

Appendix D  
Agency Coordination and  
Public Involvement



# One-on-One Stakeholder Interview Themes





# US 34 Planning and Environmental Linkages Study One-on-One Stakeholder Interview Themes

Key themes that emerged from these interviews include the following:

## Vision

- It is important to develop a common and politically cohesive vision for the corridor, to compete for resources.
- For the project to be successful, the group needs a vision up front.
- How do we meet individual jurisdiction's needs with a cohesive vision?
- Corridor vision needs to be based on accurate, validated assumptions and models. This includes, but is not limited to, regional travel demand models, land use allocation models, and economic and demographic forecasts.

## Mobility

- Decrease congestion.
- Can't have too many interchanges and signals.
- Important to analyze technology – would US 34 be a good test corridor for Road X?
- Freight movement is important.
- Improve reliability.

## Safety

- Improve safety at intersections.
- Improve safety for on- and off-ramps.
- Improve safety for multimodal users.
- Prioritize safety in design criteria.
- Reduce traffic incidents, accidents, fatalities, and injuries.

## Governance

- Balance regional mobility with local control.
- Public involvement and public meetings are very important.
- Partnership and interjurisdictional support is essential.
- Concern around agencies trying to dictate beyond their jurisdictional boundaries, need to respect individual jurisdiction plans.

## US 34 Access Control Plan

- Validate and update the Access Control Plan as needed, do not recreate as it is working.
- The US 34 Access Control Plan is the binding and legal document, controlling access in the corridor. The PEL report is a vision and guidance document.

## Land Use

- Important to integrate the land models of local jurisdictions to fully understand how the system will operate.
- PEL outcomes and recommendations should be data driven and prioritized based on growth of the corridor.
- How do we coordinate land use plans and transportation plans and communicate them to Coalition members?

## Communication Protocols

- The Coalition needs materials from the Project Management Team (PMT) at least 1 week before meetings.
- The PMT should provide a summary of materials and key expectations of action items through the process.
- Need to create an electronic file-sharing system (i.e. Dropbox) where technical staff and elected/policymakers can access documents. Need easily accessible, understandable information.
- It is important that there is intrajurisdictional communication so that US 34 Coalition representatives bring the perspective of other elected officials/staff/constituents in their jurisdiction to the US 34 PEL process.

## Multimodal, Transit, and Rail

- Some jurisdictions would like to see multimodal planning and projects as part of the PEL Study.
- Some jurisdictions see multimodal/transit planning as a waste of time and money.
- How do we address the Great Western Railway spur line?

## Decision-making Authority

- Ensuring forward progress even with change.
- Need to define clear guidance around decision-making authority and how to reach agreements to move forward without backtracking or delay.

## Phasing Projects (Short-, Mid-, and Long-Term Projects)

- Create bite-size projects that address present and future needs.
- Create smaller projects that can be eligible for funding, should it become available.

## Timeline – 1 Year versus 18 to 24 Months

- Some jurisdictions worry that if the project takes too long, people will not remain engaged and changes in leadership will lead to backtracking and delay.
- Other jurisdictions worry that if the project goes too fast, there will not be enough time to deliberate and the process will miss key details and make mistakes.

## Funding

- Need accurate cost estimations for projects early in the effort to be able to understand the funding needs.
- Important to create 'fundable' projects.
- Need to clarify who pays for what project elements (municipality, county, state?).
- What are the fiscal constraints?
- Each jurisdiction needs to contribute financially – identify strategic projects and match with local funds.
- Some jurisdictions have fewer resources – how can they participate effectively?





# Public Meeting #1 – Summary



## 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.

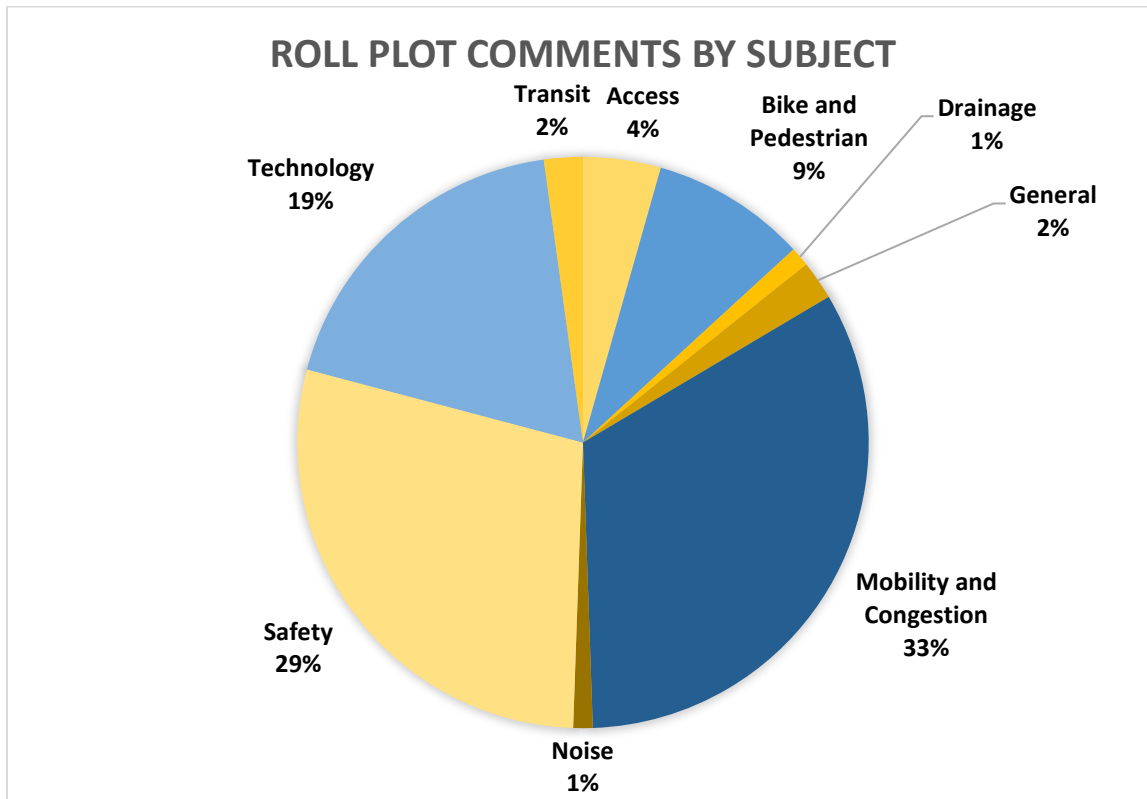
**4. Public Meeting:** The Loveland Public Meeting was held on May 2, 2017 at 5:30 pm to 7:00 pm at the City of Loveland Public Works Administration Building, 2<sup>nd</sup> Floor, 2525 West 1<sup>st</sup> Street, Loveland, CO 80537. The Greeley/Evans Public Meeting was held on May 3, 2017 at 5:30 pm 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.

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

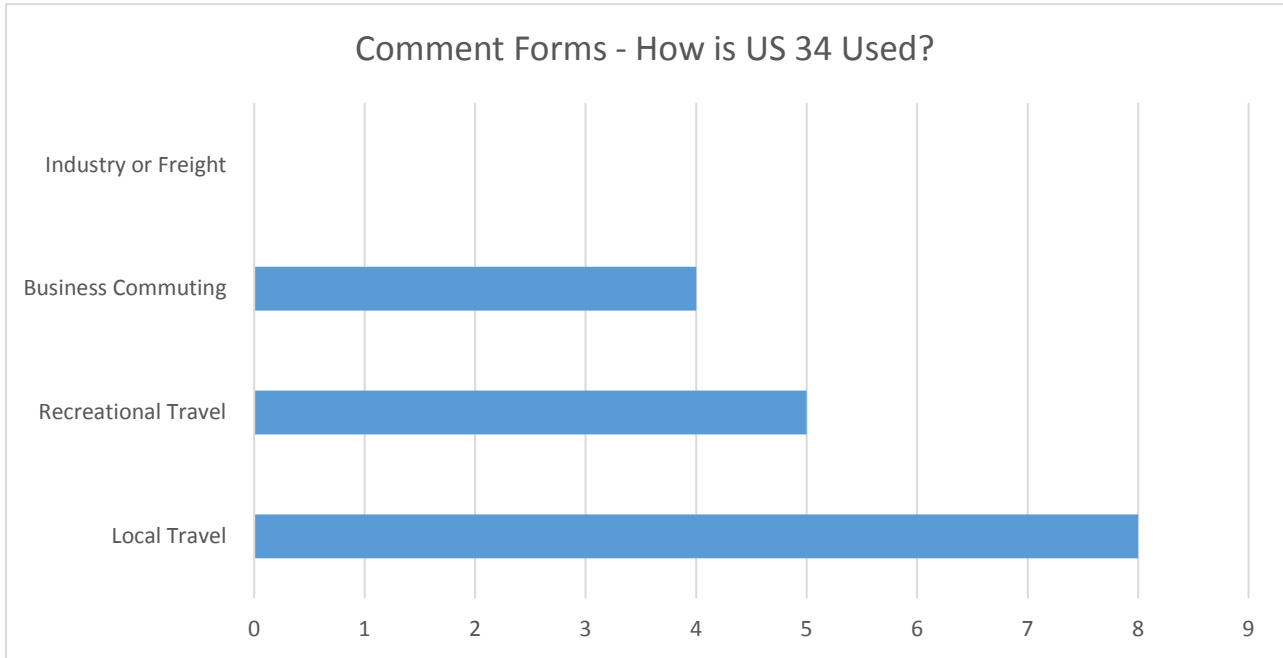
**7. Written Comments Received:** Comments received from both public meetings have been combined into the data below. At each meeting a roll plot was presented of the corridor and attendees were invited to write their comments. A total of 92 comments were received on the roll plots. The comment subjects 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. The comments received on the roll plots are summarized in Table 1.

**Table 1:**



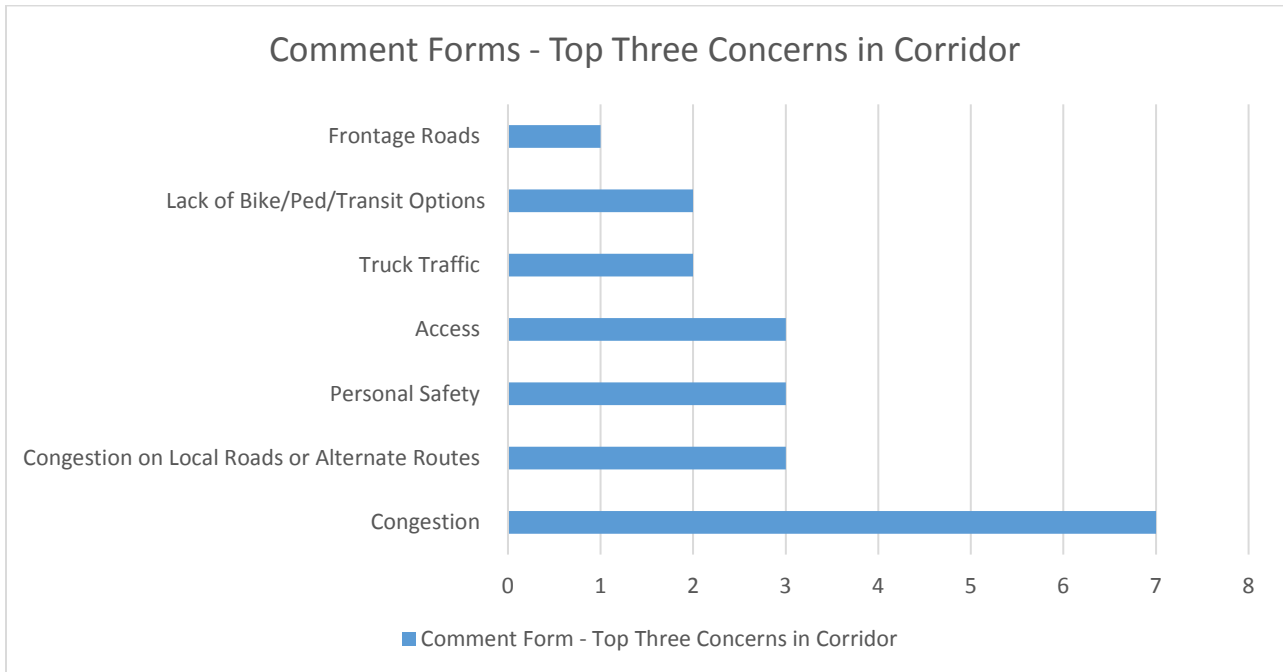
Approximately nine comment forms were received at the public meetings. The comment forms included a questionnaire and asked the public to specify how they currently use the US 34 corridor. See Table 2.

**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:**





## Public Meeting #2 – Summary





## Summary and Analysis Report

### Public Meetings 2

US 34 Planning and Environmental Linkages Study

*City of Greeley*

November 8, 2017

*City of Loveland*

November 15, 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 east-west transportation corridor. Improvements will link and move people, goods, and information reliably and adapt to future demands and funding opportunities. The needs include increased safety, accommodate for increased travel and tourism demands to maintain the economic vitality of the region and increase reliability of east-west regional travel, while balancing local access, mobility and freight needs.

The purpose of the public meeting 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, west of 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. Postcard notifications were sent to local businesses and the public adjacent the roadway. **(See Appendix A for Notices)**

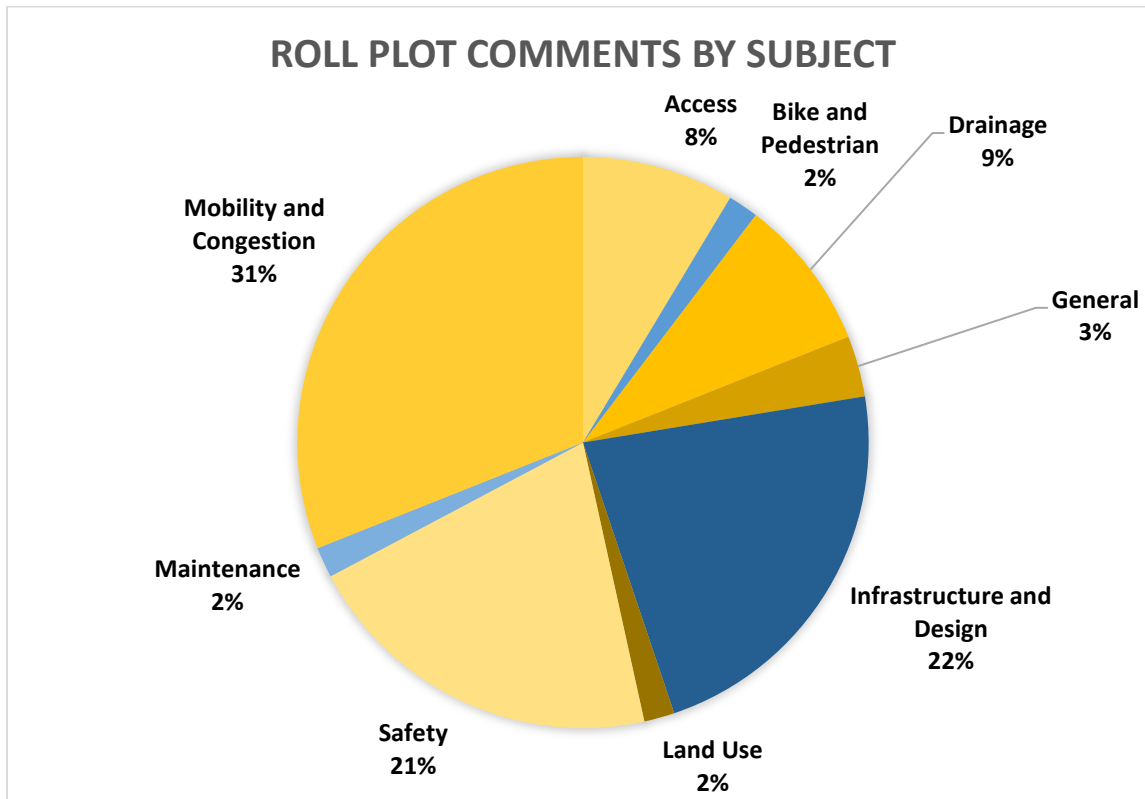
**4. Public Meeting:** The Greeley/Evans Public Meeting was held on November 8, 2017 at 5:00 pm to 7:00 pm, with a presentation at 5:30, at the Colorado Department of Transportation, Region 4, Big Thompson Conference Room, 10601 W. 10<sup>th</sup> Street, Greeley, CO 80634. The Loveland Public Meeting was held on November 15, 2017 at 4:00 pm to 7:00 pm, with presentations at 4:30 and 6:00 pm, at the Best Western, 5542 E. US Highway 34, Loveland, CO 80537.

**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 Greeley public meeting was 36 total with 19 members of the public, two elected officials and several stakeholders representing the City of Greeley and Weld County. The registered attendance for the Loveland public meeting was 60 total, with 52 members of the public, and stakeholders representing Weld County and the City of Loveland. **(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.

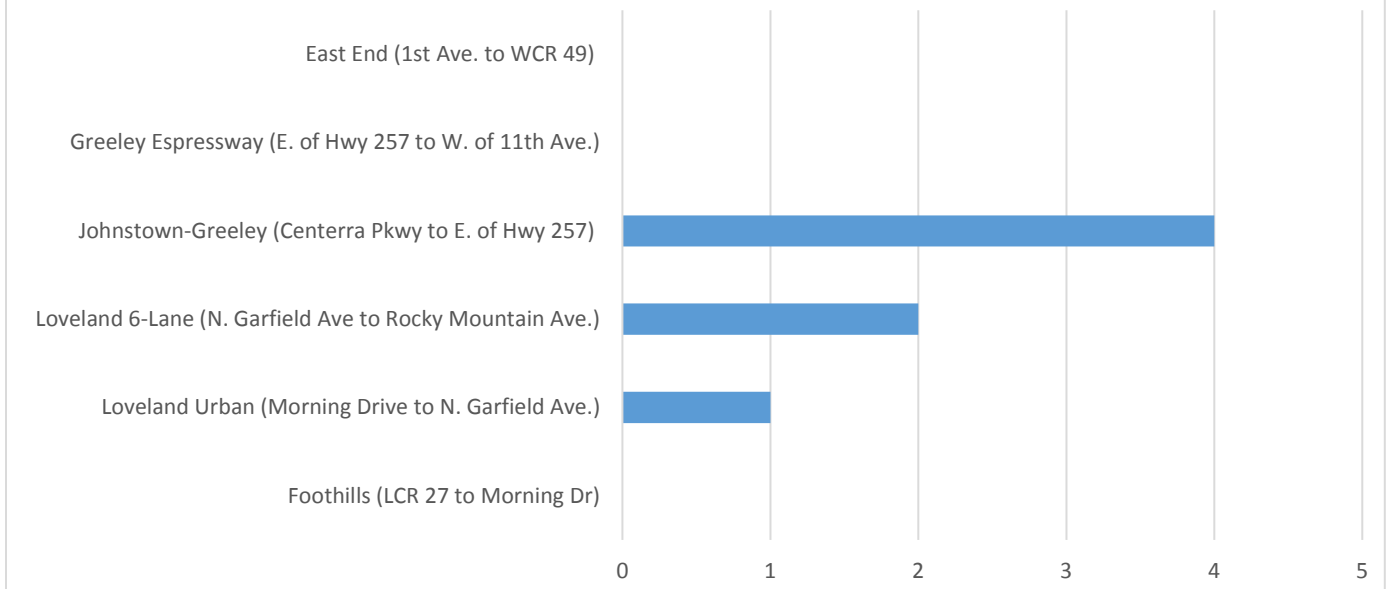
**7.Written Comments Received:** Comments received from both public meetings have been combined into the data below. At each meeting roll plots were presented of the corridor alternatives and attendees were invited to write their comments. A total of 58 comments were received on the roll plots. The comment subjects mostly included mobility and congestion, infrastructure and design, and safety. There were a few comments that varied and included access, drainage, land use and maintenance as well as bicycle and pedestrian comments. **(See Appendix E for Comment Matrix)** The comments received on the roll plots are summarized in Table 1.

**Table 1:**



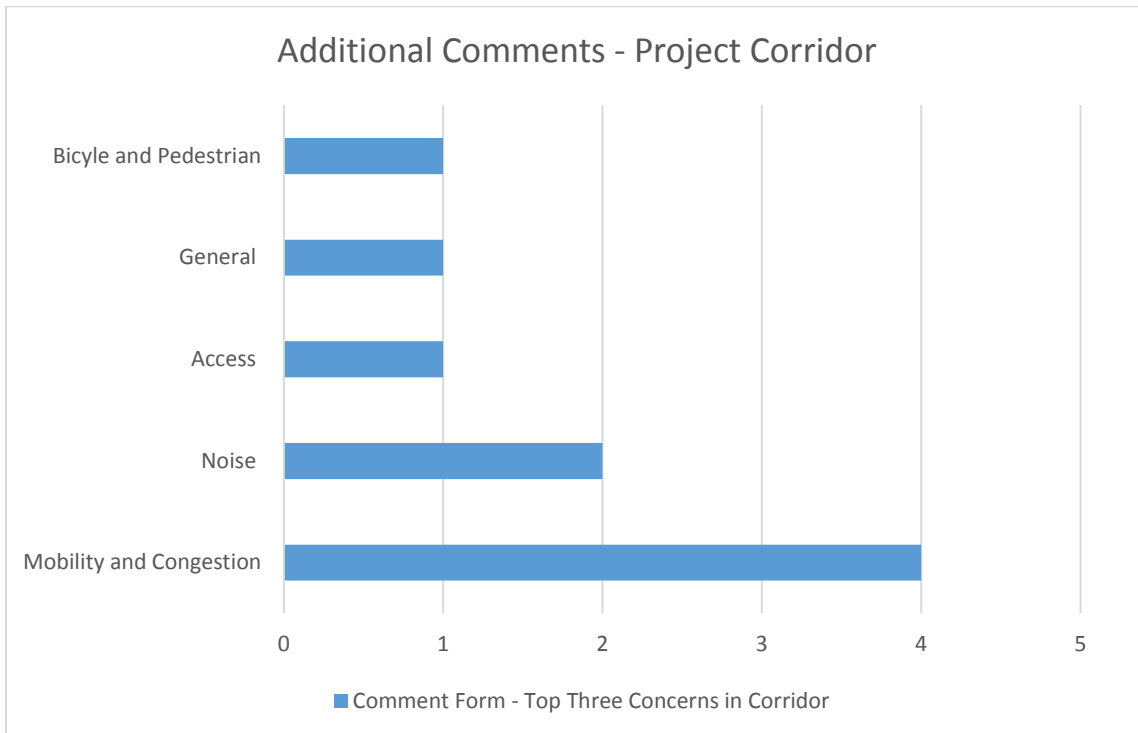
Approximately five comment forms were received at the public meetings. **(See Appendix F for Comment Forms)** The comment forms included a questionnaire and asked the public to specify which segments of the corridor they most often travel. See Table 2.

### Comment Forms - Which Segments of the corridor do you most often travel?



Comments were also collected orally and by email. The comments included mobility and congestion, general questions, noise and bicycle and pedestrian. See Table 3 below for the summary of additional comments.

**Table 3:**





## Public Meeting #3 – Summary



# Summary and Analysis Report

## Public Meetings 3

US 34 Planning and Environmental Linkages Study

*City of Evans*

May 23, 2018

*City of Loveland*

May 30, 2018

**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 east-west transportation corridor. Improvements will link and move people, goods, and information reliably and adapt to future demands and funding opportunities.

Highway improvements are needed to increase safety, the need for corridor improvements to support the increases in development and travel demand has resulted in safety concerns at intersections and other locations along the US 34 corridor. Accommodate increased travel and tourism demands to maintain the economic vitality of the region. Northern Colorado communities are among the fastest growing in the nation. Growth has spurred economic benefits and provides funding to improve infrastructure and amenities that make these communities desirable. Increase reliability of east-west regional travel, while balancing local access, mobility and freight needs. Traffic congestion can dampen the benefits of job growth and recreation opportunities that the region provides to new and long-time residents.

Successful alternatives will be compatible with the natural environment, support community land use and aesthetics goals, be fiscally responsible and implementable, reduce risk and increase reliability and accommodate emerging technology.

The purpose of the public meeting 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, west of Kersey in Larimer and Weld Counties. The PEL Study is currently undergoing corridor assessment and is anticipated to be complete by Fall 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. Postcard notifications were sent to local businesses and the public adjacent the roadway as well as posted in community areas such as churches and coffee shops. **(See Appendix A for Notices)**

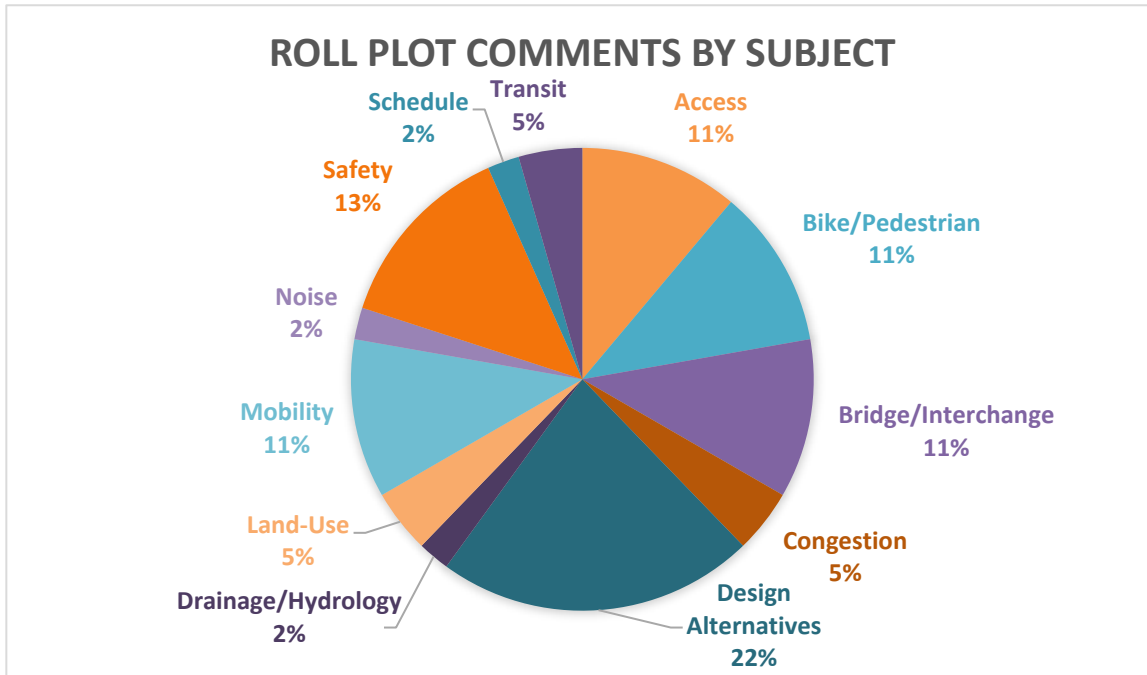
**4. Public Meeting:** The Evans Public Meeting was held on May 23, 2018 at 5:00 pm to 7:00 pm, with a presentation at 5:30, at the City of Evans Riverside Library and Cultural Center Banquet Hall located at 3700 Golden Street, Evans Colorado. The Loveland Public Meeting was held on May 30, 2018 from 5:00 pm to 7:00 pm with a presentation at 5:30 pm at the Embassy Suites Loveland located at 4705 Clydesdale Parkway, Loveland Colorado.

**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 Greeley public meeting was 25 total with 11 members of the public, one elected officials and several stakeholders representing the City of Greeley and Weld County. The registered attendance for the Loveland public meeting was 50 total, with 31 members of the public, and two elected officials and several stakeholders representing Weld County and the City of Loveland. **(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 roll plots were presented of the corridor alternatives and attendees were invited to write their comments. A total of 46 comments were received on the roll plots. The comment subjects mostly included the design alternatives, access, mobility, safety, bridges and interchanges as well as bike and pedestrian facilities. There were a few comments that varied and included transit, schedule, noise, land use, drainage and congestion. **(See Appendix E for Comment Matrices)** The comments received on the roll plots are summarized in Table 1.

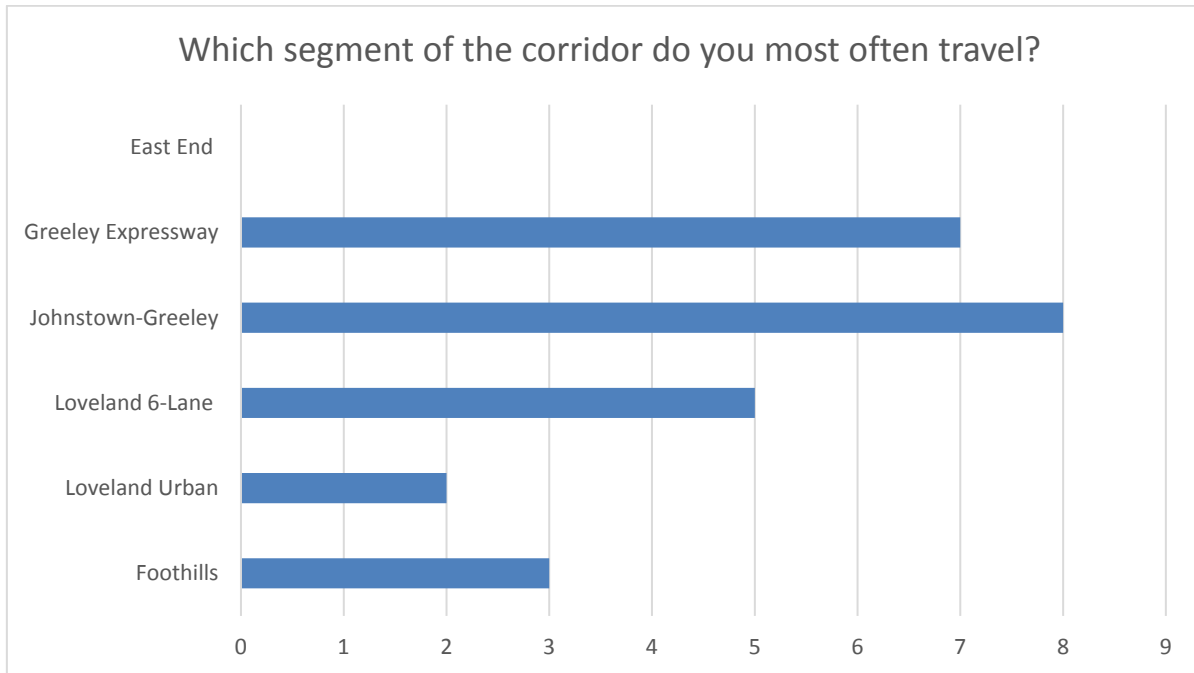
**Table 1:**



Approximately 16 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 which segments of the corridor they most often travel. See Table 2.



**Table 2**



Comments were also submitted through the project email at [US34PEL@cdot.us](mailto:US34PEL@cdot.us). A total of 7 email comments were received through the comment period. Those comments can be found in **Appendix F: Emailed Comments**.



Public Comments Received during  
the PEL Study



Public Comment Table 1  
 Email and Written Comments by Segment and Location

Segment	Location Specific	Subject	Comment	Source	Format
Foothills	Butte Road	Infrastructure and Design	Need Transition here	Meeting 2	Written
Foothills	Glade Road	Study Area	I have been unable to attend the meetings you have held in Loveland, but would like very much to provide input regarding the western end of your Hwy 34 study area.  Does this phase of your study extend to Glade Road? When might I see conceptals on your website? To whom should I address comments?	Meeting 2	Email
Foothills	Glade Road	Public Involvement	I am one of the owners of Sweet Heart Winery. I'm writing to inquire about potential plans to widen HWY 34 in the area where our Winery is so that perhaps we might consider a turn lane into our property at some point in the future. Our location is 5500 W HWY 34. Is there anything you can share at this time, or recommend how we would be more involved in future planning?	Meeting 2	Email
Foothills	Glade Road	Congestion	Please extend 4 lanes to Glade Road.	Meeting 3	Written
Foothills	Glade Road	Noise	Motorcycles racing up and down the highway 24/7 and I can't see their plates. We need safety/monitoring in the foothills segment	Meeting 3	Written
Foothills	LCR 23H	Bridge/Interchange	Suggest signal at 23H	Meeting 3	Written
Foothills	LCR 27	Mobility & Congestion	Need a light here. Traffic going east is heavy.	Meeting 2	Written
Foothills	Morning Drive	Mobility and Congestion	Move the lane drop to a different location, because this location also has a left turn queue and a driveway	Meeting 1	Written
Foothills	Morning Drive	Safety	Address drainage issues. US 34 has water sitting on the WB lanes at the new storage facility west of Morning Dr.	Meeting 1	Written
Foothills	Morning Drive	Access	Only exit is out of morning Drive. 22nd is connected but is for emergency use only. The solution would be to increase capacity to 4 through Glade Road from cascade	Meeting 3	Written
Foothills	Morning Drive	Safety/Access	Please include left turning access out of Morning Dr. Fatal accident waiting to happen.	Meeting 3	Written
Foothills	Morning Drive	Access	To whom it may concern,  I am writing in regards to the meeting held about changes planned for west 34.  My family has lived on Morning Drive for 8 years now. We take a left turn onto 34 from Morning Drive several times a day. We were very concerned when we heard that the option to turn left from Morning Drive onto 34 was possibly going to be removed. That would severely limit our mobility and we are very much against it!! Getting into town for work, school, shopping and activities would become much harder. Requiring us to drive west down 34 until we could make a u-turn to drive east down 34. That could potentially be very dangerous, as well as, increasing travel time and traffic.  Do not remove the left turn option from Morning Drive onto 34. Doing so would negatively impact us in are mobility and safety!	Meeting 3	Email
Foothills	Morning Drive	Access	I am concerned that access to US 34 from my neighborhood may be restricted to westbound 34 only during upcoming construction. I have turned west from my neighborhood possibly 10 times in the 45 years I've lived here. It is very difficult to get to Loveland by turning west on 34, and I am hoping some consideration will be given to the majority of the homeowners who share my usage of US 34, primarily eastbound to our jobs and activities. You have been made aware of the restrictions on 22nd. I am not one of those who would like to see those restrictions continue, but would prefer to enter US 34 in the same way as we have always done. Thank you for your attention.	Meeting 3	Email
Foothills	Morning Drive	Access	I must make a left turn off Morning Dr in order to go to work in Greeley; going any other way would be very time consuming to an already long drive. Please leave our left turns in place onto HWY 34.	Meeting 3	Email
Foothills	Morning Drive	Access	I hope you reconsider right turns only into Hwy 34 off Morning Drive. Morning is the main entrance in and out of Namaqua Hills and people must be able to turn left onto Hwy 34.  The emergency exit on 22nd is not a through street. We don't believe it should ever become a through street because it would greatly impact the traffic in our subdivision.	Meeting 3	Email
Foothills	Morning Drive	Access	I have just purchased a home on Namaqua Hill, and at the time Hwy 34 was closed. I didn't realize the extent of the problem that exists at this intersection.  As you consider the plan for Hwy 34, please be aware that Morning Drive is the only access to all the homes on Namaqua Hill.	Meeting 3	Email

**Public Comment Table 1**  
**Email and Written Comments by Segment and Location**

Segment	Location Specific	Subject	Comment	Source	Format
Foothills	Morning Drive	Access	Good afternoon,  Who do I speak to comment on the proposed US 34 PEL Presentation of May 2018? Especially concerning not allowing the Namaqua Hills neighborhood left hand east bound turning access onto U.S. 34	Meeting 3	Email
Foothills	Morning Drive	Access	As I understand it, right turn only is being suggested from Morning Dr. on to us 34. Are you kidding???? How do you propose residents of Namaqua Hill get to Loveland??? Morning Dr. is the only entrance/ exit from Namaqua Hill....just as the residents want it. We have fought many battles to keep 22 St. closed. Studies have shown that any additional traffic on Morning Dr.(that would result from opening 22 nd) would be inadvisable due to multiple engineering difficulties. I suggest CDOT consult with City of Loveland engineers regarding this matter. That being the case..one must conclude a Right turn only arrangement is untenable	Meeting 3	Email
Foothills	Morning Drive	Access	To Whom It May Concern,  My family and I have lived on Morning Drive in Loveland, CO for 27 years. We very much appreciate the left turn lane heading east out of the Namaqua Hills subdivision. We have heard that the improvements for Highway 34 that are in discussion at this time, may eliminate the left turn lane out of our neighborhood. With the thousands of left hand turns we have made for almost three decades onto 34, we have never been in or heard of an accident there. It doesn't make sense to us as to why this would happen. Please allow us to continue to safely navigate the left turn from our neighborhood. For us to turn west, then find somewhere else to turn around to head back east on 34 seems congested and confusing.  Thank you for your consideration for our neighborhoods continued ease for merging onto Hiway 34 heading east.	Meeting 3	Email
Foothills	Morning Drive	Access	Tried to forward comment sheet but unable. My concern is about morning dr exit on to 34 highway . Like to be able to continue to turn left toward loveland	Meeting 3	Email
Foothills	Namaqua Road	Mobility and Congestion	Hello, Thanks for the invitation to the public meetings. Since we will not be able to attend, we would like to express our concerns in this email. We have operated the Dairy Delite at 3080 West Eisenhower Blvd , Loveland, Colorado since 1978. Lots of changes over the years. Traffic volumes have increased and we see excessive speeds by some motorists. A byproduct of an ever increasing population. Our most pressing issue remains at the intersection of Namaqua Road ( Co road 19E ) and US 34. We feel the time has come for the consideration of a traffic study and possible lite.	Meeting 3	Email
Foothills	Not Applicable	Design Alternatives	Raised median is a bad idea	Meeting 3	Written
Foothills	Not Applicable	Safety	With tourist traffic I think roundabouts would caused many more accidents.	Meeting 3	Written
Foothills	Not Applicable	Design Alternatives	Option 3 is the best option.	Meeting 3	Written
Foothills	Not Applicable	Design Alternatives	No, that roundabout would be terrible.	Meeting 3	Written
Foothills	Rossum Drive	Design Alternatives	No roundabout at Rossum Drive	Meeting 3	Written
Foothills	Rossum Drive	Drainage/Hydrology	Low spot in road and needs to be fixed. It becomes a drainage issue.	Meeting 3	Written
Foothills to Loveland 6-Lane	Carter Lake Road	Mobility and Congestion	Loveland needs 34 bypass between CR 402 to Carter Lake Rd.	Meeting 1	Written
Foothills to Loveland 6-Lane	Not Applicable	Mobility & Congestion	Create a bypass around loveland. Hint-402	Meeting 2	Written
Loveland Urban	Colorado Avenue	Access	Provide better access to parking at Lake Loveland	Meeting 1	Written
Loveland Urban	Colorado Avenue	Safety	Reduce speed limit to 30 mph	Meeting 1	Written
Loveland Urban	Grant Avenue	Bike & Pedestrian	There is a need to connect Dwayne Webster park to the lake and path along lake. There needs pedestrian connection across 34.	Meeting 2	Written
Loveland Urban	Taft Avenue	Mobility and Congestion	Long turn lane from Taft Ave to EB US 34	Meeting 1	Written
Loveland Urban	Wilson Avenue	Mobility & Congestion	Signal timing needs to be fixed ; causes congestion and people run light because they have been waiting.	Meeting 2	Written
Loveland Urban	Wilson Avenue	Safety	Speeders and aggressive drivers on 1st	Meeting 2	Written
Loveland Urban	Wilson Avenue	Bike/Pedestrian	Heavy North/South Pedestrian Movements	Meeting 2	Written
Loveland Urban	Wilson Avenue	Infrastructure and Design	Possible Auxiliary Lanes	Meeting 2	Written
Loveland Urban	Wilson Avenue	Infrastructure and Design	East bound US 34 Free right turn options into corner store gas station.	Meeting 2	Written
Loveland Urban	Wilson Avenue	Mobility & Congestion	Signal timing for East and West drivers need longer left turns and police enforcement.	Meeting 2	Written
Loveland Urban	Wilson Avenue	Schedule	This intersection needs near term improvements	Meeting 2	Written
Loveland Urban	Wilson Avenue	Design Alternatives	The Double Left Turn Lane Design option is the best choice at Wilson Avenue.	Meeting 3	Written
Loveland Urban to Johnstown-Greeley	Taft Avenue to CR 17	Technology	Improve signal timing. Traffic signal timing is terrible. I must stop at every light between CR 17 and Taft at night	Meeting 1	Written
Loveland Urban to Loveland 6-Lane	Not Applicable	Technology	Loveland-US 34 traffic signal timing is terrible	Meeting 1	Written

Public Comment Table 1  
 Email and Written Comments by Segment and Location

Segment	Location Specific	Subject	Comment	Source	Format
Loveland 6-Lane	Boyd Lake Avenue	Technology	Boyd Lake Ave needs a second receiving lane EB to NB	Meeting 1	Written
Loveland 6-Lane	Boyd Lake Avenue	Technology	Signal timing of Boyd Lake Ave needs more time for US 34	Meeting 1	Written
Loveland 6-lane	Boyd Lake Avenue	Drainage & Hydrology	Drainage issues and flooding into pumpkin patch on Jacob Hill property.	Meeting 2	Written
Loveland 6-lane	Garfield Avenue	Safety	RR crossing has human risk factor.	Meeting 2	Written
Loveland 6-Lane	Hahns Peak Drive	Technology	Improve signal timing. This light takes a very long time to switch from US 34 to leave Hahns Peak Dr.	Meeting 1	Written
Loveland 6-Lane	LCR 3	Infrastructure and Design	Talk to Larimer county about future paving of LCR 3 South of US 34	Meeting 2	Written
Loveland 6-Lane	Madison Avenue	Technology	Improve signal for CFI	Meeting 1	Written
Loveland 6-Lane	Madison Avenue	Technology	Get rid of CFI at Madison Ave	Meeting 1	Written
Loveland 6-Lane	Madison Avenue	Technology	Consider modifying signal timing for CFI	Meeting 1	Written
Loveland 6-Lane	Madison Avenue	Mobility & Congestion	No roundabouts in downtown Loveland. They are not used properly. Lots of distrust of unique ideas based on the Madison CFI intersection.	Meeting 2	Written
Loveland 6-lane	Madison Avenue	Safety	Ultra Modern intersection at Madsion Ave!! No one knows where to drive when during snow and heavy rain. Very dangerous -- Hi Speeds	Meeting 2	Written
Loveland 6-lane	Madison Avenue	Safety	Dangerous intersection during incimate weather.	Meeting 2	Written
Loveland 6-lane	Madison Avenue	Drainage & Hydrology	Roadway Drainage backs into private property.	Meeting 2	Written
Loveland 6-Lane	Madison Avenue	Infrastructure and Design	Bad intersection design.	Meeting 2	Written
Loveland 6-lane	Monroe Avenue	Safety	Speeds are too high	Meeting 2	Written
Loveland 6-lane	Monroe Avenue	Infrastructure and Design	Been driving CFI since it opened. Daily, never a problem. Lane line work is ok.	Meeting 2	Written
Loveland 6-Lane	Multiple Locations	General	Would be a Priority area. Lane Wdening?	Meeting 2	Written
Loveland 6-Lane	SH 402/S LCR 9e	Mobility & Congestion	Provide turn lane for traffic heading North.	Meeting 1	Written
Loveland 6-Lane	US 287	Freight	US 287 Carrying Additional Truck Traffic.	Meeting 1	Written
Loveland 6-Lane	US 287	Mobility and Congestion	Turn lanes at Lincoln Cleveland should be: left only, left and continue through, continue through, right only	Meeting 1	Written
Loveland 6-Lane	US 287	Design Alternatives	Option 3 is too confusing especially for tourist.	Meeting 3	Written
Loveland 6-Lane	US 287	Design Alternatives	Double left turn option here is the best option.	Meeting 3	Written
Loveland 6-lane	US 287	Mobility & Congestion	Big bottleneck extending the turn lane.	Meeting 2	Written
Loveland 6-lane	US 287	Mobility & Congestion	Left-turns are a problem and stack past intersections W 287	Meeting 2	Written
I-25 (by others)	I-25	Access	Increase size of PnR or even repaint lines	Meeting 1	Written
I-25 (by others)	I-25	Transit	Restripe the Bustang lot.	Meeting 1	Written
I-25 (by others) to Greeley Expressway	I-25 to US 34 Business	Mobility and Congestion	Need frontage road from I-25 to Bypass	Meeting 1	Written
Johnstown-Greeley	Centerra Parkway	Transit	Provide PNR for Centerra.	Meeting 1	Written
Johnstown-Greeley	Centerra Parkway	Technology	Left turn from Crossroads Blvd to Centerra Pkwy (WB to SB) needs more green time	Meeting 1	Written
Johnstown-Greeley	Centerra Parkway, WCR 17	Technology	Put in queue warning signal at WCR 17 and Centerra	Meeting 1	Written
Johnstown-Greeley	Larimer Parkway	Technology	Imminent signal needed at Larimer Pkwy.	Meeting 1	Written
Johnstown-Greeley	Larimer Pkwy	Mobility & Congestion	Flashing yellow for westbound left turn (arrow). There are a red and green arrows but red stops everyone and stops traffic even when there are lots of gaps. Flashing yellow would help traffic congestions.	Meeting 2	Written
Johnstown-Greeley	US 34 Business	Safety	Add sign to merge.	Meeting 2	Written
Johnstown-Greeley	US 34 Business	Safety	Merge Issues	Meeting 2	Written
Johnstown-Greeley	WCR 13	Noise	Sound walls to reduce truck and motorcycle noise	Meeting 1	Written
Johnstown-Greeley	WCR 13	Noise	Sound walls to reduce truck and motorcycle noise	Meeting 1	Written
Johnstown-Greeley	WCR 13	Noise	Sound walls to reduce truck and motorcycle noise	Meeting 1	Written
Johnstown-Greeley	WCR 13	Safety	Improve vertical design for sight distance. Hill creates sight distance problems at the signal at WCR 13, similar to WCR 17	Meeting 1	Written
Johnstown-Greeley	WCR 13	Mobility & Congestion	Traffic backs up across RR	Meeting 2	Written
Johnstown-Greeley	WCR 13	Mobility & Congestion	This has caused congestion with new light	Meeting 2	Written
Johnstown-Greeley	WCR 13	Mobility & Congestion	Light causes congestion	Meeting 2	Written
Johnstown-Greeley	WCR 13	Mobility & Congestion	Traffic Slows down	Meeting 2	Written
Johnstown-Greeley	WCR 13	Mobility & Congestion	Timing issues between RR signal and WCR 13 light	Meeting 2	Written
Johnstown-Greeley	WCR 13	Infrastructure and Design	Timing issues with WCR 13 and US 34 light. Back up on South bound WRC 13 -- A half mile at times.	Meeting 2	Written
Johnstown-Greeley	WCR 13	Mobility & Congestion	US 34 Eastbound left on CR 14. Does the left have to be protected always? Change timing?	Meeting 2	Written
Johnstown-Greeley	WCR 13	General	Oil and gas traffic has much increased do to GWRR. Are combustables being transported	Meeting 2	Written
Johnstown-Greeley	WCR 13	Mobility & Congestion	New pork-chop median at CR 13 has made it difficult for trucks and cars to exit the Kelim frontage road. They make U turn at bad places, or make sharp turns onto US 34, and have to block multiple lanes to make the turns.	Meeting 2	Written

Public Comment Table 1  
 Email and Written Comments by Segment and Location

Segment	Location Specific	Subject	Comment	Source	Format
Johnstown-Greeley	WCR 13	Mobility & Congestion	There is not enough green time to clear out the queue from side street at the southbound CR 13 approaching the new signal.	Meeting 2	Written
Johnstown-Greeley	WCR 13	Mobility	WCR 13 is not ag friendly. Designs need to be ag friendly in the interim.	Meeting 3	Written
Johnstown-Greeley	WCR 13	Design Alternatives	Option 1 is reasonable. Option 2 is silly.	Meeting 3	Written
Johnstown-Greeley	WCR 13	Mobility	WCR 13 to WCR17 signals need to be better coordinated and RR tracks are a problem!	Meeting 3	Written
Johnstown-Greeley	WCR 13	Safety	Red light camera needs to be implemented at CR 13	Meeting 3	Written
Johnstown-Greeley	WCR 13	Design Alternatives	In WCR 13 options the roundabouts need to be bigger to accommodate the semi's	Meeting 3	Written
Johnstown-Greeley	WCR 15	Bridge/Interchange	Place overpass at CR 15 or a frontage Road	Meeting 3	Written
Johnstown-Greeley	WCR 15	Mobility and Congestion	Need right turn acceleration from WCR 15 NB to US 34 EB, because traffic is backed up from WCR 17.	Meeting 1	Written
Johnstown-Greeley	WCR 15	Access	Look at secondary access at SW corner over to WCR 13	Meeting 2	Written
Johnstown-Greeley	WCR 15	Access	Neighborhood only has one access --WCR 15	Meeting 2	Written
Johnstown-Greeley	WCR 15	Land-Use	Retain Lofts. I25-150 homes within 1 mile. Emergency Response -- Economics	Meeting 3	Written
Johnstown-Greeley	WCR 15	Access	Without a good access road from WCR 15 to WCR 13 some of US 34 will need a left turning option. Install light or frontage road both East and west. Don't send to CR 17. How does EMS responded effectively.	Meeting 3	Written
Johnstown-Greeley	WCR 15	Design Alternatives	Both options for WCR 15 would be a disaster!	Meeting 3	Written
Johnstown-Greeley	WCR 15	Safety	"No Engine Brakes" rule needs to be implemented at CR 13 and CR 15	Meeting 3	Written
Johnstown-Greeley	WCR 15	Mobility	CR 15 -dead area in middle of intersection stripes	Meeting 3	Written
Johnstown-Greeley	WCR 15	Access	Make CR 15 a signal, not a 3/4.	Meeting 3	Written
Johnstown-Greeley	WCR 15	Access	CR 15 should be a signal, not a 3/4.	Meeting 3	Written
Johnstown-Greeley	WCR 15	Access	Concern for limiting emergency response time from fire station 1 to Indianhead Estates if CR 15 is cut off!	Meeting 3	Written
Johnstown-Greeley	WCR 17	Safety	Reduce Speed Limit	Meeting 2	Written
Johnstown-Greeley	WCR 17	Mobility and Congestion	In the short term, need protected left turns for NB/SB traffic on WCR 17	Meeting 1	Written
Johnstown-Greeley	WCR 17	Safety	Safety improvements at WCR 17	Meeting 1	Written
Johnstown-Greeley	WCR 17	Technology	Signal/timing needs alteration	Meeting 1	Written
Johnstown-Greeley	WCR 17	Technology	Improve signal timing. WCR 17 signal timing is off	Meeting 1	Written
Johnstown-Greeley	WCR 17	Mobility & Congestion	Traffic Slows down	Meeting 2	Written
Johnstown-Greeley	WCR 17	Infrastructure and Design	Add Northbound left turn lane (need offset).	Meeting 2	Written
Johnstown-Greeley	WCR 17	Infrastructure and Design	Westbound US 34 to north Weld County Road 17 needs entended right turn lane.	Meeting 2	Written
Johnstown-Greeley	WCR 17	Maintenance	Weld County Road 17 north US 34 east right turn lane has huge potholes.	Meeting 2	Written
Johnstown-Greeley	WCR 17	Land-Use	Who owns the south side of WCR 17	Meeting 3	Written
Johnstown-Greeley	WCR 17	Mobility	Implement roundabout apron at CR54 and CR 17 for tractors.	Meeting 3	Written
Johnstown-Greeley	WCR 17	Schedule	WCR 17 is a top priority	Meeting 3	Written
Johnstown-Greeley	WCR 17	Bike/Ped	What types of pedestrian crossings are being considered at WCR 17	Meeting 3	Written
Johnstown-Greeley	WCR 17	Safety	Don't send from WCR 15 to high accident rate WCR 17	Meeting 3	Written
Johnstown-Greeley	WCR 17	Safety	Use a light or look at other effective options. Don't' send high accident rate to CR 17. Considered CR 15 overpass or frontage road.	Meeting 3	Written
Johnstown-Greeley	WCR 17	Access	Provide N/S left turn lanes. Enhance E/W turn lanes.	Meeting 3	Written
Johnstown-Greeley	WCR 25, 20th Street	Land-Use	Problems with growth at 20th St and WCR 25	Meeting 3	Written
Johnstown-Greeley	WRC 17, WCR 15, WCR 17	Mobility & Congestion	The signals on either side of CR 15 (CR 13 and CR 17) have helped make gaps in traffic to assist the left turns. There is still concern about having to get up to the 65 mph speed limit.	Meeting 2	Written
Johnstown-Greeley to East End	WRC 17, WCR 54	Mobility	Implement roundabout apron at CR54 and CR 17 for tractors.	Meeting 3	Written
Greeley Expressway	23rd Avenue	Infrastructure and Design	Gutter pan across the ramp.	Meeting 2	Written
Greeley Expressway	23rd Avenue	Bridge/Interchange	Underpass at 23 could be improved.	Meeting 3	Written
Greeley Expressway	28th Avenue	Infrastructure and Design	This intersection needs near term improvements	Meeting 2	Written
Greeley Expressway	29th Street	Bike/Ped	Provide a pedestrian crossover of US 34	Meeting 1	Written
Greeley Expressway	35th Avenue	Mobility & Congestion	Shift start of 45 mph zone farther west	Meeting 1	Written
Greeley Expressway	35th Avenue	Access	Access from private properties is difficult.	Meeting 2	Written
Greeley Expressway	35th Avenue	Bike/Ped	Bike and Ped crossings are okay at 11th Avenue	Meeting 3	Written
Greeley Expressway	35th Avenue, 47th Avenue	Infrastructure and Design	Overpasses Needed at 35th and 47th	Meeting 2	Written
Greeley Expressway	37th Avenue, 47th Avenue	Technology	Eliminate lights at US 34/47th Ave and US 34/35th Ave intersections	Meeting 1	Written
Greeley Expressway	47th Avenue	Bike/Ped	Improve pedestrian timing and right turn signals for blind pedestrians.	Meeting 1	Written
Greeley Expressway	47th Avenue	Drainage & Hydrology	Pinacle/ Pldg. 9 Wetlands. Between 29th and 34 near. SWMP	Meeting 2	Written



Public Comment Table 1  
 Email and Written Comments by Segment and Location

Segment	Location Specific	Subject	Comment	Source	Format
Greeley Expressway	47th Avenue	Drainage & Hydrology	SWMP Drainage issue.	Meeting 2	Written
Greeley Expressway	47th Avenue	Safety	High Crash Location. Drivers don't respect "no turn on red" signs.	Meeting 2	Written
Greeley Expressway	47th Avenue	Bike/Ped	Bike and Ped crossings are okay at 11th Avenue	Meeting 3	Written
Greeley Expressway	47th Avenue	Bridge/Interchange	Design so that US 34 is an over pass over 47th Avenue.	Meeting 3	Written
Greeley Expressway	65th Avenue	Bike/Ped	Bike and Ped crossings are okay at 11th Avenue	Meeting 3	Written
Greeley Expressway	65th Avenue 83rd Avenue	Mobility & Congestion	Traffic Congestion at 65th and 83rd	Meeting 2	Written
Greeley Expressway	71st Avenue	Technology	More overpasses alternating with signals.	Meeting 1	Written
Greeley Expressway	71st Avenue	Mobility & Congestion	Would like Left turn from east or signal considered at 71st.	Meeting 2	Written
Greeley Expressway	71st Avenue	Mobility & Congestion	71st configuration is increasing traffic along off highway routes (28th St). "Road to no where."	Meeting 2	Written
Greeley Expressway	83rd Avenue	Technology	83rd light is working	Meeting 1	Written
Greeley Expressway	83rd Avenue	Safety	Signal visibility is poor.	Meeting 2	Written
Greeley Expressway	95th Avenue	Safety	Runoff the road at curve between 95th Ave and 83rd Ave	Meeting 2	Written
Greeley Expressway	95th Avenue	Mobility & Congestion	Need traffic light.	Meeting 2	Written
Greeley Expressway	95th Avenue	Infrastructure and Design	Can 20th street be more north?	Meeting 2	Written
Greeley Expressway	Not Applicable	General	Garden City not apart of US 34 Coalition?	Meeting 1	Written
Greeley Expressway	US 34 Business	Access	I have a conflict and cannot attend the CDOT meetings this week. I'm a long term Colorado and Front Range resident, and a taxpayer. I want to inquire about access to businesses along the 34 to Estes Corridor during the next project. Though you have tremendous repairs to do, I'm concerned that we are jeopardizing small business access if we limit traffic. Please help me understand if this access will be possible during the next phase of this project.	Meeting 1	Email
Greeley Expressway	US 34 Business	Noise	Is it in the plan to re-surface 34 bypass through west and central Greeley in something appropriate to quiet the noise from constant increased traffic that pervades so many neighborhoods from 83rd St. east through the city of Greeley? Especially in the now very congested area around 59th Ave./65th Ave., there are thousands of homes that are subjected to the constant drone of tires on pavement. Surely something can be done to mitigate this noise.	Meeting 2	Email
US 85 (by others)	11th Avenue	Mobility & Congestion	Increase acceleration lane length at 11th Ave Southbound to Westbound US34	Meeting 1	Written
US 85 (by others)	8th Avenue	Mobility and Congestion	Bridge over 8th Ave	Meeting 1	Written
US 85 (by others)	8th Avenue	Safety	Improve vertical design for sight distance. Heading eastbound on US 34 bypass 8th Ave signal is hard to see over bridge.	Meeting 1	Written
US 85 (by others)	8th Avenue	Safety	Interchange lighting flashing sign for SB to EB loop for tight curves	Meeting 1	Written
US 85 (by others)	8th Avenue, 11 Avenue	Bike/Ped	(Comment written twice) Pedestrian improvements to accommodate high pedestrian traffic at 8th Ave, 11th Ave and US 34	Meeting 1	Written
US 85 (by others)	8th Avenue, 11 Avenue	Bike/Ped	(Comment written twice) Pedestrian improvements to accommodate high pedestrian traffic at 8th Ave, 11th Ave and US 34	Meeting 1	Written
US 85 (by others)	US 85	Transit	Transit stop at 18th and US 85	Meeting 1	Written
US 85 (by others)	US 85	Bike/Ped	Accommodate bike/peds at US 34/US 85 interchange	Meeting 1	Written
US 85 (by others)	US 85	Mobility & Congestion	Simplify US 85 merge with 8th Ave to increase capacity	Meeting 1	Written
US 85 (by others)	US 85	Mobility & Congestion	Provide two lanes on EB US 34 and 2 lanes WB Kersey then US 34 bypass to 8th Ave.	Meeting 1	Written
US 85 (by others)	US 85	Mobility & Congestion	Provide more room for large trucks to accelerate to reduce traffic backups from O St, heading SB on US 85	Meeting 1	Written
US 85 (by others)	US 85	Mobility & Congestion	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	Meeting 1	Written
East End	1st Avenue	Landuse	New 7 acre business (Southeast corner of intersection) . Light, med, and heavy vehicles.	Meeting 2	Written
East End	1st Avenue	Drainage & Hydrology	CDOT ditch near Greeley RV Park needs to b cleaned out.	Meeting 2	Written
East End	1st Avenue	Infrastructure and Design	Keep US 34 and E27th/28th frontage road intersection at grade.	Meeting 2	Written
East End	1st Street	Safety	US 34 exit at Kersey needs street lights and better signage.	Meeting 1	Written
East End	Cherry Avenue	Safety	Interchange needs lighting/Street lights at curve on 34.	Meeting 1	Written
East End	WCR 45	Mobility and Congestion	Provide left turn lane on incline	Meeting 1	Written
East End	WCR 45	Safety	Address drainage issues. US 34 Business bridge flooded	Meeting 1	Written
Project Limits	Not Applicable	Bridge/Interchange	Interchanges are okay. No roundabouts.	Meeting 3	Written
Project Limits	Not Applicable	Transit	Something with transit that contacts to Bustang, Colt, and Flex.	Meeting 3	Written
Project Limits	Not Applicable	Transit	Need Rapid Transit or Hyperloop	Meeting 1	Written
Project Limits	Not Applicable	Bike/Ped	Provide pedestrian access at major intersections (including ADA)	Meeting 1	Written
Project Limits	Not Applicable	Bike/Ped	(Comment written by multiple Commenters) Provide more under or over crosses for bikes/pedestrians throughout the whole corridor	Meeting 1	Written

**Public Comment Table 1**  
**Email and Written Comments by Segment and Location**

Segment	Location Specific	Subject	Comment	Source	Format
Project Limits	Not Applicable	Bike/Ped	(Comment written by multiple Commenters) Provide more under or over crosses for bikes/pedestrians throughout the whole corridor	Meeting 1	Written
Project Limits	Not Applicable	Bike/Ped	(Comment written by multiple Commenters) Provide better bike/ped connectivity along the entire corridor	Meeting 1	Written
Project Limits	Not Applicable	Bike/Ped	(Comment written by multiple Commenters) Provide better bike/ped connectivity along the entire corridor	Meeting 1	Written
Project Limits	Not Applicable	Noise	I'm upset about the train horn noise, and I live miles away from the tracks. The tracks were there first, but the newer and louder train horns are unacceptable.	Meeting 2	Written
Project Limits	Not Applicable	Mobility & Congestion	Provide better merging lanes onto US 34	Meeting 1	Written
Project Limits	Not Applicable	Transit	Check out Seattle's multi-modal/transit to see if we can incorporate it.	Meeting 3	Written
Project Limits	O Street, Crossroads Boulevard	Mobility and Congestion	Relieve pressure on US 34 by connecting O St to Crossroads	Meeting 1	Written
Project Limits	SH 402	Mobility and Congestion	Establish CR 402 and Crossroads as alternative routes	Meeting 1	Written
Not Applicable	Not Applicable	Health	What about Health?	Meeting 1	Written
Outside of Study Area	Outside of Project Limits	Not Applicable	We are traveling from Estes park to Vernal Utah on Oct 17,2017. Mapquest is showing road to be closed at that time for construction, is this correct information. Please advise as to alternate route US34 is not available.	Meeting 1	Email
Outside of Study Area	Outside of Project Limits	Not Applicable	Am planning a trip to Estee Park on June 3, 2017. Will Hwy 34 be open or do I need to take Hwy 36?	Meeting 1	Email

Public Comment Table 2  
 Summary of Comment Forms by Meeting sorted by Segment and Location.

Meeting 1										
Sources	Segment of Concern	Location Specific (if applicable)	Comment Subject	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 an support the existing Access Control plan that was adopted in 2003?	Other Comments or Questions	
Meeting 1	Foothills to I-25 (by others)	Not Applicable	Not Applicable	Local travel Recreational travel	West of I-25	Congestion	Reduced crash risk Improved traffic flow	Not Applicable	Too many access points. Lack of understanding/ Following Rules. I am okay with round-about, however they need to be larger and open (no bushes hiding the side walks).	
Meeting 1	Loveland Urban Johnstown Greeley	WCR 15	Not Applicable	Business Commuting Local travel	County Rd 15 and Hwy 34 all the way to Loveland	Congestion Personal Safety Access	Not Applicable	I generally support the plan but have concerns about a particular at County Road 15 and Highway 34 location	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.	
Meeting 1	Loveland Urban to I-25 (by others)	Not Applicable	Not Applicable	Local travel	Between 287 and I-25	Other Inadequate Signage	Reduced crash risk Improved traffic flow Improved corridor appearance	Not Applicable	The left turn lanes on this corridor are very long and have restricted access. This is fine except the signage is not adequate to delineate which street one is approaching. Putting signs in the median at the entrance to the turn lanes would really help. I simply cannot see the signs in the cross street a quarter of a mile away.	
Meeting 1	Loveland Urban to Johnstown Greeley	Taft Avenue to Centerra Parkway	Not Applicable	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	Not Applicable	Too much Access!	
Meeting 1	Loveland 6-Lane to Johnstown Greeley	Boyd Lake Road, I-25, WCR 15, WRC 17	Freight	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.	Not Applicable	What about health? Need to think more broadly about what the impact could be, especially as the population is expected to double.	
Meeting 1	Johnstown-Greeley	WCR 15	Mobility and Congestion	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	Not Applicable	Not Applicable	
Meeting 1	Greeley Expressway	Not Applicable	Mobility and Congestion	Local travel Recreational travel	Rush hour Greeley	Congestion Truck traffic or mix of vehicle types Congestions on local roads or alternate US 34 routes	Not Applicable	I understand and support the plan	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.	
Meeting 1	US 85 (by others)	US 85	Safety	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	Not Applicable	Unaware of existing plan	[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 Greeley, and xcel to get this light fixed	
Meeting 1	Project Limits	Not Applicable	Not Applicable	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	Not Applicable	Not Applicable	
Meeting 2										
Sources	Segment of Concern	Location Specific (if applicable)	Comment Subject	Which Segments of the Corridor do you often travel?	What input do you have on the alternative concepts and elements considered for the section you travel?					
Meeting 2	Loveland Urban to Johnstown Greeley	Madison Avenue to Centerra	Safety	Loveland 6-Lane to Johnstown-Greeley	Safety concerns: I see too many accidents on US 34 between Madison to/from the Centerra Complex. New lights I don't think will do anything. More enforcement of speed limit by ticketing or having a n electronic sign of the car's speed so the drivers can be reminded of their speed would be helpful. I see pedestrians crossing US 34 almost being hit. Maybe a underneath walking path? I live 2 blocks from US 34 and the noise is horrible!!!					No additional questions in meeting 2 comment form.
Meeting 2	Johnstown-Greeley	Thompson Parkway	Access	Johnstown-Greeley						
Meeting 2	Johnstown-Greeley	WCR15	Mobility and Congestion	Johnstown-Greeley	The people of Indian head estates need a road from Hopi Trail west to CR 13 so that we can use the light at CR 13 and US 34. That way you do that right turn only thing and close the median at CR 15 and US 34. The intersection at US 34 and CR 15 is just too dangerous to cross. There is a vacant lot on the south end of the Hopi trail and you could run a road just north of the Martin Marrieta plant to CR 13 and then Indian head Estates people could have safe access to US 34.					No additional questions in meeting 2 comment form.
Meeting 2	Johnstown-Greeley	WCR 17	Mobility and Congestion	Loveland Urban to Johnstown-Greeley	We desperately need a grade separated interchange at WCR 17. The evening rush hour stacks to near the RR crossings EB. In the meantime, left turn needed NB to WB (WCR 17 to US 34). New lights at WCR 13 and 9E slow traffic down too much.					
Meeting 2	Greeley Expressway	71st Avenue	Mobility and Congestion	No selection	Since 71st ave has been closed going west there is increased traffic on W 28th St. this road needs to be resurfaced to handle increased hospital traffic. The solution is a traffic light at 71st ave. 71st ave is the road to nowhere – going south you can turn only west.					

Public Comment Table 2  
 Summary of Comment Forms by Meeting sorted by Segment and Location.

Meeting 3									
Sources	Segment of Concern	Location Specific (if applicable)	Comment Subject	Which Segments of the Corridor do you often travel?	What are your specific comments regarding the proposed improvements for the section of US 34 that you travel most often?	Construction funding for the corridor improvements has not yet been identified. Therefore, improvements will be constructed as separate projects and implemented as funding becomes available. Which improvements should be the highest priorities for implementation?	What should CDOT consider as the study recommendation are finalized?	Do you want to improve access management throughout the US 34 Corridor?	Do you have any areas of concern regarding access along the US 34 Corridor?
Meeting 3	Foothills	Morning Drive	Access	Loveland Urban to Loveland 6 Lane	Please do not make Morning Drive a right-turn only. The is the only way we can get into town, since 22 is closed to us. We must make a left turn at 34.	No comment provided	No comment provided	Yes	We must be able to make a left turn from Morning Drive onto 34 or open 22 to us.
Meeting 3	Foothills	Morning Drive	Access	Foothills	I am concerned about the part of the design which has only a right turn from Morning Dr to US 34. As this intersection is our only way in or out of the Namaqua Hill neighborhood, it would cause a great inconvenience not to be able to turn left (east) since that is my most often used route. Forcing us to turn right, then either having to make a u-turn at some point, or in some other way turn around to go east, would not only be inconvenient, but could also be hazardous.	Therefore, improvements will be constructed as separate projects and implemented as funding becomes available. Which improvements should be the highest priorities for implementation? a)Any way to make US 34 4 lanes west of Morning Dr? b) Bike lanes or bike paths. c) Improve intersections at Hwy 287, Namaqua Road, Morning Dr.	Allow left turns from Morning Dr onto US 34. Stoplight at US 34 and Namaqua Rd	Yes	Especially in the summer, there is very heavy traffic along US 34 through Loveland, as it is a main tourist route to Rocky Mountain National Park. This increased traffic does make it more difficult to exit the Namaqua Hill neighborhood. A traffic light at the Morning Dr/US 34 intersection would make it easier and safer to use this intersection, but I can understand why that is not a priority.
Meeting 3	Foothills	Morning Drive	Access	Foothills to Loveland 6 Lane	We live off of Morning Drive and currently turn both directions onto Hwy 34 (Both E & W). If you would limit our turn to only west that would be a problem because we would have to do a U-turn on Hwy 34. We have no other way out of the subdivision unless one is opened.	On of the most dangerous is turning from Namaqua Road onto Hwy 34 which is not listed.	If you are going to limit residents who use Morning Drive to only turn west then 22nd needs to be opened.	Yes	Yes. Some of the worst is turning from Namaqua Rd onto Hwy 34 and turning from Hwy 34 onto Masonville Road.
Meeting 3	Johnstown-Greeley	WCR 15	Access	Johnstown-Greeley	We live in a community called Indianhead estates, south of the 34 at CR 15. If you close off access for us at that intersection we have no other outlet to the 34! The only way in and out of our community is CR 15. And emergency response will double if they have to go far south of us to comeback into our community	Do not close off our community! You will either need to build us an access road along the south perimeter of the 34 or you will need to create a new western access road into our community.	Consider very long ease ways onto the 34 to keep traffic flowing and to increase safety.	Yes	Please see previous answer. Yes Indianhead Estates is very concerned you will be closing off our only access at CR15