



Town of Johnstown

TOWN COUNCIL WORK SESSION

450 S. Parish, Johnstown, CO

Monday, June 14, 2021 at 6:00 PM

MISSION STATEMENT: “The mission of the government of the Town of Johnstown is to provide leadership based upon trust and integrity, commitment directed toward responsive service delivery, and vision for enhancing the quality of life in our community.”

AGENDA

CALL TO ORDER

AGENDA ITEMS

- [1.](#) Water Plant Design Considerations
- [2.](#) Charlotte Street Guidance
- [3.](#) Aesthetic Brick & Cap Selection – Highway 60 & I-25

ADJOURN

AMERICANS WITH DISABILITIES ACT NOTICE

In accordance with the Americans with Disabilities Act, persons who need accommodation in order to attend or participate in this meeting should contact Town Hall at (970) 587-4664 within 48 hours prior to the meeting in order to request such assistance.



Town of Johnstown

TOWN COUNCIL AGENDA COMMUNICATION WORK SESSION

AGENDA DATE: June 14, 2021

SUBJECT: Water Plant Design Consideration

ATTACHEMENTS: 1. Comparison of projects between GAC Membrane to Ozone BAF

PRESENTED BY: Marco Carani, PW Director

In April, Town Council and Staff met with Burns and McDonnell to discuss options to address taste and odor issues in the Town's drinking water. During the work session Council was presented with two options:

1. Granular Activated Carbon (GAC)
2. Ozone with Bio Active Filtration (BAF)

Town Council at this meeting were presented with construction costs for the two options. Based on construction timelines, Staff was directed to proceed with an interim solution to install the Granular Activated Carbon (GAC) system, install an Ultrasonic Buoy at Town Lake, and to proceed forward with the Water Treatment Plant expansion design for an Ozone and Bio Active Filtration (BAF) system. This installation is planned for completion by the end of this month.

Latest lab results show that the Geosmin and MIB levels from the study are lower than first estimated. Assuming levels remain consistently lower, this may result in less GAC material necessary on an annual basis and lower operational costs for the Membrane/GAC system by \$200,000 per year.

Below is a recap of the two treatment types, and the achievements and costs we can anticipate for each of the treatments. Burns and McDonnell has also provided some preliminary construction cost ranges for the two options as well as the design costs. It is also important to note that the construction cost may have some variation based on value engineering or inflationary changes since construction is not anticipated to commence for 18 – 24 months.

Process Summary	Membrane Filtration/GAC	Ozone/BAF
Taste & Odor Removals	60 to 80%	90 to 99%
Annual O&M Costs	\$391,000	\$69,000
Preliminary Capital Costs	\$20M to \$35M	\$45M to \$60M
Design Costs	\$814,022	\$2,261,237
Preliminary Construction Estimates	\$25,914,000	\$55,299,00

The Community That Cares

www.TownofJohnstown.com

P: 970.587.4664 | 450 S. Parish Ave, Johnstown CO | F: 970.587.0141

The objectives of this work session is to:

1. Update the Council with cost estimates for both project types.
2. Get final directive from Council regarding the water treatment options presented in preparation of an award of the project design.

Johnstown Water Treatment Plant Expansion

Comparison of Project Costs Between Membrane Filtration/Granular Activated Carbon & Ozone/Biologically Active Filtration

June 4, 2021

Three project fees were included with Burns & McDonnell's proposal of February 5, 2021. Town staff indicated their preference for Option 3, which is a comprehensive site plan based on Membrane Filtration and Granular Activated Carbon (GAC). Subsequent discussions with the Town, as well as a working session with the Town Council on April 12, 2021, lead the project team toward Ozone and Biologically Active Filtration (BAF) as the preferred solution for addressing growing demand, aging infrastructure and on-going taste and odor issues (Option 4).

Option 4 will provide robust treatment for current and future water quality issues and regulations, as well as **effective treatment of high taste and odor issues** related to cyanobacteria in the Town's water supply. However, Ozone/BAF will increase the amount of equipment and complexity of upgrades to the Johnstown WTP. This will increase the construction cost, as well as the related engineering effort. Colorado Department of Public Health and Environment (CDPHE) Water Quality Control Division will require piloting of both Ozone and BAF before approval.

Table 1 compares the anticipated taste and odor removals, construction cost, operating costs and schedules of Option 3 (Membrane Filtration/GAC) and Option 4 (Ozone/BAF). Options 1 and 2 are not discussed because they do not meet all project objectives identified during the Town Council working session of April 12, 2021, in particular, taste and odor control. Costs are based on two phases to build-out capacity, with Phase 1 at a capacity of 12.5 million gallons per day (MGD).

Table 1: Comparison of Key Considerations		
Approach	Option 3	Option 4
Process Summary	Membrane Filtration/GAC	Ozone/BAF
Taste & Odor Removals	60 to 80%	90 to 99%
Annual O&M Costs ¹	\$391,000	\$69,000
Capital Costs	\$20M to \$35M	\$45M to \$60M
Implementation Timeline	30 months	37 months

1. O&M cost for taste and odor removal only to compare GAC to Ozone generation. Includes electricity, chemical and carbon replacement costs only.

Membrane Filtration/GAC (Option 3) offers:

- Less removal of taste and odor compounds.
- Lower construction cost, due to the simplified nature of the Membrane Building (slab on grade with pre-engineered metal building).
- Higher taste and odor operating costs due to change-outs of the activated carbon multiple times per year.
- Easily scalable for future phases.
- Maintains the use of the existing granular media filters in the short term.
- Relies on existing infrastructure (filter building, storage tanks).
- Integrates the 6 GAC vessels purchased in 2021 into the WTP expansion.

Ozone/BAF (Option 4) offers:

- High removals of up to 99% taste and odor compounds.
- Higher construction cost, due to the complex buildings required for ozone system, ozone contact basin, new deep bed filters and new chemical systems.
- Lower taste and odor operating costs for electricity, oxygen and biological filtration chemicals compared to the carbon changeout costs.
- More expensive expansion at the next phase.
- Does not rely on aging infrastructure. Existing filters are abandoned.
- Positions the Town for changes in raw water quality (wildfire, drought, nutrient run off) and future treatment regulations.
- Requires 8-week piloting of ozone and BAF.

Both options will provide effective removal of taste and odor compounds. The GAC option will rely on upstream steps (PAC at Lonetree, ultrasonic buoys at Town Lake, DAF optimization) in a multi-phased approach to extend the life of the activated carbon. Ozone/BAF will be effective on its own across a wide range of water quality. The 2021 demonstration project will prove the effectiveness of GAC, as well as provide data on how often the carbon will need to be changed (\$228,000 each re-bed, up to 2 per year).

Even if Ozone/BAF is selected at the start of the design phase, the Town will have an option to switch to a Membrane Filtration/GAC solution if the data from this summer shows the GAC working well.

Assumed Ozone/BAF Site Layout

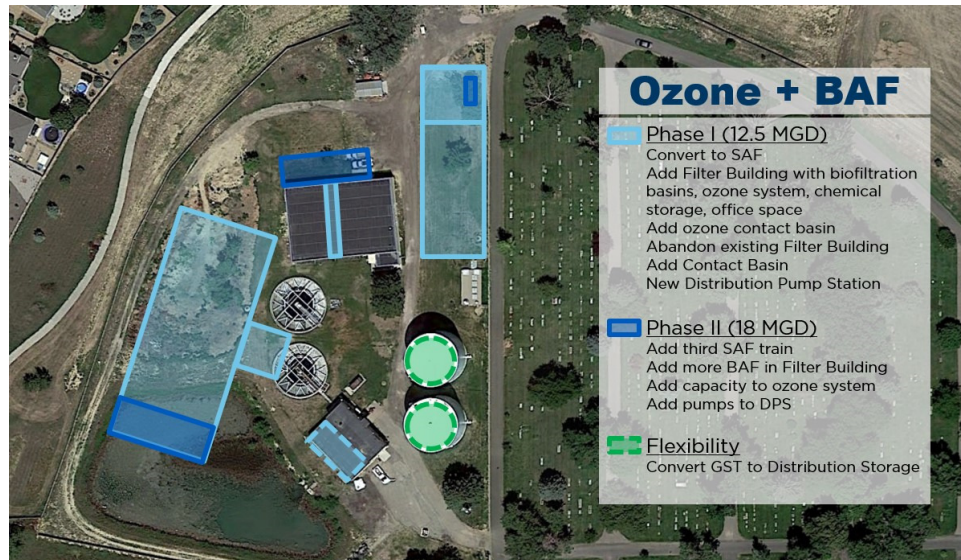


Figure 1 - Ozone/BAF Site Layout

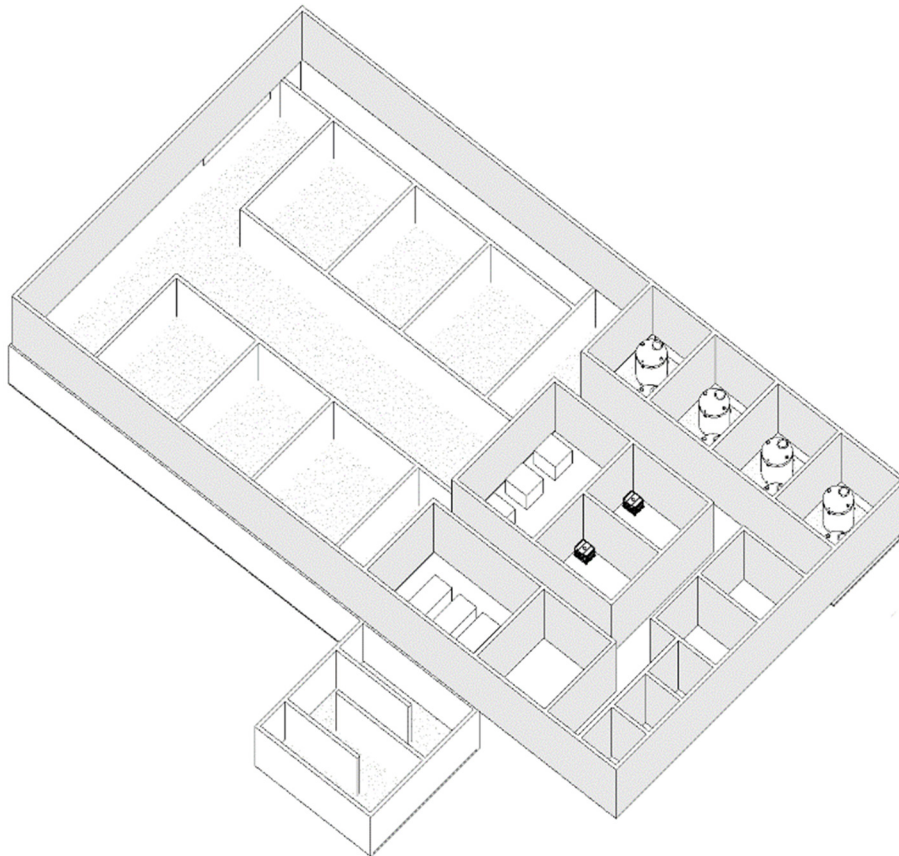


Figure 2 - 3D Model of Ozone/BAF Filter Building

CONFIDENTIAL, NOT FOR EXTERNAL USE

Table 2: Project Cost Comparison at 12.5 MGD ¹		
Approach	Option 3	Option 4
Process Summary	Membrane Filtration/GAC	Ozone/BAF
Div 01 - General Requirements	\$-	\$-
Div 02 - Existing Conditions	\$236,000	\$298,000
Div 03 - Concrete	\$1,866,000	\$5,840,000
Div 04 - Masonry	\$342,000	\$691,000
Div 05 - Metals	\$1,698,000	\$2,963,000
Div 06 - Wood, Plastics and Composites	\$204,000	\$275,000
Div 07 - Thermal and Moisture Protection	\$47,000	\$121,000
Div 08 - Openings	\$148,000	\$213,000
Div 09 - Finishes	\$181,000	\$287,000
Div 10 - Specialties	\$17,000	\$30,000
Div 11 - Equipment	\$17,000	\$20,000
Div 12 - Furnishings	\$43,000	\$50,000
Div 13 - Special Construction	\$17,000	\$40,000
Div 14 - Conveying Equipment	\$51,000	\$160,000
Div 21 - Fire Suppression	\$170,000	\$200,000
Div 22 - Plumbing	\$255,000	\$450,000
Div 23 - HVAC	\$679,000	\$1,200,000
Div 26 - Electrical	\$1,527,000	\$3,400,000
Div 27 - Communications	\$-	\$-
Div 28 - Electronic Safety and Security	\$26,000	\$30,000
Div 31 - Earthwork	\$1,301,000	\$3,465,000
Div 32 - Exterior Improvements	\$179,000	\$250,000
Div 33 - Water Utility	\$1,951,000	\$3,383,000
Div 40 - Process Integration	\$-	\$-
Div 41 - Conveying Systems	\$-	\$-
Div 46 - Water Treatment Equipment	\$4,286,000	\$9,158,000
SUBTOTAL	\$15,241,000	\$32,524,000
General Requirements (12%)	\$1,829,000	\$3,903,000
Construction Cost Sub-Total	\$17,070,000	\$36,427,000
Contractor Overhead & Profit (15%)	\$2,561,000	\$5,465,000
CONSTRUCTION COST	\$19,631,000	\$41,892,000
Contingency (20%)	\$3,927,000	\$8,379,000
Design Phase Engineering (6%)	\$1,178,000	\$2,514,000
Construction Phase Engineering (6%)	\$1,178,000	\$2,514,000
TOTAL PROJECT COST²	\$25,914,000	\$55,299,000

1. EOPCC in this study were completed in accordance with the Association for the Advancement of Cost Engineering (AACE) Class 5 definition. Class 5 EOPCC are generally developed with limited information (<5% defined) and subsequently vary in their accuracy. They are typically used for project screening, determination of feasibility, concept evaluation, and preliminary budget approval. The expected accuracy range is -20% to -50% below and +30 to +100% above. Vendor quotes were sought and gross unit costs/ratios from past projects were used to develop the estimates in this report. The EOPCC presented in this study are based on 2021 dollars at the time of issue. The use of the costs presented in this study should be escalated if used for future purposes to reflect changes in labor, material, and equipment. Local cost data or published cost indices should be consulted to determine an appropriate cost escalation factor.
2. Excludes land acquisition costs, permitting and legal fees.

Table 3: Engineering Comparison		
Approach	Option 3	Option 4
Process Summary	Membrane Filtration/GAC	Ozone/BAF
CONSTRUCTION COST	\$19,631,000	\$41,892,000
Contingency (20%)	\$3,927,000	\$8,379,000
SUBTOTAL CONSTRUCTION COST	\$19,631,000	\$41,892,000
Engineering Task Series ¹		
100 - Project Initiation & Coordination	\$41,414	\$132,603
200 - Review Existing Data & Basis of Design	\$177,297	\$607,074
200A - Pilot Testing	NA	\$194,456
300 - Preliminary Design 30%	\$177,560	\$402,333
400 - Detailed Design 60%	\$189,499	\$444,163
500 - Optimize Operations (Short Term Relief)	\$50,805	\$93,939
600 - Final Design	\$165,556	\$374,778
700 - Bid Phase Support ²	\$11,891	\$11,891
Design Phase Engineering³	\$814,022	\$2,261,237
Estimated Owner Costs for Piloting⁴		\$180,000

1. Engineering tasks based on a Design-Bid-Build project delivery model. Schedule and cost savings anticipated if the project is completed using a collaborative delivery model, such as Design-Build.
2. Bid Phase Support task series not required with a Design-Build delivery model. Engineering services for bidding and procurement integrated into Phase 2 Construction Services under a Design-Build delivery model.
3. Engineering services during design only. Construction phase engineering support negotiated near completion of design once construction complexity, delivery model, contractor and schedule are better defined.
4. Estimated owner costs for piloting include leasing of piloting equipment (Ozone and BAF trailers), temporary chemical systems, utilities, installation costs, operations and monitoring costs and laboratory analytical costs.

Table 4: Additional Design Effort for Option 4				
Approach	Option 3	Option 4		
Process Unit	Membrane Filtration/GAC	Ozone/BAF	Design Fee Adder	Additional Design Hours
Lonetree Pump Station & Pipeline	Remain as is		\$-	-
Town Lake Pump Station	Remain as is		\$-	-
Raw Water Tank	Remain as is		\$-	-
Chemical Storage	Add Storage and Membrane Cleaning Systems to new Membrane Building	Add 4 new chemical systems for advanced oxidation and BAF (hydrogen peroxide, ammonium sulfate, sodium bisulfite, phosphoric acid). Relocate existing chemicals (coagulant, sodium hypochlorite, sodium hydroxide) to the new Filtration Building. Size chemical systems for ultimate capacity of 18 MGD.	\$175,000	950
Pretreatment Capacity	Convert to SAF at 12.5 MGD capacity		\$-	-
Filtration	Add Storage and Membrane Cleaning Systems to new Membrane Building. Includes two new systems for membrane cleaning (citric acid and sodium bisulfate) and relocation of two chemical systems (sodium hypochlorite and sodium hydroxide). Sized at capacity of 12.5 MGD. Membrane Building as slab on grade with pre-engineered metal superstructure	Add 4 new deep-bed filters (60-inch, 3.9 MGD each) to replace existing GMF. Includes settled water distribution channel, pipe gallery, new filter boxes with underdrains and backwash troughs, air scour system, and backwash waste collection. Biologically active for taste and odor control. Deep location determined by the hydraulic grade of existing pretreatment. New Filtered Water Tank below filter gallery, including a combination filtered water and backwash supply pump station. Complex concrete basins below grade. Pre-engineered metal superstructure.	\$225,000	1,200
Taste & Odor Control	Implement multi-phase approach. Lease to own GAC contactors in Membrane Building. Optimize T&O removal with SAF conversion. Future flexibility for T&O control.	Multi-phase approach. Improve PAC at Lonetree pump station, install ultrasonic buoys at Town Lake, optimize removals in SAF. Add intermediate ozone (after pretreatment), including liquid oxygen storage, vaporizers, injection skids, generators, concrete Ozone Contact Basin with serpentine baffles, ozone destructor units. Complex stainless steel piping, instrumentation, and controls. Assumed high levels of raw water bromide creating the need for hydrogen peroxide to mitigate bromate formation (disinfection by-product). Use of hydrogen peroxide will also minimize the volume of the Ozone Contact Basin.	\$275,000	1,500
Piloting	No piloting required.	CDPHE requirement for approval. Approximately 2 months of piloting required to determine ozone dose, capacity of ozone system, and BAF filter loading rate.	\$215,000	1,200
Disinfection Compliance	Add new Disinfection Contact Basin (DCB) sized for ultimate flows.		\$-	-
Treated Water Storage	Convert GST to distribution storage	Add 1,500,000 gallons of distribution storage in same tank as new DCB. Convert the GST to distribution storage.	\$75,000	400
Distribution Pump Station	New at-grade pump station with vertical turbine pumps above a new DCB.		\$-	-
Backwash Supply	Backwash from distribution system	Add Filtered Water Tank below filters. Need non-chlorinated backwash supply water for BAF (not able to take from storage tanks or distribution system). Add combination pump station with filtered water pumps to transfer water to the DCB and backwash supply pumps for the filters.	\$150,000	800
Backwash Waste	No change	Existing backwash pond demolished to create space for the new Filter Building. Add new Backwash Waste Tank with combination pumps station. Recycle pumps to transfer supernatant to the front of the WTP. Backwash waste pumps to send waste to the existing sanitary sewer at a higher elevation than the Backwash Waste Tank.	\$150,000	800
Electrical System	New electrical service for Membrane Building, DCB and DPS. Add second diesel generator. Upgrade site lighting and security	Similar to Option 3 but expanded for the additional process systems and equipment.	\$80,000	400
SCADA System	Add control system nodes for Membrane Building, T&O system, DCB and new DPS.	Replace existing SCADA with new network for complex operations and new process units (Ozone, BAF, Filtered Water and Backwash Supply Pump Station, DCB, DPS, Recycle and Backwash Waste Pump Station).	\$60,000	300

Approach	Option 3	Option 4		
Process Unit	Membrane Filtration / GAC	Ozone / BAF	Design Fee Adder	Additional Design Hours
Project Execution	As proposed.	Extended management and supervision for longer design schedule.	\$10,000	50
Additional Cost & Hours			\$1,415,000	7,600 hours
Summary	Best Value Project, Limited T&O Removals Option 3 provides comprehensive site plant with future flexibility and operational robustness. Limited taste and odor removals with Membrane Filtration/GAC at higher operating costs.	Robust & Effective Operations for Water Quality Concerns Address current and future T&O issues at higher certainty with fewer treatment steps, reduced operating costs when compared with Membrane Filtration /GAC, expanded WTP set up for future regulations and water quality events which may impact your watershed, phasing plan with flexibility to meet your budget.		

ACTIVITY	2021										2022										2023										2024							
	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR
OPTION 3 - MEMBRANE FILTRATION / GAC																																						
DESIGN																																						
BIDDING																																						
CONSTRUCTION																																						
OPTION 4 - OZONE / BAF																																						
DESIGN																																						
BIDDING																																						
CONSTRUCTION																																						

Figure 1 - Schedule Comparison, assuming June 1 start



Town of Johnstown

TOWN COUNCIL AGENDA COMMUNICATION WORK SESSION

AGENDA DATE: June 14, 2021

SUBJECT: Discussion – Charlotte Street Public Input and Next Steps

ATTACHEMENTS:

1. Original Concept Options
2. Survey Results
3. Revised Typical Sections

PRESENTED BY: Ellen Hilbig, Deputy Public Works Director

During the conceptual planning phase for the Charlotte Street Design, Staff proposed 3 options to the public to address public safety, multimodal transportation and community connectivity. The focus of the design on these three areas was supported by the data collected during the planning phases of the Comprehensive Plan update and the Transportation Master Plan. Staff focused public outreach efforts on Downtown residents directly impacted by the project with the objective to foster positive relationships by requesting input on the redesign of a corridor that is paramount to the Town and a focal point for the largest event held each year in Johnstown, BBQ days.

Staff received resident feedback at two Open House events, BBQ days, and an online survey. Resident feedback was focused primarily on the incorporation of bike lanes, justification of spending tax dollars, maintenance responsibilities and changing the historic significance of the Charlotte St corridor. Majority of the residents did not attend or view the project concept presentation and provided project feedback based on discussions with neighbors and the newspaper article.

Due to the potential impacts to the overall project based on the resident feedback, Staff is requesting guidance from Council.

To address the Feedback:

- Requires additional project time to either go back to the drawing board to either (A) present new design options or (B) develop stronger supporting arguments for existing options.
- Providing new design options based on the majority survey response removes the ability to implement solutions to the connectivity concerns the greater Johnstown community has identified.
- Causes a delay in the design schedule to pursue additional public feedback preventing Staff from pursuing the DOLA grant opportunity intended to assist in the funding the project.

The Community That Cares

www.TownofJohnstown.com

P: 970.587.4664 | 450 S. Parish Ave, Johnstown CO | F: 970.587.0141

At this point Staff has identified three approaches to consider on the Charlotte Street project

1. **LONG TERM APPROACH** – Utilize one of the original concept options presented
 - a) Create multimodal transportation options (Bike & Peds)
 - b) Address community connectivity
 - c) Reduced roadway width and additional design solutions to address speeding and illegal vehicle movements
 - d) Replace aging infrastructure and address flooding issues
 - e) Keep existing service level of parking
 - f) Preserve the existing trees
 - g) Enhance parade route
2. **SHORT TERM APPROACH** – Proceed with based on comments received
 - a) Focus multimodal efforts on only 5' sidewalks to address ADA compliance
 - b) Eliminate connectivity option to downtown
 - c) No design solutions – Enforcement only to address speeding and illegal vehicle movements
 - d) Roadway width dependent on addressing grade issues
 - e) Replace aging infrastructure and address flooding issues
 - f) Keep existing service level of parking
 - g) Preserve the existing trees
3. **TABLE THE PROJECT** – Re-evaluate project need after the following:
 - a) Public outreach focused on entire community
 - b) Trail master planning to evaluate best locations for connectivity options
 - c) Implementing a systematic program approach to direct street spending with corresponding utility replacement as needed
 - d) Impacts to traffic after elementary and high school relocation
 - e) Impacts to local flooding with the construction of the Old Town Drainage Project

The objective from this work session is to direct Staff to pursue one of the three options presented above or other options as directed by Council.

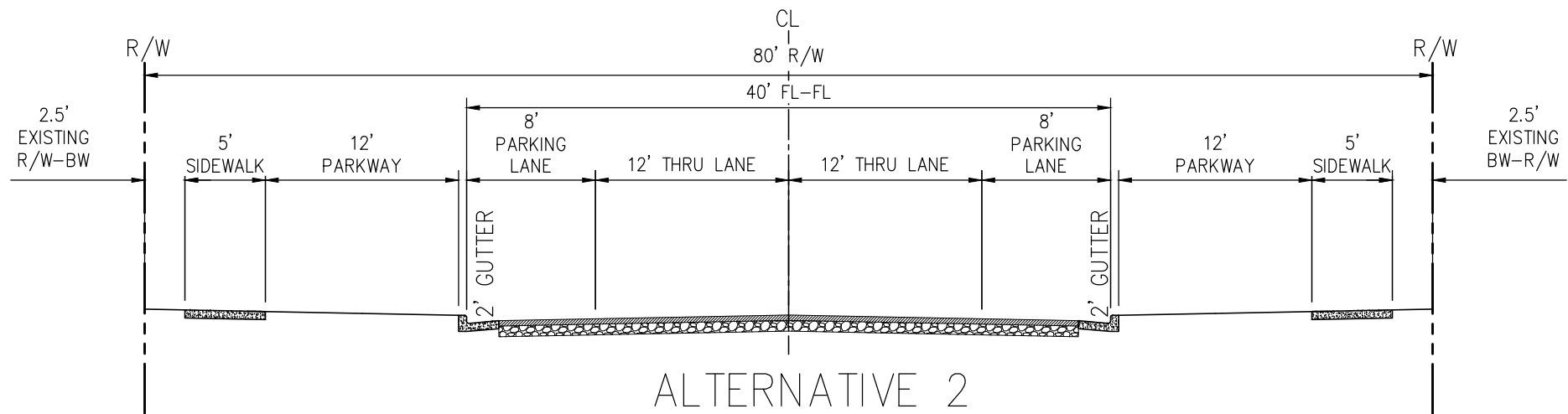
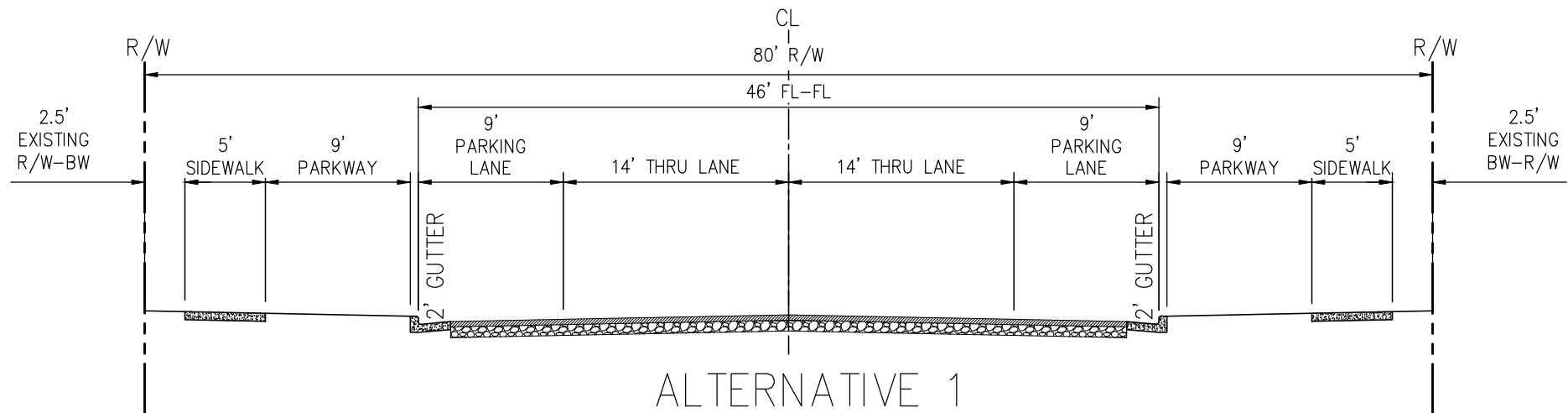
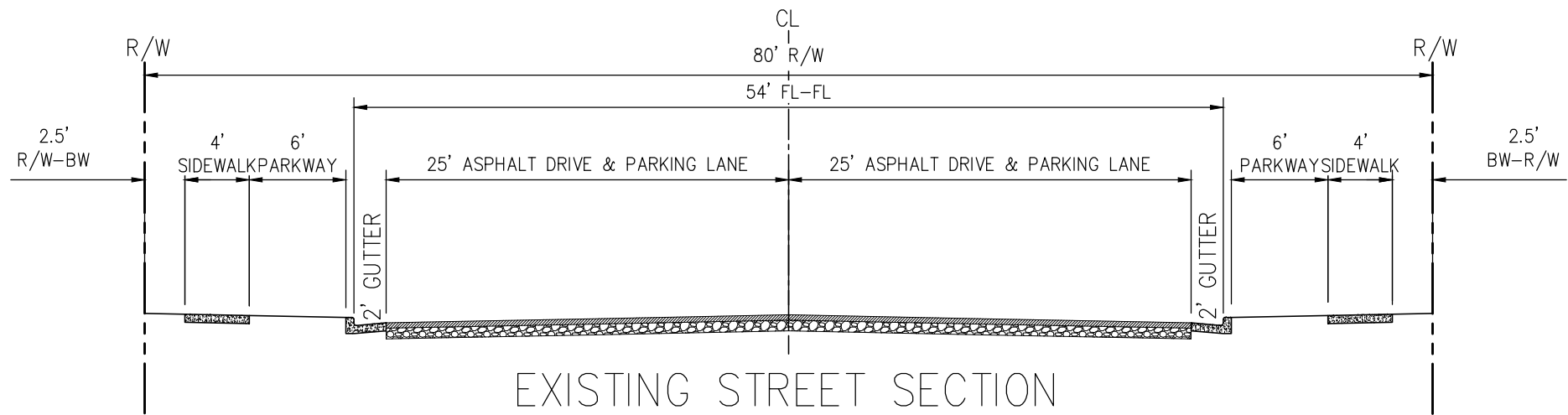
Which benefits are you most excited about? (Please select your top 3)	What biking facilities would make you feel safe? (select your top 2)	If the concrete path was wide enough, would you feel safe sharing it with bikes and other activities making it a SHARED-use path?	Would you be inclined to bike more if you did not have to share the road?	Your vision for Charlotte St includes one of the following:	Use this space to provide feedback and comments.
Tree/Greenery preservation	Bikes and vehicles sharing the road, Shared bike & pedestrian path	No	No	Separated pedestrian and bike paths with dedicated bike path on north side of street	Don't do bike paths. You want to bike go to boulder or poudre river walk. This is mainly elderly retired. You don't see bikes these days. Don't ruin the small town feel for suburbia central.
Improved pedestrian access, Traffic calming and speed reduction, Tree/Greenery preservation	Separate striped bike lane on the road, Separate bike lane from road and sidewalk	Yes	No	Separated pedestrian and bike paths with dedicated bike path on north side of street	I like the idea of having a separate bike path for pedestrians safety.
Addressed street & property flooding, Traffic calming and speed reduction, Tree/Greenery preservation	Bikes and vehicles sharing the road, Shared bike & pedestrian path	No	No	Shared concrete path wide enough for both pedestrians and bikes	Leave sidewalks alone.
Addressed street & property flooding, Tree/Greenery preservation, Utility improvements	Bikes and vehicles sharing the road, Separate striped bike lane on the road	No	No	Separated pedestrian and bike paths on both sides of the street	Concerned about property owner responsibilities... such as shoveling snow on said bike path? Would that be OUR responsibility? Or, just sidewalks as current conditions? Also, How much of the new green space will I have to be paying to water and mow??? (And don't say people don't ride bikes in the snow - I sit here and watch them! LOL)
Addressed street & property flooding, Tree/Greenery preservation, Utility improvements	Separate striped bike lane on the road, Separate bike lane from road and sidewalk	No	No	Separated pedestrian and bike paths with dedicated bike path on north side of street	
Tree/Greenery preservation	Bikes and vehicles sharing the road, Separate striped bike lane on the road	No	No	Separated pedestrian and bike paths with dedicated bike path on north side of street	Well none of these options sound very optimal. I understand getting new pipe lines in the street and updating sewer lines are important. But Charlotte st is the heart of Johnstown and adding to our sidewalks means more shoveling. My health wouldn't allow that. The street is wide enough for bikes to get by. Dedicated lanes seems a waste when new housing developments are popping up all over Johnstown. Seems smarter to bring these people to the center of town, starting out there would bring revenue to the town. And that's what it's really all about. Stream line traffic, get people healthy and make it so surrounding homes can walk or ride to parades, barbecue, and events. Updating is one thing, tearing out my garden and putting concrete in just seems like you don't care about the time and money dedicated to making my home personal. Please rethink where you put my tax dollars. Thank you
Addressed street & property flooding, Utility improvements	Bikes and vehicles sharing the road, Separate striped bike lane on the road	No	No	Shared concrete path wide enough for both pedestrians and bikes	A couple of these survey questions didn't allow for options of not changing the appearances of Charlotte Street. We were forced to choose an answer in order to submit this survey. The historical significance of Charlotte Street needs to be a priority in urban planning. As the climate of Charlotte Street will change after Letford transitions into a Town park and RHS transitions into a middle school, so will the reduction of traffic. I appreciate the functionality of the current 80' right away with no bike lane(s) and no extended sidewalks. Of course citizens' safety is necessary, the reoccurring issue has ALWAYS been speeding by the highschoolers which I highly doubt will be reduced by lines on the road. CHARLOTTE STREET IS A HISTORICAL SECTION OF JOHNSTOWN AND NEEDS TO REMAIN THAT WAY. Please consider repairing the utilities and drainage while leaving the appearances of Charlotte Street "as is"- NO BIKE LANES AND NO WIDE SIDEWALKS.
Addressed street & property flooding, Tree/Greenery preservation, Utility improvements	Bikes and vehicles sharing the road, Separate striped bike lane on the road	No	No	Shared concrete path wide enough for both pedestrians and bikes	Why is there no option to keep everything the same? I believe that the drainage issue and the underground utilities need to be fixed. I think the history of this town should be preserved. Have you spoken to the resident's that this is going to affect on an everyday basis? While taking this survey I was disappointed in the lack of options and being forced to choose answers that we don't agree with in order to participate in your survey.
Addressed street & property flooding, Utility improvements	Bikes and vehicles sharing the road, Separate striped bike lane on the road	No	No	Separated pedestrian and bike paths on both sides of the street	There needs to be an option 4, leaving the streetscape as is, preserving the historic aspect of our community . The traffic will take care of itself with the high school and elementary school being moved. I don't feel there will be an increase of movement between the 2 parks. Our road is wide enough to accommodate vehicles, bikes and pedestrians as is. That I know of there have been no auto vs pedestrian or bike accidents. If so please state how many. How wide would the parking lane be? There were survey answers that I didnt agree with but was forced to answer in order to submit the survey.
Addressed street & property flooding, Tree/Greenery preservation, Utility improvements	Bikes and vehicles sharing the road, Shared bike & pedestrian path	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	
Fixing the storm drains	Bikes and vehicles sharing the road, Shared bike & pedestrian path	No	No	Shared concrete path wide enough for both pedestrians and bikes	First of all, respectfully, this survey is horribly made. There are no options to choose what WE, as town tax payers, think should happen. Charlotte Street does not need bike lanes or a widened sidewalk. This is one of the FEW parts of Johnstown that shows the history. What happens to the big trees once you start digging up sidewalks? What happens to those residents who will now have to shovel/maintain more sidewalk? What happens to the horse at the Johnstown Museum that is considered a historic piece?

Addressed street & property flooding, Tree/Greenery preservation, Utility improvements	Bikes and vehicles sharing the road, Shared bike & pedestrian path	Yes	No	Separated pedestrian and bike paths on both sides of the street	Charlotte street is plenty wide enough for both bikes and vehicles as it is now. There is no need in our small town to put painted bike lanes in that none of the kids are going to use. Wide sidewalks are also a bit necessary, they are fine the way they are, that is extra expenses for homeowners and it would mean reducing the width of the street.
Improved pedestrian access, Tree/Greenery preservation, Utility improvements	Bikes and vehicles sharing the road, Shared bike & pedestrian path	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	Not enough bike traffic to warrant this amount of concern, effort, expense.
Addressed street & property flooding, Traffic calming and speed reduction, Utility improvements	Bikes and vehicles sharing the road, Shared bike & pedestrian path	No	No	Separated pedestrian and bike paths on both sides of the street	leaves street wide I have lived on this street for 50 years . fix road and leave street as is
Enhanced parade route, Tree/Greenery preservation, Utility improvements	Bikes and vehicles sharing the road, Separate striped bike lane on the road	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	Don't change Charlotte! Mill it, replace utilities. LEAVE IT ALONE! DON'T PAINT LINES ON THE STREET. LEAVE CHARLOTTE ALONE. YOU'LL RUIN IT
Addressed street & property flooding, Tree/Greenery preservation, Old town feel.	Bikes and vehicles sharing the road, Shared bike & pedestrian path	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	I understand the need for updates to the existing plumbing lines, etc. BUT, we do not need to modernize Charlotte. This is my favorite street to drive down with the large trees that hug the street, wide open road. My grandma's house is one of the originals and I'd be unhappy to see anything different than what it is. We need to preserve the old town feel and leave it the way it is.
Enhanced parade route, Traffic calming and speed reduction, Utility improvements	Bikes and vehicles sharing the road, Shared bike & pedestrian path	No	No	Shared concrete path wide enough for both pedestrians and bikes	Charlotte street and the sidewalks should be kept same as they are. Utility improvements should be made as necessary. No dedicated bike lanes should be established. Sidewalks are wide enough as is
Addressed street & property flooding, Traffic calming and speed reduction, Tree/Greenery preservation	Bikes and vehicles sharing the road, Separate striped bike lane on the road	No	No	Shared concrete path wide enough for both pedestrians and bikes	I don't like any of those options for Charlotte St. It should be preserved as the small town big trees, street that it is. Fix the flooding and drainage but that's it!
Addressed street & property flooding, Utility improvements	Bikes and vehicles sharing the road, Separate striped bike lane on the road	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	I live on Charlotte st. The wide street has always been save for bike riders and pedestrians. We walk our dogs down the street. Please do not change the wonderful wide street we currently have to put in unnecessary bike lanes. I like the Mayberry feel and don't want some Capitol hill type remodel. Thank you. Kent Curtis 606 Charlotte St. Johnstown 303-885-7534
Addressed street & property flooding, Utility improvements	Bikes and vehicles sharing the road, Shared bike & pedestrian path	No	No	Shared concrete path wide enough for both pedestrians and bikes	Fix drainage, leave the rest alone. These questions are misleading and prompt you to HAVE to select something that ISN'T necessary.
Enhanced parade route, Tree/Greenery preservation, Utility improvements	Bikes and vehicles sharing the road, Shared bike & pedestrian path	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	
would be great if they just redid the water/sewer and left old town as old town.	Bikes and vehicles sharing the road, Buffer area between traffic and striped bike lane	No	No	Shared concrete path wide enough for both pedestrians and bikes	Please do not suburbia old town Johnstown. Leave it alone. This is the last of the little small farming community. Do suburbia somewhere else.
Addressed street & property flooding, Traffic calming and speed reduction, Utility improvements	Bikes and vehicles sharing the road, Separate striped bike lane on the road	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	We need an option 4. Which would be to maintain historic street width. Painted bike path like other cities have.
Addressed street & property flooding, Tree/Greenery preservation, Utility improvements	Bikes and vehicles sharing the road, Shared bike & pedestrian path	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	I live right off of Charlotte. The majority of bike traffic is older children/teens who are going to ride in the middle of the street regardless of if there are designated lanes, sidewalks or not. I do see some younger children who mostly ride on the sidewalk but sometimes in the street. I haven't experienced any issues as a pedestrian with young children riding on the sidewalk. Adding designated bike paths is going to cause parking issues. The lanes are already tight by Parish Park without adding bike lanes. This is just going to create the same issues as downtown on Parish. It seems like the town is trying to resolve issues that don't exist. Otherwise who live in this area do not support this idea, but like many things the Town Council is going to do what they want at the detriment of the citizens.
Addressed street & property flooding, Traffic calming and speed reduction, Utility improvements	Bikes and vehicles sharing the road, Shared bike & pedestrian path	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	I am excited about the improvements to the drainage and sewer systems. Sidewalks that aren't buckled will be nice, however, will you be maintaining it differently during the winter? Will you be plowing it and burying cars and driveways. With wider sidewalks we will have more maintenance and shoveling and several elderly citizens will be impacted.
Just fix the current sidewalks. Nothing else's needs to be done. Keep it historic	Buffer area between traffic and striped bike lane, Shared bike & pedestrian path	Yes	No	Separated pedestrian and bike paths with dedicated bike path on north side of street	I do not feel you need to make a bike lane on Charlotte. Out it on HWY 60. Leave Charlotte historic . I feel like this survey didn't give the chance to say NO to the bike path - shame on you for giving the option to not make changes
Addressed street & property flooding, Traffic calming and speed reduction, Utility improvements	Bikes and vehicles sharing the road, Shared bike & pedestrian path	No	No	Shared concrete path wide enough for both pedestrians and bikes	
Addressed street & property flooding, Traffic calming and speed reduction, Tree/Greenery preservation	Bikes and vehicles sharing the road, Shared bike & pedestrian path	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	Completely unnecessary! Waste of time, money & town resources. I have lived here for over 30 years and rarely see the street be used by bicycles and that won't change because no one has any reason to use that street other than those of us who live here. Most people living/moving here live in new neighborhoods. Why disturb already mature landscape and disrupt people who live on this street, which is already wide enough to accommodate cars, pedestrians and bicycles. Use the money to replace sidewalks, curb and gutters all around town not focus on one street. Very disappointed.

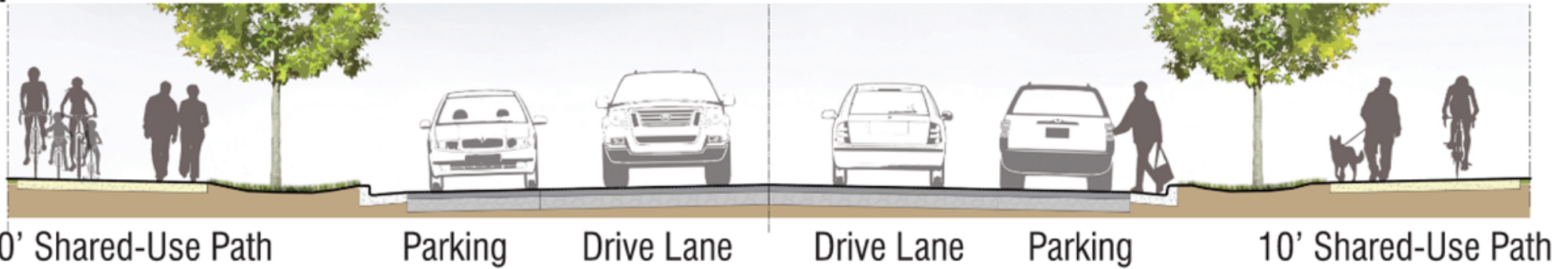
Addressed street & property flooding, Tree/Greenery preservation	Bikes and vehicles sharing the road, Separate bike lane from road and sidewalk	No	No	Separated pedestrian and bike paths with dedicated bike path on north side of street	Charlotte is the widest street in town. Stop wasting time and resources on a bike path. You recently allowed golf carts to drive on the roads, is a dedicated golf cart path next? Focus on enforcement and maintenance of sidewalks, and greens, and stop trying to make Johnstown something it isn't. Downtown is beautiful, but the functionality of navigating 17 sucks, its too narrow. Your questions on this survey force answers that aren't desired, so you're going to get a skewed response.
Improved bike access, Improved pedestrian access, Tree/Greenery preservation	Bikes and vehicles sharing the road, Separate striped bike lane on the road	No	No	Separated pedestrian and bike paths on both sides of the street	Bike access is great, but I don't think it's a good idea to share with pedestrians
Improved pedestrian access	Bikes and vehicles sharing the road, Shared bike & pedestrian path	No	No	Separated pedestrian and bike paths on both sides of the street	No bike path on Charlotte that needs to be on HWY 60
Tree/Greenery preservation	Bikes and vehicles sharing the road, Shared bike & pedestrian path	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	This entire project seems completely unnecessary. Improve the sidewalks is all that is needed on this street. Why on Earth would we be investing funds in a bike lane when there are no other bike Lanes in town. Please focus on preserving the historical Integrity of this beautiful Street. I feel completely comfortable jogging or riding my bike down the street without a bike lane in place. Money would be better spent repairing the sidewalk throughout all of Old Town as they are very difficult to navigate jogging and also with my stroller. My vision for this street would be leaving it as-is, with repaired sidewalks. As is, there is plenty of room for bikes and Walkers alike. The question above does not give you that option. I would not like to see any of those three options take place.
Improved bike access, Improved pedestrian access, Utility improvements	Separate striped bike lane on the road, Buffer area between traffic and striped bike lane	No	No	Separated pedestrian and bike paths on both sides of the street	
Addressed street & property flooding, Improved pedestrian access, Utility improvements	Bikes and vehicles sharing the road, Separate striped bike lane on the road	No	No	Shared concrete path wide enough for both pedestrians and bikes	
Addressed street & property flooding, Utility improvements	Separate bike lane from road and sidewalk, Shared bike & pedestrian path	No	No	Separated pedestrian and bike paths with dedicated bike path on north side of street	Leave the street the way it is.
Improved pedestrian access, Traffic calming and speed reduction, Utility improvements	Buffer area between traffic and striped bike lane, Separate bike lane from road and sidewalk	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	
Tree/Greenery preservation	Bikes and vehicles sharing the road, Separate striped bike lane on the road	No	No	Separated pedestrian and bike paths with dedicated bike path on north side of street	Save the trees!
Improved bike access	Bikes and vehicles sharing the road, Shared bike & pedestrian path	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	No need for an official bike lane. A concrete bike path is way safer for everyone involved, and as a bonus, the rutted sidewalk would be fixed for pedestrians in the process too.
Addressed street & property flooding, Traffic calming and speed reduction, Utility improvements	Separate striped bike lane on the road, Buffer area between traffic and striped bike lane	No	No	Separated pedestrian and bike paths on both sides of the street	
Addressed street & property flooding, Tree/Greenery preservation, Preserve the old town feel and original neighborhood charm	Bikes and vehicles sharing the road, Separate striped bike lane on the road	No	No	Separated pedestrian and bike paths on both sides of the street	Stop screwing up our roads. Downtown is horrible and not wide enough already. Look at the congestion and thin roads up at 34 & 25. Complete chaos and it looks absolutely trashy and cheap compared to the other side of 34 with wide smooth roads and paths.
Addressed street & property flooding, Tree/Greenery preservation	Bikes and vehicles sharing the road, Shared bike & pedestrian path	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	Please don't do what was done downtown and consider the impact of any changes similar. After the changes to the Main Street I no longer feel safe parking there and unloading my kids. I park behind ACE instead. Please don't change Charlotte 'to improve' it by adding to much or narrowing the street etc. I've never had a problem on that street as it is and a lot of the charm of that area is the wide road and trees.
Addressed street & property flooding, Enhanced parade route, Traffic calming and speed reduction	Bikes and vehicles sharing the road, Shared bike & pedestrian path	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	
Addressed street & property flooding, Improved pedestrian access, Utility improvements	Bikes and vehicles sharing the road, Shared bike & pedestrian path	Yes	No	Shared concrete path wide enough for both pedestrians and bikes	The overall character of Charlotte should not change. People who live there love the calm old Town community feel and do not want to encourage more traffic, whether vehicle or pedestrian. The road is currently wide enough to accommodate vehicles and bikes with no problem.
Improved bike access, Traffic calming and speed reduction, Tree/Greenery preservation	Buffer area between traffic and striped bike lane, Separate bike lane from road and sidewalk	No	Yes	Separated pedestrian and bike paths on both sides of the street	
Enhanced parade route, Improved pedestrian access, Tree/Greenery preservation	Separate striped bike lane on the road, Buffer area between traffic and striped bike lane	Yes	Yes	Separated pedestrian and bike paths with dedicated bike path on north side of street	
Improved bike access, Improved pedestrian access, Tree/Greenery preservation	Separate striped bike lane on the road, Separate bike lane from road and sidewalk	Yes	Yes	Separated pedestrian and bike paths on both sides of the street	
Enhanced parade route, Improved bike access, Improved pedestrian access	Buffer area between traffic and striped bike lane, Separate bike lane from road and sidewalk	No	Yes	Separated pedestrian and bike paths on both sides of the street	No wonder sidewalks. Bike lane on road. Keep the roads wide!
Other than utility improvements. None. Stop trying to ruin our small town.	Bikes and vehicles sharing the road, Separate striped bike lane on the road	No	Yes	Separated pedestrian and bike paths on both sides of the street	Lived here in Johnstown my whole life. Charlotte is fine. Maybe you should stop paying your police so much to sit n there cars n do nothing all day. You complain about speed on Charlotte st but yet in my 30 years of living in Johnstown I never see cops pull people over for speeding unless they don't like you. Stop ruining our town.

Addressed street & property flooding, Improved bike access, Traffic calming and speed reduction	Separate striped bike lane on the road, Separate bike lane from road and sidewalk	Yes	Yes	Separated pedestrian and bike paths on both sides of the street	This is a poorly designed survey. The forced alternatives are likely to affirm a perceived positive sentiment that is false.
Traffic calming and speed reduction, Tree/Greenery preservation, Utility improvements	Separate striped bike lane on the road, Separate bike lane from road and sidewalk	Yes	Yes	Separated pedestrian and bike paths on both sides of the street	
Traffic calming and speed reduction, Tree/Greenery preservation	Bikes and vehicles sharing the road, Separate striped bike lane on the road	Yes	Yes	Separated pedestrian and bike paths with dedicated bike path on north side of street	
Improved pedestrian access, Traffic calming and speed reduction, Utility improvements	Buffer area between traffic and striped bike lane, Shared bike & pedestrian path	Yes	Yes	Shared concrete path wide enough for both pedestrians and bikes	
Improved bike access, Improved pedestrian access, Tree/Greenery preservation	Separate bike lane from road and sidewalk, Shared bike & pedestrian path	Yes	Yes	Shared concrete path wide enough for both pedestrians and bikes	
Enhanced parade route, Improved bike access, Tree/Greenery preservation	Separate striped bike lane on the road, Shared bike & pedestrian path	Yes	Yes	Shared concrete path wide enough for both pedestrians and bikes	
Improved bike access, Traffic calming and speed reduction, Tree/Greenery preservation	Buffer area between traffic and striped bike lane, Separate bike lane from road and sidewalk	Yes	Yes	Separated pedestrian and bike paths with dedicated bike path on north side of street	
Improved bike access, Improved pedestrian access, Tree/Greenery preservation	Separate striped bike lane on the road, Buffer area between traffic and striped bike lane, Separate bike lane from road and sidewalk	Yes	Yes	Shared concrete path wide enough for both pedestrians and bikes	Please make Johnstown more bike friendly!!!! A connection between neighborhoods would be awesome. I don't want my child to have to bike down hwy 60.
Improved pedestrian access	Separate striped bike lane on the road, Separate bike lane from road and sidewalk	No	Yes	Separated pedestrian and bike paths with dedicated bike path on north side of street	
Improved bike access, Traffic calming and speed reduction, Tree/Greenery preservation	Separate bike lane from road and sidewalk, Shared bike & pedestrian path	Yes	Yes	Separated pedestrian and bike paths with dedicated bike path on north side of street	Build bike paths to connect with other communities like Miliiken and even into Loveland. Johnstown is a nice community to live in but you have no bike trails whatsoever
Improved bike access, Improved pedestrian access, Traffic calming and speed reduction	Buffer area between traffic and striped bike lane, Shared bike & pedestrian path	No	Yes	Separated pedestrian and bike paths on both sides of the street	
Addressed street & property flooding, Tree/Greenery preservation, Utility improvements	Separate bike lane from road and sidewalk, Shared bike & pedestrian path	Yes	Yes	Shared concrete path wide enough for both pedestrians and bikes	Walking/ riding paths should be a priority for the entire town.
Addressed street & property flooding, Improved pedestrian access, Tree/Greenery preservation	Buffer area between traffic and striped bike lane, Shared bike & pedestrian path	Yes	Yes	Shared concrete path wide enough for both pedestrians and bikes	
Improved pedestrian access, Traffic calming and speed reduction, Tree/Greenery preservation	Separate striped bike lane on the road, Separate bike lane from road and sidewalk	Yes	Yes	Separated pedestrian and bike paths with dedicated bike path on north side of street	
Improved bike access, Traffic calming and speed reduction, Tree/Greenery preservation	Separate striped bike lane on the road, Buffer area between traffic and striped bike lane	Yes	Yes	None of the above.	Updating Charlotte Street seems like a low priority compared to other obvious city needs. In my opinion, constructing continuous bike paths through the city is a better use of public money. Also, traffic congestion at CR17 and HWY 60 is likely to get worse with the new gas station currently under construction. Solving traffic congestion downtown is an obvious priority over improving Charlotte Street. I struggle to believe Charlotte Street has pedestrian, vehicle, and bike traffic issues that require correction. I appreciate the opportunity to provide input.
Addressed street & property flooding, Traffic calming and speed reduction, Utility improvements	Buffer area between traffic and striped bike lane, Separate bike lane from road and sidewalk	Yes	Yes	None of the above.	

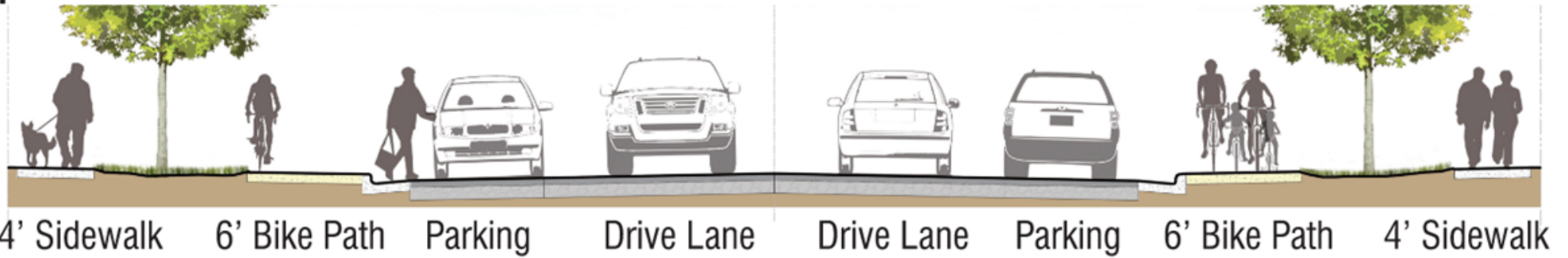
Jun 04, 2021 - 2:15pm by rmcclellan K:\Drawings\JT\JT1000 - OLD TOWN\ENG\Conceptual Plans\Charlotte Street\Typical Sections\JT1004A_XS-Charlotte.dwg



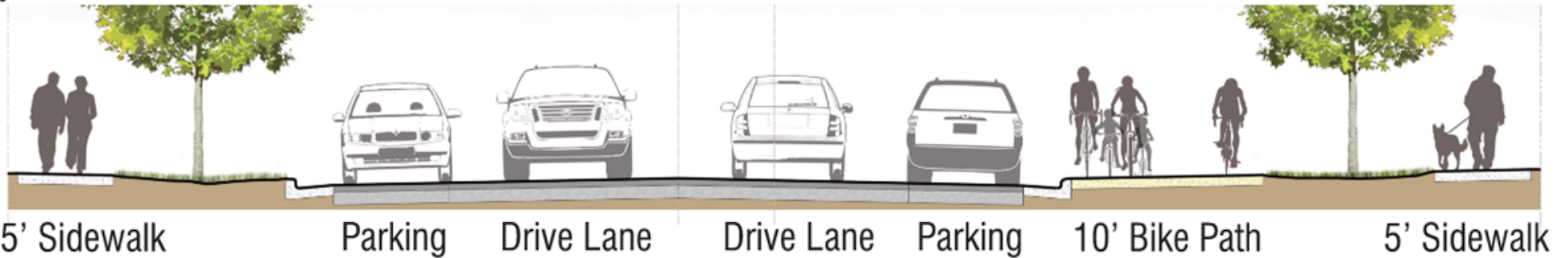
Option 1: Shared-Use Path



Option 2: Bike Path Both Sides



Option 3: Bike Path One Side





Town of Johnstown

TOWN COUNCIL AGENDA COMMUNICATION WORK SESSION

AGENDA DATE: June 14, 2021

SUBJECT: Aesthetic Brick & Cap Selection – Highway 60 & I-25

ATTACHEMENTS: None

PRESENTED BY: Matt LeCerf, Town Manager

A key element that needs to be identified by Council are the desired brick and cap (finish and color) types to be used for the Highway 60 & I-25 Interchange Aesthetic Project. The examples to choose from will be available at this work session.

The Community That Cares

www.TownofJohnstown.com

P: 970.587.4664 | 450 S. Parish Ave, Johnstown CO | F: 970.587.0141