

# MESA COUNTY 2010 REQUEST FOR RESULTS

## Create Well-Planned and Developed Communities

### THE RESULTS WE ARE SEEKING

“I want plans and infrastructure that maintain quality of life.”

### INDICATORS OF PROGRESS

Indicator
<p><b>Sufficiency of County Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Miles of Overlay:               <ul style="list-style-type: none"> <li>• 2008: 32.25</li> <li>• 2007: 23.28</li> <li>• 2006: 21.29</li> <li>• 2005: 21.57</li> </ul> </li> <li>• Pavement Condition Index on a scale of 1-100. The acceptable industry standard is 80-85. Estimated Average is 70</li> <li>• Traffic Modeling - In early 2007 the Grand Valley MPO’s Travel Demand Model was updated with 2035 Socio-Economic Projections (Population and Employment). Based on those projections and using the “existing and committed” road network, the model output indicates that within the current Grand Junction/Mesa County urban area, there will be serious capacity deficiencies on Mesa County’s roads resulting in very poor levels of service on all major street and highway corridors.</li> </ul> <p style="margin-left: 40px;">Outside the Grand Junction Urban Area congestion is less of an issue except for a few limited areas in and near Fruita. The model indicates that U.S. 6 within Fruita and the section between Fruita and Grand Junction will be highly impacted by the Fruita area growth and require capacity improvements to maintain an acceptable level of service. State Highway 340 in Fruita is already experiencing congestion and the levels of service on that facility are expected to decline with continued growth in and around Fruita.</p> <p style="margin-left: 40px;">The model results are an indication that a comprehensive transportation planning effort is needed to determine the full extent of transportation improvements necessary to minimize not only future congestion problems but a possible degradation of air quality in the Grand Valley Air Shed.</p>
<p><b>How well are we implementing adopted plans and policies?</b></p> <ul style="list-style-type: none"> <li>• 2008 - 71.4% of budgeted Transportation projects were expended (total of \$20 million)</li> <li>• 2007 - 81% of budgeted Transportation projects were expended (total of \$18.2 million)</li> <li>• 2006 - 79% of budgeted Transportation projects were expended (total of \$8.2 million)</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Community Survey:% of Citizens that believe the County is planning for and managing growth (4 or 5 on a scale of 1-5)</b>  <b>2009: Mesa County—39.8% U.S.—48% Mountain Region—37%</b></li> </ul>

## **FACTORS**

Three primary factors were identified that are critical to creating communities where the citizens of Mesa County want to live, work and play. These factors demonstrate the interdependency of different elements as well as collaboration with other outcome areas.

### **Factor 1: Future Plans Consistent with Community Values and Character**

Mesa County governs and serves the largest urban population in the area, yet it also is the steward of thousands of square miles of rural and public land. Recognizing this diversity we want to have long range planning and a land use code that is consistent with our community's values and character. As the leader in our community, Mesa County can direct development that incorporates appropriate infrastructure, diverse housing, and regional shopping areas while continuing to have growth pay it's own way. Mesa County can also lead the way with options for urban area governance, recreational lands and an energy strategy that encompasses an energy master plan and opportunities for conservation.

### **Factor 2: Multi-modal Transportation Systems**

Getting from Point A to Point B can be crucial for a variety of reasons. While most Mesa County drivers use personal vehicles for transportation, there are also those who use the bus service, bicycles or are pedestrians. Transportation not only applies to jobs or shopping, but also to accessing public lands and recreation. Maintenance of roads, buses , trails and sidewalks is vital to the future of transportation in the County. As population grows, solutions to the crowding of County roads must also implemented.

### **Factor 3: Working and Available Utilities for Current Demand**

Both failing systems and the need for utilities in the rapidly developing rural areas of Mesa County has caused us to become a utility provider of sorts. Without local utility managers or organized local governments, rural providers of utilities run into problems when their systems fail or are not at the capacity to handle development. It is our responsibility to assist in the creation of public improvement districts, development of utility infrastructure plans and to foster implementation of these plans in order to protect the public health. Mesa County does not provide utility services directly, but implements public improvement districts as a separate local government when approved by the electorate.

## **PURCHASING STRATEGIES**

We are seeking offers for programs that will contribute to Mesa County achieving well planned and developed communities. The following are some of the strategies that Mesa County believes will result in achieving this outcome.

### **Purchasing Strategy 1:**

**We are seeking proposals that plan and implement the community vision for growth.**

**Specifically proposals for/that:**

- Processes that are business friendly, resident friendly and streamlined
- Growth to pay for its impacts
- Implement the adopted community wide master plan through the updated Land Use Code and Capi-

tal Improvement Plan

- Offer opportunities for development of regional shopping areas
- Provide an energy policy that includes conservation and an energy master plan
- Offer opportunities for different methods of urban area governance
- Provide access to and management of recreational lands and existing urban parklands
- Position Mesa County to be the leader in meeting our community expectations
- Encourage awareness of and compliance with codes, policies and plans

**Purchasing Strategy 2:**

**We are seeking proposals that foster a safe, efficient and accessible transportation system.**

**Specifically proposals for/that:**

- Riverfront trail
- Public transportation system
- Pursue access management plans
- Traffic congestion management
- Implement adopted transportation plans
- Maintain existing transportation infrastructure
- Crime prevention through environmental design (see Economic Vitality RFR)

**Purchasing Strategy 3:**

**We are seeking proposals that provide opportunities for working and available utilities to meet current demand.**

**Specifically proposals for/that:**

- Growth should pay its own way
- Use special districts to provide for communities
- Efficient and affordable waste management

**Special consideration will be given to offers that provide or encourage the following values:**

- Customer Service
- Efficient processes
- Community partnerships and collaboration
- Interdepartmental cooperation
- Evidence based programs or services
- Prevention and Maintenance
- Volunteerism

# WELL-PLANNED AND DEVELOPED COMMUNITIES STRATEGY MAP

