

Chapter 6

Transportation

Roads and Streets

In February 2000, DMJM, a transportation planning firm, completed an update to the City of Delta's major street plan and associated transportation studies and reports. Among this report's recommendations are a major street plan, a downtown multimodal circulation and parking plan, discussion of a truck bypass, and improved access to Garnet Mesa. Highlights of the report that may be relevant to 2008 include:

- ◆ A major street plan has been developed which includes an existing and future street classification plan (see page 6-13).
- ◆ A downtown parking and circulation plan analyzing the number of public and private parking spaces available in the downtown area and recommending strategies for reducing vehicular traffic, including:
 - Encourage more pedestrian activity by developing gathering places downtown and installing more benches.
 - Encourage more bicycling by installing bike racks at various city lots and private businesses.
 - Develop minibus routes that serve downtown, particularly to assist the elderly, handicapped and others who are unable to drive.
 - Develop partnerships with employers to encourage more bicycling (install bike racks and lockers for employees), use of variable work hours and carpooling.
- ◆ The report discusses the general location of the proposed truck bypass. Subsequent analysis by the City has determined that the most feasible location is the route displayed on Figure 6-1. The final bypass design is scheduled for completion by 2009; right-of-way should be acquired by 2011; and the bypass construction should be completed by 2013-2015.
- ◆ Improved access to Garnet Mesa is analyzed and recommendations for road improvements are indicated on the major street plan map, which, along with the entire report, is on file at the City of Delta Community Development Department.
- ◆ Figure 6-2 indicates the estimated traffic volumes in downtown Delta before and after the construction of the bypass.
- ◆ Pages 6-11 and 6-12 indicate future traffic volumes for Highway U.S. 50 and State Highway 92 to the year 2030. In both cases the future traffic volumes appear to be adequate to handle the additional projected volumes.



Figure 6-1
 PROPOSED TRUCK ROUTE

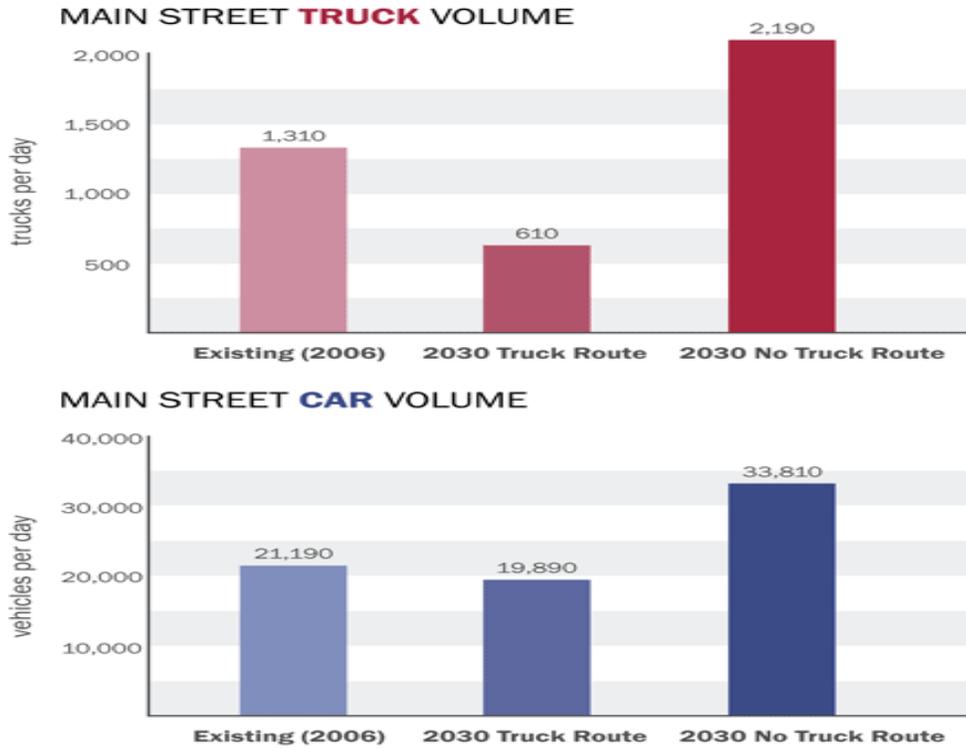


Figure 6-2 Projected Traffic Volumes

Multi-Modal Transportation

As part of the Montrose-Delta Transportation Region, Delta is served by many modes of transportation, including air travel via the Blake Field Airport, the Union Pacific, and Burlington Northern Railroads which provide freight service, and Greyhound Bus Line operating from Grand Junction. Located along U.S. Highway 50 and State Highway 92, Delta is linked to Grand Junction and well-connected to other parts of Colorado and the United States via these vehicular arteries. The four laned U.S. 50 and State Highway 92 provide easy access to the north, south and east. There is no public transit in Delta feasible today; future air quality concerns and the price of petroleum may necessitate changes in the way people move about.

(Source: Montrose-Delta Transportation Region web site)

Pedestrian and Bicycle Circulation

Although most of the pedestrian and bicycle trails within and near Delta are oriented toward recreational use, there are opportunities to connect Delta with Grand Junction, Montrose and the Gunnison River Valley. Trails are discussed in more detail below and in Chapter 8.

Proposed Transit Improvements

(Source: Delta County Transit and Human Services Transportation Coordination Plan)

A six-year detailed financial plan outlining operations and capital expenditures for public transit for the Delta County Council on Aging, Inc. (DCCOA) was developed. This financial plan will be used by CDOT to review and award funding for all transit programs administered by CDOT. Securing funding for any transit service is an ongoing challenge. The critical factor in providing needed transit services is to develop funding that allows a transit provider to operate reliably and efficiently within a set of clear goals and objectives, and accomplish long- and short-range plans. Dependable resources to fund transit service are important in developing reliable service that will encourage ridership.

Local Agency Plans

As part of the coordination process, the DCCOA completed an inventory of the current services being provided. Stakeholders from Delta, Cedaredge, and Delta County program managers met to discuss gaps and duplication of services, strategies to eliminate these gaps, and identified priorities to implement service improvements and coordination options. A Short-Range Transit Plan, with a budget including both expenses and revenues, has been developed for the six-year period 2008 to 2013. Long term service needs are included in the budget for 2014 and beyond.

No additional services are proposed by the DCCOA; however, there is continuing interest to encourage other local transportation projects. The addition of a Transportation Director would not only assist with the management of the current services, but could support coordination efforts. A Coordination Council has been proposed that would work with other areas such as the Grand Junction Metropolitan Planning Office and the Montrose area to ensure regional connectivity. A goal of the DCCOA is to encourage the merger of all services into one system that could provide intercity bus service as well as in-town services to the region as a whole.

Budget estimates have escalated at a rate of 7% annually to recognize volatile fuel price increases and uncertain liability insurance costs as well as general cost increases. This financial plan will be used by CDOT to review and award funding for all transit programs administered by CDOT.

Gunnison Valley 20-Year Regional Transportation Plan

Region 10, (which includes the City of Delta and County of Delta) working as the Gunnison Valley Transportation Planning Region, is responsible for the development of the 20-year Regional Transportation Plan. This plan is developed and updated through an extensive public participation process. The plan is a multi-modal transportation plan addressing the transportation elements of roadways, bike & pedestrian facilities, transit

services, aviation, and rail services. This plan is used by the Colorado Department of Transportation in the development of the Statewide Transportation Plan. Projects currently contained in this Plan are described below as Action Items under policy #2.

Enhancement Projects

Transportation enhancement projects are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the intermodal transportation system. The enhancement program provides for the implementation of a variety of non-traditional projects. Examples are: the restoration of historic transportation facilities, bike and pedestrian facilities, landscaping and scenic beautification, and mitigation of water pollution from highway runoff. In order for a project to be eligible to receive funding as an enhancement project it must adhere to one of the following project types:

1. Provision of facilities for pedestrians and bicycles
2. Provision of safety and educational activities for pedestrians and bicyclists
3. Acquisition of scenic easements and scenic or historic sites
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
5. Landscaping and other scenic beautification
6. Historic preservation
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
9. Control and removal of outdoor advertising
10. Archaeological planning and research
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
12. Establishment of transportation museums

From: Gunnison Valley Regional Transportation Plan Page 216

Public Opinion about Transportation

The public opinion survey included several questions about transportation. When asked about the ease of travel within the City of Delta, 86% said it was “good” to “excellent.” Sixty percent believed control of traffic flow with traffic lights, signs, and street design was “good” to “excellent.” Eighty-five percent supported completion of an alternate truck route to reroute truck traffic off Main Street. See also comments on Steering Committee recommendation in the Appendix.

Desired Future Condition, Policies and Action Items

Desired Future Condition

The transportation system promotes safe vehicle and multi-modal transportation options for residents and visitors, including pedestrian and bicycle circulation through an interlinking network of sidewalks and trails and provides for the efficient distribution of goods and services. Parking in the downtown area is adequate for residents, businesses and visitors, and a public transit system provides an appropriate level of service within Delta, and between Delta, the Gunnison River Valley, Montrose and Grand Junction.

Policies and Action Items

Policy 1--Improve the City’s road system to handle additional traffic as well as to improve internal circulation and pedestrian, bicycle transportation. Action items to implement this policy are:

- Complete the U.S. 50 truck by-pass project.
- Implement the City’s master road plan. Implement the plan over time using funding from the City’s capital budget and grants as well as road construction in conjunction with new development.
- Connect Pioneer Road north to Stafford Lane.
- Acquire/develop additional city-owned parking lots near downtown.
- Install better signs with a map of major roads advertising Delta.
- Redesign Main Street once the bypass is constructed to create a more pedestrian friendly street with angle parking, enlarged planters, trees and flowers, and public art.
- Coordinate with Delta County to connect the improved G50 road with the truck bypass.

- Coordinate with CDOT and the railroad to develop a rail commuter/tourist train from Delta to Grand Junction.

Policy 2--Implement the Gunnison Valley Regional Transportation Plan over the next 20 Years

- City of Delta Circulator within the City of Delta--This project was a recommendation made in the Transit Development Plan. The estimated cost to begin this transit service in the City of Delta is \$112,000. The project is in the jurisdiction of CDOT Region 3.
- Railroad crossings/emergency access and commercial traffic flow and study on US 50 within Delta County--This study will analyze the hazardous materials bypass around the commercial areas in Delta. The estimated cost of the study is \$150,000. The project is in the jurisdiction of CDOT Region 3.
- Intersection between US 50 and SH 92--The improvements to this intersection within the City of Delta include replacing the surface material and upgrading the controls. The estimated cost for the intersection improvements is \$1,500,000. The project is in the jurisdiction of CDOT Region 3.

Policy 3--The City and County will develop a joint transportation plan for the 3 mile planning area.

- This plan will be updated when changes to the 3-mile plan are made. The City and County will jointly support the planning and construction of a "G50 Bypass that would start at G 50 Road and Highway 50 west of Delta and end in an area near the Delta Vo-Tec Center south of Delta.
- A bypass from Hwy. 50 on the north side of Delta to Hwy 92 east of Delta should be planned and the City and County should support a plan to improve County Road 1900 to carry some traffic on the east side of the City from Hwy. 92 to Hwy. 50 near Olathe.
- The City and County will jointly sponsor these projects as part of the Regional Transportation Planning that is coordinated through Region 10.

Delta Comprehensive Plan 1997

Transportation	Status (C=completed, I=incomplete, P=in progress)
Goals	
Safety on our streets, sidewalks, trails, rail crossings and in our public transportation	IIPC/P
Avoid congestion which hampers the flow of traffic to an amount which is unreasonably inconvenient or unsafe	P
Continue to enhance aesthetics along our transportation routes	IIPP
Make our transportation systems convenient and accessible	P
Maintain or enhance efficiency of existing systems and evaluate cost benefit of proposed systems	IIPP
Attempt to make transportation routes complimentary to adjacent land uses in their location and design	P
Promote an integrated transportation system which will address various modes of travel as well as their impacts on the economy, sense of community, and their environment	P
Ensure City transportation planning is integrated with the Comprehensive Plan's proposed land uses, the existing transportation network and development patterns	P
Section One: Streets and Roads	
Objectives	
Promote alternatives to automobile travel by providing facilities and a framework for a multi-modal transportation system (trails, sidewalks, bike lanes)	CIP
Encourage walking to events, services, and recreation whenever possible	CIP
Plan in long-term budgeting to allow for continued maintenance of existing streets and road services	P
Continue to assess the need of the development of a hazardous materials/truck by pass	C

Control devices, such as traffic lights and four way stop signs, should be studied for effectiveness and higher degree of control	P
Enhance parking opportunities in the downtown area	IIPP
Establish a community information/education program to support the implementation of the transportation plan	CIP
Review the key elements of the transportation plan on a regular basis	P
Encourage Delta County to adopt city street specifications for new rights-of-way within the City's three-mile area of influence	P
Require that new streets follow the existing street pattern as designated in the Major Street Plan and serve the community efficiently and conveniently	CIP
Discourage multiple curb cuts onto arterial and collector roads and , instead require shared driveways, and/or frontage roads	P
Section Two: Bicycles and Pedestrian ways	
Objectives	
Construct safe access points across Main Street for pedestrians and bike riders. Consider making a few crossings as focal points for access east/west across Main Street	CIP
Provide pedestrian access from all parts of the City to the new Recreation Center and Confluence Park	C
Assure that new development creates new, adequate pedestrian ways through as well as into and out of development	CIP
Work with county-wide and state wide efforts to create intermodal routes between cities and recreation areas	I
Provide bike parking facilities at park/path trail heads	P
Section Three: Public Transportation	
Objectives	
Encourage the Taxi Company to expand its service area	I

Continue to consider the need and support for an inner city, public transportation system	I
Resources among transit providers should be coordinated	I
Section Four: Rail	
Objectives	
Work to lessen the impact on other forms of traffic when trains come through town	IIPP
Study the impact of options for, better marked crossings, speed of trains, length of trains, etc.	IPPI
Study the opportunities that adjacent of properties to the railroad tracks might present	P
Evaluate unused railroad ground and consider alternate uses	PCPC
Study the options for using the train as an alternative transportation source for people	I
Section Five: Aviation	
Objectives	
Look for opportunities to incorporate air travel into the other portions of this plan, such as economic development and job creation so as to make best use of this amenity for the community	(county working on airport plan)I

Table 6-1

**Future Traffic Volumes for Highway 092
From RefPoint 6.956 To RefPoint 33.643
(Source Colorado Department of Transportation, 2008)**

Route	Ref Point	End Ref Point	Start Point Description	AAADT	AAADTYR	AAADT Single Trucks	AAADT Comb. Trucks	Design Hour Volume (% of AAADT)	AAADT 2030	AAADT Single Trucks 2030	AAADT Comb. Trucks 2030
092A	6.956	10.546	ON SH 92 NE/O 2200 RD, AUSTIN	4,700	2007	210	100	10	7,024	314	149
092A	10.546	16.908	ON SH 92 E/O PAYNE SIDING RD, 2500 RD	4,700	2007	130	150	10	7,240	200	231
092A	16.908	20.205	ON SH 92, BRIDGE ST W/O CEDAR DR, HOTCHKISS	6,100	2007	160	70	10	8,976	235	103
092A	20.205	20.644	ON SH 92, BRIDGE ST E/O CEDAR DR, HOTCHKISS	6,700	2007	240	110	10	9,474	339	156
092A	20.644	20.723	ON SH 92, BRIDGE ST W/O SH 133 & 5TH ST, HOTCHKISS	7,900	2007	320	110	10	12,079	489	168
092A	20.723	21.674	ON SH 92, BRIDGE ST E/O SH 133 & 5TH ST, HOTCHKISS	4,000	2007	180	90	10	6,254	281	141
092A	21.674	27.082	ON SH 92 SE/O CR J.75 RD	1,800	2007	70	50	11	2,752	107	76
092A	27.082	30.110	ON SH 92 SE/O F50 RD	2,100	2007	90	40	11	3,114	133	59
092A	30.110	31.525	ON SH 92 E/O CRAWFORD RD, 3900 RD	2,000	2007	30	40	15	3,012	45	60
092A	31.525	33.643	ON SH 92 SE/O CEDAR AVE, CRAWFORD	1,100	2007	20	10	15	1,758	32	16

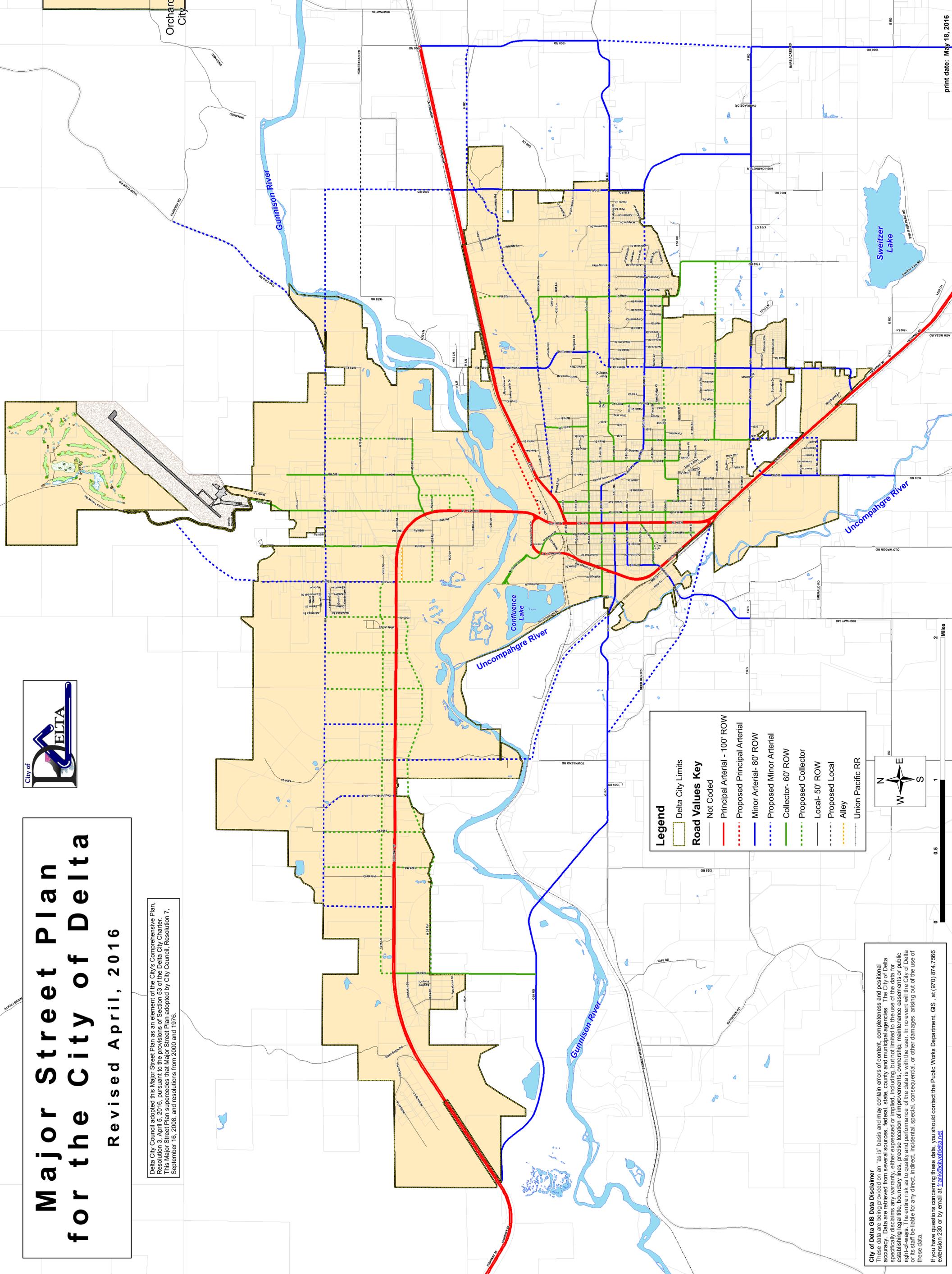
Traffic Information for Highway 050
 From RefPoint 69.989 To RefPoint 80.289
 (Source Colorado Department of Transportation, 2008)

Route	Ref Point	End Ref Point	Start Point Description	Annual Average Daily Traffic	AADT Year	AADT Derivation	AADT Single Trucks	AADT Comb. Trucks	Percent Trucks	20 Year Factor	Design Hour Vol (% of AADT)	Daily Vehicle Miles Traveled
050A	69.401	69.989	ON SH 50 SE/O CRS 1550 RD & H 50 RD, DELTA	12,400	2007	Actual	320	810	9.10%	1.48	7	7,291
050A	69.989	70.919	ON SH 50 N/O GUNNISON RIVER DR, DELTA, @ GUNNISON RIVER BRIDGE	15,700	2007	Factor	360	940	8.30%	1.34	8	14,695
050A	70.919	71.000	ON SH 50, MAIN ST N/O SH 92 & 1ST ST, DELTA	20,100	2007	Actual	360	920	6.40%	1.52	8	744
050A	71.000	71.428	ON SH 50, MAIN ST S/O SH 92 & 1ST ST, DELTA	17,800	2007	Actual	300	780	6.10%	1.29	8	7,601
050A	71.428	71.876	ON SH 50, MAIN ST S/O SH 348, EATON AVE & 7TH ST, DELTA	18,300	2007	Actual	370	930	7.10%	1.41	8	8,198
050A	71.876	72.194	ON SH 50, MAIN ST S/O 11TH ST, DELTA	15,600	2007	Factor	330	860	7.60%	1.30	8	5,273
050A	72.194	73.360	ON SH 50, MAIN ST SE/O GRAND ST, DELTA	15,800	2007	Factor	330	840	7.40%	1.42	8	17,886
050A	73.360	80.289	ON SH 50, MAIN ST SE/O PIONEER RD, DELTA	13,800	2007	Factor	280	720	7.20%	1.48	8	92,198

Major Street Plan for the City of Delta

Revised April, 2016

Delta City Council adopted this Major Street Plan as an element of the City's Comprehensive Plan, Resolution 3, April 5, 2016, pursuant to the provisions of Section 53 of the Delta City Charter. This Major Street Plan supercedes that Major Street Plan adopted by City Council, Resolution 7, September 16, 2008, and resolutions from 2000 and 1976.

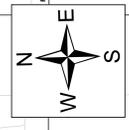


Legend

- Delta City Limits

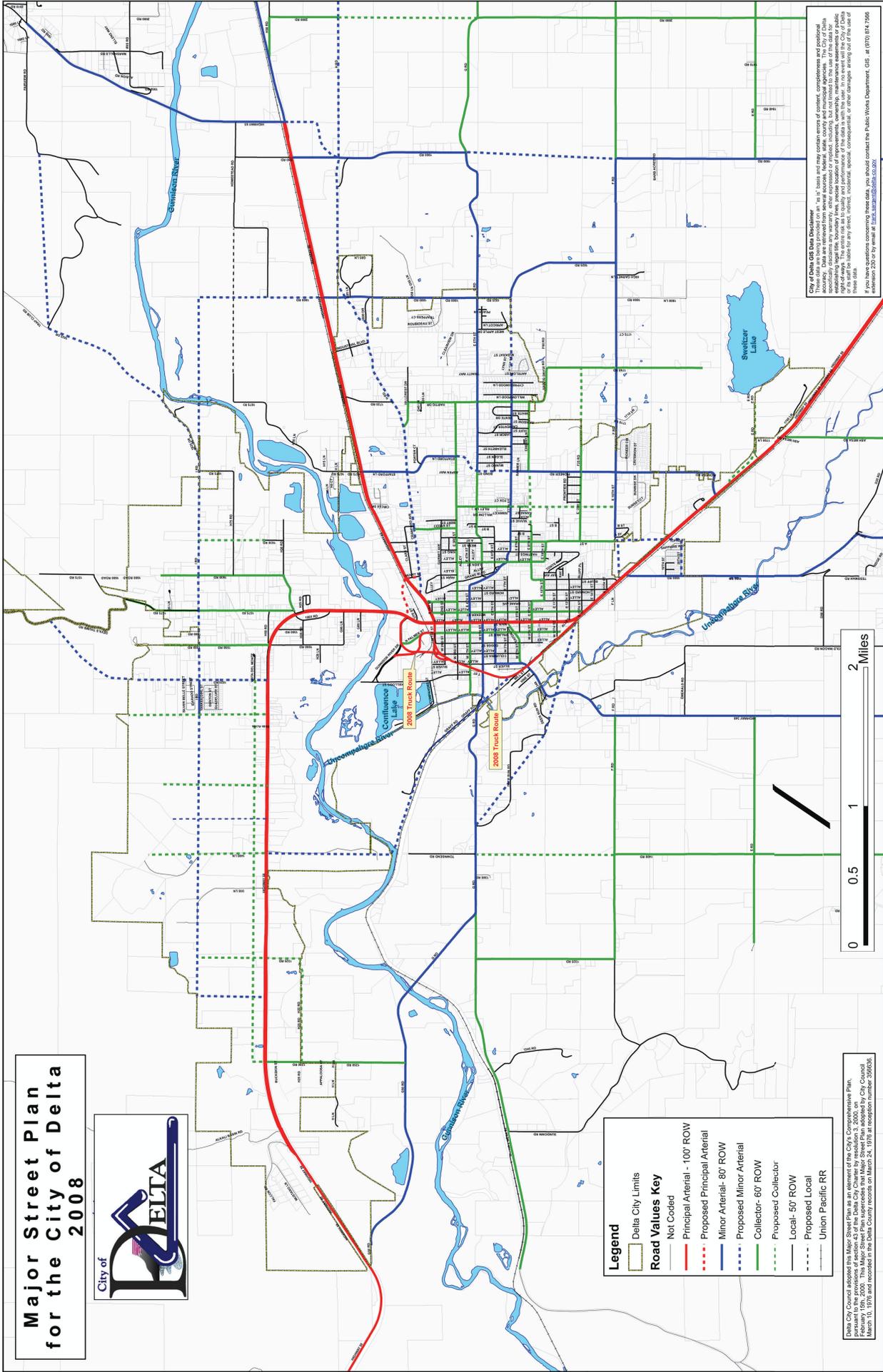
Road Values Key

- Not Coded
- Principal Arterial - 100' ROW
- Proposed Principal Arterial
- Minor Arterial- 80' ROW
- Proposed Minor Arterial
- Collector- 60' ROW
- Proposed Collector
- Local- 50' ROW
- Proposed Local
- Alley
- Union Pacific RR



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Major Street Plan for the City of Delta 2008



Legend

- Delta City Limits
- Road Values Key**
- Not Coded
- Principal Arterial - 100' ROW
- Proposed Principal Arterial
- Minor Arterial - 80' ROW
- Proposed Minor Arterial
- Collector - 60' ROW
- Proposed Collector
- Local - 50' ROW
- Proposed Local
- Union Pacific RR

Delta City Council adopted this Major Street Plan as an element of the City's Comprehensive Plan, pursuant to the provisions of section 43 of the Delta City Charter by resolution 2, 2008, on March 10, 1976 and recorded in the Delta County records on March 24, 1976 at reception number 356956.

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Approved by City Council on 03/10/2008