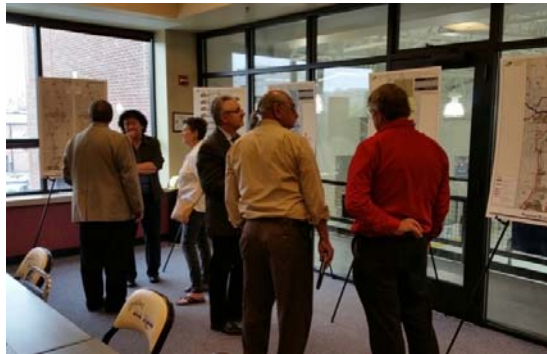
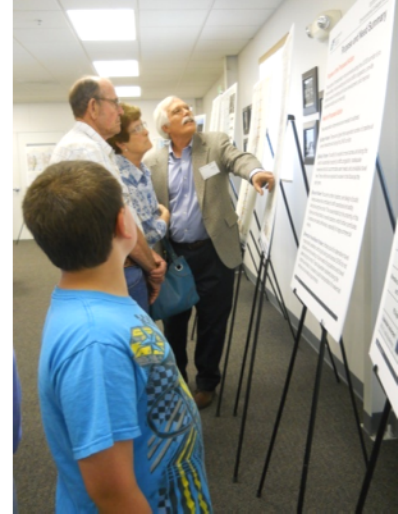


SUMMARY OF JUNE 2014 PUBLIC MEETINGS

Public Meeting Dates, Locations, Attendance

Three public meetings were held in June 2014 for the US 85 PEL, as follow:

- Tuesday, June 17, 2014 4:00 - 7:00 PM
The Armory at Brighton Cultural Center
300 Strong Street, Brighton, CO
- Wednesday, June 18, 2014 4:00 - 7:00 PM
Ault-Pierce Fire Station #2
601 2nd Street, Pierce, CO
- Tuesday, June 24, 2014 4:00 - 7:00 PM
Greeley Ice Haus
900 8th Avenue, Greeley, CO



A total of 83 people attended the public meetings (21 in Brighton, 33 in Pierce, and 29 in Greeley). Sign in sheets from each public meeting are included as an attachment to this summary. The public meetings were advertised using: CDOT's (and local agency) website, CDOT's Facebook and Twitter accounts, a press release, posting of flyers in local communities (at the local agencies' discretion), email distribution, and robo-calls to all land lines within 2 miles of the corridor.

Public Meeting Content

The public meetings were open house format where the public could drop by anytime to discuss the study with the CDOT Project team, learn about the US 85's current conditions and provide input on the transportation problems and potential solutions. The same information was provided at each of the three meetings. The public meetings included the following stations (the boards are provided as an attachment to this summary):

- Sign In
- Introduction and Welcome
- Inventory and Analysis
- Purpose and Need
- Community Input

Input from the public was obtained through 1) discussions with the project team, 2) sticky notes on the community boards, and 3) questionnaires/comment sheets.



Overview of Public Comments

The input received from the public during the three open house meetings and online through the US 85 PEL webpage on CDOT's website ranges widely from general commentary on the problems along the corridor to travel pattern observations to location-specific problems. Many members of the public have provided ideas on transportation improvements to consider through the PEL process including both spot improvements (e.g., intersection improvements) and visionary changes for the entire corridor. The comments have been categorized into concerns and improvement ideas and are provided beginning on page 5 of this summary.

Questionnaire Results

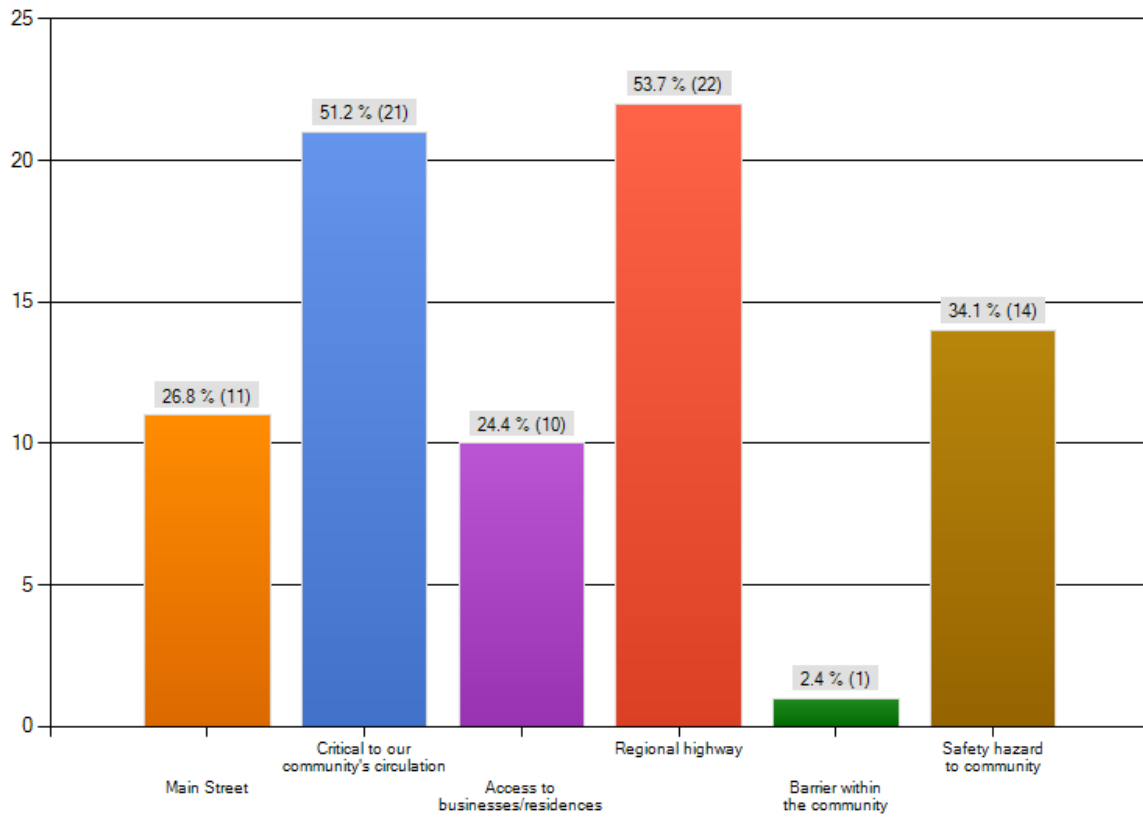
A total of 44 questionnaires were completed at the public meetings (6 in Brighton, 15 in Pierce, 10 in Greeley) and on CDOT's website (13). The questionnaire responses are summarized below.

Q1. What three words would you use to describe US 85 today?



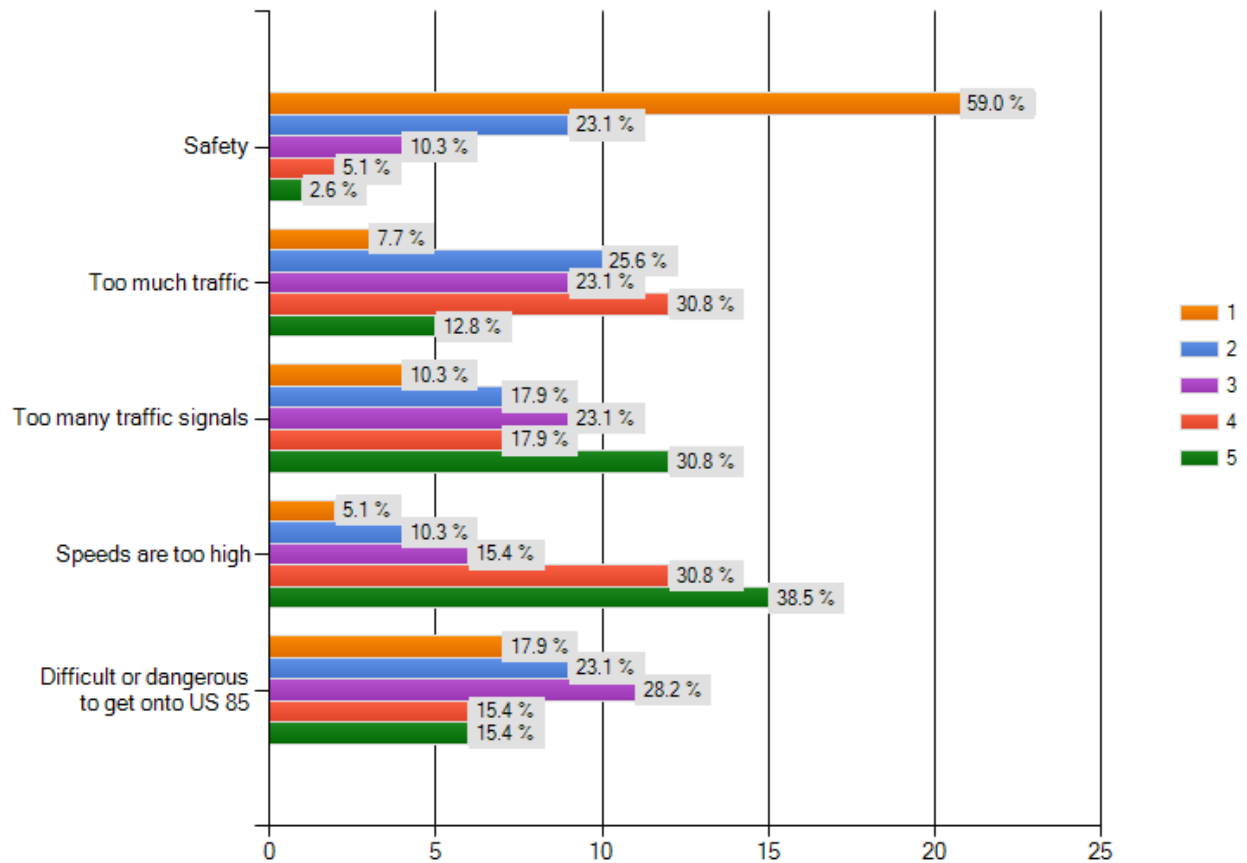


Q2. How would you characterize the role of US 85 through your community? (Select the two that you think are most fitting)



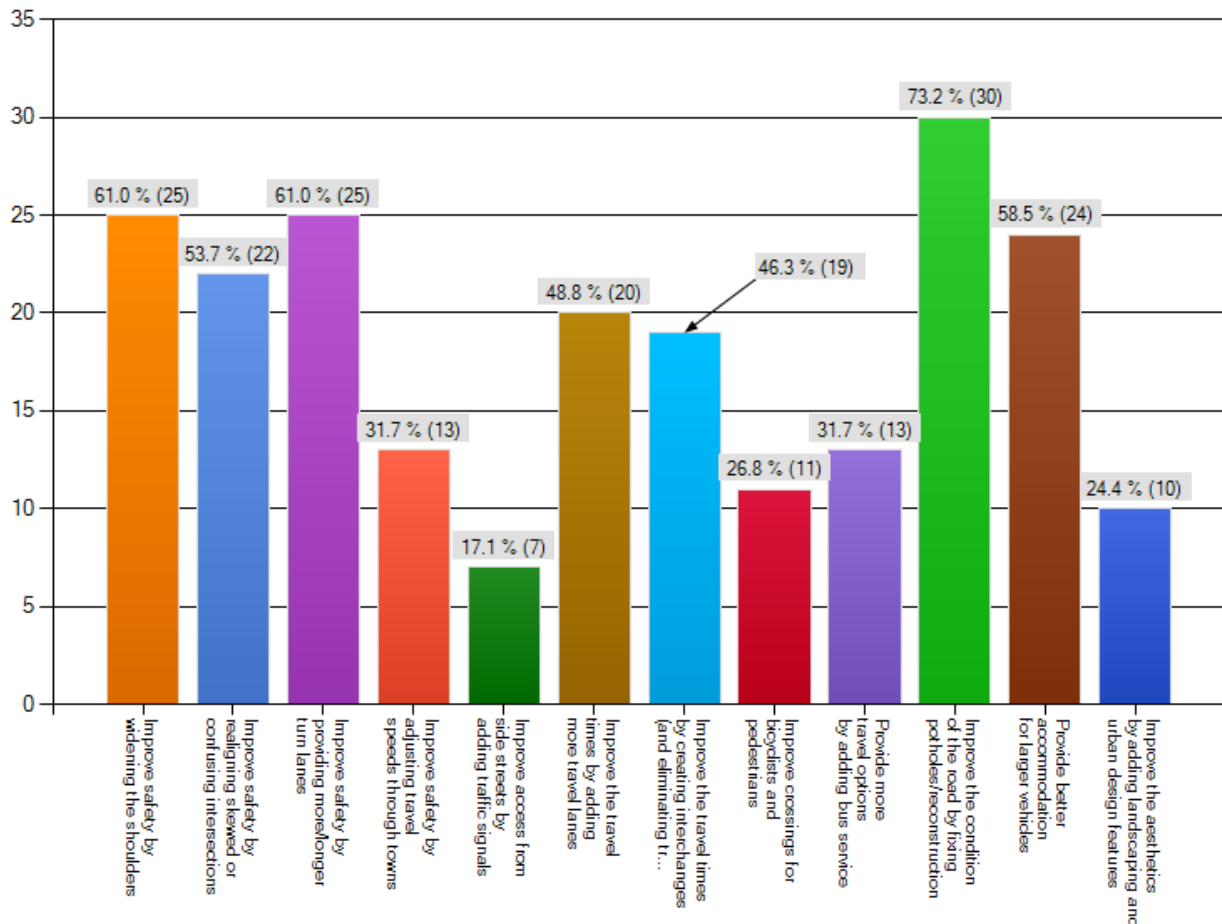


Q3. What are your top concerns regarding travel on US 85? (Rank the order with 1 being your highest concern and 5 being your lowest concern)





Q4. What immediate and future transportation needs/problems should be addressed through this study?



Corridor Concerns

The concerns about travel on US 85 that have been expressed by the public through the questionnaires at the public meetings and online, as well as comments made directly to the project team during the public meetings have been sorted by topic and are listed below.

Increasing Truck Traffic

- Heavy truck traffic
- Get gravel trucks onto US 85 and off of CR 18 and CR 23
- Trucks exceed the speed limit and tailgate
- Slow the trucks
- Trucks go faster than posted speeds, especially in the evening
- Large trucks pull up next to each other at signals and won't allow cars to go around them
- Increase in trucks on CR 14.5 (oil and gas)



- Large heavy trucks that are side-by-side at red light, block (or significantly slow) everyone behind when the light turns green.
- There are often many trucks in the left lane that don't travel at the speed limit
- Look into growth in truck traffic over last 10/20 years
- Heavy truck traffic near Wattenburg area
- Intersections not configured for turning trucks, especially onto US 85. They run over curbs and medians
- Trucks use the left lane from CR 18 to I-76
- Large trucks take the entire road to make turns
- Large trucks cause slow-downs - sometimes take both lanes of US 85 to make turns
- The portrayed Truck Volumes seem too low. They feel much higher
- There are many large trucks that use WCR 90 and go towards Severance to avoid US 85
- Some of the trucks in the Fort Lupton to Platteville area have regularly routed themselves along the county roads to bypass the port of entry just south of Platteville.
- Agricultural equipment needs the highway to get around.

Maintenance Concerns

- Potholes are particularly bad between SH 392 and Nunn
- Road needs to be resurfaced
- Pavement condition is very poor shape
- The travel surface of US 85 is bad (numerous comments on this). The big trucks are tearing up the highway.
- Paving concerns - many potholes in the north region of US 85
- Weeds in the median make it difficult to see oncoming traffic
- CDOT does a good job of snow removal on 85 - it's very obvious when you get into Wyoming
- Snow storage is often pushed to the median, which then melts, flows along the travel lanes, and the subsequently freezes causing safety issues. Further, the left lane of US 85 is often not plowed, resulting in snowpacked conditions for passing vehicles.

Corridor Safety Concerns

- No shoulder to pull off
- There is no place to pull over if you break down
- Difficult to tell if signal is red for turn lane or through traffic at skewed intersections
- No guardrail in some sections with steep sideslopes

Mobility Concerns

- Adding more signals to US 85 will make it more challenging to ever convert it into a freeway in the future

Speed Concerns

- Too many changes in speed limits through towns
- Speeds fluctuate too much
- People pass on the right, makes it difficult to turn

- Enforce the speed limits

Railroad Concerns

- Relative to gates at the RR crossings, drivers are sometimes seen going around them when down
- Trains can make for an interesting trip, especially when one is on their way to DIA (SB US 85) to catch a flight. One individual shared how he has to make a guess when traveling along SB US 85 as to where to cross the RR and avoid a long (and possibly costly if he misses his flight) delay. Factors such as his speed, the train's speed, the train length (which he may not always know) come into play when deciding the right point to make the crossing of the RR to DIA (I mentioned that E-470 is always a good safety net on this front).
- Dave Young was curious if the State Rail plan has a role in this corridor.

Bicycle/Pedestrian Concerns

- Pedestrian and Bicycle is a major problem on US 85 because they wouldn't even try to walk or ride on it.
- Kids that live on east side of US 85 in Ault need to cross US 85 to get to school and most other activities

Location-Specific Concerns (Southern Corridor: I-76 to Fort Lupton)

- US 85 and CR 18 is hazardous to cross
- Noise levels (Brighton - live at Kuner Rd & Southern St)
- US 85/CR 18 - gravel trucks fill the NB to WB left turn lane, especially during morning peak hour
- US 85/CR 18 - very difficult to cross; trucks entering from side street
- US 85/CR 18 - right turn lane is too narrow; unsafe; trucks flying by
- WCR 18 - oil and gas trucks from the east, gravel trucks from the west
- WCR 18 intersection - Sight distance issues when trucks are parked at the NG service station (for WB driver entering US 85).
- WCR 18 sees a heavy amount of gravel trucks to/from the west.
- Turning left from CR 18 onto US 85 can take up to 45 minutes; travel time can often take longer when there are trucks ahead that take a long time to start moving
- US 85/CR 16 - can no longer make left turns
- CR 16 - railroad crossing in bad condition from all the heavy loads; cuts tires
- US 85/SH 52 NB off ramp backs up onto mainline when there are a lot of trucks
- SB merge of US 85 onto I-76 can be problematic as US 85 traffic must narrow to one lane; trucks have been seen racing with each other in this merge section

Location-Specific Concerns (Middle Corridor: Platteville to Greeley)

- A lot of traffic between Eaton and LaSalle
- Signals through Evans and Greeley are poorly timed, particularly during the off-peak hours
- Frontage roads being a part of US 85 signal creates longer delays
- Intersection at SH 257 [SH 60] needs to be fixed



- Northbound turn lane onto SH 60 backs up into the through lane creating a dangerous situation
- US 85/WCR 42 signal (EB) does not turn green if there's a train on tracks; can't turn left onto US 85
- Awkward turning onto SB US 85 from Gilcrest gas station (at Elm) as the accel lane is short and closeness of frontage road makes it uncomfortable.
- General needs for more signage and better sight distance - WCR 33-1st/Park is an example. SB US 85 right turn onto WCR 33 is an issue with respect to visibility to the west along Park.
- WCR 84/WCR 33 area has a new business catering to the oil/gas. There is a lot of equipment kept there, and large vehicles are in and out of this site when equipment is needed.

Location-Specific Concerns (Northern Corridor: Eaton to Nunn)

- At US 85/SH 392 - takes 10 minutes to clear the traffic after a train crosses
- 65 mph speed limit sign across from elementary school (in Pierce?)
- WCR 90 area has 65 MPH speed, but a school is there. Are these compatible? Also, the gearing up to 65 MPH and the ratcheting down from 65 MPH, by way of speed postings, could be smoother in this area. This area has experienced a fatal accident (one involving a crash into the school yard).
- "Strange" intersection in Pierce
- Long wait times for trails at CR 98
- Kids that live on east side of US 85 in Ault need to cross US 85 to get to school and most other activities
- Railroad blocking SH 14
- Train blockage of SH 14 is sometimes excessive. 30 to 45 minutes is not unusual, and queues along SH 14 can be extremely long. A person died a few years back because emergency response vehicles could not cross the tracks in time due to sitting train.
- 2 lane section - you get stuck behind trucks and can't pass (primary reason for needing 4 lanes)
- There is a sense that the Eaton signal could become problematic in the future relative to operations
- Nunn has a very long area of 30 mph, but no residential in the area; therefore, the speed limit should be raised in that area.
- Bridge over ditch at WCR 86 is minimal for the kinds of trucks it has been serving. The ditch and RR tend to constrain this intersection area.
- Ault has a development strategy plan we might want to review.
- There is a pattern of traffic from the north to SH 14 west that cuts through via WCR 33. Trash trucks (apparently trash from Wyoming) are often seen in this movement pattern (there is a landfill along SH 14 a number of miles west of WCR 33).
- Traffic isn't bad from Ault to US 34

Other Concerns/Considerations

- Job growth - would like to see specific industry type of jobs as they relate to US 85 impacts on safety, mobility and access; if mostly oil and gas, can't see transit as a viable option for employees
- Need to consider demographic changes (aging population in rural areas) - impacts the type of vehicles and travel on corridor
- Feel CDOT doesn't think the highway exists north of Greeley



- Drainage problems - hydroplane
- Recently lengthened turn lanes have been very helpful
- WCR 49 represents an opportunity. Currently, there are no communities along WCR 49 (unlike US 85), and perhaps that should be preserved so that WCR 49 can be the “super” north south roadway serving the region. Several others also commented on the potential of WCR 49 (Dave Young, State Representative, indicated that a Renewable Energy Biogas facility will be going in near WCR 44/WCR 49).
- General observations of Leprino impact
- Poudre trail is getting GoCo grants; could be connected to Fort Collins.
- The urban area will probably get all of the improvements and the rural areas will get nothing in this process, once again.

Improvement Ideas

The ideas for improving the US 85 corridor that have been expressed by the public through the questionnaires at the public meetings and online, as well as comments made directly to the project team during the public meetings have been sorted by topic and are listed below.

Mobility Improvement Ideas

- Maybe one alternative we could consider would shift the US 85 highway alignment to the east side of the UP RR (nothing more specific than that).
- Can we force the trucks to be in a line, in the same lane instead?
- Force trucks to stay in a single lane, especially at signals
- Keep US 85 as a mixed vehicle route and add a dedicated truck route
- Limit trucks to using right lane only
- Truck only lane
- Truck only lane
- Require slow traffic to use right lane
- Lanes for trucks entering the highway
- Truck only lane
- Add service roads with consolidated access onto US 85
- Eliminate access points similar to I-25
- Do not bypass the towns
- Rerouting or create a bypass through towns
- Add signals
- Add lanes
- Toll road
- Wider lanes and shoulders to handle large trucks
- More lanes to be able to pass trucks

Operational Improvement Ideas

- Change the flashing lights so that they alert drivers when the signal is going to change to yellow/red rather than flashing all the time
- Change FYB on Signal Ahead warning signs so they only flash under a Be Prepared to Stop condition and not all day flash



- Change out flashing yellow signals warning of stop lights; put in time flashing lights telling drivers they are approaching a red light so drivers can reduce speed without slamming on breaks - help reduce rear ends
- Signalization modifications should implement a minimum 30 second red for each direction (forcing people to learn that they must all come to a stop and preventing some drivers from rolling through knowing that the red indication will not be illuminated for very long).
- Better signal timing
- Signal phasing should be set up to flush out side streets after RR crossings, specially in north section of corridor (southern part of corridor has RR timing info in the cabinets)
- Time signals with highway priority, allowing drivers to maintain speeds
- Limit oversize trucks
- Limited access freeway

Safety Improvement Ideas

- Wider shoulders in certain areas would nice.
- Speed limit signs sooner so you can slow down before entering Towns
- Slow the trucks
- Lower speeds through towns
- Add longer turn lanes
- Close some accesses

Bicycle and Pedestrian Improvement Ideas

- Signal at CR 76 would help with bike/ped crossing
- Off-street bike facility within ROW connecting communities
- Bike lanes going along the highway to Nunn
- Add pedestrian crossing in Evans
- Pedestrian walkways - maybe behind a fence
- Need safe bicycle path through Brighton

Transit Improvement Ideas

- Add bus service to DIA and downtown Denver
- Add bus service to Greeley, Fort Collins, Denver
- Add express bus service on SH 14 to Fort Collins
- Place train station in Brighton and Greeley
- Bus service 2-3 times per day up to Nunn along US 85 (and along SH 14 to I-25)
- Commuter rail
- BRT

Maintenance Ideas

- More mowing so you can see to pull onto the highway
- Fix the road
- Do nothing (except fix potholes)



Location-Specific Ideas (Southern Corridor: I-76 to Fort Lupton)

- WCR 18 concerns in general; a signal may or may not be the right answer.
- Interchange (or at a minimum signal) at US 85/CR 18
- Signal at US 85/CR 18
- More travel lanes (Ft Lupton to Denver)
- Eliminate protected only lefts (e.g., at US 85 and 124th Avenue)

Location-Specific Ideas (Middle Corridor: Platteville to Greeley)

- SH 392 - SB to EB left signal needed
- The SH 392 intersection could possible use left turn signal heads.
- There is a need for NB and SB left turn lanes at the WCR 66 intersection
- Signalize US 85/SH 392

Location-Specific Ideas (Northern Corridor: Eaton to Nunn)

- Take four lanes all the way to Cheyenne
- Four lanes between Ault and Nunn
- Ault to Nunn - 4 lanes, put NB lanes on the east side of the RR (one-way couplet)
- Widen to four lanes from Ault to Nunn
- Widen to four lanes
- Widen to four lanes from Ault to Nunn
- Move 65 mph posted speed another 200-500 feet north of WCR 90
- Ault to Nunn - add shoulders, turn lanes, accel/decel lanes, improve signage on intersecting roads, improve sight distance
- Widen intersection of US 85 and CR 100 so trucks have room to turn
- Add turn lanes at intersection in Ault at US 85
- Repair drainage at US 85 and CR 88 in Pierce

Other Improvement Ideas

- Fix at-grade railroad crossings

Attachments

- Sign in Sheets
- Public Meeting Boards
- Community Maps with Sticky Note Comments