

WELCOME TO THE SH 60 ENVIRONMENTAL OVERVIEW STUDY PUBLIC OPEN HOUSE

Meeting Purpose:

The purpose of tonight's meeting is to gather and record public comments on the SH 60 corridor between I-25 and Two Rivers Parkway.

Draft Purpose and Need

The purpose of the State Highway 60 Environmental Overview Study (SH 60 EOS) is to:

- ▶ Identify the safety and mobility improvements necessary to address the future travel demand within the SH60 corridor for the year 2030
- ▶ Provide an overall strategy for CDOT and the local jurisdictions for right of way preservation and access control necessary to allow the future implementation of improvements with respect to changes in land use and rapid development along the corridor

Information that will be gathered

- ▶ Environmental data
- ▶ Traffic and Transportation data
- ▶ Public input
- ▶ Land use, growth projections, policies

How it will help us

- ▶ Define the future needs of the corridor
- ▶ Define any existing deficiencies
- ▶ Provide better understanding of important community values
- ▶ Provide better understanding of the relationship between transportation, proposed land use, and the natural and built environment

What an EOS is / is not

An EOS is...

- ▶ A transportation planning process
- ▶ A basis for making a recommendation for long-term roadway improvements
- ▶ Support for local planning decisions
- ▶ A way to identify the necessary corridor footprint to be preserved for future improvements

An EOS is not...

- ▶ A replacement for an Environmental Assessment (EA) or Environmental Impact Statement (EIS)

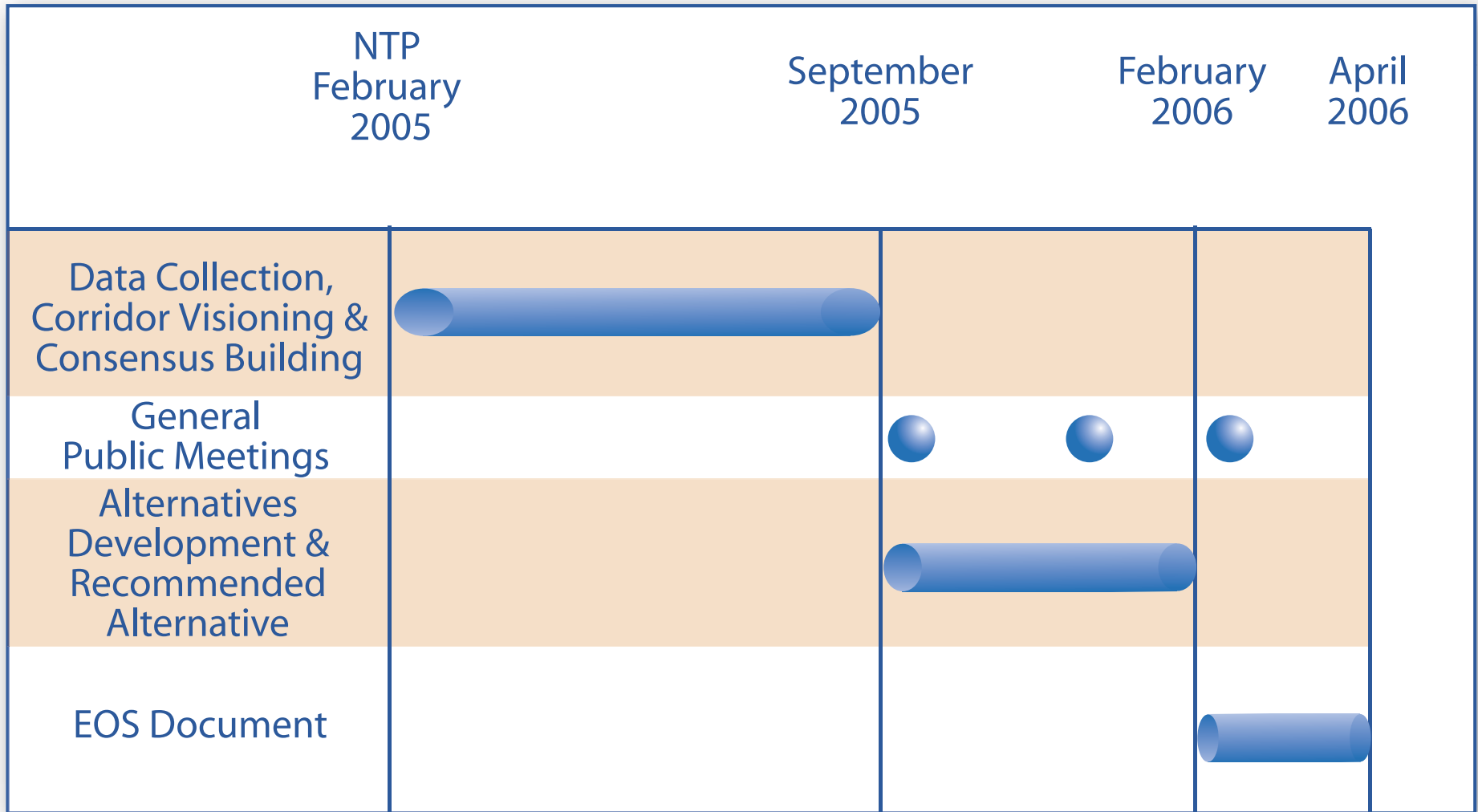
A Next Step: Access Control Plan for SH 60

- ▶ An Access Control Plan designates the preferred location for intersections, traffic signals, local driveways and median openings on SH 60

Q. Why do we need an Access Control Plan for SH 60?

A. Having an approved plan helps state and local jurisdictions protect the investment in the state highway system by maintaining safety and improving the traffic carrying capacity of SH 60.

Study Schedule



General Public Meetings:

- Mtg. No 1 September 8, 2005
- Mtg. No 2 Late November, 2005
- Mtg. No 3 Early February, 2006

Origin-Destination Study Trip Direction by Location

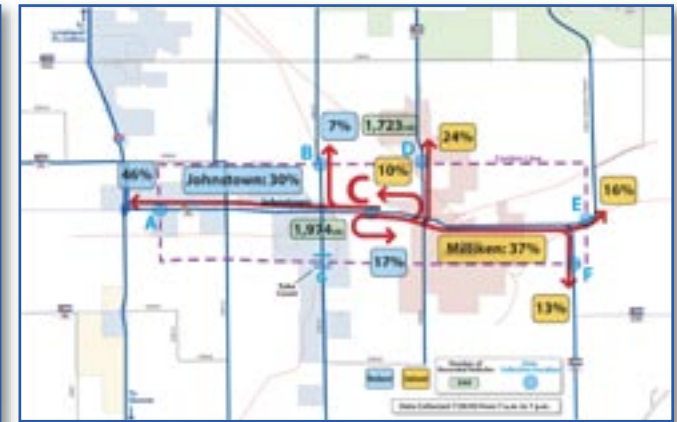
Location A



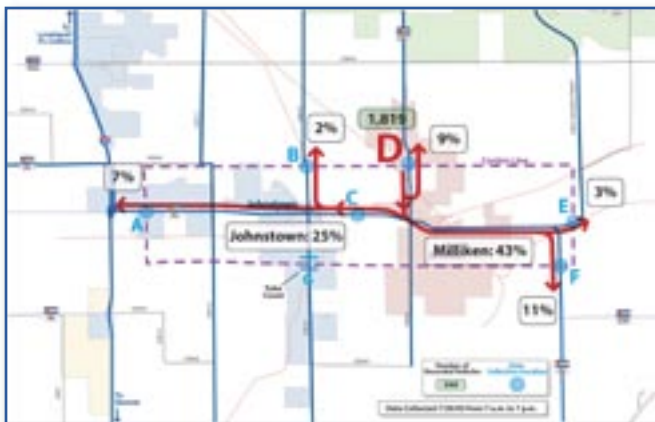
Location B



Location C



Location D



Location E

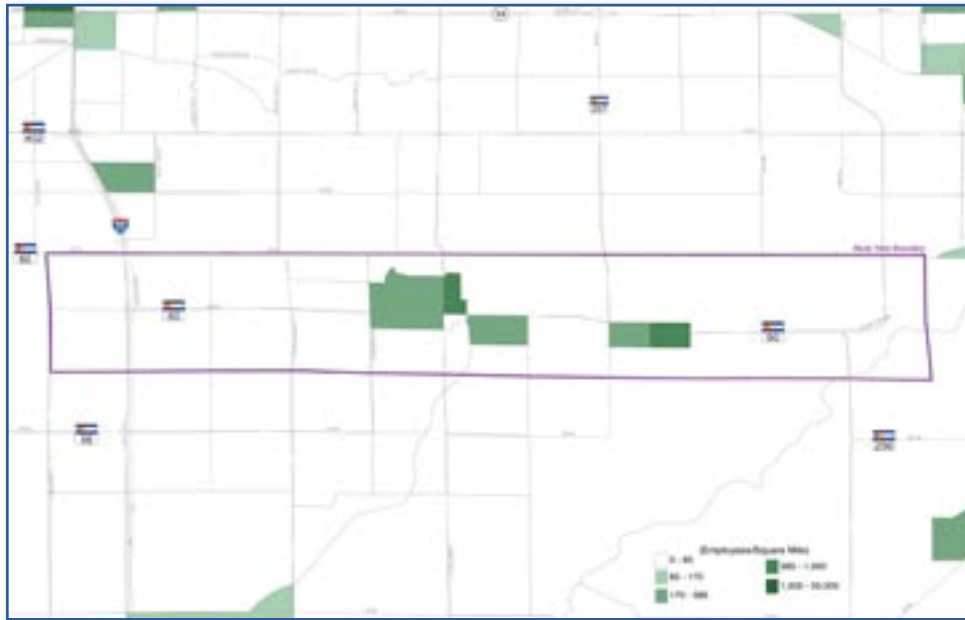


Location F



2000 and 2030 Projected Employment Density

2000 Employment Density

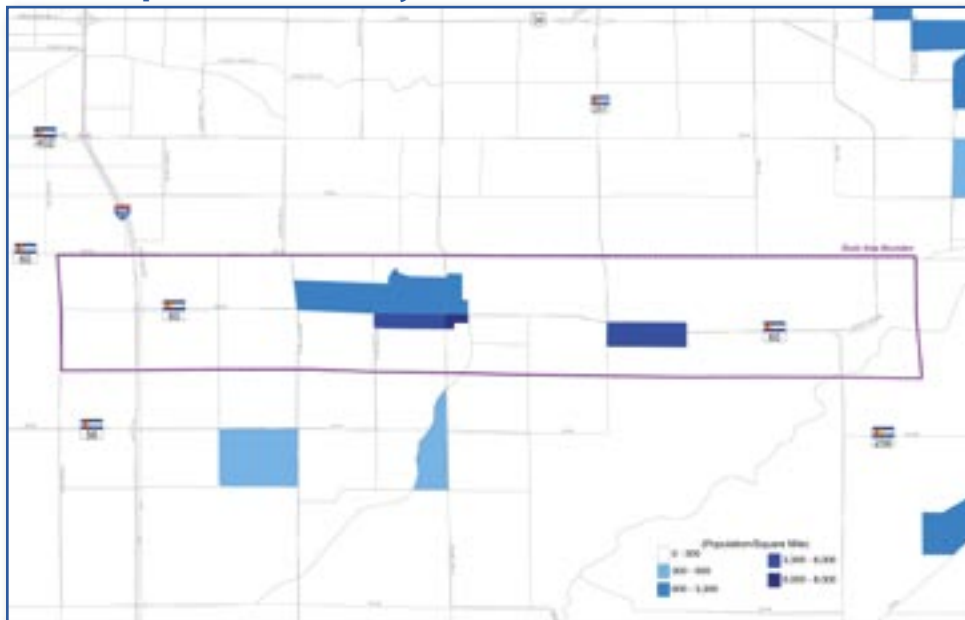


2030 Projected Employment Density



2000 and 2030 Projected Population Density

2000 Population Density

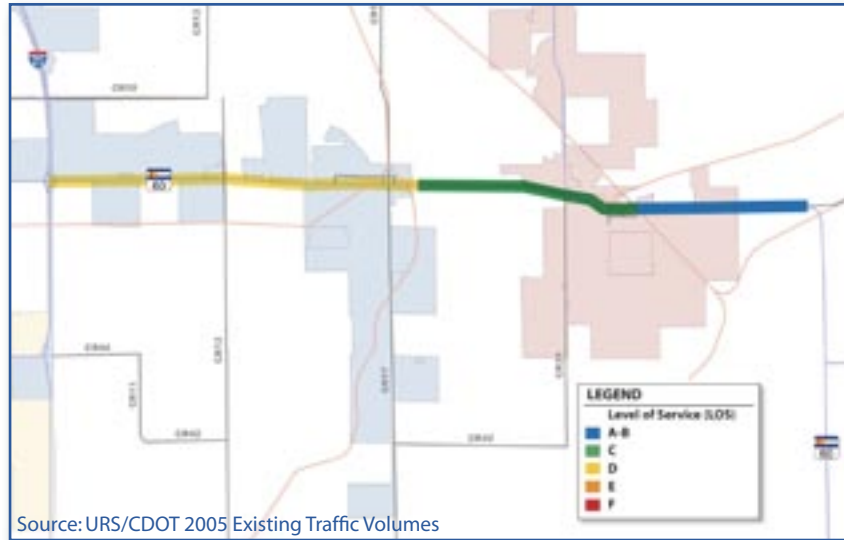


2030 Projected Population Density

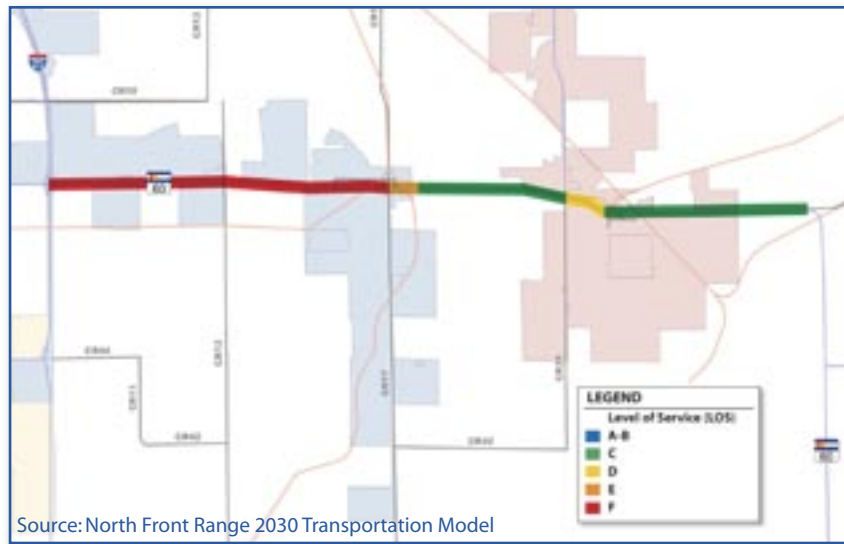


Level of Service (LOS)

2005 Existing Level of Service



2030 No-Action Level of Service



Level of Service

Traffic operations on 2-lane, 2-way roadways differ from other roadway facilities.

- ▶ Lane changing and passing are possible only in the face of on-coming traffic in the opposing lane;
- ▶ Passing demand increases rapidly as traffic volumes increase;
- ▶ Passing capacity decreases as volumes increase; and
- ▶ No passing is generally allowed in an urban environment.

Therefore Level of Service is defined as the amount of time a vehicle is spent following another vehicle. This is measured as "Percent Time Following". The following chart shows level of service and the corresponding "Percent Time Following".

Level of Service	Percent Time Following
A	Less than 35%
B	35-55%
C	50-65%
D	65-80%
E and F	Greater than 80%

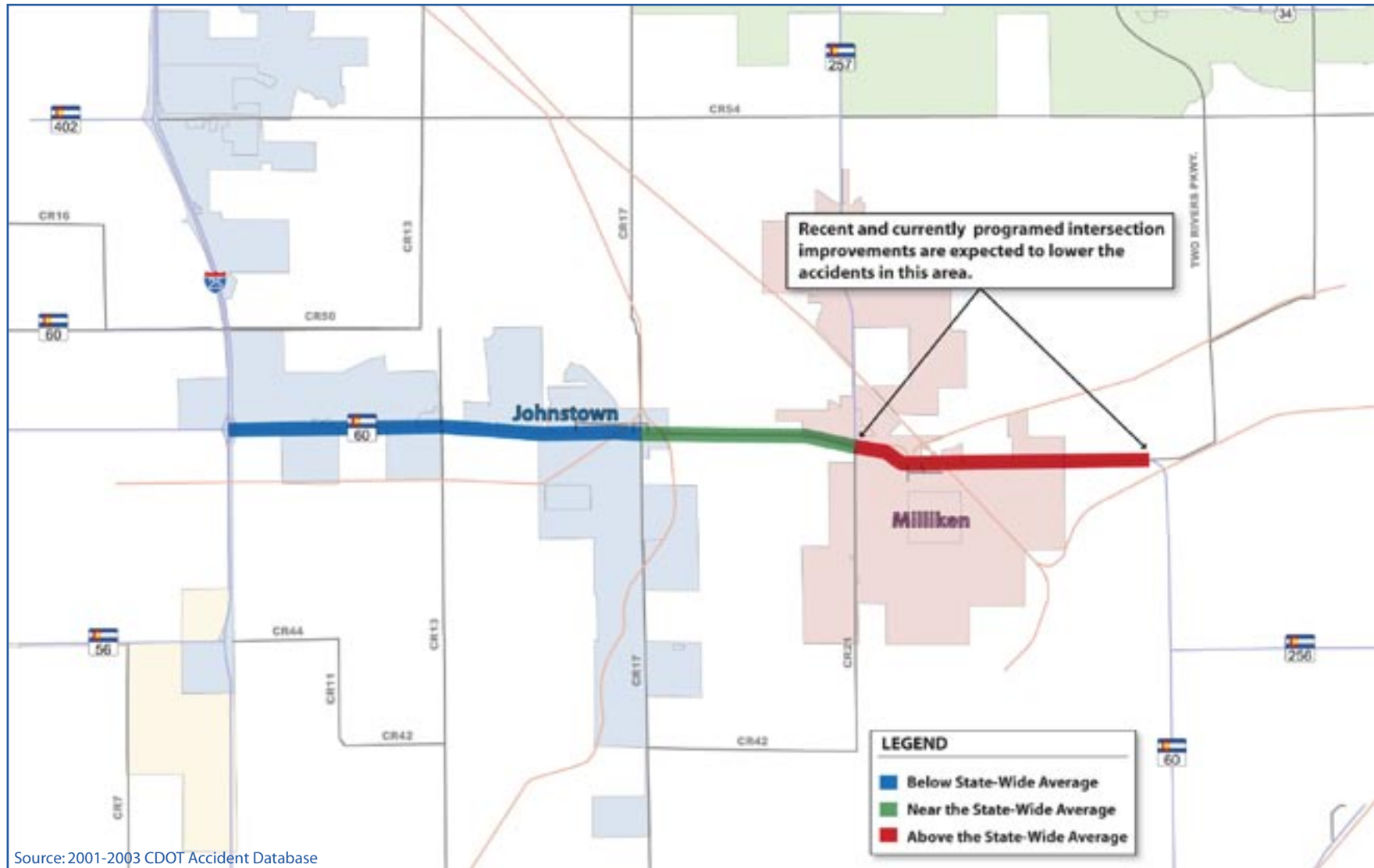
Other factors that are considered which influence Level of Service include:

- ▶ Provision of turn lanes at intersections, especially left-turn lanes;
- ▶ Traffic disruption due to on-street parking;
- ▶ The number of traffic signals per mile;
- ▶ The number of large trucks;
- ▶ Shoulder width; and
- ▶ How much traffic is going in one-direction versus the other direction.

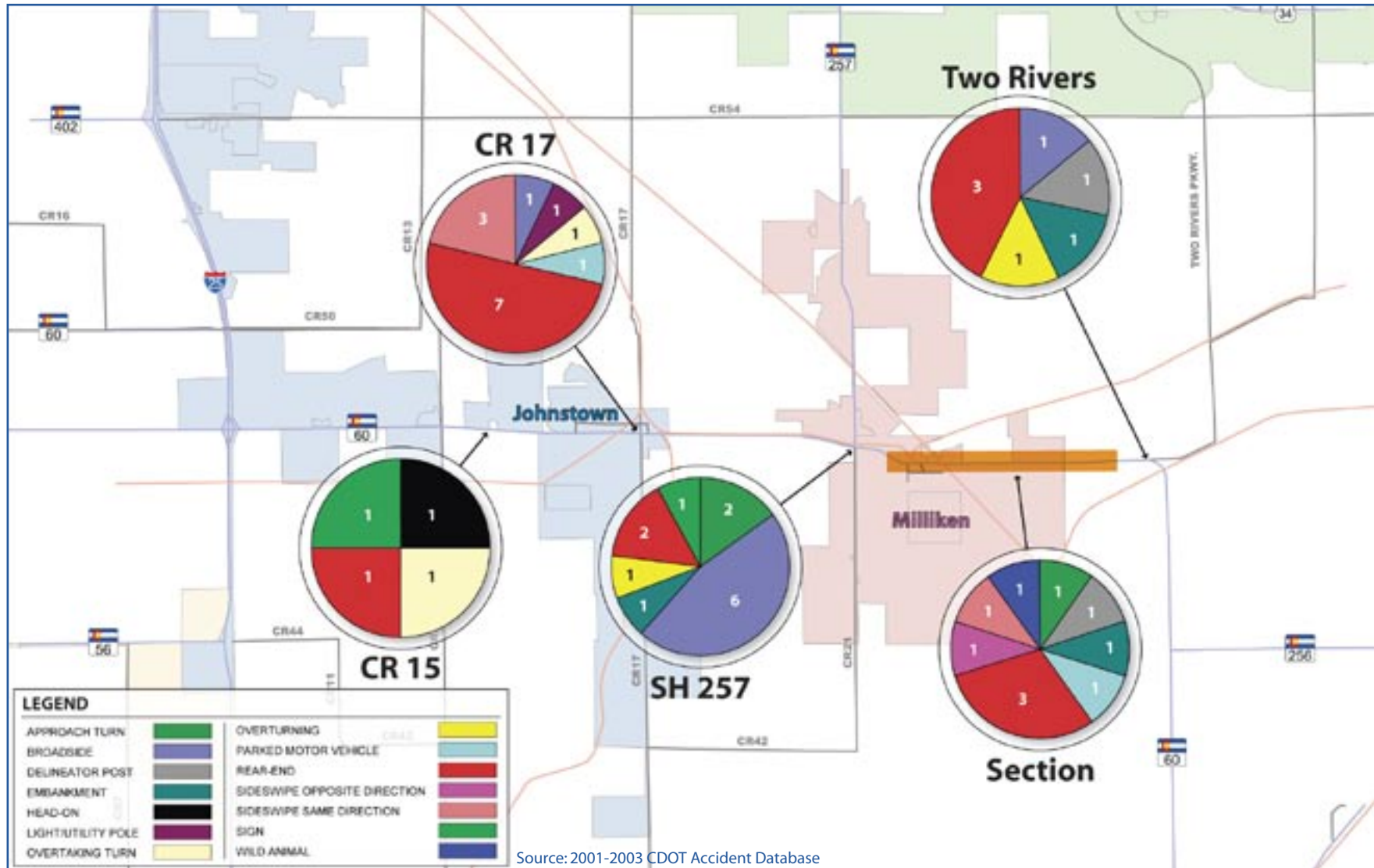
Source: Transportation Research Board 2000, Highway Capacity Manual

Accident Summary

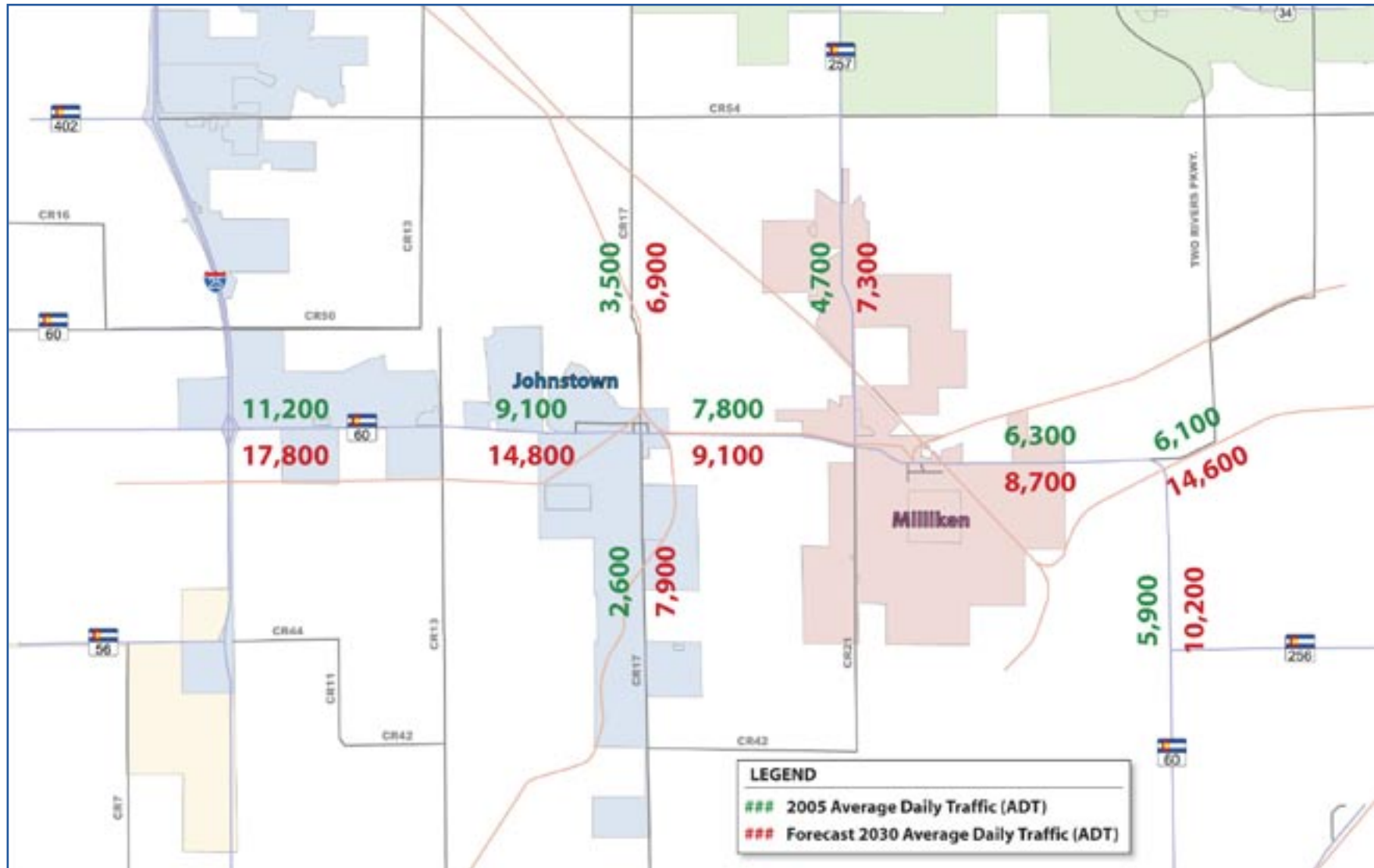
from CDOT Accident Records 2001-2003



Accident Types on SH 60



2005 and Forecast 2030 ADT (Average Daily Traffic)



We need to hear from You!

Record your comments here
to be part of the public record
for this Project.

Next Steps?

Based on tonight's input:

- ▶ Develop evaluation criteria
- ▶ Develop corridor alternatives
- ▶ Open House #2 in late November
- ▶ Open House #3 in February '06

Stakeholder Interviews

Seventeen local stakeholders* were interviewed to obtain information on the Study Area and to identify key transportation issues of the existing system. See handout for a more detailed summary of recorded responses.

1. Area Realtor–8/4/05
2. Milliken Police–8/4/05
3. Kan Build–8/4/05
4. Area Farmer–8/4/05
5. Hispanic Community Leader
8/4/05
6. Chamber of Commerce–8/4/05
7. Johnstown Senior Center
Citizens Group–8/5/05
8. Milliken Fire Department–8/5/05
9. Area Farmer & Spouse–8/5/05
10. Advantage Homes – 8/11/05
11. Uniscope–8/12/05
12. Milliken Historical Society–8/12/05
13. School District Transportation–
8/12/05
14. School District – 8/12/05
15. Carlson Farms Residents–8/12/05
16. Lot Holding–8/22/05
17. Johnstown Police–8/23/05

* Interview list developed by representatives from CDOT, Johnstown, Milliken, and Weld County.

Stakeholder Interview Questions

General Community Conditions

1. What are the major changes in transportation, land use, growth and development, – both positive and negative – you've seen in Johnstown/Milliken area over the last several years?
2. How would you describe the quality of life in the area? What are the strengths/best qualities of the neighborhoods?
3. How would you describe the pattern of development in Johnstown and Milliken? How is it changing?
4. What elements of the community do you hold dear and think should be protected as we begin to consider potential transportation improvements?

Transportation Facilities

5. What do you think are the three most critical problems with the existing transportation system now? Over the next several years?
6. Do you think the transportation system – including vehicles, pedestrian, and bicycles – works well for local commerce and businesses?
7. Do you think the transportation system works well for the day-to-day needs of residents, like commuting to work, shopping, government offices, etc.?
8. Do you think the transportation system works well for the local and regional traffic, e.g. trucks, tourism, thru-traffic? West Greeley to US 85 via Two Rivers Parkway?
9. Are you aware, or have you participated in the public process for other highway projects such as North I-25 EIS, Two Rivers Parkway, or SH 392?
10. What is your perception of truck traffic in the study area?
11. Are there three roadway locations that are your biggest safety concern?
12. Do you see the need for improved bus service in the area?
13. How well do the bicycle and pedestrian facilities work and where do you see the need for more?

Study Question

14. What do you think are the best ways to involve people in the Study process?

Stakeholder Interview Summary Table

Comment	Agree	Disagree
Traffic noise has increased.		
Motorists drive too fast along the SH 60 corridor.		
Posted speed limits are too high west of CR 15.		
Need to preserve the historic buildings in Milliken, such as: Hotel, Odd Fellows, Two Rivers Auto, Laundry Mat, the Police department and "Mom and Pop" businesses.		
Need for continuous pedestrian and bicycle crosswalks, sidewalks and bike paths along SH 60.		
Bike trails along SH 60 would create a safety concern.		
More traffic signals will be needed along SH 60 in the future.		
Safety concerns/Traffic flow issues:		
• SH 60/I-25/Frontage Road Intersection		
• County Road/SH 60 intersections		
• Two-Rivers Parkway/SH 60		
• Minor roads that access SH 60		
Transportation system works well for local day-to-day traffic needs.		
Transportation system works well for regional traffic needs.		
Quality of life – retain small town atmosphere/feel		
Railroad crossings need to be improved.		
School buses need acceleration lanes to enter back onto SH 60.		
Need more paved alternatives to SH 60.		
It is an issue that trucks park in public right-of-way to make deliveries.		
Johnstown needs a truck bypass.		
Milliken needs a truck bypass.		
Most truck traffic is through traffic.		
Would like to see medians and other traffic calming elements to slow down traffic.		
Would like to see SH 60 continued to the west.		
Would like to see public transit (buses or trains) to serve commuters and seniors.		

How to stay involved

- ▶ Sign up tonight to be on the study mailing list
- ▶ Contact Ryan Idler, CDOT Project Manager
Phone: (970) 506-4953
E-mail: Ryan.Idler@dot.state.co.us
- ▶ Contact KC Collins, Project Team Representative
Phone: 1-800-449-2302 (toll free)
E-mail: K_C_Collins@urscorp.com
- ▶ Check your local newspapers for news articles
- ▶ Look us up on the internet through the CDOT web site at www.dot.state.co.us (website to be available shortly)