

Public Meeting #2 Summary of Comments

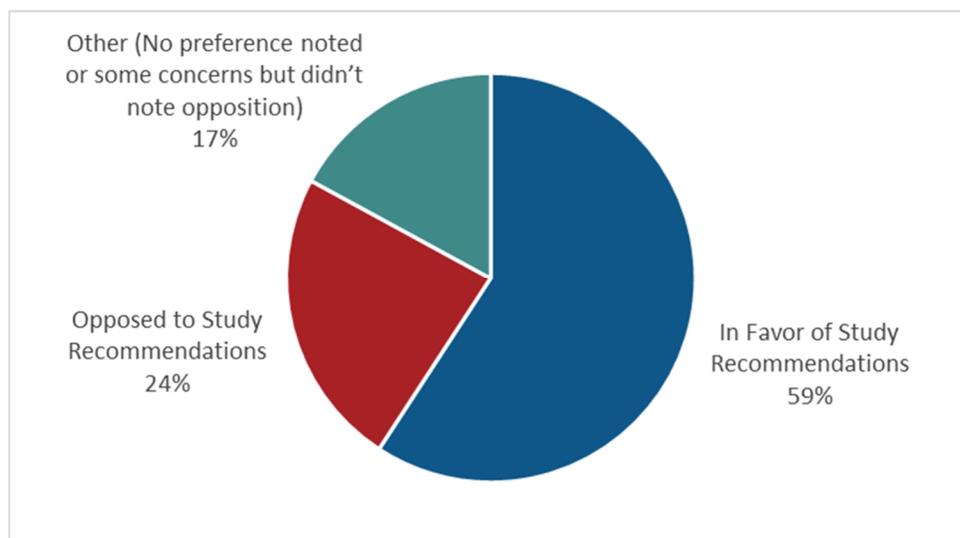
The second public meeting for the 29 Road Interchange at I-70 Planning and Environmental Linkages (PEL) Study was held online to provide a safe, convenient way for community members to engage during the COVID-19 pandemic. The goal of this public engagement point was to provide an update regarding the study progress and obtain public feedback regarding the draft study recommendations.

A video containing public meeting graphic displays was posted to the project web page for a three week-long comment period (August 6 – 27, 2020). During this timeframe, the video was viewed 575 times. The video provided a study overview, described the alternatives developed and the alternatives evaluation process, presented the draft study recommendations, and outlined next steps. The video will remain on the project web page and continues to garner views.

Voiceover narration provided an easy way for people to watch and/or listen, and each graphic “slide” of the video had the narration text written on the side of the screen for those who are hearing impaired or would prefer to read the summary. For those without internet access, hard copies of the graphics and on-screen text were available at the Mesa County Central Services Building for pick-up, along with printed comment forms. Viewers were invited to comment on the draft recommendations through the project web page’s comment form.

This public engagement opportunity was advertised through an email blast to the project mailing list, news release to encourage TV and print media coverage, and City of Grand Junction and Mesa County communication channels. The County advertised on their social media accounts and blog, sent messages to newsletter subscribers, and made the invitation to participate a spotlight feature on their home page.

Following is a listing of comments submitted through the project web page and emails during the public comment period of August 6 – 27, 2020, organized by the requested subjects and general themes. Of the 76 people submitting comments, the majority of commenters were in favor of the study recommendations, as seen in the sentiment analysis pie chart.



Please provide feedback regarding the alternatives development and evaluation.

- I support the addition of access to I-70 from 29 Road.
- I agree the 29 Road interchange is the best option.
- I primarily agree with the I-70/29 Road Interchange option.
- We have always been for the 29 Road Interchange. We believe it is much needed as our population grows.
- I'm glad the evaluation shows the value of a new interchange at 29 or 30 Road. This will be a welcome change.
- A North - South corridor is already in place with the 29 Road bridge over the Colorado River and the Union Pacific rail corridor. Alternative 2 is the only reasonable solution from a cost standpoint and functionality. Alternatives 1, 3 and 4 are unreasonable.
- The process seems reasonable although it has taken forever.
- Anything to lighten the traffic on 27 1/2 Road between Patterson and Horizon Dr. Drivers have a hard time trying to enter 27 1/2 Road from our subdivisions and with a round about going in on 27 1/2 Road and G Road it's going to get worse.
- Thank you for providing it to us to see the thought process.
- The video only covered the process.....not the potential positives and negatives. This is like asking people to comment on a new movie...based only on a video of how they hired the actors. There is nothing there to give feedback on.
- I don't see any of the alternatives as viable.
- Will any of the improvements identified in Alternative 1 be pursued further to make access improved from the airport to 29 Road other than on I-70? Once upon a few reviews ago, the modeling indicated that lanes would needed to be added to I-70 between Horizon Drive and a 29 Road interchange. Is that still the case or did something change?
- I attended the February 2019 public meeting. I have read the information on this site, and I watched the accompanying video. The discussion seems to be just about which of the two alternatives to proceed with, not why any such improvement is really necessary. The planners seem to be prioritizing potential "economic growth" over liveable communities, and the rapid transportation of motorized vehicles over people. There isn't any discussion of the non-quantifiable costs involved, such as degradation of the quality of the affected neighborhoods. Making Grand Junction into a less liveable community will have adverse economic costs as well. Haven't you people learned anything from the mistakes made in places like Denver? Further, in regard to this process, I find it condescending that the City and County would simply say to us 'here are your two choices, decide' without honestly considering the option of not building an interchange at all. It has the appearance that the City and County are determined to spend the money no matter what the public says.

- I am writing you to voice my concerns about the 29 Road I-70 Interchange project. I have been familiarizing myself with the plans and would like to know more about the process and timeline and why you feel this interchange is needed. My concerns and issues are as follows:
 - » Has a study or assessment been made to show the necessity and impacts of this project? Do the benefits outweigh the negative impacts and the cost?
 - » Where's the funding? The scale of the project will require extensive funds.
- Based on our observations, adding an interchange at either location would alleviate a lot of traffic currently going through 27 1/2, Patterson, and G Road. That would help traffic in those areas considerably.

Do you agree with the study's recommended alternative? Please provide comments regarding both alternatives below.

Carried Forward, Recommended: New I-70/29 Road Interchange with North Connection (including 29 Road improvements between I-70 and Patterson Road)

Benefits/In Favor

- Yes, a new I-70 interchange is needed.
- I agree with the 29 Road option. I work on 29 1/2 Road but have to use the interstate to get to and from work every day. This improvement would be wonderful as I have to access the interstate through Clifton or Horizon at this time. I would much rather be able to go down 29 Road.
- I agree this is a real necessity in Grand Junction. There is so much traffic congestion on Patterson Road during peak travel times. I live in the north east part of town and have always wished for a 29 Road exit to and from the interstate.
- I think this project will provide an essential North South connection to I-70 between 32 Road and Horizon Drive. This is vital to relieve future traffic circulation issues on the main East West roadways such as Patterson Road and North Avenue.
- Agree.
- I think this would be great. It would be nice to have a connection to I-70 between Horizon and Clifton.
- Yes, we agree with this recommendation.
- Agree with this I-70/29 road interchange this makes the most sense and least intrusive changes.
- Go for it!! Long overdue!
- I believe that this would be the best plan.
- I am very supportive of this measure to move forward as an additional option to connect with I-70 and even the airport and future expansion as it may happen for this area.
- Great idea - congestion in and around North Avenue is affecting safety of motorists and pedestrians.
- I agree and look forward to the completion of this project. It is one long in coming, to be sure.

- This drive route option not only provides another good access to the airport but it serves as a route for handling internal access for those centrally located between Clifton and Horizon drive. It also provides a good access point for commercial vehicles to North Avenue and even the industrial zone south of North Avenue and near 29 Road. The four quadrants surrounding the I-70 entrance/exit points on both sides will provide for additional commercial and vendor operations.
- I have lived in the 29 Road north Grand Junction area for the last 15+ years and have longed for the 29 Road/I-70 interchange. It is a much needed connection to I-70 that would help alleviate a lot of traffic from East Grand Junction to the Mall area along Patterson/F Road. It's not beneficial for a large population between 28 1/2 Road and 31 Road to use the Clifton I-70 interchange or the Horizon I-70 interchange for getting across town. You might as well stay on F Road. This will change that. Plus it will give a quick exit to the east and also complete the loop south from I-70 to Hwy 50.
- Our family feels this proposed exit/interchange would help to alleviate the excessive traffic congestion that plagues Grand Junction. Hopefully, as alluded to, this would be the first of other implemented solutions to assist with traffic flow.
- Yes. I think the interchange with I-70 and 29 Road is essential.
- Yes the I-70/29 Road Interchange is needed. Concentrated traffic at Horizon Drive and 32 Road lead to excess traffic, noise, pollution and accidents.
- Looks like the best choice for a much needed I-70 interchange. Plan looks good from the interstate to Patterson but what about the connection at Highway 50? It will have a big impact on that neighborhood.
- I just moved here from Denver and this is the first I have heard about it, but I support making this area more accessible.
- 29 Road is an artery of our community. Connecting it to I-70 would greatly benefit our community. A must.
- I would be in favor of going forward with the 29 Road interchange and would vote to fund this if it came up in an election ballot measure. I am in favor of this option.
- Please get this project started. This is the most direct way for persons travelling from Orchard Mesa to get to the Interstate. Even though I don't live there, it will take the burden off of Horizon Drive.
- Long overdue! please build it now.
- Yes. This really needs to be done!
- Agree. Alternate of adding an exit at 29 Road makes the most sense and will making getting across the valley much easier. Often trips from north west Grand Junction to Orchard Mesa are difficult. Transportation in the region could benefit from increased use of I-70 and adding this exit will help that.
- Yes, the recommended alternative sounds good. An interchange at 29 Road would be awesome! This is what this area of town needs to make the freeway easier to access.
- If are going to build it, this one is probably preferable.

- Yes build ASAP. Having access to future Matchett Park will be extremely beneficial.
- Yes, I agree with this alternative. It will provide excellent access to many points in the city.
- I'm so happy that this is finally happening!!!! We've needed this for more than 15 years.
- Great job on this presentation. We welcome this project! We live near 29 Road and Patterson, and through this means more traffic in our area, we thoroughly agree with the need for "better" traffic flow in the greater GJ area! The 29 Road interchange with I-70 will provide a tremendous benefit to our area. (Plus...if you can arrange for a Cracker Barrel Restaurant to be placed near the new interchange, then life will be good!! May capitalism do its work!) Again - great job, everyone! Your hard work is appreciated.
- I have reviewed the attached update and watched the short video. I am highly in favor of the proposed 29 Road interchange to connect with I-70.
- It seems like this one was preferred because of an already determined preference. It makes sense to choose this option for many reasons.
- I agree with the recommended alternative.
- Although I live off 29 Road, and the result will mean more traffic going past, I think this is the best choice given the fact that the road goes all the way to I-70 already.
- I have wanted an I-70/29 Road Interchange for decades! I wish it had been done years ago!
- I think that the I-70/29 Road Interchange is long overdue. It should also help reduce the congestion on Patterson.
- As a 20 year resident of Darla Jean subdivision I support this project. This project is long overdue.
- I agree that 29 Road is the better option.
- Yes it would be nice, but have 30 Road would be great as well.
- I like using 29 Road when I go into town, from Whitewater, and this would also be the most direct route off of I-70 for truckers either going East on Hwy 50 or coming into town from Hwy 50 Delta/Montrose to get onto I-70. This always seemed like an unfinished project after the river bridge was put in at 29 Road.
- Seems to be the best option.
- The 29 Road interchange seems to be the absolute logical choice. 29 Road already runs from Hwy 50 all the way to Patterson Road and above, which would make the interchange a straight through access point across the valley. I-70/29 Road is a much better choice than 30 Road. It also would have much less impact on residents that are located on those two roads. To minimize impact on local residents, 29 Road is the best choice.
- If I read the slides correctly, one of the reasons for not recommending the midpoint interchange is because it would need to be designated a truck route. What kind of truck traffic is anticipated? Is 29 Road currently designated a truck route? If it were signed a truck route from the state highways at either end, does that imply CDOT ownership or responsibility? Also, truck route designation seems to be in conflict with the stated goal of improving pedestrian and bicycle access, especially given the school in close proximity to the new interchange and the designated school walking routes for the neighborhood.

- The I-70/29 Road interchange has long been needed to relieve congestion on Patterson and facilitate east west traffic in GJ. Sooner the better, traffic congestion continues to grow on Patterson Avenue.

Concerns or Opposed

- This will cause too much traffic on 29 Road. I live on Texas and it is difficult to make a left hand turn on 29 Road during rush hour. Also nobody stops on 29 Road when children are walking home. Several times I have seen them run across the 29 Road on the crosswalk because cars are not stopping. With any type of big truck traffic or increased road use this is a nightmare.
- Too much noise, increase air pollution in a higher populated area.
- I am not in favor of this recommendation. The impact on the communities along 29 Road would be subject to noise, traffic congestion and possibly property damage. We enjoy the quiet of our neighborhood.
- I disagree.
- I am greatly worried about the added traffic on 29 Road. I ride my bike along this road extensively to commute to work, and see this proposed change as a huge hinderance to this activity. 30 Road already appears to be set up for additional traffic, at least up to F 3/4 road. It is unclear from your presentation why this alternative was eliminated. It appears to be better developed, wider, and less of an impact on owner properties. 29 Road has numerous homes right on the proposed improvements. I am thinking particularly of the home on corner of 29 and F 1/2 and the homes off of Bonito and Hermosa. This seems to be an added expense to the project that using 30 Road would not incur.
- No, there isn't any funding for it and it is not necessary. If you want to improve the traffic into Grand Junction, put a concrete wall along the south side of I-70 between Clifton exit and pull out before Palisade. It's someone's special interest.
- My concern is the amount of traffic south of Patterson as trucks and large vehicles use this to access Hwy 50. There should be a weight limit south of Patterson so these don't use the 29 Road bridge.
- It seems that the City of Grand Junction continues to not listen to its residents and taxpayers. The need to link I-70 to Hwy 50 is done by Hwy 141 which does not go through residential neighborhoods (or school zones) and is better equipped to handle heavy traffic, is maintained by the state and offers easy access to fuel stations and food for travelers and truckers. Risking the safety of children and residents for a truck route that is not needed should not be a priority for the Grand Valley.
- I live near 29 Road and it sounds dreadful, there's too much traffic on Patterson at this time, and 29 is a narrow road, I like the idea of 30 Road much better as it spreads it out.
- We live on 29 Road. We are both 80 years old and have a reverse mortgage. If we are put out of our home we would have no place to live. My husband is on oxygen and all that extra traffic fouling the air would be very bad for his lungs. Another consideration is the school on 29 Road. Traffic is backed up for blocks as there are no school buses for the 300 students.
- No, I disagree.

- The proposed route along 29 Road between I-70 and Hwy 50 would cut off approximately 3 miles compared to the existing route at 32 Road. It is not a good idea to put a truck route through 29 Road. Near the north end you are cutting through neighborhoods that will be negatively impacted such a route. There are neighborhoods close to 29 Road along much of its route that will be negatively impacted by the increased truck traffic. It would be no faster than the existing route on 32 Road because of the reduced speeds on 29 Road. There are four schools within about a quarter mile of 29 Road. A truck route is not appropriate. I must ask who exactly in Grand Junction is going to benefit from further carving up the city with major roads. Only the land owners on I-70. Shame on you if you really think this is what Grand Junction needs.
- While at first I thought this would be a good thing when I realized traffic on 29 Road would go from 500 to 26,000 vehicles a day I realized this will threaten the neighborhoods on either side of 29 Road. Noise, traffic, pollution and a reduction of walk-able neighborhoods are the main downsides to this project. Not to mention wasting taxpayer funds on a project that is a duplication of current access. The 32 Road exit is much better suited to carry the type of commercial traffic to Highway 50. Also, the Horizon Drive exit which is one and half miles west and already has accommodations for travelers in place. Plus after a dismal year of Covid it seems important to support the business on Horizon Drive and continue the support in the upcoming years. Considering the above factors there is no real need to have 29 Road connect to Highway 50, 32 Road already does that quite nicely and it is 4 lanes with several center turn lanes. 29 Road presently does not have these features in place, which will either require widening or result in bumper to bumper traffic from I-70 all the way to Highway 50. When coming from the west, the I-70 business loop provides direct access to Highway 50. So, why do the city/Mesa Co. want to do this project? Is it the possibility that the land at the 29 Road and I-70 junction could profit the city and or county? I understand that public budgets are squeezed right now, but is sacrificing the comfort and safety of the local citizenry the right way to resolve the present shortfall? 29 Road with one lane in each direction and a single turn lane will never be able to handle this much traffic. Children going to and from Nisley Elementary School and Bookcliff Middle school will need pedestrian crossings which will make timing of lights to facilitate traffic flow impossible. God help anyone that trying exit their neighborhood and turn across traffic, or trust thier kids to walk back and forth from school safely. Putting several large truck stops off the I-70 interchange will mean 29 Road will become the main throughfare to access highway 50. I'm not sure the people that live along 29 Road are comfortable with a lot more truck traffic in their area. Presently the people north of Patterson on 29 Road have a quiet existence, which will disappear once this project is built. Truck stops in winter are noisy pollution filled areas as truckers' idle engines all night to stay warm and keep engines from freezing up. This project is a solution in search of a problem. There already are 2+ ways to access Highway 50, 32 Road in Clifton is a mere 3 miles to the east. Horizon Blvd to the west is only 1 1/2 miles to the west. This project is total duplication! brought on by access to free federal highway funds. The city professes to want to help Horizon Blvd businesses, but what do they think this will do to traffic and business along that corridor? Scrap this project, it's not needed and will ruin the neighborhoods along 29 Road forever. Total waste of taxpayer money.
- I do not agree with the proposal for the New I-70/29 Road interchange. I do not want huge commercial trucks driving through our neighborhood along with all the other traffic it will bring. We have two schools on 29 Road and it will not be safe for the children to walk or ride their bikes on 29 Road anymore. The amount of noise and pollution it will bring is heavily underestimated. I

live on a corner of 29 Road and I believe my property value will go down. It definitely won't go up. I think the city should improve the existing interchanges.

- The traffic exiting I-70 will have nowhere to go increasing traffic on Patterson. I do not want I-70 traffic any closer. Patterson and 29 Road are already over used. The I-70 exit is not necessary.
- Why spend millions of dollars on a unnecessary interchange in a residential neighborhood with schools next to 29 road. Putting an interchange will increase unnecessary traffic, reduce safety measures for our children, and cause chaos for all. During the school year, school traffic is backed up on 29 Road north of Patterson from Independence Academy Charter school entrance completely to F Road between 7:30-8:30am and between 3:30-4:30pm. This school does not offer a bussing system, therefore children who attend this school from pre-K to 8th grade must be dropped off and picked up by a private vehicle. This school has roughly 500 students, plus staff members. There are several bus stops along the way of 29 Road north of Patterson. Bussing systems to other elementary, middle and high schools will temporarily delay traffic as well. Safety is always a concern in my eyes. I feel like I currently live in a safe neighborhood, with minimal noise. With an interchange brings transients, out of towners and others unfamiliar with the area. With there being two schools on 29 Road, it would be very easy for a child to be abducted from a school play yard or a bus stop and the criminal will hop on the interstate and never be seen again with OUR children. There are several bus stops along the way of 29 Road, children who also walk to and from school daily on a safe path, will deem no longer safe if this interchange is built. I live off 29 Road, there is no reason why another interchange need built with one 3 miles East and 3 miles West of us. It does not take very much extra time to access these, my husband and I both work in Fruita and we do not want this. Truckers have simple access from the interchange off 32 Road to Highway 50, no need to build an alternative route. It is undesirable to bring commercial trucks in our neighborhoods. There is no extra room on 29 Road for these truckers to pull over for a flat tire or to map a route. Most of our neighborhood side streets are not large enough to allow these large 18 wheelers who are lost, to allow for them to turn around in a cul-de-sac. We need to focus our money elsewhere on updating roads and interchanges instead of building a new one that is not sensible. If I wanted to live next to an interstate interchange, I would have bought elsewhere. Our children are our priority, and for parents to not feel safe letting their kids walk or ride their bike to school, play in the neighborhood, or even enjoy an evening stroll is not fair to us.
- This alternative is not acceptable. It would be highly disruptive to communities between Patterson Road and I-70 and would adversely affect all of the communities along the entire length of 29 Road. The increased traffic on 29 Road would effectively divide the city between east and west (more than it already is). We've all watched eastern Grand Junction deteriorate over the last few decades, this would only hasten the process.

Carried Forward, Not Recommended: New Midpoint Interchange with North Connection (including 30 Road improvements between I-70 and Patterson Road)

Benefits/In Favor

- 30 Road needs improvement whether or not there is a midpoint interchange.
- Given the negative impacts and issues of putting an I-70 interchange at 29 Road, the Midpoint Interchange Alternative should continue to be considered. 29 Road is close to Horizon Drive.

- I am located very close to 29 Road and Patterson. I already hear traffic at night and would prefer for it not to become louder. Also concerned with future business growth in that area which could play into further air pollution and noise. I live in a newer subdivision and was not aware of these plans 10 years ago when I bought the property. Therefore I am in favor of moving this to 30 Road, which happens to be where I lived prior to my last move. There are less homes in that area and it is a short distance from I-70B and I-70 to impact less area.
- Having this option midway between horizon and the business loop exits makes a lot of sense. Perhaps it didn't get selected because there seems to be an already established bias for 29 Road. Perhaps they should be compared more equitably without the bias for 29 Road.
- We prefer this option as safer for the community considering the proximity to schools on 29 Road.
- This would be appreciated to assist with positive traffic flow in this specific area.
- Definitely needed.
- I would like to see improvement on 30 Road and create an intersection. This would be a great idea.

Concerns or Opposed

- This just doesn't seem as convenient, and after watching the video, it looks more impactful.
- The location of 30 Road doesn't make sense to invest this type of funding because it doesn't connect to I-50/regional traffic and has much more residential neighborhoods along it than 29 Road.
- I do not believe that this would help anything at all.
- Not nearly effective as a 29 Road interchange.
- I agree this isn't a good alternative.
- No, again, it's someone's special interest.
- This is a dumb idea. Why is it even considered?
- The 30 Road option does not make sense to me, as it does not offer a direct route between I-70 and Hwy 50/Orchard Mesa.
- This would make 30 Road and I-70B even more dangerous.
- No.
- Do not add 30 Road at this time.
- I-70/29 Road Interchange much better location.
- Unnecessary.
- This is a viable consideration, but I agree that 29 Road makes more sense.
- This looks like it would be added costs to continue 30 Road to I-70.
- This would be dumb. 29 Road already has a straight shot to I-70. 29 road needs improvement from Patterson to G road. West Side walks are non-existent from F to F ¼.

- The 29 corridor makes more sense.
- Not the best choice. Would entail having to cross connect with other roadways instead of the straight through ability of 29 Road.
- I do not agree with this proposal either.
- I am not advocating for a 30 Road interchange, particularly with the lack of infrastructure along 30 Road for peds and bikes and all of the back out driveways. I am curious about the implication of providing improved access to BLM recreation lands north of I 70. Does this mean consideration of the north frontage road improvements beyond the existing?
- Like the 29 Road alternative, this project is not desirable for the same reasons.

Please provide input, issues, or concerns that should be considered as the project moves forward with the next phases of project development.

- No concerns. The sooner this can happen, the better!
- Please make improvements to 29 Road now. It's dangerous for kids going to schools. Improve 29 to the canal today! A frontage road to Horizon may be useful.
- Development continues along Patterson further dumping traffic on this busy road. Get this done and move up the priority!

Intersection Treatments

- No more roundabouts.
- No stinking roundabouts!
- No roundabouts!!
- I have a concern about roundabouts. Would prefer a center turn lane.
- I suggest a roundabout at Patterson and 29 Road. And reduced speed limits on North Avenue from 29 Road to 1st Street.
- There are already 11 stop lights between F Road and eastbound Highway 50. Please consider roundabouts for additional intersections. They are much more efficient.
- I am a bit concerned about the right in, right out portion.
- I would not recommend right in right out in the intersections as this would be a traffic nightmare during school hours and heavy traffic. Northbound traffic attempting to turn right in to Darla Jean would have to yield and be backed up all the way to Patterson.
- Please, for the love of God, make the turn light when you are going east on Patterson and turning north on 29 Road a little longer during school days! You are lucky to get 3 cars through, and there is so much traffic trying to get to the school. I know it needs to be controlled, but I find it ridiculous that the 3rd car is racing through the light when it changes. Please have someone look at that. There has to be a way to get another couple cars through at least. Thank you for letting me voice my one gripe! Thank you for all you guys are doing.

- Insure that you make enough turn lanes for Orchard and Patterson due to more people using that route.
- Please don't be overly creative and find ways to short the budget by not having all 4 on/off ramps like the 29 Road bridge at I-70 Business Loop, or lane switch overs...

Improvements to 29 Road South of Patterson

- If the recommended I-70/29 Road interchange is going to be implemented, we should consider improvements to the intersections of 29 and North Avenue too. There is a Walgreens and post office on that intersection and a Walmart nearby-- increased traffic would most likely utilize those stores more and the parking lot entrances/exits should not interfere with traffic flow. The same goes for the Safeway on Patterson & 29 Road. Bike lane/path improvement should be integrated into the project, especially since the Bike Path is cut off by 29 Road. there should be a safe alternative to biking on 29 Road to connect to Unawep or C 1/2 Road to eventually get to Eagle Rim Park or Colonias Park to join the bike path again. If the project improving 29 Road is going to increase traffic, we should consider a bike path bridge over 29th and extension of the path along the river to those parks.
- If this alternative is selected, there should be improvements to 29 Road thru to Hwy 50. I can see where this new interchange would provide a straight route from I-70 to Hwy 50 and would increase the traffic south of Patterson by a large amount. Perhaps closing some intersections such as Pinyon and 29 Road would be in order.
- Lane additions will be needed from Patterson to the North Avenue to accommodate the traffic. Having one lane from Patterson to North Avenue is already taxing, especially with two schools (i.e. Bookcliff and Nisley) traffic and with the expected increase of traffic from this proposal would need to be accounted for.
- Careful development of businesses at Hwy 50 and reduce impact on the homes there from noise and increased safety issues.
- The project needs to address 29 Road from Hwy 50 to River Road, increase to 4 lanes. 29 Road between Patterson and North needs to increase to 4 lanes. Consideration should be given to both left and right turn lanes. Right turn lanes are so important to keep traffic moving. The whole of 29 Road should be 4 lanes minimum.
- Traffic should be limited south of Patterson and over the 29 Road bridge. This interchange will increase the volume and size of traffic linking I-70 and Hwy 50.
- Considering traffic going south towards Montrose, as well as the south side of the city/Orchard Mesa, are the 2 lanes between Patterson and North Ave enough for estimated traffic? My concern is that it will get congested through there, especially around Orchard Avenue, where I have seen young children walking to go to school (Bookcliff Middle and Nisley Elementary). I realize it's not possible to add lanes there due to existing homes, I'm just curious if that area has been evaluated for safety in regards to possible congestion.

Property and/or Neighborhood Impacts

- Find a way to appease the residents along 29 Road north of F Road. They will have the greatest opposition to this project because of traffic and noise.

- As a resident of the area I believe creating five lanes between Patterson Road and the proposed Interstate Exchange would cause many problems for all residents that border 29 Road. The entire strip on both sides of 29 Road is residential. Several streets have only one outlet which is to 29 Road. Then there is Independence Academy. Twice a day traffic backs up as parents line up to drop off and pick up students. 29 Road should only be widened to three lanes. If the county wants a five lane access, they should widen 24 Road where only commercial and agricultural properties line the road. Thank you.
- How is road widening going to happen by canal and new home shelter? Residents from I-70 south will lose sidewalks and yards thru area.
- Concerns are the Safety of our children and anyone walking or riding their bikes on 29 Road. The heavy traffic, noise and making our neighborhood not a safe and inviting place to live anymore. Our property values going down. I do not want to lose any acreage on my property because of this.
- Just how much all that road construction is going to effect people's commutes. I know there isn't much that can be done about that... But my step kids go to Independence Academy, and that is already a s*** show to get in and out of. So I hope it can all be done as smoothly as possible....
- I am concerned about the amount of traffic that will result from this project. When school is in session it is hard to enter 29 Road from a side street in the morning and afternoon, Also, it is a problem for neighborhoods that do not have another exit access other than 29 Road.

School/Pedestrian/Bicyclist Safety

- Definitely needs to allow safe walking and biking routes.
- I am also worried about pedestrian travel. 29 Road has needed some major improvements for pedestrians for years, especially for children who go to the two schools along that road. If this interchange is not done on 29 road, do you have plans to at least address biking and pedestrian needs along this road?
- Please consider the impact on the schools, shopping and churches in the 29 Road area with the increase of traffic. Right now the kids can walk to Nisley Elementary or Bookcliff Middle schools safely. There is also considerable pedestrian traffic along 29 Road due to the low income and homeless housing units where the residents don't have transportation available.
- Will these road improvements present a danger to citizens especially children?
- There is a school on 29 Road, North of Patterson, Independence Academy and I worry about sending additional traffic through a school zone. The concern is for the children, but also for traffic getting backed in the morning and after school during drop off and pick up times.

Environmental Considerations

- The video did not really touch on the environmental factors. Are there any, such as, migration patterns for birds, etc. it would negatively impact?
- Please keep in mind irrigation and drainage (stormwater and irrigation) issues during the planning and design process. Some say that drainage improvements along the 29 Road corridor have been delayed until 29 Road is improved. Also, there are Palisade Irrigation District underground pipelines on both sides of 29 Road in various locations as well as irrigation crossings.

- With continued drought in the region, will tree/shrub planters be wide enough to support long term health? And will tree species that are more adaptive be installed? CSU Extension no longer recommend planting ash trees. What does CPW think, does this impact any wildlife?

Multiple Topics

- I live on Hermosa Court, just off 29 Road and these are my comments about developing 29 Road access to Interstate 70. It's a bad idea for the neighborhoods east and west of 29 Road which already have enough problems from traffic and noise especially during morning/evening rush hour during the week and also weekends and holidays when people are taking their ORVs out to the desert. One of my questions is: who really wants this road expanded? I haven't heard a single citizen, especially from this neighborhood clamoring for this. Are there any people other than city planners who want this? There should be a public vote before we spend millions of dollars and endure years of road construction. Speaking of expansion, the PEL says you will reduce the 29 Road cross-section from 110' to 90'. Funneling all the traffic coming from North Avenue/Patterson I-70 together onto a smaller road, and adding the City's favorite traffic feature - roundabouts, will only make the congestion worse and increases the chance of accidents. Another question is where are you going to get the money from? You have not identified any funding and this project will be very expensive. Federal, state and local budgets will be severely impacted for the next few years because of Coronavirus. Matchett Park should be completed first before any 29 Road to I-70 development. Why do you need another north/south road in this area? Your PEL document says there is a need for one, but you haven't given any reasons why this is necessary. The 32 Road access to I-70 is only 3 miles away and it's in a commercial zone with wider roads that can accommodate faster speeds. That access also better serves Orchard Mesa East out to Whitewater and Delta. From 27 1/2 Road to Horizon Drive better serves that west neighborhoods with access to I-70 and is about the same distance as any 29 Road access. The PEL document says that 29 road access will enable land use north of I-70 but it doesn't really detail what those uses will be. Housing and businesses are not going to be built north of I-70 near 29 Road. Recreation? Most of the recreation resources are East towards Palisade and Grand Mesa area or west towards Fruita and the BookCliffs and the National Monument. Under PEL goals it says you want to enhance "multimodal travel" which I'm guessing means bikes and walking but it seems like you're also trying to encourage more commercial truck travel on 29 Road given reasons listed on the PEL screening matrix. Who wants to walk/bike on 29 Road next to big trucks barreling up and down it? And where would people walk/bike to? If people want to walk or bike anywhere it would be towards the west towards Matchett Park or south towards North Avenue. Lastly, under your screening matrix, you didn't provide any proof of why 29 Road to I-70 is a good idea. All you did is say any other route is not acceptable.
- As a resident in one of the subdivisions off of 29 Road there are numerous concerns I have with this development:
 - » Safety. There are two schools on 29 Road and bus stops. Within the past couple of years several children have been hit (or nearly hit) either crossing the street to/from their school or while getting off the school bus. Increased non-local traffic will only increase the likelihood of more unfortunate accidents and increased frustration of drivers that will come off the interstate into school zones.
 - » Home values. As a resident I am very concerned about the effect an interchange will have on home values. Placing an interchange/truck route in a residential neighborhood would

undoubtedly decrease home values with the increased traffic, noise, pollution and a decreased neighborhood feel.

- » Traffic. While the intent is to help travelers get to where they need to be, I believe it will have the opposite effect for those who routinely use 29 Road. If you have ever driven 29 Road during dropoff or pick up time for the schools you would know that traffic becomes backed up onto Patterson Road or nearly to F ½ Road. For example, I was driving home last week and it took 10 minutes from me to get to Patterson Road to my street which is less than half a mile from Patterson Road. I believe the interchange would cause an increase in this traffic problem as cars would be forced to bottleneck at the Patterson and 29 Road intersection where widening the road appears problematic. While you may argue that this interchange would help with the school traffic, I don't believe it would, and it is not a tradeoff that most parents would want, safety comes first.
- » Funding. In the last election, funding for the 29 Road Interchange was voted down. It would be fiscally irresponsible for the local government to prioritize funding on 29 Road to accommodate an interchange when there are many roads that are not in good repair throughout the city that could use those funds. We are still in a global pandemic that will have crippling economic effects for years to come resulting in budget cuts and reduced tax revenue, conservative spending should be adhered to.
- » Development. In the article that was published in The Sentinel, it mentions the need for the Interchange for the development north of I70 off 29 Road. North of I70 is minimally used BLM land (primarily by OHVs), airport property and some private land along the frontage road. Overall it is a rather barren wasteland, and I have a hard time buying that there is going to be economic development that will benefit the community. It was also cited in the article that it would be beneficial for the development of Matchett Park, which was also voted down in the last election.
- As a concerned community member my hope is that due diligence has been done in selecting this project. Have any of the below alternatives been considered?
 - » Upgrade the existing interchanges.
 - » Fix the roundabouts on Horizon Drive to accommodate truck traffic.
 - » Focus attention on more pedestrian and bicycling facilities. I would like to clear up the meaning of my comment about more pedestrian and bicycling facilities. I was speaking of more of these facilities for the entire valley, not 29 Road specifically.
 - » If you proceed with the project here are some of the negative impacts and concerns.
 - Some concerns for 29 Road that have been stated are the negative impact on new and old neighborhoods and the two schools and a church.
 - This project will have effects on the environment and wildlife in the area.
 - Children's safety. There are two schools on 29 Road. Other safety issues including walkers, District 51 buses, etc.
 - It's undesirable to bring commercial truck traffic by neighborhoods. Neighborhoods will be dealing with noise and light pollution, air quality issues

and congestion. Their quality of life will change dramatically. What concessions do you usually make for this kind of traffic for the neighborhoods?

- Our community has a great feel, sense of community and a small town flavor. Developments put that culture at risk. It's important to be smart and thoughtful with growth. This project has the potential to change the character of Grand Junction that many in the community value.
 - Having a canal close to the interstate causes more issues and expense.
 - Our priorities should be the maintenance and safety of I-70 and our local roads.
 - Grand Valley Power's substation and solar farm southeast corner of 29 Road bridge over I-70.
 - Significant overhead power and communication lines along 29 Road.
 - Changes to canal may require hydraulic modelling for the channel.
- As for details:
 - » F½ intersection could use of roundabout or a light. Noting the volume of traffic for the Independence Academy (and having family who attend there), I would suggest a traffic light. A roundabout would potentially be too congestive during morning and afternoon pickups making F½ westbound entrance difficult.
 - » Brodick Way is a very sticky wicket making the solution most difficult. Virtually all westbound traffic in the morning turns south bound. Many a kind north bound soul stops and yields to a few cars turning, but this then backs up the north bound I.A. traffic flow. Having a light here may be too close to the F½ light and a roundabout may also be too congestive. Obviously, traffic flows from that subdivision will increase with growth. A light may allow for a better traffic pulse.
 - » The amount of landfill for the Northwest portion of 29 Road. near Bonita is massive, and I often ponder this as I drive by.
 - » The private land impact would appear to be less than another options, thus, making this the best option, right?
 - » I totally concur with the 5 lane plan where possible. This will definitely aid in traffic flow.
 - » The bike lanes would be most helpful in the overall connectivity flow of the valley.
 - » Life Academy's school start and traffic flow seems to be synced differently with Independence Academy, but I'm sure those who attend there would have a better view of the congestion issues.
 - » With the increase in residential homes in this area, this interchange is a welcomed addition easing cross town movement. Currently, I sometimes back track to Clifton interchange in order to avoid traffic congestion on Patterson.
 - » Thank you for all the hard work and perseverance. As noted, this is a very needful and vital project for our community.

Please provide general suggestions and comments regarding this study

General Support

- Fully support - looking forward to getting it done.
- Please get it done sooner than later! It's been long awaited.
- Great plan using a corridor that is almost all there anyway.
- I would like to see this project move forward as quickly as possible.
- Been looking forward to this for a long time. The area of town around 29 Road needs this boost, and it is one the area has been waiting on for a long time.
- Would like to see progress soon and expected it long ago.
- This interchange is needed. As someone who drives to Rifle and Denver on a regular basis, would make access to I-70 much closer, and keep me off Patterson Road, which continues to grow with traffic as the valley grows.

Project Not Needed/Should Direct Funds to Other Things

- This did not really address need. Bottom line before the investment is made is how will this improve the lives of County and City citizens. I don't think it will. Will cause more through traffic from 50 to I 70. We want people to stop and stay awhile, and spend money, not speed through town. Also what is this planned development north of I-70. Have not heard of any plans.
- I was under opinion voters said NO in 2019 election, what had changed?
- Project is a solution in search of a problem. Nobody wants it, nobody needs it. The voters spoke. Why can't you listen to them? This project is unneeded and unwanted, and will end up as our small version of the Embarcadero Freeway in San Francisco or the Alaskan Way Viaduct in Seattle. What money the City does have is much better spent elsewhere. Use the money allocated for this slick study to actually do something needed, like improving access to the growing residential area north of I-70 or segregated bike lanes.
- As alluded to above, the basic premise for pursuing this project is flawed and counterproductive. The City of GJ and Mesa County are proposing to sacrifice the liveability of communities all along 29 Road and elsewhere in the City in exchange "growth". Such economic growth is not assured and any that does occur will be trivial compared to the loss of quality of life in Grand Junction. At the public meeting in 2019, representatives from the City admitted that traffic going to and from Hwy 50 and I-70 will continue to use Hwy 50 on the west and Hwy 141 on the east, so this project would do little to improve such connectivity. Instead, it will just funnel local traffic into the 29 Road corridor. It'll just split the city in half and accomplish nothing. From the perspective of the City of GJ as a whole, not just from the viewpoint of a few business interests, this is a terrible idea. The thinking seems to be that improving motorized vehicle traffic flow, even through neighborhoods, is a desirable goal in and of itself. Why? Why is it worth making communities less hospitable, noisier, even less walkable, and dangerous for children just so others can drive to I-70 three minutes quicker? The thinking needs to be about what is best for the city as a whole, not just what is most convenient for a few drivers. Cities are made of people, not cars.

- This project was put to the voters in 2019 and they rejected it. Let it die already. Quit paying consultants money to tell the City and County only what they want to hear and start listening to the people who live here and will be adversely affected by this project.
- No, it's another special interest for the city/county. Place that infrastructure money into new city snow removal, snow plows, shop personnel, drivers. Patch the pot holes on I-70 business loop, Patterson and North Avenue. Tearing up 29 Road and I-70 is a boondoggle and will cause traffic noise and air pollution to established housing. The infrastructure money can be spent on schools. It should be spent there on health and safety. 2018 group labeled it transportation. In 2018, the group was probably considering the river front project, colon river recreation, bosai, and all the tourists they would attract! Lol now, we have Covid, and there will be something else, so put the money into winter equipment. Supplies, labor, and the concrete fence.

Improvement Suggestions Outside Study Area

- Personally I have been in this valley for 38 yrs and I have often wondered why many of our North/South roads are not connected to I-70 and I-70B automatically. I don't think they should be in just a few locations otherwise traffic congestion, noise and air pollution are unavoidable. Frontage roads along both highways can accommodate directing traffic to on and off ramps. Our current frontage roads are confusing as some don't continue the length of the highways so there is a lot of stops and starts. Thank goodness we do have the 29 Road bridge to 6 & 50 as that was long overdue. Thanks for allowing input.

Other

- Thank you for the presentation and the opportunity to respond and give input.
- Need to provide a more detailed map.
- Graphic on p 23 is miss labeled. F 1/4 is labeled as Music. Music is one street north.
- CDOT is worthless and they cannot manage highways to save themselves whatsoever. Look at how they manage the roads between GJ and Delta and GJ and Palisade. If we have to rely on CDOT engineers then we are screwed (i.e. highways described above are the example). We need reliable engineers to provide a meaningful design.