US 34 Planning and Environmental Linkages Study

Public Meetings Summary Report

May 2017

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Summary and Analysis Report

Public Meetings
US 34 Planning and Environmental Linkages Study
City of Loveland
May 2, 2017
City of Greeley/Evans
May 3, 2017

1. Purpose and Need: The purpose and need as presented at the two public meetings was as follows: the purpose of highway improvements is to preserve US 34 as a vital regional transportation corridor to move people, goods, and information reliably and plan for the future by accommodating changing travel demands and opportunities. The needs include enhanced safety, accommodation for travel demands of forecasted population and economic growth, and increased reliability of east/west regional travel, while balancing local access and mobility.

The purpose of the public meetings was to inform and gather input from the public on the upcoming US 34 PEL study.

2. PEL Study Status: The US 34 PEL Study will incorporate the US 34 corridor from Glade Road, west of Loveland, to Weld County Road 49, in Kersey, in Larimer and Weld Counties. The PEL Study is currently undergoing corridor assessment and is anticipated to be complete by May of 2018.

3. Public Meeting Notification: Members of the public were informed of the public meeting through the project website, social media, and published media. Notifications were also sent to local stakeholders for distribution to the public. **(See Appendix A for Notices.)**

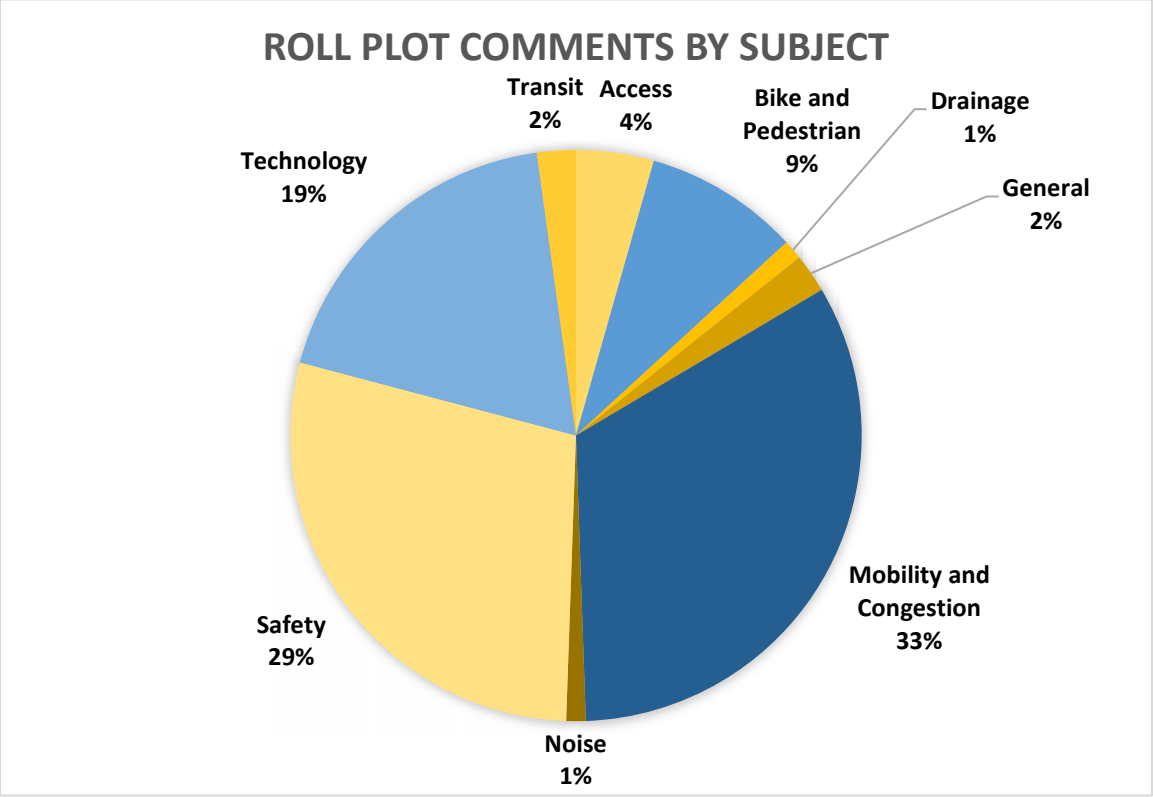
4. Public Meeting: The Loveland Public Meeting was held on May 2, 2017 at 5:30 pm to 7:00 pm at the City of Loveland Public Works Administration Building, 2nd Floor, 2525 West 1st Street, Loveland, CO 80537. The Greeley/Evans Public Meeting was held on May 3, 2017 at 5:30 pm to 7:00 pm at the City of Evans Riverside Library and Cultural Center, 3700 Golden Street, Evans, CO 80620 and included representatives from the US 34/US 85 interchange project. Both public meetings had CDOT representatives present for the I-25/US 34 interchange project.

5. Attendance: A registration table was set up at the entrance of the venue, with sign in sheets for attendees. The registered attendance for the Loveland public meeting was 24 total with 13 members of the public and several stakeholders representing the City of Loveland and Weld County. The registered attendance for the Greeley/Evans public meeting was 22 total, with 14 members of the public, one elected official, and stakeholders representing Weld County and the City of Greeley and Evans. **(See Appendix D for Sign-in-Sheets.)**

6. Exhibits: Informational boards, including maps and displays were presented at the public meeting, along with a short presentation. **(See Appendix B and C.)** CDOT employees and members of the project team were available to discuss the project with the public.

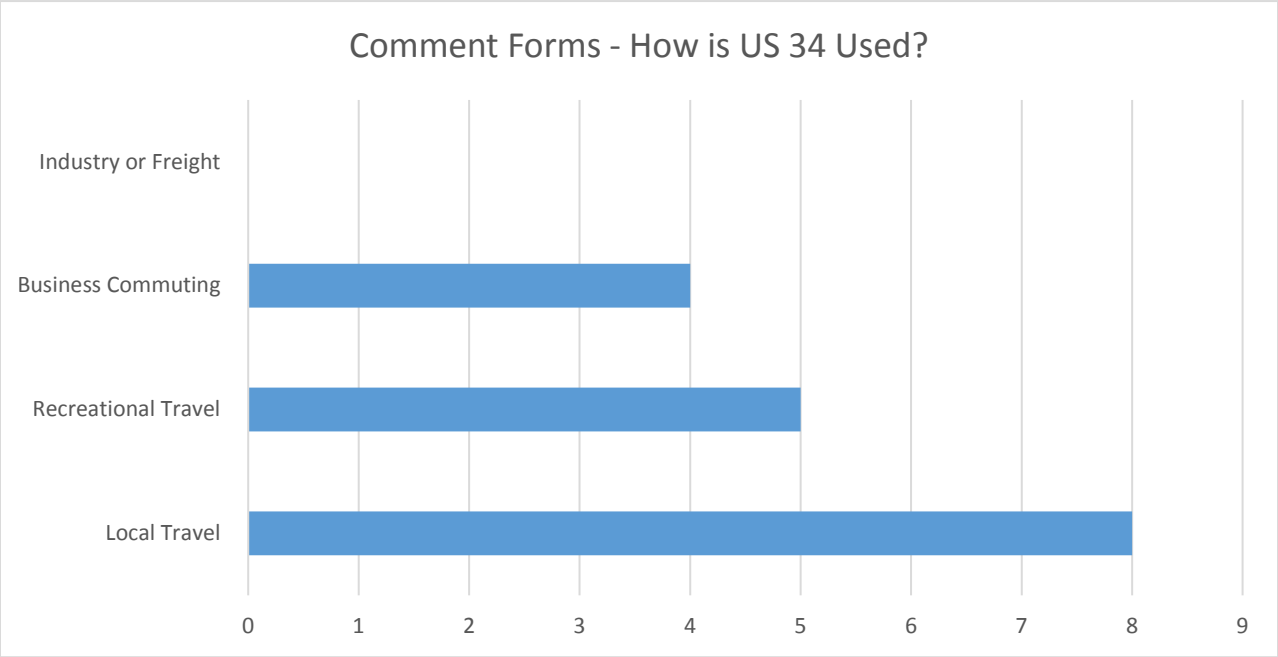
7. Written Comments Received: Comments received from both public meetings have been combined into the data below. At each meeting a roll plot was presented of the corridor and attendees were invited to write their comments. A total of 92 comments were received on the roll plots. The comment subjects mostly included corridor congestion, bike and pedestrian comments, and technology, such as traffic signals and safety. There were a few comments that varied and included transit, access, drainage, general comments and noise. **(See Appendix E for Comment Matrix.)** The comments received on the roll plots are summarized in Table 1.

Table 1:



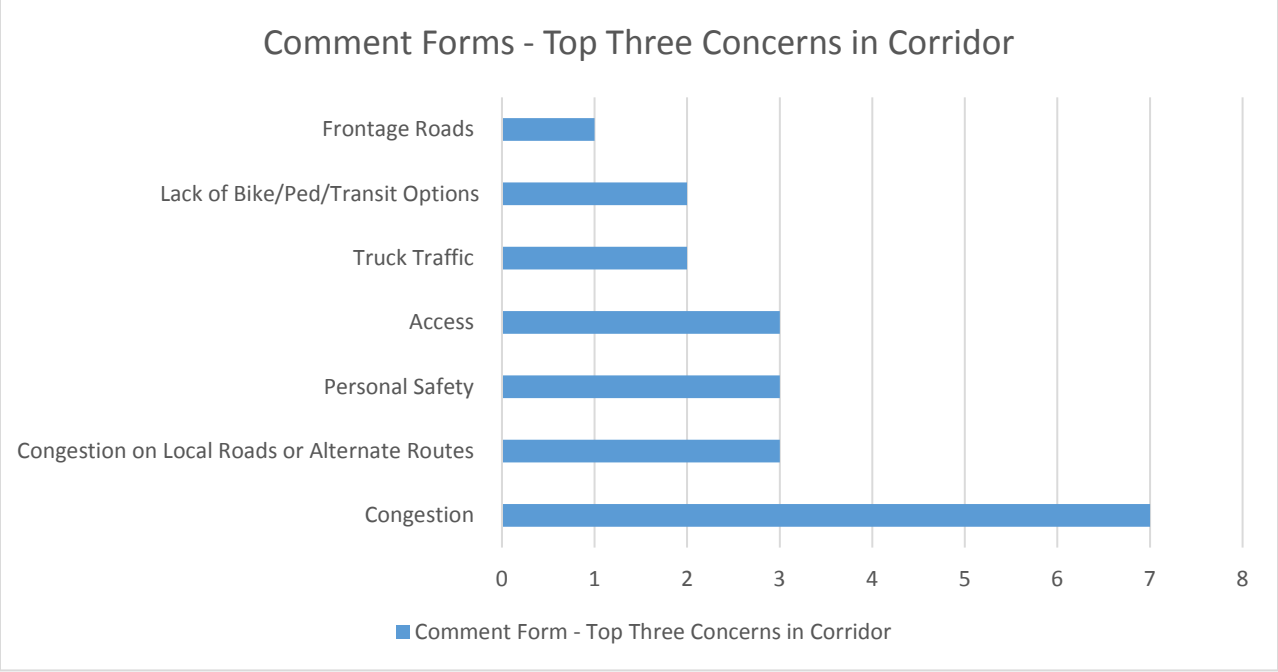
Approximately nine comment forms were received at the public meetings. **(See Appendix F for Comment Forms.)** The comment forms included a questionnaire and asked the public to specify how they currently use the US 34 corridor. See Table 2.

Table 2:



The comment form questionnaire also asked the attendees what their top three concerns were in the corridor. The available responses included congestion, unreliable or unpredictable travel times, personal safety, truck traffic or mix of vehicle types, lack of bicycle, pedestrian or transit options, frontage roads, congestion on local roads or alternate US 34 routes, access and other. See Table 3 below for the responses.

Table 3:



Appendix A

Public Meeting Notices

COLORADO
Department of Transportation

US 34 PEL STUDY PUBLIC MEETING

What: US 34 Planning and Environmental Linkages Study Public Meeting

When: May 3, 2017 at 5:30pm to 7:00pm

Where: City of Evans Riverside Library and Cultural Center, 3700 Golden Street, Evans, CO 80620

What: Learn about and share your thoughts on the US 34 Corridor

Info: For more information please visit: https://www.codot.gov/library/studies/us-34-planning-and-environmental-linkages-pel-study

CDOT is teaming up with the US 34 Coalition to improve safety and mobility for the US 34 corridor between Glade Road, west of Loveland, through Greeley to Weld County Road 49, in Kersey. Learn about and share your thoughts on the US 34 PEL Study and the US 34/US 85 Interchange Study.

COLORADO
Department of Transportation

US 34 PEL STUDY PUBLIC MEETING

What: US 34 Planning and Environmental Linkages Study Public Meeting

When: May 2, 2017 at 5:30pm to 7:00pm

Where: City of Loveland Public Works Administration Building, 2nd Floor, 2525 West 1st Street, Loveland, CO 80537

What: Learn about and share your thoughts on the US 34 Corridor

Info: For more information please visit: https://www.codot.gov/library/studies/us-34-planning-and-environmental-linkages-pel-study

CDOT is teaming up with the US 34 Coalition to improve safety and mobility for the US 34 corridor between Glade Road, west of Loveland to Weld County Road .. in Kersey. Learn about and share your thoughts on the US 34 PEL Study

Appendix B

Exhibit Boards

WELCOME

to the

US 34 Planning and Environmental Linkages Study

and US 34/US 85 Interchange Project

PUBLIC MEETING

Please Sign In

WELCOME

to the

US 34 Planning and Environmental Linkages Study

PUBLIC MEETING

Please Sign In

US 34 PEL Study Goals and Outcomes

- A Planning and Environmental Linkages (or PEL) study typically identifies transportation and environmental concerns before project construction funding is identified and before specific problems are known.

- The goals and expected outcomes of the US 34 PEL study are:
  - Develop a vision for the US 34 corridor
  - Identify transportation solutions (near, mid, and long-term) and priorities
  - Establish costs and pursue funding for projects
  - Develop implementation strategies
  - Facilitate project development and construction

- The PEL study will leverage past studies and agreements in the corridor, and will identify projects that can move into design and construction immediately.

Draft Purpose and Need

The purpose of highway improvements is to preserve US 34 as a vital regional transportation corridor to move people, goods, and information reliably and plan for the future by accommodating changing travel demands and opportunities.

Needs:

- Enhance safety
- Accommodate travel demands of forecasted population and economic growth
- Increase reliability of east/west regional travel, while balancing local access and mobility

Goals for transportation solutions:

- Be compatible with the natural and human environment
- Support community land use and aesthetics goals
- Be fiscally responsible and implementable

Related Studies

- **US 85 PEL Study**

  This is an ongoing study addressing the safety and operational needs along US 85 in northern Colorado between I-76 and the Town of Nunn. Recommended US 34/US 85 interchange as early action project.

- **US 34 Business Environmental Assessment and Widening Project**

  This project widened US 34 Business in west Greeley to four lanes in 2009.

- **North I-25 Environmental Impact Statement**

  In 2011, this study approved the following within the US 34 PEL study area: new tolled express lane and general purpose lanes on I-25 north to SH 14; commuter rail from Thornton to Fort Collins; bus service on I-25 from Fort Collins to Denver and on US 85 from Greeley to Denver; and reconstruction of the I-25/ US 34/ Centerra Parkway interchange. The interchange design is underway.

- **SH 402 Environmental Assessment**

  In 2008, this study approved widening SH 402 from two to four lanes between US 287 and I-25.

- **SH 402 Access Control Plan**

  The City of Loveland and CDOT are currently scoping an Access Control Plan for SH 402 from US 287 to I-25.

- **US 34 Environmental Assessment**

  In 2007, this study approved widening US 34 to six lanes between US 287 and LCR 3 in Loveland and Larimer County.

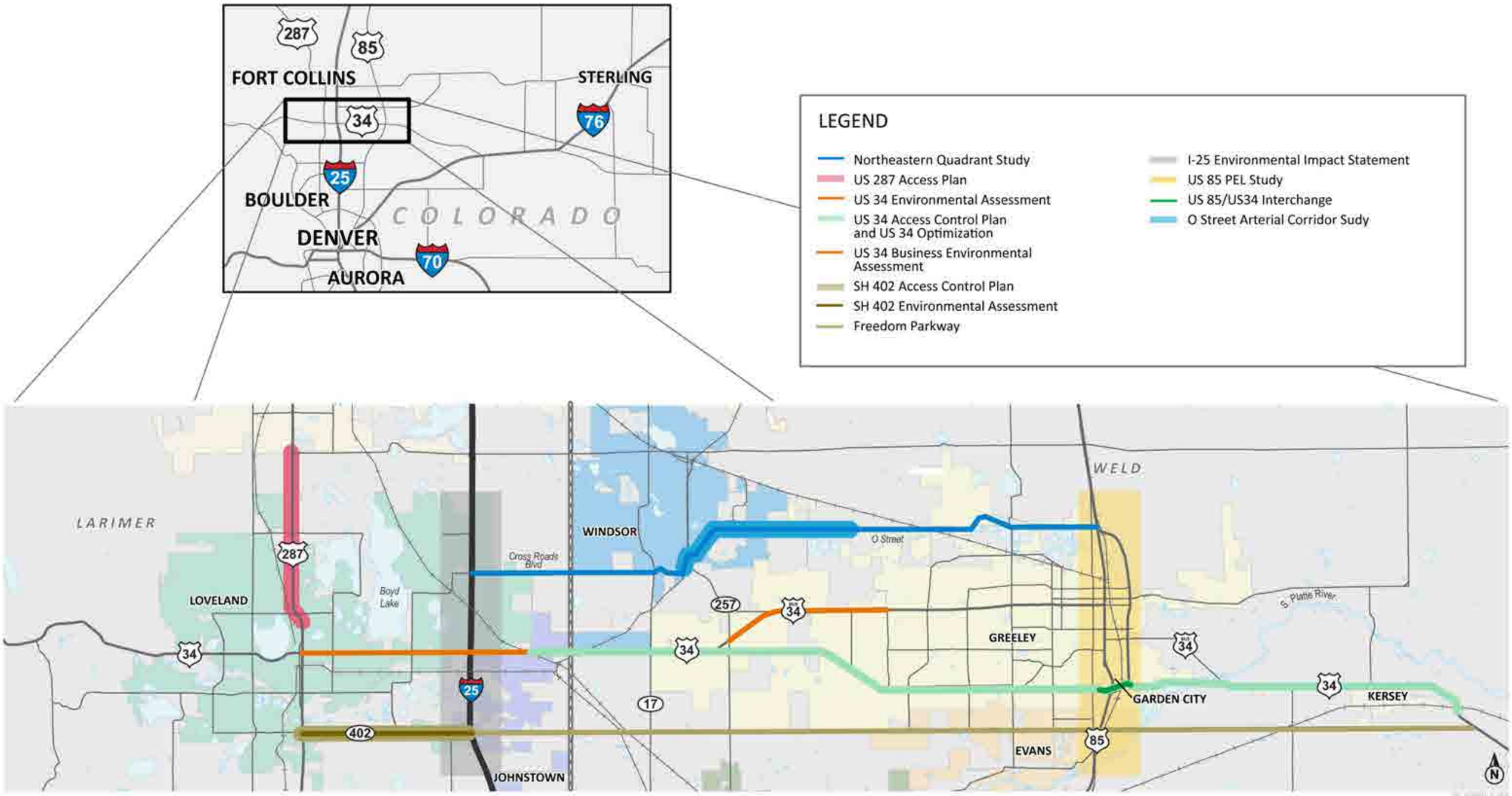
- **O Street Arterial Corridor Study**

  In 2008, Weld County, Greeley, and Windsor completed a study that identified a preferred alignment to connect Crossroads Blvd and O Street between SH 257 and 83rd Avenue.

- **Freedom Parkway Corridor Planning and Access Control Plan**

  This is an ongoing planning effort to define a vision, future road connections, and an Access Control Plan for the Freedom Parkway corridor (LCR 18, WCR 54, 37th Street).

Related Studies and Access Control Plans



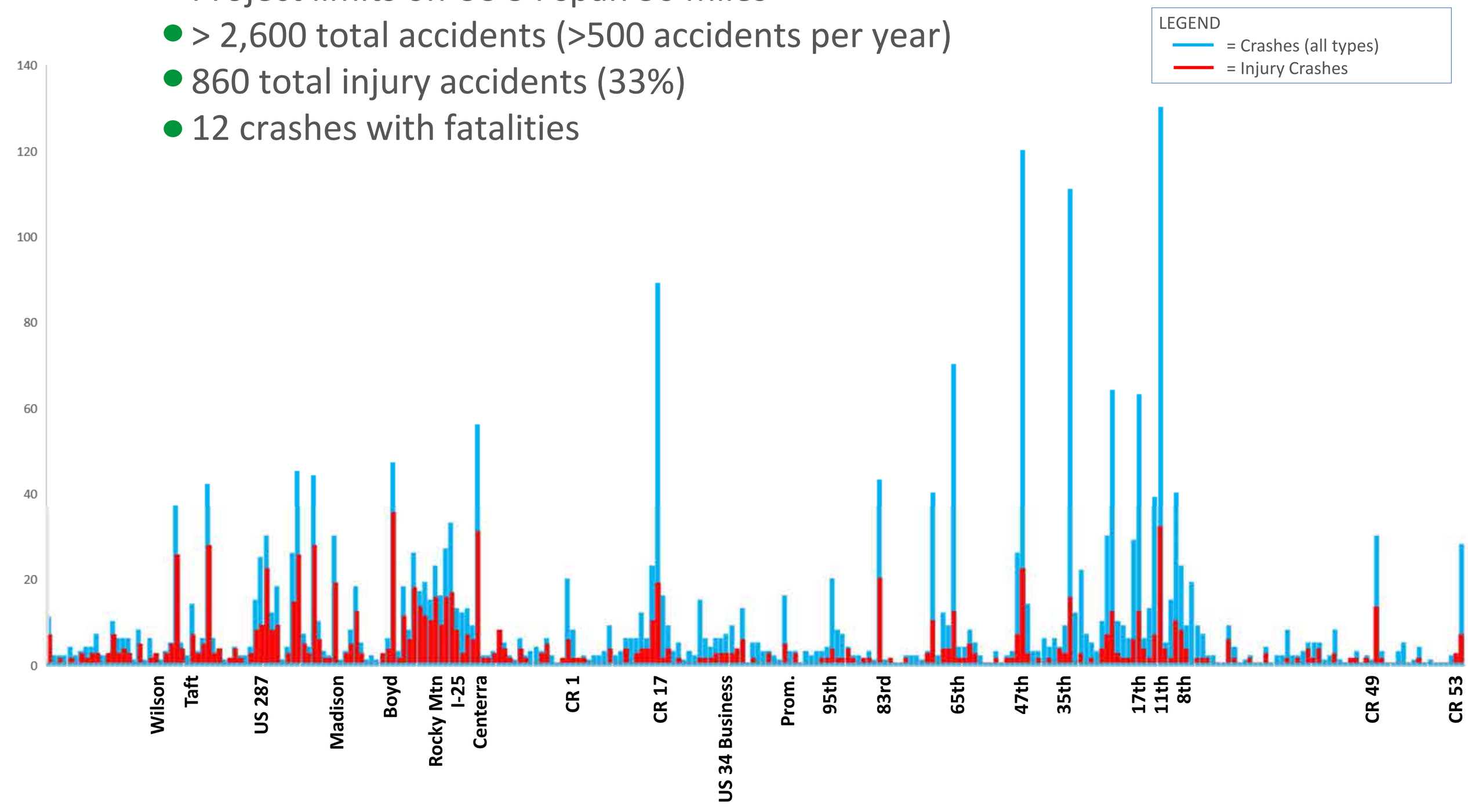
US 34 Coalition Members

The US 34 Coalition was formed in 2015 with the purpose of creating a collaborative effort to advocate for needed improvement projects along the US 34 Corridor.

The City of Evans, the City of Greeley, the City of Loveland, Larimer County, Weld County, the Town of Kersey, and the Town of Windsor are signatory members of the Access Control Planning Committee.

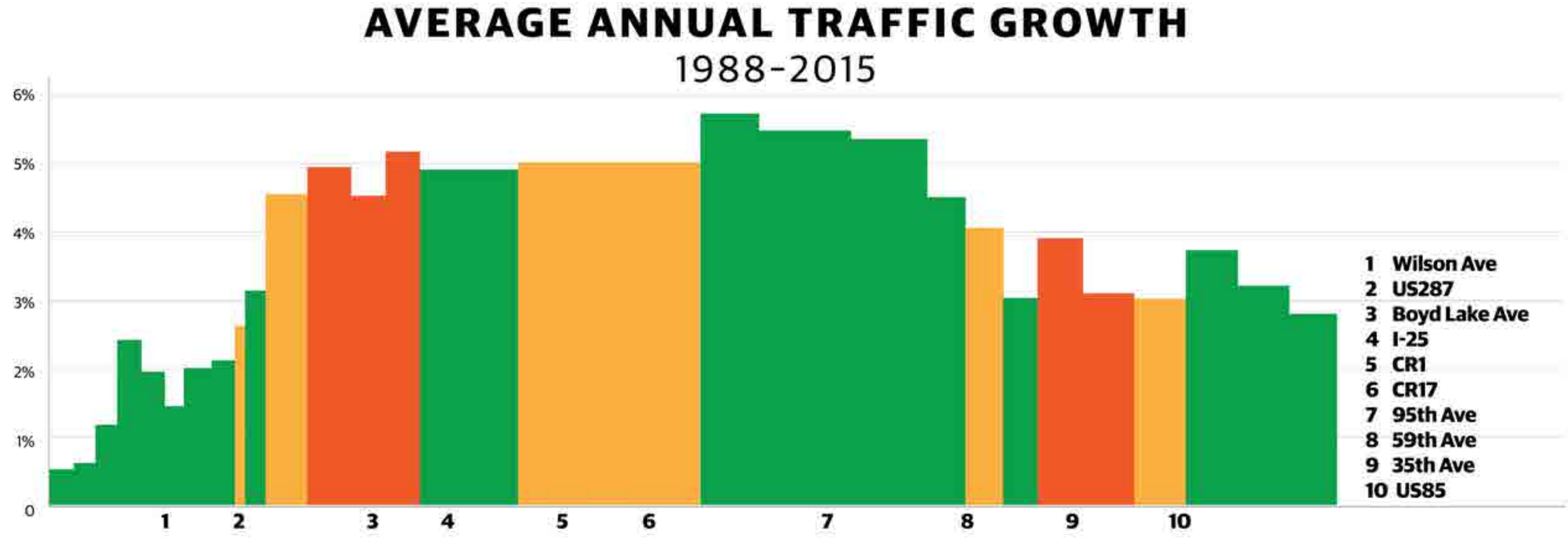
Existing Crash Data January 2011 through December 2015

- Project limits on US 34 span 30 miles
- > 2,600 total accidents (>500 accidents per year)
- 860 total injury accidents (33%)
- 12 crashes with fatalities



5 years of data – Jan 1. 2011 thru Dec. 31 2015

Traffic Volumes



Reliable Traffic Operations – Few Delays, Travel at Posted Speed.

Traffic Approaching Periods of Congestion and Delays

Significant Intersection Delays and Low Average Speeds

Based on 2015 CDOT Traffic Estimates

Environmental and Social Resources of Focus

During the PEL process CDOT will focus on the following resources:

- Threatened and Endangered Species
- Traffic Noise
- Recreational Resources and Trails
- Wetlands and Surface Waters
- Floodplains
- Land Use, including Farmlands and Oil and Gas Operations
- Right-of-Way
- Historic Resources
- Visual/Aesthetics

Please see the adjacent maps for locations of key environmental and social resources.

Land Use & Development Trends

Location	Key Issues & Future Land Uses Along US 34
Loveland	SH 287/US 34 gateway redevelopment Commercial redevelopment/ infill at key nodes Primarily multi-use commercial and employment districts planned
Kelim	Heavy industrial and residential planned
Johnstown	Scheels' development – retail, office, hospital, multifamily CR 3/UPRR intersection to accommodate future development 2534 development Primarily commercial and employment planned
Windsor	Industrial and commercial land uses planned along corridor; residential behind.
Greeley	Updating Comprehensive Plan More multifamily with greater desire for urban amenities Desire for mall redevelopment at 17th Employment, open lands, or a hybrid planned in west Greeley
Evans	US 34/US 85 interchange Connection at 35th Street would enable economic development Retail, office, commercial, automotive commercial planned; future major commercial designated at WCR 45
Garden City	US 85 interchange Retail uses
Kersey	Planned event center at town gateway Better connection to Core Business District Light industrial and commercial planned at gateway; within town, mixed use commercial and residential planned
Weld County	Uses by Special Review (USRs) for current and planned developments; other areas to receive agriculture designation
Larimer County	Currently planning land uses

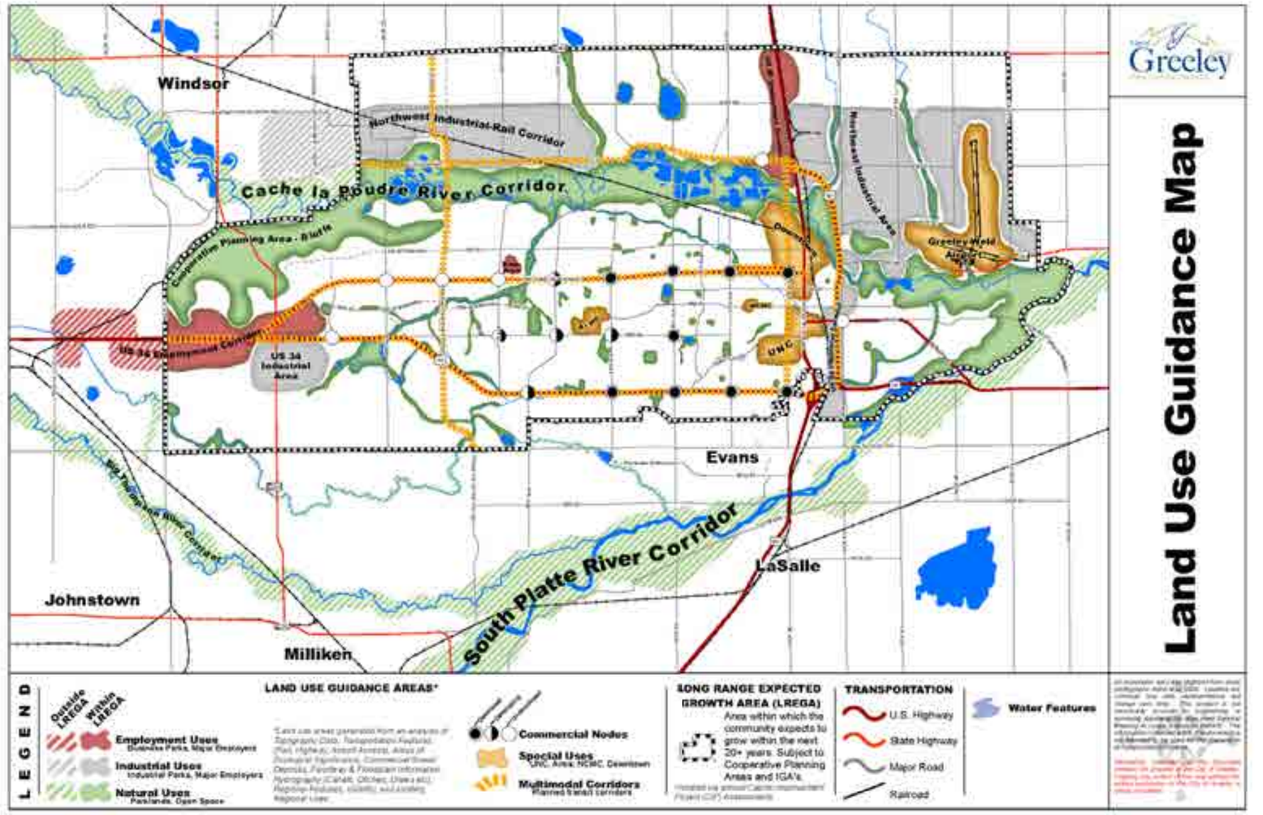
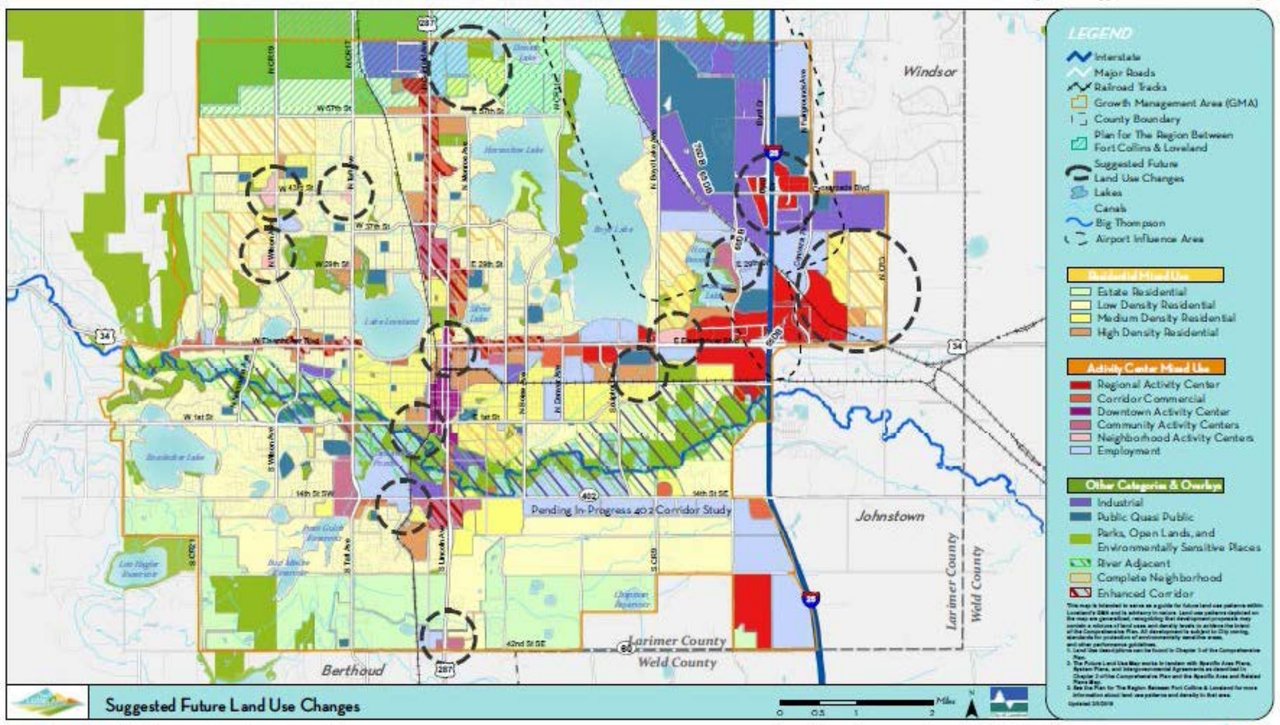
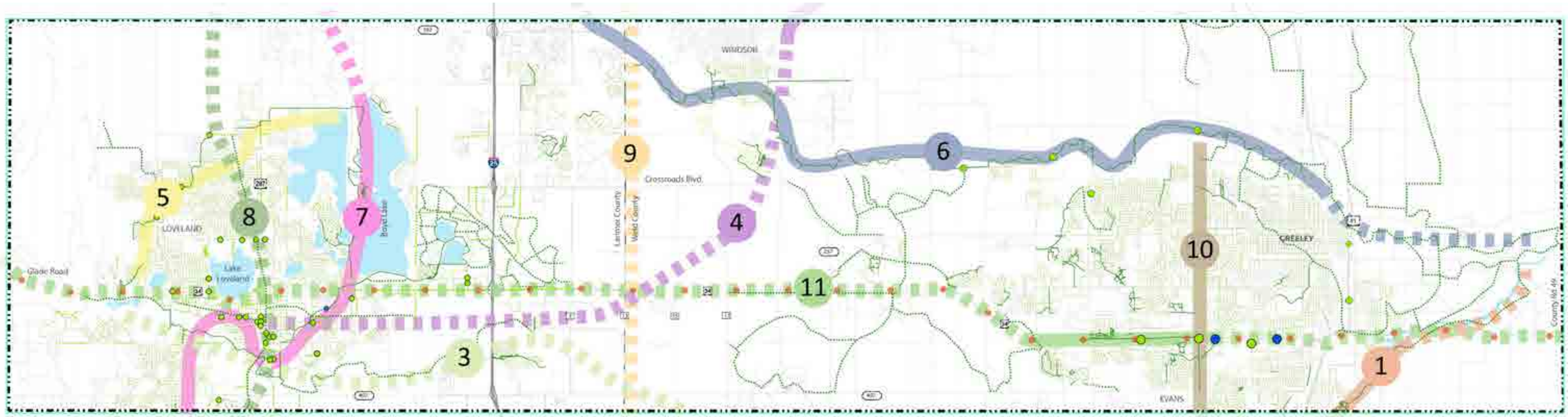


Figure 3-10. Suggested Future Land Use Changes



Pedestrian Facilities

Existing and Proposed Pedestrian Facilities



LEGEND

Existing / Proposed*
- Sidewalk
- Shared-Use Path/Side Path/ Rec. Trails/Off Street Trails
- Proposed Trail Intersection Improvements
- Proposed Intersection Improvements

REGIONAL NON-MOTORIZED CORRIDORS

Existing	Proposed**
	1: South Platte/American Discovery Trail
	3: Big Thompson River
	4: Great Western/Johnstown/Loveland
	5: North Loveland/Windsor
	6: Poudre River Trail
	7: Front Range Trail (West)
	8: BNSF Fort Collins/Berthoud
	9: Johnstown/Timnath
	10: Greeley/LaSalle
	11: US 34 Non-motorized

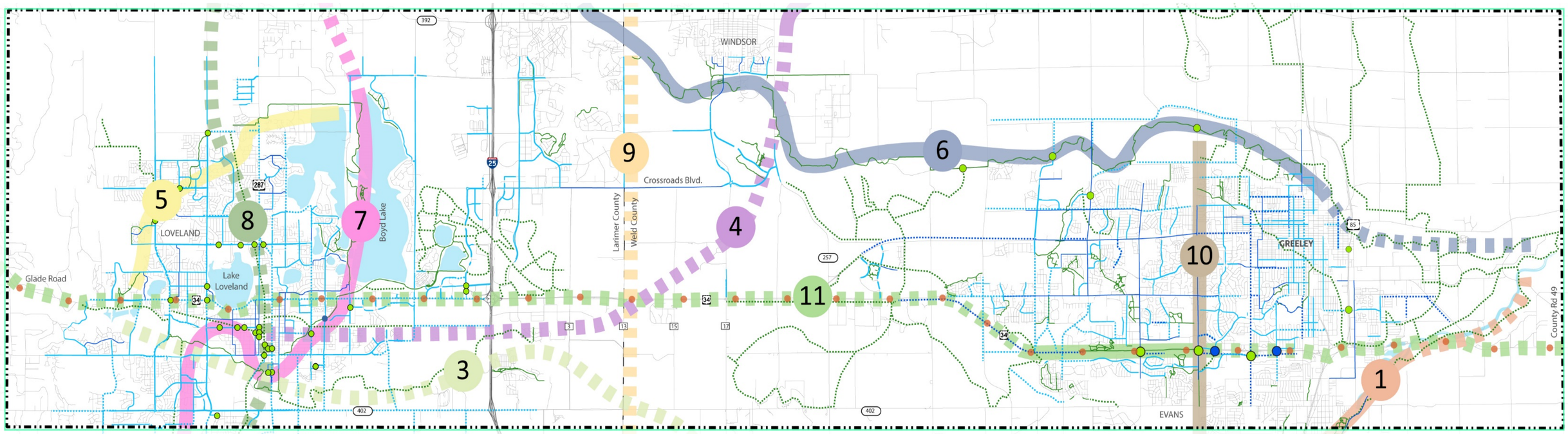
- Study Corridor
- Mile Posts
- Study Area

* Proposed local bicycle facilities from following plans: City of Loveland 2035 Transportation Plan (2012), City of Loveland Bicycle and Pedestrian Plan (2015). The 2035 City of Greeley Comprehensive Plan (2011), the City of Greeley Bicycle Master Plan (2015), and Greeley Parks, Trails and Open Lands Master Plan (2016)

** Proposed regional bicycle facilities from following plans: NFRMPO Regional Bicycle Plan (2013), NFRMPO Regional Transportation Plan (2015), and NFRMPO 2040 Non-motorized Plan (2017).

Bicycle Facilities

Existing and Proposed Bicycle Facilities



LEGEND

Existing / Proposed*

- Bike Lane
- Bike Routes/Sharrow
- Shared-Use Path/Side Path/ Rec. Trails/Off Street Trails
- Proposed Trail Intersection Improvements
- Proposed Intersection Improvements

REGIONAL NON-MOTORIZED CORRIDORS

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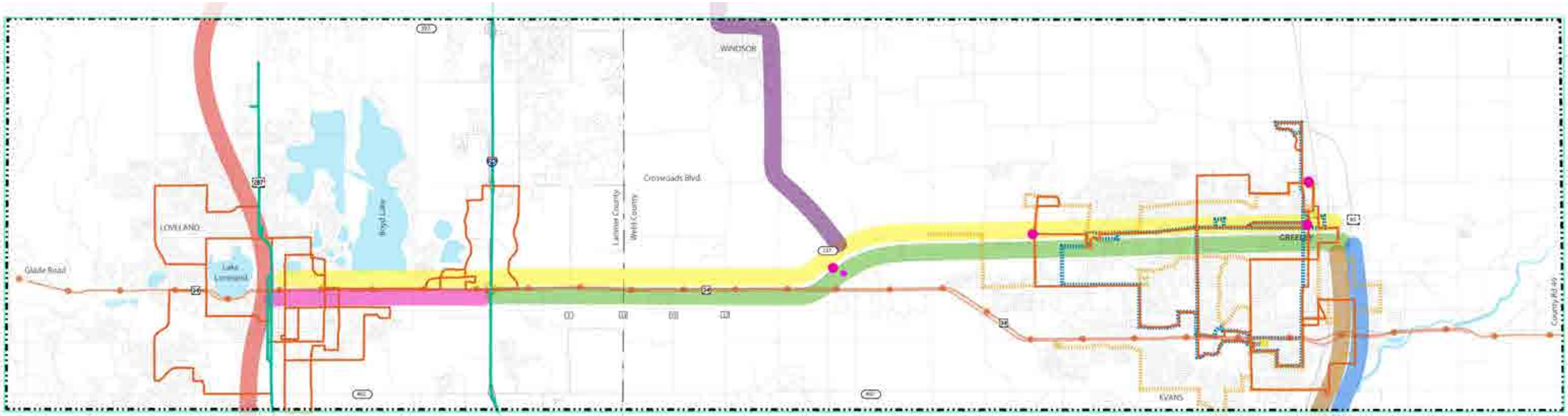
Transit Service

Existing and Proposed Transit Service



* Proposed transit improvements from the City of Greeley 2035 Comprehensive Transportation Plan (2011)

** Proposed Regional Transit Corridors from NFRMPO 2040 Regional Transit Element (2015).

*** Proposed Express Transit Station and Carpool Lot from I-25 IES Preferred Alternative. (08/2011)

Access Control Plan

What is an Access Control Plan?

An Access Control Plan controls the location, spacing, design, and operation of driveways, median openings, and street connections to a roadway.

Access Control Plan Benefits

Safety

- Reduces the number of conflict points and potential crashes
- Provides safe access to businesses and residences

Increased Ability to Accommodate Traffic Demands

- Reduces travel times/smoother traffic flow
- Less air pollution

Good Access Management is Good for Business

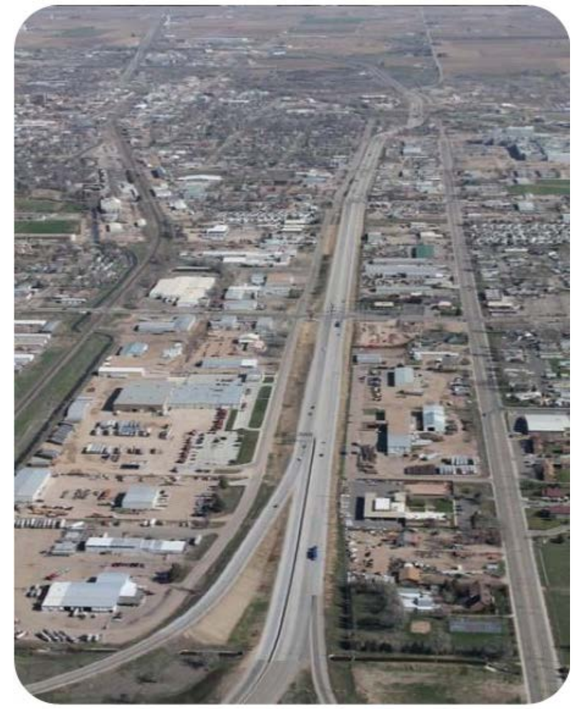
- Preserves property values
- A more efficient roadway system captures a broader market area
- Provides a more predictable and consistent development environment

Encourages Use and Development of Local Streets

- Focus through traffic on the highway
- Provide circulation options for local traffic on the local street system

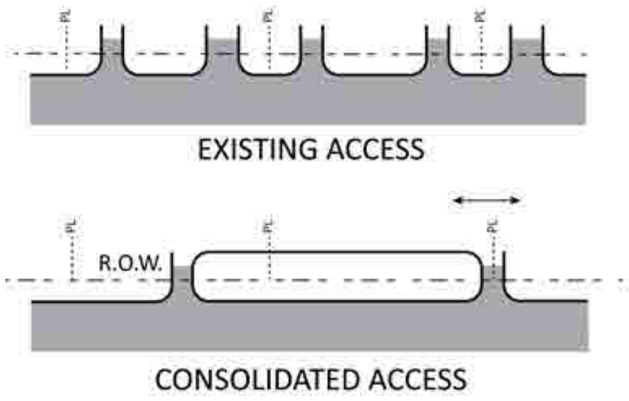
Enhanced Corridor Appearance

- Easily locate businesses
- Opportunities for streetscaping/landscaping

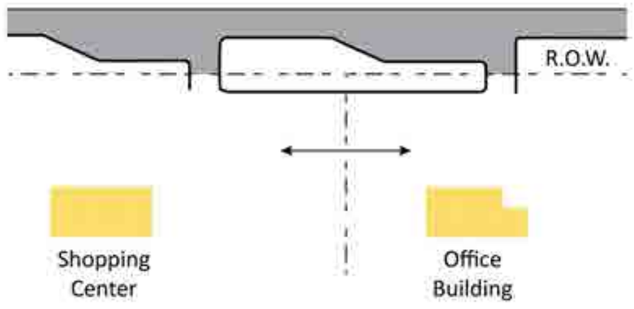


Access Control Principles and Techniques

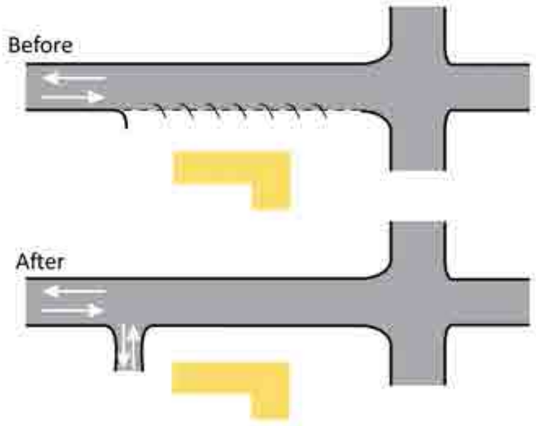
- Consolidate the number of direct access points to major roadways



CONSOLIDATE ACCESS POINTS



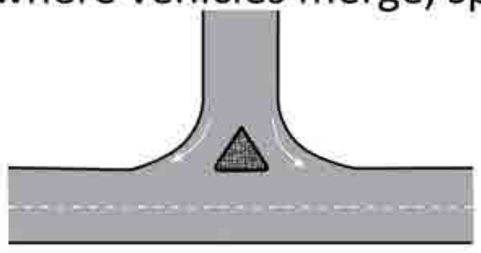
CONNECT ADJACENT PROPERTIES



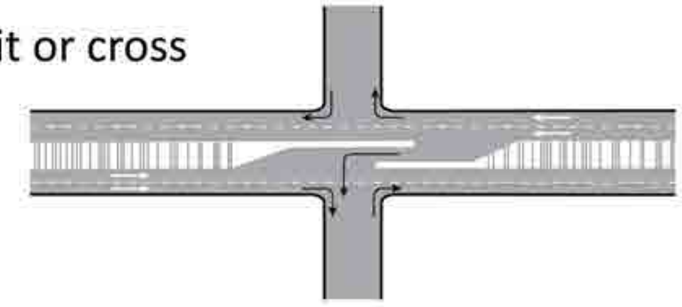
DEFINE DRIVEWAYS

- Locate signals/intersections/interchanges to favor through traffic and preserve signal cycle length for local streets
- Minimize the number of locations where vehicles merge, split or cross

RIGHT-IN/RIGHT OUT WITH RAISED MEDIAN

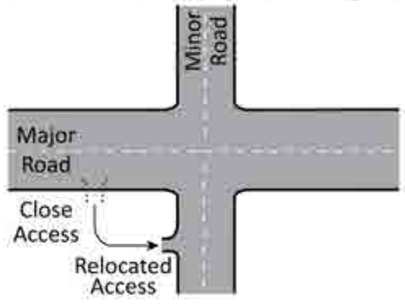


RIGHT-IN/RIGHT-OUT WITH CHANNELIZING ISLAND



DIRECTIONAL MEDIAN OPENING 3/4 MOVEMENT

- Remove turning vehicles from through traffic lanes with turn lanes or interchanges
- Provide a supporting local street network



RELOCATE ACCESS TO SIDE STREET

Advantages of an Access Control Plan

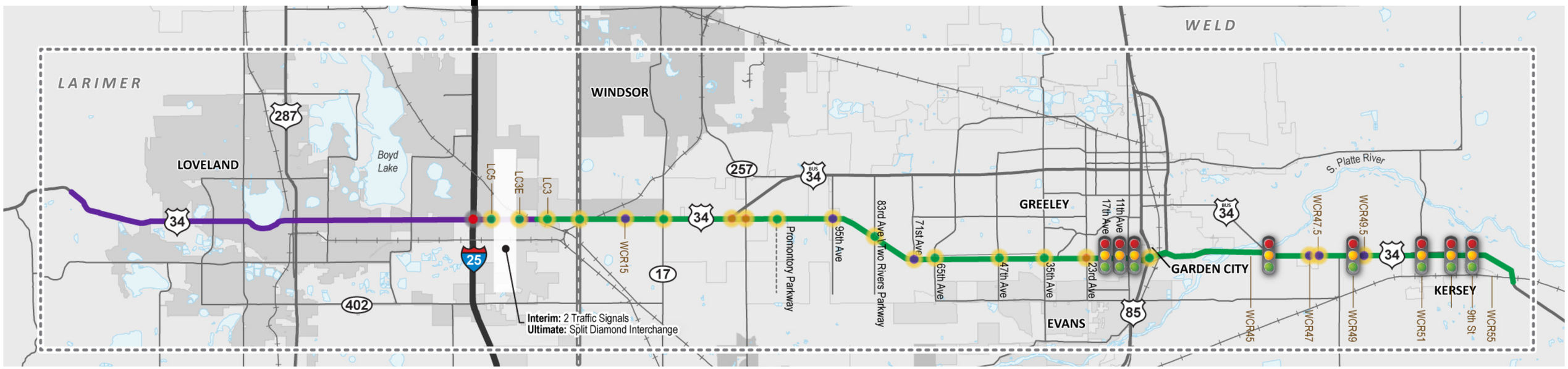
No Access Control Plan	Adopted Access Control Plan
• Controlled by State Highway Access Code (SHAC)	• Replaces SHAC Criteria for access location/movements
• CDOT adherence to SHAC criteria	• Opportunity for local input
• Isolated individual access point analysis	• Corridor wide analysis
• Considers transportation only	• Considers existing/future land use
• First come, first served	• Considers adjacent access and land use interaction
• Follows rigid criteria from SHAC	• Incorporates flexibility into criteria based on corridor specific conditions
• No plan to understand how land use and access interact when considering land use changes	• Landowners/Developers know proposed access conditions up front

US 34 Access Control

Concurrent with the PEL study, CDOT will update the existing US 34 Access Control Plan and develop a new access control plan where none currently exists.

Develop New Access Control Plan

Update Existing Access Control Plan



Access Category: Non-Rural Regional Highway (NR-A) and Rural Regional Highway (R-A)

- Non-Rural Principal Highway
- Medium-High Speed/ Medium-High Traffic
- Urban

Access Category: Expressway/ Major Bypass (E-X) and Non-Rural Regional Highway (NR-A)

- Expressway
- High Speed/High Traffic
- Low Access

Access Control Plan Implementation

If nothing changes, nothing changes!

Access Control Plans are long range planning documents for future growth. Existing and new Access Control Plans will be implemented in phases as changes and growth occur along US 34. Portions of the plan will be implemented based on the following triggers:

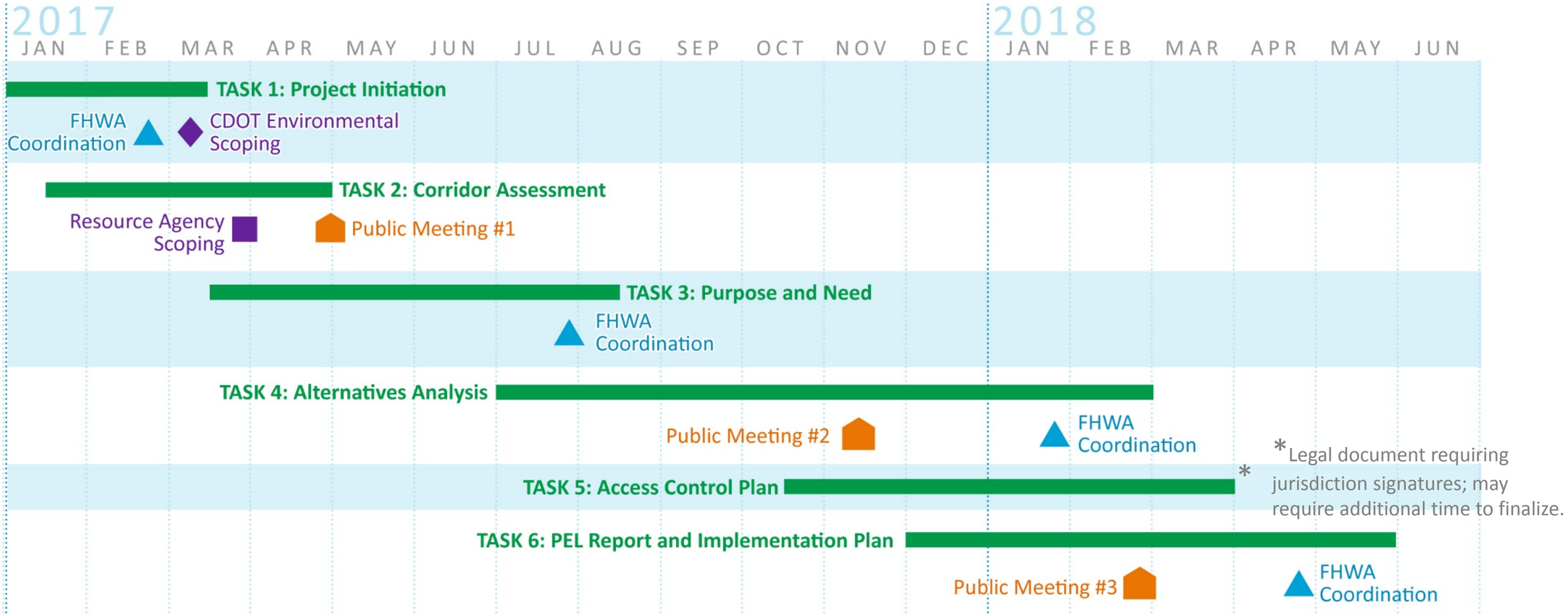
1. Redevelopment that increases traffic by 20% or more
2. Publicly funded project by City, County, or CDOT
3. Safety or operational issues

Access Control Plans are living documents that **CAN** be amended.

Next Steps

- Develop a range of alternatives to address corridor needs.
- Evaluate alternatives for the best solutions.
- Recommend projects for immediate design and construction.
- Recommend mid-term and long-term projects.
- Complete update of existing Access Control Plan and develop new Access Control Plan where needed.
- PEL study is anticipated to be completed Summer 2018.

US 34 PEL Study Schedule



We want your input!

Ways to get involved:

- Fill out a comment form tonight here at the meeting or mail it in to us by May 12, 2017.
- Visit the project website at: https://www.codot.gov/library/studies/us-34-planning-and-environmental-linkages-pel-study
- Send us an email at: us34pel@codot.us

Thank you!

Appendix C

Meeting Presentation

COLORADO
Department of Transportation

WELCOME!

Agenda

- US 34 PEL Study Overview
  - Intent of PEL study
  - US 34 Coalition
- US 34 Access Control Plan
- Your role tonight

US 34 PEL Study Overview

US 34 PEL Project Limits and Study Area

- Related projects with staff here tonight:
  - US 34/US 85 Interchange
  - I-25/US 34 Interchange
  - I-25/SH 402 Interchange

US 34 PEL Project Limits and Study Area

- Related projects with staff here tonight:
  - US 34 Canyon
  - I-25/US 34 Interchange
  - I-25/SH 402 Interchange

What is the intent of this PEL Study?

- Develop a vision for US 34
- Identify transportation solutions
  - Immediate projects
  - Mid-term and long-term solutions
- Establish costs and pursue funding for projects
- Develop implementation strategies
- Facilitate project development and construction

What is the purpose and need for improvements on US 34?

The purpose of highway improvements is to preserve US 34 as a vital regional transportation corridor to move people, goods, and information reliably and plan for the future by accommodating changing travel demands and opportunities.

Needs:

- Enhance safety
- Accommodate travel demands associated with forecasted population and economic growth
- Increase reliability of east/west regional travel, while balancing local access and mobility

Related Studies and Projects

- PEL Study incorporates other studies and projects in the study area
  - US 85 PEL Study
  - North I-25 Environmental Impact Statement
  - SH 402 Environmental Assessment (EA)
  - SH 402 Access Control Plan
  - US 34 EA
  - US 34 Business EA and Widening Project
  - O Street Arterial Corridor Study
  - Freedom Parkway Corridor Planning and Access Control Plan

US 34 Coalition

The US 34 Coalition was formed in 2015 with the purpose of creating a collaborative effort to advocate for needed improvements along the US 34 corridor.

US 34 Access Control Plan

Access Management on US 34

Concurrent with PEL study, CDOT will:

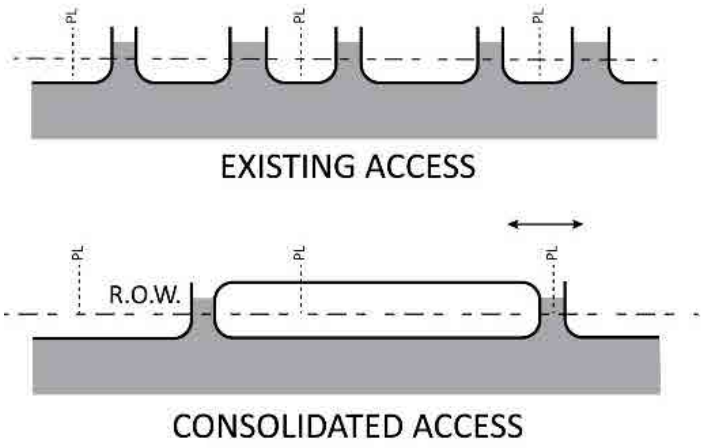
- Update existing US 34 Access Control Plan if required
  - East of I-25 through Kersey
- Develop new US 34 Access Control Plan
  - West of I-25 through Loveland

What does an Access Control Plan do?

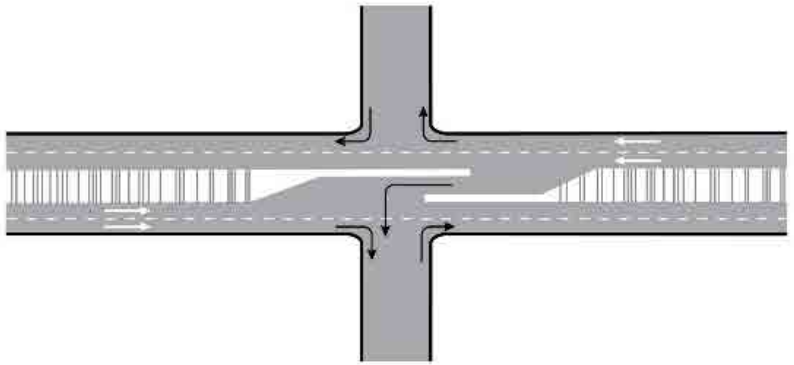
An Access Control Plan controls the location, spacing, design, and operation of driveways, median openings, and street connections to a roadway.

Examples of access control techniques

- Consolidate the number of direct access points to US 34



- Minimize number of places vehicles merge or cross



Your Role Tonight

How can you help inform this study?

- Tell us where you see problems or opportunities on US 34.
- Write on maps and give input to staff at open house stations:
  - PEL process, purpose, and need
  - Existing transportation conditions
  - Existing safety and traffic conditions
  - Existing social and environmental conditions
  - Access control planning
- Fill out a comment form.

Thank you for attending!

Sign up for the project mailing list to receive future project notifications.

https://www.codot.gov/library/studies/us-34-planning-and-environmental-linkages-pel-study

Appendix D

Sign-In-Sheets

US 34 Planning and Environmental Linkages Study

Public Meeting #1

May 2, 2017: Loveland, CO

Name	Organization	Email or Alternate Contact (phone or address)
Janet Lundquist	Weld County	[redacted]
Karen Schneider	CDOT	
Lauren Boyle	CDOT	
BRIAN DOBUNG	FHWA	
J. Michael Eastwood	Self	
Doug Jonakin		
Ellen Kisker	self	
SUE Bickling	SCL	
John + Leslie Backstrom	City of Loveland / Weld County	[redacted]
RANDY L. WILLIAMS	CITIZEN	[redacted]
JEFF ENGELMAN	SELF	
Keith Sheaffer	CDOT	
Wayne Howard	SEH	[redacted]
Craig Hengstler	Self	
Bruce ~~Barker~~ CROISSANT	LOVELAND TRANS BOARD	
DAVE KLOCKEMAN	CITY OF LOVELAND	
GARY MAJOR	AECOM	[redacted]
Barbara Litten (Fern)	citizen LVD	
Pat Thompson	self	
MYRON HOLA	WSP	

US 34 Planning and Environmental Linkages Study

Public Meeting #1

May 2, 2017: Loveland, CO

Name	Organization	Email or Alternate Contact (phone or address)
Pat Thompson	Self	[redacted]
JIM PAULMENO	SELF	
PAUL FORD	SELF	

US 34 Planning and Environmental Linkages Study

Public Meeting #1

May 3, 2017: Evans, CO

Name	Organization	Email or Alternate Contact (phone or address)
Jeremy Brown		[redacted]
Bill + Kathy Quam		
DAVE KISKER		
Kay Ferrell		
Richard E. Gibboney		
Commissioner Sean Conway		
Tom Pfannkuch		
Mark Strickland		[redacted]
Lavonna Longwell		
Will Jones		
Roger Tilt	CDF	
L.G. Duncan		
Julie Lozad	Weld County	

US 34 Planning and Environmental Linkages Study

Public Meeting #1

May 3, 2017: Evans, CO

Name	Organization	Email or Alternate Contact (phone or address)
JAY OVERHOLT		[redacted]
Jim Vitale, Lynda Vitale		
Karl Scott		
Janet Lundquist	Weld County	
SARAH MACQUIDDY	Greeley Co	
Joe Williams		
Dave + Terry Sandstrage		

Appendix E

Matrix of Comments Received

US 34 PEL - Public Meeting Roll Plot Comments by Subject

Subject	Mile Post	Nearest Intersection	Comment	Endorsement
Access	99.8	WCR 15/US34	So busy that can't use unsignalized accesses at rush hour.	
Access	99.8	WCR 15/US34	Access both directions	
Access	90.6	US 34/N Taft Ave	Concerns about parking access to Lake Loveland.	
Access	96.0	US 34/I-25	Increase size of P&R or even repaint lines	
Bike/Ped	109.1	47th Ave/US34	The pedestrian timing and right turn signals are confusing for blind pedestrian.	
Bike/Ped	110.5	29th/US34	Pedestrians crossover highway	
Bike/Ped	General	Major Intersections	How about pedestrian access at major intersections (including ADA)	
Bike/Ped		General	More under or over crosses for bikes/pedestrians throughout the whole corridor	1
Bike/Ped		General	Bike/ped connectivity along the entire corridor	1
Bike/Ped	113.1	US 34/US 85	US 34/US 85 interchange does not accommodate bike/peds	
Bike/Ped	112.5	US 34/8th Ave and US 34/11th Ave	High pedestrian traffic at 8th Ave, 11th Ave and US 34	1
Bike/Ped	112.7	US 34/8th Ave	Watched a man die - hit by a semi at 8th and US 34	
Drainage	113.0	US 85/US34	Conceal Drainage Ditch	
General	113.0	US 85/US34	Vestas Wind Blade Crash a few years ago.	
General		General	Concerns about railroad partnership and cooperation	
Mobility & Congestion	97.8	LCR 3/US34	Short merging lanes onto US 34	
Mobility & Congestion	100.8	WCR 17/US 34	Too much backup on US34	
Mobility & Congestion	102.8	SH 257/US34	SH 257 is carrying a lot of truck traffic.	
Mobility & Congestion	110.3	35th/US34	45 mph zone should start more to the west	
Mobility & Congestion	111.3	23rd/US34	Exit both directions are too short and to small for heavy traffic at 23rd.	
Mobility & Congestion	112.3	11th Ave/US34	11th Ave Southbound to Westbound US34 acceleration lane is too short.	
Mobility & Congestion	113.0	US 85/US34	Southbound US 85 merge with 8th Ave merge is complicated and reduces traffic Flow from SB 8th Ave Traffic.	

Subject	Mile Post	Nearest Intersection	Comment	Endorsement
Mobility & Congestion	113.0	US 85/US34	Need two lanes on EB US 34 and 2 lanes WB Kersey then US 34 bypass to 8th Ave.	
Mobility & Congestion	SH 402	SH 402/S CO Rd 9e	Need Turn lane for traffic heading North.	
Mobility & Congestion	SH 402	SH 402/I-25	Traffic backs up during rush hour to merge north or south onto I-25. Both sides of bridge.	
Mobility & Congestion	US 85	US 85/O St	Traffic from O St, heading SB on US 85 causes problems because there is not enough room for large trucks to accelerate.	
Mobility & Congestion	US 85	US 85/O St	Turning from train tracks on O St. west to US 85 north, NB trucks need extra acceleration lane to overcome hill to maintain 65 mph	
Mobility and Congestion	88.6	US 34/Morning Dr	Left turn queue plus merging from two lanes to one at driveway	
Mobility and Congestion		General	Concerns about roundabouts - don't want them on US 34	
Mobility and Congestion	90.6	US 34/Taft Ave	Long turn lane from Taft Ave to EB US 34	
Mobility and Congestion	91.8	Lincoln Ave/Cleveland Ave	Turn lanes at Lincoln Cleveland should be: left only, left and continue through, continue through, right only	
Mobility and Congestion	99.8	E Crossroads Blvd/WCR 15	Construction traffic into/out of new development prior to new signals or lanes getting built	
Mobility and Congestion	100.8	US 34/WCR15	Concerns about heavy truck traffic and access control.	
Mobility and Congestion	84.5	US 34/Carter Lake Rd	Loveland needs 34 bypass between CR 402 to Carter Lake Rd.	
Mobility and Congestion	100.8	US 34/WCR15	No right turn acceleration from WCR 15 NB to US 34 EB with traffic backed up from WCR 17.	
Mobility and Congestion	102.4	US 34/US 34 business	Pinch point at merge - 2 to 1 lanes on business route, then 1 to merge westbound.	
Mobility and Congestion		O St/Crossroads	Relieve pressure on US 34 by connecting O St to Crossroads	
Mobility and Congestion		General	Establish CR 402 and Crossroads as alternative routes	
Mobility and Congestion	96.3	US 34/I-25 to US 34/Bypass	Need frontage road from I-25 to Bypass	

Subject	Mile Post	Nearest Intersection	Comment	Endorsement
Mobility and Congestion	98.0	US 34/County Highway 13	More mixed-use residential use	
Mobility and Congestion	99.0	US 34/County Highway 13	2000 trucks per day at this US 34 and County Road 13	
Mobility and Congestion	99.0	US 34/County Highway 13	Mixing of truck and industrial traffic with commuters = BAD	
Mobility and Congestion	100.6	US 34/WCR 17	In the short term, need protected left turns for NB/SB traffic on WCR 17	
Mobility and Congestion		95th Ave/ 20th St	Concerns about left turns to 95th from 20th	
Mobility and Congestion	112.7	US 34/8th Ave	Bridge over 8th Ave?	
Mobility and Congestion	115.5	US 34/CR 45	Look at left turn lane on incline	
Noise	98.8	WCR 13/US34	Noise from trucks and motorcycles- Sound wall?	2
Safety	88.9	Cascade Ave/US34	Heading west on US 34 drivers forget to merge into left lane.	
Safety	90.1	Colorado Ave/US 34	35 mph speed limit becomes 40-45 mph for drivers. Needs to be reduced to 30 mph	
Safety	98.8	WCR 13/US34	Drivers use auxiliary lanes to pass through traffic.	
Safety	98.8	WCR 13/US34	Hill creatse sight distance problems at the signal at WCR 13, similar to WCR 17	
Safety	99.8	WCR 15/US34	Dangerous exhaust smell and sound!	
Safety	100.8	WCR 17/US 34	Daily accidents at WCR 17	
Safety	102.8	SH 257/US34	Interchange scary with high speed north/south on SH 257 traffic.	
Safety	104.8	95th Ave/US34	Frontage road interchange is too small and too close to Hwy 34	
Safety	104.8	95th Ave/US34	Billboards too distracting on curve	
Safety	107.6	65th Ave/US34	Drivers using emergency U-turn section causing flow problems both directions.	
Safety	110.3	35th/US34	Drivers running red lights	
Safety	110.3	35th/US34	Eastbound US 34 traffic speeds to exit 23rd Ave are not safe	

Subject	Mile Post	Nearest Intersection	Comment	Endorsement
Safety	112.5	8th St/US34	Heading eastbound on US 34 bypass 8th Ave signal is hard to see over bridge.	
Safety	113.0	US 85/US34	Signage too late for drivers exiting north to 8th Ave and exiting to Ft. Morgan after bridge heading east.	
Safety	113.0	US 85/US34	Bridge to road transitions is not smooth.	
Safety	113.3	1st St/US34	US 34 exit at Kersey needs street lights and better signage.	
Safety	SH 402	47th Ave/37th St	This isn't CDOT's problem but, the traffic light at 47th Ave and 37th St is ignored often. Red is evidently optional.	
Safety	US 85	US 85/ E C St	Merging arrows on the road to remind drivers to merge.	
Safety	US34 Bus	8th St/US34 Bus	Interchange lighting flashing sign for SB to EB loop for tight curves	
Safety	US34 Bus	Cherry Ave/US34 Bus	Interchange needs lighting/Street lights at curve on 34.	
Safety	87.2	US 34 and Glade Rd N	Safety at left turn lanes of Glade Rd into mobile home park.	
Safety	88.6	US 34/Morning Dr	US 34 has water sitting on the WB lanes at the new storage facility west of Morning Dr.	
Safety	88.8	US 34/Cascade Ave	Dip in US 34 (WB and EB) west of Namaqua Rd and Cascade Ave. Dip is in different locations for WB and EB.	
Safety	93.1	US 34/Boise Ave	Come on, really? Speeds are more like 55 - 60mph, not 40-45 mph.	
Safety		General	Speed enforcement	1
Safety	115.5	US 34 Business/CR 45	US 34 Business bridge flooded	
Technology	95.3	Hahns Peak Dr/US 34	This light takes a very long time to switch from US 34 to leave Hahns Peak Dr.	
Technology	97.4	Larimer Pkwy/US 34	Imminent signal needed at Larimer Pkwy.	
Technology	100.8	WCR 17/US 34	Signal/timing needs alteration	
Technology	105.9	83rd Ave/US34	Keep 83rd signal - working	
Technology	107.1	71st Ave/US34	More overpasses alternating with signals.	
Technology	113.0	US 85/16st	US 85 at 16th St intersection - new lights not working.	
Technology	92.7	US 34/Madison Ave	Improve signal for CFI	
Technology	92.7	US 34/Madison Ave	Get rid of CFI at Madison Ave	
Technology	92.7	US 34/Madison Ave	Consider modifying signal timing for CFI	
Technology	92.7	US 34/Madison Ave	Love the CFI at Madison Ave	

Subject	Mile Post	Nearest Intersection	Comment	Endorsement
Technology	94.8	US 34/Boyd Lake Ave	Boyd Lake Ave needs a second receiving lane EB to NB	
Technology	94.8	US 34/Boyd Lake Ave	Signal timing of Boyd Lake Ave needs more time for US 34	
Technology	90.6	US 34/WCR 17 to Taft Ave	Traffic signal timing is terrible. I must stop at every light between CR 17 and Taft at night	
Technology		E Crossroads Blvd/Centerra Pkwy	Left turn from Crossroads Blvd to Centerra Pkwy (WB to SB) needs more green time	
Technology		WCR 17/Centerra Pkwy	Put in queue warning signal at WCR 17 and Centerra	
Technology	109.1	US 34/47th Ave and US 34/35th Ave	Eliminate lights at US 34/47th Ave and US 34/35th Ave intersections	
Technology	100.6	US 34/WCR 17	WCR 17 signal timing is off	
Transit	96.3	I-25/US 34	Restripe the Bustang lot.	
Transit	96.8	Centerra Pkwy/US 34	Provide PNR for Centerra.	

	First Name	Last Name	City	Add to Email List	How do you most often use the US34 Corridor?	Are there specific location where you experience problems with travel in the US 34 Corridor?	What are your top three concerns with travel in the corridor?	What to do you view as the main benefits of managing access on US 34? (Check all that apply)	Overall, do you understand and support the existing Access Control Plan adopted in 2003?	Overall, do you understand and support the existing Access Control Plan adopted in 2003? Follow up.	How do you prefer to receive information about the project?	Other Comments or Questions
1	Barbara	Litter	Loveland	Yes	Local travel	Being retired I try to use US34 at times that are not as busy.	Congestion Frontage Roads Congestions on local roads or alternate US 34 routes	Reduced crash risk Improved traffic flow Predictable and easy to locate access to businesses	N/A		Email updates	
2	Leslie	Beckstrom	Loveland	No	Business Commuting Recreational travel Local travel	Hwy 34 and I-25; Hwy 34 and Boyd Lake Rd; Hwy 34 and WCR 13/15 (due to heavy truck traffic trying to enter Hwy 34).	Congestion Lack of bicycle-pedestrian-transit options	Other Need t accommodate all user types (include bike and ped) or at least plan for bike and ped infrastructure when the planning and building are considered. If we don't leave space for it then it will never happen.	N/A		Blank	What about health? Need to think more broadly about what the impact could be, especially as the population is expected to double.
3	Pat	Thompson	Loveland	Yes	Business Commuting Local travel Recreational travel	Near Centerra shopping center (Old Chicago etc.) and Taft and Hwy 34	Congestion Congestions on local roads or alternate US 34 routes Access	Improved traffic flow Maximized use of local street system to support access and circulation	N/A		Email updates	Too much Access!
4	John	Beckstrom Jr.	Loveland	No	Local travel Recreational travel	West of I-25	Congestion	Reduced crash risk Improved traffic flow	N/A		Project website	Too many access points. Lack of understanding/ Following Rules. I am okay with round-abouts, however they need to be larger and open (no bushes hiding the side walks).
5	Ellen	Kisker	Johnstown	Yes	Local travel	I get on Hwy 34 at County Road 15. Turning right, the acceleration lane is extremely short, so I have to wait for a good break in traffic. Turning left, I also have to wait for a break, sometimes for a while.	Personal Safety Truck traffic or mix of vehicle types Access	Reduced crash risk Improved traffic flow	N/A		Email updates	
6	Mark	Strickland	Greeley	Yes	Business Commuting Local travel Recreational travel	Hwy 34/Hwy 85 bypass needs 2 lanes eastbound, 2 lanes westbound for Hwy 34 plus merging lanes from southbound Hwy 85, Northbound Hwy 85/Hwy 34 exit to 8th ave/Hwy 34 business is dangerous with 8th ave on-ramp.	Congestion Personal Safety Lack of bicycle-pedestrian-transit options	N/A	Unaware of existing plan		Email updates	[Long Term]Merging from southbound hwy 85 to westbound on hwy 34 is sometimes scary with semi trucks merging from hwy 34 east of interchange to west. Some traffic cuts across the two lanes to exit north to business hwy 85 to 8th ave. Needs 2 lanes east and 1 exit south to hwy 85 and 1 for exit north =4 lanes total. Only 1 lane no is not enough space at 45 mph. I think extending a bridge over 8th Ave then drop down hill to 11th could improve flow westbound and increase ped safety North/south on 8th Ave. [Short term] Fix street light at 8th ave exit on bridge heading east on hwy 34. Pole # 80/47. I've called CDOT, City of Greely, and xcel to get this light fixed
7&8	William & Kathy	Quam	Johnstown	No	Business Commuting Local travel	County Rd 15 and Hwy 34 all the way to Loveland	Congestion Personal Safety Access		I generally support the plan but have concerns about a particular location	County Rd 15 and Hwy 34	Public meetings	As a home owner with adjoining property we are subject to the noise and pollution. We see accidents and traffic backups on a regular basis. Our safety head west on hwy 34 has become a serious issue. Crossing the median to head west we have seen drivers actually pass in the left hand acceleration lane. When we sit there to merge with traffic we put ourselves at risk of being killed.
9	Lavonna	Longwell	Greeley	Yes	Local travel Recreational travel	Rush hour Greeley	Congestion Truck traffic or mix of vehicle types Congestions on local roads or alternate US 34 routes	N/A	I understand and support the plan		Email updates	I would like to see more rapid transit along Hwy 34 and Hwy 85 (west 34 to Loveland and Ft. Collins, and south hwy 85 to Denver). It would be nice if this could be finished at the same time as the highway improvements. Greeley Continues to grow and we need another alternative to car travel.

Appendix F

Written Comments Received

US 34 Planning and Environmental Linkages Study

COMMENT SHEET

NAME Lavonna Longwell

ADDRESS [redacted]

EMAIL

PHONE

ADD TO THE EMAIL NEWS LIST? X YES ____ NO - clarify which projects

1. How do you most often use the US 34 corridor?

a. Business commuting

b. Industry or freight travel

c. Local travel

d. Recreational travel

2. Are there specific locations where you experience problems with travel in the US 34 corridor?

At both towns in Greeley

3. What are your top three concerns with travel in the corridor?

a. Congestion

b. Unreliable or unpredictable travel times

c. Personal safety

d. Truck traffic or mix of vehicle types

e. Lack of bicycle, pedestrian, or transit options

f. Frontage roads

g. Congestion on local roads or alternate US 34 routes

h. Access

i. Other _____

4. Overall, do you understand and support the existing Access Control Plan adopted in 2003?

a. I understand and support the plan

b. I generally support the plan but have concerns about a particular location (Name Location) _____

c. I do not support the plan (Why?)_____

d. I do not understand the plan

e. Unaware of the existing plan

Additional on back

Any information provided can be considered part of the public record for the project. Comment sheets can be handed in at the meeting, mailed to the address on the back, or emailed to us34pel@codot.us by May 12, 2017.

5. **How do you prefer to receive information about the project?**

a. Email updates

b. Project website

c. Public meetings

OTHER COMMENTS OR QUESTIONS

I would like to see more rapid transit along Hwy 34 and Hwy 85. (West 34 to Loveland & Ft. Collins & South 85 to Denver) It would be nice if this could be built at same time as the highway improvements. Traffic continues to grow & we need another alternative to car travel

Place Stamp Here

CH2M – US 34 PEL
Attn: Curtez Hawkins
9189 South Jamaica Street
Englewood, CO 80112

Tape Here

US 34 Planning and Environmental Linkages Study

COMMENT SHEET

NAME Mark Strickland

ADDRES [redacted]

EMAIL [redacted]

PHONE [redacted]

ADD TO THE EMAIL NEWS LIST? X YES ____ NO - clarify which projects

1. How do you most often use the US 34 corridor?

(a.) Business commuting

b. Industry or freight travel

(c.) Local travel

(d) Recreational travel

2. Are there specific locations where you experience problems with travel in the US 34 corridor?

34/85 bypass needs 2 lanes East, 2 lane West
For 34 plus merging lanes from South 85, North 85
34 Exit to 8th Ave/Bus 34 is dangerous with 8th on-ra

3. What are your top three concerns with travel in the corridor?

(a) Congestion

b. Unreliable or unpredictable travel times

(c.) Personal safety

d. Truck traffic or mix of vehicle types

(e.) Lack of bicycle, pedestrian, or transit options

f. Frontage roads

(g) Congestion on local roads or alternate US 34 routes

h. Access

i. Other _____

4. Overall, do you understand and support the existing Access Control Plan adopted in 2003?

a. I understand and support the plan

b. I generally support the plan but have concerns about a particular location (Name Location) _____

c. I do not support the plan (Why?)_____

d. I do not understand the plan

(e.) Unaware of the existing plan

Additional on back

Any information provided can be considered part of the public record for the project. Comment sheets can be handed in at the meeting, mailed to the address on the back, or emailed to us34pel@codot.us by May 12, 2017.

5. How do you prefer to receive information about the project?

(a) Email updates

b. Project website

c. Public meetings

OTHER COMMENTS OR QUESTIONS

Long Term

Merging From South 85 To west on 34 is sometimes scary with semi Trucks merging From 34 East of interchange TO west. Some Traffic cuts across The Two lanes TO exit north TO Bussiness 85 TO 8th Ave. Needs 2 Lanes East + 1 exit South TO 85 + 1 For exit north = 4 Lanes Total. Only 1 lane Then now is not enough space @ 45 MPH.

I Think extending a bridge over 8th Ave then drop down hill TO 11th Could improve Flow west bound and increase Ped Safety N/S on 8th Ave

Short Term Ideas

Place Stamp Here

Fix Street Light @ 8th Ave Exit On bridge heading East on Hwy 34, Pole # 80

47

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Attn: Curtez Hawkins
9189 South Jamaica Street
Englewood, CO 80112

I have called CDOT, City of Greeley, and tried TO get this Light Fixed.

Tape Here

US 34 Planning and Environmental Linkages Study

COMMENT SHEET

NAME William + Kathy Quam

ADDRESS [redacted]

EMAIL

PHONE

ADD TO THE EMAIL NEWS LIST? ____ YES X NO - clarify which projects

1. How do you most often use the US 34 corridor?

(a.) Business commuting

b. Industry or freight travel

(c.) Local travel

d. Recreational travel We live on Hwy 34 - directly S of Hwy property backs to 34

2. Are there specific locations where you experience problems with travel in the US 34 corridor?

Cty Rd 15 and Hwy 34 all the way to Loveland

3. What are your top three concerns with travel in the corridor?

(a.) Congestion

b. Unreliable or unpredictable travel times

(c.) Personal safety

d. Truck traffic or mix of vehicle types

e. Lack of bicycle, pedestrian, or transit options

f. Frontage roads

g. Congestion on local roads or alternate US 34 routes

(h.) Access

i. Other Noise / Smell

4. Overall, do you understand and support the existing Access Control Plan adopted in 2003?

a. I understand and support the plan

(b.) generally support the plan but have concerns about a particular location (Name location) Cty Rd 15 + 34

c. I do not support the plan (Why?)____

d. I do not understand the plan

e. Unaware of the existing plan

Additional on back

Any information provided can be considered part of the public record for the project. Comment sheets can be handed in at the meeting, mailed to the address on the back, or emailed to us34pel@codot.us by May 12, 2017.

5. How do you prefer to receive information about the project?

a. Email updates

b. Project website

c. Public meetings

OTHER COMMENTS OR QUESTIONS

As a Homeowner with adjoining property we are subject to the noise and pollution. We see accidents and traffic backups on a regular basis.

Our safety heading West of Hwy 34 has become a SERIOUS issue. Crossing the median to head West and we have seen drivers Actually PASS in the left hand acceleration lane. When we sit there to merge with traffic we put ourselves at risk of being killed.

Place Stamp Here

CH2M – US 34 PEL
Attn: Curtez Hawkins
9189 South Jamaica Street
Englewood, CO 80112

Tape Here

US 34 Planning and Environmental Linkages Study

COMMENT SHEET

NAME John O Beckstrom Jr

ADDRES [redacted]

EMAIL [redacted]

PHONE

ADD TO THE EMAIL NEWS LIST? ___ YES (E) NO - clarify which projects

1. How do you most often use the US 34 corridor?

a. Business commuting

b. Industry or freight travel

(c) Local travel

(d) Recreational travel

2. Are there specific locations where you experience problems with travel in the US 34 corridor?

West of I25 to

3. What are your top three concerns with travel in the corridor?

(a) Congestion

b. Unreliable or unpredictable travel times

c. Personal safety

d. Truck traffic or mix of vehicle types

e. Lack of bicycle, pedestrian, or transit options

f. Frontage roads

g. Congestion on local roads or alternate US 34 routes

h. Access

Lack of understanding/Following Rules i. Other Too many access Points

4. What do you view as the main benefits of managing access on US 34? (check all that apply)

(a) Reduced crash risk

(b) Improved traffic flow

c. Maximized use of local street system to support access and circulation

d. Predictable and easy to locate access to businesses

e. Improved corridor appearance

f. Consistent development environment

g. Other ___

Additional on back

Any information provided can be considered part of the public record for the project. Comment sheets can be handed in at the meeting, mailed to the address on the back, or emailed to us34pel@codot.us by May 12, 2017.

5. How do you prefer to receive information about the project?

a. Email updates
b. Project website
c. Public meetings

OTHER COMMENTS OR QUESTIONS

I am OK with Round abouts However they need to be Lager & open (no ~~Trees~~ Bushes hiding the side walks

Place Stamp Here

CH2M – US 34 PEL
Attn: Curtez Hawkins
9189 South Jamaica Street
Englewood, CO 80112

Tape Here

US 34 Planning and Environmental Linkages Study

COMMENT SHEET

NAME Ellen Kisker

ADDRESS [redacted]

EMAIL

PHONE

ADD TO THE EMAIL NEWS LIST? X YES ____ NO - clarify which projects

1. How do you most often use the US 34 corridor?

a. Business commuting

b. Industry or freight travel

(c.) Local travel

d. Recreational travel

2. Are there specific locations where you experience problems with travel in the US 34 corridor?

I get on Hwy 34 at County Rd 15. Turning right, the acceleration lane is extremely short, so I have to wait for a good break in traffic. Turning left, I also have to wait for a break, sometimes for awhile.

3. What are your top three concerns with travel in the corridor?

a. Congestion

b. Unreliable or unpredictable travel times

(c.) Personal safety

(d.) Truck traffic or mix of vehicle types

e. Lack of bicycle, pedestrian, or transit options

f. Frontage roads

g. Congestion on local roads or alternate US 34 routes

(h.) Access

i. Other _____

4. What do you view as the main benefits of managing access on US 34? (check all that apply)

(a.) Reduced crash risk

(b.) Improved traffic flow

c. Maximized use of local street system to support access and circulation

d. Predictable and easy to locate access to businesses

e. Improved corridor appearance

f. Consistent development environment

g. Other _____

Additional on back

Any information provided can be considered part of the public record for the project. Comment sheets can be handed in at the meeting, mailed to the address on the back, or emailed to us34pel@codot.us by May 12, 2017.

5. How do you prefer to receive information about the project?

a. Email updates

b. Project website

c. Public meetings

OTHER COMMENTS OR QUESTIONS

Place Stamp Here

CH2M – US 34 PEL
Attn: Curtez Hawkins
9189 South Jamaica Street
Englewood, CO 80112

Tape Here

US 34 Planning and Environmental Linkages Study

COMMENT SHEET

NAME Pat Thompson

ADDRESS [redacted]

EMAIL

PHONE

ADD TO THE EMAIL NEWS LIST? ✓ YES ____ NO - clarify which projects

1. How do you most often use the US 34 corridor?

a. Business commuting
b. Industry or freight travel
c. Local travel
d. Recreational travel

2. Are there specific locations where you experience problems with travel in the US 34 corridor?

Near Centerra shopping center (Old Chicago etc.) and Taft + 34

3. What are your top three concerns with travel in the corridor?

a. Congestion #1
b. Unreliable or unpredictable travel times
c. Personal safety
d. Truck traffic or mix of vehicle types
e. Lack of bicycle, pedestrian, or transit options
f. Frontage roads
g. Congestion on local roads or alternate US 34 routes #2
h. Access too much access!!
i. Other ____

4. What do you view as the main benefits of managing access on US 34? (check all that apply)

a. Reduced crash risk
b. Improved traffic flow
c. Maximized use of local street system to support access and circulation
d. Predictable and easy to locate access to businesses
e. Improved corridor appearance
f. Consistent development environment
g. Other ____

Additional on back

Any information provided can be considered part of the public record for the project. Comment sheets can be handed in at the meeting, mailed to the address on the back, or emailed to us34pel@codot.us by May 12, 2017.

5. How do you prefer to receive information about the project?

a. Email updates
b. Project website
c. Public meetings

OTHER COMMENTS OR QUESTIONS

Place Stamp Here

CH2M – US 34 PEL
Attn: Curtez Hawkins
9189 South Jamaica Street
Englewood, CO 80112

Tape Here

US 34 Planning and Environmental Linkages Study

COMMENT SHEET

NAME Leslie Beckstrom

ADDRESS [redacted]

EMAIL

PHONE

ADD TO THE EMAIL NEWS LIST? ____ YES ✓ NO - clarify which projects

1. How do you most often use the US 34 corridor?

(a) Business commuting (1)

b. Industry or freight travel

(c) Local travel (2)

(d) Recreational travel (3)

2. Are there specific locations where you experience problems with travel in the US 34 corridor?

Hwy 34 & I-25; Hwy 34 & Boyd Lake Rd; Hwy 34 & WCR 13 & 15 (due to heavy truck traffic trying to enter 34);

3. What are your top three concerns with travel in the corridor?

(a) Congestion

b. Unreliable or unpredictable travel times

c. Personal safety

d. Truck traffic or mix of vehicle types

(e) Lack of bicycle, pedestrian, or transit options

f. Frontage roads

g. Congestion on local roads or alternate US 34 routes

h. Access

i. Other _____

4. What do you view as the main benefits of managing access on US 34? (check all that apply)

a. Reduced crash risk

b. Improved traffic flow

c. Maximized use of local street system to support access and circulation

d. Predictable and easy to locate access to businesses

e. Improved corridor appearance

f. Consistent development environment

(g) Other Need to accomodate all user types (include bike & ped) or at least plan for bike/ped infrastructure when the planning & building are considered. If we don't leave space for it then it will never happen.

Additional on back

Any information provided can be considered part of the public record for the project. Comment sheets can be handed in at the meeting, mailed to the address on the back, or emailed to us34pel@codot.us by May 12, 2017.

5. How do you prefer to receive information about the project?

a. Email updates

b. Project website

c. Public meetings

OTHER COMMENTS OR QUESTIONS

What about health? Need to think more broadly about what the impact could be, especially as the population is expected to double.

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9189 South Jamaica Street
Englewood, CO 80112

Tape Here

US 34 Planning and Environmental Linkages Study

COMMENT SHEET

NAME Barbara Litter

ADDRESS [redacted]

EMAIL

PHONE

ADD TO THE EMAIL NEWS LIST? ✓ YES ____ NO - clarify which projects

1. How do you most often use the US 34 corridor?

a. Business commuting

b. Industry or freight travel

(c) Local travel (Shopping)

d. Recreational travel

2. Are there specific locations where you experience problems with travel in the US 34 corridor?

Being retired I try to use US 34 at times that are not as busy

3. What are your top three concerns with travel in the corridor?

(a) Congestion

b. Unreliable or unpredictable travel times

c. Personal safety

d. Truck traffic or mix of vehicle types

e. Lack of bicycle, pedestrian, or transit options

(f.) Frontage roads (lack of)

(g.) Congestion on local roads or alternate US 34 routes

h. Access

i. Other ____

4. What do you view as the main benefits of managing access on US 34? (check all that apply)

(a) Reduced crash risk

(b) Improved traffic flow

c. Maximized use of local street system to support access and circulation

(d) Predictable and easy to locate access to businesses

e. Improved corridor appearance

f. Consistent development environment

g. Other ____

Additional on back

Any information provided can be considered part of the public record for the project. Comment sheets can be handed in at the meeting, mailed to the address on the back, or emailed to us34pel@codot.us by May 12, 2017.

5. How do you prefer to receive information about the project?

a. Email updates

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c. Public meetings

OTHER COMMENTS OR QUESTIONS

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Englewood, CO 80112

Tape Here

COLORADO
Department of Transportation

US 34/US 85 Interchange Reconstruction Project Comment Form

NAME Tom Pawluch

ADDRESS [redacted]

EMAIL _____

1. How often do you travel through the US34/85 Interchange?

DAILY 11th AVE HY 34
DAILY HY 34 WEST TO 85th CR
WEEKLY " " " CENTERRA

2. Describe your vehicular movements through the interchange:

11th AVE NORTHBOUND CONTESTED
HY 34 W BOUND BACK OF C 35th
" " W BOUND SMOOTH AT 47th
HY 34 W BOUND BACK UP AT 65th

Other comments or questions:

HY 34 ALTERNATE OVERPASS
WITH LIGHTS 2 MILES BETWEEN LIGHTS
65th LIGHT
71ST OVERPASS
83 LIGHT
95 OVERPASS
PROMINTORY LIGHT
HY 17 OVERPASS

3 OVERPASSES
WITH ACCESS
IS AVAILABLE

Place
Stamp
Here

OV Consulting
Attn: Shari Moore
1200 Bannock Street
Denver, CO 80204

Tape Here

Appendix G

Photographs