



City Council  
January 22, 2019

Addendum #1  
Comments Received January 18 – January 21  
not included in the meeting packet.

**From:** [Gordon Madonna](#)  
**To:** [City Council](#)  
**Subject:** Parking Garage  
**Date:** Tuesday, January 22, 2019 8:45:38 AM

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To Whom It May Concern,

I am unable to come to the meeting Tuesday night that addresses the multi-level parking structure.

As a long time Louisville resident I am 100% opposed to this.

This will not only destroy the feeling of downtown Louisville but will take up valuable space that can be utilized for retail businesses.

The parking garage, if built, should be placed underground with retail businesses at ground level.

Or as a better alternative the structure could be moved east of the RR tracks and south of Pine street to better coincide with an RTD station-should that ever happen.

We could also implement more diagonal parking in the downtown side street areas as opposed to the current method of parking in order to gain more spaces.

People love to come to Louisville for the charm and feeling of this town.

Putting up this proposed parking structure will destroy Louisville's character and charm.

Why are we trying to destroy the charm that what we have maintained all these years?

Why do we constantly feel like we have to build to look like Boulder?

We have had years and years of planning to maintain Louisville's future.

Why are we all of a sudden so pro-growth?

Current trends favor less use of the automobile anyway.

We should also be encouraging people to use alternate transportation methods.

Downtown Louisville should be reserved for retail and restaurants not commercial type properties requiring all day parking for a large number of employees.

Let's not help destroy the reason people choose to live in Louisville in the first place.

Ask yourself why you choose to move to Louisville in the first place?

Thank you,

Louisville Native

Gordon Madonna

**From:** [Kevin Delaney](#)  
**To:** [City Council](#)  
**Subject:** Parking garage  
**Date:** Tuesday, January 22, 2019 7:37:46 AM

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Dear Louisville City Council,

I am writing today to voice my concerns over the proposed parking garage for downtown Louisville. Though I am unable to attend today's meeting, I would like you to take note of my disapproval of this project.

In my opinion, this behemoth will clash with our existing small town architectural vernacular.

As we look at climate change, alternative modes of transportation, and what we'd like our downtown area to look like, I believe a parking garage should not be included in our town's long term vision statement.

Thanks for your time.

Regards,

Kevin Delaney  
155 S. Madison Ave  
720.470.2864

**From:** [Celeste Niehaus](#)  
**To:** [City Council](#)  
**Subject:** Parking garage  
**Date:** Tuesday, January 22, 2019 6:10:48 AM

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I am unable to attend tonight's meeting. I want to voice my strong opinion AGAINST this parking garage. The mass and scale is too grand. IT would be a blight on the quaintness of my beloved downtown. I have lived in old town for 32 years.

There are other ways to deal with parking. How can we utilize the parking lot near the new Vic's? Can more angle parking be created to fit more in on other of our wide streets? Many people ride bikes to downtown now. Could there be incentives from businesses and the city for biking to events?

This garage is NOT the answer.

Thank you for your consideration.  
Sincerely,  
Celeste Niehaus

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Celeste Niehaus  
cmniehaus@fastem.com

**From:** [Michelle Vendelin](#)  
**To:** [City Council](#)  
**Subject:** Elm/Front Parking Garage Proposal for 1/22 meeting  
**Date:** Tuesday, January 22, 2019 1:51:51 AM

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**Overall, I am opposed to large scale parking garage.** I believe the 3 options presented run in opposition to the look & feel of the town and concentrate too much traffic in one area for parking. Residents and research show parking demand spikes about a dozen times a year and this large of a solution for exceptions is not warranted. I also think it's detrimental to Sweet Cow, Lucky Pie and all the residents surrounding, dwarfing those structures and destroying significant value (especially with the taller options 2 & 3).

That said, I realize the council has a tough choice and if they decide to go forward, my preferred choice is the option with the lowest elevation – option #1 to retain small town feel (and I suggest adding more cars underground). Lastly, I would encourage the designers to consider a community garden or urban park on the top floor – vs. more cars. Create more useful and beautiful spaces and people may be more open to the idea.

key question are:

- what can be done to mitigate noise from cars driving/turning or beeping in the lot?
- Will lights stay on 24/7 in the garage, adding light pollution to surrounding residents as well?

Michelle Vendelin  
984 Elm St.  
Louisville, CO 80027

**From:** [Norman Thompson](#)  
**To:** [Ashley Stolzmann](#); "[Dennis Maloney](#)"  
**Cc:** [City Council](#)  
**Subject:** Parking garage proposal  
**Date:** Monday, January 21, 2019 9:14:47 PM

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Ashley, Dennis:

I just read the article in today's Daily Camera about the proposals for a possible parking garage in downtown Louisville.

In case you haven't done the math, here is the cost per space for the proposals outlined in the Camera:

\$11,000,000 / 407 spaces = \$27,027/space

\$9,000,000 / 292 spaces = \$30,821/space

\$10,000,000 / 280 spaces = \$35,714/space

Also, the purchase of the Blue Parrot parking lot for \$700,000 a few year ago works out to:  
\$700,000 / 25 spaces = \$28,000/space

I strongly urge you to please, please, please oppose building a parking garage, for the following reasons:

(1) There is no way that the city will ever recover the cost of building such as structure at the cost per space. Can you even in your wildest imagination think that there will be enough additional tax revenue (over what the city will collect without a garage) to pay for parking at \$27,000 to \$36,000 per space? (Yes, I understand that part of the cost is borne by the businesses who have been paying \$18,000 per space as an alternative to building their own parking. More on that below.)

(2) People generally don't like to park in parking garages. They would rather park at street level. There are concerns with personal safety. There are concerns with ease of access and safety of the vehicle.

(3) A parking garage in downtown (whether at the proposed location next to Sweet Cow or elsewhere) would be an ugly monstrosity. This would not be in keeping with the nature of Louisville. Rather than being an enhancement to the character of downtown, it would be a huge detriment.

(4) Many years ago, I saw a small city (roughly the size of Louisville) build a parking garage next to their downtown area. They viewed this as an asset to the city that would help to bring in more business to the downtown area. It was a total flop. No one wanted to park in it. It sits there largely unused. It is a monstrous eyesore looming over a downtown that has a similar feel to Louisville's.

(5) In my experience there really isn't a major parking problem in downtown Louisville. I frequently drive down there from my home in Coal Creek Ranch. Some examples:

- A few days ago I met a friend for lunch at Waterloo on Main Street in the middle of downtown. I parked right across the street from the restaurant, no problem.
- My wife and I regularly eat at Pica's on Front street. Recently, with lots of people parking for the skating rink, parking has been a bit tighter than usual. We can't always find a parking spot right next to the restaurant. One time we had to park around the corner almost a block away (gasp!).
- I recently went to the library in the late afternoon and again had to contend with worse-than-usual parking because of the ice rink. But I was able to quickly find a space in the city lot across Front Street from the library.
- The worst parking of the year is always for those few Friday nights in the summer when the Street Faire is on. I usually show up looking for parking a bit late, after most folks have already arrived. I always find parking on Roosevelt Street, about 3 blocks walk from the Steinbaugh Pavilion. No big deal.

Some additional food for thought:

The current fee (\$18,000 per space) that the city allows commercial developers to pay as a waiver from having to provide parking for their customers is obviously too low. Clearly, developers have looked at this fee and done their own cost/benefit analysis and concluded that it is cheaper to pay the \$18,000 fee rather than provide parking for their business. I suggest that the city immediately up that fee to one that more accurately represents the cost of a parking space based on the math I did above. I suggest that you increase the fee to \$40,000 per space. Or eliminate the waiver and require that developers really do provide parking for their tenants and customers.

I would also suggest that requiring one parking space per 500 square feet of commercial space is probably too little. For example, a building that is used for office space with lots of small offices would use up more than this number of spaces. Likewise, a restaurant would likely use up more spaces than this for its staff and customers. Perhaps requiring one parking space per 250 square feet of commercial space would be more realistic.

If developers balk at paying that much for parking and decide not to do a new development, then so be it. I see no reason for our city to encourage more developers to pop and scrape downtown buildings. I would much rather we keep the current character of downtown.

Please do not repeat what was done with the Blue Parrot parking lot. Why should the City of Louisville buy a parking lot at \$28,000 per space and then allow the customers of that restaurant to continue to park there for free? In other words, since the restaurant's customers are still using the spaces, the number of spaces that the City effectively bought was less than 25 and thus the cost per space was much more than \$28,000 per space.

I think there is a good available space for parking that is currently not used (and is not mentioned in the Camera article). What I'm thinking of is the space around the historic grain elevators on Front Street that the City bought for historic preservation. A significant portion of that lot could be paved and marked for parking.

I'm a big believer in long-range planning. The Camera article mentioned the possible future need for parking for passenger rail service to Louisville. I don't think that is ever going to

happen. But just in case it does, I think it is a bad idea to have the train station in downtown Louisville. I suggest that land be set aside on the south end of Louisville and preserved for possible future use for a station. This land should be preserved in some way (specifically designated for possible future train station and adjacent parking). For now, it could be left as open space. This is probably best somewhere near the Tech Center.

Thanks for your time!

Norman Thompson  
545 Manorwood Ln  
Louisville

**From:** [Thomas Tessier](#)  
**To:** [City Council](#)  
**Subject:** Tuesday 1/22 Parking Garage Questions  
**Date:** Monday, January 21, 2019 8:42:10 PM

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Council,

Thomas Tessier  
249 Lois Drive  
Louisville, CO  
Resident since 1984.

My concern about the parking garage is not enough questions have been asked about the necessity of the garage for the next 30 years. But instead of waxing on about the garage I wanted to know if Council has asked the the following or very similar questions.

- 1) What happens when the usage of the automobile changes from single passenger commuters to ride-sharing self driving cars?
- 2) What does the demographics of Louisville look like in 10-15 years and what mode of transportation is considered acceptable to those groups?
- 3) Does the city see a way to make a revenue stream off this parking structure? Can we add cell towers to the structure to get better coverage downtown? Is the city considering adding EV charging stations? Will there be solar panels on the roof, even with parking the city could put solar carports like CU did a few years ago?
- 4) I understand the desire for the parking garage as an economic driver for downtown. Has a town our size ever built a structure this size in it's small downtown area and seen economic growth. Has the Council looked at Loveland as an example, they have a couple of multi-story parking structures that appear very sparsely populated during the week. Did Loveland see economic growth once those structures were built?
- 5) If we determine that a parking garage is necessary then I would support building the smallest example provided. Has the city reviewed the economic impact during construction? This will be a considerable loss of parking for the shops and restaurants around Pine and Main.

I would prefer that we continue to require new office complexes like the one proposed for the Boulder Creek Homes Offices to provide parking or parking alternatives that offset the additional person load a multi-storey mixed use facility requires. I don't want to see Louisville turn into Boulder downtown where companies are spending in excess of \$300 per quarter per space for parking or requiring individuals to visit a kiosk every time they park downtown.

Please feel free to read or make available public my comments,  
Sincerely,  
Thomas D. Tessier

**From:** [Kimber Spradlin](#)  
**To:** [City Council](#)  
**Subject:** Parking Garage  
**Date:** Monday, January 21, 2019 7:08:41 PM

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I hope that you are receiving polite and thoughtful emails, as this has become a hot topic.

I just wanted to say that \$11M is a LOT of our money, and it should be spent very carefully. I would rather see it set aside for a "rainy day fund". We all know a recession is coming (they always do), possibly severe, it is extremely unlikely that we are going to replace the sales tax revenue from Sams, Hobby Lobby, and soon Lowe's and/or Home Depot, we still need something to generate taxes from the StorageTek property, we have bonds to pay off for the Rec Center, and LES is busting at the seams.

The parking issues are not severe enough at this time, parking garages don't take that long to build, and there are better locations than the site selected (even if they do require land lease or purchase). A location that doesn't block visibility and doesn't require clogging up our small streets just to get to it. Please, please, please be fiscally responsible and table this proposal for the foreseeable future. Also, keeping parking restricted will encourage people to walk, bike, and Uber.

Regards,  
Kimber Spradlin  
266 Hoover Ave, Louisville

**From:** [Lyla Hamilton](#)  
**To:** [City Council](#)  
**Subject:** Parking garage  
**Date:** Monday, January 21, 2019 6:02:59 PM

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Hello,

Depending on the weather, I might not be able to attend the Council meeting tomorrow. Nevertheless, I want to express my opposition to this proposal. By no stretch of the imagination can this structure be deemed in conformity with the design guidelines for Old Town. This is not the way to maintain our town's distinctive character.

Back to the drawing board.

Lyla Hamilton  
Ward 1

**From:** [Michelle Reddy](#)  
**To:** [City Council](#)  
**Subject:** Please no parking garage downtown  
**Date:** Monday, January 21, 2019 5:20:25 PM

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Please do not allow for a parking garage to be built downtown. Our downtown area is already so small; taking any more space for parking will take away what little there is and change our small town feel.

Also, please consider or encourage the old Sam's club area to be built into a venue like Stanley Marketplace in Denver (<http://stanleymarketplace.com/marketplace/>) or Liberty Public Market in San Diego <https://libertystation.com/go/liberty-public-market> . Then use the parking spaces there instead of downtown for big events and provide shuttles. I could see small shops filling a marketplace area that could not afford rent in a normal building, like many of the shops that left Pearl Street Mall (like the spice shop). Even places downtown like Moxie and SweetCow could have a shop there where they just sell their products. When the traffic is bad on 36, folks on the way home would stop at the market place to grab items for dinner, meet with friends, buy gifts, etc. until the traffic died down. With its proximity to Boulder, an eclectic mix of shops (pasteries, cheese, tea, coffee, candy, beer, wine, butcher, produce market, florist, etc., etc.) and eateries as well as a tap room (that could include taps from our local breweries) and winery would be the place to go, especially with its easy access and parking. I have lots of photos from the one in San Diego if anyone on the board is interested in supporting and promoting this idea. It has become so popular, it can be difficult to get a table to eat at lunch.

Thanks for your consideration!

Michelle Reddy, Louisville

**From:** [Joel Hayes](#)  
**To:** [City Council](#)  
**Subject:** no on parking garage  
**Date:** Monday, January 21, 2019 4:47:49 PM

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Dear Mayor and Council:

I write to oppose the proposals before you for parking garage options. I do not believe that a parking garage is necessary now (although if and when light rail comes that could change). I believe the recent purchases and construction has met our current parking needs. I can always find a parking place within about a block of where I am shopping, drinking or dining. I have not parked east of the tracks yet, but I could do that if necessary.

I do not believe downtown is blighted, or in need of redevelopment. Spending downtown seems to grow every year (\$28.9M in 2017), as do tax revenues. Using the "blight" designation to justify public spending here would be irresponsible and inappropriate, since we are still paying for the DELO development, and will be for years.

I also think the proposed construction and redevelopment could "kill the golden goose" by replacing the charming older buildings in search of 3-4 story structures blocking the sun and ruining our downtown feel. Such a building is not compatible with existing buildings, and would dwarf buildings in every direction. There would be no reason for most folks to go downtown if that happened.

Finally,, if and when we need more parking I would point out the lot under the library as one more compatible with our downtown.

Thank you for your service to our fair town.

Joel Hayes  
187 Harper  
Louisville CO

**From:** [Betsy Eller](#)  
**To:** [City Council](#)  
**Subject:** Structured Parking/Parking in Old Town  
**Date:** Monday, January 21, 2019 4:21:35 PM

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Dear Council Members,

I would like to express my concern about building a multi-level parking structure next to Sweet Cow and Lucky Pie in Old Town. Our family has never had a problem finding a parking place in OldTown, even at big events, but here are some thoughts that might be helpful:

- 1). Sweet Cow and Lucky Pie are very popular places that are already full of pedestrians and kids running everywhere. IMHO a parking structure would ruin the casual, family-oriented atmosphere, as well as create a significant safety issue with cars lining up to enter the structure.
- 2). Charging for parking would change the family-friendly, welcoming environment that Louisville is known for. In many communities, people avoid pay-to-park stores. As a resident, I would like to see us maintain the small-town feel of Old town, which includes welcoming people from other communities at no charge.
- 3). To add more parking, without compromising the Louisville streetscape and family safety, I feel we need to consider other options. The under-utilized De-Lo area would seem a natural place for structured parking or any city parking, Visitors could park at DeLo, enter the underpass, and be in Old Town in minutes. In addition, the businesses at DeLo could benefit from the additional traffic created by the lot.
- 4). Also, what are the the parking options near the RR tracks? Are there any other lots that we can buy on 95th or near Old Town for surface parking? At special events, can we park at the Middle School, churches, Elk's Club, library (if closed), or on the grass near the Coal Creek Trail? Perhaps provide a cute trolley or some kind of shuttle?
- 5). Lastly, the dollar cost seems very expensive. We are not in favor of spending millions on parking. It seems we need to be spending a lot more time looking at cheaper, more creative options.

Thank you for your consideration,

Respectfully,  
Betsy Eller

**From:** [Lisa Hughes](#)  
**To:** [City Council](#)  
**Subject:** Parking garage  
**Date:** Monday, January 21, 2019 3:00:51 PM

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Hi,

I'm a Louisville resident. I have mixed feelings about the garage. On the one hand, the need for parking downtown is important. But, I feel like a 3 story garage is too much and doesn't really fit in with the surrounding businesses. I also wonder how many residents are aware that they can park on the E side of Front near the new underpass in the DELO area by Moes and Vics. We just recently discovered all the parking back there and it is never full. I wonder if this were marketed more for daytime parking, that could relieve some of the pressure and need for a garage. That being said, if the garage is the way to go I think a 2 story would be better and would match more the height of current buildings already along Front St.

Encouraging carpooling and busing would also help reduce the need for parking downtown. Has the city or chamber thought of giving Eco passes to workers?

Thanks,  
Lisa Hughes  
887 Larkspur Ct, Louisville, CO 80027

**From:** [Susan](#)  
**To:** [City Council](#)  
**Subject:** Parking garage proposal  
**Date:** Monday, January 21, 2019 11:16:34 AM

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Hello Mayor and City Council

I am writing to you because of my concerns about the proposed parking structure that you are considering downtown.

The top priority for good planning has been “ does it fit with the neighborhood? Excellent question. This does not fit our needs or with the commercial properties near it.

This facility is way too big for our downtown.

I understand the parking concerns that occur during the summer music events but this proposal is just too massive for our community’s needs. Let’s remember the “feel” of Louisville and not get tied into over responding to the need. Louisville is still very unique- thank you for helping to keep it that way.

Susan Morris  
939 West Maple Ct  
Louisville

**From:** [traffdr@aol.com](mailto:traffdr@aol.com)  
**To:** [City Council](#)  
**Cc:** [Dennis Maloney](#); [Ashley Stolzmann](#)  
**Subject:** Tom Rafferty Comment on Proposed Parking Structure  
**Date:** Monday, January 21, 2019 9:22:58 AM

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Dear Honorable Mayor and City Council:

I know you are very busy, and are spending lots of time to help our City; thank you.

Can you please read this attached letter I found while writing my 3 minute comment for tomorrow evening's meeting. I believe the letter is still germane.

I have worked hard to get my comment down to the 3 minute limit. I appreciate it if you don't push the trap door button if I go over by about 15 seconds.

Thanks again, and I hope you get a bit of a MLK Holiday today.

Sincerely,

Tom Rafferty Family  
945 Rex Street

copy

# STATE OF COLORADO

## EXECUTIVE CHAMBERS

136 State Capitol  
Denver, Colorado 80203  
Phone (303) 866-2471



Richard D. Lamm  
Governor

June 1, 1984

35 years ago...

Tom Rafferty  
945 Rex  
Louisville, CO 80027

Dear Mr. Rafferty:

It took a great deal of courage for the early coal miners to pull together and settle in Louisville. As a result of their hardworking, cooperative spirit, Louisville was founded to fulfill a need of the people.

As I stated in my letter to your city in recognition of its 100th anniversary, the strength of Louisville has been and still is its people. It is with great pleasure that I commend that pioneer spirit today. The Downtown Louisville Project demonstrates the foresight, leadership and concern that you have for the future of the city.

I am pleased to hear that Louisville continues to grow without losing sight of its heritage. The economic development and preservation of our downtowns is a needed and worthwhile endeavor that will benefit all of us. I know that your unselfish commitment to this project will ensure its success.

I extend my personal thanks for your efforts thus far.

Sincerely,

A handwritten signature in cursive script that reads "Richard D. Lamm".

Richard D. Lamm  
Governor

**From:** [Maryan Jaross](#)  
**To:** [City Council](#)  
**Subject:** proposed parking garage  
**Date:** Monday, January 21, 2019 8:29:55 AM

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In case I don't make it to the meeting tomorrow night, I would like to go on record as being opposed to this expenditure. It is a waste of taxpayer's dollars.

Thank you,  
Maryan  
846 St. Andrews Lane  
Louisville, CO 80027  
303.6042157

Maryan Jaross

**From:** [Jim Gigone](#)  
**To:** [City Council](#)  
**Subject:** Parking structure  
**Date:** Sunday, January 20, 2019 9:38:00 PM

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Jan 20, 2019

Dear Mayor and Council Members,

Regarding the proposal to build a three-story parking garage in downtown Louisville:

. Louisville is one of the few northern Colorado towns to successfully retain a home town/old town feel that welcomes visitors to its restaurants, shops and special events. It is still a walking and biking town for both youth and adults.

.Of course, parking is necessary and needs to expand, but is a three-story parking garage in the middle of town compatible with the unique features we want to retain?

.I believe the answer is NO, THIS TYPE OF REDEVELOPMENT IS NOT "CONSISTENT WITH CITY POLICIES AIMED AT PRESERVING THE CHARACTER OF DOWNTOWN LOUISVILLE". I'm sure many (hopefully most) Louisville citizens have taxed themselves to "preserve the unique charm and character of historic Old Town Louisville".

.The drawing illustrating an \$8.8 Million to \$11 Million dollar structure reminds one of the newest structures at the corner of Canyon and 28<sup>th</sup> Streets in Boulder. Please consider a solution more compatible with Louisville.

Barbara Gigone  
801 Lincoln AV  
Louisville

**From:** [sherry sommer](#)  
**To:** [City Council](#)  
**Subject:** Fwd: Proposed parking garage  
**Date:** Sunday, January 20, 2019 7:07:51 PM

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I have modified this letter regarding the parking structure which I sent to you earlier. I still feel strongly that this is not the right choice for our town.

>

> Dear Members of City Council

>

> I am concerned about the possibility of a large parking structure in downtown Louisville. This plan is flawed in multiple ways.

>

> —Not well thought out. A parking structure does not cohere with with the direction we have already taken. We have invested large sums in parking which is underutilized along with a very expensive underpass to create access to downtown. Haven't we already solution to our problem? We need to promote this parking to the public.

> —Not neighborhood friendly. A parking garage in downtown would create more noise and traffic and decrease walkability in the area.

> —Not forward looking. Warehousing cars does not increase vibrance and sustainability.

> —Not done in consideration with other needs, that could be financed with urban renewal money. We especially need to consider how expanding highway 42 will affect pedestrians' and bikers' ability to get from old town to Open Space and the proposed trail along the highway.

>

> Sincerely,

>

> Sherry Sommer

>

> Sent from my iPhone

**From:** [Arno Laesecke](#)  
**To:** [City Council](#)  
**Subject:** Downtown Parking Structure  
**Date:** Saturday, January 19, 2019 4:07:35 PM

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Dear City Council,

We live in Louisville since 1992. I want to express my strong objection against the proposed Downtown Parking Structure next to Sweet Cow. It would be a mistake of historic proportions to attract more cars into the downtown area. If at all, the structure should be built on the DELO property adjacent to Highway 42. No matter what architecture, the size of the structure next to Sweet Cow will destroy the current feel of Old Town that makes the downtown area so popular. The area would be revitalized much more if Main Street between Short Street and Elm Street would be declared a pedestrian zone on weekends from Memorial Day to Labor Day.

I have also concerns about how this proposal is being promoted in the name of "revitalization". Such efforts have not produced any result with regard to the Sam's Club property. Putting a parking structure into Old Town will certainly backfire and lead to a decline of the area. It is backward-minded and ignores that healthy lifestyles of coming generations will result in reduced car traffic and adoption of other modes of transportation. Nothing indicates the anachronism of this proposal more than that it is discussed in the same meeting just before the Transportation Master Plan that aims to ease traffic impacts in the City.

Fiscally, I object to an ill-conceived multi-million dollar tax payer subsidy to the downtown area.

Thank you for your consideration of these concerns.

Respectfully,

Arno Laesecke.

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Arno Laesecke  
516 West Ash Court  
Louisville, Colorado 80027, USA  
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**From:** [Ash Albinia](#)  
**To:** [City Council](#)  
**Subject:** The Proposed parking Structure  
**Date:** Saturday, January 19, 2019 10:48:33 AM

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To Whom it may concern (everyone in Louisville, I should think),

It's not that I'm opposed to a parking structure, it's that I'm opposed to the location and the size. I think it goes without saying that putting something that size (which I think is unnecessarily huge) in that location would do so much more damage to the area than not.

Why not bump it down the road to Randy Luallin's old property on the corner of HWY 42 and East Street? The access roads aren't in the way of neighborhood traffic, there's plenty of space, throw in a shuttle or two, done and done! Problem solved  (I know the new owners probably are wanting to build condos, see if they're amenable to changing it up).

Thank you for your time,  
Ashley Albinia  
228 McCaslin Blvd Apt. 102  
Louisville, Co 80027

**From:** [Jill Kranitz](#)  
**To:** [City Council](#)  
**Subject:** Proposed parking structure  
**Date:** Saturday, January 19, 2019 10:00:41 AM

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To Everyone on City Council:

I am extremely opposed to the proposed parking structure going forward. I have been downtown many times during weekend concerts, First Fridays, etc and although I might not have found parking on Main Street, I have always found parking within a reasonable distance. Attending these events, people should expect to have to walk a little bit from their parking space.

Also, I would rather park farther away on the street than park in covered parking lot. Check out the local FB page. Many people have this same sentiment.

I'm also curious if there is another reason for future development that you would want to put in this parking lot. If you follow the 80027 Facebook page, you will see that overwhelmingly, your local constituents are very much opposed to your proposed structure.

Jill Kranitz

**From:** [Allison Frazier](#)  
**To:** [City Council](#)  
**Subject:** Opposition to Old Town parking garage  
**Date:** Saturday, January 19, 2019 9:07:22 AM

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Hello,

My name is Allison Frazier. I live at 2181 Wagon Way in Louisville.

I want to voice my **STRONG** opposition to the parking garage proposal for Old Town (next to Sweet Cow). I cannot even fathom the rationale for this garage. There are more important things to be spending our tax dollars on than a garage that may be needed a few times a year, if even that. There is parking in DELO that needs to be better publicized. There are just so many better, more realistic options to parking issues than this. Not to mention that it will just ruin the character of the surrounding area. There are also over/under passes for the railroad that still need to be built in order to protect the safety of pedestrians/children. Please don't waste our valuable tax dollars on this garage.

Thank you,  
Allison Frazier

**From:** [Alisa Mallinger](#)  
**To:** [City Council](#)  
**Subject:** We are against the proposed parking structure  
**Date:** Saturday, January 19, 2019 8:54:13 AM

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Dear City Council, we are firmly against this proposal.

We do not need this building. It's too large, does not fit within the architectural goals of the city. It will not be good for Louisville and will only increase traffic and congestion and keep this town moving away from the place that we love.

Andy Mallinger  
Alisa Mallinger  
Garfield Ave, Louisville.

**From:** [Brian Topping](#)  
**To:** [City Council](#)  
**Subject:** Downtown parking garage  
**Date:** Friday, January 18, 2019 8:16:15 PM

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My name is Brian Topping. I am a Louisville resident and own a home at 1550 White Violet Way.

I have been following the potential development of a parking garage downtown with some interest on [Nextdoor.com](#). In general, I was initially against this, but fungible if the structure was built in a manner that could be partially or fully converted back and forth to office space as the need required. It still did not seem like a great value proposition for the city. Some thoughts:

- Spending \$10M to cater to a few people who cannot be bothered to walk a few extra minutes to get to their destination is a poor use of public funds.
- Street parking is not a problem for neighbors. To the extent anyone “has a right” to parking in front of a home, their current use of the spaces is a blessing, not a right. To whatever end we believe as a city that neighborhood residents should have preference for public street parking, the use of zone parking stickers for residents with time limits for those without stickers is a far less expensive means to effect that.
- As a city, we also need to include the benefits of a garage over simply expanding the areas that meters are used. This could be combined with the use of neighborhood parking stickers.

As for the parking structure itself, I would be markedly more positive on the structure if it included green space on top as a public resource. San Francisco does this to great effect covering the top of the Moscone Center extension and the Transbay Terminal with publicly accessible park space. New York City has done this with the stunning Liberty Park site rebuild. Anyone who's been to any of these areas will know what I am talking about. For it's part, Sweet Cow and the pizza shop should get preferential terms on an initial five year lease to be up there serving food, with a partial

goal of creating a draw for visitors as well as providing passive supervision of the area. Put public wifi up there (it would be difficult to “steal” this signal in neighboring buildings) and I would certainly spend a lot of time there.



SF Transbay Terminal Park



Liberty Park, NYC

Taking this idea to the next level, it would be pretty simple to include two or three stories of a hotel in the building. The incremental cost per square foot of taxable space would be far less than the cost of building a freestanding hotel of the same space. The hotel would benefit from the parking and could manage it far better than the city could as well.

Most importantly, putting a moderately priced boutique hotel downtown would draw significant business tourism and stretch the resources of our existing hotel assets on the south side of town. It also would be lodging that business travelers could actually enjoy. Business travelers often find a relief from boredom at taverns, and we have excellent tavern resources downtown. Why not put co-locate these resources such that business travelers avoid any temptation to drive? It is hard to argue that this solution solves a lot more problems than it creates and smart travelers are willing to pay a premium for a better, safer experience.

Putting these together is a dynamite opportunity, especially with the specter of losing the pavilion to a much-needed train station. The green space on the roof could easily be usable as the future pavilion space, allowing Louisville to continue what has become a beloved tradition as we move into new realities. I've attached a concept I found online at <https://worldlandscapearchitect.com/xuhui-runway-park-shanghai-china-sasaki-associates/>. This seems to be the most compatible with a pavilion relocation concept, with the surrounding structure better containing the noise from an event, but still usable as green space the majority of the time.



Shanghai Xuhui Runway Park

In any event, what I am hoping to visualize here is an “upgrade” that changes overall project from a weak financial burden (it arguably does help downtown businesses) to the strongest revenue generator we can conceive. We should be creating a destination for all of north Denver metro and provide unique solutions to the living problems Boulder can no longer solve. Yes, it will require a different bond measure, but the subsequent boost to real property values should make the bond a no-brainer. There are a thousand reasons this “can’t happen”. What I’m trying to visualize here is a destination for spending instead of just accommodating a base need.

Finally, the five concepts presented so far simply provide parking spaces — if all the vision we can muster is to create parking, let’s at least make sure it’s usable by the future train station. San Bruno CA provides a template here, their downtown parking structure is a draw for park-and-ride, but because of it’s nature as an inter-modal transfer point, generates significant incremental revenues by those who will “spend an extra hour” to stop and get a delicious meal on their way home.

<https://www.pps.org/projects/sanbruno> is an excellent read in this regard.

With these considerations, I believe it is critical that the commission strongly consider going back to the drawing boards. The proposal as it

stands does not provide maximum return on the value of the land, nor does it do anything to increase the actual draw to downtown other than add convenience. Louisville is at a unique intersection of both Denver and Boulder growth, and we must not lose this opportunity to maximize it.

Thank you for your consideration of this and all that you do!

Brian Topping

**From:** [Mark Cathcart](#)  
**To:** [City Council](#)  
**Subject:** Downtown Parking Garage  
**Date:** Friday, January 18, 2019 1:12:25 PM  
**Importance:** High

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Mayor Muckle, and Council members.

My views on the parking garage are well known, I believe that there is much more than can and should be done, before you consider seriously committing further money or approving this project.

Improvements include the following:

- Pedestrian and bicycle connectivity. None of the slated improvements for north and east access have been achieved in the past 2-years.
- Harmonization of speed limits on CO42 through Louisville, it's mad the speed limits are faster at CO42/S Boulder Rd than they are outside the city making pedestrian and bicycle crossing more dangerous.
- X or pedestrian scramble style crossings at CO42 and Main St with CO42 making crossing quicker for pedestrians
- Significant updating and awareness of existing parking options in the downtown district.
- Elimination of the Parking "in lieu" redevelopment fee or significantly reduce it.
- Zoning changes to encouragement more mixed use development in downtown
- Improved exploitation/awareness of on street parking availability
- A study/Data based decision on the need for a parking garage; trends show less and less of a need for personal vehicle use, drivers licenses etc.

A parking garage at Sweet Cow really isn't any closer to much of downtown than already available street parking. Free or chargeable, the only benefit of building the garage is it encourages lazy drivers to drive straight there rather than circle streets looking for spaces. This is not reason enough to build the garage.

I would encourage all council members to watch this 6-minute 42-second video on Parking from vox.com [https://youtu.be/Akm7ik-H\\_7U](https://youtu.be/Akm7ik-H_7U)

Louisville can remain a vibrant downtown, without encouraging more traffic and resultant need for parking and congestion.

++Mark.

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<https://markcathcart.com/about/>

**From:** [Ross Holland](#)  
**To:** [City Council](#); [caclouville@gmail.com](mailto:caclouville@gmail.com)  
**Subject:** Proposed large parking garage  
**Date:** Friday, January 18, 2019 11:53:14 AM

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In response to a request for comments on the large parking garage proposal for downtown I wish to make the following observations:

1. Based on the diagram provided the proposed structure is way out of keeping with overall size and nature of buildings in Oldtown. In particular the adjacent commercial operations. They would be completely overshadowed. Ease of access for families frequenting Sweet Cow and Lucky Pie would be hindered both by access to the parking building and the need for small children to travel up and down to reach ground level.
2. It is noted that the parking lots near Vic's and Moe's are mostly empty. Could more signage directing traffic to them be a better use of funds?
3. Costing is provided for three options but only one is shown. Are there choices and/or designs we have not been shown?

In summary I would vote against this particular proposal.

Dr Ross Holland  
397 Caledonia Street  
Louisville CO 80027

**From:** [Lisa Ritchie](#)  
**To:** [City Council](#)  
**Cc:** [Meredyth Muth](#); [Heather Balsler](#); [Megan Davis](#); [Rob Zuccaro](#)  
**Subject:** January 22 packet - additional TMP info  
**Date:** Friday, January 18, 2019 2:36:31 PM  
**Attachments:** [Phase 1 Comments Detail2.pdf](#)

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Good afternoon City Council members,

Attached is the public comment summary to date for the TMP that did not make the packet cut-off. Meredyth will have this available for the public at the meeting, but we wanted you to have this ahead of time. Thanks!

***Lisa Ritchie, AICP***

*Senior Planner*

*City of Louisville*

[lritchie@louisvilleco.gov](mailto:lritchie@louisvilleco.gov)

303-335-4596

*We encourage you to visit our new [online maps webpage](#) with planning and land use information.*

*The Department of Planning & Building Safety is collecting feedback to improve our customer service.*

*Please let us know how we are doing by completing this short [survey!](#)*

# Transportation Master Plan Community Input Documentation

The Transportation Master Plan (TMP) has made significant efforts to obtain feedback from the community in Louisville regarding needs, barriers, ideas and priorities for future transportation improvements. This feedback has been collected from the following sources:

- 8/10 Street Faire
- 8/11 Farmer's Market
- 8/25 Farmer's Market
- 9/3 Labor Day Parade & Fall Festival
- 9/8 Farmer's Market
- 9/10 Community Meeting
- Online survey
- Interactive online map
- Emails to city staff

The TMP project team spoke with over 500 people in the community about transportation and the TMP. To date, nearly 1,500 comments have been provided by email, comment card, or identified on a map and 163 surveys have been completed. The comments span a range of issues from general mobility to specific locations for connections. All major modes of transportation have been represented through the comments. The comments have been categorized to be easily identified.

## Public Comments

### Comments and Map Ideas

All comments and ideas that have been received from the community have been categorized based on their content as shown in the full comment table within this addendum. A summary of the percentage of comments received in applicable categories is shown to the right. Categories have been joined together as applicable, for example, bicycle connectivity, mobility and parking are all identified within the biking category. Safety for all modes, biking, and transit have the greatest number of comments to date.

### Community Meeting Priorities

As part of the community meeting, a board asking about community priorities was provided where participants placed stickers on their top three types of projects that should be priorities for the plan and for the City to implement. The breakdown of identified priorities is provided below. Consistent with comments gathered throughout the process so far, a significant number of people support funding underpasses for walking and biking, bike lanes, and local bus improvements.

Category	% of Comments
Safety	21%
Biking	14%
Transit	13%
Combination Walking & Biking	13%
Driving	11%
General	9%
Destinations	6%
Recreation	5%
Traffic Calming	4%
Walking	3%

Project Type	% Priority
Underpasses for walking and biking	73%
Bicycle lanes	43%
Local bus route additions/improvements	35%
Commuter bus route additions / improvements	25%
Commuter rail	25%
Intersection and crossing safety improvements	23%
Roadway safety	18%
Economic development and walkable areas near transit	15%
Sidewalks and curb ramps	13%
Wayfinding and signage	13%
Bus stop enhancements	10%
Traffic congestion	10%
Roadway maintenance	0%

The online survey asks 32 questions pertaining to the way people get around Louisville today and what they would like to see improved in the future, such as:

- Why they walk, bike, use transit, or drive for their trips and how frequently they use each mode
- Barriers they experience
- Improvements that may encourage them to use other modes in the future or have better experiences on the trips they currently make
- Current and future use of technology for making trips
- Goals for the project
- Priorities and resource allocation for improvements
- Demographic information
- Other information: favorite places to go, big ideas, places to improve access to, and what is great about transportation options today

Full survey responses are identified beginning on page 36 of this addendum. A total of 163 survey responses were collected. Common themes from the 163 survey responses are provided below. Overall, comments and priorities identified in the survey correlate with the feedback received at events and the community meeting.

- From all survey respondents, 90% drive frequently (5+ days per week), 40% walk frequently, 47% bike occasionally (1-3 days/week), 34% ride transit rarely (1-2 days per month).
- Distance is a primary factor for all modes when deciding how to make a trip (transit is specifically access to bus stop).
- Accessing and riding transit is most difficult and driving is easiest. 94% find driving moderately to very easy, 64% find walking moderately to very easy, 47% find biking moderately to very easy and 26% find transit moderately to very easy.
- Biggest barriers:
  - Walking - destinations are too far, intersections don't feel safe, and vehicle speeds.
  - Biking - roadway crossings don't feel safe or visible, traffic volumes, and a lack of trails/bikeways connecting to destinations.
- Crossing improvements would encourage people to walk more.
- More connectivity to destinations and protected bike lanes would encourage people to bike more.
- More options to connect to local and nearby destinations and more frequent buses would encourage more transit use.
- Speeding and traffic congestion/travel time are the two most significant issues for driving.
- The top priorities for improving mobility were identified as: first & last mile connections to transit, vehicle speeds in neighborhoods, regional rail transit service, bike lane improvements, and providing new transit service to more destinations in Louisville, and safe crosswalks/medians for pedestrians.
- When asked how people would spend \$100 to improve transportation, the top three types of projects were for commuter rail, underpasses for walking and biking, and local bus route additions/improvements.

The table below and on the following pages represents written comments received as of 1/17/2019.

Category	Subject	Comment
Bike Connectivity	Boulder	Better option bike to Boulder. Off road to South Boulder.
Bike Connectivity	McCaslin Blvd	Improve access to the US36 bikeway
Bike Connectivity	W Dahlia St	Improve access to the US36 bikeway
Bike Connectivity	SH 42	Add path along 42, north of South Boulder Road
Bike Connectivity	Spruce St	Make Spruce into a bike boulevard
Bike Connectivity	Spruce St	Change stop signs to allow cyclists to make it into Downtown without stopping.
Bike Connectivity	Spruce St	Bike Boulevard
Bike Connectivity	Spruce St	Adjust stop signs
Bike Connectivity	General	More bikes and less cars
Bike Connectivity	General	Current netowrk mainly for recreation. Need practical routes for travel, as well.
Bike Connectivity	Boulder	I wish it were easier to get from Louisville to Boulder on bike paths
Bike Connectivity	Kind Soopers	I wish it were easier to get to King Soopers by bike. The bike trails are awesome so keep adding more.
Bike Connectivity	General	Bike lanes over/under highways
Bike Connectivity	General	Rocks in bike lane an issue
Bike Connectivity	McCaslin Area	Unfriendly to bikes, especially McCaslin at W Cherry
Bike Connectivity	US 36 Trail	Like this bikeway
Bike Connectivity	General	Better connection to US36 from Downtown area
Bike Connectivity	General	Commutes on road bike; avoids gravel trails.
Bike Connectivity	South Boulder Rd	Safer bike facility needed on South Boulder Rd
Bike Connectivity	Pine St	A bike lane on Pine would be great.
Bike Connectivity	General	More off-street bike paths to schools
Bike Connectivity	General	Create safe bike lanes, bike/walking paths. To encourage people note to ride on sidewalks.
Bike Connectivity	General	Good bike rides for kids and people uncomfortable driving on street
Bike Connectivity	88th St	Bike path/lane on 88th between campus and St Andrews
Bike Connectivity	Dillon Rd	Powerline trail underpass at Dillon Road.
Bike Connectivity	W Cherry St	Powerline trail underpass at W Cherry Street.
Bike Connectivity	US 36 Trail	Trail connections from hospital to US 36 bikeway. No trails please too close to homes.
Bike Connectivity	Wayfinding	Signs indicating bike path off of Spruce and McKinney.
Bike Connectivity	South Boulder Rd	Get to SH42 and South Boulder Rd wihout going on South Boulder.
Bike Connectivity	Empire Dr	Bike shoulders
Bike Connectivity	General	Bike Lanes!
Bike Connectivity	General	B-Cycle +1
Bike Connectivity	General	Keep all paths clear of debris, roadbike friendl, and improve signage.
Bike Connectivity	General	Wayfinding on maps with street names.
Bike Connectivity	General	Whatever happened to City sign/wayfinding project from a few years ago?
Bike Connectivity	SH 42	Bike signal and detection at Empire
Bike Connectivity	SH 42	Safer bicycle facility along SH 42
Bike Connectivity	Empire Dr	Wider shoulders for bikes

Category	Subject	Comment
Bike Connectivity	Downtown	Improve Downtown bikability for kids -- Calvin, age 5
Bike Connectivity	Downtown	I wish it were easier to get Downtown from the North End by bike
Bike Connectivity	General	Protected bike lanes
Bike Connectivity	General	Want to make sure the e-bikes are allowed - look at how the trail [can't read] can accommodate e bikes
Bike Connectivity	US 36 Trail	36 Bikeway underpasses are great!
Bike Connectivity	Boulder County	Bike path short cuts from Davidson Mesa into Boulder County neighborhoods would be great.
Bike Connectivity	McCaslin Station	Bike cage on the Louisville side (like they have on Superior side) (numerous bike thefts every year)
Bike Connectivity	McCaslin Blvd	McCaslin Blvd is not bike friendly.
Bike Connectivity	US 36 Trail	There is a missing bike connection on the east side of McCaslin to the US 36 Trail
Bike Connectivity	South Boulder Rd	The left turn off of South Boulder Road onto Main Street is difficult for cyclists.
Bike Connectivity	General	I've been saving newspaper clippings of cyclists in roads getting injured or killed while in bike lanes. I understand many of the more serious bikers prefer bike lanes to trails, but I believe that in order for a critical mass of residents to start using bikes to get to work, school, etc. it will not happen until the City creates more connected and better bike trails, with a minimal amount of vehicle crossings. The power line trail is a good example. A person could quickly go from the north to south end of the City if not for having to cross Cherry and Dillon. It is difficult to retrofit a safe biking infrastructure after everything was designed to move cars, but I'm sure the connectivity can be improved.
Bike Mobility	General	[Sketch of curb protected bike lane?]
Bike Parking	McCaslin Station	Secure bike storage/cage needed on Louisville side!
Bike Safety	Monarch HS	Safe bake and turning lane
Bike Safety	Spruce St	It would be great if the stop signs at Lincoln and Spruce could be switched as there are so many kids riding east on Spruce to go to the pool and they only sort of stop. Alternatively, a four way stop would be great.
Bike Safety	County Road	People speed through here
Bike Safety	SH 42	Median north of South Boulder Road forces cyclists into traffic lane
Bike Safety	General	Education for safe riding - "On the left" passing, on road riding.
Bike Safety	Pine St	Dedicated facility on Pine between SH 42 and Downtown.
Car Mobility	BNSF Rail	Over/underpass for cars
Car Mobility	S 96th	Mergin two lanes to one doesn't happen. Need better signage, zipper merge.
Car Mobility	SH 42	Widen SH42/96th to four lanes. Too much congestion and with high density housing will be crazy! Need a stop light and additional lanes.
Car Mobility	SH 42	Please do not widen 42. I've heard neighbors discussing this. It's too busy as is.
Car Mobility	General	Replace most solid red turn arrows with blinking red turn arrows.
Car Mobility	General	Improve travel on McCaslin and N 42, access to Lafayette.
Car Mobility	SH 42	Engine braking on McCaslin - Please enforce the rules!
Car Mobility	General	Don't push bike at the expense of cars! If I wanted that I would move to Boulder.
Car Mobility	SH 42	Intersection with South Boulder Rd and Pine need improving.

Category	Subject	Comment
Car Mobility	SH 42	A roundabout at Pine and 42 would work. Roundabouts are great once you get used to them.
Car Mobility	General	Could the flashing stop light stop flashing over night?
Car Mobility	SH 42	Traffic is getting so congested!
Car Mobility	W Cherry St	I've spoken to many of my neighbors about the intersection at Dhalia and Cherry. We all tend to agree that it's the perfect intersection for a roundabout. Do it! We're all sick of waiting for lights with no one there.
Car Mobility	McCaslin Blvd	Cut-through traffic causes left-turn backup at South Boulder Rd.
Car Mobility	South Boulder Rd	Left-turn phase at McCaslin Blvd is too short
Car Mobility	W Cherry St	Don't like RTL removal
Car Mobility	Dillon Rd	Jam at S 88th Street
Car Mobility	Monarch HS	Need another road to access HS
Car Mobility	Campus Drive	Extend to S 96th St
Car Mobility	Dillon Rd	RTL into CTC
Car Mobility	Lafayette	Increased traffic thru Lafayette
Car Mobility	Centennial Dr	Narrow road [north of South Boulder Rd] for so many cars, entrances, pre-school, Alfalfas, etc.
Car Mobility	McCaslin Blvd	Traffic light or something to make it easier to turn from Aler onto McCaslin.
Car Mobility	Washington Ave	McCaslin an Washington very hard to drive out of neighborhood onto McCaslin
Car Mobility	88th St	Need to expand
Car Mobility	Campus Drive	Monarch HS congested. Need a path to 96th.
Car Mobility	Dillon Rd	Needs four lanes east to 96th.
Car Mobility	SH 42	Dangerous to cross at South Boulder Road intersection
Car Mobility	General	Study every solid red turn arrow to see if it can be converted to a flashing ret turn arrow.
Car Mobility	County Road	Left-turn from County Road to S 96th Street is very difficult.
Car Mobility	Monarch HS	Consider second exit for K-8 and HS for emergency purposes, or to reduce congestion.
Car Mobility	SH 42	Round-about at SH 42 and Empire
Car Mobility	South Boulder Rd	I want to applaud your the traffic-timing of the lights to allow smooth driving at moderate speed along this thoroughfare. I observe many cross streets with walking signals and painted crosswalks, as well as well-maintained bike lanes. I observe very little bike or pedestrian traffic.
Car Mobility	South Boulder Rd	South Boulder Road is a main road for Boulderites going east and west. I hope you will recognize its regional role in your deliberations and not lessen its current effectiveness while making multi-modal improvements.
Car Mobility	Main St	I know re-alignment of Main St to Centennial Drive has been talked about, but I don't know where things stand and what obstacles there are. Assuming it is possible, I think this would be a worthwhile project. Main could either S curve to South Boulder Rd. or go through a couple 90 degree bends with stop signs. Either way would be better than the current condition.
Car Safety	SH42	Accident prone. Aceces Issues. Too fast. Don't widen, please.
Car Safety	Pine St	Difficult to see oncoming traffic from pine to Via Appia (rush hour is the worst)

Category	Subject	Comment
Car Safety	Dahlia Way	Corner of Dahlia Way and Lincoln could use a double yellow line in the curve. Some drivers cut the corner there.
Car Safety	Hoover St	[Sketch of cars turning right from Bella Vista on to Hoover. Cars exiting E Raintree towards Hoover create "T-bone Zone"]
Car Safety	Pine St	Sight-distance issues at Via Appia Way
Car Safety	SH 42	Green right-turn arrow needed at Pine
Car Safety	SH 42	Left turns cause crashes
Cut-Through Traffic	McCaslin Blvd	McCaslin traffic could be reduced, by introducing interchange of US36 and Cherryvale
Destination	Library	None
Development	General	Moritorium on building until figuring out traffic. DELO cannot get out.
Development	McCaslin Station	TOD w affordable housing
Development	General	Developers should be required to build underpasses and other infrastructure to connect to their projects
Environmental	General	Reduce carbon footprint by facilitating walking, biking and busing.
Favorite Place	Front St	None
Favorite Place	Main St	Downtown
Favorite Place	Community Park	None
Favorite Place	Downtown	Memory Square
Favorite Place	Old Downtown	None
Favorite Place	Downtown	None
Favorite Place	Community Park	None
Favorite Place	Downtown	Keet it vibrant
Favorite Place	My House	And everything about Louisville - Great city management. You focus on what government should. Thank you.
Favorite Place	Daughenbaugh Open Space	None
Favorite Place	Memory Square Pool	None
Favorite Place	Downtown	None
Favorite Place	My home	None
Favorite Place	Downtown	None
Favorite Place	Downtown	None
Favorite Place	Bob's Diner	None
Favorite Place	Library	Followed by the Recreation Center
Favorite Place	Dutch Creet	My neighborhood.
Favorite Place	Walnut Park	Locally known as "The Orchard" a small, naturally wild, unobstructured place!
Favorite Place	Coal Creek trail	Many favorites in Louisville! Some on the top of the list: Coal Creek Trail, library, rec center. And all the parks.
Favorite Place	Downtown	Downtown, Acqarius Trail Head, Davidson Mesa
Funding	General	Transportation maintenance fee. Stable, predictable, scalable funding from O+M
General	General	Don't forget about adjacent communities
General	Downtown	Improve connectivity between Old Town and US36
General	Denver	Better fast access to Denver
General	General	Everything in Louisville is well thought out.

Category	Subject	Comment
General	Waneka Lake	I wish it were easier to get to Waneka Lake.
General	General	Less SOV
General	General	Pervious paving surfaces
General	General	Open street map
General	Dark Skies	Supportive
General	Quiet Zone	Needed Downtown
General	Main St	Close Main Street to traffic on Fridays during the summer
General	Wayfinding	Wayfinding signage throughout City, especially at intersection of routes.
General	Seniors	Transportation network should be senior friendly. Walkable and/or non-automobile. Elderly need more non-car options like a better bus, shuttle service, and golf carts.
General	Connectivity	Connections to local destinations (grocery) are critical.
General	General	Provide TMP info to attendees of [RTD's service change meeting on October 3] at Lafayette Public Library
General	General	Does the plan include [recommendations?] for \$? Where would the \$ come from?
General	General	What's the planning horizon for the plan?
General	General	What data has been used? Using the Comp Plan data so consistent w/ that - 2040 plan
General	General	Make sure to use the planning/growth forecasts for our neighbors - Lafayette and Superior.
General	General	Can individual master plans have an impact on people's behavior?
General	Rec Center	I wish it were easier to get to the Recreation Center, followed by the grocery stores (King Soopers, Alfalfas and Safeway).
General	General	I think the greatest transportation need/issue is public safety, followed by the need to make our city more conducive to walking, biking and community events that interest many or more of Louisville residents.
General	General	Really appreciate all the great work that has been done, is being done, and the future plans for continuous improvement.
General	Monarch HS	I wish it were easier to get to Monarch High School
General	South Boulder Rd	As a resident of South Boulder who uses South Boulder Road very frequently, I want to applaud your the traffic-timing of the lights to allow smooth driving at moderate speed along this thoroughfare. I observe many cross streets with walking signals and painted crosswalks, as well as well-maintained bike lanes. I observe very little bike or pedestrian traffic. I travel this road to frequently see Kaiser Permanente specialists at the Good Samaritan hospital site, to my dog groomer and other businesses in Louisville/Lafayette, to choir practice, to see friends and enjoy civic activities, and to get to 120th Street and then to 144th Street to move to the northeast metro area, DIA and I-25 and back. South Boulder Road is a main road for Boulderites going east and west. I hope you will recognize its regional role in your deliberations and not lessen its current effectiveness while making multi-modal improvements.
Mobility	General	Lots of options to support a variety of transportation modes.
Other	Other	Trash on street
Parking	Dog Park	Not being used appropriately. Parking along Washington is horrible. Need Enforcement!
Parking	Coal Creek Elementary	Need Parking. Not in front of houses.
Parking	Pine St	The parking on Pine St next to the enw barriers seems too close when trucks are parked there.

Category	Subject	Comment
Parking	Main St	What is the matter with the Main Street crossings projecting part way into the parking zone?
Parking	Pine St	Add no parking curb pain where medians are on Pine.
Parking	Downtown	Downtown event parking causes residents to park far away. Consider permits for Old Town residents.
Parking	General	Fear roads/parking lots. Really disappointed at the size of parking lot by Moe's Bagels.
Parking	General	Pine, McKinney, Garfield, Jefferson: Please move "No Parking" signs to accomodate better for vehicles.
Ped Connectivity	General	Widen sidewalks - [can't read]
Ped Connectivity	Power Line Trail	Better wayfinding would direct people to Powerline Trail near Coal Creek. Currently walk on roadway through neighborhood.
Ped Connectivity	SH 42	Sidewalk needed on west side of 42
Ped Connectivity	Washington Ave	Sidewalks should be installed on Washington to provide a safe routes to school for Coal Creek Elementary.
Ped Connectivity	SH 42	Sidewalk improvments on west side of SH 42, north of South Boulder Rd.
Ped Connectivity	South Boulder Rd	Widen sidewalk along South Boulder Road near Louisville Middle School.
Ped Connectivity	East St	A concern of mine is East St lack of sidewalk and crossings.
Ped Connectivity	Washington Ave	Ped crossing friction point at Coyote Run
Ped Connectivity	Louisville Elementary	There is easy access to Louisville Elementary School on the east edge of Warembourgh Open Space. Pave this or widen.
Ped Connectivity	Pine St	Complete sidewalk by Casa Alegria
Ped Mobility	General	Walking program with shield stickets (Summit County Ohio example)
Ped Safety	Polk Ave	[S Polk Ave @ S Madison] I don't let my kids walk to school because we have almost been hit seven times.
Ped Safety	Via Appia Way	[Via Appia Way @ Sagebrush Way] Flashing crosswalk would be nice. Cars Speed. +1
Ped Safety	Roosevelt Ave	Intersection of Roosevelt and Bella Vista and West St are dangerous for kids
Ped Safety	South Boulder Rd	Too busy to cross east of SH42
Ped Safety	SH42	[North of South Boulder Rd] Introduce underpass and improve sidewalks.
Ped Safety	Via Appia Way	Dangerous crossing to Rec Center +1
Ped Safety	W Cherry St	Cars don't stop at crosswalk at Coal Creek Ln
Ped Safety	Pine St	Continue adding refuges along Pine St
Ped Safety	Via Appia Way	HAWK crossings in school zones
Ped Safety	General	While I am in FULL support of the new pedestrian crossing changes, I feel like the center signs and posts in the middle of the road is TOO TIGHT. Thanks for keeping us safe!
Ped Safety	General	We think the new crosswalk slow downs are great and they seem to be working.
Ped Safety	Dahlia Way	It is a tight squeeze on Dahlia by the new crosswalk cones. I would like a little more space by moving them in a foot. - My husband thinks they are fine.

Category	Subject	Comment
Ped Safety	Pine St	Pine Street crosswalk is a hazard waiting to happen (again) saw a vehicle turning on to Pine Street almost get t-boned. The median in the middle is an obstacle course, forcing drivers to negotiate the obstacle, and not pay enough attention to cross traffic and pedestrians.
Ped Safety	Pine St	Please stripe Grant Ave crossing on Pine!!!
Ped Safety	Grant Ave	Why is Grant the only Old Town cross street without a pedestrian crossing?
Ped Safety	General	There's a crosswalk on Baseline and Indian Peaks that lights up. This type of crossing should be at all irregular crossings.
Ped Safety	General	Support more flashing ped signals.
Ped Safety	W Cherry St	The new ped crossing at Cherry Street and Coal Creek Ranch looks awful. The paint work is sloppy and poorly aligned. The hasmarks I don't know what this means.
Ped Safety	General	Worry about being hit by a speeder, stop sign runner, or crosswalk ignorer while walking around town.
Ped Safety	General	There's a need to slow down speeders and watch for pedestrians in crosswalks.
Ped Safety	Bella Vista	Flashing lights at hoover and Bella Vista
Ped Safety	Lincoln Ave	Pedestrian lighting needed south of South Boulder Rd
Ped Safety	SH 42	Horrible planning - disabled people along 95th to King Soopers
Ped Safety	Washington Ave	Want a painted bump out on Washington at crossing to Harper Lake.
Ped Safety	Polk Ave	Polk Ave at Madison sight distance issues. Vehicles not visible. Crosswalk or four-way stop needed.
Ped Safety	Pine St	Lighted crosswalks at Pine and Via Appia, Owl Dr, Polk Ave, Tyler Ave. And Polk Ave trail crossing.
Ped Safety	Madison Ave	Need light crossing for school crossing and Juniper.
Ped Safety	SH 42	Add a light at Hecla Dr.
Ped Safety	General	Safe routes to school. Walkability/walkscore walkshed.
Ped Safety	McCaslin	Increase ped crossing time at Century Dr.
Ped Safety	McCaslin	McCaslin at Dillon feel very unsafe for bikes
Ped Safety	South Boulder Rd	Separate sidewalk from traffic on South Boulder Road. Safer route to LMS.
Ped Safety	Roosevelt Ave	Need crosswalk markings at Hutchinson St
Ped Safety	SH 42	Dangerous to cross at South Boulder Road intersection
Ped Safety	96th St	Replace SB 96th signals w/ flashing ped lights
Ped Safety	96th St	Can roundabouts be looked t as a tool for [96th/SB] crossings? (not very walkable / ped friendly)
Ped Safety	General	Adding crosswalks to as many intersections as possible, and adding four-way stops to intersections in all residential and non-residential areas where speeds are too high for public safety.
Ped Safety	General	Would like to see better enforcement of sidewalk shoveling in the winter to facilitate safe walking in the winter.
Ped Safety	South Boulder Rd	Safe crossings needed at South Boulder Road near Eisenhower, Garfield and SH 42.
Ped Safety	Pine St	Safe pedestrian crossing (East and Pine)

Category	Subject	Comment
Ped Safety	McCaslin	Expand the median in McCaslin between Cherry and Via Appia such that it takes the left lanes in each direction. Speeds are too high, the corridor is not conducive to walking and biking and, as a result, it turns into a shortcut to get in and out of Boulder. By widening the median, we would have a safer way to cross the street as well as providing a large sodded area available to joggers, bikers and walkers. With less and slower traffic, people could better access businesses/residences along the corridor. Have a look at 6th Avenue in Denver between Colorado Blvd and Quebec as an example.
Ped Safety	Dahlia Way	On behalf of the 112 unit owners in the Town Homes at Coal Creek Homeowners Association, we are writing to support consideration of crosswalk safety upgrades to the crosswalk at Dahlia and the service road between Safeway and the Ascent Church (former Sam's Club) and the crosswalk at Ridge Place and Dahlia (at the Post Office and Kohl's). The current signage at these two crosswalks is ineffective and does not provide any priority or protection for pedestrians at the intersections. These crosswalks are used extensively by members of our community and surrounding neighborhoods. We are aware that the City is in the process of reviewing and upgrading pedestrian intersections, so we wish to voice our support for these two important crosswalks. If you would like further information or feedback from us, please feel free to reach out through our Community Manager, Teresa [redacted]
Ped Safety	Dahlia Way	I'm writing because I've witnessed the latest in a nearly decade long string of near misses at the crosswalk at Dahlia and the service road between Safeway and the Ascent Church (old Sam's Club). Although there are two old cross walk signs on either side of the road, vehicles almost never stop for pedestrians waiting at that crossing. Sometimes, people will wait through a string of cars before being able to cross; other times, they start across and are nearly hit by drivers who do not yield (as happened today). With the city's renewed focus on this issue, I'd like to ask for consideration of upgrading the crosswalk here (and the one near the post office) with better signage (perhaps in the middle of the street) and enhanced safety measures similar to what you've now done along Dahlia near Fireside Elementary. Given that the average speed along this stretch of Dahlia is in excess of 40 miles per hour (posted at 30 MPH), it's only a matter of time until someone gets seriously injured in that crosswalk, which is used regularly for access to Safeway, Paul's Coffee and the Ascent Church.
Ped/Bike Connectivity	Lake to Lake Trail	Build trail underpass near Steel Street +1 +2
Ped/Bike Connectivity	South Boulder Rd	Underpass at South Boulder Rd and Main Street intersection. +1
Ped/Bike Connectivity	Dillon Rd	Connect Power Line Trail to Coal Creek Trail under Dillon +1
Ped/Bike Connectivity	McCaslin Blvd	Underpass to connect Davidson Mesa and Harper Lake
Ped/Bike Connectivity	South Boulder Rd	Build underpasses at Via Appia, Garfield, and Main. +5
Ped/Bike Connectivity	Lake to Lake Trail	Build trail underpass near Steel Street
Ped/Bike Connectivity	SH 42	Add path/sidewalk in open space near ball fields
Ped/Bike Connectivity	SH 42	Connect to Louisville Sports Complex
Ped/Bike Connectivity	SH 42	Connect EDLO to Open Space
Ped/Bike Connectivity	General	Get kids to school by foot and on bike
Ped/Bike Connectivity	General	Love the railroad underpass and other enhancements designed to facilitate a more walkable, bikable city.
Ped/Bike Connectivity	Railroad Tracks	Add a bike path from Steel Ranch to YMCA complex along the RR tracks and to the west of Lafayette Golf Course.

Category	Subject	Comment
Ped/Bike Connectivity	South Boulder Rd	Need several underpasses at South Boulder Road. One at Cottonwood Park [Via Appia] and one by the railroad tracks [Main St]
Ped/Bike Connectivity	SH 42	I wish it were easier to get across 42 on foot/bike near the ballfields.
Ped/Bike Connectivity	South Boulder Rd	Trail to Centaurus.
Ped/Bike Connectivity	General	Better connections between Coal Creek Trail and South Boulder Rd!
Ped/Bike Connectivity	SH 42	We'd like to see an underpass to get to baseball field/[can't read] from Griffith across Highway 42 by Louisville Tire.
Ped/Bike Connectivity	Via Appia Way	Underpass(es) needed at Rec Center, Powerline Trail, Pine
Ped/Bike Connectivity	County Road	Safer crossing/underpass needed at Bella Vista
Ped/Bike Connectivity	SH 42	Underpass needed by Louisville Sports Complex +4
Ped/Bike Connectivity	Coyote Run	Coyote run trail should cut directly across Washington as it goes up Coyote Run instead of the blind corner at W Hickory. I've had several close calls with cars coming around the bend too fast at the latter over the years.
Ped/Bike Connectivity	Dillon Rd	There should be a safe connection between the Powerline Trail and Coal Creek Trail where it intersects with Dillon.
Ped/Bike Connectivity	General	No more underground walkways too expensive. Just put up flashing crosswalk lights. No more poles in roadway making harder for two cars to pass each other.
Ped/Bike Connectivity	Power Line Trail	Love the easy connections.
Ped/Bike Connectivity	SH 42	Trail underpass at Pine/Empire
Ped/Bike Connectivity	Dillon Rd	Power Line Trail underpass at Dillon Road +3
Ped/Bike Connectivity	Via Appia Way	Underpass connecting Coyote Run/Lake Park.
Ped/Bike Connectivity	South Boulder Rd	Underpass near Eisenhower
Ped/Bike Connectivity	South Boulder Rd	Underpass at Cottonwood Park
Ped/Bike Connectivity	Railroad Tracks	Consider moving Steel underpass south.
Ped/Bike Connectivity	Lafayette	Continue trail from Waneka Lake to Lafayette.
Ped/Bike Connectivity	SH 42	Short Street underpass
Ped/Bike Connectivity	SH 42	Griffith Street underpass
Ped/Bike Connectivity	Front St	I wish it were easier to use Front Street as a N/S way to get through town to Cherry. Then you're good to get to 36 path.
Ped/Bike Connectivity	SH 42	Underpass Highway 42. Walk + Bike
Ped/Bike Connectivity	General	Need more bike paths and underpasses. SH 42 and SB Rd are hard to cross and dangerous. They are expensive, so start on them early.
Ped/Bike Connectivity	SH 42	Easier to get across 42 on foot or bike
Ped/Bike Connectivity	Coal Creet Trail	I wish it were easier to get across the railroad tracks and to Coal Creek from East St.
Ped/Bike Connectivity	General	Overall Louisville has great trails and I can get to almost everywhere in town on foot or bike and safely.
Ped/Bike Connectivity	Dillon Rd	Powerline/CCt Connection - Overpass?
Ped/Bike Connectivity	South Boulder Rd	South Boulder Rd is a barrier. Underpass needed at Via Appia Way.
Ped/Bike Connectivity	Railroad Tracks	Under/Overpass needed in Steel Area
Ped/Bike Connectivity	SH 42	Safe crossing of SH 42 near Louisville Sports Complex. +1
Ped/Bike Connectivity	SH 42	Safe walk and bike underpass of SH 42 immediately north of Pine St
Ped/Bike Connectivity	Coal Creet Trail	Access to trail from SH 42/Empire intersection

Category	Subject	Comment
Ped/Bike Connectivity	US 36 Trail	I am a runner and road biker, and I frequently access the new US36 Bike / Run Path, and Coal Creek Trail from my home. It would be great if access to those 2 trails would be improved from the Coal Creek Ranch Division I am living in [redacted]. Improved access needed for: - Access from [redacted], Louisville to Coal Creek Trail is currently only possible either via hazardous sidewalk (by Golf Course underpass, West Side of Dillon), or by first crossing Dillon and then use underpass. Narrow sidewalk, cars flying by right next to you. Don't dare taking my kids on that stretch. - Pedestrian and bike access from [Redacted] via St. Andrews to 88th Street to new US36 Bike trail is really non-existent. There should be a sidewalk next to the Centennial Peaks Hospital, but there is not.
Ped/Bike Mobility	Via Appia Way	We desperately need an underpass at Via Appia and either Pine or at the crosswalk at the Rec Center. Kids need to be able to cross safely. People drive 45-50 miles per hour down Via Appia and often do not notice the yellow light @ crosswalk.
Ped/Bike Mobility	General	I don't bike or walk much, but do appreciate that there are so many ways to get around Louisville on bike/walking.
Ped/Bike Safety	General	Anything to make walking and biking easier and separate from traffic
Ped/Bike Safety	S Madison Dr	Likes the new bumpouts. Improve crossing signage.
Ped/Bike Safety	Bella Vista	East of Hoover crossing sign. Ped not just bike. Flashing sign.
Ped/Bike Safety	General	Support kneck-downs +4
Ped/Bike Safety	Via Appia Way	Cars speed on Via Appia
Ped/Bike Safety	Pine St	Supports pedestrian refuges on Pine
Ped/Bike Safety	General	Place courtesy signs asking cyclists to announce themselves when passing pedestrians.
Ped/Bike Safety	Power Line Trail	Safer crossings at Dillon, Cherry, Polk, and Mulberry.
Ped/Bike Safety	Via Appia Way	Better signage at Coyoye Run/Lake Park crossing.
Ped/Bike Safety	Spruce St	Sight-distance issues at trail crossing
Ped/Bike Safety	McCaslin Blvd	Safe crossings on S McCaslin Blvd.
Recreation	Davidson Mesa	These trails are great for walking and biking.
Recreation	W Dyer Rd	Can this open space have trail access?
Recreation	US36	Underpass to connect to Marshall Mesa
Recreation	Davidson Mesa	Soft gravel
Recreation	Coal Creek Trail	Move path out of neighborhood
Recreation	Coal Creek Trail	Continue trail along SH42/Empire
Recreation	General	More trails with shade.
Recreation	Coal Creek	Access from [Coak Creek Ranch Division] is currently only possible either via hazardous sidewalk (by golf course underpass, west side of dinnon), or by first crossing Dillon and then use underpas.s Narrow sidewalk, cars flying by right next to you. Don't dare taking my kinds on that stretch.
Recreation	US 36 Trail	Pedestrian and bike access from [Coal Creek Ranch Division] via St Andrews to 88th Street to US36 bike trail is really non-existent. There should be a sidewalk next to the Centennial Peaks Hospital, but there is not.
Recreation	Coyote Run	Not road bike friendly
Recreation	General	Consider bike ammenities in parks, such as skills courses and pump tracks.
Recreation	Davidson Mesa	Build trail connection from Davidson Mesa to Marshall Mesa.

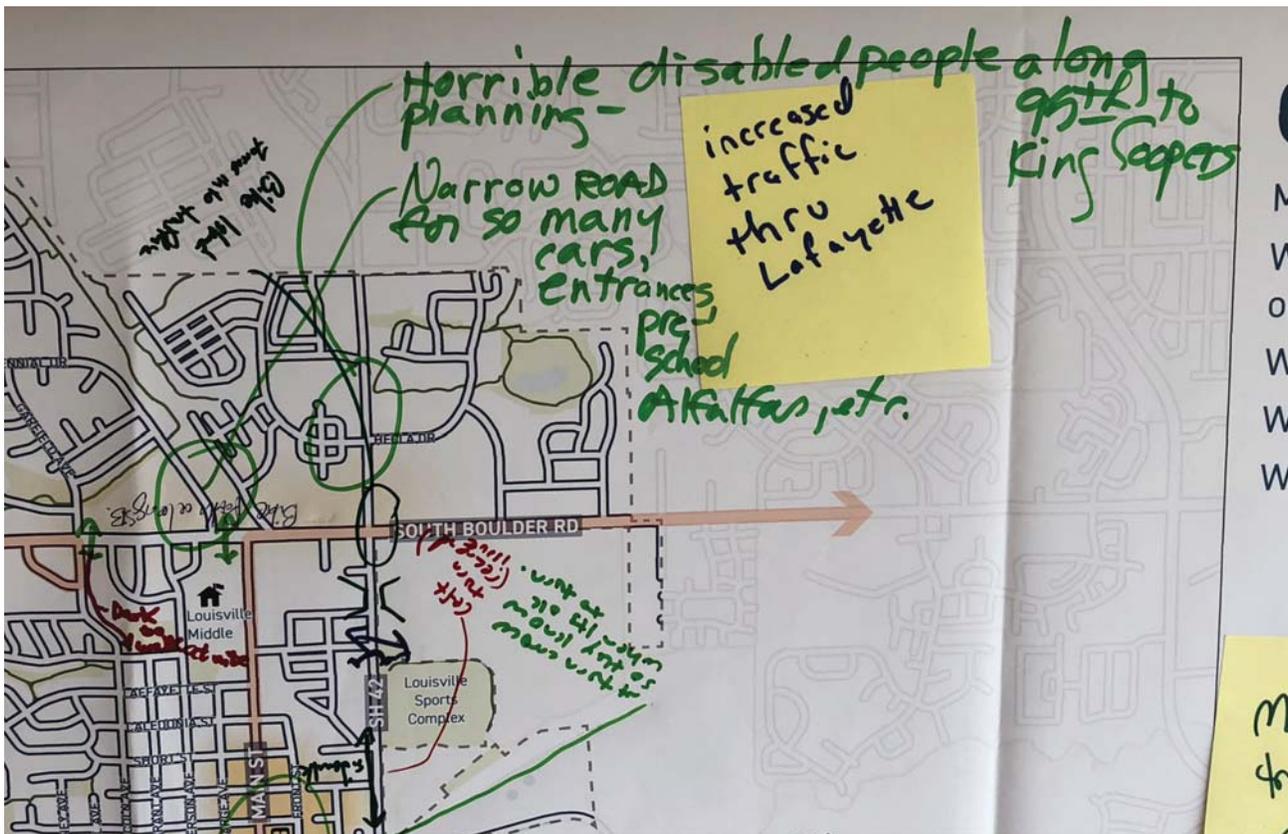
Category	Subject	Comment
Recreation	Davidson Mesa	Improve gravel connection from Dillon to US36 Trail
Recreation	Coal Creek trail	Build Coal Creek trail on the south edge of the golf course.
Recreation	Coal Creek trail	Reroute Coal Creek Trail beneath BNSF rail bridge.
Recreation	General	Add branches to trails - needed for seniors.
Recreation	General	We spend a lot of time on the trails both walking and biking. For safety the trails need to be maintained better. Trim weeds, trim overhanging trees, too much loose gravel.
Safety	Freight Rail	Quiet Zones are unsafe. Don't do them.
Safety	General	Change speed limit to 15 mph and try to limit cars.
Safety	General	We need speed enforcement to stop speeders. No tickets, no compliance!
Safety	General	Neighborhood speeds are too high. Hence the yard signs.
Safety	General	Speed enforcement - stops - I want to see more speed sensor signs.
Safety	Street Faire	Use vehicles to block event area
Safety	General	The open space near Louisville Reservoir is unsafe. Redesign/keep clean.
Safety	General	The first priority for transportation should be safe routes to school.
Safety	Pine St	Fencing near Owl and Pine creates a blind spot.
Safety	Walnut St	Road improvements has made [Walnut from McKinney to Garfield] a dangerous speed zone. Needs a stop sign on Walnut at Garfield. Also [continental] crossing marks at intersections.
Sidewalk Quality	Harper St	Sidewalks uneven for bikes
Traffic Calming	Louisville Elementary	Traffic calming needed
Traffic Calming	Washington Ave	Cars go too fast to feel safe along blind curve near Harper Lake
Traffic Calming	Centennial Dr	Cars leaving Alfalfas & Apts enter Centennial at unsafe speeds, don't see/use stop sign.
Traffic Calming	Pine St	Pine and Centennial Pkwy refuges biggest waste of money I have ever seen! .....
Traffic Calming	Pine St	Please think about putting in marked bike lanes on Pine Street to separate parking from [can't read] slow down traffic.
Traffic Calming	Polk Ave	Love traffic calming along Polk... More Please.
Traffic Calming	Polk Ave	Speed tables on Dhlia and Polk from Pine to Cherry. And on Madison from Cherry to Polk.
Traffic Calming	General	More traffic calming in appropriate places.
Traffic Calming	General	People drive too fast around Coal Creek Elementary (especially on Willow and Kennedy)
Traffic Calming	General	I really like all of the new measures you have implemented to slow traffic. I was crossing at Hoover and Bella Vista a few days ago and someone was driving fast, but actually stopped for the crosswalk. Also my kids loved doing the painting in the street.
Traffic Calming	Centennial Dr	Bulbouts or other traffic calming.
Traffic Calming	SH 42	Reduce speed limit near EDLO
Traffic Calming	General	Fast driving in neighborhoods is an issue.
Traffic Calming	General	Slow cars down - intersections are danger zones. 4-way stops?
Traffic Calming	County Road	Slow the speed.

Category	Subject	Comment
Traffic Calming	Pine St	The traffic calming implemented along Pine is a great start. I would recommend flashing crosswalks at Pine and Owl Dr. as well as Pine and Polk. There is a school bus stop and blind corner at Owl and a bus stop and relatively busy intersection at Polk. Also, Pine and Tyler is also a tough place to cross, and busy as well with people going to the school and open space.
Traffic Calming	General	My comment is that speed bumps add wear and tear on cars, and they pose difficulty for me as a cyclist in the Coal Creek Ranch area. I want to add, after a long ride through the neighborhood today, that the narrowing of streets near schools poses a direct risk to cyclists trying to stream in these drastically narrowed lanes while SUV's try to pass. A very bad idea. So I return to my suggestion of simply enforcing the law by having police and/or speed cameras giving tickets to those who go faster than 5 mph over the limit. End of problem at low cost!!
Traffic Calming	Pine St	As long-time residents along W. Pine St., we are alarmed by the excessive speeding and blatant disregard for posted speed limits. We speak for many of our neighbors when we say that we are grateful for the recent attempts to control speed along W. Pine St. between Hoover and the school zone. However, the "Your Speed" sign highlights the extent to which motorists disregard posted speed limits. We previously contacted the Louisville Police Department to request an unmanned patrol car to be parked near the new signage in order to increase awareness. They did not honor the request and suggested they would instead increase patrols. We have not seen any. Moreover, the impact of enforcement activities seems to be limited to the times when a patrol car is present. At other times, people continue to speed. We routinely see cars travelling in excess of 40 mph in the 25mph zone and school zone. We have thought about a number of approaches to controlling and reducing the speeding along W. Pine Street: 1) Make the intersection at Hoover and W. Pine St. a 4-way stop. It already has a 4-way crosswalk. This is a simple, inexpensive solution. 2) Add a central island to one or both north-south crosswalks (crossing W. Pine St.) similar those recently installed further east on W. Pine. 3) Add traffic control solutions similar to those on Dahlia and Hoover at crosswalks on W. Pine Street. 4) Stripe a wide shoulder/bike lane along both sides of W. Pine Street from Via Appia to Johnson St. to visually narrow the street both directions. - We hope our City will seriously consider these suggestions. Traffic issues, particularly speeding, contribute to a declining quality of life in our town.
Traffic Calming	General	Meanwhile, I attached a picture from this weekend where a car ran into a sign about 75 feet from the crosswalk where our neighborhood children cross to get to school. The rain washed away the skid marks before I could take the picture but you can still see some rubber left behind on the curb. I think it is safe to say this car wasn't going the speed limit. This picture really does tell most of the story. Children/ Parents leave our neighborhood by the yellow sign that is still standing in this picture. You can see the fence to the right that further hinders a car from seeing any pedestrians approaching Washington to cross. A car traveling 45 mph comes up to this pedestrian crossing very quickly. Throw in a smart phone distraction, and you can surmise the rest. All we want is a safer environment for our neighborhood children not to be run over by distracted cars speeding down Washington. Give us some speed bumps; That is not too much to ask for.

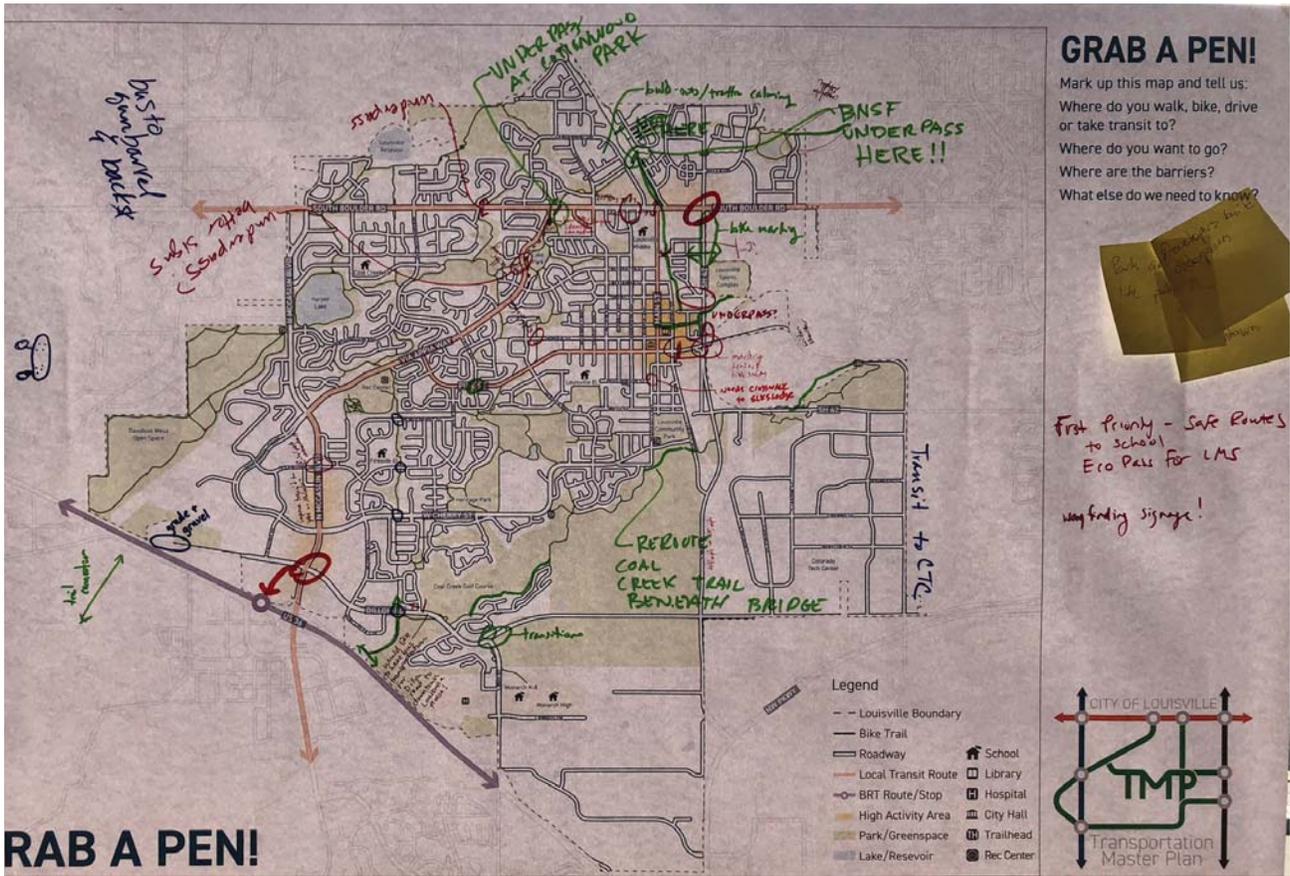
Category	Subject	Comment
Traffic Calming	Bella Vista	As a Louisville resident, I really like all of the new measures you have implemented to slow traffic. I was crossing at Hoover and Bella Vista a few days ago and someone was driving fast, but actually stopped for the cross walk. Also, my kids loved doing the painting in the street (I wasn't there, but their grandpa took them).
Transit	Dash	Don't get rid of Dash/Jump transfer (Lafayette)
Transit	NW Line	Support train Downtown +1
Transit	AB	Add stop at First Bank Center (Broomfield Station)
Transit	General	Bus service from Downtown to McCaslin Station
Transit	McCaslin Station	Expand Park and Ride, and fix drainage
Transit	General	Better bus connection to McCaslin Station or Airport.
Transit	Boulder	More frequent service on South Boulder Rd. +1
Transit	General	Create an East-West bus connection from Downtown
Transit	Dash	Keep the Dash running through Louisville (Via Appia)
Transit	General	Add bus route along 42 that provides service to Denver, faster than any Dash connections.
Transit	General	More service within Louisville
Transit	95th St	Use 95th for service to Denver
Transit	NW Rail	Any planning for light rail to Denver?
Transit	NW Rail	Light rail! We love the train! Charming
Transit	NW Rail	Where's the RTD train? Can I get a refund on my taxes.....
Transit	NW Rail	Light rail to Louisville
Transit	NW Rail	No train please.
Transit	NW Rail	We are not for the commuter train. Because it is not faster to Den than the bus. Brings lots of traffic that doesn't stop here, brings crime and noise.
Transit	FF	I wish it were easier to get to Denver by bus. E.g. Botanic Gardens
Transit	FF	RTD Flatiron Flyer to Rockies games/Coors Field is wonderful!
Transit	FF	Increase weekend service to Denver
Transit	General	Need better service connecting into McCaslin Station
Transit	Dillon Rd	Local bus route to McCaslin Station +2
Transit	NW Rail	Want light rail +8
Transit	McCaslin Station	get to/from McCasli P+R into Louisville. No call&ride, would like better transit connection.
Transit	General	Interlocken P&R, bike connection up County, Main, connecting to Lake to Lake Trail.
Transit	NW Rail	Lite rail!
Transit	NW Rail	Lite rail station south of Pine. No room at DELO.
Transit	General	Eco Pass for LMS
Transit	McCaslin	Improve transit access to jobs on McCaslin.
Transit	McCaslin Station	Navigating to McCaslin Station throught the parking lots can be difficult on bike.
Transit	Dillon Rd	Would like to have bus route from Dillon Road into Downtown Louisville.
Transit	Via Appia Way	Improved stop amenities at Cottonwood Park. Could become central Louisville transit hub.
Transit	CTC	Provide transit to CTC

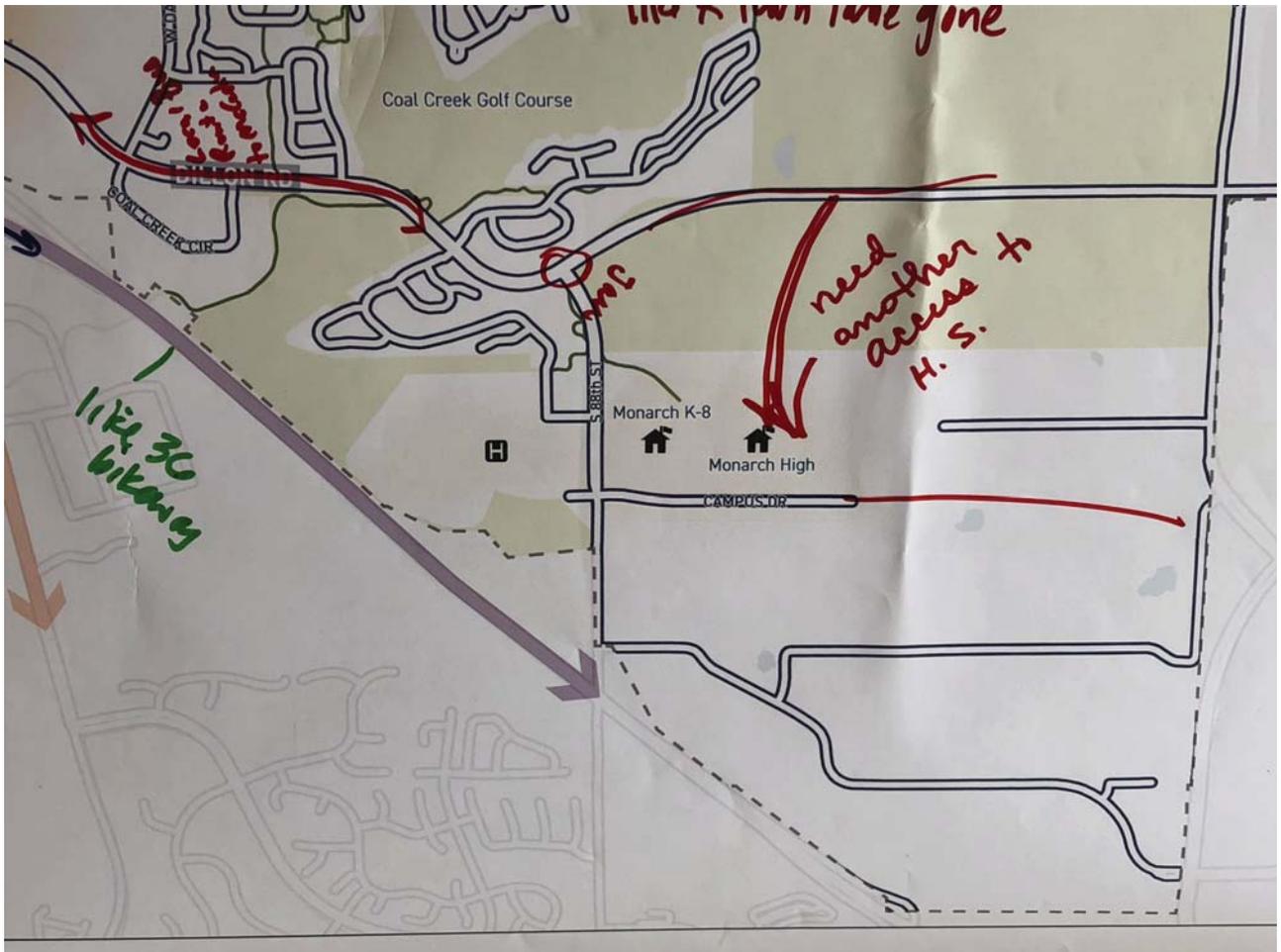
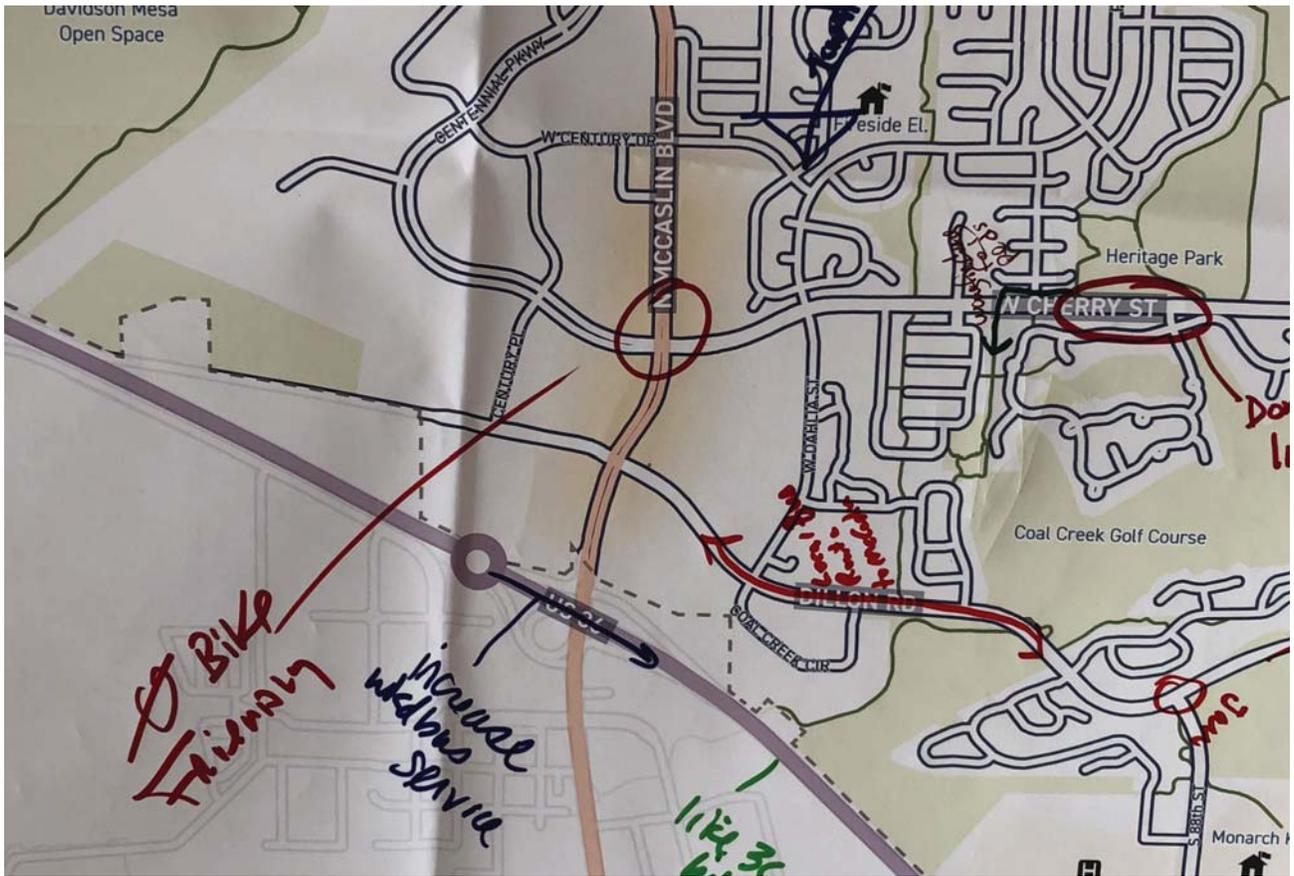
Category	Subject	Comment
Transit	Gunbarrel	Connect Louisville to Gunbarrel with transit without going through Downtown Boulder
Transit	General	More bus connectivity between the Dash and 228 with the Flatiron Flyer.
Transit	NW Rail	Commuter rail!!
Transit	McCaslin Station	I drive, but would consider taking the Flatiron Flyer Downtown if I could get reliable transportation to and from the McCaslin Station that can accommodate my walker and perhaps my electric scooter. A small Uber car is useless to me. A small taxi is useless to me.
Transit	General	Not enough space for bikes [on buses]. Need triple bike racks.
Transit	General	RTD not responsive to ppl needs
Transit	Longmont	No bus to Longmont BCPOS (not confident they they will listen)
Transit	Longmont	Would like to get to Longmont by bus on 96th, 95th and SH 42.
Transit	General	Continue to invest in busing and light rail options
Transit	General	"I would like to see a regular bus service that goes around town. Here are three options: <ul style="list-style-type: none"> <li>• The loop could be: east on Dillon, north on 95th, east on Pine, north on Main, west on South Boulder, southwest on Via Appia, south on McCaslin, east on Dillon. This would provide access to all the main McCaslin Corridor businesses, plus the library and businesses along South Boulder Road.</li> <li>• You could also have a second route that would be similar but continue on Pine through town, and then go left on Via Appia, (cutting out the part going north on Main St., then left on South Boulder). This would make it easier for people who live centrally to walk to a bus.</li> <li>• Another option would be east on Dillon, north on 95th, west on South Boulder, left (sw) on Via Appia, south on McCaslin, east on Dillon. This would provide access to downtown, King Soopers, South Boulder Road businesses and McCaslin Corridor businesses.</li> </ul> "
Transit	Dash	Eliminate Dash service in Downtown to provide direct local, and express service along South Boulder Road
Transit	228	Bus takes too long - 228 every half hr. Come on FF and miss the 228, then stuck for 30 minutes... (frequency)
Transit	General	Local bus route from McCaslin Station to NE area.

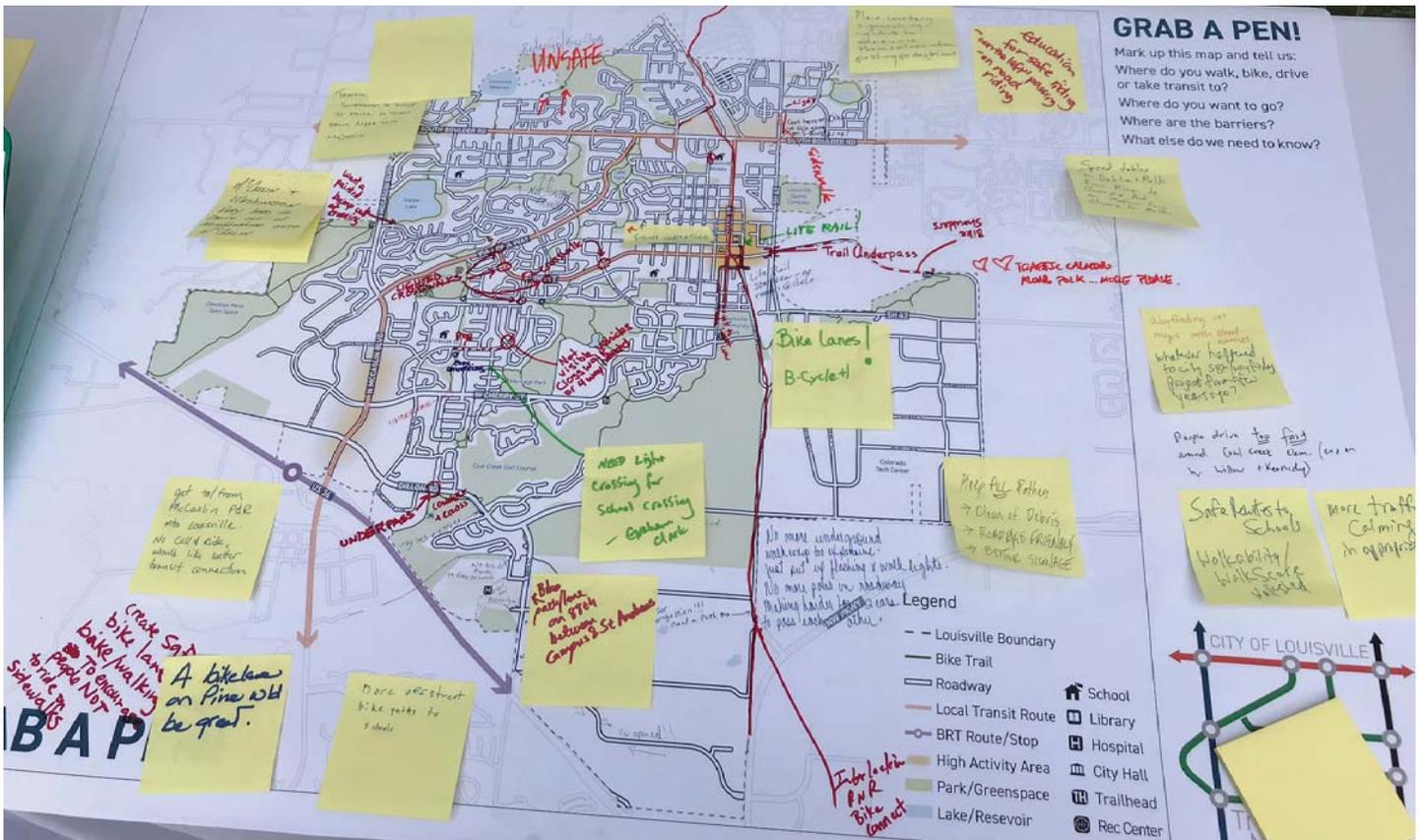
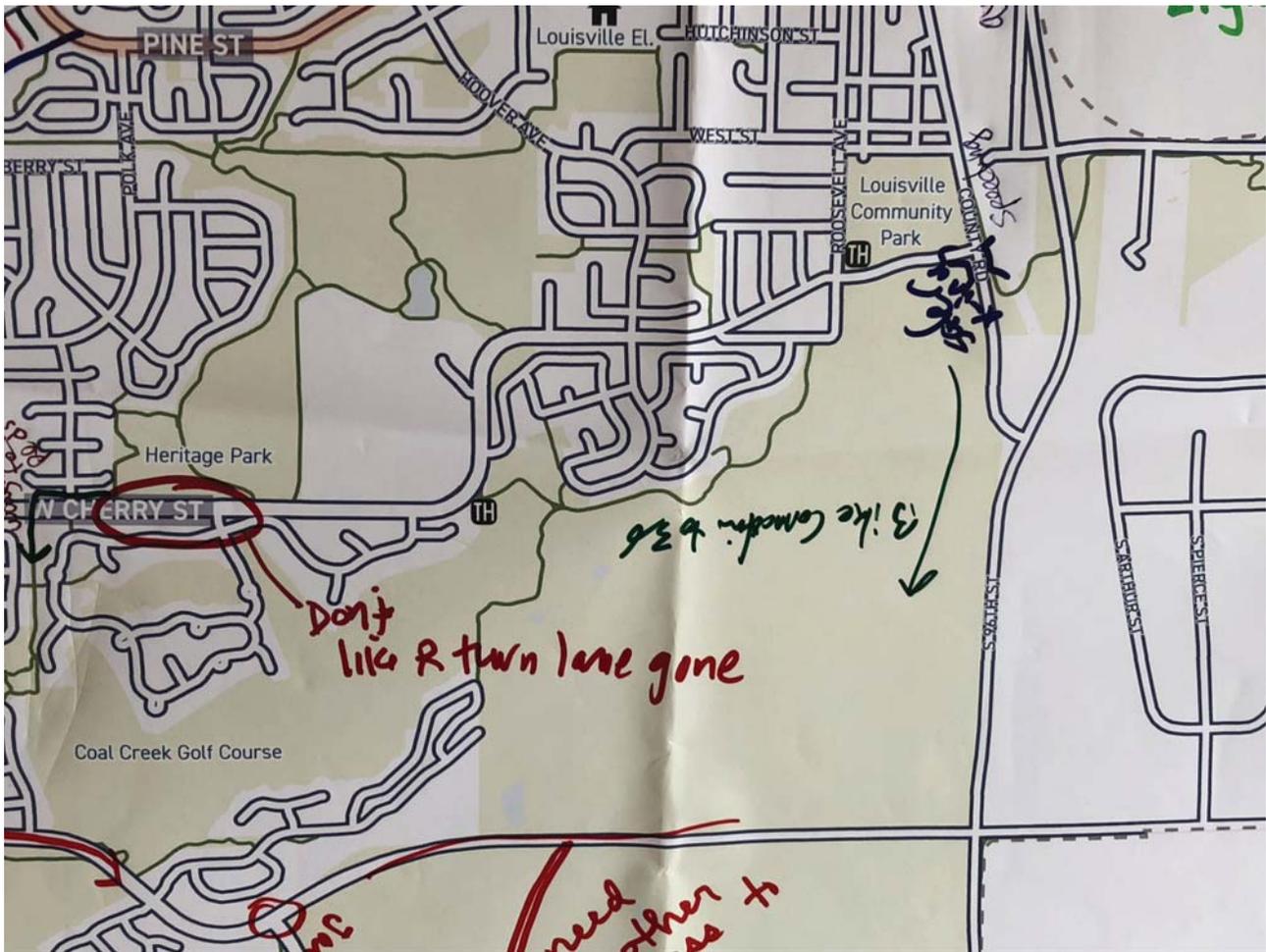
The following images provide documentation of the maps where people have provided comments and ideas at community events, the community meeting, and online.





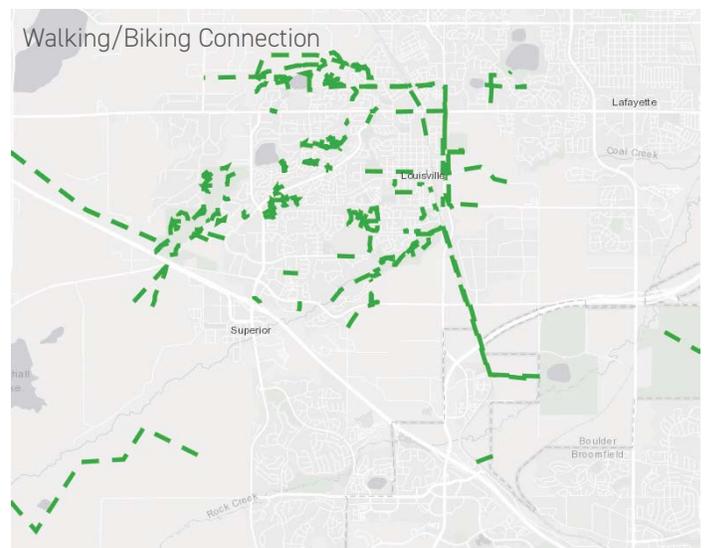
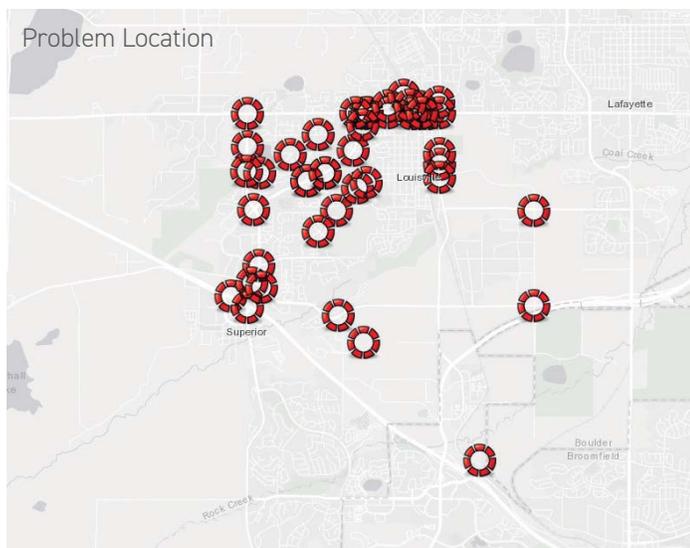
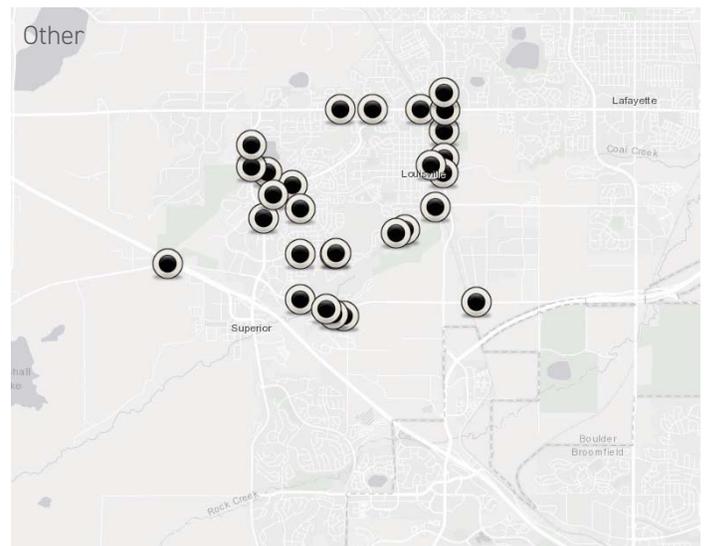
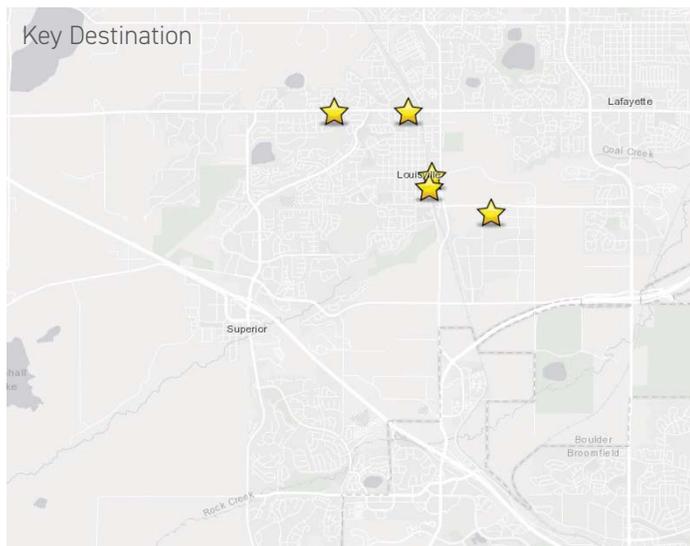
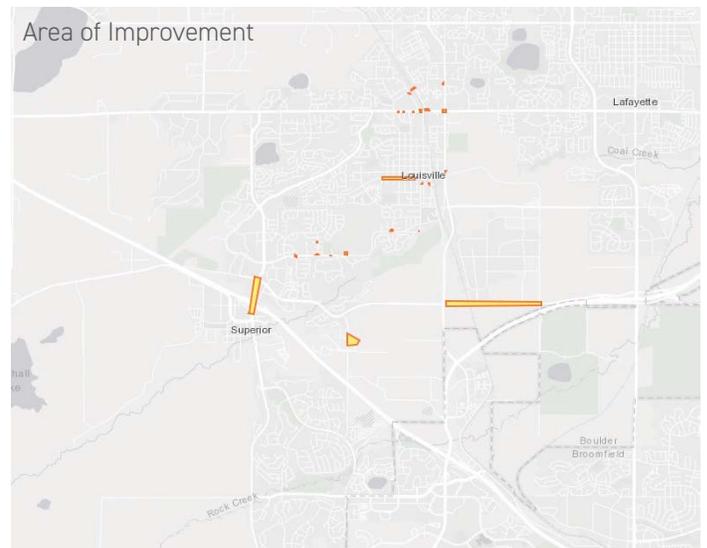
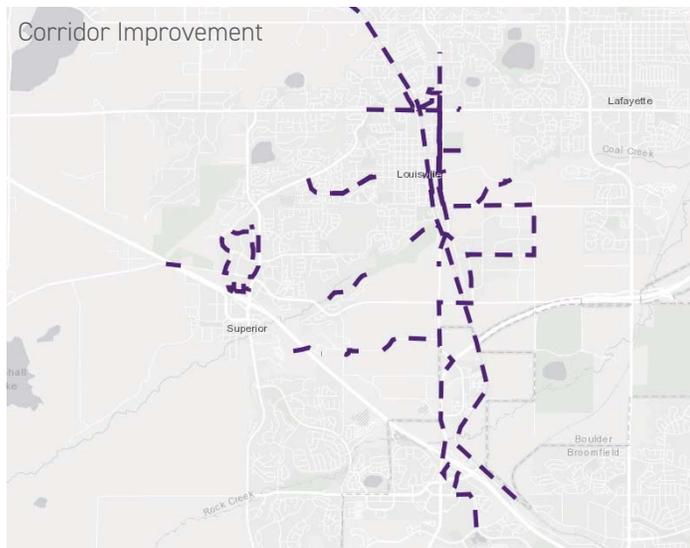












Online Map Comments

Comment Type	Title	Description	Likes	Dislike
Corridor Improvement	SH42 Congestion	Backs up during PM Peak	3	0
Walking/Biking Connection	Spruce Connection	Need to change direction of stop signs.	1	1
Area of Improvement	Underpass	Need underpass	0	0
Key Destination	test	test	0	0
Problematic Location	S Boulder from Centennial to Hwy 42	Backs up during peak hours	1	0
Problematic Location	Highway 42 from Griffith to Empire	Backs up during peak use	1	1
Problematic Location	Sidewalk by train tracks on S Boulder	On both sides of S Boulder, the drop off the sidewalk is severe - problematic for young bikers, and anyone with wheels if there is congestion	2	0
Problematic Location	Trapped on Alder	Alder backs up at McCaslin in the mornings due to heavy traffic coming North on McCaslin. This reverses itself in the evenings. During normal times, vehicles cresting the hill on McCaslin hit high rates of speed through the straightway from Washington to Alder.	2	0
Walking/Biking Connection	Eastern Crossing of S. Boulder - Trail connection	Make it easier to connect from South to North over S. Boulder connecting the trails on both sides with a crosswalk with flashing lights. This is would eliminate the need to travel down to the tunnel or the intersection at McCaslin.	0	0
Walking/Biking Connection	Washington St - Harper Lake connection	Maintain a path between Harper Lake and Washington in the open space that exists today.	1	0
Corridor Improvement	DASH Express Service	Add one route/hour of the DASH that skips downtown and goes from Boulder to Lafayette much quicker than today. The loop through Louisville is necessary but adds a 15 minutes to a DASH ride to Lafayette or Boulder from the Eastern or Western edges of town.	1	0
Walking/Biking Connection	Centennial - Davidson Mesa Connection	Connect Centennial Dr to Davidson Mesa with a maintained path	1	0
Area of Improvement	turning lane to Heritage park	create line to have left lane to left turn only to Heritage park but use existing lane.	0	0
Other	Revert to old lane designation	The left lane, using existing turning lane, becomes a left turn only toward Heritage park, the right lane then becomes the left lane, then splits to allow a right turn only into Coal Creek lane. The bike lane stays as it was. The current changes to this intersection is idiotic, makes other cars stop to allow cars to turn right into Coal Creek Lane, congests traffic, and creates a potential driving hazard.	3	0
Walking/Biking Connection	Sidewalks neede	ideally there would be sidewalks on both sides of highway 42 all the way from South Boulder Road to Pine/Empire	1	0
Problematic Location	bike lane runs into median	the bike lane here basically disappears then reappears right where cars are trying to turn and merge	6	0
Corridor Improvement	Coal Creek Reroute at Community Park	Reroute the Coal Creek To Follow Coal Creek and Pass Beneath the County Road Bridge. Avoid attached curb section adjacent to park.	1	1

Online Map Comments continued

Comment Type	Title	Description	Likes	Dislike
Corridor Improvement	Coal Creek Trail Aquarius Reroute	Reroute the Coal Creek Trail to follow Coal Creek thru the Mayhoffer Property and avoid the steep climb and associated maintenance issues at Aquarius	2	1
Corridor Improvement	Coal Creek Reroute at Golf Course	Reroute the the Coal Creek Trail off the neighborhood streets through the perimeter of the golf course to improve efficiency for commuter biking and provide a window of public access to the golf course.	1	1
Corridor Improvement	Old Town Link	Provide a trail connection across SH 42 near Delo. This will improve connectivity for Delo to the east and improve connectivity between the North End and Old Town	1	1
Problematic Location	Bike Merging	Slow-moving (steep uphill) bikes and fast-moving vehicles make it challenging for bikes and vehicles, as bikes try to merge into bike lane when vehicles are trying to turn right at McCaslin.	4	0
Problematic Location	Bike Path Prone to Flooding	Heavy storms wash out the bike path with mud / flooding, mainly on the section just west of the bridge.	0	0
Problematic Location	S Boulder Rd & Via Appia	S Boulder Rd & Via Appia dangerous for bicyclists	1	1
Problematic Location	S Boulder Rd and Main	Choke point for walker and bicylists. An underpass would be highly beneficial.	0	0
Problematic Location	S Boulder Rd & 96th	Very unfriendly for walkers and bicyclists, and cuts off access to major shopping destinations on the northeast as well as general through traffic to points north and east.	4	0
Problematic Location	McCaslin and Via Appia	Difficult for walkers and bicyclists. Poor sensing of waiting bicyclists.	2	0
Problematic Location	McCaslin & Centennial & Cherry	Difficult for walkers and bicyclists. Poor sensing of waiting bicyclists.	3	0
Problematic Location	McCaslin & Dillon	Difficult for walkers and bicyclists. Poor sensing of waiting bicyclists.	3	0
Problematic Location	McCaslin & 36	Dangerous and difficult for walkers and bicyclists.	2	0
Problematic Location	Monarch High School	Poor access for walkers and bicyclists.	2	0
Problematic Location	Recreational paths	Paths with no transit value. Better planning would provide high transit value. This applies to nearly all off-road paths, not just those at the indicated location.	2	0
Corridor Improvement	Main St At-Grade intersection imprvments	Provide curb ramp, widened sidewalk approaching intersection from south with bike pedestrian plaza area at intersection	1	0
Corridor Improvement	Lake to Lake / Main Street Connector	Shared Use Path Connection to Main St Intersection	1	0
Problematic Location	SH 42 Crossing at Short St	Need an at-grade crossing or underpass beneath SH 42 to complete the Old Town Link	3	0
Problematic Location	Bike /Ped crossing Safety	No sensor for bike crossing, no safe space for bikes to wait, no lane delineation. Competition with aggressive drivers getting through heavy traffic and short lights for volume	2	0
Walking/Biking Connection	Sidepath	connections to existing trails	4	0
Walking/Biking Connection	Underpass	Connect to existing trail system	0	0

Online Map Comments continued

Comment Type	Title	Description	Likes	Dislike
Problematic Location	Road narrows to no bike lane	Transition bike lane to ex sidepath/sidewalk	3	1
Walking/Biking Connection	Add bike path	through golf course	3	0
Walking/Biking Connection	Old Town Link	Trail connection with underpass at SH 42. Provide an at-grade crossing at a minimum	3	0
Walking/Biking Connection	Ex trail	path connection	0	0
Walking/Biking Connection	Ex trail	path	2	0
Corridor Improvement	Add striped bike shoulder	Unsafe corridor for bike/ped	1	0
Walking/Biking Connection	Community Park Link	Shared Use Paths through Community Park providing logical bike connections to park facilities	1	0
Walking/Biking Connection	Extension of Mining Trail	Extend Mining Trail	1	0
Walking/Biking Connection	Narrow sidewalks	unsafe sidewalk widths along with high speeds	1	0
Walking/Biking Connection	South Boulder Road By-Pass	Shared use path parallel to South Boulder Road to provide an alternate direct east-west route outside of South Boulder Road. Also bypasses the lower portion of the switchbacks	2	0
Walking/Biking Connection	Cottonwood Park Underpass	Provide an underpass to serve the Lake to Lake and Goodhue Trails	1	0
Problematic Location	Via Appia / Cottonwood Park Crossing	There is insufficient trail infrastructure for primary trail thru this area	1	0
Problematic Location	Unsafe ped/bike crossing	add underpass	1	0
Walking/Biking Connection	Underpass to Singletree	Create new soft surface trail	3	0
Other	Underpass	Build Marshall Road underpass	2	0
Corridor Improvement	Campus Drive Extension	Create a connection of Campus Drive to 96th Street	0	0
Area of Improvement	K-8 Drop off Route	Create new drop off loop for K-8 that is off of 88th rather than Campus Drive	0	0
Corridor Improvement	Downtown Superior Connection	Create a secondary bridge to Superior	1	0
Corridor Improvement	Right Turn Only Bypass	Create a one way right turn only connection that runs on the South side of the commercial property . When it meets Campus Drive, create a continuous lane. This would reduce the number of people at the 88th and Campus Drive intersection.	0	0
Other	School Zone Flasher	Install a flashing school zone sign on 88th so that people know they are in a school zone.	0	0
Other	The Speed is XX Your Speed Is YY	Re-install a sign that lets people know how fast they are going here.	0	0
Walking/Biking Connection	Hard Surface Connection to McCaslin	Create a hard surface trail for bikes and walkers to access the McCaslin shopping off of the bikeway.	0	0

Online Map Comments continued

Comment Type	Title	Description	Likes	Dislike
Corridor Improvement	Louisville Link	Implement fixed route "Call-n-Ride" similar to Lontree Link. Route can be modified with a call or request, but otherwise serves on this loop with designated stops. Could include service to the hospital as a flexible option with a request.	0	0
Walking/Biking Connection	Trail Connection	Create a connection from the Enclave to Davidson Mesa with out having to go to McCaslin	0	0
Walking/Biking Connection	The Louisville Incline	Create stairs to climb for a path & for exercise. Our own little version of the Manitou Incline.	1	0
Walking/Biking Connection	Neighborhood Connection	Formalize this social trail	1	0
Other	Eisenhower Underpass	Create an underpass to connect the trails on either side of the road	1	0
Walking/Biking Connection	Greenbelt Trail	Create a trail through the greenbelt	2	0
Area of Improvement	Railroad at Grade Crossing	Create a pedestrian at grade crossing to connect the two paths	0	0
Other	South Boulder Road and Main Underpass	Create an underpass at Main and South Boulder Road	3	0
Area of Improvement	Cul-de-sac	Close street & create a cul-de-sac to create fewer driveways onto South Boulder Road	0	0
Area of Improvement	Cul-de-sac	Close street & create a cul-de-sac to create fewer driveways onto South Boulder Road	0	0
Area of Improvement	Cul-de-sac	Close street & create a cul-de-sac to create fewer driveways onto South Boulder Road	0	0
Area of Improvement	Close Driveway	Close driveway onto South Boulder.	0	0
Corridor Improvement	Hecla Extension	Extend Hecla South by going behind the retail center. Create a tree lined neighborhood street with on street parking through Christopher Village Apartments. Re- build the parking lots for the apartments on either side of the street (separated by a median).	0	0
Corridor Improvement	Steel Street Re-Route	Re-Route Steel Street to Hecla Extension to create one driveway instead of two at South Boulder (moves the driveway away from the train tracks and makes fewer conflicts for bike/peds on sidewalk and in bike lane)	0	0
Area of Improvement	Intersection Re-do	If Hecla extension and Steel Street Re-route are completed.... close old Steel Street and make a new full movement intersection. The further East this can be pushed the better.	0	0
Other	Traffic Signal	Add a traffic signal	0	2
Area of Improvement	Close Driveway	Close driveway onto Hwy 42	0	0
Corridor Improvement	New RV-Dump Access	Close driveway on 42 & create a better route of Empire Road	0	0
Key Destination	North West Rail	Create a new location for our Station for North West Rail. The Grain Elevator could serve as the depot, there is ample undeveloped area in this location for the parking needs that would be created by NW rail. Also, it locates the stop closer to affordable housing.	1	0
Walking/Biking Connection	At Grade Crossing	Create an at grade pedestrian rail road crossing	0	0

Comment Type	Title	Description	Likes	Dislike
Other	Ball Field Underpass	Create an underpass under HWY 42 connecting the ball fields & connecting to the proposed bikeway	5	0
Walking/Biking Connection	Highway 42 Separated Bikeway	Create a hard surface pedestrian and bike way separated from Highway 42 on the East side connecting on the South to Coal Creek Trail & on the North to the Hecla Road Underpass.	2	0
Other	Bikeway Underpass	Create an underpass	3	0
Area of Improvement	Close Driveway	Have access from either Hecla, or Summit View	0	0
Walking/Biking Connection	New Sidewalk	Add a nice sidewalk	1	0
Other	Right Turn Arrow	Now that there is a dedicated left from Pine to 42, a right turn arrow should be added for those travelling South on 42 turning onto Pine	0	0
Corridor Improvement	Highway 42 Overhaul	Create two travel lanes each way	0	0
Area of Improvement	Intersection Overhaul	Re-design intersection. From casual observation it seems like a dedicated right turn lane with a continuous lane is warranted in three of the four turns.	0	0
Corridor Improvement	Move East Street West	Move East Street West	0	0
Walking/Biking Connection	Coal Creek Trail creek route	Create a route for Coal Creek Trail that stays along the Creek	1	0
Other	Powerline Trail Underpass	Add an underpass	3	0
Other	Via Appia Underpass	Add an underpass	2	0
Walking/Biking Connection	Coal Creek Trail to US 36 Bikeway pond route	Create a path through the open space to connect to 88th street and ultimately the bike way (features cow water pond & makes a route where you do not have to go through neighborhood) If completed, it would need a Dillon Road underpass	3	0
Area of Improvement	Close Parking Lot	close parking lot	0	0
Walking/Biking Connection	Formalize Social Trail	connect neighborhood to openspace	1	0
Corridor Improvement	Pine Street Median Landscaping	Add a wide, well landscaped median to pine. This could create a few benefits including reducing stormwater runoff, reducing the heat island effect & help to subconsciously encourage people to go the speed limit by narrowing this overly wide road.	1	1
Walking/Biking Connection	Missing Sidewalk	Add a sidewalk on the street side of the canal	0	0
Other	Underpass	Add an underpass	2	0
Walking/Biking Connection	Connect Neighborhood to open space	Fix old stairway and formalize a connection from the neighborhood to open space	0	0
Corridor Improvement	Dyer Road to Marshall	Overpass to allow cars to bypass the interchange altogether & come and go straight to and from Louisville without ever going through Superior	0	0
Corridor Improvement	Park-n-Ride short cut	Add right in, one way only by-pass for people to short cut into the park-n-ride lot	0	0

Comment Type	Title	Description	Likes	Dislike
Walking/Biking Connection	Coal Creek to Dillion Road Trail	Bike/walking trail	2	0
Walking/Biking Connection	Dillon Road to Carolyne Holmberg	Create a trail to the preserve	1	0
Walking/Biking Connection	Canal Trail to School	Create a trail from school to crosswalk on pine via the canal	0	0
Corridor Improvement	CTC Escape Route	Create another route out of CTC	0	0
Walking/Biking Connection	Missing Sidewalk	there is a sidewalk missing	0	0
Walking/Biking Connection	Missing Sidewalk	the sidewalk is missing	0	0
Walking/Biking Connection	Missing Sidewalk	The sidewalk is missing	0	0
Walking/Biking Connection	Formalize Social Trail	Connect neighbors to trail	0	0
Area of Improvement	Allow left turn out of neighborhood	Half of the neighborhood turns out, goes up to Taft and pulls a u-turn. Cutting through the median for full access movement at this intersection would increase efficiency	0	0
Other	Underpass	Install an underpass connecting the trails	2	0
Corridor Improvement	One-way driveway into the shopping center	Create a one way bypass into the center	0	0
Area of Improvement	Median Redo	Re develop the medians to be attractive	0	0
Walking/Biking Connection	Missing Sidewalk	the sidewalk is missing	0	0
Walking/Biking Connection	Path and Trail-head	Create a second parking area & trail-head as well as a route to the mesa	0	0
Other	Beautify Crosswalk	Replace sticks and paint decals with a more permanent & attractive solution. Landscaping and curbing rather than flexi- poles and paint	0	0
Other	Tree in the way	Remove East-most tree in median to improve line of sight	0	0
Other	Corner landscaping needs a trim	Landscaping is overgrown making it hard to see when turning out of the neighborhood	0	0
Area of Improvement	Event Parking Crazyness	No parking needs to be marked in front of this fire hydrant and around this blind curve	0	0
Other	Your Speed is XX the Speed is YY	Flashing sign that lets a driver know how fast they are going	0	0
Area of Improvement	Parking set back from Crosswalks	Mark with red curbing the correct distance away from a cross walk people are supposed to refrain from parking. People often are parked too close to the crossings making it hard to see children crossing.	1	0
Area of Improvement	South most parking space removal	The South most parking space (before Elm) is too close to the intersection making it difficult for cars to see when turning onto Main	0	0
Corridor Improvement	RTD 228 Loop Re-route	Instead to the 228 going back on the track it came from, have it loop by going through CTC by way of a stop at the Flatirons Station.	0	0

Online Map Comments continued

Comment Type	Title	Description	Likes	Dislike
Other	Paint Middle Line	People often drive in the wrong lane around this turn. Marking the center line would help people stay in their lane.	0	0
Area of Improvement	Landscaping Makeover	This subdivision entryway is in need of a makeover.	0	0
Area of Improvement	Landscaping Makeover	This subdivision entry is in need of a makeover. It would help improve the look and make the sight-lines better when turning out.	1	0
Other	Signal only for sensor on weekends	The signal seems to be on a timer and stops traffic on Dillon when no one is there.	1	0
Problematic Location	Far to the bus	This area is on the far end from the closest stops	0	0
Other	Bike/Ped interactions	Many bike users ride on the sidewalk & it's not enough space for bikes and peds with dogs to comfortably pass (plus in some areas there is a sharp grade).	1	0
Other	Hard to turn left	Some people have a hard time turning left out of the neighborhood during rush hour	0	0
Other	Hard to turn left	Some people have a hard time turning left out of the neighborhood during rush hour	0	0
Problematic Location	Perfect Storm	When someone is turning into the neighborhood AND someone is turning into the dog park, neither party can clearly see the oncoming traffic.	0	0
Corridor Improvement	Secondary Street	It would be nice if there was a through street (missing link by Key Bank).	0	0
Other	Full Movement Intersection	It would be nice if you could turn out of the shopping center and go North	0	0
Problematic Location	Speeding	There are people that cut through the neighborhood and seem to be speeding. It concerns people when they (or their kids on bikes) come out of the trail and cross the street).	0	0
Problematic Location	Speeding	People seem to be speeding through this neighborhood.	0	0
Other	Pedestrian crossing is not ideal	It would be nice if it felt safer to cross the street here	0	0
Problematic Location	Hard to See	It is hard to see when you are turning left off of Pine onto Via Appia.	1	0
Problematic Location	Hard to cross at times	It is hard to drive across the intersection when you are staying on Tyler at some times of the day	1	0
Problematic Location	Hard to see	It is hard to see when you are turning out of Lafayette onto Via Appia when you are trying to turn left.	0	0
Problematic Location	Hard to get out	It is hard to turn out of the neighborhood and go East on South Boulder at times & many people backtrack through the neighborhood all the way to the light.	0	0
Problematic Location	Hard to turn out	There are times when it is challenging to turn from the shopping center and go East on Dillon	0	0
Walking/Biking Connection	Trail	Singletrack trail development on undeveloped parcel	3	0
Walking/Biking Connection	Community Trail development	Our community needs more trails for kids, families and adults. This is one such place where it can be created.	4	0
Walking/Biking Connection	Trail zone	Official Trails and improvements in this zone are needed. This is just a general concept of trails for consideration not specific locations yet.	3	0

Comment Type	Title	Description	Likes	Dislike
Walking/Biking Connection	Trail zone	This is shared property with County but a trail development plan should be pursued here.	3	0
Walking/Biking Connection	Trail development zone	This area is highly valued and the demand for more singletrack trails is high. This area could easily support a couple miles of purpose built trail and some are already there but social in nature.	5	0
Walking/Biking Connection	Lsvl Rec Center Trail system	This trail system is well defined yet not official. It needs to become official as it is highly valued and the states longest permanant cyclocross course and used by the HighSchool Mountain Bike team and community residents.	5	0
Walking/Biking Connection	Family/Kid Trail Zone	This parcel has existing social trails. with little cost and effort, this are could be official and serve all residents as a beginner level multi use trail area	2	0
Walking/Biking Connection	Up hill trail	A singletrack sidewalk uphill travel trail.	3	0
Walking/Biking Connection	A downhill travel trail	Singletrack sidewalk downhill oriented trail	5	0
Walking/Biking Connection	A residential access point to Harper Lake trails	This parcel is underutilized. This could and should serve as an access point to the lake off Washington like other access points. Signs for No dogs can keep dogs out of the lake property.	1	0
Walking/Biking Connection	trail development zone	Some trail development should be considered here that better utilizes the river corridor and existing paths.	5	0
Walking/Biking Connection	trail development zone	some system trails should be put into place here to utilize this corridor and bring a value and asset to local residents and connect to existing paths.	2	0
Walking/Biking Connection	Trail development	This is a wonderful parcel in the community. there are social trails here now that should and could be easily made official and improved some to that this area is not only sustainable but a community asset.	2	0
Walking/Biking Connection	Link Trail	from 36 to Marshal Mesa	2	0
Walking/Biking Connection	link trail	Path across Dillon Rd	0	0
Walking/Biking Connection	Link Trail	link stearns lake to boulder creek link trail	0	0
Walking/Biking Connection	singletrack, pumprack	Davidson Mesa trail enhancements and additions	0	0
Walking/Biking Connection	singletrack,walking	Davidson mesa additions	1	0
Walking/Biking Connection	Fun single track link	Link from davidson mesa to S. Cherryvale	0	0
Walking/Biking Connection	Fun single track link	Link from davidson mesa to S. Cherryvale	5	0
Walking/Biking Connection	link single track	fun connector trail	2	0
Walking/Biking Connection	single track, fun trail	create more vista view trails that enhance your outdoor experience	1	0
Walking/Biking Connection	singletrack	more access to existing views and open spaces	2	0

Online Map Comments continued

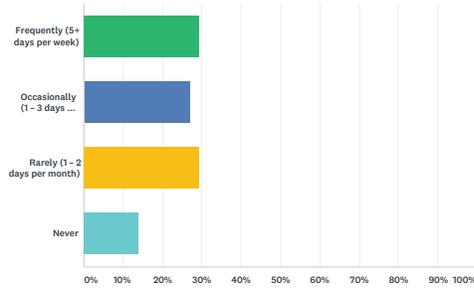
Comment Type	Title	Description	Likes	Dislike
Walking/Biking Connection	link trail	link to south davidson mesa	0	0
Walking/Biking Connection	link trail	link from louisville rec center to davidson mesa	0	0
Walking/Biking Connection	link trail	link from coal creek to Heckla Reservoir	0	0
Walking/Biking Connection	Singletrack, Flow Track	Fun, Scenic for bikers and hikers	3	0
Walking/Biking Connection	link trail	link to other trails	1	0
Area of Improvement	Hedges	Hedges Cover the Sidewalk	0	0
Area of Improvement	Traffic Signal Timing	Before the DDI, you used to be able to get from Dillon to Marshall without stopping at every light. Now that the DDI is complete, the Southbound timing seems to stop you at almost every light, almost every time (unless you go like 55mph). This is not great.	2	0
Key Destination	Proposed pedestrian crosswalk lights	Add lights for safer pedestrian crossing	0	0
Other	Traffic Signal	Add a signal	0	1
Corridor Improvement	NorthWest Rail	Complete a fixed guide-way route from Longmont to Denver by way of Louisville.	4	0
Other	Flashing yellow arrow is no good	Flashing yellow arrows are not a good solution; while the law recognizes them, drivers do not. Get rid of the flashing yellow arrow (and don't do it anywhere else in Louisville). More drivers understand a green arrow, and then no arrow (just a solid green ball) representing yield when turning left-- you would not believe how many people think oncoming traffic stops and they can go on a flashing yellow arrow.	0	0
Walking/Biking Connection	Lake to Lake Reroute	More direct connection to Waneka via existing utility corridor	2	0
Walking/Biking Connection	SAMS CLUB REDEVELOPMENT CONNECTON	Provide some type of trail connection between the Sam's Club redevelopment parcel and the trail system. Not sure where or how but if this is going to be a public space, it should have good bike/ped accessibility	1	0
Walking/Biking Connection	Missing Sidewalk	Add a sidewalk	0	0
Walking/Biking Connection	Missing Sidewalk	Add a sidewalk	0	0
Walking/Biking Connection	Missing Sidewalk	Add a sidewalk	0	0
Problematic Location	104th / Dillon	Dangerous bike crossing due to high volume of auto traffic.	2	0
Problematic Location	42 & 104th	Dangerous crossing from gravel trail on the south side of 42 into CTC. Gravel trail does not connect into CTC. Frequently autos do not see peds. or cyclists crossing. Common junction for cycles to cross in all directions.	2	0
Key Destination	PEARL iZUMi	CTC industrial area	0	0
Problematic Location	Cradleboard trail Connection	Connect Cradleboard trail to the transit hub through the open space and off of midway.	2	0

Comment Type	Title	Description	Likes	Dislike
Walking/Biking Connection	Cradleboard Trail connector	Connect Cradleboard Trail to transit hub via an off the street trail.	2	0
Walking/Biking Connection	Broomfield to Rock Creek connector	Improved connection to/from Broomfield.	2	0
Problematic Location	South Boulder Rd. and Garfield Ave	This intersection is very dangerous for pedestrians and drivers. Additional crossing lighting is needed. Possibly downward facing, narrow beam that illuminates the crosswalk w/o outward light pollution...either motion sensitive or always on. As a resident of that neighborhood, I have been surprised many times by peds crossing from an angle and entirely in dark clothing, only to be spotted (very little warning) when my headlights would swing into their path (sometimes not at the crosswalk).	0	0
Problematic Location	Very dimly lit pedestrian crossing.	A narrow, down facing beam that illuminates the crossing (from sidewalk to sidewalk).	0	0
Problematic Location	Pedestrian danger	Very narrow sidewalks that are only inches away (no shoulder) from fast moving traffic. Not just at this intersection, but all along this stretch of south side South Boulder Rd.	0	0
Problematic Location	Problematic trail crossing.	There is little to no notice of possible pedestrian or cycle crossing, with curbside parking that completely obscures the east side.	0	0
Problematic Location	Very dangerous pedestrian crossing.	This crossing is completely dark and obscured. There is no notification of any pedestrian or cyclist. This is a tragedy waiting to happen. Given the curvy nature of Via Appia in this area, it is imperative that some kind of downward facing light illuminate both side of this crosswalk (possibly extending a narrowly focused light path along the crosswalk).	0	0
Key Destination	Bus route(s) needed	Since the addition of more high density housing along the stretch of South Boulder Rd (between East Centennial and Garfield) having bus stops so far away (east of the tracks and at Via Appia), it would be nice to find a way to have a stop somewhere between.	0	0
Problematic Location	Cyclist problem	There have been several (at least 5 in the last year alone) occasions where adults and children are cycling (slowly) right down the middle of this street. I don't have a clear solution to suggest...maybe a BIG sign reminding cyclist to keep to the shoulder, and perhaps cycle on the sidewalk with younger (unsteady) children.	0	0
Problematic Location	Illegal turning	Even with clear signage and drive construction, there are many cars that will exit this "entry only" drive.	0	0
Problematic Location	Intersection	Need a 4-way stop at Pine and Hoover for pedestrian safety and speed control	0	0
Corridor Improvement	Bike lane	Pine St between Via Appia and Johnson needs a wide bike lane similar to Bella Vista	1	0
Corridor Improvement	Speeding	Speeds along eastbound Pine St are very high - generally 5 - 15 MPH over the posted limit. This is very dangerous for pedestrians especially between Hoover and Johnson.	1	0
Problematic Location	Speed radar sign	Electronic signature should flash speed for 30 mph or over. New 25 mph limit sign needs orange flags to draw attention. Nearly 100% of eastbound drivers speed at this point of Pine.	0	0
Problematic Location	No Visibility - Dangerous for pedestrians	This has horrible visibility and dangerous for pedestrians. People speed from W Pine down S. Polk. Would love for something to be done about this, stop sign, speed humps, crosswalk.	1	0

Comment Type	Title	Description	Likes	Dislike
Corridor Improvement	96th Backup problem	The amount this corridor backs up is ridiculous. Lets fix this and get traffic flowing.	0	0
Other	LIGHT RAIL TO DENVER	Would love to get the light rail to Denver, one can dream.	2	0
Area of Improvement	Crosswalk - Visibility - Parking Signs	Since the newly improved crosswalks the street gets tight with the no parking signs not having been moved away from crosswalk. I have seen buses have to slow down to 5 mph to navigate when car is parked at sign. Move no parking signs further away from crosswalks to open visibility and drive-ability!	1	0
Problematic Location	Poor Visibility	The visibility on to Via Appia from Pine is horrible.	0	0
Problematic Location	Busy Intersection	Hard to leave neighborhood from Tyler onto Via Appia, especially during peak times.	0	0
Walking/Biking Connection	Bike Lane to Connect to Downtown	There should be a bike lane that travels to downtown from where the bike path ends.	0	0
Area of Improvement	Crosswalk enhancements	Consider crosswalk improvements including the sign in the middle of the street and the red paint	0	0
Walking/Biking Connection	Trail Connection	Underpass under CO-42, connecting to existing trail	0	0
Walking/Biking Connection	Underpass under Train Tracks	Trail connection under tracks, north of S. Boulder Road	0	0
Walking/Biking Connection	Trail along Train Right-away	Use the railroad right away to add a trail. Not all bike riders are comfortable riding in the road (kids especially), but the sidewalks along Main Street are not wide enough to support riders and walkers. This gives better access to downtown from north of S. Boulder Rd	0	0

Q1 When traveling within, to or from Louisville (for work, school, shopping, recreation, etc.), how often do you walk?

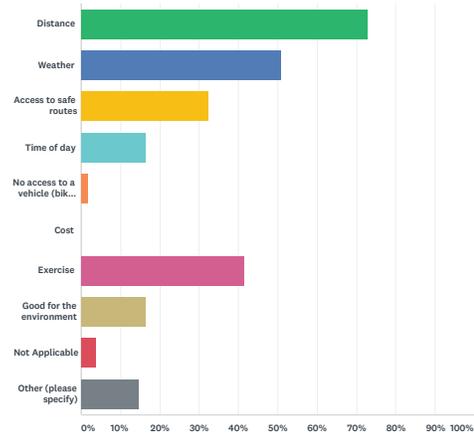
Answered: 163 Skipped: 0



ANSWER CHOICES	RESPONSES	
Frequently (5+ days per week)	29.45%	48
Occasionally (1 – 3 days per week)	26.99%	44
Rarely (1 – 2 days per month)	29.45%	48
Never	14.11%	23
<b>TOTAL</b>		<b>163</b>

Q2 What are the primary factors that help you decide whether or not to walk for your trip? (Choose up to 3)

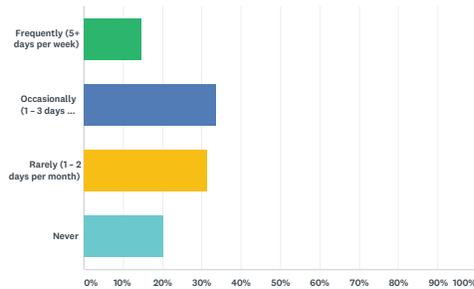
Answered: 163 Skipped: 0



ANSWER CHOICES	RESPONSES	
Distance	73.01%	119
Weather	50.92%	83
Access to safe routes	32.52%	53
Time of day	16.56%	27
No access to a vehicle (bike, bus, or car)	1.84%	3
Cost	0.00%	0
Exercise	41.72%	68
Good for the environment	16.56%	27
Not Applicable	3.68%	6
Other (please specify)	14.72%	24
<b>Total Respondents: 163</b>		

Q3 When traveling within, to or from Louisville (for work, school, shopping, recreation, etc.), how often do you bike?

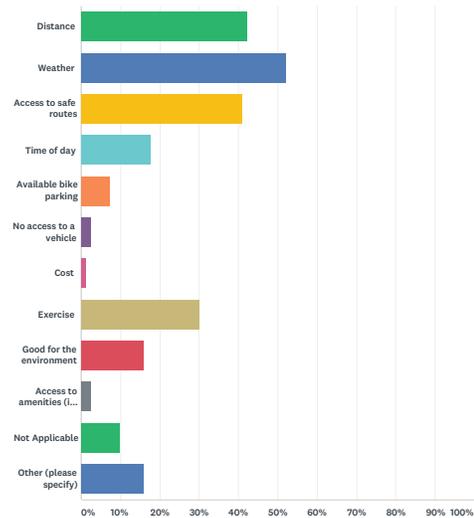
Answered: 163 Skipped: 0



ANSWER CHOICES	RESPONSES	
Frequently (5+ days per week)	14.72%	24
Occasionally (1 – 3 days per week)	33.74%	55
Rarely (1 – 2 days per month)	31.29%	51
Never	20.25%	33
<b>TOTAL</b>		<b>163</b>

Q4 What are the primary factors that help you decide whether or not to bike for your trip? (Choose up to 3)

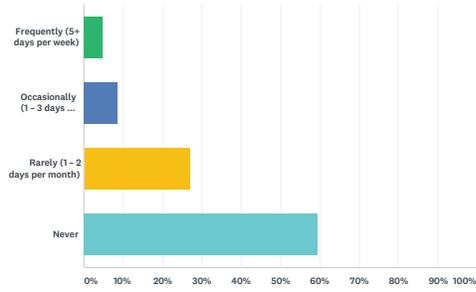
Answered: 163 Skipped: 0



ANSWER CHOICES	RESPONSES	
Distance	42.33%	69
Weather	52.15%	85
Access to safe routes	41.10%	67
Time of day	17.79%	29
Available bike parking	7.36%	12
No access to a vehicle	2.45%	4
Cost	1.23%	2
Exercise	30.06%	49
Good for the environment	15.95%	26
Access to amenities (i.e., shower)	2.45%	4
Not Applicable	9.82%	16
Other (please specify)	15.95%	26
<b>Total Respondents: 163</b>		

**Q5 When traveling within, to or from Louisville (for work, school, shopping, recreation, etc.), how often do you ride transit?**

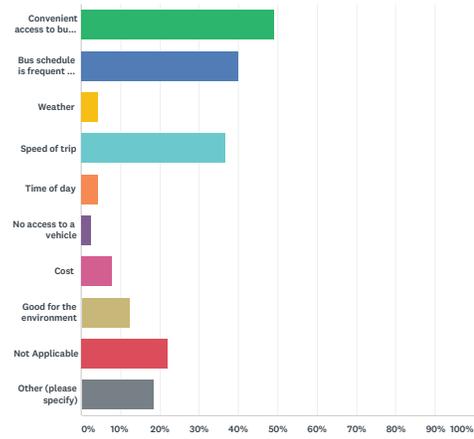
Answered: 163 Skipped: 0



ANSWER CHOICES	RESPONSES	
Frequently (5+ days per week)	4.91%	8
Occasionally (1 – 3 days per week)	8.59%	14
Rarely (1 – 2 days per month)	26.99%	44
Never	59.51%	97
<b>TOTAL</b>		<b>163</b>

**Q6 What are the primary factors that help you decide whether or not to ride transit for your trip? (Choose up to 3)**

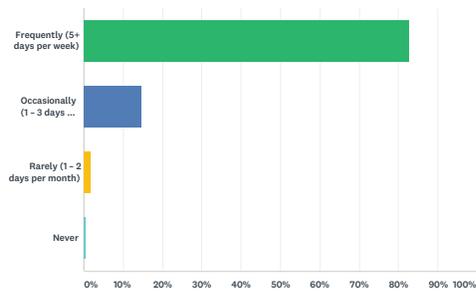
Answered: 163 Skipped: 0



ANSWER CHOICES	RESPONSES	
Convenient access to bus stop and/or destination	49.08%	80
Bus schedule is frequent or meets my schedule needs	39.88%	65
Weather	4.29%	7
Speed of trip	36.81%	60
Time of day	4.29%	7
No access to a vehicle	2.45%	4
Cost	7.98%	13
Good for the environment	12.27%	20
Not Applicable	22.09%	36
Other (please specify)	18.40%	30
<b>Total Respondents: 163</b>		

**Q7 When traveling within, to or from Louisville (for work, school, shopping, recreation, etc.), how often do you drive?**

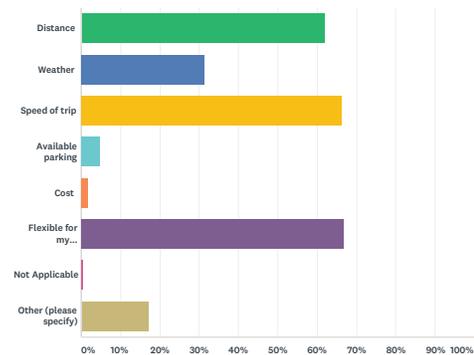
Answered: 163 Skipped: 0



ANSWER CHOICES	RESPONSES	
Frequently (5+ days per week)	82.82%	135
Occasionally (1 – 3 days per week)	14.72%	24
Rarely (1 – 2 days per month)	1.84%	3
Never	0.61%	1
<b>TOTAL</b>		<b>163</b>

**Q8 What are the primary reasons for why you decide drive for your trip? (Choose up to 3)**

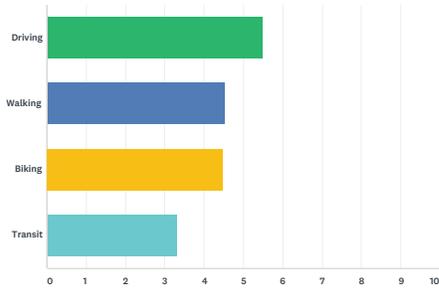
Answered: 163 Skipped: 0



ANSWER CHOICES	RESPONSES	
Distance	61.96%	101
Weather	31.29%	51
Speed of trip	66.26%	108
Available parking	4.91%	8
Cost	1.84%	3
Flexible for my schedule/able to run errands	66.87%	109
Not Applicable	0.61%	1
Other (please specify)	17.18%	28
<b>Total Respondents: 163</b>		

**Q9 Thinking about recent experiences for each of the following means of transportation, please rate how difficult or easy it was for you to make your trip.**

Answered: 163 Skipped: 0

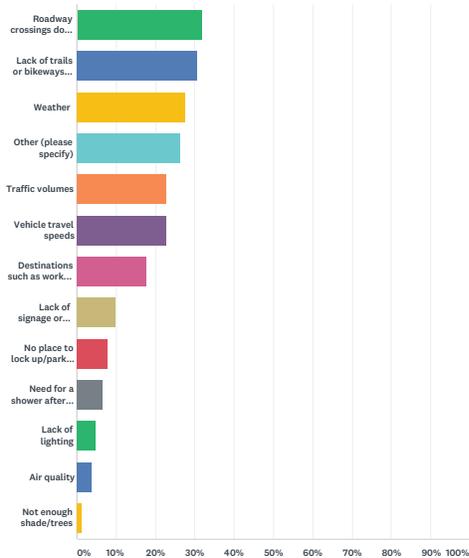


	VERY DIFFICULT	MODERATELY DIFFICULT	SLIGHTLY DIFFICULT	SLIGHTLY EASY	MODERATELY EASY	VERY EASY	N/A	TOTAL	WEIGHTED AVERAGE
Driving	0.00%	1.84%	3.68%	4.91%	22.70%	66.26%	0.61%	163	5.49
Walking	5.52%	8.59%	14.11%	9.20%	15.34%	39.88%	7.36%	163	4.51
Biking	1.84%	5.52%	12.88%	17.18%	24.54%	22.09%	15.95%	163	4.47
Transit	7.98%	12.27%	15.95%	6.75%	13.50%	4.29%	39.26%	163	3.30

**Louisville Transportation Master Plan Community Survey**

**Q11 Which of the following are the largest barriers to biking in Louisville? (Select up to 3)**

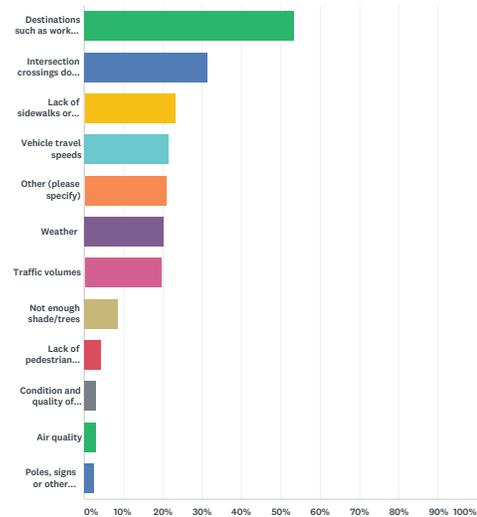
Answered: 163 Skipped: 0



ANSWER CHOICES	RESPONSES
Roadway crossings do not feel safe or visible	31.90% 52
Lack of trails or bikeways connecting to my destination	30.67% 50
Weather	27.61% 45
Other (please specify)	26.38% 43
Traffic volumes	22.70% 37
Vehicle travel speeds	22.70% 37
Destinations such as work, school, and stores are too far to bike	17.79% 29
Lack of signage or wayfinding	9.82% 16
No place to lock up/park bikes	7.98% 13
Need for a shower after ride	6.75% 11
Lack of lighting	4.91% 8
Air quality	3.68% 6
Not enough shade/trees	1.23% 2
Total Respondents: 163	

**Q10 Which of the following are the largest barriers to walking in Louisville? (Select up to 3)**

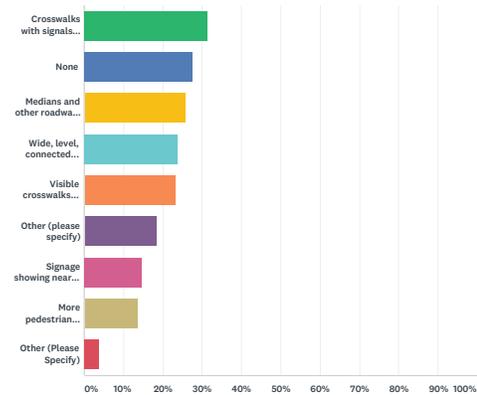
Answered: 163 Skipped: 0



ANSWER CHOICES	RESPONSES
Destinations such as work, school, and stores are too far to walk	53.37% 87
Intersection crossings do not feel safe or visible	31.29% 51
Lack of sidewalks or trails connecting to my destination	23.31% 38
Vehicle travel speeds	21.47% 35
Other (please specify)	20.86% 34
Weather	20.25% 33
Traffic volumes	19.63% 32
Not enough shade/trees	8.59% 14
Lack of pedestrian lighting	4.29% 7
Condition and quality of existing sidewalks	3.07% 5
Air quality	3.07% 5
Poles, signs or other impediments in the sidewalk	2.45% 4
Total Respondents: 163	

**Q12 Please indicate what potential changes or improvements would encourage you to walk more: (select up to 3)**

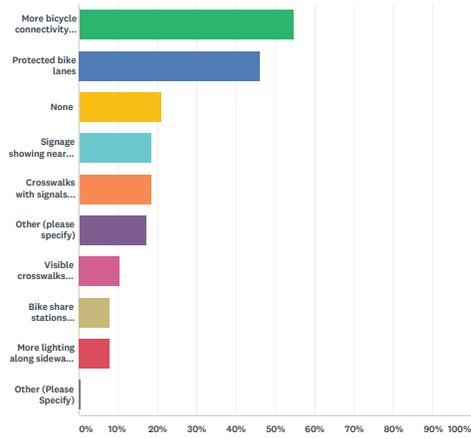
Answered: 163 Skipped: 0



ANSWER CHOICES	RESPONSES
Crosswalks with signals or flashing lights	31.29% 51
None	27.61% 45
Medians and other roadway crossing improvements	25.77% 42
Wide, level, connected sidewalks	23.93% 39
Visible crosswalks (clear signage, striping)	23.31% 38
Other (please specify)	18.40% 30
Signage showing nearby destinations and transit routes	14.72% 24
More pedestrian lighting along sidewalks and trails	13.50% 22
Other (Please Specify)	3.68% 6
Total Respondents: 163	

**Q13 Please indicate what potential changes or improvements would encourage you to bike more: (select up to 3)**

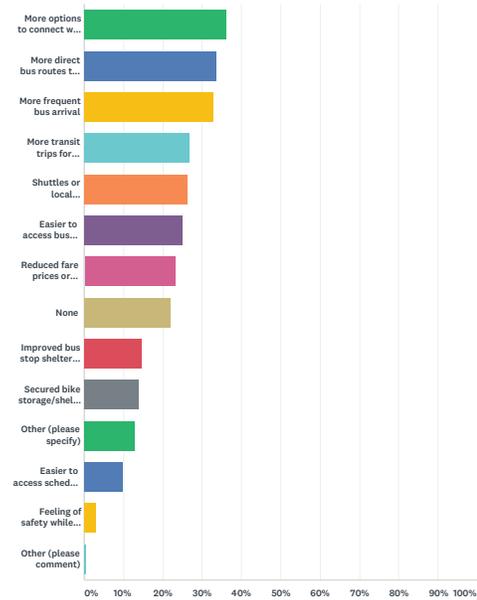
Answered: 163 Skipped: 0



ANSWER CHOICES	RESPONSES
More bicycle connectivity to destinations (bike lanes and trails)	54.60% 89
Protected bike lanes	46.01% 75
None	20.86% 34
Signage showing nearby destinations, bicycle and transit routes	18.40% 30
Crosswalks with signals or flashing lights	18.40% 30
Other (please specify)	17.18% 28
Visible crosswalks (clear signage, striping)	10.43% 17
Bike share stations (example: B-Cycle)	7.98% 13
More lighting along sidewalks and trails	7.98% 13
Other (Please Specify)	0.61% 1
Total Respondents: 163	

**Q14 What would most encourage you to ride the bus more or start riding the bus? (Choose all that apply)**

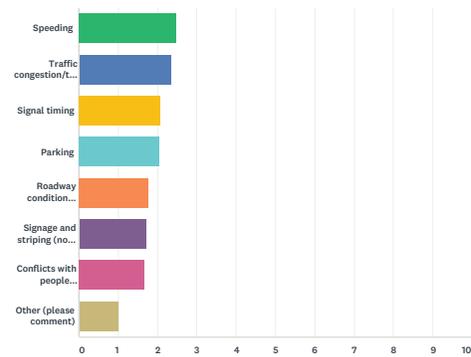
Answered: 163 Skipped: 0



ANSWER CHOICES	RESPONSES
More options to connect with nearby destinations (i.e. in Lafayette, Superior, Broomfield, Boulder) with local bus routes	36.20% 59
More direct bus routes to destinations within Louisville	33.74% 55
More frequent bus arrival	33.13% 54
More transit trips for regional connections and commuting (i.e. to Longmont, Denver, Denver International Airport, etc.)	26.99% 44
Shuttles or local circulator to get to final destination	26.38% 43
Easier to access bus stops	25.15% 41
Reduced fare prices or subsidized Eco Passes	23.31% 38
None	22.09% 36
Improved bus stop shelters and benches	14.72% 24
Secured bike storage/shelters	14.11% 23
Other (please specify)	12.88% 21
Easier to access schedule and route information	9.82% 16
Feeling of safety while waiting at a bus stop (enhanced lighting)	3.07% 5
Other (please comment)	0.61% 1
Total Respondents: 163	

**Q15 Please rate how significant of a problem the following issues are for driving and vehicle access in Louisville:**

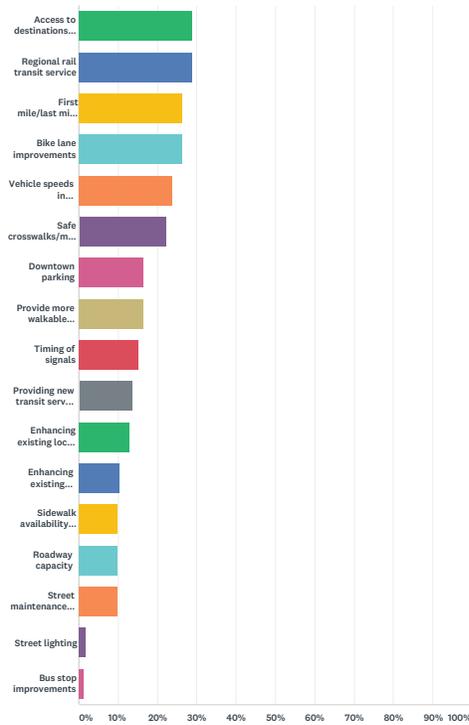
Answered: 163 Skipped: 0



	NOT A PROBLEM	MINOR PROBLEM	MODERATE PROBLEM	SIGNIFICANT PROBLEM	N/A	TOTAL	WEIGHTED AVERAGE
Speeding	23.93% 39	25.15% 41	26.38% 43	23.31% 38	1.23% 2	163	2.50
Traffic congestion/travel time	24.54% 40	27.61% 45	35.58% 58	11.66% 19	0.61% 1	163	2.35
Signal timing	35.58% 58	31.90% 52	18.40% 30	12.27% 20	1.84% 3	163	2.08
Parking	33.13% 54	37.42% 61	19.02% 31	9.82% 16	0.61% 1	163	2.06
Roadway condition (cracks, potholes, etc.)	38.04% 62	45.40% 74	12.27% 20	1.84% 3	2.45% 4	163	1.77
Signage and striping (not visible or clearly understood by drivers)	48.47% 79	33.13% 54	12.27% 20	4.29% 7	1.84% 3	163	1.72
Conflicts with people walking/biking	55.83% 91	25.15% 41	11.04% 18	6.13% 10	1.84% 3	163	1.67
Other (please comment)	31.58% 6	0.00% 0	0.00% 0	0.00% 0	68.42% 13	19	1.00

### Q16 What priorities should the City focus on to improve mobility in Louisville? (select top 3)

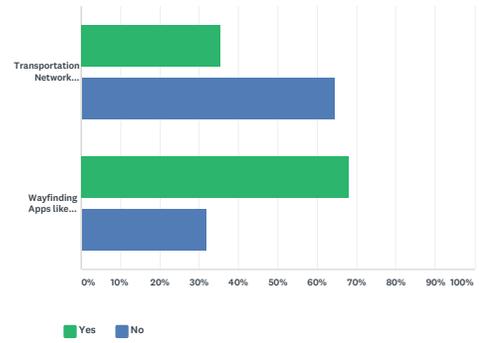
Answered: 163 Skipped: 0



ANSWER CHOICES	RESPONSES
Access to destinations (downtown, McCaslin Station, schools, other retail, etc) for people walking/biking	28.83% 47
Regional rail transit service	28.83% 47
First mile/last mile connections to transit	26.38% 43
Bike lane improvements	26.38% 43
Vehicle speeds in neighborhoods	23.93% 39
Safe crosswalks/medians for pedestrians	22.09% 36
Downtown parking	16.56% 27
Provide more walkable development and multimodal options in retail/commercial/mixed-use areas	16.56% 27
Timing of signals	15.34% 25
Providing new transit service to more destinations within Louisville	13.50% 22
Enhancing existing local bus service (more frequent buses, faster travel times)	12.88% 21
Enhancing existing commuter bus service (more frequent buses, faster travel times)	10.43% 17
Sidewalk availability and condition	9.82% 16
Roadway capacity	9.82% 16
Street maintenance (potholes, cracks, snow removal, etc.)	9.82% 16
Street lighting	1.84% 3
Bus stop improvements	1.23% 2
<b>Total Respondents: 163</b>	

### Q17 Do you currently use the following technologies for trips in Louisville?

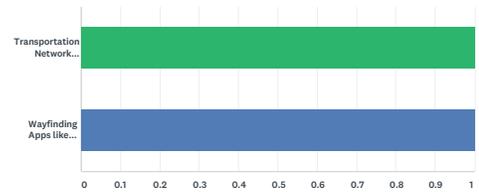
Answered: 163 Skipped: 0



	YES	NO	TOTAL
Transportation Network Companies (Uber/Lyft)	35.50% 58	64.42% 105	163
Wayfinding Apps like Google Maps or Waze	68.10% 111	31.90% 52	163

### Q18 How often do you use technology to make your trips today?

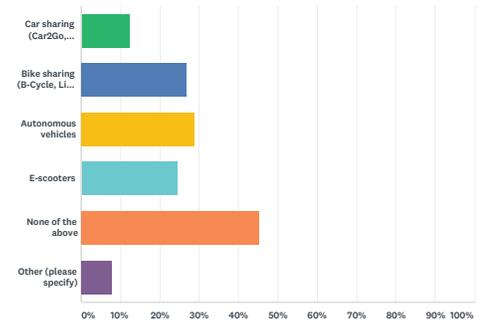
Answered: 163 Skipped: 0



	FREQUENTLY (5+ DAYS PER WEEK)	OCCASIONALLY (1 - 3 DAYS PER WEEK)	RARELY (1 - 2 DAYS PER MONTH)	N/A	TOTAL	WEIGHTED AVERAGE
Transportation Network Companies (Uber/Lyft)	0.611% 1	3.68% 6	44.17% 72	51.53% 84	163	1.00
Wayfinding Apps like Google Maps or Waze	20.86% 34	30.67% 50	25.77% 42	22.70% 37	163	1.00

### Q19 Which technologies would you use in Louisville, if given the opportunity? (select all that apply)

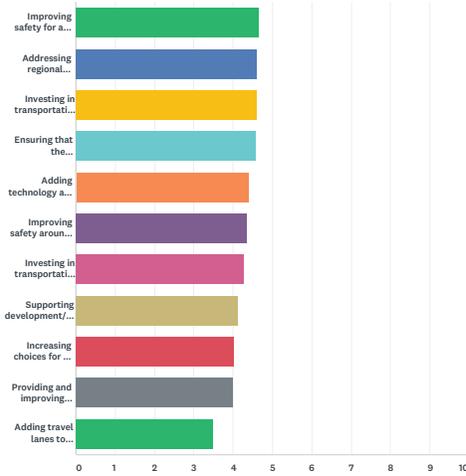
Answered: 163 Skipped: 0



ANSWER CHOICES	RESPONSES
Car sharing (Car2Go, ZipCar, etc.)	12.27% 20
Bike sharing (B-Cycle, Lime Bike, etc.)	26.99% 44
Autonomous vehicles	28.83% 47
E-scooters	24.54% 40
None of the above	45.40% 74
Other (please specify)	7.98% 13
<b>Total Respondents: 163</b>	

**Q21 Indicate your level of agreement about if the following statements should be priorities in Louisville:**

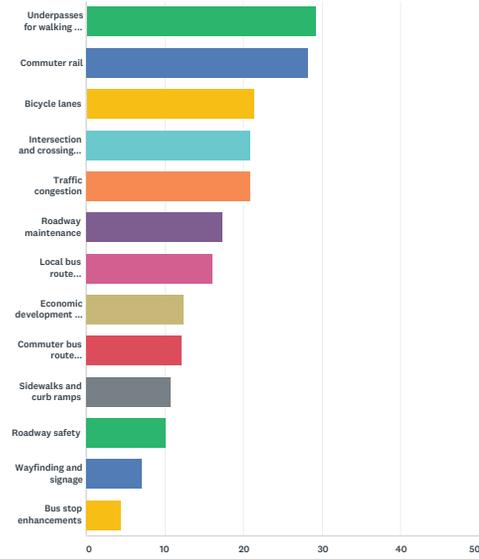
Answered: 163 Skipped: 0



	STRONGLY DISAGREE	MODERATELY DISAGREE	SLIGHTLY DISAGREE	SLIGHTLY AGREE	MODERATELY AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
Improving safety for all modes of transportation by providing separation between where people walk, bike, and drive.	4.91% 8	4.29% 7	6.13% 10	23.31% 38	26.99% 44	34.36% 56	163	
Addressing regional connections (enhancing key travel corridors for driving, improving current and future high frequency transit service to Denver/Boulder, etc.).	4.29% 7	3.68% 6	8.59% 14	22.70% 37	31.90% 52	28.83% 47	163	
Investing in transportation priorities that improve the environmental quality and sustainability.	6.13% 10	4.91% 8	10.43% 17	19.02% 31	20.25% 33	39.26% 64	163	
Ensuring that the transportation network in Louisville is equitable and accessible to people of all abilities, ages, and incomes.	3.07% 5	6.75% 11	9.20% 15	23.31% 38	24.54% 40	33.13% 54	163	
Adding technology and signal timing improvements to improve travel times.	2.45% 4	6.75% 11	9.82% 16	34.36% 56	22.70% 37	23.93% 39	163	
Improving safety around schools and increasing options for children to get to school.	5.52% 9	11.04% 18	6.13% 10	26.99% 44	20.25% 33	30.06% 49	163	
Investing in transportation facilities that support options for redevelopment and current development that reduce the need to drive.	6.75% 11	7.36% 12	11.04% 18	27.61% 45	19.63% 32	27.61% 45	163	
Supporting development/redevelopment with shared parking that allows me to drive and park once while accessing a variety of places.	6.75% 11	9.20% 15	11.66% 19	26.99% 44	28.22% 46	17.18% 28	163	
Increasing choices for the mode of transportation that I (and/or my family) have available for getting to destinations within Louisville.	9.20% 15	7.98% 13	6.75% 11	39.26% 64	19.02% 31	17.79% 29	163	
Providing and improving signage and maps to clearly identify routes for biking, transit, and areas for parking.	8.59% 14	9.82% 16	11.04% 18	35.58% 58	14.72% 24	20.25% 33	163	
Adding travel lanes to roadways if it improves travel times.	19.63% 32	12.27% 20	12.27% 20	22.09% 36	21.47% 35	12.27% 20	163	

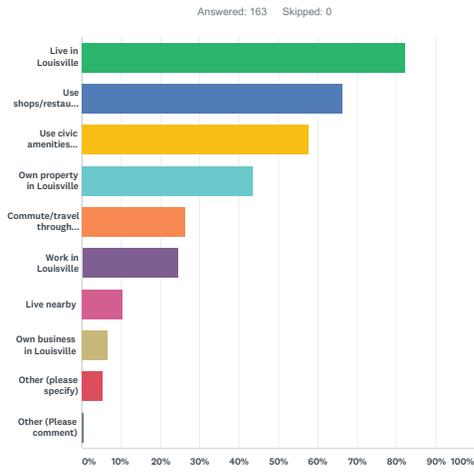
**Q22 Imagine that Louisville needs to spend \$1,000 on transportation improvement projects, but you only have \$100 to spend. What would your priorities be? Provide the dollar amounts you would spend on the following types of projects below, not to exceed \$100 total for all projects.**

Answered: 163 Skipped: 0



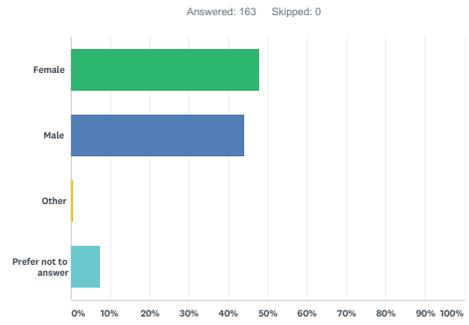
ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
Underpasses for walking and biking	29	3,097	106
Commuter rail	28	2,320	82
Bicycle lanes	21	1,875	88
Intersection and crossing safety improvements	21	1,908	91
Traffic congestion	21	1,256	60
Roadway maintenance	17	1,286	74
Local bus route additions/improvements	16	1,045	65
Economic development and walkable areas near transit	12	843	68
Commuter bus route additions/improvements	12	779	64
Sidewalks and curb ramps	11	697	65
Roadway safety	10	588	58
Wayfinding and signage	7	408	57
Bus stop enhancements	5	198	44
Total Respondents: 163			

Q27 Please tell us your connection to Louisville: (Choose all that apply)



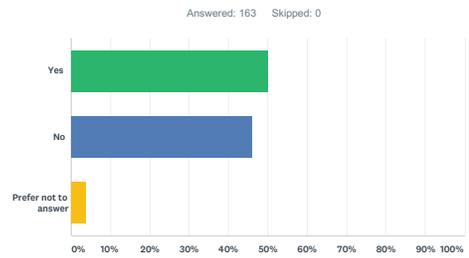
ANSWER CHOICES	RESPONSES
Live in Louisville	82.21% 134
Use shops/restaurants in Louisville	66.26% 108
Use civic amenities (parks, churches, library, etc.) in Louisville	57.67% 94
Own property in Louisville	43.56% 71
Commute/travel through Louisville	26.38% 43
Work in Louisville	24.54% 40
Live nearby	10.43% 17
Own business in Louisville	6.75% 11
Other (please specify)	5.52% 9
Other (Please comment)	0.61% 1
Total Respondents: 163	

Q30 What is your gender?



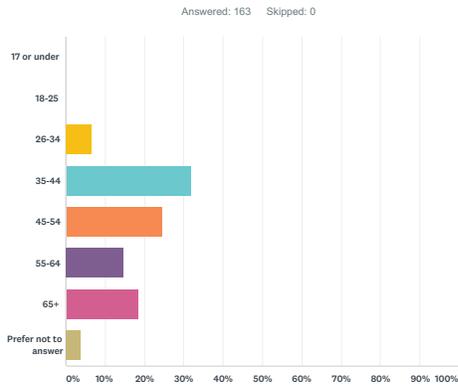
ANSWER CHOICES	RESPONSES
Female	47.85% 78
Male	44.17% 72
Other	0.61% 1
Prefer not to answer	7.36% 12
TOTAL 163	

Q31 Do you currently have children living with you that are 18 or younger?



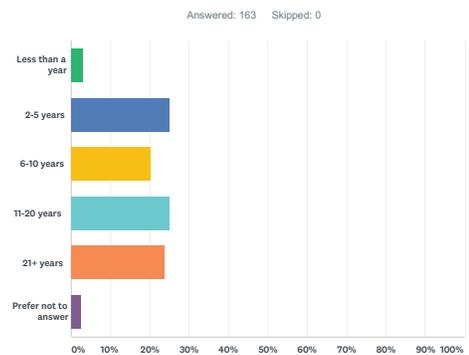
ANSWER CHOICES	RESPONSES
Yes	50.31% 82
No	46.01% 75
Prefer not to answer	3.68% 6
TOTAL 163	

Q29 What is your age?



ANSWER CHOICES	RESPONSES
17 or under	0.00% 0
18-25	0.00% 0
26-34	6.75% 11
35-44	31.90% 52
45-54	24.54% 40
55-64	14.72% 24
65+	18.40% 30
Prefer not to answer	3.68% 6
TOTAL 163	

Q32 How long have you lived in, worked in, or been visiting Louisville (in years)?



ANSWER CHOICES	RESPONSES
Less than a year	3.07% 5
2-5 years	25.15% 41
6-10 years	20.25% 33
11-20 years	25.15% 41
21+ years	23.93% 39
Prefer not to answer	2.45% 4
TOTAL 163	

Prompt	Free Response
Walking Factors	amount of time to spare
Walking Factors	walking not an option, my trip is 17 miles
Walking Factors	If I'm shopping and have too much to walk back
Walking Factors	I live 3/4 of a mile from downtown, so I ride a bike if it's warm or drive if it's cold
Walking Factors	Landscape
Walking Factors	Old, worn out knees
Walking Factors	Physical ability to walk long distances
Walking Factors	Time
Walking Factors	Sidewalks from Lafayette
Walking Factors	No parking in downtown area.
Walking Factors	trail surface availability
Walking Factors	my youngest wasn't the best walking companion - we need to fix this.
Walking Factors	Whether I have time
Walking Factors	How many stops I need to make
Walking Factors	traffic patterns/volume on the streets - safe or not to walk? AND pleasantness factor - tree lined? quieted street? neighborly feeling?
Walking Factors	parking
Walking Factors	ADA Accessibility, poor side walk connectivity
Walking Factors	Age
Walking Factors	[health]. Have difficulty walking more than about 100 yards.
Walking Factors	amount of time available
Walking Factors	Amount and Weight of groceries
Walking Factors	No parking available closer
Walking Factors	The amount of time I have for the trip.
Walking Factors	I prefer bike to walking. need safer bike lanes.
Bicycling Factors	Overwhelmingly depends on whether others (kids) are with me
Bicycling Factors	Whether I'll have the energy to get back up the hill.
Bicycling Factors	Spare time to accomodate bike vs car
Bicycling Factors	amount of time to spare
Bicycling Factors	not enough time
Bicycling Factors	If I'm shopping and hove too much to bike back
Bicycling Factors	time and planning
Bicycling Factors	Time
Bicycling Factors	Not interested in biking
Bicycling Factors	whether need a car for something, like an errand during work
Bicycling Factors	access to community trails for exercise.
Bicycling Factors	how many stops i need to make, where to park my bike
Bicycling Factors	Traffic patterns/volume, rush hours or not (distracted drivers), WIDE bike lanes or shoulders?
Bicycling Factors	Secure bike parking, visibility of parked bike
Bicycling Factors	Honestly I just haven't gotten back into the biking groove.
Bicycling Factors	Too stressful to bike with high speed cars.
Bicycling Factors	Cannot ride a bike
Bicycling Factors	I am unable to bike
Bicycling Factors	Will bike downtown for events bc we assume limited parking

Prompt	Free Response
Bicycling Factors	Amount of time
Bicycling Factors	amount of time I have for travel
Bicycling Factors	No car parking available
Bicycling Factors	My bike needs to be replaced, so I'm not using it now
Bicycling Factors	Traveling with infant who can't yet be in a bike seat
Bicycling Factors	safer bike lanes separate from traffic needed
Bicycling Factors	bike maintenance
Transit Factors	Bus rides take 3 to 4 times the amount of time to get near any destination.
Transit Factors	Where we're going. We always do to Denver
Transit Factors	I have a car
Transit Factors	I primarily use transit to go to Boulder or Denver when I know I will be drinking
Transit Factors	Habit
Transit Factors	Often am bringing larger items to and from work.
Transit Factors	Bus service is inconvenient and inconsistent.
Transit Factors	Not functional with dropping off/picking up kids and getting to work
Transit Factors	If I am on the road, I use my car. Please provide another option. The BUS rapid transit is painful. LIGHT RAIL is what we paid for. Light Rail is what we need!
Transit Factors	Get motion sick on buses
Transit Factors	Safety
Transit Factors	I walk or bike to many things; if farther, I drive. Time is valuable
Transit Factors	distance
Transit Factors	No transit near me. Would be no better than walking or riding a bike.
Transit Factors	I just think this area is not well set up for transit. I actually love to ride the bus and do so often when I am in Ft Collins. Its just a different town. There's a lot more to do in a concentrated area. Its more self contained. Here, my destinations are not really connected to each other. I combine trips but it would be really hard to rely on public transportation
Transit Factors	Parking
Transit Factors	just don't think of it, but I might
Transit Factors	I like to ride a bike, and I don't have to.
Transit Factors	Lack of parking at the other end (e.g. Denver, Boulder)
Transit Factors	call and ride availability
Transit Factors	Would need to drive to a transit stop, so why not just drive where I am going.
Transit Factors	How to get to/from bus stop. The RTD Green bus is unreliable.
Transit Factors	I need to pick up kids
Transit Factors	Always to DIA or Union Station
Transit Factors	Doesn't meet my needs
Transit Factors	Parking availability/cost
Transit Factors	not getting a DUI
Transit Factors	Cheaper to get the airport than E-470
Transit Factors	The route I need for multiple stops.
Transit Factors	bus is more relaxing than car
Driving Factors	If kids are in tow
Driving Factors	Too difficult to walk that route
Driving Factors	Grocery shopping - too many bags for alternative
Driving Factors	No other reasonable option. (NO TRAIN!)

Prompt	Free Response
Driving Factors	Convenient
Driving Factors	convenience
Driving Factors	Dropping off/picking up kids and getting to/from work
Driving Factors	My kods' School doesn't have a bus.
Driving Factors	Safety
Driving Factors	Only way to carry more than a few items (e.g., groceries)
Driving Factors	whether routes are convenient to destination
Driving Factors	Extremely limited mass transit options.
Driving Factors	Need to carry purchases (groceries primarily)
Driving Factors	If I am going with my S.O.
Driving Factors	just didn't think of another way
Driving Factors	I don't have a car.
Driving Factors	Weight of purchases, lack of availability of other options at destination
Driving Factors	need to carry heavy items or transport pets
Driving Factors	Need to get close to my destination.
Driving Factors	Too dark/cold/icy to bike
Driving Factors	Ability to carry many things
Driving Factors	Travel with children
Driving Factors	Carrying golf clubs, groceries, isiting friends remote from transportation links
Driving Factors	convenience
Driving Factors	Infant with
Driving Factors	Child drop off and pick up
Driving Factors	gladly drive slower for bicyclists and peds' sake. lower speed limits needed.
Driving Factors	car is quicker than bus
Walking Barriers	Arthritic knees.
Walking Barriers	walkways not cleared of snow and/or ice
Walking Barriers	there are no barriers
Walking Barriers	none
Walking Barriers	not convenient for my needs
Walking Barriers	Seems like walking is fairly easy, I just prefer to ride a bike.
Walking Barriers	Missing crossing buttons/opportunities at Hwy 42
Walking Barriers	I see no barriers
Walking Barriers	Time
Walking Barriers	We drive into town so usually just drive to the place we are going
Walking Barriers	Personal health and current location on hill
Walking Barriers	I live in Westminster. Way too far to walk!
Walking Barriers	Don't have the time
Walking Barriers	Trail signage
Walking Barriers	I walk because I can; other issues are just excuses
Walking Barriers	amount of time it takes
Walking Barriers	Bushes & trees obstructing sidewalks
Walking Barriers	time
Walking Barriers	baffled why intersections are not upgraded as needed to keep up with planned, zoned population growth in residences

Prompt	Free Response
Walking Barriers	Distance to shopping.
Walking Barriers	easier to drive
Walking Barriers	we really need to get more daily life destinations as well as interesting destinations in McCaslin area. Also hard to walk to lowes and home depot because the sidewalks aren't right. It can be done but its akward
Walking Barriers	Sidewalks and trails are perfect in Louisville
Walking Barriers	crossing specific streets which includes path connectors between open space is not safe on busy streets. Pedestrians not seen, vehicles speed.
Walking Barriers	If I am purchasing something, the weight of the purchase is a factor
Walking Barriers	The tall grass-like plantings the city puts in eventually fall over the sidewalks
Walking Barriers	Distance
Walking Barriers	Drivers failing to signal turns
Walking Barriers	South Boulder Road is awful to cross (I live North of it)
Walking Barriers	there are no barriers to walking other than time available
Walking Barriers	Nightmare crossing Cherry at Coal Creek Lane. And WTH with the new painted directions. It's WORSE.
Walking Barriers	Amount and weight of groceries
Walking Barriers	Lack of crossing at Griffith st over 95th to trail at community garden
Walking Barriers	restrictions on polluting vehicles needed. reduce speed limits to discourage through truck and other diesel traffic. clean quiet public transport needed.
Bicycling Barriers	The big hill I have to climb to get home.
Bicycling Barriers	Lack of cargo space and time involved.
Bicycling Barriers	there are no barriers
Bicycling Barriers	Convenience
Bicycling Barriers	none
Bicycling Barriers	Dedicated bike lanes on major streets would be really nice.
Bicycling Barriers	Get the Hwy 42 Underpass done!
Bicycling Barriers	lack of bike lanes and protected bike lanes
Bicycling Barriers	not convenient for my needs
Bicycling Barriers	Time
Bicycling Barriers	We never bike to Louisville because we live too far away in Lafayette.
Bicycling Barriers	I don't own one
Bicycling Barriers	I'm not interested in biking.
Bicycling Barriers	Biking has more than enough preference now.
Bicycling Barriers	I still ride often but the above factors all weigh in
Bicycling Barriers	Sometimes it is hard to find bike parking downtown
Bicycling Barriers	Not comfortable with my ability biking
Bicycling Barriers	Louisville has great bike paths/trails; other issues are just excuses
Bicycling Barriers	N/A ... don't have a bicycle
Bicycling Barriers	time
Bicycling Barriers	Transit routes are very different than recreational trails. The need for direct, signed transit routes needs to be acknowldged and developed as a separate system from the open space recreatinsl trail system in place.
Bicycling Barriers	Motorists are sometimes dangerous, laws do not sufficiently protect cyclists, enforcement of existing laws is too lax.
Bicycling Barriers	Distance to shopping and ability to bring purchases home.

Prompt	Free Response
Bicycling Barriers	easier to drive
Bicycling Barriers	I like to bike a lot and can get to downtown easily as well as points on Mccaslin. I just go through the back parking lots since biking on Mccaslin isn't nice at all.
Bicycling Barriers	There are plenty of well marked bike lanes
Bicycling Barriers	Can't get off my lazy butt
Bicycling Barriers	just have never thought about walking, it's a long way to town from my house
Bicycling Barriers	There is never a reason to not ride a bike.
Bicycling Barriers	N/A
Bicycling Barriers	So many smaller trails and so few signs!! Easy to get lost. Hiking signs best--small arrows with distance and next destination.
Bicycling Barriers	Carrying heavy bags, gear...stuff.
Bicycling Barriers	N/A
Bicycling Barriers	N/A
Bicycling Barriers	I don't bike
Bicycling Barriers	Distance
Bicycling Barriers	No barriers
Bicycling Barriers	Dangerous because drivers don't use turn signals
Bicycling Barriers	South Boulder Road is awful to cross (I live North of it)
Bicycling Barriers	none
Bicycling Barriers	Same answer as above
Bicycling Barriers	bike lanes separate from traffic are needed.
Bicycling Barriers	bike maintenance
Encourage Walking	Less sprawling land use, less free parking.
Encourage Walking	Safer crosswalks such as underground walkways beneath major roads
Encourage Walking	Building / parking lot designs that prioritize pedestrian access
Encourage Walking	walkways clear of snow and/or ice
Encourage Walking	Create conections from Davidson Mesa and promote mixed-use development on the west side of McCaslin.
Encourage Walking	None
Encourage Walking	Affordable housing near my business
Encourage Walking	more underpasses under Via Appia and other busy roads
Encourage Walking	consistant cross walks
Encourage Walking	More nature surface trails where ever possible. Singletrack sidewalks is a thing in other communities in CO and across US. We should consider this as a way to make Lsvl a great place to live. Thanks
Encourage Walking	Sidewalk dirt trails for bikes. Help separate bikes away from Pedestrians.
Encourage Walking	Bridge connecting steel ranch to west side of railroad
Encourage Walking	Better weather (ha-ha)
Encourage Walking	More commercial development closer by residential
Encourage Walking	underpass under S. Boulder at Main Street
Encourage Walking	OVERPASSES on high speed, high volume roade
Encourage Walking	Lower speed limits; laws that _always_ give ped's the right of way; underpasses in key locations; paths that efficiently connect destinations
Encourage Walking	Speed bumps please
Encourage Walking	better crosswalk at cherry dahlia and better destinations at sams club

Prompt	Free Response
Encourage Walking	Further away from street noise
Encourage Walking	more shade
Encourage Walking	Better and safer school crossing zones would make it easier for students and parents.
Encourage Walking	Places near me worth walking to
Encourage Walking	Benches to sit and rest on.
Encourage Walking	Businesses located near residential rather than access from main roads
Encourage Walking	Nothing close enough to us
Encourage Walking	Real time "your speed" sign on Cherry to slow vehicles down
Encourage Walking	Slow down traffic
Encourage Walking	tunnel on Via appia to recreation center. Crosswalk is very dangerous. I consider Via Appia a high speed divided highway. People travel in excess of 40mph on the road.
Encourage Walking	ENFORCE the law requiring use of drivers' turn signals
Encourage Bicycling	A way to get and my bike home from downtown that doesn't involve riding north on McCaslin.
Encourage Bicycling	More underground bike paths beneath major roads
Encourage Bicycling	Snow cleared on streets.
Encourage Bicycling	Covered/safe bike storage at transit locations.
Encourage Bicycling	None
Encourage Bicycling	Affordable housing nearer to my business
Encourage Bicycling	more underpasses under Via Appia and other busy roads
Encourage Bicycling	More trail connectors, dirt trails are just fine, doesn't have to be paved trails.
Encourage Bicycling	more trails off roads using existing undeveloped parcels adjacent to road corridors and other undeveloped parcels of land in and around the city.
Encourage Bicycling	Sidewalk dirt trails for bikes! Keep the bikes off of the street and away from pedestrians. Plus they are dirt - so they are cheap! Win-Win-Win-Win!
Encourage Bicycling	Underpasses or better/safer ways to cross major roads
Encourage Bicycling	Need protected bike lanes off Main Street especially near LMS
Encourage Bicycling	Better weather (ha-ha)
Encourage Bicycling	underpass at S. Boulder and Main Street
Encourage Bicycling	Downtown and LMS are awful to bike too-no bike lanes or trails
Encourage Bicycling	Recreational biking? NO changes. Transit routes? Safer bike lanes (greater separation from cars). Dedicated transit paths with safe Mccaslin/S. Boulder/Via Appia road crossings (OVERPASSES)
Encourage Bicycling	Laws that <u>always</u> put motorists at fault (as with the Netherlands); full use of lane on downhill segments; better sensing of bikes at triggered signal lights
Encourage Bicycling	Bike and walking trails separate from roadways.
Encourage Bicycling	Its easy to bike within louisville but I'm not sure about getting to other towns
Encourage Bicycling	Don't want Louisville to become another Boulder
Encourage Bicycling	Place to park and lock bike
Encourage Bicycling	Getting off my lazy butt
Encourage Bicycling	paved travels, as I am a senior and the gravel is less stable and more tiring
Encourage Bicycling	Many traffic lights no longer sense bicycles.
Encourage Bicycling	Better bike trails and connections in adjacent towns/cities
Encourage Bicycling	There are no changes needed from my point of view
Encourage Bicycling	Requiring bikes to stay off public roads if paths are available
Encourage Bicycling	Ticket drivers who don't signal their turns

Prompt	Free Response
Encourage Transit	Weekend callnride
Encourage Transit	An additional bus route along South Boulder road that does not loop into downtown would be good for commuters.
Encourage Transit	Train!! More direct lines into Denver.
Encourage Transit	More buses. le going to DIA, often they're full.
Encourage Transit	cuter buses
Encourage Transit	The CTC is way too hard to get to for being such an important part of Louisville's economy. I don't blame the city - I blame the developers for not encouraging easier access from biking or bus, or even encouraging more restaurant/lunch options in the CTC so that you don't have to drive to get lunch.
Encourage Transit	I commute into town from Colorado Tech Center and there is no RTD service in the park
Encourage Transit	Please get Light Rail. We are taxed to provide Light Rail. The bus stinks - Slow, inconvienient - if I have to sit in traffic, I'm just going to drive. If we had rail, I'd never drive to Denver and Boulder.
Encourage Transit	Love bus but I get very sick on buses motion sickness
Encourage Transit	Nothing. Bus travel sucks
Encourage Transit	More information about how to make a route within Louisville.
Encourage Transit	Specifically methods of getting to regional bus stops
Encourage Transit	quiet electric buses
Encourage Transit	I have tried on multiple occasions to use RTD route finder and no luck in doing so. I like the airport bus a lot
Encourage Transit	Just having a small bench at bus stops would be GREAT!
Encourage Transit	need easy connector from flatiron bus stop to main street and around louisville. When taking bus to airport, its the last "mile" we have to figure out and how to leave a car or get dropped off.
Encourage Transit	more hours of service, especially Louisville to and from Denver airport. Midday service is non-existent.
Encourage Transit	Faster travel
Encourage Transit	Faster travel time from Alfalfas to US36 PnR
Encourage Transit	cuter buses
Encourage Transit	Love riding the bus to DIA
Driving Problems	It's easy enough to drive to the CTC. It should be much easier to bike, walk, or catch a bus to get to the CTC.
Driving Problems	By far my largest issue with driving in Louisville is heading East on Highway 42 and turning left on Empire Rd. There is no turn lane. there needs to at least be a turn lane for a road with such a high speed limit, if not a signal. There are many people that make the turn coming from the CTC.
Driving Problems	None
Driving Problems	Those new No Right Turn signal signs are confusing. I know what they're for but the timing rarely makes sense.
Driving Problems	lets promote more alternative travel and trails versus more driving. Some street speed limits are far too fast when they should be slower.
Driving Problems	McCaslin light timing on weekends is sometimes infuriating. Both North and South routes are stopped at every light!
Driving Problems	95th fromfrom Arapahoe all the way south needs to have 4 lanes instead of 2. Growth of community is causing major conjection.
Driving Problems	Highway 42 & Pine street intersection
Driving Problems	Stopping is optional in Louisville. Perhaps it is because there are NO Stop signs in many neighborhoods and people who roll through Stop signs in their neighborhood take that attitude EVERYWHERE!

Prompt	Free Response
Driving Problems	With development of northern suburbs, and GPS apps (Waze, Google Maps) Louisville has become a pass-through town, where commuter traffic takes all available paths, and speeds through Louisville.
Driving Problems	McCaslin and 95th light timing are a significant problem
Driving Problems	Signal timing on McCaslin
Driving Problems	Need a traffic light at Hecla and hwy 42 so people who live in that neighborhood have a safe way to turn left. So many people speed down Hecla past Cowboy Park to get to paschal
Driving Problems	Obstructions in bike lanes (manhole covers, debris)
Driving Problems	Conflicts are issues for walking and biking, not driving
Driving Problems	The 36 overpass is very confusing and fast. It's fine once you've over it a few times but dangerous initially.
Driving Problems	signals seemed designed to accommodate vehicles no problem much more than street designs make it feel safe and easy to walk and bike
Driving Problems	we need more police enforcement of rules because the driving is becoming dangerous
Driving Problems	New weird poles in road at crosswalks are a problem
Driving Problems	Traffic congestion on east bound S. Boulder Rd evenings is awful
Driving Problems	I don't have a car.
Driving Problems	Solid red turn arrows that should be flashing red arrows impede traffic.
Driving Problems	Pedestrians need education to initiate flashing crosswalk signal
Driving Problems	Poor visibility from parked cars too close to intersections
Driving Problems	Nightmare striping on Cherry by Coal Creek Lane. Seriously!
Desired Technologies	Rail
Desired Technologies	Predictable bus (or just a bus for the CTC)
Desired Technologies	Please no dockless bike or scooter share. It is a disaster.
Desired Technologies	Given my personal schedule none of this would work out well.
Desired Technologies	Rail!!!!
Desired Technologies	I don't think any of these make sense for this city.
Desired Technologies	Car sharing of autonomous vehicles that come to my location
Desired Technologies	gondola from downtown and Mccaslin station to great gathering town & park center at Sam's Club
Desired Technologies	e-bikes on trails
Desired Technologies	GIVE ME THE RAIL I HAVE BEEN WAITING FOR!!!
Desired Technologies	Too expensive!
Desired Technologies	street and other lighting detracts from night sky. adds glare. wastes energy. clean quiet electric buses needed.
Desired Technologies	less tech more walk/bike connections and routes
Other Transportation Improvements	no
Other Transportation Improvements	Improve public transit options from northeast Louisville to the McCaslin Station
Other Transportation Improvements	Tackle the amount of cars on the roads
Other Transportation Improvements	It's hard to change, but the road layout itself is poor for traffic patterns. Eg, from McCaslin area towards Lafayette. Lanes aren't the problem, it's all the turns.
Other Transportation Improvements	Train to Denver and airport!

Prompt	Free Response
Other Transportation Improvements	Grade-separated bike and pedestrian crossing of S. Boulder Rd. needed.
Other Transportation Improvements	no
Other Transportation Improvements	change large intersections to traffic circles
Other Transportation Improvements	Widening the roads that have been narrowed for biking.
Other Transportation Improvements	Hiker/walker vs biker conflict reduction (e.g. McCaslin PnR)
Other Transportation Improvements	A bus/shuttle directly from the RTD stop at McCaslin to the CTC
Other Transportation Improvements	Ease of getting from commuter route (Flatiron Flyer) to CTC.
Other Transportation Improvements	Safer bike crossings of major roads, like South Boulder Road and Highway 42.
Other Transportation Improvements	Hwy 42 Underpass. Dillon Rd Powerline Underpass. Coyote Open Space Washington St crossing change (at the open space, not the blind corner)
Other Transportation Improvements	My biggest issue is traffic increase
Other Transportation Improvements	N/A
Other Transportation Improvements	left hand turning (west) for Hwy 42 and colorado tech center - north side - so many terrible accidents
Other Transportation Improvements	Just want to reiterate the issue with the Highway 42 and Empire Rd/104th intersection. It is unsafe.
Other Transportation Improvements	The current cinder path system is good for fitness, but often causes you to make difficult road crossings if you are trying to reach a specific destination
Other Transportation Improvements	EcoPass subsidies for neighborhoods and employers
Other Transportation Improvements	No
Other Transportation Improvements	Underpass under South Boulder Rd and school zone on south boulder rd for LMS
Other Transportation Improvements	Electric car plug ins (at the library or public parking)
Other Transportation Improvements	no
Other Transportation Improvements	not that I can think of
Other Transportation Improvements	shorten lights Via Appia onto McCaslin (I drive thru Fireside neighborhood to avoid that light), more of the cross walks like the one on Polk just south of Pine and near Fireside, they slow traffic well, change merge signs from symbol to "merge" bc the symbol prevents full use of both lanes as everyone gets in a single lane
Other Transportation Improvements	Widening certain heavily traveled roads - i.e. 95th St. (yes I know this is a State Hwy).
Other Transportation Improvements	Allow golf carts on the road and the course
Other Transportation Improvements	n/a

Prompt	Free Response
Other Transportation Improvements	The only improvement I can ask for is more resident involvement. Case in point that there was no resident involvement with a bus route recently.
Other Transportation Improvements	The intersection of Via Appia and Pine needs a stoplight or blinking lights for pedestrians. People cross Via Appia regularly throughout the day to switch buses and students catching the DASH. There is too much traffic there now and people do not pay attention to the pedestrians.
Other Transportation Improvements	I'd REALLY love to see flashing lights installed at S Boulder Rd juts east of the McCaslin intersection. I've seen multiple people almost get hit there b/c it's such a wide crossing and drivers don't know when or where to stop for pedestrians, if at all. Pretty please consider this - it will save lives, I'm sure!!
Other Transportation Improvements	More gravel/dirt bike trails and trail connections
Other Transportation Improvements	Singletrack sidewalks...Here is what Golden, Eagle and other communities are doing. <a href="https://www.guidinggolden.com/singletrack-sidewalks?tool=qanda">https://www.guidinggolden.com/singletrack-sidewalks?tool=qanda</a>
Other Transportation Improvements	Bike flow trails. These are dirt Trails for bikes next to sidewalks. Help keep bikes away from Peds and cars. Plus they are cheap and easy to maintain!
Other Transportation Improvements	Dirt trails
Other Transportation Improvements	more bike/mountain bike trails
Other Transportation Improvements	bike path to boulder;
Other Transportation Improvements	I would like to see missing sidewalks added on streets where they don't exist.
Other Transportation Improvements	Highway 42
Other Transportation Improvements	Better connections to bike paths with out having to cross major roads. Cars don't stop on south boulder roads the crosswalk up the hill from via appia.
Other Transportation Improvements	Reduce traffic and traffic noise on McCaslin
Other Transportation Improvements	Focus on multimodal transit please so we can all drive less
Other Transportation Improvements	Need bridge connection steel ranch to west side of railroad. Also south boulder / Main Street crossing is dangerous for bikers and pedestrians
Other Transportation Improvements	More Stop signs, more painted and flashing crosswalks and slower speeds in neighborhoods.
Other Transportation Improvements	Ped/bike underpasses for major arterials. Trailing-left signal sequences
Other Transportation Improvements	Finding ways to route people away from Louisville. Make it nice to go through slowly but difficult to go through quickly.
Other Transportation Improvements	Over/under pass on Hwy 42. Shuttle bus that could make regular route to Main Street/McCaslin corridors to neighborhoods.
Other Transportation Improvements	No
Other Transportation Improvements	Transit service should be focused on major roadways such as McCaslin, South Boulder Rd, Dillon, 96th to provide service to all residents in the area. They should not be using residential streets
Other Transportation Improvements	Put speed limit signs and stop signs in new neighborhoods. The steel Ranch neighborhood has zero speed limit signs. Use the solar powered speed displays on busy neighborhood streets I.e Hecla drive by cowboy park.

Prompt	Free Response
Other Transportation Improvements	YES - proactive transportation planning. The S. Boulder Rd. area planning did not include ANY improvements to traffic control, walkability, or bikeability despite knowing that the new high density developments would bring thousands of new residents - and attempts to cross 95th street to shop and S. Boulder Rd to go to school or venture downtown. Unfortunatley it will take the death of a child attempting to cross S. Boulder RD. to bring changes.
Other Transportation Improvements	Change focus from car convenience to walking and biking convenience, particularly on main arteries
Other Transportation Improvements	None
Other Transportation Improvements	speed bumps on Washington and Hickory
Other Transportation Improvements	I do hope there is more emphasis on both transit and bike routes connecting local communities
Other Transportation Improvements	noise ordinance to stop intentionally loud drivers, no thru traffic to trucks and reduced speed on McCaslin, stop air traffic over McCaslin
Other Transportation Improvements	Right-Sizing of roadways with excess capacity
Other Transportation Improvements	I think cherry needs more traffic slowing on west end and there should be a three way stop at cherry and front st.
Other Transportation Improvements	Improved connections within trail system
Other Transportation Improvements	Remove left turn only into park at Coal Creek Lane. Return it to original lanes!
Other Transportation Improvements	Allow e-bikes on trails. Post trail maps on trails.
Other Transportation Improvements	Let's see...how about RAIL GIVE ME THE RAIL
Other Transportation Improvements	Call and ride needs to go to Lafayette. Clinica and food bank are in Lafayette and the bus doesn't go there frequently enough. Call and ride doesn't even go there.
Other Transportation Improvements	I would like to travel by foot/bike from the west border to the east border (main street) without needing to stop and cross a busy street. Would love a good flow moving throughout - more underpasses (if not cost prohibitive), better dedicated lanes, etc.
Other Transportation Improvements	no
Other Transportation Improvements	Several of the traffic lights no longer sense bicycles. I have to run red lights because the sensor no longer senses me.
Other Transportation Improvements	Monitoring of aggressive driving, there is too much of it.
Other Transportation Improvements	Entrance into Louisville at Community Park is being used like a freeway on ramp.
Other Transportation Improvements	Enhanced school crossing zones for student pedestrians and bikers. For example, currently there is a high volume of traffic and speeding cars through the Dillon & 88th intersection - most do not slow down for this school zone at all and/or are unaware they need to.
Other Transportation Improvements	Underpasses
Other Transportation Improvements	widen Courtesy road
Other Transportation Improvements	rail access to and from boulder and denver should be a priority
Other Transportation Improvements	no

Prompt	Free Response
Other Transportation Improvements	SPEED and people oblivious to others on road
Other Transportation Improvements	The road congestion is increased by bicycles on major crowded roadways while ample sidewalks and bike path are available.
Other Transportation Improvements	X
Other Transportation Improvements	No
Other Transportation Improvements	Since BVSD has a large radius with no bus service, would love more stops along Cherry so my high schooler could take the public bus.
Other Transportation Improvements	Traffic calming everywhere
Other Transportation Improvements	Police need to ticket drivers who don't signal turns!
Other Transportation Improvements	Improve light timing for people traveling from US36/McCaslin to neighborhoods north of South Boulder Road via Via Appia.
Other Transportation Improvements	Golf carts on roads /paths with 12 mph max
Other Transportation Improvements	Enforcement of laws at existing crosswalks and at school bus stops.
Other Transportation Improvements	Nope
Other Transportation Improvements	Bike shelter at McCaslin station on north side. Bike path to McCaslin station that avoids McCaslin street
Other Transportation Improvements	The new crosswalks on Polk and Dahlia (although well intentioned) are a hazard for drivers and bicyclists, and they make it harder to see pedestrians. The flashing yellow light on Pine as drivers approach Old Town is incredibly annoying.
Other Transportation Improvements	Discourage spillover traffic from U.S. 36 onto North McCaslin in the mornings
Other Transportation Improvements	Cross walk at Griffith st and 95th
Other Transportation Improvements	No
Other Transportation Improvements	Add a circulator so that the DASH can skip downtown
Other Transportation Improvements	electric car refueling stations
Other Transportation Improvements	underpass from old town to sports complex - probably in line with South St; trail connection between 36 underpass at Davidson and Mayhoffer/Singeltree trails; underpass connecting north old town to Alfa's area
Other Transportation Improvements	Use simple, cost effective enhancements to help control traffic such as wide, painted bike lanes and traffic circles
Best of Transportation	Callnride
Best of Transportation	Great paths to bike to downtown.
Best of Transportation	Easy to walk almost everywhere
Best of Transportation	How many places the DASH bus goes.
Best of Transportation	Trails
Best of Transportation	It's not too sprawling -- the seeds are there for more options.
Best of Transportation	Easy to get there by car.

Prompt	Free Response
Best of Transportation	I live close enough that I can walk to downtown Louisville. I chose my home for this reason.
Best of Transportation	The variety of bike trails and routes we have
Best of Transportation	The numerous trails that interconnect and increase biking and walking options to get different places.
Best of Transportation	that there are some
Best of Transportation	Louisville to DIA via Bus!!
Best of Transportation	on time
Best of Transportation	It's still not too crowded.
Best of Transportation	The variety of choices
Best of Transportation	The Flatiron Flyer stop at McCaslin.
Best of Transportation	bike paths
Best of Transportation	Less major roads makes for less traffic, which means pedestrians and cyclists have less dangerous interactions to worry about.
Best of Transportation	Relatively easy to drive, except during rush hour. There is a good network of low volume roads and trails to bicycle on.
Best of Transportation	current bike trails
Best of Transportation	Biking, walking and driving are all easy enough.
Best of Transportation	Louisville is small
Best of Transportation	N/A
Best of Transportation	overall trail system is good - connecting across south boulder road safely would be huge
Best of Transportation	Coal creek trail
Best of Transportation	Multi-use path network is awesome.
Best of Transportation	It's a relatively small town that has easy access if you only need to move within the city limits
Best of Transportation	Great bike path network for getting around town without having to drive
Best of Transportation	Its bikable
Best of Transportation	RTD bus stop to get to denver
Best of Transportation	It's easy and safe to get around.
Best of Transportation	Trails through open space
Best of Transportation	We have good bike paths and the town is small enough to walk to downtown from many areas.
Best of Transportation	Open space and connected hiking and biking trails
Best of Transportation	They exist and are used.
Best of Transportation	There are a variety of options
Best of Transportation	Most is OK/very good as is.
Best of Transportation	Generally there are options for everyone - drivers, bikers, pedestrians, etc.
Best of Transportation	access to trail system
Best of Transportation	I can drive there easily
Best of Transportation	Not much traffic
Best of Transportation	Nothing.
Best of Transportation	walking paths around town
Best of Transportation	There are many options. The town is small enough that we are able to bike, walk, bus and Uber/Lyft.
Best of Transportation	That I can tell the city is committed to constantly making improvements, which I LOVE!! I live near Davidson Mesa and I was beyond thrilled when the city built the pedestrian underpass and the bathrooms at Harper Lake - soooo awesome!!
Best of Transportation	We have lots of options and connectivity for biking is pretty good

Prompt	Free Response
Best of Transportation	Proximity
Best of Transportation	We are still not totally congested. we have open space trails but they need to be official and more of them. thanks
Best of Transportation	"The network of trails - dirt and paved to get around town.
Best of Transportation	people can bike and walk if they want
Best of Transportation	Bike friendly
Best of Transportation	There are choices.
Best of Transportation	I think Louisville has done a great job of building trails that help with recreation. access to neighborhoods and quality of life.
Best of Transportation	That I own a car
Best of Transportation	Bike parking and trails
Best of Transportation	Bike paths
Best of Transportation	Trails
Best of Transportation	No comment
Best of Transportation	Traffic is light.
Best of Transportation	So many options already - yeah!
Best of Transportation	Parking is relatively easy
Best of Transportation	The hiking & biking trail network through town.
Best of Transportation	BRT to Denver, Dash to Boulder, some good trail connections but not navigable
Best of Transportation	Being able to take the bus to DIA/Union Station but have to drive to the ParknRide. It would be great if there was a shuttle to get to the PnR. Also, being able to take the bus to Boulder. It would be great if there were a bike hub at Alfalfa's parking area and a bus stop on S. Boulder near Alfalfa's to go to Boulder.
Best of Transportation	survey is too long
Best of Transportation	The scenic views
Best of Transportation	Good walking & biking city
Best of Transportation	decent trail accessibility
Best of Transportation	The ability to walk and bike in Old Town. (not so easily done once main arteries are crossed (S. Bldr. Rd, Via Appia, etc.)
Best of Transportation	Huh? The best thing about options? The best thing is that they exist. Also that bike theft is low.
Best of Transportation	Recent improvements to crossings on Dahlia/Polk
Best of Transportation	Very walkable & bikanke city.
Best of Transportation	Louisville is very drivable.
Best of Transportation	That we live in Louisville
Best of Transportation	downtown area is nice
Best of Transportation	The city may actively pursue solutions to improve air quality.
Best of Transportation	Availability of options
Best of Transportation	There is choice
Best of Transportation	Its very easy for me to walk to the Mccaslin area and to bike to downtown without being on a road
Best of Transportation	They exist
Best of Transportation	You have many options
Best of Transportation	Flatirons Flyer
Best of Transportation	I feel safe when I walk downtown and there are a lot of trails to walk on as well!
Best of Transportation	Frequent FF1 service.

Prompt	Free Response
Best of Transportation	open space and pathways that do exist allow us to leave our house and bike to downtown quite easily and safely
Best of Transportation	the connector bus that lets one go from home to Rt 36 busses
Best of Transportation	It's easy to get around on a bike.
Best of Transportation	It seems to work well.
Best of Transportation	I think the majority of citizens want to maintain a small town feel. We want to be able to relax in our town. There are a huge number of walkers/runners/bikers/dog walkers in town who rely on safety.
Best of Transportation	Louisville is ideally situated and has great existing trails and links to regional transportation routes.
Best of Transportation	Bus that runs right through downtown frequently (on weekdays at least) (i.e., the DASH)
Best of Transportation	clean and on time buses
Best of Transportation	We already HAVE great bike paths, the Flatiron Flyer and DASH
Best of Transportation	Bike/walking trails
Best of Transportation	It is always a reasonably short trip to my destination
Best of Transportation	lots of bike paths
Best of Transportation	easy trail access
Best of Transportation	nothing in particular
Best of Transportation	The McCaslin Station
Best of Transportation	It's more than adequate.
Best of Transportation	X
Best of Transportation	Walking trails
Best of Transportation	All the connected trails available for biking to the bus stop or to old town
Best of Transportation	Great bike paths
Best of Transportation	We love the walking & bike trails, just wish there was better connectivity.
Best of Transportation	There are a lot of connecting trails.
Best of Transportation	The trails
Best of Transportation	na
Best of Transportation	Excellent bike trail system
Best of Transportation	There's more than one option that's not terrible.
Best of Transportation	Taking RTD to DIA and Union Station
Best of Transportation	Choice and lack of traffic
Best of Transportation	The simple fact that there are options.
Best of Transportation	downtown is walkable.
Best of Transportation	That you are asking my opinion
Best of Transportation	Flatiron Flyer
Best of Transportation	The trails
Best of Transportation	Fairly walkable, mostly accessible for motorists and bicyclists, some bus service
Best of Transportation	I feel safe walking and biking anywhere in my town!
Best of Transportation	Between biking, walking, depriving, and bussing, there are plenty of options.
Best of Transportation	I *love* that I can take a bus into Boulder or downtown Louisville super easily. The times are frequent and there are many stops. Also, the bus to Us 36 & McCaslin is a great option for Denver and the Airport
Best of Transportation	Great path/walkway system
Best of Transportation	Walking when there is a crosswalk

Prompt	Free Response
Best of Transportation	The bike trails. They are well maintained and have good access to all parts of town/ interconnected.
Best of Transportation	We have public transit within Louisville and connections to other cities
Best of Transportation	Many options for a small town
Best of Transportation	Bike paths
Best of Transportation	Everything within city limits CAN be bike-able. Currently, there are very little safe routes for cyclists other than "sharing" the road. Not safe for our kids or our community!
Best of Transportation	the city is working to improve bike/ped safety and reduce air pollution
Best of Transportation	lots of flexibility and possibility
Best of Transportation	Most destinations are close together
Favorite Place	Downtown
Favorite Place	Downtown Louisville.
Favorite Place	old town
Favorite Place	Public library
Favorite Place	Davidson Mesa
Favorite Place	Bittersweet
Favorite Place	Lowes.
Favorite Place	Old Town
Favorite Place	Downtown
Favorite Place	Downtown
Favorite Place	where I can bike or walk for food an/or entertainment
Favorite Place	Old Santa Fe
Favorite Place	McMaslin shops
Favorite Place	Dog Park
Favorite Place	Downtown
Favorite Place	Downtown
Favorite Place	Waterloo
Favorite Place	downtown
Favorite Place	Downtown area.
Favorite Place	Downtown
Favorite Place	Home. :) after that open spaces, then downtown.
Favorite Place	my home
Favorite Place	downtown- Moxie, 12 Degree, Waterloo
Favorite Place	Downtown
Favorite Place	downtown
Favorite Place	Sweet Cow
Favorite Place	main street
Favorite Place	Downtown
Favorite Place	From work in the tech center to down town for lunch
Favorite Place	downtown
Favorite Place	Downtown
Favorite Place	Rec center
Favorite Place	Downtown
Favorite Place	downtown
Favorite Place	Lulu's

Prompt	Free Response
Favorite Place	Main Street
Favorite Place	Downtown
Favorite Place	Old Town
Favorite Place	HOME! (and Main St.)
Favorite Place	The Goddard School
Favorite Place	downtown
Favorite Place	Downtown
Favorite Place	Old Town
Favorite Place	Found Underground
Favorite Place	Rec center
Favorite Place	Home
Favorite Place	downtown Louisville, Davidson Mesa Dog Park, Coal Creek Trail, North Open Space, Harper Lake
Favorite Place	downtown / Main Street
Favorite Place	Downtown
Favorite Place	Davidson Mesa
Favorite Place	Downtown
Favorite Place	Downtown
Favorite Place	all the trail networks in and around the city. Dav Mesa, Harper Lake, Coyote Run, Lsvl Rec ctr trails, Waremboug lake trails, coal creek trail, etc.
Favorite Place	Downtown
Favorite Place	Sweet Cow
Favorite Place	old town
Favorite Place	Any playground
Favorite Place	downtown
Favorite Place	Downtown on Main St.
Favorite Place	Harper Lake, Davidson Mesa and downtown
Favorite Place	Main Street
Favorite Place	Downtown
Favorite Place	Main street
Favorite Place	Davidson Mesa
Favorite Place	Main street
Favorite Place	Downtown
Favorite Place	Downtown, or Davidson Mesa overlook
Favorite Place	Library
Favorite Place	from my house (Heritage Park) to Old Town
Favorite Place	Main Street
Favorite Place	Mesa
Favorite Place	Downtown
Favorite Place	McCaslin & Dillon
Favorite Place	downtown
Favorite Place	We eat downtown a lot. Frequent the library a lot. We have young children and improvements need to be made to sidewalks, intersections, and cross walks so we feel safe having them bike downtown . Speeding is a huge problem in our neighborhood and around town.
Favorite Place	Any open space trail
Favorite Place	The library.

Prompt	Free Response
Favorite Place	Downtown
Favorite Place	Anywhere on the trail system.
Favorite Place	Davison Mesa
Favorite Place	Downtown
Favorite Place	downtown
Favorite Place	Downtown
Favorite Place	downtown, old town, art center
Favorite Place	bike trails
Favorite Place	Downtown
Favorite Place	Downtown & McCaslin Business Area
Favorite Place	library
Favorite Place	interconnected bike trails
Favorite Place	Downtown
Favorite Place	Rec Center
Favorite Place	the library!
Favorite Place	Main Street
Favorite Place	main st. downtown and the open space options available throughout to run/bike
Favorite Place	open spaces for walking, especially where there are trees
Favorite Place	Memory Park
Favorite Place	Main St.
Favorite Place	The library
Favorite Place	Library
Favorite Place	Downtown for dinner.
Favorite Place	Downtown
Favorite Place	Downtown.
Favorite Place	The 3 breweries I can walk to from my home
Favorite Place	downtown
Favorite Place	Old Town Louisville
Favorite Place	Downtwon
Favorite Place	coal creek trail to downtown
Favorite Place	Downtown Louisville
Favorite Place	downtown
Favorite Place	downtown
Favorite Place	safeway
Favorite Place	The Library
Favorite Place	Old town
Favorite Place	Main Street
Favorite Place	Coal creek trail
Favorite Place	Downtown
Favorite Place	Old Town
Favorite Place	Downtown
Favorite Place	Downtown
Favorite Place	Parks
Favorite Place	Downtown

Prompt	Free Response
Favorite Place	downtown area
Favorite Place	Vics Coffee on Main Street
Favorite Place	Moxie!!
Favorite Place	Downtown
Favorite Place	Downtown
Favorite Place	Golf course and McCaslin area
Favorite Place	Old Town
Favorite Place	downtown
Favorite Place	Downtown
Favorite Place	12 degrees on Main Street
Favorite Place	Old Town
Favorite Place	Coal Creek Trail
Favorite Place	Old Downtown restaurants
Favorite Place	old town
Favorite Place	Main St.
Favorite Place	Coal creek trail on east side of 95th from little Italy
Favorite Place	Downtown
Favorite Place	Louisville Rec Center
Favorite Place	Main Street/downtown
Favorite Place	Downtown area
Favorite Place	Downtown!
Favorite Place	off street bike trails
Favorite Place	old town main st
Favorite Place	Main Street
Easier to get to	Good Samaritan Hospital
Easier to get to	Destinations on McCaslin safely by bike (with kids).
Easier to get to	areas along McCaslin
Easier to get to	McCaslin Station
Easier to get to	to Boulder from Louisville by bike (i.e. an alternative to the US36 bikeway)
Easier to get to	Cinebarre
Easier to get to	Business west of McCaslin.
Easier to get to	Denver
Easier to get to	Louisville Recreation Center
Easier to get to	more shops, restaurants, and businesses on the McCaslin corridor.
Easier to get to	?
Easier to get to	Alfalfa's
Easier to get to	Cross s. Boulder
Easier to get to	McCaslin PnR
Easier to get to	work
Easier to get to	The CTC. The only reason I am considering getting a different job than my current job in the CTC is because driving out here every day has gotten very old. Otherwise, I would love to keep working in Louisville. I try to take the Flatiron Flyer from Denver, then bike to the CTC often, but when it gets cold and dark, it's much harder to do this often.
Easier to get to	CTC from Denver
Easier to get to	Boulder with more frequent bus service.

Prompt	Free Response
Easier to get to	across hwy 42. Complete the Harper lake to Hecla lake trail connections!
Easier to get to	n/a
Easier to get to	a bus station in the CTC
Easier to get to	CTC
Easier to get to	CTC
Easier to get to	in general terms, safely turn left out of Colorado tech center to go west...
Easier to get to	main street
Easier to get to	Colorado Technology Center
Easier to get to	Moe's bagel. It's easy to get to the playing fields across the street via trail, but often difficult to cross the road due to no means to stop traffic. I could cross under the railroad tracks on the path, then ride through downtown and connect back under the railroad tracks in town, but this is a less convenient route.
Easier to get to	Cross Hwy 42
Easier to get to	Downtown
Easier to get to	Food shopping
Easier to get to	McCaslin Blvd.
Easier to get to	downtown
Easier to get to	Smaller shopping plaza's with terrible parking and access
Easier to get to	Louisville Middle School from North of South Boulder Rd
Easier to get to	Felt safer to put my kid on the city bus and get them to school.
Easier to get to	Parking downtown
Easier to get to	The library
Easier to get to	McCaslin Corridor
Easier to get to	School, Lafayette
Easier to get to	Downtown Louisville from 95th (over/around train)
Easier to get to	Downtown.
Easier to get to	across Via Appia. This has become increasingly congested and I do not feel safe walking at the existing pedestrian crossings. Drivers go very fast on this road and do not always pay attention to pedestrians. Adding an underpass connecting the trails on the west side of Via Appia to the east side would increase access to the many trails and downtown Louisville.
Easier to get to	The access to get across South Boulder Road to Downtown Louisville from neighborhoods at 96th/SBR and up the hill past Alfalfas needs to be seriously considered. I thought there was going to be an underpass at SBR & Main St where so many people cross - especially kids walking to middle school. Yes, there a lot of things that would be nice to update/upgrade, but the safety of the residents-especially kids- should be a top priority.
Easier to get to	King Soopers. There is too much traffic on South Boulder Road, the sidewalks are not in good shape and I don't feel safe at the intersections.
Easier to get to	Downtown Louisville from McCaslin & SBR
Easier to get to	Boulder
Easier to get to	The trails at Davidson Ditch, Highline lateral and Goodhue Ditch. These are assets that are possibly shared with Lafayette but Lsvl residents need better access to them and for them to be designed and official trails for community.
Easier to get to	"Denver/Boulder on a Light Rail!
Easier to get to	a shower in downtown louisville
Easier to get to	sports complex
Easier to get to	boulder via bike trails
Easier to get to	Main St

Prompt	Free Response
Easier to get to	McCaslin and Cherry/Dillon commercial area. But it's not that difficult.
Easier to get to	Alfalfas
Easier to get to	Cross south boulder road & cross 42 to grocery store
Easier to get to	Parking
Easier to get to	From residential areas to the McCaslin bus stop
Easier to get to	Lms from steel ranch. Dangerous
Easier to get to	Waneka Lake
Easier to get to	Beneath South Boulder Road at Main or Hwy 42
Easier to get to	Downtown from residential areas not near downtown, including special events.
Easier to get to	a regional rail stop.
Easier to get to	Getting across South Boulder Rd and 95th street
Easier to get to	McCaslin Park n Ride
Easier to get to	downtown/library/LMS/sweet cow via bike
Easier to get to	N/A
Easier to get to	US 36 transit center
Easier to get to	"McCaslin PNRs (both sides)
Easier to get to	"1. Grocery stores on the other side of main arteries (S Boulder Rd and 95th)
Easier to get to	North side of south boulder rd between via appia and king soopers
Easier to get to	Places with the city and connections to other locations using mass transit.
Easier to get to	This is not an issue.
Easier to get to	Airport, Denver and Skiing
Easier to get to	downtown to McCaslin
Easier to get to	n/a
Easier to get to	Longmont and Niwot
Easier to get to	grocers & library
Easier to get to	McCaslin Businesses
Easier to get to	Superior Business Areas
Easier to get to	Superior by bike. Right now it seems very dangerous. Also connecting to lafayette--south boulder road and other crossings are not welcoming
Easier to get to	Cross the railroad tracks between Baseline Road & South Boulder Road
Easier to get to	Parking for the street faire. Local residents have really made parking a problem
Easier to get to	King Soopers in the evening
Easier to get to	"New York? I'd really like to be able to get there in a couple hours to see a show.
Easier to get to	across a street without feeling I will get hit by a car (i.e. cherry and ~Madison, Via Apia and sagebrush)
Easier to get to	buses
Easier to get to	It's all pretty easy.
Easier to get to	Main Street
Easier to get to	Library during downtown events
Easier to get to	Easier to get across 95th st between Pine and South Boulder Rd.
Easier to get to	Work in Broomfield
Easier to get to	My neighborhood to schools.
Easier to get to	McCaslin area by bus from downtown Louisville
Easier to get to	the RTD stops

Prompt	Free Response
Easier to get to	Home (or old town area) to McCaslin transit station. I've taken the AB line to DIA, but then I'm always dependent on someone to pick me up with my suitcases to bring me back home.
Easier to get to	McCaslin/36 bus stop.
Easier to get to	N/A
Easier to get to	denver/boulder
Easier to get to	Denver.
Easier to get to	denver
Easier to get to	Downtown
Easier to get to	A grocery store
Easier to get to	No place is really thst difficult to get to.
Easier to get to	Denver
Easier to get to	Already easy!!
Easier to get to	Public bus
Easier to get to	Bus stop on 36. I have to drive or bike now.
Easier to get to	Downtown
Easier to get to	Mccaslin bus station from my home.
Easier to get to	Boulder
Easier to get to	north to south across Via Appia especially around the recreation center.
Easier to get to	North side of S. Boulder Rd when I am on the south side
Easier to get to	Optimize traffic lights on McCaslin for commute from Denver to neighborhoods north of Via Appia. Southbound morning lights and Northbound evening lights are all timed wrong. I hit almost every light.
Easier to get to	Hwy 36 path
Easier to get to	Old Town
Easier to get to	Monarch K-8 and High School by bus.
Easier to get to	parking
Easier to get to	Turning left from pine onto via appia
Easier to get to	McCaslin station
Easier to get to	Better biking/walking options to get to commercial development along McCaslin and Via Appia
Easier to get to	Monarch High School
Easier to get to	Places on Sunday, using public transit.
Easier to get to	Via Appia needs "more Crosswalks with signals or flashing lights"
Easier to get to	Main St.
Easier to get to	across 95th to trail from Griffith st
Easier to get to	I wish that the intersection of South Boulder road and Main St and the RR crossing was easier.
Easier to get to	Longmont via bus
Easier to get to	Zoned elementary school - too far to walk. King Soopers and 7th generation farm
Easier to get to	Downtown area from north of South Boulder Rd.
Easier to get to	Via bike: Lafayette and areas along McCaslin
Easier to get to	cleaner, and safer to get to grocery stores, post office, home improvement centers, and restaurants on my bike
Easier to get to	LSC and Alfalfa's
Easier to get to	McCaslin Park and Ride
Big Ideas	Weekend callnride
Big Ideas	Stop requiring free/minimum parking from new development.

Prompt	Free Response
Big Ideas	Slow traffic in town, at least to the speed limit!
Big Ideas	A ski lift system for getting people and their bicycles back up to the neighborhoods at S Boulder Rd and McCaslin after riding downtown.
Big Ideas	Railway network or light rail
Big Ideas	Redevelop the McCaslin area with pedestrian access in mind.
Big Ideas	Keep the bicycles off the roadways.
Big Ideas	Railway. We were told when we moved here 13 years ago that there would be a rail service within 7 years. I am very disappointed that it has not happened. Spending money on extra lanes for traffic is seriously short-sighted and non-environmental.
Big Ideas	Regional rail service stop in downtown.
Big Ideas	hop on and off transportation that takes you around the town.
Big Ideas	improve bicycle options
Big Ideas	Widen the roads that have recently been consumed for bikes and walkers.
Big Ideas	Bike lanes
Big Ideas	Provide a shuttle connecting McCaslin PnR, downtown and several neighborhoods to encourage its use. Using Call and Ride is too large a barrier for many people.
Big Ideas	A simple idea - just a shuttle bus directly from the RTD stop at McCaslin to the CTC during peak hours!
Big Ideas	Convenient rail travel would be great, but obviously it has a funding problem. I think increasing the ease of using bus routes would be easier to implement.
Big Ideas	Build a network of protected bike lanes and provide incentives for residents to purchase e-bikes.
Big Ideas	create a walkable mixed-use neighborhood on the west side of McCaslin and a small (1/2 acre) park surrounded by commercial/mixed use at former Sam's site.
Big Ideas	Stop building more housing which increases traffic
Big Ideas	a bus station in the CTC and commuter rail from nearby regions (Broomfield, Denver, Boulder, Longmont)
Big Ideas	RTD service and amenity access for CTC
Big Ideas	underpass at 95th street and south boulder road area
Big Ideas	Being bike friendly
Big Ideas	Make the Highway 42 and Empire Rd/104th intersection safer. Maybe get some public transit to the CTC. Also define and sign the names for Courtesy Road/96th and Empire/Highway 42 - That shit is confusing as all hell.
Big Ideas	"Smaller spur trails to various locations.
Big Ideas	Separated bike lanes
Big Ideas	Connect downtown to the coal creek trail to the south, and the highline lateral trail to the north with a paved off road bike trail.
Big Ideas	More local door to door shuttle service
Big Ideas	Invest in TDM, enable developers to reduce the amount of parking in lieu of providing TDM investments.
Big Ideas	A designated bike and scooter lane
Big Ideas	Small buses to and from more places.
Big Ideas	?
Big Ideas	apart from improving RTD and light rail, reduce certain stoplight times, add the Polk-type crosswalks to reduce speeds in some areas, and add the "merge" signs so that you actually benefit from all the intersection widenings in recent years (induce people to use both lanes instead of stacking up in only one bc they don't want to fight when the lane ends and no one lets them merge)
Big Ideas	No idea

Prompt	Free Response
Big Ideas	Speed reduction in Old Town
Big Ideas	Bridge over train
Big Ideas	Get rid of RTD.
Big Ideas	See above. Adding more underpasses benefits pedestrians and bicyclists alike
Big Ideas	Nothing new - but safer intersections. Especially at Via Appia and Pine. Cars do not know to yield to pedestrians. There should be a stoplight there. At rush hour, it can take quite awhile for cars to turn from Pine onto Via Appia causing a backup on Pine.
Big Ideas	Creating fun trail networks for kids to bike around the entire city to schools, friends and downtown. It would Motivate them to bike and have fun doing so while going from point A to point B. Teach them young so it becomes a way of travel in their life while reducing carbon.
Big Ideas	I don't have one - but please consider removing the crosswalk mentioned above or adding flashing lights for pedestrians.
Big Ideas	Safer biking routes to schools so we can get more kids on bikes riding to school
Big Ideas	Increasing bike paths
Big Ideas	fully utilizing the undeveloped lands adjacent to the road corridors (along Via Apia, Tyler, and others to develop "singletrack sidewalks" for kids, families, and adults alike to use to get more people outside and out of cars. We are blessed with good weather. We need to make more use of natural surface trail development to achieve this. Its far less expensive than other projects and can be managed by our parks department and open space rangers. Lets make Louisville a great place to live AND play. Thanks
Big Ideas	"Bike flow trails!
Big Ideas	more singletrack mountain bike trails to encourage more non-transportation riding
Big Ideas	more, safer, bike options.
Big Ideas	make it harder for buses to enter residential neighborhoods.
Big Ideas	4 lanes on 95th from Arapahoe and south to toll road entrance.
Big Ideas	Build missing sidewalks especially on busier streets like S. Boulder Road and add underpasses. The underpass at McCaslin and Washington is one of the best improvements to the Louisville Transportation system!!
Big Ideas	Returning to 2000
Big Ideas	Underpass on south boulder road between main and via appia
Big Ideas	Less traffic on McCaslin
Big Ideas	Multimodal and connectivity
Big Ideas	Bridges or underpasses by railroads
Big Ideas	Blow up the intersection of 42 and S. Boulder and start over.
Big Ideas	Trailing-left signal sequences - see Tucson AZ for example. Through traffic plus peds and bikes go on initial green; then left-turners (only) go at end of cycle. Much better for turning cars, much safer for peds/bikes
Big Ideas	Better bike connectivity, including more recreational trails.
Big Ideas	Primarily slow down traffic on Madison (between Cherry & Dahlia) before a kid going to school or Heritage Park is killed. Then, really slow down traffic in Louisville so that people want to park on the periphery, and then make most of Louisville pedestrian only. Also force commuters to go around Louisville rather than through its residential streets.
Big Ideas	Underpass connections, signage for trail system, trail network map
Big Ideas	Shuttles to Park n Ride. Continuous shuttle bus running through Louisville. Under passes under major streets such as S. Boulder and McCaslin and Hwy 42 and Dillon.
Big Ideas	survey is too long
Big Ideas	Sync the lights better
Big Ideas	Widen 95th St / CO Hwy 42 to 4 lanes, reduce the Louisville chokepoint for commuters traveling north south during commuting hours. Get commuters thru the city more quickly.

Prompt	Free Response
Big Ideas	more trails, improve travel times on roads
Big Ideas	Get people to slow down! Cross walk signs and white road strips at all streets that meet a bike path. Traffic lights so cars can safely turn left coming out of the deli development and into hwy 42 from Hecla .
Big Ideas	"Mandate updates/improvements in transportation related issues prior to, or as development occurs. Mandate walkability and bikeability as primary focus of those improvements
Big Ideas	Make it a walker & biker first town: bikes use the full lane; drivers must always yield; drivers are always presumed at fault in a crash.
Big Ideas	Downtown rail...though certainly not my idea ;-)
Big Ideas	Improved bus and rail options.
Big Ideas	Keep the roads well maintained.
Big Ideas	"Bike paths for getting to all major areas.
Big Ideas	Speed bumps at Washington and Hickory
Big Ideas	Host more days and events that celebrate walking and biking and close streets to motor vehicles
Big Ideas	bike paths protected from traffic
Big Ideas	Safety
Big Ideas	continue to slow traffic on inner streets (cherry, dahlia, madison, pine, etc) you're doing a good job with this and keep going! Enforcement and physical improvements
Big Ideas	Integrate interconnected multi-use trails with rest of transportation network
Big Ideas	Stop reducing 2 lanes to 1 at Coal Creek Lane, It makes that intersection very dangerous!
Big Ideas	Post trail maps everywhere
Big Ideas	You know what I'm gonna say: RAIL.
Big Ideas	Be able to get around without the expense of a car and still be able to get where we want to go walking, biking, or busing. It would be easy and not stressful to wait for a bus or ride bikes with my family. The bike, pedestrian and bus system would be built for kids, seniors and people with disabilities to feel safe and comfortable getting around.
Big Ideas	underpasses built under busy corridors - mccaslin, 42/boulder rd, via apia, cherry, dillon, allowing smooth flow and easy transportation throughout town. Make it much easier move around town without using a car.
Big Ideas	more trees in walking areas because for several months in the summer it is almost too hot to walk except in the early morning
Big Ideas	"There are several traffic lights that use to sense bicycles, but no longer do. Here are some that do not work (some used to, some never did)
Big Ideas	More trails and sidewalks for walking and family biking
Big Ideas	Louisville does this better than anywhere else I have lived or worked (including DC & Chicago metro areas. Aggressive and speeding driver increased significantly since we moved here in 2000.
Big Ideas	Get drivers to SLOW DOWN!! Impose an additional fee on speeding tickets to make it hurt. Nothing will get their attention like a big hit to the pocketbook.
Big Ideas	More/better bus routes and incentives for not driving. Let's not focus on more parking downtown but on getting fewer people to drive.
Big Ideas	small arrow signs for bikes and walkers to show where a route goes and how far to that destination (like hiking signs in the alps)
Big Ideas	Pulic / private partnerships to address the last mile.
Big Ideas	Widen courtesy road
Big Ideas	Ever thing is pretty good
Big Ideas	Rail connectivity between Louisville and Denver and Boulder
Big Ideas	light rail to Denver!

Prompt	Free Response
Big Ideas	enforce speed laws
Big Ideas	Replace solid red turn arrows with flashing red turn arrows.
Big Ideas	Getting bikes off the major roads
Big Ideas	X
Big Ideas	"Your speed" sign on Cherry
Big Ideas	Add more bus stops/RTD
Big Ideas	A circulator bus that brings people to Old Town and to the bus stop on 36 and to school.
Big Ideas	Lower the speed limit on all streets and employ traffic calming measures. Commuters from other areas are tearing through this town and destroying its character.
Big Ideas	Transit oriented development
Big Ideas	I work in Boulder and right now it takes me three buses to get there. I'd like to see that reduced as I would absolutely stop driving to work and start riding the bus or taking a train. I do bike whenever possible.
Big Ideas	More bikeable!!
Big Ideas	Tunnel across Via Appia to recreation center. Address traffic congestion/safety on highway 42 and South Boulder Road corridor.
Big Ideas	Get serious about enforcing laws requiring drivers to use turn signals. It is HAZARDOUS to bike or walk when you have to guess where cars are going
Big Ideas	Underpass at Cottonwood Park to cross South Boulder Road.
Big Ideas	??
Big Ideas	Safety for kids, speeding deterrents for cars, and encouraging multiple forms of transport
Big Ideas	Golf carts on city streets with limited speed 12 mph
Big Ideas	Enforce existing laws at crosswalks and school bus stops.
Big Ideas	build a parking lot, and quit blocking the streets with cafe seating
Big Ideas	Rail!!
Big Ideas	Secure bike parking at McCaslin
Big Ideas	Turn Main Street from Short Street to Elm Street into a pedestrian zone on Fridays and Saturdays.
Big Ideas	Connecting McCaslin commercial area with the rest of the city via pedestrian/bike trails
Big Ideas	More transportation options for kids going to Monarch K-8 & Monarch High School
Big Ideas	Make bus services more frequent on weekends.
Big Ideas	RAIL!
Big Ideas	Create a free shuttle that runs a circle around the city. McCaslin - S. Boulder - Main - Pine - Via Appia - McCaslin
Big Ideas	Put a crosswalk on 95th opposite Griffith st
Big Ideas	The train to Denver. But since that may be some time away, maybe a shuttle that does a loop of town. It could help relieve downtown parking.
Big Ideas	Subsidize cost of shared scooters / bikes so that short trips are free
Big Ideas	Pushing biking - more lanes, wider lanes, bike corrals
Big Ideas	More underpasses on South Boulder Road. I hate crossing that street.
Big Ideas	Underpasses! We should be able to get downtown or to any place in Louisville without having to cross a major roadway. The current situation is simply not safe.
Big Ideas	reduce air pollution with bike lanes that are separate from traffic, more off street bike trail connections, more bike storage, clean vehicle incentives maybe through higher gasoline taxes
Big Ideas	underpasses: old town to LSC and old town to Alfa's
Big Ideas	Prioritize commuter rail