

Planning Commission

**September 12, 2019
City Hall, Council Chambers
749 Main Street
6:30 PM**

For agenda item detail see the Staff Report and other supporting documents included in the complete meeting packet.

Public Comment will be limited to three (3) minutes per speaker.

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes
 - August 8, 2019 Minutes
5. Public Comment on Items Not on the Agenda
6. New Business – Public Hearing Items
 - a. **Speedy Sparkly PUD Amendment Continuance from July 11, 2019:**
This application will be heard at a later Planning Commission meeting following new public notice
 - b. **LMC Amendment: Oil and Gas Operator Registration:** An ordinance amending Chapter 17.68 of the Louisville Municipal Code to require Oil and Gas Operator Registration (Resolution 16, Series 2019)
 - Applicant: City of Louisville
 - Case Manager: Lisa Ritchie, Senior Planner
7. Discussion of the draft Transportation Master Plan
8. Planning Commission Comments
9. Staff Comments
10. Items Tentatively Scheduled for the regular meeting October 10, 2019:
 - Moxie Special Review Use
 - 1875 Taylor PUD
 - The Business Center at CTC Replat I, GDP Amendment and PUD
11. Adjourn

**Planning Commission
Meeting Minutes
August 8th, 2019
City Hall, Council Chambers
749 Main Street
6:30 PM**

Call to Order – Chair Brauneis called the meeting to order at 6:32 PM.

Roll Call was taken and the following members were present:

Commission Members Present: Steve Brauneis, Chair
Tom Rice, Vice Chair
Keaton Howe
Jeff Moline
Dietrich Hoefner
Debra Williams

Commission Members Absent: None.

Staff Members Present: Lisa Ritchie, Senior Planner
Harry Brennan, Planner II
Amelia Brackett, Planning Clerk

APPROVAL OF AGENDA

Moline moved and Williams seconded a motion to approve the August 8th, 2019 agenda. Motion passed unanimously by voice vote.

APPROVAL OF MINUTES

Howe moved and Moline seconded a motion to approve the July 11th, 2019 minutes. Chair Brauneis and Commissioner Williams abstained. Motion passed unanimously by voice vote.

Williams moved and Howe seconded a motion to approve the June 13th, 2019 minutes. Commissioner Rice abstained. Motion passed unanimously by voice vote.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

None.

NEW BUSINESS – PUBLIC HEARING ITEMS

Lot 3, Block 5, Colorado Technological Center Filing 1 PUD and SRU: A request for approval of a Planned Unit Development to allow construction of a 23,000 sf structure an associated site improvements and approval of a Special Review Use to allow use group 59: Health or Athletic Club at 1776 Boxelder Street. (Resolution 13, Series 2019)

CONTINUED FROM JULY 11, 2019

- Applicant: Barker Rinker Seacat Architecture
- Case Manager: Lisa Ritchie, Senior Planner

All required notice was met.

Brauneis asked for conflicts of interest. Seeing none, he invited the staff presentation.

Ritchie presented the PUD and SRU for a single-story, 23,000 square foot building with four volleyball courts or two basketball courts and other amenities including locker rooms and a small café. Ritchie noted that there was also a small area reserved for an additional tenant or storage space. The application provides for all landscaping requirements and proposed to provide underground retention due to easement conflicts. Public works reviewed the design and had no concerns. Ritchie noted that the signage conformed to the new sign code, which should be in effect by the time this building is up. She presented the material samples to the Commission and asked that they be entered into the record.

Ritchie continued that the proposed parking was adequate to operate as a training facility, but may not be adequate for events. Therefore, the PUD contained a note that if use exceeded the available parking, the applicant would be required to submit a shared parking agreement to the City. The owner is already pursuing conversations with neighboring properties to secure an agreement.

Moline asked about the future use of the unfinished tenant area.

Ritchie replied that with projects in the CTC, the City evaluates if it was an allowed use or an SRU including evaluating the parking availability for the proposed use.

Moline asked if tournament use would trigger a new use review.

Ritchie replied that a tournament would be within the approved use of the current SRU, but the note addressed the possibility that the parking would be inadequate for tournaments.

Kevin Armstrong with Barker Rinker Seacat Architecture, 3457 Ringsby Court Suite 200 in Denver, stated that the additional tenant was to be a congruent use such as a CrossFit training gym space, falling under a similar athletic club for the parking requirements. He anticipated having at most 20 people at a time for that use.

Williams asked why recreation required special review.

Ritchie replied that she had not been on staff when that use was created, but she thought it had something to do with parking, the evaluation of appropriate use, and possible outdoor facilities.

Williams asked if the applicant had approached the HOA for the CTC.

Ritchie replied that the applicant had worked with the HOA prior to submitting this design to make sure the HOA was onboard with the design.

Brauneis asked for additional questions of staff. Seeing none, he asked the applicant about the underground containment.

Armstrong replied that the underground containment allowed them to balance the size of the site and avoid building on the easement while obtaining adequate parking.

Brauneis asked what happened to the water in the underground retention pond.

Armstrong responded that it flowed into a containment unit with a filter that required ongoing maintenance before moving into underground storage pipes that slowly released the water into the drainage channel.

Hoefner asked who would be playing volleyball in the facility.

Kyle Rhatigan, owner of LBC Volleyball at 1776 Boxelder Street in Louisville, replied that the club he owns would be the main tenant and the teams would be mostly junior teams in high school with some younger athletes as well.

Brauneis asked for public comment. Seeing none, he requested a motion to enter the sample materials into the record. Moline moved and Williams seconded. Voice vote all in favor. Brauneis then asked for closing statements. Seeing none, he closed the public hearing and opened commissioner comment.

Howe stated that he would appreciate discussions of probable business growth for future, since in this case he felt that the facility would likely grow beyond its limited parking.

Hoefner thanked the applicant and voiced support for the application.

Rice stated that he appreciated the creative use in the CTC.

Williams agreed with her fellow commissioners and added that having a facility like this close by would help cut down on travel for local parents. She encouraged the applicant to continue to work with staff on parking.

Moline voiced his support and appreciated the use of a unique and small lot in the CTC.

Brauneis stated that the shared parking agreement seemed like a good way to avoid additional blacktop when it was unnecessary.

Rice moved to approve Resolution 13, Series 2019. Howe and Williams seconded. Roll call vote. Motion passed unanimously.

COMMISSIONER COMMENTS

Rice asked if there would still be a special meeting on September 26th.

Ritchie replied that the Conoco-Phillips application was not on track to be ready by September 26th. However, staff planned to present a Comprehensive Plan Amendment related to the Parcel O provision. She noted that there would be public comment and a presentation on the amendment criteria.

STAFF COMMENTS

Scheduling for 2019 Department Review Audit

Ritchie explained that typically the Commission met in the fall during a special meeting. Ritchie and the Commission discussed possible dates. Rice and Williams stated that they would not be available for the proposed August date and Rice added that he would not be available for the October date either.

Howe asked if the Transportation Master Plan could be available to the Commission more than a week in advance of the September meeting.

Ritchie responded that it would be available early next week.

Howe asked about staff's expectations for the Transportation Master Plan discussion.

Ritchie replied that staff would like a recommendation for approval even though it would not be a formal resolution and they would also appreciate comments.

Williams asked if the Commission's comments be passed onto City Council.

Ritchie responded that staff would try to incorporate everything that they could before the Council meeting.

ITEMS TENTATIVELY SCHEDULED FOR SEPTEMBER 12TH, 2019

- Speedy Sparkle PUD Sign Amendment – Continued from July 11th, 2019
- Transportation Master Plan
- Business Center at CTC Replat I GDP Amendment, Plat and PUD

Ritchie noted that the Business Center Replat would not be ready for September and she was not sure if the Speedy Sparkle would be ready by the required notice time.

ITEMS TENTATIVELY SCHEDULED FOR THE SPECIAL MEETING ON SEPTEMBER 26TH, 2019

- McCaslin Small Area Plan Comprehensive Plan Amendment, Parcel O

Adjourn: Rice moved and Moline seconded a motion to adjourn. Adjourned at 7:00 PM.

ITEM: LMCA-0236-2019; Oil and Gas Operator Registration

PLANNER: Lisa Ritchie, AICP, Senior Planner

REQUEST: Resolution 16, Series 2019, recommending approval of an ordinance amending Chapter 17.68 of the Louisville Municipal Code to require Oil and Gas Operator Registration

SUMMARY:

The proposed ordinance adopts regulations that require any operator planning to commence oil and gas operations within the City to file an operator registration at least thirty days prior to filing an application for such operations.

BACKGROUND:

On April 16, 2019, Governor Polis signed in to law S.B.19-181, also known as "Protect Public Welfare Oil and Gas Operations" (see attached). The bill prioritizes the protection of public safety, health, welfare, and the environment in regulation of the oil and gas industry by modifying the Oil and Gas Conservation Act, C.R.S. §§ 34-60-101 et seq., the Local Government Land Use Control Enabling Act, C.R.S. §§ 29-20-101 et seq. ("LUCEA"), and other relevant statutes. The bill granted additional authority to local governments to regulate oil and gas development. Specifically, it clarified that local governments have land use authority to minimize adverse impacts to public safety, health, welfare, and the environment and to regulate land use and surface impacts, including the ability to: regulate the siting of oil and gas locations; regulate noise, odor and vibration from oil and gas facilities; inspect oil and gas facilities; impose fines for leaks, spills, and emissions; and impose fees on operators or owners to cover the reasonably foreseeable, direct and indirect costs of permitting and regulating, monitoring and inspection programs, and enforcing local governmental requirements. The bill does not permit a local government to prohibit oil and gas operations, however.

In general, SB 181 clarified local authority regarding oil and gas over:

- Land use • Location and siting of oil and gas facilities
- Impacts to public facilities and services
- Water quality & source
- Noise
- Vibration
- Odor
- Light
- Dust
- Air emissions & quality
- Land disturbance
- Reclamation procedures
- Cultural resources

- Emergency preparedness
- Security
- Traffic and transportation impacts
- Financial securities, indemnification, and insurance
- Other “nuisance type effects” of oil and gas development

In order to implement the above authority, SB 181 authorizes local governments to inspect all oil and gas facilities; impose fines for leaks, spills, and emissions; and impose fees on operators or owners to cover the reasonably foreseeable direct and indirect costs of permitting and regulation.

Since the passage of the legislation, the Colorado Oil and Gas Conservation Commission (COGCC) has initiated rulemaking proceedings that will incorporate the input of local government delegates from municipalities across the state. The City of Louisville oil and gas designee, Director of Planning and Building Safety Rob Zuccaro, has been tracking this process.

Within Louisville, the Louisville Municipal Code Chapter 17.68 regulates oil and gas. The oil and gas code was last updated in 1995 and changed the ordinance to allow oil and gas activities in all zone districts through a Special Review Use, rather than limit such activity to the Agricultural zone district only, which was then required by law.

Regulatory requirements include considerations for location and setback, noise, visual impacts, and wildlife along with several other items, including:

- Setbacks of 350 ft. from occupied buildings and 75 ft. from rights-of-way
- Noise mitigation and acoustic insulation requirements and maximum noise levels per current state statute
- Venting requirements away from occupied buildings
- Drainage and erosion control plans
- Locational requirements to mitigate the visual impacts such as locating away from prominent natural features and away from hilltops and ridges
- Use of uniform non-contrasting or reflective colors for equipment and screening
- Access road construction standards to limit dust and address drainage issues
- Wildlife impact mitigation in coordination with the Colorado Division of Wildlife

The current City code does not address all of the regulatory authorities now available to local governments to protect the health, safety, welfare and environment within the City.

The permitting process for operators was also changed by SB 181. Previously, operators would apply to the COGCC for a permit to drill a well before applying for any local approvals, such as the Special Review Use required by the City of Louisville. Now, if the local government has requirements for the location and siting of a proposed well, the operator must first apply to the local government and receive either a preliminary or final determination regarding the location and siting application before applying to the

COGCC for a permit to drill. “Location and siting” is not defined in SB 181, nor are there any COGCC regulations to provide guidance regarding this term. While the City’s regulations provide setback requirements for proposed wells, at this time it is unclear whether this would constitute a local location and siting requirement as used in SB 181.

There is currently no drilling or actively producing wells, no active oil and gas permits, nor have there been any active well permits filed with the State since 1999 within the City of Louisville. The majority of the City limits are just outside the Wattenberg oil field, although there are some areas that fall within the boundaries identified by COGCC. The Boulder County Oil and Gas activities map can be found [through this link](#).

Staff cannot predict the future possibilities of drilling for oil and gas within the City limits, nor can we speculate as to whether there is risk that drilling will occur in the future. However, based on the geologic resource maps and past interest in drilling, it seems unlikely that there will be significant demand for oil and gas development in the City. Nonetheless, with changing technologies that may make it possible for offsite drilling to impact the City, or for wells drilled within the City to reach resources located outside the City.

On the July 30, 2019 City Council meeting, there was a Discussion/Direction agenda item for Implementation of 2019 Legislation where this issue was presented and discussed. City Council discussed options for moving forward with changes to oil and gas regulations in light of SB 181. The minutes are included as an attachment.

PROPOSAL

The draft Ordinance includes a new section in Chapter 17.68 – Oil and Gas Regulations that requires registration for oil and gas operators at least thirty days prior to submission of an application. The registration requirement allows the City to understand and assess the capabilities of the operator to meet the obligations of the State and City regulations for oil and gas operations and to understand the scope of a possible application prior to accepting the application. The registration would also allow for implementation of a moratorium on applications. A moratorium provides adequate time for the City to assess the adequacy of its ordinance to protect the health, safety and welfare of its citizens, and safeguard the environment and wildlife resources as authorized by SB 181 and draft and adopt an updated ordinance.

Any additional changes to the City’s oil and gas regulations under Chapter 17.68 would be reviewed by the Planning Commission for recommendation to the City Council. Many surrounding jurisdictions are currently developing new regulations for oil and gas and are under moratoriums, including Superior, Lafayette, and Boulder County.

The registration requirements included in the draft Ordinance require the provision of comprehensive information, including:

- A good faith estimate of the number of well sites and wells the operator intends to drill in the following five years within the City

- A map showing the location within the City of any sites for which the operator has approved or has submitted applications for drilling and spacing orders, and sites the operator has identified for development within the following five years for which it has not yet submitted applications
- Well estimates based on reasonable business judgement based on information known to the operator as of the date of registration
- Information demonstrating the operator is capable of fulfilling and is likely to fulfill the obligations imposed through the local and state oil and gas regulations, including:
 - A list of all instances in the previous ten years where the operator had not complied with applicable state or local requirements
 - Certified copies of all financial assurances
 - A certified copy of general liability insurance
 - A report on greenhouse gas emissions for all oil and gas facilities in Boulder County owned or leased by the operator for the calendar year prior to registration or renewal.
- A requirement that registrants update information on file with the City within 30 days of a material change of such information
- A requirement that registrants reapply after 5 years if no application for a special review use or other land use permit for oil and gas operations has been submitted.

RECOMMENDATION:

Staff recommends that the Planning Commission approve Resolution 16, Series 2019, recommending approval of an ordinance amending Chapter 17.68 of the Louisville Municipal Code to require Oil and Gas Operator Registration.

ATTACHMENTS:

- Resolution 16, Series 2019
- Draft Ordinance
- City Council minutes, July 30, 2019
- SB 181

**RESOLUTION NO. 16
SERIES 2019**

**A RESOLUTION RECOMMENDING APPROVAL OF AN ORDINANCE AMENDING
CHAPTER 17.68 OF THE LOUISVILLE MUNICIPAL CODE TO REQUIRE OIL AND
GAS OPERATOR REGISTRATION**

WHEREAS, the City's oil and gas regulations were last updated in 1996 and there are currently no oil or gas operations being conducted within the City; and

WHEREAS, on April 16, 2019, the Governor signed Senate Bill 19-181 ("SB 181"), which amended the Colorado Oil and Gas Conservation Act and granted local governments more authority to regulate surface operations and nuisance impacts of oil and gas operations in order to better protect the health, safety, and welfare of its citizens and to safeguard the environment and natural resources; and

WHEREAS, the Planning Commission desires to adopt requirements for Oil and Gas Operator Registration; and

WHEREAS, the Planning Commission has considered the application at a duly noticed public hearing on September 12, 2019, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated September 12, 2019.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of a request to amend Chapter 17.68 of the Louisville Municipal Code to require Oil and Gas Operator Registration.

PASSED AND ADOPTED this 12th day of September, 2019.

By: _____
Steve Brauneis, Chairperson
Planning Commission

Attest: _____
Debra Williams, Secretary
Planning Commission

ORDINANCE NO. _____
SERIES 2019

AN ORDINANCE AMENDING CHAPTER 17.68 OF THE LOUISVILLE MUNICIPAL CODE TO REQUIRE OIL AND GAS OPERATOR REGISTRATION.

WHEREAS, the City of Louisville is committed to protecting the health, safety, and welfare of its citizens, and safeguarding the environment and wildlife resources; and

WHEREAS, the City Council believes it has not only the authority but the responsibility to plan for and regulate the use of land within the City in order to best protect and promote the health, safety, and welfare of present and future inhabitants and residents of the City, and to guide future growth, development, and distribution of land uses within the City; and

WHEREAS, the City regulates the use of land by those ordinances codified in Title 17 of the Louisville Municipal Code, and has enacted regulations governing oil and gas operations within the City in Chapter 17.68 of the Louisville Municipal Code; and

WHEREAS, the City’s oil and gas regulations were last updated in 1996 and there are currently no oil or gas operations being conducted within the City; and

WHEREAS, on April 16, 2019, the Governor signed Senate Bill 19-181 (“SB 181”), which amended the Colorado Oil and Gas Conservation Act and granted local governments more authority to regulate surface operations and nuisance impacts of oil and gas operations in order to better protect the health, safety, and welfare of its citizens and to safeguard the environment and natural resources; and

WHEREAS, the Colorado Oil and Gas Conservation Act also grants the Colorado Oil and Gas Conservation Commission (“COGCC”) authority to adopt statewide rules and regulations concerning the development and production of oil and gas resources, and the COGCC has begun the process of amending its rules and regulations in response to the amendments contained in SB 181; and

WHEREAS, the City Council is aware that technological advances within the oil and gas industry, coupled with market conditions and other factors, have resulted in significant increases in oil and gas activities surrounding the City, which have included requests by mineral interest holders and operators for permits for large scale multi-well sites that contain many more wells per site than in previous applications; and

WHEREAS, local governments throughout Colorado are struggling to address the potential adverse impacts of proliferating oil and gas activities in urban and suburban environments on their residents’ health, safety, and welfare, and several local governments have enacted temporary moratoria to allow a period of time to evaluate those impacts in order to assess, determine, and adopt appropriate local regulations; and

WHEREAS, several municipalities in the area surrounding the City with active oil and gas operations have begun to analyze their regulations in light of the additional authority conferred by SB 181 and are drafting amendments in order to best protect and safeguard the health, safety, and welfare of their citizens, and to safeguard the environment and wildlife resources; and

WHEREAS, the City Council recognizes those communities with active oil and gas operations are better suited to assess the impacts of these operations on a local level, and desires to take into consideration the findings of those communities with regard to any amendments that may be necessary to the City's oil and gas regulations; and

WHEREAS, the City Council further finds that, given the fast pace of technological changes and advancements in the oil and gas industry, if the City were to update its oil and gas regulations well in advance of receiving an application for oil and gas operations, it is likely the regulations would again be out of date and not adequately protect the health, safety, and welfare of the public or safeguard the environment and wildlife resources to the extent they should by the time an application for oil and gas operations is filed in the future; and

WHEREAS, the registration requirement set forth herein will enable the City Council to analyze, in light of the proposed operations, the adequacy of its regulations to protect the health, safety, and welfare of its citizens, and safeguarding the environment and wildlife resources as authorized by SB 181 and any subsequent legislation or case law, and ensure its regulations conform with then-current regulatory and best management practices, consistent with COGCC Rules, and reflect then-current technologies of the oil and gas exploration and extraction industry; and

WHEREAS, the City Council finds and declares it has the power and authority to adopt this ordinance pursuant to Amendment 64, C.R.S. § 29-20-101, *et seq.* (the Local Government Land Use Control Enabling Act), C.R.S. § 31-23-301, *et seq.* (concerning municipal zoning powers), C.R.S. § 31-15-103 (concerning municipal police powers), C.R.S. § 31-15-401 (concerning municipal police powers), C.R.S. § 31-15-501 (concerning municipal authority to regulate businesses), Article XX of the Colorado Constitution (concerning municipal home rule), and the City of Louisville Home Rule Charter.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:

Section 1. The foregoing recitals are hereby affirmed and incorporated herein by this reference as findings of the City Council.

Section 2. Chapter 17.68 of the Louisville Municipal Code is hereby amended by the addition of a new Section 17.68.035 to read as follows:

Sec. 17.68.035. Operator registration.

Any operator planning to commence oil and gas operations within the City must file an operator registration providing the following information at least thirty (30) days prior to filing an application for a use by special review or any other land use permit for such operations:

A. Company name, address, email and mobile phone contact information for two individuals associated with the company who live within thirty miles of the City and who will serve as 24-hour emergency contacts for the proposed operations.

B. Comprehensive planning information as follows:

1. Based on the operator's business plan as of the date of registration, a good faith estimate of the number of well sites and wells the operator intends to drill in the next five years within the City. A publicly traded company's well estimates may be based on reserves classified as "proved undeveloped" for SEC reporting purposes.

2. A map showing the location within the City of any sites for which the operator has approved or has submitted applications for drilling and spacing orders, or OGCC Form 2s or Form 2As, and sites the operator has identified for development within the next five years for which it has not yet submitted applications for OGCC permits.

3. Well estimates provided as part of the operator registration must be made using reasonable business judgment based on information known to the operator as of the date of the registration.

C. Information demonstrating the operator is capable of fulfilling and is likely to fulfill the obligations imposed by this Chapter and the Oil and Gas Conservation Act, including:

1. A certified list of all instances within the previous ten years where the OGCC, other state agency, municipality, or county found the operator had not complied with applicable state or local requirements with respect to drilling, operation, or decommissioning of a well. The list must identify the date of the determination, the entity or agency making the determination, the nature of the non-compliance, and, if applicable, the final resolution of the issue. If no such instances of non-compliance exist, the operator must certify to that effect.

2. Certified copies of all financial assurances filed with the OGCC under OGCC Rules 703, 706, and 707.

3. A certified copy of a policy of general liability insurance or self-insurance program approved by the Colorado Insurance Commission, in the amount of no less than \$1,000,000 per occurrence, insuring the operator against property damage and bodily injury to third parties. The policy shall be written by a company authorized to do business in the State of Colorado unless the operator provides evidence it is adequately self-insured. The policy shall include the City as a certificate holder.

4. A report on greenhouse gas emissions for all oil and gas facilities in Boulder County owned or leased by the operator for the calendar year prior to registration or renewal. The report must be in form required by the United States Environmental Protection Agency for reporting greenhouse gas emissions (EPA sub part W).

D. Following registration, operators must notify the City in writing of any material change in the information provided pursuant to subsection C of this Section within thirty (30) days of such change. If an operator does not file an application for a use by special review or other land use permit for oil and gas operations within five (5) years following registration, the registration shall lapse and the operator must file a new operator registration meeting the requirements of this Section at least thirty (30) days before filing an application for a use by special review or any other land use permit for oil and gas operations to be conducted within the City.

Section 3. If any portion of this ordinance is held to be invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each part hereof irrespective of the fact that any one part be declared invalid.

Section 4. The repeal or modification of any provision of the Municipal Code of the City of Louisville by this ordinance shall not release, extinguish, alter, modify, or change in whole or in part any penalty, forfeiture, or liability, either civil or criminal, which shall have been incurred under such provision, and each provision shall be treated and held as still remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings, and prosecutions for the enforcement of the penalty, forfeiture, or liability, as well as for the purpose of sustaining any judgment, decree, or order which can or may be rendered, entered, or made in such actions, suits, proceedings, or prosecutions.

Section 5. All other ordinances or portions thereof inconsistent or conflicting with this ordinance or any portion hereof are hereby repealed to the extent of such inconsistency or conflict.

INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED PUBLISHED
this ____ day of _____, 2019.

Robert P. Muckle, Mayor

ATTEST:

Meredyth Muth, City Clerk

APPROVED AS TO FORM:

Kelly PC, City Attorney

PASSED AND ADOPTED ON SECOND AND FINAL READING, this ____ day of _____, 2019.

Robert P. Muckle, Mayor

ATTEST:

Meredyth Muth, City Clerk

City Council

Special Meeting Minutes

**July 30, 2019
Library Meeting Room
951 Spruce Street
7:00 PM**

Call to Order – Mayor Muckle called the meeting to order at 7:00 p.m. and the following members were present:

City Council: ***Mayor Robert Muckle***
 Mayor Pro Tem Jeff Lipton
 Councilmember Jay Keany
 Councilmember Susan Loo
 Councilmember Dennis Maloney
 Councilmember Ashley Stolzmann

Absent: ***Councilmember Chris Leh***

Staff Present: ***Heather Balsler, City Manager***
 Megan Davis, Deputy City Manager
 Rob Zuccaro, Planning & Building Safety Director
 Katie Baum, Sustainability Specialist
 Meredyth Muth, City Clerk

Others Present: ***Kathleen Kelly, City Attorney***

DISCUSSION/DIRECTION – SETTING RENEWABLE ENERGY AND CARBON EMISSIONS REDUCTION GOALS

Sustainability Coordinator Baum stated in 2018 the City entered into a partnership with Xcel Energy. The 2019 work plan included setting alternative energy and carbon reduction goals. They have met to discuss baseline energy information, available programs, and goal-setting for municipal and community-wide energy usage and renewable energy. Based on data provided by Xcel and input from staff and Council, municipal and community goals were developed for City Council to consider. This replaces the current broad goal in the sustainability action plan with specific goals.

She stated Xcel's current renewable energy resource mix is 29% carbon-free. By 2025, the carbon-free percentage will increase to 55% and 100% by 2050, according to their energy plan. City's is currently at 46% carbon-free and the community at 32%.

Councilmember Maloney asked how the numbers capture residential rooftop solar arrays. Baum stated it is not captured as it is an offset not a generator.

Baum stated conserving energy and transitioning to carbon-free energy sources provides an opportunity to reduce Louisville's greenhouse gas (GHG) emissions. The total GHG emissions in 2016 for Louisville accounts for 5% of Boulder County's total GHG emissions. Electricity was the largest source of emissions at 50%, followed by natural gas at 17%.

Baum reviewed a comparison of various neighboring communities' goals and reviewed the proposed goals:

Municipal Proposed Goals

- Meet all of the City's municipal electric needs with 100% carbon-free sources by 2025. (This results in a 28% gap in 5 years assuming Xcel meets its 55% carbon-free goal by 2025.)
- Reduce core municipal GHG emissions annually below the 2016 baseline through 2025.

Community-Wide Proposed Goals

- Generate 75% of Louisville's residential and commercial/industrial electric from carbon-free sources by 2030. (This results in a 17% gap in 10 years assuming Xcel meets its 55% carbon-free goal by 2025.)
- Reduce core community GHG emissions annually below the 2016 baseline through 2030.

Lucas McConnell, Xcel Area Manager, stated Xcel has a lot of partnerships with various towns. He stated every City has a different set of goals and Xcel will work with each City to reach those goals.

Councilmember Maloney asked if Xcel thinks it can reach the goals on which we are then dependent. Councilmember Stolzmann stated that in her meetings with Xcel they have shown they can do this and have the technology to do this. She stated we can meet these goals by buying in to the various Xcel programs. She feels these are achievable and measurable goals, not just aspirational. This is something we can realistically accomplish.

Councilmember Maloney asked what the cost will be to the community; if it will be fiscally responsible. Councilmember Stolzmann stated it may depend on what programs Xcel can offer us and in what time frame. Councilmember Maloney stated he wants to make sure the goals are responsible.

Councilmember Loo stated these goals and numbers are meant to be as honest as we can and show exactly what we can actually do, not just to have aspirational discussions.

Councilmember Maloney agreed that additional information about the solar should be noted. Baum stated staff can add some information about that but cannot amend the standard equation being used.

Mayor Pro Tem Lipton stated there seems to be an emphasis on the supply side. He would like to see some demand side information (building efficiencies, appliance efficiencies) and how it affects this discussion.

Councilmember Loo stated a recent report states that one thing that really is working to decrease emissions is for Cities to pass mandatory regulations. We have always been incentive based more than mandatory. Mayor Pro Tem Lipton stated mandatory building codes have been passed.

Mayor Pro Tem Lipton stated that future councils will have to look at land use issues and land use strategies about more walkable communities, mass transit and centralizing population. That is the future to solve energy issues.

Councilmember Stolzmann stated she supports the goals as written or even stronger. Mayor Muckle agreed.

Councilmember Maloney stated he would like something in the goals related to costs.

Mayor Pro Tem Lipton stated it is acceptable as presented and it won't affect the budget detrimentally; it is the right thing to do. This is just a marginal increase in what we have been doing.

Councilmember Maloney stated he is concerned these goals will have a large budget impact that we are not taking into consideration. He would like more specificity in the draft resolution addressing this.

Public Comments

Den Fahey, 1118 West Enclave Circle, stated this is a good first step but it is not enough. The cost is small now to prevent permanent damage that affects those that can't afford it. We need to be much more aggressive than this and address other issues.

John Cowley, 303 Fairfield, suggested the City create a solar garden to sell power to residents. He stated taxes and fees are 50% of his Xcel bill. If there were a way for a solar garden to generate power allocated to his address, he wouldn't have such fees. He guesses it would be a low cost investment for the City. It is a reasonable thing to look at.

Mayor Muckle supports the goals as proposed.

Councilmember Stolzmann stated staff can look at the resolution and amend the language if needed to meet Councilmember Maloney's concerns.

Councilmember Maloney supports the goals and the direction we are headed on this.

City Manager Balser stated staff can look at some language around the cost issue. Staff will bring this back for action at a regular meeting.

Mayor Pro Tem Lipton asked for more communications efforts on this issue.

DISCUSSION/DIRECTION – IMPLEMENTATION OF 2019 LEGISLATION

Deputy City Manager Davis stated now that the legislative session is over, staff is bringing back those items that need to be addressed specifically. She reviewed HB-19 regarding Police records related to internal investigations. Staff has made changes to our Police Department policy manual to address this.

Davis stated SB-85 the Equal Pay for Equal Work Act does not take full effect until 2021 but the City has made changes already including eliminating the request for past wage information on the employment application and advertising all opportunities within the organization to all employees.

Councilmember Loo asked if there is any way to get some information on past wages. Deputy City Manager Davis stated if an applicant is coming from another city we can get wage information as it is public record, but we cannot do that for applicants coming from the private sector.

Deputy City Manager Davis noted SB-232 is a new requirement that all campaign finance complaints be handled by the local municipality. An ordinance may come to Council for consideration related to this.

Deputy City Manager Davis stated SB-181 clarified and expands local authority in many areas related to oil and gas. The COGCC is currently completing a rule making process. The Council has regulatory options it may want to consider, however there are no current applications.

City Attorney Kelly stated local government authority has been substantially expanded. This presents an opportunity to local governments, but there is no requirement for a City to do anything. She noted local governments are still not allowed to prohibit drilling within their jurisdictions. The bill places in priority the protection of public safety, health and welfare, and the environment where as before it focused on economic extraction with due regard to health and welfare. This is an opportunity for the Council to review the City's regulations, but there has been no oil and gas activity in Louisville since 1999.

She stated that if new regulations are requested Council should determine if a moratorium would be appropriate while that work is being completed.

Kelly noted the legislation requires operators to get local siting requirements approved first before applying to the COGCC for a permit, however the legislation is not clear.

She noted many neighboring communities have enacted temporary moratoria. There are some concerns that while there has not been much activity in this area for years, new technologies have made it easier for operators to reach their resource from a surface location quite a ways away. This could mean a company may be able to use a surface location in Louisville to reach into another jurisdiction.

The risk of not enacting a moratorium is that an application could be filed. At that time Council could enact a moratorium but it would not apply to that application.

She reviewed some options available for consideration:

1. Conduct a comprehensive review of the City's current regulations and determine if they adequately address and identify additional local government authorities granted under SB 181 that are not currently addressed in the City's Oil and Gas code.
2. Work with neighboring jurisdictions to understand the need for consistency and alignment around local oil and gas regulations, particularly related to the protection of unincorporated lands adjacent to the City, City and jointly owned Open Space lands, and other natural resources including but not limited to streams and waterways.
3. Modify the current permitting process through a code ordinance change to require a pre-proposal application or registration process. Then, if and when the City becomes aware that a permit application is likely to be filed, a moratorium can be considered to ensure the regulations with regard to the particular type of application sought are up to date and reflect the most recent rulemaking, research and data, and best practices.
4. Update the City's regulations to incorporate new local government regulatory authority granted under SB 181 that is not currently addressed in the City's code.
5. If updates to the City code are deemed necessary, consider a moratorium on oil and gas permits, so that future applications will be subject to such code updates.

Kelly noted Boulder County has a process with a pre-application which is required 30-days in advance of a pre-application meeting. That gives staff the opportunity to evaluate the registration information they have received and give a timeframe in which to enact a moratorium by emergency ordinance if needed, before an application is accepted.

Staff is looking for direction on if Council would like to enact new regulations and if so, does Council want to consider a temporary moratorium. If not, are there other measures Council may want to add to existing regulations. Alternatively, the Council can choose to do nothing at this time.

Councilmember Keany asked how long a moratorium can last. City Attorney Kelly stated 6-9 months is generally acceptable; longer than that may start to look like a ban and not be considered reasonable by the Courts. As long as the City is actively working on rules during that time extensions are generally considered reasonable.

Councilmember Loo asked if staff has a recommendation of the five options. She asked if this work will be done in house or contracted out if we move forward; what are the costs in dollars and in staff time.

City Manager Balser stated it is not exactly known, but the assumption is it would be in house and we could base our work on that from other municipalities as a start.

Councilmember Loo stated #3 buys some time and gives some protections. Mayor Muckle stated he agreed it would be nice to only institute a moratorium if we need it.

Mayor Pro Tem Lipton stated #3 is not enough protection for the community and this process has not been legally tested. He stated the simplest and most cost effective process is a simple moratorium. We may want to have this in place for any possible applications.

City Attorney Kelly stated #3 can only be effective if the Council at that time has the appetite to enact a temporary moratorium on an emergency basis.

Mayor Pro Tem Lipton stated he would like to have a strong message by enacting a moratorium.

Councilmember Maloney stated he would like a moratorium connected to the rule making at the COGCC. Deputy City Manager Davis stated much of the COGCC's work will relate to the State and not pertain to local governments.

Councilmember Stolzmann stated she thinks most residents want a total ban even though that is not a tool available to us. She stated #3 gives us the option to wait the longest possible time without a moratorium. Making rules now will require a great deal of time and cause unrest in the community with no real benefit.

Deb Fahey asked where drilling is allowed now in Louisville. Director Zuccaro stated an applicant can apply for an SRU for any zone district in the City with a 350-foot setback from a structure. This complies with state law from the time when these rules were written. There are large areas of open space where drilling is still feasible and new horizontal drilling options may make our areas useful for drilling.

Mayor Pro Tem Lipton stated he feels putting a pre-application process in place just to allow for a moratorium is dishonest. We would be better off being clear what we want by having a moratorium now and putting regulations in place in the time available.

Councilmember Loo stated it behooves us to let other municipalities to go through the hard work and wait for that information. If we have a moratorium we have to act on changes and move the process forward as it would be temporary and we can't have serial moratoria. It is more cost effective and responsible for us to allow other cities to test the legal risk and wait to see what happens.

Councilmember Maloney stated we are trying to gauge the risk of a moratorium. City Attorney Kelly stated it would be defensible for more than one extension on a moratorium if the City Council is actively working on rules, at least for a reasonable time. Councilmember Maloney stated both tools could work but the moratorium may be safer.

Councilmember Stolzmann stated starting working on rules will require we take other projects off the work plan. It might take more staff time and money than it is worth.

City Attorney Kelly stated if the Council wants a moratorium the City would have to show they are making progress on rules with the clear goal of drafting regulations.

Mayor Pro Tem Lipton would like a quick moratorium to be clear we are not open for business.

Councilmember Keany stated a moratorium may encourage people to apply for a permit to get it in as soon as possible.

Mayor Muckle noted the risk is very low now because of the geology. There are advantages to not having a moratorium and upsetting the oil and gas industry for no reason. He stated that because the risk is so low #3 makes sense. To invest the time and effort on new rules and to create public uproar seems unnecessary right now.

City Attorney Kelly stated one consideration is that the approach in #3 has not been court-tested.

Councilmember Keany supports #3 to allow the City the most options at the least cost.

City Manager Balser stated some municipalities are well along the way with regulations and we can use that information as a basis for ours, but a significant effort and large amount of staff time would be needed for this as well as a funding allocation.

Mayor Pro Tem Lipton stated we will need to make an effort in the next year or so due to the new state laws and changes in technology regardless of the cost. Our residents will want us to do this.

Councilmember Loo stated she is comfortable with #3 and waiting for the work of other municipalities that we can piggyback on. The risk is low for us due to the geology. A moratorium is a financial and time commitment we may not be ready to make.

Councilmember Maloney wants to update the code based on our new options; but he doesn't want to pattern our rules on other municipalities but rather on the COGCC's rule making.

Councilmember Stolzmann asked if the City has the option for imposing additional excise or severance taxes on oil and gas extraction. Staff can look into that.

The consensus was to have staff bring back option #3; a registration and pre-application process for Council consideration.

Mayor Pro Tem Lipton stated he would like to discuss HB-1033 and HB-1036 about local nicotine sales rules and indoor air in 2020.

Councilmember Stolzmann would like a discussion in 2020 about HB-1033 regarding fees in addition to state tax on cigarette taxes and if it can be applied to an end user.

ADVANCED AGENDA & IDENTIFICATION OF FUTURE ITEMS

Members discussed the items on the advanced agenda.

Councilmember Stolzmann suggested a joint meeting with Louisville, Superior, and the JeffCo County Commissioners regarding the airport discussion on August 20.

ADJOURN

Members adjourned at 9:43 pm.

Robert P. Muckle, Mayor

Meredyth Muth, City Clerk

An Act

SENATE BILL 19-181

BY SENATOR(S) Fenberg and Foote, Court, Gonzales, Lee, Moreno, Story, Williams A., Winter;
also REPRESENTATIVE(S) Becker and Caraveo, Arndt, Benavidez, Bird, Buckner, Duran, Gonzales-Gutierrez, Gray, Herod, Hooton, Jackson, Jaquez Lewis, Kennedy, Kipp, Lontine, McCluskie, Melton, Michaelson Jenet, Mullica, Roberts, Singer, Sirota, Snyder, Sullivan, Tipper, Valdez A., Weissman.

CONCERNING ADDITIONAL PUBLIC WELFARE PROTECTIONS REGARDING THE CONDUCT OF OIL AND GAS OPERATIONS, AND, IN CONNECTION THEREWITH, MAKING AN APPROPRIATION.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. In Colorado Revised Statutes, 24-65.1-202, repeal (1)(d) as follows:

24-65.1-202. Criteria for administration of areas of state interest. (1) (d) ~~Unless an activity of state interest has been designated or identified or unless it includes part or all of another area of state interest, an area of oil and gas development shall not be designated as an area of state interest unless the state oil and gas conservation commission identifies such~~

Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.

~~area for designation.~~

SECTION 2. In Colorado Revised Statutes, 24-65.1-302, **repeal** (3) as follows:

24-65.1-302. Functions of other state agencies. (3) Pursuant to ~~section 24-65.1-202 (1)(d), the oil and gas conservation commission of the state of Colorado may identify an area of oil and gas development for designation by local government as an area of state interest.~~

SECTION 3. In Colorado Revised Statutes, 25-7-109, **add** (10) as follows:

25-7-109. Commission to promulgate emissions control regulations. (10) (a) THE COMMISSION SHALL ADOPT RULES TO MINIMIZE EMISSIONS OF METHANE AND OTHER HYDROCARBONS, VOLATILE ORGANIC COMPOUNDS, AND OXIDES OF NITROGEN FROM OIL AND NATURAL GAS EXPLORATION AND PRODUCTION FACILITIES AND NATURAL GAS FACILITIES IN THE PROCESSING, GATHERING AND BOOSTING, STORAGE, AND TRANSMISSION SEGMENTS OF THE NATURAL GAS SUPPLY CHAIN.

(b) (I) THE COMMISSION SHALL REVIEW ITS RULES FOR OIL AND NATURAL GAS WELL PRODUCTION FACILITIES AND COMPRESSOR STATIONS AND SPECIFICALLY CONSIDER ADOPTING MORE STRINGENT PROVISIONS, INCLUDING:

(A) A REQUIREMENT THAT LEAK DETECTION AND REPAIR INSPECTIONS OCCUR AT ALL WELL PRODUCTION FACILITIES ON, AT A MINIMUM, A SEMIANNUAL BASIS OR THAT AN ALTERNATIVE APPROVED INSTRUMENT MONITORING METHOD IS IN PLACE PURSUANT TO EXISTING RULES;

(B) A REQUIREMENT THAT OWNERS AND OPERATORS OF OIL AND GAS TRANSMISSION PIPELINES AND COMPRESSOR STATIONS MUST INSPECT AND MAINTAIN ALL EQUIPMENT AND PIPELINES ON A REGULAR BASIS;

(C) A REQUIREMENT THAT OIL AND NATURAL GAS OPERATORS MUST INSTALL AND OPERATE CONTINUOUS METHANE EMISSIONS MONITORS AT FACILITIES WITH LARGE EMISSIONS POTENTIAL, AT MULTI-WELL FACILITIES, AND AT FACILITIES IN CLOSE PROXIMITY TO OCCUPIED DWELLINGS; AND

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(D) A REQUIREMENT TO REDUCE EMISSIONS FROM PNEUMATIC DEVICES. THE COMMISSION SHALL CONSIDER REQUIRING OIL AND GAS OPERATORS, UNDER APPROPRIATE CIRCUMSTANCES, TO USE PNEUMATIC DEVICES THAT DO NOT VENT NATURAL GAS.

(II) THE COMMISSION MAY, BY RULE, PHASE IN THE REQUIREMENT TO COMPLY WITH THIS SUBSECTION (10)(b) ON THE BASES OF PRODUCTION CAPABILITY, TYPE AND AGE OF OIL AND GAS FACILITY, AND COMMERCIAL AVAILABILITY OF CONTINUOUS MONITORING EQUIPMENT. IF THE COMMISSION PHASES IN THE REQUIREMENT TO COMPLY WITH THIS SUBSECTION (10)(b), IT SHALL INCREASE THE REQUIRED FREQUENCY OF INSPECTIONS AT FACILITIES THAT ARE SUBJECT TO THE PHASE-IN UNTIL THE FACILITIES ACHIEVE CONTINUOUS EMISSION MONITORING.

(c) NOTWITHSTANDING THE GRANT OF AUTHORITY TO THE OIL AND GAS CONSERVATION COMMISSION IN ARTICLE 60 OF TITLE 34, INCLUDING SPECIFICALLY SECTION 34-60-105 (1), THE COMMISSION MAY REGULATE AIR POLLUTION FROM OIL AND GAS FACILITIES LISTED IN SUBSECTION (10)(a) OF THIS SECTION, INCLUDING DURING PRE-PRODUCTION ACTIVITIES, DRILLING, AND COMPLETION.

SECTION 4. In Colorado Revised Statutes, 29-20-104, **amend** (1) introductory portion, (1)(g), and (1)(h); and **add** (1)(i), (2), and (3) as follows:

29-20-104. Powers of local governments - definition. (1) Except as expressly provided in section 29-20-104.5, the power and authority granted by this section ~~shall~~ DOES not limit any power or authority presently exercised or previously granted. Each local government within its respective jurisdiction has the authority to plan for and regulate the use of land by:

(g) Regulating the use of land on the basis of the impact ~~thereof~~ OF THE USE on the community or surrounding areas; ~~and~~

(h) ~~Otherwise planning for and regulating the use of land so as to provide planned and orderly use of land and protection of the environment in a manner consistent with constitutional rights.~~ REGULATING THE SURFACE IMPACTS OF OIL AND GAS OPERATIONS IN A REASONABLE MANNER TO ADDRESS MATTERS SPECIFIED IN THIS SUBSECTION (1)(h) AND TO PROTECT AND MINIMIZE ADVERSE IMPACTS TO PUBLIC HEALTH, SAFETY, AND WELFARE

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AND THE ENVIRONMENT. NOTHING IN THIS SUBSECTION (1)(h) IS INTENDED TO ALTER, EXPAND, OR DIMINISH THE AUTHORITY OF LOCAL GOVERNMENTS TO REGULATE AIR QUALITY UNDER SECTION 25-7-128. FOR PURPOSES OF THIS SUBSECTION (1)(h), "MINIMIZE ADVERSE IMPACTS" MEANS, TO THE EXTENT NECESSARY AND REASONABLE, TO PROTECT PUBLIC HEALTH, SAFETY, AND WELFARE AND THE ENVIRONMENT BY AVOIDING ADVERSE IMPACTS FROM OIL AND GAS OPERATIONS AND MINIMIZING AND MITIGATING THE EXTENT AND SEVERITY OF THOSE IMPACTS THAT CANNOT BE AVOIDED. THE FOLLOWING MATTERS ARE COVERED BY THIS SUBSECTION (1)(h):

(I) LAND USE;

(II) THE LOCATION AND SITING OF OIL AND GAS FACILITIES AND OIL AND GAS LOCATIONS, AS THOSE TERMS ARE DEFINED IN SECTION 34-60-103 (6.2) AND (6.4);

(III) IMPACTS TO PUBLIC FACILITIES AND SERVICES;

(IV) WATER QUALITY AND SOURCE, NOISE, VIBRATION, ODOR, LIGHT, DUST, AIR EMISSIONS AND AIR QUALITY, LAND DISTURBANCE, RECLAMATION PROCEDURES, CULTURAL RESOURCES, EMERGENCY PREPAREDNESS AND COORDINATION WITH FIRST RESPONDERS, SECURITY, AND TRAFFIC AND TRANSPORTATION IMPACTS;

(V) FINANCIAL SECURITIES, INDEMNIFICATION, AND INSURANCE AS APPROPRIATE TO ENSURE COMPLIANCE WITH THE REGULATIONS OF THE LOCAL GOVERNMENT; AND

(VI) ALL OTHER NUISANCE-TYPE EFFECTS OF OIL AND GAS DEVELOPMENT; AND

(i) OTHERWISE PLANNING FOR AND REGULATING THE USE OF LAND SO AS TO PROVIDE PLANNED AND ORDERLY USE OF LAND AND PROTECTION OF THE ENVIRONMENT IN A MANNER CONSISTENT WITH CONSTITUTIONAL RIGHTS.

(2) TO IMPLEMENT THE POWERS AND AUTHORITY GRANTED IN SUBSECTION (1)(h) OF THIS SECTION, A LOCAL GOVERNMENT WITHIN ITS RESPECTIVE JURISDICTION HAS THE AUTHORITY TO:

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(a) INSPECT ALL FACILITIES SUBJECT TO LOCAL GOVERNMENT REGULATION;

(b) IMPOSE FINES FOR LEAKS, SPILLS, AND EMISSIONS; AND

(c) IMPOSE FEES ON OPERATORS OR OWNERS TO COVER THE REASONABLY FORESEEABLE DIRECT AND INDIRECT COSTS OF PERMITTING AND REGULATION AND THE COSTS OF ANY MONITORING AND INSPECTION PROGRAM NECESSARY TO ADDRESS THE IMPACTS OF DEVELOPMENT AND TO ENFORCE LOCAL GOVERNMENTAL REQUIREMENTS.

(3) (a) TO PROVIDE A LOCAL GOVERNMENT WITH TECHNICAL EXPERTISE REGARDING WHETHER A PRELIMINARY OR FINAL DETERMINATION OF THE LOCATION OF AN OIL AND GAS FACILITY OR OIL AND GAS LOCATION WITHIN ITS RESPECTIVE JURISDICTION COULD AFFECT OIL AND GAS RESOURCE RECOVERY:

(I) ONCE AN OPERATOR, AS DEFINED IN SECTION 34-60-103 (6.8), FILES AN APPLICATION FOR THE LOCATION AND SITING OF AN OIL AND GAS FACILITY OR OIL AND GAS LOCATION AND THE LOCAL GOVERNMENT HAS MADE EITHER A PRELIMINARY OR FINAL DETERMINATION REGARDING THE APPLICATION, THE LOCAL GOVERNMENT HAVING LAND USE JURISDICTION MAY ASK THE DIRECTOR OF THE OIL AND GAS CONSERVATION COMMISSION PURSUANT TO SECTION 34-60-104.5 (3) TO APPOINT A TECHNICAL REVIEW BOARD TO CONDUCT A TECHNICAL REVIEW OF THE PRELIMINARY OR FINAL DETERMINATION AND ISSUE A REPORT THAT CONTAINS THE BOARD'S CONCLUSIONS.

(II) ONCE A LOCAL GOVERNMENT HAS MADE A FINAL DETERMINATION REGARDING AN APPLICATION SPECIFIED IN SUBSECTION (3)(a)(I) OF THIS SECTION OR IF THE LOCAL GOVERNMENT HAS NOT MADE A FINAL DETERMINATION ON AN APPLICATION WITHIN TWO HUNDRED TEN DAYS AFTER FILING BY THE OPERATOR, THE OPERATOR MAY ASK THE DIRECTOR OF THE OIL AND GAS CONSERVATION COMMISSION PURSUANT TO SECTION 34-60-104.5 (3) TO APPOINT A TECHNICAL REVIEW BOARD TO CONDUCT A TECHNICAL REVIEW OF THE FINAL DETERMINATION AND ISSUE A REPORT THAT CONTAINS THE BOARD'S CONCLUSIONS.

(b) A LOCAL GOVERNMENT MAY FINALIZE ITS PRELIMINARY DETERMINATION WITHOUT ANY CHANGES BASED ON THE TECHNICAL REVIEW

REPORT, FINALIZE ITS PRELIMINARY DETERMINATION WITH CHANGES BASED ON THE REPORT, OR RECONSIDER OR DO NOTHING WITH REGARD TO ITS ALREADY FINALIZED DETERMINATION.

(c) IF AN APPLICANT OR LOCAL GOVERNMENT REQUESTS A TECHNICAL REVIEW PURSUANT TO SUBSECTION (3)(a) OF THIS SECTION, THE PERIOD TO APPEAL A LOCAL GOVERNMENT'S DETERMINATION PURSUANT TO RULE 106 (a)(4) OF THE COLORADO RULES OF CIVIL PROCEDURE IS TOLLED UNTIL THE REPORT SPECIFIED IN SUBSECTION (3)(a) OF THIS SECTION HAS BEEN ISSUED, AND THE APPLICANT IS AFFORDED THE FULL PERIOD TO APPEAL THEREAFTER.

SECTION 5. In Colorado Revised Statutes, 30-15-401, **amend** (1) introductory portion, (1)(m)(II) introductory portion, and (1)(m)(II)(B) as follows:

30-15-401. General regulations - definitions. (1) In addition to those powers granted by sections 30-11-101 and 30-11-107 and by parts 1, 2, and 3 of this article 15, the board of county commissioners ~~has the power to~~ MAY adopt ordinances for control or licensing of those matters of purely local concern that are described in the following enumerated powers:

(m) (II) Ordinances enacted to regulate noise on public and private property pursuant to ~~subparagraph (I) of this paragraph (m) shall~~ SUBSECTION (1)(m)(I) OF THIS SECTION DO not apply to:

(B) Property used for: Manufacturing, industrial, or commercial business purposes; AND public utilities regulated pursuant to title 40. C.R.S.; and oil and gas production subject to the provisions of article 60 of title 34, C.R.S.

SECTION 6. In Colorado Revised Statutes, 34-60-102, **amend** (1)(a) introductory portion, (1)(a)(I), and (1)(b) as follows:

34-60-102. Legislative declaration. (1) (a) It is declared to be in the public interest AND THE COMMISSION IS DIRECTED to:

(I) ~~Foster~~ REGULATE the ~~responsible, balanced~~ development AND production ~~and utilization~~ of the natural resources of oil and gas in the state of Colorado in a manner ~~consistent with protection of~~ THAT PROTECTS

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public health, safety, and welfare, including protection of the environment and wildlife resources;

(b) It is ~~not~~ NEITHER the intent nor the purpose of this ~~article~~ ARTICLE 60 to require or permit the proration or distribution of the production of oil and gas among the fields and pools of Colorado on the basis of market demand. It is the intent and purpose of this ~~article~~ ARTICLE 60 to permit each oil and gas pool in Colorado to produce up to its maximum efficient rate of production, subject to the PROTECTION OF PUBLIC HEALTH, SAFETY, AND WELFARE, THE ENVIRONMENT, AND WILDLIFE RESOURCES AND THE prevention of waste ~~consistent with the protection of public health, safety, and welfare, including protection of the environment and wildlife resources~~ AS SET FORTH IN SECTION 34-60-106 (2.5) AND (3)(a), and subject further to the enforcement and protection of the coequal and correlative rights of the owners and producers of a common source of oil and gas, so that each common owner and producer may obtain a just and equitable share of production ~~therefrom~~ FROM THE COMMON SOURCE.

SECTION 7. In Colorado Revised Statutes, 34-60-103, **amend** the introductory portion, (5.5), (11), (12), and (13); and **add** (5.3), (6.2), and (6.4) as follows:

34-60-103. Definitions. As used in this ~~article~~ ARTICLE 60, unless the context otherwise requires:

(5.3) "LOCAL GOVERNMENT" MEANS, EXCEPT WITH REGARD TO SECTION 34-60-104 (2)(a)(I), A:

(a) MUNICIPALITY OR CITY AND COUNTY WITHIN WHOSE BOUNDARIES AN OIL AND GAS LOCATION IS SITED OR PROPOSED TO BE SITED; OR

(b) COUNTY, IF AN OIL AND GAS LOCATION IS SITED OR PROPOSED TO BE SITED WITHIN THE BOUNDARIES OF THE COUNTY BUT IS NOT LOCATED WITHIN A MUNICIPALITY OR CITY AND COUNTY.

(5.5) "Minimize adverse impacts" means, to ~~wherever reasonably practicable~~ THE EXTENT NECESSARY AND REASONABLE TO PROTECT PUBLIC HEALTH, SAFETY, AND WELFARE, THE ENVIRONMENT, AND WILDLIFE RESOURCES, TO:

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(a) Avoid adverse impacts from oil and gas operations; ~~on wildlife resources;~~ AND

(b) Minimize AND MITIGATE the extent and severity of those impacts that cannot be avoided.

~~(c) Mitigate the effects of unavoidable remaining impacts; and~~

~~(d) Take into consideration cost-effectiveness and technical feasibility with regard to actions and decisions taken to minimize adverse impacts to wildlife resources.~~

(6.2) "OIL AND GAS FACILITY" MEANS EQUIPMENT OR IMPROVEMENTS USED OR INSTALLED AT AN OIL AND GAS LOCATION FOR THE EXPLORATION, PRODUCTION, WITHDRAWAL, TREATMENT, OR PROCESSING OF CRUDE OIL, CONDENSATE, EXPLORATION AND PRODUCTION WASTE, OR GAS.

(6.4) "OIL AND GAS LOCATION" MEANS A DEFINABLE AREA WHERE AN OIL AND GAS OPERATOR HAS DISTURBED OR INTENDS TO DISTURB THE LAND SURFACE IN ORDER TO LOCATE AN OIL AND GAS FACILITY.

(11) "Waste", as applied to gas:

(a) Includes the escape, blowing, or releasing, directly or indirectly into the open air, of gas from wells productive of gas only, or gas in an excessive or unreasonable amount from wells producing oil or both oil and gas; and the production of gas in quantities or in such manner as unreasonably reduces reservoir pressure or, SUBJECT TO SUBSECTION (11)(b) OF THIS SECTION, unreasonably diminishes the quantity of oil or gas that ultimately may be produced; excepting gas that is reasonably necessary in the drilling, completing, testing, and in furnishing power for the production of wells; AND

(b) DOES NOT INCLUDE THE NONPRODUCTION OF GAS FROM A FORMATION IF NECESSARY TO PROTECT PUBLIC HEALTH, SAFETY, AND WELFARE, THE ENVIRONMENT, OR WILDLIFE RESOURCES AS DETERMINED BY THE COMMISSION.

(12) "Waste", as applied to oil:

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(a) Includes underground waste; inefficient, excessive, or improper use or dissipation of reservoir energy, including gas energy and water drive; surface waste; open-pit storage; and waste incident to the production of oil in excess of the producer's aboveground storage facilities and lease and contractual requirements, but excluding storage, other than open-pit storage, reasonably necessary for building up or maintaining crude stocks and products ~~thereof~~ OF CRUDE STOCKS for consumption, use, and sale; AND

(b) DOES NOT INCLUDE THE NONPRODUCTION OF OIL FROM A FORMATION IF NECESSARY TO PROTECT PUBLIC HEALTH, SAFETY, AND WELFARE, THE ENVIRONMENT, OR WILDLIFE RESOURCES AS DETERMINED BY THE COMMISSION.

(13) "Waste", in addition to the meanings as set forth in subsections (11) and (12) of this section:

(a) Means, SUBJECT TO SUBSECTION (13)(b) OF THIS SECTION:

(a) (I) Physical waste, as that term is generally understood in the oil and gas industry;

(b) (II) The locating, spacing, drilling, equipping, operating, or producing of any oil or gas well or wells in a manner ~~which~~ THAT causes or tends to cause reduction in quantity of oil or gas ultimately recoverable from a pool under prudent and proper operations or ~~which~~ THAT causes or tends to cause unnecessary or excessive surface loss or destruction of oil or gas; AND

(c) (III) Abuse of the correlative rights of any owner in a pool due to nonuniform, disproportionate, unratable, or excessive withdrawals of oil or gas ~~therefrom~~ FROM THE POOL, causing reasonably avoidable drainage between tracts of land or resulting in one or more producers or owners in ~~such~~ THE pool producing more than ~~his~~ AN equitable share of the oil or gas from ~~such~~ THE pool; AND

(b) DOES NOT INCLUDE THE NONPRODUCTION OF OIL OR GAS FROM A FORMATION IF NECESSARY TO PROTECT PUBLIC HEALTH, SAFETY, AND WELFARE, THE ENVIRONMENT, OR WILDLIFE RESOURCES AS DETERMINED BY THE COMMISSION.

SECTION 8. In Colorado Revised Statutes, 34-60-104, **amend** (1), (2)(a)(I), and (2)(a)(II) as follows:

34-60-104. Oil and gas conservation commission - report - publication - repeal. (1) (a) There is hereby created, in the department of natural resources, the oil and gas conservation commission. ~~of the state of Colorado.~~

(b) THIS SECTION IS REPEALED ON THE EARLIER OF JULY 1, 2020, OR THE DATE ON WHICH ALL RULES REQUIRED TO BE ADOPTED BY SECTION 34-60-106 (2.5)(a), (11)(c), AND (19) HAVE BECOME EFFECTIVE. THE DIRECTOR SHALL NOTIFY THE REVISOR OF STATUTES IN WRITING OF THE DATE ON WHICH THE CONDITION SPECIFIED IN THIS SUBSECTION (1)(b) HAS OCCURRED BY E-MAILING THE NOTICE TO REVISOROFSTATUTES.GA@STATE.CO.US.

(2) (a) (I) ~~Effective July 1, 2007~~ ON THE EFFECTIVE DATE OF THIS SECTION (2)(a)(I), AS AMENDED, the commission ~~shall consist~~ CONSISTS of nine members, seven of whom shall be appointed by the governor with the consent of the senate. ~~and two of whom;~~ The executive director of the department of natural resources and the executive director of the department of public health and environment, ~~shall be~~ OR THE EXECUTIVE DIRECTORS' DESIGNEES, ARE ex officio voting members. At least two members shall be appointed from west of the continental divide, and, to the extent possible, consistent with this ~~paragraph (a)~~ SUBSECTION (2)(a), the other members shall be appointed taking into account the need for geographical representation of ~~other~~ areas of the state with high levels of CURRENT OR ANTICIPATED oil and gas activity or employment. ~~Three members shall~~ ONE MEMBER MUST be ~~individuals~~ AN INDIVIDUAL with substantial experience in the oil and gas industry; ~~and at least two of said three members shall have a college degree in petroleum geology or petroleum engineering;~~ one member ~~shall~~ MUST be a local government official; one member ~~shall~~ MUST have formal training or substantial experience in environmental ~~or wildlife~~ protection; one member ~~shall~~ MUST have formal training or substantial experience in WILDLIFE PROTECTION; ONE MEMBER MUST HAVE TECHNICAL EXPERTISE RELEVANT TO THE ISSUES CONSIDERED BY THE COMMISSION OR FORMAL TRAINING OR SUBSTANTIAL EXPERIENCE IN soil conservation or reclamation; ~~and~~ one member ~~shall~~ MUST be actively engaged in agricultural production ~~and also~~ OR be a royalty owner; AND ONE MEMBER MUST HAVE FORMAL TRAINING OR SUBSTANTIAL EXPERIENCE IN PUBLIC HEALTH.

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Excluding the executive directors from consideration, no more than four members of the commission ~~shall~~ MAY be members of the same political party.

(II) Subject to ~~paragraph (b) of this subsection (2)~~ SUBSECTION (2)(b) OF THIS SECTION, nothing in this ~~paragraph (a) shall be construed to require~~ SUBSECTION (2)(a) REQUIRES a holdover member of the commission holding office on July 1, ~~2007~~ 2019, to comply with ~~the provisions of this paragraph (a)~~ THIS SUBSECTION (2)(a), as amended, unless ~~such~~ THE person is reappointed to the commission for another term of office. Nothing in this ~~subparagraph (II) shall alter, impair, or negate~~ SUBSECTION (2)(a) ALTERS, IMPAIRS, OR NEGATES the authority of the governor to remove or appoint members of the commission pursuant to ~~paragraph (b) of this subsection (2)~~ SUBSECTION (2)(b) OF THIS SECTION.

SECTION 9. In Colorado Revised Statutes, add 34-60-104.3 as follows:

34-60-104.3. Oil and gas conservation commission - report - publication. (1) THERE IS HEREBY CREATED, IN THE DEPARTMENT OF NATURAL RESOURCES, THE OIL AND GAS CONSERVATION COMMISSION.

(2) (a) THE COMMISSION CONSISTS OF SEVEN MEMBERS, FIVE OF WHOM SHALL BE APPOINTED BY THE GOVERNOR WITH THE CONSENT OF THE SENATE. THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF NATURAL RESOURCES AND THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, OR THE EXECUTIVE DIRECTORS' DESIGNEES, ARE EX OFFICIO NONVOTING MEMBERS. A MAJORITY OF THE VOTING COMMISSIONERS CONSTITUTE A QUORUM FOR THE TRANSACTION OF ITS BUSINESS.

(b) EACH APPOINTED COMMISSIONER MUST BE A QUALIFIED ELECTOR OF THIS STATE. EACH APPOINTED COMMISSIONER, BEFORE ENTERING UPON THE DUTIES OF OFFICE, SHALL TAKE THE CONSTITUTIONAL OATH OF OFFICE. EXCLUDING THE EXECUTIVE DIRECTORS FROM CONSIDERATION, NO MORE THAN THREE MEMBERS OF THE COMMISSION MAY BE MEMBERS OF THE SAME POLITICAL PARTY. TO THE EXTENT POSSIBLE, CONSISTENT WITH THIS SUBSECTION (2), THE MEMBERS SHALL BE APPOINTED TAKING INTO ACCOUNT THE NEED FOR GEOGRAPHICAL REPRESENTATION OF AREAS OF THE STATE WITH HIGH LEVELS OF CURRENT OR ANTICIPATED OIL AND GAS ACTIVITY OR

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EMPLOYMENT. THE APPOINTED MEMBERS OF THE COMMISSION SHALL DEVOTE THEIR ENTIRE TIME TO THE DUTIES OF THEIR OFFICES TO THE EXCLUSION OF ANY OTHER EMPLOYMENT AND ARE ENTITLED TO RECEIVE COMPENSATION AS DESIGNATED BY LAW.

(c) ONE APPOINTED MEMBER MUST BE AN INDIVIDUAL WITH SUBSTANTIAL EXPERIENCE IN THE OIL AND GAS INDUSTRY; ONE APPOINTED MEMBER MUST HAVE SUBSTANTIAL EXPERTISE IN PLANNING OR LAND USE; ONE APPOINTED MEMBER MUST HAVE FORMAL TRAINING OR SUBSTANTIAL EXPERIENCE IN ENVIRONMENTAL PROTECTION, WILDLIFE PROTECTION, OR RECLAMATION; ONE APPOINTED MEMBER MUST HAVE PROFESSIONAL EXPERIENCE DEMONSTRATING AN ABILITY TO CONTRIBUTE TO THE COMMISSION'S BODY OF EXPERTISE THAT WILL AID THE COMMISSION IN MAKING SOUND, BALANCED DECISIONS; AND ONE APPOINTED MEMBER MUST HAVE FORMAL TRAINING OR SUBSTANTIAL EXPERIENCE IN PUBLIC HEALTH.

(d) NO PERSON MAY BE APPOINTED TO SERVE ON THE COMMISSION OR HOLD THE OFFICE OF COMMISSIONER IF THE PERSON HAS A CONFLICT OF INTEREST WITH OIL AND GAS DEVELOPMENT IN COLORADO. EXAMPLES OF CONFLICTS OF INTEREST INCLUDE BEING REGISTERED AS A LOBBYIST AT THE LOCAL OR STATE LEVELS, SERVING IN THE GENERAL ASSEMBLY WITHIN THE PRIOR THREE YEARS, OR SERVING IN AN OFFICIAL CAPACITY WITH AN ENTITY THAT EDUCATES OR ADVOCATES FOR OR AGAINST OIL AND GAS ACTIVITY. THIS SUBSECTION (2)(d) SHALL BE CONSTRUED REASONABLY WITH THE OBJECTIVE OF DISQUALIFYING FROM THE COMMISSION ANY PERSON WHO MIGHT HAVE AN IMMEDIATE CONFLICT OF INTEREST OR WHO MAY NOT BE ABLE TO MAKE BALANCED DECISIONS ABOUT OIL AND GAS REGULATION IN COLORADO. A PERSON WHO HAS WORKED WITH OR FOR AN ENERGY OR ENVIRONMENTAL ENTITY NEED NOT BE DISQUALIFIED IF THE PERSON'S EXPERIENCE SHOWS SUBJECT MATTER KNOWLEDGE COUPLED WITH AN ABILITY TO RENDER INFORMED, THOROUGH, AND BALANCED DECISION-MAKING.

(e) MEMBERS OF THE COMMISSION SHALL BE APPOINTED FOR TERMS OF FOUR YEARS EACH; EXCEPT THAT THE INITIAL TERMS OF TWO MEMBERS ARE TWO YEARS. THE GOVERNOR SHALL DESIGNATE ONE MEMBER OF THE COMMISSION AS CHAIR OF THE COMMISSION. THE CHAIR SHALL DELEGATE ROLES AND RESPONSIBILITIES TO COMMISSIONERS AND THE DIRECTOR. THE GOVERNOR MAY AT ANY TIME REMOVE ANY APPOINTED MEMBER OF THE COMMISSION, AND BY APPOINTMENT THE GOVERNOR SHALL FILL ANY

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VACANCY ON THE COMMISSION. IN CASE ONE OR MORE VACANCIES OCCUR ON THE SAME DAY, THE GOVERNOR SHALL DESIGNATE THE ORDER OF FILLING VACANCIES.

(3) THE COMMISSION SHALL REPORT TO THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF NATURAL RESOURCES AT SUCH TIMES AND ON SUCH MATTERS AS THE EXECUTIVE DIRECTOR MAY REQUIRE.

(4) PUBLICATIONS OF THE COMMISSION CIRCULATED IN QUANTITY OUTSIDE THE EXECUTIVE BRANCH ARE SUBJECT TO THE APPROVAL AND CONTROL OF THE EXECUTIVE DIRECTOR OF THE DEPARTMENT OF NATURAL RESOURCES.

(5) THIS SECTION TAKES EFFECT ON THE EARLIER OF JULY 1, 2020, OR THE DATE ON WHICH ALL RULES REQUIRED TO BE ADOPTED BY SECTION 34-60-106 (2.5)(a), (11)(c), AND (19) HAVE BECOME EFFECTIVE. THE DIRECTOR SHALL NOTIFY THE REVISOR OF STATUTES IN WRITING OF THE DATE ON WHICH THE CONDITION SPECIFIED IN THIS SUBSECTION (5) HAS OCCURRED BY E-MAILING THE NOTICE TO REVISOROFSTATUTES.GA@STATE.CO.US.

SECTION 10. In Colorado Revised Statutes, 34-60-104.5, **amend** (2)(d); and **add** (3) as follows:

34-60-104.5. Director of commission - duties. (2) The director of the commission shall:

(d) (I) Appoint, pursuant to section 13 of article XII of the state constitution, such clerical and professional staff and consultants as may be necessary for the efficient and effective operation of the commission, INCLUDING AT LEAST ONE AND UP TO TWO DEPUTY DIRECTORS; and ~~staff~~

(II) Exercise general supervisory control over ~~said~~ THE staff; and

(3) (a) UPON RECEIPT OF REQUEST FOR TECHNICAL REVIEW FILED PURSUANT TO SECTION 29-20-104 (3)(a), THE DIRECTOR OF THE COMMISSION SHALL APPOINT TECHNICAL REVIEW BOARD MEMBERS. THE MEMBERSHIP OF THE TECHNICAL REVIEW BOARD MUST INCLUDE SUBJECT MATTER EXPERTS IN LOCAL LAND USE PLANNING AND OIL AND GAS EXPLORATION AND PRODUCTION AND MAY INCLUDE SUBJECT MATTER EXPERTS IN ENVIRONMENTAL SCIENCES, PUBLIC HEALTH SCIENCES, OR OTHER

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DISCIPLINES RELEVANT TO THE DISPUTED ISSUES, AS DETERMINED BY THE DIRECTOR. THE TECHNICAL REVIEW BOARD SHALL CONDUCT A TECHNICAL REVIEW OF THE PRELIMINARY OR FINAL SITING DETERMINATION PURSUANT TO THE CRITERIA SPECIFIED IN SUBSECTION (3)(b) OF THIS SECTION AND, AT ITS DISCRETION, MAY MEET TO CONFER INFORMALLY WITH THE PARTIES. THE TECHNICAL REVIEW MUST BE COMPLETED BY ISSUANCE OF A REPORT WITHIN SIXTY DAYS AFTER THE DIRECTOR APPOINTS THE EXPERTS.

(b) A TECHNICAL REVIEW:

(I) MUST ADDRESS THE ISSUES IN DISPUTE AS IDENTIFIED BY THE OPERATOR AND THE LOCAL GOVERNMENT, WHICH MAY INCLUDE IMPACTS TO THE RECOVERY OF THE RESOURCE BY THE PRELIMINARY OR FINAL SITING DETERMINATION OF THE LOCAL GOVERNMENT; WHETHER THE LOCAL GOVERNMENT'S DETERMINATION WOULD REQUIRE TECHNOLOGIES THAT ARE NOT AVAILABLE OR ARE IMPRACTICABLE GIVEN THE CONTEXT OF THE PERMIT APPLICATION; AND WHETHER THE OPERATOR IS PROPOSING TO USE BEST MANAGEMENT PRACTICES; AND

(II) MUST NOT ADDRESS THE ECONOMIC EFFECTS OF THE PRELIMINARY OR FINAL DETERMINATION AND MUST RESULT IN THE ISSUANCE OF A REPORT.

SECTION 11. In Colorado Revised Statutes, 34-60-105, **amend** (1); and **add** (4) as follows:

34-60-105. Powers of commission. (1) (a) The commission has jurisdiction over all persons and property, public and private, necessary to enforce ~~the provisions of this article, and has~~ THIS ARTICLE 60, the power to make and enforce rules ~~regulations~~; and orders pursuant to this ~~article~~ ARTICLE 60, and to do whatever may reasonably be necessary to carry out ~~the provisions of this article~~ THIS ARTICLE 60.

(b) Any delegation of authority to any other state officer, board, or commission to administer any other laws of this state relating to the conservation of oil or gas, or either of them, is hereby rescinded and withdrawn, and ~~such~~ THAT authority is unqualifiedly conferred upon the commission, as provided in this section; EXCEPT THAT, AS FURTHER SPECIFIED IN SECTION 34-60-131, NOTHING IN THIS ARTICLE 60 ALTERS, IMPAIRS, OR NEGATES THE AUTHORITY OF:

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(I) THE AIR QUALITY CONTROL COMMISSION TO REGULATE, PURSUANT TO ARTICLE 7 OF TITLE 25, THE EMISSION OF AIR POLLUTANTS FROM OIL AND GAS OPERATIONS;

(II) THE WATER QUALITY CONTROL COMMISSION TO REGULATE, PURSUANT TO ARTICLE 8 OF TITLE 25, THE DISCHARGE OF WATER POLLUTANTS FROM OIL AND GAS OPERATIONS;

(III) THE STATE BOARD OF HEALTH TO REGULATE, PURSUANT TO SECTION 25-11-104, THE DISPOSAL OF NATURALLY OCCURRING RADIOACTIVE MATERIALS AND TECHNOLOGICALLY ENHANCED NATURALLY OCCURRING RADIOACTIVE MATERIALS FROM OIL AND GAS OPERATIONS;

(IV) THE SOLID AND HAZARDOUS WASTE COMMISSION TO:

(A) REGULATE, PURSUANT TO ARTICLE 15 OF TITLE 25, THE DISPOSAL OF HAZARDOUS WASTE FROM OIL AND GAS OPERATIONS; OR

(B) REGULATE, PURSUANT TO SECTION 30-20-109 (1.5), THE DISPOSAL OF EXPLORATION AND PRODUCTION WASTE FROM OIL AND GAS OPERATIONS; AND

(V) A LOCAL GOVERNMENT TO REGULATE OIL AND GAS OPERATIONS PURSUANT TO SECTION 29-20-104;

(c) Any person, or the attorney general on behalf of the state, may apply for ~~any~~ A hearing before the commission, or the commission may initiate proceedings, upon any question relating to the administration of this ~~article~~ ARTICLE 60, and jurisdiction is conferred upon the commission to hear and determine the ~~same~~ QUESTION and enter its rule ~~regulation~~; or order with respect ~~thereto~~ TO THE QUESTION.

(4) (a) EXCEPT AS SPECIFIED IN SUBSECTION (4)(b) OF THIS SECTION, NOTHING IN THIS ARTICLE 60 AUTHORIZES THE STATE OR ITS LOCAL GOVERNMENTS, INCLUDING THE COMMISSION, BOARDS OF COUNTY COMMISSIONERS, AND MUNICIPALITIES, TO REGULATE THE ACTIVITIES OF:

(I) FEDERALLY RECOGNIZED INDIAN TRIBES, THEIR POLITICAL SUBDIVISIONS, OR TRIBALLY CONTROLLED AFFILIATES, UNDERTAKEN OR TO BE UNDERTAKEN WITH RESPECT TO MINERAL EVALUATION, EXPLORATION,

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OR DEVELOPMENT ON LANDS WITHIN THE EXTERIOR BOUNDARIES OF AN INDIAN RESERVATION LOCATED WITHIN THE STATE; OR

(II) THIRD PARTIES, UNDERTAKEN OR TO BE UNDERTAKEN WITH RESPECT TO MINERAL EVALUATION, EXPLORATION, OR DEVELOPMENT ON INDIAN TRUST LANDS WITHIN THE EXTERIOR BOUNDARIES OF AN INDIAN RESERVATION LOCATED WITHIN THE STATE.

(b) REGULATION BY THE STATE OR ITS LOCAL GOVERNMENTS, INCLUDING THE COMMISSION, BOARDS OF COUNTY COMMISSIONERS, AND MUNICIPALITIES, APPLICABLE TO NON-INDIANS CONDUCTING OIL AND GAS OPERATIONS ON LANDS WITHIN THE EXTERIOR BOUNDARIES OF THE SOUTHERN UTE INDIAN RESERVATION MAY APPLY TO LANDS WHERE BOTH THE SURFACE AND THE OIL AND GAS ESTATES ARE OWNED IN FEE BY A PERSON OTHER THAN THE SOUTHERN UTE INDIAN TRIBE, REGARDLESS OF WHETHER THE LANDS ARE COMMUNITIZED OR POOLED WITH INDIAN MINERAL LANDS.

(c) NOTHING IN THIS ARTICLE 60 ALTERS THE AUTHORITY FOR THE REGULATION OF AIR POLLUTION ON THE SOUTHERN UTE INDIAN RESERVATION AS SET FORTH IN ARTICLE 62 OF TITLE 24 AND PART 13 OF ARTICLE 7 OF TITLE 25.

SECTION 12. In Colorado Revised Statutes, 34-60-106, **amend** (1) introductory portion, (1)(f), (2) introductory portion, (2)(b), (2)(c), (6), (7), (13), and (15); **repeal** (2)(d); and **add** (2.5), (11)(c), (18), (19), and (20) as follows:

34-60-106. Additional powers of commission - rules - repeal.

(1) The commission also ~~has authority to~~ SHALL require:

(f) (I) That no operations for the drilling of a well for oil and gas shall be commenced without first:

(A) ~~Giving to the commission notice of intention~~ APPLYING FOR A PERMIT to drill, WHICH MUST INCLUDE PROOF EITHER THAT: THE OPERATOR HAS FILED AN APPLICATION WITH THE LOCAL GOVERNMENT WITH JURISDICTION TO APPROVE THE SITING OF THE PROPOSED OIL AND GAS LOCATION AND THE LOCAL GOVERNMENT'S DISPOSITION OF THE APPLICATION; OR THE LOCAL GOVERNMENT WITH JURISDICTION DOES NOT

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REGULATE THE SITING OF OIL AND GAS LOCATIONS; and ~~without first~~

(B) Obtaining a permit from the commission, under ~~such rules and regulations as may be prescribed by the commission; and~~

(II) Paying to the commission a filing and service fee to be established by the commission for the purpose of paying the expense of administering this ~~article~~ ARTICLE 60 as provided in section 34-60-122, which fee may be transferable or refundable, at the option of the commission, if ~~such~~ THE permit is not used; ~~but no such fee shall exceed two hundred dollars; AND~~

(III) (A) NOTWITHSTANDING ANY OTHER PROVISION OF LAW, INCLUDING SUBSECTION (11) OF THIS SECTION, UNTIL THE COMMISSION HAS PROMULGATED ANY RULES REQUIRED TO BE ADOPTED BY SUBSECTIONS (2.5)(a), (11)(c), AND (19) OF THIS SECTION AND EACH RULE SPECIFIED IN THIS SUBSECTION (1)(f)(III)(A) HAS BECOME EFFECTIVE, THE DIRECTOR MAY DELAY THE FINAL DETERMINATION REGARDING A PERMIT APPLICATION IF THE DIRECTOR DETERMINES, PURSUANT TO OBJECTIVE CRITERIA TO BE PUBLISHED BY THE DIRECTOR WITHIN THIRTY DAYS AFTER THE EFFECTIVE DATE OF THIS SUBSECTION (1)(f)(III) AND FOLLOWING A PUBLIC COMMENT PERIOD, THAT THE PERMIT REQUIRES ADDITIONAL ANALYSIS TO ENSURE THE PROTECTION OF PUBLIC HEALTH, SAFETY, AND WELFARE OR THE ENVIRONMENT OR REQUIRES ADDITIONAL LOCAL GOVERNMENT OR OTHER STATE AGENCY CONSULTATION.

(B) THIS SUBSECTION (1)(f)(III) WILL BE REPEALED IF THE RULES SPECIFIED IN SUBSECTION (1)(f)(III)(A) OF THIS SECTION HAVE BECOME EFFECTIVE. THE DIRECTOR SHALL NOTIFY THE REVISOR OF STATUTES IN WRITING OF THE DATE ON WHICH ALL RULES SPECIFIED IN SUBSECTION (1)(f)(III)(A) OF THIS SECTION HAVE BECOME EFFECTIVE BY E-MAILING THE NOTICE TO REVISOROFSTATUTES.GA@STATE.CO.US. THIS SUBSECTION (1)(f)(III) IS REPEALED, EFFECTIVE UPON THE DATE IDENTIFIED IN THE NOTICE THAT THE RULES SPECIFIED IN SUBSECTION (1)(f)(III)(A) OF THIS SECTION HAVE BECOME EFFECTIVE OR, IF THE NOTICE DOES NOT SPECIFY THAT DATE, UPON THE DATE OF THE NOTICE TO THE REVISOR OF STATUTES.

(2) The commission ~~has the authority to~~ MAY regulate:

(b) The ~~shooting~~ STIMULATING and chemical treatment of wells;

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AND

(c) The spacing AND NUMBER of wells ALLOWED IN A DRILLING UNIT.
and

~~(d) Oil and gas operations so as to prevent and mitigate significant adverse environmental impacts on any air, water, soil, or biological resource resulting from oil and gas operations to the extent necessary to protect public health, safety, and welfare, including protection of the environment and wildlife resources, taking into consideration cost-effectiveness and technical feasibility.~~

(2.5) (a) IN EXERCISING THE AUTHORITY GRANTED BY THIS ARTICLE 60, THE COMMISSION SHALL REGULATE OIL AND GAS OPERATIONS IN A REASONABLE MANNER TO PROTECT AND MINIMIZE ADVERSE IMPACTS TO PUBLIC HEALTH, SAFETY, AND WELFARE, THE ENVIRONMENT, AND WILDLIFE RESOURCES AND SHALL PROTECT AGAINST ADVERSE ENVIRONMENTAL IMPACTS ON ANY AIR, WATER, SOIL, OR BIOLOGICAL RESOURCE RESULTING FROM OIL AND GAS OPERATIONS.

(b) THE NONPRODUCTION OF OIL AND GAS RESULTING FROM A CONDITIONAL APPROVAL OR DENIAL AUTHORIZED BY THIS SUBSECTION (2.5) DOES NOT CONSTITUTE WASTE.

(6) The commission has the authority, as it deems necessary and convenient, to conduct any hearings or to make any determinations it is otherwise empowered to conduct or make by means of an appointed ADMINISTRATIVE LAW JUDGE OR hearing officer, but recommended findings, determinations, or orders of any ADMINISTRATIVE LAW JUDGE OR hearing officer ~~shall not become final until adopted by the commission~~ IN ACCORDANCE WITH SECTION 34-60-108 (9). Upon appointment by the commission, a member of the commission may act as a hearing officer.

(7) (a) The commission ~~has the authority to~~ MAY establish, charge, and collect docket fees for the filing of applications, petitions, protests, responses, and other pleadings. ~~No such fees shall exceed two hundred dollars for any application, petition, or other pleading initiating a proceeding nor one hundred dollars for any protest or other responsive pleadings, and any party to any commission proceeding shall pay no more than one such fee for each proceeding in which it is a party.~~ All such fees

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shall be deposited in the oil and gas conservation and environmental response fund established by section 34-60-122 and ~~shall be~~ ARE subject to appropriations by the general assembly for the purposes of this ~~article~~ ARTICLE 60.

(b) THE COMMISSION SHALL BY RULE ESTABLISH THE FEES FOR THE FILING OF APPLICATIONS IN AMOUNTS SUFFICIENT TO RECOVER THE COMMISSION'S REASONABLY FORESEEABLE DIRECT AND INDIRECT COSTS IN CONDUCTING THE ANALYSIS, INCLUDING THE ANNUAL REVIEW OF FINANCIAL ASSURANCE PURSUANT TO SUBSECTION (13) OF THIS SECTION, NECESSARY TO ASSURE THAT PERMITTED OPERATIONS WILL BE CONDUCTED IN COMPLIANCE WITH ALL APPLICABLE REQUIREMENTS OF THIS ARTICLE 60.

(11) (c) THE COMMISSION SHALL ADOPT RULES THAT:

(I) ADOPT AN ALTERNATIVE LOCATION ANALYSIS PROCESS AND SPECIFY CRITERIA USED TO IDENTIFY OIL AND GAS LOCATIONS AND FACILITIES PROPOSED TO BE LOCATED NEAR POPULATED AREAS THAT WILL BE SUBJECT TO THE ALTERNATIVE LOCATION ANALYSIS PROCESS; AND

(II) IN CONSULTATION WITH THE DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, EVALUATE AND ADDRESS THE POTENTIAL CUMULATIVE IMPACTS OF OIL AND GAS DEVELOPMENT.

(13) The commission shall require every operator to provide assurance that it is financially capable of fulfilling ~~any~~ EVERY obligation imposed ~~under subsections (11), (12), and (17) of this section~~ BY THIS ARTICLE 60 AS SPECIFIED IN RULES ADOPTED ON OR AFTER THE EFFECTIVE DATE OF THIS SUBSECTION (13), AS AMENDED. THE RULE-MAKING MUST CONSIDER: INCREASING FINANCIAL ASSURANCE FOR INACTIVE WELLS AND FOR WELLS TRANSFERRED TO A NEW OWNER; REQUIRING A FINANCIAL ASSURANCE ACCOUNT, WHICH MUST REMAIN TIED TO THE WELL IN THE EVENT OF A TRANSFER OF OWNERSHIP, TO BE FULLY FUNDED IN THE INITIAL YEARS OF OPERATION FOR EACH NEW WELL TO COVER FUTURE COSTS TO PLUG, RECLAIM, AND REMEDIATE THE WELL; AND CREATING A POOLED FUND TO ADDRESS ORPHANED WELLS FOR WHICH NO OWNER, OPERATOR, OR RESPONSIBLE PARTY IS CAPABLE OF COVERING THE COSTS OF PLUGGING, RECLAMATION, AND REMEDIATION. For purposes of this subsection (13), references to "operator" ~~shall~~ include an operator of an underground natural gas storage cavern and an applicant for a certificate of closure under

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subsection (17) of this section. In complying with this requirement, an operator may submit for commission approval, without limitation, one or more of the following:

(a) A guarantee of performance where the operator can demonstrate to the commission's satisfaction that it has sufficient net worth to guarantee performance of ~~any~~ EVERY obligation imposed by ~~rule under subsections (11), (12), and (17) of this section.~~ Such THIS ARTICLE 60. THE COMMISSION SHALL ANNUALLY REVIEW THE guarantee and demonstration of net worth. ~~shall be annually reviewed by the commission.~~

(b) A certificate of general liability insurance in a form acceptable to the commission ~~which~~ THAT names the state as an additional insured and ~~which~~ covers occurrences during the policy period of a nature relevant to an obligation imposed by ~~rule under subsections (11), (12), and (17) of this section~~ THIS ARTICLE 60;

(c) A bond or other surety instrument;

(d) A letter of credit, certificate of deposit, or other financial instrument;

(e) An escrow account or sinking fund dedicated to the performance of ~~any~~ EVERY obligation imposed by ~~rule under subsections (11), (12), and (17) of this section~~ THIS ARTICLE 60;

(f) A lien or other security interest in real or personal property of the operator. ~~Such~~ THE lien or security interest ~~shall~~ MUST be in a form and priority acceptable to the commission in its sole discretion. ~~and shall be reviewed annually by~~ The commission SHALL ANNUALLY REVIEW THE LIEN OR SECURITY.

(15) The commission may, as it deems appropriate, assign its inspection and monitoring function, but not its enforcement authority, through intergovernmental agreement or by private contract; except that ~~no such~~ AN assignment ~~shall~~ MUST NOT allow for the imposition of any new tax or fee by the assignee in order to conduct ~~such~~ THE assigned inspection and monitoring and ~~no such assignment shall~~ MUST NOT provide for compensation contingent on the number or nature of alleged violations referred to the commission by the assignee. ~~No local government may~~

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~~charge a tax or fee to conduct inspections or monitoring of oil and gas operations with regard to matters that are subject to rule, regulation, order, or permit condition administered by the commission. Nothing in this subsection (15) shall affect the ability of a local government to charge a reasonable and nondiscriminatory fee for inspection and monitoring for road damage and compliance with local fire codes, land use permit conditions, and local building codes:~~

(18) THE COMMISSION SHALL PROMULGATE RULES TO ENSURE PROPER WELLBORE INTEGRITY OF ALL OIL AND GAS PRODUCTION WELLS. IN PROMULGATING THE RULES, THE COMMISSION SHALL CONSIDER INCORPORATING RECOMMENDATIONS FROM THE STATE OIL AND GAS REGULATORY EXCHANGE AND SHALL INCLUDE PROVISIONS TO:

(a) ADDRESS THE PERMITTING, CONSTRUCTION, OPERATION, AND CLOSURE OF PRODUCTION WELLS;

(b) REQUIRE THAT WELLS ARE CONSTRUCTED USING CURRENT PRACTICES AND STANDARDS THAT PROTECT WATER ZONES AND PREVENT BLOWOUTS;

(c) ENHANCE SAFETY AND ENVIRONMENTAL PROTECTIONS DURING OPERATIONS SUCH AS DRILLING AND HYDRAULIC FRACTURING;

(d) REQUIRE REGULAR INTEGRITY ASSESSMENTS FOR ALL OIL AND GAS PRODUCTION WELLS, SUCH AS SURFACE PRESSURE MONITORING DURING PRODUCTION; AND

(e) ADDRESS THE USE OF NONDESTRUCTIVE TESTING OF WELD JOINTS.

(19) THE COMMISSION SHALL REVIEW AND AMEND ITS FLOWLINE AND INACTIVE, TEMPORARILY ABANDONED, AND SHUT-IN WELL RULES TO THE EXTENT NECESSARY TO ENSURE THAT THE RULES PROTECT AND MINIMIZE ADVERSE IMPACTS TO PUBLIC HEALTH, SAFETY, AND WELFARE AND THE ENVIRONMENT, INCLUDING BY:

(a) ALLOWING PUBLIC DISCLOSURE OF FLOWLINE INFORMATION AND EVALUATING AND DETERMINING WHEN A DEACTIVATED FLOWLINE MUST BE INSPECTED BEFORE BEING REACTIVATED; AND

(b) EVALUATING AND DETERMINING WHEN INACTIVE, TEMPORARILY ABANDONED, AND SHUT-IN WELLS MUST BE INSPECTED BEFORE BEING PUT INTO PRODUCTION OR USED FOR INJECTION.

(20) THE COMMISSION SHALL ADOPT RULES TO REQUIRE CERTIFICATION FOR WORKERS IN THE FOLLOWING FIELDS:

(a) COMPLIANCE OFFICERS WITH REGARD TO THE FEDERAL "OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970", 29 U.S.C. SEC. 651 ET SEQ., INCLUDING SPECIFICALLY WORKING IN CONFINED SPACES;

(b) COMPLIANCE OFFICERS WITH REGARD TO CODES PUBLISHED BY THE AMERICAN PETROLEUM INSTITUTE AND AMERICAN SOCIETY OF MECHANICAL ENGINEERS, OR THEIR SUCCESSOR ORGANIZATIONS;

(c) THE HANDLING OF HAZARDOUS MATERIALS;

(d) WELDERS WORKING ON OIL AND GAS PROCESS LINES, INCLUDING:

(I) KNOWLEDGE OF THE FLOWLINE RULES PROMULGATED PURSUANT TO SUBSECTION (19) OF THIS SECTION;

(II) A MINIMUM OF SEVEN THOUSAND HOURS OF DOCUMENTED ON-THE-JOB TRAINING, WHICH REQUIREMENT CAN BE MET BY AN EMPLOYEE WORKING UNDER THE SUPERVISION OF A PERSON WITH THE REQUISITE SEVEN THOUSAND HOURS OF TRAINING; AND

(III) PASSAGE OF THE INTERNATIONAL CODE COUNCIL EXAM F31, NATIONAL STANDARD JOURNEYMAN MECHANICAL, OR AN ANALOGOUS SUCCESSOR EXAM, FOR ANY PERSON WORKING ON PRESSURIZED PROCESS LINES IN UPSTREAM AND MIDSTREAM OPERATIONS.

SECTION 13. In Colorado Revised Statutes, 34-60-108, **add** (9) as follows:

34-60-108. Rules - hearings - process. (9) WHENEVER ANY HEARING OR OTHER PROCEEDING IS ASSIGNED TO AN ADMINISTRATIVE LAW JUDGE, HEARING OFFICER, OR INDIVIDUAL COMMISSIONER FOR HEARING, THE ADMINISTRATIVE LAW JUDGE, HEARING OFFICER, OR COMMISSIONER, AFTER THE CONCLUSION OF THE HEARING, SHALL PROMPTLY TRANSMIT TO THE

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COMMISSION AND THE PARTIES THE RECORD AND EXHIBITS OF THE PROCEEDING AND A WRITTEN RECOMMENDED DECISION THAT CONTAINS THE FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDED ORDER. A PARTY MAY FILE AN EXCEPTION TO THE RECOMMENDED ORDER; BUT IF NO EXCEPTIONS ARE FILED WITHIN TWENTY DAYS AFTER SERVICE UPON THE PARTIES, OR UNLESS THE COMMISSION STAYS THE RECOMMENDED ORDER WITHIN THAT TIME UPON ITS OWN MOTION, THE RECOMMENDED ORDER BECOMES THE DECISION OF THE COMMISSION AND SUBJECT TO SECTION 34-60-111. THE COMMISSION UPON ITS OWN MOTION MAY AND, WHERE EXCEPTIONS ARE FILED SHALL, CONDUCT A DE NOVO REVIEW OF THE MATTER UPON THE SAME RECORD, AND THE RECOMMENDED ORDER IS STAYED PENDING THE COMMISSION'S FINAL DETERMINATION OF THE MATTER. THE COMMISSION MAY ADOPT, REJECT, OR MODIFY THE RECOMMENDED ORDER.

SECTION 14. In Colorado Revised Statutes, 34-60-116, **amend** (1), (3), (6), (7)(a)(II), (7)(a)(III), (7)(c), and (7)(d)(I); and **add** (7)(a)(IV) as follows:

34-60-116. Drilling units - pooling interests. (1) (a) To prevent or to assist in preventing waste, to avoid the drilling of unnecessary wells, or to protect correlative rights, the commission, upon its own motion or on a proper application of an interested party, but after notice and hearing as provided in this section, may establish one or more drilling units of specified size and shape covering any pool or portion of a pool.

(b) THE APPLICATION MUST INCLUDE PROOF THAT EITHER:

(I) THE APPLICANT HAS FILED AN APPLICATION WITH THE LOCAL GOVERNMENT HAVING JURISDICTION TO APPROVE THE SITING OF THE PROPOSED OIL AND GAS LOCATION AND THE LOCAL GOVERNMENT'S DISPOSITION OF THE APPLICATION; OR

(II) THE LOCAL GOVERNMENT HAVING JURISDICTION DOES NOT REGULATE THE SITING OF OIL AND GAS LOCATIONS.

(3) The order establishing a drilling unit:

(a) IS SUBJECT TO SECTION 34-60-106 (2.5); AND

(b) May authorize one or more wells to be drilled and produced

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from the common source of supply on a drilling unit.

(6) (a) When two or more separately owned tracts are embraced within a drilling unit, or when there are separately owned interests in all or a part of the drilling unit, then persons owning ~~such~~ THE interests may pool their interests for the development and operation of the drilling unit.

(b) (I) In the absence of voluntary pooling, the commission, upon the application of ~~any interested person~~ A PERSON WHO OWNS, OR HAS SECURED THE CONSENT OF THE OWNERS OF, MORE THAN FORTY-FIVE PERCENT OF THE MINERAL INTERESTS TO BE POOLED, may enter an order pooling all interests in the drilling unit for the development and operation ~~thereof~~. ~~Each such~~ OF THE DRILLING UNIT. MINERAL INTERESTS THAT ARE OWNED BY A PERSON WHO CANNOT BE LOCATED THROUGH REASONABLE DILIGENCE ARE EXCLUDED FROM THE CALCULATION.

(II) THE pooling order shall be made after notice and A hearing and ~~shall~~ MUST be upon terms and conditions that are just and reasonable and that afford to the owner of each tract or interest in the drilling unit the opportunity to recover or receive, without unnecessary expense, ~~his~~ A just and equitable share.

(c) Operations incident to the drilling of a well upon any portion of a unit covered by a pooling order shall be deemed for all purposes to be the conduct of ~~such~~ operations upon each separately owned tract in the unit by the several owners ~~thereof~~ OF EACH SEPARATELY OWNED TRACT. That portion of the production allocated or applicable to each tract included in a unit covered by a pooling order shall, when produced, be deemed for all purposes to have been produced from ~~such~~ THE tract by a well drilled ~~thereon~~ ON IT.

(7) (a) Each pooling order must:

(II) Determine the interest of each owner in the unit and provide that each consenting owner is entitled to receive, subject to royalty or similar obligations, the share of the production from the wells applicable to the owner's interest in the wells and, unless the owner has agreed otherwise, a proportionate part of the nonconsenting owner's share of the production until costs are recovered and that each nonconsenting owner is entitled to own and to receive the share of the production applicable to the owner's

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interest in the unit after the consenting owners have recovered the nonconsenting owner's share of the costs out of production; ~~and~~

(III) Specify that a nonconsenting owner is immune from liability for costs arising from spills, releases, damage, or injury resulting from oil and gas operations on the drilling unit; AND

(IV) PROHIBIT THE OPERATOR FROM USING THE SURFACE OWNED BY A NONCONSENTING OWNER WITHOUT PERMISSION FROM THE NONCONSENTING OWNER.

(c) (I) A nonconsenting owner of a tract in a drilling unit that is not subject to any lease or other contract for ~~the development thereof~~ for oil and gas DEVELOPMENT shall be deemed to have a landowner's proportionate royalty of:

(A) ~~twelve and one-half~~ FOR A GAS WELL, THIRTEEN percent until ~~such time as~~ the consenting owners recover, only out of the nonconsenting owner's proportionate ~~seven-eighths~~ EIGHTY-SEVEN-PERCENT share of production, the costs specified in subsection (7)(b) of this section; OR

(B) FOR AN OIL WELL, SIXTEEN PERCENT UNTIL THE CONSENTING OWNERS RECOVER, ONLY OUT OF THE NONCONSENTING OWNER'S PROPORTIONATE EIGHTY-FOUR-PERCENT SHARE OF PRODUCTION, THE COSTS SPECIFIED IN SUBSECTION (7)(b) OF THIS SECTION.

(II) After recovery of the costs, the nonconsenting owner then owns his or her full proportionate share of the wells, surface facilities, and production and then is liable for further costs as if the NONCONSENTING owner had originally agreed to drilling of the wells.

(d) (I) THE COMMISSION SHALL NOT ENTER an order pooling an unleased nonconsenting mineral owner ~~shall not be entered by the commission~~ under subsection (6) of this section over protest of the owner unless the commission has received evidence that the unleased mineral owner has been tendered, no less than sixty days before the hearing, a reasonable offer, MADE IN GOOD FAITH, to lease upon terms no less favorable than those currently prevailing in the area at the time application for the order is made and that ~~such~~ THE unleased mineral owner has been furnished in writing the owner's share of the estimated drilling and

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completion cost of the wells, the location and objective depth of the wells, and the estimated spud date for the wells or range of time within which spudding is to occur. The offer must include a copy of or link to a brochure supplied by the commission that clearly and concisely describes the pooling procedures specified in this section and the mineral owner's options pursuant to those procedures.

SECTION 15. In Colorado Revised Statutes, 34-60-122, amend (1)(b) as follows:

34-60-122. Expenses - fund created. (1) (b) On and after July 1, 2014 2019, the commission shall ensure that the ~~two-year average of the~~ unobligated portion of the fund does not exceed ~~six million dollars~~ FIFTY PERCENT OF TOTAL APPROPRIATIONS FROM THE FUND FOR THE UPCOMING FISCAL YEAR and that there is an adequate balance in the ~~environmental response account created pursuant to subsection (5) of this section~~ FUND TO SUPPORT THE OPERATIONS OF THE COMMISSION AND to address environmental response needs.

SECTION 16. In Colorado Revised Statutes, 34-60-128, amend (3)(b); and **repeal** (4) as follows:

34-60-128. Habitat stewardship - rules. (3) In order to minimize adverse impacts to wildlife resources, the commission shall:

(b) Provide for commission consultation and consent of the affected surface owner, or the surface owner's appointed tenant, on permit-specific conditions for wildlife habitat protection THAT DIRECTLY IMPACT THE AFFECTED SURFACE OWNER'S PROPERTY OR USE OF THAT PROPERTY. Such PERMIT-SPECIFIC conditions FOR WILDLIFE HABITAT PROTECTION shall be discontinued when final reclamation has occurred. PERMIT-SPECIFIC CONDITIONS FOR WILDLIFE HABITAT PROTECTION THAT DO NOT DIRECTLY IMPACT THE AFFECTED SURFACE OWNER'S PROPERTY OR USE OF THAT PROPERTY, SUCH AS OFF-SITE COMPENSATORY MITIGATION REQUIREMENTS, DO NOT REQUIRE THE CONSENT OF THE SURFACE OWNER OR THE SURFACE OWNER'S APPOINTED TENANT.

(4) ~~Nothing in this section shall establish, alter, impair, or negate the authority of local and county governments to regulate land use related to oil and gas operations.~~

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SECTION 17. In Colorado Revised Statutes, **add** 34-60-131 as follows:

34-60-131. No land use preemption. LOCAL GOVERNMENTS AND STATE AGENCIES, INCLUDING THE COMMISSION AND AGENCIES LISTED IN SECTION 34-60-105 (1)(b), HAVE REGULATORY AUTHORITY OVER OIL AND GAS DEVELOPMENT, INCLUDING AS SPECIFIED IN SECTION 34-60-105 (1)(b). A LOCAL GOVERNMENT'S REGULATIONS MAY BE MORE PROTECTIVE OR STRICTER THAN STATE REQUIREMENTS.

SECTION 18. Appropriation. (1) For the 2019-20 state fiscal year, \$851,010 is appropriated to the department of natural resources. This appropriation consists of \$763,180 cash funds from the oil and gas conservation and environmental response fund created in section 34-60-122 (5)(a), C.R.S., and \$87,830 cash funds from the wildlife cash fund created in section 33-1-112 (1)(a), C.R.S. To implement this act, the department may use this appropriation as follows:

(a) \$535,508 from the oil and gas conservation and environmental response fund for use by the oil and gas conservation commission for program costs, which amount is based on an assumption that the oil and gas conservation commission will require an additional 5.0 FTE;

(b) \$83,930 from the wildlife cash fund for wildlife operations, which amount is based on an assumption that the division of parks and wildlife will require an additional 1.0 FTE;

(c) \$6,038, which consists of \$3,900 from the wildlife cash fund and \$2,138 from the oil and gas conservation and environmental response fund, for vehicle lease payments;

(d) \$39,000 from the oil and gas conservation and environmental response fund for leased space; and

(e) \$186,534 from the oil and gas conservation and environmental response fund for the purchase of legal services.

(2) For the 2019-20 state fiscal year, \$186,534 is appropriated to the department of law. This appropriation is from reappropriated funds received from the department of natural resources under subsection (1)(e) of this

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section and is based on an assumption that the department of law will require an additional 1.0 FTE. To implement this act, the department of law may use this appropriation to provide legal services for the department of natural resources.

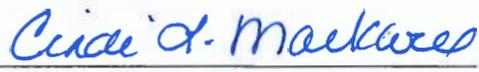
SECTION 19. Applicability. This act applies to conduct occurring on or after the effective date of this act, including determinations of applications pending on the effective date.

SECTION 20. Safety clause. The general assembly hereby finds,

determines, and declares that this act is necessary for the immediate preservation of the public peace, health, and safety.

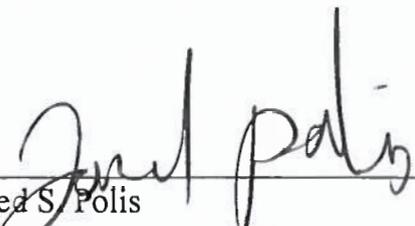

Leroy M. Garcia
PRESIDENT OF
THE SENATE


KC Becker
SPEAKER OF THE HOUSE
OF REPRESENTATIVES


Cindi L. Markwell
SECRETARY OF
THE SENATE


Marilyn Eddins
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES

APPROVED April 16, 2019 at 4:08 p.m.
(Date and Time)


Jared S. Polis
GOVERNOR OF THE STATE OF COLORADO

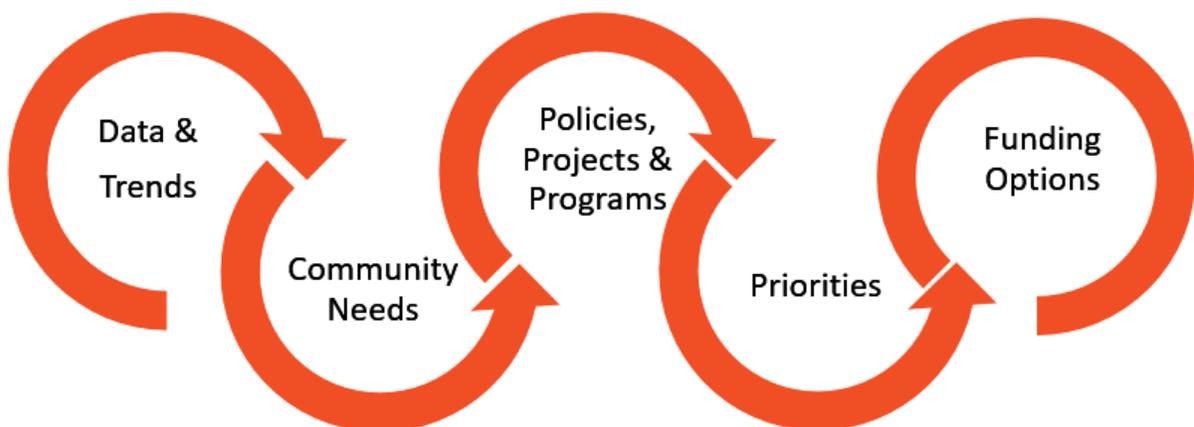
ITEM:	Transportation Master Plan
PLANNER:	Rob Zuccaro, Director of Planning and Building Safety Lisa Ritchie, Senior Planner
APPLICANT:	City of Louisville
REQUEST:	Planning Commission discussion on the Transportation Master Plan.

SUMMARY:

In May 2018, the City of Louisville initiated a transportation master planning process to develop a strategic vision for how the city can meet its current and future transportation needs. The Transportation Master Plan (TMP) will serve as a guiding document for maintaining and improving the transportation network over time and will help guide strategic funding investments to best meet transportation needs. The TMP aims to improve access to safe and convenient transportation options for all ages and abilities and minimize congestion and the associated impacts.

The TMP process included significant public input through City Council, City Boards and Commissions, public engagement including online and in person events (public meetings, focus groups, pop-up engagement opportunities, etc.) Planning Commission provided initial input on the TMP at their September 13, 2018 meeting.

Staff and the City's consultant, TEI, are presenting the draft Transportation Master Plan for final review and approval. The completed draft TMP includes the summary of trend data and existing conditions, the defined TMP goals and community input, proposed projects, programs and policies and discusses funding options for implementation. Together these elements reflect the range of transportation needs in our community and the City's plans to address them.



DISCUSSION

The TMP is the first effort conducted by the City to look comprehensively at transportation conditions and options throughout Louisville and region for all modes of transportation. Previously, the City's transportation goals were housed within multiple planning documents that the City developed over time, including the Comprehensive Plan and corridor specific plans such as the South Boulder Road and McCaslin Small Area Plans and Highway 42 Gateway Alternative Analysis Report. In recognizing the benefits of coordinated transportation planning City-wide, rather than incrementally for specific corridors or areas of the City, the City has developed this Transportation Master Plan (TMP).

The TMP represents a long-range planning effort that describes baseline conditions of the City's transportation network, establishes eight overarching Transportation Goals that are supported by specific transportation Policies, Programs and Projects. The City developed the plan with extensive community outreach and input from the City's advisory boards and commission, regional partners and surrounding jurisdictions, and City staff.

It is important to note that the plan reflects a particular moment in time. The TMP should provide guidance, but City priorities may change over time and transportation decisions will need to reflect these updated community needs, opportunities and priorities. The City should update the TMP periodically to ensure consistency with changing conditions.

The TMP is organized in the following manner:

Chapter 1: Introduction

- The first chapter establishes the background and purpose of the TMP, describes the key goals of the plan, and explains the organization of the document.

Chapter 2: Community Input

- This chapter details the community feedback received through the outreach conducted during this project. It summarizes the major conclusions from the community input that inform the plan elements and priorities.

Chapter 3: Existing Conditions

- This chapter cover existing data and trends that help to form an understanding of the current state of Louisville's transportation system, as well as demographic trends related to transportation needs.

Chapter 4: Policies, Projects, and Programs

- This chapter presents the TMP's recommendations based on community input and the analysis of existing conditions. The recommendations are organized into Policies, Projects, and Programs and are intended to work together to realize a system that meets the goals of the plan.

- Policies support the TMP goals and further define the vision for the community wants to advance those goals. The Policies also provide guidance on the Projects and Programs and inform City priorities on transportation investment. Policies include:
 - Great Streets
 - Guidelines for Walkable and Bikeable Places
 - Transit Oriented Development Guidelines
 - Coordinate Applications for Technology
- Projects are recommendations for new or improved facilities or infrastructure throughout the City that includes:
 - Corridor projects
 - Underpasses
 - At-grade crossings
 - Multi-use paths
 - Bicycle network connections
 - Sidewalks
 - Transit
 - Downtown Connector
- Programs are recommendations that generally encourage, educate, and support mobility options. Programs include:
 - Neighborhood Traffic Management Program
 - Travel Demand Management
 - Safe Routes Programs
 - Fun Routes Programs
 - Open Streets Program
 - Coordinated Bike Share Network
 - Safety, Maintenance and Training Program
 - Coordinated Wayfinding System
 - Bicycle-Friendly Recognition
 - Data Collection

Chapter 5: Implementation

- This chapter establishes a framework for prioritizing the plan’s recommendations and evaluating the City’s progress toward meeting the TMP’s goals.

NEXT STEPS:

Following discussion by Planning Commission, staff and the consultant will incorporate any changes stemming from Planning Commission, as well as recent public comments and from the Open Space Advisory Board, the Sustainability Advisory Board and the Public Open House. City Council will consider adoption of the TMP on October 1, 2019.

RECOMMENDATION:

Staff requests Planning Commission discuss the draft Transportation Master Plan and provide comments or recommendations on the plan.

ATTACHMENTS:

1. [Draft Transportation Master Plan](#)
2. Public Input Summary

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 accomadate 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 sticketts (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

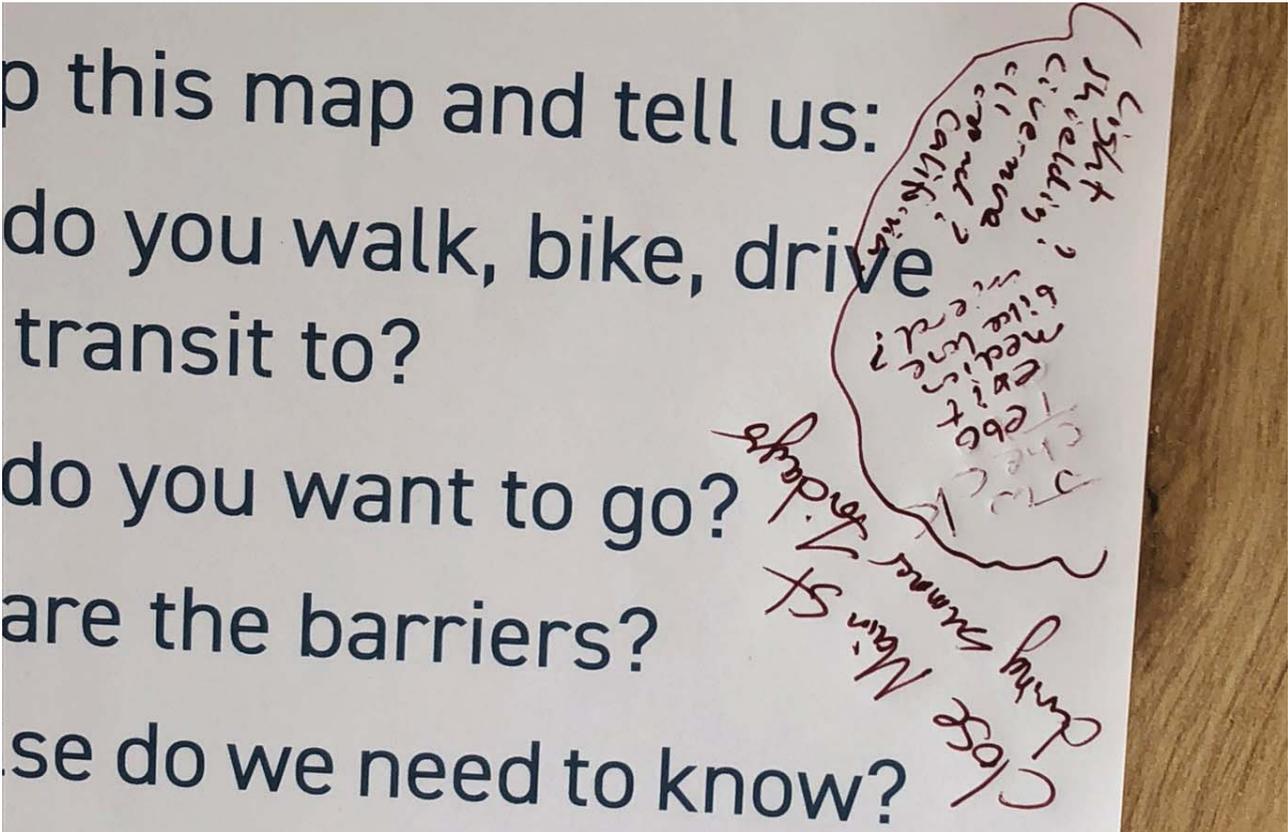
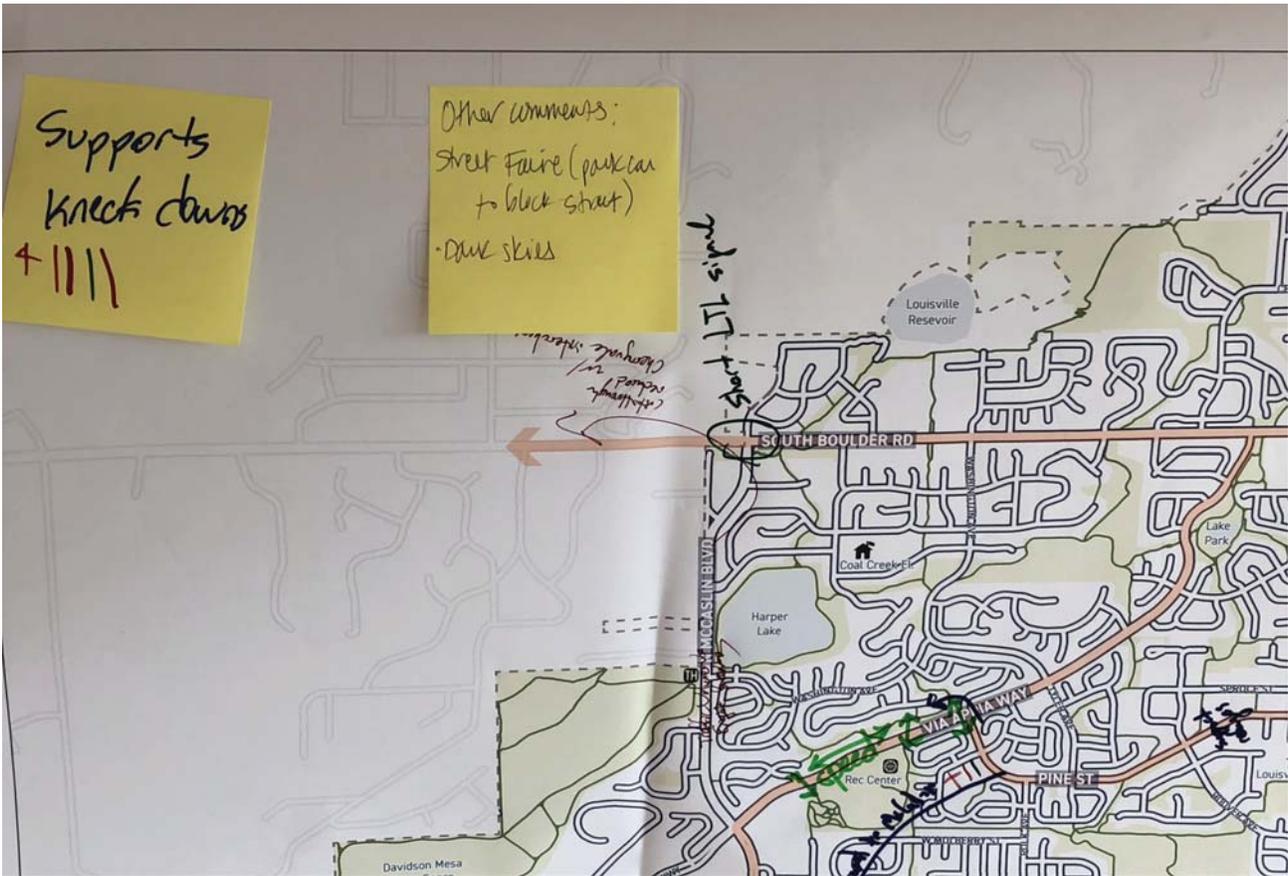
Category	Subject	Comment
Ped/Bike Connectivity	US 36 Trail	I am a runner and road biker, and I frequently access the new US36 Bike / Run Path, and Coal Creek Trail from my home. It would be great if access to those 2 trails would be improved from the Coal Creek Ranch Division I am living in [redacted]. 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.

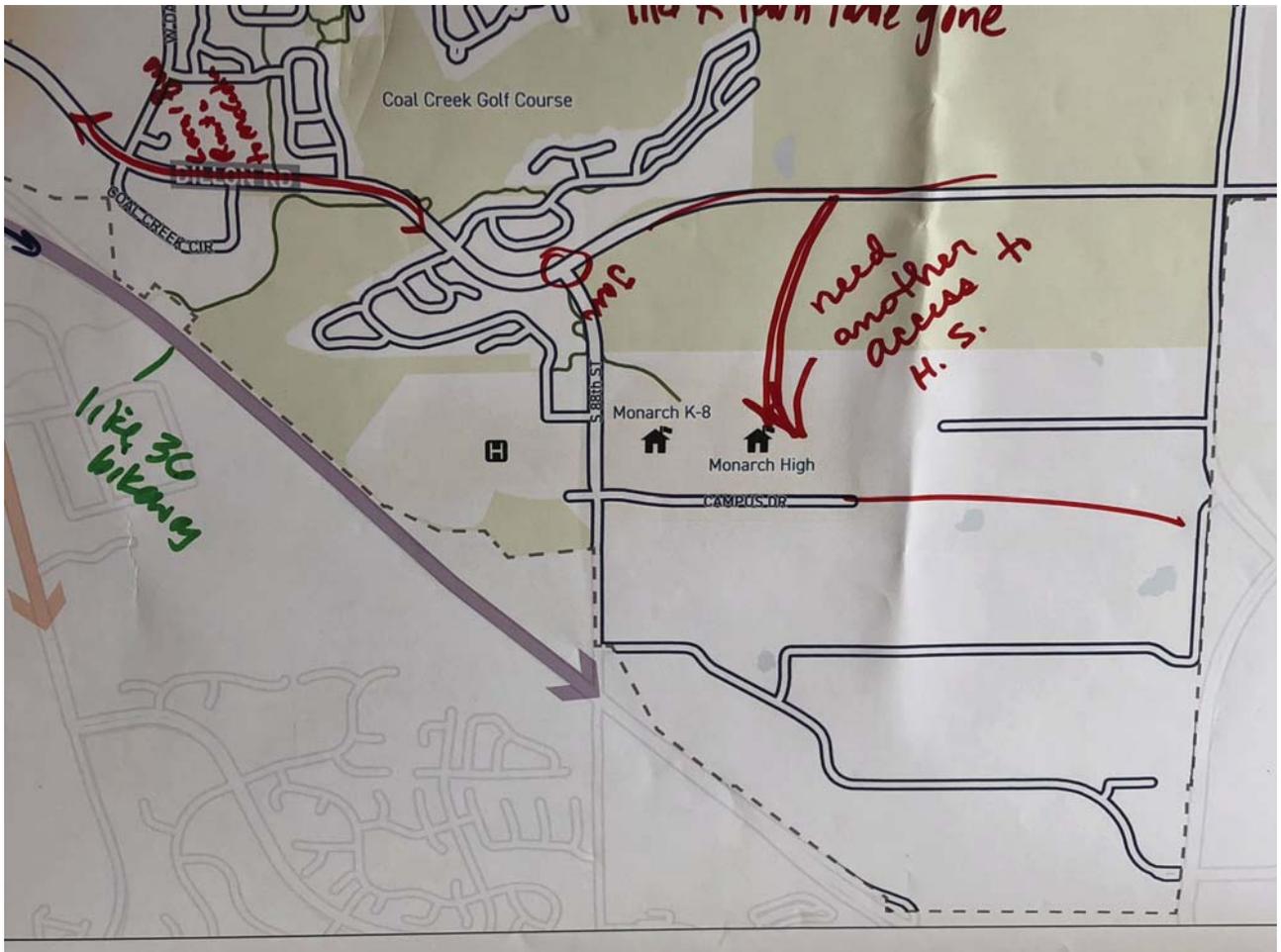
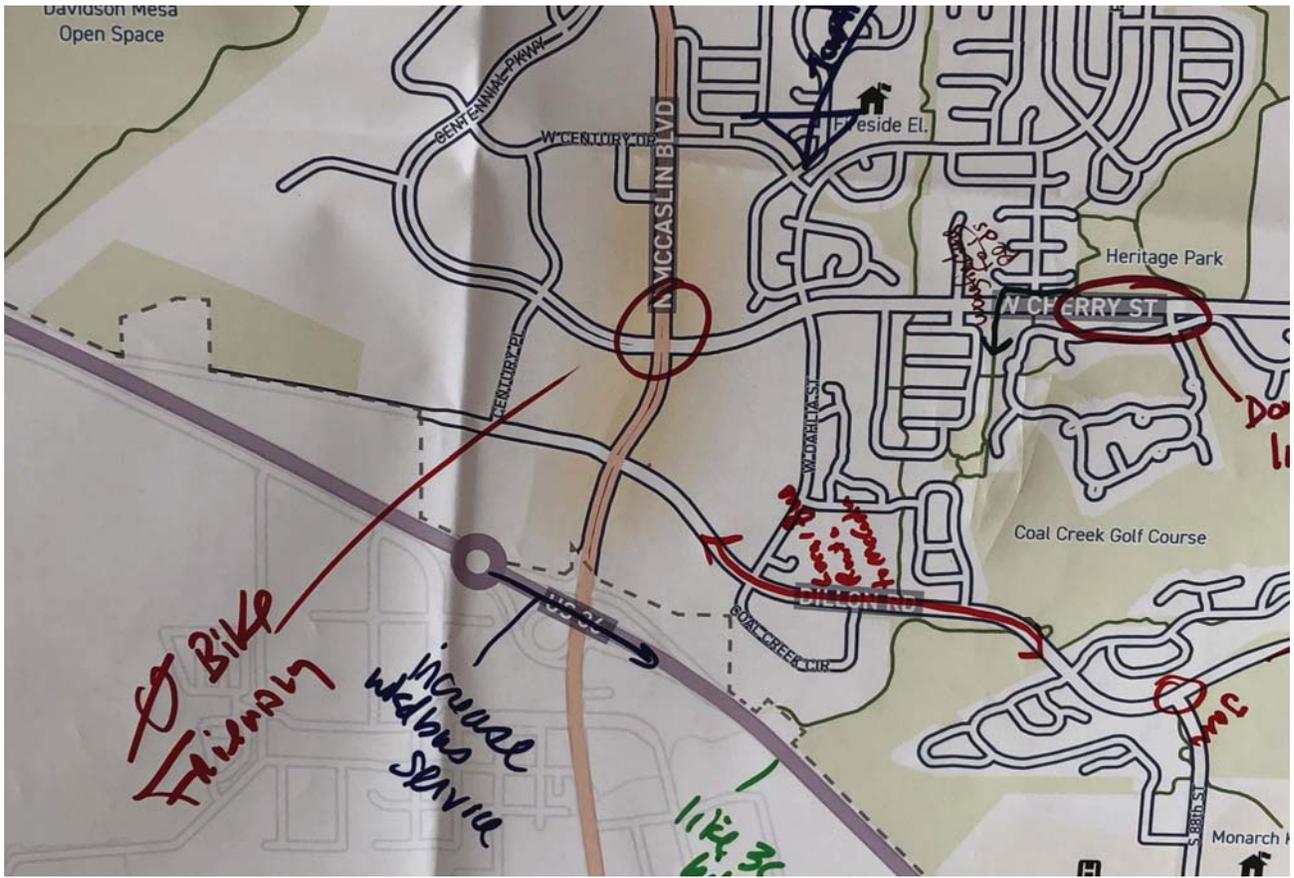
Category	Subject	Comment
Recreation	Davidson Mesa	Improve gravel connection from Dillon to US36 Trail
Recreation	Coal Creek trail	Build Coal Creek trail on the south edge of the golf course.
Recreation	Coal Creek trail	Reroute Coal Creek Trail beneath BNSF rail bridge.
Recreation	General	Add branches 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.

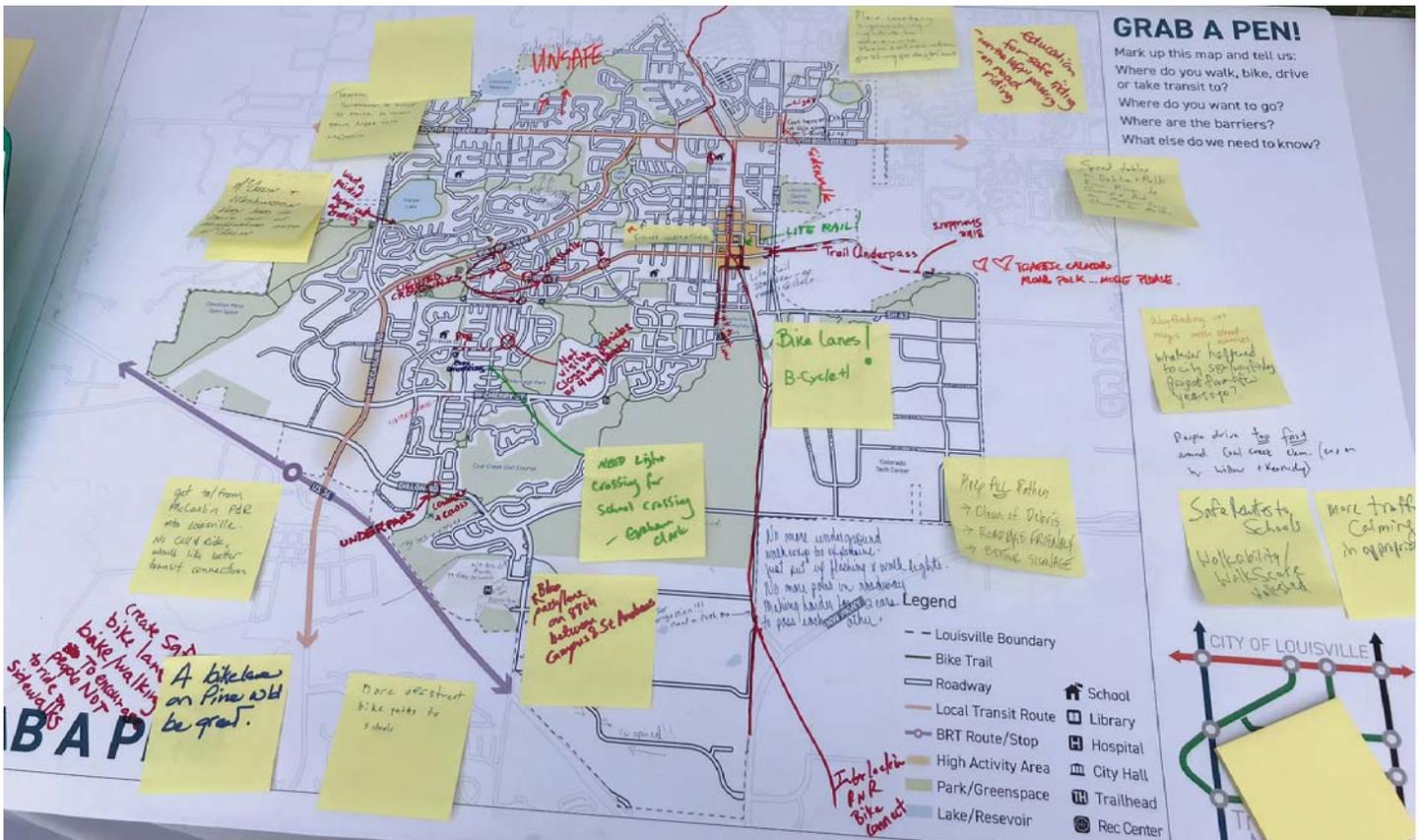
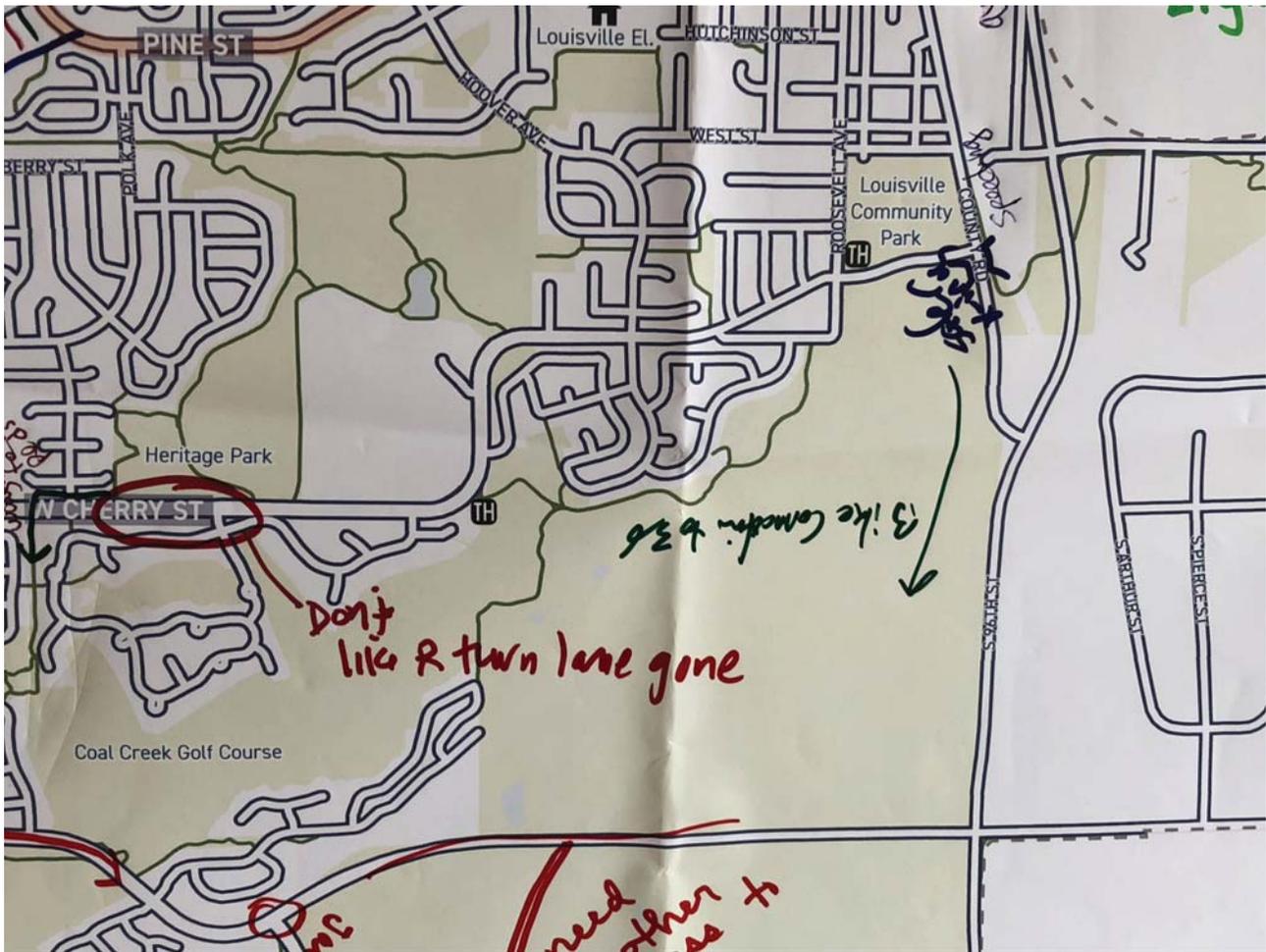
Category	Subject	Comment
Traffic Calming	Pine St	The traffic calming implemented along Pine is a great start. I would recommend flashing crosswalks at Pine and Owl Dr. as well as Pine and Polk. There is a school bus stop and blind corner at Owl and a bus stop and relatively busy intersection at Polk. 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.

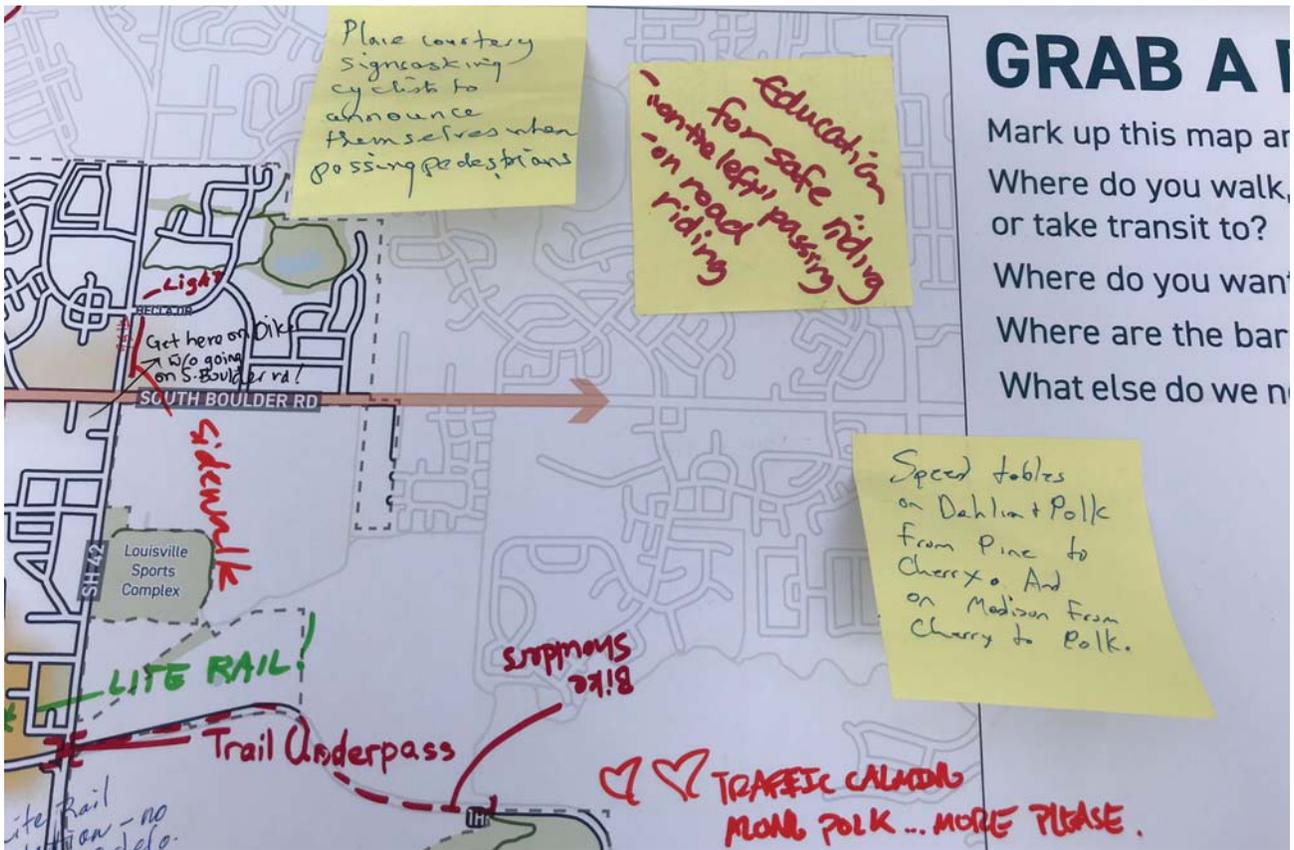
Category	Subject	Comment
Traffic Calming	Bella Vista	As a Louisville resident, I really like all of the new measures you have implemented to slow traffic. I was crossing at Hoover and Bella Vista a few days ago and someone was driving fast, but actually stopped for the cross walk. Also, my kids loved 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 McCaslin 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 through 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"> • 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. • 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. • 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. "
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.



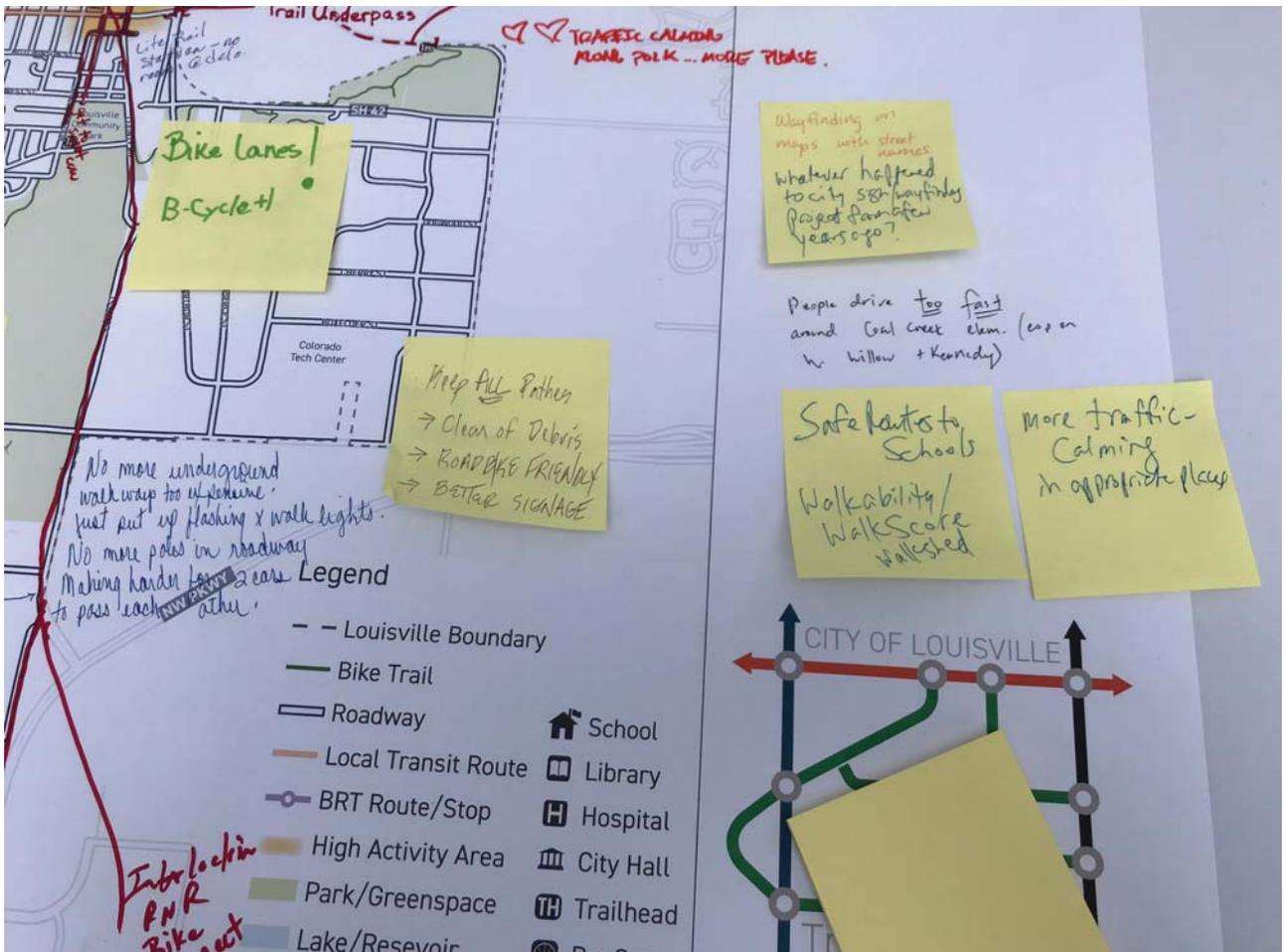


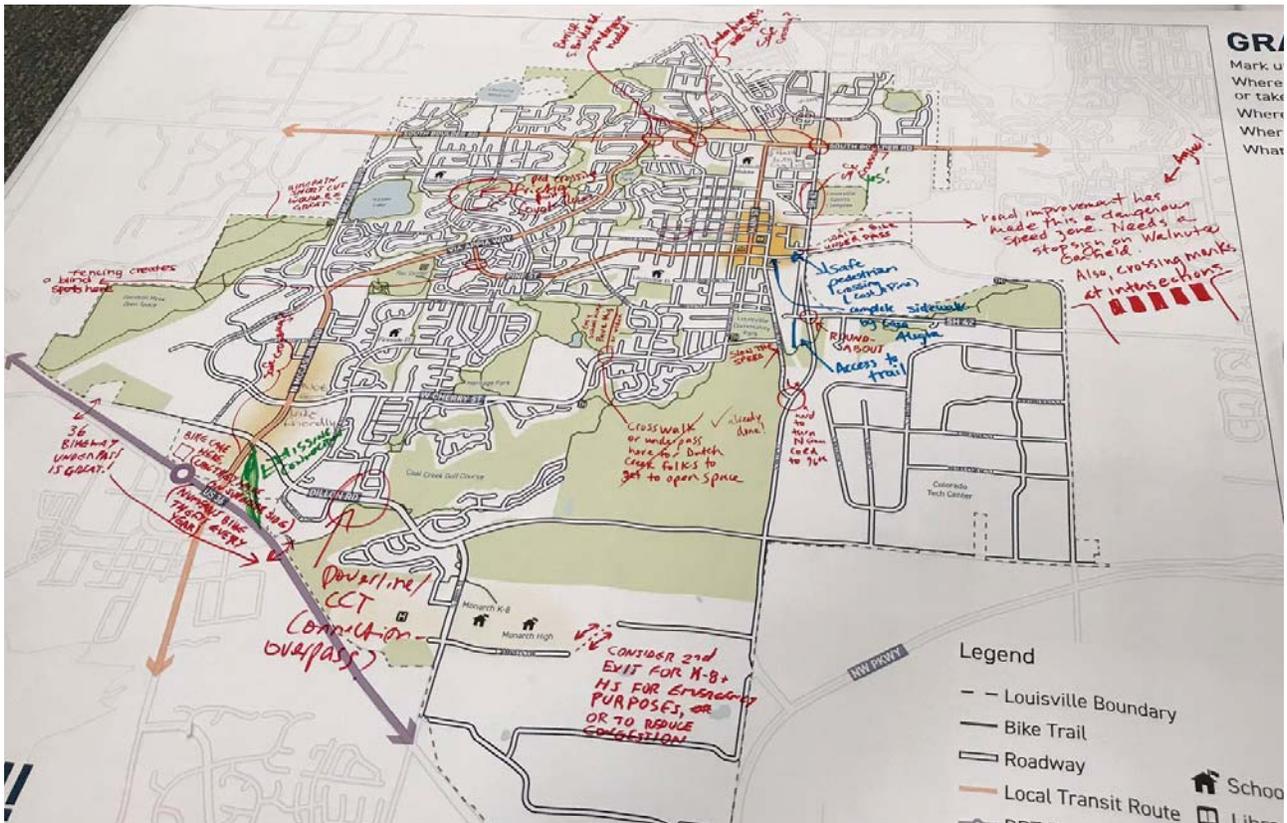
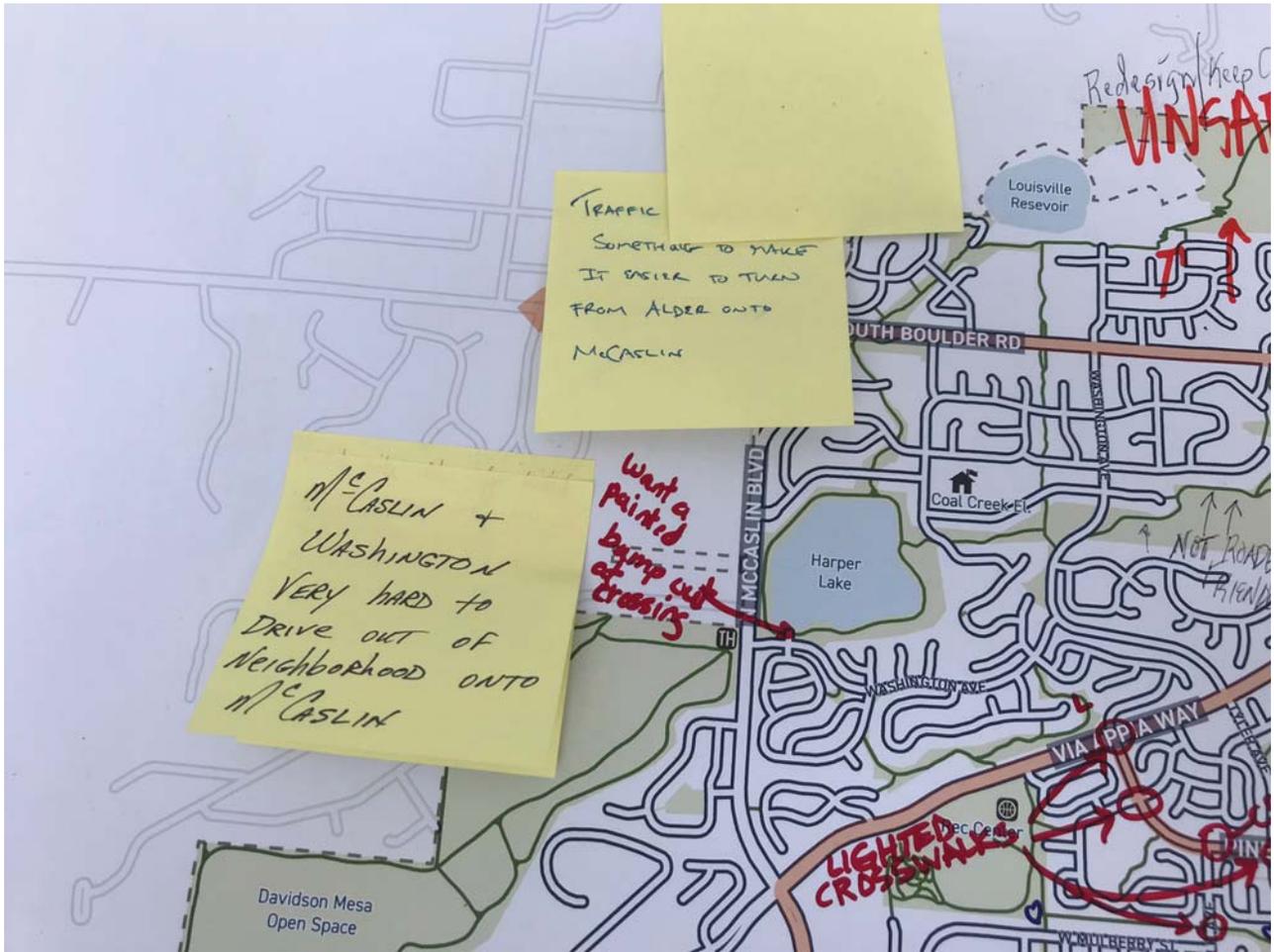


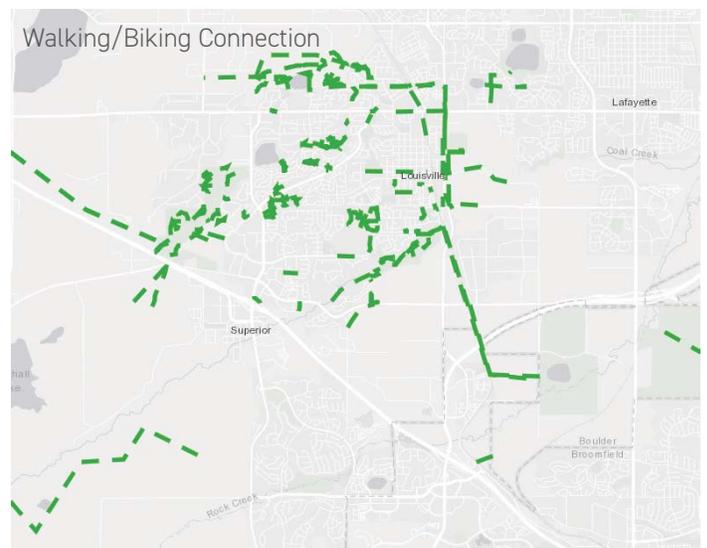
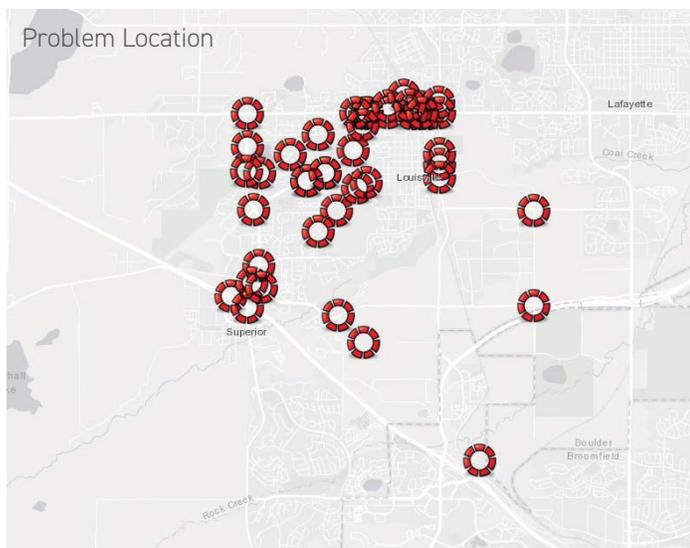
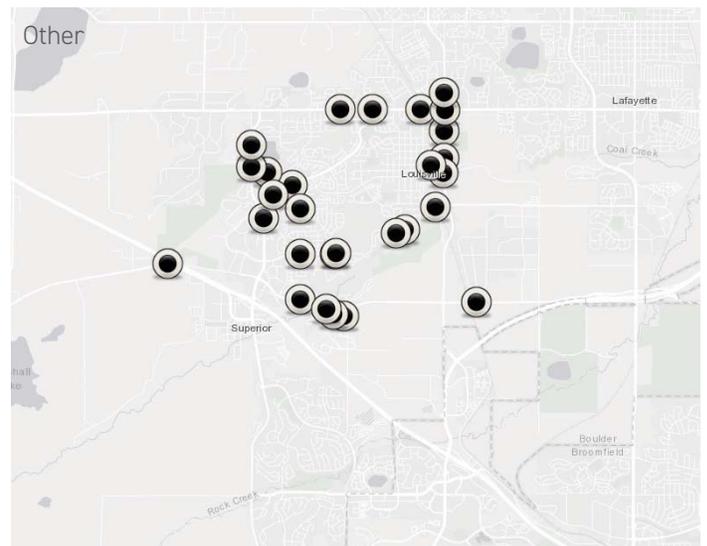
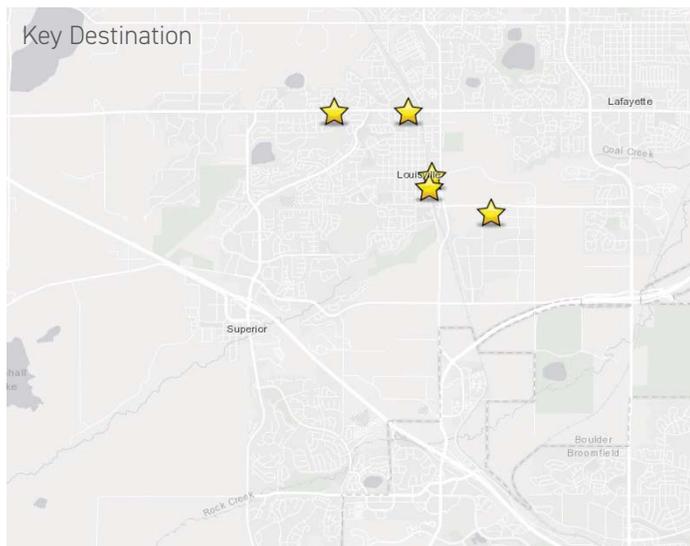
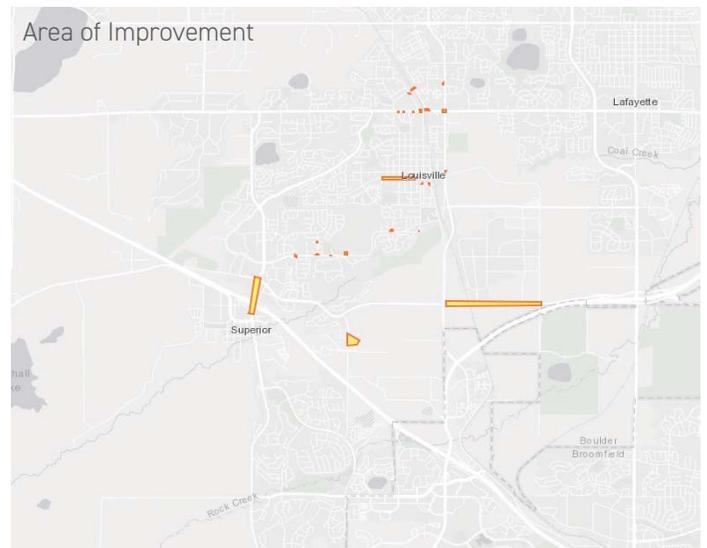
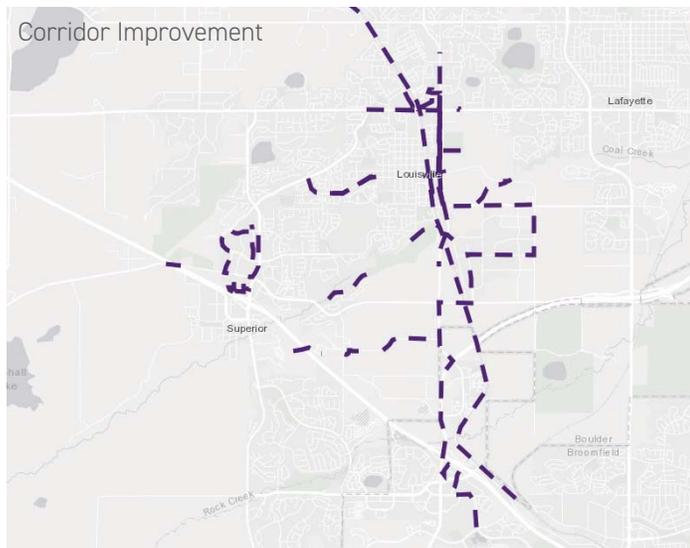


GRAB A

Mark up this map and
 Where do you walk, or take transit to?
 Where do you want
 Where are the bars
 What else do we need







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

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

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

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

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

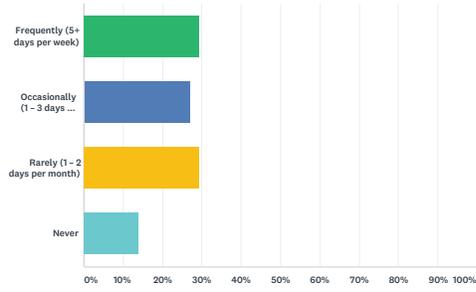
Comment Type	Title	Description	Likes	Dislike
Walking/Biking Connection	link trail	link to south davidson mesa	0	0
Walking/Biking Connection	link trail	link from louisville rec center to davidson mesa	0	0
Walking/Biking Connection	link trail	link from coal creek to Heckla Reservoir	0	0
Walking/Biking 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?

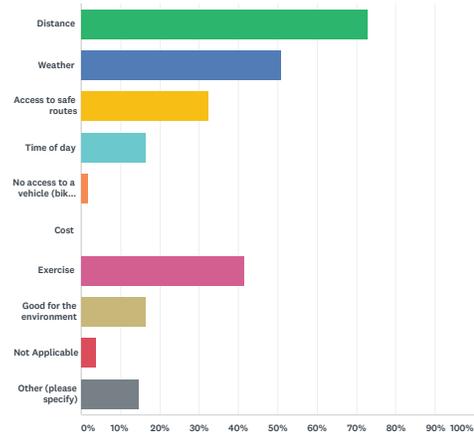
Answered: 163 Skipped: 0



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
TOTAL		163

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

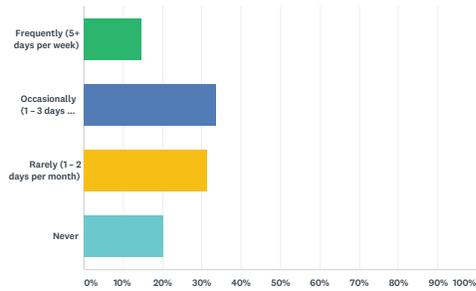
Answered: 163 Skipped: 0



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
Total Respondents: 163		

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

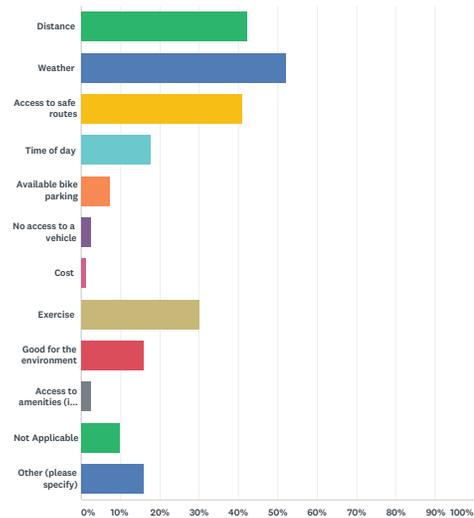
Answered: 163 Skipped: 0



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
TOTAL		163

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

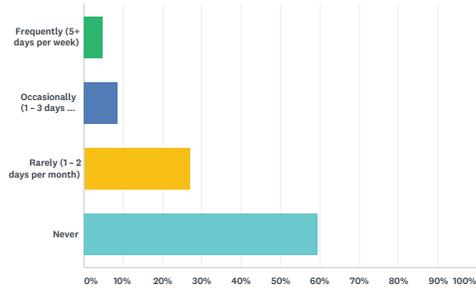
Answered: 163 Skipped: 0



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
Total Respondents: 163		

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

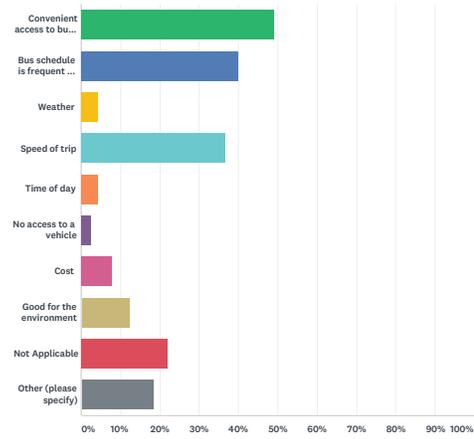
Answered: 163 Skipped: 0



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
TOTAL		163

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

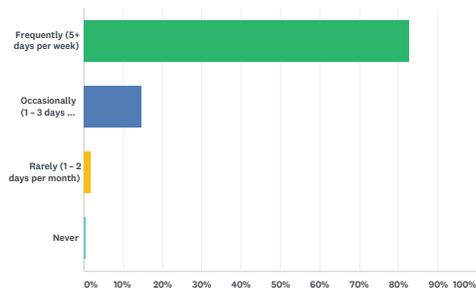
Answered: 163 Skipped: 0



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
Total Respondents: 163		

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

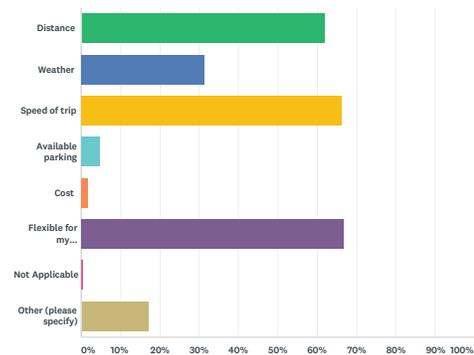
Answered: 163 Skipped: 0



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
TOTAL		163

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

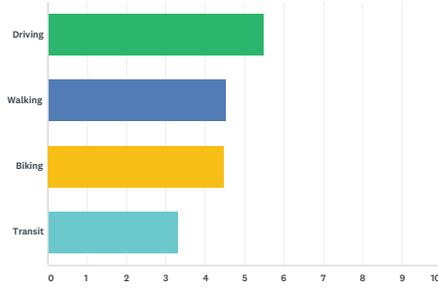
Answered: 163 Skipped: 0



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
Total Respondents: 163		

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

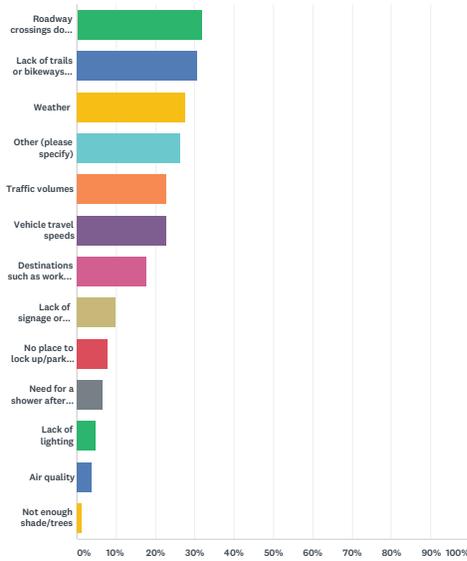


	VERY DIFFICULT	MODERATELY DIFFICULT	SLIGHTLY DIFFICULT	SLIGHTLY EASY	MODERATELY EASY	VERY EASY	N/A	TOTAL	WEIGHTED AVERAGE
Driving	0.00%	1.84%	3.68%	4.91%	22.70%	66.26%	0.61%	163	5.49
Walking	5.52%	8.59%	14.11%	9.20%	15.34%	39.88%	7.36%	163	4.51
Biking	1.84%	5.52%	12.88%	17.18%	24.54%	22.09%	15.95%	163	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)

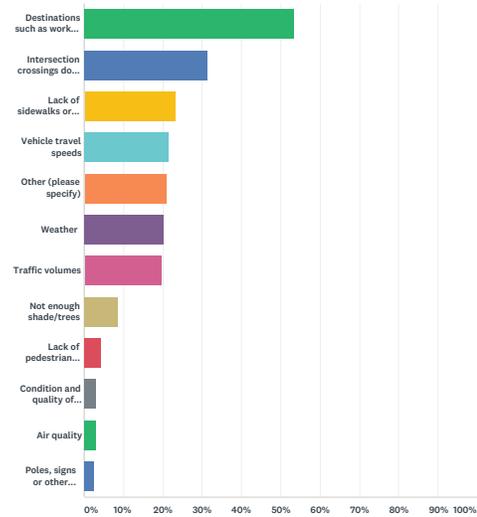
Answered: 163 Skipped: 0



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)

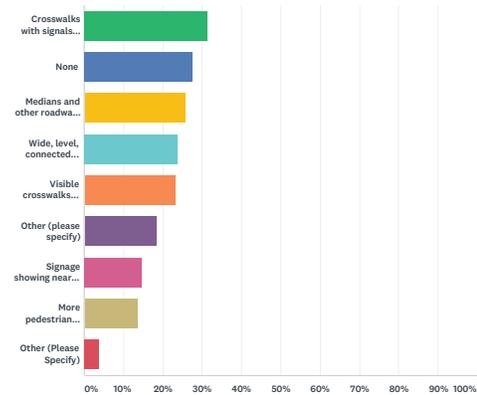
Answered: 163 Skipped: 0



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)

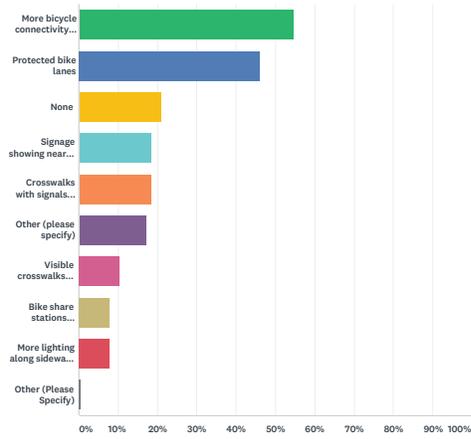
Answered: 163 Skipped: 0



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)

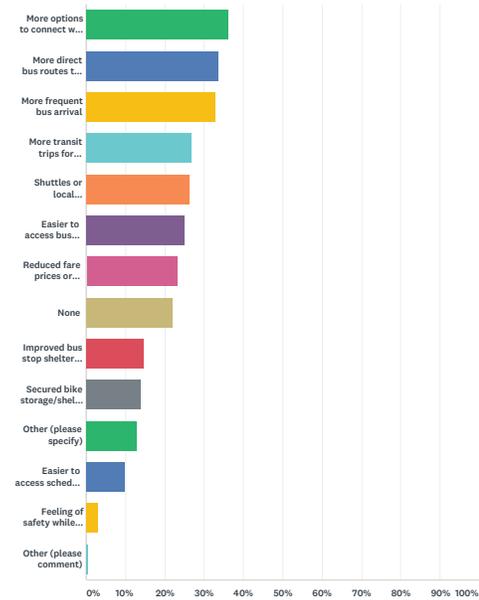
Answered: 163 Skipped: 0



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)

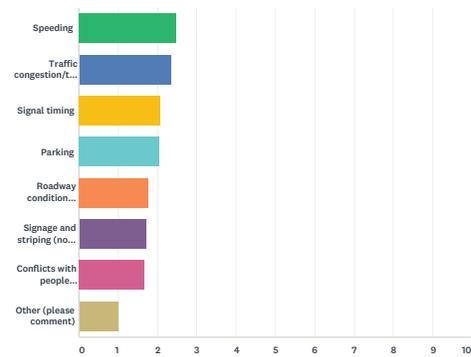
Answered: 163 Skipped: 0



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	

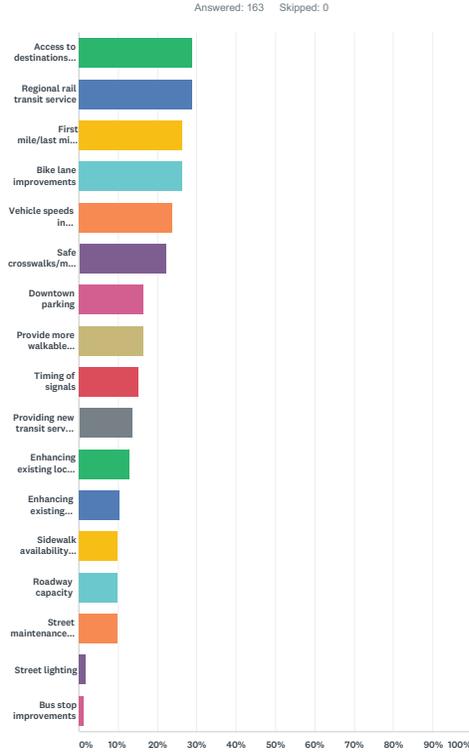
Q15 Please rate how significant of a problem the following issues are for driving and vehicle access in Louisville:

Answered: 163 Skipped: 0



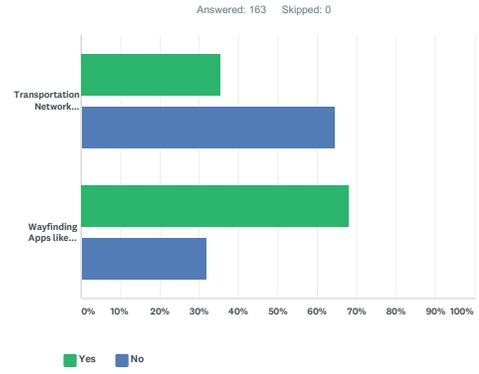
	NOT A PROBLEM	MINOR PROBLEM	MODERATE PROBLEM	SIGNIFICANT PROBLEM	N/A	TOTAL	WEIGHTED AVERAGE
Speeding	23.93% 39	25.15% 41	26.38% 43	23.31% 38	1.23% 2	163	2.50
Traffic congestion/travel time	24.54% 40	27.61% 45	35.58% 58	11.66% 19	0.61% 1	163	2.35
Signal timing	35.58% 58	31.90% 52	18.40% 30	12.27% 20	1.84% 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)



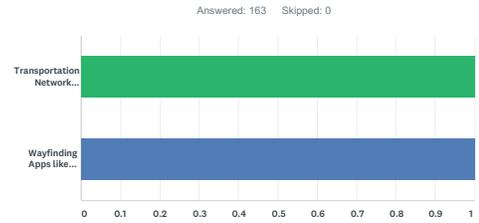
ANSWER CHOICES	RESPONSES
Access to destinations (downtown, McCaslin Station, schools, other retail, etc) for people walking/biking	28.83% 47
Regional rail transit service	28.83% 47
First mile/last mile connections to transit	26.38% 43
Bike lane improvements	26.38% 43
Vehicle speeds in neighborhoods	23.93% 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
Total Respondents: 163	

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



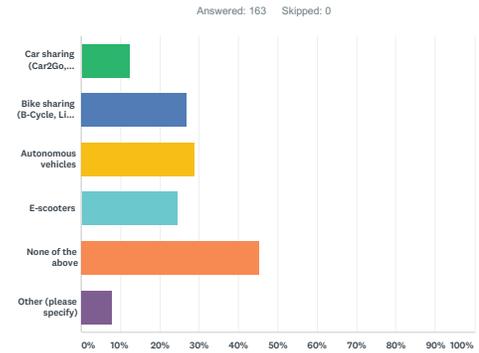
	YES	NO	TOTAL
Transportation Network Companies (Uber/Lyft)	58	105	163
Wayfinding Apps like Google Maps or Waze	111	52	163

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



	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

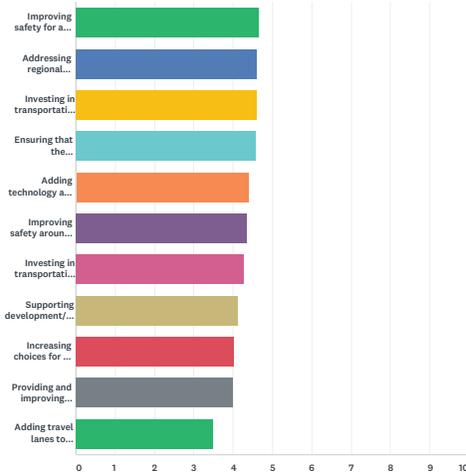
Q19 Which technologies would you use in Louisville, if given the opportunity? (select all that apply)



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
Total Respondents: 163	

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

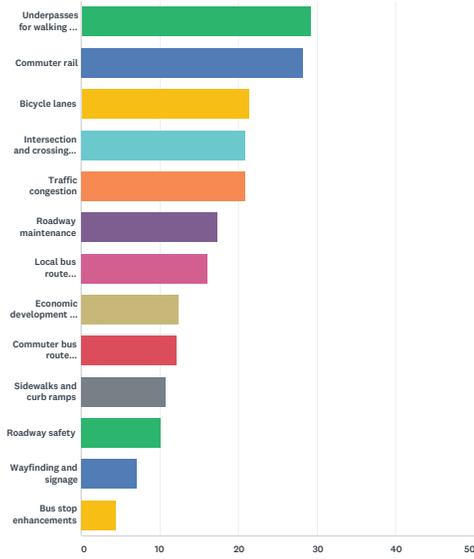
Answered: 163 Skipped: 0



	STRONGLY DISAGREE	MODERATELY DISAGREE	SLIGHTLY DISAGREE	SLIGHTLY AGREE	MODERATELY AGREE	STRONGLY AGREE	TOTAL	WE AV
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.

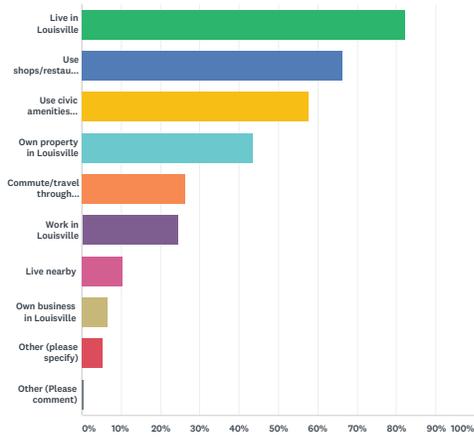
Answered: 163 Skipped: 0



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)

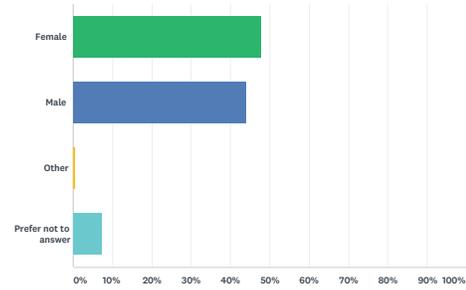
Answered: 163 Skipped: 0



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?

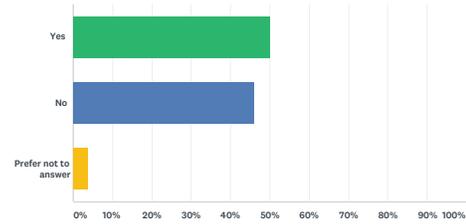
Answered: 163 Skipped: 0



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?

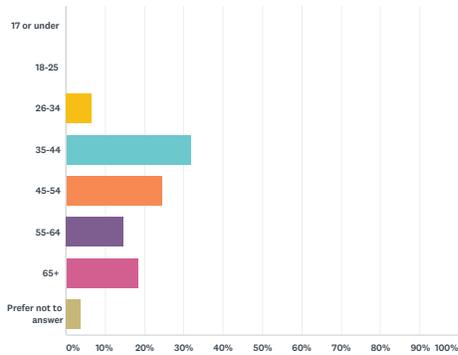
Answered: 163 Skipped: 0



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?

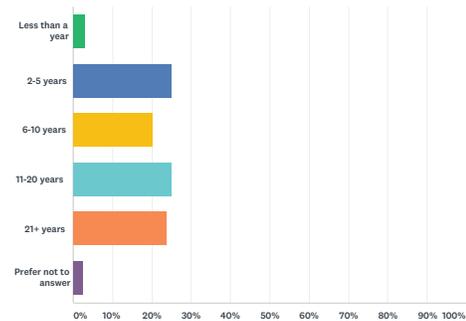
Answered: 163 Skipped: 0



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)?

Answered: 163 Skipped: 0



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, incovenient - 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. https://www.guidinggolden.com/singletrack-sidewalks?tool=qanda
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 crowd 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 Alfalfa'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