

Stakeholder Interview Summary

Major Changes in Transportation observed:

- Increased traffic and more residential development
- Traffic noise has increased
- Increase in crime (mainly for businesses)

Quality of Life in the Study Area

- Great/high quality of life
- Small town atmosphere/feel
- Low cost of housing; weather, low humidity, short distances to Longmont, Denver, Fort Collins, Greeley.
- Access to healthcare institutions
- Local schools are good; the small school district is intimate.

Want to Preserve:

- Safety – keep speeds reasonable
- Old School House along SH 60
- Milliken Buildings:
 - Old Hotel
 - Odd Fellows Hall
 - Two Rivers Auto
 - Laundry Mat
 - Police Department
- Barns and windmills
- Small town atmosphere
- Farms on south side of SH 60
- Canal on the eastern edge of Railroad – people cross it.
- Park at Spanish Colony
- Mom and Pop businesses

Overall Transportation System (including Pedestrian & Bicycle Facilities)

- Not excessive traffic now.
- Lack of pedestrian and bicycle crosswalks, sidewalks and bike paths along SH60.
- School crossing by library and church in Johnstown needs traffic signalization.
- Bike trails along SH60 would create a safety concern.
- Transportation system works well for local day-to-day traffic needs.
- Transportation system works well for local & regional traffic needs.
- Will require more traffic signals along SH 60 in the future.

Critical Issues/Problems with the Existing Transportation System

- Speed limit violations on SH 60
- SH60/I-25/Frontage Road Intersection
- CR 13/SH 60
- CR15/SH 60
- CR 17 (Parrish)/SH 60

- CR 19/SH 60
- CR 46 at Farmhouse (southeast side of the bridge) limited sight distance
- CR 54 – Accident; CR 54 to Evans
- CR 54/ SH 257
- SH 402/ I-25
- At Phillips 66 along SH 60 – need signal there or 4-way stop
- Rutherford/SH60 to bank
- Raymond/SH 60 – trees block view of traffic
- SH 60 from Carlson Blvd. to CR 13 has higher speed limit (55 mph vs. 45 mph) with more serious accidents.
- Letford Elementary Crossing across Idaho Avenue
- Two Rivers Parkway – speeding, curves, and short sight distances
- Bus Stops along SH 60 need better markings at bus stops
- Parking in subdivisions occurs when the Park-n-Ride is full
- Need crossbucks at railroad crossing east of Milliken
- Overgrown weeds along SH 60
- All legs of US 34 Bypass and 65th Avenue intersection need improvement
- School busses need acceleration lanes to enter back onto SH 60

Truck Traffic Observations

- Truck Traffic is heavier, need to be tolerant of it to gain benefits of development.
- Both towns need a truck bypass.
- Gravel pit truck traffic is an issue and will be a greater issue in the future.
- There is a truck parking issue along SH 60 – trucks park in street right-of-way/acceleration lanes to stop.
- Trucks have hard time stopping in downtown areas – park in acceleration lanes.
- Trees blocking streets interfere with truck traffic flow.
- Provide more street signs for motorists (both trucks and automobiles).
- Most truck traffic is through traffic.
- Truck traffic is not that bad now, but will get worse.

Previous Transportation Project Public Involvement Participation

The majority of those interviewed had not participated in other public involvement activities for other projects in the vicinity of the study area – Have you?

Public Transportation Needs

- Would like to see transit (busses or trains) to serve commuters.
- Public transit would not be used and be a waste of tax payer dollars.
- For seniors, transit would be a help (especially to cities in the area).

Other Recommendations

- Would like to see paving, reconstruction and use of CR 19 down to CR 44 across to I-25 as an alternative to SH 60.
- Would like to see medians and other traffic calming elements used along the highway – to slow down traffic.

- Would like to see aesthetics of SH 60 improved so that function and form are simultaneously maintained.
- Would like to see SH 60 continue to the west.
- Please finish the SH 257/SH 60 Intersection improvements.
- Need unified themes for downtown areas.
- Would like to see Super T – linear post road with shoulders for SH 60.
- Would like to see a plan to design a loop – 46th connection with Johnstown to Milliken as alternative to SH 60 along the railroad tracks.
- School busses need acceleration lanes to enter back into traffic on SH 60.
- Need more paved roads off of SH 60 to serve as alternate routes to the highway.
- Develop clear rules on who can install and remove roadway signs, and keep signs out of right-of-way.
- Milliken needs access that does not pass through other communities – to create own identity and make it a destination.

Ideas to Generate People's Involvement in the Project

- Ad in Johnstown Breeze
- Ad in Greeley Tribune
- Ad in Loveland's Reporter-Herald
- Ad in Milliken Newsletter
- Post Flyers in public areas
- Radio Announcement
- Grace Community Church
- School District Distribution
- Use series of three notices to get attention
- Keep doing stakeholder interviews