pavement markings for bicycles encourage use and advertise the bicycle as a vehicle on the road. They help legitimize the presence of bicycles in the eyes of motorist and potential bicyclists. All signage and lane striping should be in general accordance with the current edition of the *Manual of Uniform Traffic Control Devices Part IX (MUTCD)*.

Signage - The basic bike route sign should be used on all local designated bike routes, which are usually identified as part of a bicycle plan. For the longer regional routes, the numbered bikeway sign should be utilized. The "SHARE THE ROAD" warning sign for on-street facilities may also be used.

Striping - Striping of bike lanes should be in conformance to the *MUTCD, Part IX*.

Pedestrian Accommodation Policies and Programs

The provision of sidewalks to accommodate and encourage pedestrian activities can be accomplished through the normal capital improvements program. Two particular mechanisms for advancement of sidewalks are the Safe Routes to Schools program and the creation of Pedestrian Districts. Pedestrian Districts are areas wherein high levels of pedestrian activity exist or are planned and where the intent is to make walking the mode of choice for all trips within that district. Cities such as Portland, OR have used this approach to prioritize funding for pedestrian improvements.



Safe Routes to School – School District 51 reviews where students attending each school live and how they can be expected to get to school. In this manner, school bus routes are established to collect qualifying students. Safe walking routes should also be established for each student within walking distance of the school. Students should have a sidewalk to walk on, rather than walking in the road. They should have designated street crossing locations, preferably enhanced with crosswalks and crossing aids (signals, crossing guards, and pedestrian refuge islands) to make their crossing safer. School speed zones on roadways around the school that must be crossed are typically established for school entry and exit time periods. The City of Fruita is a recipient of a Safe Routes to Schools grant through CDOT and will be installing 14 flashers for school crossings throughout the city in the coming year.



Transit Stops

The placement and design of bus stops affects the efficiency of the transit system, traffic operations, safety and people's choices to use transit. Design guidelines include compliance with ADA requirements to ensure that transit is accessible. General guidance for the planning and design of bus stops is found in the ITE publication *Designing Walkable Urban Thoroughfares: A Context Sensitive Solution* and the following bullet points are excerpts from this publication:

Elements to consider when determining bus stop placement include the following:

- Proximity to major generators
- Presence of sidewalks, crosswalks and curb ramps
- Nearby crossings
- Access for people with disabilities
- Effects on adjacent property owners

Traffic and rider safety elements to consider in stop placement:

- Conflict between buses, other traffic and pedestrians
- Passenger protection from passing traffic
- Width of sidewalks
- Width of furnishings zone as well as locations of any obstructions
- Pedestrian activity adjacent to the stop
- All weather surface to step to/from the bus
- Open and visible spaces for personal security and passenger visibility
- Street illumination

Bus operation elements to consider in bus stop placement include:

- Accessibility and availability of convenient curb space
- Adequate curb space for the number of buses expected to stop at one time
- On-street parking and delivery zones
- Clear throughway width of 48 inches maintained in boarding area
- Vertical clearance of 84 inches maintained in boarding area

Passenger safety, accessibility and comfort elements:

- Where there is a detached sidewalk, provide a landing area adjacent to the curb and provide a connecting pathway from the sidewalk to the landing area
- Provide convenient pedestrian pathways to and from adjacent buildings
- Locate the stop so bus operators have a clear view of passengers and waiting passengers can see oncoming buses
- Minimize driveways in and adjacent to the bus stop area
- Locate street furniture (benches, shelters, newspaper boxes) in such a way to provide visibility for motorists exiting nearby driveways and intersections
- Landscaping should be placed far enough back from the curb face to not interfere with bus or passenger visibility. Shade trees are desirable and the preferred location is at the back of the sidewalk
- Consider street lighting for illumination within the bus stop area



Chapter VI

Recommendations for Improvements

The following is a list of recommendations for potential changes to planning documents, design standards and traffic control devices aimed at improving pedestrian and bicycling circulation in Fruita.

Proposed Changes to 2008 Community Plan and Land Use Code:

Community Plan

- Policy NH1.4 be amended (or 1.5 added) to include language regarding the support for off-street trail systems internal to new developments and connecting to existing trails or trails that are identified on the Trails Plan.
- Add 5.3 to Policy NH 5 and /or 3.8 to OPR 3 and/or 5.4 to MT 5 – Maintain and update a Trails map which includes existing trails (on and off-street), desired connections/locations and trail type.

Engineering Design Standards

- The 2008 Community Plan (pg 4-3) and Policy MT 2.2 calls for 19 Road, 16 Road and L Road to be enhanced travel corridors to connect future neighborhoods and provide additional travel options for the residents. Create corridor plans for these three streets to ensure that they develop as envisioned rather than in a haphazard manner.
- Create a special corridor plan for Aspen Avenue to maintain its historic character while creating/maintaining safe and logical pedestrian/bicycle use.
- Establish minimum construction standards and cross-sections for trails.
- Establish minimum cross-sections for streets with trails and/or bike lanes.
- Add additional graphics to describe the standards/requirements for all types of bicycle and pedestrian facilities (on and off-street trails, bike lanes, bike lanes with on-street parking, etc.)

Note: many of the above items are listed in the Implementation section of the *2008 Community Plan*.

Design Standards:

The City of Fruita has numerous collector streets with sufficient pavement width to accommodate bike lanes without removing parking. The appendix contains several potential cross-sections depicting how the existing right-of-way can be utilized for multiple purposes. By adding bicycle lanes to existing streets, bicycle riders are encouraged to utilize these roads, drivers are more alert to the presence of bicycle

riders, and the cost of making these changes is relatively minor compared to rebuilding streets.

Signing and Striping Changes:

The project list contains several recommendations for the addition of bicycle lanes on city streets and are detailed in Chapter VII. The following recommendations are based on the field observations and are changes that can be done by city staff outside of a specific project.

The signing is inconsistent and overdone, particularly around the schools. City staff should consult the MUTCD and work to bring the existing signage into compliance with the federal standards.

MUTCD References:

Section 1A.04 Placement and Operation of Traffic Control Devices

Guidance:

03 Unnecessary traffic control devices should be removed. The fact that a device is in good physical condition should not be a basis for deferring needed removal or change.

Section 1A.06 Uniformity of Traffic Control Devices

The use of uniform traffic control devices does not, in itself, constitute uniformity. A standard device used where it is not appropriate is as objectionable as a non-standard device; in fact, this might be worse, because such misuse might result in disrespect at those locations where the device is needed and appropriate.

Section 2A.04 Excessive Use of Signs

Guidance:

01 Regulatory and warning signs should be used conservatively because these signs, if used to excess, tend to lose their effectiveness. If used, route signs and directional guide signs should be used frequently because their use promotes efficient operations by keeping road users informed of their location.

Section 2A.16 Standardization of Location

09 An order of priority is especially critical where space is limited for sign installation and there is a demand for several different types of signs. Overloading road users with too much information is not desirable.

Section 2C.02 Application of Warning Signs

Standard:

01 The use of warning signs shall be based on an engineering study or on engineering judgment.

Guidance:

02 The use of warning signs should be kept to a minimum as the unnecessary use of warning signs tends to breed disrespect for all signs.

Section 7B.11 School Advance Crossing Assembly

Standard: *a School Advance Crossing assembly shall be used in advance of the first School Crossing assembly that is encountered in each direction as traffic approaches a school crosswalk.*



Section 7B.12 School Crossing Assembly

03 The School Crossing assembly shall not be installed on approaches controlled by a STOP or YIELD sign. This also applies to pedestrian signs.

Section 7B.12 School Crossing Assembly Standard:

03 The School Crossing assembly shall not be installed on approaches controlled by a STOP or YIELD sign.

Above also applies to pedestrian crossing signs.

Specific location recommendations are detailed below:

- Wildcat Ave. & Pine Street intersection westbound:
 - Pedestrian warning & crossing signs need to be removed on Wildcat Ave westbound approaching stop sign at Pine Street.
 - Remove end of school zone sign. Vehicles turning left are immediately approaching a traffic signal and vehicles turning right immediately enter a new speed zone.
 - Install larger stop sign for improved visibility.

Section 7B.12 School Crossing Assembly

Standard:

03 The School Crossing assembly shall not be installed on approaches controlled by a STOP or YIELD sign.

Above also applies to pedestrian crossing signs.

Wildcat Ave. unprotected crosswalk near Fruita Monument High School driveway exit:

- Bulb-outs should be installed at crosswalk to restrict parking near the crosswalk and allow installation of Pedestrian crossing signs. Could also install R1-6 signs on centerline at crosswalk.



R1-6



- Westbound on Wildcat Ave. west of Cougar Run-following signs should be removed. (***Wildcat Ave. is over-signed***)
 - Crosswalk ahead (already covered)
 - School speed assembly (already covered entering the zone prior to this location)
 - Stop Ahead approaching J 3/10 Rd. (not needed)



The over signing in this area is actually creating problems by overloading drivers with too much information. Signs are blocking signs and obscuring the condition the driver should see. Removal of the signs will open the area up and the stop sign and yield sign will be visible. A larger stop sign can be installed if needed.

- Intersection of J 3/10 Rd. & Wildcat Ave.
 - Remove crosswalk ahead sign
 - Remove the Yield ahead sign



- Install larger Yield sign if needed
- Once a sidewalk is installed on the west side of J 3/10 Rd., should consider removing this crossing.

In all areas where there are multiple crossings within 600 ft of each other, there should only be one School crossing or pedestrian crossing warning sign prior to the first crossing...then the school or pedestrian crossing sign with the arrow at the crossing. All other crossing ahead signs should be removed.

- **Wildcat eastbound at J 3/10 Rd.**-Need S1-1 (School Zone sign) with arrow at cross-walk. Remove both cross-walk ahead signs east of J 3/10 Rd.
- **Pine north of Ottley eastbound & westbound** - Remove additional crosswalk ahead signs.
- **Wildcat Ave eastbound just east of Pine.** First crosswalk sign missing arrow.
- **Freemont St. by Rimrock Elem.** westbound R2-1 (All Streets 25 MPH unless...) should be relocated east of the existing school speed limit sign assembly.



- The stop signs on **Wildcat Ave. at Fruita 8-9 driveway** are not warranted and should be removed. This is a driveway, not an intersection, and the stop signs are unexpected.



- The S1-1 located under the stop sign at the **exit of Fruita Monument High School onto Hwy. 50** should be removed and relocated to the front of the sidewalk crossing area. Warning signs are not to be installed with Regulatory signs as per MUTCD...

Section 2A.16 Standardization of Location

Guidance:

- 05 Signs should be individually installed on separate posts or mountings except where:**
- C. Regulatory signs that do not conflict with each other are grouped, such as turn prohibition signs posted with one way signs or a parking regulation sign posted with a speed limit sign; or**
 - D. Street name signs are posted with a stop or yield sign.**



Section 2B.10 STOP Sign or YIELD Sign Placement...Standard:

06 No items other than retro-reflective strips (see Section 2A.21) or official traffic control signs shall be mounted on the fronts or backs of STOP or YIELD signs supports.

- Ped Crossing sign on Aspen Avenue at Rimrock Elem exit-sign needs to be relocated to the crosswalk and arrow point down to crosswalk.

Section 7B.12 School Crossing Assembly



01 If used, the School Crossing assembly (see Figure 7B-1) shall be installed at the school crossing(see Figures 7B-4 and 7B-5), or as close to it as possible, and shall consist of a School (S1-1) sign supplemented with a **diagonal downward pointing arrow (W16-7P) plaque to show the location of the crossing.**

The database for signs needs to be coded with the correct MUTCD codes and to separate multiple signs on a single post into individual records.

Sign Data Base recommendations:

- One record for multiple signs. Each sign should be an individual record.
- Many signs are labeled custom when there is an MUTCD code for that sign.
- Some signs are not coded correctly.
- Some signs are not coded at all.
- Separate signs into individual records, assign MUTCD code to all signs, correct mis-coded signs.

The data is all there and can be corrected and cleaned up by someone who knows the MUTCD codes and can work in the data base to make the changes. This will result in a functional and accurate sign inventory. The data base must be updated if signs are replaced, changed out, deleted. This is necessary to be able to create maps with correct information such as for school walk route maps.

Not all of the existing crosswalks are ADA-compliant. The City needs to inventory sidewalks and crosswalks and identify those segments that need to be brought up to standard.

- Arches Dr. crossing is not ADA compliant (drainage grate) and has a tripping hazard.
 - Install some type of ramp over grate and either install a bollard or cut and fill the insert to ground level.



- Crosswalks (not needed at all intersections).
 - Pabor Ave. from Mulberry St. to Maple St. has too many full intersection cross walk markings...suggestion to have markings crossing from east-west direction, then one crossing north-south for Shelledy Elementary and one crossing north-south for Fruita Middle School.

Legal crosswalk locations can be either marked or unmarked. Colorado statutes at section 42-1-102 (21) C.R.S., define a crosswalk as: “ that portion of a roadway ordinarily included within the prolongation or connection of the lateral lines of sidewalks at intersections or any portion of a roadway distinctly indicated for pedestrian crossing by lines or other marking on the surface.” Accordingly, **legal crosswalks exist at all public street intersections whether marked or unmarked.** However, the only way a crosswalk can exist at a mid-block location is if it is marked

Additional street lighting should be considered along school walk routes, pedestrian crossing areas and trails.

The City can build on the street light inventory that was done for this study and establish a database of street lighting that includes ownership, wattage of lighting, type of pole and location.

Schools

The crash data suggests additional education is needed for school-age pedestrians and cyclists. City staff should work with the schools to host bike rodeos and pedestrian education classes.

Parents were observed parking in the bike lanes in front of Rimrock Elementary School. The street has sufficient width to re-stripe to accommodate both parking and bike lanes. This should be done to accommodate both parents and cyclists on the street.



Parking in the bike lane



Example of parking and bike lanes on-street.

- *Bike lanes are “Preferential lanes” and it is illegal for vehicles to park in a preferential lane.*

Maps

The survey and open house comments indicate a desire by residents for a map showing the existing trails and bicycle lanes. The map would be a useful tool that could be located on the City of Fruita website. The city staff may want to consider the creation of loops in the neighborhood areas of 1-3 miles for recreationists.

Transit Stops

The RTPO plans an operational study of the Fruita Route which will evaluate the existing transit route. The field inventory noted some concerns which should be addressed with the operational study. The busiest stop in Fruita is located on the west side of Pine Street north of US Hwy 6. Currently, no right of way exists beyond the sidewalk; however, the convenience store/gas station to the south has recently closed. When it re-develops, the City of Fruita should make efforts to get a bus pullout and shelter at the site.



Chapter VII

Proposed Project List and Rankings

The list of proposed improvements has been developed based on issues identified by the study team, City of Fruita staff, interviews with stakeholders, input from the on-line survey and what we heard at the public open houses.

Priorities were sorted into high, medium and low based on a combination of judgments on how quickly a project could be achieved, whether outside potential funding is available, and community input.

A complete spreadsheet with cost estimates and details for projects are contained in Appendix D and E. A map of the proposed improvements is in Appendix F.

Segment	Route	From	To	Improvement	Major Points of Interest along route
A	Coulson (17 Road)	Hwy 6	Ottley Avenue	Bike Lane w/Parking	Community Center / Hospital
B	Aspen (J.6)	E. of Maple	W. of 18	Bike lane w/parking	Civic Center/Downtown
C	Ottley Ave	Coulson (17 Rd)	Freemont (18 1/2 Rd)	Bike Lanes Striping w Parking	Community Center / Shelledy Elementary / Hospital / Fruita Middle School
D	Freemont St (18 1/2 Rd)	K 4/10	Hwy 6	Soft Surface / 2/3 of 7500 ft route is already paved	East access into Rimrock Elementary, Fruita 8/9 and Fruita High School
E	State Hwy 340	WB Ramp	EB Ramp	Add Rail Height	Pedestrian / Bike Safety
F	Coulson (17 Road)	Sunset Ave	K 3/4 Rd	Sight distance improvements / 8' Additional Asphalt Req'd	Elmwood Cemetery / Major Road Bike Route into Fruita
G	Pine St (18 Rd)	E Carolina Ave	E Grand Ave (J 2/10 Rd)	Sidewalks	Completion of sidewalk on major north/south corridor
H	J 1/3 Road	S Pine Street (18 Road)	Wildcat (J road)	10' wide bike path	Connectivity to Fruita 8/9 and Fruita High School
J	Ottley Ave	Hwy 6	Ruby Lee West of Coulson (17 Rd)	Bike Lanes / 8' Additional Asphalt Required	Backbone East-West Route / Access to Big Salt Wash Trail
K	E Ottley / N Pine	600 feet west of N Pine	1100 feet north of Ottley	Sidewalk + bike lanes	Pedestrian connectivity to Little Salt Wash Park

L	Riverfront Trail	Visitor Center	18 Road	10' Detached Bike Path	Riverfront Trail Section / connectivity to Ped Bridge to Highschool
M	Highschool Ped Bridge	18 Road	Frontage Road	12' Ped Bridge	Bike/Ped connectivity from Riverfront Trail to Highschool
N	Kings View Road	State Hwy 340	Fowler Drive	Bike Lanes Striping / 11' lanes	Connectivity from Kings View Estates to State Highway 340
P	Wildcat (J Road)	Pine (18 Rd)	Freemont (18 1/2 Rd)	Bike Lanes / Add asphalt for 700 ft	Fruita 8/9 and Fruita High School
Q	Doug Street	South of Saint Peppin Drive	South of Wildwood Dr	Signage	Signage to connect bike paths
R	State Hwy 340	Fruita State Park	Kingsview	Striping / Signage	Bike Park
S	Pabor Ave	Coulson (17 Rd)	Pine St (18 Road)	Bike Lanes Striping w Parking	Fruita Middle School / RimRock Elementary
T	Maple (17 1/2 Rd)	Hwy 6	K.6	Bike Lanes Striping w Parking	Reed Park / Fruita Middle School
U	18 Road	East side south of Pabor Ave	E Aspen Street	600' Sidewalk east side	Fruita 8/9 and Fruita High School
V	State Hwy 340	Various		Pedestrian Crossings x 2	Pedestrian Safety
W	K 4/10	Pine St (18 Road)	Freemont (18 1/2 Rd)	Bike Lanes / 8' Additional Asphalt Required	None
X	S. Mesa	BonneVista Drive	Hollyberry Way	Sidewalk + bike lanes	Connectivity from Residential to Commercial
Y	K 6/10	N Maple St (17 1/2 Rd)	Pine St (18 Road)	Bike Lanes / 12' Additional Asphalt Required	None
Z	K 3/4	N Coulson St (17 Road)	N Maple St (17 1/2 Rd)	Bike Lanes / 12' Additional Asphalt Required	Primary race route
AA	Pine Street (18 Rd) Bridge	Little Salt Wash	Little Salt Wash	Widening to Collector Street Standard	Fruita High School / Fruita 8/9 / Little Salt Wash Park
BB	Maple Street (17 1/2 Rd) Bridge	Little Salt Wash	Little Salt Wash	Widening to Collector Street Standard	Fruita High School / Fruita 8/9 / Little Salt Wash Park
CC	Mesa Street (17 1/4 Rd) Bridge	Little Salt Wash	Little Salt Wash	Widening to Collector St Standard	Fruita High School / Fruita 8/9 / Little Salt Wash Park

DD	State Hwy 340	I-70 East Bound Ramp	Aspen Street	6' widening of structure for added sidewalk width	Widening of sidewalk on major north/south corridor
EE	State Hwy 340	Colorado River Bridge		Cantilever bike path of existing bridge	Off highway connectivity to trail system
FF	West Pabor Way Connection	Hwy 6	West Pabor Way	10' Bike Path / ROW Required (\$5/SF)	Connectivity from Hwy 6 Trail to Coulson (17 Rd).
GG	J 6/10 Rd	Freemont (18 1/2 Road)	19 Road	Bike Lanes / 8' Additional Asphalt Required	Fruita 8/9 and Fruita High School and Rimrock
HH	N. Sycamore St	E Pabor Ave	275' south of E Pabor	10' Soft surface Path + canal crossing	North/south connectivity
JJ	17 1/2 Road	South of L	To New School District Property	Bike Lanes / 8' Additional Asphalt Required	Future School Site
KK	Kings View Road	Fowler Drive	Snooks Bottom Entrance	Bike Lanes / 8' Additional Asphalt Required	Connectivity to Snooks Bottom
LL	S. Pine Street (18 Rd)	Frontage Road	Karp Ave (I 1/2 Rd)	900 ft asphalt widening + 900 ft sidewalk	Residential connectivity to Riverfront Trail
MM	S. Maple Street (17 1/2 Rd)	Frontage Road	Santa Ana Drive	1840 ft asphalt widening + Bike Lanes + 400 ft sidewalk	Residential connectivity to Riverfront Trail
NN	Wildcat (J Road)	Freemont (18 1/2 Road)	19 Road	Bike Lanes / Add 8' asphalt	Connectivity to Fruita 8/9 and Fruita High School
PP	J 2/10 Road	Freemont (18 1/2 Road)	19 Road	Bike Lanes / Add 8' asphalt	Connectivity to Fruita 8/9 and Fruita High School
QQ	E Ottley Ave (K Rd)	Freemont (18 1/2 Road)	19 Road	Bike Lanes / Add 8' asphalt	Connectivity to Fruita 8/9 and Fruita High School
RR	Freemont St (18 1/2 Rd)	L Road	K 4/10	Bike Lanes / 8' Additional Asphalt Required	East access into Rimrock Elementary, Fruita 8/9 and Fruita High School

Chapter VIII

Potential Funding Sources

The City of Fruita has utilized several funding sources in the recent past for accomplishing capital projects. The table below is a summary of the various sources that may be available.

Type of Funding	Source
Enhancement Funding	CDOT- RTPO
Safe Routes to Schools	CDOT
FASTER Funds	CDOT - RTPO
GOCO Funds	Great Outdoors Colorado
Energy and Mineral Impact Funds	Colorado Dept of Local Affairs
CDBG Funds	HUD

Transportation Enhancement Funds

Project applications are only accepted from federal, tribal, state, county or municipal governmental agencies. The applicant restriction was adopted because of project development and financial administration requirements associated with this federally funded program. CDOT recognizes that many private, non-profit, and civic organizations have a strong interest in, and support for, using these funds. These groups must partner with government agencies to develop project applications and sponsorships. There are twelve (12) eligible activities described in TEA-21. These activities fall within the project categories listed below. Only these activities qualify as Transportation Enhancement activities. The 12 eligible activities as paraphrased below are:

1. Pedestrian and bicycle facilities.
2. Pedestrian and bicycle safety and education activities.
3. Acquisition of scenic easements and scenic or historic sites.
4. Scenic or historic highway programs, including tourist and welcome centers.
5. Landscaping and scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities.
8. Conversion of abandoned railway corridors to trails.
9. Control and removal of outdoor advertising.
10. Archaeological planning and research.
11. Environmental mitigation of water pollution due to highway runoff, and provision of wildlife connectivity.
12. Establishment of transportation museums.

Safe Routes to Schools

Colorado Safe Routes to School (SRTS) uses a comprehensive approach to make school routes safe for children when walking and bicycling to school. The Colorado Department of Transportation (CDOT) administers Colorado's SRTS program. In Colorado, many communities, parents and schools are fostering a safe environment for their students by using SRTS programs to not only fund education and safe infrastructure, but also to encourage healthy options for our children that are safe for both walking and bicycling.

Why is this program important?

SRTS programs can improve safety, not just for children, but for the entire community. It provides opportunities for people to increase their physical activity and improve their health. It reduces congestion and pollution around our schools and encourages partnerships.

In 1969, roughly half of all 5-to-18 year olds walked or biked to school. Nearly 90% are driven by auto or bus to school today. SRTS is a Federal-Aid program to enable children to walk and bicycle safely.

In Colorado, funds are distributed to develop programs for K-8 grades. The SRTS Advisory Committee includes educators, parents, bicyclists, pedestrians, law enforcement, and transportation planners. School districts, schools, cities, counties, state entities and tribal entities are eligible to apply. Nonprofits need to partner with a state subdivision to apply for funding.

A call for applications is announced through CDOT's Public Information Office. SRTS applications are available on the website. Colorado Safe Routes to School looks forward to working with you.

FASTER Funds

In 2009 the General Assembly passed Senate Bill 09-108 also known as: Funding Advancements for Surface Transportation and Economic Recovery (FASTER).

This legislation changed the way that transportation funding works in Colorado. SB 09-108 established or modified a number of new operating, funding and oversight mechanisms as well as programs, including:

- Bridge Enterprise & Bridge Fund
- [High Performance Transportation Enterprise](#)
- Standing Committee on Efficiency & Accountability
- [Transportation Deficit Report](#)
- Road Safety Fund
- Tolling Existing Capacity

- Multimodal and Transit
- Transportation Planning
- Truck Weight Provisions
- Funding Provisions

Monies collected under the FASTER Safety Fund are to be used for construction, reconstruction, or maintenance projects that the Transportation Commission, a county or municipality determine are needed to enhance the safety of a state highway, county road, or city street. The FASTER Bridge Fund monies are to be used to repair or replace poor rated bridges on our highway system.

GOCO Funds

In 1992, Coloradans took a major step toward preserving their state’s outdoor heritage by voting to create the Great Outdoors Colorado (GOCO) Trust Fund, which now forms [Article XXVII of the Colorado Constitution](#). The GOCO Amendment dedicates a portion of state lottery proceeds to projects that preserve, protect, and enhance Colorado’s wildlife, parks, rivers, trails, and open spaces. Since it began awarding grants in 1994, GOCO has awarded nearly \$690 million for more than 3,000 projects throughout the state.

GOCO receives 50% of the proceeds from the Colorado Lottery, its only source of funding. The remainder of lottery proceeds is divided between the Conservation Trust Fund and Colorado State Parks. GOCO’s funding is capped at \$35 million a year adjusted for inflation (roughly \$56 million in Fiscal Year 2010); if GOCO’s share exceeds that amount, the remainder goes into the State Public School Fund.

The Colorado constitution requires GOC to allocate its proceeds to four areas in substantially equal areas over time:

- Investments in the wildlife resources of Colorado through the Colorado Division of Wildlife, including the protection and restoration of crucial wildlife habitats, appropriate programs for maintaining Colorado’s diverse wildlife heritage, wildlife watching, and educational programs about wildlife and wildlife environment.
- Investments in the outdoor recreation resources of Colorado through the Colorado Division of Parks and Outdoor Recreation (Colorado State Parks), including the State Parks system, trails, public information and environmental education resources, and water for recreational facilities.”
- Competitive grants to the Colorado Divisions of Parks and Outdoor Recreation (Colorado State Parks) and Wildlife, and to counties, municipalities, or other political subdivisions of the state, or non-profit land conservation organizations, to identify, acquire, and manage open space and natural areas of statewide significance.”

- Competitive matching grants to local governments or other entities which are eligible for distributions from the Conservation Trust Fund, to acquire, develop, or manage open lands and parks.

From these four funding areas, GOCO has developed a variety of grant programs:

- Legacy Grants
- Open Space Land Conservation Grants
- Local Government Park, Outdoor Recreation and Environmental Education Facilities Grants (includes regular grants, mini-grants for small communities and regional grants)
- Outdoor Recreation Investments through Colorado State Parks
- Wildlife Investments through the Colorado Division of Wildlife
- Trail Grants
- Planning and Capacity Building Grants

Energy and Mineral Impact Funds

The purpose of the Energy and Mineral Impact Assistance Program is to assist political subdivisions that are socially and/or economically impacted by the development, processing, or energy conversion of minerals and mineral fuels. Funds come from the state severance tax on energy and mineral production and from a portion of the state's share of royalties paid to the federal government for mining and drilling of minerals and mineral fuels on federally-owned land. The program was created by the legislature in 1977.

The department is assisted by a twelve-member Energy and Mineral Impact Assistance [Advisory Committee](#), which meets several times each year, to consider [applications](#) for grants and low-interest loans. Seven members are appointed by the Governor to four-year terms, while the remaining five are state department executive directors or their designees. Final funding decisions are made by the department's executive director.

Eligible entities to receive grants and loans include municipalities, counties, school districts, special districts and other political subdivisions and state agencies. The kinds of projects that are funded include -- but are not limited to -- water and sewer improvements, road improvements, construction/improvements to recreation centers, senior centers and other public facilities, fire protection buildings and equipment, and local government planning.

Community Development Block Grants

Since States are in the best position to know, and to respond to, the needs of local governments, Congress amended the Housing and Community Development Act of 1974 (HCD Act) in 1981 to give each State the opportunity to administer CDBG funds for non-entitlement areas. Non-entitlement areas include those units of general local government which do not receive CDBG funds directly from HUD as part of the

entitlement program (Entitlement Cities and Urban Counties). Non-entitlement areas are cities with populations of less than 50,000 (except cities that are designated principal cities of Metropolitan Statistical Areas), and counties with populations of less than 200,000.

The State CDBG program has replaced the Small Cities program in States that have elected to participate. Currently, 49 States and Puerto Rico participate in the program. HUD continues to administer the program for the non-entitled counties in the State of Hawaii because the State has permanently elected not to participate in the State CDBG Program.

Program Objectives

The primary statutory objective of the CDBG program is to develop viable communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low- and moderate-income. The State must ensure that at least 70 percent of its CDBG grant funds are used for activities that benefit low- and moderate-income persons over a one-, two-, or three-year time period selected by the State. This general objective is achieved by granting "maximum feasible priority" to activities which benefit low- and moderate-income families or aid in the prevention or elimination of slums or blight. Under unique circumstances, States may also use their funds to meet urgent community development needs. A need is considered urgent if it poses a serious and immediate threat to the health or welfare of the community and has arisen in the past 18 months.

Roles and Responsibilities of HUD, States & Localities

States participating in the CDBG Program award grants only to units of general local government that carry out development activities. Annually each State develops funding priorities and criteria for selecting projects. HUD's role under the State CDBG program is to ensure State compliance with Federal laws, regulations and policies.

Participating States have three major responsibilities:

- formulating community development objectives;
- deciding how to distribute funds among communities in non-entitlement areas; and
- ensuring that recipient communities comply with applicable State and Federal laws and requirements.

Local governments have the responsibility to consider local needs, prepare grant applications for submission to the State, and carry out the funded community development activities. Local governments must comply with Federal and State requirements.

Eligible Activities

Communities receiving CDBG funds from the State may use the funds for many kinds of community development activities including, but not limited to:

- acquisition of property for public purposes;
- construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works;
- demolition;
- rehabilitation of public and private buildings;
- public services;
- planning activities;
- assistance to nonprofit entities for community development activities; and
- assistance to private, for profit entities to carry out economic development activities (including assistance to micro-enterprises).

The State may use \$100,000 plus up to 50% the costs it incurs for program administration, up to a maximum of 3 percent of its CDBG allocation. The State may expend up to 3% of its CDBG allocation on technical assistance activities. However, the total the State spends on both administrative and technical assistance expenses may not exceed 3% of the State's allocation.

Distribution of Funds

HUD distributes funds to each State based on a statutory formula which takes into account population, poverty, incidence of overcrowded housing, and age of housing. Neither HUD nor States distribute funds directly to citizens or private organizations; all funds (other than administrations and the technical assistance set-aside) are distributed by States to units of general local government.

Certifications

The State must certify that:

- it is following a detailed citizen participation plan and that each funded unit of general local government is following a detailed citizen participation plan;
- it has consulted with affected units of general local government in the non-entitled area in determining the method of distribution of funding, it engages or will engage in planning for community development activities, it will provide assistance to units of general local government, it will not refuse to distribute funds to any unit of general local government based on the particular eligible activity chosen by the unit of general local government, except that a State is not prevented from establishing priorities based on the activities selected;
- it has a consolidated plan that identifies community development and housing needs and short-term and long-term community development objectives;
- it will conduct its program in accordance with the Civil Rights Act of 1964 and the Fair Housing Act of 1988 and will affirmatively further fair housing;

- it will set forth a method of distribution that ensures that each of the funded activities will meet one or more of the three broad national objectives described above in Program Objectives and at least 70% of the amount expended for activities over a period of one, two, or three consecutive program years will benefit low– and moderate-income families;
- it will require units of general local government to certify that they are adapting and enforcing laws to prohibit the use of excessive force against nonviolent civil rights demonstrations, and they will enforce laws against barring entrance and exit from facilities that are the targets of nonviolent civil rights demonstrations in their jurisdiction;
- it will comply with Title I of the HCD Act and all other applicable laws.

Appendices

Appendix A – Open House Comments and Survey Results

Appendix B – Elementary School Surveys

Appendix C – Middle School Surveys

Appendix D – Proposed Improvements & Cost estimates

Appendix E – Proposed CIP Details

Appendix F - Maps

Appendix A – Open House Comments and Survey Results

COMMENT FROM THE FRUITA BIKE/PED STUDY OPEN HOUSE ON JANUARY 19, 2011

#1

No bridge to Snooks (meaning don't add a bridge at Snooks Bottom)

Many of us are afraid that opening this path will eliminate the peaceful use of Snooks. I used to call in the police when we found drunks and alcohol there. I think this helped clean up that element. We don't need kids coming unaccompanied and then playing games in the water and drowning. So far families, young adults are always there for swimmers—we know there are no life guards. More needs to be done at Snooks to get dog owners to pick up their dogs' poop.

Vera Mulder

858-9008

#2

I would like to see a map—either in print or that can be printed off line

Barbara Crane
424 Amethyst Dr.
Fruita, CO
970-420-8451
barbarac.crane@gmail.com

#3

Raise the fence/guardrail on the west side of the interstate viaduct. It is unsafe for bicyclists

P. Bruce Bonar
968 17 ¼ Rd.
Fruita, CO

#4

We would like to see the connection between Comstock and Orchard Ridge remain open

Todd Hollenbeck
891 Cresthaven Dr.

Fruita, CO 81521

#5

Please provide a SAFE cross walk between Independent Village and the new Community Center. Several people have shown concern for this request.

Linda Young writing for Ellen Roberts
225 N. Coulson St. #223
Fruita, CO 81521
858-3407

#6

Good job GVT.

Randy Keller
415 W. Applewood Dr.
Fruita, CO
858-9419
grtanden89@msn.com

#7

I would like for 17 Rd. between Sunset and K $\frac{3}{4}$ to have some sort of bike lane +/- a sidewalk. This is a blind hill. The road narrows, and if a biker is in the road, the car in the same lane will cross the double yellow line and risk a devastating head-on collision—15 feet from the houses on the east side!

There are so many users on this road. Cars are going very fast.

Mynette Foley
1160 17 Rd.
970-261-2020
mynettef@gmail.com

#8

The Drainage District doesn't want the trails on their easement. You need to buy 18 feet of land from the property owner to meet the Drainage District's suggestion. Fruita needs to give more credits to developers for their donation of required trails. Please keep trails off of my property.

John Justman
1954 K Rd.
858-3771

#9

A PDF link to proposed Map Plan

Kathy Lyn

#10

Maple, Mesa and Pine bridges need widening!

COMMENT FROM THE FRUITA BIKE/PED STUDY OPEN HOUSE ON MARCH 30, 2011

#1

For a community that calls itself the bike mecca, it rarely maintains or enforces its bike lane...bike lanes are part of the long-adopted bike/ped plan and on-street bicycling is safer than sidewalks, (sidewalk connectivity is notefully inadequate, as well).

Bicycling is such a great activity and with our weather there's no reason that we could not save a bunch of money on bussing kids id the system was maintained (and the damn police chief enforced the bike lanes in front of the elementary school...hint, hint).

Dusty Dunbar
1123 18 Rd.
858-9132 (like you'll call me?)

#2

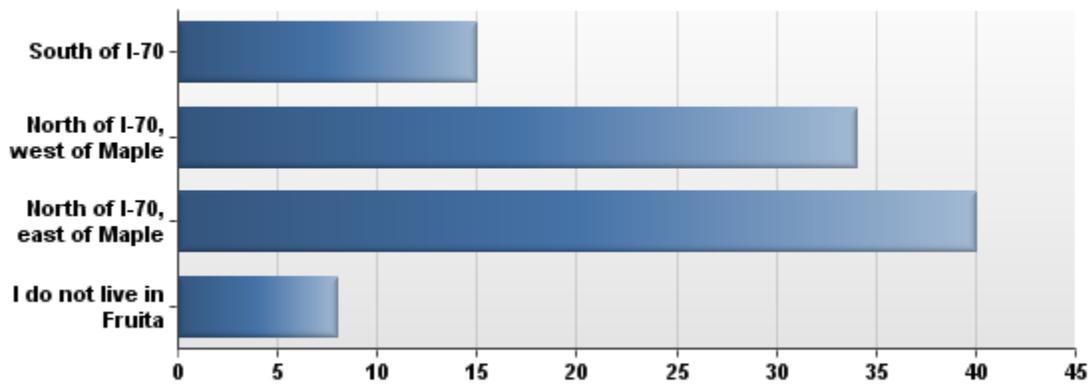
8-9 School east boundary-trail north-trash problems in fields to the east.

Some way to actually figure percent of use at any given time. Priority to area with heavier use.

Pat Wassam
1861 J Rd.
970-858-7284

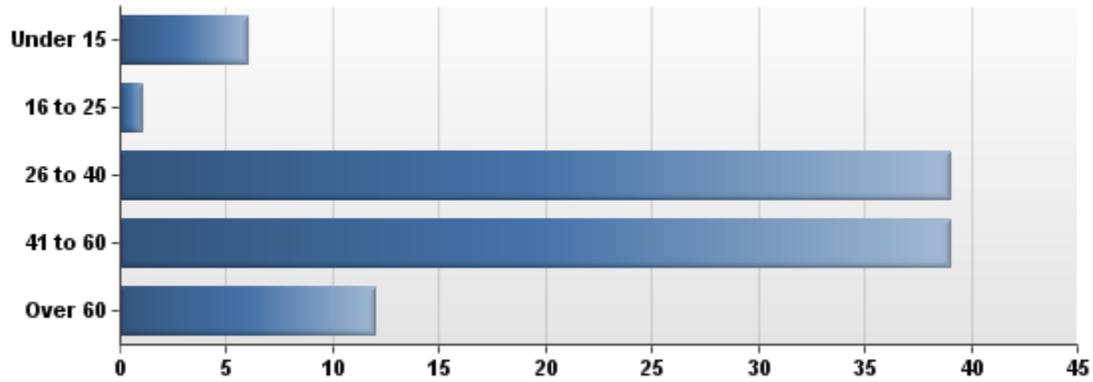
**Fruita Bicycling Survey
Final Report
March 2011**

1. Where do you live?



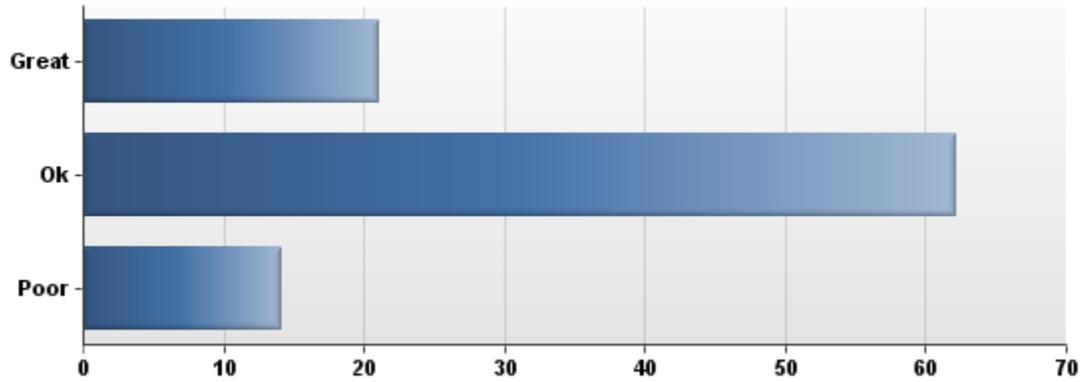
#	Answer	Response	%
1	South of I-70	15	15%
2	North of I-70, west of Maple	34	35%
3	North of I-70, east of Maple	40	41%
4	I do not live in Fruita	8	8%
	Total	97	100%

2. What is your age?



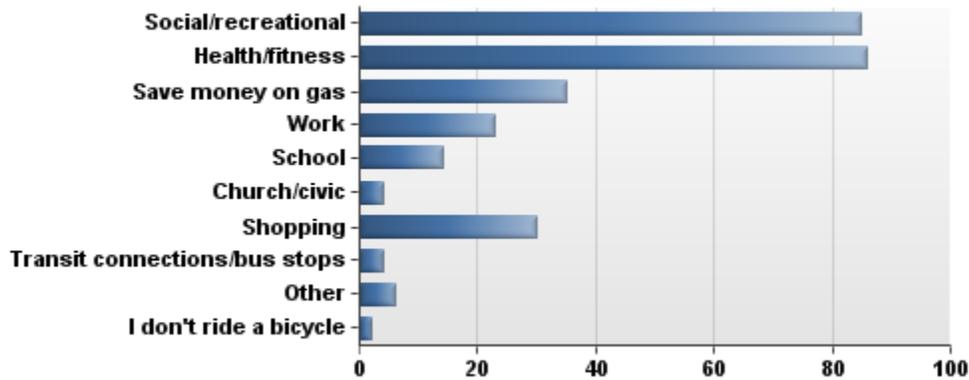
#	Answer	Response	%
1	Under 15	6	6%
2	16 to 25	1	1%
3	26 to 40	39	40%
4	41 to 60	39	40%
5	Over 60	12	12%
	Total	97	100%

3. Overall, how would you rate your neighborhood for bicycling?



#	Answer	Response	%
1	Great	21	22%
2	Ok	62	64%
3	Poor	14	14%
	Total	97	100%

4. If you ride a bicycle, why do you ride it? (Please select all that apply.)



#	Answer	Response	%
1	Social/recreational	85	88%
2	Health/fitness	86	89%
3	Save money on gas	35	36%
4	Work	23	24%
5	School	14	14%
6	Church/civic	4	4%
7	Shopping	30	31%
8	Transit connections/bus stops	4	4%
9	Other	6	6%
10	I don't ride a bicycle	2	2%

Other

I use my bicycle sometimes FOR work, not only TO work

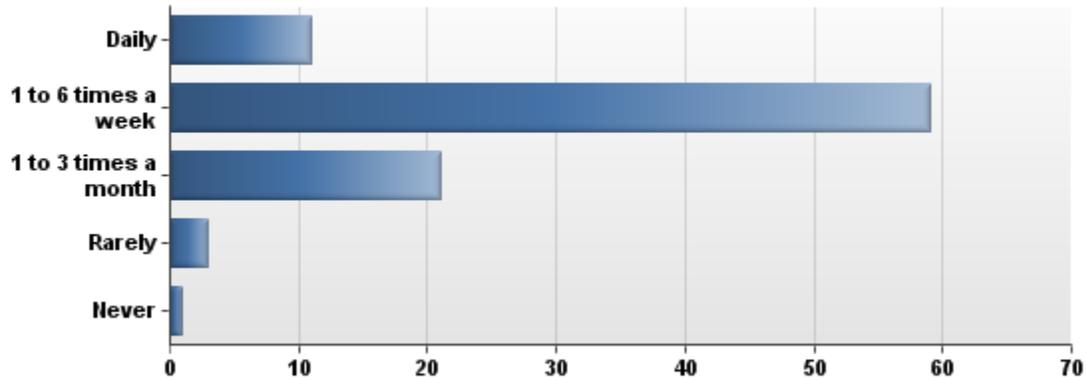
I can't drive

Library

reduce wear and tear on my car

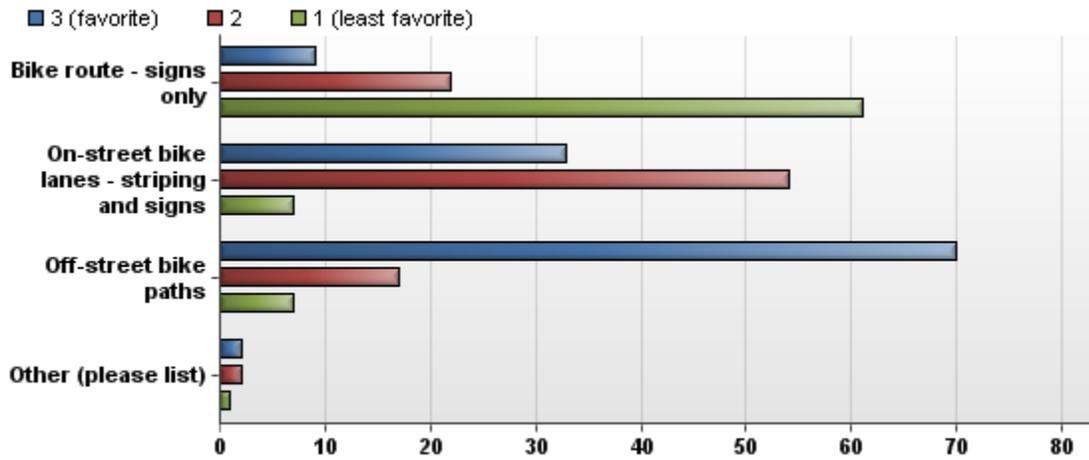
cause its Awesome

5. On average, how often do you bicycle?



#	Answer	Response	%
1	Daily	11	12%
2	1 to 6 times a week	59	62%
3	1 to 3 times a month	21	22%
4	Rarely	3	3%
5	Never	1	1%
	Total	95	100%

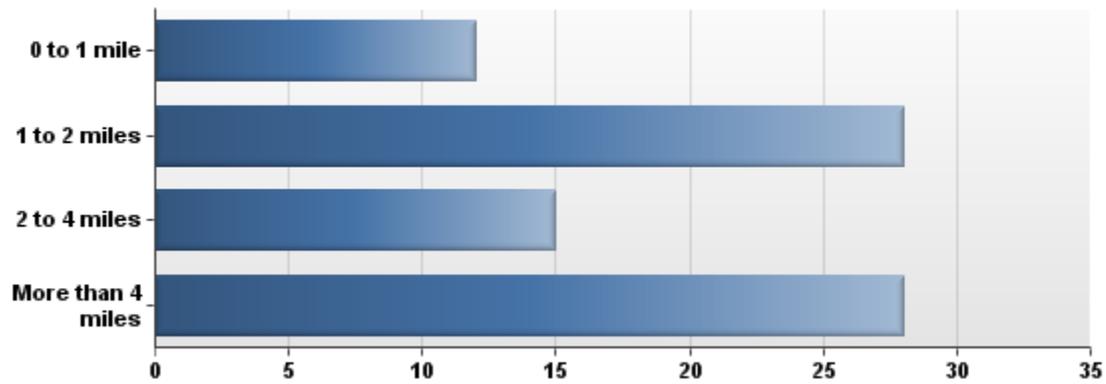
6. Please rank your preference on the options below from 1 to 3, with 3 being the highest:



#	Question	3 (favorite)	2	1 (least favorite)	Responses	Mean
1	Bike route - signs only	9	22	61	92	2.57
2	On-street bike lanes - striping and signs	33	54	7	94	1.72
3	Off-street bike paths	70	17	7	94	1.33
4	Other (please list)	2	2	1	5	1.80

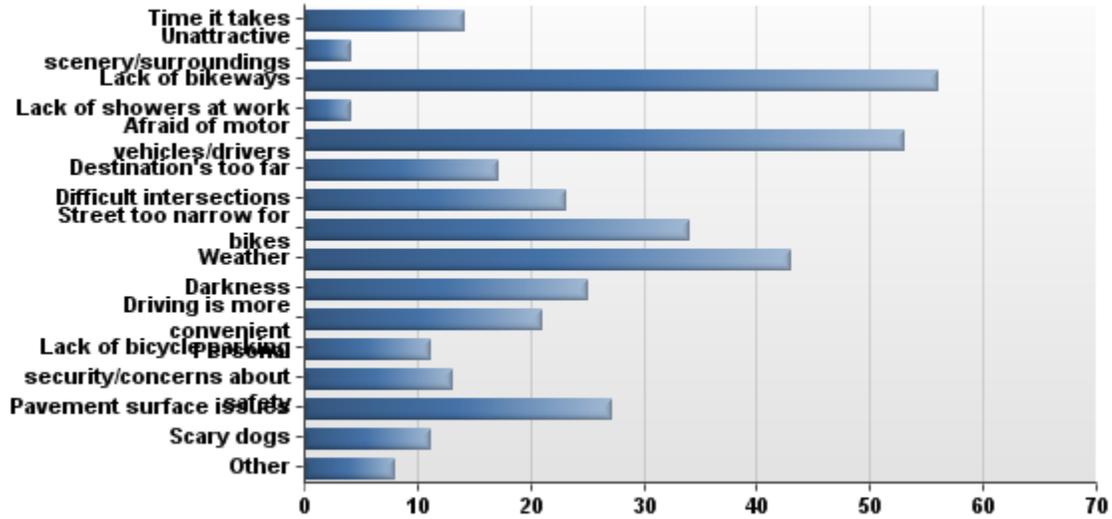
Other (please list)
a combination of the three where it's most appropriate
sidewalks
need connections among paths
need connections among paths

7. How far do you live from work, school or other primary destinations where you bicycle?



#	Answer	Response	%
1	0 to 1 mile	12	14%
2	1 to 2 miles	28	34%
3	2 to 4 miles	15	18%
4	More than 4 miles	28	34%
	Total	83	100%

8. What keeps you from bicycling more often? (Please select all that apply.)



#	Answer		Response	%
1	Time it takes		14	15%
2	Unattractive scenery/surroundings		4	4%
3	Lack of bikeways		56	58%
4	Lack of showers at work		4	4%
5	Afraid of motor vehicles/drivers		53	55%
6	Destination's too far		17	18%
7	Difficult intersections		23	24%
8	Street too narrow for bikes		34	35%
9	Weather		43	45%
10	Darkness		25	26%
11	Driving is more convenient		21	22%
12	Lack of bicycle parking		11	11%
13	Personal security/concerns about safety		13	14%
14	Pavement surface issues		27	28%
15	Scary dogs		11	11%
16	Other		8	8%

Other
Emphysema
too many goat head weeds keep puncturing my tires!
Don't like riding the bus
Health problems
need sidewalk or bike lane on 17 rd
roundabouts and crossing the bridges
health issues
Thursday Night concerts end too late

9. What are the top 3 areas that it is DIFFICULT to bicycle in Fruita, and why are those areas difficult? Please provide cross streets if applicable.

Text Response

I cannot think of a difficult place to walk in Fruita, as it is walker friendly in my opinion.

Any where on Ottley and any where near City Market. Too much traffic, hard to cross the streets with younger bike riders.

Crossing Mesa Street from Orchard Valley to Orchard Valley West to walk to Shelledy. The crosswalk sign and stripes by Creekside subdivision do not help - cars will not stop for you! We need a flashing lights for kids to push so they can cross safely! The sidewalks by the Salt Wash just north of this area are also difficult for walkers and bikers.

Neighborhoods that are "old school" I feel like only the newer neighborhoods have walking paths

Going from the South side to the North side of town is very difficult and scary with the traffic circles and the hwy. intersections. It would be nice to have a pedestrian/bicycle bridge to use especially for kids!

Near the schools, the 8/9 and High School in particular.

downtown because the circle is dangerous for a bicyclist (where is a bike supposed to be and how does one avoid being hit with all the cars shooting in and out of the circle?) the overpass of I-70 has a sidewalk on one side only so it is difficult to have to cross hwy 340 - twice - to get to where I'm going (it is a little better since the Walgreens went in but the continuous right turn lane makes it hard to get in front of the traffic to cross the street even if I have the right-of-way Pine Street near J.3 where the bike lane disappears (to make room for the car turn lane) and then reappears a block away. The bike lane typically has a lot of debris and the turn lane for cars has those bumps and things that stick up that FORCES a car into what WAS part of a bike lane. The hill on Coulson north by the big brick house has no sidewalks and you can't see cars coming because of the hill (and the cars can't see you either - so look out!)

No specific area. I don't like that there aren't specified areas for bikes. If you're riding with your kids, riding in the street isn't safe and that only leaves the sidewalk which impedes where pedestrians are.

18 Rd north of K Rd to the salt creek on the west side of the street, it is extremely dark in the morning ont he way to the Middle school even if you go thru the New Ball Park on the bike path from 18 Rd to K Rd there are no street light on the bike path or on 18 Rd north of K. it is ever dark and dangerous

Narrow bridge on Pine Street near Park Inconvenient to cross I-70 No good way to get to GJ

Maple is busy street with many vehicles exceeding speed limit making bicycling dangerous

The most difficult is getting from Fruita where I live to the Riverfront bike trail. I would ride to work on North Ave in the summer a lot if I could just get to the Riverfront trail.

South Area needs better access to downtown.

Pine-J 3/10 rd, Plum-Aspen, Pine-Ottley, Circle Park -they are difficult due too traffic, and drivers who do not yeild or stop for pedestrians I-70 overpass (hwy 340 bridge), Jurassic Ave.-HWY 340, Frontage rd.-Hwy340 -heavy traffic, fast traffic

Getting to the South Side of Town over the I 70 and the Bridge. Ottley should have a bike lane West of 17 road on both sides all the way to the Highway. Me and My kids have to ride on the street and

sometimes it gets tight with the traffic.

Downtown Fruita - traffic and road surface is not good for road bikes. Crossing over the Hwy is also bad - roundabouts/traffic/surface. I would never bike with my kids in these areas. Need more designated off-road bike paths to safely bike with kids.

Little Salt Wash is too short - would like connection onto Dean Court. Want to ride from K6 Rd to the new Community Center but the closer I get to it, the traffic is a problem. Specific marked bike lanes to the facility would be beneficial.

6 and 50 anywhere

Crossing I-70 is dangerous and one area I cannot ride with my kids to businesses. A separate bridge or other way to cross other than the current overpass would be great. Current off street bike paths are nice, but are too short for anyone wanting moderate length rides. Downtown riding is difficult due to cars backing out of parking spaces.

City Market/Conoco - don't like lane layout and road markings. Crossing the bridge to south of I70, don't feel safe. 17 Road north of Comstock/Orchard Valley estates. Worried about cyclist visibility at hills, particularly for kids.

All of Fruita is difficult, due to the skinny streets and lack of bike paths.

Through the roundabouts to south side of Fruita/ access to the National monument. The roundabouts are simply dangerous to ride in! Also, Hwy 340 to the the West entrance to the Monument is scary. No shoulder, fast traffic, etc. It would be great to have a safe, easy access for this wonderful ride. Getting through town can be difficult as well.

The streets leading to the High School & 8/9 School. Too dangerous, not enough shoulder for biker's & walkers with out being intimidated by the motorists

Basic/common detours; road construction. Not a big deal.

Aspen, People don't look when they are backing out. and there is no room to pass so people try to pass any way and shove you into the back of a parked car.

the roundabouts, very scary

Cross walks are one of the problems that I have seen and experienced. It seems as though traffic doesn't realize that right of way in cross walks and I have had several close calls. Also not quite sure as to what the rules are for riding on sidewalks vs. the side of the street, Which is recommended? I would love to access the trails in loma via bicycle but Hwy 50 is a very dangerous commute because there are places where there is barely enough shoulder for the white line. Aspen st. towards circle park presents a few challenges when going through the intersections.

Problems getting over I70 from south to north. I have to use the sidewalk. HARD to ride frontage Rd. South of I 70. Traffic gets crazy.

1. Highway 6 and 50 - though I try to avoid it, sometimes I must ride it to GJ and the traffic is horrible and no shoulder in some place. 2. Going over the bridge to the south side of I-70 and up to the monument - not enough of a shoulder and difficult to navigate the changing lanes, etc. on a bicycle.

Cherry and Aspen roadgoing to the Redlands from Fruita Aspen st downtown

Western Ottley: no bike lane, relatively high traffic and bad road surface.

Hwy 340 going over I-70 Poor shoulders on every road outside of downtown. Anything around FMHS.

Anywhere near Fruita Monument High School, especially on Pine Street near the intersection with Wildcat.

Over I-70 Anywhere near City Market (I often ride my bike to shop) Aspen from the canal east to Pine (3 blocks where vehicles park)

1 - traffic, unaware motorist, a few create conflicts and hazards. 2 - lack of good connections between bike paths, especially to GJ from Fruita 3 - General public support for biking, need to promote the benefits

getting to the north side of Fruita-crossing the interstate on 340 truck traffic on the frontage road

The worst is on 18 Road heading South when the bike path is interrupted by the road widening to accommodate a turn lane into the High School. At one point the only safe thing to do is to ride on the sidewalk on the West side. In addition, auto traffic at intersections either don't see you or refuse the right of way to you.

west side of aspen around the circle and by the grocery store crossing the little salt wash on 18 Road 17 Road at the hill

Safety from automobile traffic at intersection of Hwy 340 at Frontage Rd. Safety from automobile traffic along entire length of Frontage Rd. Safety from automobile traffic along Hwy 50 where no bike path is available.

17 Road needs a bike lane or a sidewalk just North of Comstock. The hill is blind in both directions, there is a significant narrowing in the road at the base of the hill. I fear for my life every time I go up the hill and there is a car behind me. I pray they do not try to go around me and get into a head on collision with a South bound vehicle and kill me in the process.

I-70 and Co. 340 bridges and roundabouts

I don't ride much in Fruita.

I don't think the roads are wide enough. I think you need to tax the bicyclers to help pay for their way to have these paths and ride away and that would help with all the costs like they do with 4 wheelers and snowmobiles to help out with the cost to keep people safe.

1. The Overpass and roundabouts to the South Side of Fruita. 2. All of Hwy 6/50. No shoulder 3. To the entrance of the Monument. All of these areas are extremely dangerous. There is no shoulder and no education available to drivers and cyclists. Most people aren't aware of the "rules of the road."

downtown because there are no bike lanes and 18 road from 6&50 going north

crossing of Interstate 70

Coming into Fruita and leaving Fruita on any street or county road on the way to Grand Junction.

Crossing I-70, nearly impossible with double roundabouts and anywhere else there is a roundabout.

Highway 340 South of the Colorado River - too narrow East of the entrance to the Monument. Access to the Snooks Bottom Park from Kings View using an existing off-street route has recently been fenced off - maintaining this access on a natural surface trail would provide a convenient off-road community access for both foot and mountain bike. 18 road at the High School is difficult to negotiate on a bike.

Circle park and the roundabouts because people don't yield to other cars much less to bikes.

Bicyclists need to follow the same rules as cars. bike lanes don't work I never see them using them it's a waste of money. REPAVE THE ROADS THEY ARE HORRIBLE. There are more important issues to deal with than bikes.

any area that has designated bike lanes where vehicles park in those lanes forcing bike riders into traffic flows. ottley west of 18 rd comes to mind & there are others.

Aspen and Maple - traffic is too fast. City Market vicinity. Traffic is too dense, too fast.

1. It is difficult to access City Market safely from anywhere parallel or north of Aspen St. 2. It is also difficult to travel across I-70 via Highway 340 overpass. To encourage bike/ped travel across I-70 a bike/ped specific overpass should be considered in Fruita's long-term development plans, particular if the City wants to encourage people to walk/ride to the new open space parks south of I-70. 3. In addition, I encourage the City remain steadfast in its determination to create bike/ped paths to the Kokopelli and 18 Road trailheads and to Grand Junction along the CO river.

cars parked in designated bike lanes all around Fruita, and no enforcement

Aspen Over the bridge 6&50

I-70 through roundabout to east of town from town to major mountain biking areas roads around new subdivisions to the NE

I-70 through roundabout to east of town from town to major mountain biking areas roads around new subdivisions to the NE

the areas between aspen and grand, maple and pine mostly.

ottley to pine st., pine to j street, j street to the 8/9 school

Drivers in Fruita are very aggressive and seem to view bicyclists as competitors rather than co-users.

Circles on 340 and interstate intersection. Roads around City Market- makes it a challenge to bike to get groceries. 6 & 50 does not have wide enough lanes to safely ride.

I-70 intersection. Need a bike trail through town for family riding

Most of the bridges over Little Salt Wash (Maple, Mesa, Pine) are too narrow. I like to bike downtown with my kids (ages 3 and 6) and those spots make me nervous.

1. Pine street from Wildwood to Aspen (to go to Rimrocl Elem.) Is NOT safe for children. 2. Crossing I 70 to access the family activities on the South side. 3. Ottley continusly from Pine to the Highway, many places no sidewalk...

Statistic	Value
Total Responses	65

10. What are your top 3 favorite places to ride within the city of Fruita and why?

Text Response

In my neighborhood (Comstock Estates) with my family, Little Salt Wash Park off of 18 Road, and the trail behind Comstock subdivision

All of the trails, there is no traffic, so I can take my 6 year old and not worry about him getting hit by a car.

Salt Wash trail system

my neighborhood Elmwood Estates

My neighborhood and through town. I like to go out on some of the quiet rural roads.

Bike paths away from homes and other motorists

The new trail near the ball park, the dirt trails at the end of 18.5 and Kokopelli trails. I know some of these are out of Fruita City limits, but that is only place it's safe.

the wash trails of course neighborhood with low traffic speed and volume although not IN Fruita, I like to ride in the farmland areas north of town and into the deserts - but I ride THROUGH parts of Fruita to get to these destinations (these are LONG bike rides, mostly for fun and exercise)

The path along the creek North of Ottley between Maple and Mesa is my favorite. North Coulson into the country is my second favorite, and around Shelledy is third. The first two for the peace and nature...the other for the kids' enjoyment.

north of wildwood acres

during the summer the new ball park is the best

along rivers surrounding mountain bike areas

along the bike/pedestrian only paths near the new baseball/soccer field park and along the salt wash - riding off-road but on pavement is so peaceful & relaxing (not worrying about traffic, cars that may not see you, etc & not having to deal with the noise).

To downtown-restaurants middle and elementary schools-kids rec center when completed

Go up 181/2 road - cut across on N3/4 road - down 171/2 road - Aspen to Windsor Park. I like this because it's a good exercise route and usually little traffic but no bike lane. I do like to ride the bike path on 6 & 50 but it is too leisurely for me.

Little Salt Wash - Great trails

Hwy 6

Mesa St., Aspen, Ottley

All over...when I go out weather permitting I always try to take the bikes because it is nice getting the exercise and working off if you are going to eat.

Any of the roads out in the country because there is not much traffic. The Monument because of its beauty.

Big and Little Salt Wash Parks, Pabor St bike lane, and Pine St bike lane.

Salt wash

Current off street paths are nice for short rides with kids. Riding in the downtown area because it has access to businesses. Long country roads because they provide for long rides without much traffic.

Salt Washes because no vehicles on bike paths. Roads like Ottley and E. Aspen, wide roads and slow moving traffic. 16 rd, 17 rd, 18 rd for the scenery.

I ride out side the city of Fruita, connected lakes, Mack, Loma and Lunch loop. I also spend alot of time in Maginess Canyon

1. North of town on farm roads, safe and easy. 2. The Monument once I get to the entrance for beauty and safety and a great ride. 3. To my work.

- Drivers for the most part are polite and understanding. - That's why we live in Fruita. There is a large cycling population.

fruita middle school,

mainstreet, mellow, the speed limit is slow the path between 18 rd and walgreens along hwy 6 & 50

Nice ride through town is west on pabor the up around comstock and then access the trails in the salt wash area. These are enjoyable places to ride because the roads are wide, speed limits are slower and the park is very enjoyable in the spring/summer/fall.

I love to ride my neighborhood south of I 70. I love to ride the pathways in the neighborhoods north of I-70. Especially the one near the ballfields. I dont mind riding Aspen st. Going to farmers market.

1. North of town on farm roads with little traffic 2.

Little salt wash- pretty no cars around downtown fruita- convinence

Any of the bike paths. Other than that, mountain biking on trails.

Downtown Salt Wash Trails Hwy 6&50 paths

I know this answer doesn't really help, but I enjoy riding my bike everywhere in Fruita.

Paved Pathways like Little Salt Wash Park, Country roads north of Fruita K.4 Road

Big Salt Wash path, solitude but but far too short Little Salt Wash, same as above, plus lack of good connections Along Hwy 6-50, nice path but proximity to traffic amkes it less attractive

north of town

Paths in and around the Little League Fields.

trails on the washes bike path on Highway 6 & 50 (I can get to where I need to go -fast!) downtown neighborhoods (cool old houses and on the way to the Hot tomato)

All bike paths along Hwy 50. North/south Bike path at W.Ottley and Hwy 50. Entire length of Frontage Rd.

Salt Wash trails. All are nicely marked and wide, pretty surroundings.

Trails and down town

I don't ride much in Fruita.

18 road its by my house and close to the bike paths in the desert.

1. The farm roads North of city limits 2. The National Monument There is very little traffic, the scenery is incredible and you can make the ride as hard or easy as you need.

Trails near Little Salt Wash Park, downtown, through the neighborhood (Vist Valley) and to Rim Rock Elementary. The sidewalks/trails/bike lanes are adequate and feel safe.

Downtown mostly to shop, church, or catch the bus out of town.

To/from downtown for Thurs night concerts and other downtown events otherwise we ride outside the city limits to avoid traffic and to ride mtn bike trails

Snooks Bottom new trails on Opal Hill and the bike trail around the lake - mountain bike Farm areas North and East of Fruita- road bike

Neighborhoods. Quiet streets and friendly people.

all improved trails for the scenery, loco neighborhoods as there are places i would not normally travel, downtown for coffee @ a sidewalk table

City Market. I shop there. Over the interstate to the Monument. I ride there every weekend in good weather. To the softball park. Social, recreational riding.

City Market, Downtown, Little Sprouts, because these are places our family frequently visit. Also, I often ride to the Kokopelli and 18 Road trailheads.

the walking paths all around the city

Bike paths J Road 18 road

downtown because it has easy access to stores and sidewalks and roads are wide. country roads because there is not a lot of traffic. and riding on the little bit of bike path that is scattered through the city.

in town circle park area

Country roads north of town. Walking/bike paths that are scattered around the neighborhoods.

mountain biking trails

Newer housing developments because the streets are smoother with less cracks than down town

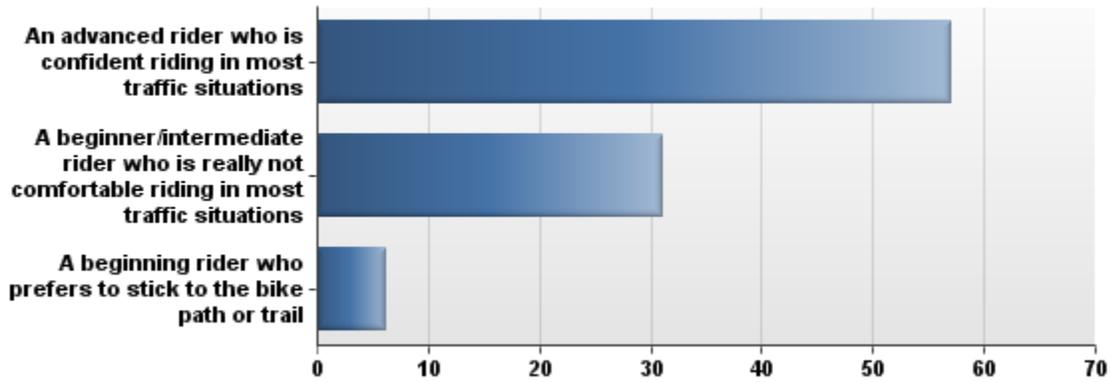
around Little SW Park, across I-70 to the State Park

The trail along little salt wash between maple and mesa, the trail along little salt wash park and around my neighborhood.

1. Wildwood - Little Salt Wash Park- Yay new bridge! 2. Wildwood - Civic Center for events- parking sucks 3. Wildwood - Fruita Rec Center- it's so close.

Statistic	Value
Total Responses	65

11. Which of these phrases best describes you? (Check all that apply.)



#	Answer	Response	%
1	An advanced rider who is confident riding in most traffic situations	57	61%
2	A beginner/intermediate rider who is really not comfortable riding in most traffic situations	31	33%
3	A beginning rider who prefers to stick to the bike path or trail	6	6%

12. Please provide up to 3 suggestions for things that could be implemented to improve bicycle access in Fruita.

Text Response

More designated bike lanes, paths, trails, on Ottley going east to Shelledy more of a designated biking lane, improve overall biking lanes along the Ottley corridor

more trails

Designated paths, More parking for bicycles, Convenience.

bike lanes

Bike lanes on roads Pedestrian/bicycle bridge from North Side to South Side of I-70.

Bike racks around town bike paths that lead to recreational venues

Trails or bike lanes.

I don't really know what 'bicycle access' is (I have access to bicycles). Here are my thoughts on improving the ability to ride a bicycle in Fruita: make bicycle paths and lanes a priority instead of only getting these things on leftover scraps of land/pavement AFTER everything has been done to make car driving the best it can be (like what was done on Pine at J.3) require bicycle parking to be provided at business just like car parking spaces provide maps of places good for biking in Fruita and the area around Fruita

bike lanes or more bike paths would be wonderful. Also, the intersection at Cherry and Pabor is dangerous.

for kids going to school it would be of great help to have street lights on 18 Rd north of K Rd. it would also help if the bike lanes were on both sides of the street, it can be dangerous to cross the street to get to the bike lane. lights on the bike path in the new ball park so that the kids are not on the road as much

more off-street trails

The canal pathways should be open to ped/bike traffic. Bike lanes may make cars more aware of bike traffic. consider limited bike signage on country roads to heighten awareness

Bike lanes on the busiest streets (maple, ottley etc.) that go to most popular areas (downtown, rec center, schools)

See my note above on the most difficult place to ride in Fruita.

Finish connecting trails as land is developed

yield signs, sidewalks, Bike Lanes

Bike lanes on both sides of Ottley West of 17 Road. The biggest would be a safe way to get across the train tracks and highway so we could get to that side of Fruita.

We are fairly new to Fruita and would like to find a map of all the bike lanes, paths, etc.

A bike path for commuters to Grand Junction would be great and would provide a great road biking destination like the river front path in Glenwood Springs or Vail pass off street path. A different parking arrangement downtown would make it safer for cyclists. An off street trail system that accessed businesses on both sides of I-70 and downtown would be great.

Colored bike lanes with effective signage. Bike lanes going both directions on major roads. Longer Salt

Wash trails.

Bike paths.

1. Bike path all the way to the Monument entrance. This will also be applicable once the new Bike park is built. 2. Designated Bike lanes through town. 3. Also, this is a big one, but a path to the Kokopelli trails, and one paralleling hwy 6 & 50 towards Grand Junction would be awesome! I would happily ride to GJ if there was a safe route.

bicycle only roads, more paths, a connection to the bike path in grand junction.

Bike lanes or maybe established routes where you want bicycle traffic. you could put up signage with different route options and distances with maybe some general bike rules so cyclists know what to expect.

Bike lanes Easier crossing over I-70 More bike/walking trails through neighborhoods kind of like Moab did a few years ago.

1. More bike routes with signs and possibly painted bike lines (no RUMBLE STRIPS). 2. Bike parking downtown and at grocery stores 3. Clear bike paths / bike lanes in the winter - if not they are more dangerous because it is difficult to ride in them and cars expect you to.

More bike lanes and paths

Put in bike lanes on more major streets.

Bike lanes More trails or off road paths Connecting neighborhoods all around town

A four-way stop at East Aspen Avenue and Mulberry Street to slow traffic on East Aspen Avenue would benefit bicyclists and pedestrians, and make it safer for motorists to back out of parking spaces. It might also benefit downtown businesses by increasing drivers' awareness of their surroundings, enabling them to actually see businesses, and by encouraging some drivers who use East Aspen Avenue as a throughway to choose a different route.

plans for the riverfront bicycle/pedestrian trail on south side of frontage road is unwise. in 3 miles over 30 roads and driveways exit south from the frontage road and will cause automobile-bicycle/pedestrian encounters detrimental to all parties. i can envision accidents and liability issues if this comes to pass. besides the regular bicycle clubs and others riding in the evenings and on weekends will never use the "trail" because of the stop-start requirement of crossing the 30 plus roads and driveways. it seems that putting the "trail" on the north side of frontage road where there is a lot more room would be much less contentious as a well as a whole lot cheaper not only initially but in the future.

Better Access over the interstate (PEDESTRIAN BRIDGE) More continuous pathways throughout city - especially along canal routes Direct access to paved pathways to Loma and Grand Junction

Commitment to promoting Fruita as a bike friendly community Promote health benefits, begin with youth encourage students to bike to school by creating adult-led commutes, similar to the "walking school buses" in some communities Bike safety, bike maintenance programs,

Raise awareness of motorized traffic to bikers. More bike paths and bike lanes.

more better bike trails/lanes (including wider sidewalks on big roads) more bike parking (that really works) bike route maps

More off-street bike/pedestrian pathways, More on-street bike lanes - striping and signs. Public education of the benefits of bicycling.

Early bike education with elementary school children enforce laws for vehicles

Pedestrian overpass over interstate that by-passes roundabouts and bridges

Looking forward to being able to ride my bike to Fruita on the bike path. Then I'll want it to go to Loma for the mt. biking trails! Is it possible to get over the highway on a bike? I don't think I would want to try it.

wider roads and pathways for bikes and walkers keep them off the road. this is a farming communittee and it is difficult when there is bikes all over the place and they like to ride 3 and 4 across from each other its very dangerous with equipment and they dont think. and they dont stop at stop signs they are always in to big of a hurry on 17 -18-and 19 road the older bikers are very nice and respectful remember a big truck dont stop very easliy

1. Education 2. Bike Lane to Monument 3. Bike Paths to designated mtn bike trail heads

More trails or bike lanes. Adequate width sidewalks along arterial and collector streets. Safer crossings at intersections.

better signing of routes establish more routes

Riding around Fruita is Ok. It's getting out of Fruita to Ride to Grand Junction that is difficult because there is no direct safe route.

A place to cross I-70 A place to cross Colorado River Connection to River Trail

From a road biking perspective on-street bike lanes work the best for commuters and there is not the conflict between pedestrians as when off-street trails are the primary route for bicycle traffic/on the other hand quality off street bike trails are a neat recreation facility for both bike traffic and peds

Please don't spend taxpayer money on this issue. If the roads are safe and clean, then so are the bicyclists. How about clearing snow in neighborhood streets?

again, safety issues when vehicles park in bike lanes, expanded trail systems

Traffic calming on Aspen and Maple, all streets leading to downtown. GET RID OF DOMINOS DRIVERS ON ASPEN. It is freaking ridiculous that they are allowed to continually jaywalk, back into traffic, speed, clog the throughway.

more bike lanes bike paths kept clean

1. Better bike/ped access to City Market 2. Bike Lanes along main arteries (especially across I-70 via 340). 3. Bike paths to Kokopelli and 18 Road trail areas.

enforce the existing laws concerning parking on sidewalks, parking in bicycle lanes, loose dogs

Bike path t Grand Junction

Bicycling is a huge part of the economic future of Fruita, so it deserves significant funding to make it successful. All new developments should provide commuting (not just recreational) paths through their site and connecting to all adjoining thoroughfares/main roads. Separate paths along roads

Bicycling is a huge part of the economic future of Fruita, so it deserves significant funding to make it successful. All new developments should provide commuting (not just recreational) paths through their site and connecting to all adjoining thoroughfares/main roads. Separate paths along roads

having a bike path that connects to the riverside path and going throughout the city.

better lighting, better marked paths, maybe speed bumps for cars

More designated walking/bike paths. Wider roads with bike lanes. Pavement markings for bike lanes and more signage. A larger, more prominent bicycle parking area in downtown and at City Market.

More adjoining paths. better signage

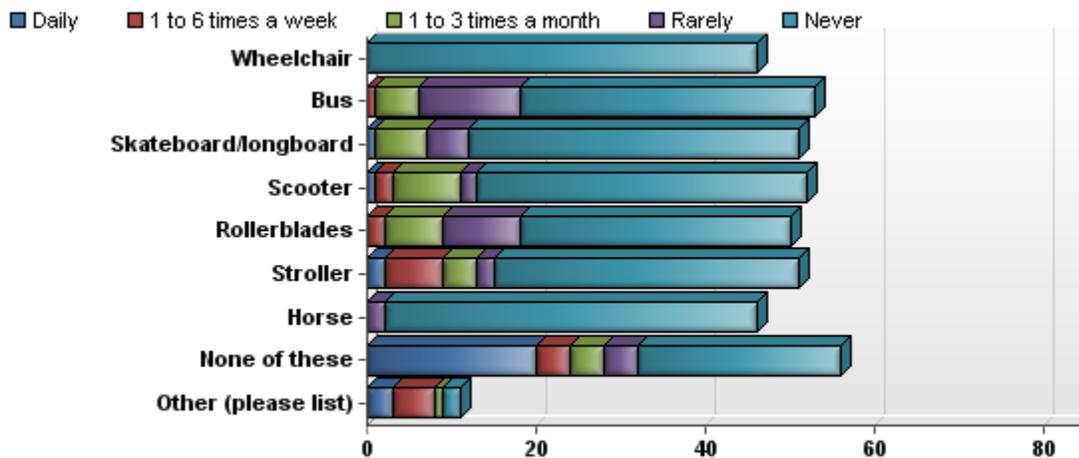
Widen the bridges on the major streets. Connect the trail segments along little salt wash and connect

the little salt wash trails to the new riverfront trail system when it is completed

1. Earlier Thursday night concerts so bikes can get home before it's too dark. Especially with children. It is a family event after all.
2. Riverside access/trail
3. Widen the bridges over Little Salt Park on Mesa, Maple, and Pine; not safe for children or to have cars and bikes to coexist.
3. Connect the trails along Little Salt Wash so you can go further than .5 mile.

Statistic	Value
Total Responses	61

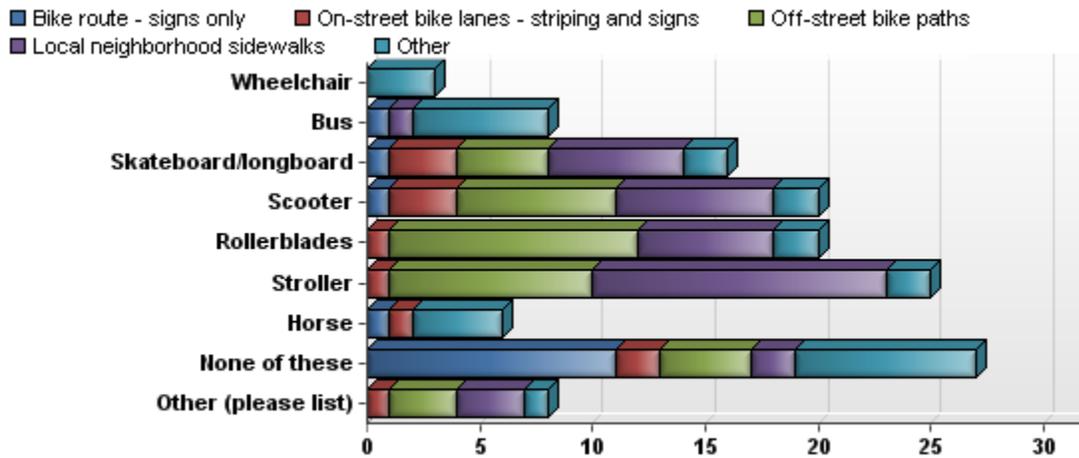
13. In addition to (or instead of) bicycling or walking, what other non-personal-automobile travel modes do you use and how often do you use them? (Check all that apply.)



#	Question	Daily	1 to 6 times a week	1 to 3 times a month	Rarely	Never	Responses
1	Wheelchair	0	0	0	0	46	46
2	Bus	0	1	5	12	35	53
3	Skateboard/longboard	1	0	6	5	39	51
4	Scooter	1	2	8	2	39	52
5	Rollerblades	0	2	7	9	32	50
6	Stroller	2	7	4	2	36	51
7	Horse	0	0	0	2	44	46
8	None of these	20	4	4	4	24	56
9	Other (please list)	3	5	1	0	2	11

Other (please list)
razor
Motorcycle
walking
Car
Run and Hike
Running
Walking
ATV
Scooter
Walking/jogging
wagon

14. When using the travel modes in the question above, please indicate your preference as to where you like to do them:



#	Question	Bike route - signs only	On-street bike lanes - striping and signs	Off-street bike paths	Local neighborhood sidewalks	Other	Responses
1	Wheelchair	0	0	0	0	3	3
2	Bus	1	0	0	1	6	8
3	Skateboard/longboard	1	3	4	6	2	16
4	Scooter	1	3	7	7	2	20
5	Rollerblades	0	1	11	6	2	20
6	Stroller	0	1	9	13	2	25
7	Horse	1	1	0	0	4	6
8	None of these	11	2	4	2	8	27
9	Other (please list)	0	1	3	3	1	8

Other (please list)

razor

park paths

walking

Hike and Run

more ATV routes

wagon

15. Does anything keep you from using the travel modes mentioned above? If so, what?

Text Response

no

Time and work is a little ways away! I only work off 21 1/2 Road, but There isn't a safe way to "ride" there other than a vehicle

It is hard to ride a skateboard and scooter because of the lack of good sidewalks (no sidewalks or cracked chunky sidewalks) bus doesn't come often enough. It takes WAY too long to get to where i need to go and back again (I need a better bike route into GJ because right now it is faster than taking the bus - but a bit too chilly to do that right now).

Some sidewalks are in disrepair.

no

Speeding Traffic, inconsiderate drivers, No sidewalks

Wet, Weather.

I choose to walk or bike.

I don't own a horse. I guess I could try a scate board but that may facilitate the wheelchair

no

I find it very unsafe to go down K 6/10th because there isn't a side walk.

I'm too old for most of these and I just don't know how to use the bus or how often it runs.

Rollerblading on bike path - frequent stop signs and gravel / cracks make it difficult to navigate and unsafe.

Traffic and lack of sidewalks/paths

I like to bike and don't have other means listed above.

I get discouraged when I get flat tires on the stroller from weeds in neighborhood sidewalks Loose dogs on Pabor keep me from roller blading there.

no place to park my bike (and I can't use that small tree anymore) people at work who think I'm too silly (because of sometimes bike grease or splatters and no car) can't get out of Fruita easily because no bike routes

No ony use bike

I mainly ride or walk

don't need a wheelchair yet. Bus takes too long. Too old to skateboard, scooter, rollerblade, ride in a stroller. Aint got no horse.

No

No other than bike we use walking paths

N/A

Traffic laws are not enforced. Speeders are rampant, people don't stop at stop signs. Our tiny little downtown is crammed full of cars. Move City Market south of I-25.

lack of flattened roads.

weather, not well lit areas

Time

No bus route from Fruita to Horizon drive, and a ton of business traffic that commutes daily.

Statistic	Value
Total Responses	28

16. What are your top 3 favorite places to use the travel modes mentioned above within the city of Fruita and why? (Please list the travel mode along with the favored location.)

Text Response

I like to walk with a stroller on the trails because there is no traffic.

neighborhood and paved river trail in Grand Junction. Would be nice to have a paved river trail in Fruita!

School, Civic Center, Downtown, Store

wash trails because the sidewalks are still in good shape and there is no scary traffic and there is lots of trees certain neighborhoods with good sidewalks and low/slow traffic I really don't have a favorite place in Fruita that I like to ride the bus. I don't like to ride the bus, but only because it takes SO long and the bus stop is a horrible place to wait for a bus (busy road, no shelter, uncomfortable bench (although I am thankful that at least there is a bench) and then there is that creepy dude that always wants to talk to me but uses foul language and he smells bad - thank goodness he doesn't get on the bus!).

Little Salt Wash Park

the pedestrian pathways in the new subdivisions and along the bike/pedestrian only paths near the new baseball/soccer field park and along the salt wash - riding off-road but on pavement is so peaceful & relaxing (not worrying about traffic, cars that may not see you, etc & not having to deal with the noise).

ottley, Aspen, Pine

I do not use any of the above modes of transit.

Bike to the store, bike to the hot tomato, bike to the bike shop, bike to friends houses.

n/a

Little Salt Wash because of the park for my kid and the location to my home.

Bike ti farmers market, city market and library!

Rollerblade on bike path

Any of the bike paths.

Comstock Path near Salt Wash Little Salt Wash Park Path Exercise Loop at the park in the Vista Valley Subdivision

GVTS to GJ

The path through the subdivision that begins at the intersection of 18 Rd. and E. Pabor

huh?

Kingsview to town on 340. Kingsview to town to wash to little league park

na

Civic Center, soon the Community Center.

N/A

longboard on sidewalks throughout my neighborhood.

down town

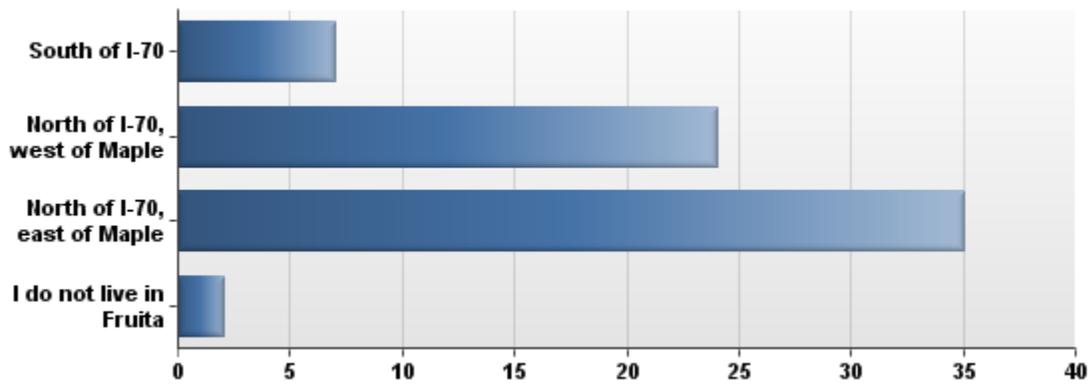
same as mentioned above

Bike trails, not congested and safer. Little Salt wash. Going to a park. Little Salt Wash Stroller to Vitner's Farm Park

Statistic	Value
Total Responses	26

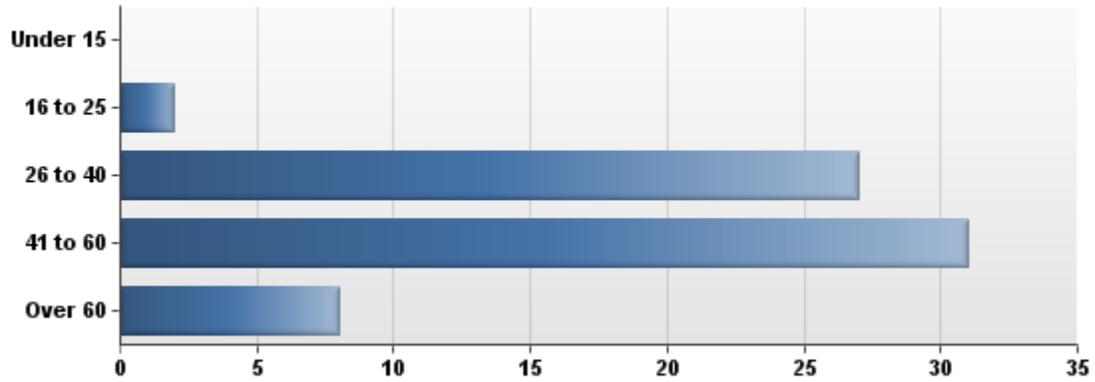
**Fruita Pedestrian Survey
Final Report
March 2011**

1. Where do you live?



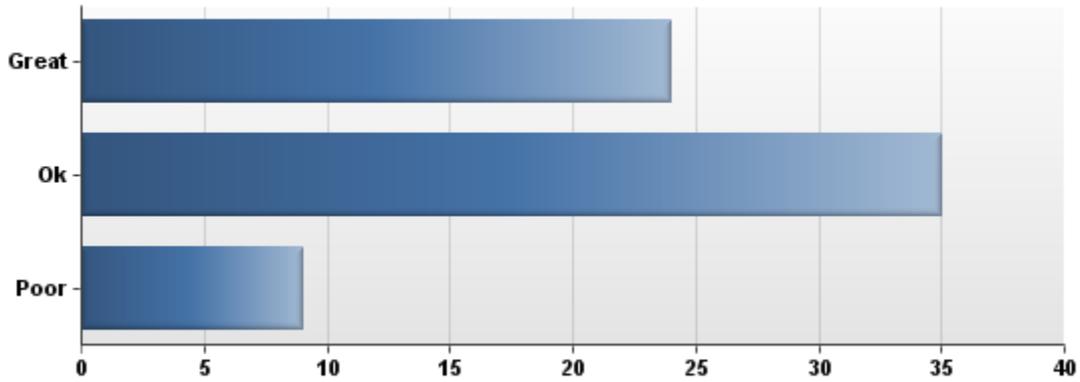
#	Answer	Response	%
1	South of I-70	7	10%
2	North of I-70, west of Maple	24	35%
3	North of I-70, east of Maple	35	51%
4	I do not live in Fruita	2	3%
	Total	68	100%

2. What is your age?



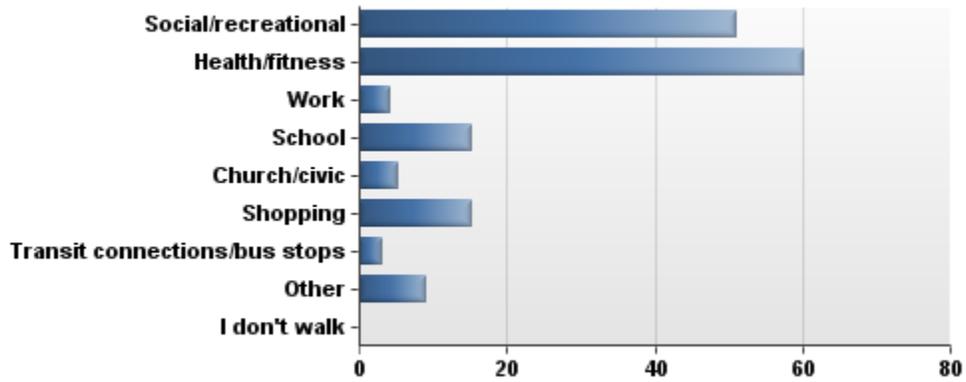
#	Answer	Response	%
1	Under 15	0	0%
2	16 to 25	2	3%
3	26 to 40	27	40%
4	41 to 60	31	46%
5	Over 60	8	12%
	Total	68	100%

3. Overall, how would you rate your neighborhood for walking?



#	Answer	Response	%
1	Great	24	35%
2	Ok	35	51%
3	Poor	9	13%
	Total	68	100%

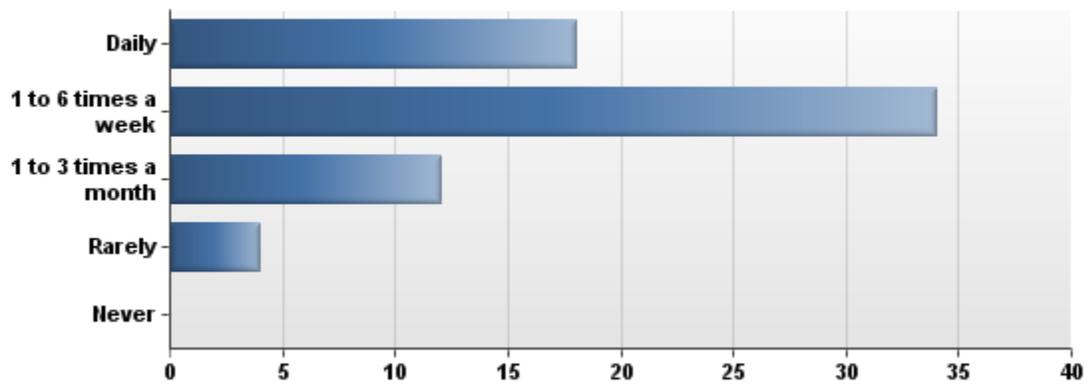
4. What is the purpose of your walking trips? (Please select all that apply.)



#	Answer	Response	%
1	Social/recreational	51	75%
2	Health/fitness	60	88%
3	Work	4	6%
4	School	15	22%
5	Church/civic	5	7%
6	Shopping	15	22%
7	Transit connections/bus stops	3	4%
8	Other	9	13%
9	I don't walk	0	0%

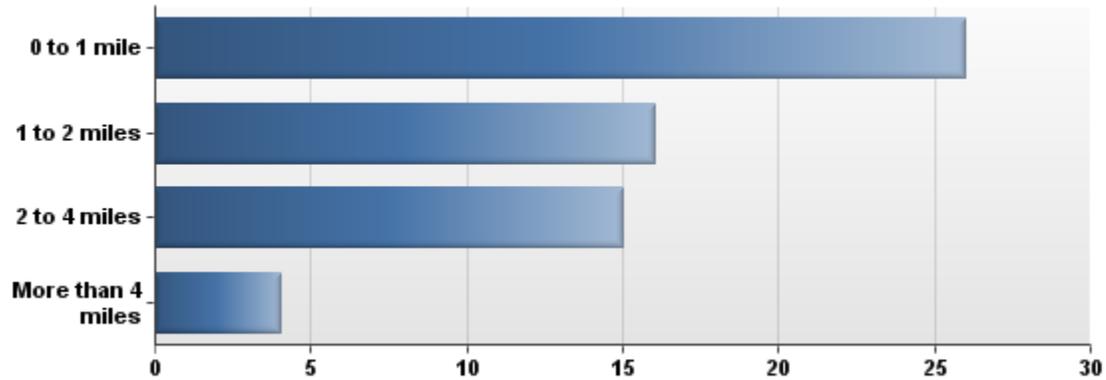
Other
pets
kids to and from school
walking the dog
dog walking
dog demands
Library
dont drive
Dog exercise
dog walking

5. How often do you walk?



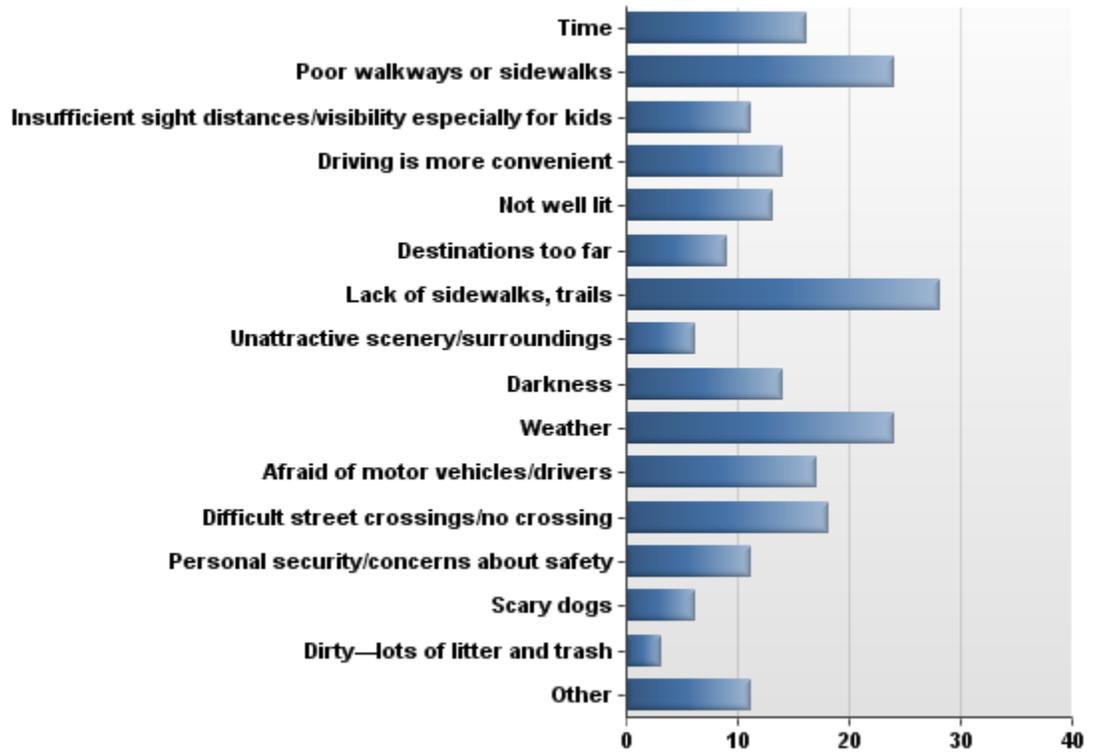
#	Answer	Response	%
1	Daily	18	26%
2	1 to 6 times a week	34	50%
3	1 to 3 times a month	12	18%
4	Rarely	4	6%
5	Never	0	0%
	Total	68	100%

6. How far do you live from your primary walking destination?



#	Answer	Response	%
1	0 to 1 mile	26	43%
2	1 to 2 miles	16	26%
3	2 to 4 miles	15	25%
4	More than 4 miles	4	7%
	Total	61	100%

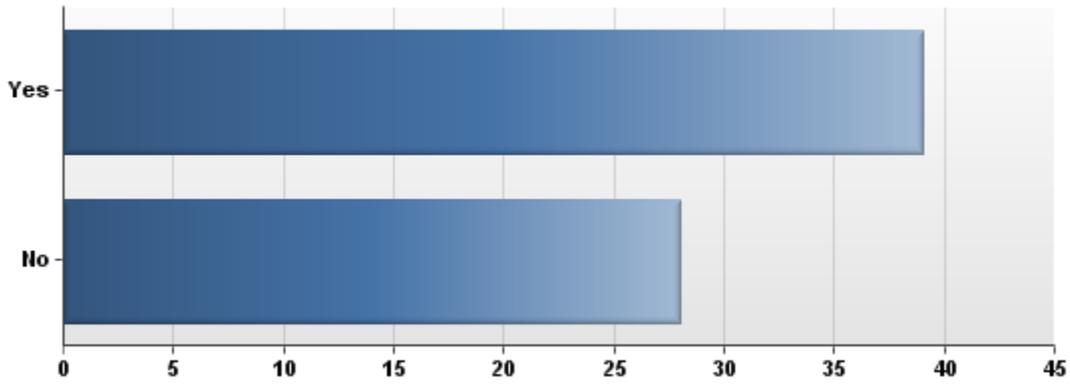
7. What keeps you from walking more often? (Please select all that apply.)



#	Answer		Response	%
1	Time		16	24%
2	Poor walkways or sidewalks		24	36%
3	Insufficient sight distances/visibility especially for kids		11	17%
4	Driving is more convenient		14	21%
5	Not well lit		13	20%
6	Destinations too far		9	14%
7	Lack of sidewalks, trails		28	42%
8	Unattractive scenery/surroundings		6	9%
9	Darkness		14	21%
10	Weather		24	36%
11	Afraid of motor vehicles/drivers		17	26%
12	Difficult street crossings/no crossing		18	27%
13	Personal security/concerns about safety		11	17%
14	Scary dogs		6	9%
15	Dirty—lots of litter and trash		3	5%
16	Other		11	17%

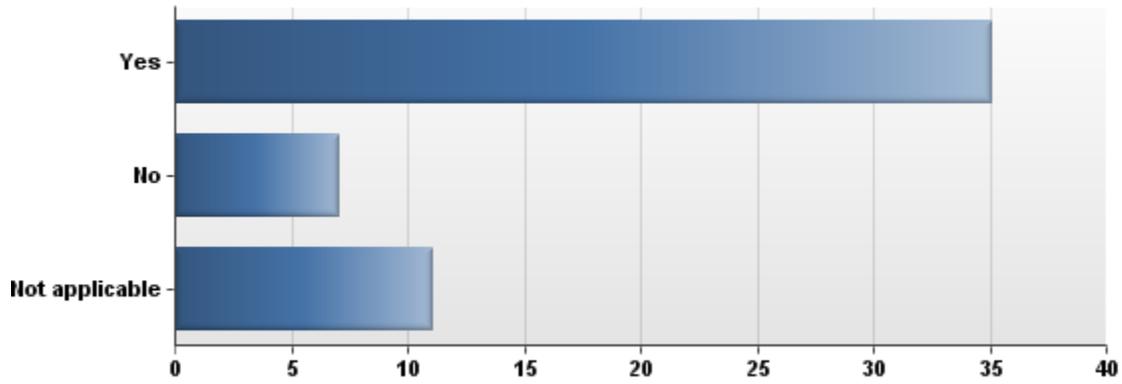
Other
the city does not enforce sidewalk snow removal all over town (uncluding housing developments)
garbage cans on the sidewalk, snow wasn't shoveled, cars blocking the sidewalk
waiting for the Salt Wash Bridge to be completed
would rather hike
health problems
no walking path on Kingsview Drive
not allowed to have my dog with me at many destinations
nonexistent walkways, except for shoulder of 17 Road
Shin splints/medical
snow on sidewalks

8. Do you have children/grandchildren who walk to school, the park, the store, or a friend's house?



#	Answer	Response	%
1	Yes	39	58%
2	No	28	42%
	Total	67	100%

9. If you answered yes to the question above, do you have any concerns about them walking in Fruita?



#	Answer	Response	%
1	Yes	35	66%
2	No	7	13%
3	Not applicable	11	21%
	Total	53	100%

10. If you answered yes to the question above, what are those concerns you have?

Text Response

People not removing snow from sidewalks; sidewalks not well lit;

Motorists observing the posted speed limit in the school zone areas. The police department does a nice job of staffing these areas especially when school is dismissed.

My children are young and I would never allow them to walk somewhere alone. However, I find that the sidewalks in the older part of Fruita, specifically those located south of Shelledy along N. Mesa to be in complete disrepair. There are tree roots that are pushing the sidewalk up as well as areas where the sidewalk is completely eroded. It makes pushing a stroller almost impossible. Also, some of the area sidewalks end abruptly and children riding bicycles may not have time to stop before they are in the street. This is especially a concern at the corner of North Mesa and Ottley.

South of I-70 in many of the neighborhoods that access the frontage road there is no safe walkway to speak of. My children don't go out to the frontage road due to these concerns. It would also be an improvement to begin work on the pedestrian crosswalk at 18 Road to allow student and adults to access the north side of Fruita more easily. This would also cut down on the number of students that would need busing to the 8/9 and High School

The bridge on Maple where it narrows is dangerous. No street lights. The walkway that follows the water behind the neighborhood is poorly lit and is home to several homeless.

Walkways near our home are not well lit once out of our subdivision, safety is the primary concern in regards to crossing, personal security, etc..

busy roads with not a lot of sidewalks and difficulty crossing I-70. Busy area going from South side to North and cars don't pay attention to pedestrians when trying to get on the hwy.

Even though my children are driven to school, I have serious concerns about all the students walking on the diagonal road (off of Wildcat Lane, J & 3/10) to the Fruita 8/9 school. Students walk too close to the road. It is EXTREMELY DANGEROUS with bad weather conditions, like rain, snow and ice. There were 2 students actually hit by vehicles this last fall in the morning when walking to school because it was SO DARK. There needs to be a sidewalk along that street and preferably more street lighting.

traffic speed and volume in some areas, lack of walkways/sidewalks or the ones that are there seem dangerous (too narrow, too close to fast moving traffic),

need stop signs on mesa, most people don't obey speed limits on mesa and maple,

My two biggest concerns is vehicles not paying attention to them...we don't have crosswalks by our house. The other is the intersection at Cherry and Pabor. I think it should be made a 4 way stop. The traffic at the stop sign doesn't often realize that it's only a two way stop and they don't wait for the car to pass and children crossing the street there are also at risk.

My concern is the children in Fruita walking to and from school. I do not feel the roads have adequate lighting or walking room. This is a real concern around the 8 / 9 school. There are not adequate sidewalks for the kids who have to walk to that school and the traffic is very high in that area...including high school students who drive fast and careless.

Primarily safety. It really depends on the situation. There are many areas that we can go in Fruita to walk safely, but we usually have to drive to them.

small town, not a ton of vehicle traffic

Traffic, personal safety

Safety in strangers and crossing the streets.

Would like to see flashing yellow light signs in the crosswalk on Aspen/18 Rd, Maple/Sabil and Ottley/Maple for younger kids walking to Rim Rock Elem & Fruita Middle School. Like they have on 12th St in Grand Junction for the college pedestrians. Also would be great to have a way to get from the South side of the Salt Wash Park to Ottley to have access to the middle school from the park.

My daughter is supposed to walk to fms but I won't allow her because of the lack of sidewalks around 19 & k rds. The vehicles near here go too fast to allow walking without a sidewalk

The "Y" at Ottley and Coulson, and the Crosswalk on Ottley to Shelledy Elem.

Dangerous crossings...people driving too fast. I think the roundabouts/crossing from the north side of I-70 to the south side is dangerous for pedestrians.

Routes to the 8/9 and highschool are horrible

I have a high school student and 7th grader, the walkway or lack of walkway going to the 8/9 and high school is awful. It needs better lighting, it needs wide raised side walks and a separate bike lane. I feel a child will have to die before anything is done and am terrified that it could be my child or one of their friends who has to die to see changes made. The need is far grater there than along 6&50. There also needs to be walkways along both sides of 18 Road so that conflicting groups of kids can stay separate and the 8/9 kids can at least try to avoid being bullied by the high school kids.

n/a

The sidewalk going towards the Fruita 8/9 school and the high school is EXTREMELY dangerous. Kids are always stepping into the driving lane since the sidewalk is adjacent to the road. The walking lane on this road desperately needs to be widened. The walk from FMS to my home is much safer.

No walking paths along Highway 340, pedestrian walkway at round about/I-70 inadequate, Kingsview drive needs redesign for safety (to take out bad curve in road) and walking paths per city council recommendations 1996.

Some of the homes across the street from Shelledy and the Hospital do not shovel their walks when it snows and I've seen children slip and fall on the sidewalks or walk in the street to avoid the unshoveled walk.

crime, lack of sidewalks

Speeding traffic, unmarked school walkways, signs that are up 24 hours a day, 7 days a week denoting school zones. People ignore these when these are up 24/7. Install flashing lights that are working during school children transit times in the am and pm. And then ENFORCE them.

Speed of cars. No cross walk to Community center from my residence at Independence Village. They will visit quite often in the summer and there is no cross walk. Also the side walk ramp is very far from the Independence Village exit. You must go down about 75-100 feet on either side to get up on the side walk to go into the Community Center Parking lot that is right across the street. There should be a ramp directly infrom for easier acess for the 75+ seniors that live across the street that will potentially use the facility.

Once we walk out of our subdivision, there are either no sidewalks, or crumbling sidewalks. There are also very few streetlights. The drivers in the area speed (19 Road between K and L Roads and K 6/10 Road between 19 and 19 1/2 Roads).

Safety near vehicles, lack of sidewalks in some areas, people parking on the sidewalks in other areas.

sex offenders

N/A

My neice, whom lives with me , was hit by a car walking to school on J 3/10 and it scares me every morning she walks out the door . I have 3 girls and 2 of them are school aged . I refuse to let my daughters walk or ride their bikes anywhere with out an adult present after this happened . Although she was not badly injured , it was i believe the most scariest thing that our family has had to go through and i hope and pray that no one has to die before something is done to make our streets safer . There is not enough sidewalks in fruita and also lighting is almost obsolete . Fruita is growing fast and its only going to get bigger. I think the city of Fruita needs to make improvments for our change in population.

safety

Most drivers do not stop for the cross walks.

The lack of flashing lights to encouage drivers to slow down, especially around Shelledy and the New Community Center

Not all streets have sidewalks. In particular maple on the east side near wildwood acres. Pine street is too busy for kids but it is between my house and redrock elementary

Cars not seeing them, abduction.

Statistic	Value
Total Responses	39

11. What are the top 3 areas that it is EASY to walk in Fruita, and why are those areas easy? Please provide cross streets if applicable.

Text Response

many sidewalks; cross walks

Downtown, my neighborhood (Comstock), trails behind Little Salt Wash park

Any of the Subdivisions that are newer such as Comstock or Orchard Vally West have well maintained sidewalks. Also the walking trail that runs behind the Little Salt Wash park is nice to walk on because it is well maintained and quite wide.

Near all of the schools on the North side of I-70, Downtown, and residential areas located on the North side of I-70

Most of the newer subdivisions have great sidewalks and are relatively well lit.

circle park.

Downtown, neighborhood, trail from High School on hwy 50.

The Little Salt Wash Trail is great! From Comstock to the baseball diamonds.

those two blocks of downtown along the wash trails (except crossing big roads) neighborhoods with good sidewalks (lots of them)

The light at Aspen and Cherry has made an amazing difference in the ease. Other than that, I don't have specifics. I love Fruita.

We are in Vista Valley. S. of K and E. of 18Rd. It is easy to walk N. to the new Salt Wash Park. It is easy to walk into town, but there are some difficultlies I will list below. We also walk to City Market sometimes.

Main street near downtown and surrounding streets.

now that there are more sidewalks on K rd, I walk out there more often. Not being on the road itself makes a big difference.

Downtown Fruita (Aspen Street), due to sufficient sidewalks and crosswalks. Northwest Fruita (between Comstock & Shelledy Elementary): same reason. Within the boundaries of most of the newer developments, for the same reason as well.

Along detached trails (next to Comstock, along highway, at Parks, ...) Downtown is always pedestrian friendly

Salt wash trail, trail from Pine street to Rimrock Elementary, less busy neighborhoods. They have an actual trail that's off of the road so you don't have to worry about being hit by cars.

I like the walking trail behind Sabil Dr at Fouts Ct and also the trail that runs east of 18 Rd at Columbine and leads to Rim Rock Elementary. That way you can avoid the high traffic on 18 Rd. Also the new Salt Wash Bridge will provide wonderful walking access to the Salt Wash Park. Also love the trail west of Maple at the Salt Wash ditch bridge, they should try to connect that to the Salt Wash Park.

I walk along 6 & 50 on the walk/bike path. I like it because it's nice and wide and dog poop bags are made available. I also like to walk to the Salt Wash ballpark and walk along the path through the park. That is a very nice walkway.

Little Salt Wash Park - Trails are easy to access and the facilities are great

I prefer to stay within my neighborhood due to the sidewalks.

In Comstock. On the paved trails, such as Little Salt Wash. On the trail along Hwy. 6&50.

Downtown

Love the walk way in the north subdivisions, between North Mesa and North Maple, along Little Salt Wash. The 6&50 walk way is nice. The walk way around the new park and baseball fields is nice as well.

- Lots of lighting. - Plenty of paved trails around parks. - Loads of sidewalks.

mainstreet, adequate sidewalk space Love Little Salt Wash Park area!

Path behind Queens subdivision Path in Creek Side Path at Little Salt Park

Big Salt Wash, solitude, somewhat natural setting (except for tamarisk), but too short Little Salt Wash, same as above

Salt Wash trail is nice because there is no traffic. Comstock area and Orchard Valley West are nice because they are well lit and good traffic visibility.

in little salt wash park wash trails some neighborhoods with good sidewalks and low traffic

Downtown, south of interstate shopping area, neighborhoods south of Ottley between 18 road and downtown. Unobstructed lines of sight, clearly marked crossways, well regulated traffic flow. reasonable, safe traffic speeds - and are you ready for this - SIDEWALKS!! City government was so proactive in the 1980's when the then city manager (Snyder, I believe) got all those grants to build the system of sidewalks.

Corner park. Walgreens. Burger king. Easy access from side walk to ramp and across street.

I can think of two- the subdivision you live in, and downtown near the library.

some new subdivisions in town (i.e. Vista Valley), trail at Little Salt Wash park, downtown (not including circle park) due to adequate width sidewalks and no/slower traffic.

It is easiest to walk where the cross streets are wide, i.e. 18 road & K6, Ottley & Pine, etc. In the Park Square area, there is too much to watch out for, the visual distractions being pedestrians not paying attention to cars already in the roundabout, the poles being in the line of vision of drivers, there needs to be either fewer crosswalks or traffic directed in another fashion in this area or possibly a couple of flashing ped. warning lights.

Everywhere is easy. There are already sidewalks everywhere.

The trails near coop, main street and newer suburbs. Easy because not many bike people are there especially the trails near coop.

downtown, Vista Valley Park, Salt Wash during the daylight.

Little Salt Wash

West Orchard Valley subdivision, 17 1/2 from K road north & Comstock all have nice side walks

Little Salt Wash Park and neighborhood trails - great sidewalks and paths. Downtown - sidewalks and the traffic moves slower.

Designated walking paths scattered throughout the neighborhoods and along 6 & 50.

Comstock Estates and surrounding subdivisions, Aspen.

Big salt wash section. Kudos go out to the city. The trail is very clean, a very convenient parking area, interesting riparian area, and the "dog bags" and trash cans a real plus. Even the old car is neat.

in the neighborhoods, on the off street trails along little salt wash and downtown

Wildwood Subdivision, not a lot of traffic.

Statistic	Value
Total Responses	45

12. What are the top 3 areas that it is DIFFICULT to walk in Fruita, and why are those areas difficult? Please provide cross streets if applicable.

Text Response

too dark;

none

I have listed this in my above statement. The corner of Ottley and North Mesa has a sidewalk that abruptly ends into a busy intersection. Also the sidewalks along N. Mesa are in serious need of repair or replacement.

Frontage Road-South, Around the downtown circle, Over the bridge still feels dangerous- Roundabout yields are not followed by many drivers.

most of the older streets that run perpendicular to Aspen or in dangerous disrepair.

Near the high school and 8/9 schools. Very poorly lit and little traffic control, very bad design for any pedestrian traffic by funneling that many cars into the same area where kids walk in the dark on poorly lit streets. I do not allow my children to walk or drive those areas during the school years, it's not worth the risk of bodily harm.

18 rd. and by the high school roads

The most difficult is the roads by the high school and middle school that are rural. I have concerns for kids because there are no sidewalks in many areas. I have concern when they are walking from the south side over to the north side of town by the traffic circles. I think there should be a pedestrian/bicycle path.

North of 17 Road. Roberson (east end). Most streets going North from Ottley.

the circle downtown because the cars shoot out of the circle into banks and other roads with no need to slow down for people walking Pine street from 6/50 to the wash because the sidewalks: don't exist or are too narrow and/or the traffic is too fast and too close to the sidewalks just west of the circle because there is too much traffic to easily get across the streets, some cars pull out of the City Market right over the sidewalk onto Plum (almost got hit once on the sidewalk because of this)

mesa and applewood cross to get to local park,salt wash trail to dark in early evenings,no dog parks.

The sidewalk on the west side of N. Mesa between Pabor and the street to the south of Shelledy is in horrible disrepair. Again, the intersection at Cherry and Pabor is tough because of the two way stop.

Walking down Aspen into town from 18 Rd. is hard. The sidewalk is terrible on the N. side, the houses/yards are very unattractive and messy and the sidewalk on the S. side only goes halfway between town and 18 rd. We try to go down Pabor instead. It's a better sidewalk, but not as much shade. Once you get through town, the crossings to City Market can be busy and a lot of people don't stop.

19 road due to no sidewalks. portions of K road between 18 and 19 road due to lack of sidewalks.

Patchy,narrow sidewalks and lack of continuous sidewalks on 18/Pine from K road to 6 and 50.

1) Walking ANYWHERE from Fruita 8/9 & Fruita HS: The traffic is extremely heavy, and the kids are quite oblivious as they walk along the diagonal road between the 8/9 & high schools & where it connects with

18 road/Pine. 2) Walking around the traffic circles near the Dinosaur Museum: Again, the traffic is extremely heavy, and drivers don't seem to fully understand the traffic circles. Especially where the I-70 & Frontage road exits off the circle are -- it's confusing to people who don't know the area. Since there's a truck stop near, it's quite often that there are dummies around. :) 3) Walking from the south side of I-70 to the schools: many of the kids would walk to the high school & 8/9 IF there was safe passage across I-70. Currently, the kids have to walk WAY too far out of the way, and through VERY dangerous areas (if they want to walk or ride a bike).

Pine Street

To High School and the 8/9 Grade School, Pine Street, Aspen Street

18 Rd from Wildwood to Aspen, just too much traffic/too busy. Kids crossing at 18 Rd/Aspen, Maple/Sabil and Maple/Ottley- too much traffic/too busy.

The sidewalks are very narrow between Kiefer and K Road on 18 Rd. If I'm walking my dog and walking with a friend, one of us usually has to walk in the gutter. I also like to walk to my son's house in the Cottonwood Subdivision from my house on Kiefer. But there are no sidewalks for part of the way which makes it difficult with my dog.

To schools... Rimrock, fms, 8/9... No sidewalks

Ottley to N. Coulson, and Cherry St. Cherry Street Cherry to Aspen

roundabouts and City market corner... just too much traffic

Across the Highway/thru roundabout. Near city market. Ottley. Too much traffic, insufficient sidewalks.

Secondary school access

Mesa Street between Pabor and Columbine is a hazard!! I am handicapped and my son was recently in a wheelchair we had a very hard time finding sidewalks that weren't so broken that we kept getting stuck and having to ask random strangers for help getting across the broken concrete sections. Aspen has several sections that are broken and are trip hazards. We have a large elderly population and those of us who are not confident walkers are scared to walk in those areas. Lastly they really should add a 4 way stop at Pabor and Mesa. The school kids have a very hard time crossing there. I have seen several close calls and fear there will be an accident involving a child some day. There have been several car accidents at that intersection and the visibility coming west on Pabor is not great in summer due to the parked cars and fence covered in vines. Visibility going east on Pabor is blocked by the mail box. By the time you watch for pedestrians, cyclists, and cars at that busy intersection there are bound to be accidents.

18 Rd aspen, east of downtown shops, poor condition of sidewalks or lack of sidewalks the roundabouts, traffic

The pebble dash sidewalks in front of the north facing buildings on East Aspen Avenue at the intersection with Mulberry Street are disintegrating because of their susceptibility to weather and chemical damage. The sidewalk in front of Over the Edge Sports is egregiously bad. It is spalling, crumbling, and shamefully dangerous. It should have been replaced two or more years ago. It should not be replaced with more pebble dash. Pebble dash collects ice and snow and is too easily damaged by ice-melting products.

Kingsview Drive needs road improvements and walking path Sections of 340 Anywhere around FMHS

most neighborhoods are ok with sidewalks, except in winter when too few residents clear snow and ice

17th and Ottley is dangerous as it is difficult for people at stop sign at that intersection to see traffic due to the bridge railings. Also difficult for people at Coulson and Ottley stop sign to view traffic due to bridge railings. Walking to the High School or 8/9 School from 18 Road along J3/10 is very dangerous in

the dark morning hours as it is very difficult to see pedestrians.

by the post office and banks on the north (people fly around and off the circle - can't figure out where they are heading to) crossing the washes on 18 and Mesa Streets (too narrow, too fast & too much traffic) J.3, J.2 heading east - no sidewalks

1) The intersection of Coulson and Ottley - vehicles turning onto Ottley) East or west - doesn't matter, but turning east going south is much worse) ----- drivers cannot see traffic because of the bridge and bridge railings. In order to safely enter the intersection, a driver must actually pull onto and over the marked pedestrian walkway that people use. As bad as that intersection is, the danger is magnified 100 fold when inexperienced children are present in the am and pm. If circumstances come together at that intersection, (speeding car on Ottley, driver or kid(s) not paying attention, weather, any combination of these or other issues), there will be a tragic accident there. It is the number one pedestrian issue that must be addressed. 2) The intersection of Cherry and Aspen is also a mess for pedestrians. 3) 6 & 50 west from Grand and Maple

the side walk ramp is very far from the Independence Village exit. You must go down about 75-100 feet on either side to get up on the side walk to go into the Community Center Parking lot that is right across the street. There should be a ramp directly in front for easier access for the 75+ seniors that live across the street that will potentially use the facility.

K and 6/10 Road between 19 and 19 1/2 Road. Between Echo Canyon and Vintner's, there are too many kids under 15 that can not use that street at all. Ottley, east of 19 Road, J 2/10 Road, east of 19 Road.

Near City Market and circle park, the overpass and roundabouts and many arterial and older residential streets in the City due to high traffic volumes/speed and inadequate sidewalks.

all

Again, the congested area around City Mkt., they need a much bigger acreage to conduct business, dangerous! Also, it seems like in the neighborhoods close into the main drag, cars are allowed to park too close to the intersections and block the view of oncoming traffic. Specifically the streets around Family Health West, cars are parked right up to the corners of the intersections.

N/A

J 3/10 rd to the high school and to the Fruita 8/9 school , J 3/10 rd isn't lit at all and it is the main path way for both the 8/9 school and the high school . It is also the main drive to get to either schools . Traffic is also a issue on this road .

getting from Vista Valley to downtown or Salt Wash

18 rd & Aspen - no sidewalks of the east side of 18 rd 18 & K rd - no sidewalk on north side of K rd (west of 18 rd)

Crossing the street on NCoulson to the New Fruita Comm. Center

17 1/4 between K road & Sierra Dr has no side walk, K road From Country Village park East has no side walk.

Streets out on the edges of town (K 6/10, 6 3/4, etc.) - there's minimal traffic but there's no shoulder.

Cross-walks on busy streets are sometimes a challenge. Some motorists do not seem to understand that they need to stop for pedestrians in cross-walks. I try to stick to residential roads and side-walks as much as possible. Although, my closest call with a motorist was in a residential neighborhood. A motorist blew through a stop sign and almost hit me.

Anywhere where people do not trim their trees/bushes back so that they block access; places where

people do not shovel their sidewalks. The snow left on sidewalks long after the time the city says it is to be shoveled off is a real problem especially near Independence Village. This area is heavily used by elderly people with some mobility challenges and it doesn't seem to be addressed year after year.

the square is dangerous for pedestrians, motorists do not respect the crosswalks. Crossing the interstate and the cross walks at the traffic circles on the south side of the interstate are very dangerous.

Pine St, Maple, Mesa bridges too narrow. Ottley, not a continuous sidewalk. I 70 overpasses, too congested.

Statistic	Value
Total Responses	49

13. Name up to three things the City of Fruita could do to improve the walking experience.

Text Response

Make sure sidewalks are will maintained. Keep up the good work of developing more trails to link the entire city

accessibility to businesses and schools, safety for children, better system near roundabouts(too many drivers don't know how to drive or don't yield in when required in roundabout.

sidewalks (installation and maintainence) and street lights

Add more lighting, enforce crosswalk laws... I rarely see any traffic sopping for pedestrians standing in a cross walk area. The pedestrian has to stop and watch very carefully for a break in order to cross, the law is not obeyed by the majority of the drivers.

cross walks, paved sidewalks on both sides of road.

more sidewalks, off street paths by the river and a pedestrian/bicycle bridge to cross over I-70

Include sidewalks along J & 3/10. Include street lighting along J & 3/10. Include sidewalks along most (south to north) streets north of Ottley.

wider sidewalks with trees between the sidewalks and street make traffic go slower put sidewalks where sidewalks are missing

better lit paths, clearer markings

Already mentioned: make stop at Cherry and Pabor into a 4 way stop and repair the sidewalk on the west side of North Mesa, on the west side of the block between Pabor and the street to the south of Shelledy. More street lights. Some times, the only time I have to walk are before daylight or after dark and a lot of the streets are really dim, especially North Coulson, but many others are as well.

Overall I think walking in Fruita is a great experience.

1) Put in WIDE sidewalks along Wildcat Avenue (E.6) AND along the diagonal road (can't remember what it's called - sorry!); also consider speed bumps in the school zones. I seriously worry about the teens -- they don't always have brains at this age (nor do many of the parents!) 2) Build one or two covered (but see-through) bridges OVER the interstate to the schools; my concern with tunnels under the interstate would be safety (or with any enclosed walkways, unless you can see clearly through them). If you put switchback-style ramps at each end, and built it wide enough, kids could walk (though we all know they would probably ride) their bikes across as well. This also helps out with bussing! 3) Put better (more sufficient) lighting along these dimly lit roads, ESPECIALLY those without wide sidewalks. (I really have no ideas about the traffic circle issue I mentioned above.)

more sidewalks & trails to provide missing connections

Install more sidewalks, connect the trail system, enclose open irrigation canals/ditches

Make a designated walking/bike trail away from the roads to the high school and 8/9 grade schools so the students can walk without the fear of getting hit all the time. More walking trails away from the road.

The push button lighted pedestrian crossing signs would help, also more lighted trails that connect to the schools so kids can avoid the main roads.

Wider sidewalks along 18 Road.

Continue to develop the trail system as property is developed.

Sidewalks and bike paths for all kids who can't ride the bus. Especially on the country rds

More trails!!!

Nice sidewalks. Scenic routes

Fix and replace broken side walks. Add sidewalks where there are none. Add better lighting for early morning and late night commuting.

be consistent when enforcing sidewalk infractions, a friend was forced to fix their broken sidewalk, yet many areas have damaged sidewalks and nothing is being done. Running in early morning hours, it becomes dangerous and easy to trip over uneven and broken sidewalks.

More running trails that connect to each other. Fruita has many trails/walkways but there is no sense of continuity to them. Some dirt trails next to the concrete walkways A running path around the lot perimeter of the new rec center.

Prioritize capital projects based on citizen needs (such as safety) and not on economic development.

continue to have sidewalks in neighborhoods Include pedestrian access and safety in all planning for residential areas and particularly in tourist areas, connecting lodging to restaurants for example

Check visibility at the corners mentioned above. Enforce City Codes regarding snow shoveling of sidewalks. Work with County to make walkway to 8/9 and High School more safe.

more sidewalks with more connections (so I don't have to go so far out of the way to be safe) less traffic street trees would make it so much better in the summer time (like on Aspen)

Address the areas listed above. But overall, enhance entry points into the downtown area. have feeder streets with well defined, safe walkways all leading to downtown. (All Roads Lead to Rome ... or Fruita)

Side walk in front of Independence Village.

I am most concerned about the lack of sidewalks where an abundance of children live. Street lights are important, but when most people are not out at night, especially in the winter, the money could be put to good use elsewhere.

Add or widen sidewalks, particularly on arterial streets. Improve crossings at intersections and schools or parks. Ticket those who park on or blocking the sidewalks.

tear it down

Improve the walking areas along 18/Pine north of Little Salt Wash, where the bridge is, pour sidewalks there and along K6 on the north side of Vintners Farm, keep the sidewalks free of grit, and repair the sidewalks thruout the older neighborhoods, since you asked :).

CLEAR THE SNOW FROM THE ROADS IN NEIGHBORHOODS! Spend money on safety, not looks! We don't have the money for it.

Less rude bike people.

More lighting , better pathways/walkways, and cross walks . I think if schools are going to be built, safety for all students needs to also be included in the decisions and planning . Also Rim Rock Elem. is over crowed and it seems like there was not any thought put into our kids safety when it came to designing the parking lot . I think not only the pedestrians should be worried about their safety, when it comes to this parking lot everyone is at risk .

side walks and streetlights

some sidewalks are in disrepair - not terrible but when walking during morning or evening you must be

aware

Put in a crossing light at 225 N Coulson, so the seniors can cross over to the Fruita Community Center with out getting hit by someone who doesn't have the patence for slow walking seniors.

Thank you for giving us the chance to put in this request.

Love

living in Fruita

More walking paths

Enforce the pet clean up rules, add more trails and side walks

It would be nice to have a longer trail system that was not interrupted by neighborhoods.

Add walking/bike lanes to all streets that are repaved or improved beyond patching.

More prominant signage at cross-walks might help to remind motorists that they need to pay attention to pedestrians and yield to them.

Address unshoveled walkways.

Make sure all sidewalks are up to par. some are in need of repair and bushes and trees need to be trimmed

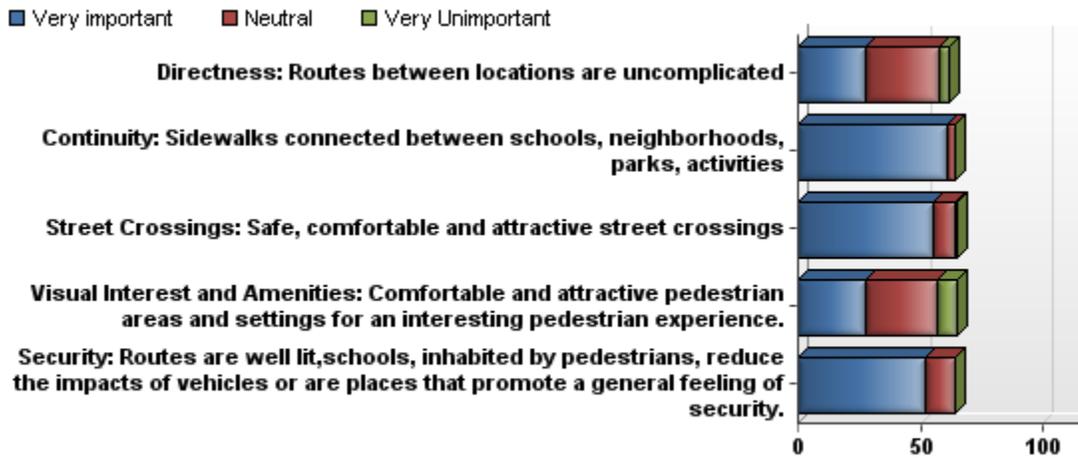
Informational signage would be good, describing where you are, what your looking at, and who the little critters that live there are.

Close the streets in the old town area and make it a walking district similar to Fort Collins.

1. Make a walking district out of the downtown area (from the circle to the civic center). With pavers and landscaping (like the Square in Fort collins) 2. wider and continious sidewalks. 3. Sidewalks from neighborhoods to schools. And not just those bordering the school.

Statistic	Value
Total Responses	50

14. Please rate the following in terms of importance to you personally as a pedestrian.



#	Question	Very important	Neutral	Very Unimportant	Responses	Mean
1	Directness: Routes between locations are uncomplicated	28	30	4	62	1.61
2	Continuity: Sidewalks connected between schools, neighborhoods, parks, activities	61	3	0	64	1.05
3	Street Crossings: Safe, comfortable and attractive street crossings	55	9	1	65	1.17
4	Visual Interest and Amenities: Comfortable and attractive pedestrian areas and settings for an interesting pedestrian experience.	28	29	8	65	1.69
5	Security: Routes are well lit, schools, inhabited by pedestrians, reduce the impacts of vehicles or are places that promote a general feeling of security.	52	12	0	64	1.19

Appendix B – Elementary School Surveys



Rim Rock Elementary School

"Hear Our ROAR"

Respect Ownership Attitude Responsible

1810 J.6 Road - Fruita, CO 81521 - Phone: (970)254-6770 - Fax: (970)858-7654

National Center for Safe Routes to School

730 Martin Luther King Jr. Blvd,
Suite 300
Campus Box 3430
Chapel Hill, NC
27599-3430

1-866-610-SRTS

www.saferoutesinfo.org



SafeRoutes

National Center for Safe Routes to School



Parent Survey Summary

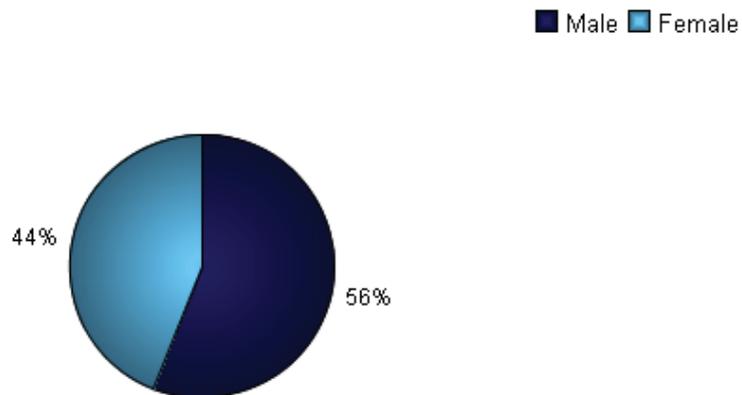


Parent Survey Summary

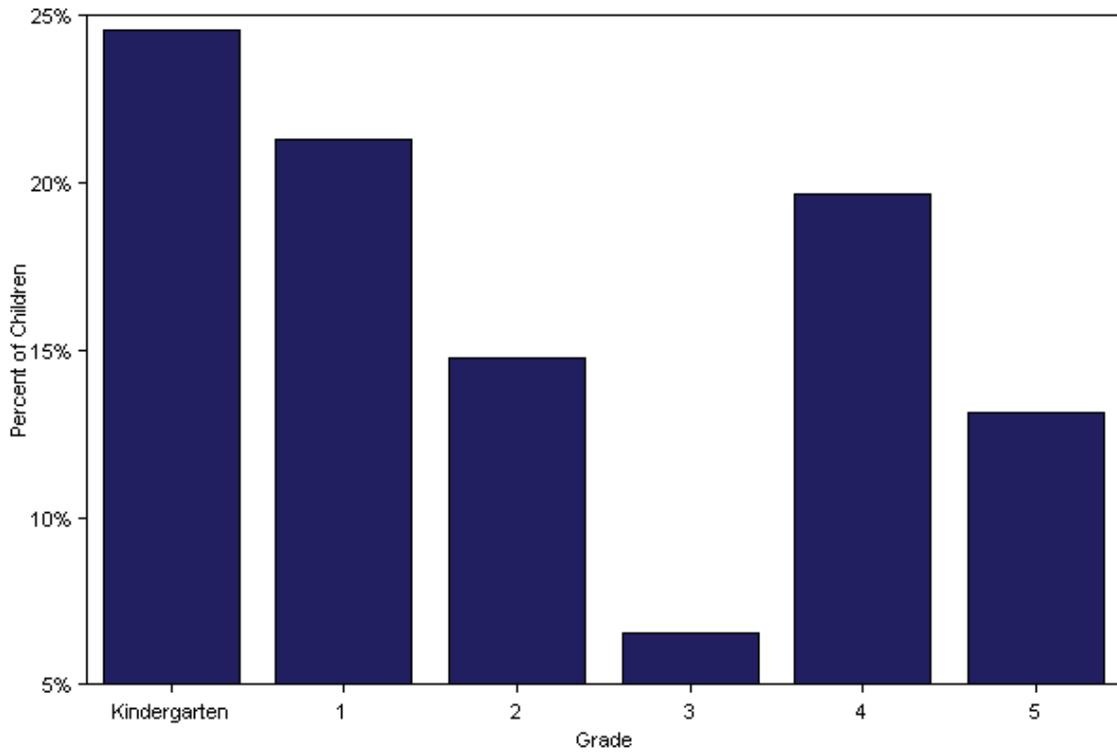
Program Name:	Fruita Bike & Ped Circulation Study	Month and Year Collected:	November 2009
School Name:	Rim Rock Elementary	Set ID:	4588
School Enrollment:	636	Date Report Generated:	11/30/2010
Enrollment within Grades Targeted by SRTS Program:	636	Number of Questionnaires Analyzed for Report:	61
Number of Questionnaires Distributed:	636		

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

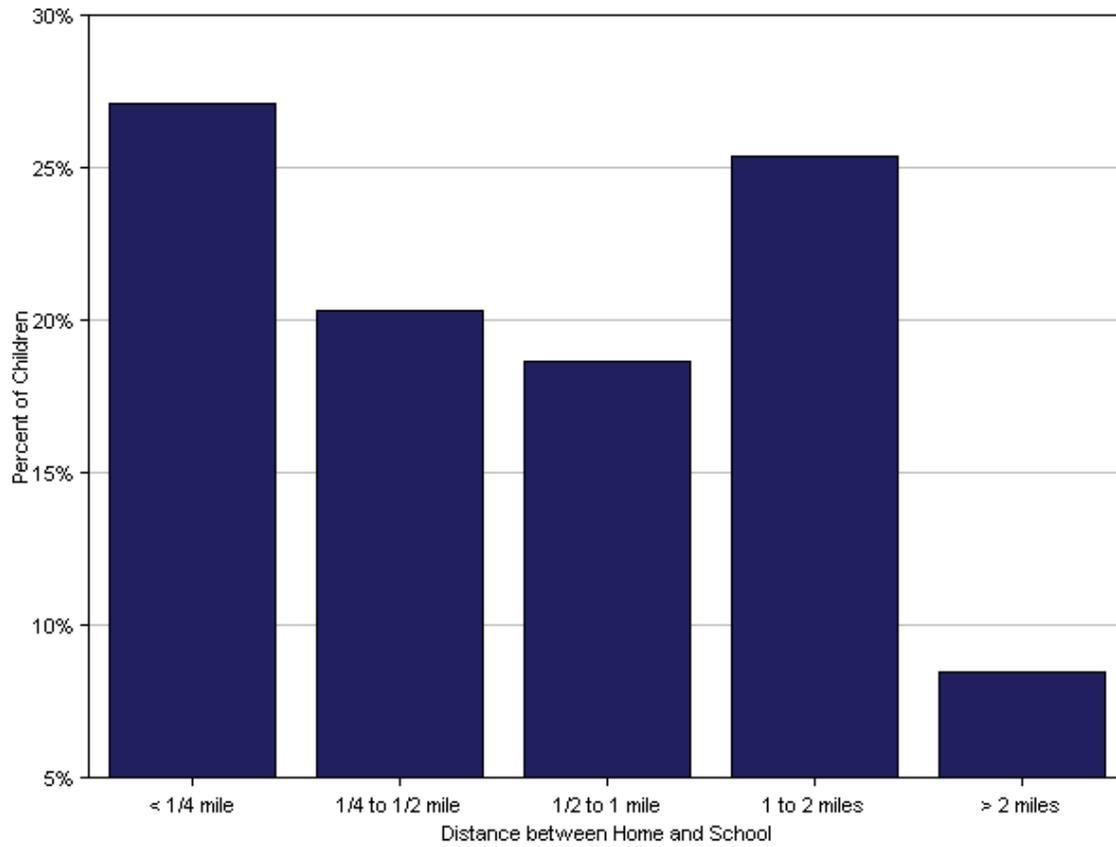


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	15	25%
1	13	21%
2	9	15%
3	4	7%
4	12	20%
5	8	13%

No response: 0
 Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

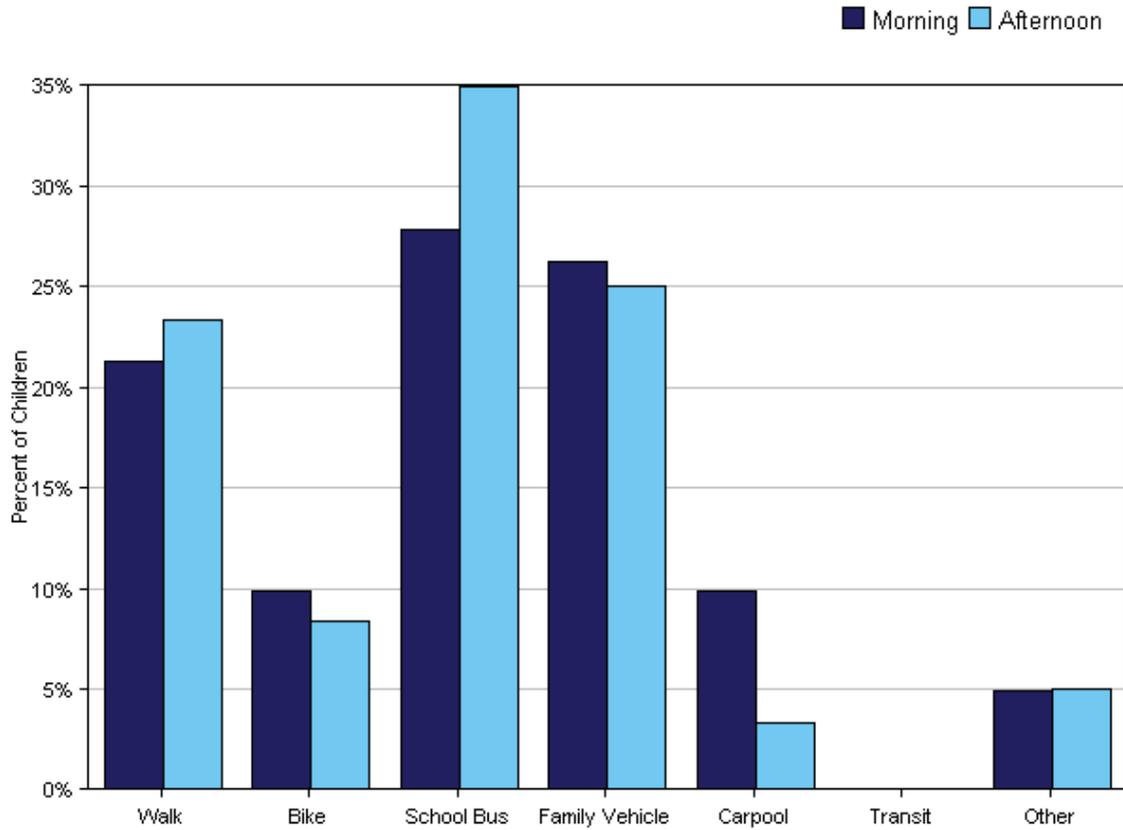


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	16	27%
1/4 mile up to 1/2 mile	12	20%
1/2 mile up to 1 mile	11	19%
1 mile up to 2 miles	15	25%
More than 2 miles	5	8%

Don't know or No response: 2
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

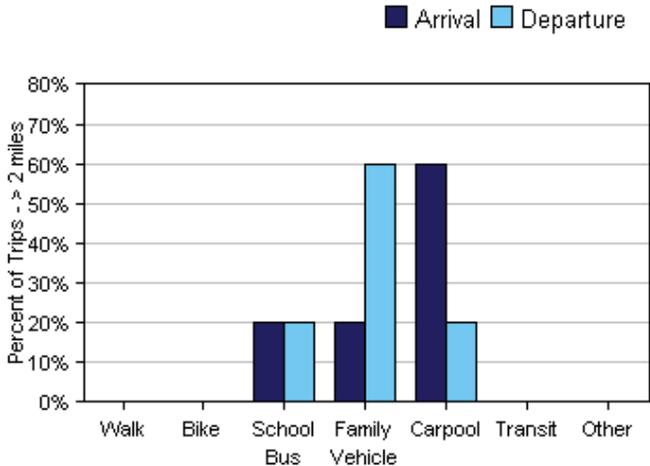
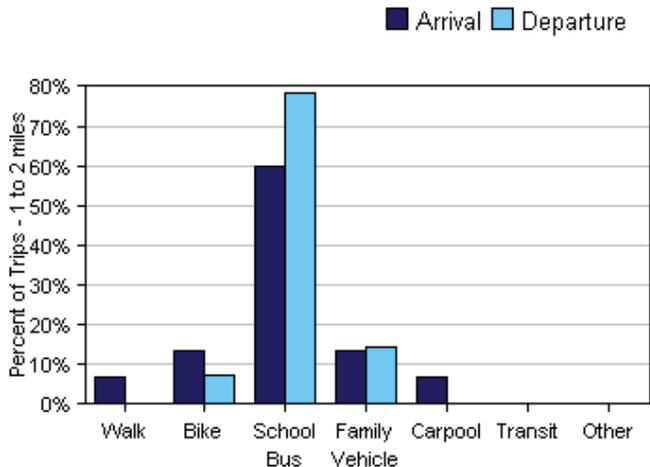
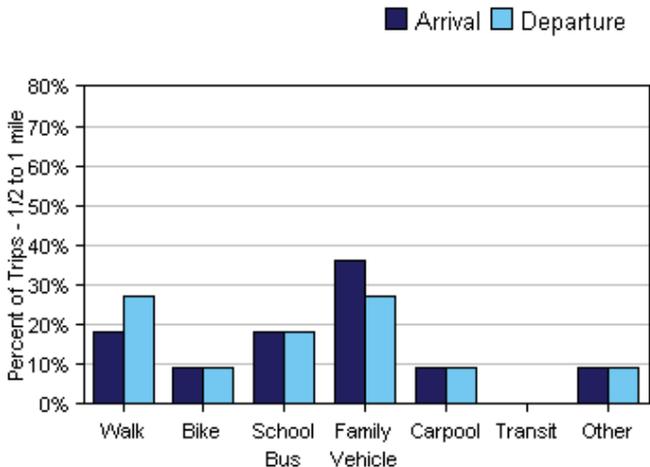
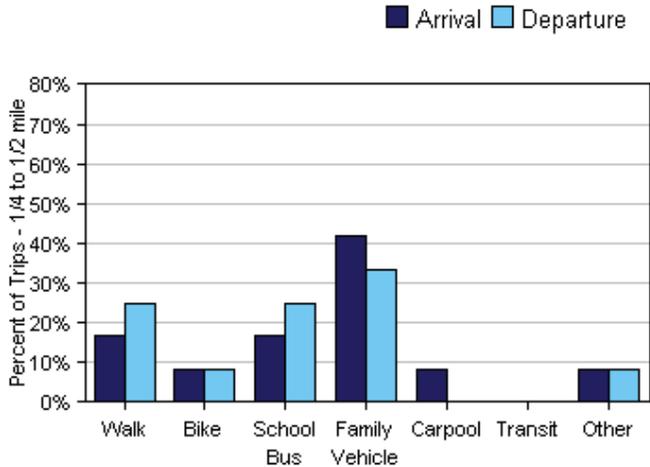
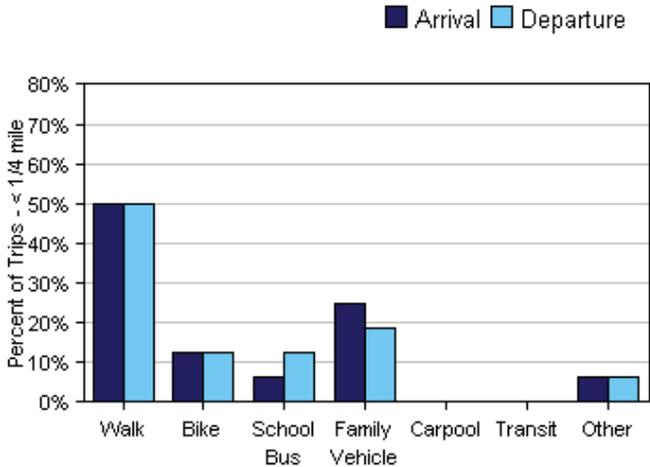
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	61	21%	10%	28%	26%	10%	0%	5%
Afternoon	60	23%	8%	35%	25%	3%	0%	5%

No Response Morning: 0

No Response Afternoon: 1

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	50%	13%	6%	25%	0%	0%	6%
1/4 mile up to 1/2 mile	12	17%	8%	17%	42%	8%	0%	8%
1/2 mile up to 1 mile	11	18%	9%	18%	36%	9%	0%	9%
1 mile up to 2 miles	15	7%	13%	60%	13%	7%	0%	0%
More than 2 miles	5	0%	0%	20%	20%	60%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

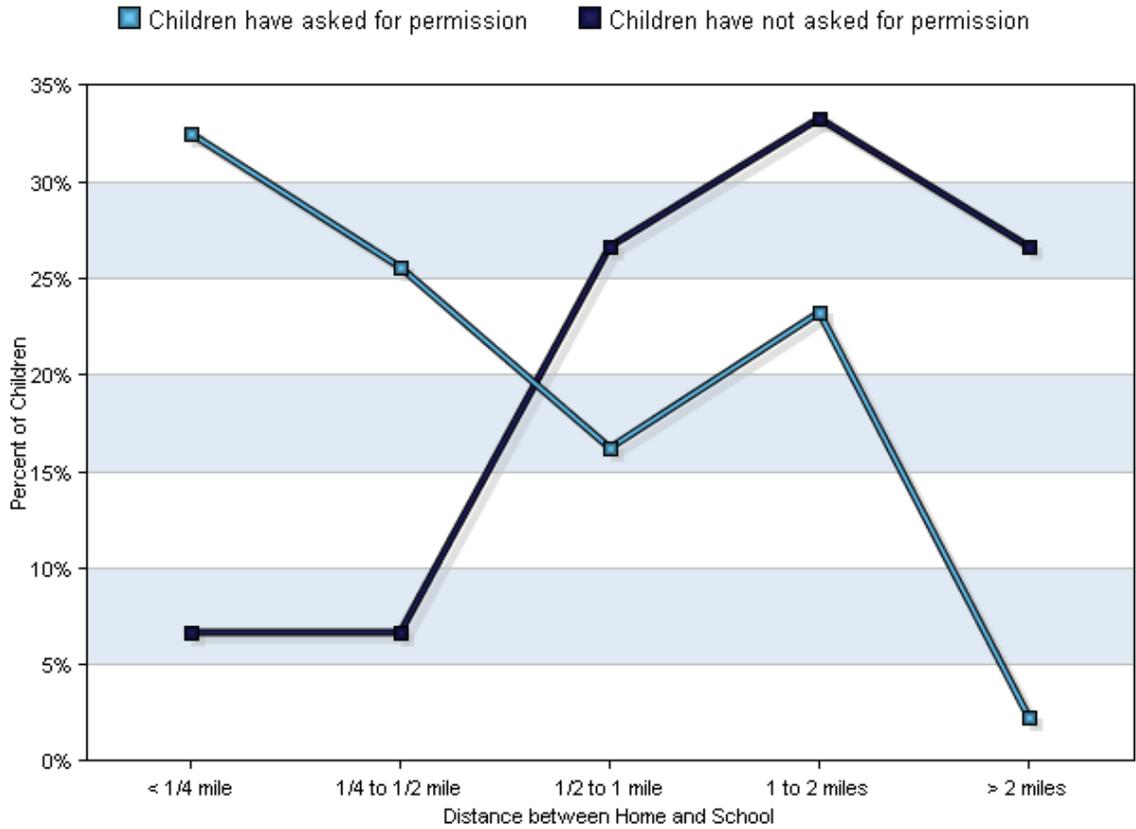
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	16	50%	13%	13%	19%	0%	0%	6%
1/4 mile up to 1/2 mile	12	25%	8%	25%	33%	0%	0%	8%
1/2 mile up to 1 mile	11	27%	9%	18%	27%	9%	0%	9%
1 mile up to 2 miles	14	0%	7%	79%	14%	0%	0%	0%
More than 2 miles	5	0%	0%	20%	60%	20%	0%	0%

Don't know or No response: 3

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

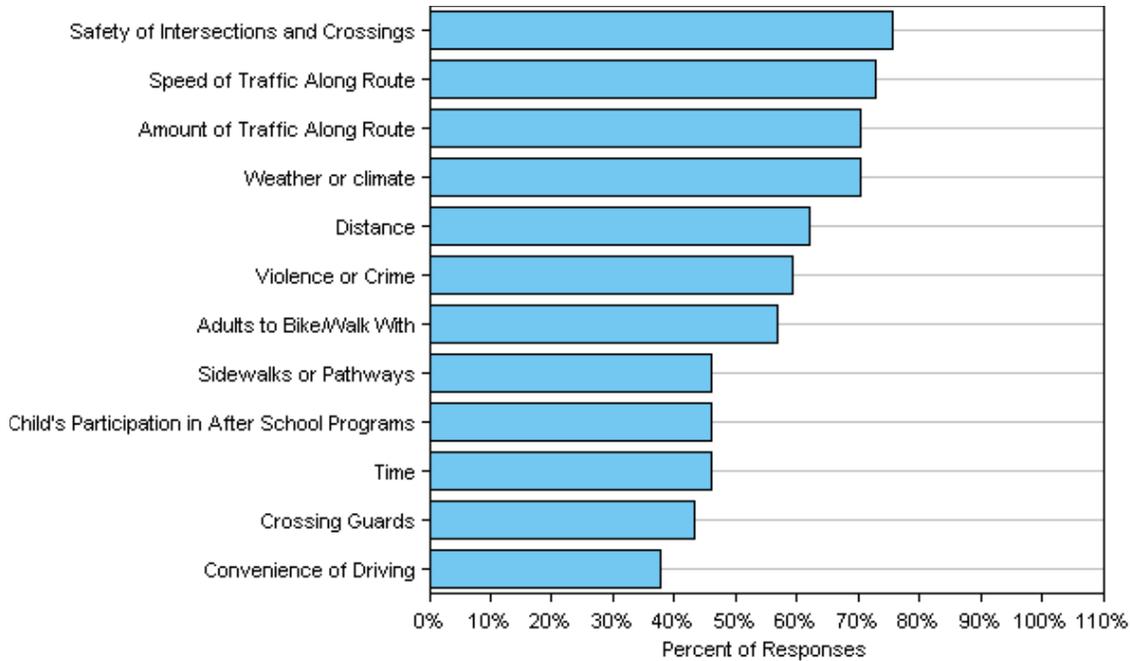


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

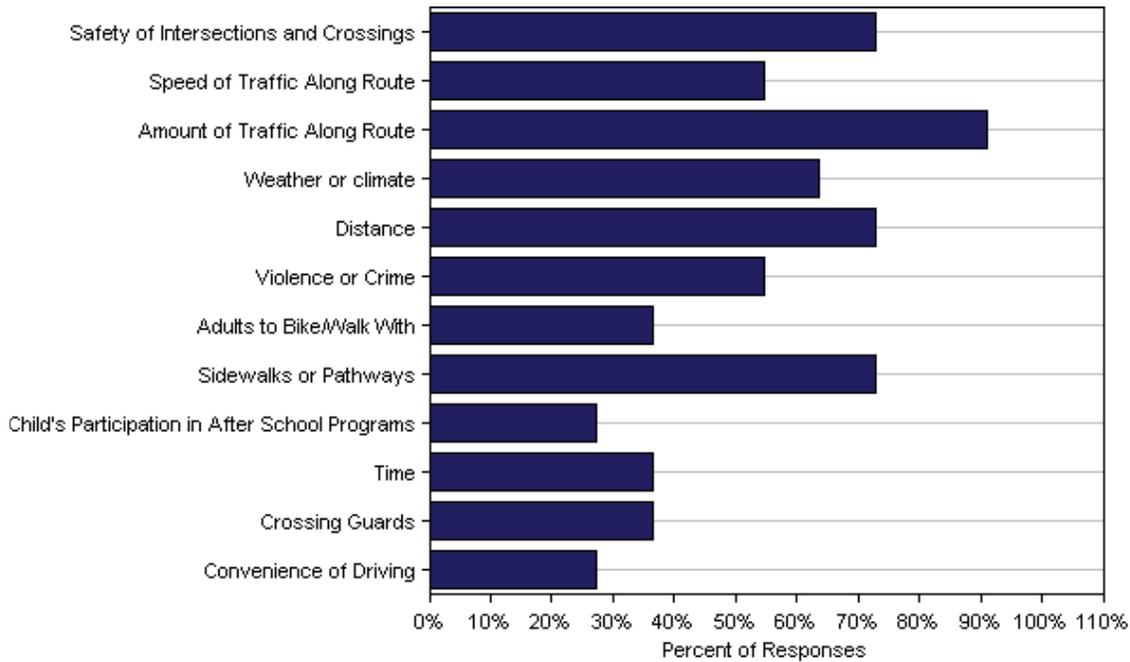
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	43	33%	26%	16%	23%	2%
No	15	7%	7%	27%	33%	27%

Don't know or No response: 3
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	76%	73%
Speed of Traffic Along Route	73%	55%
Amount of Traffic Along Route	70%	91%
Weather or climate	70%	64%
Distance	62%	73%
Violence or Crime	59%	55%
Adults to Bike/Walk With	57%	36%
Sidewalks or Pathways	46%	73%
Child's Participation in After School Programs	46%	27%
Time	46%	36%
Crossing Guards	43%	36%
Convenience of Driving	38%	27%
Number of Respondents per Category	37	11

No response: 13

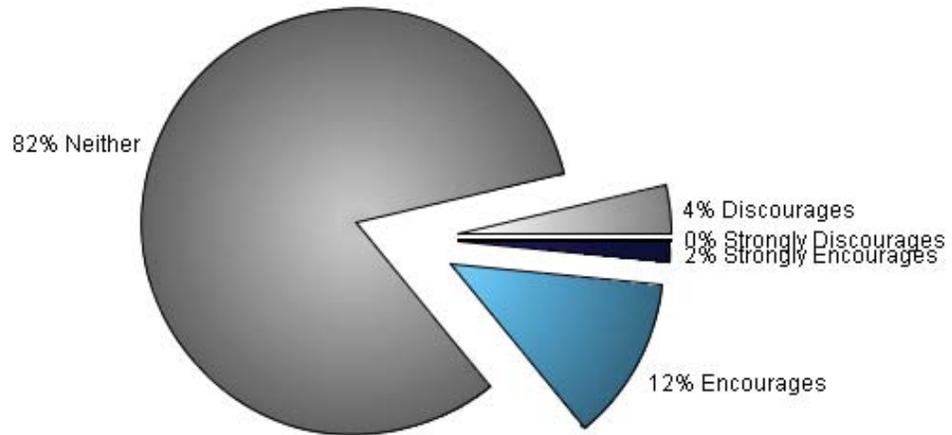
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

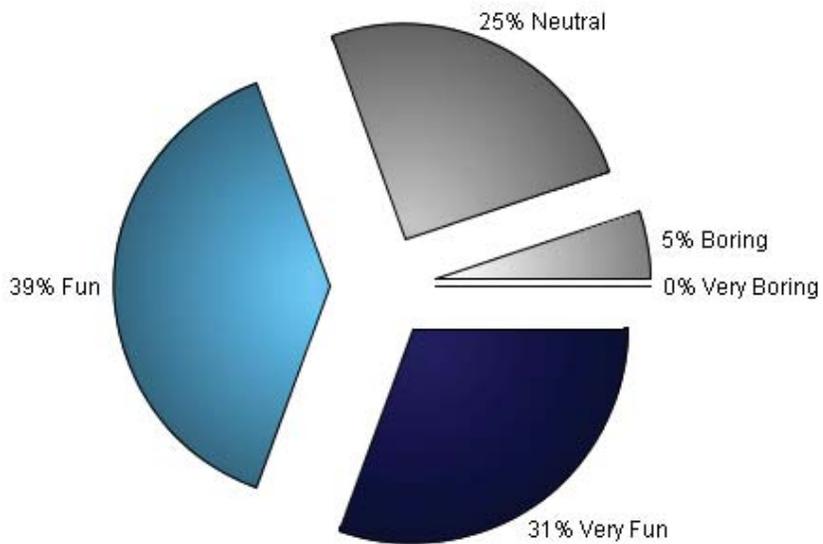
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

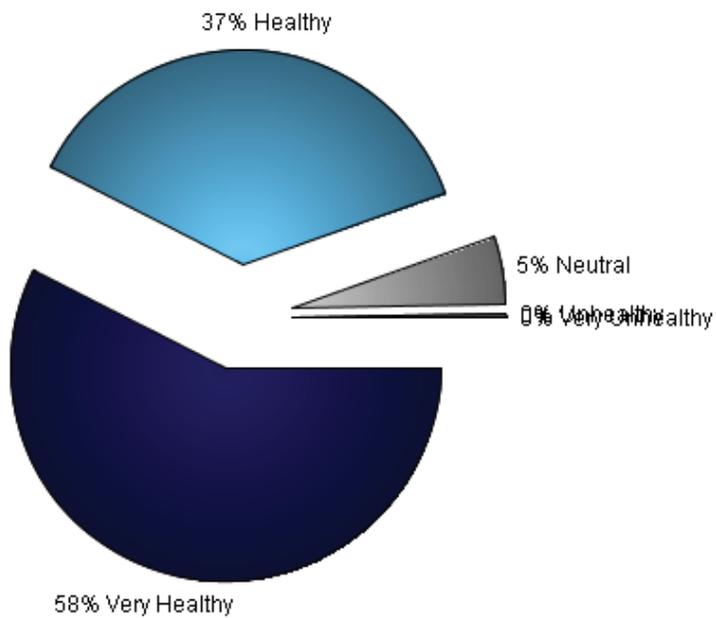
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



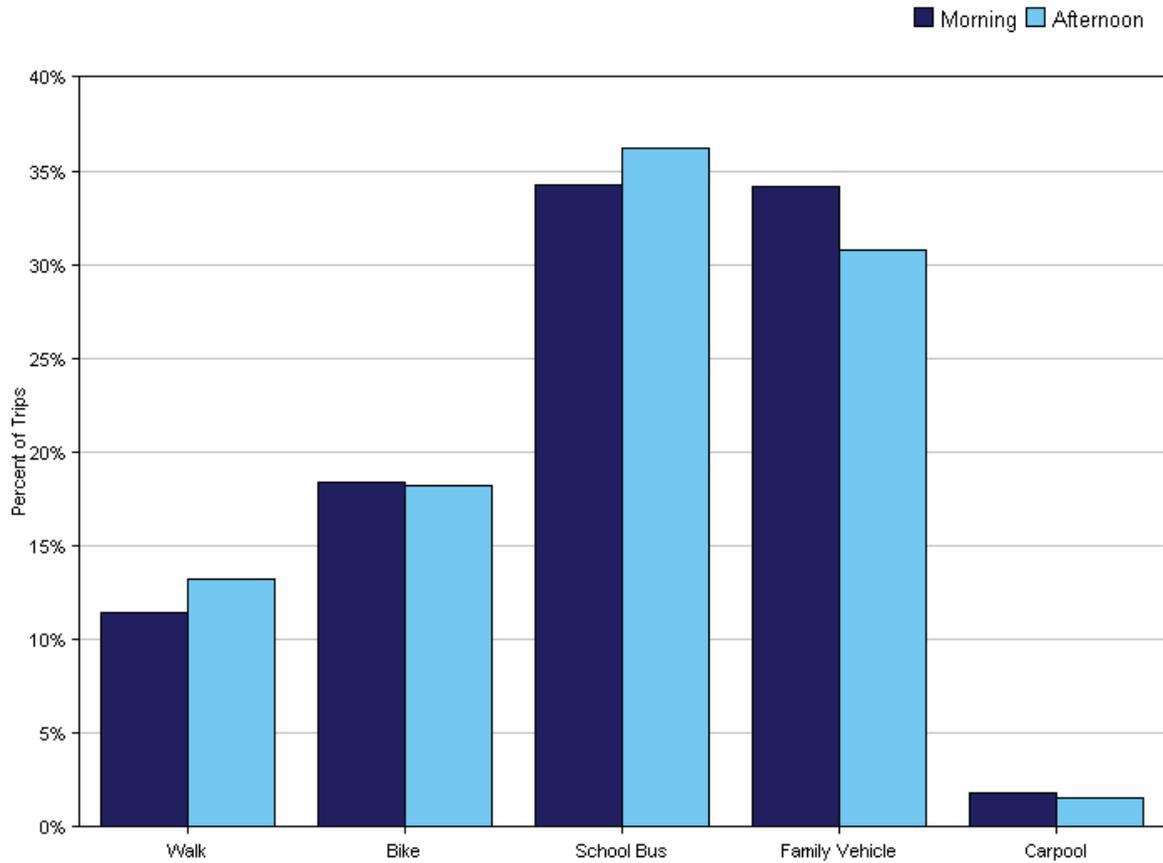
Comments Section

SurveyID	Comment
476098	Time is an issue. I want to walk with my child if she walked and because of when school opens & my work schedule, walking is just not possible.
476118	I would rather see my child not walk to school from where I live for it is to far for her to walk.
476328	You just never know if someone will snatch a kid. I would rather be safe than sorry! Nothing against school or town we live in. Fruita is a great community, you just never know.
476592	Need more cross walk signs.
476596	My husband is an EMT and is upset at the lack of helmets. He biked one day with our child and only saw one other child with a helmet. Helmets are a cheap easy way to keep kids saft. There also needs to be more adult supervision on the path.
476092	I think walking is a good thing kids are alot lazier than they used to be. We live close to school and they don't want to walk.
476094	I only allow my kinergardner to walk to school with his sibling who is in the 4th Grade.
476213	We have a 3rd & 4th grade student. There needs to be a crosswalk on Windsor Park Dr. where the two neighborhoods meet and there's a path but not a crosswalk across the street.
476224	When we need to drive to school, there is no directioal help or true safety measures for the students.
476336	My son rides his bike and skateboard to school with his friends and loves it.
476386	My family and justed moved to Fruita, so as of right now my child will not walk or ride his bike to school. I don't even want him walking or riding a bike in the years to come.
476657	If you really want to get an idea of any accuracy you need to put allow and not allow boxes, other wise you will not know which would be allowed or not allowed. Thank You
480572	I teach at Rim Rock so my son and two other boys ride with me.
476119	My Child has walked to/from school vefore but the convenience of me driving her to school has made it so she does not arrive too early or late to school and now with weather so cold prefer to drive her.
476358	Speeding traffic is a concern. Marked crosswalks don't slow them down at all. However, my main concern is sexual predators. No matter how safe the route is as far as traffic, it is always dangerous as long as there are predators in the area.
476366	I would love to walk my child to school but I have to be at work before she goes to school and It is dark when I get home to pick her up. Hard for my husband to juggle with work and baby, plus It isn't safe for her to walk alone.
476100	I am a stay-at-home mom, I feel Rim Rock has done an excellent job providing an environment where my child will be safe walking to and from school.
476176	Most dangerous part of my child getting to and rom school is the parking lot and 18 Rd.
476640	My Children have not felt ready to travel to school alone during this current year. (grades 1 & 3).

Tally Report

Program Name:	Fruita Bike & Ped Circulation Study	Month and Year Collected:	November 2009
School Name:	Rim Rock Elementary	Set ID:	5994
School Enrollment:	638	Date Report Generated:	01/25/2011
Enrollment within Grades Targeted by SRTS Program:	Don't Know	Number of Classrooms Included in Report:	1
Number of Classrooms in School:	26		

Morning and Afternoon Travel Mode Comparison

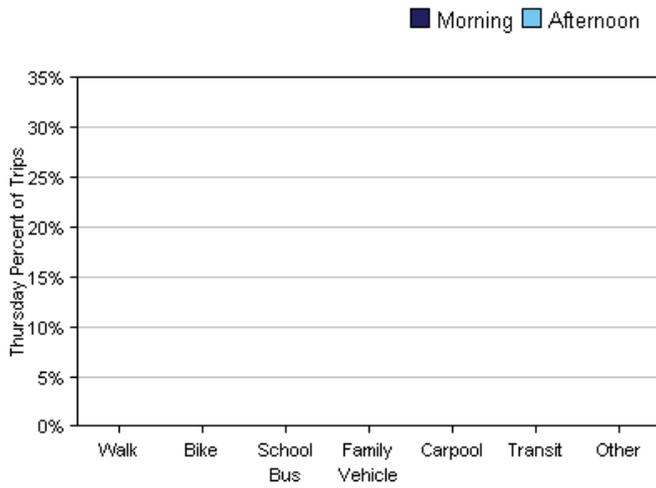
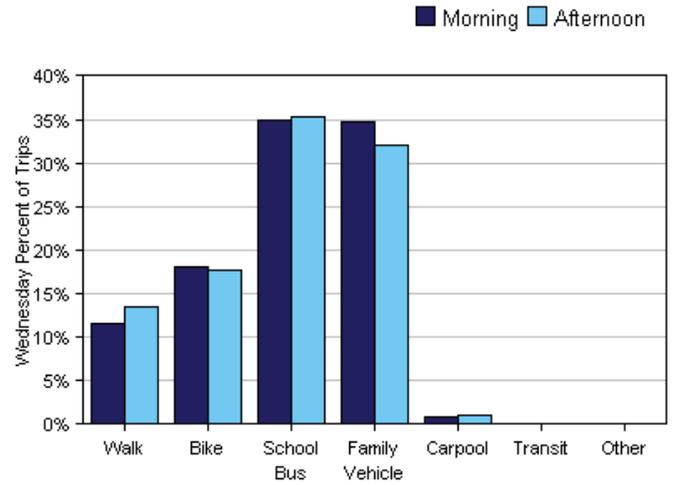
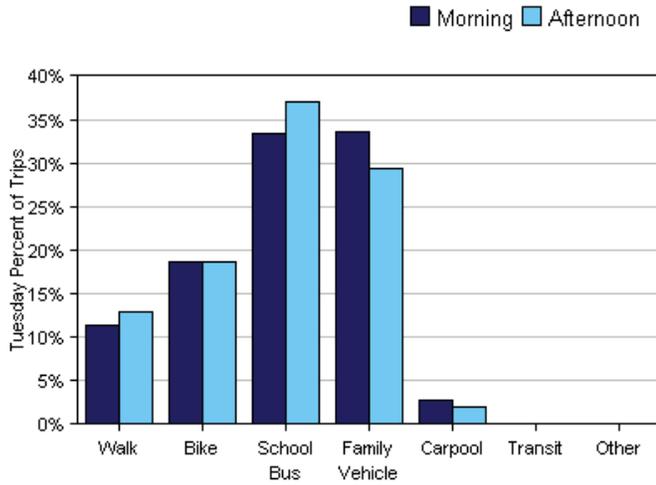


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1213	11%	18%	34%	34%	2%	0%	0%
Afternoon	1223	13%	18%	36%	31%	2%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

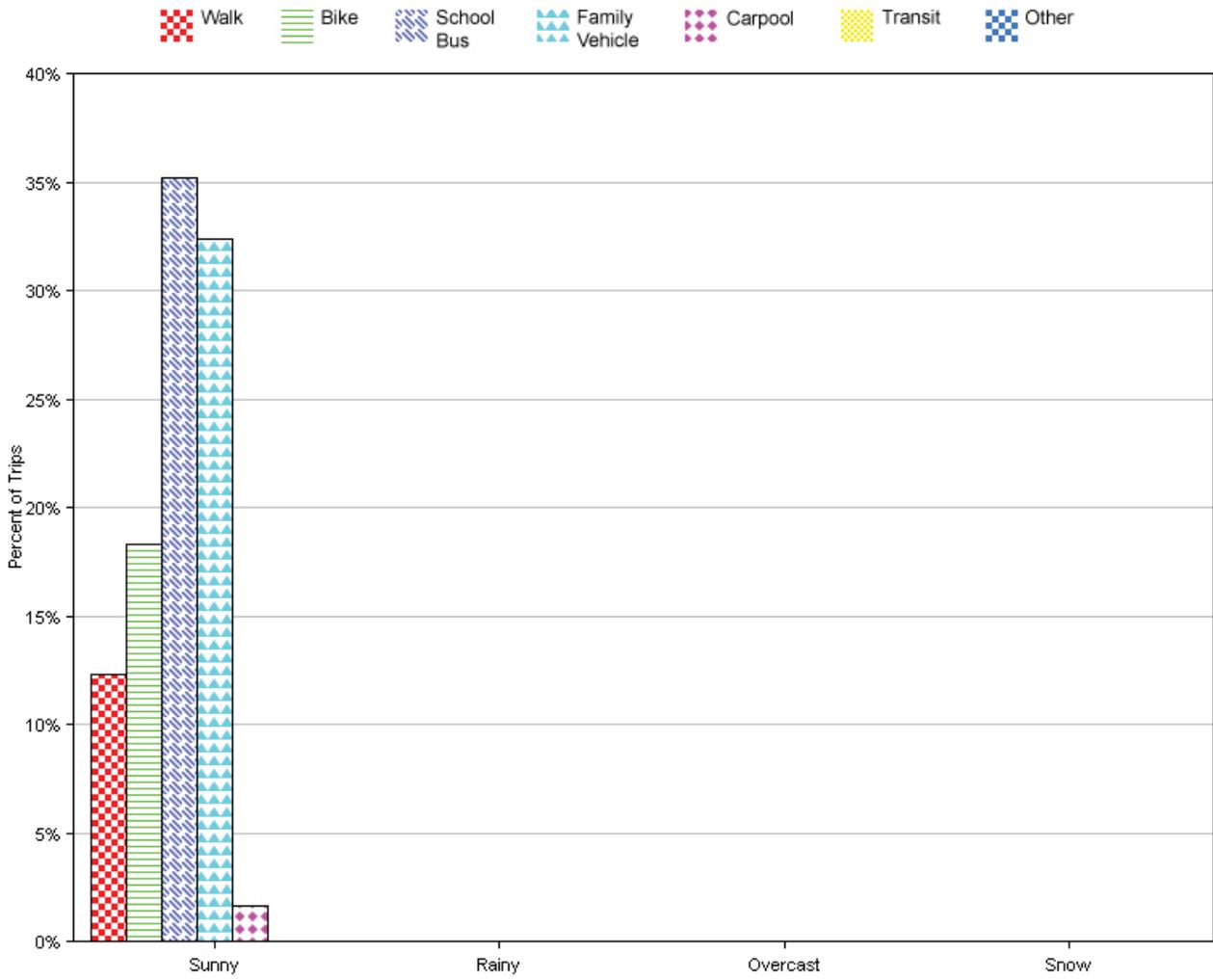


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	604	11%	19%	33%	34%	3%	0%	0%
Tuesday PM	604	13%	19%	37%	29%	2%	0%	0%
Wednesday AM	609	11%	18%	35%	35%	0.8%	0%	0%
Wednesday PM	619	14%	18%	35%	32%	1%	0%	0%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	2436	12%	18%	35%	32%	2%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Shelley Elementary School



National Center for Safe Routes to School

730 Martin Luther King Jr. Blvd,
Suite 300
Campus Box 3430
Chapel Hill, NC
27599-3430

1-866-610-SRTS

www.saferoutesinfo.org

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Excellence"*



Parent Survey Summary

353 N. Mesa
Fruita, CO 81521
(970)254-6460

SafeRoutes
National Center for Safe Routes to School

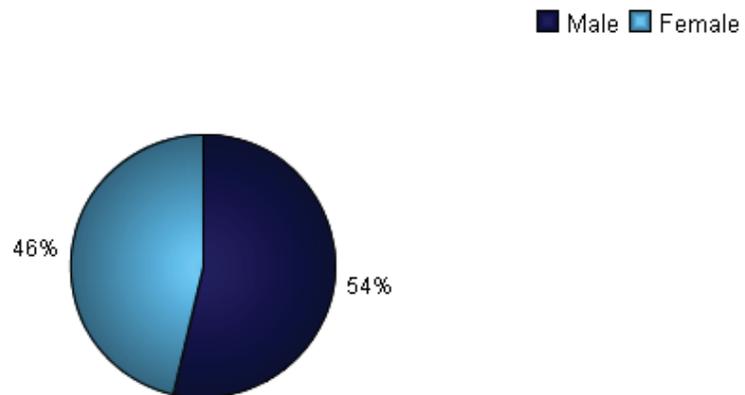


Parent Survey Summary

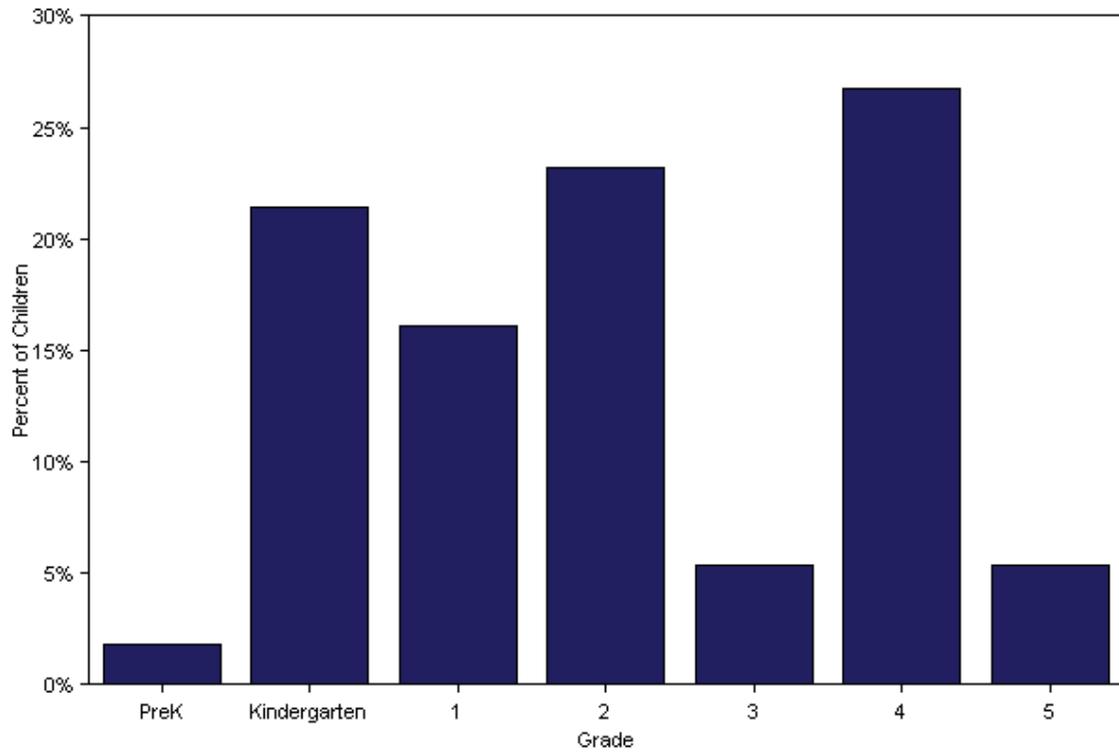
Program Name:	Fruita Bike & Ped Circulation Study	Month and Year Collected:	November 2009
School Name:	Shelley Elementary	Set ID:	4585
School Enrollment:	520	Date Report Generated:	11/30/2010
Enrollment within Grades Targeted by SRTS Program:	520	Number of Questionnaires Analyzed for Report:	56
Number of Questionnaires Distributed:	520		

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

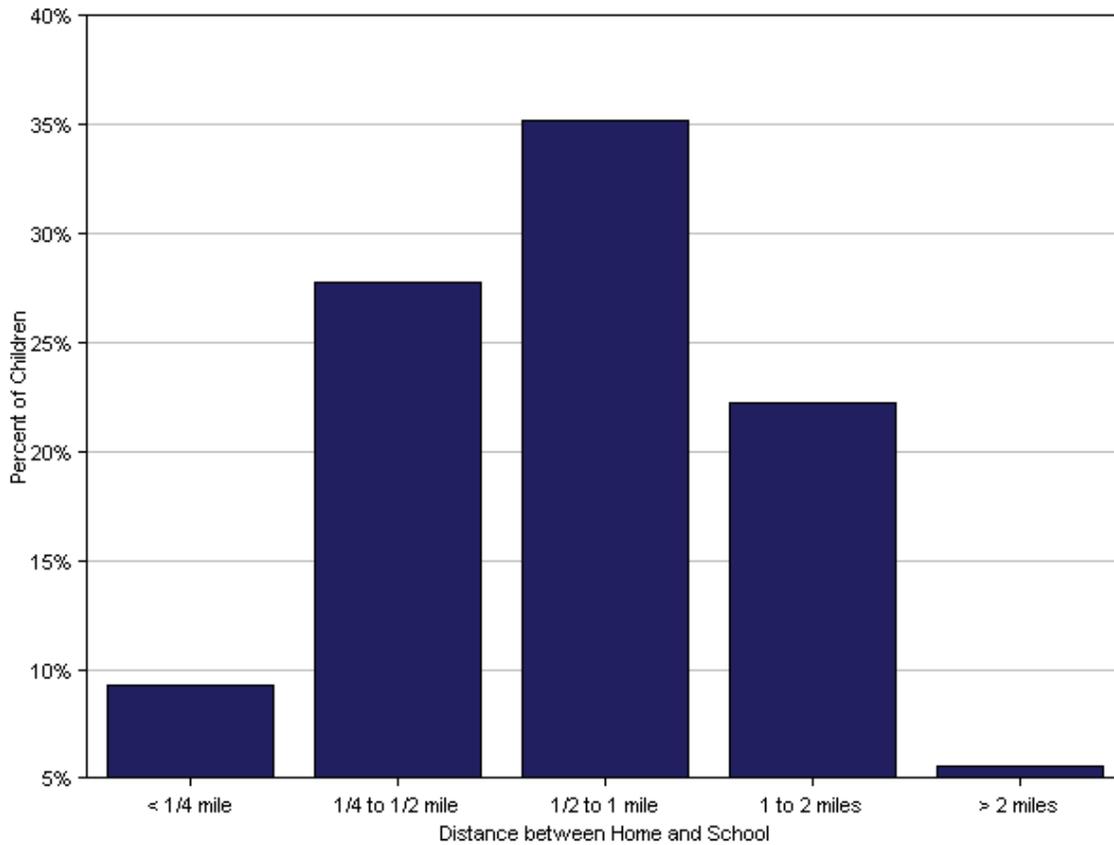


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	1	2%
Kindergarten	12	21%
1	9	16%
2	13	23%
3	3	5%
4	15	27%
5	3	5%

No response: 0
 Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

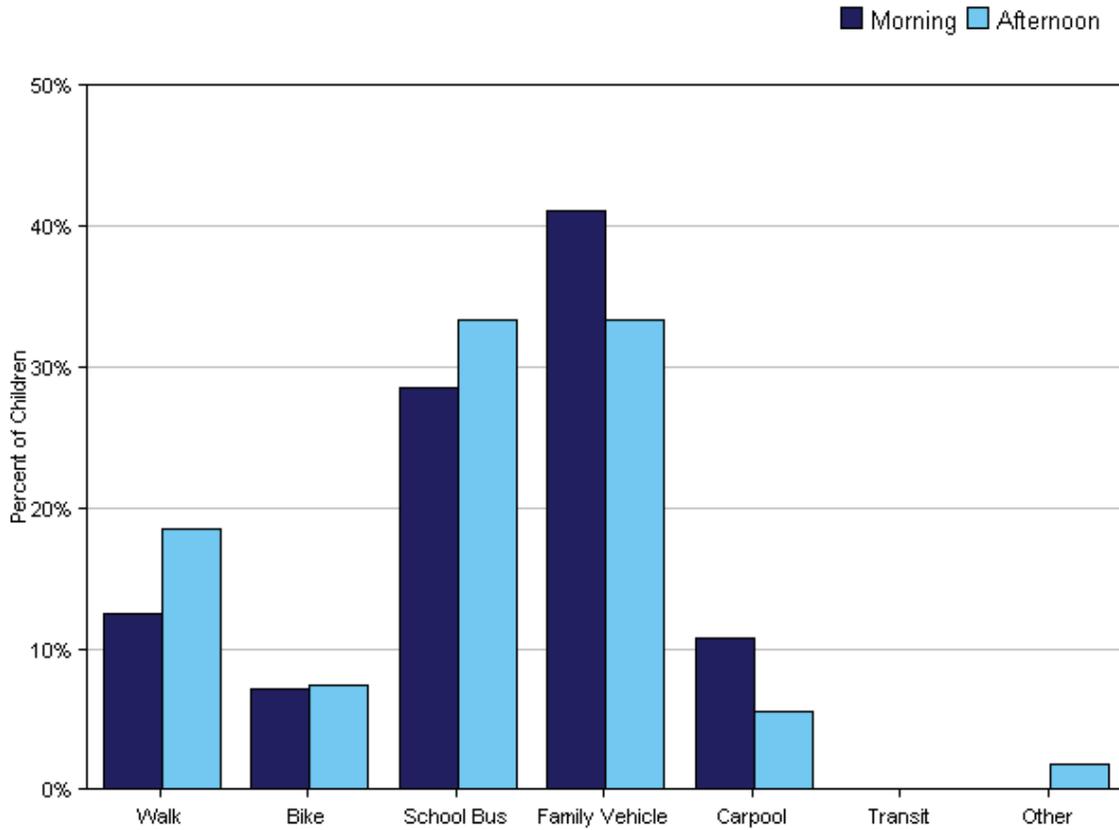


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	5	9%
1/4 mile up to 1/2 mile	15	28%
1/2 mile up to 1 mile	19	35%
1 mile up to 2 miles	12	22%
More than 2 miles	3	6%

Don't know or No response: 2
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

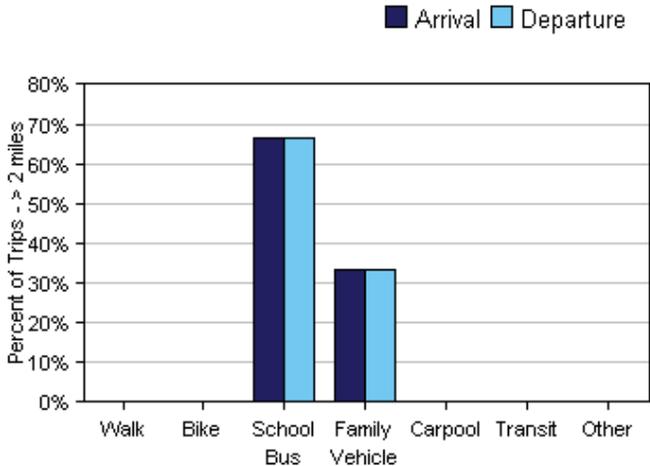
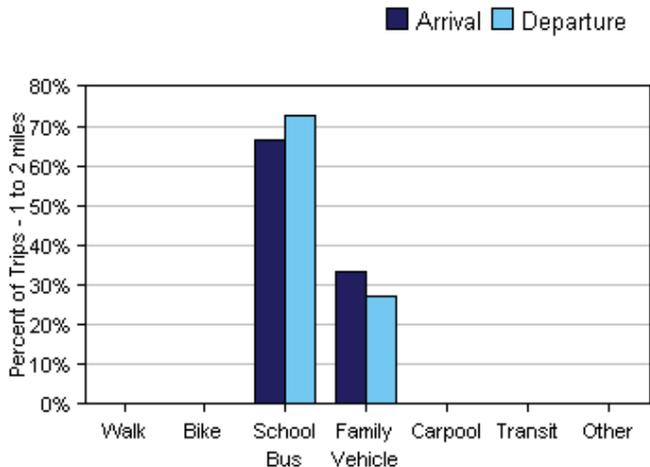
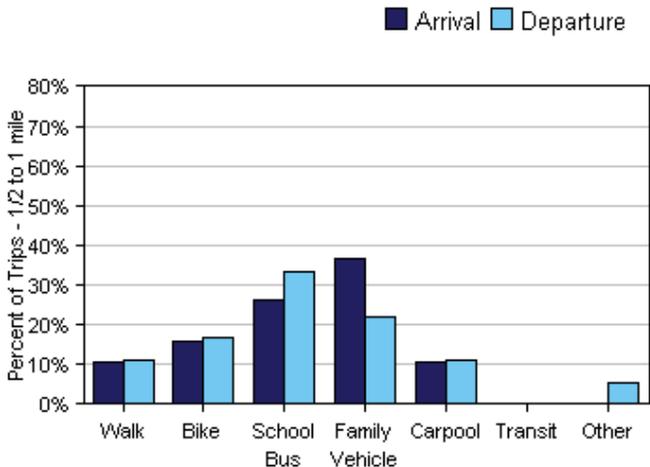
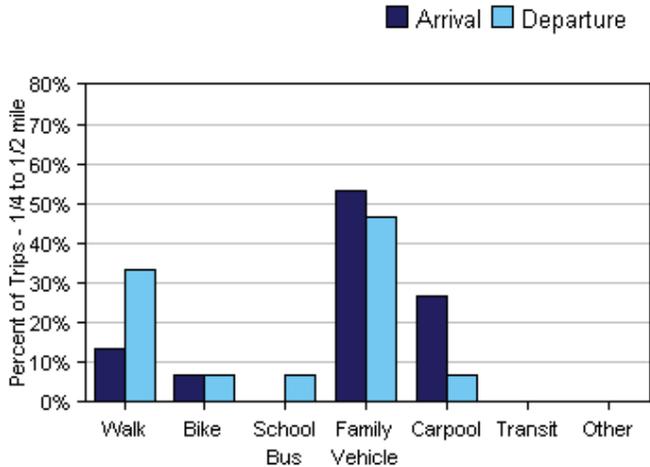
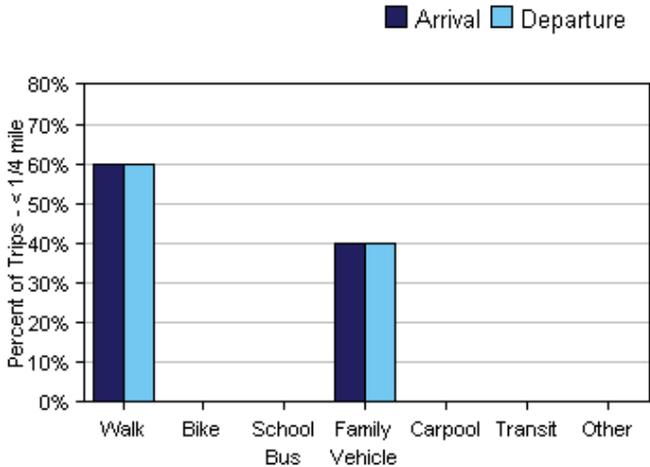
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	56	13%	7%	29%	41%	11%	0%	0%
Afternoon	54	19%	7%	33%	33%	6%	0%	2%

No Response Morning: 0

No Response Afternoon: 2

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	60%	0%	0%	40%	0%	0%	0%
1/4 mile up to 1/2 mile	15	13%	7%	0%	53%	27%	0%	0%
1/2 mile up to 1 mile	19	11%	16%	26%	37%	11%	0%	0%
1 mile up to 2 miles	12	0%	0%	67%	33%	0%	0%	0%
More than 2 miles	3	0%	0%	67%	33%	0%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

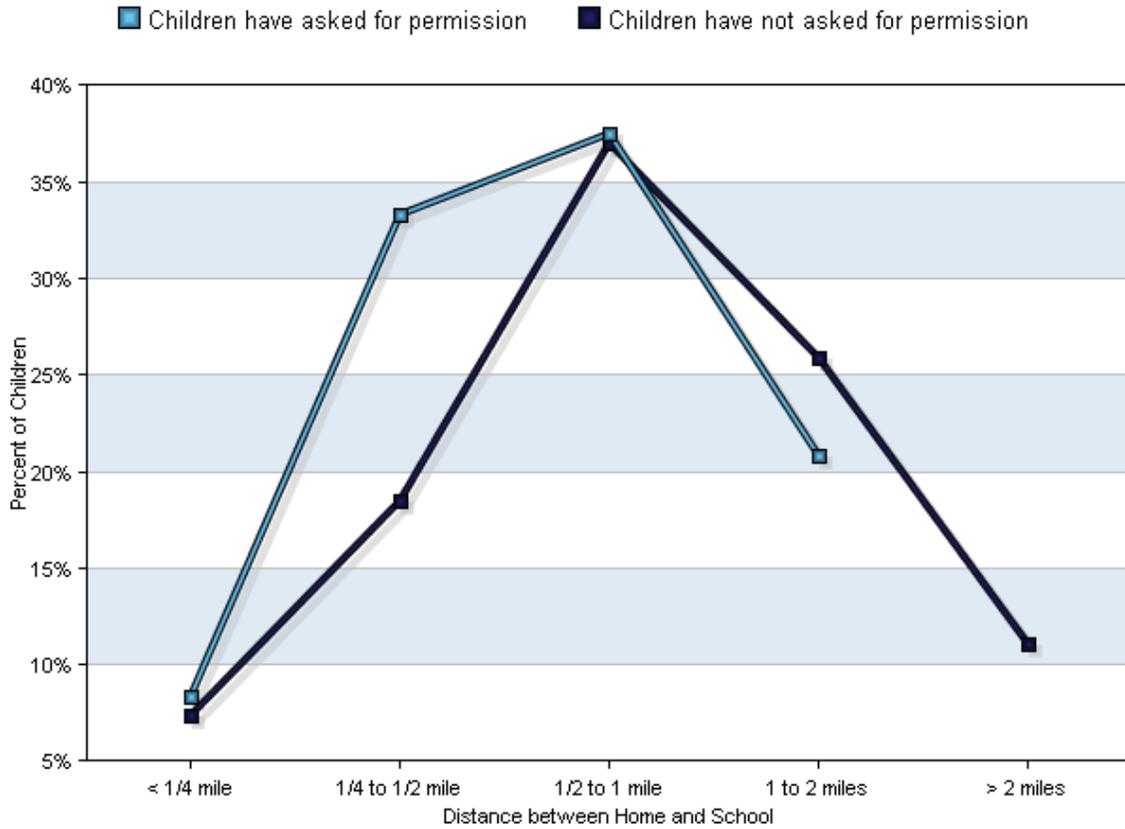
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	60%	0%	0%	40%	0%	0%	0%
1/4 mile up to 1/2 mile	15	33%	7%	7%	47%	7%	0%	0%
1/2 mile up to 1 mile	18	11%	17%	33%	22%	11%	0%	6%
1 mile up to 2 miles	11	0%	0%	73%	27%	0%	0%	0%
More than 2 miles	3	0%	0%	67%	33%	0%	0%	0%

Don't know or No response: 4

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

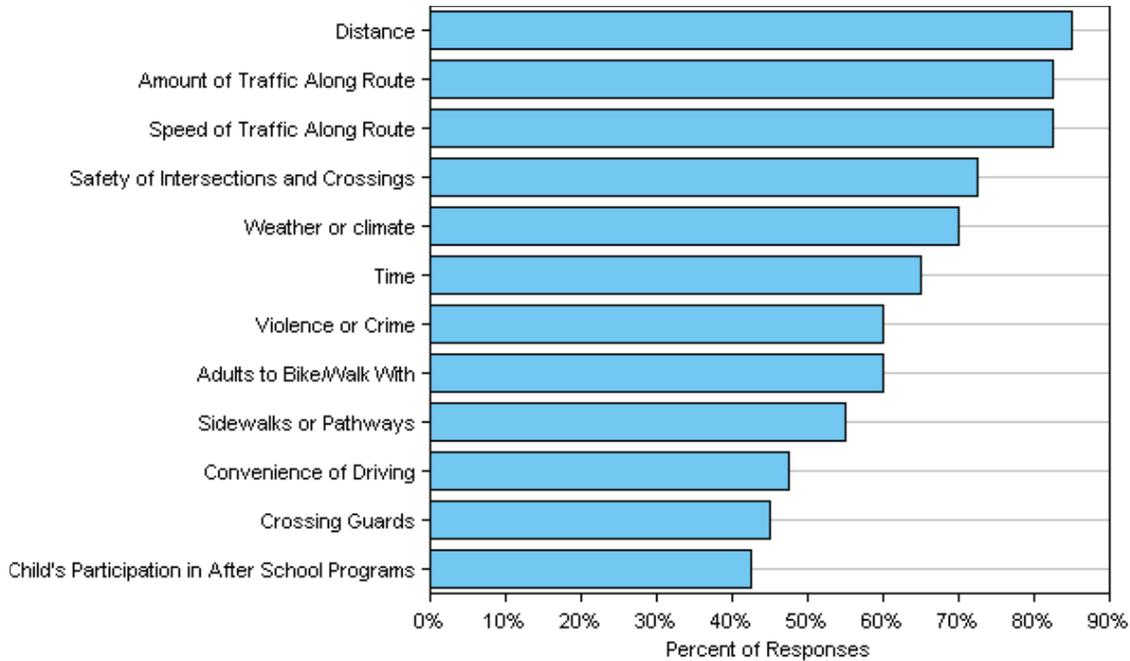


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

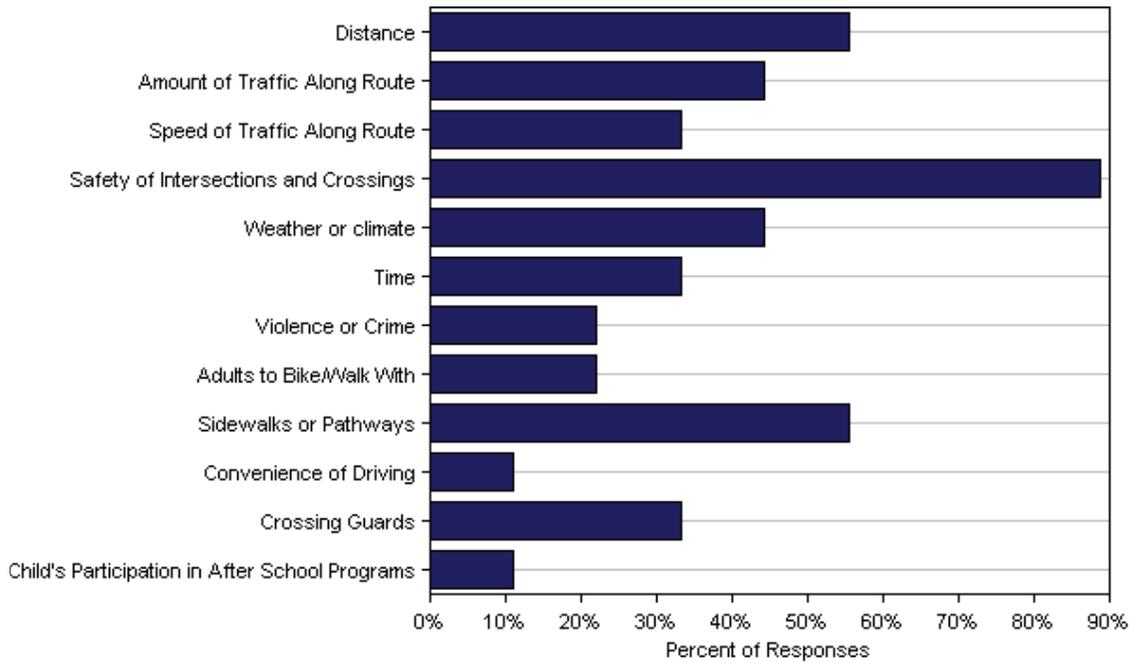
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	24	8%	33%	38%	21%	0%
No	27	7%	19%	37%	26%	11%

Don't know or No response: 5
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	85%	56%
Amount of Traffic Along Route	83%	44%
Speed of Traffic Along Route	83%	33%
Safety of Intersections and Crossings	73%	89%
Weather or climate	70%	44%
Time	65%	33%
Violence or Crime	60%	22%
Adults to Bike/Walk With	60%	22%
Sidewalks or Pathways	55%	56%
Convenience of Driving	48%	11%
Crossing Guards	45%	33%
Child's Participation in After School Programs	43%	11%
Number of Respondents per Category	40	9

No response: 7

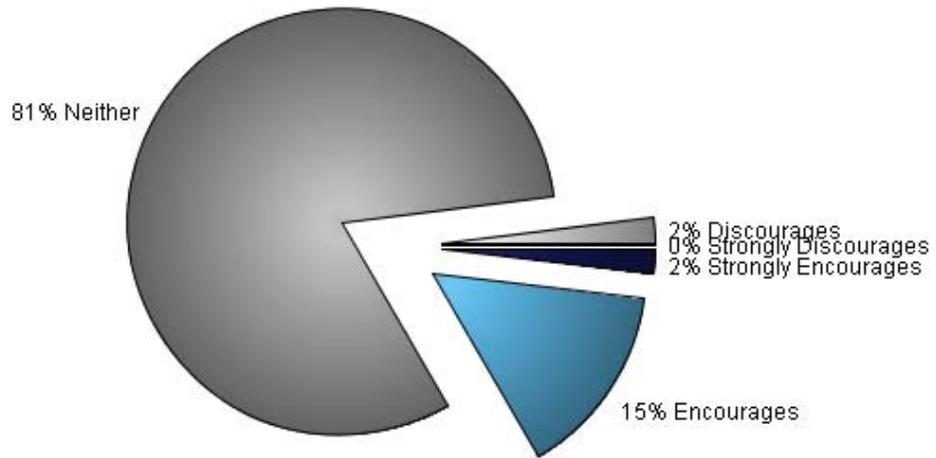
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

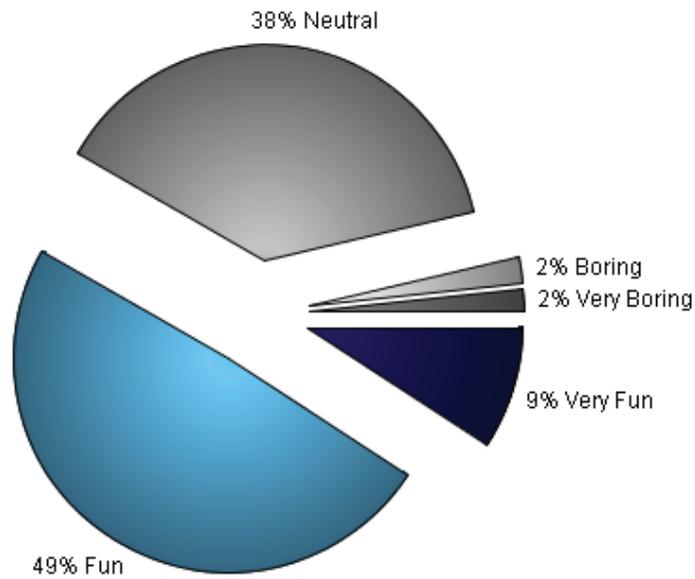
--Each column may sum to > 100% because respondent could select more than issue

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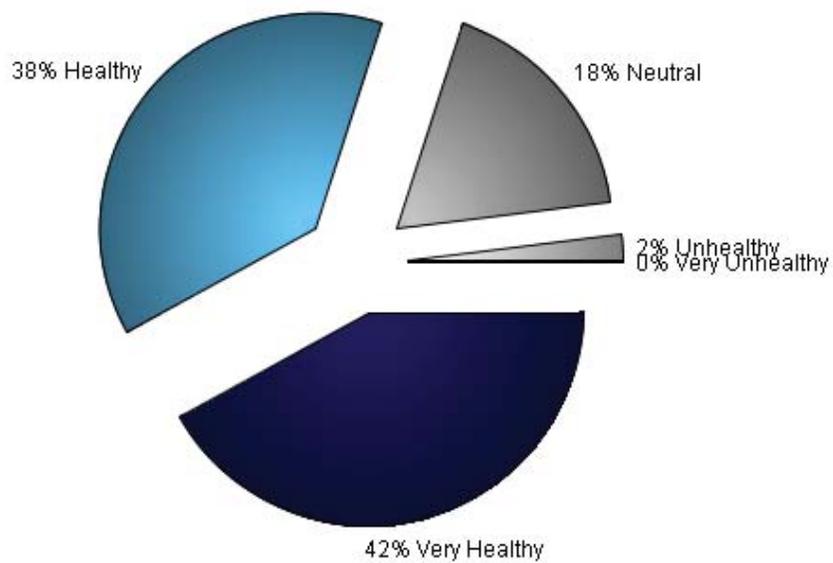
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



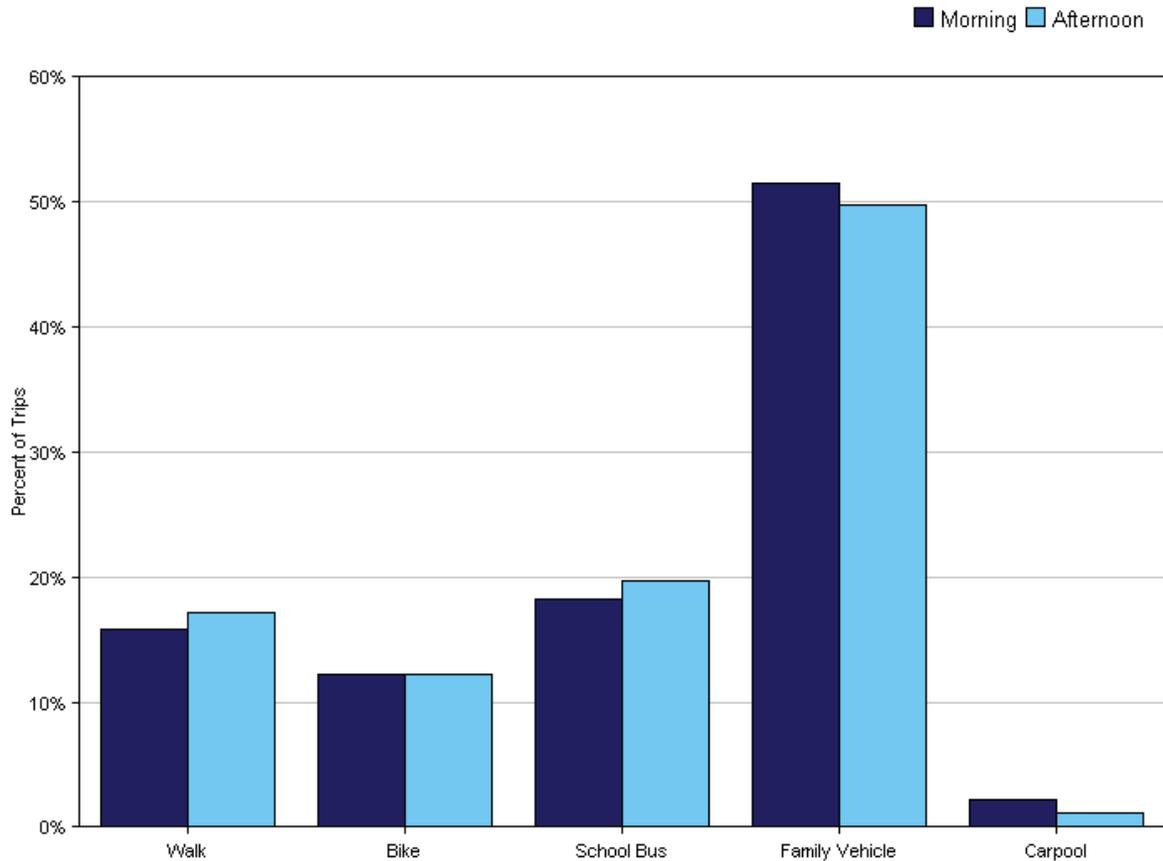
Comments Section

SurveyID	Comment
476054	My children have always asked to walk but there is the reeway intersection between our home and the school and that scares me.
476062	We much prefer riding bikes to driving when weather and after school activities permit. Due to high speed traffic on N. Mesa & crossing, adult supervision is required.
476123	The police need to monitor how fast people drive through the school zones. More tickers to be given to slow people down. Especially in front of school.
476126	I ride with my child to and from school every time.
480357	I will not let my child walk until she is older. It worries me that she is a young girl, and things happen.
480585	My safety concerns at this time include inconsiderate speeding drivers and offenders who may take advantage of children who walk/ride bikes.
476003	If we lived close to school and he had friends to walk with, I would let him walk daily.
476405	My child would love to bike to school, bur he's too young and has to cross on the overpass and roundabouts that are confusing.
476017	I appreciate the Fruita PD near the school before and after, however, children that live more than 2 blocks would like to see more of them.
480579	I don;t want my kids walking/biking to dschool for fear of someone kidnapping them or harassing them!
480602	I do not want my child walking or biking to school. End of story.
476122	All things markded that affected our decision to allow child to walk were found reasonable and not a severe threat. We procide tranportation when it is extremely cold.
480360	If the weather is nice we walk together.
480583	My child walks/bikes to school because is not far from home at all. Only a couple of blocks away. I'm always willing to take my kids to school in my car if something wasn't right, weather, in danger...
480361	Shelledy parking lot is to small and not set up properly to be safe for children and vehicles.
476070	We could benefit from flashing lights and more police presence during increased traffic periods. It only takes one time for something terrible to happen.
480351	Survey not important to family.

Tally Report

Program Name:	Fruita Bike & Ped Circulation Study	Month and Year Collected:	November 2009
School Name:	Shelley Elementary	Set ID:	5988
School Enrollment:	546	Date Report Generated:	01/25/2011
Enrollment within Grades Targeted by SRTS Program:	Don't Know	Number of Classrooms Included in Report:	1
Number of Classrooms in School:	15		

Morning and Afternoon Travel Mode Comparison

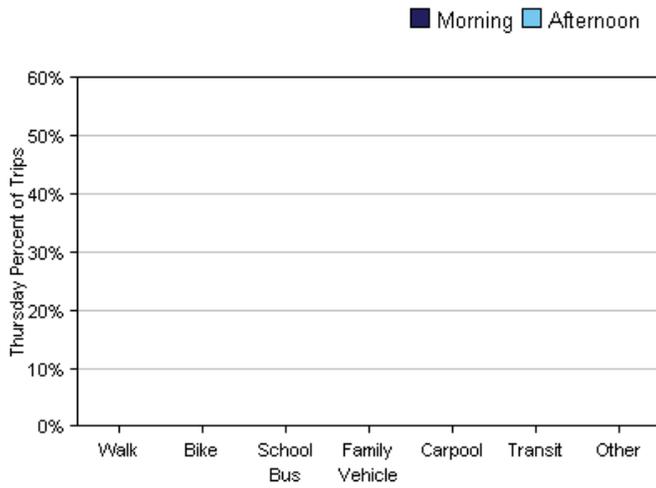
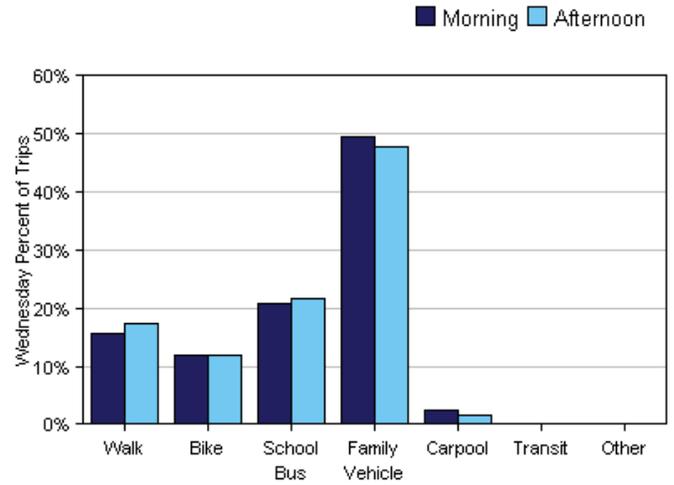
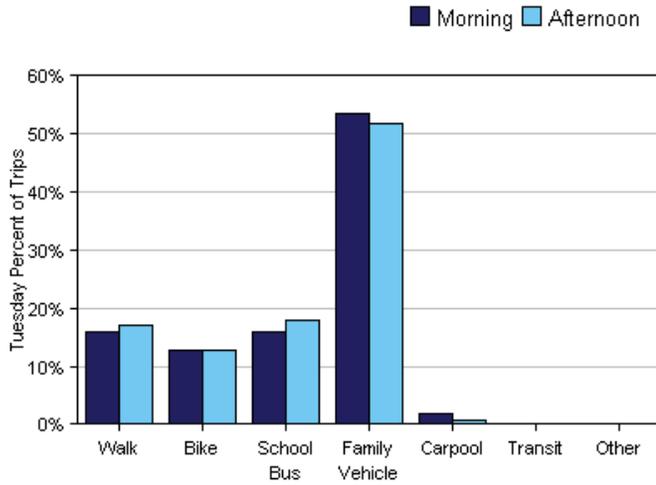


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1027	16%	12%	18%	52%	2%	0%	0%
Afternoon	1027	17%	12%	20%	50%	1%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

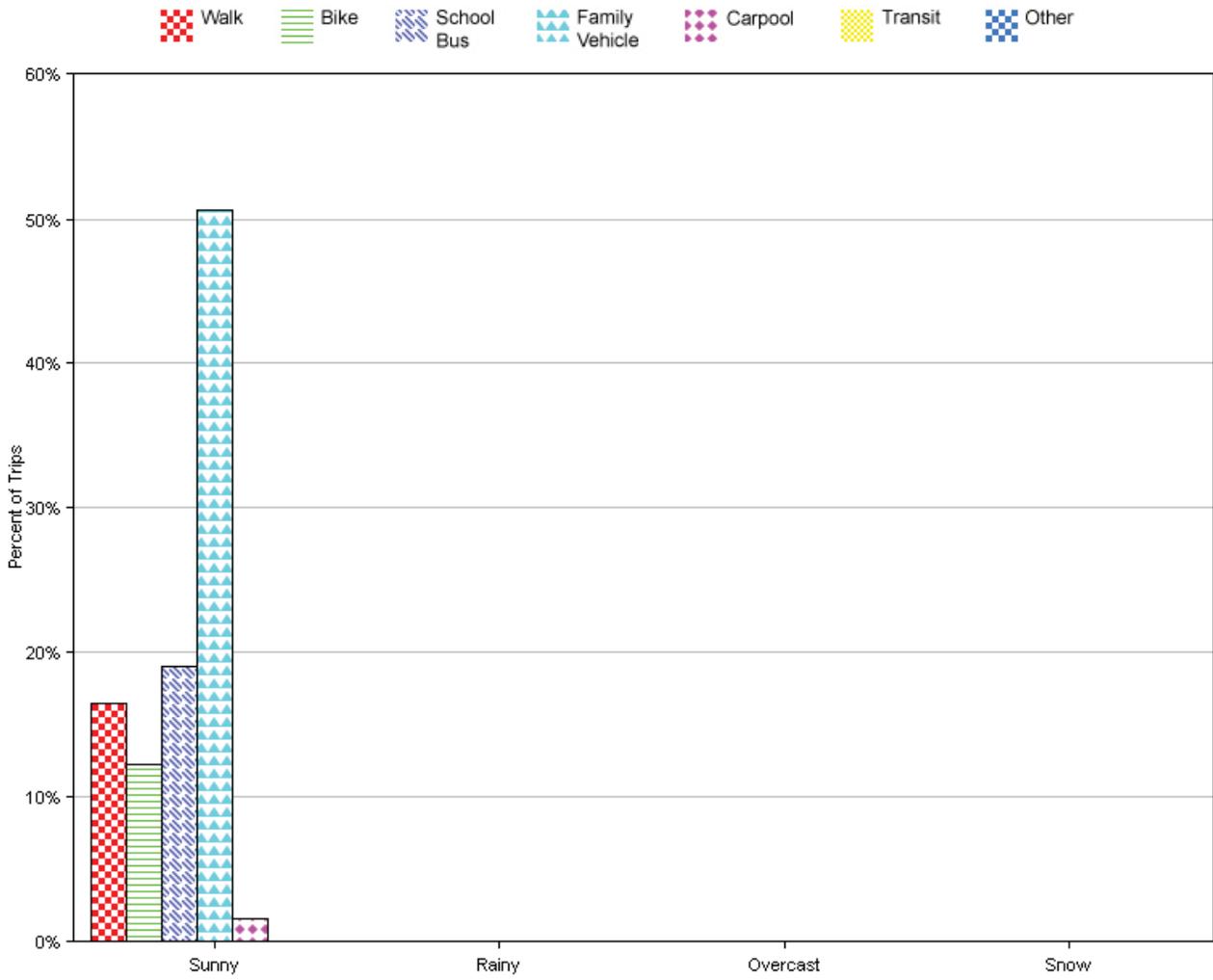


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	511	16%	13%	16%	54%	2%	0%	0%
Tuesday PM	511	17%	13%	18%	52%	0.6%	0%	0%
Wednesday AM	516	16%	12%	21%	49%	3%	0%	0%
Wednesday PM	516	17%	12%	22%	48%	2%	0%	0%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	2054	16%	12%	19%	51%	2%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Appendix C – Middle School Surveys



Fruita Middle School
Home of the Cougars

239 N Maple St
Fruita, CO 81521
Phone
(970)254-6570
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(970)858-0486

**National Center for
Safe Routes to School**

730 Martin Luther King Jr. Blvd,
Suite 300
Campus Box 3430
Chapel Hill, NC
27599-3430

1-866-610-SRTS

www.saferoutesinfo.org



SafeRoutes
National Center for Safe Routes to School



Parent Survey Summary



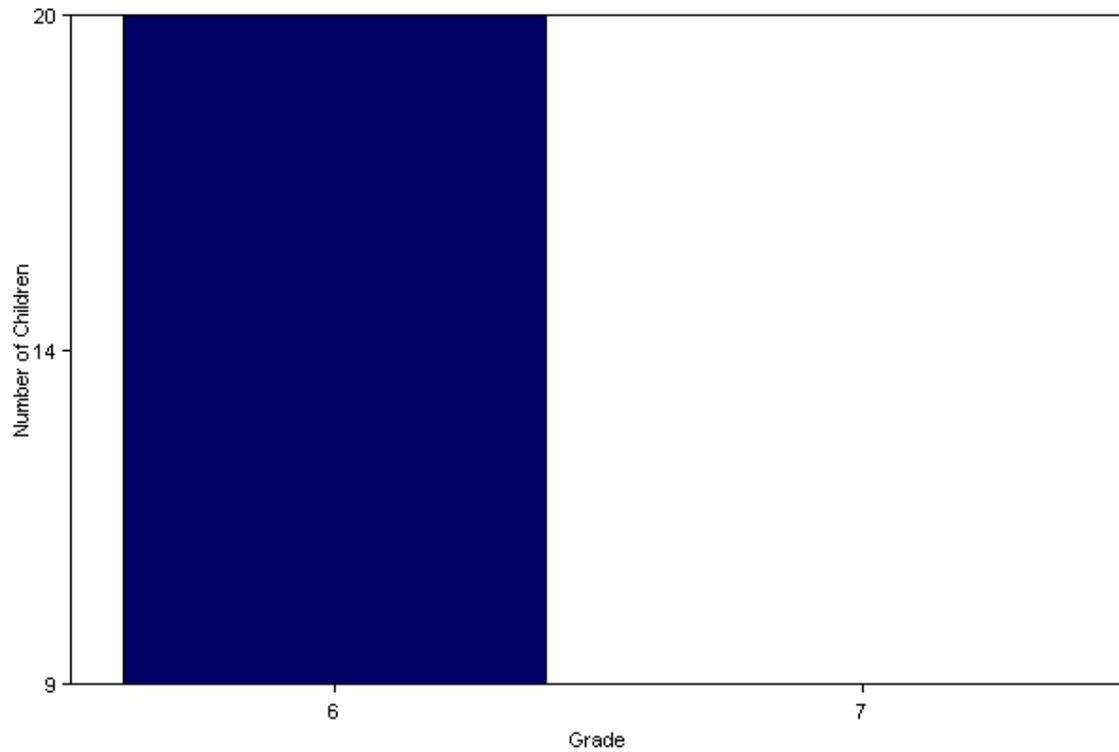
Parent Survey Summary

Program Name:	Fruita Bike & Ped Circulation Study	Month and Year Collected:	February 2011
School Name:	Fruita Middle School	Set ID:	5089
School Enrollment:	568	Date Report Generated:	03/21/2011
Enrollment within Grades Targeted by SRTS Program:	568	Number of Questionnaires Analyzed for Report:	29
Number of Questionnaires Distributed:	568		

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

**Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.

Grade levels of children represented in survey



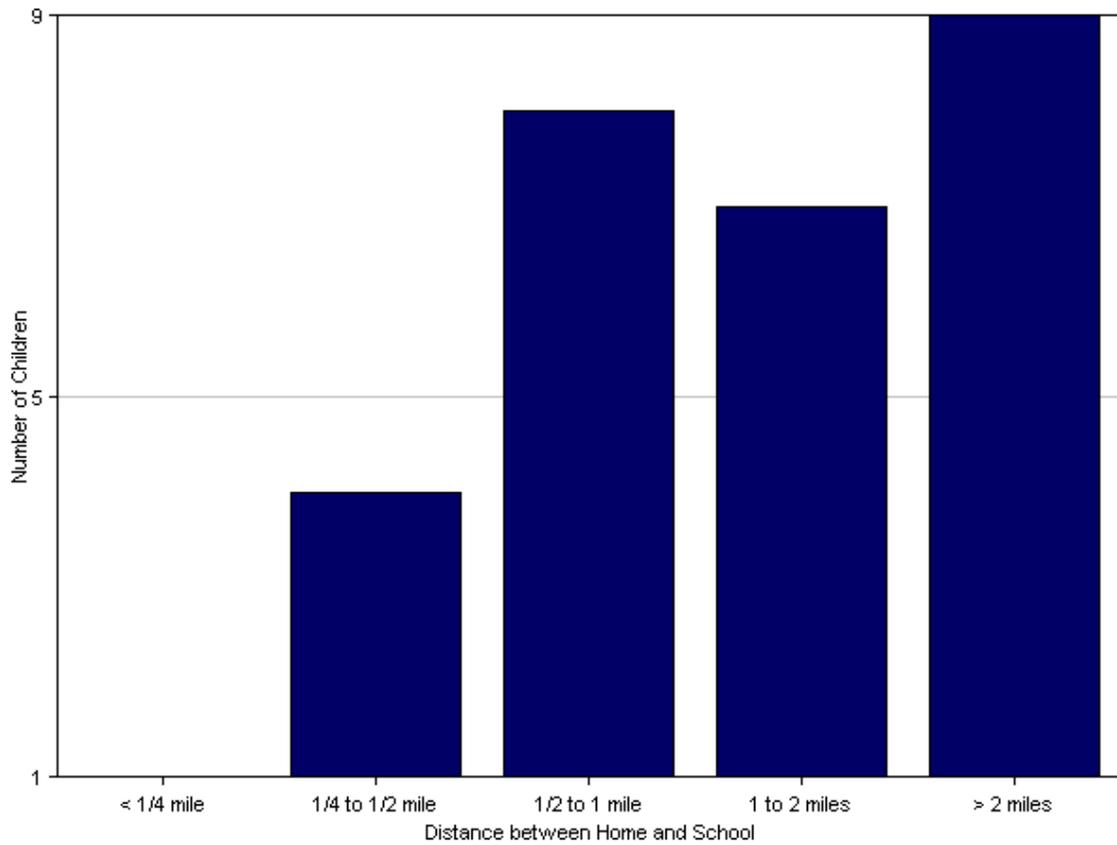
Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
6	20
7	9

No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Parent estimate of distance from child's home to school



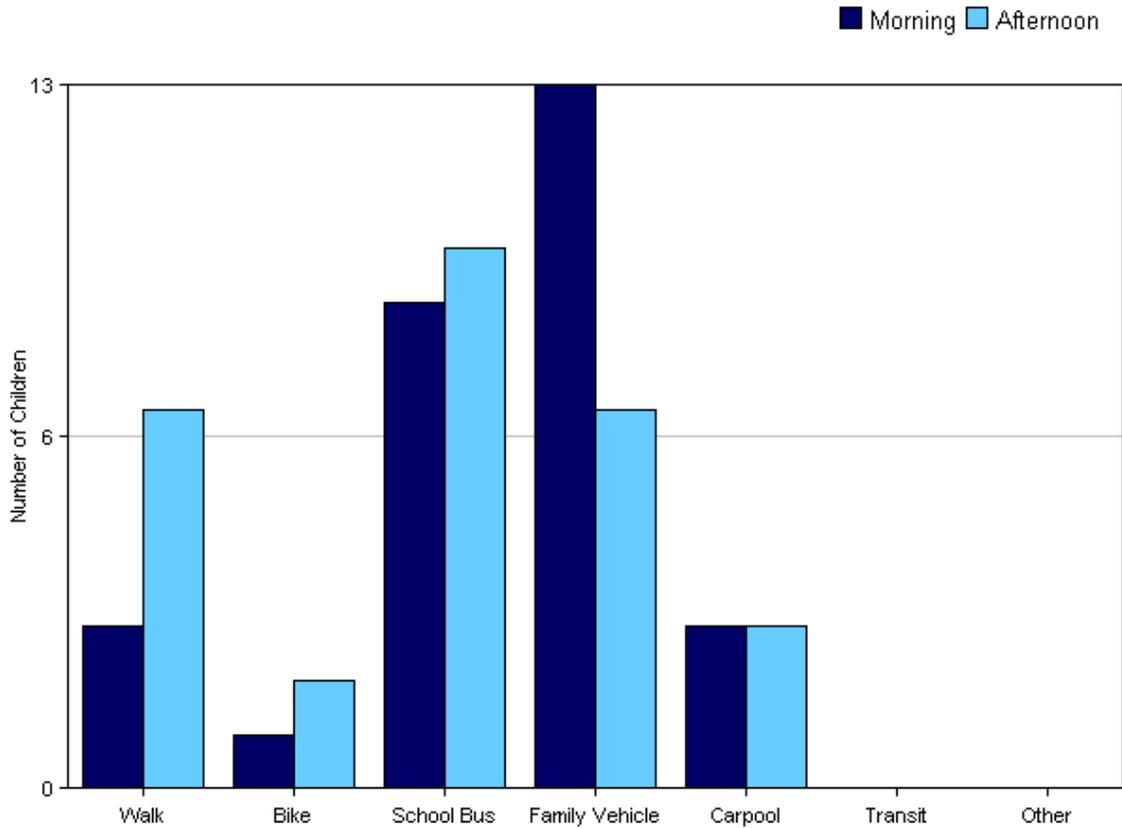
Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	1
1/4 mile up to 1/2 mile	4
1/2 mile up to 1 mile	8
1 mile up to 2 miles	7
More than 2 miles	9

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

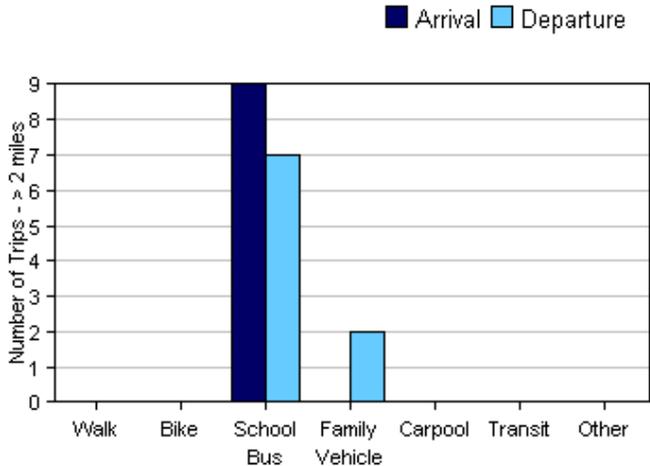
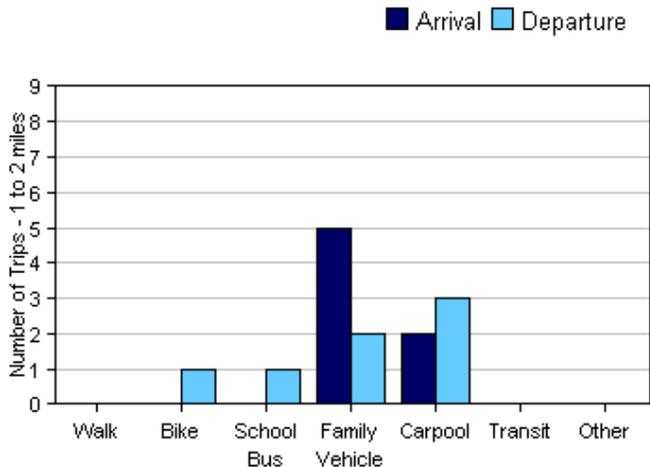
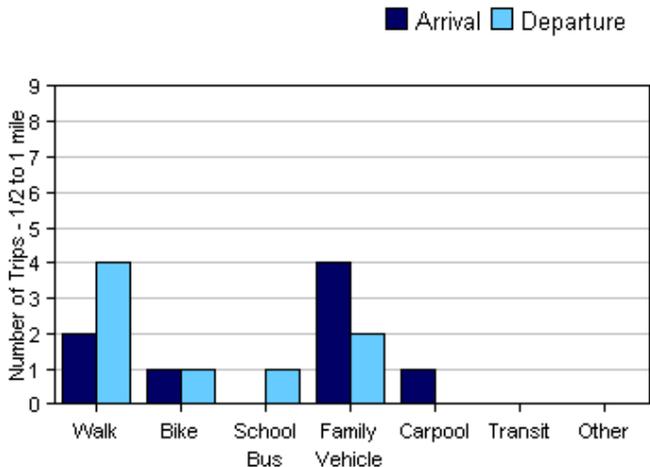
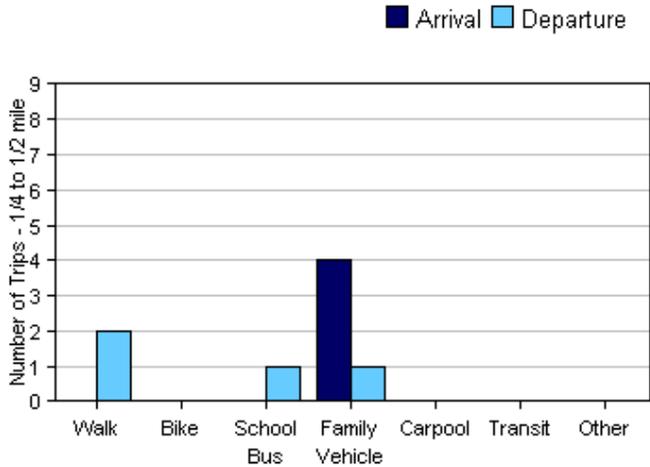
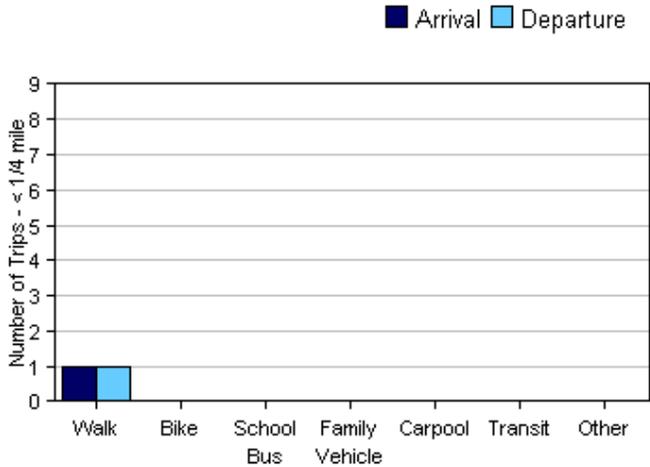
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	29	3	1	9	13	3	0	0
Afternoon	29	7	2	10	7	3	0	0

No Response Morning: 0

No Response Afternoon: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	1	1	0	0	0	0	0	0
1/4 mile up to 1/2 mile	4	0	0	0	4	0	0	0
1/2 mile up to 1 mile	8	2	1	0	4	1	0	0
1 mile up to 2 miles	7	0	0	0	5	2	0	0
More than 2 miles	9	0	0	9	0	0	0	0

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	1	1	0	0	0	0	0	0
1/4 mile up to 1/2 mile	4	2	0	1	1	0	0	0
1/2 mile up to 1 mile	8	4	1	1	2	0	0	0
1 mile up to 2 miles	7	0	1	1	2	3	0	0
More than 2 miles	9	0	0	7	2	0	0	0

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

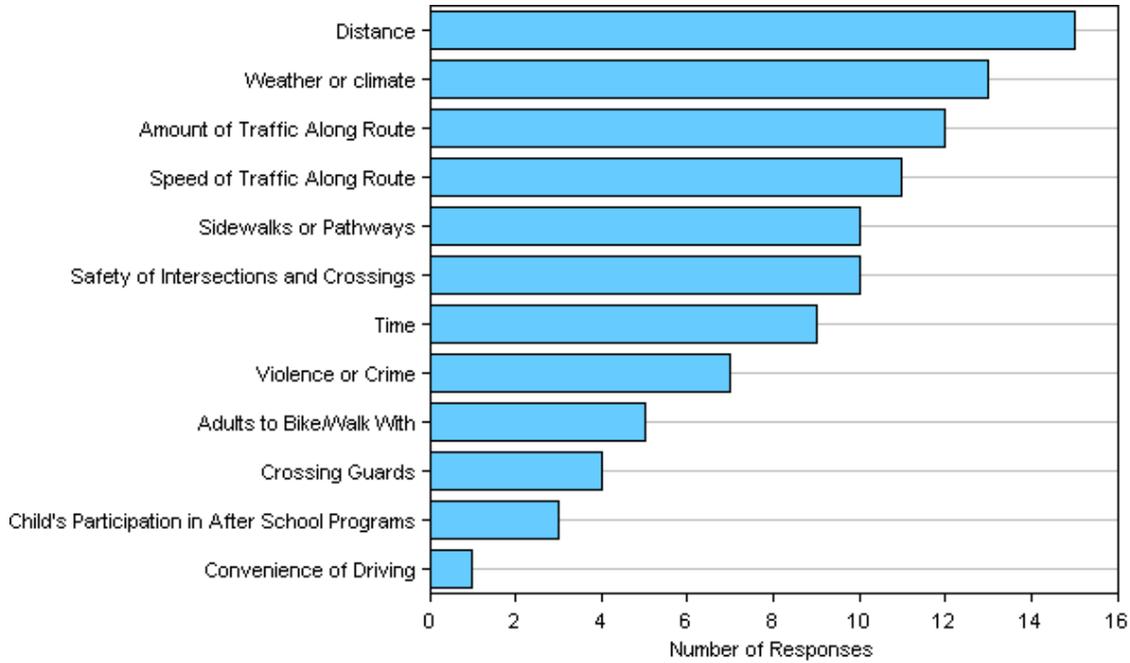
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	15	0	2	6	6	1
No	13	1	2	1	1	8

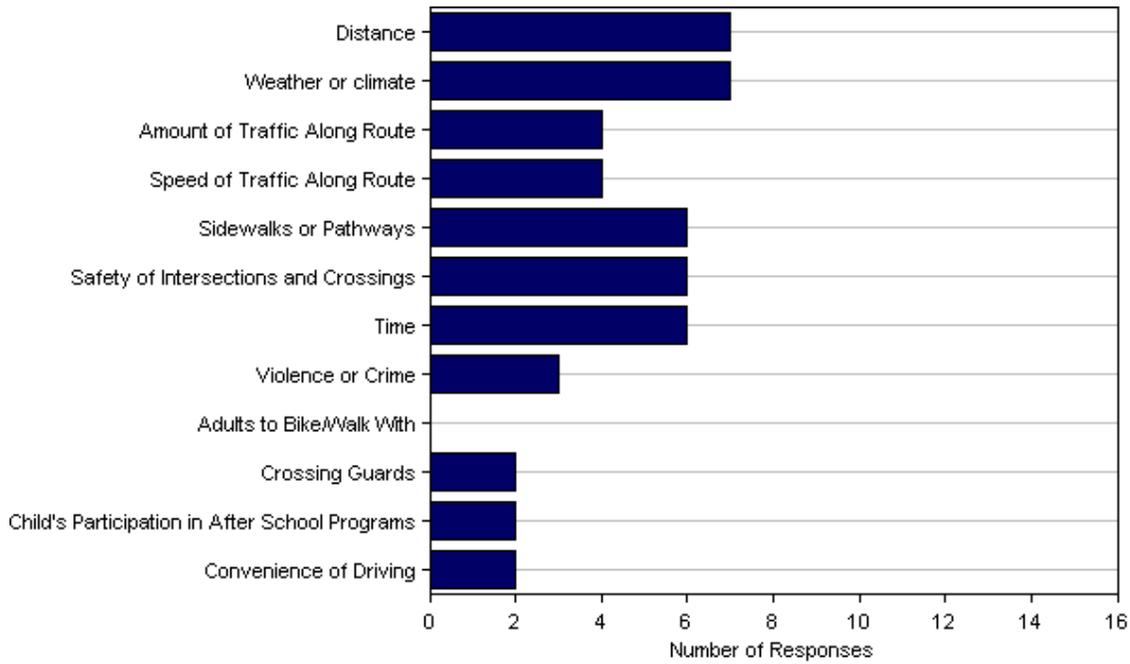
Don't know or No response: 1

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	15	7
Weather or climate	13	7
Amount of Traffic Along Route	12	4
Speed of Traffic Along Route	11	4
Sidewalks or Pathways	10	6
Safety of Intersections and Crossings	10	6
Time	9	6
Violence or Crime	7	3
Adults to Bike/Walk With	5	0
Crossing Guards	4	2
Child's Participation in After School Programs	3	2
Convenience of Driving	1	2
Number of Respondents per Category	18	8

No response: 3

Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school

Level of support	Number of children
Strongly Encourages	0
Encourages	1
Neither	26
Discourages	0
Strongly Discourages	0

Parents' opinions about how much fun walking and biking to/from school is for their child

Level of fun	Number of children
Very Fun	1
Fun	6
Neutral	15
Boring	3
Very Boring	1

Parents' opinions about how healthy walking and biking to/from school is for their child

How healthy	Number of children
Very Healthy	18
Healthy	7
Neutral	2
Unhealthy	0
Very Unhealthy	0

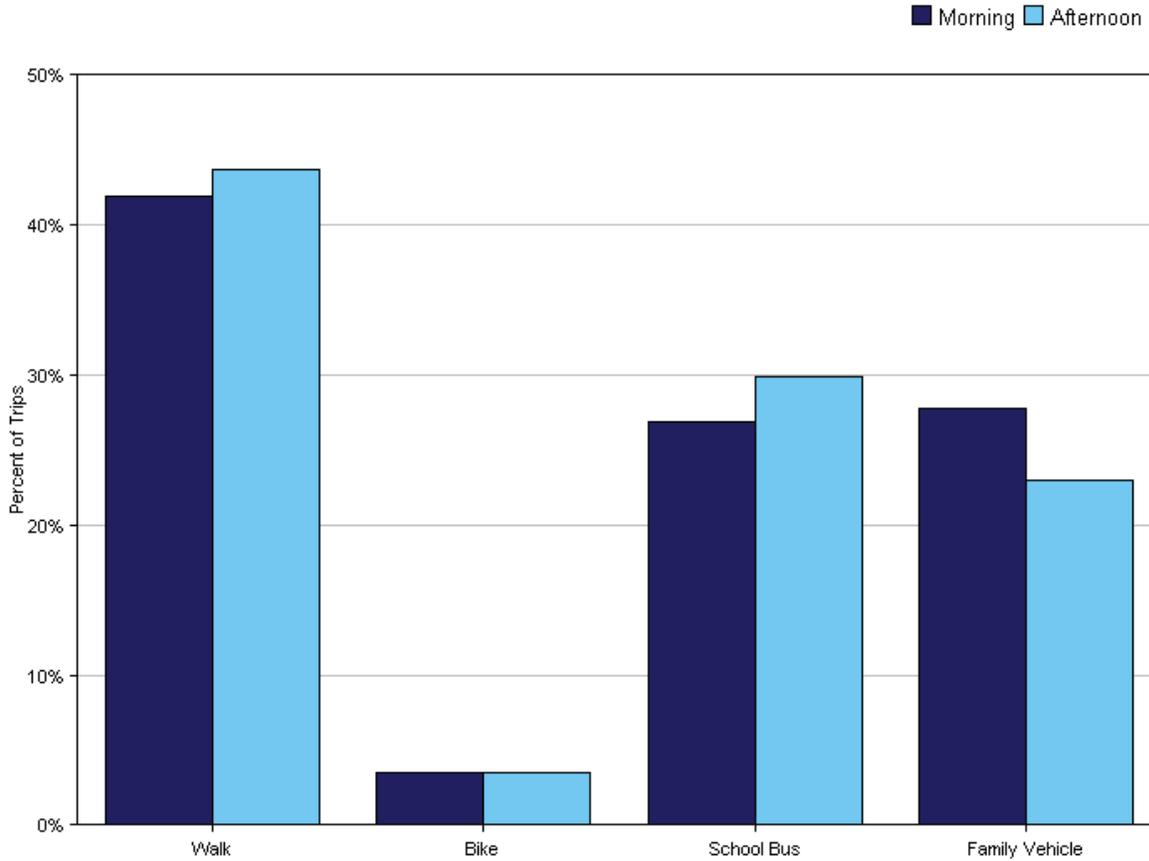
Comments Section

SurveyID	Comment
555109	My daughter would love to ride her bicycle to school, however we live too far from the school for this to be feasible.
555122	Drivers just drive too fast, even in subdivisions and through cross-walks, for me to allow my kids to walk to and from school.
555125	not enough security measures taken to many teenage drivers speeding all the time and it's just not safe anymore for our children to ride bikes or even walk home anymore there needs to be more crossing gaurds in my oppinion. But I just don't think that anything will ever be done about it even though a 13 year old girl almost died due to the lack of safty measures taken at intersections
555159	We live too far from the middle school for biking or walking to be an option. If we lived closer to town, I would probably let them walk and ride bikes.
555202	Since we are very close to Shelledy and FMS walking hasn't been issue. I don't want her walking when she goes to a much farther school in the 8th through 12th grades. I'm hoping there will be a bus as I don't drive.
556254	Fruita is a wonderful community but I have a personal history of sexual abuse and believe no petite & cute girl should walk anywhere by herself unless there is reliable adult supervision along the way. If my daughter could reliably walk to/from school in a group I would let her but there aren't kids on our street that walk to FMS.
555143	6th,7th,8th and 9th, should NOT be riding the bus with Highschoolers. Almost an hour on the bus each way is too long. It can't be that hard to re-route.
555144	6th,7th,8th and 9th, should NOT be riding the bus with Highschoolers. Almost an hour on the bus each way is too long. It can't be that hard to re-route.
555225	Next year my son will not be walking to school because the 8/9 school is too far away and it would mean he'd have to cross a very busy street. Right now, if the weather is nice, he enjoys walking.
555331	IF THERE WERE STREET LIGHTS ALONG 18 RD NORTH OF K RD, OR THRU THE BIKE PATH AT THE NEW BALL FIELD
555195	Since crime is my main reason for not allowing my child to walk/bike to school, question # 14 is irrelevant.
555137	My kids ride the bus most days. I still struggle with such an early start time for our middle school and older kids in D51. Especially since the bus picks them up 50 minutes prior to the school start time and we live 10 minutes away.
555233	It is amazing that children in Grand Junction are being bussed to Fruita when there is a school 2 miles away instead of 15 miles.

Tally Report

Program Name:	Fruita Bike & Ped Circulation Study	Month and Year Collected:	November 2009
School Name:	Fruita Middle School	Set ID:	5993
School Enrollment:	591	Date Report Generated:	01/25/2011
Enrollment within Grades Targeted by SRTS Program:	Don't Know	Number of Classrooms Included in Report:	1
Number of Classrooms in School:	36		

Morning and Afternoon Travel Mode Comparison

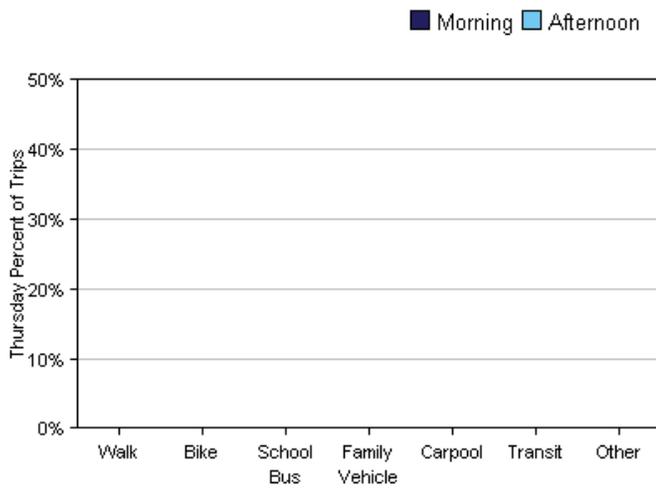
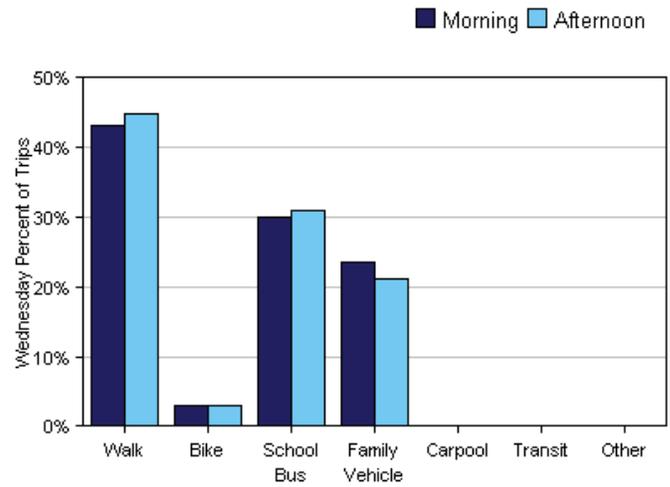
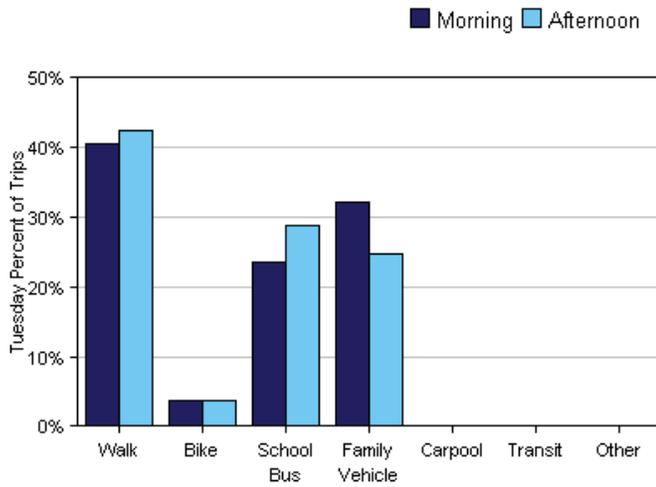


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1158	42%	3%	27%	28%	0%	0%	0%
Afternoon	1158	44%	3%	30%	23%	0%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

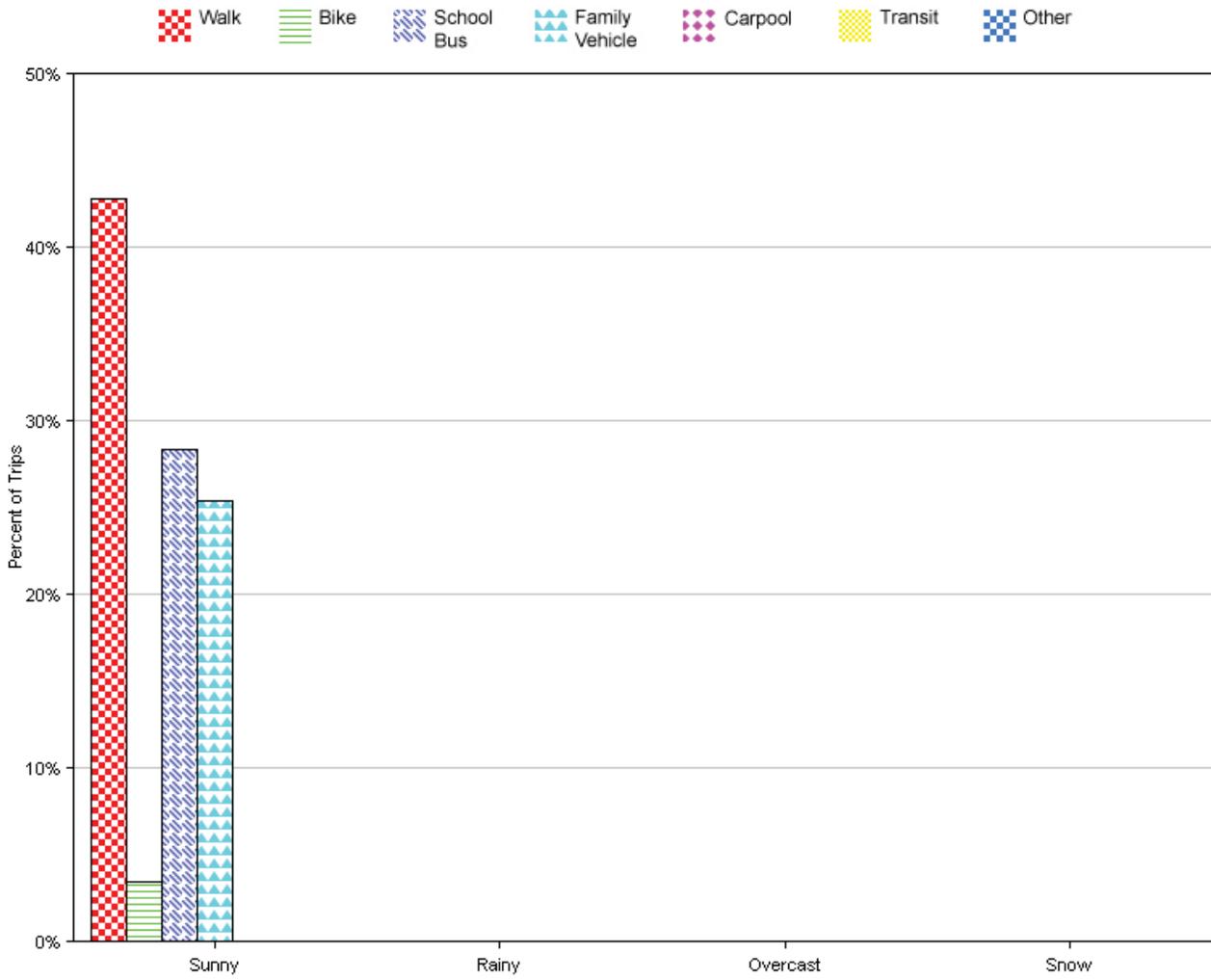


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	576	40%	4%	24%	32%	0%	0%	0%
Tuesday PM	576	43%	4%	29%	25%	0%	0%	0%
Wednesday AM	582	43%	3%	30%	24%	0%	0%	0%
Wednesday PM	582	45%	3%	31%	21%	0%	0%	0%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	2316	43%	3%	28%	25%	0%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.



Fruita 8-9 School

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National Center for Safe Routes to School

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Campus Box 3430
Chapel Hill, NC
27599-3430

1-866-610-SRTS

www.saferoutesinfo.org



SafeRoutes

National Center for Safe Routes to School



Parent Survey Summary

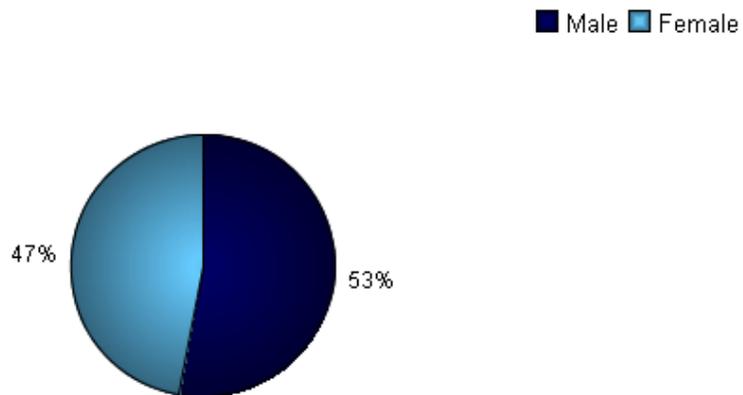


Parent Survey Summary

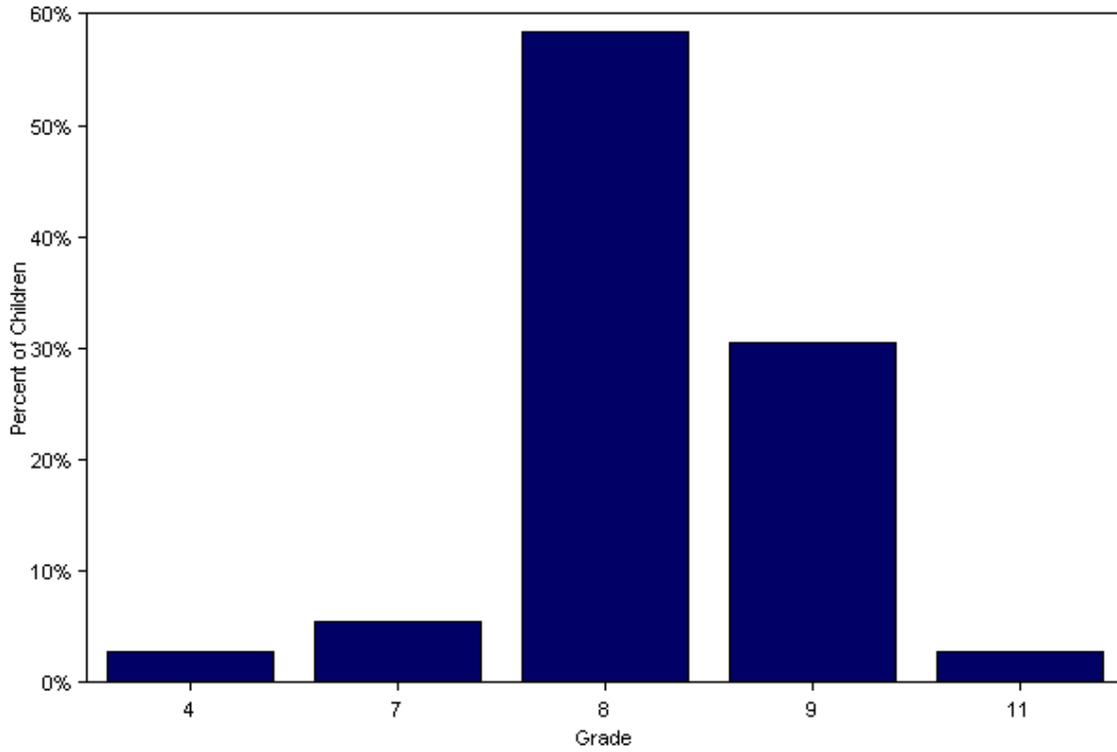
Program Name:	Fruita Bike & Ped Circulation Study	Month and Year Collected:	February 2011
School Name:	Fruita 8-9	Set ID:	5087
School Enrollment:	779	Date Report Generated:	03/21/2011
Enrollment within Grades Targeted by SRTS Program:	779	Number of Questionnaires Analyzed for Report:	36
Number of Questionnaires Distributed:	779		

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



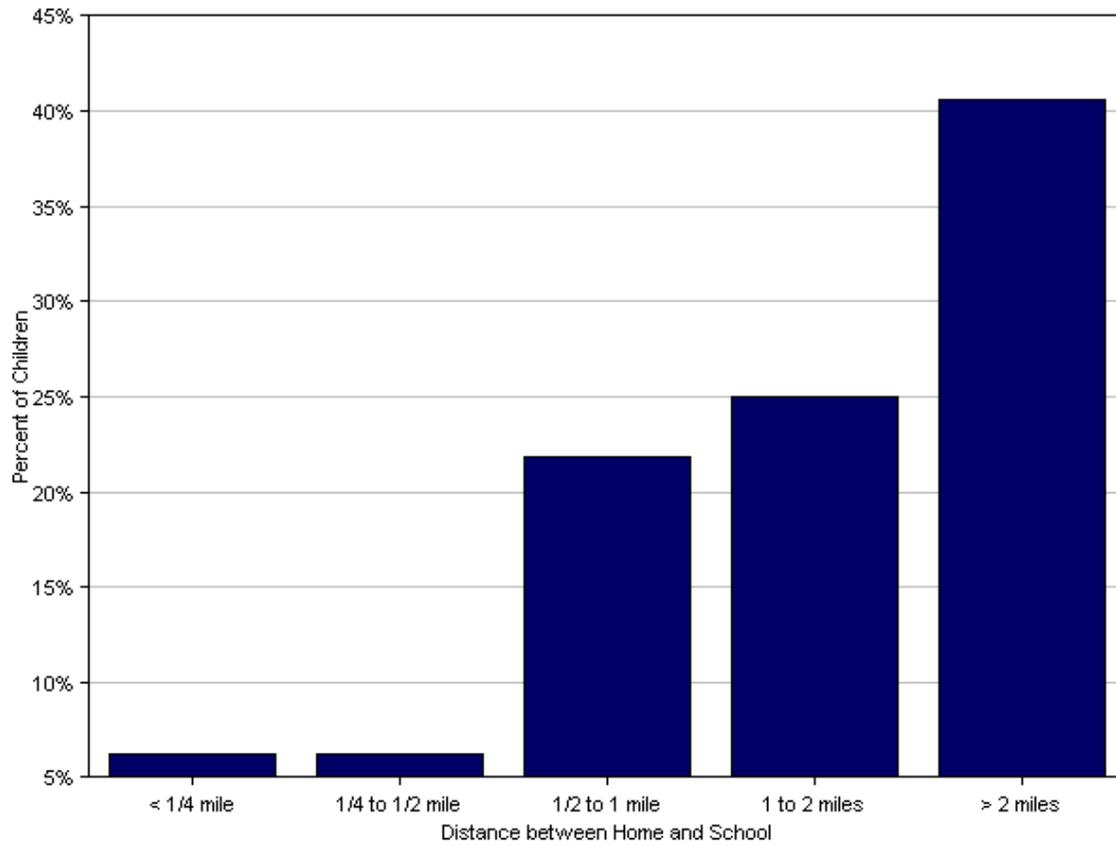
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
4	1	3%
7	2	6%
8	21	58%
9	11	31%
11	1	3%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

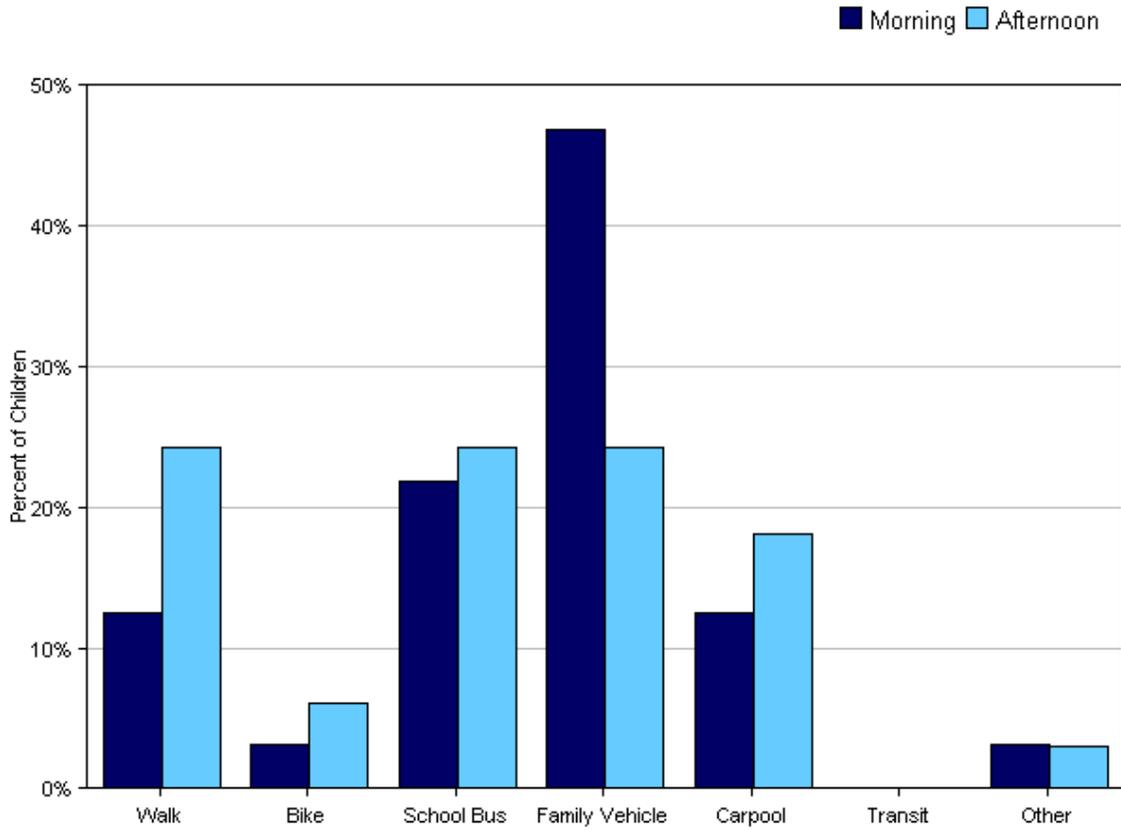


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	2	6%
1/4 mile up to 1/2 mile	2	6%
1/2 mile up to 1 mile	7	22%
1 mile up to 2 miles	8	25%
More than 2 miles	13	41%

Don't know or No response: 4
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

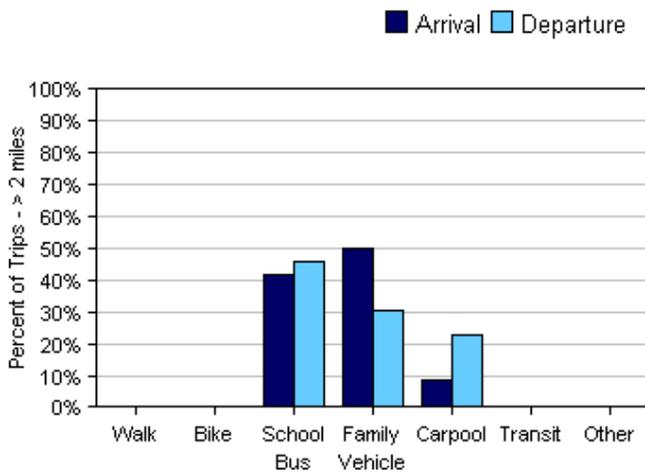
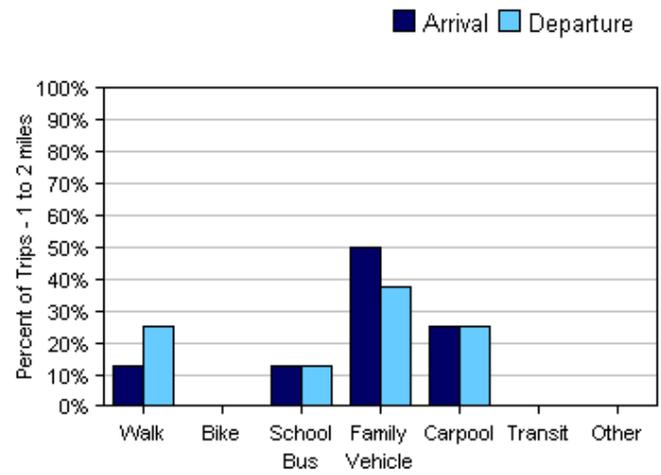
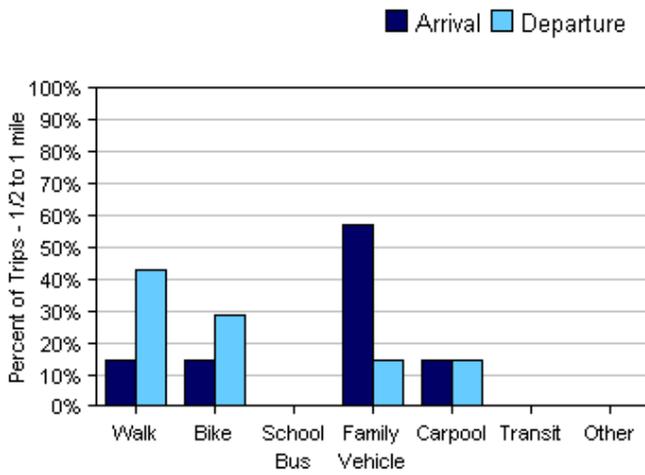
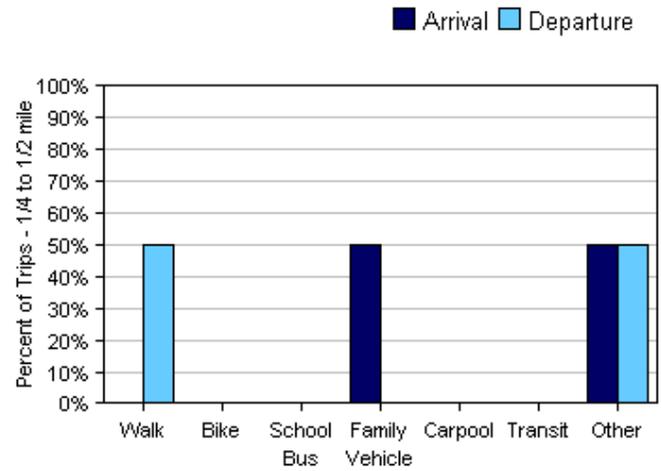
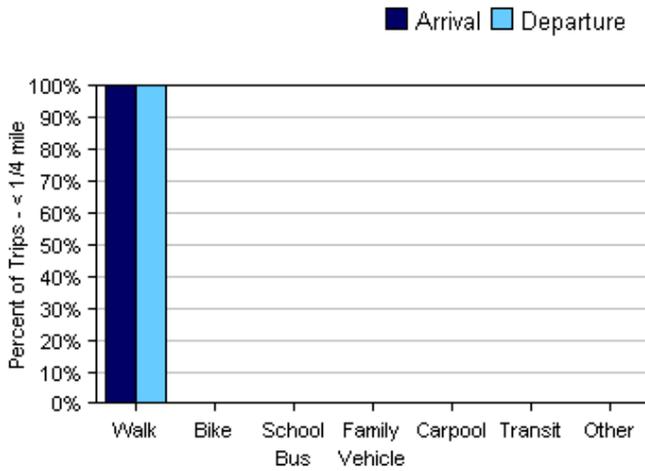
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	32	13%	3%	22%	47%	13%	0%	3%
Afternoon	33	24%	6%	24%	24%	18%	0%	3%

No Response Morning: 4

No Response Afternoon: 3

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	2	100%	0%	0%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	2	0%	0%	0%	50%	0%	0%	50%
1/2 mile up to 1 mile	7	14%	14%	0%	57%	14%	0%	0%
1 mile up to 2 miles	8	13%	0%	13%	50%	25%	0%	0%
More than 2 miles	12	0%	0%	42%	50%	8%	0%	0%

Don't know or No response: 5

Percentages may not total 100% due to rounding.

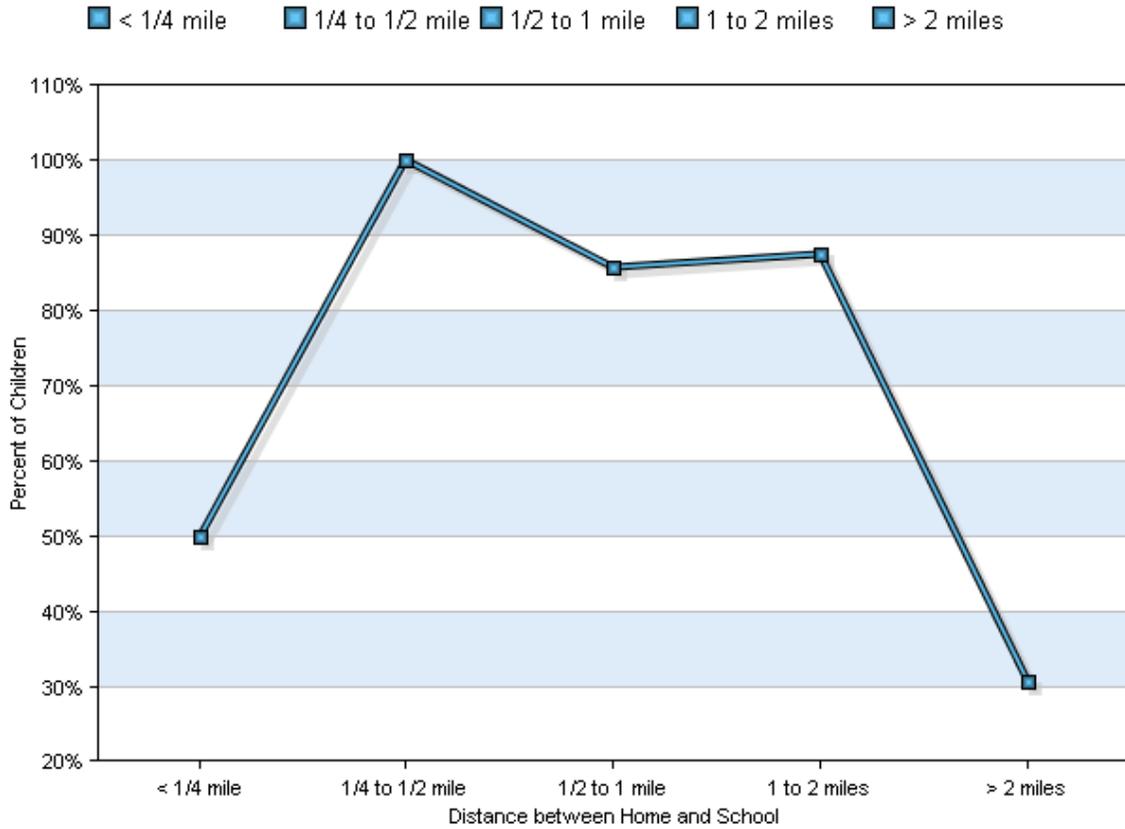
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	2	100%	0%	0%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	2	50%	0%	0%	0%	0%	0%	50%
1/2 mile up to 1 mile	7	43%	29%	0%	14%	14%	0%	0%
1 mile up to 2 miles	8	25%	0%	13%	38%	25%	0%	0%
More than 2 miles	13	0%	0%	46%	31%	23%	0%	0%

Don't know or No response: 4

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

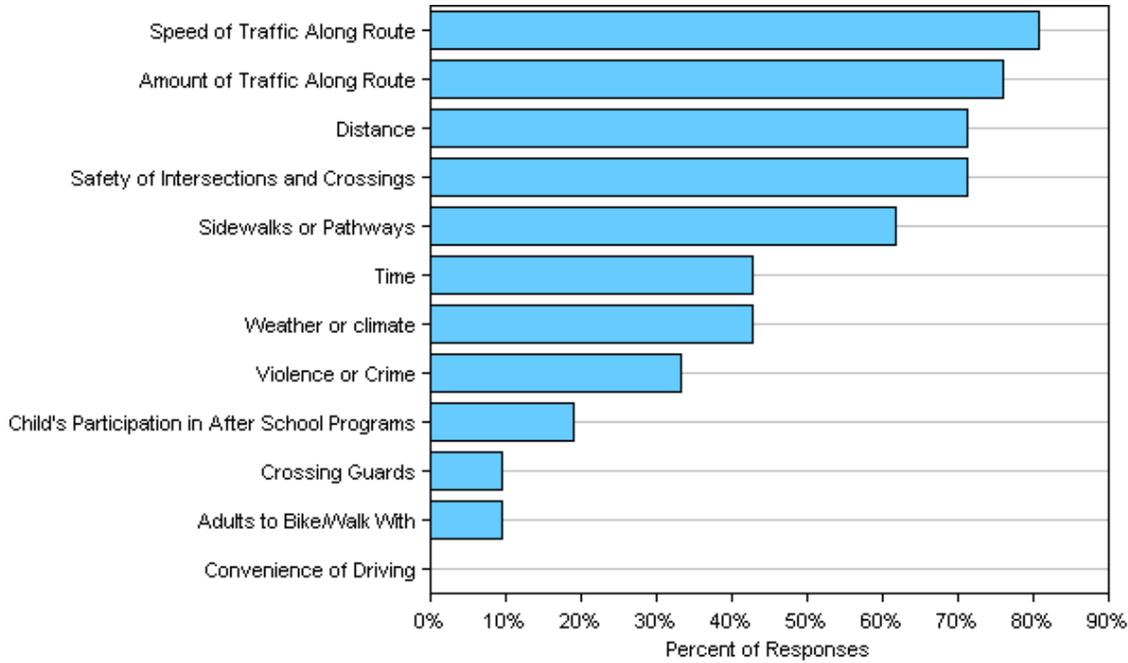


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

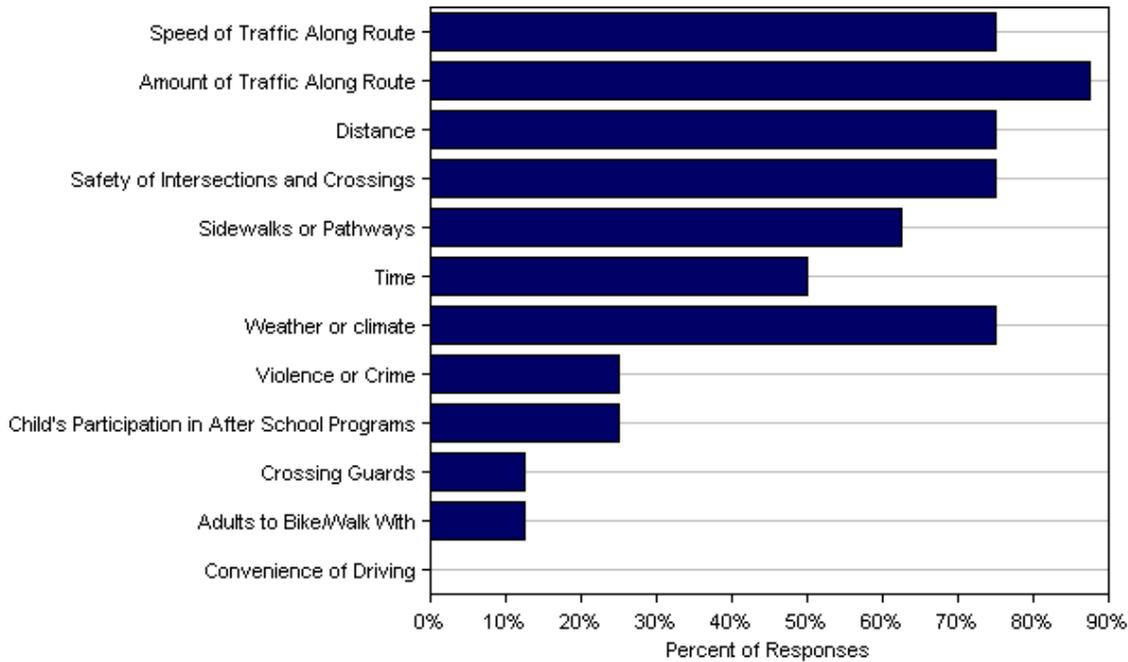
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	20	50%	100%	86%	88%	31%
No	12	50%	0%	14%	13%	69%

Don't know or No response: 4
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Speed of Traffic Along Route	81%	75%
Amount of Traffic Along Route	76%	88%
Distance	71%	75%
Safety of Intersections and Crossings	71%	75%
Sidewalks or Pathways	62%	63%
Time	43%	50%
Weather or climate	43%	75%
Violence or Crime	33%	25%
Child's Participation in After School Programs	19%	25%
Crossing Guards	10%	13%
Adults to Bike/Walk With	10%	13%
Convenience of Driving	0%	0%
Number of Respondents per Category	21	8

No response: 7

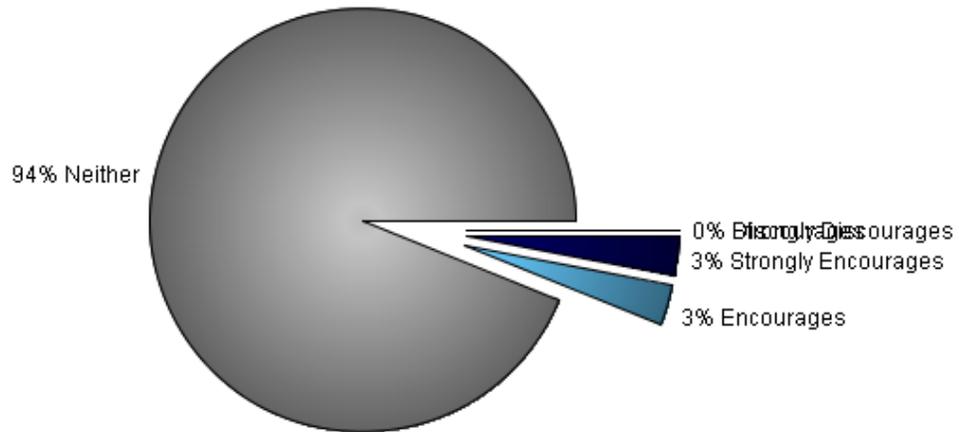
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

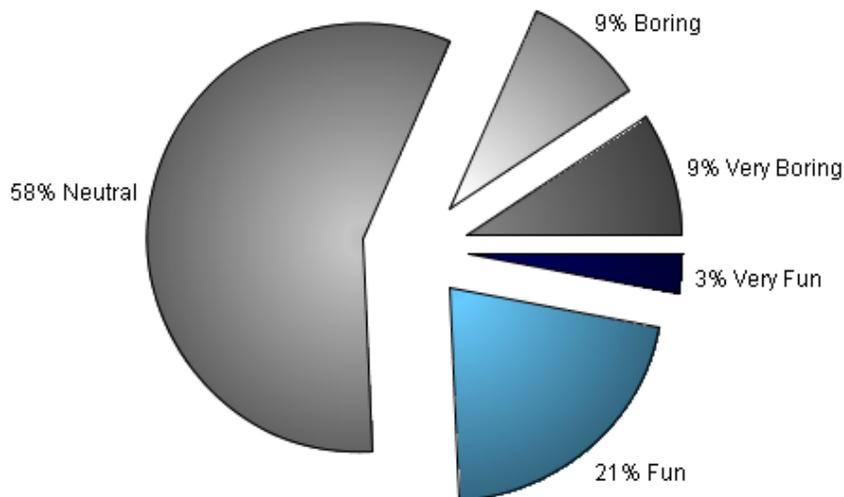
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

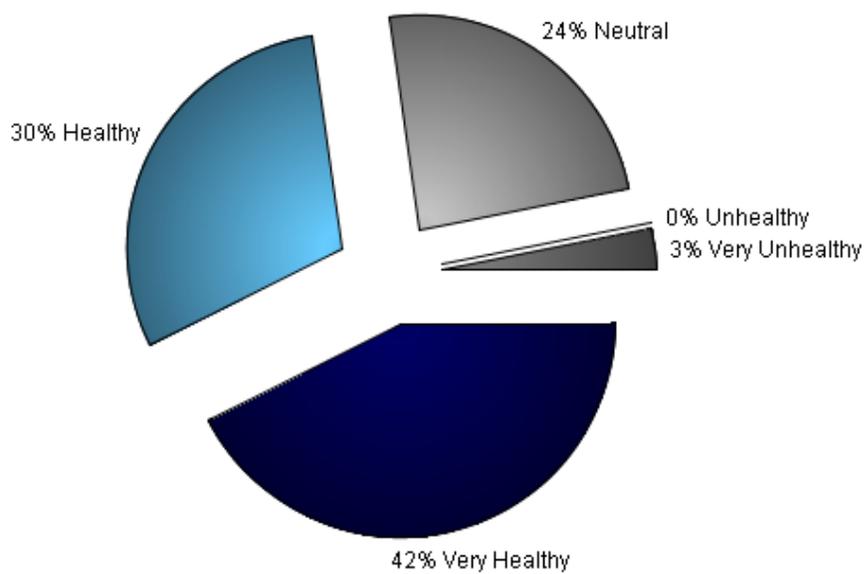
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
550702	My children has had to walk home from school since the 5th grade. we live to close to the schools for them to ride the bus. Your questions do not address these students. With working parents in Grand Junction we do not have an option to pick our student up. Put in sidewalks on both sides of 18 Rd and both sides of J 3/10 Rd and have better officer presents for these areas so kids can cross the road. PEOPLE do not yeald the right a way to the students.
555628	I think a pedestrian bridge that crosses over the road to a pedistiran/bike sidewalk from the school to the a safer walk way would greatly improve the childrens safety. Also there are alot of parents that park in the red No Zone parking at the schools, that is very unsafe for kids walking from the school to the parking lot and or street that should be enforced. Maybe at least a stop light or 4 way stop entering and leaving the 8/9 school would be good and less expensive than a pedestrian bridge that crosses over to a pedestrian/bike sidewalk.
555114	theese intersections are very busy and there is not enough safty involved with the planning of the intersections there needs to be more safty measures taken at all intersections with in a one mile radious. I can't tell you how many times that my son has almost been hit by teen drivers
555467	Need to complete sidewalk along Pine on East side of street and onto J 6/10, sidewalk/path disappears.
550721	My rule is NEVER walk alone! My biggest fear are the bullies and harassing along the way
555228	grand mother drives all grand kids around
550700	need sidewalks/bike lanes and lighting from 18 Rd to the Fruita 8/9 along J 1/3 and J 3/10 road.
550722	My biggest concern are the bullies and harrassers.
550710	There is too much traffic congestion around fruita 89 and highschool for kids to walk safely. Bad planning to put to schools together like that. Bus should be seperate from the whole area.
556175	In the winter, the lighting along one of the main roads leading to the Fruita 8/9 school has little or NO lighting for the shoulder of the road where kids are having to walk. It makes it nearly impossible to see kids when they are walking in the dark. There is only a bike lane/shoulder for the kids to walk on which is attached to the roadway. There is no separation from the road that a sidewalk would provide. Furthermore, there are no street lights to make it safe for pedestrians and for drivers. One child has already been struck by a vehicle this last year because of the poor lighting and walking conditions for the kids.
550703	We live in the Redlands,school is in Fruita...12 miles. I would never consider letting my child walk.
550719	More street lighting is needed, as it is pitch black in the winter when the children are walking to school. It's especially dangerous on J Rd. The pedestrian path is too narrow, there is NO lighting, kids wear black/dark colored clothing and it's nearly impossible to see them while driving my kids to school at FHMS and FM 8/9.
555099	I answered #14 on the grounds that it is Very unsafe (therefore, Very Unhealthy) for my daughter to walk or bike to school. As far as physical fitness and cardio-fitness: Sure it's VERY healthy for her to walk or ride daily. ...Just to clarify.

Appendix D – Proposed Improvements & Cost Estimates



2011 Fruita Bike and Pedestrian Study List of Proposed Improvements

Segment	Route	From	To	Improvement	Project Length	Major Points of Interest along route	Priority	Potential Outside Funding	Cost Estimate					
									Signage	Striping	Possible Pavement Extension (Bike Lanes)	Path (crushed stone)	Right of Way Required	Total Cost
1 A	Coulson (17 Road)	Hwy 6	Ottley Avenue	Bike Lane w/Parking	2080	Community Center / Hospital	High	FASTER - Transit Route / grants available	\$0	\$291	\$0	\$0	\$0	\$291
1 B	Aspen (J.6)	E. of Maple	W. of 18	Bike lane w/parking	2900	Civic Center/Downtown	High		\$0	\$406	\$0	\$0	\$0	\$406
1 C	Ottley Ave	Coulson (17 Rd)	Freemont (18 1/2 Rd)	Bike Lanes Striping w Parking	7920	Community Center / Shelledy Elementary / Hospital / Fruita Middle School	High		\$0	\$2,218	\$0	\$0	\$0	\$2,218
D	Freemont St (18 1/2 Rd)	K 4/10	Hwy 6	Soft Surface / 2/3 of 7500 ft route is already paved	2340	East access into Rimrock Elementary, Fruita 8/9 and Fruita High School	High		\$0	\$0	\$0	\$56,160	\$0	\$56,160
1 E	State Hwy 340	WB Ramp	EB Ramp	Add Rail Height	600	Pedestrian / Bike Safety	High	CDOT Safety Funds	\$0	\$0	\$0	\$0	\$0	\$120,000
3 F	Coulson (17 Road)	Sunset Ave	K 3/4 Rd	Sight distance improvements / 8' Additional Asphalt Req'd	1320	Elmwood Cemetery / Major Road Bike Route into Fruita	High		\$0	\$185	\$47,520	\$0	\$0	\$47,705
1 G	Pine St (18 Rd)	E Carolina Ave	E Grand Ave (J 2/10 Rd)	Sidewalks	1100	Completion of sidewalk on major north/south corridor	High	FASTER - Transit Route / grants available	\$0	\$0	\$46,200	\$0	\$8,500	\$54,700
H	J 1/3 Road	S Pine Street (18 Road)	Wildcat (J road)	10' wide bike path	2200	Connectivity to Fruita 8/9 and Fruita High School	High		\$0	\$0	\$92,400	\$0	\$0	\$92,400
J	Ottley Ave	Hwy 6	Ruby Lee West of Coulson (17 Rd)	Bike Lanes / 8' Additional Asphalt Required	3000	Backbone East-West Route / Access to Big Salt Wash Trail	High		\$0	\$420	\$108,000	\$0	\$0	\$108,420
K	E Ottley / N Pine	600 feet west of N Pine	1100 feet north of Ottley	Sidewalk + bike lanes	1700	Pedestrian connectivity to Little Salt Wash Park	High		\$0	\$238	\$132,600	\$0	\$0	\$132,838
5 L	Riverfront Trail	Visitor Center	18 Road	10' Detached Bike Path	4160	Riverfront Trail Section / connectivity to Ped Bridge to Highschool	High		\$0	\$0	\$249,600	\$0	\$0	\$249,600
1 M	Highschool Ped Bridge	18 Road	Frontage Road	12' Ped Bridge	650	Bike/Ped connectivity from Riverfront Trail to Highschool	High		\$0	\$0	\$0	\$0	\$0	\$3,000,000
N	Kings View Road	State Hwy 340	Fowler Drive	Bike Lanes Striping / 11' lanes	1300	Connectivity from Kings View Estates to State Highway 340	Medium		\$0	\$182	\$0	\$0	\$0	\$182
P	Wildcat (J Road)	Pine (18 Rd)	Freemont (18 1/2 Rd)	Bike Lanes / Add asphalt for 700 ft	2640	Fruita 8/9 and Fruita High School	Medium		\$0	\$370	\$0	\$0	\$0	\$370
Q	Doug Street	South of Saint Peppin Drive	South of Wildwood Dr	Signage		Signage to connect bike paths	Medium		\$400	\$0	\$0	\$0	\$0	\$400
1 R	State Hwy 340	Fruita State Park	Kingsview	Striping / Signage	5000	Bike Park	Medium		\$500	\$1,200	\$0	\$0	\$0	\$1,700
3 S	Pabor Ave	Coulson (17 Rd)	Pine St (18 Road)	Bike Lanes Striping w Parking	5280	Fruita Middle School / RimRock Elementary	Medium		\$0	\$1,478	\$0	\$0	\$0	\$1,478
1 T	Maple (17 1/2 Rd)	Hwy 6	K.6	Bike Lanes Striping w Parking	7150	Reed Park / Fruita Middle School	Medium		\$0	\$2,002	\$0	\$0	\$0	\$2,002
U	18 Road	East side south of Pabor Ave	E Aspen Street	600' Sidewalk east side	600	Fruita 8/9 and Fruita High School	Medium	FASTER - Transit Route / grants available	\$0	\$0	\$27,000	\$0	\$0	\$27,000
V	State Hwy 340	Various		Pedestrian Crossings x 2		Pedestrian Safety	Medium		\$0	\$0	\$0	\$0	\$0	\$40,000
W	K 4/10	Pine St (18 Road)	Freemont (18 1/2 Rd)	Bike Lanes / 8' Additional Asphalt Required	2640	None	Medium	FASTER - Transit Route / grants available	\$0	\$370	\$95,040	\$0	\$0	\$95,410
2 X	S. Mesa	BonneVista Drive	Hollyberry Way	Sidewalk + bike lanes	1950	Connectivity from Residential to Commercial	Medium		\$0	\$0	\$87,750	\$0	\$26,050	\$113,800



2011 Fruita Bike and Pedestrian Study List of Proposed Improvements

Segment	Route	From	To	Improvement	Project Length	Major Points of Interest along route	Priority	Potential Outside Funding	Cost Estimate					
									Signage	Striping	Possible Pavement Extension (Bike Lanes)	Path (crushed stone)	Right of Way Required	Total Cost
Y	K 6/10	N Maple St (17 1/2 Rd)	Pine St (18 Road)	Bike Lanes / 12' Additional Asphalt Required	2640	None	Medium		\$0	\$370	\$142,560	\$0	\$0	\$142,930
Z	K 3/4	N Coulson St (17 Road)	N Maple St (17 1/2 Rd)	Bike Lanes / 12' Additional Asphalt Required	2640	Primary race route	Medium		\$0	\$370	\$142,560	\$0	\$0	\$142,930
AA	Pine Street (18 Rd) Bridge	Little Salt Wash	Little Salt Wash	Widening to Collector Street Standard		Fruita High School / Fruita 8/9 / Little Salt Wash Park	Medium		\$0	\$0	\$0	\$0	\$0	\$750,000
BB	Maple Street (17 1/2 Rd) Bridge	Little Salt Wash	Little Salt Wash	Widening to Collector Street Standard		Fruita High School / Fruita 8/9 / Little Salt Wash Park	Medium		\$0	\$0	\$0	\$0	\$0	\$750,000
CC	Mesa Street (17 1/4 Rd) Bridge	Little Salt Wash	Little Salt Wash	Widening to Collector Street Standard		Fruita High School / Fruita 8/9 / Little Salt Wash Park	Medium		\$0	\$0	\$0	\$0	\$0	\$750,000
DD	State Hwy 340	I-70 East Bound Ramp	Aspen Street	6' widening of structure for added sidewalk width	600' structure / 1000' with embankment fills	Widening of sidewalk on major north/south corridor	Medium		\$0	\$0	\$1,260,000	\$0	\$0	\$1,260,000
2 EE	State Hwy 340	Colorado River Bridge		Cantilever bike path of existing bridge	700	Off highway connectivity to trail system	Medium		\$0	\$0	\$0	\$0	\$0	\$2,500,000
2 FF	West Pabor Way Connection	Hwy 6	West Pabor Way	10' Bike Path / ROW Required (\$5/SF)	700	Connectivity from Hwy 6 Trail to Coulson (17 Rd).	Low		\$0	\$0	\$42,000	\$0	\$42,000	\$84,000
GG	J 6/10 Rd	Freemont (18 1/2 Road)	19 Road	Bike Lanes / 8' Additional Asphalt Required	2640	Fruita 8/9 and Fruita High School and Rimrock	Low		\$0	\$370	\$95,040	\$0	\$0	\$95,410
HH	N. Sycamore St	E Pabor Ave	275' south of E Pabor	10' Soft surface Path + canal crossing	250	North/south connectivity	Very Low		\$0	\$0	\$0	\$10,000	\$0	\$10,000
JJ	17 1/2 Road	South of L	To New School District Property	Bike Lanes / 8' Additional Asphalt Required	1800	Future School Site	Very Low		\$0	\$252	\$64,800	\$0	\$0	\$65,052
KK	Kings View Road	Fowler Drive	Snooks Bottom Entrance	Bike Lanes / 8' Additional Asphalt Required	1800	Connectivity to Snooks Bottom	Very Low		\$0	\$252	\$64,800	\$0	\$0	\$65,052
LL	S. Pine Street (18 Rd)	Frontage Road	Karp Ave (1 1/2 Rd)	900 ft asphalt widening + 900 ft sidewalk	900	Residential connectivity to Riverfront Trail	Very Low		\$0	\$0	\$70,200	\$0	\$0	\$70,200
1 MM	S. Maple Street (17 1/2 Rd)	Frontage Road	Santa Ana Drive	1840 ft asphalt widening + Bike Lanes + 400 ft sidewalk	1840	Residential connectivity to Riverfront Trail	Very Low		\$0	\$258	\$83,040	\$0	\$0	\$83,298
NN	Wildcat (J Road)	Freemont (18 1/2 Road)	19 Road	Bike Lanes / Add 8' asphalt	2640	Connectivity to Fruita 8/9 and Fruita High School	Very Low		\$0	\$370	\$95,040	\$0	\$0	\$95,410
PP	J 2/10 Road	Freemont (18 1/2 Road)	19 Road	Bike Lanes / Add 8' asphalt	2640	Connectivity to Fruita 8/9 and Fruita High School	Very Low		\$0	\$370	\$95,040	\$0	\$0	\$95,410
QQ	E Ottley Ave (K Rd)	Freemont (18 1/2 Road)	19 Road	Bike Lanes / Add 8' asphalt	2640	Connectivity to Fruita 8/9 and Fruita High School	Very Low		\$0	\$370	\$95,040	\$0	\$0	\$95,410
RR	Freemont St (18 1/2 Rd)	L Road	K 4/10	Bike Lanes / 8' Additional Asphalt Required	3168	East access into Rimrock Elementary, Fruita 8/9 and Fruita High School	Very Low		\$0	\$444	\$114,048	\$0	\$0	\$114,492
									\$900	\$12,782	\$3,250,278	\$66,160	\$76,550	\$11,316,670

During the final open house on March 30, 2011, visitors were asked to place red dots next to the projects they felt were a priority. The number in the center of the dot is the number of dots that were placed on the projects during the open house.

Appendix E – Proposed CIP Details

2011

Fruita Pedestrian and Bicycle Circulation Study CIP Details



CIP Project Detail

April, 2011

Project Type: Median Refuge Islands

Relates to Segments: V - State Highway 340 Pedestrian Crossings

Existing:

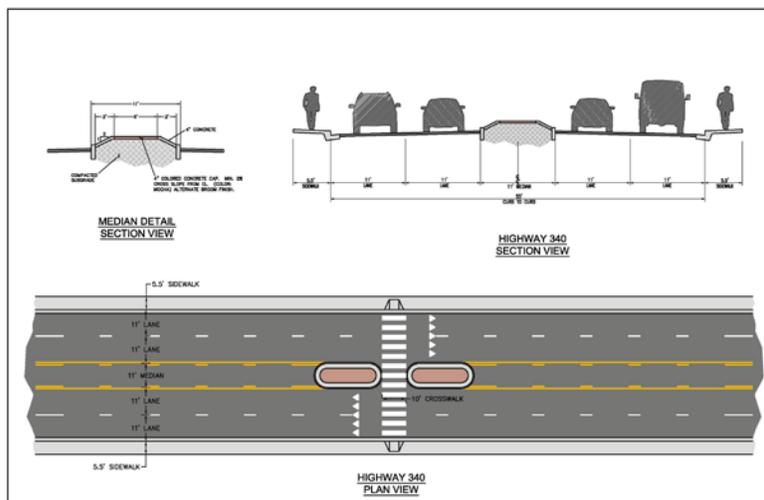
Sample Refuge Island:



Benefits:

- Allows pedestrians and cyclists to more comfortably cross the street.
- Provides a protected space to wait for gaps in traffic.
- On two-way streets, allows crossing one direction at a time.
- Reduces the overall crossing length and exposure to vehicle traffic for a pedestrian or cyclist. Decreases the crossing delay by breaking it into two stages.
- Can calm traffic, reinforce speed limits by the physical presence of median.

Design Guidance:



Project Type: Bike lane Striping with Parking

Relates to Segments: **A** - Coulson; **B** – Aspen ; **C** – Ottley; **S** – Pabor; **T** – Maple

Existing:



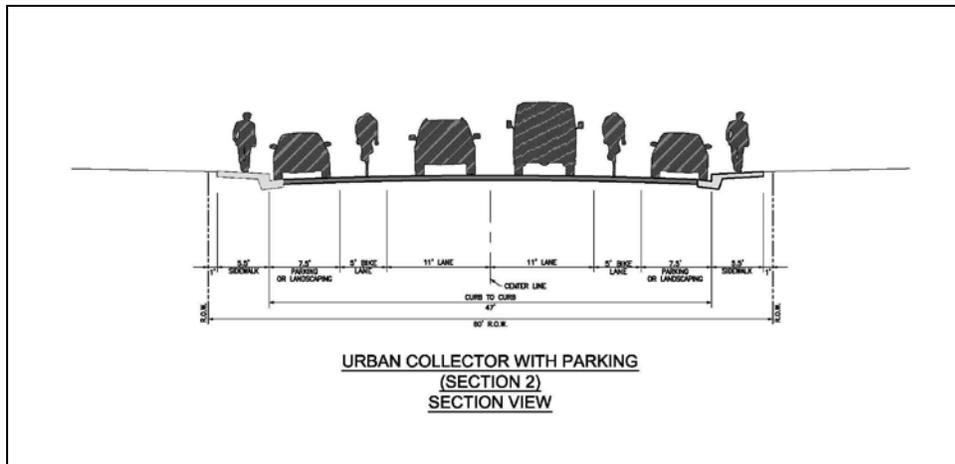
Sample Proposed:



Benefits:

- Utilizes existing pavement width
- Sends message to cyclists they can ride on the street and gives direction where they should position themselves
- Calms the traffic and reinforces the posted speed limits by providing narrower travel lanes and visually narrowing the driving corridor
- Allows parking

Design Guidance:



Project Type: Increase Rail Height

Relates to Segments: E – State Highway 340 Add Rail Height

Existing:



Sample Proposed:



Benefits:

- Increases the guard rail height to meet the AASHTO requirement for railings adjacent to bicycle facilities
- Increases cyclist comfort
- Protects the underlying highway and railroad



Design Guidance:

The two sample photos show different treatments used on state highways in the valley. The Colorado Department of Transportation will need to approve any treatment installed.

Project Type: Bike lane /Add 8' additional asphalt/Add sidewalk

Relates to Segments: **J** – Ottley ; **P** – Wildcat; **Y** – K 4/10; **X** – Mesa; **Y** – K 6/10; **Z** – K 3/4; **GG** – J 6/10; **JJ** – 17 ½; **KK** – Kings View; **LL** – 18; **MM** –S. Maple; **NN** – Wildcat; **PP** – J 2/10; **QQ** – E. Ottley; **RR** - Fremont

Existing:

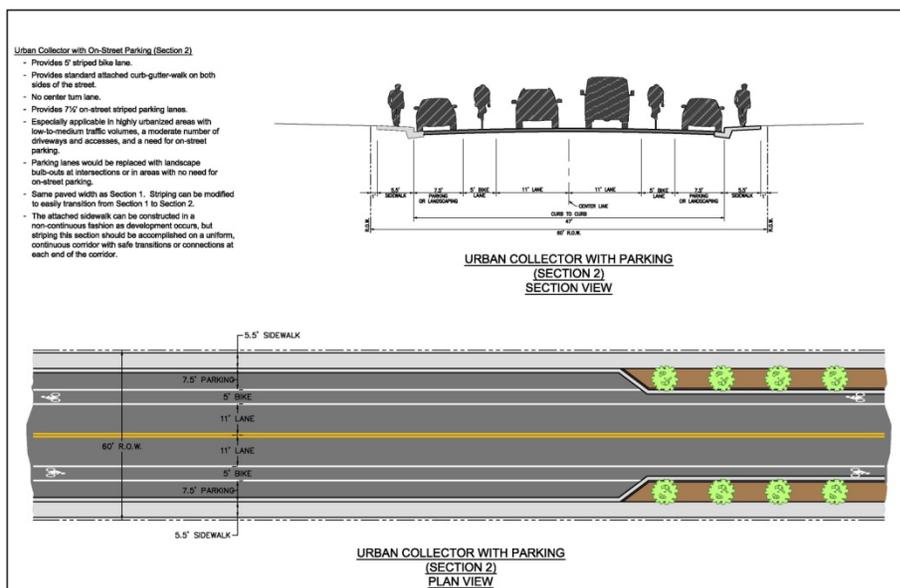
Sample Proposed:



Benefits:

- Adds pavement width to accommodate bicycle use
- Allows vehicles and bicycles to each have their own lane

Design Guidance:



Project Type: Bridge Improvements

Relates to Segments: **M** – 18 Road Overpass; **AA** – Pine St Bridge widening; **BB** – Maple Street Bridge widening; **CC** – Mesa Street Bridge widening; **DD** – Hwy 340 Overpass bridges sidewalk widening; **EE** – Hwy 340 Colorado River Bridge bike path

Existing:



Sample Proposed:



Benefits:

- Eliminates bottleneck on the street
- Allows space for pedestrians, cyclists and vehicles
- Consistent with adopted plans for bicycle and pedestrian circulation

Design Guidance:

Bridges will need to be designed for the appropriate traffic loading, storm flows and heights over highways and railroad tracks.

Project Type: Improve Sight Distance, add asphalt

Relates to Segments: F – 17 Road

Existing:



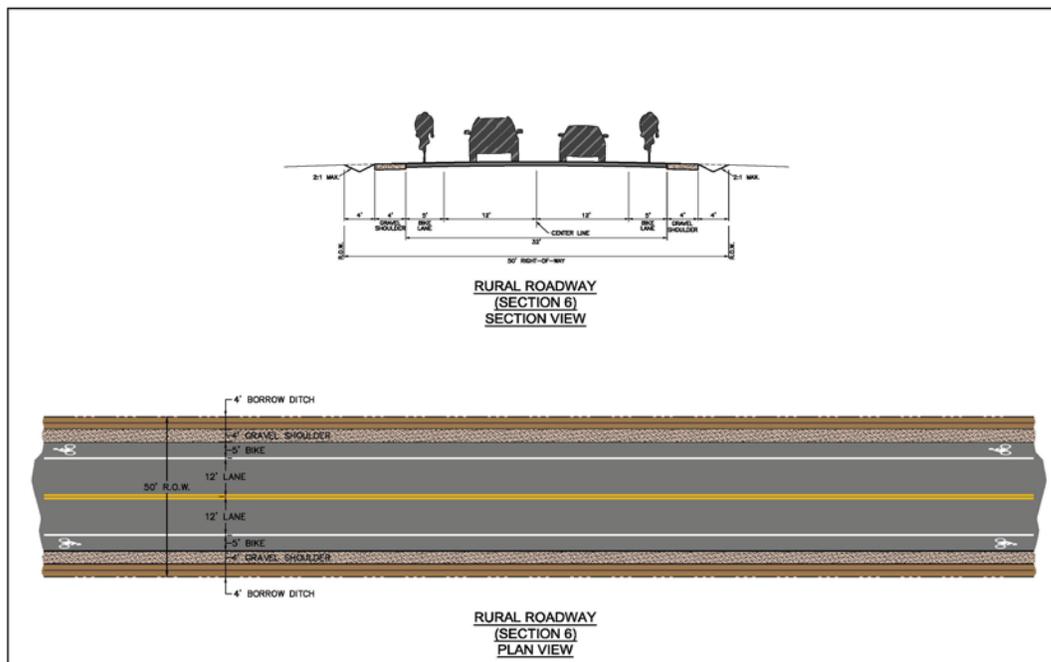
Sample Proposed:



Benefits:

- Adds pavement width to accommodate bicycle use
- Reduces grade and improves sight distance

Design Guidance:



Project Type: Bike Path Construction

Relates to Segments: **D** – Fremont Street ROW ; **H** – J 3/10 Road; **FF** – W. Pabor ; **HH** – N. Sycamore

Existing:



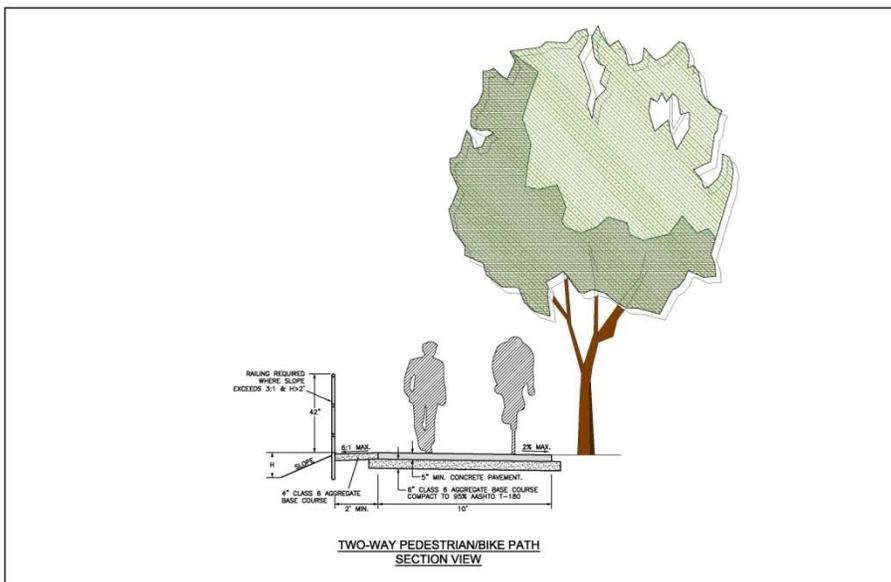
Sample Proposed:



Benefits:

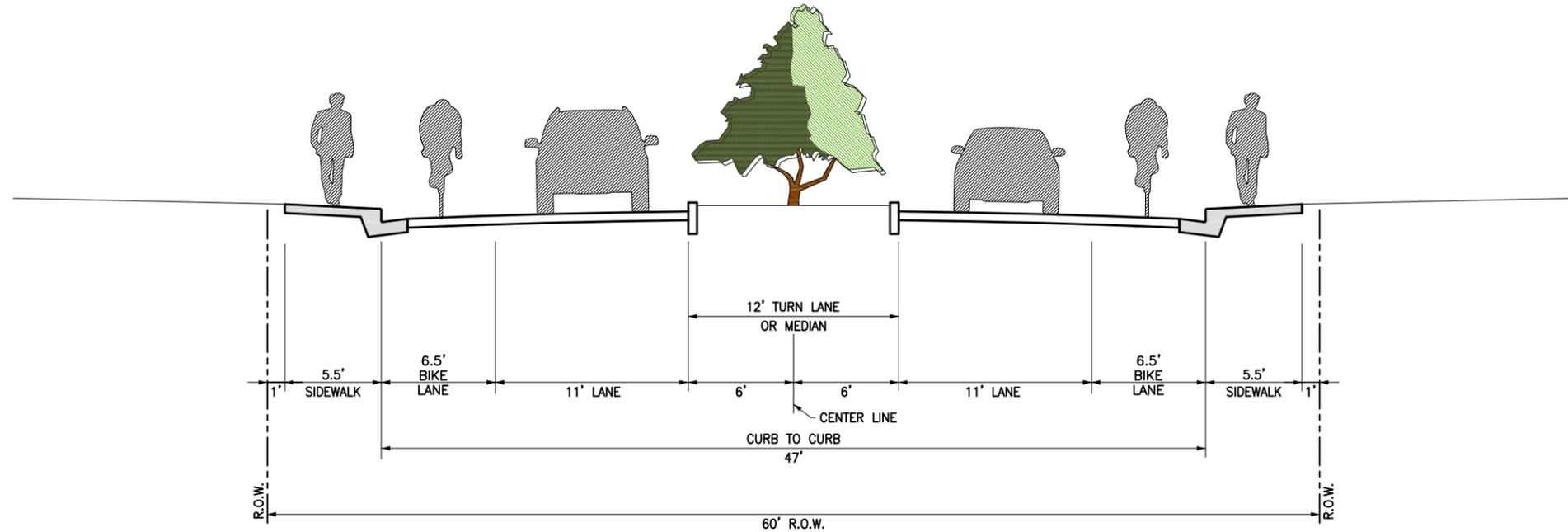
- Provides connectivity
- Alternative to on-street lanes and sidewalks
- School walking routes through neighborhoods, rather than on collector streets

Design Guidance:

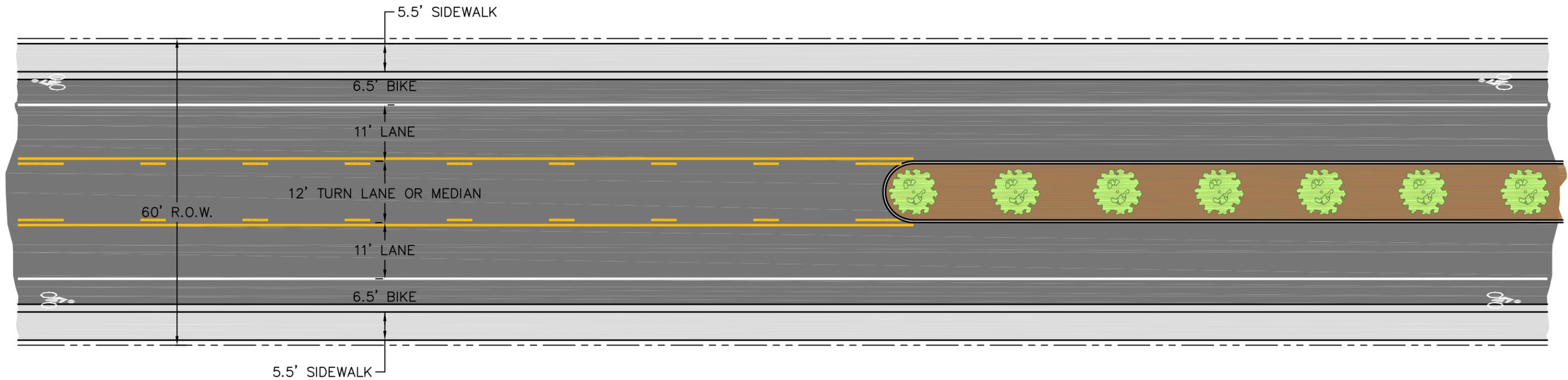


Urban Collector with Center Turn Lane (Section 1)

- Provides 6½' striped bike lane (5' paved width, 1½' gutter width)
- Provides standard attached curb-gutter-walk on both sides of the street.
- Provides 12' center turn lane.
- No on-street parking allowed.
- Especially applicable in highly urbanized areas with medium-to-high traffic volumes and numerous driveways and accesses.
- Center median can replace the turn lane in areas where left-turn movements are hazardous or in areas with no driveways or accesses.
- Same paved width as Section 2. Striping can be modified to easily transition from Section 1 to Section 2.
- The attached sidewalk can be constructed in a non-continuous fashion as development occurs, but striping this section should be accomplished on a uniform, continuous corridor with safe transitions or connections at each end of the corridor.



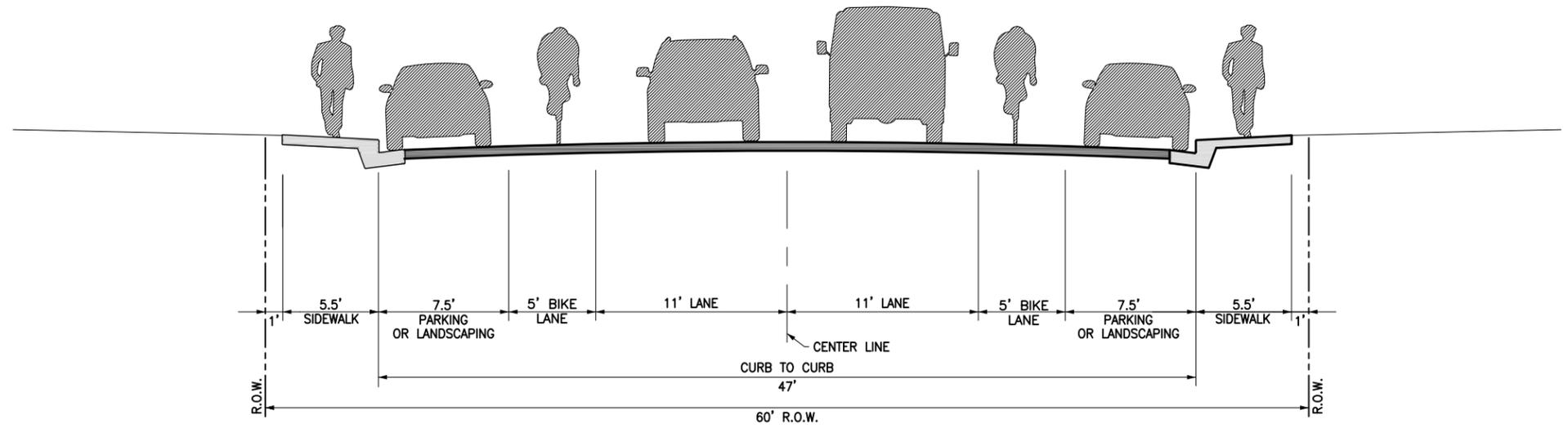
URBAN COLLECTOR WITH TURN LANE
(SECTION 1)
SECTION VIEW



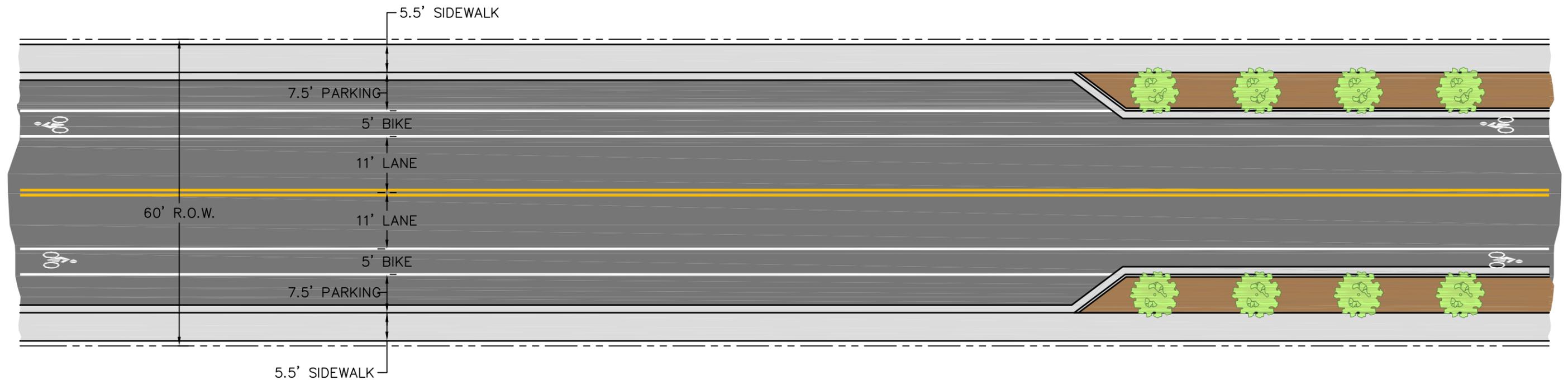
URBAN COLLECTOR WITH TURN LANE
(SECTION 1)
PLAN VIEW

Urban Collector with On-Street Parking (Section 2)

- Provides 5' striped bike lane.
- Provides standard attached curb-gutter-walk on both sides of the street.
- No center turn lane.
- Provides 7½' on-street striped parking lanes.
- Especially applicable in highly urbanized areas with low-to-medium traffic volumes, a moderate number of driveways and accesses, and a need for on-street parking.
- Parking lanes would be replaced with landscape bulb-outs at intersections or in areas with no need for on-street parking.
- Same paved width as Section 1. Striping can be modified to easily transition from Section 1 to Section 2.
- The attached sidewalk can be constructed in a non-continuous fashion as development occurs, but striping this section should be accomplished on a uniform, continuous corridor with safe transitions or connections at each end of the corridor.



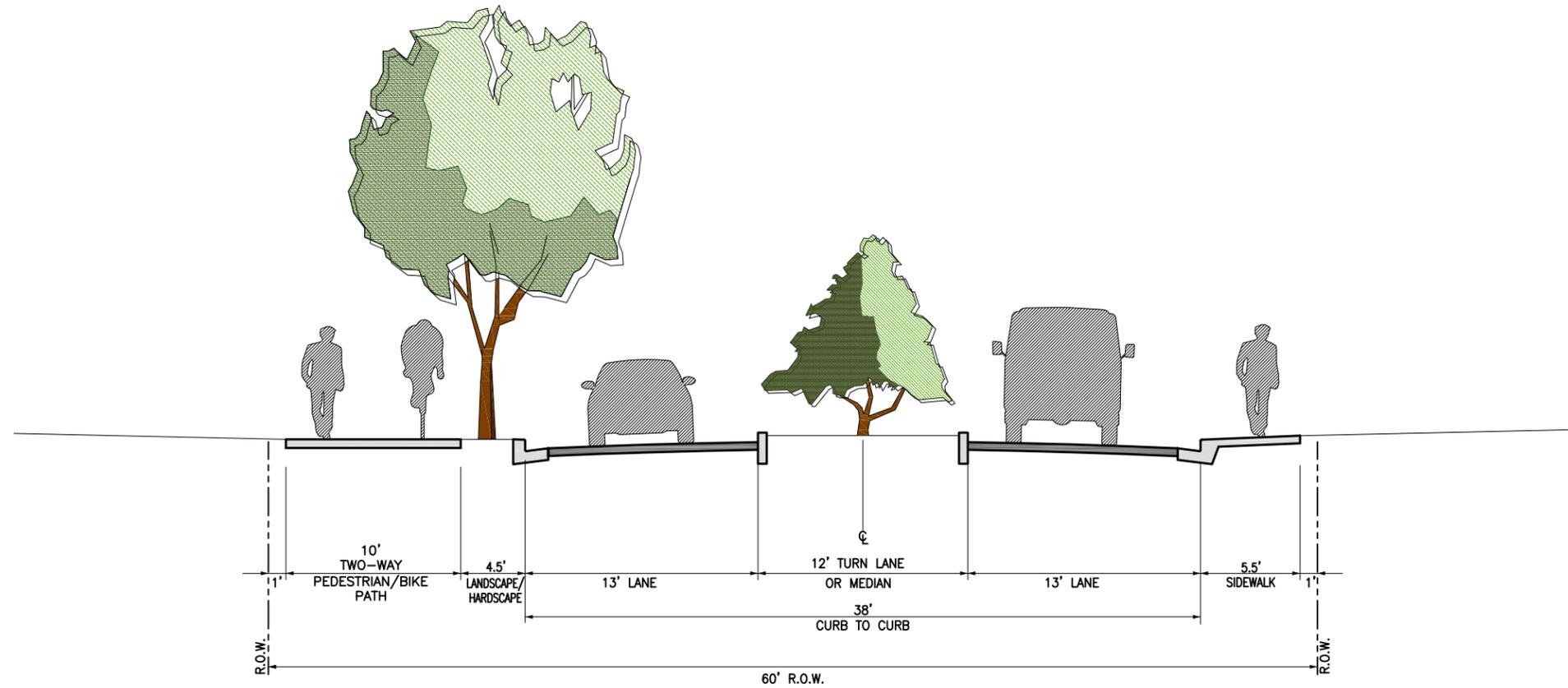
URBAN COLLECTOR WITH PARKING
(SECTION 2)
SECTION VIEW



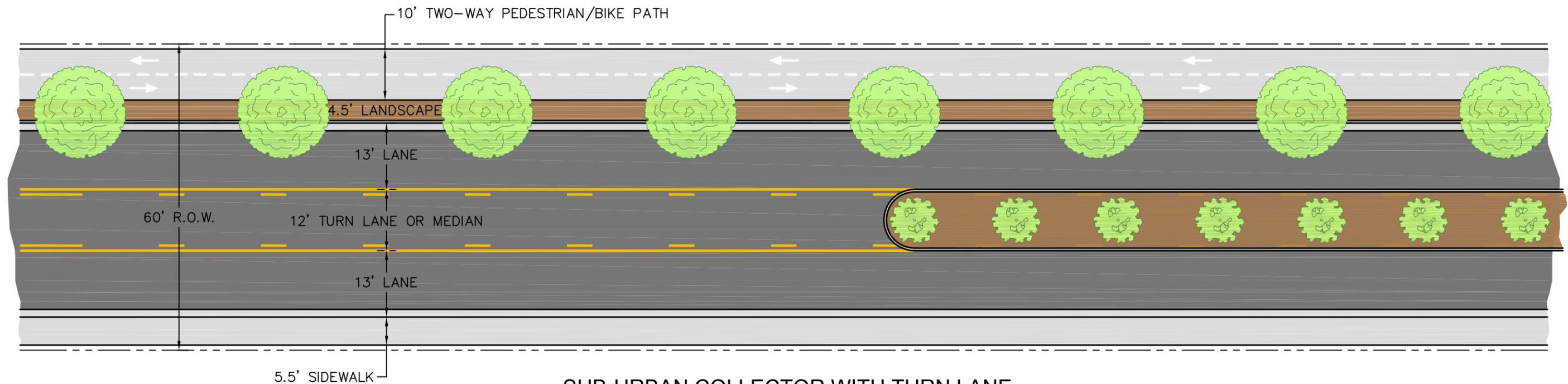
URBAN COLLECTOR WITH PARKING
(SECTION 2)
PLAN VIEW

Sub-Urban Collector with Center Turn Lane (Section 3)

- Provides a separated, 10' two-way bike and pedestrian path on one side of the street. No on-street bike paths are provided.
- Provides standard attached curb-gutter-walk on the side of the street opposite the bike/ped path.
- Provides 12' center turn lane.
- No on-street parking allowed.
- Especially applicable in sub-urban areas with low-to-medium traffic volumes and numerous driveways and accesses.
- Center median can replace the turn lane in areas where left-turn movements are hazardous or in areas with no driveways or accesses.
- Same paved width as Section 4. Striping can be modified to easily transition from Section 3 to Section 4.
- The attached sidewalk can be constructed in a non-continuous fashion as development occurs, but the design and construction of the detached bike/ped path must account for the corridor-specific challenges and **MUST** be accomplished on a uniform, continuous corridor with safe transitions or connections at each end of the corridor.



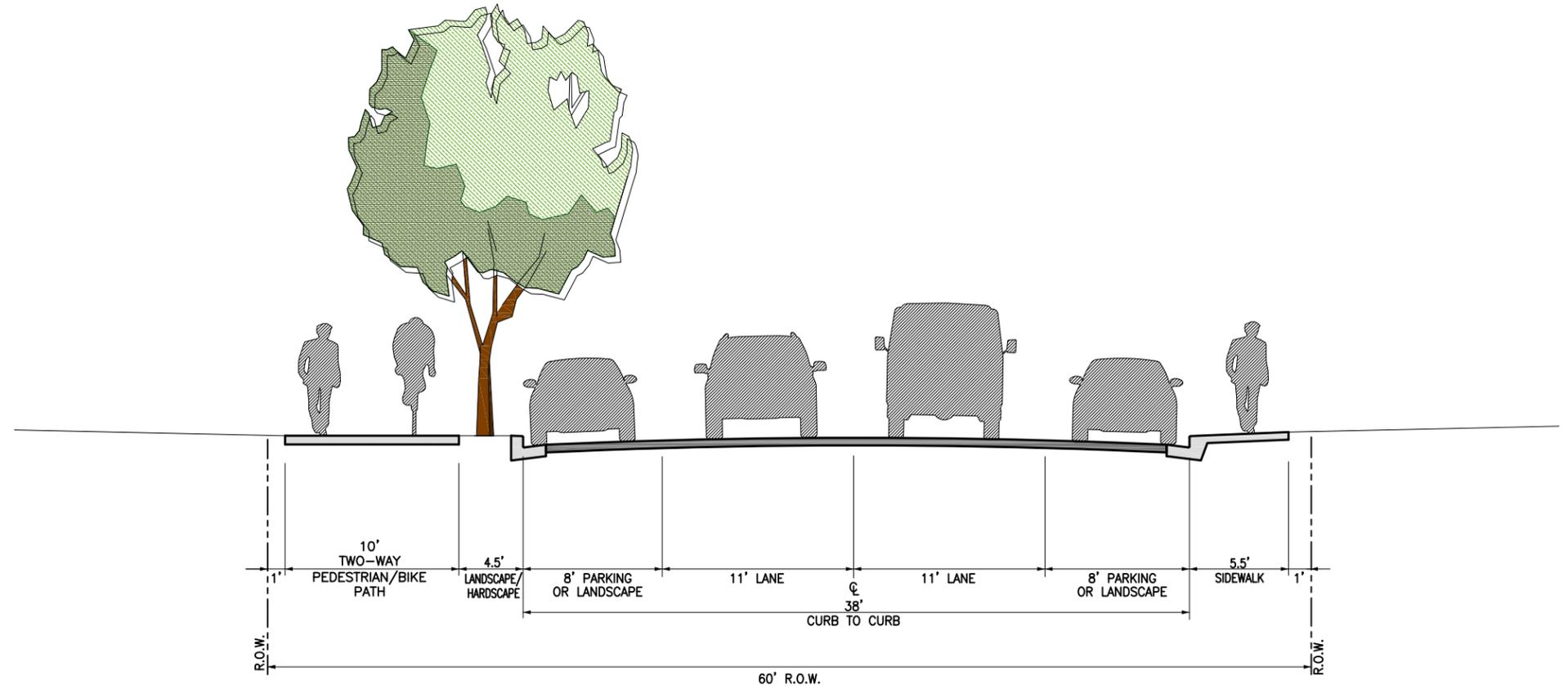
**SUB-URBAN COLLECTOR WITH TURN LANE
(SECTION 3)
SECTION VIEW**



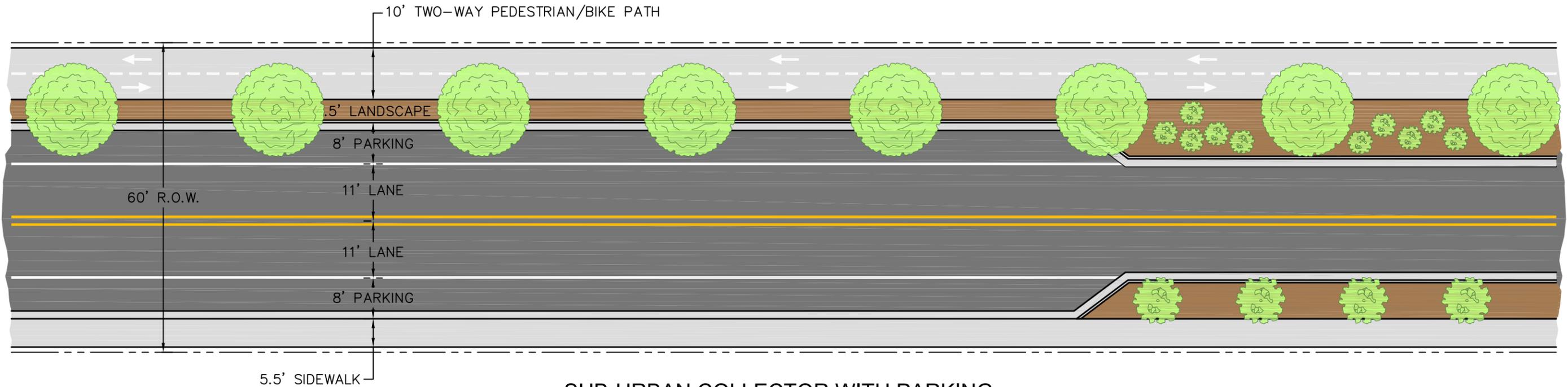
**SUB-URBAN COLLECTOR WITH TURN LANE
(SECTION 3)
PLAN VIEW**

Sub-Urban Collector with On-Street Parking (Section 4)

- Provides a separated, 10' two-way bike and pedestrian path on one side of the street. No on-street bike paths are provided.
- Provides standard attached curb-gutter-walk on the side of the street opposite the bike/ped path.
- No center turn lane.
- Provides 8' on-street striped parking lanes.
- Especially applicable in sub-urban areas with low-to-medium traffic volumes, a moderate number of driveways and accesses, and a need for on-street parking.
- Parking lanes would be replaced with landscape bulb-outs at intersections or in areas with no need for on-street parking.
- Same paved width as Section 3. Striping can be modified to easily transition from Section 3 to Section 4.
- The attached sidewalk can be constructed in a non-continuous fashion as development occurs, but the design and construction of the detached bike/ped path must account for the corridor-specific challenges and MUST be accomplished on a uniform, continuous corridor with safe transitions or connections at each end of the corridor.



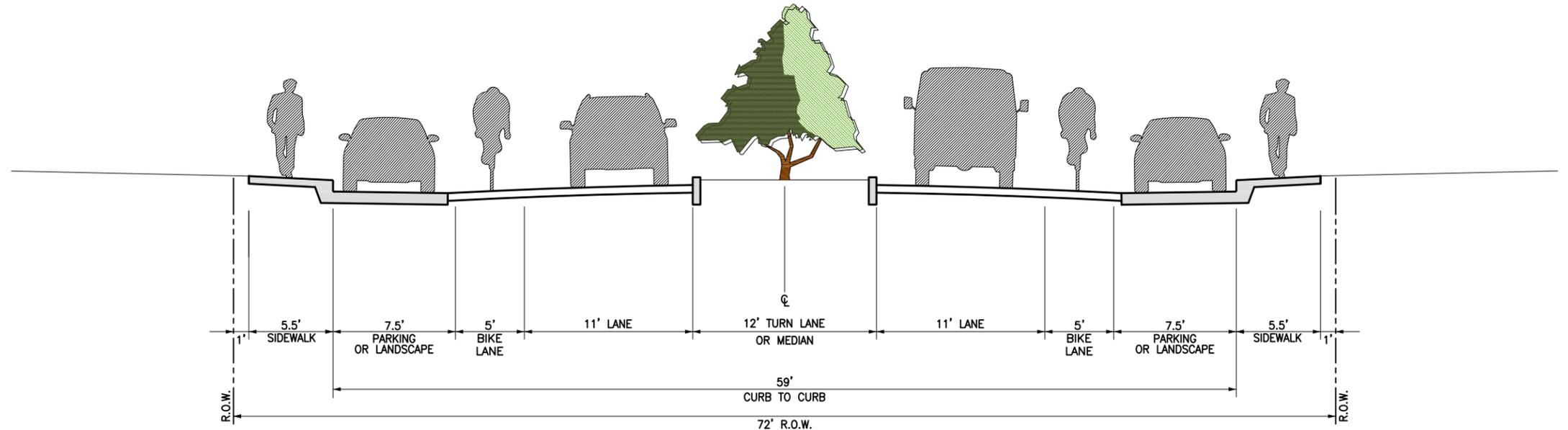
**SUB-URBAN COLLECTOR WITH PARKING
(SECTION 4)
SECTION VIEW**



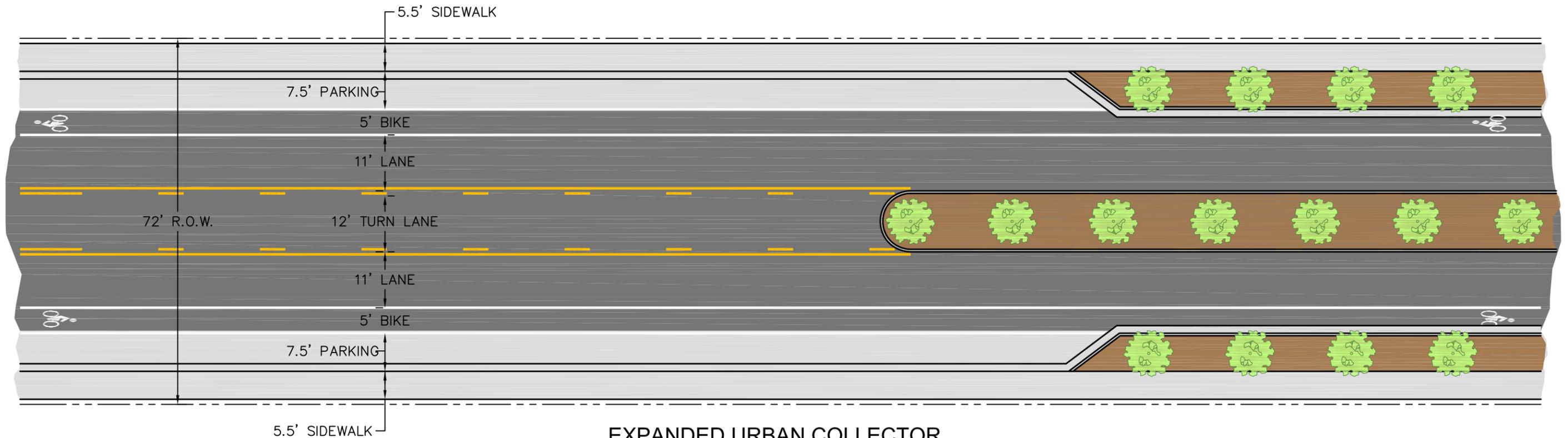
**SUB-URBAN COLLECTOR WITH PARKING
(SECTION 4)
PLAN VIEW**

Expanded Urban Collector (Section 5)

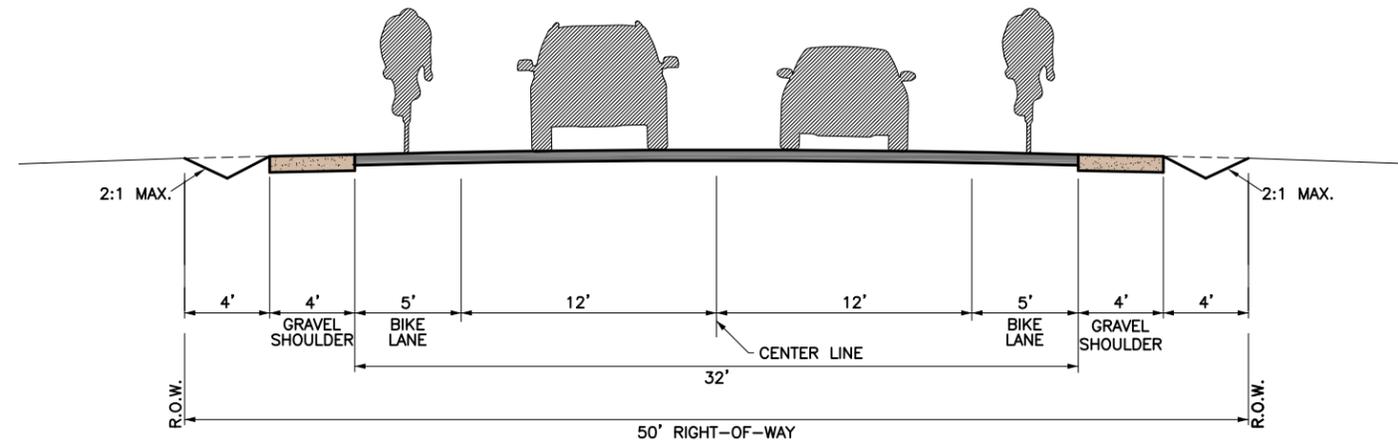
- Provides 5' striped bike lane.
- Provides standard attached curb-gutter-walk on both sides of the street.
- Provides 12' center turn lane.
- Provides 7½' on-street striped parking lanes.
- Especially applicable in highly urbanized and/or commercial areas with medium-to-high traffic volumes, a moderate number of driveways and accesses, and a need for on-street parking.
- Center median can replace the turn lane in areas where left-turn movements are hazardous or in areas with no driveways or accesses.
- Parking lanes would be replaced with landscape bulb-outs at intersections or in areas with no need for on-street parking.
- This street section would require additional right-of-way (72' right-of-way width instead of 60') and would need to be constructed on a uniform, continuous corridor with safe transitions or connections at each end of the corridor.



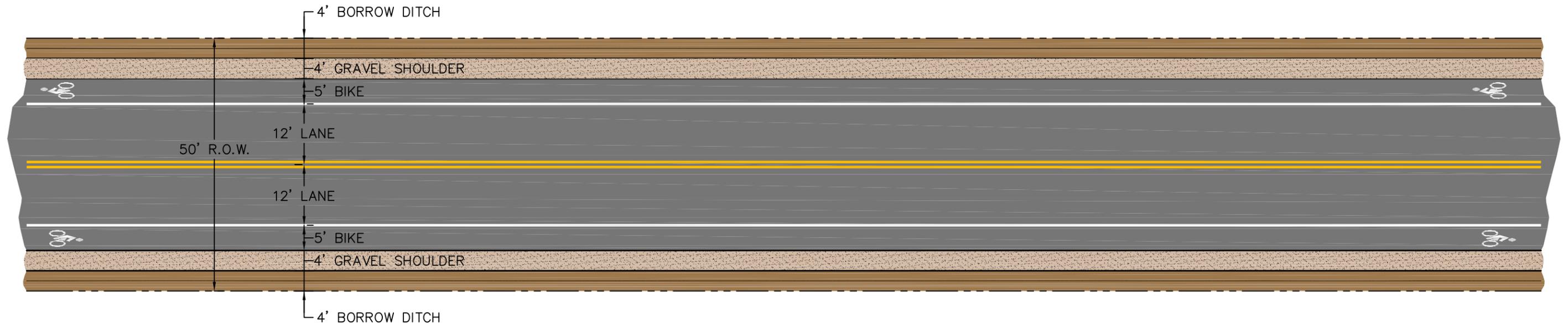
**EXPANDED URBAN COLLECTOR
(SECTION 5)
SECTION VIEW**



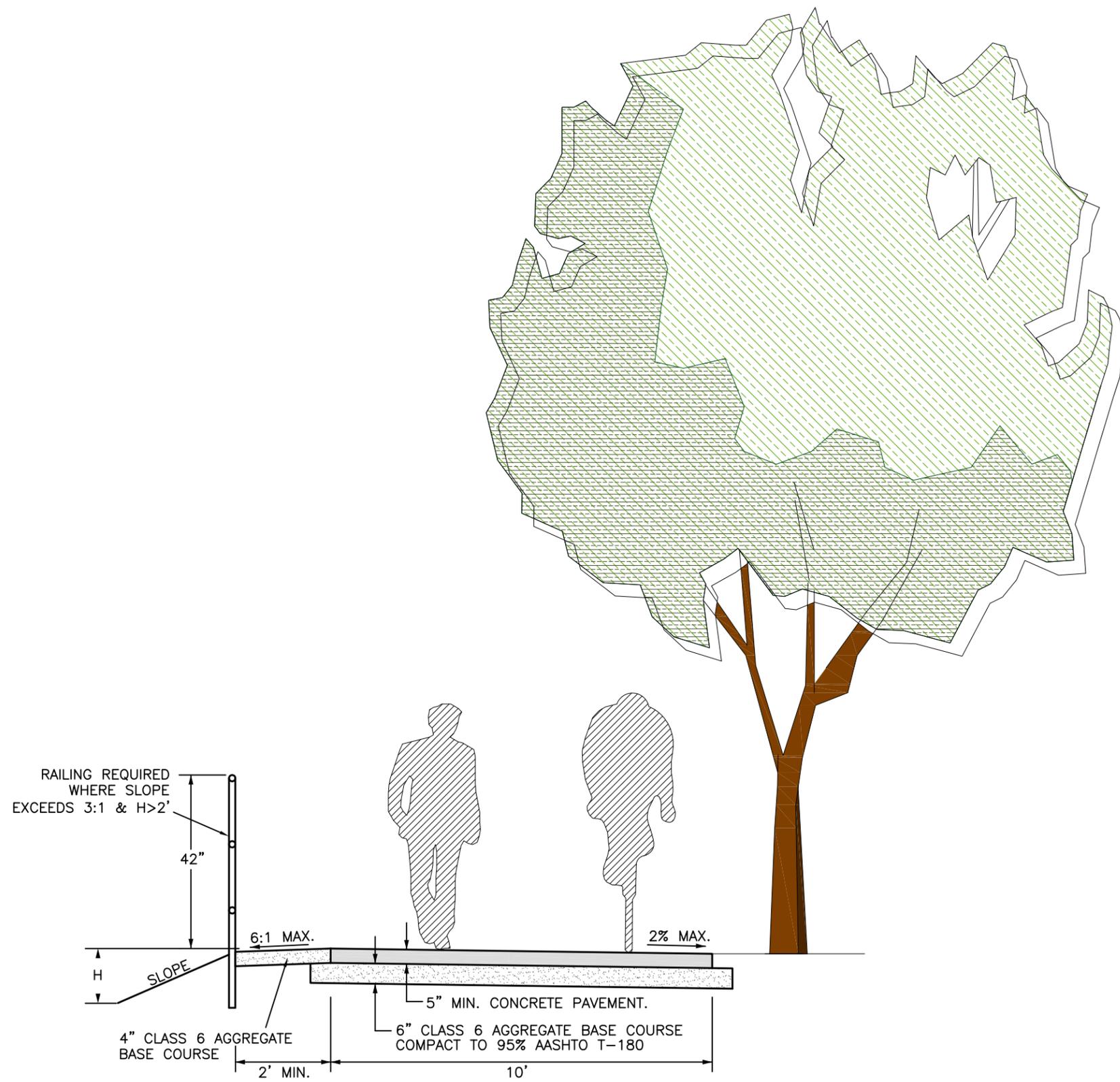
**EXPANDED URBAN COLLECTOR
(SECTION 5)
PLAN VIEW**



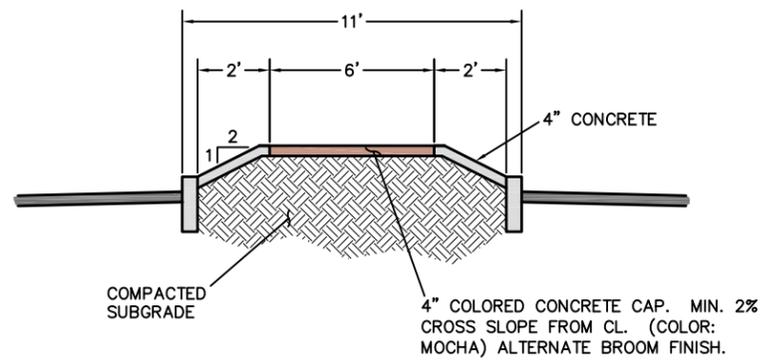
RURAL ROADWAY
(SECTION 6)
SECTION VIEW



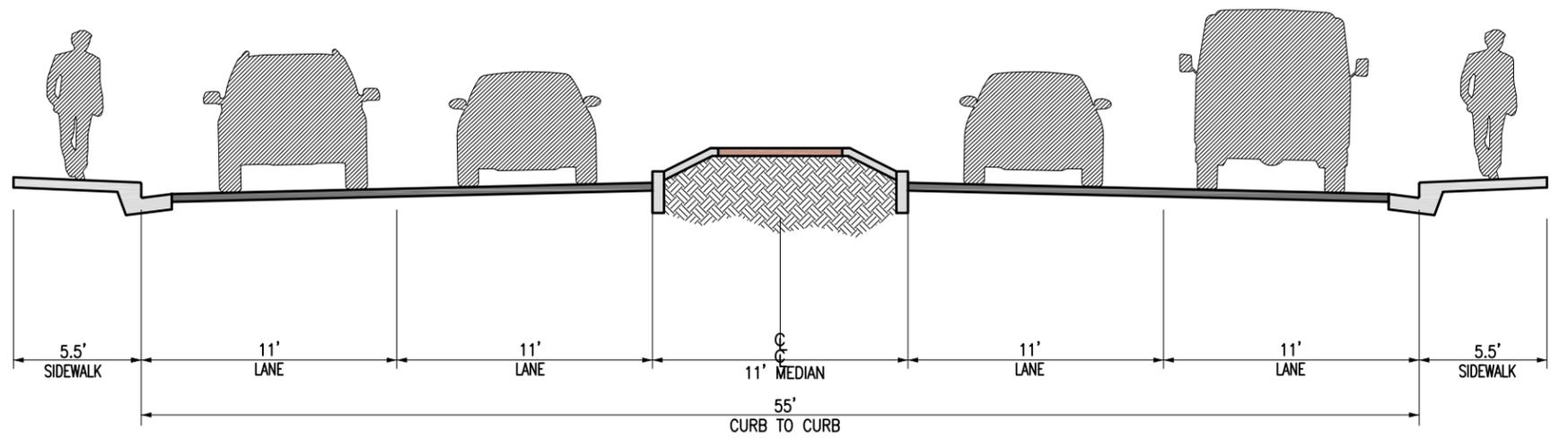
RURAL ROADWAY
(SECTION 6)
PLAN VIEW



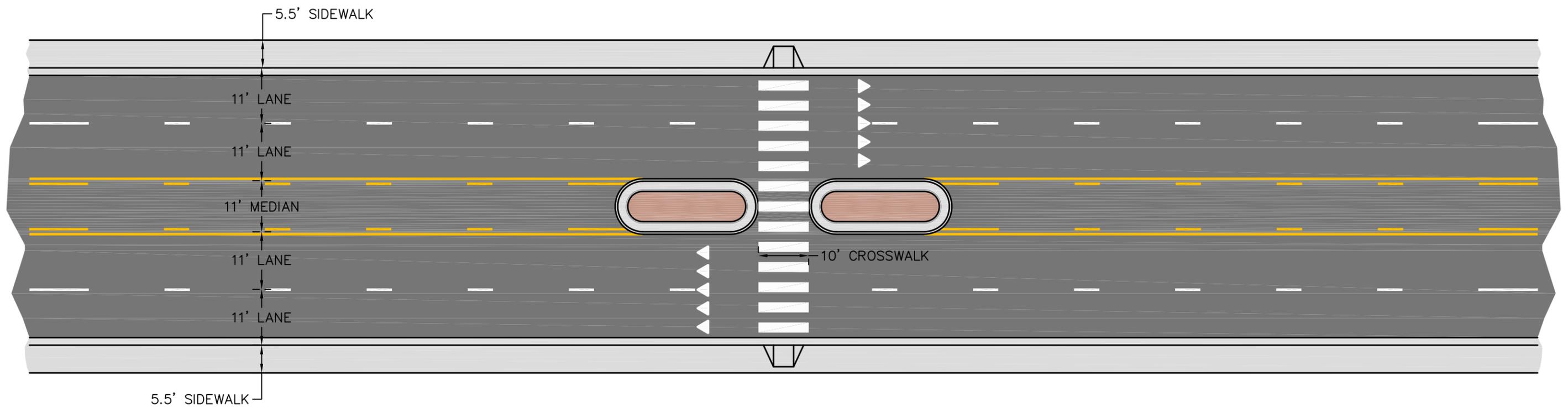
**TWO-WAY PEDESTRIAN/BIKE PATH
SECTION VIEW**



MEDIAN DETAIL SECTION VIEW



HIGHWAY 340 SECTION VIEW



HIGHWAY 340 PLAN VIEW

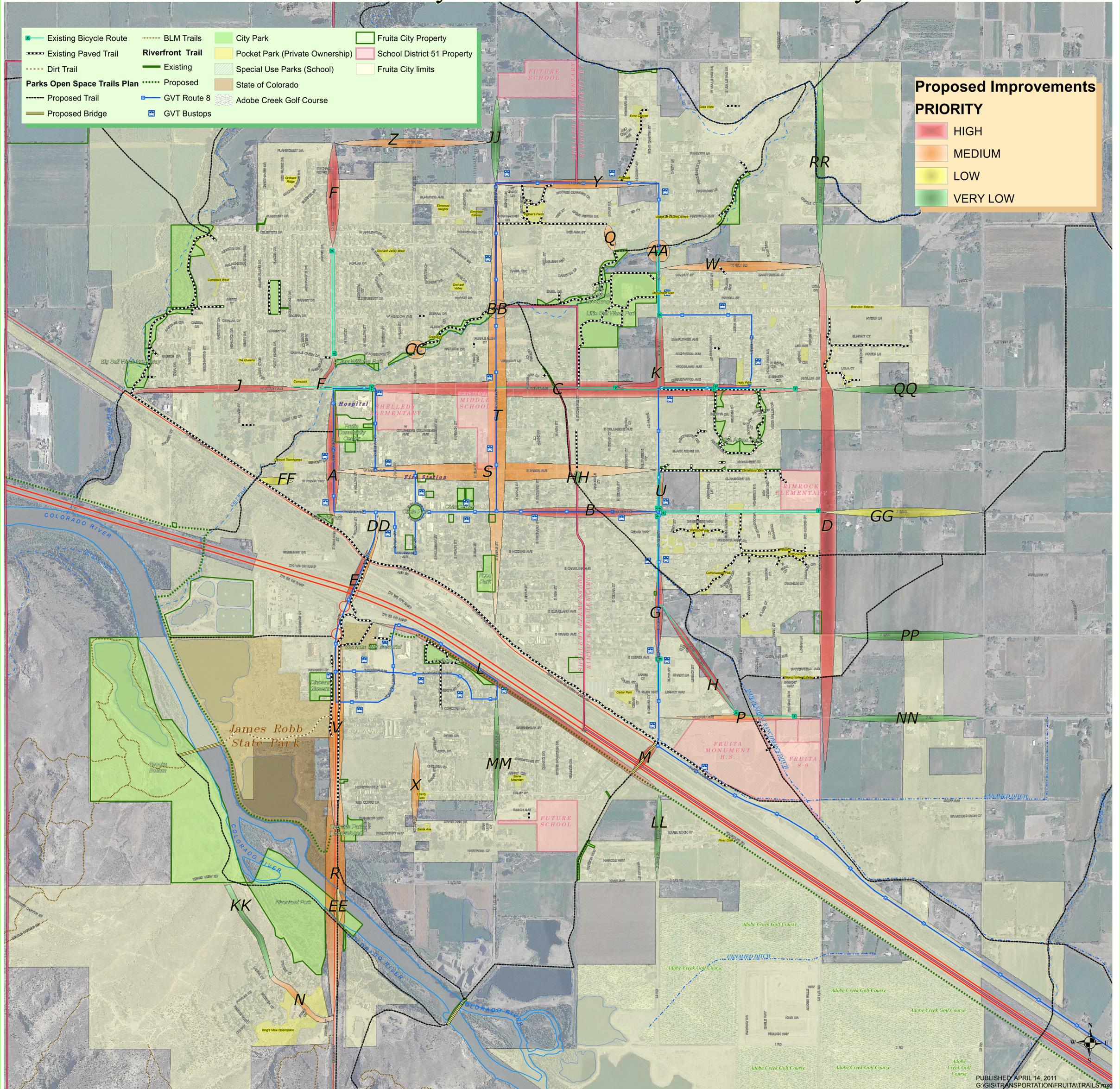
Appendix F - Maps

Fruita Area Bicycle and Pedestrian Circulation Study

Existing Bicycle Route	BLM Trails	City Park	Fruita City Property
Existing Paved Trail	Riverfront Trail	Pocket Park (Private Ownership)	School District 51 Property
Dirt Trail	Existing	Special Use Parks (School)	Fruita City limits
Parks Open Space Trails Plan	Proposed	State of Colorado	Adobe Creek Golf Course
Proposed Trail	GVT Route 8	GVT Bustops	
Proposed Bridge			

Proposed Improvements PRIORITY

	HIGH
	MEDIUM
	LOW
	VERY LOW



School Walking Boundary Map Guidelines

School Walking Boundary Map:

The School Walk Boundary is based on a combination of a one mile radius of the target school and the school attendance boundary. The map shows the target school and various traffic control devices and marked cross walks within the school walk boundary (*a crosswalk legally exists across each leg of an intersection, even though it may not be marked*). The map does not indicate a specific route for your child to walk or bicycle to school. It is suggested that the parent or legal guardian of the student decide the most appropriate route for their child. There are instances where your child may still be transported within the shown walk boundary. To confirm if your child is eligible for school transportation you may go to Mesa County Valley School District's web site at <http://www.mesa.k12.co.us/> and select the bus stop eligibility from the quick links drop down list and follow the directions on the First Student Eligibility Browser or call First Student at 241-1570.

The walk boundary maps are for elementary schools only. Generally, when children approach middle school age, they are more visible to motorists and are able to make proper judgment on where and when to walk and cross a street. They are expected at this age to have gained enough experience to make appropriate route decisions and exhibit safe pedestrian behavior.

Most children are not ready to cross a street alone until age 10. However, children vary in their developmental readiness to make decisions about where and when to walk or bicycle and cross a street. You are the best judge of when your child is ready to walk or bicycle without an adult.

The Law:

- **Pedestrians:** Colorado law places responsibility on drivers and pedestrians alike. A pedestrian may not step out in front of a vehicle that is close enough to be a hazard. However, a vehicle must yield the right-of-way to a pedestrian already crossing the street whether in a marked or unmarked crosswalk.
- **Bicycles:** Bicycles are fun to ride, but they're also legally considered vehicles. The minute a bicycle enters a pathway, a sidewalk, a park, a street or road, it is not a toy; it is a vehicle and therefore required to obey the same traffic laws as vehicles. If riding on the sidewalk, the cyclist must yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian. On a sidewalk the cyclist has all the rights and duties applicable to a pedestrian under the same circumstances and must dismount before crossing any roadway (crosswalk). Cyclists should travel in the same direction as vehicles, use proper signals to turn, slow or stop and obey all traffic signs and signals. It is the responsibility of every cyclist to adhere to these laws as well as other safety guidelines.

Practice and Reinforce:

If you have decided your child is ready for this level of responsibility, review the Walking Boundary Map and decide on an appropriate route for your child to and from school. Once you have decided on a route, review the route with your child and walk or bicycle with your child on the chosen route. Children have the best chance of retaining and applying walking and bicycling skills if they have a chance to practice them with supervision and reinforcement.

If you have decided to allow your child to walk or bicycle to school without adult supervision, ***please review the walk to school safety tips or the bicycling safety tips***. Go over the information with your child. As you walk or bicycle with your child on the chosen route, reinforce the safety tips and practice safe behavior.

What Can You Do?:

Parents worry about children encountering bullies or strangers on the way to school and there may be a fear of kidnapping or assault. While the actual occurrences are extremely rare, there are solutions to address these concerns. Parent accompaniment of children on the walk to school is one way to solve this concern. Some communities use walking school buses as a way to have an adult presence on the street.

Check with your child's school to see if they have any programs for group walking or bicycling. If not, consider starting one. There are links to various web sites on the walk to school safety tips and the bicycling safety tips documents that can assist you in starting a program. When there are more adults and children walking and biking on the road, the community becomes accustomed to their presence which creates a safer environment.

School Walking Safety Tips

Walk to School Safety Tips:

- Use sidewalks or paths. If there are no sidewalks or paths, walk as far from the motor vehicles as possible on the side of the street facing traffic.
- Watch for motor vehicles turning or pulling out of driveways.
- Choose the route with the fewest streets to cross. Avoid crossing busy or high-speed streets.
- Be more visible to drivers by wearing bright clothing in the daytime. When there is little or no light, such as at sunrise or sunset, wear retro-reflective gear or carry a flashlight.
- Always look for motor vehicles. Drivers are supposed to obey the rules and watch for pedestrians, but they cannot be relied on to always do so.
- Do not cross behind or within 10 feet of the front of a bus or other large motor vehicle because the driver cannot see this area.
- Stop at the edges of driveways and curbs or edges of the street where no curb exists and look for motor vehicles before proceeding.
- Watch for parked motor vehicles that may be getting ready to back up or pull forward.
- Before crossing, always look for motor vehicles even after a crossing guard, parent or other adult says it is okay to cross.
- Walk, don't run, across the street.
- If crossing the street at midblock:
 - Stop at the curb and look left, right and left again for traffic.
 - Wait until no traffic is coming and begin crossing. Keep looking for traffic until you have finished crossing.
- If crossing between parked motor vehicles is necessary:
 - Stop at the curb and check to see if the motor vehicles are running or if anyone is in the driver seat. If there is a driver, make eye contact and be sure you are seen before stepping in front or behind the motor vehicle.
 - If safe, walk to the edge of the parked motor vehicles, and look left, right and left again before crossing. Keep looking for traffic until you have finished crossing.
- If crossing the street at an intersection:
 - Obey traffic signs and signals.
 - When the signal indicates it is time to cross, check for motor vehicles. Drivers may not obey the rules and turning drivers may not look for a pedestrian. Try to make eye contact with the driver.
 - Look to see if motor vehicles are coming. Look left, right and left; then behind and in front for turning motor vehicles. Keep looking for traffic until you have finished crossing.

Walking Programs and Information:



<http://www.walktoschool.org/> : Join kids and families around the globe to walk and bicycle to school and promote safe walking and bicycling throughout the year.



<http://www.walkinginfo.org/education/messages-child.cfm> : Educating child pedestrians.



<http://www.walkingschoolbus.org/> : How to organize a walking school bus. Groups of children who walk designated routes to school under adult supervision, picking up kids along the way just like a bus.



<http://www.cdc.gov/nccdphp/dnpa/kidswalk/> : CDC's Kids Walk-to-School Program is a community-based program that aims to increase opportunities for daily physical activity by encouraging children to walk to and from school in groups accompanied by adults.



<http://www.ottoclub.org/backhome.html> : Great activities for children that focus on walking, bicycling and safety

School Bicycling Safety Tips

Bicycling Safety Tips:

Riding a bicycle is a major step towards independence and mobility for children and, like walking, is a skill that can be used throughout a lifetime. Supervised practice time on the bicycle is the most important way for children to gain riding and safety skills. It can also instill confidence and create better riders as well as better future drivers who are more aware of bicyclists on the street. Before riding to school, children first need to have sufficient bicycle handling skills, including the ability to:

- Ride in a straight line.
- Ride in a straight line while scanning the situation ahead, behind and to the side.
- Stop quickly using the bicycle's brakes without swerving, falling or colliding with anything.
- Swerve in a controlled manner to avoid a hazard or collision.

When children have these skills, they should learn and be able to demonstrate the following safety behaviors before riding to school:

Preparing for the ride

- Dress appropriately. Wear brightly colored, close-fitting clothing. Tie your shoes and secure long laces and loose pant legs. Do not wear headphones.
- Wear a properly fitted helmet.
- Ride a bicycle that fits. When seated on the bicycle, both feet should be firmly planted on the ground and hands should reach the handlebars.
- Ride a bicycle that is in good condition. Tires should be firm, brakes should prevent tires from rotating when pushed, chain should not droop or be rusty and the seat and handlebars should be tight.
- Do not carry anyone else on the bicycle. A bicycle with one seat is a bicycle for one person.
- Do not carry anything in your hands. Use a backpack, basket or panniers to carry school supplies and books.
- It is best to ride only in daylight. If riding when it is dark, use headlights, taillights and reflectors, and wear bright clothing with reflective material.

During the ride

- Choose the route with the fewest streets to cross. Avoid busy and high-speed streets.
- Before entering the street, look for other vehicles to the left, right, in front and behind.
- Keep paying attention to your surroundings. Watch for other vehicles and hazards, such as potholes and parked motor vehicles, along the route.
- Watch for vehicles turning into or exiting at driveways.
- Stop at all intersections, and check for traffic before crossing. When possible, cross at locations where adult school crossing guards are present. It may be best to dismount and walk your bicycle across large or busy intersections.
- Ride in a straight line with two hands on the handlebar unless signaling.
- Follow all traffic laws, including:
 - If riding in the street, ride in the same direction as motor vehicles, on the right hand side of the street, about two or three feet from the edge.
 - Use hand signals when turning and stopping.
 - Obey traffic signs and signals.
- Always check in front and behind for traffic before changing lanes, crossing intersections or turning.
- If riding on a sidewalk or path, ride slowly and be prepared to stop quickly.

Bicycling Programs and Information:



<http://www.bicyclinginfo.org/education/children.cfm> : Good source for information for gauging your child's abilities and cognitive skills that allow them to bicycle on the road.

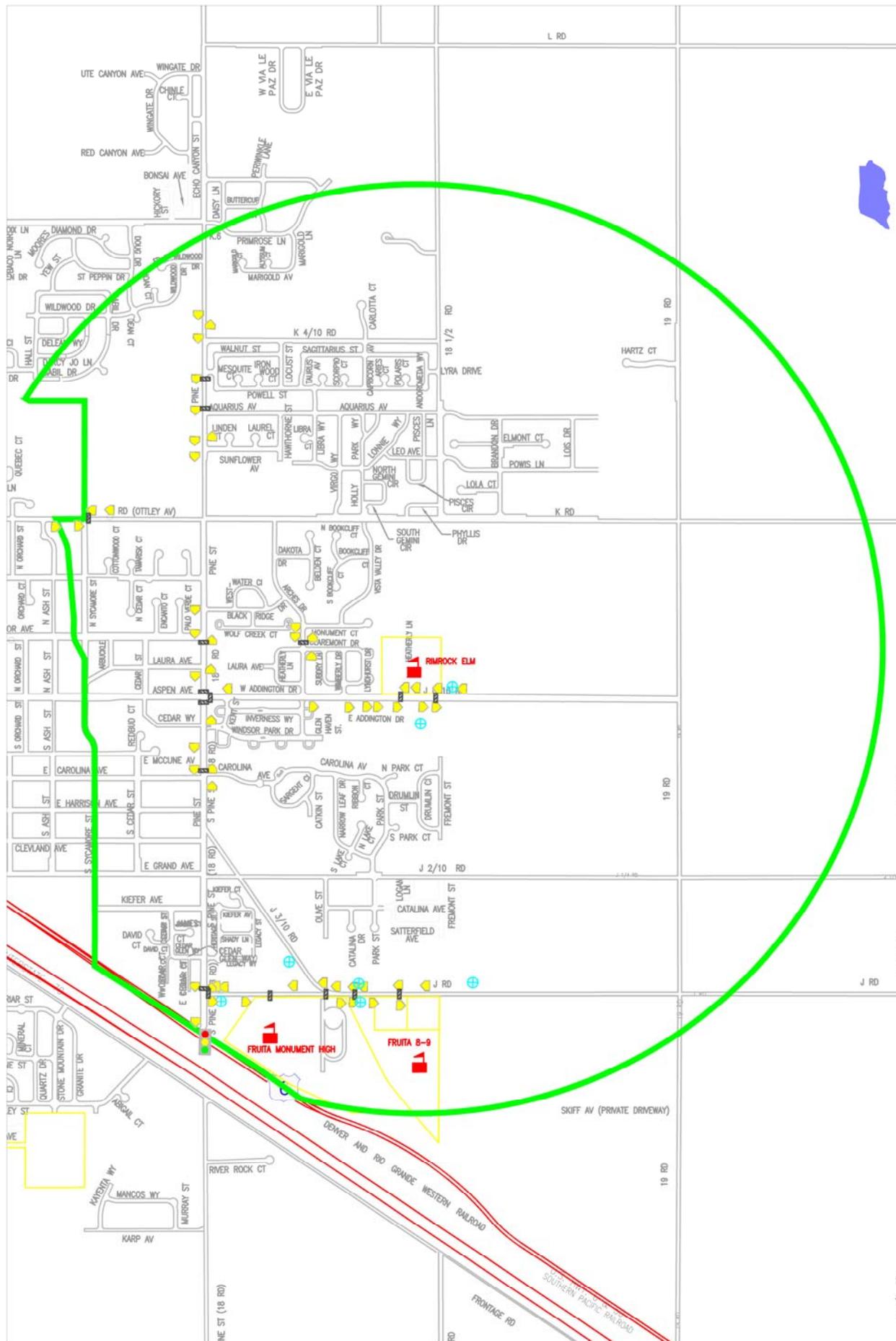


<http://www.bhsi.org/index.htm> : Very good information on bicycle helmets and much more.



<http://www.nhtsa.dot.gov/people/injury/pedbimot/bike/10Smarteroutesbicycle/> : Bicycle safety tips.

Rimrock Elementary School Walk Boundary Map

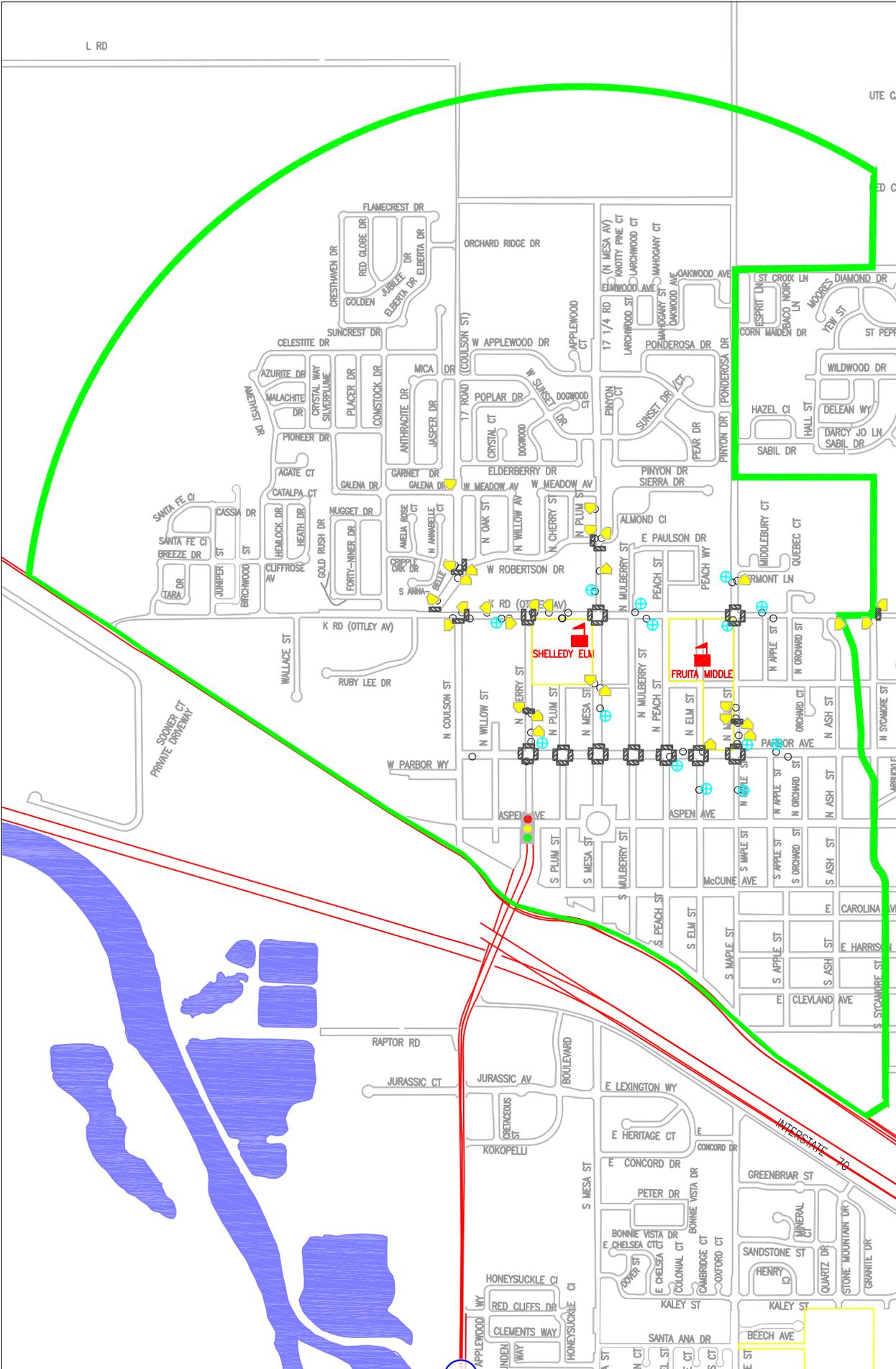


Legend

Marked Crosswalk	
Pedestrian or School Sign	
School	
Signal	
School Speed Cluster	
Walk Area Bdry	
No Road	XXX

There are instances where your child may still be transported within the shown walk boundary. To confirm if your child is eligible for school transportation you may go to Mesa County Valley School District's web site and select bus stop eligibility from the quick links drop down list and follow the directions on the First Student Eligibility Browser or call First Student at 241-1570.

Shelledy Elementary School Walk Boundary Map

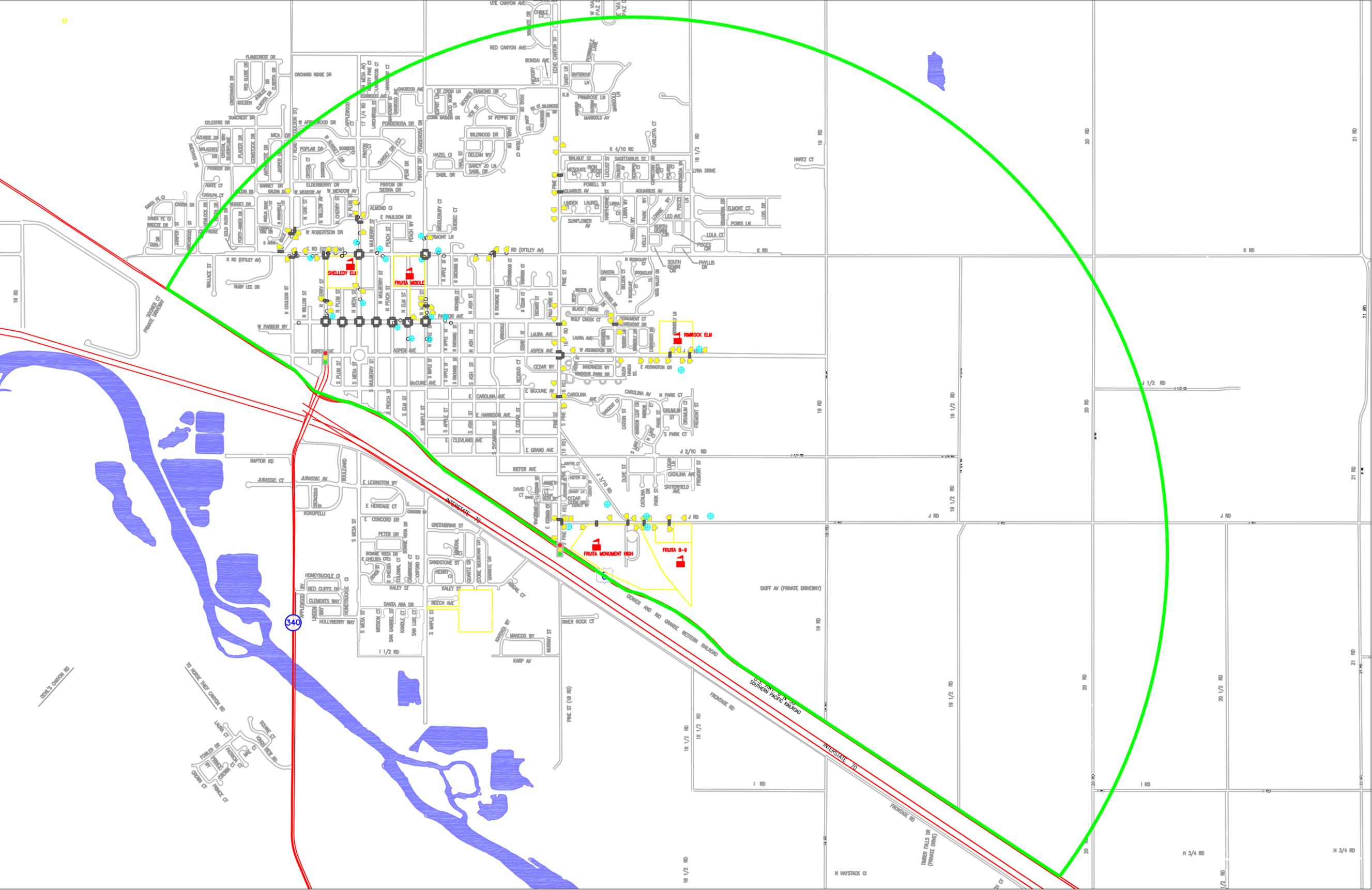


Legend

Marked Crosswalk	
Pedestrian or School Sign	
School	
Signal	
School Speed Cluster	
Walk Area Bdry	
No Road	

There are instances where your child may still be transported within the shown walk boundary. To confirm if your child is eligible for school transportation you may go to Mesa County Valley School District's web site and select bus stop eligibility from the quick links drop down list and follow the directions on the First Student Eligibility Browser or call First Student at 241-1570.

Fruita Monument/8-9 School Walk Boundary Map



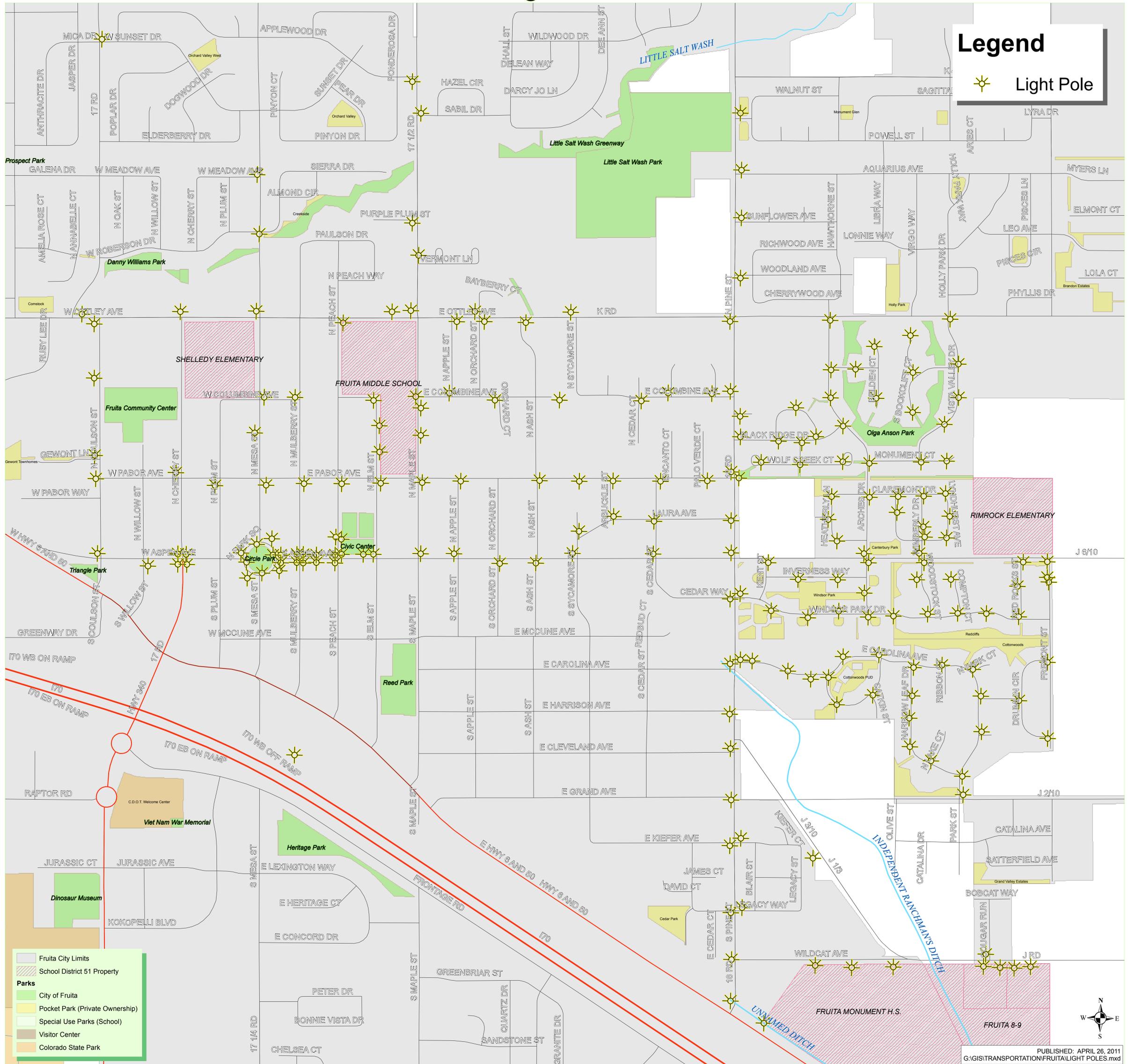
Legend

Marked Crosswalk	
Pedestrian or School Sign	
School	
Signal	
School Speed Cluster	
Walk Area Bdry	
No Road	XXX

There are instances where your child may still be transported within the shown walk boundary. To confirm if your child is eligible for school transportation you may go to Mesa County Valley School District's web site and select bus stop eligibility from the quick links drop down list and follow the directions on the First Student Eligibility Browser or call First Student at 241-1570.

Fruita Area Bicycle and Pedestrian Circulation Study

Light Poles



Legend

 Light Pole

Legend

-  Fruita City Limits
-  School District 51 Property
- Parks**
-  City of Fruita
-  Pocket Park (Private Ownership)
-  Special Use Parks (School)
-  Visitor Center
-  Colorado State Park



Fruita Bike Ped Street Lights

Primary	Secondary	Location	Lat	Lon	Pole#	Pole Mat	Type	Wattage
Hwy 6&50	18 Rd	NW corner	39.148904	-108.719830		Signal Pole	Cobra	400
Hwy 6&50	18 Rd	SE corner	39.148404	-108.718850		Signal Pole	Cobra	400
18 Rd	Wildcat Ave	West side of T-Int	39.149836	-108.719800	4375	Wood	Cobra	250
18 Rd	Cedar Glen Way	SW Corner	39.150895	-108.719820	1106	Wood	Cobra	100
18 Rd	Legacy Way	NE Corner	39.151010	-108.179484	NA	Fiberglass	Salem	NA
18 Rd	E. Kiefer Ave	SW Corner	39.152404	-108.719848	2107	Wood	Cobra	250
18 Rd	Kiefer Ave	NE Corner	39.152573	-108.719526	NA	Fiberglass	Salem	NA
18 Rd	E. Grand Ave	SW Corner	39.153437	-108.719810	2807	Wood	Cobra	100
18 Rd	E. Cleveland Ave	NW Corner	39.154596	-108.719831	3408	Wood	Cobra	100
18 Rd	E. Harrison Ave	SW Corner	39.155376	-108.719855	3709	Wood	Cobra	100
18 Rd	E. Carolina Ave	NW Corner	39.156508	-108.719844	2306	Wood	Cobra	NA
18 Rd	E. Carolina Ave	NE Corner	39.156599	-108.719543	4699	Fiberglass	Chinese Hat	NA
18 Rd	E. Cedar Way	SW Corner	39.157969	-108.719838	5007	Wood	Cobra	250
18 Rd	Windsor Park Dr	NE Corner	39.158092	-108.719544	NA	Fiberglass	Salem	NA
18 Rd	E. Aspen Ave	NW Corner	39.159012	-108.719812	6007	Wood	Cobra	250
18 Rd	E. Laura Ave	SW Corner	39.159739	-108.719814	NA	Wood	Cobra	100
18 Rd	E. Pabor Ave	SE Corner	39.160700	-108.719584	447558	Wood	Cobra	100
18 Rd	E. Pabor Ave	NW Corner	39.160840	-108.719811	7007	Wood	Cobra	100
18 Rd	Black Ridge Dr	NE Corner	39.161627	-108.719538	NA	Fiberglass	Salem	NA
18 Rd	Alexander Ct	SE Corner	39.162090	-108.719547	NA	Fiberglass	Salem	NA
18 Rd	E. Columbine Ave	NW Corner	39.162656	-108.719835	6565	Wood	Cobra	250
18 Rd	E. Ottley Ave	SW Corner	39.164233	-108.719842	6533	Wood	Cobra	100
18 Rd	Woodland Ave	NE Corner	39.165212	-108.719538		Fiberglass	Salem	NA
18 Rd	Sunflower Ave	NE Corner	39.166570	-108.719510	1990	Fiberglass	Chinese Hat	100
18 Rd	Aquarius Ave	NE Corner	39.167645	-108.719509	2690	Fiberglass	Chinese Hat	100
18 Rd	Powell St	NE Corner	39.168933	-108.719541	3489	Fiberglass	Salem	100
18 Rd	Primrose Ln	NE Corner			504216	Fiberglass	Salem	100
18 Rd	Sunrose Ln	NE Corner			650686	Fiberglass	Salem	100
Wildcat	Parking lot	N side of lot facing lot	39.149674	-108.711036	NA	Steel		NA
Wildcat	Parking lot	N side of lot facing lot	39.149646	-108.711513	NA	Steel		NA
Wildcat	Parking lot	N side of lot facing lot	39.149654	-108.711929	NA	Steel		NA
Wildcat	Parking lot	N side of lot facing lot	39.149682	-108.712416	NA	Steel		NA
Wildcat	Cougar Run	NW corner	39.149959	-108.712348	NA	Fiberglass	Salem	100
Wildcat	J 3/10 Rd	N side of lot facing lot	39.149669	-108.715059	NA	Steel		NA
Wildcat	J 3/10 Rd	N side of lot facing lot	39.149656	-108.716279	NA	Steel		NA
Wildcat	J 3/10 Rd	N side of lot facing lot	39.149705	-108.717348	NA	Steel		NA

Fruita Bike Ped Street Lights

J 3/10 Rd	At 1813 J 3/10 Rd	NE side of PP.	39.152125	-108.717413	NA	Wood	Cobra	NA
E Ottley Ave	N Sycamore St	NW corner	39.164440	-108.724514	1563	Wood	Cobra	250
E Ottley Ave	N Ash St	SE corner	39.164206	-108.725831	9033	Fiberglass	Salem	100
E Ottley Ave	Orchard St	SE corner	39.164230	-108.727044	9040	Wood	Cobra	100
E Ottley Ave	Bayberry Ct	NW corner	39.164457	-108.727322	307018	Fiberglass	Salem	100
E Ottley Ave	Apple St	SE corner	39.164227	-108.727853	9043	Wood	Cobra	100
E Ottley Ave	Maple St	NW corner	39.164476	-108.729202	00547	Wood	Cobra	100
E Ottley Ave	Parking lot	S side of lot facing lot	39.164449	-108.729751	00550	Wood	Cobra	100
E Ottley Ave	Peach St	SE corner	39.164199	-108.731187	8857	Wood	Cobra	100
E Ottley Ave	N Mulberry St	NW corner	39.154449	-108.732608	562	Wood	Cobra	100
E Ottley Ave	N Mesa St	NW corner	39.164462	-108.733732	NA	Wood	Cobra	100
E Ottley Ave	W Cherry St	NE Corner	39.164450	-108.735958	NA	Wood	Cobra	100
E Ottley Ave	N Coulson St	SW Corner	39.164174	-108.738479	6642	Wood	Cobra	100
E Ottley Ave	N Coulson St	NE Corner	39.164394	-108.738841	5354	Wood	Cobra	100
N Coulson St	At 331 N Coulson St	Mid block	39.162951	-108.738482	8403	Wood	Cobra	100
N Coulson St	Gewont Ln	NW corner	39.161209	-108.738467	NA	Wood	Cobra	100
N Coulson St	W Pabor Ave	West side of T-Int	39.160680	-108.738436	7090	Wood	Cobra	100
W Pabor Ave	N Willow St	SE corner	39.158713	-108.736904	6983	Wood	Cobra	100
W Pabor Ave	N Cherry St	NE Corner	39.160820	-108.736087	7079	Wood	Cobra	100
W Pabor Ave	N Plum St	SW Corner	39.160529	-108.734941	6974	Wood	Cobra	100
E Pabor Ave	N Mesa St	SW Corner	39.160536	-108.733441	6968	Wood	Cobra	100
E Pabor Ave	N Mulberry St	SW Corner	39.160571	-108.732333	6963	Wood	Cobra	100
E Pabor Ave	W Peach St	SW Corner	39.160568	-108.731227	6958	Wood	Cobra	100
E Pabor Ave	N Elm St	SW Corner	39.160582	-108.730083	6953	Wood	Cobra	100
E Pabor Ave	N Maple St	SW Corner	39.160596	-108.728869	6949	Wood	Cobra	100
E Pabor Ave	N Apple St	SW Corner	39.160629	-108.727737	6943	Wood	Cobra	100
E Pabor Ave	N Orchard St	SW Corner	39.160625	-108.766595	6938	Wood	Cobra	100
E Pabor Ave	N Ash St	SW Corner	39.160640	-108.725428	6933	Wood	Cobra	100
E Pabor Ave	N Sycamore St	SE corner	39.160626	-108.724262	6927	Wood	Cobra	100
E Pabor Ave	N Arbuckle St	SE corner	39.160635	-108.723274	6923	Wood	Cobra	100
E Pabor Ave	N Cedar St	SE corner	39.160626	-108.721881	6916	Wood	Cobra	100
E Pabor Ave	Palo Verde Ct	SE corner	39.160636	-108.720512	6911	Wood	Cobra	100
E Columbine Ave	Javan Ct	NW corner	39.162603	-108.720374	245309	Fiberglass	Salem	100
E Columbine Ave	Micah Ct	NW corner	39.162619	-108.721659	888311	Fiberglass	Salem	100
E Columbine Ave	N Cedar St	SE corner	39.162439	-108.722445	NA	Fiberglass	Chinese Hat	100
E Columbine Ave	N Maple St	West side of T-Int	39.162536	-108.729054	8049	Wood	Cobra	100
E Columbine Ave	N Apple St	NE Corner	39.162614	-108.728075	8044	Wood	Cobra	100

Fruita Bike Ped Street Lights

E Columbine Ave	Orchard Ct	SW Corner	39.162454	-108.726735	7737	Wood	Cobra	100
E Columbine Ave	N Ash St	SE corner	39.162458	-108.724842	8030	Wood	Cobra	100
N Maple St	E Columbine Ave	Mid block	39.162278	-108.728907	837231	Wood	Cobra	100
N Maple St	At 252 N Maple St	Mid block	39.161662	-108.728909	830991	Wood	Cobra	100
N Maple St	E Aspen Ave	NE Corner	39.158993	-108.728912	6049	Wood	Cobra	100
E Aspen Ave	N Elm St	NW corner	39.158979	-108.730299	6054	Wood	Cobra	100
N Elm St	At 227 N Elm St	Mid block	39.161287	-108.730117	NA	Wood	Cobra	100
N Elm St	At 245 N Elm St	Mid block	39.161880	-108.730122	489110	Wood	Cobra	100
N Elm St	E Columbine Ave	SW Corner	39.162449	-108.730294	8054	Wood	Cobra	100
N Mulberry St	E Columbine Ave	NW corner	39.162519	-108.732595	8064	Wood	Cobra	100
N Mulberry St	At 261 N Mulberry St	Mid block	39.161718	-108.733775	7463	Wood	Cobra	100
N Mesa St	E Columbine Ave	NE Corner	39.162520	-108.733500	8068	Wood	Cobra	100
W Aspen Ave	N Coulson St	NW corner	39.158996	-108.738386	6090	Wood	Cobra	100
E Aspen Ave	S Cedar St	NW corner	39.158988	-108.722098	6017	Wood	Cobra	100
E Aspen Ave	S Sycamore St	SE corner	39.159000	-108.724460	5827	Wood	Cobra	250
E Aspen Ave	S Ash St	SE corner	39.158781	-108.725536	5833	Wood	Cobra	100
E Aspen Ave	S Orchard St	SE corner	39.158771	-108.726596	5837	Wood	Cobra	100
E Aspen Ave	N Apple St	NW corner	39.158992	-108.727935	6043	Wood	Cobra	100
E Aspen Ave	At 325 E Aspen Ave	Mid block	39.158977	-108.730592	NA	Steel		1 NA
E Aspen Ave	N Peach St	NE Corner	39.158980	-108.731230	NA	Steel		1 NA
E Aspen Ave	N Peach St	NW corner	39.158959	-108.731422	NA	Steel		1 NA
E Aspen Ave	S Peach St	SW Corner	39.158783	-108.731422	NA	Steel		1 NA
E Aspen Ave	At 217 E Aspen Ave	Mid block	39.158961	-108.731970	NA	Steel		1 NA
E Aspen Ave	At 218 E Aspen Ave	Mid block	39.158791	-108.731970	NA	Steel		1 NA
E Aspen Ave	S Mulberry St	SE corner	39.158783	-108.732355	NA	Steel		1 NA
E Aspen Ave	N Mulberry St	NE Corner	39.158975	-108.732355	NA	Steel		1 NA
E Aspen Ave	N Mulberry St	SW Corner	39.158975	-108.732543	NA	Steel		1 NA
E Aspen Ave	S Mulberry St	SW Corner	39.158793	-108.732543	NA	Steel		1 NA
E Aspen Ave	N Park Square	NE Corner	39.158961	-108.733016	NA	Steel		1 NA
E Aspen Ave	N Park Square	SE Corner	39.158788	-108.733016	NA	Steel		1 NA
N Park Square	E Aspen Ave	NW Corner	39.158961	-108.733244	5966	Steel		2 250
N Park Square	At 141 Park Square	Mid block	39.159329	-108.733276	6166	Steel		2 250
N Park Square	N Mesa St	SW Corner	39.159204	-108.733719	6068	Steel		2 250
S Park Square	W Aspen Ave	SE Corner	39.158798	-108.734015	5869	Steel		2 250
N Park Square	At 113 Park Square	Mid block	39.159009	-108.734175	6166	Steel		2 250
N Park Square	At 120 Park Square	Mid block	39.158439	-108.733994	5669	Steel		2 250
S Park Square	E Mesa St	SE Corner	39.158556	-108.733562	5767	Steel		2 250

Fruita Bike Ped Street Lights

S Park Square	At 158 Park Square	Mid block	39.158607	-108.733055	5669	Steel		2	250
E Aspen Ave	N Plum St	NW Corner	39.158976	-108.736021	16829	Steel		2	250
W Aspen Ave	US HWY 340	SE Corner	39.158750	-108.735767	NA	Signal Pole	Cobra		400
N Cherry St	W Aspen Ave	NE Corner	39.158976	-108.735788	NA	Signal Pole	Cobra		400
W Aspen Ave	N Cherry St	NW Corner	39.158985	-108.736032	NA	Signal Pole	Cobra		400
US HWY 340	W Aspen Ave	SW Corner	39.158751	-108.736028	NA	Signal Pole	Cobra		400
N Peach St	At alley on W side	Mid block	39.159366	-108.731400	6259	Wood	Cobra		100
N Peach St	At alley on E side	Mid block	39.159320	-108.731235	NA	Steel		1	NA
N Cedar St	E Laura Ave	SW Corner	39.159725	-108.722071	6418	Wood	Cobra		100
E Laura Ave	Arbuckle St	NE Corner	39.159834	-108.723257	6423	Wood	Cobra		100
N Sycamore St	E Laura Ave	NE Corner	39.159499	-108.724273	6327	Wood	Cobra		100
Fremont St	Aspen Ave	SW Corner	39.158810	-108.710547	NA	Fiberglass	Salem		100
Fremont St	At 109 Fremont St	Mid block	39.158352	-108.710501	NA	Fiberglass	Salem		100
Fremont St	Windsor Park Dr	SW Corner	39.158456	-108.710550	NA	Fiberglass	Salem		100
Fremont St	Drumlin Cir	SW Corner	39.156542	-108.710539	967951	Fiberglass	Salem		100
Fremont St	Drumlin Cir	SW Corner	39.154826	-108.710534	947334	Fiberglass	Salem		100
Drumlin St	Drumlin Cir	SW Corner	39.155677	-108.711376	719649	Fiberglass	Salem		100
Red Rocks St	Aspen Ave	SE corner	39.158804	-108.711250	NA	Fiberglass	Salem		100
Red Rocks St	Winterland Ct	SW Corner	39.158256	-108.711419	NA	Fiberglass	Salem		100
Red Rocks St	Windsor Park Dr	NW corner	39.157570	-108.711381	NA	Fiberglass	Salem		100
Windsor Park Dr	At 1410 Windsor Park Dr	Mid block	39.157642	-108.712332	NA	Fiberglass	Salem		100
Windsor Park Dr	Compton Ct	NW corner	39.157647	-108.713170	NA	Fiberglass	Salem		100
Compton Ct	At 131 Compton Ct	Mid block	39.158411	-108.713369	NA	Fiberglass	Salem		100
Windsor Park Dr	Woodstock St	NW corner	39.157629	-108.714051	NA	Fiberglass	Salem		100
Woodstock St	Altimont Ct	SW Corner	39.158407	-108.714370	NA	Fiberglass	Salem		100
Woodstock St	Aspen Ave	SE corner	39.158788	-108.714155	NA	Fiberglass	Salem		100
Windsor Park Dr	At 1303 Windsor Park Dr	Mid block	39.157585	-108.715054	NA	Fiberglass	Salem		100
Windsor Park Dr	Glen Haven St	SW Corner	39.157561	-108.715793	NA	Fiberglass	Salem		100
Glen Haven St	At 1258 Inverness Way	Mid block	39.158106	-108.715907	NA	Fiberglass	Salem		100
Glen Haven St	Aspen Ave	SE corner	39.158789	-108.715784	NA	Fiberglass	Salem		100
Inverness Way	At 1218 Inverness Way	Mid block	39.158405	-108.716686	NA	Fiberglass	Salem		100
Inverness Way	At 1162 Inverness Way	Mid block	39.158412	-108.717849	NA	Fiberglass	Salem		100
Kent St	Aspen Ave	SE corner	39.158791	-108.718726	NA	Fiberglass	Salem		100
Windsor Park Dr	At 1158 Windsor Park Dr	Mid block	39.157703	-108.718640	NA	Fiberglass	Salem		100
Windsor Park Dr	At 1192 Windsor Park Dr	Mid block	39.157548	-108.717563	NA	Fiberglass	Salem		100
Windsor Park Dr	At 1219 Windsor Park Dr	Mid block	39.157696	-108.716658	NA	Fiberglass	Salem		100
Park St	Drumlin St	NE Corner	39.155779	-108.712492	411741	Fiberglass	Salem		100

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Park St	North Park Ct	NE Corner	39.156382	-108.712726	NA	Fiberglass	Salem	100
Carolina Ave	Ribbon Ct	North side of T-Int	39.156479	-108.713633	NA	Fiberglass	Salem	100
Carolina Ave	Narrow Leaf Dr	North side of T-Int	39.156424	-108.714464	NA	Fiberglass	Salem	100
Narrow Leaf Dr	At 222 Narrow Leaf Dr	Mid block	39.155787	-108.714505	NA	Fiberglass	Salem	100
Narrow Leaf Dr	At 235 Narrow Leaf Dr	Mid block	39.155285	-108.714592	NA	Fiberglass	Salem	100
Narrow Leaf Dr	At 255 Narrow Leaf Dr	Mid block	39.154639	-108.714573	NA	Fiberglass	Salem	100
Narrow Leaf Dr	N Lake Ct	NW corner	39.154320	-108.713956	NA	Fiberglass	Salem	100
Park St	Narrow Leaf Dr	East side of T-Int	39.153971	-108.713037	239089	Fiberglass	Salem	100
Park St	J 2/10 Rd	NE Corner	39.153553	-108.713010	158926	Fiberglass	Salem	100
Park St	South Park Ct	NE Corner	39.154976	-108.712469	403453	Fiberglass	Salem	100
E Carolina Ave	Sargent Cir	North side of T-Int	39.156712	-108.715477	595096	Fiberglass	Salem	100
E Carolina Ave	At 1239 E Carolina Ave	Mid block	39.156670	-108.716530	232103	Fiberglass	Salem	100
E Carolina Ave	Sargent Cir	SE corner	39.156198	-108.716960	165934	Fiberglass	Salem	100
Sargent Cir	At 243 Sargent Cir	Mid block	39.155587	-108.716716	167707	Fiberglass	Salem	100
Sargent Cir	catkin St	SE corner	39.155802	-108.715658	520778	Fiberglass	Salem	100
E Carolina Ave	At 1158 E Carolina Ave	Mid block	39.156161	-108.717477	4276	Fiberglass	Chinese Hat	100
E Carolina Ave	At 1143 E Carolina Ave	Mid block	39.156347	-108.718148	4480	Fiberglass	Chinese Hat	100
E Carolina Ave	At 1107 E Carolina Ave	Mid block	39.156572	-108.719193	4586	Fiberglass	Chinese Hat	100
Arches Dr	Aspen Ave	NW corner	39.158996	-108.715918	NA	Fiberglass	Salem	100
Arches Dr	Addington Ln	SW Corner	39.159240	-1108.715931	NA	Fiberglass	Salem	100
Addington Ln	Heatherly Ln	SE corner	39.159279	-108.716708	NA	Fiberglass	Salem	100
Heatherly Ln	Laura Ave	SE corner	39.159765	-108.716966	NA	Fiberglass	Salem	100
Heatherly Ln	Claremont Dr	NW corner	39.160282	-108.716868	NA	Fiberglass	Salem	100
Claremont Dr	Arches Dr	SE corner	39.160268	-108.715756	NA	Fiberglass	Salem	100
Claremont Dr	Sunberry Ln	SE corner	39.160283	-108.714916	NA	Fiberglass	Salem	100
Claremont Dr	Wimberly Dr	SE corner	39.160292	-108.714167	NA	Fiberglass	Salem	100
Claremont Dr	Lyndhurst Ave	NE Corner	39.160351	-108.713528	NA	Fiberglass	Salem	100
Lyndhurst Ave	154 Lyndhust Ave	Mid block	39.159836	-108.713403	NA	Fiberglass	Salem	100
Lyndhurst Ave	E Addington Ln	SW Corner	39.159350	-108.713500	NA	Fiberglass	Salem	100
Wimberly Dr	E Addington Ln	NE Corner	39.159370	-108.714137	NA	Fiberglass	Salem	100
Wimberly Dr	Aspen Ave	NW corner	39.159004	-108.714300	NA	Fiberglass	Salem	100
Wimberly Dr	At 112 Wimberly Dr	Mid block	39.159600	-108.714180	NA	Fiberglass	Salem	100
Sunberry Ln	At 110 Sunberry Ln	Mid block	39.159923	-108.714948	NA	Fiberglass	Salem	100
Monument Ct	Arches Dr	NE Corner	39.161032	-108.715762	548651	Fiberglass	Salem	100
Monument Ct	Vista Valley Dr	SE corner	39.161058	-108.714244	979622	Fiberglass	Salem	100
Monument Ct	At 1360 Monument Ct	Mid block	39.161082	-108.713494	220616	Fiberglass	Salem	100
Vista Valley Dr	At 240 Vista Valley Dr	Mid block	39.161910	-108.713559	188930	Fiberglass	Salem	100

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Vista Valley Dr	At 278 Vista Valley Dr	Mid block	39.162516	-108.713145	317164	Fiberglass	Salem	100
Vista Valley Dr	S Bookcliff Ct	NE Corner	39.163272	-108.713150	330437	Fiberglass	Salem	100
Vista Valley Dr	Ottley Ave	SE corner	39.164285	-108.713391	258788	Fiberglass	Salem	100
S Bookcliff Ct	N Bookcliff Ct	NE Corner	39.163078	-108.714482	910388	Fiberglass	Salem	100
N Bookcliff Ct	At382 N Bookcliff Ct	Mid block	39.163914	-108.714556	950711	Fiberglass	Salem	100
S Bookcliff Ct	At 283 S Bookcliff Ct	Mid block	39.162180	-108.714491	922034	Fiberglass	Salem	100
Black Ridge Dr	Arches Dr	SW Corner	39.161874	-108.716533	NA	Fiberglass	Salem	100
Arches Dr	At 312 Arches Dr	Mid block	39.162511	-108.716897	244220	Fiberglass	Salem	100
Arches Dr	Dakota Dr	NW corner	39.163139	-108.716884	194481	Fiberglass	Salem	100
Dakota Dr	At 1286 Dakota Dr	Mid block	39.163156	-108.716166	446427	Fiberglass	Salem	100
Belden Ct	At 303 Belden Ct	Mid block	39.162499	-108.715560	593204	Fiberglass	Salem	100
Belden Ct	At 365 Belden Ct	Mid block	39.163665	-108.715613	595619	Fiberglass	Salem	100
Arches Dr	Ottley Ave	SE corner	39.164257	-108.716909	268841	Fiberglass	Salem	100
Westwater Cir	Black Ridge Dr	NW Corner	39.161636	-108.717327	153927	Fiberglass	Salem	100
Westwater Cir	At 279 Westwater Cir	Mid block	39.162285	-108.717913	941164	Fiberglass	Salem	100
Westwater Cir	Black Ridge Dr	SE Corner	39.161531	-108.718423	811858	Fiberglass	Salem	100
Wolf Creek Ct	Black Ridge Dr	SE Corner	39.161494	-108.717737	003846	Fiberglass	Salem	100
Wolf Creek Ct	At 1202 Wolf Creek Ct	Mid block	39.160999	-108.717793	981658	Fiberglass	Salem	100
Wolf Creek Ct	At 1163 Wolf Creek Ct	Mid block	39.161053	-108.718934	664712	Fiberglass	Salem	100
Wolf Creek Ct	1259Wolf Creek Ct	Mid block	39.161069	-108.716537	316711	Fiberglass	Salem	100
N Maple St	Vermont Ln	NE Corner	39.165722	-108.728973	1246	Wood	Cobra	100
N Maple St	Purple Plum Ct	SW Corner	39.166450	-108.729156	797763	Fiberglass	Salem	100
N Maple St	Sabil Dr	NE Corner	39.168926	-108.728905	3046	Fiberglass	Salem	100
N Maple St	Applewood Dr	SW Corner	39.169642	-108.729157	NA	Fiberglass	Chinese Hat	NA
N Maple St	Oakwood Ave	SW Corner			871963	Fiberglass	Salem	100
N Mesa St	Applewood Dr	NW Corner			na	Fiberglass	Chinese Hat	NA
N Mesa St	E sunset Dr	NW Corner	39.170596	-108.738257	3460	Fiberglass	Chinese Hat	NA
N Mesa St	W Meadow Ave	NW Corner	39.167544	-108.733703	2467	Wood	Cobra	100
N Mesa St	Roberson Dr	SW Corner	39.166202	-108.733643	1667	Wood	Cobra	100