

# City Council

## Agenda

Tuesday, October 1, 2019

City Hall

749 Main Street

**6:00 PM**

**Note: The time frames assigned to agenda items are estimates for guidance only.  
Agenda items may be heard earlier or later than the listed time slot.**

**1. CALL TO ORDER**

**2. PLEDGE OF ALLEGIANCE**

**3. APPROVAL OF AGENDA**

**4. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA**

Council requests that public comments be limited to 3 minutes. When several people wish to speak on the same position on a given item, Council requests they select a spokesperson to state that position.

**5. CONSENT AGENDA**

The following items on the City Council Agenda are considered routine by the City Manager and shall be approved, adopted, accepted, etc., by motion of the City Council and roll call vote unless the Mayor or a City Council person specifically requests that such item be considered under "Regular Business." In such an event the item shall be removed from the "Consent Agenda" and Council action taken separately on said item in the order appearing on the Agenda. Those items so approved under the heading "Consent Agenda" will appear in the Council Minutes in their proper order.

**A. Approval of Bills**

**B. Approval of Minutes: September 10, 2019; September 17, 2019; September 24, 2019**

**C. Approval of City Council Meeting Schedule for November and December 2019**

**D. Approval of Contract with A-1 Chipseal for the 2019 Pavement Crackseal Project**

**E. Approval of Resolution No. 32, Series 2019 – A Resolution Regarding the Resignation of the Municipal Court Judge and Approving an Agreement for Interim Municipal Judge Services**

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**Citizen Information**

If you wish to speak at the City Council meeting, please fill out a sign-up card and present it to the City Clerk.

Persons with disabilities planning to attend the meeting who need sign language interpretation, assisted listening systems, Braille, taped material, or special transportation, should contact the City Manager's Office at 303 335-4533. A forty-eight-hour notice is requested.

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**City of Louisville**

*City Council*    *749 Main Street*    *Louisville CO 80027*  
*303.335.4536 (phone)*    *303.335.4550 (fax)*    *www.LouisvilleCO.gov*

- F. Approval of Resolution No. 33, Series 2019 – A Resolution of the Louisville City Council Urging Louisville Citizens to Vote Yes on Ballot Issue 2E at the November 5, 2019 Election Concerning Retention of Recreation Tax Revenues

**6. COUNCIL INFORMATIONAL COMMENTS ON PERTINENT ITEMS NOT ON THE AGENDA** (Council general comments are scheduled at the end of the Agenda.)

**7. CITY MANAGER’S REPORT**

**8. REGULAR BUSINESS**

6:15 – 7:30 PM

**A. RESOLUTION NO. 34, SERIES 2019 – A RESOLUTION ADOPTING THE CITY OF LOUISVILLE TRANSPORTATION MASTER PLAN**

- Staff Presentation
- Public Comments (Please limit to three minutes each)
- Council Questions & Comments
- Action

7:30 – 8:15 PM

**B. REVISED RECOMMENDED BUDGET FOR 2020, REVISED CAPITAL IMPROVEMENTS PLAN FOR 2019-2024, & REVISED LONG-TERM FINANCIAL PLAN FOR 2019-2024 – PUBLIC HEARING (advertised *Daily Camera* 9/22/19)**

- Mayor Opens Public Hearing
- Staff Presentation
- Public Comments (Please limit to three minutes each)
- Council Questions & Comments
- Mayor Closes Public Hearing
- Action

8:15 – 8:30 PM

**C. ORDINANCE NO. 1784, SERIES 2019 – AN ORDINANCE AMENDING CHAPTER 2.08 OF THE LOUISVILLE MUNICIPAL CODE REGARDING THE MAYOR’S SALARY – 2<sup>nd</sup> READING, PUBLIC HEARING (advertised *Daily Camera* 9/22/19)**

- Mayor Opens Public Hearing
- Staff Presentation
- Public Comments (Please limit to three minutes each)
- Council Questions & Comments
- Additional Public Comments
- Mayor Closes Public Hearing
- Action

8:30 PM

**D. EXECUTIVE SESSION – ANNUAL PERFORMANCE EVALUATIONS OF APPOINTED OFFICIALS** (Louisville Code of Ethics, Section 5-2(b), CRS 24-6-402(4)(f)  
– Authorized topics

**Mayor is Requesting the City Council Convene An Executive Session for the Purpose of Discussing the Annual Performance Evaluations of the City Attorney, Water Attorney, Municipal Judge, and Prosecuting Attorney**

- Requests for Executive Session
- City Clerk Statement
- City Attorney Statement of Authority
- City Council Action on Motion for Executive Session
- Council Convenes Executive Session
- Council Reconvene in Open Meeting

**E. REPORT – DISCUSSION/DIRECTION/ACTION – ANNUAL EVALUATION OF APPOINTED OFFICIALS**

**9. CITY ATTORNEY’S REPORT**

**10. COUNCIL COMMENTS, COMMITTEE REPORTS, AND IDENTIFICATION OF FUTURE AGENDA ITEMS**

**11. ADJOURN**

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CASH ACCOUNT: 001000 101001

WARRANT: 091219 09/12/2019

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
14838	CARA GOLDEN	EXPENSE REPORT 8/14-8/20/	55.16
14838	CARA GOLDEN	TRAVEL RECON 5/19-5/22/19	1,902.44
14621	CHAD ROOT	EXPENSE REPORT 8/6-8/27/1	140.94
1115	COLONIAL LIFE INSURANCE	#9711888 SEP 19 EMPLOYEE	173.68
5255	FAMILY SUPPORT REGISTRY	Payroll Run 1 - Warrant 0	312.49
2475	HILL PETROLEUM	UNLEADED & BIODIESEL FUEL	13,615.00
11524	KATHLEEN HIX	EXPENSE REPORT 9/4-9/5/19	51.04
14603	KELLY ENTERPRISES LTD	LABOR DAY EVENT COORDINAT	650.00
99999	JAKE'S BABY D'S LLC	5 VOLUNTEER FOOD VOUCHERS	68.00
99999	LITTLE GRATER	3 VOLUNTEER FOOD VOUCHERS	45.00
99999	TIBET'S FOOD TRUCK	11 VOLUNTEER FOOD VOUCHER	167.62
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	11 INVOICES	WARRANT TOTAL	17,181.37
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CASH ACCOUNT: 001000 101001

WARRANT: 091919 09/19/2019

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
1033	COAL CREEK COLLISION CENTER	HAIL DAMAGE REPAIR UNIT 2	5,565.46
5519	COMMUNITY FOOD SHARE	GOLF TOURNAMENT REFUND	2,052.00
99999	COMIDA LLC	8 VOLUNTEER FOOD VOUCHERS	116.00
99999	JASON HOGSTAD	TRAVEL RECON 8/27-8/30/19	134.36
99999	ELIZABETH REINTHAL	TRAVEL RECON 8/28-8/31/19	40.00
99999	DAIMLER TRUST	07/16-06/18 SALES TAX OVE	4,897.00
11094	WESTERN DISPOSAL SERVICES	FALL FESTIVAL TRASH SERVI	295.00
11094	WESTERN DISPOSAL SERVICES	AUG 19 CITY TRASH SERVICE	3,425.69
11094	WESTERN DISPOSAL SERVICES	AUG 19 RESIDENTIAL TRASH	127,751.42
3875	XCEL ENERGY	AUG 19 SPRINKLERS	104.63
3875	XCEL ENERGY	AUG 19 FLASHERS	5.82
3875	XCEL ENERGY	AUG 19 METERED LIGHTS	473.23
3875	XCEL ENERGY	725.5 S 104TH ST TRAFFIC	30.81
3875	XCEL ENERGY	AUG 19 NON-METERED LIGHTS	47,188.16
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14 INVOICES		WARRANT TOTAL	192,079.58
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CASH ACCOUNT: 001000 101001 WARRANT: 100119 10/01/2019

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
14578	5280 DIGITAL INC	Install Projection Screen	5,930.00
13547	A G WASSENAAR INC	2019 Geotechnical Service	5,345.50
13547	A G WASSENAAR INC	2019 Geotechnical Service	5,752.50
13547	A G WASSENAAR INC	2019 Geotechnical Service	3,617.00
13547	A G WASSENAAR INC	2019 Geotechnical Service	1,763.50
13547	A G WASSENAAR INC	2019 Geotechnical Service	3,760.00
1	A WAY OF LIFE FITNESS CONSULTI	CONTRACTOR FEES 30017-1	52.50
14635	ABLE TO SAIL	CONTRACTOR FEES 22050-1	1,470.00
1006	ALL CURRENT ELECTRIC INC	Building Inspections	9,480.00
9319	AMERICAN DATA GROUP INC	GIS MATCHING UB/STX	630.00
11455	APC CONSTRUCTION CO LLC	2019 Street Resurfacing	1,049,911.29
13579	ASSA ABLOY ENTRANCE SYSTEMS US	AUTOMATIC DOOR MAINT LIB	453.10
14839	AUSLYN GROUP INC	ITIL v4 Training	3,285.00
500	BAKER AND TAYLOR	ADULT BOOKS AND MEDIA	21.99
500	BAKER AND TAYLOR	ADULT BOOKS AND MEDIA	35.74
500	BAKER AND TAYLOR	ADULT BOOKS AND MEDIA	46.74
500	BAKER AND TAYLOR	ADULT BOOKS AND MEDIA	21.99
500	BAKER AND TAYLOR	ADULT BOOKS AND MEDIA	21.99
500	BAKER AND TAYLOR	ADULT BOOKS AND MEDIA	35.74
500	BAKER AND TAYLOR	ADULT BOOKS AND MEDIA	43.98
14764	BASELINE ENGINEERING CORPORATI	SCWTP Lower Pond Design	10,500.00
14764	BASELINE ENGINEERING CORPORATI	SCWTP Admin Building Desi	21,600.00
14363	BOULDER COMMUNITY HEALTH	SANE EXAM	510.00
14438	BRANNAN CONSTRUCTION COMPANY	2019 Water Main Replaceme	160,196.44
7706	BRANNAN SAND & GRAVEL CO LLC	2019 Asphalt	118.35
7706	BRANNAN SAND & GRAVEL CO LLC	2019 Asphalt	96.30
13344	BROWNS HILL ENGINEERING & CONT	FLOW METER CALIBRATIONS W	1,345.50
248	CDW GOVERNMENT	LAPTOP REPLACEMENT LIB	998.13
248	CDW GOVERNMENT	LAPTOP REPLACEMENT LIB	203.82
935	CENTENNIAL PRINTING CO	2019 Utility Bill Insert	390.00
935	CENTENNIAL PRINTING CO	City Newsletter Printing	7,471.54
14036	CENTER COPY BOULDER INC	VEHICLE IMPOUND FORMS	110.46
14036	CENTER COPY BOULDER INC	DRIVER EXCHANGE FORMS	110.46

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VENDOR	VENDOR NAME	PURPOSE	AMOUNT
14592	CF LESSEE LOB	CEC SOLAR LEASE #1133	8,384.85
11467	CLEAR CREEK CONSULTANTS INC	COAL CREEK GAUGE STATION	922.92
1120	COLORADO ANALYTICAL LABORATORI	BACTERIA TESTING	52.50
1120	COLORADO ANALYTICAL LABORATORI	BACTERIA TESTING	52.50
1120	COLORADO ANALYTICAL LABORATORI	BACTERIA TESTING	52.50
1120	COLORADO ANALYTICAL LABORATORI	BACTERIA TESTING	52.50
1120	COLORADO ANALYTICAL LABORATORI	BACTERIA TESTING	52.50
1120	COLORADO ANALYTICAL LABORATORI	BACTERIA TESTING	17.50
1120	COLORADO ANALYTICAL LABORATORI	BACTERIA TESTING	52.50
1120	COLORADO ANALYTICAL LABORATORI	BACTERIA TESTING	17.50
1120	COLORADO ANALYTICAL LABORATORI	BACTERIA TESTING	17.50
1120	COLORADO ANALYTICAL LABORATORI	BACTERIA TESTING	17.50
13820	COLORADO BARRICADE CO	LABOR DAY BARRICADES	558.00
13820	COLORADO BARRICADE CO	STREET SIGNS	287.50
13820	COLORADO BARRICADE CO	ORANGE MESH FLAGS	56.00
13370	CRIBARI LAW FIRM, PC	SEP 19 PROSECUTING ATTORN	3,024.50
10776	THE DAILY CAMERA	DAILY CAMERA CMO ACCT #11	202.80
7760	DBA OF LOUISVILLE	STREET FAIRE LICENCE PAYM	19,179.00
13929	DHE COMPUTER SYSTEMS LLC	THINKPAD LAPTOPS LIB	1,906.72
1505	DPC INDUSTRIES INC	Chlorine Gas NWTP	958.00
11545	EVOQUA WATER TECHNOLOGIES LLC	ROTAMETER WTP	887.84
1915	EXQUISITE ENTERPRISES INC	PARADE TROPHIES	32.00
13615	FELSBURG HOLT & ULLEVIG INC	Quiet Zone Design and CM	1,710.00
13916	FERGUSON WATERWORKS	2019 Utility Parts	3,685.99
12819	FRANCOTYP-POSTALIA INC	POSTAGE MACHINE RSC	126.00
6847	GENERAL AIR SERVICE & SUPPLY	CYLINDER RENTAL OPS	80.60
13069	GLACIER CONSTRUCTION CO INC	WTP Office and Stairs Ren	24,250.65
13069	GLACIER CONSTRUCTION CO INC	WTP Office and Stairs Ren	2,273.35
2310	GRAINGER	HARDWARE MUS	19.55
2310	GRAINGER	EMERGENCY LIGHT LIB	237.96
2310	GRAINGER	HITCH PINS RSC	17.44
2405	HACH COMPANY	CHLORINE REAGENTS WTP	645.13

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VENDOR	VENDOR NAME	PURPOSE	AMOUNT
2415	HARCROS CHEMICALS INC	Sodium Silicofluoride SWT	1,440.00
2415	HARCROS CHEMICALS INC	Salt SWTP	931.00
2415	HARCROS CHEMICALS INC	Salt SWTP	465.50
14472	HILL AND POLLOCK LLC	AUG 19 WATER LEGAL SERVIC	1,483.50
2475	HILL PETROLEUM	Fuel Golf Course	1,001.19
14507	HIRED GUN WEED & PEST CONTROL	WEED CONTROL WWTP	2,100.00
9710	INDUSTRIAL CHEMICALS CORP	Sodium Silicate NWTP	10,805.28
9710	INDUSTRIAL CHEMICALS CORP	HYDROCHLORIC ACID SWTP	298.50
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	48.90
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	34.76
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	51.23
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	155.36
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	51.48
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	51.65
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	10.44
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	152.07
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	175.26
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	132.27
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	142.69
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	115.08
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	10.59
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	9.89
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	268.08
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	556.57
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	428.97
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	79.66
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	36.22
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	497.66
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	10.44
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	79.48
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	296.72
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	235.56
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	73.05
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	18.49
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	67.69
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	37.37
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	350.77
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	93.93
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	95.18
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	260.18
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	15.05
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	10.07
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	406.49
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	126.92

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WARRANT: 100119 10/01/2019

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	259.03
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	139.31
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	27.87
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	51.34
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	166.01
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	20.19
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	41.53
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	15.63
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	58.04
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	140.81
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	145.58
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	15.40
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	21.36
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	80.36
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	61.81
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	85.03
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	210.70
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	192.98
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	265.85
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	136.88
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	16.47
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	96.35
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	133.52
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	105.52
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	46.77
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	108.23
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	80.31
12462	INSTANT IMPRINTS	TRAFFIC CONTROL BOX BANNE	901.15
14719	INTECONNECT INC	SECURITY UPDATE HR	1,877.75
10772	INTEGRATED SAFETY SERVICES LLC	SPRINKLER SYSTEM SERVICE	2,234.90
14239	JC GOLF ACCESSORIES	Resale Merchandise	357.66
12944	JOHN AUGUSTINE	FALL FESTIVAL PIE CONTEST	351.50
14766	KENNEDY/JENKS CONSULTANTS INC	FOG Consulting Services	1,076.40
5432	LOUISVILLE FIRE PROTECTION DIS	BLOOD DRAW 8/19/19	35.00
13429	MANPOWER	TEMPORARY LABOR GCM	1,133.10
13429	MANPOWER	TEMPORARY LABOR GCM	3,197.94
11463	MATTHEW BENDER & CO INC	REFERENCE BOOKS	90.61
14611	MCCI LLC	LASERFICHE SERVICES	410.00
14611	MCCI LLC	Additional Laserfiche Lic	8,309.32

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VENDOR	VENDOR NAME	PURPOSE	AMOUNT
11072	MERRICK AND COMPANY	Howard Berry WTP Upgrades	1,305.27
3260	METRO DENVER BUSINESS FORMS	PARKING TICKETS	1,895.99
14812	METROPOLITAN GLASS INC	BUMP OUT MIRROR RSC	350.00
14840	MILE HIGH GOLF CARS	CLUB CAR AND REPAIRS	1,845.63
6168	MOTION & FLOW CONTROL PRODUCTS	PARTS UNIT 3208	603.11
6168	MOTION & FLOW CONTROL PRODUCTS	PARTS UNIT 3425	66.26
6168	MOTION & FLOW CONTROL PRODUCTS	UTILITY PART	4.19
6168	MOTION & FLOW CONTROL PRODUCTS	STEEL RANCH LIFT STATION	305.17
13565	MOTT MACDONALD LLC	SCWTP Disinfection Design	4,800.00
11061	MOUNTAIN PEAK CONTROLS INC	REUSE PUMP SERVICE WWTP	250.00
11061	MOUNTAIN PEAK CONTROLS INC	REUSE OCV PROGRAMMING WWTP	562.50
11061	MOUNTAIN PEAK CONTROLS INC	CTC LIFT STATION REPAIR	375.00
14649	MURRAYSMITH INC	SWSP Expansion	37,906.52
14649	MURRAYSMITH INC	Water Loss Audit	211.00
13597	NORTH LINE GIS LLC	GIS Professional Services	3,240.00
6427	NORTHERN COLO WATER CONSERVANC	NCWCD 2019 ASSESSMENT	96,115.50
14648	OCCUPATIONAL HEALTH CENTERS OF	PHYSICAL	146.00
14648	OCCUPATIONAL HEALTH CENTERS OF	DOT PHYSICAL	65.00
99999	HALDEMAN-HOMME INC	Q1 2019 SALES/USE TAX OVE	156.00
99999	MOUNTAIN ORIGINS DESIGN LLC	Q2 2019 SALES/USE TAX PEN	22.00
99999	WHISLER BEARINGS & DRIVES	FLANGES UNIT 3208	347.85
99999	LIVELY TOURS AND TALKS LLC	SENIOR TOUR GUIDE 10/3/19	450.00
13986	OPEN MEDIA FOUNDATION	SEP 19 WEB STREAM SERVICE	500.00
13649	OVERDRIVE INC	EAUDIO BOOKS	443.22
13649	OVERDRIVE INC	EAUDIO BOOKS	434.93
13649	OVERDRIVE INC	EAUDIO BOOKS	1,276.41
10951	PINNACOL ASSURANCE	WORKERS COMP PREMIUM 9 OF	20,100.75
14614	PLAY-WELL TEKNOLOGIES	CONTRACTOR FEES 32175-1	245.70
1224	PLM ASPHALT & CONCRETE INC	2019 Asphalt Reconstructi	123,635.38
11329	POLYDYNE INC	CLARIFLOC C-4420 NWTP	624.15
700	PRAIRIE MOUNTAIN MEDIA	YAB ADVERTISEMENT	145.00
700	PRAIRIE MOUNTAIN MEDIA	Rec Center Summer Catalog	6,360.00

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VENDOR	VENDOR NAME	PURPOSE	AMOUNT
14394	PROS PLUS LLC	VOLLEYBALL REFEREE	90.00
14804	RESPEC COMPANY LLC	ECS Consulting Services	8,997.50
13419	ROADSAFE TRAFFIC SYSTEMS CORP	THERMOPLASTIC	1,885.35
4160	SAFE SYSTEMS INC	FIRE ALARM MONITORING LIB	243.78
11306	SAFEWARE INC	ON SITE CALIBRATIONS NWTP	412.00
12843	SCL HEALTH	PR E-SCREEN	76.50
14473	SPIEGEL INDUSTRIAL LLC	MAIN BUILDING DOOR PAINTI	2,486.45
14396	SPRONK WATER ENGINEERS INC	Aug 19 Water Rights Engin	10,650.00
14744	STANDARD CONCRETE INC	2019 Concrete Contract	164,403.35
14276	SWEET SPOT CAFE LLC	JUNIOR LEAGUE JUN 17-20	348.00
14276	SWEET SPOT CAFE LLC	COUPLES SCRAMBLE 9/20/19	969.00
14276	SWEET SPOT CAFE LLC	PIG ROAST 9/21/19	180.00
7619	TED D MILLER & ASSOCIATES INC	GLYCINE REAGENTS WTP	99.34
11125	TERRACON CONSULTANTS INC	Monitoring Inclinometers	1,020.00
7917	THE AQUEOUS SOLUTION INC	CHEMICALS MSP	1,149.93
7917	THE AQUEOUS SOLUTION INC	CHEMICALS MSP	717.00
9481	THE HOME DEPOT	JANITORIAL SUPPLIES RSC	535.00
14330	THE WALKER LAW FIRM, PC	COURT APPOINTED ATTORNEY	701.70
6609	TRAVELERS	WORKERS COMP DEDUCTIBLE	222.88
13426	UNIQUE MANAGEMENT SERVICES INC	COLLECTION SERVICES	98.45
14532	UNITED REFRIGERATION INC	HVAC FILTERS RSC	122.88
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL ANNETTE BRA	109.16
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL COTTONWOOD	183.85
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL HERITAGE PA	124.11
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL MEMORY SQUA	109.16
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL PIRATES PAR	109.16
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL CLEO MUDROC	173.52
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL ENRIETTO PA	117.11
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL CEMETERY	117.11
11087	UNITED SITE SERVICES OF COLORA	FALL FESTIVAL PORT-O-LETS	714.93

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City of Louisville, CO  
DETAIL INVOICE LIST

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CASH ACCOUNT: 001000 101001		WARRANT: 100119	10/01/2019
VENDOR	VENDOR NAME	PURPOSE	AMOUNT
4875	UNIVAR USA INC	Caustic Soda SWTP	8,001.22
13891	VERIS ENVIRONMENTAL LLC	Biosolids Hauling	2,119.02
4900	VRANESH AND RAISCH LLP	AUG 19 WINDY GAP LEGAL SE	558.00
11053	WATER TECHNOLOGY GROUP	LOWER POND PUMP INSTALLAT	1,903.00
14373	WEIFIELD GROUP CONTRACTING INC	CTC LIFT STATION SERVICE	846.46
5115	WL CONTRACTORS INC	Jul 19 Traffic Signal Mai	16,260.77
10884	WORD OF MOUTH CATERING INC	SR MEAL PROGRAM 9/9-9/20/	2,590.00
===== 217 INVOICES =====		WARRANT TOTAL	1,945,804.98

# **City Council Meeting Minutes**

**September 10, 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. The following members were present:

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

**Staff Present:**        **Heather Balsler, City Manager**  
                              **Megan Davis, Deputy City Manager**  
                              **Kevin Watson, Finance Director**  
                              **Nathan Mosely, Parks, Recreation, & Open Space Director**  
                              **Meredyth Muth, City Clerk**

## **DISCUSSION/DIRECTION – 2019 STREET FAIRE REVIEW**

Clerk Muth stated the Street Faire had another successful season bringing people to downtown. She noted the agreement the City has with the Downtown Business Association for the event and the funding the City provides. She stated the DBA and City staff received very few complaints during the concert season from the downtown neighbors. The Street Faire Shuttle was a success again this year and helped to keep people from impacting the neighbors with parking and noise.

Muth stated that for the first time, costs exceeded revenues. The agreement the City and the DBA have states the City will pay 80% of the cost overrun. The City owes the DBA just over \$19,000 to cover costs this year.

Muth noted event staff does feel the new format of having an opening band with the main band starting later was not a success. The Street Faire Committee will be returning to the old format for 2020 without the opening act and two sets, with the main act starting earlier. In general, the Committee will look for bands that may bring a larger crowd to the event without being so large as to cause undue burden on the neighborhood.

Rick Kron, Downtown Business Association, stated the Committee has some other minor logistical changes they want to put in place as well for 2020. The time format simply didn't work and going back to the old format should solve those problems.

Mayor Pro Tem Lipton stated the circumstances were unique this year. He feels the event needs more named bands, more well-known. One goal is to bring new people to Louisville so it needs to be different from surrounding communities. He would like the size of the event to go back to what it used to be to enhance the brand of the city.

Councilmember Maloney stated it was noticeable not having the two sets of the bigger act; the intermission is when we sell a lot of beer. He agreed with Mayor Pro Tem Lipton that one big named band to help draw people is needed. He suggested smoothing the payment structure somewhat to perhaps mitigate any large payments over time. He added he would like to discuss additional staffing for the event.

Councilmember Loo stated the original goal was to draw outsiders to town with the hope they would come back other times but it got so big we got lots of complaints. We dialed it back and now have fewer complaints. We need to decide if we want to draw outsiders or is this just for the locals. What is the purpose? Regarding more City involvement, Loo feels it is less vibrant with more city involvement than when the City was less involved.

Kron stated the music committee has been trying to include a variety of music styles for the event.

Councilmember Keany stated staying away from the well-known bands may not be working, maybe the Committee should consider it. He added he thinks the event needs more marketing.

Mayor Pro Tem Lipton stated perhaps we have overcorrected; it seemed more sedate that we anticipated this year. He suggested perhaps having one night with a cover band or tribute band.

Councilmember Leh stated this is a really important community event. It is not like the other things we do and losing it would be unpalatable for the community. The sky is not falling by losing this amount of money, it is a small amount. The current arrangement is working and the DBA is doing a good job. He stated one year's performance does not require big changes. Stay on this track and consider a few larger bands.

Councilmember Stolzmann stated the annual review makes sense to see if this structure is still working for everyone. It is an important community event and does bring some people in from outside the community.

Kron noted this is the first year it has lost money, the DBA does have some money in savings. He noted every dollar the DBA makes is spent on downtown. He is hearing the Council thinks better name recognition is key for the bands to get more people to attend.

Loo noted perhaps the event should go for a younger crowd. There is a lot of competition in this space now; we are no longer unique. She noted that the Council needs to be prepared that larger bands will bring more complaints.

Mayor Pro Tem Lipton stated the City needs to be prepared to answer complaints and back up the DBA on the larger crowds.

Mayor Muckle stated he would like to leave the licensing agreement as is for 2020 and see how it goes. Keany agreed.

Consensus to leave the agreement as is for 2020 and to allow the committee to look for some larger bands to bring more people.

#### **DISCUSSION/DIRECTION – 2020 GOLF, RECREATION AND SENIOR CENTER PROPOSED FEES**

Director Mosley stated the Finance Committee and the Recreation Advisory Board have reviewed possible fee increases for the Recreation/Senior Center and the Coal Creek Golf Course (CCGC). Staff recommends the following which includes their input.

The CCGC implemented dynamic pricing in 2019. With this pricing philosophy the actual price of the round of golf is dictated by the demand in the market for that particular tee time. There is a base rate and then the price fluctuates within a range based on demand. Staff presented three fee options to the Finance Committee and the Rec Board: included no increase, 3% or 5%. Based on feedback from both groups, staff is recommending a 3% increase to green fees at the golf course.

Staff recommends a 5% blended increase for the Recreation/Senior Center which gives a larger increase to nonresidents whose taxes aren't used to pay the bond for the center.

Councilmember Maloney stated the dynamic pricing was a good idea and should be promoted more. He stated in general, any increase in fees should cover costs. He noted the golf courses noted in the packet are comparable to CCGC. He added the Finance Committee believes fee increases should cover cost increases.

City Manager Balser stated in the 2020 budget fees are expected to cover operational expenses at the CCGC. There are capital costs that are not covered, but this is moving in the right direction.

Councilmember Stolzmann stated she would like to see these fees in context with the whole budget. She stated she hears from many people that they feel nonresidents aren't paying enough at the rec center and it is causing crowding.

Councilmember Leh stated he too hears that nonresidents don't pay enough. Director Mosley noted that 80% of pass visits are from residents, but has heard that too.

Mayor Pro Tem Lipton stated the goal is to maximize revenue with nonresidents and we have to determine how much we can raise rates without losing customers. We also need to determine if we are at capacity and how to fill the spaces we have available. We should understand what the difference in resident and nonresident rates should be compared to how resident taxes pay for the bond.

Councilmember Loo asked if we need to look at the subsidies for seniors and youth. Councilmember Keany stated our policy has always been that we should subsidize seniors and youth.

Mayor Pro Tem Lipton noted there are still disparities in senior costs based on outside issues and how some get reduced program rates based on things we cannot control. He stated youth rates are highly discounted for everyone and it is not based on need.

The consensus is to go ahead with the 5% blended increase for the Rec Center for the budget as a starting point for further review.

### **DISCUSSION/DIRECTION – 2020 CITIZEN SURVEY**

Deputy City Manager Davis stated this is an initial conversation for 2020. The survey is done every four years and sent to a random sample of households to get information about the services the City provides. Staff would like to continue the community satisfaction data to be able to compare to previous years. The City will hire a consultant for the survey at the end of this year to get the survey completed early enough in 2020 to help inform the 2021-2022 budget process. Staff would like some changes that would add customer service questions to reflect the key performance indicators.

City Manager Balsler stated there will likely be room for five to six policy questions which would need to be determined in early 2020. Staff would like to know if this process sounds appropriate.

Councilmember Maloney stated he likes the structure from last time but would get rid of any redundancies. He agreed it is important to have consistent information to compare year to year. For the policy questions he asked what structure would be used.

Deputy City Manager Davis stated that would depend on what the Council wants to achieve with the questions. The consultant would have to help with that.

Members discussed various policy issues they would like considered for the survey. Those included:

- Transportation Master Plan (TMP) tax possibilities
- Smoking and vaping limitations
- Plastic bag tax/fee
- Renewable Electricity
- Pitbull ban
- Affordable Housing
- Additional Dog Park
- Broadband
- Herbicide Use
- Museum Tax

Councilmember Loo noted the incoming Councilmembers will have issues they are hearing about while campaigning that will need to be considered.

Members agreed some ranking questions will be needed particularly about the TMP as there is not enough money to do it all.

#### **ADVANCED AGENDA & IDENTIFICATION OF FUTURE AGENDA ITEMS**

Members discussed the advanced agenda.

#### **ADJOURN**

Members adjourned at 8:41 pm.

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Robert P. Muckle, Mayor

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Meredyth Muth, City Clerk

# ***City Council Meeting Minutes***

**September 17, 2019  
City Hall, Council Chambers  
749 Main Street  
7:00 PM**

**Call to Order** – Mayor Muckle called the meeting to order at 7:00 p.m.

**Roll Call** was taken and the following members were present:

**City Council:**        ***Mayor Robert Muckle  
Councilmember Jay Keany  
Councilmember Chris Leh  
Councilmember Susan Loo  
Councilmember Dennis Maloney  
Councilmember Ashley Stolzmann***

**Absent:**                ***Mayor Pro Tem Jeff Lipton***

**Staff Present:**        ***Heather Balsler, City Manager  
Megan Davis, Deputy City Manager  
Kurt Kowar, Public Works Director  
Rob Zuccaro, Planning & Building Safety Director  
Lisa Ritchie, Senior Planner  
Felicity Solvoski, Planner I  
Dave Hayes, Police Chief  
Meredyth Muth, City Clerk***

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

## **PLEDGE OF ALLEGIANCE**

Scout Troop 69 led everyone in the pledge of allegiance.

## **APPROVAL OF AGENDA**

Mayor Muckle called for changes to the agenda and hearing none, moved to approve the agenda, seconded by Councilmember Stolzmann. All in favor.

## **PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA**

Chief John Willson stated the Fire District will be asking voters in November for a 3.90 mil levy increase to bring on a second full time engine, update equipment, start a para-medicine service for the community, and recruit/retain employees. He reported October 6-12 is Fire Prevention week and the theme is not everyone can be a hero so plan and practice your escapes.

Mayor Muckle noted the Fire District is an independent entity from the City and does not receive City funding.

### **APPROVAL OF THE CONSENT AGENDA**

MOTION: Mayor Muckle moved to approve the consent agenda. Councilmember Loo asked for an amendment to the September 3 minutes. Mayor Muckle moved to approve with that amendment; seconded by Councilmember Maloney. All in favor.

- A. *Approval of Bills***
- B. *Approval of Minutes: August 27, 2019; September 3, 2019***
- C. *Approval of the First Amendment to the Agreement with the Humane Society of Boulder Valley, Inc. for Animal Impoundment Services***
- D. *Approval of Resolution No. 30, Series 2019 – A Resolution Approving the 2019-2020 Contract for Project Edge and Other Mental Health and Elder Services with Community Reach Center***
- E. *Approval of Proclamation for Constitution Week***
- F. *Approval of Resolution No. 31, Series 2019 – A Resolution Approving a Preservation and Restoration Grant for the Harney House Located at 620 Grant Avenue***
- G. *Approval of Changes to the City Council October Meeting Schedule***
- H. *Approval of Purchase of Truck Mounted High Pressure Sewer Cleaner***

### **COUNCIL INFORMATIONAL COMMENTS ON PERTINENT ITEMS NOT ON THE AGENDA**

Mayor Muckle noted there will be a joint meeting with the Superior Board of Trustees concerning airport noise on September 30 at 7:00 pm at the Rec Center.

### **CITY MANAGER'S REPORT**

City Manager Balsler asked Director Kowar for some updates. Public Works Director Kowar noted the pier system at Coyote Run Open Space has been installed and the slide has been stabilized. Grading work has been completed to return a more natural look; some additional grading and seeding still coming.

Republic Services is in the third week of taking over the trash service and overall things are going well. Customer service calls have decreased to a level allowing calls to be taken care of as they come in. Collection is going well with a small number of missed pickups as the drivers learn the routes. Saturday was a large item pick up day which was heavily used; some items were missed and had to be picked up after Saturday.

**REGULAR BUSINESS**

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**ORDINANCE NO. 1783, SERIES 2019 – AN ORDINANCE AMENDING CHAPTER 17.68 OF THE LOUISVILLE MUNICIPAL CODE TO REQUIRE OIL AND GAS OPERATOR REGISTRATION – 1<sup>ST</sup> AND FINAL READING – PUBLIC HEARING – Adoption as Emergency Ordinance**

**AN EMERGENCY ORDINANCE AMENDING CHAPTER 17.68 OF THE LOUISVILLE MUNICIPAL CODE TO REQUIRE OIL AND GAS OPERATOR REGISTRATION AND TO PROVIDE FOR A TEMPORARY MORATORIUM ON THE SUBMISSION, ACCEPTANCE, PROCESSING, OR APPROVAL OF ANY LAND USE APPLICATIONS, OR ISSUANCE OF ANY SPECIAL USE PERMIT, RELATED TO THE USE OF PROPERTY WITHIN THE CITY FOR OIL AND GAS EXPLORATION, EXTRACTION, AND RELATED ACTIVITIES UPON RECEIPT OF AN OPERATOR REGISTRATION**

**OR**

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

City Attorney Kelly introduced the item by title noting both titles. This is an emergency ordinance that with enough votes can go into effect immediately. She stated Option A adds language so that a moratorium would be triggered immediately by an application.

Mayor Muckle opened the public hearing.

Planner Ritchie stated new State Regulations from Senate Bill 19-181 “Protect Public Welfare Oil and Gas Operations” allows greater local control over oil and gas wells. She stated the Louisville code, last updated in 1995, requires Special Review Use approval for drilling. She noted there is no current drilling or actively producing wells in Louisville and there have been no active permits filed for our jurisdiction since 1999. Given the new rules, many surrounding jurisdictions are developing new regulations for Oil and Gas, and many are under moratoria. City Council discussed this last on July 30.

Staff proposes two options, both include requirements for Oil and Gas Operator Registration. Option A includes language that triggers a six-month moratorium upon the filing of an operator registration. Option B does not. Both include requirements for a good faith estimate on the number of well sites and wells within 5 years; a map showing locations; well estimates; information demonstrating capability to meet requirements; a requirement to update information as necessary; and a requirement to reapply after 5 years if no application has been submitted.

Staff recommends approval of Option A with the moratorium.

City Attorney Kelly stated staff took into consideration that the operator registration may be filed at some point but we don't know when, this is a precautionary measure. If Council adopts the ordinance imposing the 30-day moratorium, it would be automatic but could be lifted if Council feels it is not necessary.

Public Comments – None.

Mayor Muckle stated Option A makes sense. Louisville hasn't had an application in 20 years and is not likely to get one; but it makes sense to have it established. This sets up a process for Council if and when a registration occurs. Councilmember Loo agreed.

Public Comments – None

Mayor Muckle closed the public hearing.

Councilmember Loo moved to approve Ordinance No. 1783, Series 2019 - Option A which includes the automatic moratorium. Councilmember Maloney seconded.

Councilmember Stolzmann felt this provides the protection the citizens would hope for and gives Council time to consider how to proceed.

**Unanimous roll call vote, 6-0**

**RESOLUTION NO. 10, SERIES 2019 – A RESOLUTION APPROVING THE PROPERTY TAX INCREMENT REBATE AGREEMENT WITH 712 MAIN LLC AND 722 MAIN LLC PURSUANT TO THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE LOUISVILLE REVITALIZATION COMMISSION AND THE CITY OF LOUISVILLE –  
*continued from 3/19/19 & 6/11/19 – staff recommends continuance to 11/4/19***

Mayor Muckle introduced the item noting the continuation request. Mayor Muckle moved to continue this item to 11/4/19, Councilmember Maloney second. All in favor.

**DISCUSSION/DIRECTION – CITY COUNCIL POSITION ON PROPOSITION CC**

Deputy City Manager Davis stated voters in the November election will consider a measure called Proposition CC: Allow State to Retain Excess Revenue for Transportation and Education Measure. The measure, if supported by voters, would allow the state to retain revenue above the state spending cap that it is currently required to be refunded under TABOR (the taxpayers' bill of rights) without raising taxes. Otherwise known as "de-Brucing", the measure would allow the state to retain and split all future tax revenue above the cap equally between transportation, K-12 education, and higher education investments in Colorado. The legislature included a provision in the measure that dedicates 15% of the transportation funding to multi-modal investments.

The Colorado Legislative Council expects refunds in 2020 of \$310 million and in 2021 of \$342 million. If Proposition CC passes, this funding would instead be allocated to transportation and education.

Deputy City Manager Davis stated this aligns with the Council's legislative agenda by supporting a new funding source for transportation, supporting investments in the maintenance and expansion of regional transportation, and the TABOR position.

The Denver Regional Council of Governments (DRCOG), of which Louisville is a member, will discuss the ballot measure at its September 18, 2019 Board meeting. Councilmember Stolzmann serves as the Louisville representative on the DRCOG Board. Deputy City Manager Davis noted Council can take a position or not on the issue to give Councilmember Stolzmann direction for the DRCOG meeting.

Councilmember Stolzmann stated DRCOG discusses transportation regularly and there is a consistent theme of not enough money to fund all the needs. She noted the TABOR spending cap and how this would allow keeping the tax rate. She stated she feels it is important for DRCOG to take a position. She recommended a position of support as it would keep some funding without raising taxes. She noted this does not solve the funding gap, but does keep it from getting worse.

Councilmember Stolzmann noted for DRCOG to take a position it requires a majority vote of the members and to abstain is really an opposition vote.

Councilmember Leh asked Councilmember Stolzmann if she knows which DRCOG regions may be opposed. Councilmember Stolzmann stated some south end metro communities may oppose but she doesn't know for sure.

Public Comments – None.

Councilmember Loo stated she would like the Council to oppose the measure. She stated she prefers the Council not take partisan positions and she feels Proposition CC is purely a Democratic Party move. She would like Louisville to stay out of this issue. Also, she felt Proposition CC does not tell people what the money will be spent on, it is too vague. She also did not support it as there is no sunset on the measure, it goes on indefinitely.

Councilmember Maloney felt this is a question of do we support this being on the ballot. We may not agree on the specifics on this measure as written, but it is worth giving the citizens a vote on it. He stated we should support DRCOG that this be on the ballot.

Councilmember Loo stated she didn't think it appropriate to tell people to vote yes.

Mayor Muckle stated money for transportation funding is a huge problem so he supports this as a way to get more funding without new taxes. It is incumbent on us to find a way to fix transportation. He is confident CDOT would try to fund as many highest priority statewide projects as they can. Also, he supports the funding for education.

Councilmember Loo stated there are so many needs there is no way to know if this funding will help us locally. We likely are not a priority.

Councilmember Stolzmann stated there is information out on how this will be spent. It won't solve everything but is a reasonable thing to do. People were already taxed at this rate and expect that money to be used to solve issues.

Mayor Muckle asked if Council was comfortable authorizing a position of support for Councilmember Stolzmann tomorrow.

Councilmember Leh stated he would prefer individual councilmembers serving on other boards not take a position that the whole or at least a majority of council does not support. He would rather Councilmember Stolzmann not take a position at DRCOG.

Councilmember Stolzmann stated DRCOG is trying to be collaborative and fund transportation. It would be wildly outside the majority of DRCOG and of the near communities to vote against this. It would be a big deal if we say no, particularly as this seems a very moderate step.

Councilmember Leh stated that was helpful information and enough for him to say he can support this. We need transportation and it is worthwhile.

Mayor Muckle moved to authorize a position of support on CC at DRCOG, Councilmember Stolzmann seconded.

Councilmember Keany stated he doesn't support the Council taking a position on ballot issues in general. He would ask Councilmember Stolzmann abstain with a statement that Louisville doesn't take positions on ballot issues.

Councilmember Leh stated transportation in Louisville is not a partisan issue; virtually everyone would say we need a better share of transportation dollars. The money is going to help pay for what the City has resoundingly said it needs.

Councilmember Loo asked what portion of the funds would be spent in Louisville. Deputy City Manager Davis said there would be some funding directly to municipalities although she did not have an amount. Councilmember Stolzmann noted it would depend if there is excess revenue and an amount to be refunded.

Councilmembers talked about the party split on this issue. Councilmember Stolzmann said she would address the need to be more bipartisan and collaborative. There needs to be further discussion on the formula and on transportation.

Councilmember Loo stated in Louisville this would mean not getting refunds that over three years would total \$350. For some people that is a big concern.

Mayor Muckle restated the motion: to authorize Councilmember Stolzmann to take a position of support on Proposition CC in her role as Director at the DRCOG meeting.

**Roll call vote passed 4-2; Councilmembers Loo and Keany voting no.**

**DISCUSSION/DIRECTION/ACTION – CONTRACT BETWEEN THE CITY OF LOUISVILLE AND GLACIER CONSTRUCTION CO., INC. FOR THE CONSTRUCTION OF AND THE APPROVAL OF CONSTRUCTION MANAGEMENT SERVICE ADDENDUM FOR THE SID COPELAND WATER TREATMENT PLANT ON-SITE CHLORINE GENERATION IMPROVEMENTS PROJECT**

Public Works Director Kowar stated this a discretionary project to modernize the water disinfection system in the water treatment plant. New plants do not use this process. The treatment facility does not have chlorine gas scrubbing systems for the chlorine gas systems which is a current Colorado Department of Public Health and Environment (CDPHE) design guideline and CDPHE is likely to require chlorine gas scrubbing improvements in the next five years. These improvements are estimated to cost as much or more than converting now. Sodium hypochlorite is safer to use than chlorine gas for employees and the surrounding area and sodium hypochlorite is cheaper than chlorine gas. There is not initial cost savings but it is cheaper operationally. He noted the City already made this upgrade at one treatment plant. This is a long term improvement.

Staff recommends approval of the contract with Glacier Construction Co. in the amount of \$682,300 for an onsite chlorine generation system at the Sid Copeland Treatment Plant. In addition, staff recommends approval of a contract addendum with Mott MacDonald for construction management services for this project. This requires a \$450,000 budget amendment which does almost double the cost from the original estimate. Staff recommends approval.

Director Kowar noted the Utility Committee reviewed this project and recommends approval. Councilmember Stolzmann, Chair of the Committee, stated this is a safety improvement for residents and staff, it doesn't require an expansion of the building with some good engineering, and it does fall in the budgeted level of the fund balance for the fund.

Councilmember Maloney added the Utility Committee noted this has a very small effect on utility rates.

Mayor Muckle stated the current system has not been without some safety issues so this is a good project.

Public Comments – None.

Councilmember Stolzmann moved to approve the contract with Glacier Construction and an addendum for construction management services with Mott MacDonald; Councilmember Loo seconded the motion.

**Unanimous roll call vote 6-0**

**ORDINANCE NO. 1784, SERIES 2019 – AN ORDINANCE AMENDING CHAPTER 2.08 OF THE LOUISVILLE MUNICIPAL CODE REGARDING THE MAYOR'S SALARY – 1st READING, SET PUBLIC HEARING 10/1/19**

City Attorney Kelly introduced the ordinance by title. Mayor Muckle moved to approve this on first reading and set the public hearing for 10/1/19; seconded by Councilmember Keany.

**Voice vote**, all in favor.

### **CITY ATTORNEY'S REPORT**

City Attorney Kelly reported the City prevailed on all issues at a hearing at the Public Utilities Commission regarding the Quiet Zones which included additional orders to get the project moving. BNSF has the opportunity to object but they have not yet. There is now a construction time line and deadline.

Mayor Muckle noted this is the last crossing needing approval.

### **COUNCIL COMMENTS, COMMITTEE REPORTS, AND IDENTIFICATION OF FUTURE AGENDA ITEMS**

Councilmember Loo asked if the Council would like to endorse the Rec Tax on the ballot. City Attorney Kelly stated the Council may adopt a resolution if it so desires. Consensus was to add that to the October 1 agenda for consideration.

Councilmember Keany stated the Sustainability Board is meeting tomorrow at 6:30 pm if anyone is interested in attending.

### **ADJOURN**

Members adjourned at 8:24 pm.

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Robert P. Muckle, Mayor

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Meredyth Muth, City Clerk

# ***City Council Meeting Minutes***

**September 24, 2019  
City Hall, Council Chambers  
749 Main Street  
7:00 PM**

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

**City Council:**        ***Mayor Robert Muckle  
Councilmember Jay Keany  
Councilmember Chris Leh  
Councilmember Susan Loo  
Councilmember Ashley Stolzmann***

**Absent:**                ***Mayor Pro Tem Jeff Lipton  
Councilmember Dennis Maloney***

**Staff Present:**        ***Heather Balsler, City Manager  
Megan Davis, Deputy City Manager  
Kevin Watson, Finance Director  
Nathan Mosely, Parks, Recreation, & Open Space Director  
Ember Brignull, Open Space Superintendent  
Kurt Kowar, Public Works Director  
Rob Zuccaro, Planning Director  
Dave Hayes, Police Chief  
Kathleen Hix, Human Resources Director  
Chris Neves, IT Director  
Meredyth Muth, City Clerk***

Councilmember Leh stated Judge Kristan Wheeler has been appointed to a new position with the 17<sup>th</sup> Judicial District and has resigned as Presiding Municipal Judge in the Louisville Court. Wheeler thanked the Council for the opportunity to serve as judge. She stated she is leaving the Court in good hands and she notes the Court is in full compliance with the law and working well. She thanked everyone for the opportunity and the experience.

## **DISCUSSION/DIRECTION – PROPOSAL TO DEVELOP PRIORITIES AND GOALS FOR FUTURE MANAGEMENT OF CITY OPEN SPACE**

Laura Scott Denton, chair of the Open Space Advisory Board (OSAB), stated the goal of this exercise is to define the long-term goals and priorities for open space management. It is time to change the focus from acquisition to management. The OSAB Committee is looking at costs, gaps in funding, optimal practices, and how to align staff workload with City priorities. This is built upon the PROST Master Plan and they hope to update it to align with current goals. She added these goals are subject to OSAB and Council discussion.

The priorities they are discussing include:

- Foster Citizen Engagement – education programs; marketing pride in stewardship; increase volunteer engagement and visibility.

Councilmember Loo asked for the budget to be more clear on how many staff are supporting the education program in their duties and would like a discussion on the work priorities of open staff staff.

- Resource Management – native prairie restoration, new Senior Natural Resource Manager, wildlife habitat enhancement, weed management.
- Invest in Wetlands – bird habitat enhancement, Coal Creek investments including access points to the creek, management of wetlands for riparian ecosystem health.
- Pursue scientific approach to land management – repeatable, in-house inventories for vegetation and wildlife; on-going, long-term ecosystem health scoring system; updates to the public on how preserving land.
- Enhance User Experience – outreach and enforcement of rules and regulations; decreasing barriers to usability; serving diverse user types, look for opportunities to enhance nature play and access; and provide adequate maintenance staffing.

Members discussed the pros and cons of wayfinding signs for open space.

- Respond to Citizen Trail needs – social trail prevention and remediation; develop a trails master plan; create a new category for hiking trails; and a city-wide network approach to trail building.

Councilmember Stolzmann would like a plan or policy on how the City addresses social trails. Mayor Muckle stated we know residents want more variety in trail type and that should be discussed.

Councilmember Stolzmann recommended making sure the group looks at the open space definitions in the charter to be sure the plans align.

Councilmember Stolzmann would also like to see a maintenance plan for the dog off leash areas so the areas don't just turn to dirt. She feels the City needs to understand what the resource need is in this area.

Mayor Muckle stated the group should look at the wayfinding and how to make it less expensive. He added this will be refined and more detail added and then the recommendations will come back to Council with funding numbers.

### **DISCUSSION/DIRECTION – CITY MANAGER’S RECOMMENDED 2020 OPERATING AND CAPITAL BUDGET AND FISCAL POLICIES**

Director Watson reviewed the changes since the September 3 presentation, which include adding a Fiscal Impact Model Development (\$75,000 for 2020); adding a Windsorce Project (\$28,000 per year); updating sales tax revenue projections; updating expenditure projections; and removal of transfers from the General Fund to Capital Projects Fund.

Director Watson stated he feels the 1.5% increase estimate for sales tax is a very reasonable estimate for next year. However, due to the many one-time anomalies/increases in the current year's sales tax revenue projections, the year-over-year change for 2020 will be a negative 3.3%

Director Watson showed a graph with FTE increases versus population. It shows FTEs have increased at a rate slightly greater than population increase. City Manager Balser stated there is only one new full-time FTE proposed for the 2020 budget.

Director Watson reviewed the long-term financial plan outputs for various funds. City Manager Balser noted Council should have a policy discussion on whether it wants to reduce operational costs when there are large capital balances.

Director Watson reviewed the recurring transfers from the General Fund to other funds based on the current fiscal policies. He noted the analysis of the operating surplus or deficit for the General Fund. He also discussed the definition of the operating revenue and the operating expenditures.

Members discussed how the formula for the renewal and replacement reserve in the Recreation Fund is calculated and if the correct amount is going into this fund. They discussed how the building improvements fit into those calculations and how that compares to the maintenance on other City buildings.

City Manager Balser stated staff would like a full year of operation of the recreation center with financial information to better evaluate what is needed for this fund and how the interfund transfers play into this. She noted changes may be needed when we have a better feel for this.

Mayor Muckle stated the Finance Committee recommends sticking with the recommendation here for the 2020 budget and then going forward when there is more information. Changes can be addressed in the 2021-22 budget.

Director Watson noted the Golf Fund probably needs more work. Beginning in 2021, all of the capital outlay for the golf course is proposed to be paid from the Capital Projects Fund. If Council wants golf course capital needs to compete with all other capital needs this plan can stay. If Council wants the golf course to have dedicated money for capital improvements policy changes will be needed.

Mayor Muckle stated the Finance Committee thinks this capital plan is needed as the golf fund can't generate enough to pay for those capital needs. They think it makes more sense for the golf capital to compete with other capital projects rather than make a transfer to the fund to pay for projects.

City Manager Balsler said there is a recognition we need to look at long-term capital needs for the golf course and how we fund those.

Councilmember Stolzmann stated she wants to clarify that she doesn't want an updated fiscal model but rather a new one that staff can run more easily. City Manager Balsler stated she is wary to assume we can simplify the model as she believes that would be very difficult given the complexity of the model and the type of data people want from the model.

Councilmember Stolzmann stated she would like a process that is less effort and can be run easily by staff. She would like a model that is repeatable and without a marginal cost model. She wants a more straightforward approach.

Councilmember Loo stated \$75K for this is a lot of money to hire a consultant. She would prefer we don't change the fiscal impact model again; it takes too much staff time. She is not sure this is a priority.

Councilmember Stolzmann stated she doesn't think we can continue to use this model without it being better.

City Manager Balsler stated she is not sure it is realistic to assume we can make this simpler given the expectations people have. Director Zuccaro stated the issue with the current model is that only staff can run it, so then people feel it is not transparent. However, given the complex information people want to see this is the only way to provide the information.

City Manager Balsler stated we have to have realistic expectations of what we can achieve with an update or change to the model.

City Manager Balsler asked if Council has any changes to this recommended budget.

Councilmember Stolzmann stated she would like a place holder for pedestrian safety improvements on Pine Street. City Manager Balser stated that can be part of the placeholder that is already included for the Transportation Master Plan projects.

Councilmember Loo asked about the financial policies for the Rec Fund Reserves. She stated the new dedicated sales tax is supposed to pay for the new part of the Rec Center, not towards the old sections of the building. She would like that clear in the policy.

### **ADVANCED AGENDA & IDENTIFICATION OF FUTURE AGENDA ITEMS**

Members reviewed the advanced agenda.

### **ADJOURN**

Members adjourned at 9:00 pm.

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Robert P. Muckle, Mayor

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Meredyth Muth, City Clerk

**SUBJECT: APPROVAL OF MEETING SCHEDULE FOR NOVEMBER AND  
DECEMBER 2019**

**DATE: OCTOBER 1, 2019**

**PRESENTED BY: MEREDYTH MUTH, CITY CLERK**

**SUMMARY:**

Looking ahead at the calendar for November and December staff recommends the following meeting schedule for City Council to assure two regular meetings per month, accommodate holidays, and schedule special meetings we know we will need:

November

- Monday, November 4, 7 pm – regular meeting (moved to accommodate the November 5 election)
- Tuesday, November 12, 3 - 8 pm – new councilmember orientation
- Tuesday, November 19, 7 pm – regular meeting
- Thursday, November 21, 6 pm – special meeting – review of board and commission applications
- Tuesday, November 26, cancel study session

December

- Tuesday, December 3, 7 pm – regular meeting
- Tuesday, December 10, 6 pm – special meeting
- Wednesday & Thursday, December 11 & 12, 5:30 pm – board and commission interviews
- Tuesday, December 17, 7 pm regular meeting
- Tuesday, December 24 – cancel study session
- Tuesday, December 31 – no meeting

**FISCAL IMPACT:**

None

**RECOMMENDATION:**

Approve November and December meeting schedule.

**ATTACHMENT(S):**

None

**SUBJECT: APPROVAL OF CONTRACT WITH A-1 CHIPSEAL FOR THE  
2019 PAVEMENT CRACKSEAL PROJECT**

**DATE: OCTOBER 1, 2019**

**PRESENTED BY: KURT KOWAR, PUBLIC WORKS**

**SUMMARY:**

Staff recommends approval of a construction contract with A-1 Chipseal for the 2019 Pavement Crackseal Project. Staff advertised the 2019 Pavement Crackseal in August of this year. Bids received are as follows.

A-1 Chipseal	\$74,980.00
Avery Asphalt	\$69,920.00

Avery Asphalt did not submit a Bid Bond and did not provide suitable references for pre-qualification.

**FISCAL IMPACT:**

**Staff Recommended:**

2019 Budget	Account	Amount
<b>Pavement Booster</b>	301312-660012	\$50,000.00
(Budget approved in March 19, 2019 Council Meeting as part of the Street Resurfacing and Street Reconstruction Project Council Communication)		
<b>Total 2019 Funding</b>		<b>\$50,000.00</b>

2019 Projected Expenses	Amount
<b>A-1 Chipseal</b>	(\$74,980.00)
<b>Total 2019 Expenses</b>	<b>(\$74,980.00)</b>
<b>Total Over Budget</b>	<b>(\$24,980.00)</b>

Staff evaluated CIP funds for the project and determined project expenses exceed the available funds. Staff has discussed the line item shortfall with the Director of Finance and the shortfall can be resolved through expected savings in other projects within the Capital Projects Fund.

**SCHEDULE:**

Cracksealing will occur this fall.

**SUBJECT: 2019 PAVEMENT CRACKSEAL PROJECT**

**DATE: OCTOBER 1, 2019**

**PAGE 2 OF 2**

**PROGRAM/SUB-PROGRAM IMPACT:**

The recommended contract supports the Transportation-Infrastructure Maintenance goal of providing a safe, well-maintained effective and efficient multimodal transportation system at a reasonable cost.

**RECOMMENDATION:**

Staff recommends City Council award the 2019 Pavement Crackseal Project to A-1 Chipseal per their bid of \$74,980.00 and authorize the City Manager, Public Works Director and City Clerk to sign and execute contract documents on behalf of the City.

**ATTACHMENT(S):**

1. A-1 Chipseal Contract
2. 2019 Pavement Crackseal Map

**STRATEGIC PLAN IMPACT:**

<input type="checkbox"/>	 <b>Financial Stewardship &amp; Asset Management</b>	<input checked="" type="checkbox"/>	 <b>Reliable Core Services</b>
<input type="checkbox"/>	 <b>Vibrant Economic Climate</b>	<input type="checkbox"/>	 <b>Quality Programs &amp; Amenities</b>
<input type="checkbox"/>	 <b>Engaged Community</b>	<input type="checkbox"/>	 <b>Healthy Workforce</b>
<input type="checkbox"/>	 <b>Supportive Technology</b>	<input type="checkbox"/>	 <b>Collaborative Regional Partner</b>

## AGREEMENT

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THIS AGREEMENT is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_ in the year 2019 by and between:

**CITY OF LOUISVILLE, COLORADO**  
(hereinafter called **OWNER**)

and

**A-ONE CHIPSEAL**  
(hereinafter called **CONTRACTOR**)

OWNER and CONTRACTOR, in consideration of the mutual covenants hereinafter set forth, agree as follows.

### ARTICLE 1. WORK

CONTRACTOR shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows:

**PROJECT: 2019 PAVEMENT CRACK SEAL PROJECT**  
**PROJECT NUMBER: 301312-660026**

### ARTICLE 2. CONTRACT TIMES

- 2.1 The CONTRACTOR shall substantially complete all work by June 25, 2019 and within **20 Contract Days** after the date when the Contract Time commences to run. The Work shall be completed and ready for final payment in accordance with paragraph 14.13 of the General Conditions within **20 Contract Days** after the date when the Contract Times commence to run. The Contract Times shall commence to run on the day indicated in the Notice to Proceed.
- 2.2 **LIQUIDATED DAMAGES.** The OWNER and the CONTRACTOR agree and recognize that time is of the essence in this contract and that the OWNER will suffer financial loss if the Work is not substantially complete by the date specified in paragraph 2.1 above, plus any extensions thereof allowed in accordance with the Article 12 of the General Conditions. OWNER and CONTRACTOR also agree that such damages are uncertain in amount and difficult to measure accurately. Accordingly, the OWNER and CONTRACTOR agree that as liquidated damages, and not as a penalty, for delay in performance the CONTRACTOR shall pay the OWNER **TWO HUNDRED FIFTY DOLLARS (\$250)** for each and every **Contract Day** and portion thereof that expires after the time specified above for substantial completion of the Work until the same is finally complete and ready for final payment. The liquidated damages herein specified shall only apply to the CONTRACTOR's delay in performance, and shall not include litigation or attorneys' fees incurred by the OWNER, or other incidental or consequential damages suffered by the OWNER due to the CONTRACTOR's performance. If the OWNER charges liquidated damages to the CONTRACTOR, this shall not preclude the OWNER from commencing an action against the CONTRACTOR for other actual harm resulting from the CONTRACTOR's performance, which is not due to the CONTRACTOR's delay in performance.

### **ARTICLE 3. CONTRACT PRICE**

3.1 The OWNER shall pay in current funds, and the CONTRACTOR agrees to accept in full payment for performance of the Work, subject to additions and deductions from extra and/or omitted work and determinations of actual quantities as provided in the Contract Documents, the Contract Price of seventy four thousand nine hundred and eighty dollars (\$74,980.00) as set forth in the Bid Form of the CONTRACTOR dated September 3, 2019.

As provided in paragraph 11.9 of the General Conditions estimated quantities are not guaranteed, and determinations of actual quantities and classification are to be made by ENGINEER as provided in paragraph 9.10 of the General Conditions. Unit prices have been computed as provided in paragraph 11.9 of the General Conditions.

### **ARTICLE 4. PAYMENT PROCEDURES**

CONTRACTOR shall submit Applications for Payment in accordance with Article 14 of the General Conditions. Applications for Payment will be processed by OWNER as provided in the General Conditions.

4.1 PROGRESS PAYMENTS. OWNER shall make progress payments on the basis of CONTRACTOR's Applications for Payment as recommended by ENGINEER, on or about the third Wednesday of each month during construction as provided below. All progress payments will be on the basis of the progress of the Unit Price Work based on the number of units completed as provided in the General Conditions.

4.1.1.1 Prior to Substantial Completion, progress payments will be made in the amount equal to 90 percent of the completed Work, and/or 90 percent of materials and equipment not incorporated in the Work (but delivered, suitably stored and accompanied by documentation satisfactory to OWNER as provided in 14.2 of the General Conditions), but in each case, less the aggregate of payments previously made and such less amounts as ENGINEER shall determine, or OWNER may withhold, in accordance with paragraph 14.7 of the General Conditions.

If Work has been 50 percent completed as determined by ENGINEER, and if the character and progress of the Work have been satisfactory to OWNER, OWNER may determine that as long as the character and progress of the Work remain satisfactory to them and no claims have been made by Subcontractors or material suppliers for unpaid work or materials, there will be no additional retainage on account of Work completed in which case the remaining progress payments prior to Substantial Completion may be in an amount equal to 100 percent of the Work completed.

Nothing contained in this provision shall preclude the OWNER and CONTRACTOR from making other arrangements consistent with C.R.S. 24-91-105 prior to contract award.

4.2 FINAL PAYMENT. Upon final completion and acceptance of the Work in accordance with paragraph 14.13 of the General Conditions, OWNER shall pay the remainder of the Contract Price as provided in said paragraph 14.13 of the General Conditions.

### **ARTICLE 5. CONTRACTOR'S REPRESENTATIONS**

In order to induce OWNER to enter into this Agreement CONTRACTOR makes the following representations:

- 5.1 CONTRACTOR has examined and carefully studied the Contract Documents, (including the Addenda listed in paragraph 6.10) and the other related data identified in the Bidding Documents including "technical".
- 5.2 CONTRACTOR has inspected the site and become familiar with and is satisfied as to the general, local and site conditions that may affect cost, progress, performance or furnishing of the Work.
- 5.3 CONTRACTOR is familiar with and is satisfied as to all federal, state and local Laws and Regulations that may affect cost, progress and furnishing of the Work.
- 5.4 CONTRACTOR has carefully studied all reports of exploration and tests of subsurface conditions at or contiguous to the site and all drawings of physical conditions relating to surface or subsurface structures at or contiguous to the site (Except Underground facilities) which have been identified in the General Conditions as provided in paragraph 4.2.1 of the General Conditions. CONTRACTOR accepts the determination set forth in paragraph 4.2 of the General Conditions. CONTRACTOR acknowledges that such reports and drawings are not Contract Documents and may not be complete for CONTRACTOR's purposes. CONTRACTOR acknowledges that OWNER and ENGINEER do not assume responsibility for the accuracy or completeness of information and data shown or indicated in the Contract Documents with respect to such reports, drawings or to Underground Facilities at or contiguous to the site. CONTRACTOR has conducted, obtained and carefully studied (or assume responsibility for having done so) all necessary examinations, investigations, explorations, tests, studies, and data concerning conditions (surface, subsurface and Underground Facilities) at or contiguous to the site or otherwise which may affect cost, progress, performance or furnishing of the Work or which relate to any aspect of the means, methods, techniques, sequences and procedures of construction to be employed by CONTRACTOR and safety precautions and programs incident thereto. CONTRACTOR does not consider that any additional examinations, investigations, explorations, tests, studies or data are necessary for the performance and furnishing of the Work at the Contract Price, within the Contract Times and in accordance with the other terms and conditions of the Contract Documents.
- 5.5 CONTRACTOR has reviewed and checked all information and data shown or indicated on the Contract Documents with respect to existing Underground Facilities at or contiguous to the site and assumes responsibility for the accurate location of said Underground Facilities. No additional examinations, investigations, explorations, tests, reports, studies or similar information or data in respect of said Underground Facilities are or will be required by CONTRACTOR in order to perform and furnish the Work at the Contract Price, within the Contract Time and in accordance with the other terms and conditions of the Contract Documents, including specifically the provisions of paragraph 4.3 of the General Conditions.
- 5.6 CONTRACTOR is aware of the general nature of work to be performed by OWNER and others at the site that relates to the Work as indicated in the Contract Documents.
- 5.7 CONTRACTOR has correlated the information known to CONTRACTOR, information and observations obtained from visits to the site, reports and drawings identified in the Contract Documents and all additional examinations, investigations, explorations, tests studies and data with the Contract Documents.
- 5.8 CONTRACTOR has given ENGINEER written notice of all conflicts, errors, ambiguities or discrepancies that CONTRACTOR has discovered in the Contract Documents and the written resolution thereof by ENGINEER is acceptable to CONTRACTOR, and the Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing the Work.

## ARTICLE 6. CONTRACT DOCUMENTS

The Contract Documents, which constitute the entire agreement between OWNER and CONTRACTOR concerning the Work, are all written documents, which define the Work and the obligations of the Contractor in performing the Work and the OWNER in providing compensation for the Work. The Contract Documents include the following:

- 6.1 Invitation to Bid.
- 6.2 Instruction to Bidders.
- 6.3 Bid Form.
- 6.4 This Agreement.
- 6.5 General Conditions.
- 6.6 Supplementary Conditions.
- 6.7 General Requirements.
- 6.8 Technical Specifications.
- 6.9 Drawings with each sheet bearing the title: **2019 PAVEMENT CRACK SEAL PROJECT**
- 6.10 Change Orders, Addenda and other documents which may be required or specified including:
  - 6.10.1 Addenda No. 0 to 0 exclusive
  - 6.10.2 Documentation submitted by CONTRACTOR prior to Notice of Award.
  - 6.10.3 Schedule of Subcontractors
  - 6.10.4 Anti-Collusion Affidavit
  - 6.10.5 Certification of EEO Compliance
  - 6.10.6 Notice of Award
  - 6.10.7 Performance Bond
  - 6.10.8 Labor and Material Payment Bond
  - 6.10.9 Certificates of Insurance
  - 6.10.10 Notice to Proceed
  - 6.10.11 Contractor's Proposal Request
  - 6.10.12 Contractor's Overtime Request
  - 6.10.13 Field Order
  - 6.10.14 Work Change Directive
  - 6.10.15 Change Order
  - 6.10.16 Application for Payment
  - 6.10.17 Certificate of Substantial Completion
  - 6.10.18 Claim Release
  - 6.10.19 Final Inspection Report
  - 6.10.20 Certificate of Final Completion
  - 6.10.21 Guarantee Period Inspection Report
- 6.11 The following which may be delivered or issued after the Effective Date of the Agreement and are attached hereto: All Written Amendments and other documents amending, modifying, or

supplementing the Contract Documents pursuant to paragraphs 3.5 and 3.6 of the General Conditions.

- 6.12 In the event of conflict between the above documents, the prevailing document shall be as follows:
1. Permits from other agencies as may be required.
  2. Special Provisions and Detail Drawings.
  3. Technical Specifications and Drawings. Drawings and Technical Specifications are intended to be complementary. Anything shown or called for in one and omitted in another is binding as if called for or shown by both.
  4. Supplementary Conditions.
  5. General Conditions.
  6. City of Louisville Design and Construction Standards.
  7. Reference Specifications.

In case of conflict between prevailing references above, the one having the more stringent requirements shall govern.

There are no Contract Documents other than those listed above in this Article 6. The Contract Documents may only be amended, modified or supplemented as provided in paragraphs 3.5 and 3.6 of the General Conditions.

#### **ARTICLE 7. MISCELLANEOUS**

- 7.1 Terms used in this Agreement, which are defined in Article 1 of the General Conditions, shall have the meanings indicated in the General Conditions.
- 7.2 No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment no assignment will release or discharge that assignor from any duty or responsibility under the Contract Documents.
- 7.3 OWNER and CONTRACTOR each binds itself, its partners, successors, assigns and legal representatives to the other party hereto, its partners, successors, assigns and legal representatives in respect to all covenants, agreements and obligations contained in the Contract Documents.

**ARTICLE 8. OTHER PROVISIONS**

IN WITNESS WHEREOF, OWNER and CONTRACTOR have signed this Agreement in duplicate. One counterpart each has been delivered to OWNER and CONTRACTOR. All portions of the Contract Documents have been signed, initialed or identified by OWNER and CONTRACTOR.

This Agreement will be effective on \_\_\_\_\_, 2019.

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**OWNER: CITY OF LOUISVILLE,  
COLORADO**

**CONTRACTOR:** \_\_\_\_\_

By: \_\_\_\_\_  
Heather Balsler, City Manager

By: \_\_\_\_\_

(CORPORATE SEAL)

(CORPORATE SEAL)

Attest: \_\_\_\_\_  
\_\_\_\_\_  
Meredyth Muth, City Clerk

Attest:

Address for giving notices:

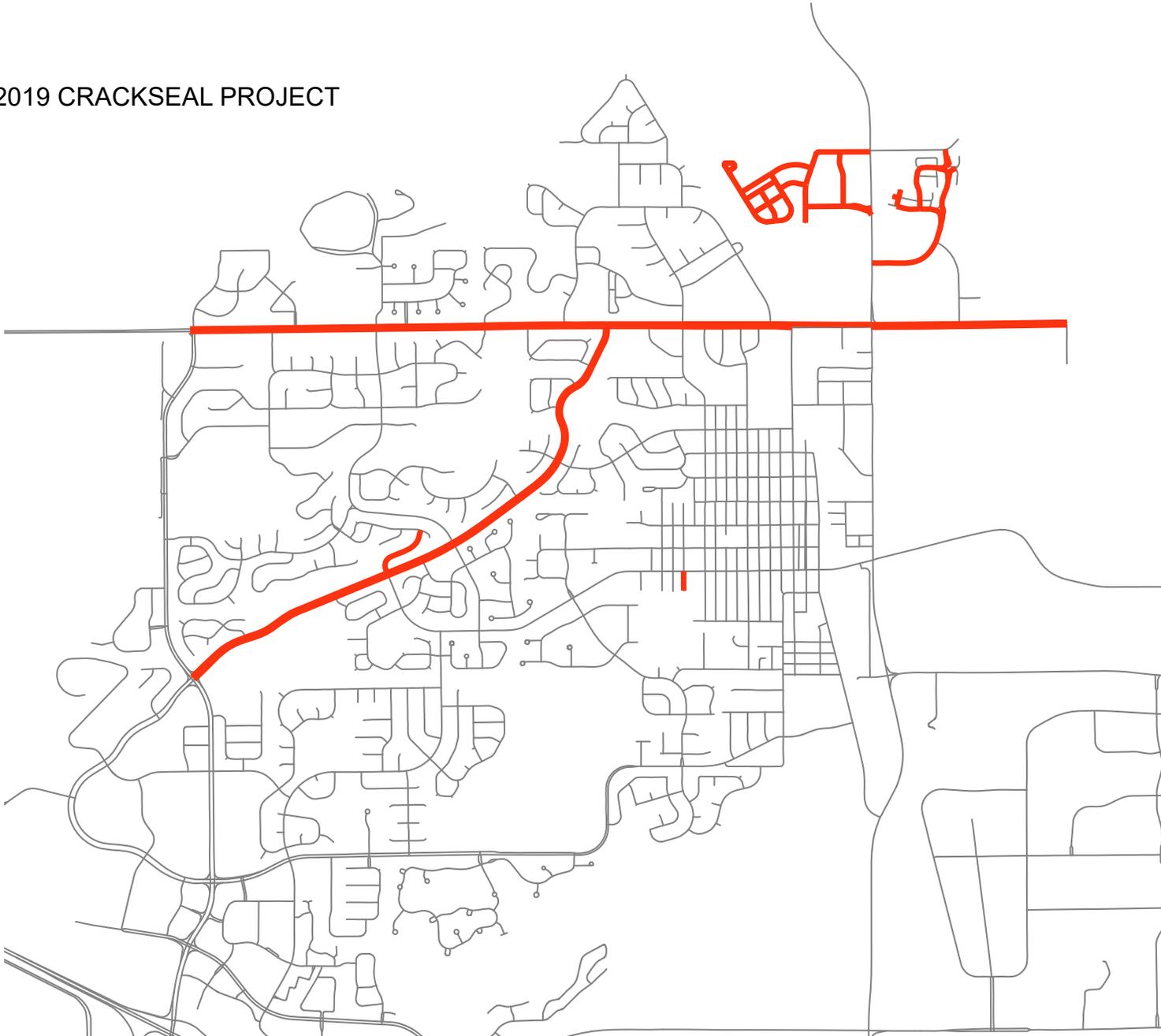
Address for giving notices:

749 Main Street  
Louisville, Colorado  
80027

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Attention: City Engineer

2019 CRACKSEAL PROJECT



**SUBJECT: APPROVAL OF RESOLUTION NO. 32, SERIES 2019 – A  
RESOLUTION REGARDING THE RESIGNATION OF THE  
MUNICIPAL COURT JUDGE AND APPROVING AN  
AGREEMENT FOR INTERIM MUNICIPAL JUDGE SERVICES**

**DATE: OCTOBER 10, 2019**

**PRESENTED BY: MEREDYTH MUTH, CITY CLERK**

**SUMMARY:**

Judge Wheeler submitted her resignation on September 17 to be effective September 30 as she has taken a job with the Adams County Court. While this is less than the requisite 30 days noted in the contract, given the current court schedule, staff feels this early end date can be worked around. The contract states “The Presiding Judge may also voluntarily resign by providing at least 30 days’ advance written notice to the City Council, unless a shorter notice period is agreed to by the City Council” so City Council will need to agree.”

The Legal Review Committee recommends the City Council accept Judge Wheeler’s request of a September 30 end date and appoint Deputy Judge David Thrower to step in as Interim Municipal Judge from October 1, 2019 through February 29, 2020 at the same pay rate as Judge Wheeler. This would be slightly longer than simply filling the remainder of the contract term which ends January 2, 2020, but the extra time would allow incoming City Council to be prepared for the hiring process and also the City will not be advertising a Request for Proposals for the position during the holidays.

In addition, the Committee recommends retaining Judge Wheeler as Deputy Municipal Judge through October 17<sup>th</sup> to assure the Court session on October 15<sup>th</sup> is covered if Judge Thrower is unavailable.

**RECOMMENDATION:**

Approve Resolution No. 32, Series 2019

**ATTACHMENT(S):**

1. Resolution No. 32, Series 2019
2. Judge Wheeler’s Resignation Letter
3. Interim Judge Contract

**SUBJECT: MUNICIPAL JUDGE VACANCY**

**DATE: OCTOBER 1, 2019**

**PAGE 2 OF 2**

**STRATEGIC PLAN IMPACT:**

<input type="checkbox"/>	 <b>Financial Stewardship &amp; Asset Management</b>	<input checked="" type="checkbox"/>	 <b>Reliable Core Services</b>
<input type="checkbox"/>	 <b>Vibrant Economic Climate</b>	<input type="checkbox"/>	 <b>Quality Programs &amp; Amenities</b>
<input type="checkbox"/>	 <b>Engaged Community</b>	<input type="checkbox"/>	 <b>Healthy Workforce</b>
<input type="checkbox"/>	 <b>Supportive Technology</b>	<input type="checkbox"/>	 <b>Collaborative Regional Partner</b>

**RESOLUTION NO. 32  
SERIES 2019**

**A RESOLUTION REGARDING THE RESIGNATION OF THE MUNICIPAL  
COURT JUDGE AND APPROVING AN AGREEMENT FOR INTERIM  
MUNICIPAL JUDGE SERVICES**

**WHEREAS**, Section 9-3(b) of the Louisville Home Rule Charter provides the City Council shall appoint, by the affirmative vote of 2/3 of the entire Council, a presiding municipal judge, which judge shall serve for a two-year term, and that any vacancy in the office of municipal judge shall be filled by appointment for the remainder of the unexpired term; and

**WHEREAS**, by an Agreement for Municipal Judge Services dated October 4, 2016 (the “Agreement”), the City Council appointed Kristan K. Wheeler as Presiding Municipal Judge for the Louisville Municipal Court for the unexpired term of the previous presiding municipal judge, for a term expiring January 2, 2018; and

**WHEREAS**, Judge Wheeler was re-appointed by the City Council as Presiding Municipal Judge for a term ending January 2, 2020; and

**WHEREAS**, the Agreement provides the Presiding Judge may voluntarily resign by providing at least 30 days’ advance written notice to the City Council, unless a shorter notice period is agreed to by the City Council; and

**WHEREAS**, by letter dated September 17, 2019, Judge Wheeler notified the City Council in writing of her resignation as Presiding Judge and requested the City Council agree to a notice period of fewer than 30 days, so that she may begin new employment on October 1, 2019; and

**WHEREAS**, Judge Wheeler later advised the City she would be available to serve as a deputy municipal judge in the Louisville Municipal Court if necessary, specifically for the purpose of the scheduled October 15, 2019 session of the Court; and

**WHEREAS**, David J. Thrower is a duly licensed attorney in the State of Colorado who has served as a deputy municipal judge in the Louisville Municipal Court, and is available to serve as Interim Presiding Municipal Judge; and

**WHEREAS**, the proposed Agreement for Interim Municipal Judge Services, a copy of which accompanies this resolution, provides that Mr. Thrower will serve as the Presiding Municipal Judge until February 29, 2020; and

**WHEREAS**, the time period during which Mr. Thrower will serve as the Presiding Municipal Judge will allow the City Council, some of whose members will be newly elected on November 5, 2019, to engage in a thoughtful and thorough search for a new presiding municipal judge, for a term to expire January 2, 2022; and

**WHEREAS**, the City Council has reviewed Judge Wheeler’s resignation, and the proposed Agreement for Interim Municipal Judge Services, and finds that agreeing to the shortened notice period requested by Judge Wheeler will not result in any negative impact on the proper functioning of the Louisville Municipal Court, particularly since Judge Wheeler has agreed to serve as a deputy municipal judge in the event Mr. Thrower is unable to preside over the October 15, 2019 session of the Louisville Municipal Court, and desires by this resolution to agree to such shorter notice by Judge Wheeler and appoint Mr. Thrower as Interim Presiding Judge, all as set forth herein.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO THAT:**

1. The proposed Agreement for Interim Municipal Judge Services (the “Interim Agreement”) is hereby approved in essentially the same form as the copy of such Interim Agreement accompanying this Resolution.
2. The Mayor is hereby authorized to execute the Interim Agreement on behalf of the City Council of the City of Louisville, except that the Mayor is hereby granted the authority to negotiate and approve such revisions to said Interim Agreement as the Mayor determines are necessary or desirable for the protection of the City, so long as the essential terms and conditions of the Interim Agreement are not altered.
3. The City Council hereby agrees to a notice period of her appointment as Presiding Municipal Judge of less than 30 days, as requested by Judge Wheeler in her written notice dated September 17, 2019, with Judge Wheeler’s term as Presiding Judge ending on September 30, 2019, and with Judge Wheeler serving as a deputy municipal judge for the Louisville Municipal Court until October 16, 2019, and with any services to be performed by Judge Wheeler as the deputy municipal judge to be compensated at the City’s standard rate of \$70.00 per hour.

**PASSED AND ADOPTED** this 1<sup>st</sup> day of October, 2019.

\_\_\_\_\_  
Robert P. Muckle, Mayor

ATTEST:

\_\_\_\_\_  
Meredyth Muth, City Clerk

**AGREEMENT FOR INTERIM MUNICIPAL JUDGE SERVICES**

THIS AGREEMENT is made and entered into effective the 1<sup>st</sup> day of October, 2019, by and between the CITY OF LOUISVILLE, a Colorado home rule municipal corporation (the “City”) and David J. Thrower, an individual.

**WITNESSETH:**

WHEREAS, pursuant to Section 9-3 of the Louisville Home Rule Charter, the City has established the Louisville Municipal Court, and the City Council of the City is vested with the authority to appoint an interim presiding municipal judge; and

WHEREAS, due to a vacancy in the office of presiding municipal judge, the City requires the personal services of a new presiding municipal judge for the unexpired term of the previous presiding municipal judge in accordance with Section 9-3(b) of the Louisville Home Rule Charter; and

WHEREAS, pursuant to Section 9-3(b) of the Louisville Home Rule Charter, any vacancy in the office of presiding municipal judge shall be filled by appointment for the remainder of the unexpired term; and

WHEREAS, the City Council feels it in the best interest of the City to have the Interim Presiding Judge serve until February 29, 2020 to allow the City Council, some of whose members will be newly elected on November 5, 2019, to engage in a thoughtful and thorough search for a new presiding municipal judge, and

WHEREAS, David J. Thrower is a duly licensed attorney in the State of Colorado who has held herself out to the City as having the requisite expertise and experience to perform the interim presiding municipal judge services sought by the City; and

WHEREAS, pursuant to Section 9-3(b) of the Louisville Home Rule Charter, the City Council of the City desires to appoint David J. Thrower as interim presiding municipal judge of the Louisville Municipal Court, for an initial term expiring February 29, 2020.

NOW THEREFORE, in consideration of the mutual covenants hereinafter contained, the parties hereby agree as follows:

1. Appointment. The City Council hereby appoints David J. Thrower as Interim Presiding Municipal Judge for the Louisville Municipal Court (hereafter “Presiding Judge”), for the term specified in Section 2, below.
2. Term. The Presiding Judge is appointed for a term commencing on October 1, 2019. Such term shall expire February 29, 2020.
3. Services. The Presiding Judge shall preside over the regularly-scheduled sessions of the Louisville Municipal Court (approximately two per month) and over such other Municipal

Court sessions as may be necessary for the proper functioning of the Court. The Presiding Judge shall perform all such duties and exercise all such powers as are required of and vested in a municipal court judge by the Louisville Home Rule Charter and Louisville Municipal Code, and other applicable laws, regulations, and codes of conduct (including but not limited to the Colorado Code of Judicial Conduct) that are applicable to the position. The Presiding Judge shall also perform the administrative duties of a presiding municipal judge and perform the swearing in of City elected officials and police officers.

4. Removal or Resignation; Termination. During the term, the Presiding Judge may be removed from office by the affirmative vote of two-thirds of the entire City Council for cause, as set forth in Section 9-3 of the Louisville Home Rule Charter. The Presiding Judge may also voluntarily resign by providing at least 30 days' advance written notice to the City Council, unless a shorter notice period is agreed to by the City Council. In the event of any such removal or resignation, or any other termination of this Agreement prior to the expiration of the term, the Presiding Judge shall be paid solely for services rendered through the effective date of such removal, resignation or termination.

5. Compensation. Pursuant to Section 9-3 of the Louisville Home Rule Charter, the compensation of the Presiding Judge is established by the City Council and is not dependent upon the outcome of the matters to be decided by the judge. Pursuant to Ordinance No. 1706, Series 2015 (codified at Louisville Municipal Code Section 2.32.050), the Presiding Judge shall receive as full compensation for the Presiding Judge's services the amount of \$2,600 per month (not to exceed \$31,200 yearly), which monthly payment amount shall be prorated on a daily basis for the days of service in the first and final month of the term. The Presiding Judge shall submit monthly an invoice for services for the preceding month. The City shall pay the invoice within 30 days of receipt thereof.

6. Additional Judges. The City may employ, at the City's expense, such other additional judges as the City determines to be necessary or otherwise in the best interest of the City during the term of this Agreement.

7. Independent Contractor Status. The Presiding Judge shall be an independent contractor and not an employee of the City and shall make no representation that she is a City employee for any purpose. Further:

a. ***No Payment of Employment Taxes or Other Withholdings.*** The City shall not withhold or pay or be obligated to withhold or pay any payroll or employment taxes (including, but not limited to, FICA, FUTA, federal personal income tax, state personal income tax, state disability insurance tax, state unemployment insurance tax, and state worker's compensation insurance tax) or other amounts with respect to any services performed by or fees paid or expenses reimbursed to the Presiding Judge.

b. ***No Payment of Workers' Compensation/Unemployment Compensation.*** The City shall not provide or be obligated to provide to Presiding Judge any workers' compensation or unemployment compensation insurance coverage.

8. Payments Subject to Appropriation. Notwithstanding any other provisions contained herein, the financial obligations of the City under this Agreement are subject to annual appropriation of funds by the City Council, and nothing herein is intended or shall be constructed to create any City debt or multiple-fiscal year obligation whatsoever. A failure to appropriate sufficient funds in any year to pay the full amount due, or which may be due hereunder for the following year shall constitute a termination subject to Section 4 of this Agreement. The City hereby states that it has appropriated in the 2019 budget sufficient funds for the payment of all amounts due, or which may be due hereunder in the 2019 fiscal year.

9. Miscellaneous Provisions. The parties agree that this Agreement is a personal services contract. No party shall assign this Agreement or delegate duties under this Agreement or any portion thereof. This Agreement may only be amended by written instrument signed by the Presiding Judge and Mayor and City Clerk of the City, after approval of such amendment by the City Council. This Agreement represents the entire Agreement between the parties and there are no oral or collateral agreements or understandings. If one or more provisions of this Agreement should be invalid, illegal or unenforceable in any respect, the remaining provisions contained in this Agreement shall not in any way be affected. This Agreement may be signed in counterparts. Faxed, electronic, and scanned signatures shall be accepted as originals.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the dates shown.

CITY OF LOUISVILLE, COLORADO

\_\_\_\_\_  
Robert P. Muckle, Mayor

Date: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Meredyth Muth, City Clerk

\_\_\_\_\_  
David J. Thrower

Date: \_\_\_\_\_

STATE OF COLORADO            )  
  ) ss.  
COUNTY OF BOULDER        )

SUBSCRIBED AND SWORN TO before me this \_\_\_\_\_ day of \_\_\_\_\_, 2019  
by David J. Thrower.

My commission expires on: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

(SEAL)

**SUBJECT: APPROVAL OF RESOLUTION NO. 33, SERIES 2019 – A  
RESOLUTION OF THE LOUISVILLE CITY COUNCIL URGING  
LOUISVILLE CITIZENS TO VOTE YES ON BALLOT ISSUE 2E  
AT THE NOVEMBER 5, 2019 ELECTION CONCERNING  
RETENTION OF RECREATION TAX REVENUES**

**DATE: OCTOBER 1, 2019**

**PRESENTED BY: MEGAN DAVIS, DEPUTY CITY MANAGER**

**SUMMARY:**

The City of Louisville has placed the Retention of Recreation Tax Revenues on the 2019 voter ballot. The ballot language seeks voter approval for the City to retain the revenues collected through the 2016 voter-approved .15% sales and use tax, and continue to collect the tax at the rate it was approved. This is not a new tax, nor does it increase taxes.

Approval of the ballot issue would allow the City to continue to collect sales and use tax at the increased rate approved by voters at the 2016 election for operating and maintaining the recently expanded and remodeled Louisville Recreation/Senior Center and the pool facilities at Memory Square Park. Approval of the ballot issue would also permit the City to keep revenues collected in 2018 (the first full year of collection) that exceed the estimates that were included in the election notice mailed to voters in 2016. If voters do not approve this ballot issue, the City would likely be required under the Taxpayer's Bill of Rights (TABOR) to refund \$845,795 in revenues collected from the tax rate increase in 2018, and to eliminate the City's sales and use tax rate increase approved by the voters at the 2016 election.

On July 23, 2019 City Council unanimously approved ORDINANCE NO. 1778, SERIES 2019, to submit the ballot issue to the registered electors at the regular election to be held November 5, 2019. At the September 17, 2019 City Council meeting, Council directed staff to bring back for their consideration a draft resolution supporting the Ballot issue.

**FISCAL IMPACT:**

If this ballot measure does not pass, it will have a negative fiscal impact to the City. The City would be required to refund the original voter-approved revenue collected in the first year of the tax in the amount \$845,795. These funds have been utilized for the Recreation and Senior Center expansion, per voter approval in 2016. The City would then have to identify funds to backfill this lost revenue, and identify funding to provide continued funding for the annual operations of the Recreation and Senior Center fund.

**PROGRAM/SUB-PROGRAM IMPACT:**

The proposed ballot measure would impact the City’s Recreation program area to promote the physical, mental, and social well-being of residents and visitors through a broad range of high-quality, reasonably priced recreation and leisure activities for people all ages, interests and ability levels. It would also impact the Senior Services subprogram area, which encourages physical activity, intellectual stimulation, and social well-being through programs and services for persons 60 and older.

**RECOMMENDATION:**

City Council can consider Resolution No. 33, Series 2019 in support of City of Louisville Ballot Issue 2E.

**ATTACHMENT(S):**

- 1. Resolution

**STRATEGIC PLAN IMPACT:**

<input checked="" type="checkbox"/>	 <b>Financial Stewardship &amp; Asset Management</b>	<input type="checkbox"/>	 <b>Reliable Core Services</b>
<input type="checkbox"/>	 <b>Vibrant Economic Climate</b>	<input checked="" type="checkbox"/>	 <b>Quality Programs &amp; Amenities</b>
<input type="checkbox"/>	 <b>Engaged Community</b>	<input type="checkbox"/>	 <b>Healthy Workforce</b>
<input type="checkbox"/>	 <b>Supportive Technology</b>	<input type="checkbox"/>	 <b>Collaborative Regional Partner</b>

**RESOLUTION NO. 33  
SERIES 2019**

**A RESOLUTION OF THE LOUISVILLE CITY COUNCIL URGING LOUISVILLE  
CITIZENS TO VOTE YES ON BALLOT ISSUE 2E AT THE NOVEMBER 5, 2019  
ELECTION CONCERNING RETENTION OF RECREATION TAX REVENUES**

**WHEREAS**, at the November 8, 2016 election, the City's voters approved a 0.15% sales and use tax for maintaining the recreation center, senior center, and pool facilities in Memory Square Park (the "Recreation Tax"); and

**WHEREAS**, as required by the Taxpayer's Bill of Rights ("TABOR"), in connection with the proposed Recreation Tax, the City provided estimates of the amount of the revenue it anticipated would be raised in the first full year of the tax (2018) and an estimate of the City's 2018 fiscal year spending without the tax increase; and

**WHEREAS**, due to a variety of factors, over many of which the City had no control, both the revenues collected pursuant to the Recreation Tax and the City's 2018 fiscal year spending exceeded the City's estimates; and

**WHEREAS**, TABOR allows the City's voters to authorize the City keep and spend the excess Recreation Tax revenues for the purpose of maintaining the recreation center, senior center, and pool facilities in Memory Square Park and retain the 0.15% tax rate, all as originally approved by the voters in 2016; and

**WHEREAS**, the City Council has referred to the voters Ballot Issue 2E, and voter approval of Ballot Issue 2E will enable the City to maintain these facilities as anticipated when voters approved the Recreation Tax in 2016; and

**WHEREAS**, should Ballot Issue 2E not be approved by the City's voters at the November 5, 2019 election, the City will be required by TABOR to refund the revenues raised by the Recreation Tax and to discontinue future collections of the Recreation Tax, which will significantly affect the City's ability to maintain these recreational facilities that are of such importance to so many in the community; and

**WHEREAS**, City Council finds it is in the best interest of the City and its citizens that the City be authorized to keep and spend the revenues raised by the Recreation Tax and to continue collecting Recreation Tax revenues at the rate approved by voters in 2016, and therefore urges City voters to vote YES on Ballot Issue 2E at the November 5, 2019 election; and

**WHEREAS**, state law allows the City Council to adopt this resolution as a statement of City Council's position of support for the adoption of Ballot Issue 2E.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO**, that the City Council supports the approval of Ballot Issue 2E, which will authorize the City to retain the tax rate and spend the revenues raised by the voter-approved Recreation Tax, and urges Louisville citizens to vote YES on Ballot Issue 2E at the November 5, 2019 election.

**APPROVED AND ADOPTED** this 1<sup>st</sup> day of October, 2019.

\_\_\_\_\_  
Robert P. Muckle, Mayor

ATTEST:

\_\_\_\_\_  
Meredyth Muth, City Clerk

**SUBJECT: RESOLUTION 34, SERIES 2019 – A RESOLUTION ADOPTING  
THE CITY OF LOUISVILLE TRANSPORTATION MASTER PLAN**

**DATE: OCTOBER 1, 2019**

**PRESENTED BY: ROB ZUCCARO, DIRECTOR OF PLANNING AND BUILDING  
SAFETY**

**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.) City Council provided direction on the TMP at their meetings on August 7, 2018, October 2, 2018, January 22, 2019, and May 28, 2019.

Staff and the City’s consultant, TEI, are presenting the draft Transportation Master Plan for final review and adoption. 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.



The City published a complete draft of the TMP for public review on August 13<sup>th</sup>. Subsequently, staff held a public open house on August 22<sup>nd</sup> and provided the plan to regional partners such as RTD and the Boulder County Transportation Department for comment. Staff also presented the TMP to the Planning Commission, the Open Space Advisory Board (OSAB), the Parks and Public Landscape Advisory Board (PPLAB), the Louisville Sustainability Advisory Board (LSAB), the Business Retention and Development Committee (BRaD) and Louisville Revitalization Commission (LRC) for review and comments.

Following the public review process, several changes were made to the final draft presented for adoption. The primary changes include:

- Based on OSAB feedback, several additional trail connections were added to the off-street trail network plans
- Based on transit agency and other stakeholder and public input, plans for specific alternative transit routes were removed from the plan. Instead, the plan identifies primary areas where first and last mile improvements and enhanced transit is desired, areas where major employment centers exist or are anticipated and transit is desired, and local and desired areas for additional local and regional connections.
- The concept of the Downtown Connector project was removed and replaced with a more general concept of Downtown Connection Enhancements. The focus of the improvements is on enhanced sidewalks and a separated bike lane on Pine Street between Via Appia and the edge of Old Town. Through Old Town into Downtown, the improvements focus more on connecting to existing and designated routes and less on physical infrastructure improvements.

**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. The City has developed this Transportation Plan in an effort to recognize the benefits of coordinated transportation planning City-wide, rather than current incremental approach for specific corridors or areas of the City.

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 commissions, 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 covers 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
- 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.

**FISCAL IMPACT:**

Chapter 5, Implementation, includes cost estimates for each project and program, as well as funding scenarios. These funding scenarios include current revenue sources, in addition to new revenue sources such as grants, fees, or additional taxes. Staff notes that current revenue projections (Scenario 1) cannot fund all of the identified projects and programs recommended in the TMP.

**PROGRAM/SUB-PROGRAM IMPACT:**

Staff finds the adoption of the TMP will have a positive impact on the Transportation, Open Space and Trails, Recreation, Community Design, and Economic Prosperity Programs by improving and enhancing the safety, connections and options for the City's transportation network.

**RECOMMENDATION:**

Staff recommends City Council review the final draft of the TMP and at take one of the following actions:

- Adopt Resolution 34, Series 2017, adopting the TMP as submitted.
- Adopt Resolution 34, Series 2017, adopting the TMP with conditions for staff to make any desired minor revisions prior to final publication.

- Continue the review to an upcoming meeting if Council desires additional information or substantial edits and provide staff specific direction on the additional information and/or edits.

**ATTACHMENT(S):**

1. Resolution 34, Series 2019
2. Draft Transportation Master Plan
3. Appendix A, Public Comments and Survey Results
4. Executive Summary
5. August 7, 2018 City Council Minutes
6. October 2, 2018 City Council Minutes
7. January 22, 2019 City Council Minutes
8. May 28, 2019 City Council Minutes
9. September 12, 2019 Planning Commission Minutes
10. Sustainability Advisory Board comments
11. Public Comments Received Since Compellation of Appendix A
12. Presentation

**STRATEGIC PLAN IMPACT:**

<input checked="" type="checkbox"/>	 <b>Financial Stewardship &amp; Asset Management</b>	<input checked="" type="checkbox"/>	 <b>Reliable Core Services</b>
<input checked="" type="checkbox"/>	 <b>Vibrant Economic Climate</b>	<input checked="" type="checkbox"/>	 <b>Quality Programs &amp; Amenities</b>
<input checked="" type="checkbox"/>	 <b>Engaged Community</b>	<input checked="" type="checkbox"/>	 <b>Healthy Workforce</b>
<input checked="" type="checkbox"/>	 <b>Supportive Technology</b>	<input checked="" type="checkbox"/>	 <b>Collaborative Regional Partner</b>

**RESOLUTION NO. 34  
SERIES 2019**

**A RESOLUTION ADOPTING THE CITY OF LOUISVILLE TRANSPORTATION  
MASTER PLAN**

**WHEREAS**, the City of Louisville is a home rule municipal corporation organized under and pursuant to Article XX of the Colorado Constitution and the Louisville Home Rule Charter; and

**WHEREAS**, the City Council initiated a process to develop a Transportation Master Plan (TMP) for the City, which sets forth desired transportation polices, projects and programs to reflect a short and long-term vision for the City’s transportation network; and

**WHEREAS**, the City of Louisville TMP is intended to provide a baseline for existing conditions, consider future trends, and outline community needs and desires for implementation of a balanced multi-modal transportation network; and

**WHEREAS**, the City of Louisville TMP is intended to provide a strategic vision to guide community decisions on transportation investments that will improve access to safe and convenient transportation options for all ages and abilities, support businesses and the economic vitality of the City, and minimize traffic congestion and the associated impacts; and

**WHEREAS**, the development of the City of Louisville TMP incorporates public input received through extensive public engagement and review and feedback from the City’s Planning Commission, Open Space Advisory Board, Park and Public Landscaping Advisory Board, Sustainability Advisory Board, and Business Retention and Development Committee.

**NOW THEREFORE, BE IT RESOLVED**, that the City Council of the City of Louisville, Colorado does hereby adopt the City of Louisville Transportation Master Plan.

**PASSED AND ADOPTED** this 1<sup>st</sup> day of October, 2019.

BY: \_\_\_\_\_  
Robert P. Muckle, Mayor

ATTEST:  
\_\_\_\_\_  
Meredyth Muth, City Clerk



CITY OF LOUISVILLE

Transportation  
Master Plan

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# Acknowledgments

## City of Louisville

Robert Muckle, Mayor

## City Council Members

Jeff Lipton, Mayor Pro Tem - Ward 2

Jay Keany - Ward 1

Chris Leh - Ward 1

Susan Loo - Ward 2

Dennis Maloney - Ward 3

Ashley Stolzmann - Ward 3

## City of Louisville Staff

Heather Balser, City Manager

Harry Brennan, Planner II

Ember Brignull, Open Space Superintendent

Megan Davis, Deputy City Manager

Kurt Kowar, Director, Public Works

Nathan Mosley, Director, Parks, Recreation & Open Space

Lisa Ritchie, Senior Planner

Joliette Woodson, Public Works

Rob Zuccaro, Director, Planning & Building Safety

## Study Team

### *Traffic Engineers, Inc.*

Geoff Carleton

Shaida Libhart

James Llamas

Kelsey Walker

Alex Weinheimer

### *Economic & Planning Systems*

Andrew Knudtsen

Rachel Shindman

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# Introduction



# INTRODUCTION

Over the last two decades, Louisville has been consistently ranked as one of the top cities to live in America, one of the best small towns, and one of the best cities in Colorado to raise a family.

Louisville prides itself on supporting a great quality of life through many community amenities. Amenities include extensive bike and walk paths and a variety of public services, including the Louisville Public Library, police and fire stations, a community arts center, a recreation and senior center, and more.



The City of Louisville has a rich history that dates back to its incorporation in 1882. Originally a coal-mining town, the area has grown to become a premier suburban community situated between Boulder and Denver, with a high quality-of-life for its residents and employees. Louisville's appeal is rooted in its mix of unique historical character and modern community facilities, expansive trail system, business opportunities, and involved community.

As Louisville has evolved, its residents, businesses, and visitors alike desire a variety of ways to move around the City, whether for recreational or non-recreational purposes. Making trips in personal vehicles, biking, walking, riding transit, and using rideshare are all part of the transportation needs of Louisville residents and visitors. Investment in all of these modes of transportation will be essential to maintaining and improving the quality of life in Louisville.

The City and surrounding jurisdictions continue to make significant investments in transportation, but also continue to have many unmet and unfunded needs. Recent investments have included the City's street paving program, striping of on-street bike lanes, traffic calming at major trail connections and school routes, continuing to build upon and improve a vast sidewalk and trail network, and improving and increasing access to transit services.

Finding more ways to limit vehicle travel by providing convenient and viable multimodal alternatives has also been a priority for the City. Providing better access to non-vehicular options can help those who are not able to drive or do not have access to personal vehicles, and can help reduce traffic congestion and vehicle emissions. These efforts have included bus stop improvements and investments in first and last-mile connections and infrastructure, such as the implementation of regional wayfinding signage and a bike and ride shelter at McCaslin Station.

As more people are spending time in Louisville, and traveling through the city to get to other regional destinations, it is important that the transportation network continues to develop to meet the changing and diversifying needs.

# PLAN FRAMEWORK

## Transportation Master Plan

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 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.

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

It is important to note that the plan reflects a particular moment in time. The TMP provides 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.

## Previous Planning Efforts

Louisville has completed or participated in multiple planning efforts that have focused on transportation in a particular part of the community, a specific corridor, or touched on transportation as part of other broader efforts. The TMP takes into account these past plans and incorporates the previous goals, strategies, and recommendations when still consistent with the City's current transportation goals. It is important that the TMP recognizes and incorporates both past and present community input and previous recommendations to inform future goals.

### The Comprehensive Plan, identifies the following core value around transportation:

*"A Balanced Transportation System...where the City desires to make motorists, transit customers, bicyclists and pedestrians of all ages and abilities partners in mobility, and where the City intends to create and maintain a multimodal transportation system to ensure that each user can move in ways that contribute to the economic prosperity, public health, and exceptional quality of life in the City."*

### Past planning efforts include:

- Sustainability Action Plan 2016
- Comprehensive Plan
- Downtown Parking & Pedestrian Action Plan
- McCaslin Blvd Small Area Plan
- Northwest Area Mobility Study (RTD)
- 42/S 96th Street Gateway Alternative Analysis
- Dillon Road Corridor Study
- 2040 Metro Vision RTP (DRCOG)
- South Boulder Road Small Area Plan
- Trail and Wayfinding Master Plan
- Regional Housing Strategy
- Affordable Rentals (Boulder County)
- US 36 First & Final Mile Study
- SH 7 Planning & Environmental Linkages
- Boulder County Age Well Plan

# TMP ORGANIZATION AND CONTENTS

The TMP is organized in the following way:

## 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 have informed the plan elements and priorities.

## Chapter 3 Existing Conditions

This chapter covers 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 City's recommendations based on community input and the analysis of existing conditions. The recommendations are organized into Policies, Projects, and Programs.

## Chapter 5 Implementation

This chapter establishes a framework for prioritizing recommendations and evaluating the City's progress towards the TMP's goals.

# TMP GOALS

Louisville's transportation network will:

- 1** Operate **efficiently and safely** for all users.
- 2** Be a **cohesive and layered system** of streets and trails for walking, biking, transit, driving, and recreation.
- 3** Provide **local and regional travel** options that balance needs for Louisville residents, employees, and visitors.
- 4** Utilize **new technologies** to provide safe, reliable, clean and convenient transportation choices.
- 5** Increase **mobility options and access** for people of all ages, abilities and income levels.
- 6** Provide **complete streets** that are inviting, enhance livability and reflect the City's small-town atmosphere.
- 7** Support **economic opportunities** and businesses.
- 8** Improve **environmental and community health** by reducing emissions, and supporting mode share and sustainability.

## Developing the Goals:

The City's goals for transportation are rooted in the core values in the Comprehensive Plan, which focus on a balanced transportation system where people of all ages and abilities are partners in mobility. Furthermore, the Comprehensive Plan envisions a transportation network that contributes to the economic prosperity, public health, and quality of life in Louisville. In addition to the guidance from the Comprehensive Plan, the City developed the TMP goals based on conversations with the public and stakeholders from across the City.



## 1. Operate efficiently and safely for all users.

Louisville's transportation system must function efficiently, delivering people to their destinations in a timely manner. Whether someone is driving, walking, or cycling the transportation network must be convenient and enhance their ability to move around the city and the region. The transportation network must also be safe for all users. It should be designed in a way that minimizes crashes, and also in a way that functions well year-round, throughout inclement weather.



## 2. Be a cohesive and layered system of streets and trails for walking, biking, transit, driving, and recreation.

Louisville's transportation system must be a well-connected network that links together the network for all transportation modes. This means that key destinations and routes must be accessible for all that use the network and that people can move seamlessly between destinations and modes.



## 3. Provide local and regional travel options that balance needs for Louisville residents, employees, and visitors.

The demands on Louisville's transportation network come from residents of the city, visitors, employees and those passing through. The needs of all these different users must be considered and balanced because they all impact each other when they use the transportation system.



## 4. Utilize new technologies to provide safe, reliable, clean, and convenient transportation choices.

Technology offers ever-advancing options for transportation, and the potential to improve efficiencies and safety in the transportation network. Advancements occur at a variety of scales, from driverless technology and ridesharing to intersection reconfigurations, and traffic signal and smart signal improvements. A successful transportation system is agile and flexible enough to accommodate improvements and developments in technology.

## 5. Increase mobility options and access for people of all ages, abilities, and income levels.

The system must be inclusive in its accommodation for all needs within the community. It must improve mobility and remove barriers for drivers and non-drivers, younger and older people, families and individuals, regardless of income.



## 6. Provide complete streets that are inviting, enhance livability and reflect the City's small-town atmosphere.

Streets should be designed to work for all modes of transportation. Complete streets are functional and inviting to a variety of users, whether they be on foot, on bike, or in a car. They should be designed to feel safe, promote use by all modes, and reflect Louisville's small-town character.



## 7. Support economic opportunities and businesses.

An efficient transportation network also benefits the economy by moving consumers to businesses, employees to work, and delivering goods and services throughout the region. An attractive and well-functioning network also helps attract new businesses to Louisville.



## 8. Improve environmental and community health by reducing emissions, and supporting mode share and sustainability.

Sustainability is a key consideration for the transportation network. Transportation choice and technology can substantially influence air and water quality, environmental health, and the emission of Greenhouse Gases. The transportation system should be designed to encourage the use of alternative modes of transportation, and minimize the barriers toward the use of such facilities. The system should also promote technologies that lead to greater efficiency and more accessible multi-modal networks.



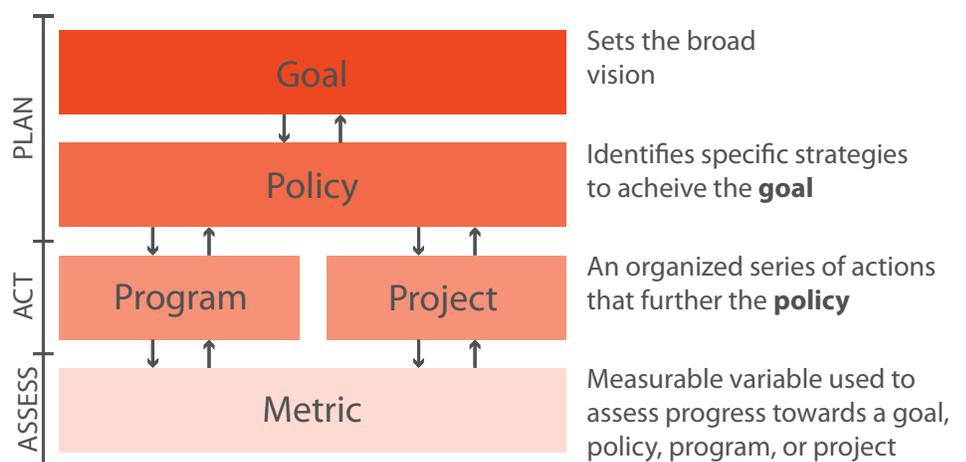
# HOW THE GOALS RELATE TO THE REST OF THE TMP

The goals of the TMP provide a comprehensive framework for the broad vision of the transportation network. They are high level in nature, indicating a desired outcome.

Chapter 4 provides recommendations for specific Policies, Programs, and Projects to improve the transportation network.

Policies identify specific strategies to achieve a goal. Programs and Projects include specific actions that may be taken to implement the Policies and Goals. The TMP also establishes specific metrics for the goals to measure progress as the plan is implemented over time. These specific progress metrics are provided in Chapter 5.

The graphic below illustrates the relationship of Goals, Policies, Programs, Projects, and Metrics.



# Community Input



# INTRODUCTION

## TMP Community Input Opportunities:

- Community Meeting
- Farmer's Market
- Street Faire
- Labor Day Parade & Fall Festival
- Online Survey
- Interactive Online Map
- Direct Email
- Focus Groups

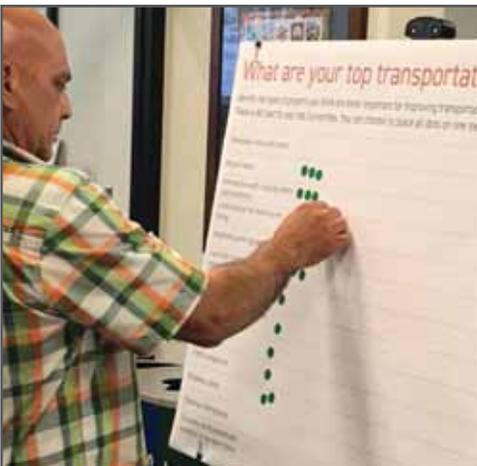
Louisville has an active and involved community that articulated a variety of needs and desires for the future of transportation in the City. To develop the TMP, it was important to engage with the community in a variety of ways through broad outreach and opportunities for input. The community input was critical to understand what the community likes and where they would like to see improvements or changes in the future.

The City utilized a variety of methods to collect community feedback, including public meetings, focus group meetings, online surveys, an interactive map, and outreach at community events. In all, participants provided approximately 1,500 comments and submitted 163 online surveys. Additionally, the City received feedback from Louisville's Open Space Advisory Board, Sustainability Advisory Board, and Planning Commission.

Major themes from the community input included:

- While driving is how most people get around, the participants wanted more investment in multimodal infrastructure such as underpasses, transit connections, bike lanes, and safer road crossings.
- The city's trails are a great amenity for residents and continued investment in trails is desired.
- Traffic congestion and cut-through regional traffic are getting worse.
- Safety was a key theme. A lack of safe or perceived lack of safe and comfortable facilities is a barrier to walking and biking.

This chapter includes a more detailed summary of community feedback and Appendix A provides a full list of comments, survey results, and map ideas.



# FEEDBACK RECEIVED

## Comments & Map Ideas

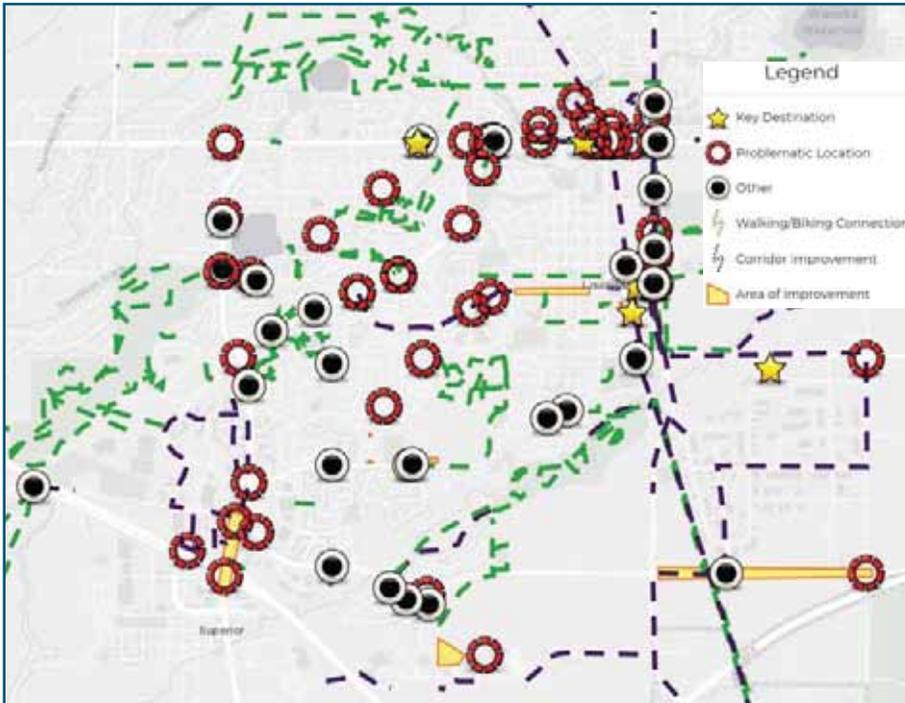
Figure 2.1 shows a summary of the percentage of all comments received by category. Comments most frequently addressed biking and walking connectivity, with many ideas for new or improved connections. Safety was also a frequent topic, with more specific concerns noted by mode throughout the community geographically. Figure 2.2 shows a compilation of all ideas posted to the online interactive map. The word cloud in Figure 2.3 illustrates the individual words mentioned most frequently in the online map comments. Larger words represent more common usage.

The public input summary identifies major areas of focus along SH 42/S 96th Street, South Boulder Road, McCaslin Station, Via Appia, and Dillon Road. Many of these comments related to improving connectivity and accessibility for multiple modes, and improving areas of congestion.

Figure 2.1  
Comments by Category



Figure 2.2 Interactive Map Ideas Compilation





Overall, survey participants indicated that accessing and riding transit is most difficult and driving is easiest. Specifically, 94% find driving moderately to very easy; 64% find walking moderately to very easy; 47% find biking moderately to very easy; 26% find transit moderately to very easy.

The survey indicated that key barriers to transportation within Louisville included the following:

- Walking - destinations are too far, some intersections don't feel safe, and vehicle speeds may negatively affect feelings of safety and comfort.
- Biking - some roadway crossings don't feel safe or visible, traffic volumes may negatively affect feelings of safety and comfort, and a lack of trails/bikeways connecting to destinations may create barriers to some areas of town.
- Driving - speeding and traffic congestion/travel time are the two most significant issues for driving.

To understand what types of transportation improvements were most important, the survey asked respondents to identify priorities for funding. With limited funding available, this helps the City determine how to prioritize projects. The top priorities were identified as access to bike/pedestrian destinations, regional transit service, first and last-mile connections to transit, and bike lane improvements. Figure 2.5 identifies top priorities based on the survey responses.

Further, participants were asked how they would spend \$100 to improve transportation in Louisville. The top three types of projects that people identified were for bike/pedestrian underpasses, commuter rail, and intersection safety improvements for all modes. Figure 2.6 identifies the proportion of funding that survey participants identified for each category of project.



Figure 2.4 Use of Modes in Louisville from Online Survey

For trips within, to, or from Louisville people identified how often they walk, bike, drive, or use transit. Responses indicate % of respondents in each of the categories:

- Frequently = 5+ days per week;
- Occasionally = 1-3 days per week;
- Rarely = 1-2 days per month; and
- Never

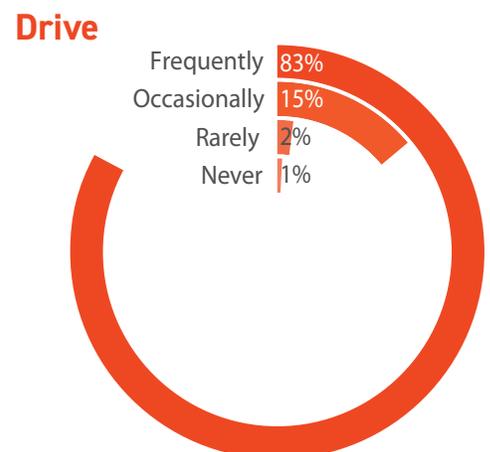
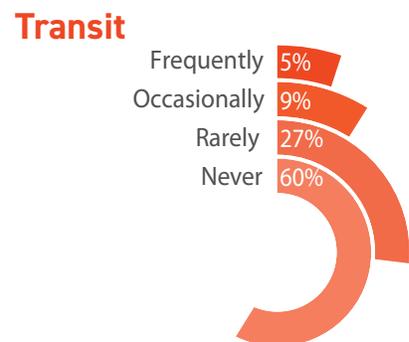
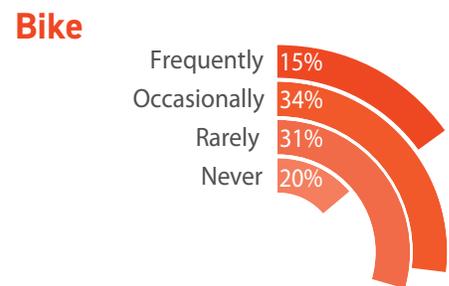
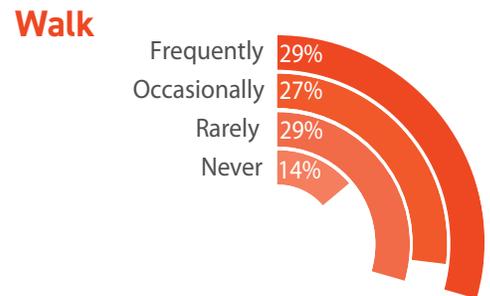


Figure 2.5 Priority of Transportation Improvements in Louisville



Figure 2.6 Prioritized Spending by Project Type



## Focus Groups

The City held three focus groups with a variety of participants from various areas of the city and with representatives of businesses. The focus group input included the following major themes:

- Intersection crossings are important for the safety of people of all ages and abilities to access destinations.
- More connections to and within destinations are needed for walking and biking access.
- Transit to the CTC is a high priority.
- People driving and biking prefer separate facilities where possible.
- More funding is needed for on-demand transit services and there is a need to improve local transit options overall.
- Education programs and communication with the community is valuable for changes, new facilities, and safety.
- Make sure that recommendations are feasible and implementable.



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# Existing Conditions



# INTRODUCTION

## Study Area

The City of Louisville comprises approximately eight square miles. The roadway network consists of major collectors and arterials that connect with local streets and there is an extensive trail network with internal and regional connections. There are four elementary schools, two middle schools, and one high school in the city. The city limits define the study area for the TMP, but regional connectivity was analyzed and considered in the plan.

## Regional Context

Located immediately northeast of the US 36 corridor connecting Denver and Boulder, Louisville is situated in the midst of a rapidly growing multi-centered metropolitan region.

Louisville directly borders three other incorporated jurisdictions: the City of Lafayette to the northeast, the City and County of Broomfield to the southeast, and the Town of Superior to the southwest. Unincorporated Boulder County borders Louisville to the northwest.

The city also lies within a number of larger jurisdictions. It is located in Boulder County, which encompasses nine other cities and towns including Boulder, Lafayette, Erie, and Superior. Louisville, its neighbors, and Boulder County are members of the Denver Regional Council of Governments (DRCOG). DRCOG is the Metropolitan Planning Organization (MPO) responsible for developing coordinated transportation plans and allocating federal transportation funds throughout the nine-county metropolitan region. The city is located in CDOT Region 4. Louisville also lies in the northwestern sector of Denver's Regional Transportation District (RTD), which runs transit service in Denver, Boulder, and surrounding areas.

Given Louisville's small size and proximity to other jurisdictions, the transportation networks and travel patterns of Louisville, its neighbors, and the surrounding region are closely intertwined.

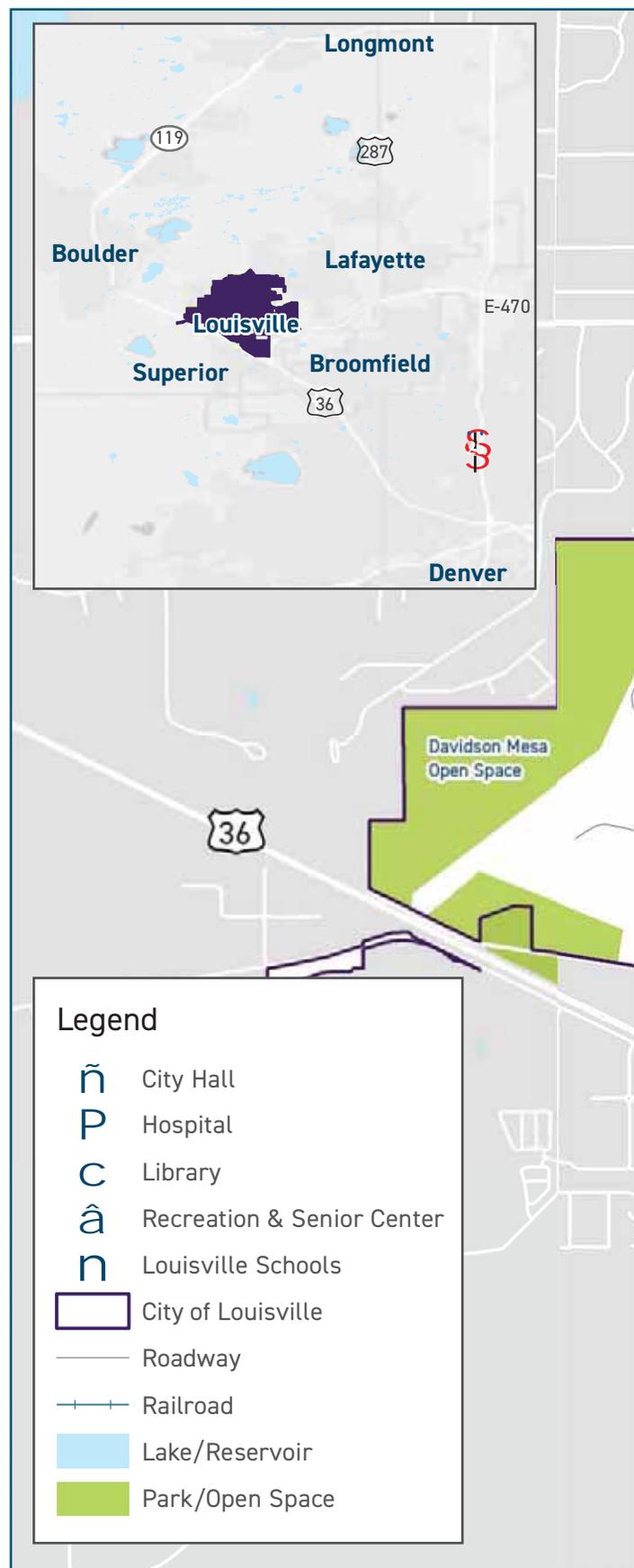
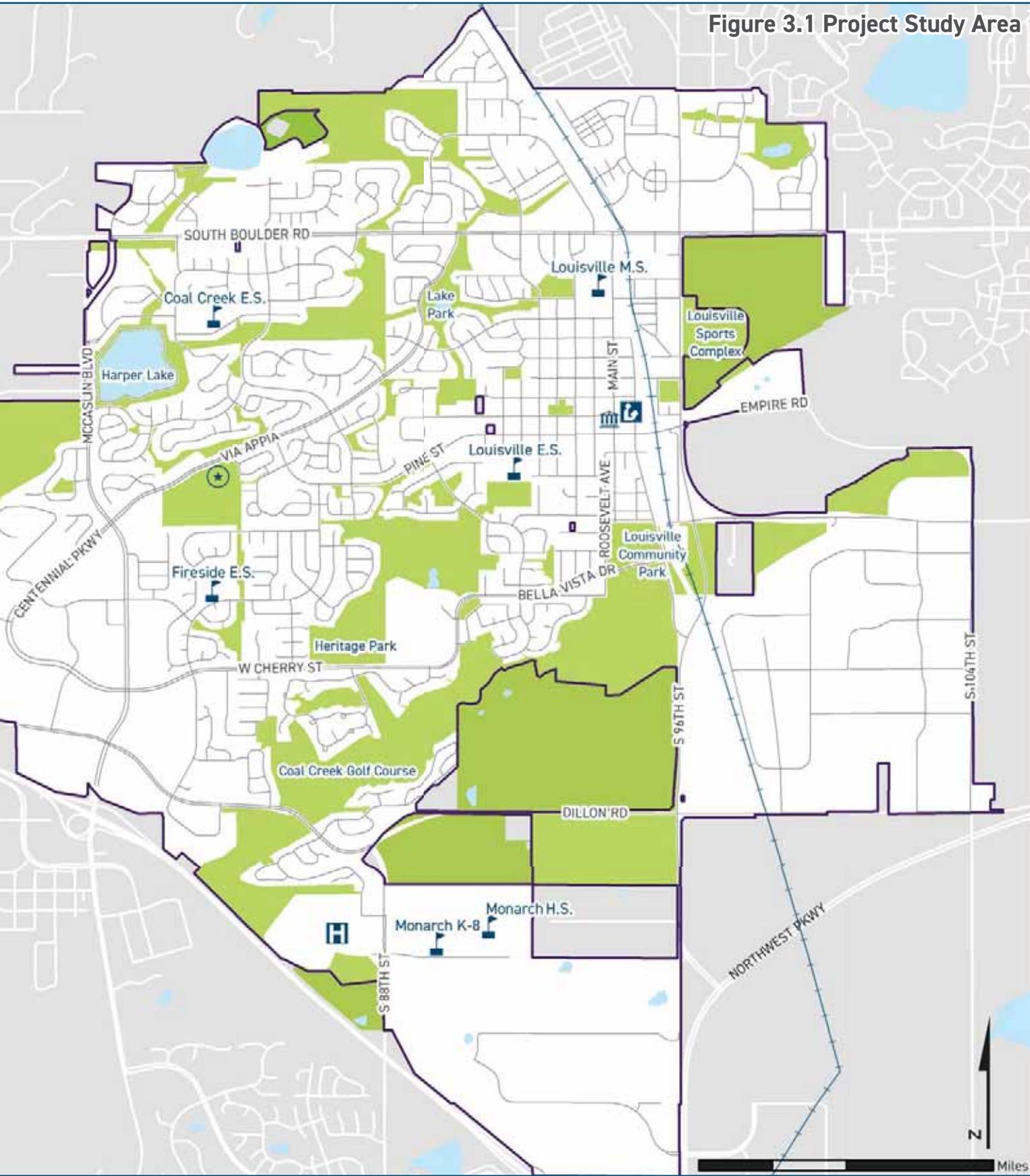


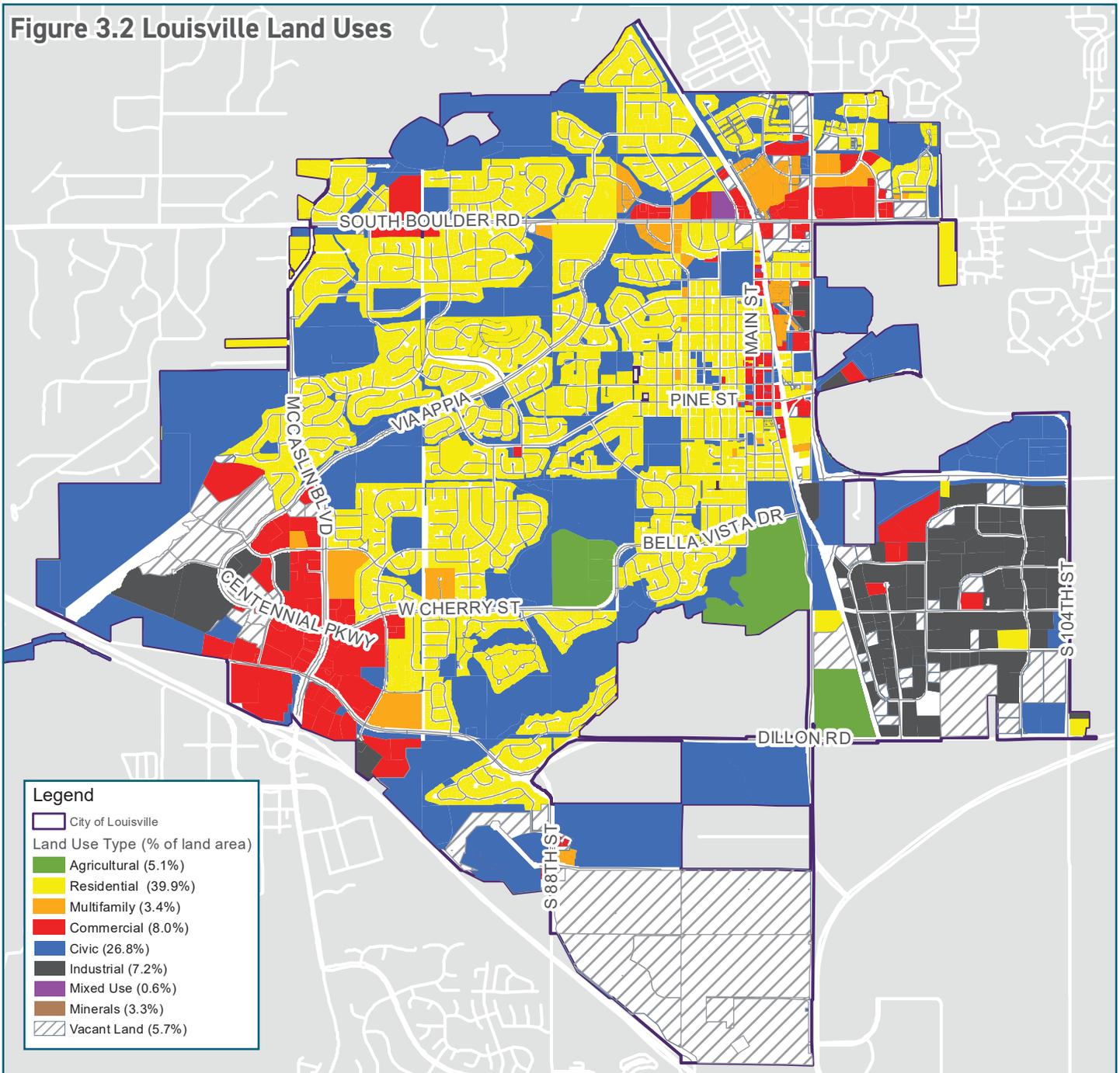
Figure 3.1 Project Study Area



# LAND USE

Louisville's primary land uses are residential and civic development, shown in yellow and blue, respectively, in Figure 3.2. Civic land use consists of parks, open space, schools, and other tax-exempt land. Residential land makes up the core of the city, while commercial and retail land uses are located primarily in the southwest and northeast areas of Louisville, including Downtown. A majority of housing in the city is comprised of single-family units (approx. 82%). The city's multi-family housing is found mainly in the areas of South Boulder Road and Highway 42/S 96th Street, and near McCaslin Boulevard. Much of the city's industrial land use is located in the Colorado Tech Center (CTC). Louisville does have some vacant land, primarily in the western and southern parts of the city and in the CTC on the east side of the City. Since Louisville is largely built out, much of the growth in traffic will come from outside the city.

**Figure 3.2 Louisville Land Uses**



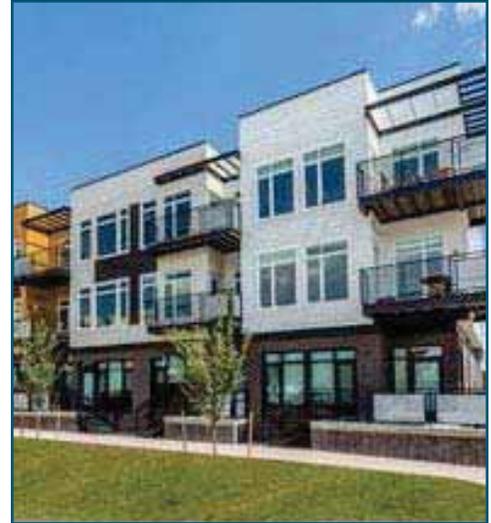
# Land Use Characteristics

Louisville is a predominantly residential community with a strong employment base that has grown and changed over time. There are a variety of housing types, industries, office, and retail areas within the City. The land-use patterns are largely reflective of different eras of when development took place. The Comprehensive Plan identifies three general development patterns in Louisville: urban, suburban and rural. These patterns are distinctive in their mix of land uses and in the street and lot layouts. The map and photos on the following page illustrate examples of these patterns.

*Urban:* Downtown Louisville and the adjacent areas that stretch north have an urban land use character. Blocks are smaller and more rectilinear, with narrower streets and denser development. Buildings tend to be closer to the street and on-street parking is more common. Land uses in the urban area include a wide range of residential and commercial uses. Multi-family residential is found north and east of Downtown, while small-lot single-family is common in Downtown and throughout the urban area. Auto-oriented commercial is found on the perimeter of Downtown, but the core tends to be a mix of more pedestrian-oriented commercial with storefronts, outdoor dining, and smaller format office.

*Suburban:* The suburban areas in Louisville extend throughout the city, anchored by key arterials including Via Appia, McCaslin Boulevard, and South Boulder Road. This pattern also exists in the Colorado Tech Center (CTC). The suburban areas are predominately curvilinear in layout, with winding roads, culs-de-sac, and irregular lot shapes. Single-family residential is the most common land use, with pockets of multi-family residential mixed in. Commercial development is mostly auto-oriented and is located along corridors and at key intersections. Lot sizes tend to be larger, with greater amounts of land used for landscaping, parks, and surface parking. Industrial land uses are also present in suburban areas but are largely concentrated in the CTC.

*Rural:* Rural land exists around the perimeter of Louisville, with some bands extending towards the core of the city. These areas are lightly developed, typically with only a few roads separating large tracts of land. Rural areas in Louisville include open space and parks, as well as low-density residential and active agriculture.



The urban area in Louisville includes multi-family development and more traditional pedestrian-oriented commercial development.



Suburban areas in Louisville are predominately curvilinear.



Urban development pattern



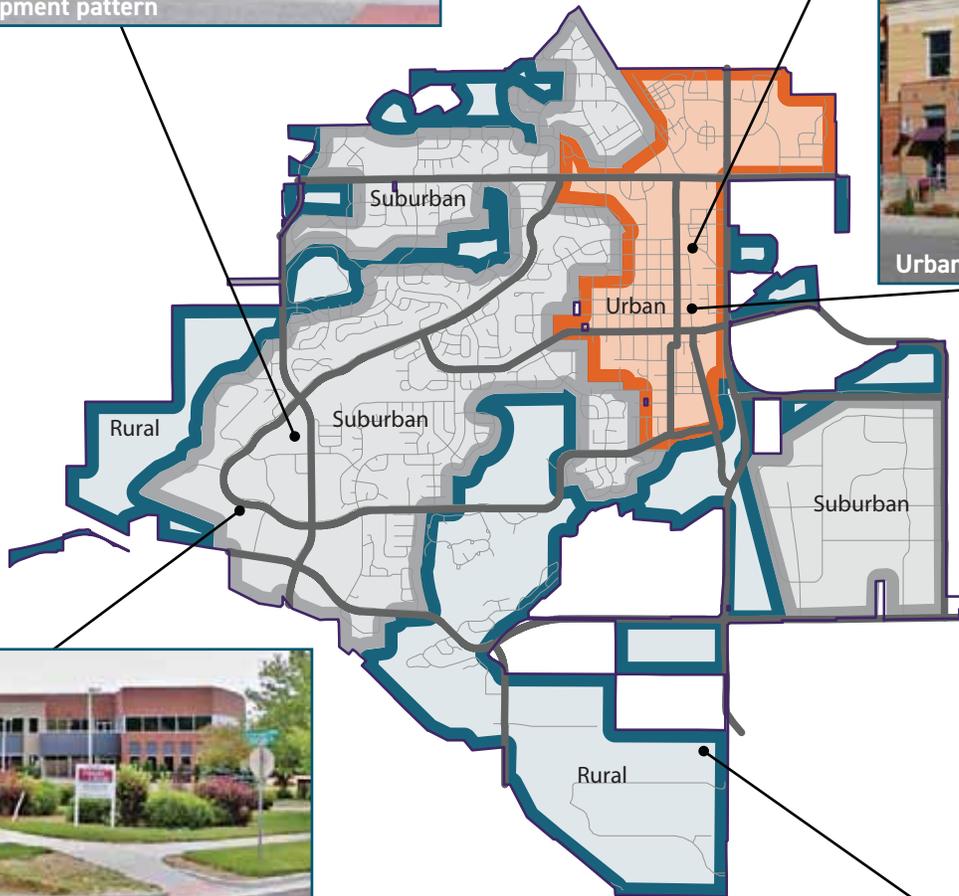
Urban development pattern



Suburban development pattern



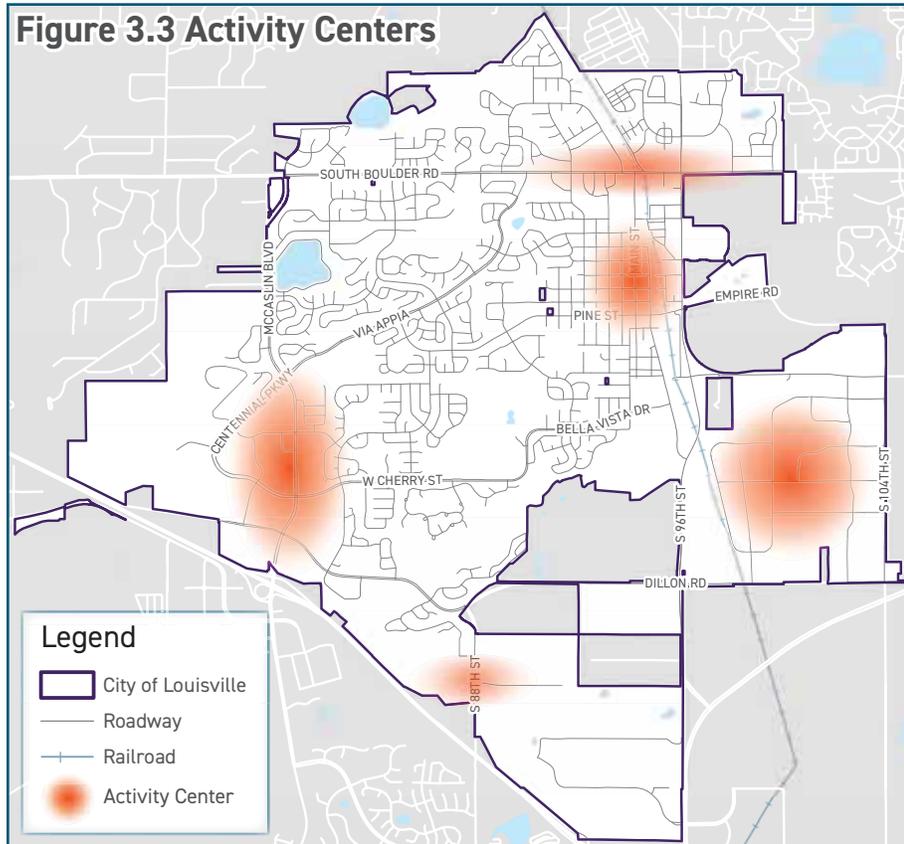
Suburban development pattern



Rural development pattern

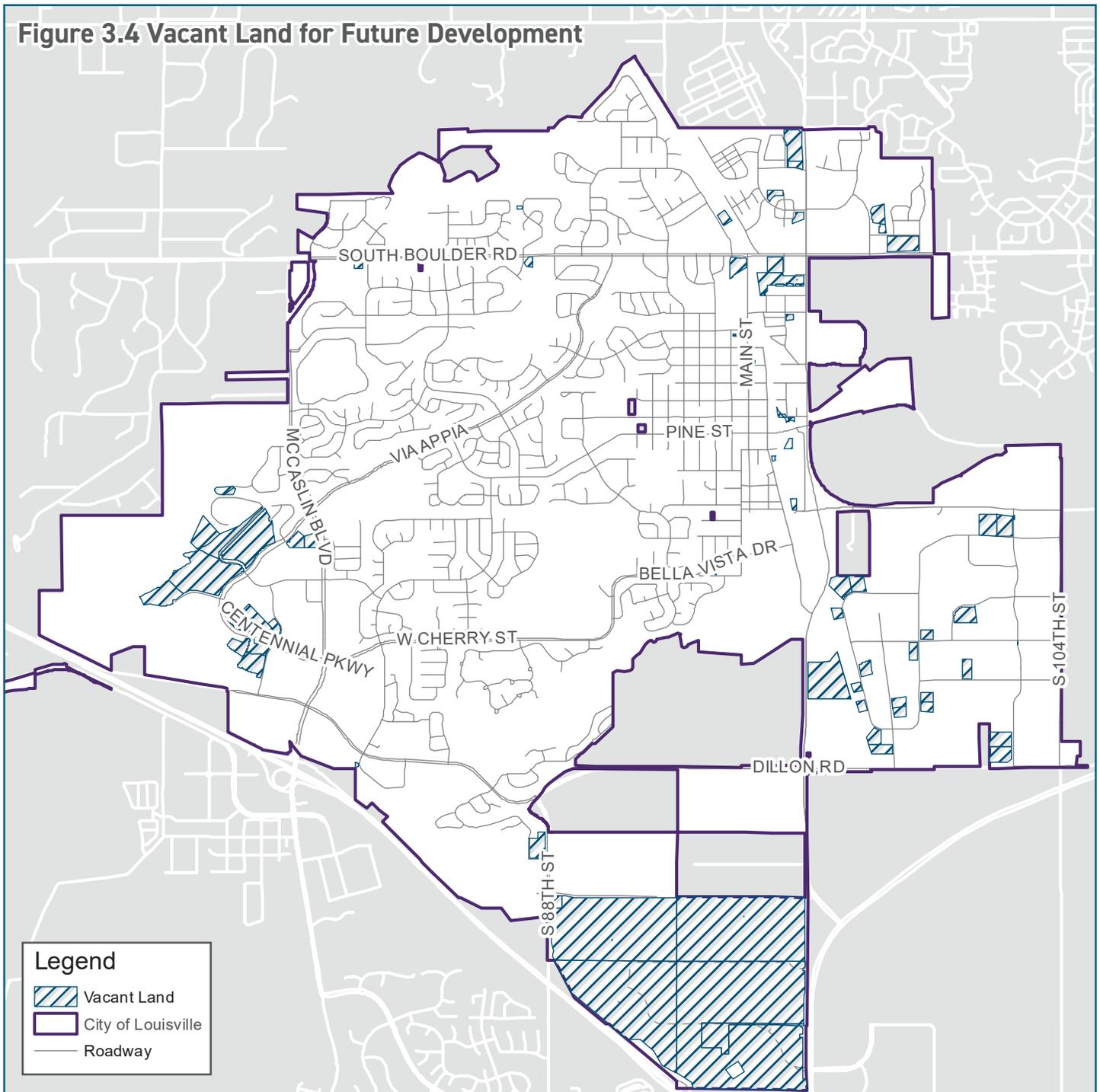
# Activity Centers

Activity centers are locations that draw a high number of people. Typically these areas have large amounts of office or retail space or have a mix of uses. Figure 3.3 highlights the locations of activity centers in Louisville. These areas fall along major corridors and are employment hubs. These high activity areas accounted for 41% of city employment in 2001, and 59% of city employment in 2017.



# Future Development Potential

Figure 3.4 identifies vacant land in Louisville. Vacant properties provide the highest development potential and account for 5.7% of land in the City. The most significant of these areas is the old StorageTek campus site between South 88th Street and South 96th Street on the southern side of Louisville. The 390-acre site represents the largest potential for development within Louisville. Development of this parcel could have significant impacts on the transportation network. The multiple vacant parcels within the CTC and in Centennial Valley also provide significant development opportunities for employment. Both the old StorageTek campus and the CTC lack access by transit, and biking options are limited at this time.



# POPULATION, HOUSING, AND EMPLOYMENT

Travel patterns, community mobility, and demand for transportation facilities are all influenced by population characteristics. The following sections highlight demographic information about the people that live and work in Louisville.

## Louisville Residents

Current population estimates show that 21,208 people live in Louisville, with 8,681 households. Louisville is an affluent residential community with a median household income of \$94,971 and only 7% of households living in poverty.

Louisville is known as a family-friendly community with well-regarded schools and access to trails and recreation opportunities. The city itself has a higher percentage of adults age 35–64 than Boulder County and the Denver region as a whole. The median age in Louisville is 42.4 years, 5 years older than the Colorado median age of 37.3 years. Since 2000, the adults age 55 and older group has grown from 12% of the Louisville population to 32%. Additionally, the percentage of children under age 18 has decreased in the same period from 28% to 22%. Over the next 30 years, it is projected that the percentage of adults age 55+ will increase at a rate of approximately 3% per year, while the population under age 18 will increase at less than 1% per year.

Louisville is less ethnically and racially diverse than Boulder County and the Denver region as a whole. 85% of Louisville residents identify as White and non-Hispanic, compared to 78% in Boulder County and 64% in the Denver region.

Figure 3.5 Age of Residents (2017)

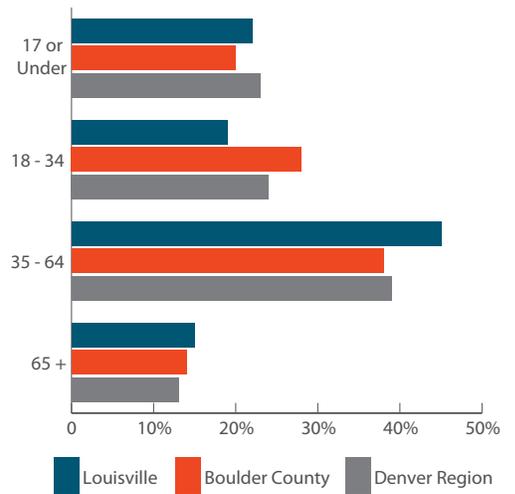


Figure 3.6 Louisville and Comparison Area Demographic Data

	Louisville	Boulder County	Denver Region*
Total Population	21,208	333,953	3,203,332
Households	8,681	132,801	1,255,009
Average Household Size	2.43	2.43	2.52
Median Household Income	\$94,971	\$76,802	\$72,297
Unemployed	2.5%	3.6%	3.3%
Below Poverty Line (2016)	7%	13%	10%
% Zero auto households (2016)	5%	6%	6%
% Own	75%	64%	62%
% Rent	25%	36%	38%
Vacancy	2%	4%	4%
Single Family Detached (2016)	6,265	79,023	718,711
Single Family Attached (2016)	578	9,597	97,067
Apartment 2 - 9 Units (2016)	435	16,495	116,271
Apartment 10 - 49 Units (2016)	669	14,640	174,978
Apartment 50+ Units (2016)	284	7,519	87,740
Other (2016)	111	3,768	22,099
% Hispanic	8%	14%	23%
% White (non Hispanic)	85%	78%	64%
% Black (non Hispanic)	1%	1%	5%
% Asian (non Hispanic)	4%	4%	4%
% Other (non-Hispanic)	3%	3%	3%
% 17 or Under	22%	20%	23%
% 18 - 34	19%	28%	24%
% 35 - 64	45%	38%	39%
% 65+	15%	14%	13%
% No High School	1%	2%	4%
% Some High School	1%	3%	5%
% High School Graduate	9%	13%	20%
% Some College	12%	15%	19%
% Associate Degree	5%	6%	8%
% College Degree	38%	32%	28%
% Graduate School	35%	29%	17%

Source: 2018 ESRI

\*Includes Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, and Jefferson counties

## Recent Population Changes in Louisville

Louisville's current population is estimated at 21,208. Since 2010, the city has grown by 2,800 residents, representing 15% overall growth or 1.8% growth per year. This is much stronger growth than was seen between 2000 to 2010, where the city declined 4% in population and saw only 2% growth in households.

Similar to population growth, the city has had much stronger housing growth in the past eight years than from 2000 to 2010. Since 2010, housing stock has increased by 12% or almost 1,000 new housing units. The areas of population and household growth are near major corridors and place added demand on the transportation network.

## Regional Population Growth

The Denver Regional Council of Governments (DRCOG) uses modeling to estimate future growth in population and employment. This modeling provides insight into where growth could occur based on existing zoning and development information and helps predict potential impacts of growth on the transportation network. Between 2015 and 2040, Louisville is forecast to add 2,500 new residents in 1,300 households. This is an overall growth of 12-15% for the city. Areas of growth are anticipated to be in Downtown, the northeast, and southern parts of the city. Growth is also predicted outside the city, particularly to the west and south in unincorporated Boulder County and Superior. Growth outside of the city will likely impact key travel corridors for people coming into and through Louisville.

## Housing

Approximately 75% of homes in Louisville are owner-occupied, while 25% are renter-occupied. This is higher than homeownership rates in Boulder County and the Denver region. Louisville has a very low housing vacancy rate of 2% compared to 4% in Boulder County and the Denver region.

The city has seen a significant increase in multifamily housing since 2013. Prior to 2013 there were approximately 500 apartment units (in purpose-built apartment structures) in the city, with no new construction since 1999. Since 2013, nearly 700 new units have been built. The Downtown East Louisville (DELO) development located between South Street and Griffith Street on the west side of Hwy 42/S 96th Street is an example of recently completed apartments and townhomes designed as a mixed-use neighborhood with retail and office space. Higher density housing, like apartments and townhomes, can be complementary to transit stops and can help reduce reliance on automobiles for trips in areas that are walkable with a variety of uses in close proximity.

More affordable housing is desired in the region and the City has recently endorsed the Boulder County Regional Housing Strategy to expand affordable housing options. Recently, the Boulder County Housing Authority, in partnership with the City, opened a new housing development in Louisville - the Kestrel neighborhood. The community is income-restricted and includes 129 townhouses for individuals and families and 71 apartments for seniors ages 55 and older. Kestrel is located west of Highway 42/S 96th Street and just north of South Boulder Road. For lower-income individuals and families, transportation is an important issue. Access to a vehicle is not always possible, so mobility choices and connections to transit and biking are important. The Kestrel development has access to bike trails, commercial and retail services, and transit along South Boulder Road as well as within the development, but key connections to employment and services need further development.

Zero automobile households are typically strongly correlated with transit usage and lower incomes. Millennials have become a component of zero auto household rates as they are increasingly forgoing vehicle ownership as a choice. Whether by choice or not, households with no vehicles are more reliant on public transportation, biking, and walking, and new technologies like car-share or transportation network companies (Uber, Lyft) to access jobs, and services. Louisville only has 5% of households that are without a vehicle, compared to Boulder County and the Denver region at 6% each.



Since 2013, nearly 700 new multifamily housing units have been built.

# Louisville Employment

Louisville has a healthy employment sector, providing a variety of jobs to people living in the city and the region. Louisville has many competitive advantages that help it attract businesses, including its proximity to Boulder, Bus Rapid Transit (BRT) service along US 36, and high overall quality of life. Louisville's neighborhoods and workforce are largely single-family, affluent, and educated. This provides a desirable workforce within a small area that supports growing employment. Access to surrounding cities and the overall region is also important for businesses and employees within Louisville. As Figure 3.7 illustrates, a large majority (93%) of people who work in Louisville commute into the city, just as most Louisville residents work elsewhere. However, more than 1,000 people—11% of Louisville's employed residents and 7% of its workers—both live and work in Louisville.

## Employment Growth and Changes

Louisville has added 4,700 jobs between 2001 and 2017, a 44% increase. Nearly all of this employment growth, 4,200 jobs, has come since 2011. This recent growth has created a more diversified and balanced employment base. In 2001, five industries accounted for 77% of jobs in Louisville, with the manufacturing sector accounting for 40% of employment. By 2017, those same 5 industries accounted for 71% of Louisville employment, but jobs were more evenly distributed among manufacturing (21%), professional, scientific & technical services (14%), retail trade (9%), and health care (16%).

## Wages

The average wage in Louisville in 2017, across all employment industries, was \$68,000. Jobs in information had the highest average wage (nearly \$105,000), followed by professional, scientific & technical services (\$103,400) and manufacturing (\$92,800). The lowest-paying jobs in the city are in accommodation & food services, with average wages of \$20,400 per year.

## Regional Employment Growth

Louisville is forecast to capture 0.63% of employment growth in the Denver Region to 2040, adding 4,100 jobs. This represents a 28% increase over 2015 employment levels. Moderate areas of employment growth are predicted largely in the northern and Downtown parts of the city, as well as south of West Cherry Street. The highest growth is anticipated west of McCaslin Boulevard, in the Colorado Tech Center, and the very southern portion of the City at the previous StorageTek campus. This employment growth, along with growth outside of the city, will likely lead to additional trips in and through Louisville.

Figure 3.7 Inflow and Outflow of Residents and Employees

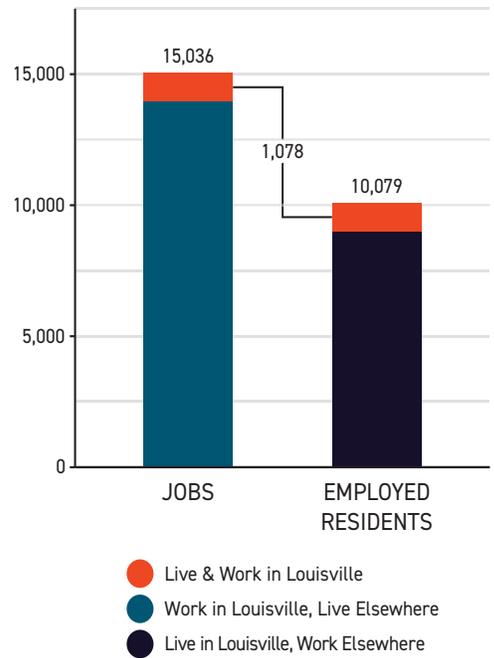
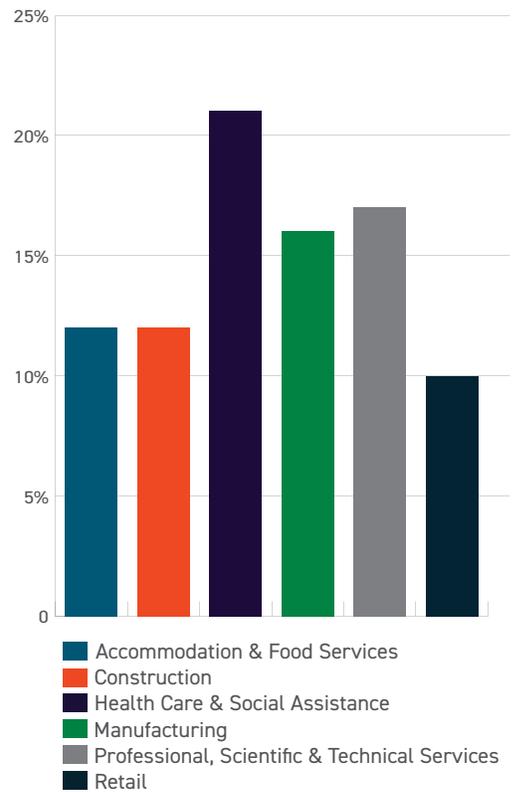


Figure 3.8 Largest Employment Sectors for Growth (2011-2017)



## Regional Employment Comparison

Industry employment in Louisville has had a similar composition to the Boulder/Broomfield area, with a few notable exceptions. Louisville has consistently had a higher share of jobs in manufacturing and health care than the region, and in 2017 also had a higher share of jobs in construction. At the same time, the city has consistently had a lower share of jobs in education than the region overall.

Figure 3.9 Wage and Employment Data

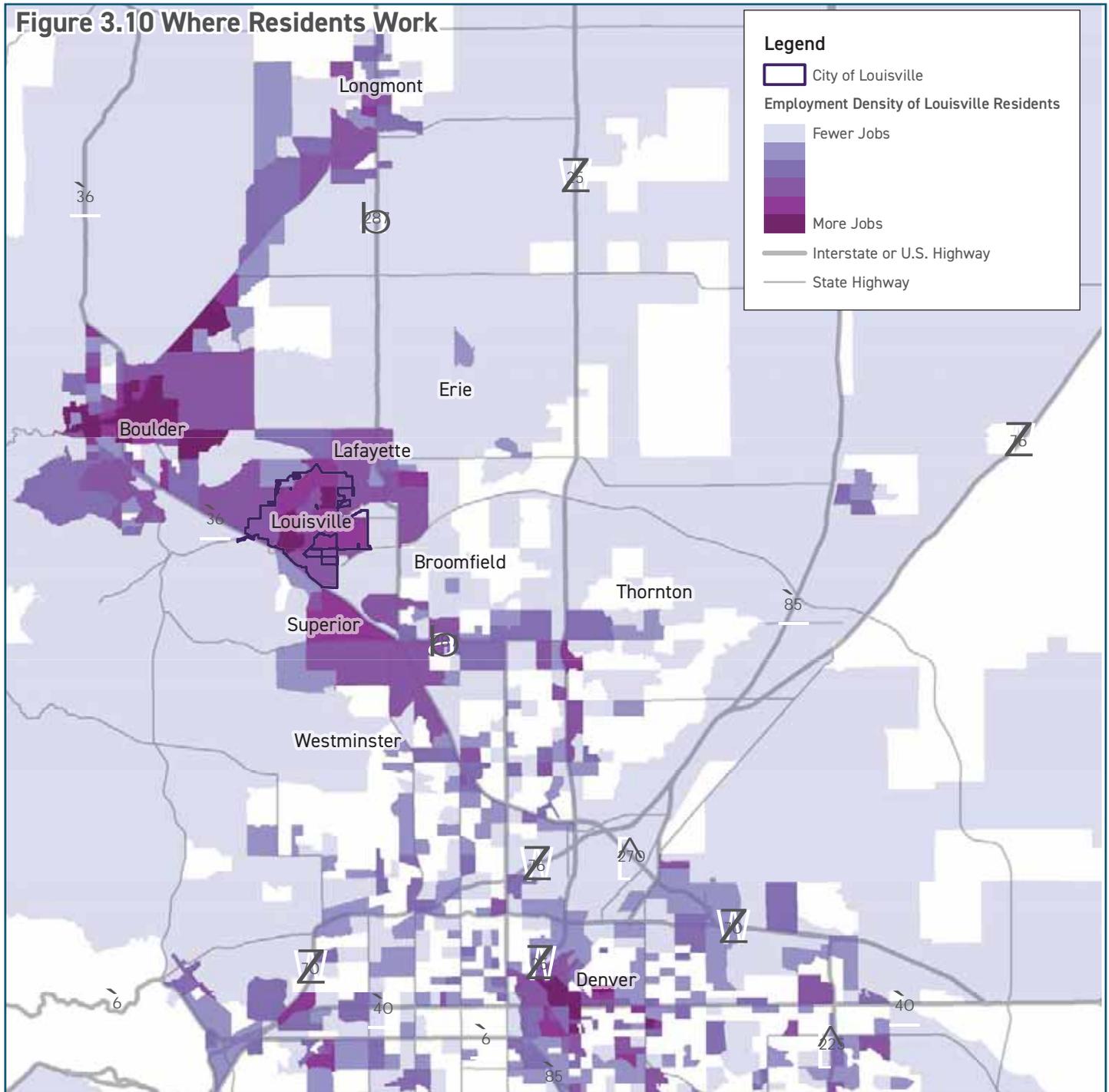
	City of Louisville	Boulder County	Denver Region*
Total Jobs	15,036	163,040	1,561,979
\$1,250 or less per month	14.4%	19.7%	20.3%
\$1,251-\$3,333 per month	27.7%	29.5%	31.1%
More than \$3,333 per month	57.9%	50.8%	48.7%
Manufacturing	25.2%	11.8%	5.8%
Health Care & Social Assistance	13.8%	12.2%	12.3%
Professional, Scientific, & Technical Services	13.0%	16.5%	10.1%
Retail Trade	8.5%	9.6%	10.3%
Information	7.8%	5.1%	3.7%
Accommodation & Food Services	7.1%	9.5%	9.2%
Construction	5.8%	3.1%	5.4%
Wholesale Trade	4.1%	3.7%	5.2%
Finance & Insurance	3.2%	2.5%	5.2%
Administration & Support, Waste Management	3.0%	4.3%	6.5%
Other Sectors	8.6%	21.7%	26.4%

Source: 2015 LEHD Origin-Destination Employment Statistics

\*Includes Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin, and Jefferson counties

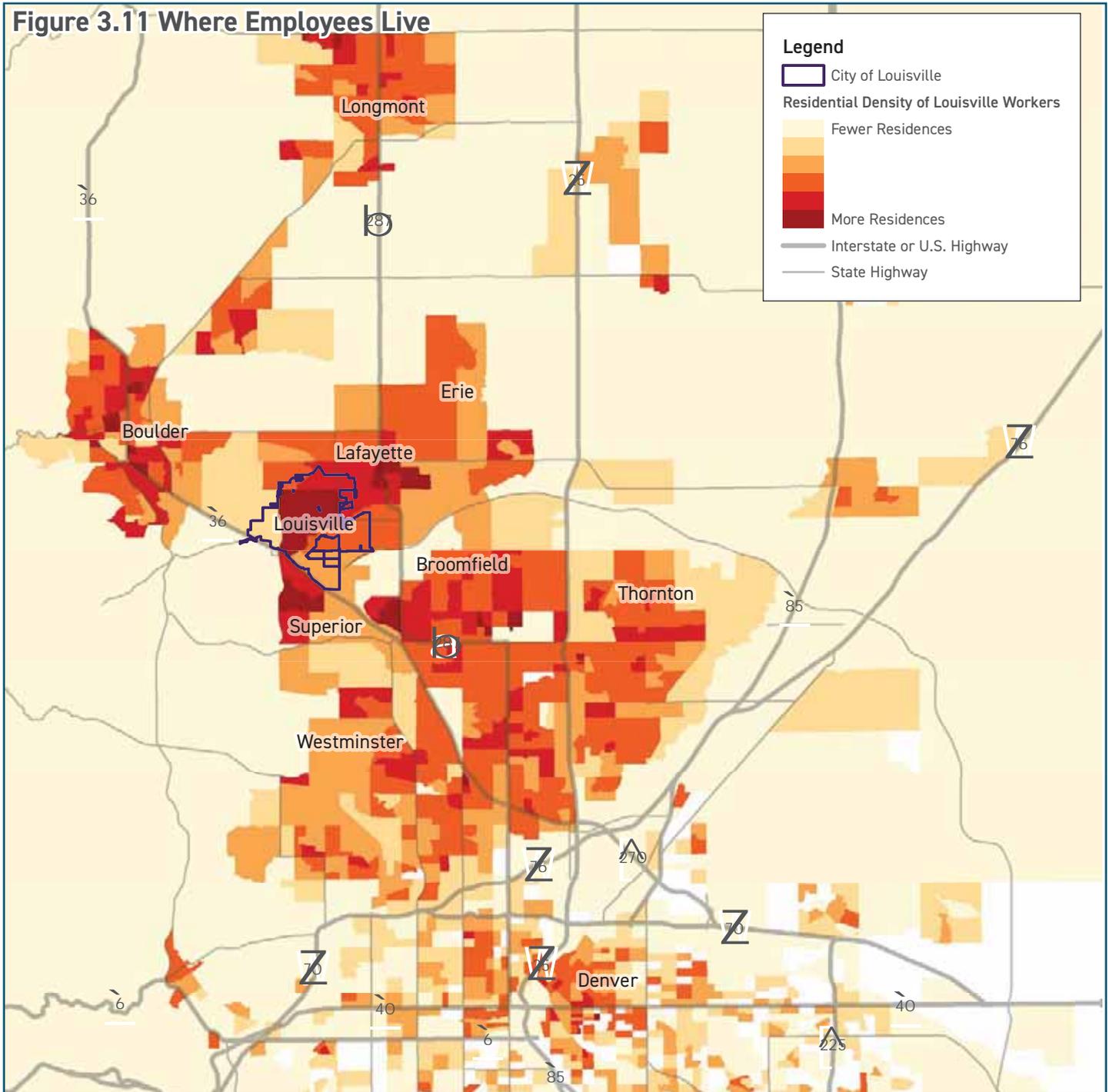
# Where Louisville Residents Work

Figure 3.10 uses US Census data to show where Louisville residents work. Areas with a darker color have a larger density of residents working in that area. The majority of residents work within Boulder County, with a high number also working in Denver and lesser amounts spread throughout the north metro region. The highest areas of employment for Louisville residents are in the Cities of Boulder (28%) and Denver (14%). Approximately 89% of employed residents work outside of Louisville. This data helps identify key commuting corridors such as US 36, US 287, and Highway 119.



# Where Louisville Employees Live

Figure 3.11 maps the location of where Louisville employees live. Only 7% of employees live in Louisville, while the rest live in cities across the region. Approximately 7% of workers live in each of the following: Denver, Broomfield, Boulder, and Westminster. Thornton and Lafayette account for another 6%, each. Strong regional corridors and connections allow Louisville to attract employees who live in other locations throughout the Denver region. Direct access via the Northwest Parkway, US 36, US 287, and Highway 7 provide key connections to Louisville. Approximately 93% of employees live outside of Louisville, adding stress on the transportation network from daily commuting.



# HOW PEOPLE MOVE IN LOUISVILLE

This section uses Census data paired with transportation demand model (TDM) data from DRCOG to identify trip types and modes for travel occurring within Louisville.

## Trips in Louisville

The TDM separates travel into two key types based on the origin and destination and are then divided into work-based and nonwork-based trips. The TDM is an activity-based model that factors in all trips made between an origin and destination. For example, a trip that begins at home, stops for coffee, and goes to a school before traveling to work would ultimately be counted as a work-based trip. A trip that begins at home, goes to the gym, goes to the grocery store, then back home would be classified as a nonwork-based trip.

Currently, only 40.1% of all trips made within, to, or from Louisville are work-related. This proportion is projected to generally stay the same (39.5%) over the next 20 years. This means a significant portion of trips occurring on the network are not related to commuting to work.

Transportation planning is often focused on the needs of commuting trips. To adequately plan for the functionality of the transportation system as a whole, however, it is important to address the variety of trip types and distances. Commuting trips are some of the longest trips that people make regularly, and are therefore more likely to be completed by car than by walking or biking. Nonwork-based trips are typically much shorter. These shorter trips can be more strongly influenced by enhancing modal options, particularly walking and biking.

## What is a Travel Demand Model?

The Denver Regional Council of Governments (DRCOG) develops a travel demand model (TDM) that estimates trip types, origins and destinations, modes, and trip lengths for all trips occurring in the region. This information is based on population, employment and development patterns, and multiple surveys estimate travel patterns. The TDM is a useful tool to help understand current and future demand and impacts on the transportation network.

## Linking Trips and Land Use

As housing costs continue to rise, more growth is occurring further out in the region, resulting in more, and longer commutes. This places additional stress on the transportation network leading to increased congestion. Allowing transit-supportive development patterns and land uses, such as mixed-use development at higher densities, can accommodate a variety of trips without the need for driving, therefore reducing stress on the transportation network. An example is the DELO development developed under the City's mixed-use zoning standards.

## Short Trips

### What is a Mode?

A mode of transportation is most simply a term that distinguishes the various ways that people make trips. For purposes of this report, a mode is defined as driving, walking, bicycling, or riding public transit (includes bus and rail). Walking, biking, and riding public transit are sometimes referred to as alternative modes as they do not make up the majority of trips historically in most cities. Driving traditionally is the primary mode of most communities.

### What is Mode Share?

Mode Share is the percentage of trips that are taken by each mode. Increasing mode share means diversifying the modes used for trips in a community and increasing the share of alternative modes in relation to driving.

Currently, 31% of trips within Louisville, or to or from Louisville, are 3 miles or less in distance. Short trips are more easily completed using a mode other than driving. Three miles equates approximately to a 15-minute bike ride at average speed. Providing high-quality choices for non-car modes can reduce the demand on existing roadways and ease congestion. Adequate infrastructure that people perceive as safe and attractive helps to promote walking and biking.

The share of short trips is predicted to remain constant through 2040. As the total number of trips in Louisville is projected to increase by 25% between today and 2040, shifting a portion of the short trips from driving alone to another mode could result in meaningful impacts to overall travel conditions.

## Mode Share

The table below lists the percentage of workers in Louisville and nearby geographies who commute via different modes, based on Census data. The single-occupant vehicle is the predominant mode of commuting in Louisville, and the share of Louisville-based commuters driving alone to work is comparable to that of the regional workforce.

Although driving alone is the most common mode of commuting, a significant portion of Louisville-based workers reach their job via other modes. Roughly one in ten workers commute via transit, biking, or walking—a larger share than in the Denver region as a whole. Louisville has the potential to increase the share of trips made by walking, biking, and transit through investments in infrastructure supportive of those uses.

Figure 3.12 Louisville and Comparison Area Commute Mode Share

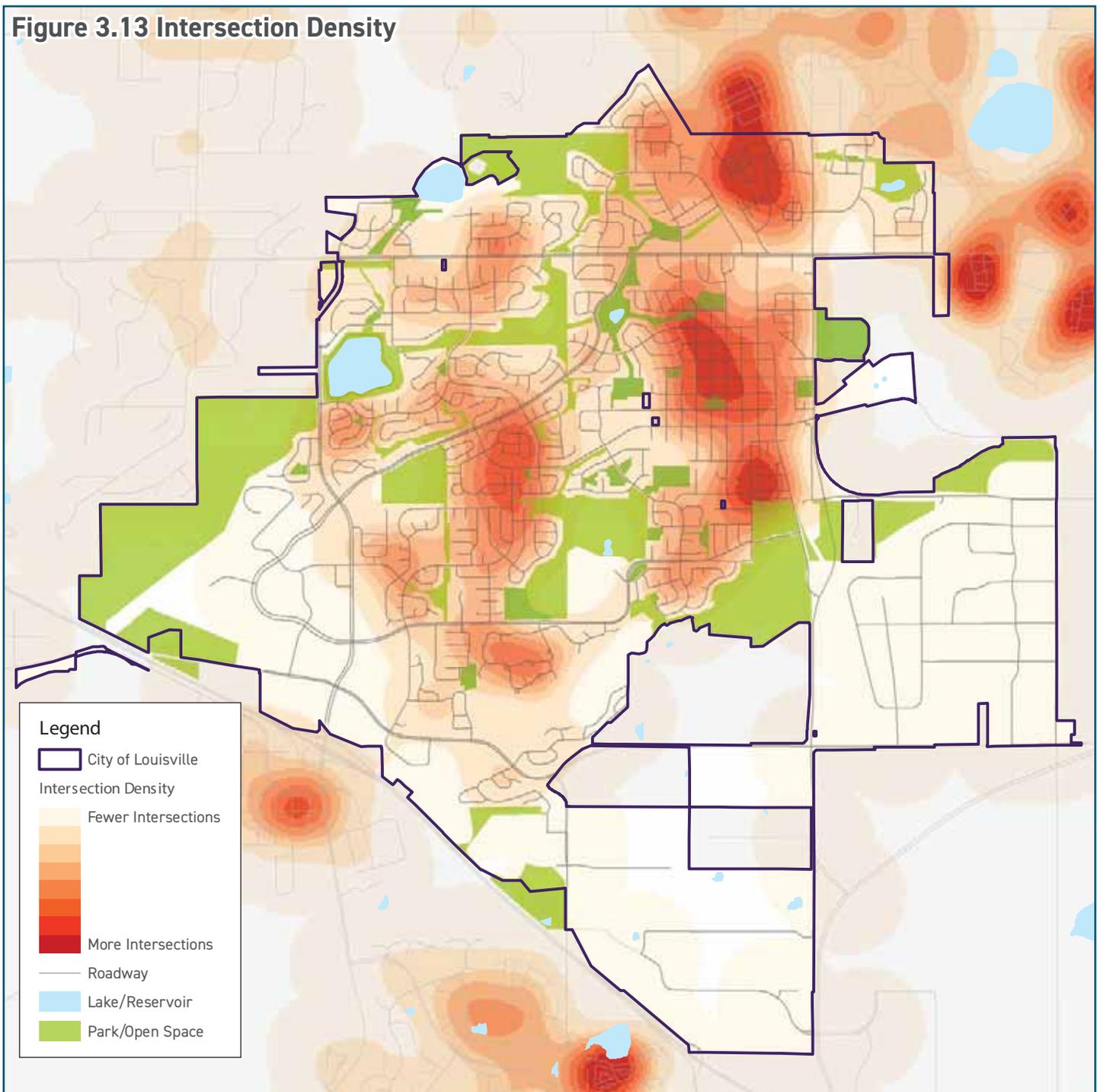
	 Drive Alone	 Carpool	 Transit	 Bike	 Walk	 Work at Home	 Other
City of Louisville	72.3%	4.7%	5.9%	2.3%	1.7%	12.7%	0.5%
City of Boulder	51.3%	4.9%	8.3%	10.3%	11.4%	12.5%	1.2%
Boulder County	65.2%	7.6%	5.0%	4.4%	5.3%	11.3%	1.3%
Denver Region	74.8%	8.5%	4.4%	1.2%	2.5%	7.5%	1.0%

Source: 2012-2016 American Community Survey 5-Year Estimates

# Connectivity

Intersection density is a useful indicator of the degree of street connectivity in an area. Neighborhoods with greater intersection density tend to have more interconnected and duplicative street networks, which provide multiple routes to travel between any two points. Places where parallel streets connect to the same sets of destinations present opportunities to prioritize different modes of transportation on different corridors. As the map below shows, Downtown and the recent Steel Ranch development are the neighborhoods with the greatest intersection density in Louisville. The McCaslin commercial corridor is notably lacking street connectivity, which has been noted as a barrier to redevelopment and improved first and last-mile connections to McCaslin Station.

**Figure 3.13 Intersection Density**



## What are Key Corridors?

The main backbone of any transportation network is the major corridors. These corridors provide connectivity and access to neighborhoods, businesses, recreation, and more. The design and surrounding context of corridors impacts the demand on the corridor and travel modes that people utilize.

## Key Corridor Characteristics & Context

This section highlights primary travel corridors in Louisville, designed uses, surrounding context, and connectivity.

*South Boulder Road* is a four-lane divided boulevard that is the major east-west roadway in northern Louisville. The roadway has high traffic volumes, local transit service, on-street bike lanes, and several traffic generators, including parks, retail, and neighborhoods. Challenges along the corridor are drivers speeding downhill, limited pedestrian crossings, a freight rail line, and cut-through traffic from Boulder and Lafayette.

*McCaslin Boulevard* is the busiest corridor in Louisville. It has upwards of 30,000 vehicles per day at the southern end, where there is retail activity and access to US 36. There is a bike lane along the entirety of the corridor within Louisville, wide sidewalks along the southern segment, and is served by the 228.

*Via Appia* is a central roadway that connects many neighborhoods to South Boulder Road, McCaslin Boulevard and Downtown via Pine Street. There are two vehicle lanes and a bike lane in each direction of the very wide roadway. The roadway is served by both the Dash and 228. Travel speeds are high given the surrounding context of mostly single-family homes and the Rec Center.

*Centennial Parkway* is a continuation of Via Appia west of McCaslin Boulevard that loops back to form W. Cherry Street east of McCaslin. The surrounding land use along the corridor is mostly commercial. There are bike lanes, as well as rarely used on-street parking.

*W. Cherry Street/Bella Vista Drive* is an east-west roadway that runs from McCaslin Boulevard to County Road on the east side of town. There is a variable cross-section with two- and three-lane portions, bike lanes or shared bikeways, some on-street parking, some discontinuous sidewalks, and a wide-ranging right-of-way. Much of the adjacent property is single-family residential, but there is some retail in the McCaslin area, as well as parks and other open space.

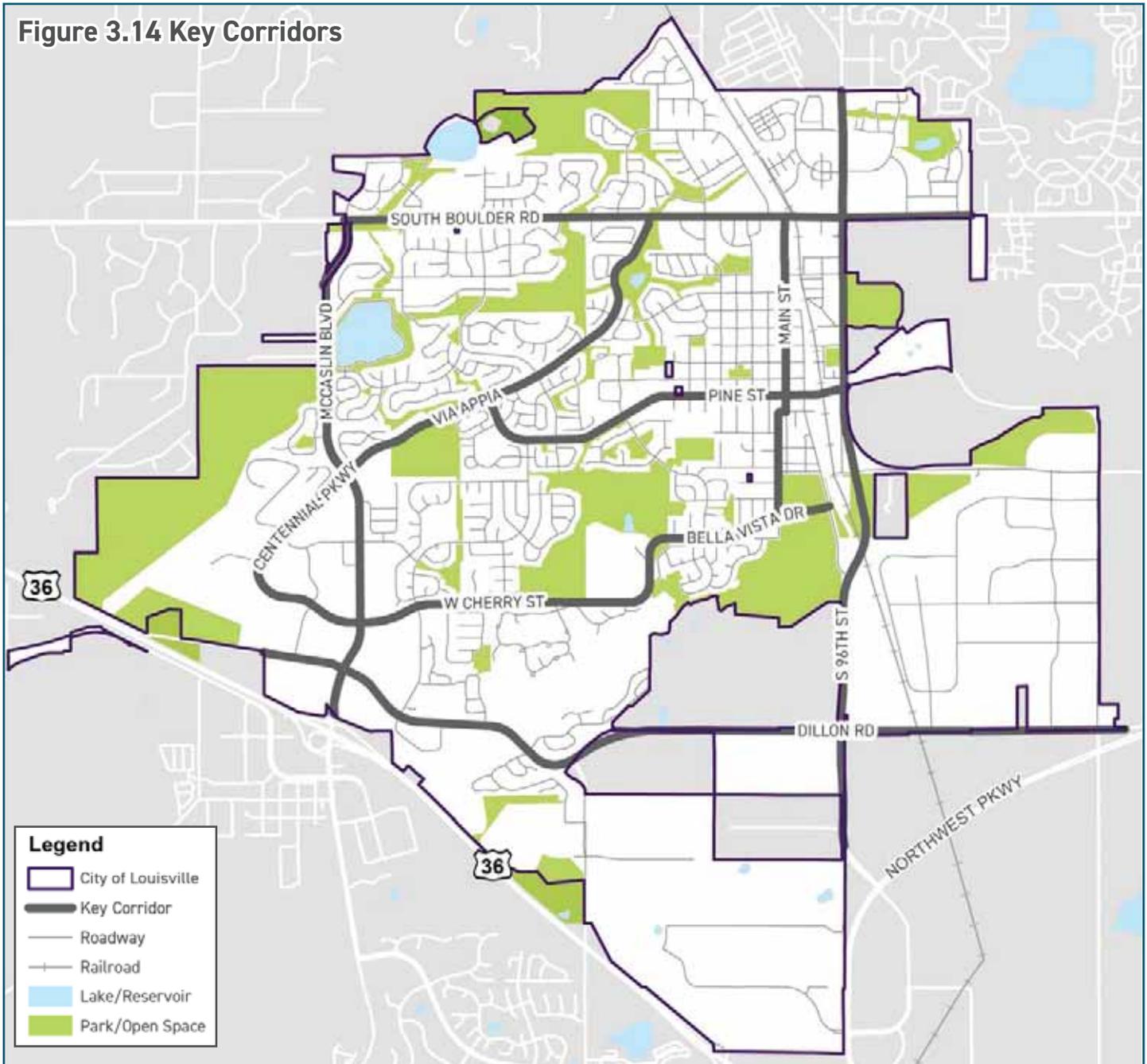
*Dillon Road* is a busy street throughout Louisville, serving retail near McCaslin Boulevard, Monarch High School and the hospital off of S 88th Street, the Colorado Tech Center, and both Highway 287 and Northwest Parkway to the east. There are wide, bikeable sidewalks through the residential areas near the school, and shoulders in the more rural portion to the east.

*Pine Street* is a connection to neighborhoods and into southern Downtown from both Via Appia and SH 42/S 96th Street. The wide two-lane roadway is served by the Dash but does not have a dedicated bike facility. There are pedestrian refuges near Downtown, where there is also a school zone.

*SH 42/S 96th Street* is a two-lane state facility, with varying shoulder widths, that is a regional north-south connection on the east edge of town. Traffic volumes cause delays in the Downtown area, especially at the South Boulder Road signal. There are open spaces and parks to the east, but they are difficult to reach on foot and by bike due to a lack of crossings.

*Main Street* is a busy two-lane road that is central to Downtown and connects to South Boulder Road. Main Street is lined with retail and parking in Downtown and provides direct access to Louisville Middle School.

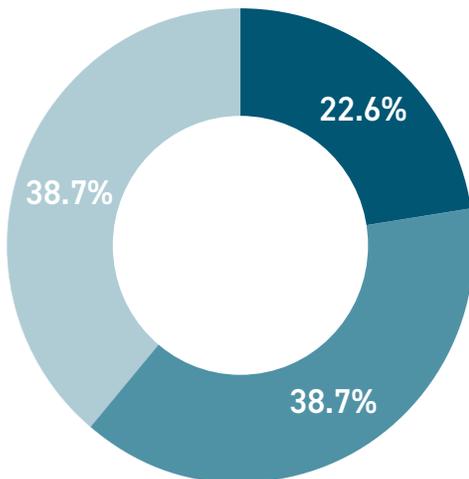
**Figure 3.14 Key Corridors**



## Trips on Louisville Roadways:

Currently, only 22.6% of transportation trips stay within Louisville. A majority of trips either begin in Louisville with a destination outside of the City (38.8%) or enter into Louisville from another point of origin (38.7%). These trips are most likely using the major corridors, placing regional travel pressures on the Louisville roadway network.

Figure 3.15 Trips Made in Louisville



- Internal trips within Louisville
- Trips that originate in Louisville
- Trips that end in Louisville

Source: 2015 Trips from DRCOG TDM

## Corridor Travel

As vehicle travel is the primary means of transportation in Louisville, analysis of traffic volumes and delay along key corridors was conducted. These analyses help to identify issues impacting the operation of the corridors and locations that may be most critical to focus on for potential improvements.

Louisville's transportation network is focused on a few major corridors, for which there aren't many readily available substitutes. This means it may be difficult to shift travel to lesser-traveled routes that would help handle additional future capacity. Ensuring that the corridors can operate efficiently and move people to, from, and within the city will be important as growth continues within the region. New technology and intersection improvements are potential options that can make meaningful impacts on corridor functionality without adding significant costs or necessitating road widening.

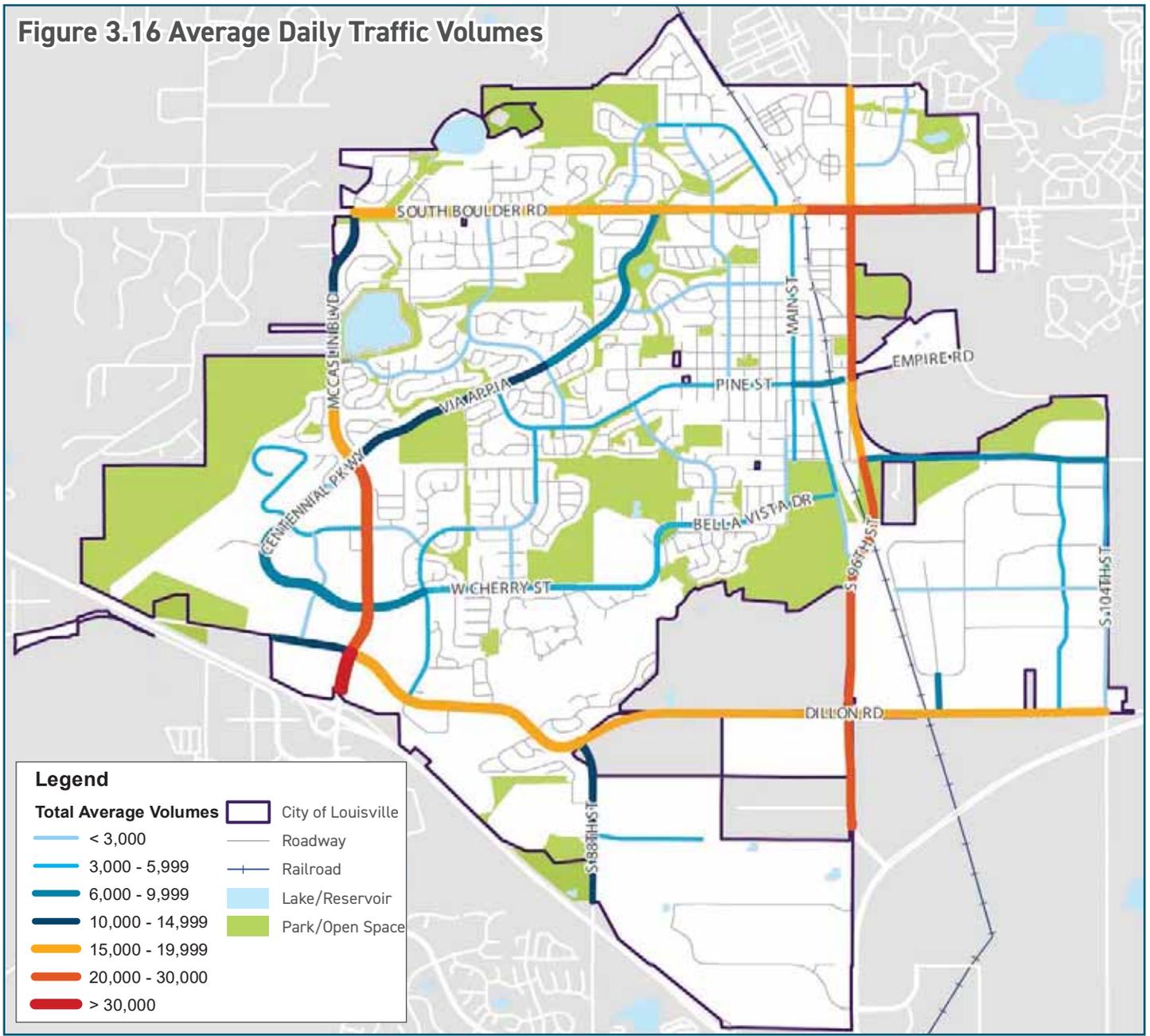
The following analyses of traffic volumes, existing level of service, and observed delay will provide a basis for identifying future improvements for Louisville to ensure access and mobility is provided at an acceptable level.



Much of Louisville's transportation network is focused on a few major corridors.

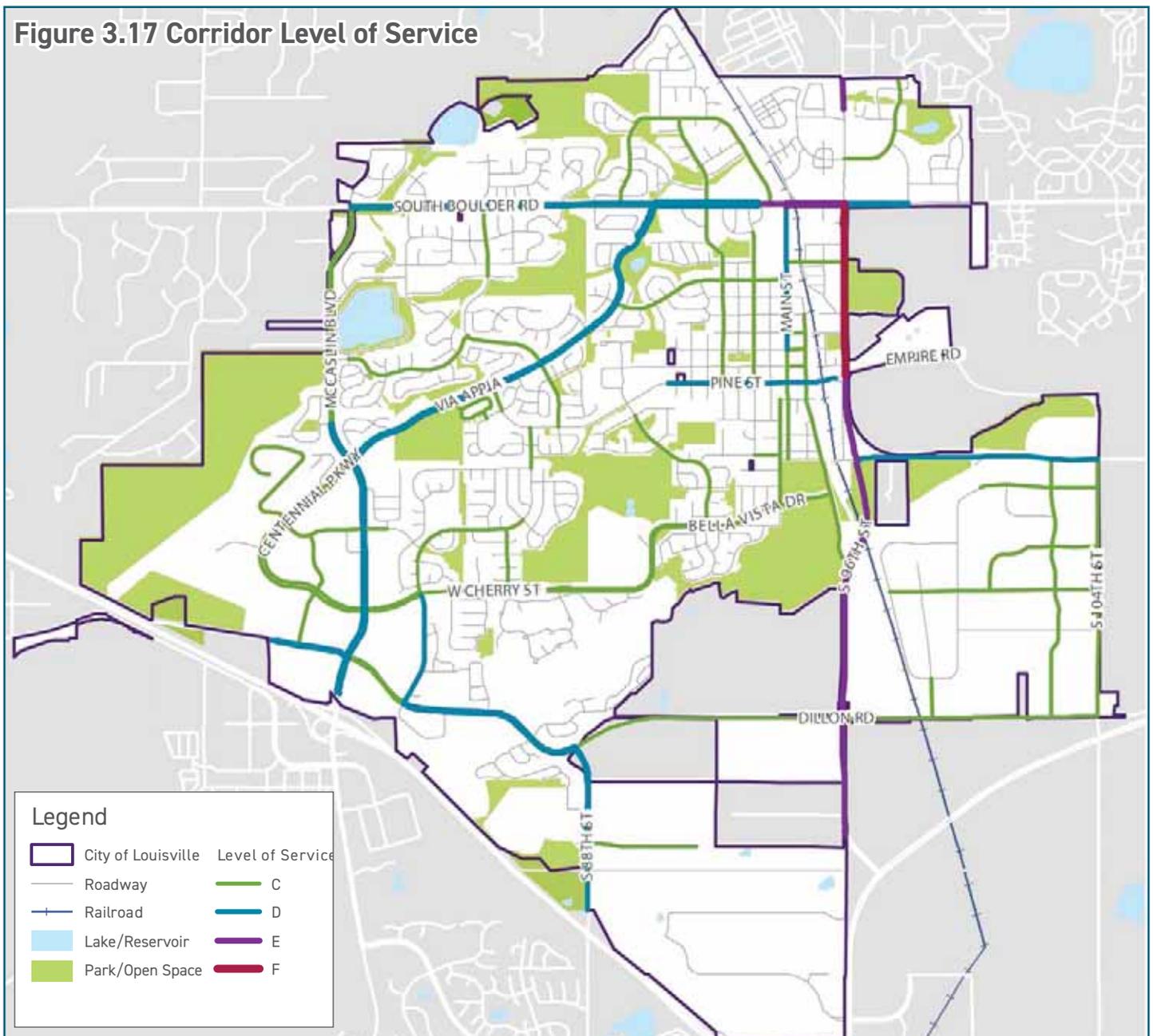
# Corridor Traffic Volumes

Figures 3.16 highlights average daily traffic volumes for Louisville's major corridors and other collector streets. Overall, four key corridors that incur the greatest amount of travel within the City: McCaslin Boulevard, South Boulder Road, Dillon Road, and Hwy 42/S 96th Street. These are the primary east-west and north-south corridors that provide access to activity centers in Louisville and surrounding jurisdictions. Traffic volumes are not uniform in both directions and depend on time of day. South Boulder Road in particular experiences greater traffic volumes traveling west in the morning and east in the evening, reflecting its use as a key corridor for accessing Boulder.



# Corridor Level of Service

Figure 3.17 shows how well certain roads are functioning in moving vehicular traffic. Corridor Level of Service (LOS) is a classification system which uses the letters A, B, C, D, E, and F to convey vehicle capacity, and describe how well traffic flows in the transportation network. LOS A represents free flowing traffic, while LOS F indicates considerable congestion that significantly increases travel time. The LOS analysis used factors pertinent to each corridor including the number of travel lanes, corridor speed limits and observed speeds, traffic volumes, and the street's surrounding context. This methodology provides an estimated flow on the corridors, but further study of turning movements and signal timing may give a more accurate representation of how individual intersections function. Most of Louisville's primary corridors are estimated to operate at a LOS of C or D, with some delays during peak travel times. South Boulder Road west of Highway 42/S 96th Street to Main Street operates at a LOS E, S 96th Street south of Downtown is a LOS E, and Highway 42/S 96th Street between Pine Street and South Boulder Road is estimated to be LOS F, with significant travel time delay in the peak periods. LOS C or D is reasonable for an urban/suburban area. A high LOS can indicate that a road is overbuilt for the demand.



# Peak Period Delay

To help quantify travel during peak hours, travel time runs were completed to collect speed and travel distance data using GPS technology. All data were collected on the same day, a Monday while Boulder Valley Schools were in session. The corridors chosen were among those believed to see the most rush hour impacts: McCaslin Boulevard from US36 to South Boulder Road, South Boulder Road from McCaslin Boulevard to SH 42/S 96th Street, and SH 42/S 96th Street from South Boulder Road to Northwest Parkway. A total of three runs were conducted in each direction for a Midday (1PM to 2PM) baseline, while five runs were conducted in each direction during the AM Peak (7AM to 9AM) and PM Peak (4PM to 6PM). Data was collected in a series of clockwise and counterclockwise loops that included all three segments measured. The travel segments are shown on the maps below.

Figure 3.18 shows relatively similar travel times for the midday time-frame, but demonstrate the variation experienced due to turning vehicles and traffic signal delays. Both the AM and PM peaks confirm delay is experienced during these periods. The delays experienced on McCaslin Boulevard in peak hours were minimal, under 60 seconds for both directions in both peaks. On South Boulder Road, delays were also minimal, except for eastbound PM. Those runs had a median delay of 1 min 7 sec, and were observed to be most impacted between Main Street and SH 42/S 96th Street. By far the greatest delays measured were on SH 42/S 96th Street. There was a modest delay in the AM peak for northbound travel. PM peak travel was delayed for both directions with a median delay of 1 min 29 sec for northbound, and 3 min 27 sec delay for southbound runs.

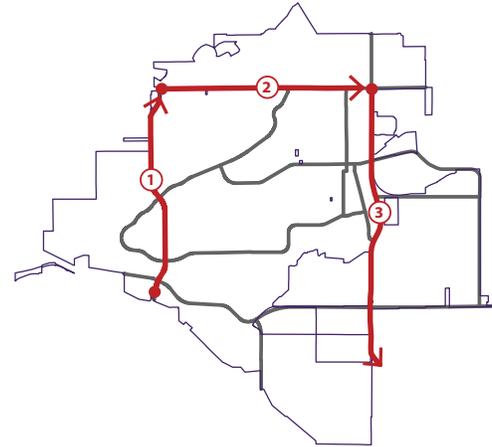
Figure 3.18 Travel Time Delay by Corridor

Corridor	Direction	AM*	Midday*	PM*	AM Delay	PM Delay
<b>Loop 1 - Clockwise</b>						
McCaslin Blvd	NB	04:24	04:02	04:26	22 sec	24 sec
South Boulder Rd	EB	03:17	04:08	05:15	none	1 min 7 sec
SH 42/S 96th St	NB	05:29	04:46	06:15	43 sec	1 min 29 sec
<b>Loop 2 - Counterclockwise</b>						
SH 42/ S 96th St	SB	04:24	04:52	08:19	none	3 min 27 sec
South Boulder Rd	WB	03:54	03:39	03:49	15 sec	10 sec
McCaslin Blvd	SB	04:15	03:41	04:00	34 sec	19 sec

\* This is the median travel time for all travel runs for the given time period.

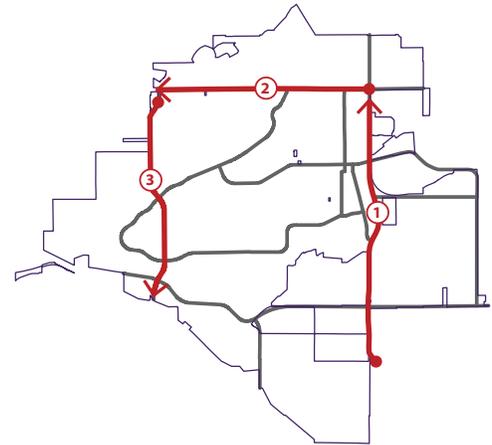
Figure 3.19 Travel Time Routes

Loop 1 - Clockwise



Route 1 consisted of a clockwise route beginning at Hwy 36 and McCaslin Boulevard, traveling north to South Boulder Road, proceeding east to SH 42/S 96th Street, then traveling south and continuing on South 96th Street to Northwest Parkway.

Loop 2 - Counterclockwise

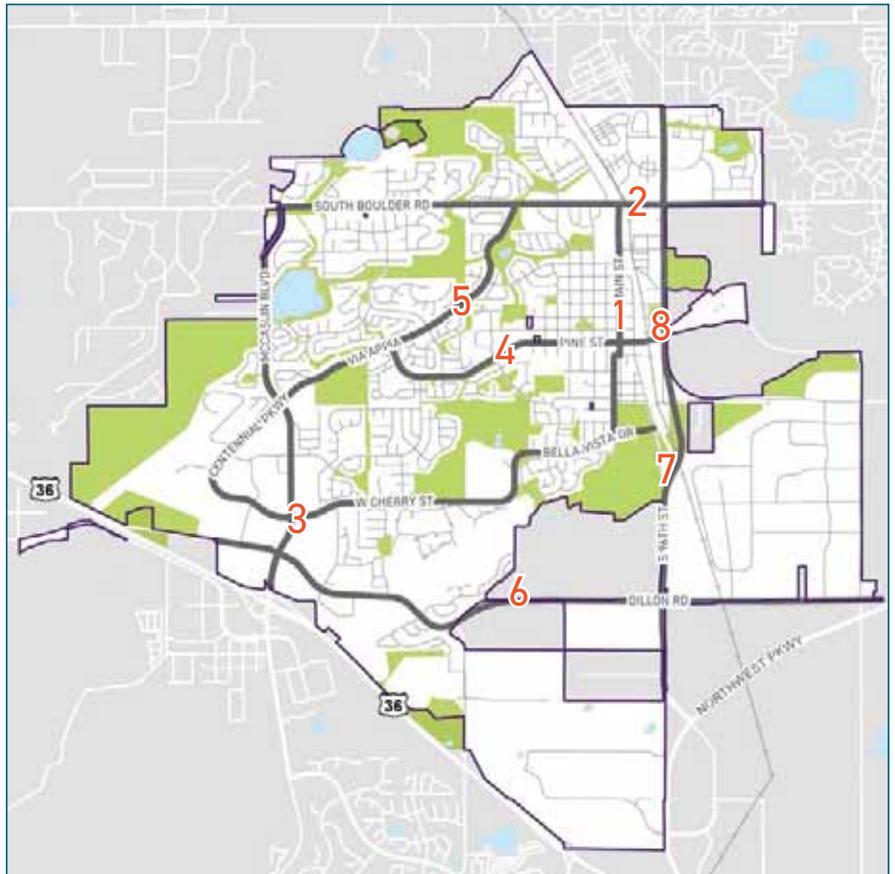


Route 2 consisted of a counter-clockwise route beginning at Northwest Parkway and South 96th Street, continuing on SH 42/S 96th Street to South Boulder Road, west to McCaslin Boulevard, then south to Hwy 36.

## Key Findings on Major Corridors

Based on the traffic volumes, speed data, LOS analysis, and travel time runs, several key findings regarding the major corridors in Louisville were developed and are identified below.

1. Main Street is signed as a 25 mph roadway, and while there is some speeding near Louisville Middle School, most cars travel well under the speed limit within Downtown. To the south, on County Road, speeding has been observed.
2. South Boulder Road experiences peaks during typical commute hours, with considerable eastbound delays in the PM, especially between Main Street and SH 42/S 96th Street. In the AM approximately 60% of cars are traveling westbound, towards Boulder, while the split is reversed in the PM. Speeding is most problematic for eastbound vehicles traveling down the hill east of Washington Ave.
3. McCaslin Boulevard is the busiest corridor in Louisville with 15,000 vehicles per day on the north end by South Boulder Road, and upwards of 35,000 by US 36 on the south end. Travel time delays were observed in the peaks, but were not significant. Speeding is most prevalent for southbound vehicles as they approach US 36.
4. Pine Street has considerably more vehicular traffic than parallel east-west corridors into Downtown.
5. Via Appia has approximately 10,000 vehicles a day and with two lanes is capable of moving the current traffic volumes. Speeding cars have been documented throughout the corridor.
6. Dillon Road has nearly 20,000 vehicles per day along the corridor and operates at an acceptable LOS. Most vehicles near McCaslin travel under the speed limit, likely due to the number of driveways. Traffic volumes near South 88th Street peak more than anywhere else in the city because of the school travel patterns. Mobility is somewhat constricted on the east portion of the roadway, as it narrows to two lanes.
7. The speed limit on S 96th Street is 40 mph, however most cars travel well over that. Vehicles tend to slow down north of Empire, as they continue on SH 42/S 96th Street.
8. SH 42/S 96th Street is signed for 45 mph, however the number of vehicles and turning movements often limit travel speeds to less than the posted speed limit. With only two lanes, turning vehicles often cause delays, and with over 20,000 vehicles, the highway operates at LOS F according to the Highway Capacity Manual. Travel times along S 96th and SH 42/S 96th Street between South Boulder Road and Northwest Parkway were measured. Both AM and PM peaks were considerably delayed. Southbound PM travel times were nearly double that of the midday base, with nearly all of the delay observed near Downtown.



# SAFETY

Safety is an important factor for transportation planning and infrastructure investments. Intersections, in particular, are key areas where there are a significant number of conflicts between people and vehicles. The actual and perceived safety of an intersection or a corridor can greatly impact people's desire to utilize certain routes, particularly for those on foot or bike.

Safety surrounding schools is also a key factor in mobility and health. Most schools within Louisville have trails and sidewalks that connect to the surrounding neighborhoods and provide safe options for children. Louisville Middle School is located in an area with a significant amount of travel for multiple purposes and is also near some intersections with higher numbers of collisions. Monarch K-8 and Monarch High School, while accessible with trails and sidewalks, are located along corridors with higher travel speeds and volumes, which pose potential risks.

Within Louisville, the hierarchical road network funnels traffic onto a select number of corridors designed to carry a large volume of vehicles relatively quickly. Crashes are prevalent along faster, busier roads and intersections. Figure 3.20 shows the most recent three years of available crash data for all modes to highlight areas of higher safety concern.



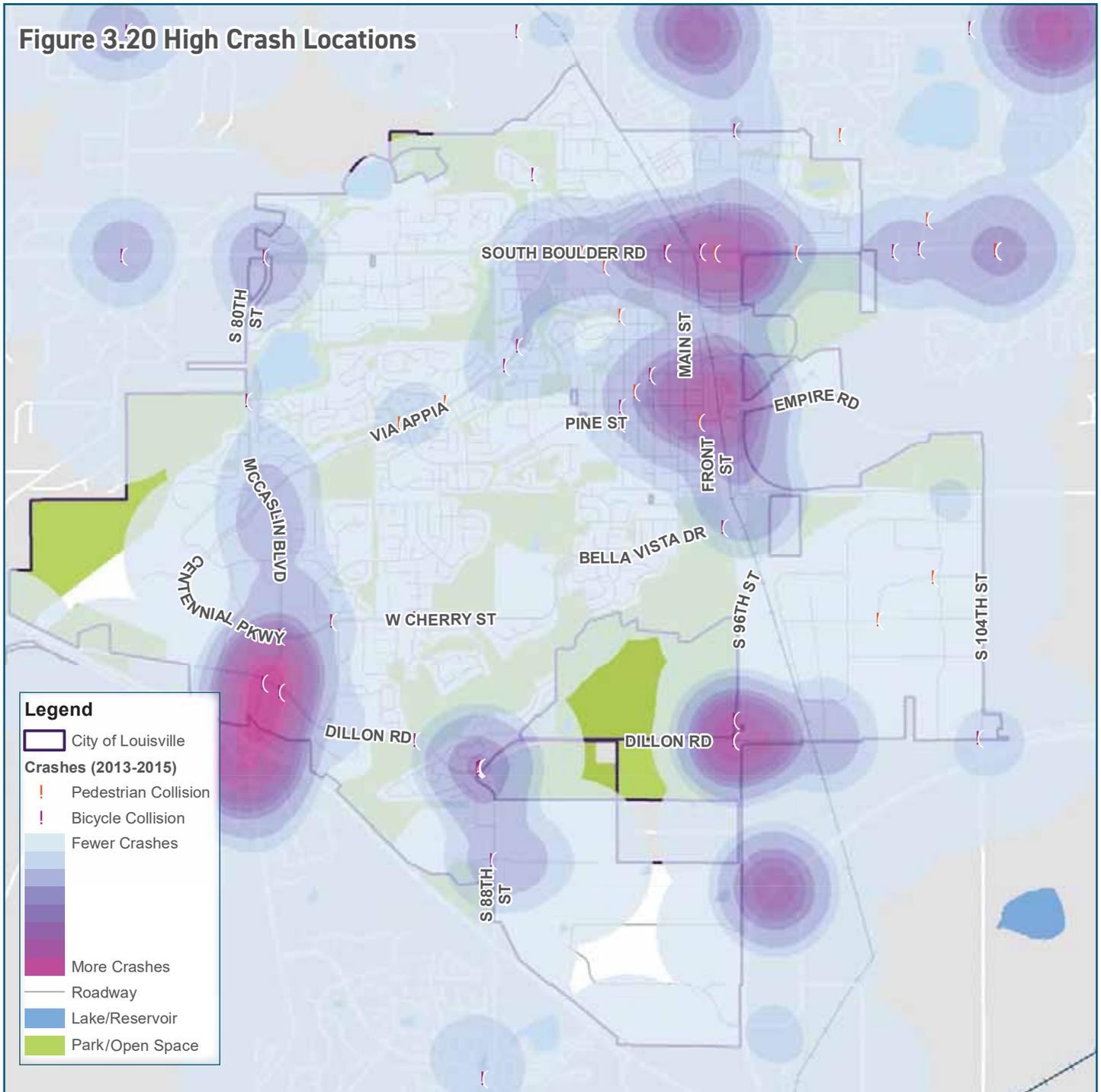
Pedestrian safety in relation to schools is a key factor for mobility and health.



Wide intersections and fast moving cars can be more dangerous for pedestrians.

# Crash Hotspots

Figure 3.20 shows the concentration of crashes over a span of three years (2013-2015). The areas around the intersection of McCaslin Boulevard and Dillon Road, the intersection of South Boulder Road and Highway 42/S 96th Street, and the intersection of Pine Street and Highway 42/S 96th Street stand out for their especially high concentration of crashes. Notably, the crash hotspots correspond with the three urban centers identified in the Comprehensive Plan, which were classified as such due in part to their high traffic volumes and associated retail potential. The intersection of McCaslin Boulevard and Marshall Road in Superior also experiences a high volume of crashes. Although beyond the Louisville city limits, this intersection plays a key role in how residents and visitors enter Louisville and access key destinations such as the US 36 and McCaslin Station. Completion of the Diverging Diamond Interchange in 2015 may impact trends at this location and should be monitored.



# THE MULTIMODAL NETWORK

Having a complete transportation network will afford people the option to make trips using a variety of modes, whether it is driving, walking, bicycling or riding transit. Have a complete multi-modal network helps serve all people, regardless of age, physical ability or income. While considering all modes, there will be areas where different modes of transportation are competing for resources, such as space within the right-of-way or priority at intersections and other crossings. This is where tradeoffs will have to be considered, and some give and take will be needed to best accomplish the goals of the TMP. This section provides background and analysis on walking, biking, and transit facilities in the City.



Louisville's transportation network must be multimodal, so that it functions for cars, pedestrians, and bicyclists at the same time.

# Walking

Overall, much of Louisville is walkable, but the conditions of facilities vary throughout the city. Direct access to some destinations is also limited, particularly where roadways are wide and traffic speeds are high. Consistent, high-comfort facilities help make walking a safe possibility for people of all ages and abilities. The walkability of an area is heavily influenced by the quality of the pedestrian infrastructure, including width and surface of the path or sidewalk, block lengths, buffering and separation from vehicles, relationship of sidewalks to buildings, intersection distances and treatments, lighting and other amenities such as landscaping and seating.

The City has been making incremental but significant improvements to walkability and safety around town, including the installation of curb cuts and ramps, pedestrian underpasses, pedestrian refuges and signals, and traffic calming bulb outs with enhanced cross walks. Walkability is more limited in some parts of Louisville. For example, Downtown is considered very walkable with short blocks, narrow streets, frequent crossing options with enhanced crosswalks and short crossing distances, as well as inviting storefronts abutting the sidewalks and streets. Alternatively, pedestrians on McCaslin Boulevard must cross wide roadways and large parking lots to reach destinations.



Downtown Louisville has narrower streets, more frequent crossings, and pedestrian-friendly buildings.

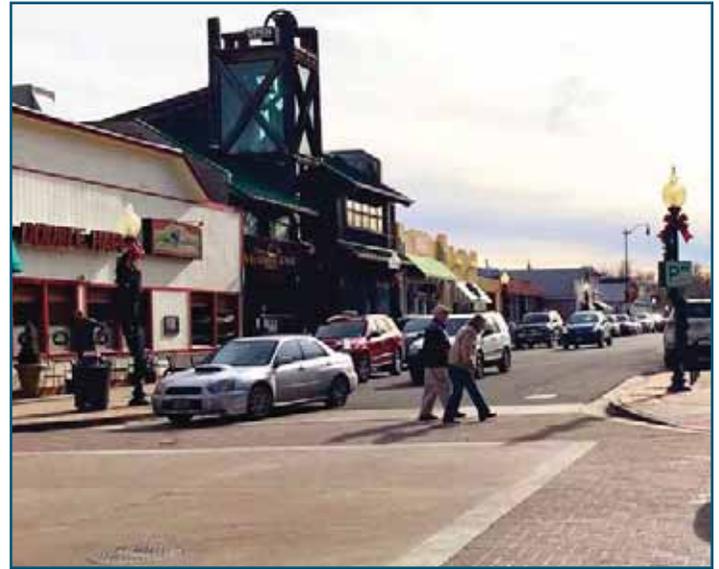
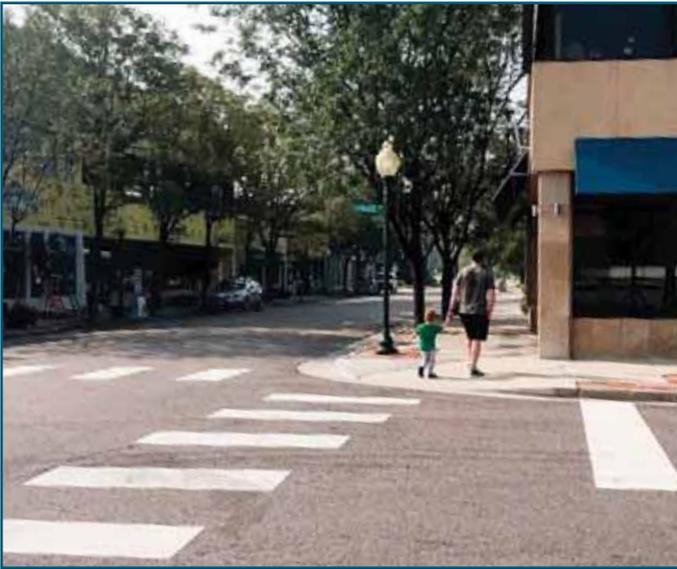


Curb ramps are generally consistent at intersections, which improves the overall accessibility for people walking or using mobility devices such as wheel chairs.

## Walk Score

One measure of an area's walkability is the Walk Score, an online tool that measures walkability of an area. The methodology analyzes many walking routes between a variety of locations, while also weighing destinations, population, and roadway factors. The city of Louisville as a whole has a score of 38 out of 100, which carries the description of "car dependent," meaning most errands require a car. However, there are wide variations throughout the city.

The heart of Downtown Louisville has a score of 82 and is considered "very walkable," suggesting that most errands can be accomplished on foot. The McCaslin Station area has a score of 47 and is considered "car dependent." The area around Polk Avenue and Pine Street in the center of Louisville has a score of 20, primarily because there are few destinations within a walkable distance beyond parks and schools. Access to destinations is a primary driver of walkability and areas with a variety of land uses are naturally considered more walkable due to the variety of activities available within a short distance. Figure 3.21 highlights this factor for multiple locations within Louisville.



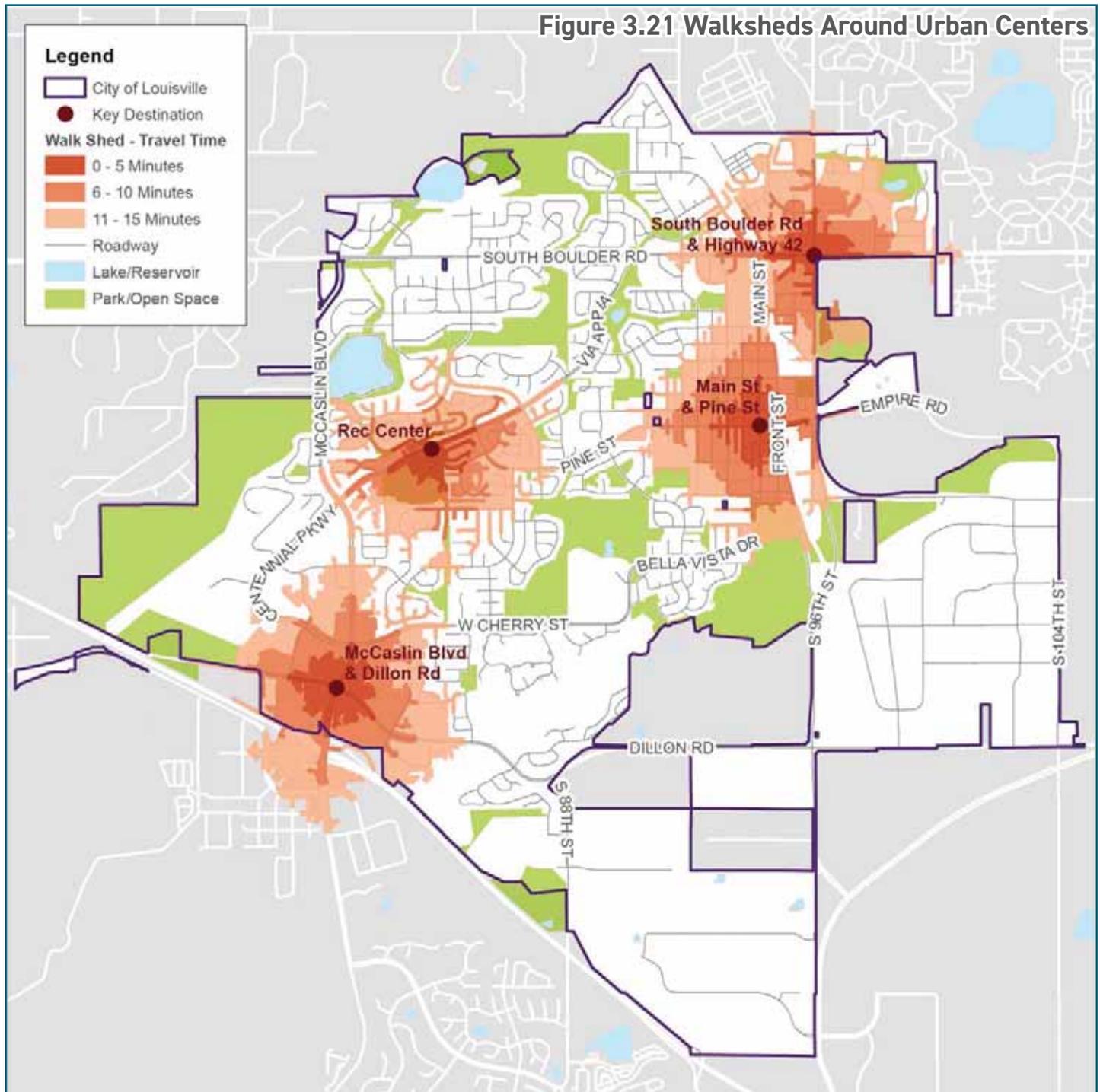
The walk score for Downtown Louisville indicates that it is "very walkable."



The McCaslin Station area score suggests that it is "car dependent."

## Walksheds

Figure 3.21 shows the areas within a five-, ten-, and fifteen-minute walk of key destinations in Louisville. The walksheds indicate the areas from which people are most likely to reach a central destination on foot. Many of Louisville's neighborhoods are well beyond walking distance of these urban centers, and will likely travel to and from these destinations via other modes.



# Biking

For Louisville, the bicycle network includes a mix of on-street bike lanes, shared streets, and paved and non-paved paths. The City desires to have a bicycle network with broad appeal and a diverse set of users. This includes a mix of facilities that feel safe to an experienced rider as well as a child riding to school, or a family riding Downtown. Expanding the bicycle network with safe facilities will improve access to more destinations, and encourage biking by making riders feel more comfortable.

One way to assess comfort is to rate a bikeway by Level Of Comfort (LOC), with LOC 1 being most comfortable and LOC 4 the least. This scoring system indicates the likely appeal of a facility to a broad set of riders.

LOC 1 – Typically a bike route on a calm neighborhood street, a wide bike lane with low vehicle volumes, or a wide path without too many roadway crossings.

LOC 2 – Similar to an LOC 1 facility, but with more or faster-moving vehicles for on-street facilities or more frequent crossings for a trail.

LOC 3 – An on-street facility with less dedicated bike space, often on a roadway with more lanes, vehicles, and higher travel speeds, or a narrow off-street facility with many crossings.

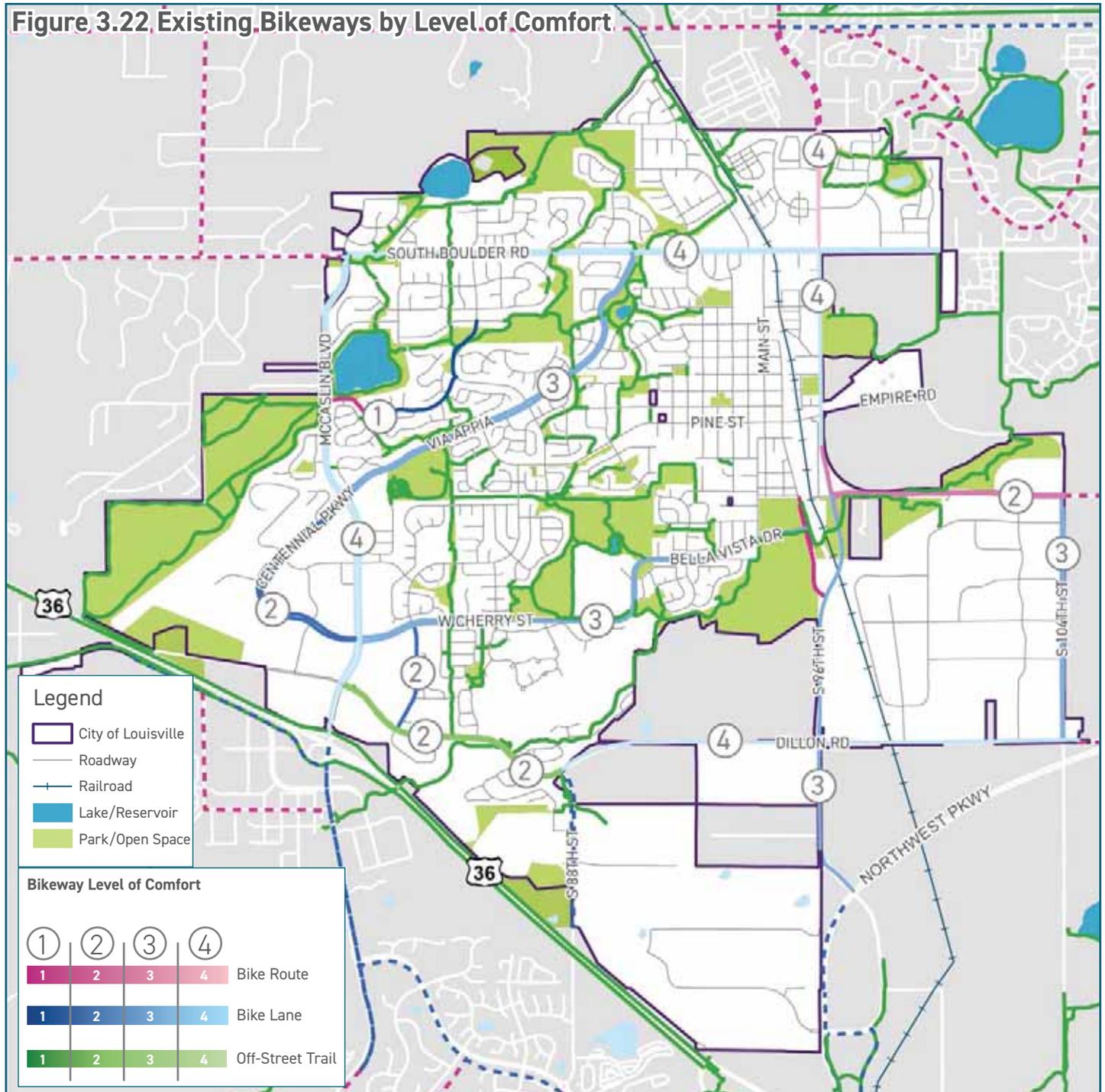
LOC 4 – On-street facility with considerable parallel traffic and crossings, or an off-street path with many challenging crossings.

## What is a network for “all ages and abilities?”

NACTO (National Association of City Transportation Officials) has developed best practice design guidelines for developing a bicycle network that is aimed at being safe, comfortable, and equitable. Bikeways are encouraged to be designed with potential users in mind, including children, seniors, families, people with disabilities, and more.

## Existing Bike Network

Figure 3.22 displays the existing bike network with Level of Comfort shown for the multiple bikeway types. Louisville has a well-developed trail system and on-street bikeways along many major corridors. This map helps to identify where additional facilities may be needed to accommodate different users that have different desires or needs for level of comfort. More high-comfort routes to key destinations and along key roadways would promote additional bicycling in the city.



The images presented here highlight the various bicycle facilities within Louisville. The various facilities look and function differently depending on the context.



A bicyclist and motorist use informal shared space in Downtown.



Lake to Lake Trail along Davidson Mesa



Multi-use path - Power Line Trail



A bike lane along W. Cherry St.



Bike lane along Washington St.



Bike parking at Fireside Elementary along the Powerline Trail



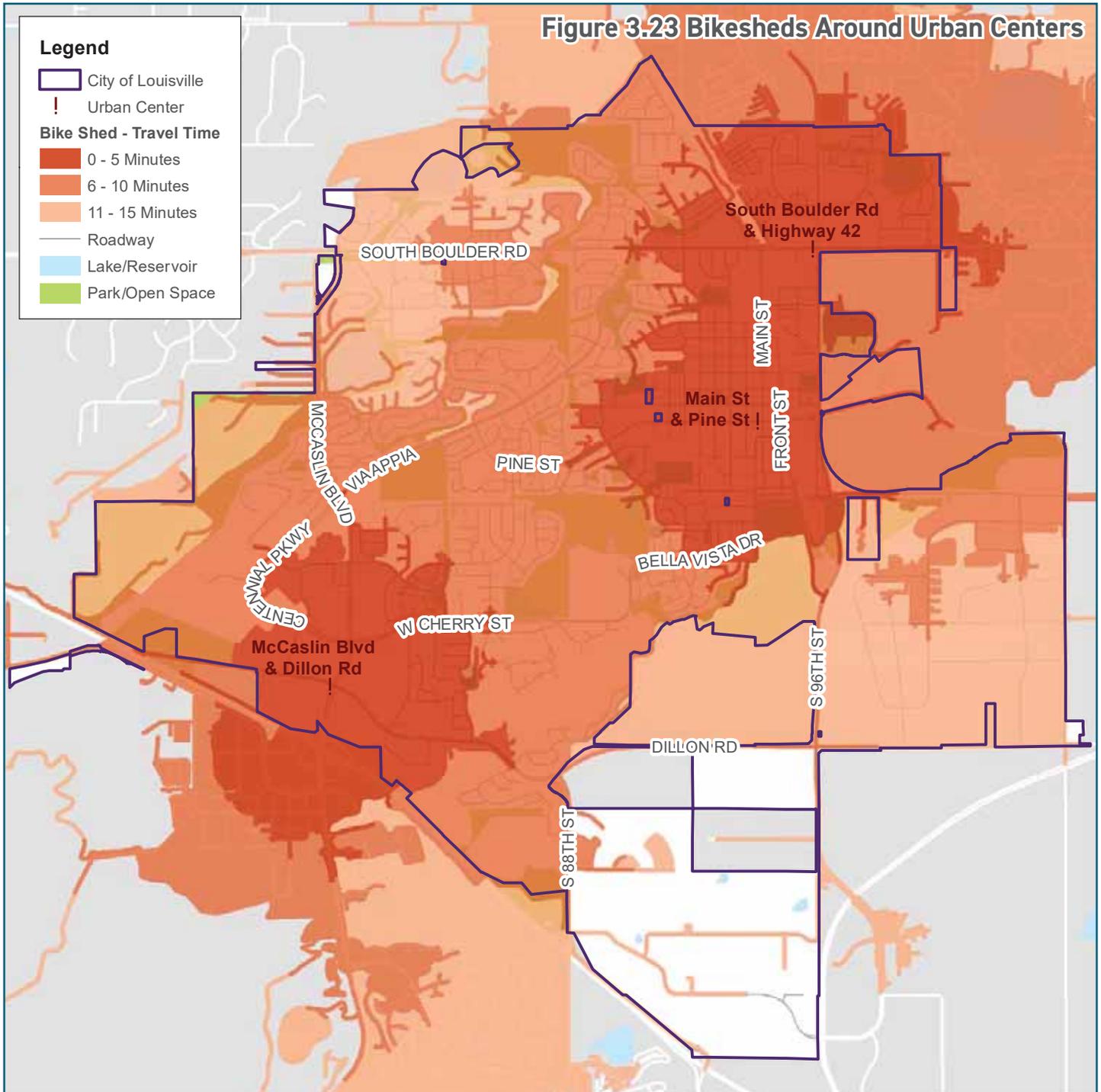
Bikeway on shoulder along Dillon Rd.



New bike lane with on-street parking along Centennial Pkwy.

# Bikeshed

Figure 3.23 shows the areas within a five-, ten-, and fifteen-minute bike ride of key nodes in each of the urban centers identified in the Comprehensive Plan. Although very few neighborhoods are within walking distance of these nodes, the vast majority of Louisville (along with parts of neighboring jurisdictions) is within a short bike ride of at least one activity center. These short travel times indicate that biking is a convenient way for people living and working in Louisville to access local destinations—and that people are likely to make trips by bike if safe, comfortable, and attractive facilities connect to the places they wish to go.



# Transit

Louisville is inside the service area of the Denver Regional Transportation District (RTD), which runs a variety of rail, bus, and paratransit service in Denver, Boulder, and nearby cities. Transit in Louisville takes two main forms: Bus Rapid Transit (BRT) and fixed-route local bus service. Call and ride (FlexRide) services are also available.

## Bus Rapid Transit

The Flatiron Flyer operates along US 36 between downtown Boulder and downtown Denver. Buses arrive at the McCaslin station every 5-15 minutes, depending on the time of day. Buses may travel on the shoulder of the highway (exclusive to buses), during times of traffic congestion. The Flatiron Flyer reaches downtown Boulder in approximately 20 minutes and Denver's Union Station in about 30 minutes.

## Local Bus Routes

Two local bus routes operate through Louisville: the 228 Broomfield/Louisville route and the DASH Boulder/Lafayette via Louisville route. Route 228 runs from its northern terminus at South Boulder Road and Garfield Street along Via Appia and McCaslin Boulevard before continuing southeast through Superior and Broomfield. The DASH runs along South Boulder Road for approximately seven miles between Boulder and Lafayette, but deviates from the roadway to circulate through Louisville along Via Appia, Pine Street, and Main Street.

The DASH arrives every 15 minutes at peak commuting times and every 30 minutes throughout the day, while the 228 arrives every 30 minutes at peak times and hourly throughout the day.

## Planned Transit Projects

Transit is a need that has been recognized within Boulder County in multiple previous planning efforts. Most specifically, the Northwest Area Mobility Study (NAMS) identified several needs and priorities for future transit service that could provide additional or enhanced service to Louisville. These priorities and potential projects include:

*Northwest Rail Line from Denver to Boulder to Longmont with a station near Downtown Louisville*

*US 287 BRT from Longmont to Broomfield*

*South Boulder Road transit improvements from Lafayette to Boulder*

*Arapahoe Rd/Hwy7 transit improvements from I-25 to Boulder*

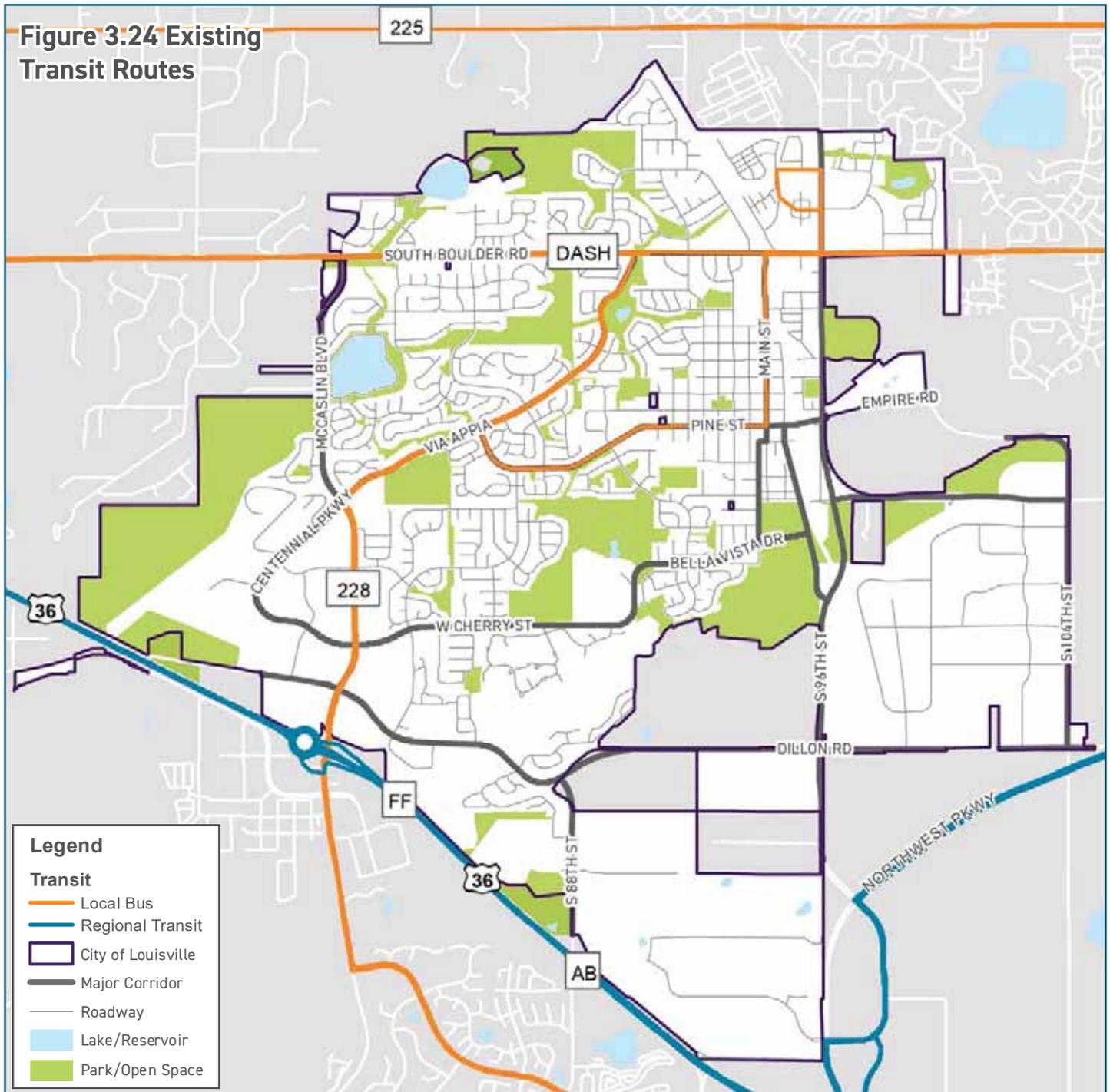
*Hwy 42/S 96th Street new service from Broomfield to Arapahoe*



The Flatiron Flyer provides bus service along US 36.

## Transit Service

Transit service is an important component of a multimodal network, particularly for certain populations including people with no automobiles, low-income households, children, elderly, and disabled residents. Most people who ride the Flatiron Flyer from the McCaslin Station drive to the station, with some accessing the station by bike. Those who ride the local 228 and DASH routes typically walk or bike to the bus stop. The bus routes cover some of the major corridors within Louisville and connect some of the activity centers. Transit service is missing from the CTC and the area south of Dillon Road that includes the hospital and Monarch High School and K-8 campuses. Additionally, an hourly or better bus route, AB, connects Denver International Airport to Louisville's McCaslin Station.



## FlexRide & Via

Additional services are available to supplement the traditional, fixed-route service in Louisville. FlexRide service is a call and ride service that allows riders to reserve a trip online or by mobile device. The service has an advanced reservation time of approximately 10 minutes and costs the same as a local fare. It helps serve areas with less direct fixed service, and connect them to the rest of the network.

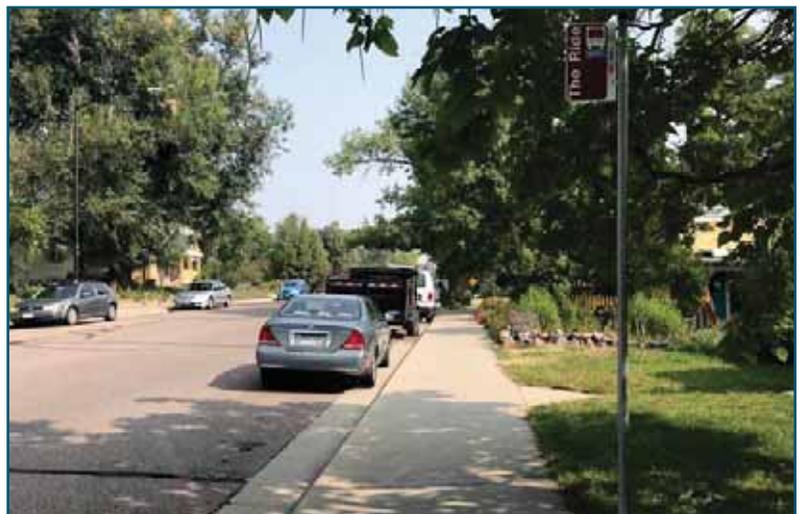
Via is a non-profit organization that provides a range of transportation services for older adults and people with disabilities or mobility limitations. Via helps improve the quality of life for users, by providing responsive and direct transportation services.

## Stop Amenities

McCaslin Station has multiple amenities including shelters, bike parking, next bus arrival information, and a pedestrian bridge over US 36 that connects to the eastbound stop in Superior. The local bus route stops throughout Louisville are typically marked with signs, but many lack other amenities such as shelters or benches and sometimes do not meet ADA requirements.



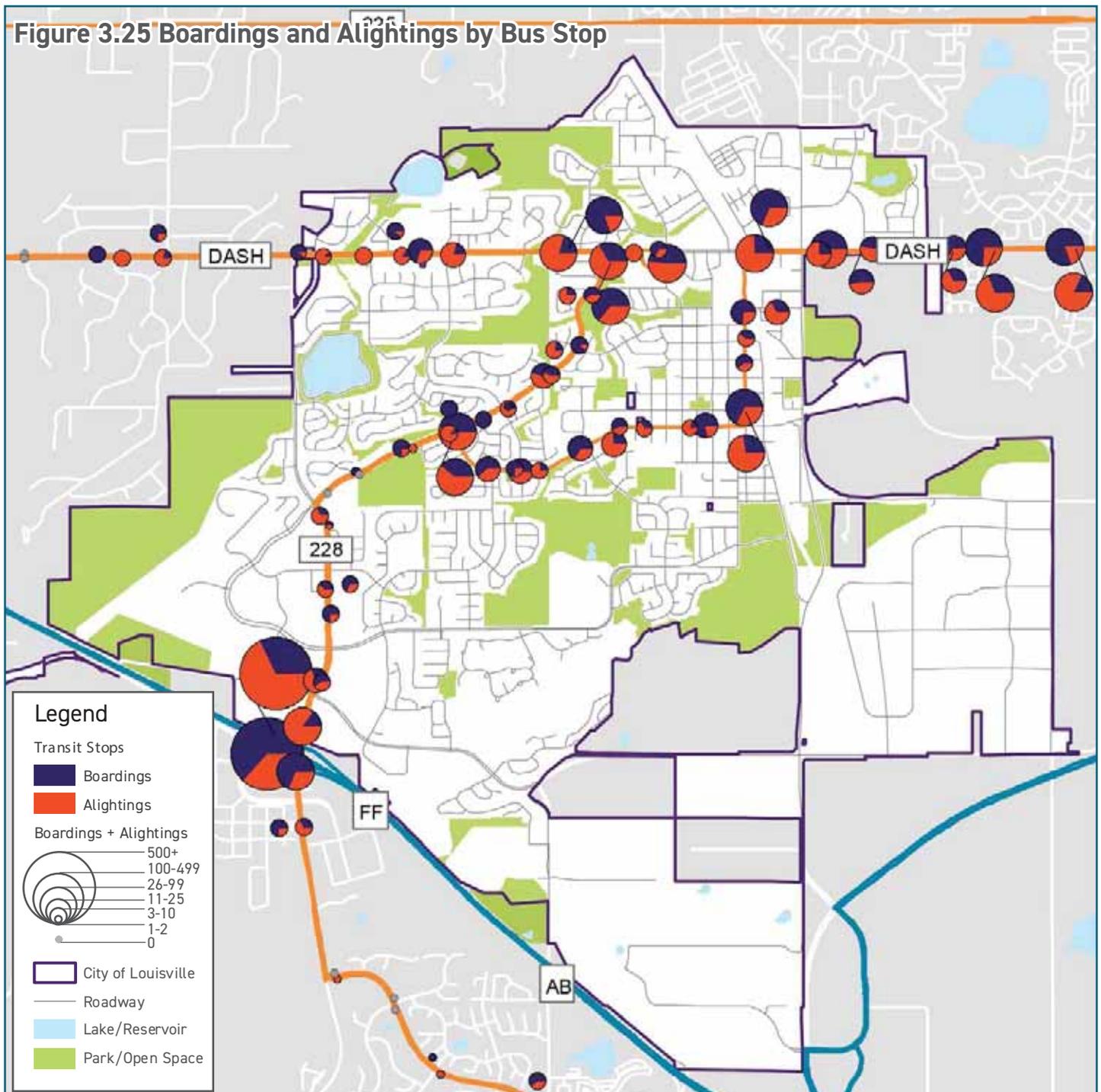
Vehicle and bike parking serves commuters at McCaslin Station.



Local bus route stops often lack benches, shelters, and other amenities.

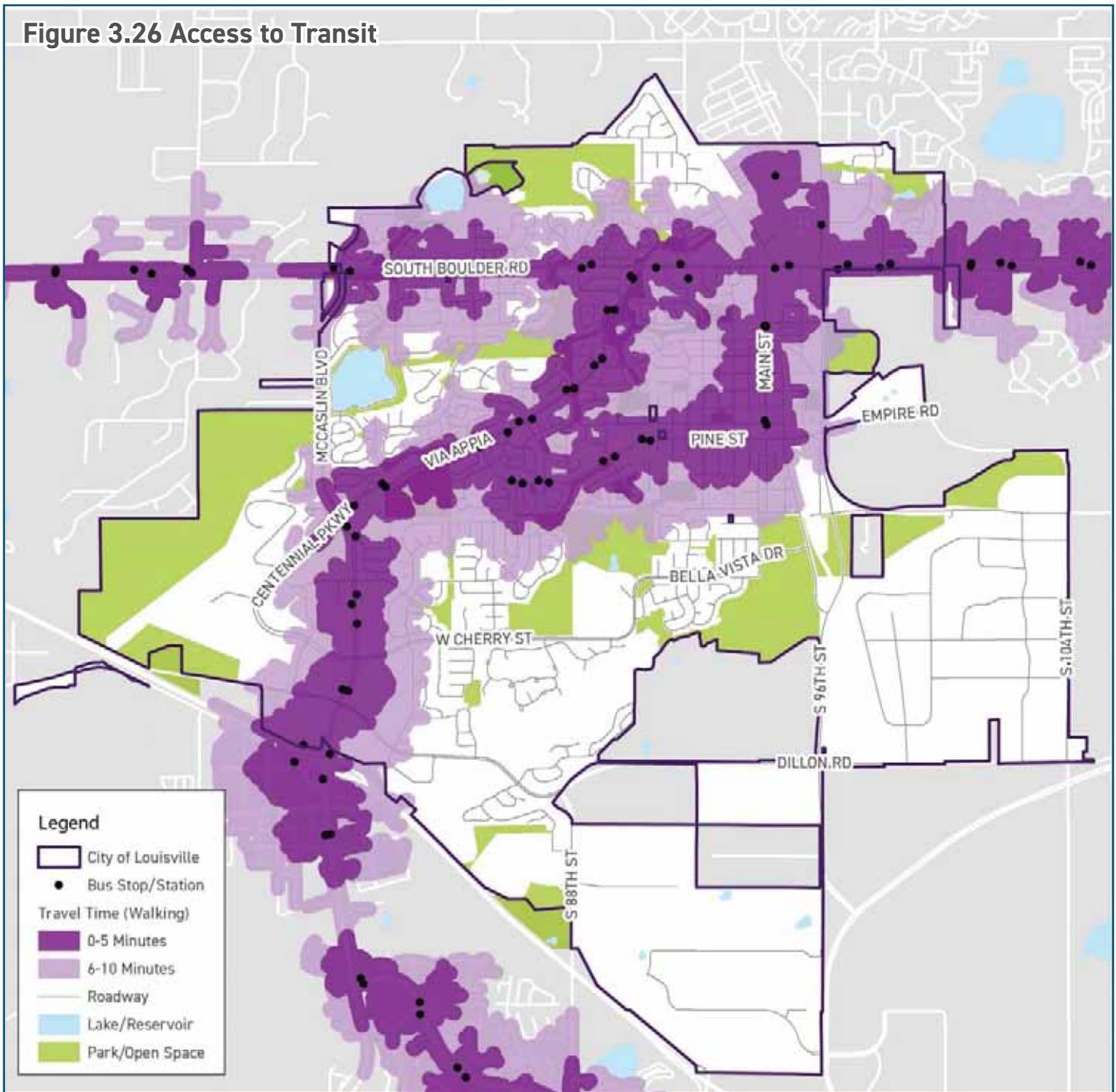
## Transit Use

The RTD's Flatiron Flyer—a Bus Rapid Transit (BRT) service that connects Denver, Boulder, and other cities along the US 36 corridor—is by far the most utilized transit service in Louisville. The US 36 and McCaslin station experiences more than 1,600 boardings and alightings on a typical weekday—69% more transit activity than occurs at all other bus stops in Louisville combined. Apart from the BRT station, transit boardings and alightings concentrate in Downtown and near the intersection of Via Appia and South Boulder Road. Overall, the local bus routes have low ridership but provide important connections to regional destinations. In Downtown, there are approximately 58 boardings and alightings per day at Main Street and Pine Street. Boardings on South Boulder Road near Via Appia have just over 50 boardings and alightings per day.



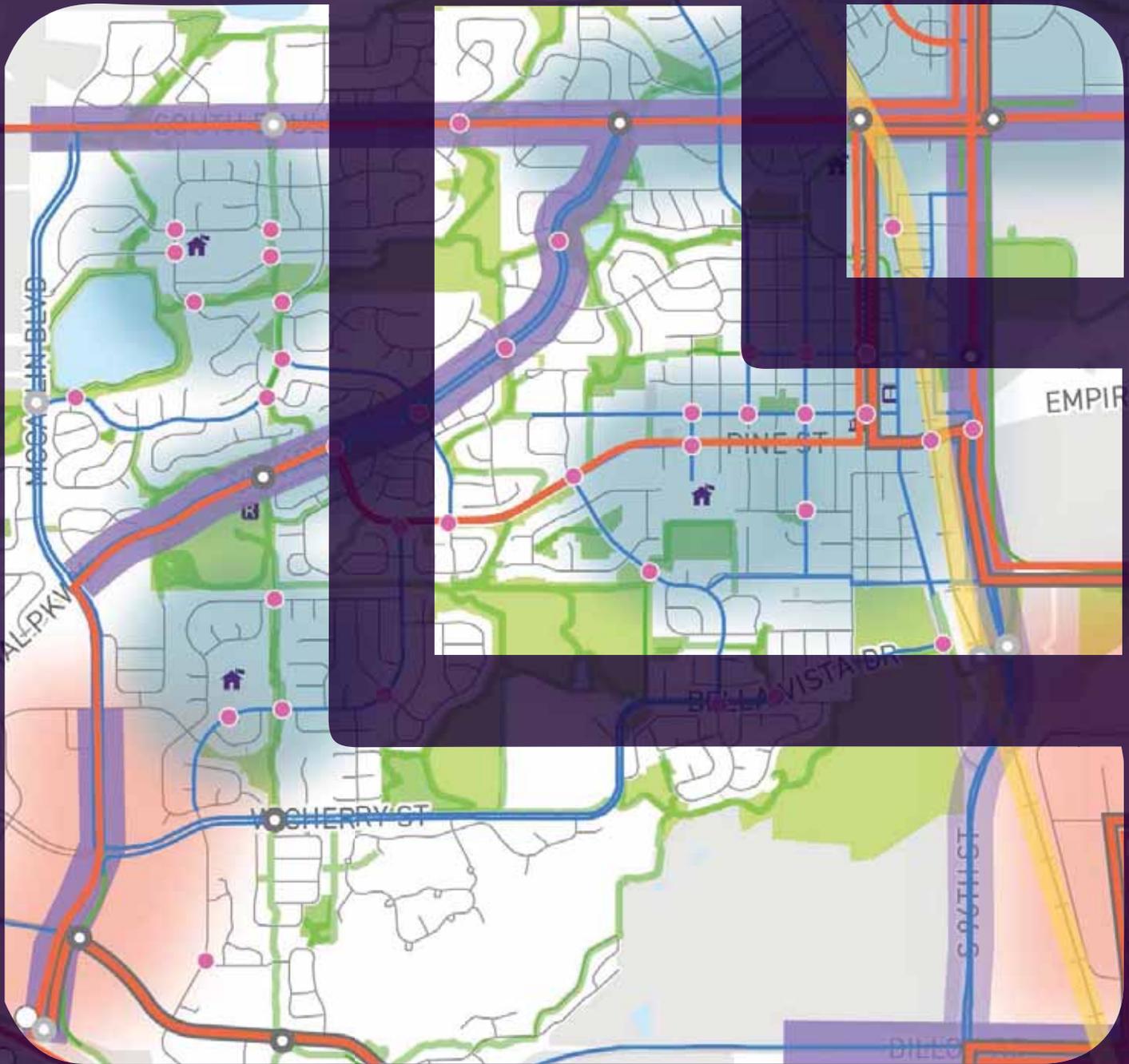
## Access to Transit

Figure 3.26 depicts the areas within a five- and ten-minute walk of RTD bus stops in and around Louisville. Many of the residential areas in Louisville can access a bus stop within a ten-minute walk. However, the CTC, Avista Hospital, Monarch K-8, and High School are inaccessible to fixed-route transit. Transit service to these areas could be of significant benefit to students and those with medical needs and would help ease congestion since they generate a high volume of trips. Access to transit can also be accomplished through other modes and options such as bicycling, rideshare services, and FlexRide.



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# Policies, Projects & Programs



# INTRODUCTION

This chapter of the TMP provides specific recommendations and strategies for the City of Louisville to improve safety, expand mobility options, increase access to destinations, and overall meet the TMP goals. The recommendations are in the form of Policies, Projects, and Programs.

## Policies, Projects & Programs

Policies, Projects, and Programs work together to achieve a desired outcome. For example, a transit route can provide people with access to a variety of destinations, but if there are not safe, accessible sidewalks leading to the transit stop, seating and shelter to make waiting for transit more comfortable, or education on how to ride and information about where the route is going, the transit route will not reach its full potential. Likewise, quality sidewalks or bikeways may make a greater impact in a community when combined with education and outreach at schools for learning how to cross streets and bicycle correctly, and with policies that ensure intersections and facility design are intended to accommodate all users.

### Policies

The policies support the TMP goals and further defines the vision for the community wants to advance those goals. Policies will also provide guidance on how to develop the specific Projects and Programs and inform city priorities on transportation investment.

### Projects

Projects contain recommendations and descriptions for facility or design improvements that will improve access and mobility options. These projects represent the priorities at the time this plan was adopted. Current funding levels would not allow completion of all the recommendations proposed in the TMP. Therefore, prioritization of projects is critical, and evaluation of additional funding sources would be necessary to fully fund all contemplated Projects.

### Programs

These recommendations support the development, expansion, or enhancement of programs that generally encourage, educate, and support mobility options. Programs may be implemented by or in partnership with organizations outside of the City as well, such as non-profit organizations and are typically short-term opportunities to make meaningful impacts.

# RECOMMENDATIONS

Goals								Modes of Focus			
Efficient & Safe	Cohesive & Layered System	Local & Regional Travel	New Technologies	Increase Options & Access	Complete Streets - Livability	Economic Opportunities	Environment & Community Health	Driving	Transit	Walking	Biking
1	2	3	4	5	6	7	8				

Figure 4.1 Recommendations

Policy		1	2	3	4	5	6	7	8	Driving	Transit	Walking	Biking
<i>Policy 1</i>	Great Streets	○	○	○		○	○	○	○	○	○	○	○
<i>Policy 2</i>	Guidelines for Walkable and Bikeable Places	○	○	○		○	○	○	○		○	○	○
<i>Policy 3</i>	Transit Oriented Development Guidelines		○	○		○	○	○	○		○	○	○
<i>Policy 4</i>	Coordinate Applications for Technology	○			○	○		○	○	○	○	○	○
Project		1	2	3	4	5	6	7	8	Driving	Transit	Walking	Biking
<i>Project 1</i>	Corridor Improvements	○	○	○		○	○	○	○	○	○	○	○
<i>Project 2</i>	All Ages and Abilities Bicycle Network	○	○	○		○	○	○	○		○	○	○
<i>Project 3</i>	Connectivity and Safety Improvements	○	○	○	○	○	○	○	○		○	○	○
<i>Project 4</i>	Downtown Connection Enhancements	○	○	○	○	○	○	○	○		○	○	○
<i>Project 5</i>	Transit Vision and Service Needs	○	○	○	○	○	○	○	○		○		
Programs		1	2	3	4	5	6	7	8	Driving	Transit	Walking	Biking
<i>Program 1</i>	Neighborhood Traffic Management Program	○				○	○		○		○	○	○
<i>Program 2</i>	Travel Demand Management	○		○	○	○		○	○	○	○		
<i>Program 3</i>	Safe Routes Programs	○	○	○		○	○		○			○	○
<i>Program 4</i>	Fun Routes Programs		○			○	○		○				○
<i>Program 5</i>	Open Streets Program	○				○	○	○	○	○	○	○	○
<i>Program 6</i>	Coordinate Bike Share Network			○	○	○		○	○				○
<i>Program 7</i>	Safety, Maintenance & Training Program	○				○				○	○	○	○
<i>Program 8</i>	Coordinated Wayfinding System	○				○		○	○	○	○	○	○
<i>Program 9</i>	Bicycle-Friendly Recognition	○	○				○	○	○				○
<i>Program 10</i>	Data Collection		○		○	○	○	○	○	○	○	○	○

# Policy 1: Great Streets

## Summary

Great Streets, or complete streets, are streets that are designed and operated to be safe and accessible for all users, regardless of ability, age, or mode. Development of Great Streets are unique to each context and neighborhood, and modal priority for individual transportation corridors. This policy provides a guide for the design of new streets or for improving infrastructure on existing streets and should take into consideration the surrounding context and land uses.

This Great Streets Policy has the potential to lead to the creation of more livable places, increased comfort and safety for people walking and biking, improve first and last-mile access to transit, reduce congestion, and improve air quality.

## Implementation

As projects are developed, whether they are new facilities, public or private streets, reconstruction, resurfacing, restriping, or other maintenance, the consideration of multiple users and multi-modal operations shall be considered and incorporated as appropriate to the facility. The City should continue to partner with other agencies and jurisdictions to develop a Great Streets network.

The following sections provide guiding concepts for implementing the Great Streets policy.

## Key Considerations

- Street cross sections for all street types need to accommodate users of all ages and abilities. This is achieved in different ways depending on the modal priority of the street, but all modal types must be accommodated.
- The Great Streets policy incorporates safe and comfortable places for all modes of transportation, including walking, biking, transit users and driver, and users of all ages and abilities. Design is specific to the location and type of facility.
- Great Streets will reduce and eliminate conflicts that could lead to crashes. The Vision Zero initiative is a resource that provides communities with resources to improve safety within their transportation network to eliminate fatalities and severe injuries ([www.visionzeronet.org](http://www.visionzeronet.org)).
- The City should utilize and promote best practices for facility design in the development of projects. The table at the end of this policy on page 4-9 provides a list of current resources.

# Policy 1: Great Streets, Cont.

## Street Cross Sections and Modal Accommodation

Street cross sections should include safe and inviting facilities for all ages and abilities and modes. Pedestrian, bicycle and transit facilities should be considered a priority in all road designs. How to accommodate each mode will differ based on demand within a corridor. For example, a busier road such as Highway 42 should provide adequate vehicular lanes and signal timing to ensure acceptable levels of service for vehicles, but this could lead to more undesirable facilities for walking and biking unless those facilities are adequately buffered and separated from the roadway.

The table and cross sections below highlight how all modes can be accommodated in a Great Street and can be used as a guide. It does not indicate all possible types or levels of accommodations that may be applicable.

Figure 4.2 Street Cross Sections and Modal Accommodations

	Walking 	Biking 	Transit 	Driving 
Optimize	Wide sidewalks/trail, roadway buffer, enhanced amenities	Protected or buffered bike lanes, separated trail	Signal timing preference for transit, lane use priority, enhanced stop and shelter amenities	Additional lanes, enhanced signal timing, no shared ROW
Prioritize	Wider sidewalks/trail, roadway buffer	Bike lanes/trail, neighborhood bikeway treatments	Bus stop with shelter, coordinated pedestrian/bike access	Enhanced signal timing, turn lanes
Accommodate	5' minimum sidewalks with ADA curb ramps	Bike route/shared facility	ADA accessible bus stop	Vehicle access to destinations

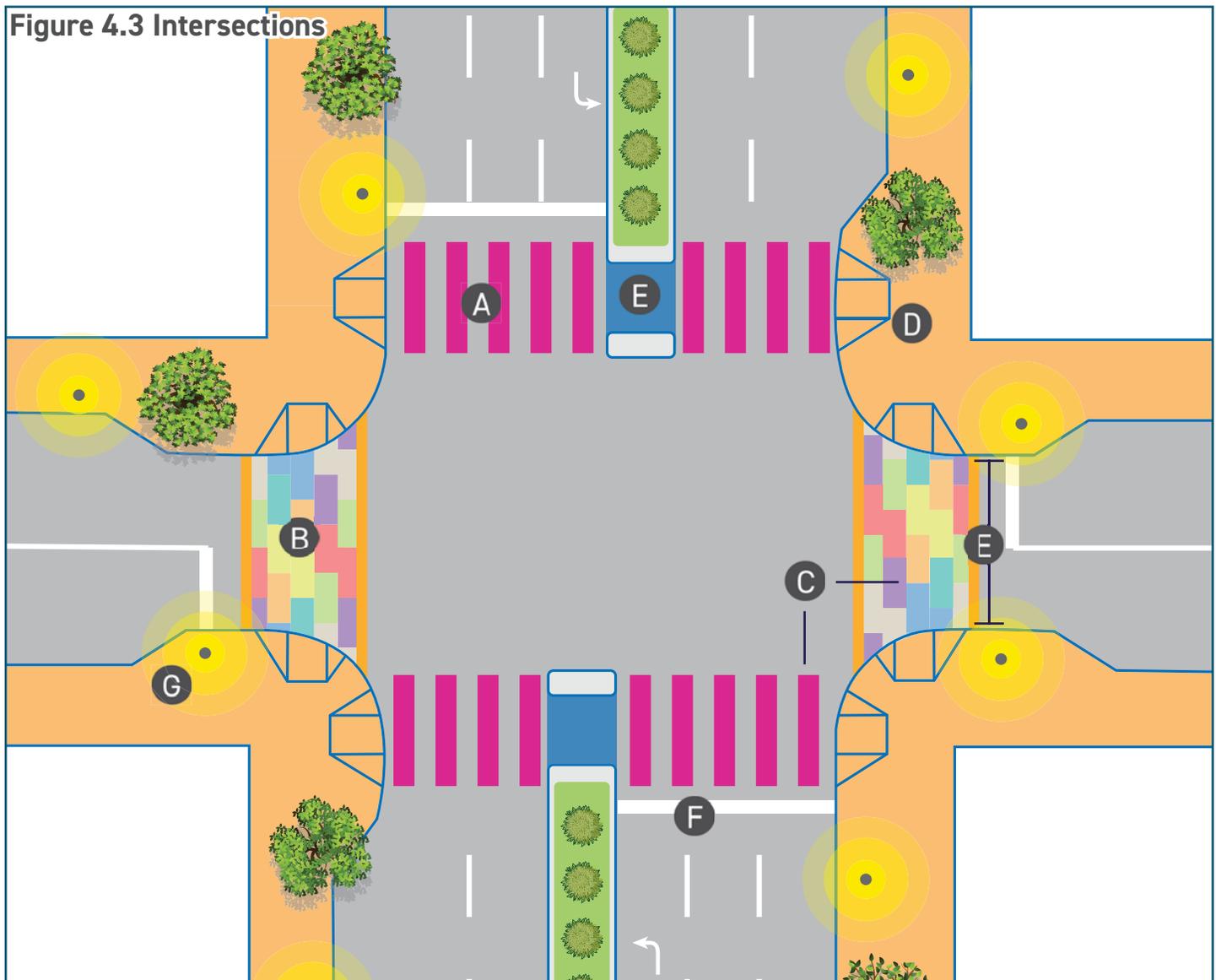


# Policy 1: Great Streets, Cont.

## Intersections

Intersections can become significant barriers to Great Streets if not designed properly. The graphic below identifies key elements of safe and accessible intersections which should be considered when making improvements to existing or building new intersections.

- A** Signalized crossings should be striped to reinforce yielding of vehicles during pedestrian signal phases.
- B** Crosswalks should be striped as wide or wider than the connecting sidewalks.
- C** High-visibility ladder, zebra, and continental crosswalk markings are preferred, but other designs that are visible with contrasting colors can also improve pedestrian visibility and safety while adding to a sense-of-place for the area.
- D** ADA accessible curb ramps should be at all intersections with perpendicular curb ramps preferable.
- E** Crossing distances should be as short as possible by utilizing curb extensions and median refuges.
- F** Advanced stop bars reinforce yielding to pedestrians.
- G** Lighting should be placed along pedestrian walkways and at intersections to ensure visibility within the crosswalk and approaches.



# Policy 1: Great Streets, Cont.

## Crossing Types

The following includes examples of pedestrian and bicycle crossings that help promote Great Street design. They also reflect existing facilities already implemented throughout the city that can be expanded to other locations throughout the city.

### *Signage and Pavement Markings*

Enhanced markings for pedestrians accompanied with signage to catch the attention of drivers is often sufficient for two-lane roadways, and roadways with lower speeds.



### *Pedestrian Refuges*

Pedestrian Refuges may be appropriate on higher volume or wide roadways where signage alone is not sufficient, or within crossings utilized by vulnerable users.



### *Narrowed Trail Crossings*

Narrowed trail crossings are appropriate at highly utilized trail locations throughout the city. This design is effective in notifying drivers of a crossing ahead and allowing users to enter the intersection to improve their visibility before they are within the travel lane.



### *Rapid Rectangular Flashing Beacons (RRFBs)*

RRFBs draw additional attention to crossings through the activation of flashing yellow lights. RRFBs are typically appropriate on roadways with vehicle speeds of 35 mph or more, or across four-lane streets.



### *Pedestrian Signals*

On roadways with speeds nearing 40 mph or more, especially on wider roads that don't have a raised median, a pedestrian signal is needed to bring vehicle traffic to a stop, and allow for a safe pedestrian crossing.



### *Underpasses*

At higher-speed roadway crossings with heavy pedestrian or trail use, or at dangerous crossing locations, such as the railroad, underpasses may be an appropriate solution. In some cases, underpasses are appropriate to manage traffic flow even at safe crossing locations.



# Policy 1: Great Streets

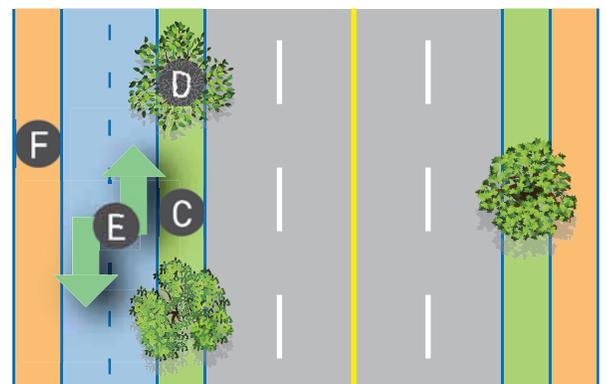
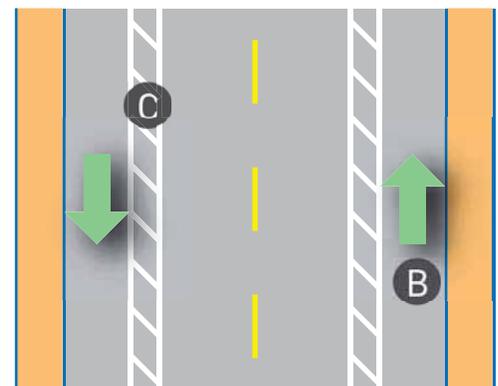
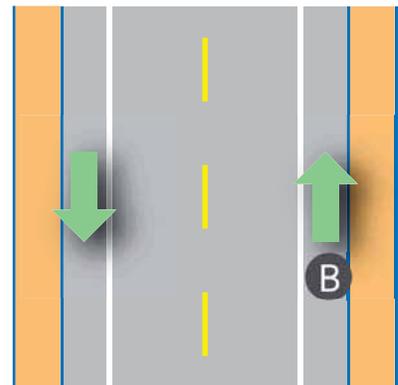
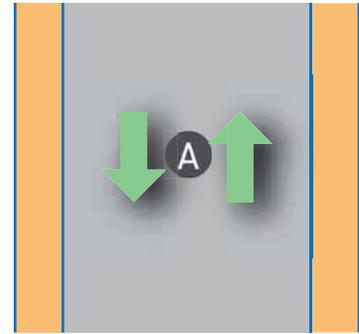
## Bicycle Facilities

The graphics to the right highlight key types of bicycle facilities on Great Streets. As vehicular speeds and volumes increase, greater separation for bicycles is necessary for safety and comfort. There are also significantly different level of comfort for bicyclists based on age and ability that need to be considered. For example, on a busier road, both a bicycle lane for experienced cyclists and an off-street trail for children may be appropriate.

Generally, a network designed to encourage people of all ages and abilities will include buffers and physical protection from vehicular traffic on roadways with higher levels of vehicle traffic, conflict points, and design speeds. The resources identified on page 4-9, particularly the 2017 Designing for All Ages and Abilities guide, provide guidance on the appropriate design considerations for a variety of roadway contexts.

- A** Shared space for cars and bikes - Acceptable on low-speed, low-volume roadways.
- B** Dedicated space within the roadway for people riding bicycles.
- C** People on bikes further separated from cars, by additional buffer. Physical separation can be placed in this buffer for additional protection.
- D** Landscaped buffer separates bicycles from roadway and enhances experience.
- E** Bi-directional bikeway can utilize same buffer and adjacent amenities.
- F** Delineation between bikeway and sidewalk.

Figure 4.4 Bicycle Facilities



# Policy 1: Great Streets, Cont.

## Transit Facilities

Having comfortable and accessible transit stop infrastructure for all ages and abilities are key elements of Great Streets. Each transit stop should include ADA access and amenities for users such as shelters, benches, and trash and recycling facilities. Transit signal priority, on-street pull-offs for buses in certain contexts, and queue jump lanes are examples of additional elements of Great Streets that can help traffic flow for transit and address or limit congestion.



Figure 4.5 Great Streets Resources

Resources, Best Practices, and Innovations in Multimodal Design & Development		
2006	FHWA	Shared Use Path LOS Calculator
2010	ITE	Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
2012	BoCo	Boulder County Multimodal Transportation Standards
2013	NACTO	Urban Street Design Guide
2014	FHWA	Road Diet Guide
2014	NACTO	Urban Bikeway Design Guide
2015	FHWA	Separated Bike Lane Planning & Design Guide
2016	FHWA	Achieving Multimodal Networks Applying Design Flexibility & Reducing Conflicts
2016	FHWA	Small Town and Rural Multimodal Networks; Rural Design Guide
2016	FHWA	Workbook on Incorporating On-Road Bicycle networks into Resurfacing Projects
2016	NACTO	Transit Street Design Guide
2017	SGA	Smart Growth America - Elements of a Complete Streets Policy, and more complete streets resources
2017	NACTO	Designing for All Ages and Abilities
2017	FHWA	Proven Safety Countermeasures
2017	ITE	Implementing Context Sensitive Design on Multimodal Corridors: A Practitioner's Handbook
2018	AASHTO	Geometric Design of Highways and Streets
2019	FHWA	Bikeway Selection Guide
2019*	AASHTO	Guide for the Development of Bicycle Facilities

\*Anticipated release date in 2019, previous design guide is from 2012 but does not cover the breadth of bicycle facility types

# Policy 2: Guidelines for Walkable and Bikeable Places

## Summary

In areas where new development or redevelopment is anticipated, the City's policy is to facilitate design that promotes walkable and bikeable places. Downtown Louisville is a good example of a walkable place. The grid network in the Downtown area has lower traffic speeds, a high intersection density, or connectivity among the streets, well-marked pedestrian crossings and wide sidewalks and amenities such as street furniture and patios buffering the sidewalks to the street. Additionally, there are many destinations within a short distance. This provides multiple, direct routes for people to travel, reducing the reliance on an automobile for short trips and encouraging active transportation options. Many areas of the city have well-developed recreational trails for biking and many on-street bike lanes that provide a strong backbone for an expanded bicycle network. The majority of homes in the city are within a 15-minute bicycle ride to an activity center, again reducing the reliance on an automobile for short trips and encouraging active transportation options.



## Implementation

The City's adopted design guidelines and standards should be reviewed and updated as needed to promote the development of walkable places. There should be a focus on promoting walkable places in the city's main commercial corridors along McCaslin Boulevard and South Boulder Road, especially as redevelopment opportunities occur.

## Key Considerations

When developing or redeveloping sites in Louisville, this plan recommends the following considerations:

- Wide sidewalks adjacent to all new buildings and pedestrian-oriented building forms create a comfortable and welcoming place that encourages walking and gathering.
- Buffers between the pedestrian area and the street should be incorporated through landscaping, furniture or other amenities.
- Reducing parking minimums or implementing maximums on sites targeted for redevelopment enables projects to utilize land more efficiently and reduce the distances between sites.
- Shared parking should be evaluated on redevelopment sites to reduce parking area when uses have different peak parking timeframes.
- Block length should not exceed 400 feet without introducing a through-connection. The preference is for this connection to be a street, however, in some cases, an alley, pedestrian plaza or other facility may be appropriate.
- The site should be developed with appropriate design speeds in high pedestrian areas and adjacent to designated bicycle routes. Street widths, curves, medians, and crossing design all are important considerations in controlling vehicle speed.
- Bicycle routes should include a mix of on-street and off-street options connecting key destinations that provide inviting options for all ages and abilities.

# Policy 3: Transit Oriented Development Guidelines

## Summary

Transit Oriented Development (TOD) is the creation of compact, walkable, pedestrian-oriented, mixed-use neighborhoods centered around high-quality train or frequent bus systems. TOD is desirable for many businesses when looking to locate in an area and TOD helps to reduce congestion and support environmental sustainability. TOD is becoming a more common and desirable development type in and around Denver, especially where there have been large investments in transit, such as bus rapid transit or rail services. In metro Denver, TOD has captured 61% of all office activity since 2005 and accounts for 74% of planned growth.

Components of good TOD include:

- Walkable design, including recommendations in the Walkable Places policy;
- Transit as a prominent and accessible feature;
- Public plazas and gathering places;
- A mixture of uses in close proximity;
- Integration of other modes such as bicycle accommodations and shared mobility options (e.g. bike share, car share, and on-demand transit services);
- Reduced and managed parking inside a 10-minute walk circle around the transit station;
- Specialized retail and services serving commuters and local daily needs.

Benefits of good TOD include:

- Increased quality of life;
- Increased mobility options and transit ridership;
- Reduced regional traffic congestion;
- Improved air quality;
- Reduced household spending on transportation, resulting in more affordable housing;
- Supports healthy communities;
- Increased foot traffic and revenue for businesses; and
- Enhanced economic competitiveness.

## Key Considerations

- TOD should focus on leveraging existing or planned transit to drive market capture of future retail and employment.
- Downtown and Downtown East Louisville (DELO) have many elements already in place to support good TOD development. However, a future commuter train station or another major transit hub would require additional investment.
- The CTC and development of the former StorageTek campus provide additional opportunity to leverage transit.
- McCaslin Station is a recent major transit investment in the city with additional opportunities to improve connectivity and a mix of uses that could help sustain and revitalize the McCaslin Corridor.
- Trails can help provide first and last-mile connections into and out of a TOD to other major destinations. Incorporating and leveraging trail investments with transit could significantly expand the benefits and returns of TOD.

## Implementation

As new development and redevelopment opportunities arise within proximity to transit, the City should consider implementing TOD principles. TOD design concepts should also be addressed within the City's design standards and guidelines.



# Policy 4: Applications for Technology

## Summary

Investments in new technologies have the potential to improve the safety and efficiency of the transportation network and provide more equitable access to transportation options. Proactive consideration and implementation of cost-effective technology can help advance many of the City's transportation goals. Further, transportation technology is often interconnected or regional and will require cooperation and coordination with regional partners. The most prominent areas and examples of technology integration with mobility include:

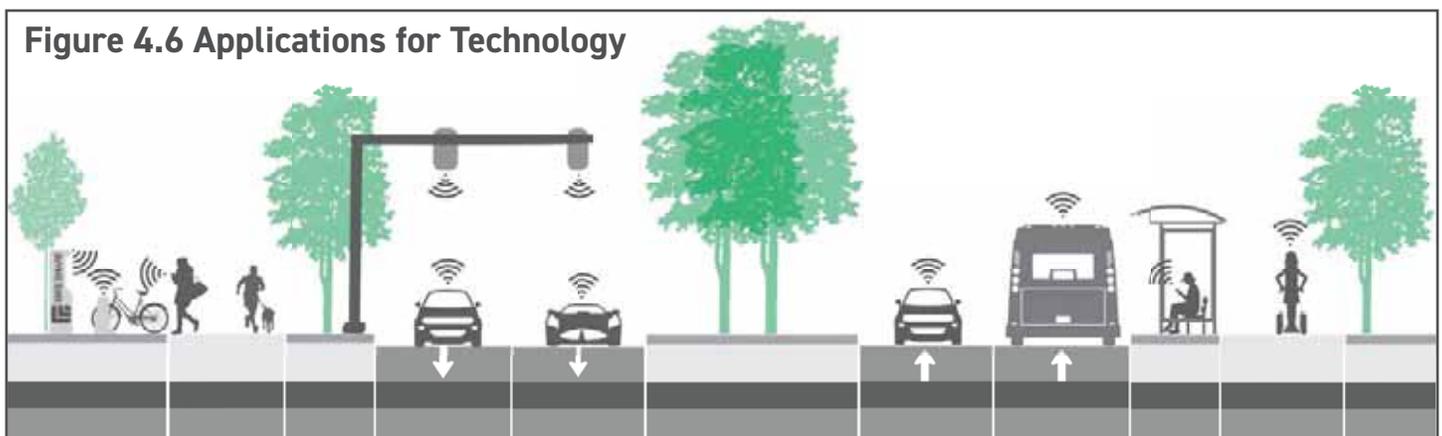
- Shared Mobility: bike, car, or ridesharing, Transportation Network Companies (e.g. Uber and Lyft), and microtransit (e.g. private shuttle services).
- Vehicle Technology: autonomous and/or connected vehicles.
- Transportation Systems Optimization: adaptive traffic signals, signal prioritization, smart parking, big data, and traffic management centers.
- Travel Information & Payment: trip planner apps, mobility as a service, and mobile ticketing.

## Key Considerations

- The City should explore new and emerging technologies and evaluate cost-benefit for the city.
- The City should evaluate its codes and policies related to emerging technologies, including regulations related to the use and management of rights of way.
- New technologies may be able to benefit segments of the population with limited access to transportation options and the City can facilitate or promote the use of those technologies.
- Design guidelines and standards should consider trends in new technology that may impact site design and layout such as parking requirements and drop off areas.
- New technologies can help the City meet its sustainability goals, such as promoting a reduction in carbon footprint through the use of electric vehicles.

## Implementation

The City should be proactive in exploring and investing in technology, and continue to monitor advances and changes in application of new technology, and their appropriate use within the city.

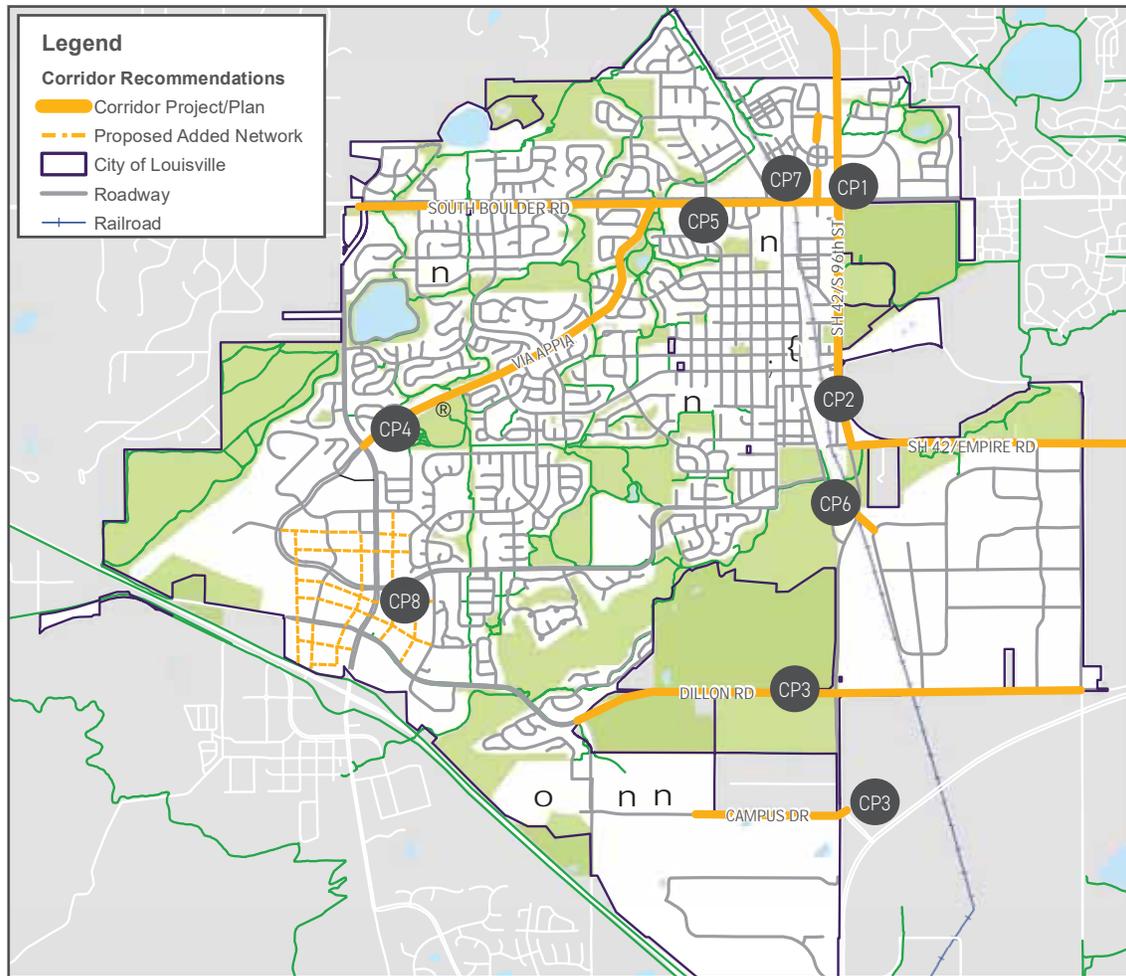


# Project 1: Corridor Improvements

## Summary

Project 1 includes coordinated projects that are planned on a larger corridor-level scale. These projects encompass many of the city's major street corridors, critical connections between corridors and investments in key areas of town. The projects include design and transit studies, adding new critical road connections, and smaller incremental improvements along certain corridors to improve safety and multi-modal access.

**Figure 4.7 Corridor Improvements**



**Figure 4.8 Corridor Improvements**

Project	Description	Location/Detail
CP1	Roadway Improvement	SH 42 Conceptual Design
CP2	Roadway Improvement	SH 42 Enhancements
CP3	Roadway Improvement	Dillon Road & Campus Drive
CP4	Roadway Improvement	Via Appia
CP5	South Boulder Rd Study	South Boulder Road Corridor
CP6	CTC Connector	Arthur Avenue to S 96th Street
CP7	Kaylix Connector	Summit View Drive to South Boulder Road
CP8	McCaslin Network Additions	Various locations along McCaslin area

# Project 1: Corridor Improvements, Cont.

## CP1 & 2: SH 42 / S 96th Street

### Summary

The SH 42/S 96th Street corridor serves both local and regional travel needs. As a primary access route within Boulder County, the corridor is experiencing increasing travel and anticipates further increases over time. Additionally, the City anticipates future transit service along the corridor and the corridor lacks comfortable multi-modal options. SH 42 should be redesigned to better accommodate the current and future travel needs.

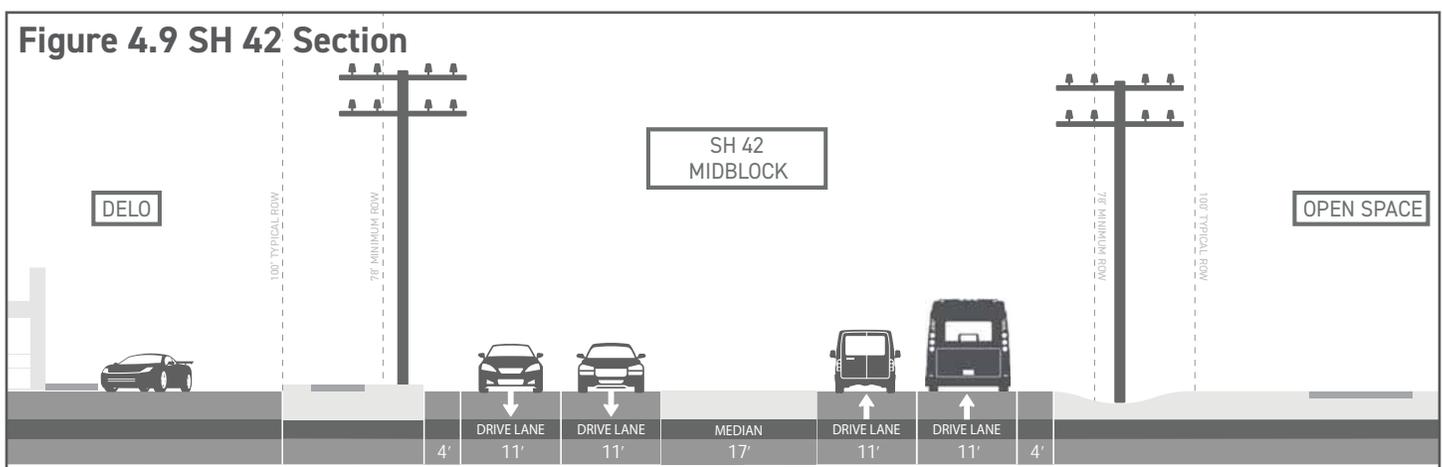
Corridor Project CP1 includes a regional study and preferred design for expansion of the SH 42 corridor in partnership with the City of Lafayette and Boulder County. Corridor Project CP2 involves the implementation of the recommendations of this regional corridor study.

### Key Considerations

- SH 42 is identified in the Northwest Area Mobility Study (NAMS) for bus rapid transit. This project will evaluate the best options to accommodate bus service within the existing right of way.
- Improvements to bus stops and frequency of transit service can help improve ridership and reduce congestion.
- Recent modeling of future traffic conditions on SH 42 through the city shows a demand for expansion to a 4 or 5 lane cross section.
- Expansion of the road will require additional investment in multi-modal connectivity to that pedestrians and bicyclists can move comfortably across and up and down the corridor.

### Implementation

The planning for and improvements to SH 42 will need to be a multi-jurisdictional effort with Lafayette, Boulder County, and CDOT. Current City funding levels cannot meet the needs of this corridor, and the City should continue to work with state and federal resources for funding these recommendations.



# Project 1: Corridor Improvements, Cont.

## CP1 & 2: SH 42 / S 96th Street, Cont.

Figure 4.10 S. 96th St



- A** Expand SH 42/S 96th Street to include two lanes in each direction, plus turn lanes at intersections.
- B** Add Short Street signal to provide better access to DELO.
- C** South or Short Street underpass connection to 12' paved Open Space trail.
- D** Consider current and future multi-modal needs during future bridge improvements.
- E** Planned Open Space trail to provide bike access to CTC, the former Storage Tek campus, and other regional trails.

# Project 1: Corridor Improvements, Cont.

## CP3: Dillon Road & Campus Drive

### Summary

Dillon Road is a regional corridor that provides east-west access to the CTC, Avista Hospital, Monarch Schools, and McCaslin Station. As travel to these areas increases, the corridor is becoming congested, particularly at intersections where high-volumes of turning movements occur. As the character of Dillon Road changes from being more developed west of S 88th St to more rural to the east, the recommendations adjust to meet the varying needs.

This project includes a series of improvements along the Dillon Road Corridor and an extension of Campus Drive from the Monarch Schools to 96th Street to the east. This connection would alleviate some congestion on Dillon Road as well as provide emergency access and connectivity to the hospital and schools.

### Implementation

The City will need to partner with the CTC, BNSF and Boulder Valley School District on the planned improvements throughout this corridor. As the former StorageTek campus redevelops, they will need to contribute to improvements, including the extension of Campus Drive.

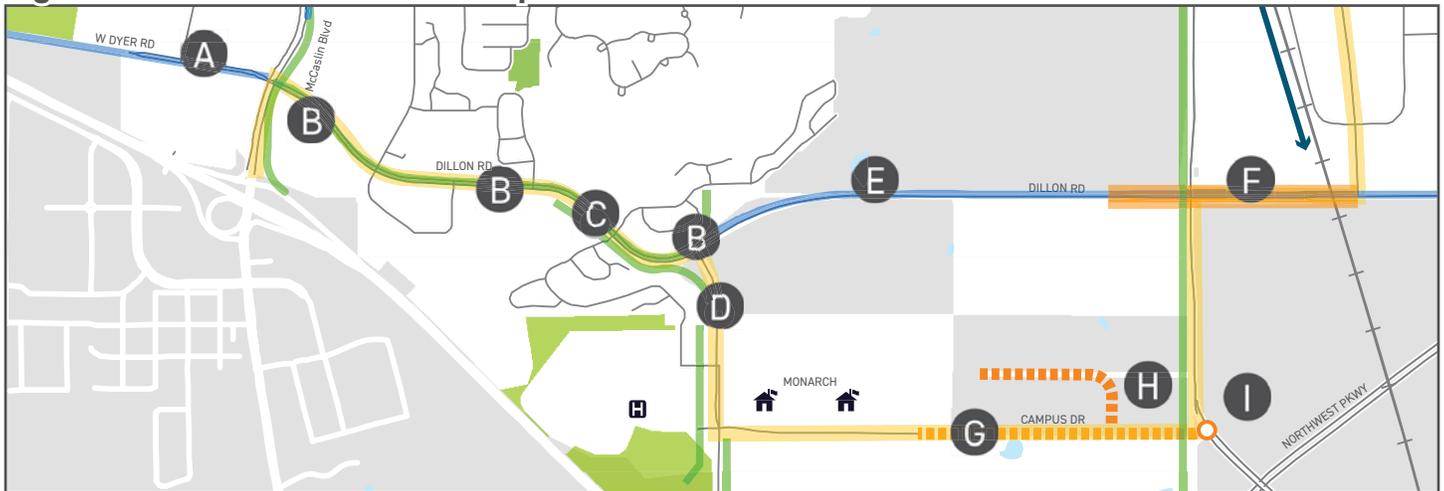
### Key Considerations

- West of 88th Street, improvements will focus on multi-modal improvements and major regional trail connections that will facilitate access to McCaslin Station and the US 36 Bikeway.
- East of 88th Street, improvements to vehicular capacity are needed to address intersection congestion at 96th street and access to the CTC.
- Traffic signal timing and railroad operations need to be coordinated to maintain or improve flow and progression of traffic along Dillon Road between 88th and 104th Streets.
- Access and multi-modal safety improvements and planning for future transit access to the Monarch K-8 and High School campus should be a priority.
- As the former StorageTek site develops and connects into the existing transportation network, the City will need to evaluate the capacity constraints of the surrounding road and trail network and ensure adequate improvements are made. Transportation improvements should only be allowed that are consistent with the preservation of the rural character of the surrounding area.
- External factors, such as development in Broomfield, Superior, or Boulder County could trigger the need for additional vehicle capacity in the future. The City should continue to coordinate with surrounding jurisdictions and monitor the use of this corridor to ensure long-term development of the corridor meets multi-modal needs while ensuring access to destinations.

# Project 1: Corridor Improvements, Cont.

## CP3: Dillon Road & Campus Drive, Cont.

Figure 4.11 Dillon Road and Campus Drive



- A** Bicycle facility connecting Dillon Rd to the US 36 bikeway.
- B** New underpasses at proposed locations along Dillon Road.
- C** Trail connections to provide increased access to the schools and hospital.
- D** Proposed future transit connecting McCaslin Station to the hospital, schools, and CTC.
- E** On-street shoulder bikeway improvements; an east-west off-street bikeway or trail could also be developed to improve safety and accessibility along the corridor east of S. 88th St.
- F** Dillon Road capacity improvements to improve intersection operations.
- G** Campus Drive Extension to improve school circulation and improve emergency access.
- H** Paradise Lane realignment to eliminate intersection at S 96th Street. (\*Note: Paradise Lane is on County property)
- I** New signal at Campus Drive and S 96th Street near the firehouse.

# Project 1: Corridor Improvements, Cont.

## CP4: Via Appia Improvements

### Summary

Via Appia is a collector that connects many neighborhoods to South Boulder Road, McCaslin Boulevard, as well as the Recreation Center, parks, and trails. Via Appia is a wide street, particularly at intersections where there are center and right turn lanes. Data shows many cars traveling well over the posted speed limit. Because the corridor primarily serves as a connection to local neighborhoods and includes several trail connections and transit stops, improving safety at crossings along this corridor is recommended. This project includes a series of improvements along the roadway and at key intersections to improve safety and promote multi-modal use of the corridor.

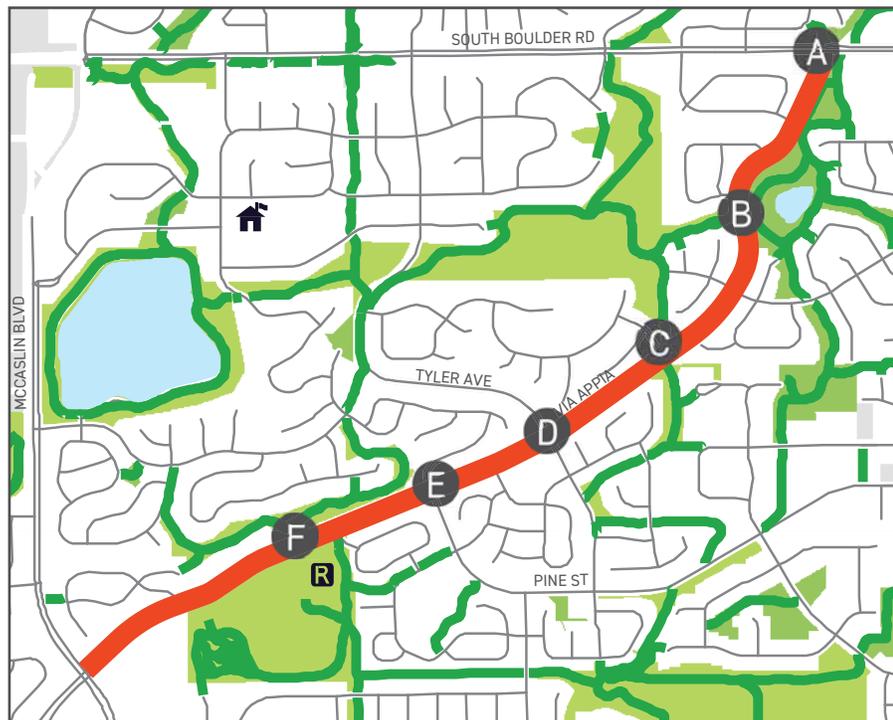
### Implementation

The City could construct the recommended improvements as one project, or at individual locations over time as determined by budget and prioritization. When the corridor is complete, the improvements should be consistent to provide predictability for users along the corridor.

### Key Considerations

- Right-turn lanes are not needed for vehicular traffic and can be removed to shorten pedestrian crossing distances.
- Road width would allow for incorporation of pedestrian refuges in the median and additional pavement space for bicycle lanes.
- Pine Street and Via Appia intersection has poor visibility due to both elevation change and curvature of the roadway and should be a priority.

**Figure 4.12 Via Appia Improvements**



- A** Underpass at South Boulder Road connecting to existing trails.
- B** Provide advanced signage to address poor visibility at trail crossing.
- C** Additional crosswalk markings, remove turn lane, evaluate for RRFB at Sagebrush Way.
- D** Remove turn lanes, evaluate for RRFB at Tyler Ave.
- E** Remove turn lanes, evaluate for RRFB at Pine St.
- F** Additional advanced signage and add pedestrian signal at Powerline Trail.

# Project 1: Corridor Improvements, Cont.

## CP5: South Boulder Road Study

### Summary

South Boulder Road is a key regional and local corridor that serves neighborhoods and many office and commercial developments along the corridor. Current issues include congestion, safety concerns at intersections, and an uncomfortable bicycle lane.

The City should complete a study in partnership with Boulder County and the Cities of Lafayette and Boulder to develop long-term design and operations for the corridor with a focus on accommodation of improved transit service, multi-modal access and safety improvements.

### Key Considerations

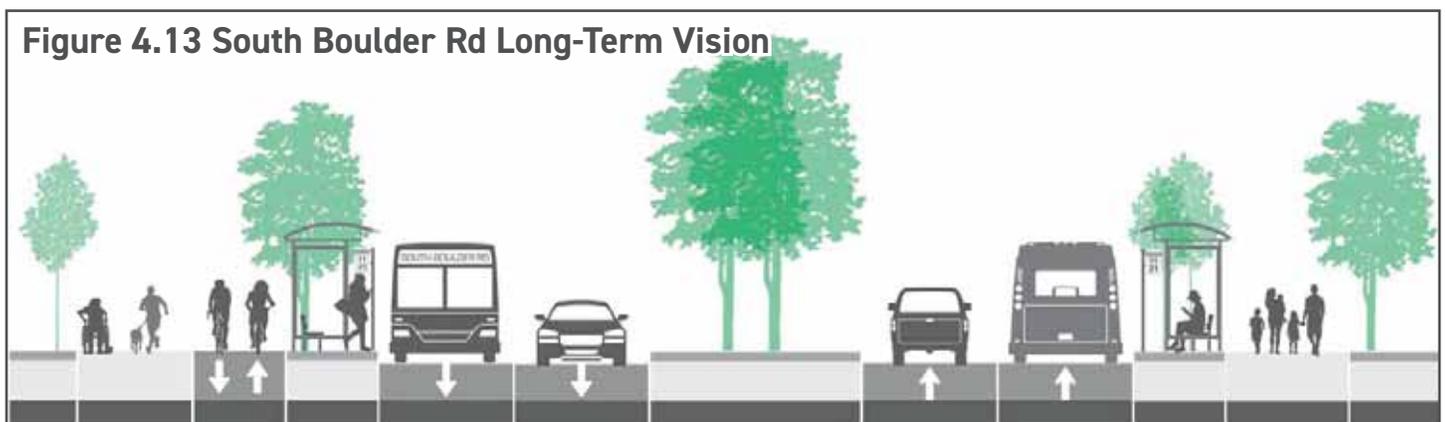
- South Boulder Road is identified in the Northwest Area Mobility Study (NAMS) for bus rapid transit. This project will evaluate options to accommodate transit within the existing right-of-way.
- Improvements to bus stops and frequency of transit service can help improve ridership and reduce congestion.

- Eliminating the right-turn lanes along the road would have minimal impact on vehicle mobility while freeing space for sidewalks and a bikeway along the corridor, and decreasing crossing distances for people walking.
- The community desires additional underpasses along the corridor and several at-grade crossing improvements are currently planned as short-term high-priority projects.
- Other safety considerations may include signalization improvements, including leading pedestrian intervals, protected left-turn phasing, and restricting right turns.
- Short-term improvements could provide significant benefits until a long-term solution can be developed. These should focus on crossing improvements for people walking and biking, and providing a buffer or physical separation between vehicles and bicycles in the current bicycle lanes where possible.

### Implementation

The City should partner with Lafayette, Boulder County and City of Boulder on a regional study that focuses on how to prioritize transit in the corridor. The study should also focus on the preferred allocation of the right-of-way and regional consistency along the corridor for all modes of travel. Funding sources for final implementation will likely include multiple sources.

A vision for the corridor that can be utilized for future consideration and project development is provided in the example cross-section and modal priority below.



**Figure 4.13 South Boulder Rd Long-Term Vision**

# Project 1: Corridor Improvements, Cont.

## CP6 & 7: Kaylix and CTC Connectors

### Summary

Corridor Project 6 is a recommendation for a new street connection completing the gaps in Kaylix Avenue between Summit View Drive and South Boulder Road. As these properties redevelop, new streets designed with Great Street principles should be constructed to allow additional connections into the Kestrel neighborhood and Lanterns and Steel Ranch to the north.

Corridor Project 7 is a new street connecting Arthur Avenue to S 96th St in the CTC. This new connection will allow employees in the CTC a more direct connection to S 96th Street and Downtown Louisville.

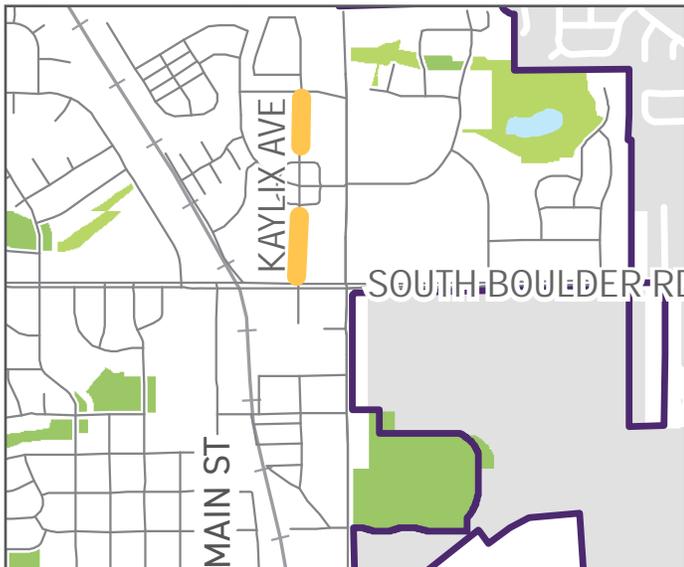
### Key Considerations

- The Kaylix Connector could develop in phases, beginning with facilities for walking and biking.
- The Kaylix Connector would provide better access to transit stops on South Boulder Road for those in the Kestrel and Steel Ranch neighborhood.
- The CTC Connector should anticipate a future trail connection along the BNSF railroad alignment or multi-use path along S 96th Street and provide pedestrian and bicycling access to these regional trail corridors.

### Implementation

Funding and right of way for improvements included in these recommendations could come from private redevelopment on the properties adjacent to these connections. The City should continue to work with the property owners to determine appropriate timing and cost-sharing to complete these connections.

**Figure 4.14 Kaylix Connector**



**Figure 4.15 CTC Connector**



# Project 1: Corridor Improvements, Cont.

## CP8: McCaslin Boulevard Network Additions

### Summary

McCaslin Boulevard experiences more vehicular trips than any other roadway in Louisville due to the connection to US 36 and Superior, the number of destinations in the area, and limited parallel roadways in the area. The amount and speed of traffic and wide intersection crossings inhibit walking and biking through the corridor and access to the McCaslin Station Park and Ride.

This project recommends investment in and promotion of a secondary street grid in the corridor, and crossing and multi-use path improvements to separate pedestrians and bicyclists from vehicular traffic.

### Implementation

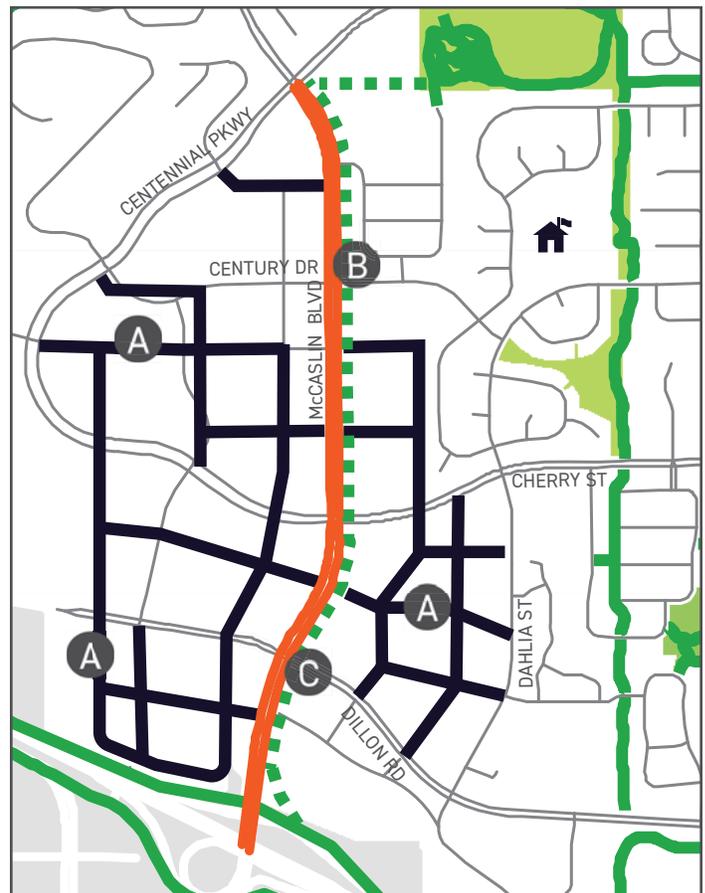
Partial funding for improvements included in this recommendation could come from private redevelopment on the properties along the corridor. This area includes many undeveloped or underutilized sites, and the City should anticipate redevelopment as market conditions warrant. Alternatively, the City could proactively implement some of the recommendations to enhance this area as a gateway to Louisville and incentivize redevelopment.

- A** Increase roadway connectivity by building out a grid network with smaller block sizes or add pedestrian trails and connections to improve access throughout the area.
- B** Add a multi-use separated path along McCaslin Boulevard to improve safety and promote pedestrian and bicycle access along the corridor.
- C** Consider a grade-separated crossings at Dillon Road connecting into the regional US 36 Bikeway.

### Key Considerations

- Separation of pedestrian and bicycle traffic is preferred due to traffic volumes and speeds.
- A grade-separated crossing at McCaslin and Dillon Road will improve north-south access and improve the intersection's vehicular capacity.
- The secondary street grid can be public or privately maintained streets and trails and may need to be implemented incrementally as redevelopment occurs.

Figure 4.16 McCaslin Blvd Network



# Project 2: All Ages & Abilities Bicycle Network

## Summary

The City of Louisville already has a well-utilized and connected bicycle network comprised of both off-street trails and on-street bicycle lanes and routes. These recommendations further improve connections within both the off-street and on-street network and are intended to complete gaps and provide additional options for both commuting and recreational riders.

Project 2 is comprised of two components: the on-street network and the off-street network.

## Implementation

The designated bike routes will include a variety of improvements, that may include striped lanes or other markings, signage and intersections treatments to prioritize bicycle connectivity. The recommendations for off-street connections are new paths and trails

to complete or enhance the existing network and may include a variety of surfaces and path widths depending on location.

## Key Considerations

- Proposed facilities represent desire lines and connections within the network. Exact alignments will be studied as a part of implementation.
- Refer to the policies for guidance on the appropriate design of each recommended improvement.
- The improvements within this project are recommended based on conditions and feedback at the time of this plan's adoption. Additional improvements may become necessary due to redevelopment or changing conditions.

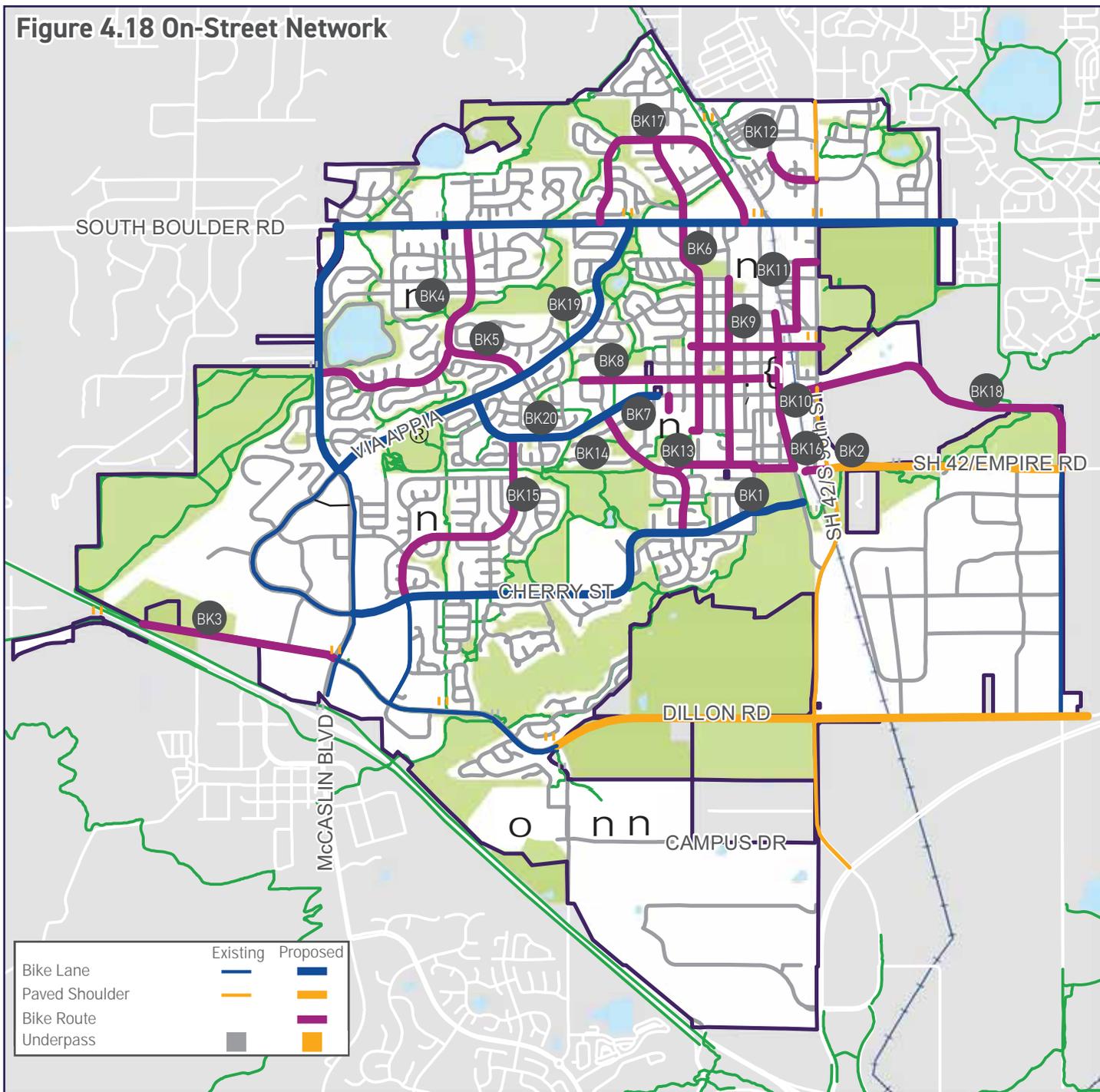
Figure 4.17 On-Street Bicycle Network Improvements

	Project	Description	Location
Bike Network Improvements	BK1	Bike Lane	Bella Vista Dr
	BK2	Bike Shoulder Improvements	SH 42/Empire Rd
	BK3	Bike Route	W Dyer Rd
	BK4	Bike Route	Washington Ave
	BK5	Bike Route	Tyler Ave
	BK6	Bike Route	Garfield/Lincoln
	BK7	Bike Route	McKinley Ave
	BK8	Bike Route	Spruce St & South St
	BK9	Bike Route	Jefferson Ave
	BK10	Bike Route	Front St
	BK11	Bike Route	DELO to Downtown
	BK12	Bike Route	Hecla Dr
	BK13	Bike Route	Rex/West St
	BK14	Bike Route	Hoover Ave
	BK15	Bike Route	Polk Ave/Dahlia St
	BK16	Bike Route	Lock St
	BK17	Bike Route	Centennial north of South Boulder Rd
	BK18	Bike Route	Empire Rd
	BK19	Bike Lane	Via Appia buffered bike lanes
	BK20	Bike Lane	Pine St from Via Appia to approximately 165 ft west of Johnson Ave

# Project 2: All Ages & Abilities Bicycle Network, Cont.

On-street bicycle facilities should be developed with regard to the specific surrounding context and traffic patterns. Where possible, on-street bicycle lanes with a striped buffer of three feet is recommended. Facilities with higher volumes and speeds may need additional protections for people biking with physical separation.

Shared on-street facilities (i.e. neighborhood bikeways or bike routes) are best suited on corridors with low vehicular speeds and volumes. Street design treatments for traffic calming may be appropriate to help control speeds on these corridors and address facilities where traffic volumes may be higher.

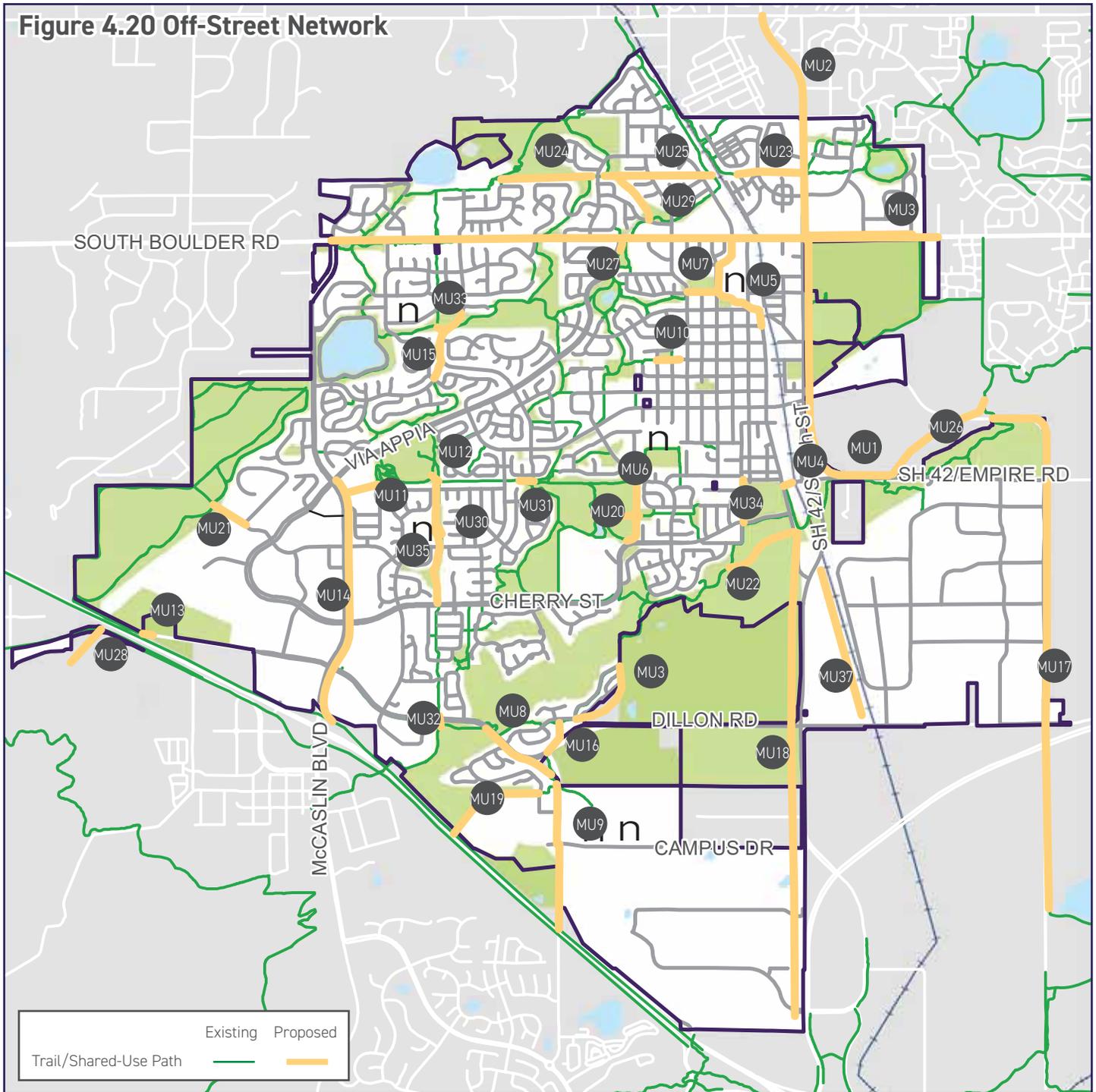


# Project 2: All Ages & Abilities Bicycle Network, Cont.

Figure 4.19 On-Street Bicycle Network Improvements

	Project	Description	Location
Multi-Use Paths	MU1	Off-Street Shared Path	SH 42 to CTC
	MU2	Off-Street Shared Path	SH 42 north of South Boulder Rd
	MU3	Off-Street Shared Path	North of South Boulder Rd, east of SH 42
	MU4	Off-Street Shared Path	Lock St to Community Park
	MU5	Off-Street Shared Path	Louisville Middle School connection
	MU6	Off-Street Shared Path	Warembourg north-south Trail
	MU7	Off-Street Shared Path	Griffith St
	MU8	Off-Street Shared Path	St Andrews to Dillon at proposed 88th St Underpass
	MU9	Off-Street Shared Path	88th to US 36
	MU10	Off-Street Shared Path	McKinley Park
	MU11	Off-Street Shared Path	Arboretum Trail
	MU12	Off-Street Shared Path	Power Line Trail to Mining Trail
	MU13	Off-Street Shared Path	US36 to Dyer
	MU14	Off-Street Shared Path	McCaslin Blvd
	MU15	Off-Street Shared Path	Washington Ave through Coyote Run
	MU16	Off-Street Shared Path	St Andrews Ln (Coal Creek bypass) to Dillon Rd
	MU17	Off-Street Gravel Trail	104th regional connection
	MU18	Off-Street Gravel Trail	Dillon to Coal Creek west of 96th St conceptual alignment
	MU19	Off-Street Shared Path	US36 to St Andrews Ln (Avista)
	MU20	Off-Street Gravel Trail	Warembourg east-west trail
	MU21	Off-Street Gravel Trail	Centennial Parkway to Davidson Mesa Trail
	MU22	Off-Street Gravel Trail	County Rd to Coal Creek Trail conceptual alignment
	MU23	Off-Street Shared Path	Kestrel Trail to SH 42 Underpass/Bullhead Gulch
	MU24	Off-Street Shared Path	North Open Space
	MU25	Off-Street Shared Path	Garfield to Centennial
	MU26	Off-Street Gravel Trail	Coal Creek Trail connection north of Empire Rd conceptual alignment
	MU27	Off-Street Gravel Trail	Cottonwood Park
	MU28	Off-Street Shared Path	Overlook Underpass conceptual connection
	MU29	Off-Street Shared Path	Via Appia to North Open Space
	MU30	Off-Street Shared Path	Fireside Realignment
	MU31	Off-Street Shared Path	Warembourg, Mining to Goodhue Realignment
	MU32	Off-Street Shared Path	Powerline to Coal Creek Trail
	MU33	Off-Street Trail	Coyote Run
	MU34	Off-Street Shared Path	Coal Creek to Downtown Connection
	MU35	Fun Route	Powerline Trail Fun Route
	MU36	Off-Street Shared Path	Coal Creek Trail rerouting around neighborhood
	MU37	Off-Street Gravel Trail	Dillon to Coal Creek, east of 96th St

# Project 2: All Ages & Abilities Bicycle Network, Cont.



# Project 3: Connectivity & Safety Improvements

## Summary

Project 3 recommends improvements at street and trail intersections and additional sidewalks to improve connectivity and safety. Locations were selected due to proximity to local destinations, such as schools, the Recreation and Senior Center, transit stops and other high activity areas.

## Key Considerations

- The CTC does not have any proposed improvements. As the CTC evolves to include more service uses and with future transit, providing connectivity and safety improvements should be considered and coordinated with the CTC Metro District and Owners' Association.
- The McCaslin corridor is likely to see future redevelopment. There is a significant opportunity to leverage the McCaslin Station investment with connectivity and safety improvements to better connect nearby businesses to the transit station.
- Selected intersections should prioritize pedestrian movements and increase visibility for vulnerable users.
- While underpasses are highly desirable by the community, the cost of most underpasses cannot be funded by current sources. Grants or an additional funding stream would be required.
- At-grade improvements may be considered as interim improvements at some intersections or locations planned for future underpasses.

- Traffic signal improvements can significantly impact the safety crossings as well. Improvements such as leading pedestrian intervals, protected left-turn phasing, and restricted right turns on red have been shown to improve the safety and comfort of people walking and biking and can be positive short-term safety measures. Locations such as McCaslin Boulevard or SH 42 are examples of where these may be most appropriate.
- The City should consider formalizing the traffic calming installed in 2018 at key trail crossing and school routes (red painted bump-outs and bollards). This could include permanent curbing or installation of a raised crosswalk that requires less maintenance over time.
- Research shows that investment in walkable environments, and neighborhoods that are pedestrian-friendly often attract a disproportionate level of commercial activity.

## Implementation

The at-grade connections are high-value and relatively low cost and many of the higher-priority at-grade improvements can be considered. The Great Streets and Walkable and Bikeable Places policies informed these selections and should guide the specific improvement at each location. As conditions change throughout the city, additional locations may be selected for similar improvements and should be evaluated on a case-by-case basis.



# Project 3: Connectivity & Safety Improvements, Cont.

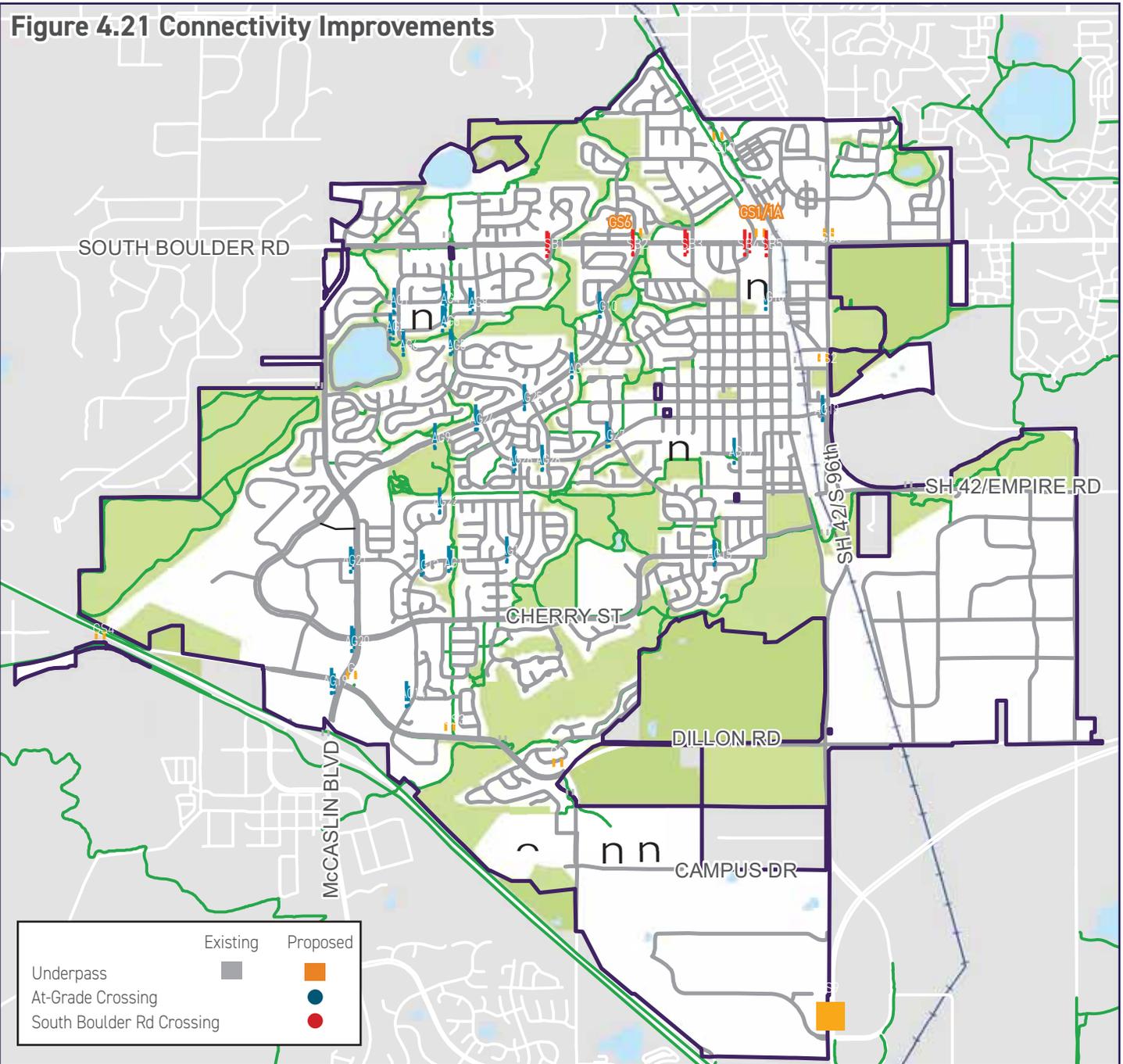


Figure 4.22 Connectivity and Safety Improvements

	Project	Description	Location
Sidewalks	SW1	Sidewalk Improvement	South Boulder Rd from Garfield Ave to Jefferson Ave
	SW2	Sidewalk Improvement	Via Appia near Cottonwood Park
	SW3	Sidewalk Improvement	Pine St at railroad
	SW4	Sidewalk Improvement	Griffith St at railroad
	SW5	Sidewalk Improvement	Spruce from Miners Field to Lee Ave, west of SH 42
	SW6	Sidewalk Improvement	East side of street North of Clementine Subdivision to Pine
	SW7	Sidewalk Improvement	Washington near Coyote Run

# Project 3: Connectivity & Safety Improvements, Cont.

Figure 4.22 Connectivity and Safety Improvements, cont.

	Project	Description	Location
Grade-Separated Crossings	GS1/1A	Underpass/Gateway	South Boulder Rd at Main St
	GS2	Underpass	SH 42 at South St/Short St
	GS3	Underpass	Powerline Trail at Dillon Rd
	GS4	Underpass	Davidson Mesa Overlook
	GS5	Underpass	South Boulder Rd at SH 42 Regional Trail
	GS6	Underpass	South Boulder Rd at Via Appia
	GS7	Underpass	Dillon Rd at S 88th St
	GS8	Underpass	Dillon Rd east of McCaslin Blvd
	GS9	Underpass	Tape Rd at NW Pkwy
	GS10	Underpass	Bullhead Gulch
At-Grade Crossings	SBR1-5	All South Boulder Rd Improvements	South Boulder Rd at various locations
	AG1	Shortened Crossing Distance	Willow Dr at Kennedy Ave
	AG2	Shortened Crossing Distance	W Tamarisk St at Kennedy Ave
	AG3	Neckdowns or enhanced crossing	Power Line Trail at Tamarisk St
	AG4	Neckdowns or enhanced crossing	Power Line Trail at Willow Dr
	AG5	Neckdowns or enhanced crossing	Coyote Run at Washington Ave
	AG6	Enhanced Crossing Markings	Coyote Run at Kennedy Ave
	AG7	Flashing Beacon Crosswalk	Sagebrush Way at Via Appia
	AG8	Enhanced Crossing Markings	Willow Dr at Washington Ave
	AG9	Upgrade Beacon	Power Line Trail at Via Appia
	AG10	Enhanced Crossing Markings	Coyote Run at Via Appia
	AG11	Enhanced Crossing	Power Line Trail at Dahlia St
	AG12	Improve signage/striping	Dahlia St at W Dahlia Ct
	AG13	Enhanced Crossing Markings	Polk Ave at Madison Ave
	AG14	Beacon & Enhanced Crossing Markings	Dahlia St at Ridge Pl
	AG15	Flashing Beacon Crosswalk	Bella Vista Dr near Aspen Way
	AG16	Raised Crossing with Refuge	Main St at Louisville Middle School
	AG17	Shortened Crossing Distance	Hutchinson St at Jefferson Ave
	AG18	Enhanced Crossing Markings	SH 42 at Pine St
	AG19	Enhanced Crossing	Dillon Rd at McCaslin Blvd
	AG20	Enhanced Crossing	Centennial Pkwy at McCaslin Blvd
	AG21	Enhanced Crossing	W Century Dr at McCaslin Blvd
	AG22	Enhanced Crossing	Vista Ln and Mulberry St
	AG23	Formalize Painted Bump Outs	City-wide
	AG24	Reconfigure intersection	Via Appia at Pine St
	AG25	Shortened Crossing Distance	Via Appia at Tyler St
	AG26	Shortened Crossing Distance	Pine St at Polk St
	AG27	Shortened Crossing Distance	Pine St at Hoover St
AG28	Shortened Crossing Distance	Pine St at Tyler St	

# Project 4: Downtown Connection Enhancements

## Summary

Project 4 recommends an enhanced connection between the Rec Center, neighborhood bikeways, trails, and Downtown. This focuses on enhancing proposed bikeways through separation and protection from vehicles and widening sidewalks to improve accessibility. This connection would provide comfortable and safe facilities for people of all ages and abilities.

## Implementation

This project is considered separately within the plan because it forms a single cohesive project and could serve as a significant community amenity. This project can be phased into separate segments and incorporate a variety of treatment types to enhance the safety and ability of people walking and biking.

The Pine Street corridor shown on the map below has adequate right of way and pavement width to accommodate a protected bikeway and wider sidewalks. Once Pine Street approaches Downtown, the final location of connections should be evaluated in partnership with the neighborhood.

## Key Considerations

- The project would provide high-quality multi-modal options and connections to popular destinations, including the Rec Center and Downtown.
- The improvements along the trail corridor will vary based on the context and right-of-way widths in each area.
- Recent center median/pedestrian refuges on Pine Street in Old Town need to be preserved or replaced with similar traffic calming and safety facilities depending on right of way width available and design preferences.
- There is an opportunity to include amenities and community placemaking elements, such as exercise equipment, public art, and pedestrian scale lighting.
- In the Downtown area, the enhancements should be balanced with impacts on local residents and on-street parking availability.
- Wayfinding components should be included for placemaking and usability purposes.
- Intersections along the enhanced connection route should be enhanced and prioritized for the safety of people walking and biking while crossing. Examples include shortened crossing distances, high-visibility crosswalks, and orientation of stop signs.

**Figure 4.23 Downtown Connection Enhancements**



# Project 5: Transit Vision & Service Needs

## Summary

The City's transit service is primarily operated by RTD, the regional transit authority. This plan recommends improvements for existing RTD routes, new RTD routes, and other options that could meet the needs of the City. This project includes four recommendations, including changes to the existing transit network, options to support and promote transit pass programs, first and last-mile access improvements to McCaslin Station, and considerations for bus stop improvements.

## Key Considerations

- The ridership expectations for transit use should recognize the City's suburban land use pattern and densities.
- The future of Northwest Rail is unknown and the City should work with regional partners to gain clarity from RTD on this key investment.
- Improvement for those in the community who are transit-dependent should be prioritized.
- Land use decisions and site planning for new developments should consider how to leverage investments in transit.

## Implementation

The recommendations in this plan are not achievable without advocacy and partnership with other jurisdictions and RTD. If new providers become available, the City should evaluate the effectiveness and value of additional options.

Figure 4.24 Connectivity and Safety Improvements, cont.

Project	Description	Location
TR1	Proposed Transit Network	Citywide
TR2	EcoPass & Other Incentives	Neighborhood or Business Incentives for Employees
TR3	Access Improvements to McCaslin Station	Multimodal Connections, Improve Bus Route for Possible Circulator
TR4	Bus Stop Improvements	Citywide
TR5	NW Rail Peak Hour Service	Beginning of rail service for peak hour only
TR6	NW Rail Station Area Planning	Downtown and CTC

## TR1: Transit Connectivity Needs

**Regional Routes:** RTD operates the Flatiron Flyer with service between Boulder and Denver, and airport service on the AB1 and AB2 routes. These routes have high ridership and should be expanded.

**Dash:** RTD operates the Dash service between Boulder and Lafayette along South Boulder Road. This plan recommends enhancing the connection with future upgraded service to an express regional route. There is potential to add efficiency in this route with potential changes and enhancements in other local service routes that would serve the Downtown area.

**Local Service:** This plan recommends new local route(s) to connect routes from McCaslin Station to Downtown, CTC, Avista Hospital, CTC, Monarch Schools, and the former StorageTek site. Future routes should connect multiple destinations to serve a broad range of community needs. The areas in yellow on Figure 4.25 highlight current parts of Louisville with unmet transit service needs.

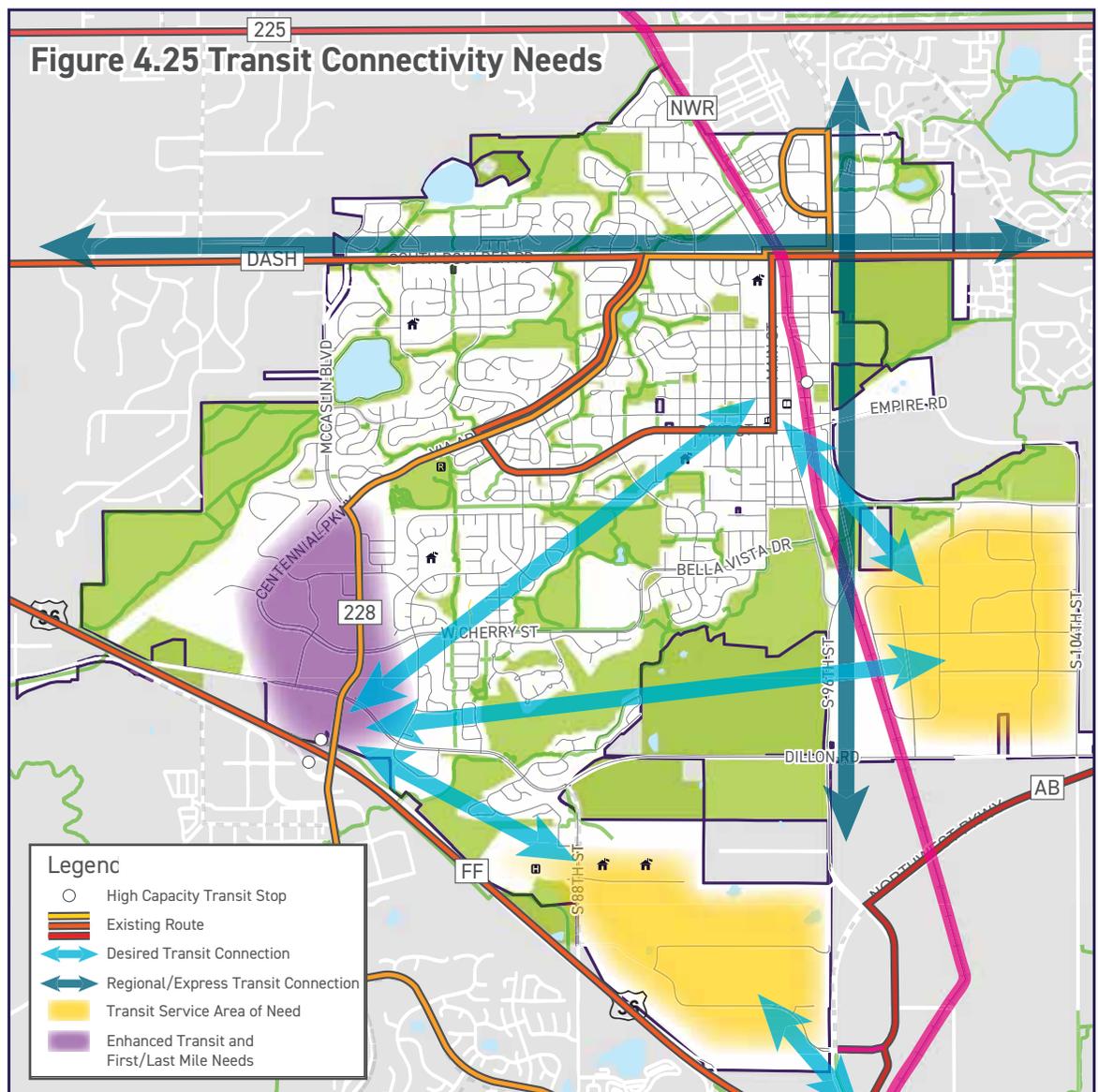
# Project 5: Transit Vision & Service Needs, Cont.

## TR1: Transit Connectivity Needs, Cont.

**New North-South BRT Service:** This plan recommends new north-south BRT service along SH 42/ S 96th Street to provide stronger transit connections to communities to the north.

**FlexRide:** This plan recommends promoting the existing FlexRide and Via services and improved coordination with neighboring communities to sustain these flexible transit options.

**Employee Circulator:** This plan recommends a partnership between the City and the business community to provide a shuttle circulator service that connects the busiest areas of employment to regional transit, retail, and other destinations. CTC, Centennial Valley, and the former StorageTek site are potential candidates.



# Project 5: Transit Vision & Service Needs, Cont.

## TR2: EcoPass & Other Incentives

The cost of transit fare can be a barrier for some people to using transit more frequently or at all. Transit subsidies or incentives can help people ride transit more and drive less, reducing traffic. Beyond reduced fares for certain qualifications (low-income, students, seniors, etc.), a Neighborhood EcoPass (NECO) Program could be applicable for residents within Louisville.

The City of Boulder and Boulder county provide their own NECO Pass programs with fare reductions for participants. The City of Louisville would be responsible for sponsoring non-HOA neighborhoods and for providing associated financial incentives for transit use. The transit pass can be used on all RTD routes and services and help Louisville residents commute to and from Boulder, Denver, the airport, and within the City. The City should explore the development of a NECO pass program, including in situations where an improvement district could be used to fund the program.

Additionally, other programs that incentivize or make access to transit service and fare payments easier should be explored. This can include mobile ticketing programs, reward programs, employer-based programs, and more. The City can serve as a partner to help coordinate and communicate programs as well as provide financial assistance.



## TR3: Access Improvements to McCaslin Station

McCaslin Station, which is a primary regional transit hub for the city, is only accessed through private property with a disconnected street network. The City should pursue new first and last-mile improvements to the surrounding network and as redevelopment occurs around the station ensure that the site planning incorporates new infrastructure, wayfinding, and planning and design principles to support this as a multi-modal transit hub.

The City should also continue to work with RTD and the Town of Superior to provide local transit service directly to the Station.



# Project 5: Transit Vision & Service Needs, Cont.

## TR4: Bus Stop Improvements

Bus stops that have good sidewalk access, combined with comfortable amenities are more likely to be used, particularly in locations where there are transfers, higher rates of boardings, or longer wait times for the bus. Bus stops with comfortable amenities can enhance the transit experience, decrease perceived wait times, and contribute to increased transit use. The current level of amenities provided at bus stops varies greatly throughout the city and many stops lack any amenities at all.

Bus shelters should be prioritized at stops with high ridership or potential to promote higher ridership. Shelters themselves can be basic, or more artistic to help bring in art or history to add to a community's overall sense of place.

Bus stop seating is important for providing relief to people waiting for a bus. Where funds are not available for a full shelter, simple seating can be a significant improvement to a bus stop.

An Adopt-A-Stop program can be a cost-effective way to improve bus stops. Business or community groups could assist in financial requirements for the shelter or stop amenities, keep stops clean, or enhance stops with community art.



## TR5: NW Rail Peak Service

This plan recommends continued study of peak-hour service, which could operate on the existing rail lines at peak times more flexibly than full-service operations.

This recommendation requires coordination with RTD and other regional partners.

## TR6: NW Rail Station Area Planning

Consideration of a secondary commuter rail station outside of Downtown near the CTC is recommended, which could provide a park-and-ride option not easily accommodated in Downtown, as well as direct transit

access to employees in the CTC. A secondary station could be viable if the future rail technology were to change that would allow closer stop spacing.

# Program 1: Neighborhood Traffic Management Program

## Summary

A Neighborhood Traffic Management Program (NTMP) focuses on neighborhood-level traffic calming and safety improvements. These improvements help maintain the City's family-friendly small-town character.

Examples of tools utilized within an NTMP include, but are not limited to the following.

- Speed humps or cushions
- Enhanced or raised pedestrian crossings
- Medians and/or entry islands
- Curb extensions
- Diverters to restrict vehicular movements
- Traffic circles
- Speed monitoring and enforcement campaigns
- Education campaigns



## Key Considerations

- With limited resources, an NTMP should provide criteria that will aid in prioritization of projects throughout the city. Considerations for eligibility for improvements may include:
  - Speeding
  - Traffic volume/cut-through traffic
  - Crashes
  - Child safety issues
  - Location of designated school routes
- The City should ensure that investments are made fairly and equally in all parts of the city.
- NTMPs should utilize a public process that includes data collection, community outreach, identification and evaluation of potential solutions, and community input on identified solutions.

## Implementation

The City of Louisville has begun development of an NTMP. The City should complete and formalize the program.



# Program 2: Travel Demand Management

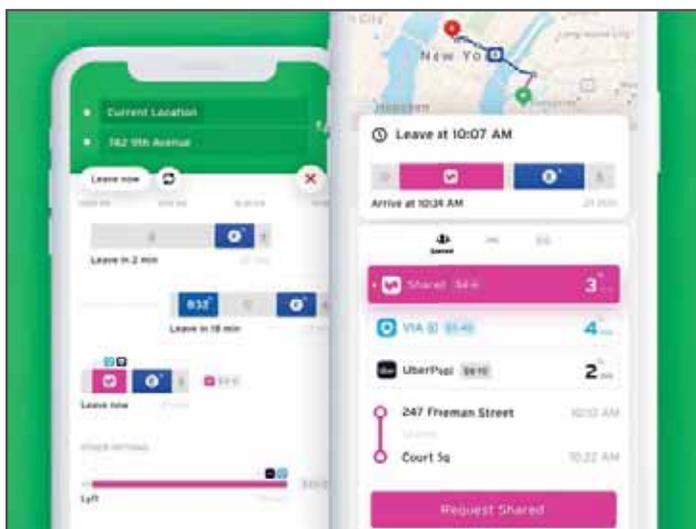
## Summary

Transportation Demand Management (TDM) strategies inform, encourage, and incentivize the use of non-vehicular transportation modes and decrease single-occupancy driving. There are seven basic components of TDM strategies:

- Information;
- Marketing business benefits to employers;
- Comprehensive programs with mutually reinforcing services;
- Incentives for transit and alternate modes;
- Disincentives for driving, i.e. parking supply and pricing;
- Ordinances and development conditions; and
- Trip caps or maximum vehicle occupancy.

## Implementation

Louisville should promote or require TDM as part of new developments. In addition, Louisville is a member of the organization, Commuting Solutions, which promotes and implements a number of TDM programs in the northwest Denver metro region. Louisville should continue to cooperate with Commuting Solutions to pursue additional TDM programs that will encourage people to utilize alternative modes of transportation.



## Key Considerations

TDM strategies may include a wide range of programs that promote walking, biking, transit, and ridesharing. Potential programs for Louisville include:

- Real-Time Transportation Information - Digital tools (such as an app) that combine information about transit stop locations & schedules, bikeshare locations, rideshare options, and more. Online tools can include a variety of resources to help making biking, walking, and transit use a convenient way to make trips in the City. Tools can include interactive maps, route or trip planning guides, and trip trackers that convey environmental savings or health impacts from trips not taken with a vehicle. This can also be helpful for first and last-mile transportation.
- Dedicated Carshare Spaces - Carshare ("eGo", "Enterprise", or other similar programs) services help reduce a person's need for owning a personal vehicle. People can rely on sustainable modes of transportation as their primary mode and have the ability to rent a car for a desired amount of time when a car is needed.
- Shared Parking - Shared parking between uses in mixed-use areas, (retail/office and office/residential) create opportunities to share parking due to the varying time-of-day parking demands.
- Community Education - Information provided directly to the community can provide benefits and impacts that may not be realized through online only settings. For example, in Portland, Oregon, a Smart Trips program targets a specific neighborhood for a door-to-door campaign to help educate people about their opportunities to walk or bike to work and the available resources that are available to help them do it.

# Program 3: Safe Routes Program

## Summary

A Safe Routes program aims to create safe and convenient opportunities to walk or bike to schools and key destinations including parks, the Recreation Center and other community centers. These programs are typically organized to address the needs of particular groups of users:

- Safe Routes to School - The goal is to reverse the decline in children walking and bicycling to schools and increase kids' safety. Safe Routes to School activities include infrastructure improvements for sidewalks and crossings; safety, education and encouragement programs; Walking School Bus or Bike Trains.
- Safe Routes to Transit - Safe Routes to Transit programs focus on prioritizing access to transit stops with safety enhancements, amenities, and wayfinding for people walking and biking.
- Safe Routes for Seniors - Safe Routes for Seniors program is designed to identify and create safe corridors for seniors. Improvements are targeted in areas with senior centers, medical facilities, and a high number of senior residents. Improvements can include amenities for seniors such as more seating, refuges, and bus shelters.
- Safe Routes to Parks - Safe Routes to Parks are based upon a similar premise as Safe Routes to School, but aim to increase safe and equitable access to parks, open space, the Rec Center, and Swimming Pool.

## Key Considerations

Health is a key component of these programs. For school children, these programs can help instill habits of walking and biking, along with safety and education around multimodal mobility. For older adults, Safe Routes programs can promote active aging, and contribute to health benefits.

## Implementation

A number of nationwide resources are available to help implement Safe Routes programs. Some of these resources include:

- National Recreation and Park Association (<https://www.nrpa.org/Safe-Routes-To-Parks>)
  - Safe Routes to Parks: Improving Access to Parks through Walkability
  - Safe Routes to Parks Action Framework
- CDOT Safe Routes to School Program ([www.codot.gov/programs/bikeped/safe-routes](http://www.codot.gov/programs/bikeped/safe-routes))
- Safe Routes to School National Partnership [saferoutespartnership.org](http://saferoutespartnership.org)



# Program 4: FUN Routes Program

## Summary

As an added way to encourage kids to ride their bikes to school, or other community destinations, "Fun Routes" would utilize singletrack sidewalks, often adjacent and parallel to an existing paved trail or street. The singletrack sidewalks are natural surface pump and flow trails, similar to mountain biking trails as they utilize the natural terrain of the area and can provide small hills for kids to ride to add interest to the route. Designed primarily for youth, they are a way to incorporate fun into commuting through neighborhoods and a way to try trail riding.

Fostering active and playful outdoor recreation in a manner that combines multimodal transportation is a community benefit. Other communities, including Eagle, CO and Bentonville, AR have created these community assets and Golden, CO is considering them as well.

## Key Considerations

- Typically, these singletrack sidewalks are alongside a paved trail and should not go through designated open space.
- Although this recommendation focuses on school routes, the same concept could be used to supplement the city's sidewalk and trail system to promote fun routes to other key community destinations, such as the Rec Center or parks.
- The single track sidewalks would not replace any current sidewalks or pathways, rather it would be

designed to offer fun options to attract additional bicyclists with a fun alternative parallels to existing pathways.

## Implementation

The Powerline Trail in Louisville is an ideal area to complete a pilot singletrack sidewalk as there is space available along the existing path and it connects multiple neighborhoods to schools.



# Program 5: Open Streets Program

## Summary

Open Streets programs temporarily close streets to automobiles and organize public activities to encourage healthier transportation and living habits. Open Streets events can also be a way to do pop-up demonstration projects for new types of infrastructure, to introduce a pilot project, or celebrate recent design changes. Open Streets events conducted along central thoroughfares with surrounding businesses can also be a way to help promote local businesses.



## Key Considerations

- Open Streets programs typically have a corporate sponsor to help with funding. Non-profits, advocacy organizations, and medical foundations can be good project partners.
- Traffic impacts may be experienced due to street closure and rerouting.
- Branding and promotion of the program should be done so that the event is a continuous program instead of a one-off event.

## Implementation

City events such as Street Faire, the Farmer's Market, or the McCaslin Movie Night recently held at the former Sam's Club are ideal times to hold such events. Resources for Open Streets programs include:

- Alliance for Biking & Walking: The Open Streets Guide (<http://tacticalurbanismguide.com/guides/the-open-streets-guide>)
- Open Streets Project website and toolkit (<http://openstreetsproject.org>)

# Program 6: Coordinate Bike Share Network

## Summary

A bike share program can encourage bicycle use between key destinations and help fill gaps in first and last-mile infrastructure around transit. In Louisville, bike share could be a viable way to connect areas like McCaslin Station, Avista Hospital, the former StorageTek site, the CTC, Downtown, DELO, and Kestrel.

## Key Considerations

- Utilizing a shared type of system or technology with surrounding communities can increase utilization as people are already familiar with the system and more likely have the app for use.
- Effective wayfinding can help people easily locate stations at both their beginning and endpoints, which promotes usage.

## Implementation

The City should continue efforts to coordinate on a regional level to implement a bike share program. A regional program allows riders to cross jurisdictional boundaries and provides an operator with a more viable system.



# Program 7: Safety, Maintenance & Training Programs

## Summary

Education campaigns can be targeted to inform the public about laws and consistent concerns that need to be addressed. These campaigns can be focused on people in cars, on bikes, or walking.

- Safety courses can help teach bike riding laws and skills to participants at all levels: from basic riding skills to advanced lessons on riding in traffic and avoiding crashes.
- Bike repair workshops can empower people to fix their own bikes. The classes can cover general maintenance skills, flat tires, parts identification, cleanings, safe riding skills, map reading, and connections with transit.
- Awareness campaigns can be targeted to inform the public about laws and consistent concerns that need to be addressed.

## Implementation

The City of Louisville can increase its role in providing courses to the general public by offering free classes throughout the city at easily accessible locations. Grant funding may be utilized from some sources to help provide these programs.

The City can partner with advocacy organizations or local businesses to assist with implementation and build awareness.

The City can also provide resources on its website and links to other educational and advocacy organizations.

## Key Considerations

The City of Louisville's Little Lou campaigns received significant attention and brought awareness to drivers to slow down. The City should continue to build off of these campaigns to encourage safe behavior for all modes of travel. These campaigns can be focused on walking or biking separately or combined depending on the current need and issue in the community.



# Program 8: Coordinated Wayfinding System

## Summary

Wayfinding systems are navigational systems that help people move around the City, whether they are in a car, on foot, on a bike, or using transit. Traditionally consisting of signs, wayfinding systems can now also involve GPS systems, web connectivity, and mobile technology. Wayfinding systems can be designed and implemented formally by municipalities, business districts, and even advocacy organizations.

Key components of wayfinding should include:

- A distinct, visible, and consistent design that can be utilized across various types of signage.
- Maps with clear “you are here” identification symbols and cardinal direction arrows. Maps that are oriented to where the direction the user is facing is at the top can be most user-friendly.
- Defined distances by the time needed to reach them, such as “It’s a 10-minute walk/bike ride to...” or circles encompassing destinations within a 5-, 10-, or 15-minute walk.
- Ensure public data is available to be utilized in apps and ensure signage identifies apps where the same and/or additional information can be found.
- Utilize technology/apps and graphics with prioritized landmarks to reduce clutter on signs.

## Implementation

The City recently developed a trails wayfinding program and a wayfinding plan for other key destinations around town. These plans have not been implemented but could be brought forward as already developed or revised.

## Key Considerations

- Wayfinding can be particularly important for trail users, pedestrians and transit users and help promote multi-modal transportation options.
- Current city signage directing visitors to Downtown could be supplemented and updated with current designs.



# Program 9: Bicycle-Friendly Designation

## Summary

The Bicycle Friendly Community (BFC) program is administered by the League of American Bicyclists, which guides communities in understanding the opportunities to improve conditions for bicycling. The League has identified focus areas, known as the “Five E’s”, for creating a bicycle friendly community: engineering, education, encouragement, enforcement, and evaluation/planning.

- Engineering addresses the design of the bicycle network and roadway conditions, total mileage of facilities, and access to public transportation.
- Education includes public outreach, bicycle classes for adults, and support for schools.
- Enforcement is achieved through the creation, enforcement, and interpretation of bicycle-friendly laws and ordinances.
- Encouragement is achieved through active bike clubs and events, which are supported by an active bicycle advisory committee and advocacy group.
- Evaluation of an actively implemented bike plan is supported by bike program staff that help achieve desired outcomes, such as increased ridership and a reduction in crashes and fatalities.

## Key Considerations

Key considerations for achieving Bicycle-Friendly designation include:

- The City of Louisville could be the key implementor or work with a bicycle advocacy organization for certification.

Businesses can also apply for a designated Bicycle Friendly Business, which strengthens bicycling within the city as well.

## Implementation

It is recommended that Louisville pursue Bronze or Silver level Bicycle-Friendly status. The League of American Bicyclists provides numerous resources for communities seeking Bicycle-Friendly status:

- League of American Bicyclists Tools and Resources: <https://bikeleague.org/bfa/toolkit>



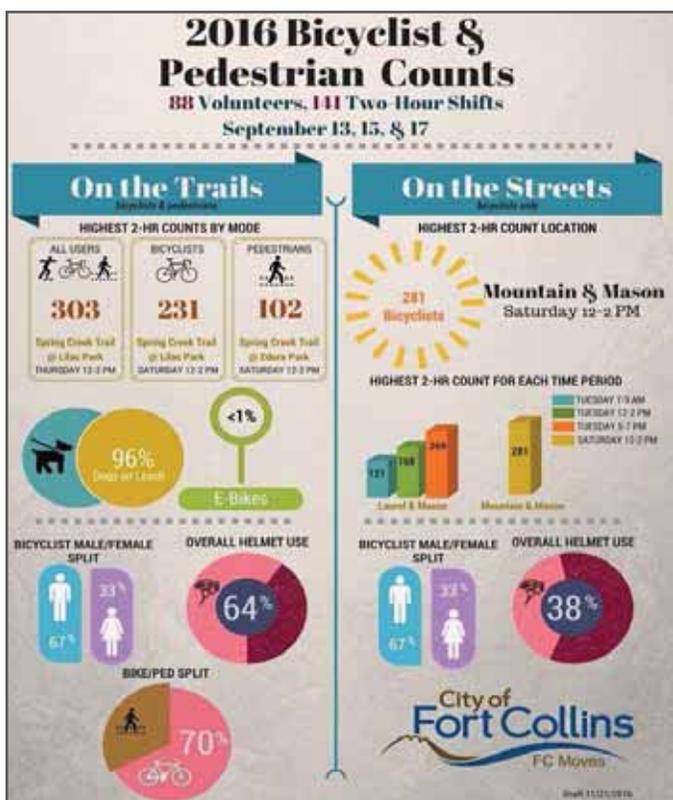
# BICYCLE FRIENDLY COMMUNITY

# Program 10: Data Collection

## Summary

Data is key to communicating needs and pursuing funding partnerships and grants for community improvements. Data is utilized when developing projects, identifying community priorities, and understanding whether implemented projects are having the desired impacts. Collecting data consistently helps to understand current demand and use and plan appropriately for the future. The before and after data is also particularly useful as a means to support future infrastructure investments.

It is recommended to develop a multi-level data collection program that is utilized by the City for evaluation and funding purposes. The City currently collects traffic count and speed data on various corridors throughout the community. This program should continue and add bicycle counts when applicable. Additionally, as traffic studies are conducted, compiling the count data in a central database could be particularly useful and better utilize existing resources and expenditures.



## Key Considerations

There are a variety of ways to collect data for people biking and walking, whether on sidewalks, streets, or trails. The City should develop a count program to conduct regular pedestrian and bicycle counts throughout the city, including both spot and fixed location counts that provide data on seasonality and overall trends. Many count programs utilize counters and volunteers to gather robust information. The City of Fort Collins utilizes volunteers on particular days of the year to conduct a thorough count of bicycle and pedestrian use annually. A count program in Louisville should coordinate with Boulder County's Bicycle Counting Program to share resources and data as applicable.

Data that identifies maintenance or other improvement needs could be collected through a Community Pedestrian Program designed to allow residents to submit assessment data online to the City. Information pertaining to the quality of infrastructure, gaps in the network, the number of people observed walking/biking, and safety concerns could be provided along with pictures for the City. A program like this could utilize community or school groups as volunteers and would supplement other data collection efforts while providing an additional avenue for communication with the community.

## Implementation

- The National Bicycle and Pedestrian Documentation Project identifies methodology to count bicycles and people walking citywide and provides resources for local governments.
- The Pedestrian and Bicycle Information Center provides resources for planning and data collection tools. <http://www.pedbikeinfo.org/planning/tools.cfm>
- NCHRP Report 797: Guidebook on Pedestrian and Bicycle Volume Data Collection

# Implementation



# IMPLEMENTATION

## Introduction

Success in achieving the goals of the TMP can only be realized through effective implementation that identifies strategies, manages progress towards the goals, and strategically allocate resources. This chapter provides an overview of the following three key components of implementation that support the recommendations in the TMP.

- Project Prioritization and Development
- Funding Framework
- Measuring Performance Towards the Goals

The City should reevaluate the goals and recommendations in the TMP regularly to ensure the plan can address changes in conditions, changes to community preferences and needs, best practices, and technologies. Based on current City budgeting and planning cycles, the City should consider updates to the plan every 6 years.

## Prioritization Process & Development

Implementation will require coordination between multiple City departments, external public agencies, developers, private businesses, and other organizations. As roles are defined, the departments that have coordinated to develop the Plan (Planning & Building Safety, Public Works, and Parks & Recreation) should organize and maintain accountability for their respective pieces of implementation.

Of the policies and programs identified in Chapter 4, some have greater opportunity for making immediate impacts, some require more resources, and some will take more time than others. The City should prioritize policies and programs to ensure resources are used as efficiently as possible. Some elements of the TMP may only be realized if new financial resources or grants become available.

Figure 5.1 identifies recommended priorities and potential project timing. The highest priority projects meet one or more of the following conditions:

- Policy changes that require limited or no additional financial resources
- Projects able to be implemented within current funding levels
- Programs that can be implemented with partners and require limited additional resources from the City
- High-profile projects that meet significant needs or build momentum for additional future improvements

### Strategic Implementation

Implementation of any plan requires careful consideration of the use of funding. As this plan identifies a significant number of smaller or more detailed projects, it is recommended to group the projects. Projects can be grouped based on their intent, such as all at-grade crossings that are located around schools, or by location where all projects in the vicinity of Downtown could be grouped. The efficiency of resource utilization should be a factor in determining how to group smaller projects.

Projects requiring more time for development, that meet a less immediate need, or are complicated by partnerships or funding levels are noted as medium or low priority.

Figure 5.1 also identifies project cost, partners or coordination required, and basic benefits for each of the projects recommended. The project cost is a high-level cost estimate based on planning assumptions and should be refined as projects move through development. The timeline is based on the assumption that all projects would receive funding. It is recommended that the timeline be an initial guide for project development purposes. The benefits identified in the table refer to the primary need(s) that the project is intended to address.

Under the City's current biennial budgeting process, a six-year Capital Improvement Plan (CIP) is developed with more detailed cost estimates and commitments for funding. The project list and recommended prioritization included in Figure 5.1 provides general guidance for development of future CIPs, understanding that community desires, needs, and conditions may change and project and priorities will need to be adjusted at that time.

Figure 5.1 Project Priority Table

Project	Description	Location	Cost	Priority	Timeframe	Partner/Coordination	Benefit(s)	S1	S2	S3	Notes	
Corridor Projects	CP1	Roadway Improvement	SH 42 Conceptual Design	\$75,000	High	Short	Boulder Co., Lafayette, RTD, CDOT	Travel time reliability, safety	Y	Y	Y	\$500,000 total cost, \$350,000 TIP and \$75,000 Lafayette contribution
	CP2	Roadway Improvement	SH 42 Widening	\$25,000,000	High	Long	Boulder Co., Lafayette, RTD, CDOT	Travel time reliability, safety	Y	Y	Y	Rebuild Empire to South Boulder Road
	CP3	Roadway Improvement	Dillon Road, Campus Drive Extension, Widen 88th	\$10,400,000	High	Medium	-	Capacity and bicycle visibility	N	N	Y	88th to 104th bike and applicable ADA paint/signage. Increase queue length capacity on EB and WB lanes around BNSF. Widen Dillon WB at 96th on the north increasing queue length. Could be phased to provide lower-cost improvements on Dillon first.
	CP4	Roadway Improvement	Via Appia Way	\$253,440	Medium	Short	-	Safety and visibility for all modes	Y	Y	Y	Reduce lane widths, extend bike lanes, extend refuges, remove right turn lanes
	CP5	South Boulder Rd Study	SBR Corridor	\$100,000	Medium	Short	Boulder Co., Lafayette, RTD	Safety, travel reliability, transit service	Y	Y	Y	
	CP6	CTC Connector	Arthur to 96th	\$2,000,000	Medium	Medium	-	Network connectivity	N	N	Y	
	CP7	Kaylix Connector	Hecla to South Boulder	\$2,500,000	High	Medium	-	Network connectivity	N	N	Y	Requires ROW acquisition or property owner coordination
	CP8	McCaslin Network Additions	Various within McCaslin area to create network grid	TBD	High	Long	Developer(s)	Network connectivity, economic access	Y	Y	Y	Likely implemented by developer in redevelopment. If not, requires ROW acquisition or property owner coordination
Bike Network Improvements	BK1	Bike Lane	Bella Vista	\$33,000	Medium	Short	-	Safety	Y	Y	Y	Missing segment where currently shared lane, continue bike lane for consistency and safety
	BK2	Bike Shoulder Improvements	SH 42/Empire Rd	\$201,600	High	Short	-	Safety, network connectivity	N	Y	Y	Could include signs, striping and official designation
	BK3	Bike Route	W Dyer Rd	\$5,240	High	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK4	Bike Route	Washington Ave	\$12,360	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK5	Bike Route	Tyler Ave	\$3,240	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK6	Bike Route	Garfield/Lincoln	\$12,960	High	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK7	Bike Route	McKinley Ave	\$640	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK8	Bike Route	Spruce St	\$8,320	High	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK9	Bike Route	Jefferson Ave	\$8,000	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK10	Bike Route	Front St	\$8,300	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK11	Bike Route	DELO to Downtown	\$11,720	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK12	Bike Route	Hecla Dr	\$2,600	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK13	Bike Route	Rex/West St	\$5,320	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK14	Bike Route	Hoover Ave	\$10,120	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK15	Bike Route	Polk Ave/Dahlia St	\$10,200	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK16	Bike Route	Lock St	\$1,000	Low	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK17	Bike Route	Centennial North of SBR	\$5,680	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK18	Bike Route	Empire Rd	\$13,750	Medium	Short	-	Safety, network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK19	Bike Lane	Via Appia buffered bike lanes	CP4 & MU23	Medium	Medium	-	Safety	N	N	Y	Could include signs, striping and official designation
	BK20	Protected Bike Lane & Widened Sidewalks	Pine St	\$750,000	High	Short	-	Safety, network connectivity	Y	Y	Y	Can be coordinated with Pine St repaving

Figure 5.1 Project Priority Table, Cont.

Project	Description	Location	Cost	Priority	Timeframe	Partner/Coordination	Benefit(s)	S1	S2	S3	Notes
MU1	Off-Street Shared Path	SH 42 to CTC	\$780,000	High	Long	Boulder County	Regional access, connections, safety	Y	Y	Y	
MU2	Off-Street Shared Path	SH42 N of South Boulder Rd	\$100,800	Medium	Short	-	Connectivity, safety	Y	Y	Y	
MU3	Off-Street Shared Path	N of South Boulder Rd E of SH42	\$276,000	Low	Long	-	Business access, safety	N	Y	Y	
MU4	Off-Street Shared Path	Lock St to Community Park	\$20,000	Medium	Medium	BNSF Railroad	Network connectivity	Y	Y	Y	New 10' trail with rail crossing, requires RR coordination
MU5	Off-Street Shared Path	LMS Connection	\$360,000	Low	Long	Boulder Valley School District	Safety, school access	N	N	Y	Do not own ROW, cost will be higher
MU6	Off-Street Shared Path	Warembourg N/S Trail	\$145,000	Medium	Short	-	Network connectivity	Y	Y	Y	
MU7	Off-Street Shared Path	Griffith St	\$60,000	Medium	Long	-	Safety, school access	Y	Y	Y	
MU8	Off-Street Shared Path	St Andrews to 88th Underpass	\$120,000	High	Short	-	Safety, school access	Y	Y	Y	
MU9	Off-Street Shared Path	88th to US 36	\$60,000	High	Short	-	Network connectivity	Y	Y	Y	
MU10	Off-Street Shared Path	McKinley Park	\$60,000	Medium	Medium	-	Network connectivity	Y	Y	Y	
MU11	Off-Street Shared Path	Arboretum Trail	\$80,000	Medium	Medium	-	Network connectivity	Y	Y	Y	
MU12	Off-Street Shared Path	Powerline to Mining connection	\$30,000	Low	Short	-	Network connectivity	Y	Y	Y	
MU13	Off-Street Shared Path	US36 to Dyer Connection	\$10,000	High	Short	-	Network connectivity	Y	Y	Y	
MU14	Off-Street Shared Path	McCaslin Blvd	\$609,600	High	Medium	-	Safety, economic access	N	N	Y	
MU15	Off-Street Shared Path	Washington Ave	\$154,000	Low	Medium	-	Trail connectivity	Y	Y	Y	Widen sidewalk to be mixed-use trail south to Powerline Trail, add new trail to the north
MU16	Off-Street Shared Path	St. Andros (Coal Creek Bypass) to Dillon	\$92,400	Medium	Medium	-	Network connectivity	Y	Y	Y	
MU17	Off-Street Gravel Trail	104th regional connection	\$158,334	High	Short	Boulder Co., Lafayette	Regional connectivity, safety	Y	Y	Y	\$950,000 total cost, \$158,333 Boulder County, \$158,333 Lafayette and \$475,000 TIP
MU18	Off-Street Gravel Trail	Coal Creek to US36 West of 96th	\$500,000	Medium	Long	Boulder Co., Broomfield	Regional connectivity, safety	N	Y	Y	
MU19	Off-Street Shared Path	US36 to St. Andrews	\$280,000	Low	Medium	-	Network connectivity	N	Y	Y	
MU20	Off-Street Gravel Trail	Warembourg E/W Trail	\$21,000	Low	Short	-	Trail connectivity	Y	Y	Y	
MU21	Off-Street Gravel Trail	Centennial Parkway to Davidson Mesa Trail	\$90,000	High	Medium	-	Network connectivity	Y	Y	Y	
MU22	Off-Street Gravel Trail	Reroute Coal Creek Trail to follow creek	\$125,000	High	Short	-	Enhanced trail experience	Y	Y	Y	East side of street.
MU23	Off-Street Shared Path	Kestrel Trail to SH 42 Underpass	\$125,000	High	Short	-	Trail connectivity	Y	Y	Y	Should already be doing with underpass
MU24	Off-Street Shared Path	North Open Space Trail - West	\$220,000	Low	Long	-	Trail connectivity	N	Y	Y	
MU25	Off-Street Shared Path	North Open Space Trail - East	\$220,000	Low	Long	-	Trail & network connectivity	N	Y	Y	
MU26	Off-Street Gravel Trail	Coal Creek Trail Connection north of Empire Rd	\$80,000	Low	Long	-	Enhanced trail experience	N	Y	Y	New route through open space
MU27	Off-Street Gravel Trail	Cottonwood Park connection	\$27,500	Medium	Medium	-	Trail connectivity	N	Y	Y	
MU28	Off-Street Shared Path	Overlook underpass conceptual connection	\$85,000	Low	Long	Superior, Boulder County	Trail connectivity	Y	Y	Y	Requires coordination and partnerships
MU29	Off-Street Shared Path	Via Appia to North Open Space	\$165,000	Medium	Medium	-	Trail connectivity	N	Y	Y	
MU30	Off-Street Shared Path	Fireside Realignment	\$300,000	Low	Long	-	Enhanced trail experience	N	Y	Y	
MU31	Off-Street Shared Path	Warembourg, Mining to Goodhue Realignment	\$75,000	Low	Medium	-	Enhanced trail experience	N	Y	Y	
MU32	Off-Street Shared Path	Powerline to Coal Creek Trail	\$35,000	High	Short	-	Trail connectivity	Y	Y	Y	
MU33	Off-Street Gravel Trail	Coyote Run	\$30,000	High	Short	-	Safety, trail connectivity	Y	Y	Y	
MU34	Off-Street Shared Path	Coal Creek to Downtown Connection	\$77,500	Medium	Short	-	Safety, trail connectivity	N	Y	Y	
MU35	Fun Route	Powerline Trail Fun Route	\$150,000	High	Short	-	Quality-of-life, multimodal options	Y	Y	Y	
MU36	Off-Street Shared Path	Coal Creek Trail	\$225,000	Low	Long	Boulder County	Enhanced trail experience	N	N	Y	Reroute trail out of neighborhood; grade issues
MU37	Off-Street Gravel Trail	Dillon to Coal Creek East of 96th	\$500,000	Medium	Long	Developer	Regional connectivity, safety	N	Y	Y	

Mixed-Use Paths/Trails

Figure 5.1 Project Priority Table, Cont.

Project	Description	Location	Cost	Priority	Timeframe	Partner/Coordination	Benefit(s)	S1	S2	S3	Notes	
Sidewalks	SW1	Sidewalk Improvement	South Boulder Rd [Garfield,Jefferson]	\$81,000	High	Short	-	Safety, eliminate gaps	Y	Y	Y	Widen sidewalk to 10', where possible; coordinate w underpass construction
	SW2	Sidewalk Improvement	Via Appia near Cottonwood Park	\$36,000	High	Short	-	Safety, eliminate gaps	Y	Y	Y	Alternative: Build bridge to sidewalk within park
	SW3	Sidewalk Improvement	Washington near Coyote Run	\$68,000	High	Short	-	Safety, eliminate gaps	Y	Y	Y	East side. Hopefully already happening.
	SW4	Sidewalk Improvement	East North of Clementine Sub to Pine	\$96,000	High	Short	Developer	Safety, eliminate gaps	Y	Y	Y	Upgrade Sidewalk to Pine - either East or West Side
	SW5	Sidewalk Improvement	Pine St at Rail	\$7,600	High	Short	-	Safety, eliminate gaps	Y	Y	Y	New sidewalk both sides
	SW6	Sidewalk Improvement	Griffith St @ Rail	\$14,600	High	Short	-	Safety, eliminate gaps	Y	Y	Y	New sidewalk, rail crossing, south side
	SW7	Sidewalk Improvement	Spruce to Miners Field to Lee W of SH42	\$64,000	High	Short	-	Safety, eliminate gaps	Y	Y	Y	New wide sidewalk to provide ped and bike access - Expand through Miners Field
Grade Separated Crossings	GS1	Underpass	South Boulder Rd @ Main St	\$8,000,000	Medium	Long	BNSF (potential)	Safety, connectivity	N	Y	N	
	GS1A	Underpass Gateway	South Boulder Rd @ Main St	\$20,000,000	Medium	Long	Property Owner	Safety, connectivity, quality-of-life	N	N	Y	Alternative to GS1 that Include Property Acquisition and Public Plaza or Entry Features
	GS2	Underpass	SH 42 @ South St	\$8,000,000	High	Medium	CDOT	Safety, connectivity	Y	Y	Y	
	GS3	Underpass	Power Line Trail @ Dillon Rd	\$4,000,000	Medium	Medium	-	Network connectivity	Y	Y	Y	
	GS4	Underpass	Overlook Underpass	\$120,000	Low	Long	Superior, Boulder Co.	Safety, regional connectivity	Y	Y	Y	Total cost: \$1,800,000; Local share: \$120,000
	GS5	Underpass	South Boulder Rd at SH42 Regional Trail	\$8,000,000	Medium	Long	-	Safety, regional connectivity	N	N	Y	
	GS6	Underpass	South Boulder Rd @ Via Appia	\$6,000,000	High	Medium	-	Safety	N	Y	Y	Consider in Cottonwood Park Plan 2020
	GS7	Underpass	Dillon Rd @ S 88th St	\$5,000,000	Low	Long	-	Traffic flow, school access	N	N	Y	Correlated with Dillon Road traffic/capacity improvements
	GS8	Underpass	Dillon Rd east of McCaslin Blvd	\$8,000,000	Medium	Long	-	Business access, enhanced connectivity	N	N	Y	
	GS9	Underpass	Near Tape Dr @ Northwest Pkwy	\$10,000,000	Low	Long	Developer	Safety, trail connectivity	N	Y	Y	High priority if developer partners for construction and cost
GS10	Underpass	Bullhead Gulch	\$6,000,000	Low	Low	-	Safety, trail connectivity	N	N	N		
At-Grade Crossings	SBR1-5	All SBR Improvements	South Boulder Rd @ Via Appia	\$429,983	High	Short	-	Safety - primary corridor	Y	Y	Y	\$1,433,276 total cost, \$1,003,293 TIP
	AG1	Shortened Crossing Distance	Willow Dr @ Kennedy Ave	\$20,000	Medium	Short	-	Safety, school access	Y	Y	Y	Upgrade Beacon and advanced warning signage and striping
	AG2	Shortened Crossing Distance	W Tamarisk St @ Kennedy Ave	\$10,000	Medium	Short	-	Safety, school access	Y	Y	Y	Add Beacon (E,S)
	AG3	Neckdowns or enhanced crossing	Power Line Trail @ Tamarisk St	\$10,000	Medium	Short	-	Safety - trail crossing, school access	Y	Y	Y	Coal Creek Elementary (E and S)
	AG4	Neckdowns or enhanced crossing	Power Line Trail @ Willow Dr	\$10,000	Medium	Short	-	Safety - trail crossing, school access	Y	Y	Y	Louisville Elementary School, additional markings (N, S)
	AG5	Neckdowns or enhanced crossing	Coyote Run @ Washington Ave	\$25,000	Medium	Short	-	Safety - trail crossing, school access	Y	Y	Y	Coal Creek Elementary (S)
	AG6	Enhanced Crossing Markings	Coyote Run @ Kennedy Ave	\$2,500	High	Short	-	Safety - trail crossing, school access	Y	Y	Y	
	AG7	Flashing Beacon Crosswalk	Sagebrush Way @ Via Appia	\$25,000	High	Short	-	Safety - trail crossing, primary corridor	Y	Y	Y	
	AG8	Enhanced Crossing Markings	Willow Dr @ Washington Ave	\$1,500	Medium	Short	-	Safety, school access	Y	Y	Y	
	AG9	Upgrade Beacon	Power Line Trail @ Via Appia	\$20,000	High	Short	-	Safety - trail crossing, primary corridor	Y	Y	Y	(E)
	AG10	Enhanced Crossing Markings	Coyote Run @ Via Appia	\$5,000	Medium	Short	-	Safety - trail crossing, primary corridor	Y	Y	Y	Bike connection for Empire Rd shoulders, future open space trail and sports complex
	AG11	Enhanced Crossing	Power Line Trail @ Polk Ave	\$10,000	Medium	Short	-	Safety - trail crossing, school access	Y	Y	Y	Concrete Curb with Colored Concrete or Landscaping Inside Median. Consider Bike Pass-through
	AG12	Improve signage/striping	Polk Ave @ W Dahlia Ct	\$1,000	Medium	Short	-	Safety, school access	Y	Y	Y	
	AG13	Enhanced Crossing Markings	Polk Ave @ Madison Ave	\$400	Medium	Short	-	Safety, school access	Y	Y	Y	Coal Creek Elementary
	AG14	Beacon and Enhanced Crossing Markings	Dahlia St @ Ridge Pl	\$50,000	Medium	Medium	-	Safety, network connectivity	Y	Y	Y	Coal Creek Elementary
	AG15	Flashing Beacon Crosswalk	Bella Vista Dr near Aspen Way	\$25,000	Medium	Short	-	Safety	Y	Y	Y	More direct alignment, improved curb cuts
AG16	Raised Crossing with Refuge	Main St @ Louisville MS	\$20,000	Medium	Short	-	Safety, school access	Y	Y	Y	Fireside Elementary School	

Figure 5.1 Project Priority Table, Cont.

Project	Description	Location	Cost	Priority	Timeframe	Partner/Coordination	Benefit(s)	S1	S2	S3	Notes	
At-Grade Crossings	AG17	Shortened Crossing Distance	Hutchinson St @ Jefferson Ave	\$1,000	Medium	Short	-	Safety, school access	Y	Y	Y	Trail Detection, Trail advance warning sign on hill
	AG18	Enhanced Crossing Markings	SH 42 @ Pine St	\$1,600	High	Short	-	Safety - primary corridor	Y	Y	Y	
	AG19	Enhanced Crossing	Dillon Rd @ McCaslin Blvd	\$50,000	High	Medium	-	Safety - primary corridor	Y	Y	Y	
	AG20	Enhanced Crossing	Centennial Pkwy @ McCaslin Blvd	\$50,000	High	Medium	-	Safety - primary corridor	Y	Y	Y	
	AG21	Enhanced Crossing	W Century Dr @ McCaslin Blvd	\$50,000	High	Medium	-	Safety - primary corridor	Y	Y	Y	
	AG22	Enhanced Crossing	Vista Ln @ Mulberry St	\$10,000	High	Short	-	Safety, school access	Y	Y	Y	
	AG23	Formalize Painted Bump Outs	City-Wide	\$100,000	High	Short	-	Safety	Y	Y	Y	
	AG24	Reconfigure Intersection	Via Appia @ Pine St	\$100,000	High	Short	-	Safety	Y	Y	Y	
	AG25	Shortened Crossing Distance	Via Appia @ Tyler Ave	\$40,000	High	Short	-	Safety	Y	Y	Y	
	AG26	Shortened Crossing Distance	Pine St @ Polk Ave	\$40,000	Low	Long	-	Safety	N	N	Y	
AG27	Shortened Crossing Distance	Pine St @ Hoover Ave	\$40,000	Low	Long	-	Safety	N	N	Y		
AG28	Shortened Crossing Distance	Pine St @ Tyler Ave	\$40,000	Low	Long	-	Safety	N	N	Y		
Transit Connectivity	TR1	Proposed Transit Network	Citywide	\$250,000	High	Short	Businesses, Via/RTD	Job and business access	Y	Y	Y	
	TR2	EcoPass & Other Incentives	Neighborhood or Business Incentives for Employees	\$20,000	Medium	Short	RTD	Access to transit	Y	Y	Y	
	TR3	Access Improvements to McCaslin Station	Multimodal Connections, Improve Bus Route for Possible Circulator	\$200,000	High	Short	RTD, businesses	Multimodal access to transit, safety	Y	Y	Y	
	TR4	Bus Stop Improvements	Shelter, Bike Racks, Trash Cans, Benches ADA Upgrades	\$300,000	High	Ongoing	RTD, businesses	Safety, transit accessibility	Y	Y	Y	
	TR5	NW Rail Peak Hour Service	Beginning of rail service for peak hour only TBD location	\$1,000,000	High	Medium	RTD	Regional access	N	Y	Y	Represents investment in higher capacity transit service. Due to nature of project funding could be used to support BRT or other similar type of service.
	TR6	NW Rail Station Area Planning	Downtown and CTC	\$50,000	Medium	Short	RTD	Transit access, community character	Y	Y	Y	

# Funding Framework

Revenues to support the City's transportation programs come from a variety of sources, primarily the General Fund and Capital Improvement Fund. The City does not have a dedicated source of funding for transportation investments, and transportation projects compete for funding through the regular budget prioritization process. The City's capital fund is limited and does not provide the level of funding necessary to fully implement all of the contemplated projects in the TMP.

The identification of sustainable local and regional funding for transportation projects and programs has been and continues to be a high priority for the City. The City works with neighboring local governments, the State, and Federal governments to advocate for increased investments in transportation infrastructure.

## Potential New Funding Streams

The information below discusses several options for increasing transportation funding for desired projects. It includes possible new revenue sources through taxes or fees. Many of the more costly recommendation in the TMP project list, including grade-separated crossings such as underpasses, would likely require additional funding sources or significant grant funding.

### *Sales Tax Increase (City or County)*

Sales taxes are levied on the sale of goods within a given area. Revenue is dependent on sales volume and the tax rate applied and can be directed to areas such as transportation. The base for this revenue stream is the total retail sales in an area; in Louisville, this value is \$510 million (2018).

In addition to the City's sales tax, Boulder County levies a sales tax on retail sales throughout the entire County. With transportation infrastructure and investment currently a priority throughout the county, there may be an opportunity for an increase in the county sales tax to fund a broader array of transit and transportation projects. In this case, the base for the revenue stream is much larger as there was an estimated \$5.67 billion in retail sales in Boulder County in 2017.

If a countywide approach is utilized, the revenues would be shared throughout the county, but the revenue generated would be much higher overall. For example, a 0.10 percent increase in the county would generate \$5.67 million in annual revenue (applied to 2017 sales).

## Capital Improvement Plan (CIP)

The City's Capital Improvements Plan (CIP) outlines a six-year strategy to coordinate capital improvements. The CIP provides a forecast of funds available for capital projects and identifies all planned capital improvement projects and their estimated costs over the plan period. The City has allocated a total of \$8 million for implementation of TMP projects. This is an average of \$1.3 million per year over the total 6 year period or \$2 million per year over the 4 years that have been allocated funding (recognizing that some appropriation of funds can be expected in the final two years). These figures provide the CIP funding used in Funding Scenarios that appear later in this chapter.

## *Local Property Tax Increase*

Property taxes are levied on the assessed value of property in a given area. The base for this revenue stream is the assessed valuation of all taxable property in a given area; in Louisville, this value is \$639.6 million (2017).

Revenue available through a property tax is based on assessed valuation and the mill levy applied. This mill levy would be in addition to the city's current 8.869 mills (average of approximately 88.3 total within the city). Revenue potential associated with a property tax increase ranging from 2 mills to 7 mills ranges from \$1.28 to \$4.48 million annually.

Note that because property tax increases are currently being pursued for a variety of other City projects, this funding tool is not included in transportation funding scenarios.

## *Transportation Utility Fee/Transportation Maintenance Fee (TUF/TMF)*

A transportation utility fee (TUF) or transportation maintenance fee (TMF) is a monthly fee collected from residential and commercial properties. The fee is most commonly based on the use of transportation infrastructure as measured by the average number of trips generated by different types of commercial and residential land uses. This funding source provides a local and stable source of revenue to maintain streets, sidewalks, pedestrian crossings, bike lanes, multi-use paths, and medians. Due to the nature of the fee, it can only be used for maintenance and cannot be used for capital projects.

In Colorado a TUF does not need voter approval given the link between the benefit provided and the specific land use groups that use transportation infrastructure; however, it does require a nexus study to support the fee being charged.

Revenue available is dependent on the structure of the fee and the findings of the nexus study. A preliminary estimate of revenue potential for Louisville, using sample fees, found that this funding tool may generate between \$1 million and \$3 million annually for the City (note that these figures are based on estimates and the general structure of other City's programs and any fees charged would need to be established through a nexus study).

## *Improvement Districts*

Improvement Districts are special taxing districts established for an improvement area, defined community area, business district, or new and redeveloping areas. These districts can be set up to fund specific types of projects or programs such as trails and sidewalks or EcoPasses. These districts can be particularly effective where new

### **Transportation Utility Fee or Transportation Maintenance Fee (TUF or TMF)**

Loveland, CO has a Street Maintenance Fee, charging a monthly flat fee per acre of non-residential space or per residential dwelling unit. This utility fee pays for the maintenance of City streets. Rates charged (per month) are:

- \$2.61 per residential dwelling unit
- \$28.88 per acre of industrial
- \$37.47 per acre of institutional
- \$37.47 per acre of commercial
- \$73.74 to \$288.68 per acre of retail (variable based on type and location)

trips are being generated, such as a new development like Nawatny Ridge. Taxing districts to cover EcoPasses for businesses and residents have been successfully applied in Nederland and the Boulder Junction neighborhood. Improvement districts should be considered for new large developments in the City, such as the former StorageTek site.

## Grants and External Funding Tools

Grants can be an effective way to leverage local funding streams to increase the quantity of projects or programs that can be implemented. Strategic use of grant funding can help focus local dollars where they are most needed and help identify priorities for the city. Louisville has a history of successful grant applications from a variety of sources. The following grant sources are identified as potential sources for future funding to help implement the TMP.

### *BUILD Grant*

The Better Utilizing Investments to Leverage Development (BUILD) program replaced the TIGER Grant program in 2018. Funds are allocated to projects for road or bridge, public transportation, passenger and freight rail transportation projects, and intermodal projects. The BUILD program has funded 30 projects focused on bicycle and pedestrian infrastructure since 2009, totaling over \$350 million. BUILD is a competitive grant program directly administered by the U.S. Department of Transportation for innovative projects that promote: safety, economic competitiveness, state of good repair, livability, and environmental sustainability. Funding is limited to \$150 million per state and \$25 million per project.

### *DRCOG TIP Funds*

The Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP) is a fiscally constrained, short-range transportation plan, identifying all currently federally funded transportation projects to be completed in the region over a four-year period. There is a competitive process to have a project included in the TIP.

The current TIP runs from FY2020 to FY2023. Region-wide funds total \$337 million. That total includes:

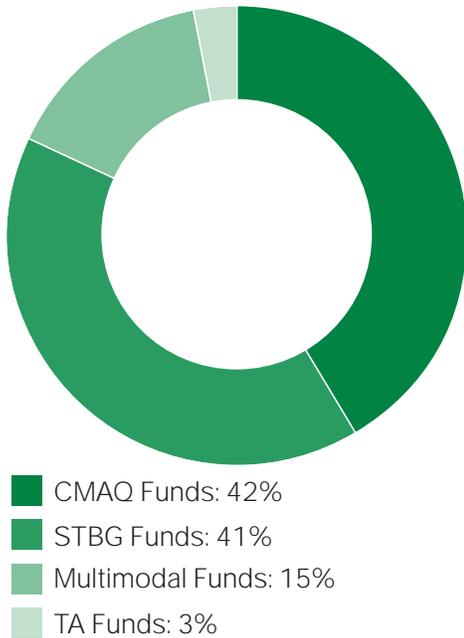
- \$49.4 million in set-asides - for community mobility planning and implementation, TDM services, regional transportation operations and technology, air quality improvement, and human service transportation.
- \$57.5 million in the regional share - one call for regional projects and programs, with \$25 million allocated to the CDOT Central 70 project. \$230.1 million in the subregional share - individual subregional forum calls for projects.

Figure 5.2 DRCOG Regional vs. Subregional Funding (2019)



■ Subregional Share: \$230.1 Million  
■ Regional Share: \$57.5 Million  
■ Set Aside Projects: \$49.4 Million

Figure 5.3 DRCOG TIP Funds by Source (2019)



The subregional share is relevant to Louisville, with 9.70 percent of this funding allocated to Boulder County. TIP funding comes from a number of federal sources, including the Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant program, and more. A number of projects included in this Plan would be competitive for this funding.

*Congestion Mitigation and Air Quality Improvement Program (CMAQ):*

This program provides funding for transportation projects or programs likely to contribute to the attainment or maintenance of a national ambient air quality standard. Funding comes from the federal Department of Transportation and is allocated by DRCOG through the TIP process. The 2020-2023 TIP includes approximately \$140 million in CMAQ funding.

*Surface Transportation Block Grants (STBG):*

The Surface Transportation Block Grant Program provides funding for projects including the construction of transit capital projects, highway and transit safety infrastructure improvements and programs, fringe and corridor parking facilities, recreational trails, surface transportation programs, highway and transit research, projects and strategies designed to support congestion pricing (electric toll collection). It also can fund other programs and projects related to the construction, maintenance, and operation of transportation, roadways, bridges, and infrastructure. Projects may not be located on local roads or minor collectors. This funding is also allocated by DRCOG through the TIP process; the 2020-2023 TIP included approximately \$138 million in STBG funding.

*Transportation Alternatives (TA):*

TA funds transportation improvement projects that expand travel choice, strengthen the local economy, improve quality of life, and protect the environment. Many TA projects enhance non-motorized transportation, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, and recreational trail program projects. CDOT Region 4 (which includes Boulder County) had approximately \$2 million in TA funding allocated for each of FY18, FY19, and FY20. CDOT administers 50% of TA funds and allocates the remaining to MPOs, including DRCOG for projects to be selected through the TIP for the metro region.

### *State Multimodal Transportation Options Fund (MMOF):*

MMOF funding comes from the State and is allocated through the TIP. Funding is intended to be used for transit, TDM programs, multimodal projects that incorporate new technology, studies, and bicycle/pedestrian projects. This funding source requires a higher local match than typical for federal sources (50% versus 20%).

### *GOCO & Recreational Trails Program Funds*

Great Outdoors Colorado (GOCO) invests a portion of Colorado Lottery proceeds in parks, trails, wildlife, rivers, and open spaces throughout the state. Grants are competitively awarded, with three primary goals: protect more urban and rural land for people and wildlife, connect people to the outdoors by increasing bicycle and pedestrian access and filling gaps in trail systems, and inspire communities to explore and steward the outdoors through increasing youth access to nature. GOCO funds a variety of projects, including land acquisition for outdoor recreation facilities, master plans, physical parks infrastructure, and trails.

The Recreational Trails Program (RTP) funds trails for recreational modes such as walking, hiking, bicycling, equestrian use, and more. This is a set-aside of the STBGSP funding awarded annually. Both GOCO and RTP funding is administered locally by the Colorado Parks & Wildlife Department.

### *Safe Routes to Schools (SRTS)*

The Colorado Department of Transportation (CDOT) administers Colorado's Safe Routes to School (SRTS) program to make school routes safe for children while walking or cycling to school. The Colorado SRTS program funds both infrastructure and non-infrastructure projects. Eligible projects may include capital improvements including sidewalks, striping, crossing signals, and bike racks, as well as education, encouragement, and enforcement activities that inspire children to walk or cycle to school.

### *Highway Safety Improvement Program (HSIP)*

The federal Highway Safety Improvement Program (HSIP) funds safety improvement projects that aim to reduce traffic fatalities and serious injuries on all public roads. A variety of projects are eligible for funding, including sidewalks, medians and pedestrian crossing islands, and countermeasure signage. Funding is allocated throughout the state by CDOT. CDOT Region 4, which includes Boulder County, generally receives 15 to 20 percent of total funding (approximately \$30 million each year for the state).

### *People for Bikes*

The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. Grant funds can be used for infrastructure projects as well as initiatives such as Open Streets Days. Funds are only available for specific projects or programs, not for operations costs. Grants are available for funding up to \$10,000 and this funding cannot amount to more than 50 percent of a project's budget. While this is not a large pool of funding, it is directly applicable to some TMP recommendations.

### *FTA 5310 Funding*

The Enhanced Mobility for Seniors and Individuals with Disabilities program (FTA Section 5310) provides funding for transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities. Eligible projects include both traditional capital investment and nontraditional investment beyond ADA complementary paratransit services.

This program includes both formula and discretionary funding, with a requirement that 55 percent of program funds be used on capital or traditional 5310 projects and 45 percent used on other non-traditional projects. While this program may be useful for specific projects, there is a fairly low level of funding available regionally, with most allocated to human service transportation.

### *Community Partnerships*

Partnerships with other City departments, outside agencies, and others within the community are key to funding projects and leveraging resources efficiently. As multimodal transportation provides mobility options that are healthy, affordable, and fun to a community, they also add significant value. As such, some projects can attract investment interest from developers, businesses, hospitals, philanthropic organizations, and non-profits. The following list identifies means to better leverage resources from these entities.

- The City can require or create incentives for developers to enhance their projects with bicycle parking, amenities, or investment in infrastructure on or adjacent to the developer's property. Incentives through the permitting process have successfully been utilized in other cities to help develop bicycle and pedestrian-friendly facilities and encourage amenities that make using alternative modes convenient and comfortable.

- Businesses that have an interest in bicycling, or helping employees get to work without driving may be interested in partnerships for biking or transit projects or programs. Financial assistance in connecting transit service or bikeways to their business, providing bicycle parking, EcoPasses, or other amenities, and promotion of transit or bicycling are just a few ways that businesses may be partners in implementing the TMP.
- Hospitals and other health service providers are natural places of concern for community health and can be a partner for improving infrastructure and multimodal options that help employees and visitors access medical care safely. Working with Avista Hospital or other care providers could aid in implementing “last-mile” connections.
- Philanthropic entities and non-profits exist to make improvements to the community. Partnerships with nonprofit organizations can demonstrate support for projects and programs beyond the City government, which can be crucial to obtaining federal funds or leveraging new local funding. The National Foundation Center ([www.foundationcenter.org](http://www.foundationcenter.org)) provides a database of grant program information, including guidelines and application procedures. For example, the Robert Wood Johnson Foundation awards grants for bicycle and pedestrian projects if they can be tied to research or promotion of health and physical activity.

## Financing Tools

The tools and sources outlined previously are all funding tools – sources of revenue that can be used for capital and/or operating expenses. In addition to funding tools, the City may wish to consider financing strategies, which convert a future revenue stream into a present value for capital expenditures. Bonding revenue streams is a form of public finance often used for infrastructure projects. Utilizing this strategy allows capital to be constructed upfront, while revenues are collected over a period of time and used to repay the bonds. As an alternative form of bonds, Certificates of Participation (COPs) may be used by government agencies to finance the construction or improvement of public facilities, that involves a pledge of City assets that provide recourse for investors. By use of this type of repayment structure, the monies needed to fund these capital projects do not require voter approval under TABOR.

Scenario 1	
Description	Continuation of current CIP funding levels
Funding Level	\$\$\$
Total Funding	\$26 Million
2019-2024 CIP	\$8 Million
 Miles of corridor projects	3 miles 1 corridor study
 Number of crossing improvements	3 grade separated 29 at-grade
 Miles of new trails and sidewalk connections	4 miles
 Miles of bike network enhancements	17 miles
 Transit service & accessibility	Begin circulator pilot for CTC & McCaslin access McCaslin access improvements 6 bus stop enhancements

## Funding Scenarios

To understand the magnitude of impact on implementation that could occur if various funding tools were utilized, three implementation scenarios were developed as examples for the TMP. This plan is not recommending one particular scenario but has developed each scenario as a potential avenue to implementation. The funding scenarios are designed to demonstrate the variety of tools that can be utilized and leveraged against each other as well as highlight how some funding tools can impact the overall timeline of implementation. Each scenario is highlighted below and detailed in the following pages.

### Scenario 1 - Continuation of Current CIP Funding Levels

This scenario utilizes the City's current CIP funding allocations at \$8 million over 6 years (\$1.3 million annually) for capital and programmatic projects to implement the TMP. Funding would continue at this level each year for 20 years. This scenario assumes no additional grant funding beyond major projects where significant partnerships are required or where grant funding is already assumed, such as SH 42/S. 96th Street improvements.

This level of funding over 20 years would provide some key projects and improvements to be made within Louisville, but it would not meet the full needs identified in the TMP. Additionally, this scenario would result in a slower implementation cycle overall for projects, which could increase overall project funding needs as those costs trend at an increase over time.

## Scenario 2 - Increased CIP + Grant Funding

This scenario utilizes grant funding in addition to funding from the CIP to fund projects. In this scenario, the level of CIP funding is increased from Scenario 1 to an average of \$2.0 million per year. Over 20 years, this level of CIP investment results in a total of \$40 million in capital funds.

In addition to CIP funding, this scenario accounts for a variety of grant funding. The amounts shown below have been estimated based on the historic record by the City of Louisville as a successful grant recipient and scaled to TMP capital costs for various project categories. They generally reflect historic performance to frame future revenue assumptions over the study horizon. Grants sources include:

- DRCOG: \$75,000 in grants through the TIP or other DRCOG programs is assumed every 5 years (4 times throughout the 20 year scenario time frame), a total of \$300,000 in DRCOG funding over 20 years.
- GOCO: \$65,000 in GOCO grants is assumed every 3 years (6 times throughout the 20 year scenario time frame), a total of \$390,000 in GOCO funding over 20 years.
- Safe Routes to Schools: One-time funding of \$100,000 is assumed from the Safe Routes to Schools program.
- Additional Grant Funding: A total of \$3 million from various other grant sources is assumed (either in one grant or in multiple smaller awards) over the 20 year scenario.

This level of continued investment through the CIP, in conjunction with the outlined grant funding, would allow for a significant majority of projects and programs to be funded with a more aggressive timeframe for implementation over 20 years.

Scenario 2	
Description	Increase in CIP funding plus additional grant funding
Funding Level	\$\$\$
Total Funding	\$43.8 Million
2019-2024 CIP	\$10 Million
 Miles of corridor projects	3 miles 1 corridor study
 Number of crossing improvements	5 grade separated 29 at-grade
 Miles of new trails and sidewalk connections	8 miles
 Miles of bike network enhancements	20 miles
 Transit service & accessibility	Begin circulator pilot for CTC & McCaslin access McCaslin access improvements Begin peak-hour rail service or investment in other high-capacity/frequency transit service 9 bus stop enhancements

Scenario 3	
Description	Further increase in CIP funding, grant funding, and additional new funding sources
Funding Level	\$\$\$
Total Funding	\$93.8 Million
2019-2024 CIP	\$15 Million
 Miles of corridor projects	5 miles 1 corridor study
 Number of crossing improvements	9 grade separated 32 at-grade
 Miles of new trails and sidewalk connections	8 miles
 Miles of bike network enhancements	26 miles
 Transit service & accessibility	Begin circulator pilot for CTC & McCaslin access McCaslin access improvements Begin peak-hour rail service or investment in other high-capacity/frequency transit service 12 bus stop enhancements

## Scenario 3 - Increased CIP + Grants + New Funding Source

This scenario utilizes a new local funding source in addition to grant funding and increased funding from the CIP. This scenario maintains the level of grant funding in Scenario 2 and increases the level of CIP funding from Scenario 2 to an average of \$2.5 million per year, or \$50 million over 20 years. This scenario assumes the same grant funding sources and amounts over 20 years as identified in Scenario 2.

In addition to CIP and grants, this scenario includes a new local revenue source. A Transportation Service Fee is modeled, with revenues of \$2 million annually. While this fee can only be used for operations & maintenance costs, not capital costs, the revenue generated would free up General Fund dollars that would otherwise be spent on maintenance that could be directed into the CIP for additional capital construction. It is important to note that this is a draft revenue potential for illustrative and analytical purposes, structured based on comparable programs and geared to the local context. If a Transportation Service Fee were to be used, a nexus study would be required before fees are set and implemented.

Over 20 years, this scenario provides an opportunity to fully fund and implement the TMP. Additionally, this scenario would allow for a shortened timeline for implementation for many recommended projects. Generally, as time increases, projects tend to increase in cost. An aggressive implementation timeline could be financially beneficial with less inflation over time for project and construction costs.

# Managing Performance Towards the Goals

The goals identified for the TMP represent building blocks to continue to develop a community with a high degree of mobility that is accessible and safe for people of all ages and abilities to travel. It will be important to measure how the City is performing towards those goals. Utilizing performance metrics to monitor the progress of implementing the TMP will enable the City to understand the degree to which progress is being made and identify areas of focus for future improvements.

Figure 5.4 shows the performance management cycle for delivering against the goals. The performance management cycle has five key phases:

- Assess Current Performance: Establish the baseline from which an organization is working, including strengths and opportunities.
- Goal Setting: Identify the direction for the organization in terms of performance outcomes and definitions of success.
- Strategy Development: Create an approach to achieving the goals.
- Project Development: Specific action plans to implement projects, policies, and programs.
- Execution: The tactical implementation of the projects.

As execution occurs, the performance cycle feedback loop is completed by assessing performance with a new baseline. Adjustments can be made to the goals or strategies based on the new starting point.

The TMP has focused on the development of the first three phases of the cycle, Assessing Current Performance, Goal Setting, and Strategy Development. Specific project development and execution of the plan will be based on the prioritization of the strategies and the available resources to implement projects, policies, and programs identified in the Plan.

To support performance assessment of plan implementation, the TMP provides metrics that align with each of the plan goals. Figure 5.5 identifies the performance metrics, baseline data, and the data source for each metric. The City will need to collect the necessary data to establish baseline measures in an ongoing fashion.

Figure 5.4 Project Development Cycle



Figure 5.4 Performance Metrics

Performance Metric	Current Data	Target Metric (by 2030)	Data Source	Goals							
				Efficient & Safe	Cohesive & Layered System	Local & Regional Travel	New Technologies	Increase Options & Access	Complete Streets - Livability	Economic Opportunities	Environment & Community Health
				1	2	3	4	5	6	7	8
# of annual crashes*	216	10% decrease	DRCOG/CDOT	○		○	○		○		○
# of "serious injury" vehicle crashes*	3	0	DRCOG/CDOT	○		○	○		○		○
# of "fatality" vehicle crashes*	1	0	DRCOG/CDOT	○		○	○		○		○
# of pedestrian related crashes*	8	20% decrease	DRCOG/CDOT	○	○	○	○		○		○
# of bicycle related crashes*	15	20% decrease	DRCOG/CDOT	○	○	○	○		○		○
Corridors with 30% or greater delay in peak period travel time over mid-day travel time	0 (25% delay overall 2018)	No more than 30% delay	Travel time observations	○		○		○	○	○	
Bicycle Friendly City Designation Level	N/A	Achieve Gold status	League of American Bicyclists	○	○		○	○		○	
Miles of gaps in the trail network	TBD	15% decrease	Parks & Recreation Office		○	○		○	○		○
# of public electric vehicle charging stations	10	20	plugshare.com			○	○	○		○	○
% of jobs within 1/4 mile of a transit stop	40%	20% increase	QCEW & RTD Data					○		○	
# of people walking	TBD	Continue to Increase	Pedestrian Counts		○	○		○	○		○
# of people biking	TBD	Continue to Increase	Bicyclist Counts		○	○		○	○		○
Average Daily Transit Boardings/ Capita	1,256	10% increase	RTD		○	○	○	○		○	
% Non- Single Occupant vehicle mode share to work	28.1%	35%	DRCOG & Census	○	○	○	○	○	○		○
Vehicle Miles Traveled/ Day/ Capita for Louisville residents	25.5 (DRCOG metro)	10% decrease	DRCOG & Census	○		○	○		○		○
Greenhouse gas emissions due to transportation	80,846.45 mt CO2 (2016)	10% decrease	Boulder Co. GHG Report	○		○	○			○	○
# of neighborhoods and businesses participating in the EcoPass program	TBD	50%	RTD	○		○		○		○	○

\*While improved enforcement, infrastructure and engineering can help reduce crashes and injuries, the City recognizes that in some cases crashes and injuries result from factors and behaviors that can not be fully addressed.

# TMP APPENDIX A PUBLIC INPUT SUMMARY

# Phase 1 Input

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.

## 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.

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%

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%

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 part of Phase 1.

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 network 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	Commuter 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 not 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 without 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 friendly, and improve signage.
Bike Connectivity	General	Wayfinding on maps with street names.
Bike Connectivity	General	Whatever happened to City sign/wayfinding project from a few years ago?
Bike Connectivity	SH 42	Bike signal and detection at Empire
Bike Connectivity	SH 42	Safer bicycle facility along SH 42
Bike Connectivity	Empire Dr	Wider shoulders for bikes

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

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

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

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

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

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

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

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

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

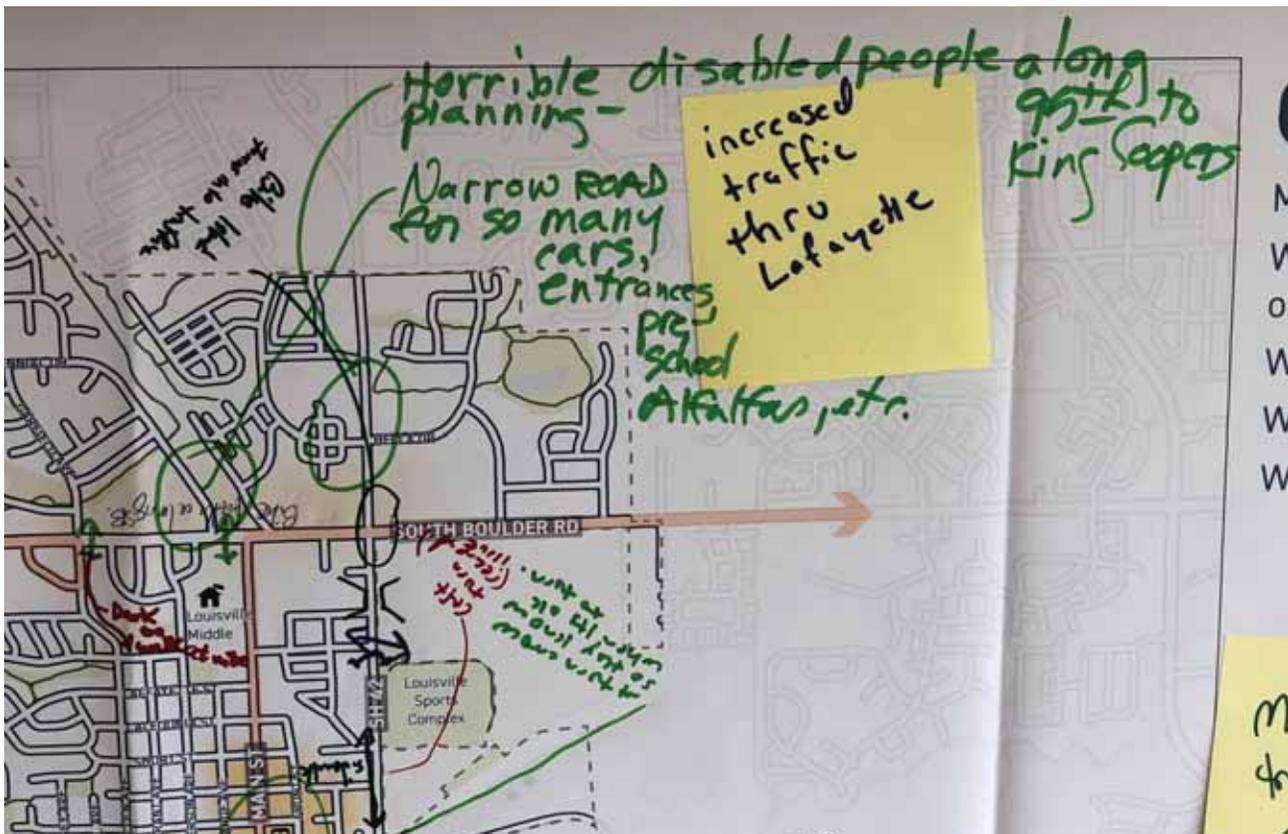
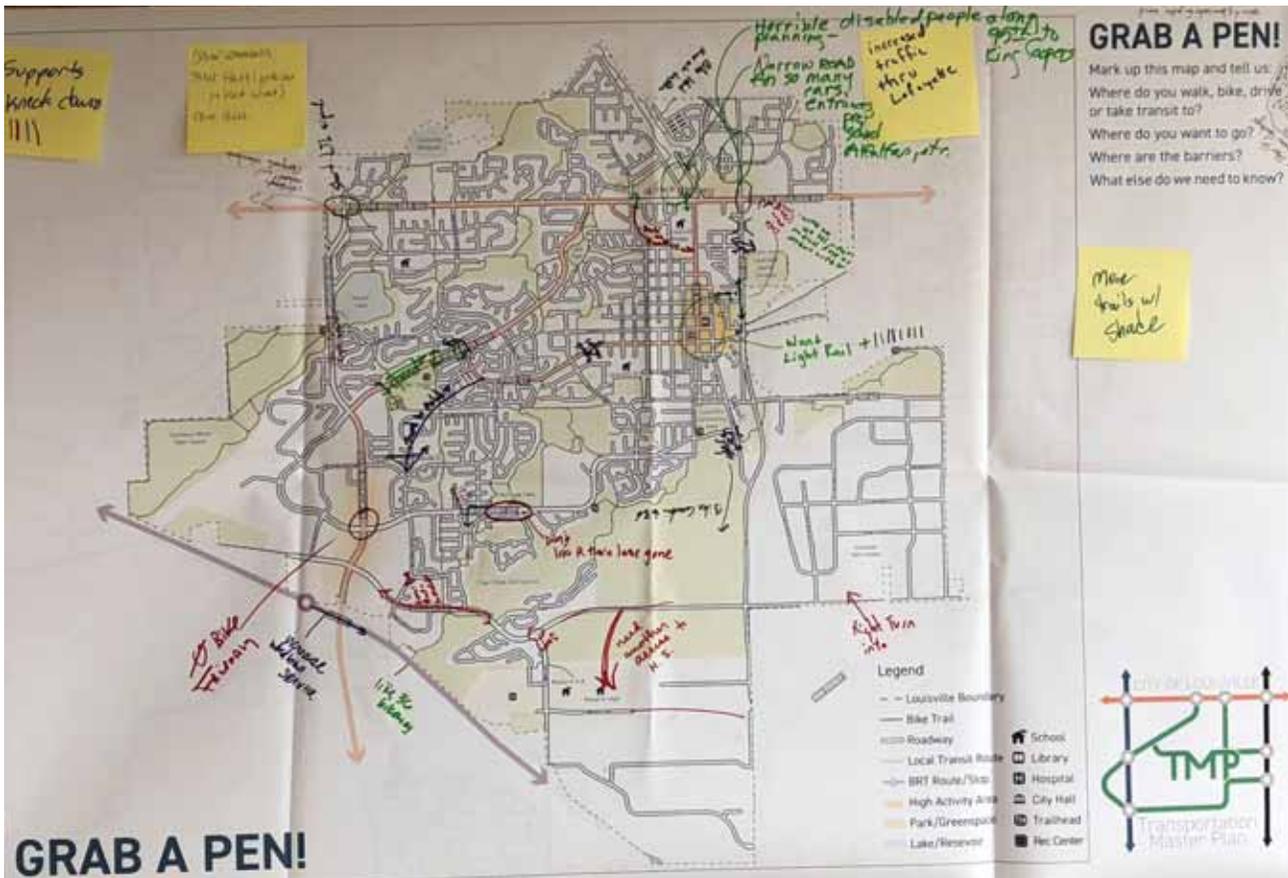
Category	Subject	Comment
Recreation	Davidson Mesa	Improve gravel connection from Dillon to US36 Trail
Recreation	Coal Creek trail	Build Coal Creek trail on the south edge of the golf course.
Recreation	Coal Creek trail	Reroute Coal Creek Trail beneath BNSF rail bridge.
Recreation	General	Add branches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

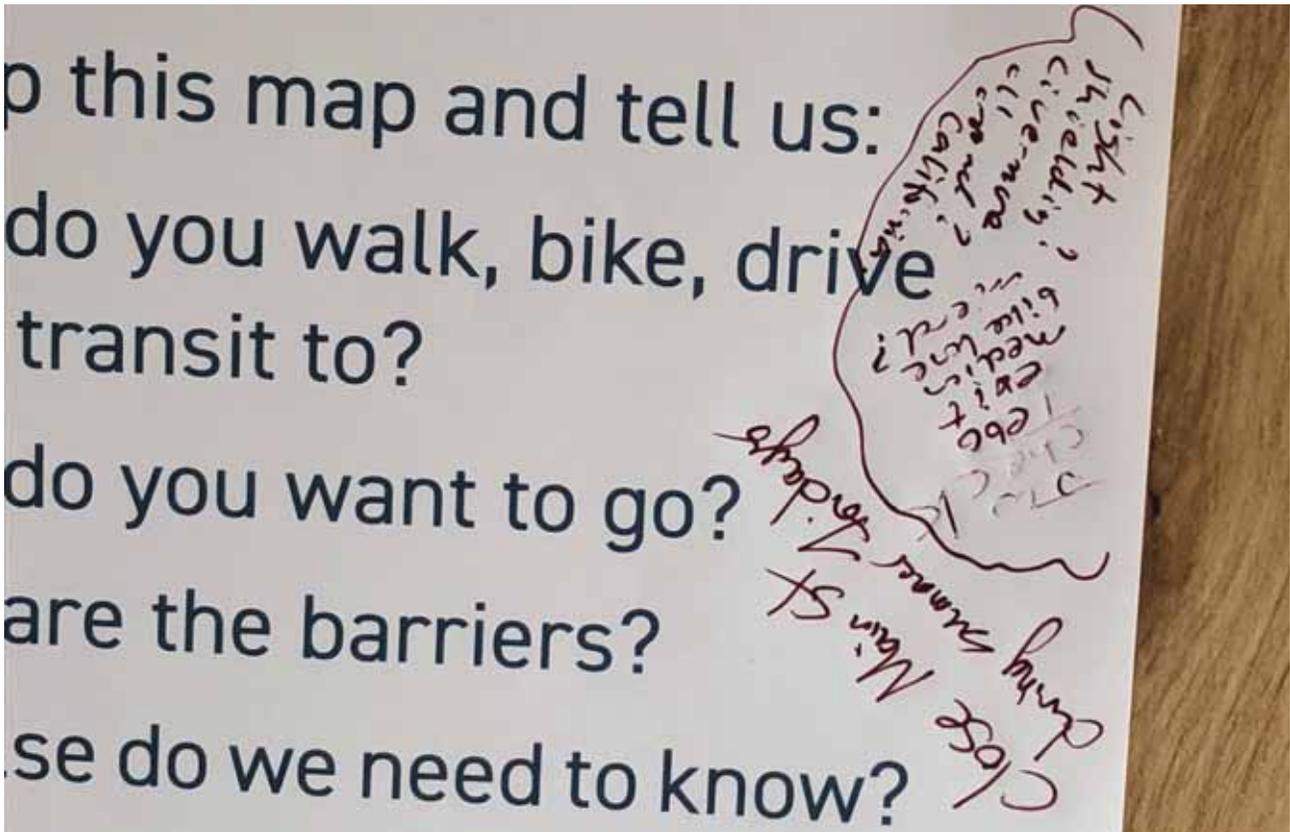
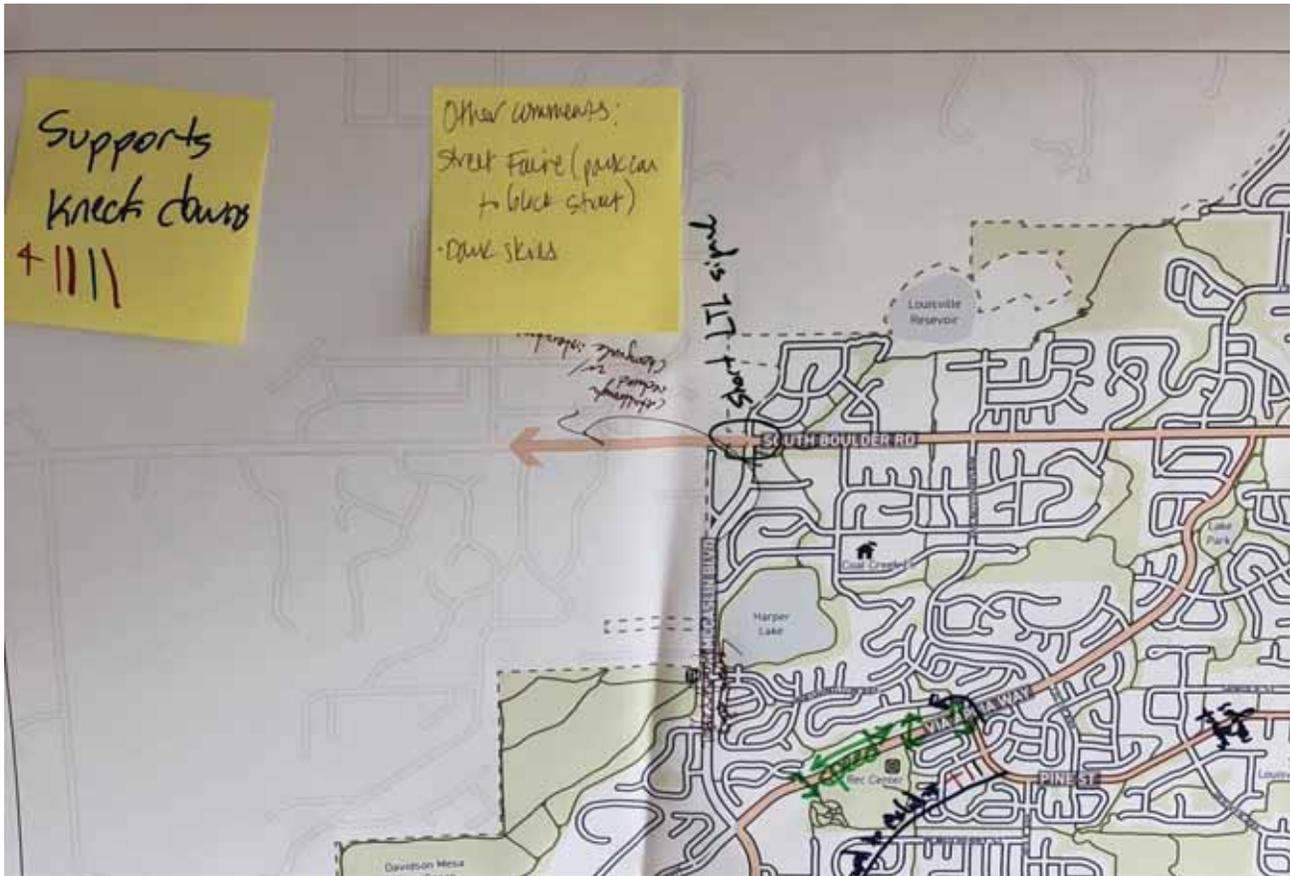
Category	Subject	Comment
Traffic Calming	Pine St	The traffic calming implemented along Pine is a great start. I would recommend flashing crosswalks at Pine and Owl Dr. as well as Pine and Polk. There is a school bus stop and blind corner at Owl and a bus stop and relatively busy intersection at Polk.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

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

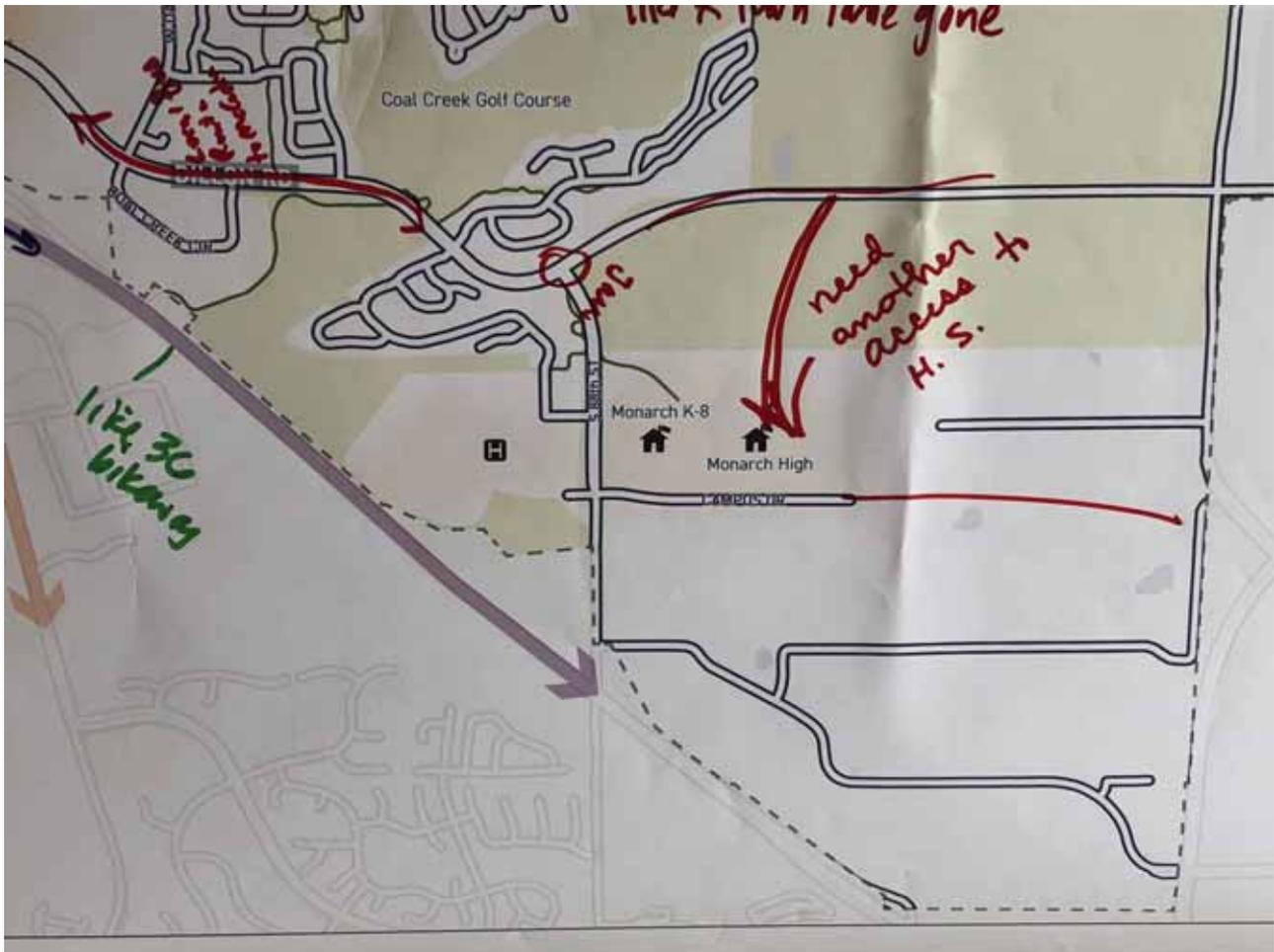
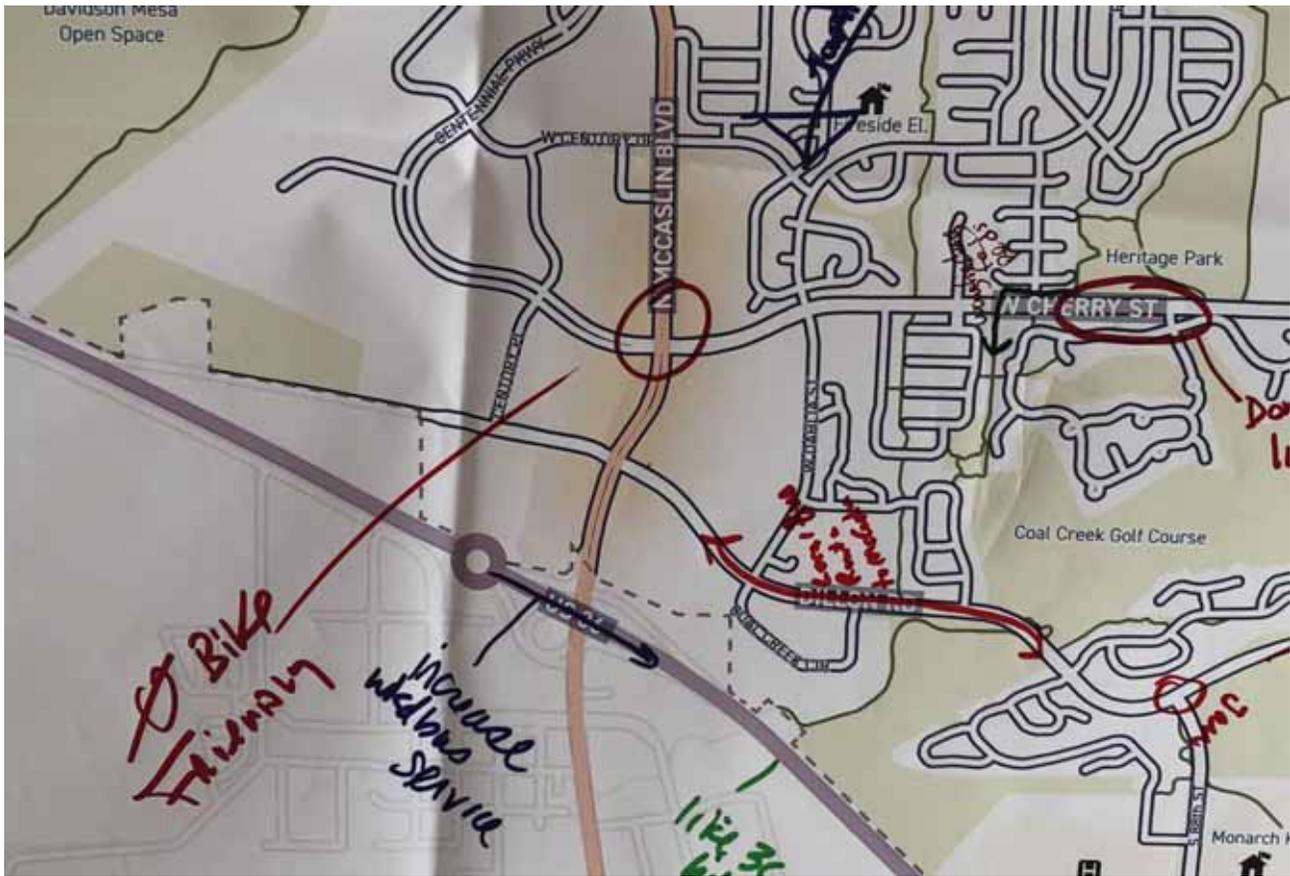
Category	Subject	Comment
Transit	Gunbarrel	Connect Louisville to Gunbarrel with transit without going through Downtown Boulder
Transit	General	More bus connectivity between the Dash and 228 with the Flatiron Flyer.
Transit	NW Rail	Commuter rail!!
Transit	McCaslin Station	I drive, but would consider taking 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"> <li>• The loop could be: east on Dillon, north on 95th, east on Pine, north on Main, west on South Boulder, southwest on Via Appia, south on McCaslin, east on Dillon. This would provide access to all the main McCaslin Corridor businesses, plus the library and businesses along South Boulder Road.</li> <li>• You could also have a second route that would be similar but continue on Pine through town, and then go left on Via Appia, (cutting out the part going north on Main St., then left on South Boulder). This would make it easier for people who live centrally to walk to a bus.</li> <li>• Another option would be east on Dillon, north on 95th, west on South Boulder, left (sw) on Via Appia, south on McCaslin, east on Dillon. This would provide access to downtown, King Soopers, South Boulder Road businesses and McCaslin Corridor businesses.</li> </ul> "
Transit	Dash	Eliminate Dash service in Downtown to provide direct local, and express service along South Boulder Road
Transit	228	Bus takes too long - 228 every half hr. Come on FF and miss the 228, then stuck for 30 minutes... (frequency)
Transit	General	Local bus route from McCaslin Station to NE area.

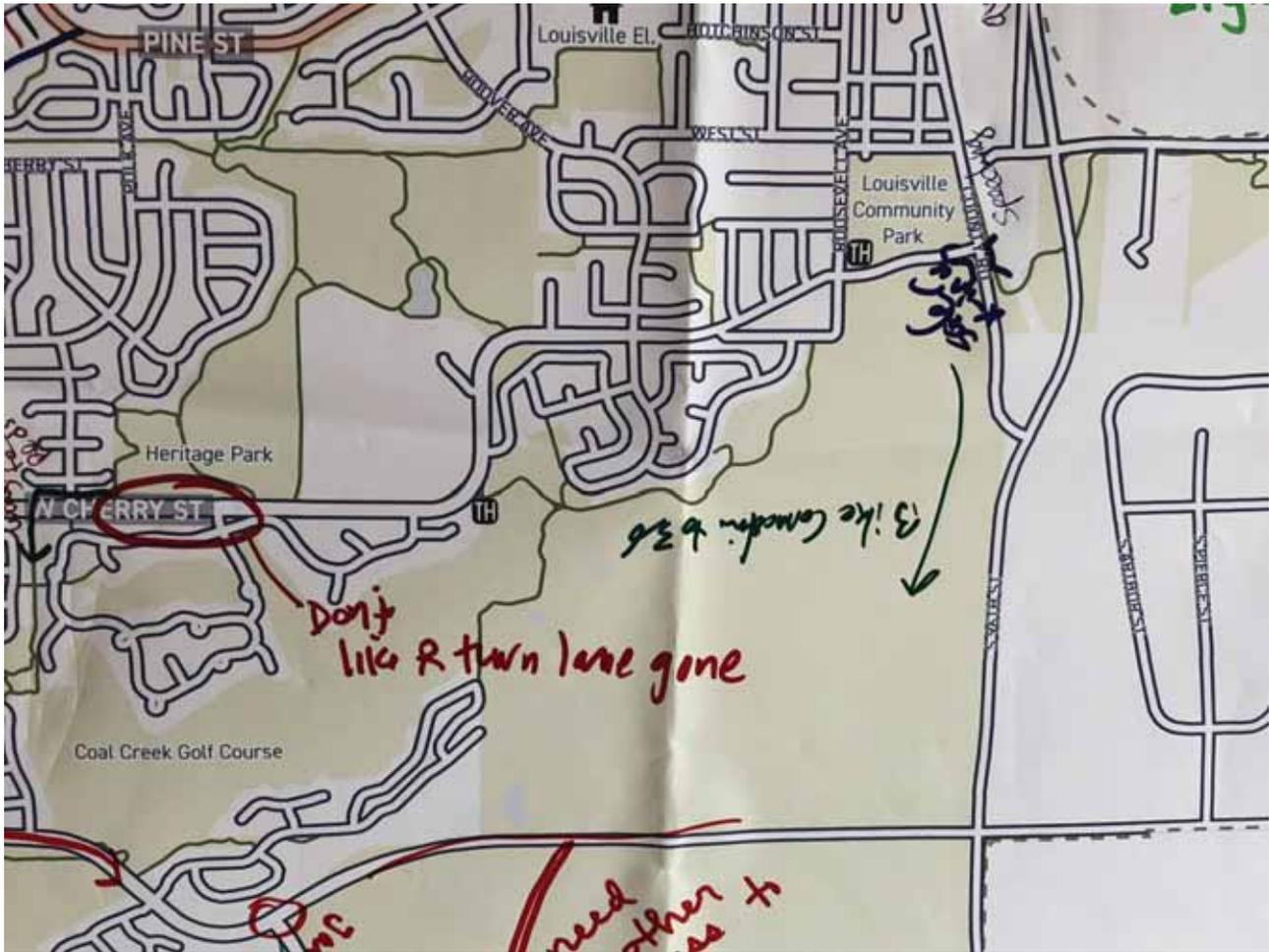
The following images provide documentation of the maps where people have provided comments and ideas at community events, the community meeting, and online.

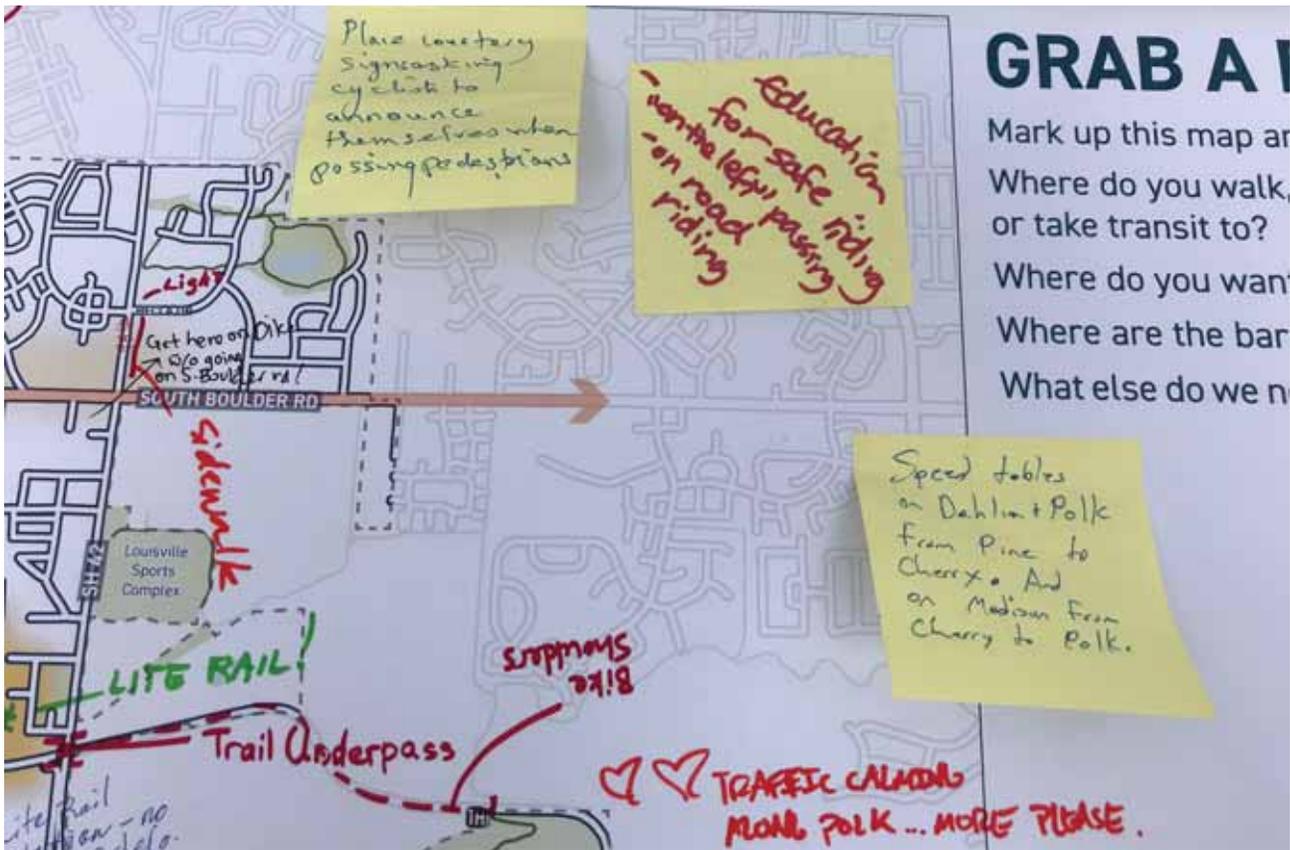












**GRAB A I**

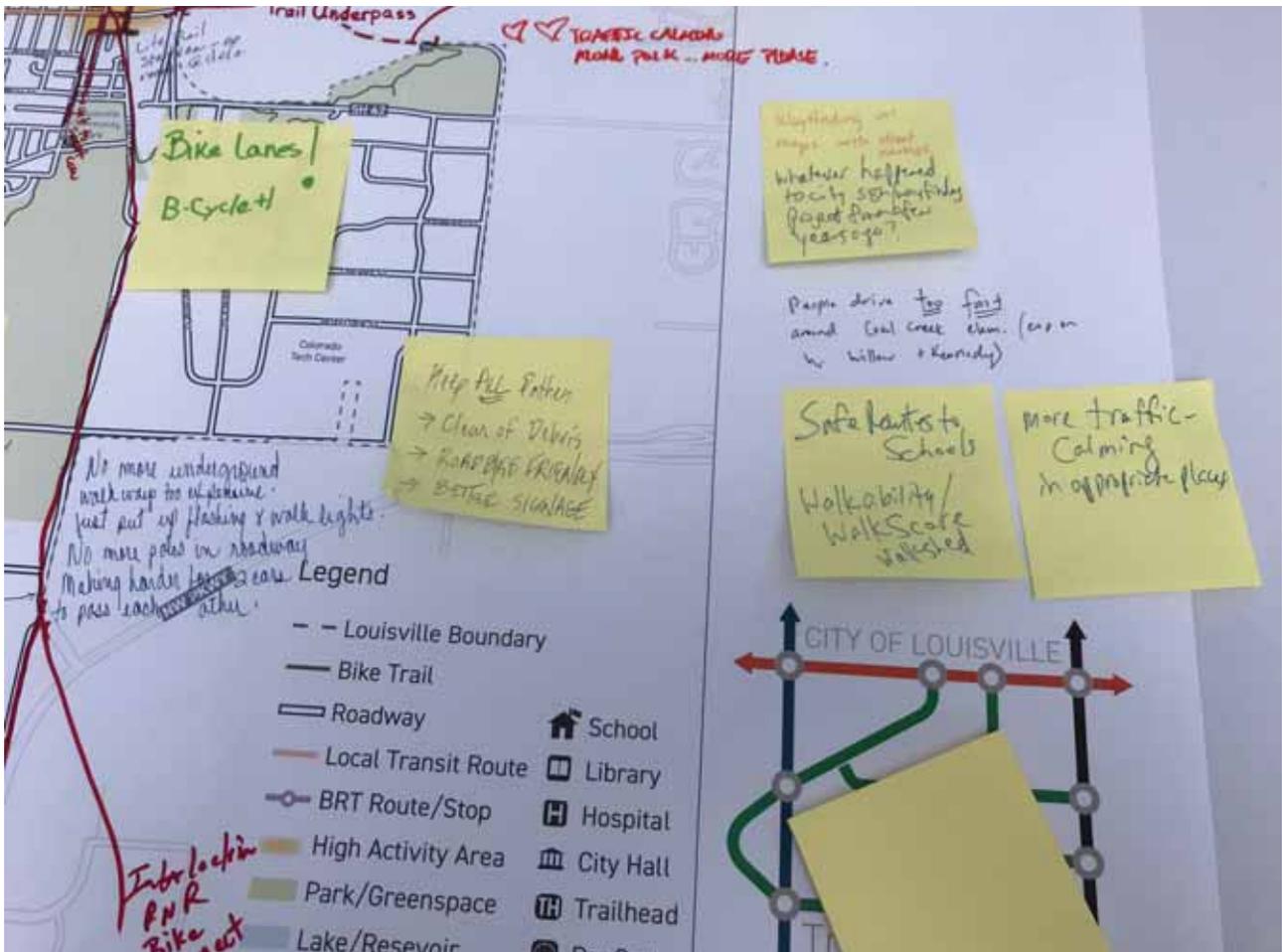
Mark up this map and

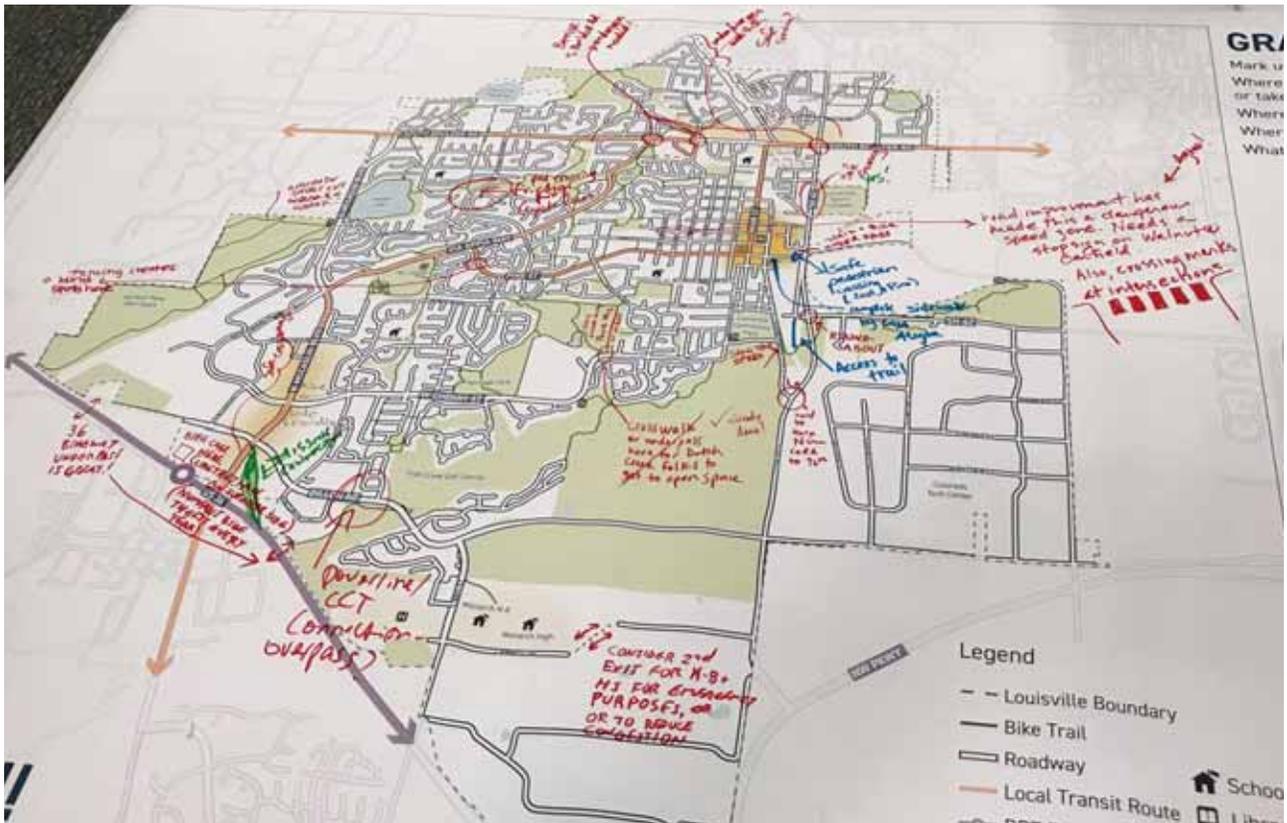
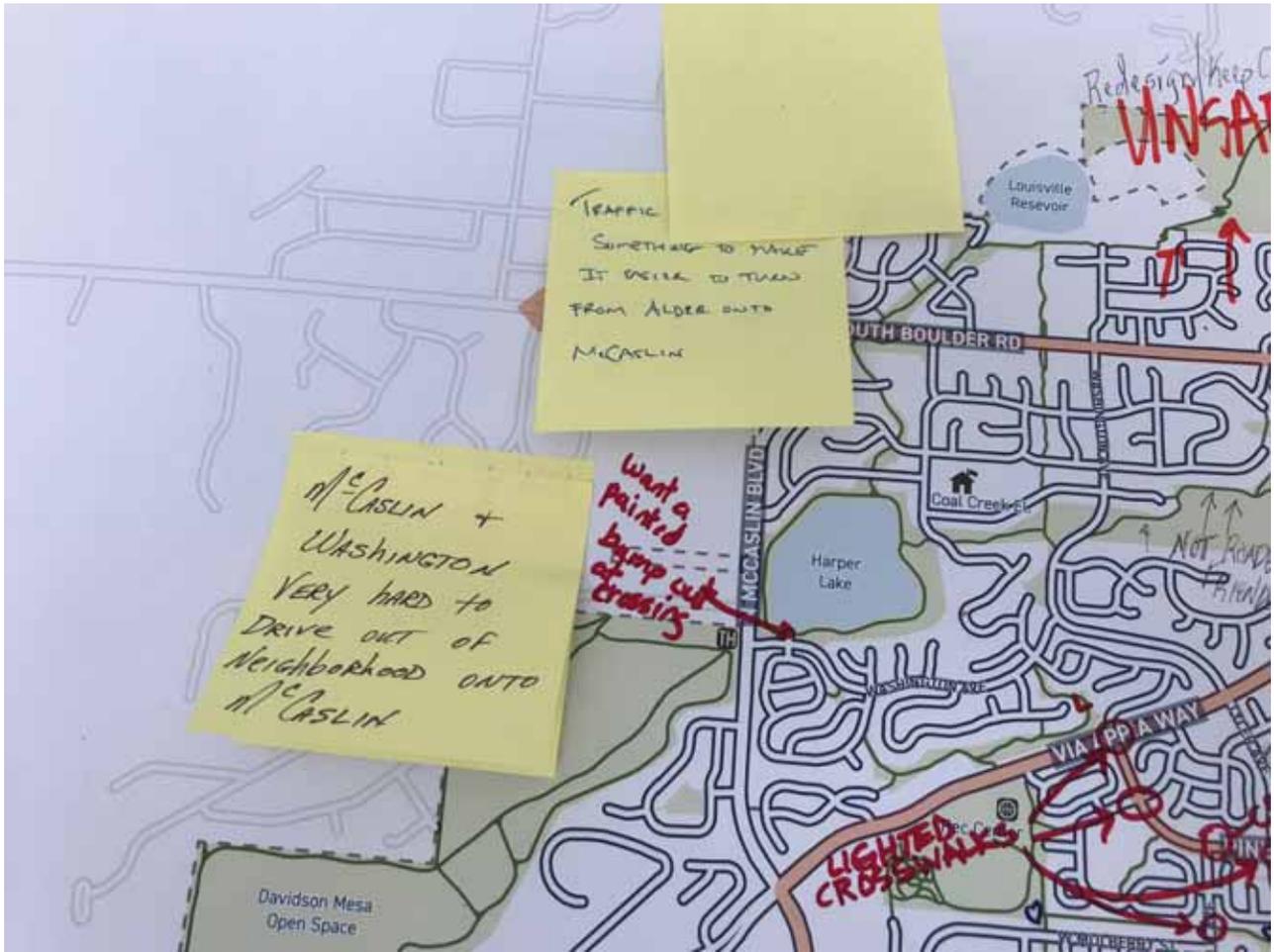
Where do you walk or take transit to?

Where do you want

Where are the bars

What else do we need





Corridor Improvement



Area of Improvement



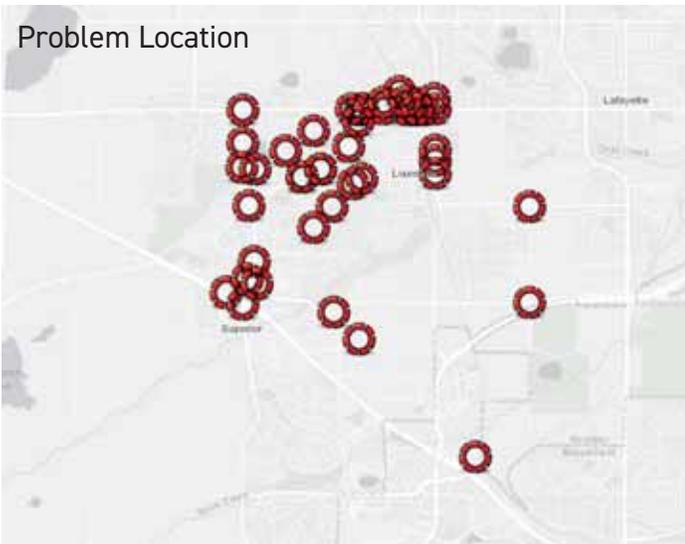
Key Destination



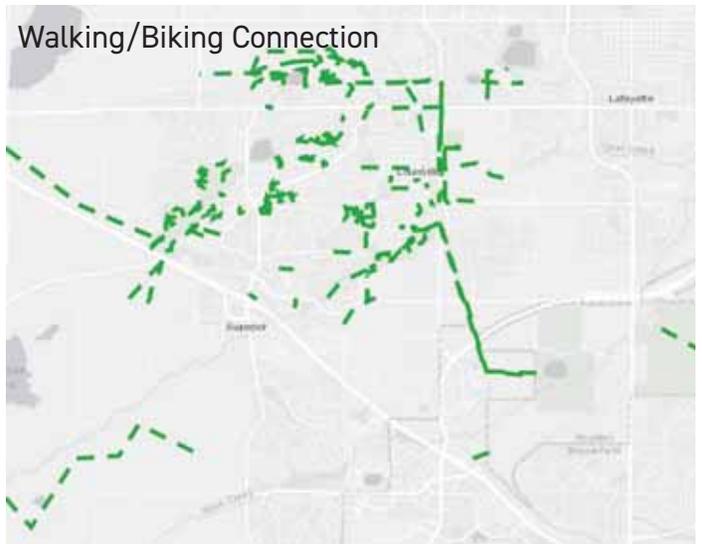
Other



Problem Location



Walking/Biking Connection



Online Map Comments

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

Online Map Comments continued

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

Online Map Comments continued

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

Online Map Comments continued

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

Online Map Comments continued

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

Online Map Comments continued

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

Online Map Comments continued

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

Online Map Comments continued

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, pumptrack	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 cooridor	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

Online Map Comments continued

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

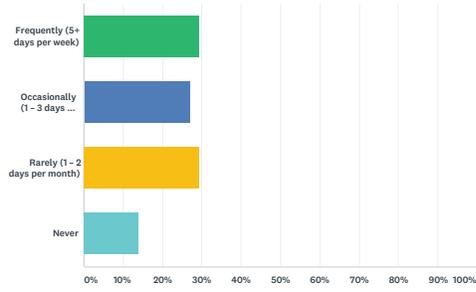
Online Map Comments continued

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

# Online Survey Detailed Questions, Responses, and Comments

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

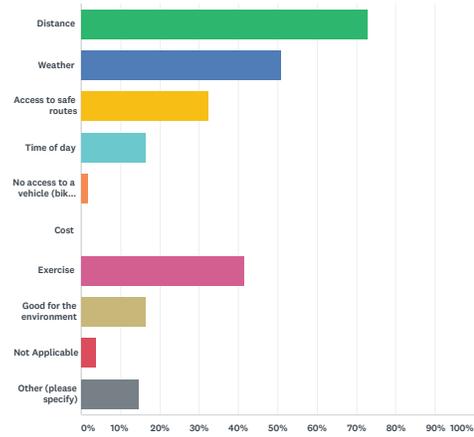
Answered: 163 Skipped: 0



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

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

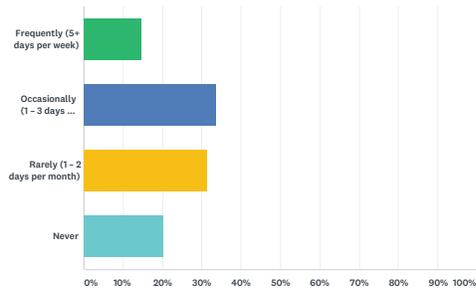
Answered: 163 Skipped: 0



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

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

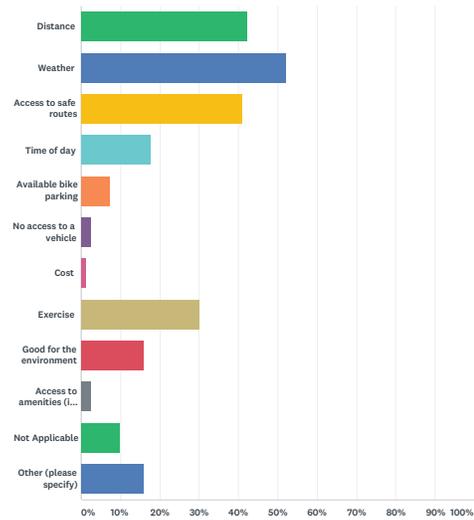
Answered: 163 Skipped: 0



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

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

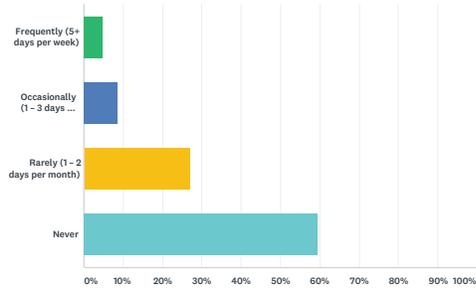
Answered: 163 Skipped: 0



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

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

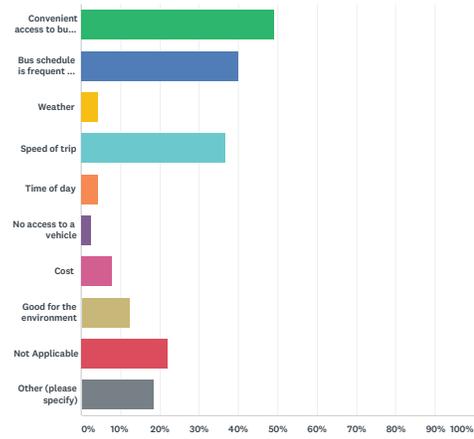
Answered: 163 Skipped: 0



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

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

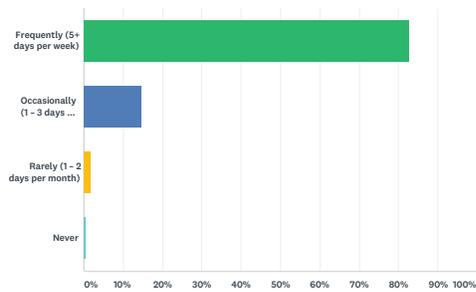
Answered: 163 Skipped: 0



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

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

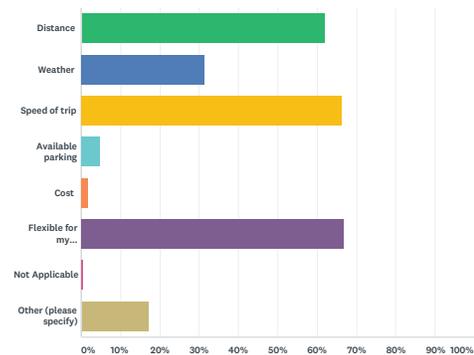
Answered: 163 Skipped: 0



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

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

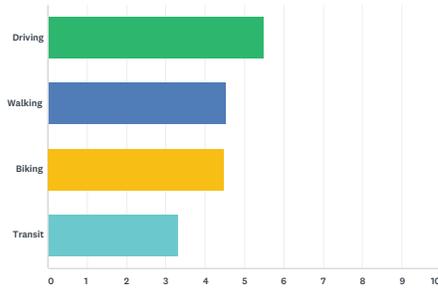
Answered: 163 Skipped: 0



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

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

Answered: 163 Skipped: 0

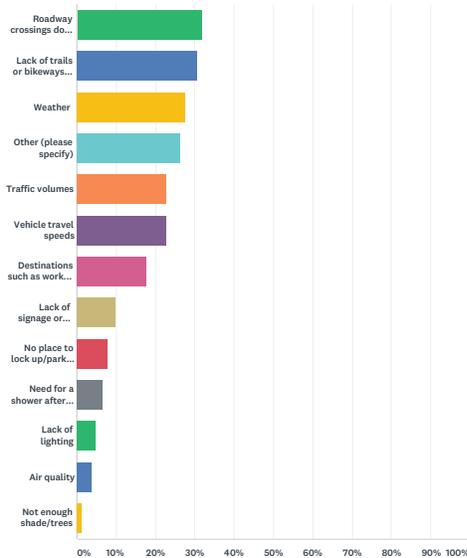


	VERY DIFFICULT	MODERATELY DIFFICULT	SLIGHTLY DIFFICULT	SLIGHTLY EASY	MODERATELY EASY	VERY EASY	N/A	TOTAL	WEIGHTED AVERAGE
Driving	0.00%	1.84%	3.68%	4.91%	22.70%	66.26%	0.61%	163	5.49
Walking	5.52%	8.59%	14.11%	9.20%	15.34%	39.88%	7.36%	163	4.51
Biking	1.84%	5.52%	12.88%	17.18%	24.54%	22.09%	15.95%	163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

Louisville Transportation Master Plan Community Survey

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

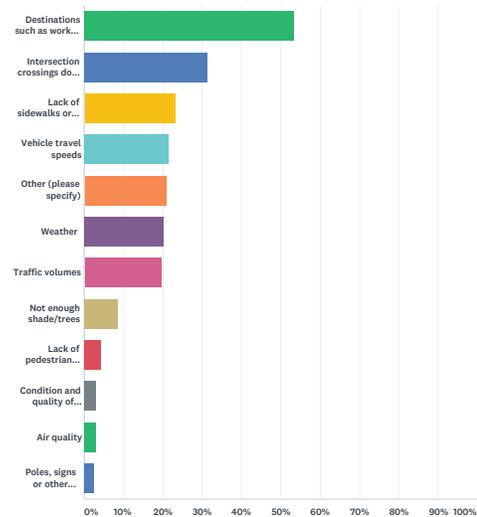
Answered: 163 Skipped: 0



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

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

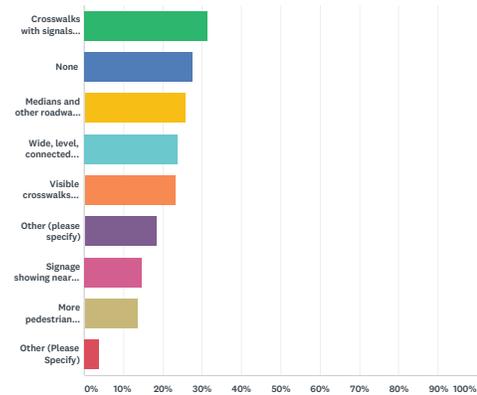
Answered: 163 Skipped: 0



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

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

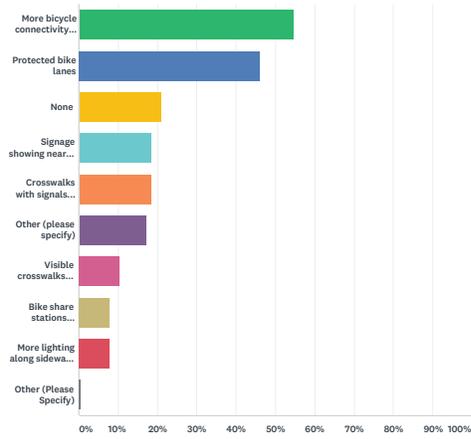
Answered: 163 Skipped: 0



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

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

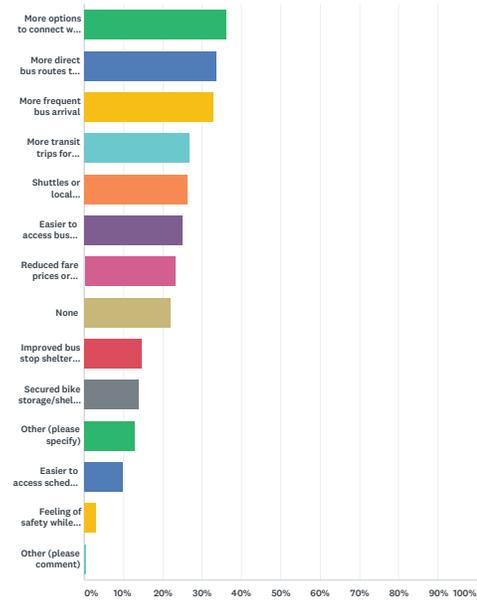
Answered: 163 Skipped: 0



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

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

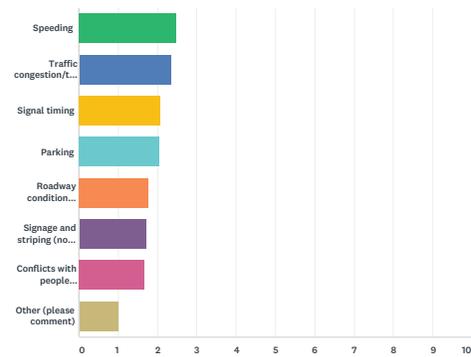
Answered: 163 Skipped: 0



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

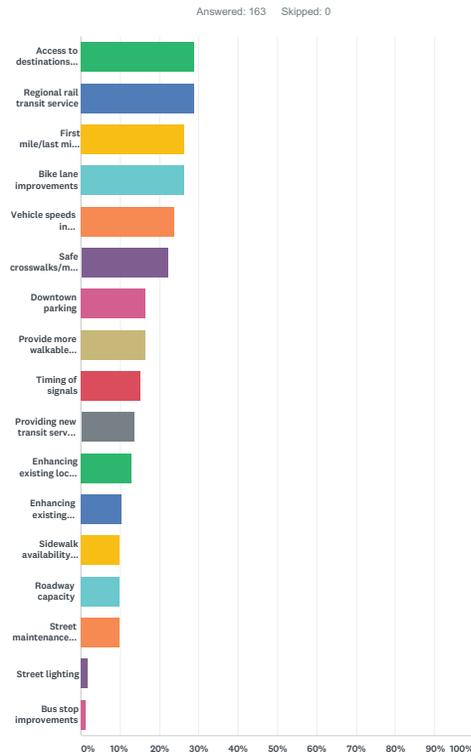
Q15 Please rate how significant of a problem the following issues are for driving and vehicle access in Louisville:

Answered: 163 Skipped: 0



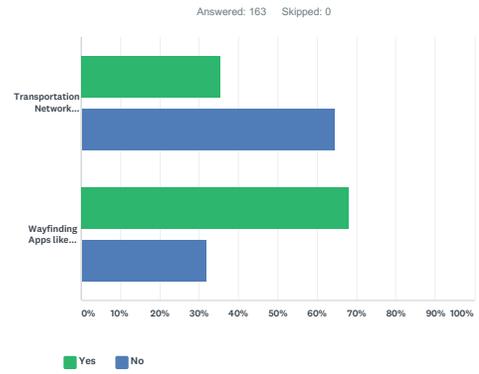
	NOT A PROBLEM	MINOR PROBLEM	MODERATE PROBLEM	SIGNIFICANT PROBLEM	N/A	TOTAL	WEIGHTED AVERAGE
Speeding	23.93% 39	25.15% 41	26.38% 43	23.31% 38	1.23% 2	163	2.50
Traffic congestion/travel time	24.54% 40	27.61% 45	35.58% 58	11.66% 19	0.61% 1	163	2.35
Signal timing	35.58% 58	31.90% 52	18.40% 30	12.27% 20	1.84%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

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



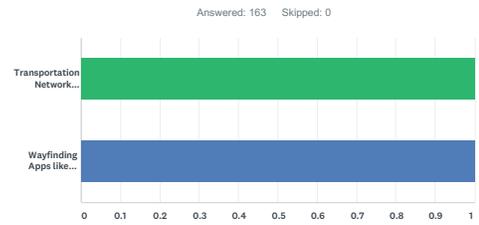
ANSWER CHOICES	RESPONSES
Access to destinations (downtown, McCaslin Station, schools, other retail, etc) for people walking/biking	28.83% 47
Regional rail transit service	28.83% 47
First mile/last mile connections to transit	26.38% 43
Bike lane improvements	26.38% 43
Vehicle speeds in neighborhoods	23.93%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



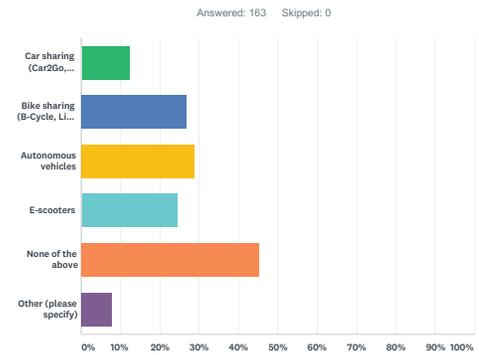
	YES	NO	TOTAL
Transportation Network Companies (Uber/Lyft)	35.50% 58	64.42% 105	163
Wayfinding Apps like Google Maps or Waze	68.10% 111	31.90% 52	163

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



	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

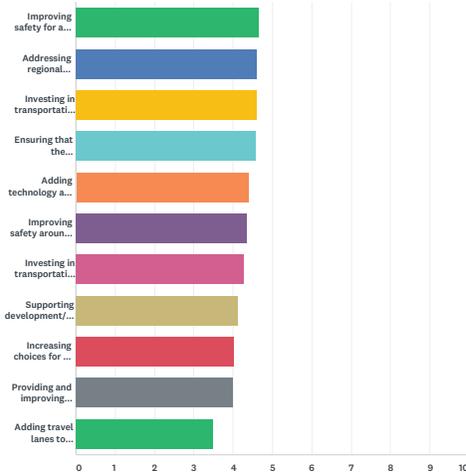
### Q19 Which technologies would you use in Louisville, if given the opportunity? (select all that apply)



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:**

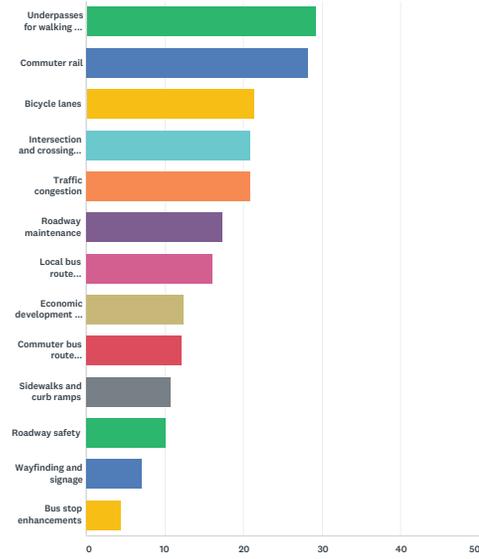
Answered: 163 Skipped: 0



	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.**

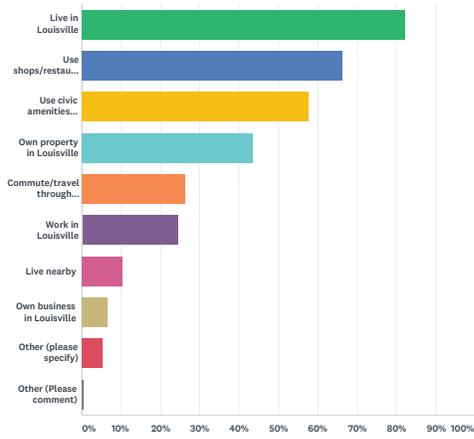
Answered: 163 Skipped: 0



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)

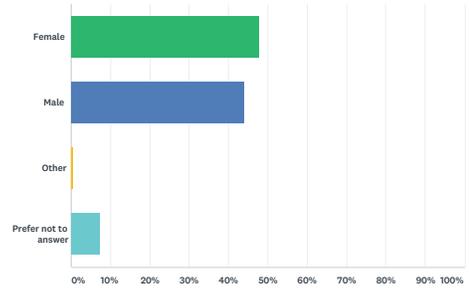
Answered: 163 Skipped: 0



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?

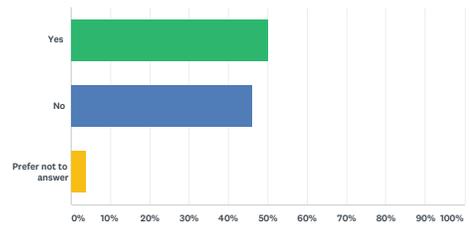
Answered: 163 Skipped: 0



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?

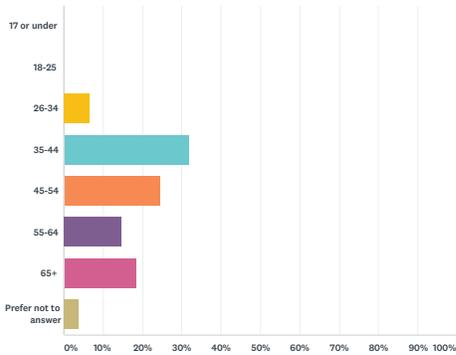
Answered: 163 Skipped: 0



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?

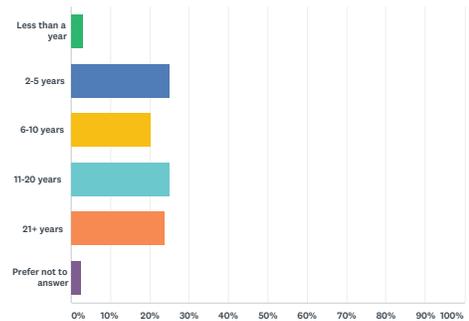
Answered: 163 Skipped: 0



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 connections 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 _always_ 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. <a href="https://www.guidinggolden.com/singletrack-sidewalks?tool=qanda">https://www.guidinggolden.com/singletrack-sidewalks?tool=qanda</a>
Other Transportation Improvements	Bike flow trails. These are dirt Trails for bikes next to sidewalks. Help keep bikes away from Peds and cars. Plus they are cheap and easy to maintain!
Other Transportation Improvements	Dirt trails
Other Transportation Improvements	more bike/mountain bike trails
Other Transportation Improvements	bike path to boulder;
Other Transportation Improvements	I would like to see missing sidewalks added on streets where they don't exist.
Other Transportation Improvements	Highway 42
Other Transportation Improvements	Better connections to bike paths with out having to cross major roads. Cars don't stop on south boulder roads the crosswalk up the hill from via appia.
Other Transportation Improvements	Reduce traffic and traffic noise on McCaslin
Other Transportation Improvements	Focus on multimodal transit please so we can all drive less
Other Transportation Improvements	Need bridge connection steel ranch to west side of railroad. Also south boulder / Main Street crossing is dangerous for bikers and pedestrians
Other Transportation Improvements	More Stop signs, more painted and flashing crosswalks and slower speeds in neighborhoods.
Other Transportation Improvements	Ped/bike underpasses for major arterials. Trailing-left signal sequences
Other Transportation Improvements	Finding ways to route people away from Louisville. Make it nice to go through slowly but difficult to go through quickly.
Other Transportation Improvements	Over/under pass on Hwy 42. Shuttle bus that could make regular route to Main Street/McCaslin corridors to neighborhoods.
Other Transportation Improvements	No
Other Transportation Improvements	Transit service should be focused on major roadways such as McCaslin, South Boulder Rd, Dillon, 96th to provide service to all residents in the area. They should not be using residential streets
Other Transportation Improvements	Put speed limit signs and stop signs in new neighborhoods. The steel Ranch neighborhood has zero speed limit signs. Use the solar powered speed displays on busy neighborhood streets I.e Hecla drive by cowboy park.

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

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

Prompt	Free Response
Favorite Place	Lulu's
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

Prompt	Free Response
Favorite Place	The library.
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

Prompt	Free Response
Favorite Place	Downtown
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

Prompt	Free Response
Easier to get to	Boulder with more frequent bus service.
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

Prompt	Free Response
Easier to get to	Main St
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

Prompt	Free Response
Easier to get to	the RTD stops
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

Prompt	Free Response
Big Ideas	Stop requiring free/minimum parking from new development.
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)

Prompt	Free Response
Big Ideas	No idea
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

Prompt	Free Response
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.
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

Prompt	Free Response
Big Ideas	light rail to Denver!
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 Alfalfa's
Big Ideas	Prioritize commuter rail

## Phase 2 Input

After development of the draft plan, presentations were made to multiple board and commissions in Louisville and a public meeting was held on 8/22. The draft plan was posted online as well for receiving public feedback. The tables below identify the public comments and priorities identified at the public meeting by category as well as all comments received as of 9/24. Community members were asked to vote on projects, policies, and programs by placing a dot on their priorities. Each community member was given ten total dots. Community members were also able to provide comments on the boards as well.

### *Community Prioritization Table*

Corridor Projects	# of Priority Dots
McCaslin Boulevard	5
SH 42 / S 96th Street	17
Dillon Road & Campus Drive	9
Via Appia	2
South Boulder Road	13
Kaylix Road Connection	1
CTC to S 96th Street Connection	4
Bikeway Projects	
On-Street Bike Lanes	5
On-Street Bike Routes/Shared Roadway	0
On-Street Shoulder Improvements	0
Off-Street Trails	7
Downtown Connector Trail	2
Pedestrian Connectivity & Safety	
At-Grade Crossings Near Schools	2
At-Grade Crossings for Trails	3
Flashing Beacons/HAWKS on High Volume Roadways	1
Crossing Improvements (South Boulder Road)	3
Crossing Improvements (McCaslin Blvd)	1
Underpass - SBR at Main Street	12
Underpass - SH 42 @ South Street	7
Underpass - Powerline Trail @ Dillon Road	2
Underpass - Davidson Mesa Overlook	0
Underpass - SBR @ SH 42 Regional Trail	10
Underpass - SBR @ Via Appia	0
Underpass - Dillon Road @ S 88th Street	3
Underpass - Dillon Rd @ McCaslin Blvd	0
Transit Connections	
Dash Enhancements	1
Northwest Rail	1
Other Transit	0

Policies	# of Priority Dots
Great Streets	2
Transit Oriented Development Guidelines	1
Guidlines for Walkable & Bikeable Places	2
Applications for Technology	0
Programs	# of Priority Dots
NTMP (Neighborhood Traffic Management Program)	0
Transportation Demand Management (TDM)	1
Safe Routes...	2
Fun Routes...	0
Open Streets	0
Bike Share	2
Safety, Maintenance, & Training Programs	1
Coordinated Wayfinding	2
Bicycle Friendly Community Designation	5
Data Collection	0
Funding Scenario	# of Priority Dots
Scenario 1	0
Scenario 2	0
Scenario 3	5

*Community Meeting Comments Table*

Category	Subject	Comment
Roadways/Corridors	Lincoln	Include roundabouts or add medians and crossings to make it look narrower
	McCaslin	Smaller blocks/crossings
	McCaslin	McCaslin Small Area Plan Recommendations
	SH 42 / S 96th St	Reduce speed limit
	SH 42 / S 96th St	Prioritize pedestrian crossings
	SH 42 / S 96th St	Add transit, and bikes, complete street
	SH 42 / S 96th St	Keep as 2/3 lanes
	Via Appia Way	good bus access to Rec Center from both ends of Via Appia - too far to walk from SBR in winter
	South Boulder Rd	Safe crossings for MLS studens
	South Boulder Rd	Maintain sidewalks
	South Boulder Rd	#1 Priority for all projets must be safety of kids + safe routes to schoo
	Kaylix Rd Connector	Descide whether to have Kaylix of Hecla be through street & add speed mitigation appropriately, generally against Kaylix connector
	CTC to S 96th St Connector	Slow down - reroute to McCaslin + 287
	CTC to S 96th St Connector	Add transit service, complete street
	Dillon Rd & Campus Dr	NOW #1 priority for any tasks a second access point for first responders should be the first thing the city does
	Other	Bike crossing of Empire near Pearl Izumi (+2)
Other	Roundabout @ KS Drive + Plaza Dr	

*Community Meeting Comments Table continued*

Category	Subject	Comment
Bike/ Trail	Downtown Connector Trail	Trail connection to the north as well
	Other	Improve South Boulder Road at Main Street
Transit Connectivity	228	Pull 228 route out of Steel Ranch
	Other	Need northbound stop on SH 42, north of South Boulder Road
	Other	Eco Passes!!
	Other	Service to Monarch + the hospital
	Other	Separate express and local buses?
	Dash	No it looks like Louisville continues to not want riders downtown.
	Other	Circulator and/or RTD access for neighborhoods not just corridors
	FlexRide	Very expensive per ride ~\$24/trip [?] demand program/app alternative consideration?
	First/Last Mile	Yes!! Connect DT with neighborhoods + Monarch
	First/Last Mile	[Ride sharing partnerships] - What about the study that shows that this is expensive and ineffective
Pedestrian Connectivity & Safety	Safe Routes	#1 priority Safe Routes to Schools
	Crossings	Add additional pre-warning sign for HAWK signals
	Crossings	Don't forget Steel Ranch Railroad Underpass, money already dedicated for it
	Safety	Better routes to Monarch
	Crossings	Traffic light for kids at Monarch, lots of kids crossing - very dangerous need a light ASAP
	Connectivity	Work with Boulder Co. and Lafayette to connect to Arapahoe along BNSF
	Crossings	Midblock Crossing for SBR west of Main Street
	Connectivity	New sidewalk between Coal Creek & Fairfield
	Safety	Dangerous for kids (campus drive extension area)
	Connectivity	We need another road in and out of school (Monarch)
Crossings	Include public & private daycares for at-grade crossing improvements	

Other Community Feedback Table (Online and E-Mail)

Category	Subject	Comment
Safety, Crossings	Eisenhower @ SBR	<p>"I would like to voice my concerns about the crosswalk at Eisenhower and So Boulder Rd. As you know, a child was recently injured at that crosswalk while on his bike. My first response was "a parent's worst nightmare". No parent should have to experience an accident like this - we are all so relieved that he walked away from the incident!!</p> <p>I too have lamented over this crosswalk as a parent. I lived in Mesa Point, but moved 2 years ago. One of the main reasons for moving was to get away from So Boulder Rd. Our kids were in middle school and looking for the freedom to ride bikes to/from school, Main St or Memory Square. We might have been over protective but we did NOT allow them to cross at the Eisenhower crosswalk. The crossing at Washington was an option, but there's something wrong with the timing of the light there (another issue all together!!), and their 3rd option was to cross a Via Appia which is also a mess with cars barely stopping to make a right turn from Via Appia onto eastbound So Boulder Rd. The sidewalk on the north side of So Boulder was also an issue; with a bus stop in the middle of the sidewalk, overgrown tree limbs/shrubs and multiple intersecting streets/driveways along the route, we were always concerned about our kids safety while biking on So Boulder Rd.</p> <p>We always hoped the city would do something to address the lack of safety measure for pedestrians on So Boulder Rd. I even filled out a survey about 3 years ago asking that blinking lights be added to the crosswalk along the road. We didn't wait for the city, instead we sold our house and moved to a neighborhood with better access to trails - off the main roads.</p> <p>It does sound like there are plans to address the safety of the crosswalk, but it's over a year away. Please consider pushing the work (to add the light at Eisenhower) ahead of schedule. As a former resident of the area, I know that cars traveling eastbound on So Boulder Road rarely go 40 mph - usually closer to 45 mph - especially with the descent down the hill. There needs to be more emphasis on safety in this area!</p> <p>I think it would be GREAT to see the city park those digital signs, just before the crosswalk, to remind drivers to watch for pedestrians and/or slow down!! Doesn't Louisville have a campaign right to "slow down" on behalf of our kids? The crossing improvements from that campaign have been great but it didn't really apply to the entire town.</p> <p>Please over emphasize the need to keep our kids safe on So Boulder Rd too!!!! No parents wants to get the phone call that the Meyers received on Tuesday!!"</p>
Safety, Crossings	Grove @ Washington	<p>Our family lives at 580 Wildrose Way in Louisville, just down the street from the crossing at Grove and Washington. We walk to/from Coal Creek Elm almost every day and cars tend to drive pretty fast through there. We are always concerned that a child could get hit by a car at that crossing. It is also a bus stop for Louisville middle school and I see many neighborhood kids crossing there daily. We would love to see a safer crosswalk installed there.</p>
Overall	Overall	<p>These programs and projects look, overall, great. It would be ideal to see the grade-separated crossing projects implemented slowly, to evaluate whether they actually get used enough to defend the high financial &amp; opportunity costs. I find it curious that e-scooters weren't addressed at all. It's only a matter of time before they expand to smaller towns like ours. This could take the place of a bike share program. For funding, a TUF sounds great, as a way to share the cost between residents and non-resident employees. One simple improvement that's driven me crazy: make it possible to activate the flashing crosswalk signs (RRFBs) without getting off my bike! The buttons are so far from the path over grass, my option is to either cross without activation, or get off and take much longer to cross.</p>
Safety, Crossings	SBR @ Main St	<p>The TMP does not seem to provide any new safety features to protect kids crossing south boulder road at main to get to LMS. There are frequent accidents there due to high speed traffic. A pedestrian bridge is needed!</p>
Biking	Fun Routes Program	<p>Singletrack sidewalks are a great idea!!!!!!</p>
Biking, Safety	Bike lanes and amenities	<p>Bike lanes separate from heavy traffic on main thoroughfares like McCaslin and South Boulder are needed or speed limits should be markedly reduced. Bikes should be allowed to yield and slow down rather than stop at signs and lights. Secure bike shelters are needed. Boulder County and CDOT could be encouraged to build an off ramp from 36 onto Cherryvale to ease congestion on McCaslin.</p>

Other Community Feedback Table continued

Category	Subject	Comment
Safety, Crossings	Grove @ Washington	<p>"I'm writing about the intersection at Grove and Washington. I have two boys. One in 4th grade and another that just started at LMS. For the last 6 years I've been walking them to Coal Creek. We cross at this intersection every day. It's ridiculously dangerous. People drive along Washington and there is nothing to slow them down until they get to Tyler. The crosswalk doesn't even phase some of them.</p> <p>We used to have parents that would be crossing guards. But as we all know parents are busier and busier so we haven't even been asked for years to do it.</p> <p>Here are some of my worst experiences over the years:</p> <ol style="list-style-type: none"> <li>1. I was walking IN the crosswalk with both boys. We were just past the middle and a black forerunner drove behind us, missing us by only a few feet. The driver couldn't have not seen us.</li> <li>2. I was in the middle of the lane going West with my boys. There were no cars visible when we had entered the crosswalk. A car approached at full speed. I realized that the car wasn't slowing down. There was no way I was going to be able to get my boys out of the way. I turned to face the car and held my arms up like ""touchdown ""! The driver slammed on his brakes and stopped just in front of us. Obviously I was angry ( and trembling from the adrenaline). My boys couldn't even say anything. The driver was horrified. He rolled down the window and apologized profusely. He said he was just distracted. That's seriously distracted when you don't see a 6 foot tall man and two boys in front of you.</li> <li>3. Many times drivers will drive through the intersection before we are on the sidewalk. My younger son walks home by himself most days now. He is really good. He waves cars through the intersection then runs across when no cars are coming.</li> </ol> <p>I think the solution is to install the same bollards and paint marking that was done on the north side of Harper lake on Alder St. I don't like the look of these but I like children in my neighborhood more.</p> <p>I have to admit that I have thought about this issue for years. I resigned myself to hoping my boys would just get through going to Coal Creek without getting hurt. That's embarrassing that I was only thinking about my own children and not all the children that will follow in their footsteps."</p>
Boulder County TMP comment, Connectivity	BNSF corridor trail	<p>"I just wanted to reach out to you to regarding a possible additional regional trail corridor (The BNSF Corridor, Baseline to Arapaho). I realize that the BNSF Corridor is mentioned as a possible East-West corridor in Table 6. I really hope that the TMP team will consider adding the BNSF Corridor to the Figure 3: Proposed Regional Trail Projects and Table 4: Proposed Regional Trail Projects. This would elevate the likelihood that this corridor is considered for a future regional trail project. Perhaps there is a level of vetting that already needed to occur to get from Table 6 to Table 4?</p> <p>This could be more direct and efficient than any road connection we have now, not to mention more safe and pleasant. Although use of the BNSF ROW may be challenging, there are plenty of places in the metro area where there are trails in closer proximity to the BNSF tracks than would be needed here. Also, there are good options to stay outside of the BNSF by using City of Boulder Property and/or an existing low volume road for a portion to avoid BNSF ROW. In fact, the City of Boulder owns enough land out there that an alignment could be established to avoid any other property acquisition if Elgin Drive was used for a short segment. The align shown in the attached Google Earth file is entirely on OSMP property west of Elgin Drive.</p> <p>This could be a viable opportunity to create an incredibly valuable connection between Lafayette, Louisville and Boulder. I also attached the Louisville trail map which helps illustrate how the BNSF corridor would extend trail connectivity throughout the City of Louisville and Lafayette too."</p>
Biking	Fun Routes Program	I love the Single Track sidewalks idea. This is the kind of forward thinking plan that this town can get behind. More kids on bikes, more adults on bikes, what is not to like!
Biking, Safety	General	I would love to see a safer route for my daughter to ride to school everyday. I also ride a lot and to have a safer route to go to say the grocery store I would definitely take my bike instead of car.

Other Community Feedback Table continued

Category	Subject	Comment
TOD	McCaslin Station	I think one of the biggest missed opportunities in Louisville is the lack of investment and planning around the new Flatiron Flyer bus rapid transit service on US36. The city needs to think about how to provide better first and final mile service connecting more of Louisville to this transit service to provide viable options to Boulder, Denver and the rest of the 36 corridor. This would be an excellent site for mixed use transit oriented development to provide affordable housing for middle income workers and a mix of retail in a pedestrian friendly environment.
Biking	Fun Routes Program, trail connectivity	I SUPPORT INVESTING IN FUN ROUTES TO SCHOOL! Let's invest in our children! I SUPPORT prioritizing bike underpasses and off street bike paths. Lsvl has been named "best small town in America"...let's not rest on those laurels....investing in better bike infrastructure like safe and fun routes to school for families confirm that. Not only should the city seek ways to invest in fun (as well as safe infrastructure) routes to school, but they should investing in more trail connectivity and cross town routes like the Powerline trail for all users. Foot for foot, the cost for off street Fun Routes to School single track is far and away an economical investment. Hwy 40 is a State Hwy passing through Louisville that needs better/safer off street bike paths and underpasses for children getting to school and sports complex and for people visiting downtown.
Safety, Crossings	Underpasses	Fantastic that underpass project about to begin construction from Hecla Drive. Please make underpass from baseball fields to Short St. also a priority. So unsafe crossing there and so many children impacted. Connectivity there would also bring much welcome retail traffic to LoDo shopping area.
Biking	Fun Routes Program	Love the singletrack sidewalks idea! We have young children in Louisville, and would love to get them excited about riding to school. My son loves what he calls the "dirt paths" that dot some of the open spaces.
Biking	Fun Routes Program	Love the idea of singletrack sidewalks. Eagle and Golden have adopted these ideas and it creates routes that kids (and big kids) want to take instead of concrete paths everywhere. Plus, concrete paths hold a lot of heat in the summer.
Biking	Fun Routes Program	I think singletrack sidewalks is a wonderful idea. It would be safe, economical, and most importantly, really fun for people of all ages. Build a singletrack trail system all over town while you're at it! Make Louisville a destination for cyclists.
Biking	Fun Routes Program	Having 2 school age children that love biking I fully support "Fun Routes to School singletrack". It is important to have a save route for school age children to commute by bike. Cycling is important for health, state of mind and the environment and it is important that Louisville embraces the opportunity to convert more youth to this mode of transportation.
Biking	Fun Routes Program	We would all benefit from the health and community benefits of these paths!
Biking	Fun Routes Program	yes to singletrack sidewalks!
Biking	Fun Routes Program	I support singletrack sidewalks in Louisville.
Biking	Fun Routes Program	Can you link the singletrack sidewalks to Superior? It will make getting to Monarch really much easier and better.
Biking	Fun Routes Program	Please do this!
Biking	Fun Routes Program	I would really like to see the single track sidewalk option put in place along the powerline trail from the Rec Center all the way to Dillon Rd. My kids and I ride bikes to school at Fireside everyday. There is currently a traffic jam on the bike path everyday. Tons of kids on bikes/scooters/ skateboards and parents with strollers/burleys etc. This is a high volume route to/from school. What an awesome opportunity to put in a single track sidewalk that parallels the current path. This would make biking to/from school way more fun for kids. I have seen this in Eagle, CO and it is amazing. Lets continue to make Louisville a great place to live and get this done. The kids will love it.

*Other Community Feedback Table continued*

Category	Subject	Comment
Safety, Crossings	Via Appia	As a Louisville resident who lives on the N/W side of Via Appia I am encouraged to see that improvements for making this corridor safer for pedestrians and cyclists are being recommended. As frequent users of the crossing at Lake Park (location B on page 4-18) we often experience cars that are speeding and who do not stop for the flashing pedestrian crossing signs. In both directions cars are traveling fast around a curve which makes visibility of the upcoming crossing difficult to see. While signage would be a welcome addition for safety a far more effective solution would be an under or over-pass to improve safety of the crossing and also not impede traffic flow. This would also strengthen the link between the trails from downtown up through Coyote Run to Harper Lake by providing a more continuous route. I hope that you consider strengthening the safety recommendations for this crossing at Via Appia.
Biking	Fun Routes Program	I strongly support the Safe Routes and Fun Routes programs. Allowing safe and fun alternative transportation is good for health, environment, and our children. By enabling and encouraging our children to travel to school by means other than the road, we can improve transportation behavior for future generations. Without safe/fun routes, our children will learn that it is easier to travel by vehicle for short trips when travelling by foot/bicycle can be generally better.
Biking	Fun Routes Program, Underpasses, Trail Connectivity	I support investing in Bike Transportation in all forms, but especially the the new Fun Routes to School that I've read about. They sound like a great, pavement-free addition to our bike infrastructure. I also support prioritizing bike underpasses and off street bike paths. An underpass under both S. Boulder Rd and Hwy 42 is long overdue. I also thing the city should invest in more trail connectivity and cross town routes like the Powerline trail for all users.
Safety, Crossings	Via Appia	I'm providing feedback on the TMP with regards to Project CP4 and the proposed Via Appia improvements. As residents of a neighborhood off Via Appia across from Lake Park, our family members and many of our neighbors agree with the TMP findings that "speeding cars have been documented throughout the Via Appia corridor." Specifically, we routinely observe cars speeding 15+ mph above the posted 30 mph limit at the Northern portion of Via Appia where the road is curvy and pedestrians cross to and from Lake Park and Coyote Run. Point B in the Project CP4 description discusses providing advanced signage to address poor visibility at the trail crossing that connects the trail to Lake Park. While addressing poor visibility will certainly help improve safety, we think that pedestrian safety will be further enhanced if the signage does more to slow cars down to the 30 mph speed limit. Earlier this year, the speed sensor sign for southbound vehicles (coming from S. Boulder Road) was removed and has not been replaced. In addition to replacing an operational speed sensor at this location, we think safety could be improved here by more clearly communicating with vehicles coming from S. Boulder Road (where vehicles are accustomed to a 40 mph speed limit) that the speed limit is reduced to 30 mph. There is a flashing speed sensor sign for northbound vehicles (heading towards S. Boulder Road) before Lafayette St., but there are no signs that indicate that the speed limit is reduced from 35 mph to 30 mph (other than the one 30 mph sign before Lafayette St., which is obscured by trees and difficult to see until you are passing it). It would be helpful to have a sign around Sagebrush Way alerting drivers that there is a reduced speed ahead, and more visible (or just more) signage regarding the change from 35 to 30 at that location. Additionally, more signage including flashing lights or pedestrian refuge could be installed at the Sagebrush Way crossing itself. It might also be helpful if vehicles travelling in both directions along the northern section of Via Appia were aware that the road is curvy and includes bus stops and pedestrian crossings ahead, and/or that the reduced speed limit is enforced. The signage will improve safety in Louisville if it can do more to route vehicles through Louisville's higher speed corridors (i.e., S. Boulder Road and North McCaslin - where speeds are 40 mph) rather than invite vehicles to speed through Via Appia's 30 mph zone as a shortcut across Louisville.

# Executive Summary



# EXECUTIVE SUMMARY



## Transportation Master Plan

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.

# TMP ORGANIZATION AND CONTENTS

## 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 have informed the plan elements and priorities.

## Chapter 3 Existing Conditions

This chapter covers 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, & Programs

This chapter presents the TMP's recommendations based on community input and the analysis of existing conditions. The recommendations are organized into Policies, Programs and Projects.

## Chapter 5 Implementation

This chapter establishes a framework for prioritizing the plan's recommendations and evaluating the City's progress towards the TMP's goals.



# TMP GOALS

## Developing the Goals:

The City's goals for transportation are rooted in the core values in the Comprehensive Plan, which focus on a balanced transportation system where people of all ages and abilities are partners in mobility. Furthermore, the Comprehensive Plan envisions a transportation network that contributes to the economic prosperity, public health, and quality of life in Louisville. In addition to the guidance from the Comprehensive plan, the City developed the TMP goals based on conversations with the public and stakeholders from across the City.

## Louisville's transportation network will:

- 1** Operate **efficiently and safely** for all users.
- 2** Be a **cohesive and layered system** of streets and trails for walking, biking, transit, driving, and recreation.
- 3** Provide **local and regional travel** options that balance needs for Louisville residents, employees, and visitors.
- 4** Utilize **new technologies** to provide safe, reliable, clean, and convenient transportation choices.
- 5** Increase **mobility options and access** for people of all ages, abilities, and income levels.
- 6** Provide **complete streets** that are inviting, enhance livability, and reflect the City's small-town atmosphere.
- 7** Support **economic opportunities** and businesses.
- 8** Improve **environmental and community health** by reducing emissions, and supporting mode share and sustainability.

# COMMUNITY INPUT & EXISTING CONDITIONS

Prior to development of the recommendations in the TMP, the planning process included extensive analysis of existing conditions within the City and a broad public input process. This work informed the recommendations in Chapter 4: Policies, Projects, and Programs.

Major themes from the **Community Input** included:

- While driving is how most people get around, the participants wanted more investment in multi-modal infrastructure such as underpasses, transit connections, bike lanes, and safer road crossing.
- The City's trails are a great amenity for residents and continued investment in trails is desired.
- Traffic congestion and cut-through regional traffic are getting worse.
- Safety was a key theme. A lack of safe or perceived lack of safe and comfortable facilities is a barrier to walking and biking.

Major themes from the **Existing Conditions** analysis included:

- With the exception of the former StorageTek site and parts of Centennial Valley, the City of Louisville is largely built out.
- Local and regional population and employment growth will impact transportation patterns and traffic volumes on key corridors.
- Louisville's share of in-commuting and out-commuting is high, resulting in a large percentage of trips occurring at a regional scale.
- The average age of Louisville residents is increasing, resulting in a larger percentage of the population that will rely on alternative transportation modes.
- The existing pedestrian and trail network is extensive and well-utilized, however gaps were identified along streets and trail corridors for bicycles, transit and pedestrians.

## TMP Community Input Opportunities:

- Community Meeting
- Farmers' Market
- Street Faire
- Labor Day Parade and Fall Festival
- Online Survey
- Interactive Online Map
- Direct Email
- Focus Groups



	 Drive Alone	 Carpool	 Transit	 Bike	 Walk	 Work at Home	 Other
City of Louisville	72.3%	4.7%	5.9%	2.3%	1.7%	12.7%	0.5%
City of Boulder	51.3%	4.9%	8.3%	10.3%	11.4%	12.5%	1.2%
Boulder County	65.2%	7.6%	5.0%	4.4%	5.3%	11.3%	1.3%
Denver Region	74.8%	8.5%	4.4%	1.2%	2.5%	7.5%	1.0%

# POLICIES, PROJECTS, & PROGRAMS

The TMP provides specific recommendations and strategies for the City of Louisville to improve safety, expand mobility options, increase access to destinations, and overall meet the TMP goals. The recommendations are in the form of Policies, Projects, and Programs, which work together to achieve a desired outcome.

## Policies

The policies support the TMP goals and further defines the vision for the community wants to advance those goals. The Policies will also provide guidance on how to develop the specific Projects and Programs and inform city priorities on transportation investment.

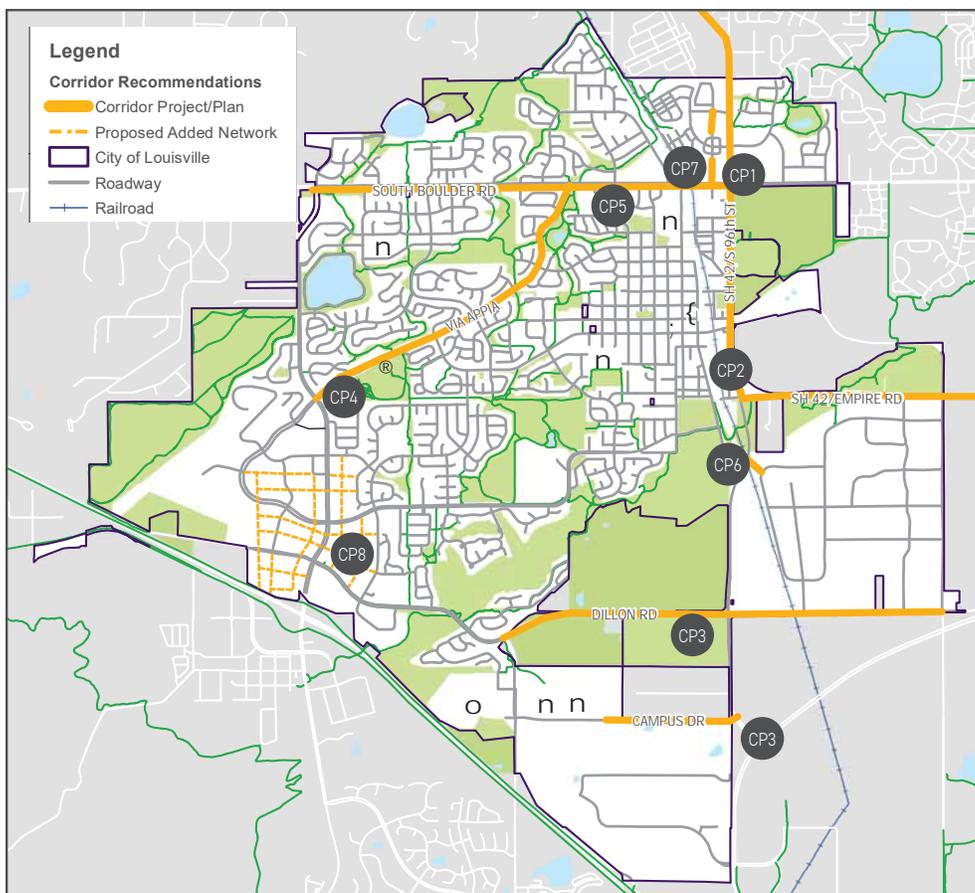
Policy	Description
Policy 1: Great Streets	Great Streets, or complete streets, are streets that are designed and operated to be safe and accessible for all users, regardless of ability, age, or mode. This policy provides a guide for the design of new streets, improving infrastructure on existing streets, and recommends that new designs consider the surrounding context and land uses. It also provides a framework to help consider modal priorities on an individual street.
Policy 2: Guidelines for Walkable & Bikeable Places	In areas where new development or redevelopment is anticipated, the City's policy is to facilitate design that promotes walkable and bikeable places. Elements that contribute to walking and biking include wide sidewalks, pedestrian amenities, higher intersection density, buffers for bicycles, and trail connections. The City's design standards and guidelines should promote the development of walkable places, with a focus on corridors, including McCaslin Boulevard and South Boulder Road.
Policy 3: Transit Oriented Development Guidelines	Transit Oriented Development (TOD) is the creation of compact, walkable, pedestrian-oriented, mixed-use neighborhoods centered around reliable and frequent transit service. Benefits of TOD include increased mobility and transit ridership, reduced regional congestion, enhanced economic competitiveness. TOD design concepts should include a mix of uses, integration of bicycle accommodation, plazas and public space, and specialized retail and services for commuters.
Policy 4: Applications for Technology	Investments in new technologies have the potential to improve safety and efficiency of the transportation network and provide more equitable access to transportation options. Transportation technology may include shared mobility (ride share, bike share, etc.), Transportation systems optimization (smart parking, signal timing, traffic management), and autonomous or interconnected vehicles. The City should be proactive in exploring and investing in technology and continue to monitor advances and changes in new transportation technology.

# POLICIES, PROJECTS, & PROGRAMS

## Projects

Projects contain recommendations and descriptions for facility or design improvements that will improve access and mobility options. Current funding levels would not allow completion of all the recommendations proposed in the TMP. Therefore, prioritization of projects is critical, and evaluation of additional funding sources would be necessary to fully fund all contemplated Projects.

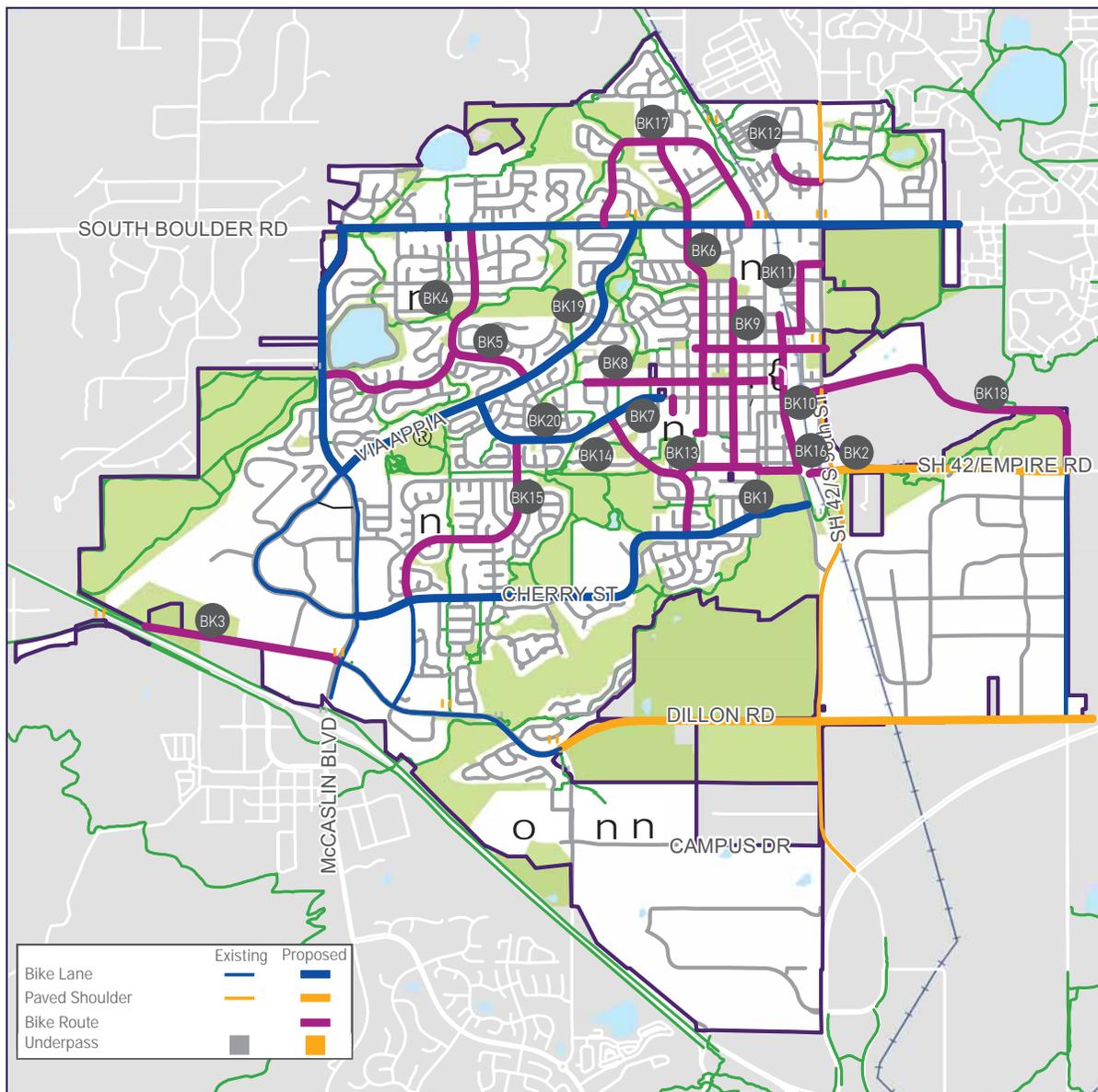
CORRIDOR PROJECTS		
Project	Location/Detail	Description
CP1	SH 42 Conceptual Design	Expand portion of SH 42/S 96th, add new signal at Short St., add connections to open space trails, consider future multi-modal needs
CP2	SH 42 Enhancements	
CP3	Dillon Road & Campus Drive	New underpasses, new bicycle facilities, trail connections, capacity improvements, and new Campus Dr. connection
CP4	Via Appia	New underpass at South Boulder Rd., enhance pedestrian crossings
CP5	South Boulder Road Corridor	Work with neighboring jurisdictions for multi-modal improvements
CP6	CTC Connector, Arthur Ave to S 96th St	Create new connection from Arthur Avenue to S 96th
CP7	Kaylix Connector, Summit View Dr to South Boulder Rd	Create new connections between Kaylix Dr., South Boulder Rd. and Summit View Dr.
CP8	McCaslin Network Additions, Various locations along McCaslin area	Increase roadway connectivity by filling in the block grid, add multi-use separated path, consider underpass



# POLICIES, PROJECTS, & PROGRAMS

BIKE NETWORK ON-STREET PROJECTS		
Project	Description	Location
BK1	Bike Lane	Bella Vista Dr
BK2	Bike Shoulder Improvements	SH 42/Empire Rd
BK3	Bike Route	W Dyer Rd
BK4	Bike Route	Washington Ave
BK5	Bike Route	Tyler Ave
BK6	Bike Route	Garfield/Lincoln
BK7	Bike Route	McKinley Ave
BK8	Bike Route	Spruce St
BK9	Bike Route	Jefferson Ave
BK10	Bike Route	Front St

BIKE NETWORK ON-STREET PROJECTS		
Project	Description	Location
BK11	Bike Route	DELO to Downtown
BK12	Bike Route	Hecla Dr
BK13	Bike Route	Rex/West St
BK14	Bike Route	Hoover Ave
BK15	Bike Route	Polk Ave/Dahlia St
BK16	Bike Route	Lock St
BK17	Bike Route	Centennial north of South Boulder Rd
BK18	Bike Route	Empire Rd
BK19	Bike Lane	Via Appia buffered bike lanes
BK20	Bike Lane	Pine St



# POLICIES, PROJECTS, & PROGRAMS

## BIKE NETWORK OFF-STREET PROJECTS

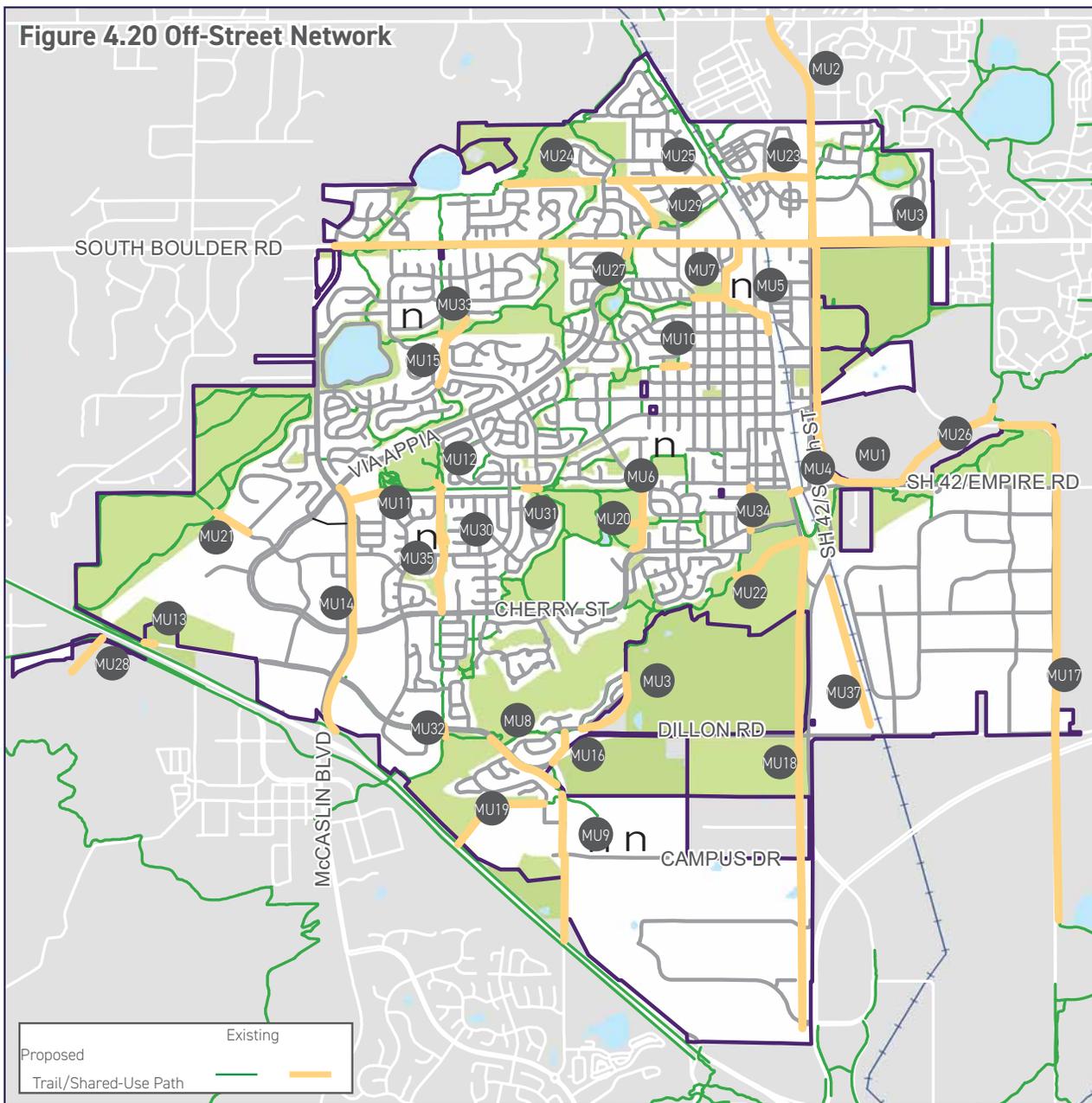
Project	Description	Location
MU1	Off-Street Shared Path	SH 42 to CTC
MU2	Off-Street Shared Path	SH 42 north of South Boulder Rd
MU3	Off-Street Shared Path	North of South Boulder Rd, east of SH 42
MU4	Off-Street Shared Path	Lock St to Community Park
MU5	Off-Street Shared Path	Louisville Middle School connection
MU6	Off-Street Shared Path	Warembourg north-south Trail
MU7	Off-Street Shared Path	Griffith St
MU8	Off-Street Shared Path	St Andrews to Dillon at proposed 88th St Underpass
MU9	Off-Street Shared Path	88th to US 36
MU10	Off-Street Shared Path	McKinley Park
MU11	Off-Street Shared Path	Arboretum Trail
MU12	Off-Street Shared Path	Power Line Trail to Mining Trail
MU13	Off-Street Shared Path	US36 to Dyer
MU14	Off-Street Shared Path	McCaslin Blvd
MU15	Off-Street Shared Path	Washington Ave through Coyote Run
MU16	Off-Street Shared Path	St Andrews Ln (Coal Creek bypass) to Dillon Rd
MU17	Off-Street Gravel Trail	104th regional connection
MU18	Off-Street Gravel Trail	Dillon to Coal Creek west of 96th St conceptual alignment
MU19	Off-Street Shared Path	US36 to St Andrews Ln (Avista)
MU20	Off-Street Gravel Trail	Warembourg east-west trail
MU21	Off-Street Gravel Trail	Centennial Parkway to Davidson Mesa Trail
MU22	Off-Street Gravel Trail	County Rd to Coal Creek Trail conceptual alignment
MU23	Off-Street Shared Path	Kestrel Trail to SH 42 Underpass/Bullhead Gulch
MU24	Off-Street Shared Path	North Open Space
MU25	Off-Street Shared Path	Garfield to Centennial
MU26	Off-Street Gravel Trail	Coal Creek Trail connection north of Empire Rd conceptual alignment
MU27	Off-Street Gravel Trail	Cottonwood Park
MU28	Off-Street Shared Path	Overlook Underpass conceptual connection
MU29	Off-Street Shared Path	Via Appia to North Open Space
MU30	Off-Street Shared Path	Fireside Realignment
MU31	Off-Street Shared Path	Warembourg, Mining to Goodhue Realignment
MU32	Off-Street Shared Path	Powerline to Coal Creek Trail
MU33	Off-Street Trail	Coyote Run
MU34	Off-Street Shared Path	Coal Creek to Downtown Connection
MU35	Fun Route	Powerline Trail Fun Route
MU36	Off-Street Shared Path	Coal Creek Trail rerouting around neighborhood
MU37	Off-Street Gravel Trail	Dillon to Coal Creek, east of 96th St

Multi-Use Paths

# POLICIES, PROJECTS, & PROGRAMS

## BIKE NETWORK OFF-STREET PROJECTS

Figure 4.20 Off-Street Network



### CONNECTIVITY & SAFETY IMPROVEMENTS

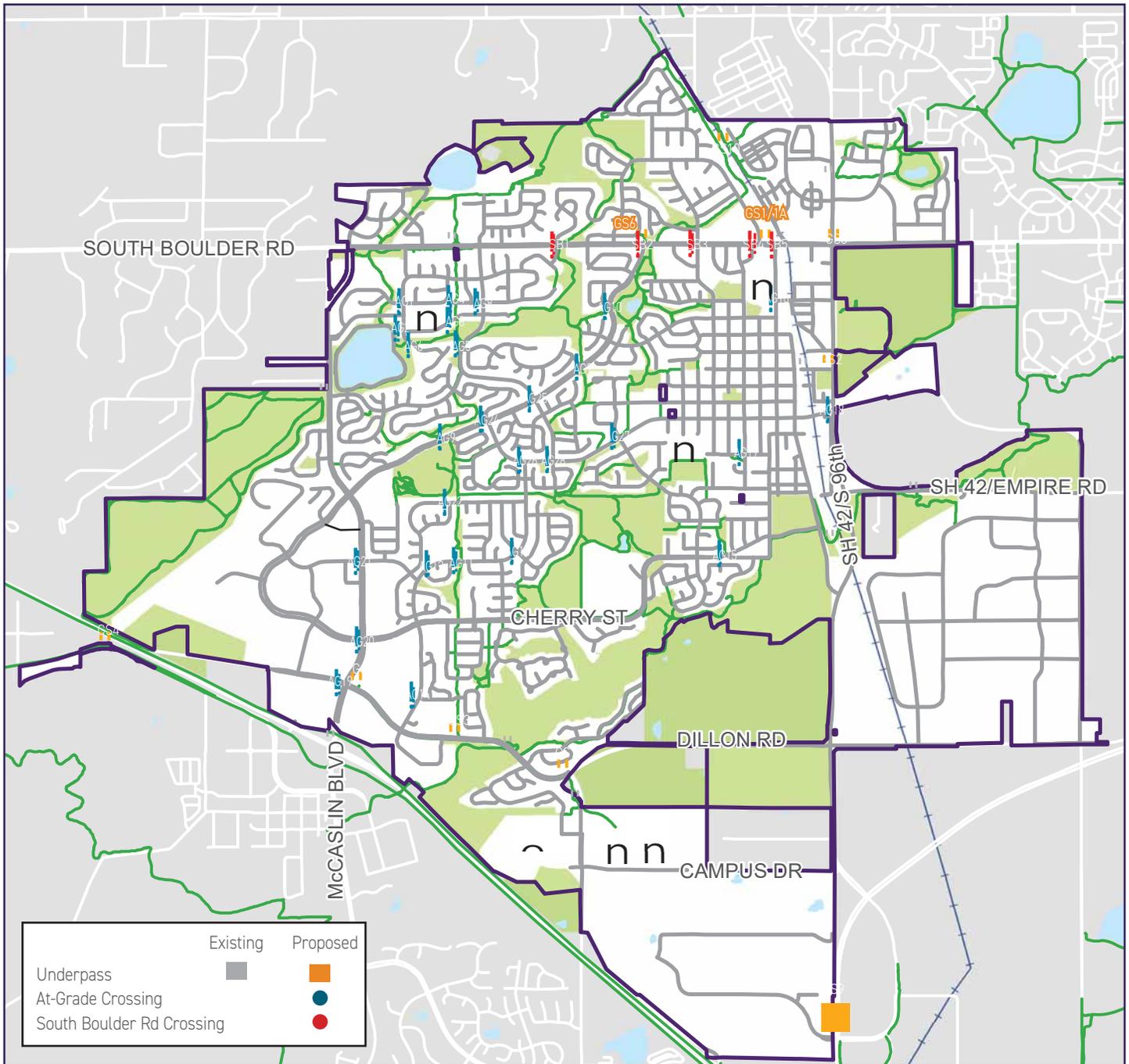
	Project	Description	Location
Sidewalks	SW1	Sidewalk Improvement	South Boulder Rd from Garfield Ave to Jefferson Ave
	SW2	Sidewalk Improvement	Via Appia near Cottonwood Park
	SW3	Sidewalk Improvement	Pine St at railroad
	SW4	Sidewalk Improvement	Griffith St at railroad
	SW5	Sidewalk Improvement	Spruce from Miners Field to Lee Ave, west of SH 42
	SW6	Sidewalk Improvement	East side of street North of Clementine Subdivision to Pine
	SW7	Sidewalk Improvement	Washington near Coyote Run

# POLICIES, PROJECTS, & PROGRAMS

CONNECTIVITY & SAFETY IMPROVEMENTS			
	Project Description	Location	
Grade-Separated Crossings	GS1/1A	Underpass/Gateway	South Boulder Rd at Main St
	GS2	Underpass	SH 42 at South St/Short St
	GS3	Underpass	Powerline Trail at Dillon Rd
	GS4	Underpass	Davidson Mesa Overlook
	GS5	Underpass	South Boulder Rd at SH 42 Regional Trail
	GS6	Underpass	South Boulder Rd at Via Appia
	GS7	Underpass	Dillon Rd at S 88th St
	GS8	Underpass	Dillon Rd east of McCaslin Blvd
	GS9	Underpass	Tape Rd at NW Pkwy
	GS10	Underpass	Bullhead Gulch
At-Grade Crossings	SBR1-5	All South Boulder Rd Improvements	South Boulder Rd at Via Appia
	AG1	Shortened Crossing Distance	Willow Dr at Kennedy Ave
	AG2	Shortened Crossing Distance	W Tamarisk St at Kennedy Ave
	AG3	Neckdowns or enhanced crossing	Power Line Trail at Tamarisk St
	AG4	Neckdowns or enhanced crossing	Power Line Trail at Willow Dr
	AG5	Neckdowns or enhanced crossing	Coyote Run at Washington Ave
	AG6	Enhanced Crossing Markings	Coyote Run at Kennedy Ave
	AG7	Flashing Beacon Crosswalk	Sagebrush Way at Via Appia
	AG8	Enhanced Crossing Markings	Willow Dr at Washington Ave
	AG9	Upgrade Beacon	Power Line Trail at Via Appia
	AG10	Enhanced Crossing Markings	Coyote Run at Via Appia
	AG11	Enhanced Crossing	Power Line Trail at Dahlia St
	AG12	Improve signage/striping	Dahlia St at W Dahlia Ct
	AG13	Enhanced Crossing Markings	Polk Ave at Madison Ave
	AG14	Beacon & Enhanced Crossing Markings	Dahlia St at Ridge Pl
	AG15	Flashing Beacon Crosswalk	Bella Vista Dr near Aspen Way
	AG16	Raised Crossing with Refuge	Main St at Louisville Middle School
	AG17	Shortened Crossing Distance	Hutchinson St at Jefferson Ave
	AG18	Enhanced Crossing Markings	SH 42 at Pine St
	AG19	Enhanced Crossing	Dillon Rd at McCaslin Blvd
	AG20	Enhanced Crossing	Centennial Pkwy at McCaslin Blvd
	AG21	Enhanced Crossing	W Century Dr at McCaslin Blvd
	AG22	Enhanced Crossing	Vista Ln and Mulberry St
	AG23	Formalize Painted Bump Outs	City-wide
	AG24	Reconfigure intersection	Via Appia at Pine St
	AG25	Shortened Crossing Distance	Via Appia at Tyler St
	AG26	Shortened Crossing Distance	Pine St at Polk St
	AG27	Shortened Crossing Distance	Pine St at Hoover St
AG28	Shortened Crossing Distance	Pine St at Tyler St	

# POLICIES, PROJECTS, & PROGRAMS

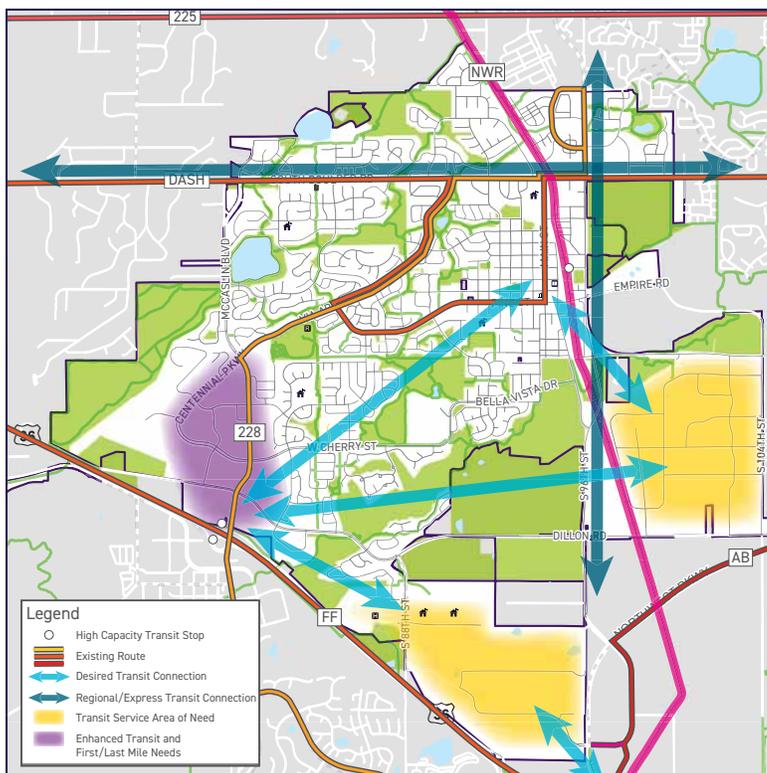
## CONNECTIVITY & SAFETY IMPROVEMENTS



# POLICIES, PROJECTS, & PROGRAMS

## DOWNTOWN CONNECTION ENHANCEMENTS

The Downtown Connection Enhancements project recommends an enhanced connection between the Rec Center, neighborhood bikeways, trails, and Downtown. This focuses on enhancing proposed bikeways through separation and protection from vehicles and widening sidewalks to improve accessibility. This connection would provide comfortable and safe facilities for people of all ages and abilities.



TRANSIT VISION & SERVICE NEEDS		
Project	Description	Location
TR1	Proposed Transit Network	Citywide
TR2	EcoPass & Other Incentives	Neighborhood or Business Incentives for Employees
TR3	Access Improvements to McCaslin Station	Multimodal Connections, Improve Bus Route for Possible Circulator
TR4	Bus Stop Improvements	Citywide
TR5	NW Rail Peak Hour Service	Beginning of rail service for peak hour only
TR6	NW Rail Station Area Planning	Downtown and CTC

# POLICIES, PROJECTS, & PROGRAMS

## Programs

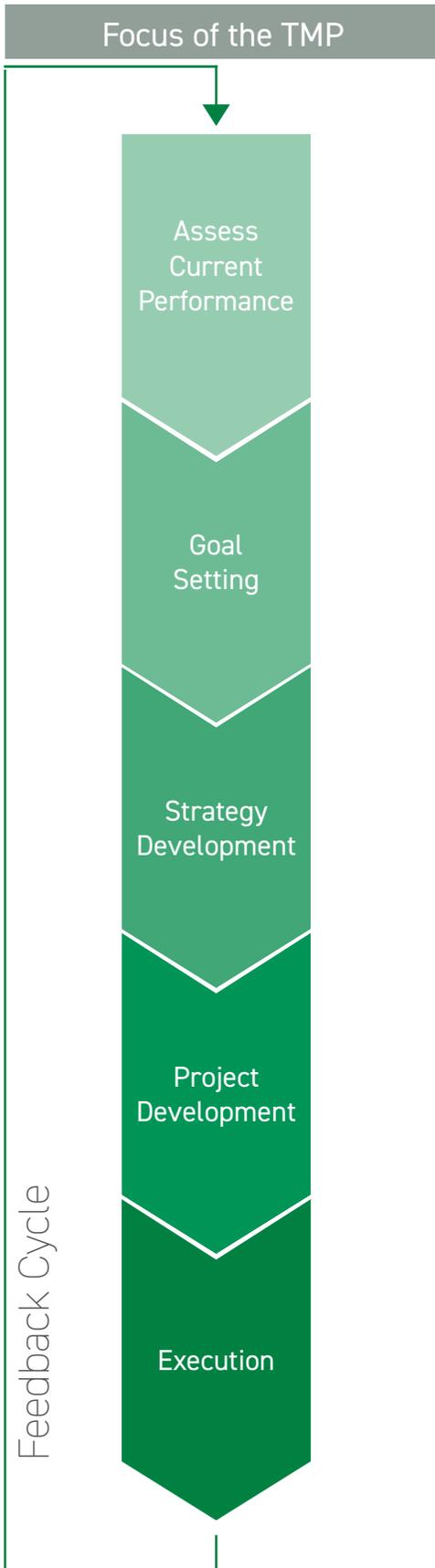
These recommendations support the development, expansion, or enhancement of programs that generally encourage, educate, and support mobility options. Programs may be implemented by or in partnership with organizations outside of the City as well, such as non-profit organizations and are typically short-term opportunities to make meaningful impacts.

Program	Description
Program 1: Neighborhood Traffic Management Program	A Neighborhood Traffic Management Program (NTMP) focuses on neighborhood-level traffic calming and safety improvements. These improvements help maintain the City's family-friendly small-town character. The City of Louisville has begun development of an NTMP.
Program 2: Travel Demand Management	Transportation Demand Management (TDM) strategies inform, encourage, and incentivize the use of non-vehicular transportation modes and decrease single-occupancy driving. TDM strategies may include a wide range of programs that promote walking, biking, transit, and ridesharing.
Program 3: Safe Routes Program	A Safe Routes program aims to create safe and convenient opportunities to walk or bike to schools and key destinations including parks, the Recreation Center and other community centers. For school children, these programs can help instill habits of walking and biking, along with safety and education around multimodal mobility. For older adults, Safe Routes programs can promote active aging, and contribute to health benefits.
Program 4: Fun Routes Program	As an added way to encourage kids to ride their bikes to school, or other community destinations, "Fun Routes" would utilize singletrack sidewalks, often adjacent and parallel to an existing paved trail or street. Designed primarily for youth, they are a way to incorporate fun into commuting through neighborhoods and a way to try trail riding.
Program 5: Open Streets Program	Open Streets programs temporarily close streets to automobiles and organize public activities to encourage healthier transportation and living habits. Open Streets events can also be a way to do pop-up demonstration projects for new types of infrastructure, to introduce a pilot project, or celebrate recent design changes. City events such as Street Faire, the Farmer's Market, or the McCaslin Movie Night recently held at the former Sam's Club are ideal time to hold such events.
Program 6: Coordinate Bike Share Network	A bike share program can encourage bicycle use between key destinations help fill gaps in first and last mile infrastructure around transit. In Louisville, bike share could be a viable way to connect areas like McCaslin Station, Avista Hospital, the former StorageTek site, the CTC, Downtown, DELO, and Kestrel. The City should continue efforts to coordinate on a regional level to implement a bike share program.
Program 7: Safety, Maintenance & Training Programs	Education campaigns can be targeted to inform the public about laws and consistent concerns that need to be addressed. These campaigns can be focused on people in cars, on bikes, or walking. Safety courses, bike repair workshops, and awareness campaigns are examples.

# POLICIES, PROJECTS, & PROGRAMS

Program 8: Coordinated Wayfinding System	Wayfinding systems are navigational systems that help people move around the city, whether they are in a car, on foot, on a bike, or using transit. Traditionally consisting of signs, wayfinding systems can now also involve GPS systems, web connectivity, and mobile technology. Wayfinding systems can be designed and implemented formally by municipalities, business districts, and even advocacy organizations.
Program 9: Bicycle-Friendly Designation	The Bicycle Friendly Community (BFC) program is administered by the League of American Bicyclists, which guides communities in understanding the opportunities to improve conditions for bicycling. The League has identified focus areas, known as the “Five E’s”, for creating a bicycle friendly community: engineering, education, encouragement, enforcement, and evaluation/planning.
Program 10: Data Collection	Data is utilized when developing projects, identifying community priorities, and understanding whether implemented projects are having the desired impacts. Collecting data consistently helps to understand current demand and use, and plan appropriately for the future. The before and after data is also particularly useful as a means to support future infrastructure investments.

# IMPLEMENTATION



Success in achieving the goals and recommendations of the TMP can only be realized through effective implementation that identifies strategies, manages progress towards the goals, and strategically allocate resources. Chapter 5 provides an overview of three key components of implementation that support the recommendations in the TMP.

## Project Prioritization & Development

Implementation will require coordination between multiple City departments, external public agencies, developers, private businesses, and other organizations. In addition, some of the policies, projects and programs identified in Chapter 4 have greater opportunity for making immediate impacts, some require more resources, and some will take more time than others. This section identifies strategies for project prioritization, development and management to effectively realize the recommendations in the TMP.

## Funding Framework

Revenues to support the City's transportation programs come from a variety of sources, primarily the General Fund and Capital Improvement Fund. The City does not have a dedicated source of funding for transportation investments, and transportation projects compete for funding through the regular budget prioritization process. The City's capital fund is limited and does not provide the level of funding necessary to fully implement all of the contemplated projects in the TMP.

This section discusses additional ways the City could fund the recommendations, including additional revenues through taxes or fees, securing grants or other external funding sources, and other financing tools. Different funding scenarios are included to represent possible means of achieving the goals in the TMP.

## Managing Performance Toward the Goals

The goals identified for the TMP represent building blocks to continue to develop a community with a high degree of mobility that is accessible and safe for people of all ages and abilities to travel. It will be important to measure how the City is performing towards those goals. This section identifies performance metrics to monitor progress of implementing the TMP. This will enable the City to understand the degree to which progress is being made and identify areas of focus for future improvements.

# IMPLEMENTATION, CONT.

## Funding Scenarios

To understand the magnitude of impact on implementation that could occur if various funding tools were utilized, three implementation scenarios were developed as examples for the TMP. This plan is not recommending one particular scenario but has developed each scenario as a potential avenue to implementation. The funding scenarios are designed to demonstrate the variety of tools that can be utilized and leveraged against each other as well as highlight how some funding tools can impact the overall timeline of implementation.

	Scenario 1	Scenario 2	Scenario 3
Description	Continuation of current CIP funding levels	Increase in CIP funding plus additional grant funding	Further increase in CIP funding, grant funding, and additional new funding sources
Funding Level	\$\$\$	\$\$\$	\$\$\$
Total Funding	\$26 Million	\$43.8 Million	\$93.8 Million
2019-2024 CIP	\$8 Million	\$10 Million	\$15 Million
 Miles of corridor projects	3 miles 1 corridor study	3 miles 1 corridor study	5 miles 1 corridor study
 Number of crossing improvements	3 grade separated 29 at-grade	5 grade separated 29 at-grade	9 grade separated 32 at-grade
 Miles of new trails and sidewalk connections	4 miles	8 miles	8 miles
 Miles of bike network enhancements	17 miles	20 miles	26 miles
 Transit service & accessibility	Begin circulator pilot for CTC & McCaslin access McCaslin access improvements 6 bus stop enhancements	Begin circulator pilot for CTC & McCaslin access McCaslin access improvements 9 bus stop enhancements Begin peak-hour rail service or investment in other high-capacity/frequency transit service	Begin circulator pilot for CTC & McCaslin access McCaslin access improvements 12 bus stop enhancements Begin peak-hour rail service or investment in other high-capacity/frequency transit service

# IMPLEMENTATION, CONT.

## Prioritization Table

Implementation will require coordination between multiple City departments, external public agencies, developers, private businesses, and other organizations. As roles are defined, the departments that have coordinated to develop the Plan (Planning & Building Safety, Public Works, and Parks & Recreation) should organize and maintain accountability for their respective pieces of implementation.

Of the policies and programs identified in Chapter 4, some have greater opportunity for making immediate impacts, some require more resources, and some will take more time than others. The City should prioritize policies and programs to ensure resources are used as efficiently as possible. Some elements of the TMP may only be realized if new financial resources or grants become available.

This section identifies recommended priorities and potential project timing. The highest priority projects meet one or more of the following conditions:

- Policy changes that require limited or no additional financial resources
- Projects able to be implemented within current funding levels
- Programs that can be implemented with partners and require limited additional resources from the City

High-profile projects that meet significant needs or build momentum for additional future improvements

# IMPLEMENTATION, CONT.

Project	Description	Location	Cost	Priority	Timeframe	Partner/Coordination	Benefit(s)	S1	S2	S3	Notes	
Corridor Projects	CP1	Roadway Improvement	SH 42 Conceptual Design	\$75,000	High	Short	Boulder Co., Lafayette, RTD. CDOT	Travel time reliability, safety	Y	Y	Y	\$500,000 total cost, \$350,000 TIP and \$75,000 Lafayette contribution
	CP2	Roadway Improvement	SH 42 Widening	\$25,000,000	High	Long	Boulder Co., Lafayette, RTD. CDOT	Travel time reliability, safety	Y	Y	Y	Rebuild Empire to South Boulder Road
	CP3	Roadway Improvement	Dillon Road, Campus Drive Extension, Widen 88th	\$10,400,000	High	Medium	-	Capacity and bicycle visibility	N	N	Y	88th to 104th bike and applicable ADA paint/signage. Increase queue length capacity on EB and WB lanes around BNSF. Widen Dillon WB at 96th on the north increasing queue length. Could be phased to provide lower-cost improvements on Dillon first.
	CP4	Roadway Improvement	Via Appia Way	\$253,440	Medium	Short	-	Safety and visibility for all modes	Y	Y	Y	Reduce lane widths, extend bike lanes, extend refuges, remove right turn lanes
	CP5	South Boulder Rd Study	SBR Corridor	\$100,000	Medium	Short	Boulder Co., Lafayette, RTD	Safety, travel reliability, transit service	Y	Y	Y	
	CP6	CTC Connector	Arthur to 96th	\$2,000,000	Medium	Medium	-	Network connectivity	N	N	Y	
	CP7	Kaylix Connector	Hecla to South Boulder	\$2,500,000	High	Medium	-	Network connectivity	N	N	Y	Requires ROW acquisition or property owner coordination
	CP8	McCaslin Network Additions	Various within McCaslin area to create network grid	TBD	High	Long	Developer(s)	Network connectivity, economic access	Y	Y	Y	Likely implemented by developer in redevelopment. If not, requires ROW acquisition or property owner coordination
Bike Network Improvements	BK1	Bike Lane	Bella Vista	\$33,000	Medium	Short	-	Safety	Y	Y	Y	Missing segment where currently shared lane, continue bike lane for consistency and safety
	BK2	Bike Shoulder Improvements	SH 42/Empire Rd	\$201,600	High	Short	-	Safety, network connectivity	N	Y	Y	Could include signs, striping and official designation
	BK3	Bike Route	W Dyer Rd	\$5,240	High	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK4	Bike Route	Washington Ave	\$12,360	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK5	Bike Route	Tyler Ave	\$3,240	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK6	Bike Route	Garfield/Lincoln	\$12,960	High	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK7	Bike Route	McKinley Ave	\$640	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK8	Bike Route	Spruce St	\$8,320	High	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK9	Bike Route	Jefferson Ave	\$8,000	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK10	Bike Route	Front St	\$8,300	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK11	Bike Route	DELO to Downtown	\$11,720	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK12	Bike Route	Hecla Dr	\$2,600	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK13	Bike Route	Rex/West St	\$5,320	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK14	Bike Route	Hoover Ave	\$10,120	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK15	Bike Route	Polk Ave/Dahlia St	\$10,200	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK16	Bike Route	Lock St	\$1,000	Low	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK17	Bike Route	Centennial North of SBR	\$5,680	Medium	Short	-	Network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK18	Bike Route	Empire Rd	\$13,750	Medium	Short	-	Safety, network connectivity	Y	Y	Y	Could include signs, striping and official designation
	BK19	Bike Lane	Via Appia buffered bike lanes	CP4 & MU23	Medium	Medium	-	Safety	N	N	Y	Could include signs, striping and official designation
	BK20	Protected Bike Lane & Widened Sidewalks	Pine St	\$750,000	High	Short	-	Safety, network connectivity	Y	Y	Y	Can be coordinated with Pine St repaving

Project	Description	Location	Cost	Priority	Timeframe	Partner/Coordination	Benefit(s)	S1	S2	S3	Notes
MU1	Off-Street Shared Path	SH 42 to CTC	\$780,000	High	Long	Boulder County	Regional access, connections, safety	Y	Y	Y	
MU2	Off-Street Shared Path	SH42 N of South Boulder Rd	\$100,800	Medium	Short	-	Connectivity, safety	Y	Y	Y	
MU3	Off-Street Shared Path	N of South Boulder Rd E of SH42	\$276,000	Low	Long	-	Business access, safety	N	Y	Y	
MU4	Off-Street Shared Path	Lock St to Community Park	\$20,000	Medium	Medium	BNSF Railroad	Network connectivity	Y	Y	Y	New 10' trail with rail crossing, requires RR coordination
MU5	Off-Street Shared Path	LMS Connection	\$360,000	Low	Long	Boulder Valley School District	Safety, school access	N	N	Y	Do not own ROW, cost will be higher
MU6	Off-Street Shared Path	Warembourg N/S Trail	\$145,000	Medium	Short	-	Network connectivity	Y	Y	Y	
MU7	Off-Street Shared Path	Griffith St	\$60,000	Medium	Long	-	Safety, school access	Y	Y	Y	
MU8	Off-Street Shared Path	St Andrews to 88th Underpass	\$120,000	High	Short	-	Safety, school access	Y	Y	Y	
MU9	Off-Street Shared Path	88th to US 36	\$60,000	High	Short	-	Network connectivity	Y	Y	Y	
MU10	Off-Street Shared Path	McKinley Park	\$60,000	Medium	Medium	-	Network connectivity	Y	Y	Y	
MU11	Off-Street Shared Path	Arboretum Trail	\$80,000	Medium	Medium	-	Network connectivity	Y	Y	Y	
MU12	Off-Street Shared Path	Powerline to Mining connection	\$30,000	Low	Short	-	Network connectivity	Y	Y	Y	
MU13	Off-Street Shared Path	US36 to Dyer Connection	\$10,000	High	Short	-	Network connectivity	Y	Y	Y	
MU14	Off-Street Shared Path	McCaslin Blvd	\$609,600	High	Medium	-	Safety, economic access	N	N	Y	
MU15	Off-Street Shared Path	Washington Ave	\$154,000	Low	Medium	-	Trail connectivity	Y	Y	Y	Widen sidewalk to be mixed-use trail south to Powerline Trail, add new trail to the north
MU16	Off-Street Shared Path	St. Andros (Coal Creek Bypass) to Dillon	\$92,400	Medium	Medium	-	Network connectivity	Y	Y	Y	
MU17	Off-Street Gravel Trail	104th regional connection	\$158,334	High	Short	Boulder Co., Lafayette	Regional connectivity, safety	Y	Y	Y	\$950,000 total cost, \$158,333 Boulder County, \$158,333 Lafayette and \$475,000 TIP
MU18	Off-Street Gravel Trail	Coal Creek to US36 West of 96th	\$500,000	Medium	Long	Boulder Co., Broomfield	Regional connectivity, safety	N	Y	Y	
MU19	Off-Street Shared Path	US36 to St. Andrews	\$280,000	Low	Medium	-	Network connectivity	N	Y	Y	
MU20	Off-Street Gravel Trail	Warembourg E/W Trail	\$21,000	Low	Short	-	Trail connectivity	Y	Y	Y	
MU21	Off-Street Gravel Trail	Centennial Parkway to Davidson Mesa Trail	\$90,000	High	Medium	-	Network connectivity	Y	Y	Y	
MU22	Off-Street Gravel Trail	Reroute Coal Creek Trail to follow creek	\$125,000	High	Short	-	Enhanced trail experience	Y	Y	Y	East side of street.
MU23	Off-Street Shared Path	Kestrel Trail to SH 42 Underpass	\$125,000	High	Short	-	Trail connectivity	Y	Y	Y	Should already be doing with underpass
MU24	Off-Street Shared Path	North Open Space Trail - West	\$220,000	Low	Long	-	Trail connectivity	N	Y	Y	
MU25	Off-Street Shared Path	North Open Space Trail - East	\$220,000	Low	Long	-	Trail & network connectivity	N	Y	Y	
MU26	Off-Street Gravel Trail	Coal Creek Trail Connection north of Empire Rd	\$80,000	Low	Long	-	Enhanced trail experience	N	Y	Y	New route through open space
MU27	Off-Street Gravel Trail	Cottonwood Park connection	\$27,500	Medium	Medium	-	Trail connectivity	N	Y	Y	
MU28	Off-Street Shared Path	Overlook underpass conceptual connection	\$85,000	Low	Long	Superior, Boulder County	Trail connectivity	Y	Y	Y	Requires coordination and partnerships
MU29	Off-Street Shared Path	Via Appia to North Open Space	\$165,000	Medium	Medium	-	Trail connectivity	N	Y	Y	
MU30	Off-Street Shared Path	Fireside Realignment	\$300,000	Low	Long	-	Enhanced trail experience	N	Y	Y	
MU31	Off-Street Shared Path	Warembourg, Mining to Goodhue Realignment	\$75,000	Low	Medium	-	Enhanced trail experience	N	Y	Y	
MU32	Off-Street Shared Path	Powerline to Coal Creek Trail	\$35,000	High	Short	-	Trail connectivity	Y	Y	Y	
MU33	Off-Street Gravel Trail	Coyote Run	\$30,000	High	Short	-	Safety, trail connectivity	Y	Y	Y	
MU34	Off-Street Shared Path	Coal Creek to Downtown Connection	\$77,500	Medium	Short	-	Safety, trail connectivity	N	Y	Y	
MU35	Fun Route	Powerline Trail Fun Route	\$150,000	High	Short	-	Quality-of-life, multimodal options	Y	Y	Y	
MU36	Off-Street Shared Path	Coal Creek Trail	\$225,000	Low	Long	Boulder County	Enhanced trail experience	N	N	Y	Reroute trail out of neighborhood; grade issues
MU37	Off-Street Gravel Trail	Dillon to Coal Creek East of 96th	\$500,000	Medium	Long	Developer	Regional connectivity, safety	N	Y	Y	

Mixed-Use Paths/Trails

Project	Description	Location	Cost	Priority	Timeframe	Partner/Coordination	Benefit(s)	S1	S2	S3	Notes	
Sidewalks	SW1	Sidewalk Improvement	South Boulder Rd [Garfield,Jefferson]	\$81,000	High	Short	-	Safety, eliminate gaps	Y	Y	Y	Widen sidewalk to 10', where possible; coordinate w underpass construction
	SW2	Sidewalk Improvement	Via Appia near Cottonwood Park	\$36,000	High	Short	-	Safety, eliminate gaps	Y	Y	Y	Alternative: Build bridge to sidewalk within park
	SW3	Sidewalk Improvement	Washington near Coyote Run	\$68,000	High	Short	-	Safety, eliminate gaps	Y	Y	Y	East side. Hopefully already happening.
	SW4	Sidewalk Improvement	East North of Clementine Sub to Pine	\$96,000	High	Short	Developer	Safety, eliminate gaps	Y	Y	Y	Upgrade Sidewalk to Pine - either East or West Side
	SW5	Sidewalk Improvement	Pine St at Rail	\$7,600	High	Short	-	Safety, eliminate gaps	Y	Y	Y	New sidewalk both sides
	SW6	Sidewalk Improvement	Griffith St @ Rail	\$14,600	High	Short	-	Safety, eliminate gaps	Y	Y	Y	New sidewalk, rail crossing, south side
	SW7	Sidewalk Improvement	Spruce to Miners Field to Lee W of SH42	\$64,000	High	Short	-	Safety, eliminate gaps	Y	Y	Y	New wide sidewalk to provide ped and bike access - Expand through Miners Field
Grade Separated Crossings	GS1	Underpass	South Boulder Rd @ Main St	\$8,000,000	Medium	Long	BNSF (potential)	Safety, connectivity	N	Y	N	
	GS1A	Underpass Gateway	South Boulder Rd @ Main St	\$20,000,000	Medium	Long	Property Owner	Safety, connectivity, quality-of-life	N	N	Y	Alternative to GS1 that Include Property Acquisition and Public Plaza or Entry Features
	GS2	Underpass	SH 42 @ South St	\$8,000,000	High	Medium	CDOT	Safety, connectivity	Y	Y	Y	
	GS3	Underpass	Power Line Trail @ Dillon Rd	\$4,000,000	Medium	Medium	-	Network connectivity	Y	Y	Y	
	GS4	Underpass	Overlook Underpass	\$120,000	Low	Long	Superior, Boulder Co.	Safety, regional connectivity	Y	Y	Y	Total cost: \$1,800,000; Local share: \$120,000
	GS5	Underpass	South Boulder Rd at SH42 Regional Trail	\$8,000,000	Medium	Long	-	Safety, regional connectivity	N	N	Y	
	GS6	Underpass	South Boulder Rd @ Via Appia	\$6,000,000	High	Medium	-	Safety	N	Y	Y	Consider in Cottonwood Park Plan 2020
	GS7	Underpass	Dillon Rd @ S 88th St	\$5,000,000	Low	Long	-	Traffic flow, school access	N	N	Y	Correlated with Dillon Road traffic/capacity improvements
	GS8	Underpass	Dillon Rd east of McCaslin Blvd	\$8,000,000	Medium	Long	-	Business access, enhanced connectivity	N	N	Y	
	GS9	Underpass	Near Tape Dr @ Northwest Pkwy	\$10,000,000	Low	Long	Developer	Safety, trail connectivity	N	Y	Y	High priority if developer partners for construction and cost
GS10	Underpass	Bullhead Gulch	\$6,000,000	Low	Low	-	Safety, trail connectivity	N	N	N		
At-Grade Crossings	SBR1-5	All SBR Improvements	South Boulder Rd @ Via Appia	\$429,983	High	Short	-	Safety - primary corridor	Y	Y	Y	\$1,433,276 total cost, \$1,003,293 TIP
	AG1	Shortened Crossing Distance	Willow Dr @ Kennedy Ave	\$20,000	Medium	Short	-	Safety, school access	Y	Y	Y	Upgrade Beacon and advanced warning signage and striping
	AG2	Shortened Crossing Distance	W Tamarisk St @ Kennedy Ave	\$10,000	Medium	Short	-	Safety, school access	Y	Y	Y	Add Beacon (E,S)
	AG3	Neckdowns or enhanced crossing	Power Line Trail @ Tamarisk St	\$10,000	Medium	Short	-	Safety - trail crossing, school access	Y	Y	Y	Coal Creek Elementary (E and S)
	AG4	Neckdowns or enhanced crossing	Power Line Trail @ Willow Dr	\$10,000	Medium	Short	-	Safety - trail crossing, school access	Y	Y	Y	Louisville Elementary School, additional markings (N, S)
	AG5	Neckdowns or enhanced crossing	Coyote Run @ Washington Ave	\$25,000	Medium	Short	-	Safety - trail crossing, school access	Y	Y	Y	Coal Creek Elementary (S)
	AG6	Enhanced Crossing Markings	Coyote Run @ Kennedy Ave	\$2,500	High	Short	-	Safety - trail crossing, school access	Y	Y	Y	
	AG7	Flashing Beacon Crosswalk	Sagebrush Way @ Via Appia	\$25,000	High	Short	-	Safety - trail crossing, primary corridor	Y	Y	Y	
	AG8	Enhanced Crossing Markings	Willow Dr @ Washington Ave	\$1,500	Medium	Short	-	Safety, school access	Y	Y	Y	
	AG9	Upgrade Beacon	Power Line Trail @ Via Appia	\$20,000	High	Short	-	Safety - trail crossing, primary corridor	Y	Y	Y	(E)
	AG10	Enhanced Crossing Markings	Coyote Run @ Via Appia	\$5,000	Medium	Short	-	Safety - trail crossing, primary corridor	Y	Y	Y	Bike connection for Empire Rd shoulders, future open space trail and sports complex
	AG11	Enhanced Crossing	Power Line Trail @ Polk Ave	\$10,000	Medium	Short	-	Safety - trail crossing, school access	Y	Y	Y	Concrete Curb with Colored Concrete or Landscaping Inside Median. Consider Bike Pass-through
	AG12	Improve signage/striping	Polk Ave @ W Dahlia Ct	\$1,000	Medium	Short	-	Safety, school access	Y	Y	Y	
	AG13	Enhanced Crossing Markings	Polk Ave @ Madison Ave	\$400	Medium	Short	-	Safety, school access	Y	Y	Y	Coal Creek Elementary
	AG14	Beacon and Enhanced Crossing Markings	Dahlia St @ Ridge Pl	\$50,000	Medium	Medium	-	Safety, network connectivity	Y	Y	Y	Coal Creek Elementary
	AG15	Flashing Beacon Crosswalk	Bella Vista Dr near Aspen Way	\$25,000	Medium	Short	-	Safety	Y	Y	Y	More direct alignment, improved curb cuts
AG16	Raised Crossing with Refuge	Main St @ Louisville MS	\$20,000	Medium	Short	-	Safety, school access	Y	Y	Y	Fireside Elementary School	

Project	Description	Location	Cost	Priority	Timeframe	Partner/Coordination	Benefit(s)	S1	S2	S3	Notes	
At-Grade Crossings	AG17	Shortened Crossing Distance	Hutchinson St @ Jefferson Ave	\$1,000	Medium	Short	-	Safety, school access	Y	Y	Y	Trail Detection, Trail advance warning sign on hill
	AG18	Enhanced Crossing Markings	SH 42 @ Pine St	\$1,600	High	Short	-	Safety - primary corridor	Y	Y	Y	
	AG19	Enhanced Crossing	Dillon Rd @ McCaslin Blvd	\$50,000	High	Medium	-	Safety - primary corridor	Y	Y	Y	
	AG20	Enhanced Crossing	Centennial Pkwy @ McCaslin Blvd	\$50,000	High	Medium	-	Safety - primary corridor	Y	Y	Y	
	AG21	Enhanced Crossing	W Century Dr @ McCaslin Blvd	\$50,000	High	Medium	-	Safety - primary corridor	Y	Y	Y	
	AG22	Enhanced Crossing	Vista Ln @ Mulberry St	\$10,000	High	Short	-	Safety, school access	Y	Y	Y	
	AG23	Formalize Painted Bump Outs	City-Wide	\$100,000	High	Short	-	Safety	Y	Y	Y	
	AG24	Reconfigure Intersection	Via Appia @ Pine St	\$100,000	High	Short	-	Safety	Y	Y	Y	
	AG25	Shortened Crossing Distance	Via Appia @ Tyler Ave	\$40,000	High	Short	-	Safety	Y	Y	Y	
	AG26	Shortened Crossing Distance	Pine St @ Polk Ave	\$40,000	Low	Long	-	Safety	N	N	Y	
Transit Connectivity	TR1	Proposed Transit Network	Citywide	\$250,000	High	Short	Businesses, Via/RTD	Job and business access	Y	Y	Y	
	TR2	EcoPass & Other Incentives	Neighborhood or Business Incentives for Employees	\$20,000	Medium	Short	RTD	Access to transit	Y	Y	Y	
	TR3	Access Improvements to McCaslin Station	Multimodal Connections, Improve Bus Route for Possible Circulator	\$200,000	High	Short	RTD, businesses	Multimodal access to transit, safety	Y	Y	Y	
	TR4	Bus Stop Improvements	Shelter, Bike Racks, Trash Cans, Benches ADA Upgrades	\$300,000	High	Ongoing	RTD, businesses	Safety, transit accessibility	Y	Y	Y	
	TR5	NW Rail Peak Hour Service	Beginning of rail service for peak hour only TBD location	\$1,000,000	High	Medium	RTD	Regional access	N	Y	Y	Represents investment in higher capacity transit service. Due to nature of project funding could be used to support BRT or other similar type of service.
	TR6	NW Rail Station Area Planning	Downtown and CTC	\$50,000	Medium	Short	RTD	Transit access, community character	Y	Y	Y	

Public comments – None.

Mayor Muckle closed the public hearing.

Councilmember Keany moved to approve Ordinance No. 1761, Series 2018, Councilmember Loo seconded.

**Vote:** Motion carried by unanimous roll call vote.

### **DISCUSSION/DIRECTION – TRANSPORTATION MASTER PLAN GOAL SETTING**

Director Zuccaro stated this is the City's first transportation master plan providing a chance to combine all the policies and prioritize improvements as well as continuing to work with regional partners. Staff has been working with Traffic Engineers, Inc. (TEI) for the last several months, working with regional partners, reviewing information and data. Staff is about to kick off the public participation process and looking to Council for feedback on overarching goals and direction.

Traffic Engineers, Inc. presentation.

Shaída Libhart of TEI stated they have done data collection, plan review and existing conditions analysis. They have looked at the current plans and studies to provide a basis for the TMP. There are many overlapping goals; the TMP will identify linkages to existing plans and provide structure and recommendations to meet goals and assess progress.

They are looking at corridor volumes, a few major corridors carry the majority of vehicles. North-south access is generally most heavily used. The TMP will identify priority corridors and street designs that meet travel needs while providing mobility options. The multimodal network shows the highest activity areas have the greatest gaps in connectivity. Most heavily used corridors for vehicles are also used for transit and biking. Safe connections for people walking and biking between destination and neighborhoods are missing.

The TMP will identify new connections and strategies to better connect mobility options. Looking at safety shows the most heavily used corridors have the greatest number of crashes. Intersections present the greatest safety concern. Crashes involving people walking or biking are mainly along major corridors or in high activity areas. The TMP will look at potential safety improvement strategies for high crash locations.

#### **Potential Outcomes of the TMP**

- A shared vision for mobility options and street design
- An integrated approach for how people can move around the city, including

- walking, biking, driving, and riding transit
- A balanced network that provides for local and regional travel needs
- A comprehensive implementation strategy including projects, policies, and programs
- A prioritized implementation approach to address the shared vision
- The safest Louisville for people of all ages and abilities to travel in

Geoff Carlton of TEI defined the vision, goals, metrics and strategies of the project. Potential goals include:

1. Provide more choices for community access and connectivity to destinations
2. Develop great streets that prioritize transportation options
3. Enhance safety within the transportation network
4. Support regional connections for residents, employees, and visitors.
5. Implement programs that enhance mobility
6. Support development of walkable places

Mr. Carlton reviewed next steps which includes completing the existing conditions analysis. Then public outreach will identify community needs and barriers, community priorities and refine vision and goals.

#### Public comments

Audrey DeBarros, 839 West Mulberry St., thanked Council for this project and was excited the City will have opportunity to set priorities to better compete for funding. In regard to the goals, she suggested thinking about movement of people in a more meaningful way, include social equity in the plan with other modes of transportation, consider cost effectiveness and technology changes, add sustainability as a goal.

Mayor Pro Tem Lipton stated 1) he would like consideration of time efficiency within and without the city, not necessarily want to slow everything down, some accommodation for this 2) walkability is a great goal, but given our land use patterns as a community this may not serve everybody's needs all the time and it may ignore other things we need to do and 3) he would like a goal added on supporting and enhancing economic sustainability.

Councilmember Stolzmann said in the presentation she heard a theme of consolidating past plans, building on past plans, etc. She noted the Council may want to depart from past plans or make changes and there is a need to keep that in mind.

Mr. Carlton noted this is a fresh look and part of this is to challenge how old decisions were made and what has changed.

Councilmember Stolzmann supported proposed goal 1 and wants to include more bike lanes and facilities but make sure to utilize all options to separate bikes and cars, not

just put bikes on streets. Mr. Carlton agreed the design system for a bicycle network needs to work for people of all ages and abilities.

Councilmember Stolzmann thought the goal 2 language could be clearer. She does want safe and good options, but travel times are still key. Mr. Carlton noted they would be trying to tailor the needs of the community at street level.

Councilmember Stolzmann supports calling out; economic sustainability, sustainability, technology, social equity and movement of people specifically in the goals. Mayor Muckle agreed.

Councilmember Loo stated this appears very car unfriendly which is really what people use. She feels Louisville is a suburban car-oriented community. We need to engage those people who are drivers. Multimodal is great, but shouldn't be at the expense of travel time.

Director Zuccaro stated TEI was picked because they have strong technical engineering and technical planning and staff has been communicating to them that we want a strong focus on vehicular traffic working well without excess planning lingo and mistrust. If we are missing something Council should tell us.

Councilmember Maloney would like the McCaslin area to be looked at for possible changes and how that affects transportation in that area. He agrees past plans should be considered but not geared to a certain result. Economic development and sustainability are important considerations in the process. This needs to be attached to the sustainability master plan as well.

Mr. Carlton noted they are talking to the folks doing the market study and will be taking a fresh look at all the transportation issues and considering the values as determined by Council and the community.

Councilmember Leh noted his frustration with public participation formulas seen in the past. There is a need to get the people who are really impacted, safety concerned groups, disabled and senior populations, the business community and larger employers. They need to be sure to include the McCaslin area. Think strategically and skeptically.

Councilmember Loo felt the key is to include the concerns of average folks.

Mayor Muckle stated it is clear this is a fresh take and an important project.

### **BUILDING PERMIT FEE REVIEW**

Director Zuccaro noted staff was asked to review the building department fee structure and the costs to operate. Staff began by asking four main questions:

1. What are all cost factors for operating Building Safety program

2. Are current fees aligned with costs
3. How do we compare to other jurisdictions
4. Considerations for adjusting fees in the future

The review of the costs included personnel, consultants, vehicles, facilities, operations, insurance, and software. We reviewed how fees are collected and the fee table and compared costs to other jurisdictions.

### **Building Permit Fee Review**

#### Findings and Recommendations:

- Current fees aligned with costs:
- Fees within range of other regional jurisdictions
- No immediate adjustments to fees recommended – consider inflationary adjustments
- New technology should improve customer service and efficiency, but could increase costs

Councilmember Loo stated it was good to know our costs are right in the ballpark with everyone else.

Councilmember Maloney asked Finance Director Watson if he had reviewed and had confidence in the numbers. Director Watson stated he did review the methodology and it did appear reasonable.

Councilmember Maloney stated we need to be covering our costs and that is our fiduciary duty. He asked if building fee incentives on a BAP (Business Assistance Package) are collected and refunded. Director Watson stated we book the gross revenue and have offsetting accounts for the BAP payment revenue so we can look at both the gross and the net amounts. Councilmember Maloney stated we are reducing revenue to cover the costs of building fees with BAPs and philosophically he has an issue with that. There should be a funding source identified, likely the General Fund, that is not reducing building revenues. Mayor Muckle agreed and said the scale of the effect on building revenues is also useful information.

Councilmember Stolzmann agreed revenue for BAPs should be accounted for somehow without charging other permit pullers.

Mayor Pro Tem Lipton agreed BAPs need to be accounted for another way. He would like more analysis of the BAPs and their impact on the fees, perhaps this is the wrong source of revenue for this.

Councilmember Stolzmann suggested the Finance Committee address the BAP questions before fees are set this year. City Manager Balser will bring that back for specific direction.

Councilmember Leh asked for a friendly amendment to get information on the costs and also bring that back to Council.

Councilmember Loo accepted the friendly amendment to bring back to Council the cost options and what the budget tradeoffs would be.

Mayor Muckle stated we need to get more information on what it will cost before committing to anything.

Councilmember Loo stated we need to take a look at what the trade-offs will be if we want to build this now. There is the money in the capital budget but we need to understand the trade-offs.

Mayor Muckle agreed stating we need to look at the large picture and determine what people want before making the decision.

Councilmember Loo withdrew her motion. The seconder agreed to the withdrawal.

Mayor Muckle clarified the direction: Council is asking staff and the consultant to bring Council more detail on the Main Street west side under crossings 1 and 2 and also the Eisenhower and Via Appia crossings and the at-grade improvements for the corridor. Council will discuss and take public input.

Councilmember Loo stated we can't afford to do the Eisenhower and Via Appia underpasses any time soon, so we should not raise expectations we can.

Mayor Muckle asked if this early level of design for Via Appian and Eisenhower is sufficient. Councilmember Loo stated yes. Alexander stated more design on the Main Street options can be done if wanted.

Director Kowar asked if Council wants the Main Street design taken to 30% and put the Via Appia and Eisenhower in the TMP list of projects. Mayor Muckle stated yes. Director Kowar stated that could be accommodated within the existing contract.

#### **DISCUSSION/DIRECTION/ACTION – TRANSPORTATION MASTER PLAN GOALS**

Shaída Libhart with TEI stated work on the Transportation Master Plan (TMP) continues and this is an update on the information they have gathered, a request for direction on the goals, and an update on next steps. Since August, TEI and staff have been gathering public input from multiple meetings and outreach opportunities and the effort continues. They have tried to reach various community groups from across the city. They have received 375 comments so far from people across the City.

*Councilmember Keany left at 10:15 pm.*

In general, the community is supportive of the project and they want a say in the long-term options. Safety has been a key point as well as better access to destinations, more transit services, and trail connectivity. South Boulder Road and Highway 42 are problems for people driving and for those crossing by walking or biking.

She reviewed the results of how people would prioritize the spending of money on transportation projects. Underpasses are the top priority followed by commuter rail both of which exceeded the other options presented.

She stated the Council comments were paired with comments from City boards and commissions and with the community input to reach the revised goals of:

1. Operate efficiently and safely for all users.
2. Be a cohesive and layered system of streets and trails for walking, biking, transit, driving, and recreation.
3. Provide local and regional travel options that balance needs for Louisville residents, employees, and visitors.
4. Utilize new technologies to provide safe, reliable, clean, and convenient transportation choices.
5. Increase mobility options and access for people of all ages, abilities, and income levels.
6. Provide complete streets that are inviting, enhance livability and reflect the City's small-town atmosphere.
7. Support economic opportunities and businesses.
8. Improve environmental and community health

She stated the next steps are to:

- Complete community engagement
- Develop draft recommendations
- Coordinate with surrounding jurisdictions and area organizations
- Identify potential priorities and funding opportunities

Councilmember Loo stated the goals are so general that anyone would support. She asked if there is statistical data; are they are getting a broad cross-section of residents. Libhart stated their data is not statistical but they are collecting information on age, gender, residency, and if they work in Louisville. Through conversations with respondents they feel they are getting a pretty good section of residents.

Councilmember Loo stated it seems they are only getting a segment of the community and she would have liked more effort to get to residents outside of Old Town. She knows there are groups advocating on both sides of this issue so some people are not getting accurate information; people are biased. The last statistically valid survey we did

had very different results on what people wanted so she finds this information suspect. We need to reach out to other groups who we don't usually hear from.

Councilmember Stolzmann stated the goals are an improvement from the earlier ones. Councilmember Leh agreed. They are useful and reflect what we are trying to do.

Councilmember Leh stated this is just an update and information gathering is continuing. Libhart noted they are still actively approaching various groups for input.

Councilmember Maloney liked the changes to the goals. He acknowledged the data is early in the process and it will broaden as the project continues.

City Manager Balser stated a statistically valid survey was not requested in this process originally. It can be added to the scope if Council wants one.

Mayor Muckle said the goals are good and they set up a sense of priority for us.

Public Comments – None.

### **CITY ATTORNEY'S REPORT**

No report.

### **COUNCIL COMMENTS, COMMITTEE REPORTS, AND IDENTIFICATION OF FUTURE AGENDA ITEMS**

City Manager Balser stated staff is looking to schedule an executive session for October 9<sup>th</sup> prior to the study session. Councilmember Leh moved to hold an executive session on October 9<sup>th</sup> at 6:15 pm; Mayor Muckle seconded. All in favor.

City Manager Balser stated staff is bringing an item to Council on October 16<sup>th</sup> to discuss a determination on the Walnut Park Open Space and Lake Park Open Space. She asked Council if they would like this to be discussed by the Parks and Open Space boards prior to a Council discussion.

Councilmember Stolzmann stated she would like to have some Council conversation first to set up what we want and to clarify legal and policy questions. Members agreed to this approach.

Councilmember Stolzmann gave an update from DRCOG noting the group has yet to take a position on Proposition 110 but plans to.

Councilmember Leh reminded members Louisville is hosting a Consortium of Cities meeting October 3 to discuss housing and homeless solutions and the 2020 census.

Councilmember Loo stated to those who wrote and accused Council of being in developers pockets they need to know that is not the case and not in the Louisville character.

Councilmember Keany stated he read all the emails and saw what was posted on social media and noted many of the comments took him aback. To say Council is doing this for profit is offensive. Council constrained the LRC to the one specific location because we own it. Some day we may need a garage or parking facility. He agreed working together with the LRC is a goal. There are options and the intent of this study was to show what massing and scale would look like. This was not a specific design conversation.

Councilmember Keany stated he heard many comments that one can drive around and find plenty of parking. He noted many of the employees in downtown cannot afford to live here and have no transit options for them. Adding more office space or multi use buildings bring more employees and they will need a place to park. If we want downtown to have viable businesses we need to have a place for them to park. This is looking down the road and what we want to see in the future. There is more to talk about for sure.

Mayor Muckle stated what we learned is you can't build a garage in that location people will be happy with. There are other options that we can spend this money on. Personally he was willing to put this idea aside, but noted Council can't bind future councils to that.

Councilmember Stolzmann made a motion to give staff direction not to expend any more resources on this and to communicate to the citizens we are not intending to build a parking structure at this location. Councilmember Keany seconded.

Councilmember Loo asked if this was just binding this particular Council. Councilmember Stolzmann stated yes, this would only be the intent of this Council. Councilmember Loo stated her concern would be if commuter rail comes we may be foreclosing options.

Mayor Muckle stated none of the current Council will be here when and if a train comes; future Councils can change their minds depending on the circumstances.

Councilmember Keany asked if this is just for the specific location. Councilmember Stolzmann said yes. Councilmember Keany stated this motion would not preclude the City and/or LRC from doing something else if rail comes to town.

Councilmember Stolzmann stated when and if rail comes there are many more conversations to be had.

Voice vote: all in favor.

## **DISCUSSION/DIRECTION – TRANSPORTATION MASTER PLAN UPDATE**

Mayor Muckle introduced the item.

Director Zuccaro stated TEI and EPS were hired as consultants for this item and staff from Planning, City Manager's Office, Public Works and Parks have all be working on this. This is a check in to look at a draft data and trends report and a summary of the public input. This has not included a statistical survey but includes lots of public outreach and lots of input to help inform the policies. Staff would like Council input at this point as they work toward a final plan.

Shaída Libhart, project manager from TEI, stated the goal is to look at long term needs of the city. Right now the team is developing recommendations and wants Council feedback before moving toward the final document.

Libhart reviewed some of the high level trends including regional population growth; employment projections particularly on the fringe areas of town (employment is a big driver of transportation); demographic trends including faster population growth of those over 55 in the City; rising housing costs and people living further away; travel demands and patterns including most people working in town live elsewhere or live here and work elsewhere, causing more driving.

Libhart noted over the last five years there have been slight decreases in driving and carpooling and increased transit, bike use, and working from home. Non commuting trips make up 60% of trips and are not work related with 31% of those less than 3 miles. Those shorter trips have more opportunity to be converted to other modes of transportation.

Councilmember Loo asked if there is a way to figure out where those trips are occurring. Libhart stated this data comes from the DRCOG model with a lot of survey information but it probably lacks the specific granularity. Councilmember Loo would like to know more about where they are going, it would be helpful to know why people are making these trips and how do you address it.

Libhart noted the implications for future transportation:

1. With increased vehicle miles travelled (VMT), regional corridors will see increased demand.
2. As cost of housing rises and as the population ages, multimodal and low-cost mobility options will gain more importance in the network.
3. Linking housing to destinations or mixed-use development can help reduce VMT and support the City's goals.
4. Leveraging and building upon existing assets and infrastructure will help provide options for mobility and growth.
5. Technology is rapidly changing, but ensuring people of all ages and abilities can understand and utilize mobility options will be important.

Libhart reviewed survey information showing;

- 83% of survey respondents drive frequently in Louisville

- Crossings, connectivity to destination, and protected bike lanes would most encourage walking/biking
- More routes and increased frequency would encourage more transit use
- Speeding and traffic congestion are the top issues for driving

Councilmember Loo asked what access to destinations referred to. Libhart noted trails and bike lanes might get them close, but better more direct access might be needed. There were also comments on not having destinations within a comfortable walking/biking distance of their home.

Councilmember Loo asked about the downtown parking. Libhart noted the comments on parking noted difficulty parking downtown and during events with 16% of responses noting that as a priority.

Councilmember Stolzmann stated it would be helpful to create an infographic to show people the average amount of time it takes to get somewhere. Louisville is not that big; people need to know how easy some of this is. Libhart stated there are some maps in the data and trends report. Councilmember Stolzmann would like a graphic that is easy to read for people to understand how easy it is to get around town.

Libhart reviewed the top spending priorities; underpasses, commuter rail, traffic congestion, intersection safety, and bike lane safety. She reviewed the intersection map showing where people think they need safety help and/or connections.

Libhart displayed an interactive map showing responses concerning a significant number of intersections/crossings identified as needing attention, new connections highly desired.

Focus Groups Major themes:

- Crossings are important for safety of all ages and accessing destinations
- More connections to destination are needed for walking/biking
- Transit to CTC is a high priority
- People driving and biking prefer to separate bikes and vehicles where possible
- More funding for Via transit services and improve local transit options
- Education and communication is valuable for changes, new facilities, and safety
- Make sure recommendations are feasible and implementable

Libhart reviewed the conceptual plans including the TMP goals. There is a focus on all ages and abilities. A network built around mobility and access for all ages and abilities regardless of mode and prioritizes safety, increases travel options, supports sustainability and is good for businesses.

The conceptual plan includes prioritized street investments, a bike network that builds on the trails, prioritized areas for pedestrian improvements, crossings that improve safety, and access and enhanced local and regional transit options.

Five recommendations include

- 1) Network of great streets with a street plan defining types of roadways, basis for design improvement, and coordinating with the Comp Plan.
- 2) Primary corridor enhancements; need to balance regional mobility with local access.
- 3) Walkable Places; improve pedestrian realm, walkable destinations, and high traffic volumes.
- 4) Bike network; expand on the trail network to connect more destinations and neighborhoods, closing gaps, upgrade existing facilities, improved crossings for bikes and pedestrians.
- 5) Transit Vision long-term; transit improvements to more areas, increased frequency, more regional and Bus Rapid Transit options, leverage future rail investment.

Key recommendations will include addressing issues on:

- Highway 42 – primary function is for vehicle access, includes sidewalks but no bike lanes, delay most significant between Pine Street and South Boulder Road, needs the ability to accommodate future transit. Five lanes (four lanes with left turn lanes), sidewalk on west side to access destinations, off street trail beyond the right of way on east side leveraging open space.
- Dillon Road corridor – Move forward with Dillon Road corridor study recommendations including capacity improvements around 96<sup>th</sup> Street and the railroad tracks, ensure ADA access is included in any improvements, enhance existing bike facility with signage and striping. Extend Campus Drive to 96<sup>th</sup> Street to improve functioning of Dillon Road and better services schools and hospital.
- South Boulder Road – Serves multiple needs for the community. Short term focus includes pedestrian crossings along with congestion and access at SH42. Long term calls for a study for redesign of the corridor including best allocation of right-of-way and regional consistency for modes.
- Via Appia – Reconfigure to prioritize multimodal access. Safety issues at intersections.
- McCaslin corridor – Overall traffic flows well, separate bikes from traffic, especially south of Centennial Parkway, multimodal secondary network in areas of redevelopment.
- Identify Locations for Walkable Places – wide, buffered sidewalks, narrow/visible crossings, lighting and trees/shade, benefits include attracting commercial activity and generating higher retail sales and higher rents. Walk score downtown is 82 vs 32 for City overall.

Andrew Knutson, EPS, addressed walkability. He noted office and retail rents can be higher in areas with walkability. By increasing walk score commercial activity increases. Want to create as many avenues for people to spend money; that can include large anchor stores within walkable centers that drive up user numbers.

Councilmember Loo asked how walkability can work and bring retail in a less dense area as Louisville tends to not want residential density. Knutson stated retail does follow rooftops, however total personal income also affects spending.

Councilmember Loo didn't understand how we increase the walk score when people don't have something to walk to especially retail. Director Zuccaro stated stores get to choose where they locate and some retailers will want to be where there is a draw for customers and one of those factors could be great access and infrastructure. If we create a place where people want to be that could attract businesses as well.

Councilmember Loo asked if additional streets are proposed in the McCaslin corridor. Director Zuccaro said there was a lot of discussion around this area and they could be streets, trails, access easements in the area to improve connectivity for the first and last mile. Knudson noted any car you can take off the system is good for the entire system and walkability helps in many ways.

Knudson stated with this the job market, finding talent and getting them to the office with transit is important. Even with just commercial, it still applies and is an asset to the end users.

Libhart stated the focus areas identified for the bike network are the powerline trail, downtown linkages to neighborhoods and trails, and an opportunity around Pine and Via Appia to activate the street. She also identified a pilot project of a Recreation Center to downtown urban trail. Councilmember Stolzmann noted there is already a trail that goes from the recreation center to near downtown. Libhart noted that is true and it may just need to be enhanced.

Recommended service enhancements include:

- Call and Ride service improvements
- Prioritize service to CTC
- First Mile/Last Mile connections to transit
- Improve stops and amenities at key locations
- Restructure local service to reach more destinations
- Faster trips on Dash
- Plan for Rail

Knudson noted ways to leverage external investment to realize local economic benefit. They see the greatest leverage in CTC potential office space and building new office development located within a half mile of transit.

Libhart reviewed next steps: develop recommendations from conceptual to draft form, prioritize opportunities and investments, obtain community input and develop implementation plan with targets, metrics, cost estimates, and funding opportunities. They anticipate having a draft completed transportation master plan sometime in April.

## Public Comments

Chris Schmidt, Louisville Fire Protection District, stated they strongly oppose reducing the number of lanes on Via Appia as it impacts their station and the ability to maneuver large fire apparatus on the street.

Brian Topping, 1515 White Violet Way, stated it would really benefit residents to have an app showing people the best way to avoid congestion and then the City getting the data to learn where people are coming and going to and from.

Deb Fahey, 1118 West Enclave Circle, suggested a lot of our traffic is regional traffic cutting through town, one way to reduce the amount of drive through traffic and provide another option for transit would be reduce the speed limit to 25 mph on McCaslin and South Boulder Road.

Mayor Muckle stated one thing he was hoping to see in the plan is a defined strategy for traffic calming in neighborhoods so we have objective strategies based on volume and speed.

Councilmember Keany stated he would like to see the final report include a prioritized list of improvements and cost estimates. He would like to see safety prioritized and return on investment as well.

Councilmember Loo asked how the data on crashes compares to national statistics. The consultant team noted that can be included in the report. They tend to be in the areas of higher congestion such as Hwy 42. The plan will focus the recommendations on where they will have the most impact on safety.

Councilmember Loo stated she can't stress enough that high density will not resonate with the residents of Louisville. That needs to be considered in the model and the economics.

Mayor Muckle noted this looks at all transit options and you need to plan so if an opportunity presents itself you have enough of a plan in place to take advantage of it.

Councilmember Loo asked if Council was interested in looking at options for Via Appia or not, as in previous years there was no appetite for decreasing lanes on Via Appia. Mayor Muckle stated he is open to creative ideas for the route. Councilmember Maloney stated he does not support removing the lane, but there are other opportunities that should be considered to help pedestrians and biking.

Mayor Muckle thanked staff and the consultants and noted he was looking forward to the next steps.

# **City Council**

## **Special Meeting Minutes**

**May 28, 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. 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**  
                                  **Nathan Mosely, Parks, Recreation, & Open Space Director**  
                                  **Kurt Kowar, Public Works Director**  
                                  **Rob Zuccaro, Planning & Building Safety Director**  
                                  **Meredyth Muth, City Clerk**

### **DISCUSSION/DIRECTION – TRANSPORTATION MASTER PLAN PROJECT LIST**

Mayor Muckle stated his goal for tonight was to look at the broad principles of the Transportation Master Plan (TMP) and the prioritization of projects.

Director Zuccaro stated this is the last stage of this process with Council before taking a final draft to the boards and the public. He noted the Preliminary Project List is still flexible. The list includes broad policy issues and very specific projects. He added this is a 20-year list to include both immediate CIP projects and long term projects.

Director Zuccaro introduced Shaida Libhart and Alex Weinheimer from consultant TEI who are working on the plan with staff.

Director Zuccaro reviewed the goals of the TMP and noted these projects cross all aspects of the plan. The project list is divided by type of project but they are connected. The list is divided into these sections: corridor projects, underpasses, at grade crossings,

multi-use paths, the bike network, sidewalks, transit, and the downtown corridor. He added the City has great infrastructure in place, and while some projects are needed to address future congestion, many are just incremental improvements.

Director Zuccaro reviewed the list by category noting some projects are already into the planning process including the Hwy 42 Widening Project. He stated the underpasses are meant to complete regional connections and to separate bicycles and pedestrians from cars. At grade crossing improvements give the City great improvements at a fraction of the cost of underpasses. The majority of these are focused on regional routes and school routes. We have a great network of multi-use paths now and this can improve it. The bike network is for sharing the road safely with bicycles. The sidewalk projects include connections and widening. The transit projects includes access and bus stop improvements. Finally, the Downtown connector would be a grade separated connection from the Rec Center to Downtown that could accommodate all users and abilities.

Director Zuccaro stated staff completed a rating exercise on the projects as a starting point for consideration. He stated staff also looked at various funding scenarios and he reviewed the current funding in the budget for an overview. He reviewed next steps including completing the draft and taking it to boards and the public. The Plan will come back for adoption later this summer.

Councilmember Loo suggested Council conduct a site visit to see each project. Councilmember Maloney stated perhaps Council should rank the projects first as many will fall out due to priority or cost. Director Zuccaro stated if there are specific projects Council wants to visit it can be arranged.

Councilmember Loo stated she is concerned there was input from advocacy groups to get certain projects done. She would rather use empirical data to see what is needed not just what is wanted. Director Zuccaro stated the Plan does use empirical data (traffic counts and accident data) where available; however a community-wide TMP is also meant to address community desires and quality of life issues. Both of those types of improvements are on this list. Deputy City Manager Davis stated the Plan also includes information about demographic trends, expected growth, and travel demands. Director Zuccaro noted any project that doesn't have Council support can be removed.

Director Zuccaro stated the number one priority of both residents and Council is Hwy 42 which is the most expensive project.

Mayor Muckle stated Council needs to go through the list first to determine how much more information we need on the projects. Many projects are clearly valuable to the community for quality of life issues but are not going to score well on a traffic study level.

Mayor Pro Tem Lipton stated Council needs to identify the policies we want in place and make sure there is a public process. We shouldn't be designing projects or getting into the granular details of the projects. The information in the report is not very surprising.

Our responsibility is to decide if these projects meet our policies not to discuss the details of each project.

Councilmember Loo stated the price tag on this is phenomenal and the list is aspirational. She will have to tell her constituents that two-thirds of these projects are just too much.

Councilmember Maloney stated we are not at the budget conversations yet; we need to identify what is critical and important; some projects have cost-effective alternatives.

Mayor Muckle stated we don't know what funding will be, there are options. We should have a list that is both specific and aspirational. There is value in the rankings even if we don't have funding identified currently.

### **Corridor Projects**

Councilmember Stolzmann asked that the cost of right turn lanes be included in the Corridor 4, Via Appia information rather than the Downtown connector project.

Corridor 6, South Boulder Road – Director Zuccaro stated this is a new study that came out of the NAMS process. This would be a study in the next 10 years or so to look at getting people from Lafayette to Boulder. It would be a regional project with surrounding communities to study South Boulder Road as a whole. Councilmember Stolzmann and Mayor Pro Tem Lipton do not support such a project; we have other priorities. Mayor Muckle stated a lot of base work has been done in the NAMS study and deciding we don't have any interest would be throwing out a lot of work and access to possible funding.

Members would like to make sure the transportation projects in the McCaslin Small Area Plan are included in this plan.

Councilmember Stolzmann would like the Kaylix connection to South Boulder Road shown on the map. Councilmember Loo agreed.

Councilmember Loo stated she wants to reiterate that Via Appia should not be reduced to one lane.

Councilmember Stolzmann would like a secondary road network in the McCaslin area included. Director Zuccaro noted street connections through private property are not shown here so as not to alarm owners, but they can be helpful for redevelopment. Members agreed to show that.

Councilmember Stolzmann would like noise mitigation for US 36, Dillon Road, and the Hwy 42 and 96<sup>th</sup> Street corridors included in the list as she gets requests for these frequently. Councilmember Stolzmann would like a full movement intersection on McCaslin north of Lamar's.

## **Underpass Projects**

Mayor Muckle stated he is supportive of funding the underpass a Steel Ranch/Bullhead Gulch with the cost increase; we have promised this underpass for a long time now.

Councilmember Stolzmann would like to keep all of the underpasses on the list even knowing we can't afford them all without new revenue.

Councilmember Stolzmann stated the Dillon/88<sup>th</sup> underpass seems like it's unnecessary as there are other safe ways to cross the street nearby. Libhart stated it was included to help traffic flow and maintaining flow in the future and hold off upgrading capacity on Dillon. Members decided to leave this as a long-term goal.

Members discussed their various opinions for prioritizing of the underpasses.

Mayor Pro Tem Lipton stated the at grade solutions are much cheaper and seem to work in most communities. He stated traffic flow is a key criteria for underpasses and we need strict criteria for when we build an underpass.

Councilmember Maloney stated he would like to use at grade solutions rather than underpasses for South Boulder Road and Via Appia, South Boulder Road and Main Street, South Boulder Road and 95<sup>th</sup> Street, and the Powerline Trail at Dillon. He stated that we should start with the at grade improvements before exploring underpass options.

Councilmember Stolzmann would like to keep the underpasses in the plan and consider asking the public for dedicated funding.

Director Zuccaro stated the at grade improvements would happen first and an underpass could be considered in the future. Councilmember Maloney stated these community requests are likely far too much to fund. We need to set priorities for what we can do. He would keep them on the list, but far down on the priority.

Mayor Muckle stated it is important to list the crossings we want to address whether it is at grade or not; he would like to do what we can to keep the long-term projects on the list.

The consensus was to add underpasses to the list at South Boulder Road and Eisenhower, Lake Park and Via Appia, Dillon Road and Powerline Trail, and the Powerline Trail and Via Appia. Keep them on the list for if/when we can afford them.

Mayor Pro Tem Lipton would like a statement included with the list that the City will pursue at grade upgrades first before going directly to underpasses and include the general criteria of what is evaluated before an underpass is considered.

## **At Grade Improvements**

Director Zuccaro stated there are many of these. They focus around schools, where there are safety benefits, and where there are regional connections.

Councilmember Stolzmann would like criteria to explain to people when we do a crosswalk, when we do a flasher, when do a beacon, etc. Weinheimer stated there are national standards to use for this. Director Kowar stated sometimes it is contextual to each location.

Mayor Muckle agreed having some general standards would be helpful to explain to people how we make decisions.

Director Zuccaro stated AG23 is a policy decision on whether to make permanent the intersection upgrades we did last year. Councilmember Loo stated she hears from residents that they don't like the additions to the crossings as they are difficult to navigate and unattractive. Mayor Muckle stated they do seem to work to slow down traffic.

Councilmember Maloney stated we want to be able to explain the reasoning of how we got here. The list is good, we need to be able to communicate it well.

Members agreed more criteria/principals should be listed to be able to understand why projects are on the list.

Council agreed to remove the addition of stops signs on Main Street.

Councilmember Stolzmann would like to add two projects: 1) shorten the crossing at Pine Street and Hoover Avenue and 2) close the parking lot at the Daughenbaugh Open Space as it is poorly used and crosses the path.

## **MultiUse Paths**

Councilmember Maloney noted some areas on the trails where perhaps the crusher fines could be replaced with pavement to make better routes that could be used by more people, particularly from the McCaslin/US 36 bus stops into town. Councilmember Stolzmann agreed better connections to McCaslin from the bus stops should be included.

Members agreed to add some areas showing "desired connections" which are connections we would like to see but are not specific routes as we do not own all of the property for them. Council agreed to remove MU5, the path along Griffith Street.

Members reviewed some details and well as the pros and cons of the various projects.

Councilmember Stolzmann suggested adding the following trails:

- 1) one from the North Open Space to Steel Ranch at the at grade crossing of the railroad at Steel Ranch where there is a social trail currently;
- 2) a route connecting the Hwy 42 grade-separated bikeway to US 36 to the south and north to 119;
- 3) rerouting the Coal Creek Trail along the creek from Dutch Creek east under County Road. Muckle agreed this one should be on the list.
- 4) connecting the Coal Creek Trail to Dillon Road at 88<sup>th</sup> Street;
- 5) an official trail from Lois to the Warembourg Fishing Pond;
- 6) trail from Saddleback Subdivision to Coyote Run;
- 7) trail access from the Enclave to Davidson Mesa;
- 8) a second trailhead from Centennial Valley to Davidson mesa;
- 9) a new trail on the ditch from Pine to Louisville Elementary;
- 10) a trail from the Grove Subdivision to Leon Wurl Wildlife Sanctuary
- 11) a trail on the north side of Kestrel

*Councilmember Keany left the meeting at 10 pm.*

### **Bike Network**

Director Zuccaro stated this includes restriping to add bike lanes, formalizing bike lanes with paint, and separated lanes when possible. Members discussed the various proposed routes.

### **Sidewalks**

Councilmember Stolzmann stated she would like Council to consider the area north of Clementine Commons as the place for a possible commuter train station and offered suggestions for some new sidewalks in this area and on Cherry Street.

Councilmember Stolzmann asked Council to consider enlarging the vision clearance distance requirement at intersections by removing parking spaces.

### **Transit**

Director Zuccaro reviewed the proposed transit projects including bus stop improvements, a CTC/McCaslin circulator, access improvements to the McCaslin Park 'n' Ride; and Northwest rail peak hour service.

Councilmember Stolzmann would like the quiet zones added to the transit list; she suggested adding a trolley or a more fun option for local flex rides. She also would like two separate circulator routes for CTC and McCaslin, and changes to the 228 bus route.

### **Downtown Corridor**

Weinhemer stated this is a possibility for a new off street connection from the Rec Center to Downtown; this would be a good east-west trail connector. Tyler and Pine are both

wider than is needed and that space can be used for a bidirectional bikeway connector and still have enough room for cars. In Downtown it can consolidate the bikes on certain streets and direct them to Downtown. It is a way to connect a number of destinations we heard about from the public.

City Manager Balser asked Council if they are interested in pursuing this.

Councilmember Loo stated this is very expensive and she feels the money is better spent on McCaslin.

Mayor Muckle likes the idea and the ability to connect destinations. He supports moving it forward, perhaps doing it in pieces.

Councilmember Stolzmann would like it made into two projects; one using the existing trail in the Warembourg Open Space rather than Pine Street, and a separate section for Downtown.

Councilmember Maloney likes some of the ideas and the concept, but is taken back by the cost.

Mayor Pro Tem Lipton said it is a nice idea but for him it is a low priority based on the cost. He would rather see something like this for McCaslin.

Mayor Muckle moved to continue the remaining two items to the June 4 meeting; Councilmember Maloney seconded. Mayor Pro Tem Lipton suggested a 6 pm start time.

Vote 3 – 2 to continue the items and start at 6 pm; Councilmember Stolzmann and Loo voting no.

## **ADJOURN**

Members adjourned at 11:08 pm.

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Robert P. Muckle, Mayor

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Meredyth Muth, City Clerk

**Planning Commission  
Meeting Minutes  
September 12<sup>th</sup>, 2019  
City Hall, Council Chambers  
749 Main Street  
6:30 PM**

**Call to Order** – Chair Brauneis called the meeting to order at 6:30 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  
Kathleen Kelly, City Attorney  
Shaida Libhart, TEI Consultant  
Amelia Brackett Hogstad, Planning Clerk

**APPROVAL OF AGENDA**

Howe moved and Williams seconded a motion to approve the September 12<sup>th</sup>, 2019 agenda. Motion passed unanimously by voice vote.

**APPROVAL OF MINUTES**

Moline moved and Williams seconded a motion to approve the August 8<sup>th</sup>, 2019 minutes. Motion passed unanimously by voice vote.

**PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA**

None.

**NEW BUSINESS – PUBLIC HEARING ITEMS**

**Speedy Sparkle PUD Amendment Continuance July 11, 2019:** This application will be heard at a later Planning Commission meeting following new public notice.

**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

Deb Fahey, 1118 West Enclave Circle in Louisville, stated that the proposal was a good first step and she would like to see it a bit stronger. Broomfield is planning on drilling very close to the City's southeast border and she asked if Louisville setback requirements would affect their drilling.

Brauneis asked about the ability for someone to drill sideways into City limits.

Kelly replied the City of Louisville did not have authority if the surface site of the drilling occurred outside its limits.

Brauneis asked what would happen if there was something that was up against the city line.

Kelly confirmed that the City could not do anything in that case since it was outside city limits.

Brauneis closed the public hearing and opened commissioner discussion.

Rice noted that the question tonight was limited to the registration amendment and that the City could not legislate for other jurisdictions. He thought it was a reasonable change to the ordinance and not overly burdensome to those who might apply.

Hoefner agreed with Commissioner Rice that it seemed like a common-sense first step that did not do too much too fast, especially considering there was no current development.

Howe agreed.

Williams stated that she liked the idea that they were not needlessly tapping into staff resources.

Moline agreed with his fellow commissioners about the proposal. He added that the community should address the issues that come with the production of the minerals. If we were going to use oil and gas resources in Louisville, and they weren't going to be found here, they would have to be found somewhere else. So to be good neighbors we should limit our use of the resources.

Brauneis was in favor and asked for a motion.

Moline moved to approve Resolution 16, Series 2019. Williams seconded. Motion passed unanimously by roll call vote.

## **DISCUSSION**

### **Draft Transportation Master Plan**

Ritchie noted that staff had presented the draft for the first time last year and tonight's draft included community feedback. She requested thoughts, ideas, and uniform consensus in situations where the Commission wanted to change the plan.

Shaida Libhart presented the Transportation Master Plan, or TMP, which she explained was meant to function as a blueprint for future transportation that would guide project development and that identified funding needs and priorities. There were further details to figure out and studies to conduct after the TMP is complete.

Libhart explained that the TMP had received over 1500 comments and hundreds of map ideas and that overall there was substantial community involvement that was recorded in the TMP and that helped shape the Plan.

The TMP contained 4 key policies:

1. Great Streets: Street design coordinated with community needs and land uses.
2. Walkable/Bikeable Places: Network connectivity and accommodations.
3. TOD Guidelines: Opportunities to leverage investments, increase economic development, and support sustainability.
4. Applications for Technology: Utilize technology to increase equitable mobility options and improve efficiency of the network.

The TMP contains many projects that fall into the following categories, all of which are meant to work together and focus on safety:

1. Corridor improvements
2. All ages and abilities bicycle network  
This plan emphasizes safety and connectivity using low-volume, low-speed streets where possible. The plan divides streets into larger streets and neighborhood streets, which allows staff to make sure that neighborhood streets maintain their low-speed, low-volume character.
3. Connectivity and safety improvements
4. Downtown connector trail
5. Transit vision and service needs

Brauneis asked if there was an overlay that would help determine the routes students take between home and school.

Libhart replied that they did not have specific information on where students live, but they tried to look at where the schools are and look at the primary trails and corridors nearby to create safe routes to schools. There was a program to create safe routes to school.

Libhart noted that intersections were the places with the most crashes and the TMP identified the safety hotspots to focus on, particularly school intersections, key destinations in the city, and trail crossings. The TMP also identified potential underpass locations.

Brauneis asked if the TMP gave staff enough to make any aspect of this plan a reality.

Ritchie replied that staff spent hours and hours with other department staff, talking about feasibility in these specific places and the plan represented a good collaboration with an outside consultant.

Moline asked if the Plan would unwind some of the legacy of the automobile- and suburbanization-history of the city.

Libhart replied that the plan included a set of best practices for design, which included a graphic that displayed the most important things to think where for each project.

Moline observed that it sounded like the plan was retrofitting streets that were meant for automobiles and adding in safety for bikes and pedestrians.

Libhart replied that the recommended reference materials were the most up-to-date best practices on how to make those transformations.

Moline noted that Boulder had more people biking than Louisville, probably because of some of the improvements there.

Howe asked if the TMP found if there were underused pedestrian crossings.

Libhart replied that they did not have additional pedestrian counts to gather that information. They did provide a basis for staff to look at the intersections critically based on primary destinations and safety.

Howe wondered if there were some crosswalks were not used because of the safety factor then maybe the better thing was not to enhance that crosswalk but instead remove it.

Libhart replied that she thought the plan provided the tools and resources to help the City make those decisions.

Howe asked if it was possible to make things safer by making them simpler rather than adding things, in some instances.

Williams explained that the bike system in Vancouver was completely separate from other traffic systems in the city, making cyclists feel safe by being apart from other types of movement. She noted that there were some streets in Louisville would not work for that type of plan, but she saw some streets that could.

Libhart replied that a lot of the design treatments for the neighborhood streets were taken from places like Vancouver in creating safe biking spaces.

Williams asked if the TMP took into account surrounding municipalities' transportation plan.

Libhart replied that they did meet with Superior and their people said that the recommendations were aligned with what they're looking at as well. They had not discussed specifics since those were still in flux.

Ritchie added that early in the development, staff met with Boulder County, Superior, Broomfield, and Lafayette. Staff had also met with school board and individuals schools. They didn't want to do anything in the TMP that would conflict with other jurisdictions.

Boulder County sent robust comments on this plan, as well. There was also a map that showed projects by priority and funding scenarios. She noted that this plan was not 100% funded.

Brauneis noted that there were students who moved between Lafayette and Louisville to go to school.

Howe asked what the delineation among walking, biking, and driving.

Libhart replied that it depended on usage, surrounding land uses and the context of the area, safety, and speed.

Libhart explained that transit had to be coordinated with RTD and Via, but the Plan presented a vision for transit development, including recommendations to serve the CTC, the hospital, and schools, and accommodate future higher-capacity options. She explained that the plan also contained 10 different programs that the City could implement to support the recommended projects.

Break around 8 PM. Reconvened in 5 minutes.

Howe asked what the biggest feedback points were from the community.

Libhart replied that there was a desire for separation among different types of transportation.

Moline noted that in one of the graphs showed that around 43% of respondents never walked and that part of the challenge was creating programming to get people out, since there were certainly some unsafe places but there were already a lot of safe places.

Libhart showed a walk-shed map how far people can walk within different time constraints. She added that some people stated that they did not have anything to walk to.

Moline suggested getting people familiar with the resources we already have, like other RTD buses besides the Flatiron Flyer.

Libhart observed that the goals for this plan were broad, but the plan identified performance metrics and targets that linked back to the goals.

Ritchie explained that the GIS map Libhart was showing provided different ways to visualize information about funding. Staff would like feedback on prioritization of the downtown connector as a less expensive or a more involved system; ideas in the interim before re-stripping Pine Street; short and long term for the downtown connector project.

Williams cited a bike plan in Boulder on Folsom Street that included a barrier between the bike and the traffic that ended up being a nuisance and scarier as a driver than a biker. In Vancouver, they painted concrete barriers, which looked better.

Libhart noted that Calgary had also done a protected bike network, which they used barriers as a pilot for a year to get feedback before finalizing the whole plan.

Brauneis noted that opportunities like needing to repave Pine Street were great times to take advantage of other improvements; safety where we know things are unsafe; and increased connectivity.

Rice noted that sufficient parking in the downtown area may come into conflict with some of the multi-modal goals of the Plan.

Ritchie replied that there had been a lot of discussion about the parking impact.

Rice added that from a planning perspective we would prefer a higher level of facility, but the budgeting, which was not the Commission's bailiwick.

Moline recommended to do scenario 3 for Council to fund some of these improvements.

Hoefner stated that the report was organized by priority but he did not have a sense of cost-benefit ranking among the different projects with their vastly different costs.

Libhart replied that cost-benefit analysis was very complicated but she thought the comment was important. She noted that scenario 3 would fund everything except that it did not factor in transit.

Williams asked about how to increase CIP funding, for example were they talking about increasing taxes or having specific taxes for transportation. She also asked about outside funds.

Libhart replied that there would be additional funding mechanisms, but what they budgeted into the plan anticipated grant funding for some situations. Some of the costing involved budgeting for different levels of local involvement based on the availability of other funds for certain projects, like Highway 42. The cost also used a higher amount for grant funding than the City was currently receiving.

Moline asked about the transportation service fee in scenario 3.

Libhart replied that there would have to be nexus study, but there was a possibility to use a system would be a fee accessed that would go towards maintenance funding, which would free up more the CIP for more capital which could also be leveraged for more grant funding as well.

Brauneis asked what level of feedback Council wanted from the Commission.

Ritchie replied that if there were any concerns with the Plan or any recommendations for top priority projects.

Hoefner recommended keeping the Commission's input at a high level.

Ritchie added that Council may appreciate specific feedback on policy.

Hoefner noted that walking and biking and safety were the most important community issues but the highest dollar amounts were going to road-widening projects and he wondered whether the financial priorities matched the input from the community. He asked if the reduction of a 3-minute delay was worth \$25 million.

Moline noted that some road projects included multi-modal elements, as well.

Ritchie noted that the cost of that project would not be borne entirely by the City. The City had funding to do additional study for the Highway 42 in partnership with Lafayette and Boulder County.

Libhart noted that the ones that are high-priority and short-term could be completed in 5 to 10 years, such as the roadway crossings, the intersection improvements, small trail additions, and bikeway network enhancements, were all included in the proposed short-term funding.

Moline stated that there were two new signals at Highway 42 and Dillon Road to which C-DOT was contributing zero dollars and the state did not have funding to take care of state roads. A robust transportation network is within the purview of the Planning Commission to emphasize and prioritize funding transportation projects.

Rice commented on the Highway 42/96<sup>th</sup> Street issue, observing that 96<sup>th</sup> was an entry point for Louisville but it was a blighted area. There should be some priority given to that project for the gateway reason so it could look the way we wanted it to for the community.

Moline asked if Libhart ever saw that residents in mixed use and downtown residential developments walked more.

Libhart replied that they had not looked at that in Louisville, but nationally similar communities that were destinations and had connectivity there were significant increases in the number of people who were using walking and biking.

Brauneis noted that he wanted all the projects and since the Commission did not have to worry about the budget, since that was up to Council, he felt that the commissioners could feel good about saying that they valued all the projects.

Williams noted that it was important to focus on multi-modal projects to get the biggest bang for our buck and leverage the most funds. Another priority was to finish trail connections for walking and biking. There were a lot in the city that were disjointed and not completed and finishing those might be faster and cheaper than other projects.

Williams asked why you wouldn't pick scenario 3.

Rice stated that the Commission should endorse the report and that the policies, projects, and programs were all appropriate and that the Commission could go further

and say that they support scenario 3. The reality of budgeting was a City Council function.

Libhart added that a lot of master plans to not use scenario funding, but it was something that they had added to help the City with budgeting and practicality conversations in the future.

Moline liked that the approach to funding was good in the plan because it looked at all the different types of funding. He suggested to Council that they look at different ways of funding these improvements.

Williams added that Moline's suggestion also allowed the plan to spread out the pain and not overtax any one area.

Howe noted that the downside of scenario 3 might be more limited flexibility in the future.

Ritchie replied that the Plan was meant to be updated over time as needed, approximately every 5-8 years.

Rice quoted from the staff report:

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.

Williams added that the TMP was like the Comp Plan in that way.

Moline added that the CIP planning horizon was approximately 5 years as well.

Ritchie noted that Council would take the TMP into account among all the other funding demands of the City.

Libhart noted that scenarios 2 and 3 provided more flexibility to the City with how the implement the plan.

Howe observed that it was important to understand that the Commission thought the plan was important to invest in. He noted that while the community wanted to prioritize biking and walking, 93% of people who work in Louisville commute from elsewhere and efficiency in auto movement was still important as was making streets more efficient overall. He recommended looking at the high crash locations to guide future conversations. Safety should be a priority and policy 4 could improve safety. There were also a lot of collisions on South Boulder Road and the corridor going downtown and looking at that area should be a priority. He also noted that consistent signposting across the city would help make the system less confusing. He also agreed with the importance of separating bikes and cars, taking into account where people are coming from and where they're trying to get to.

Libhart noted that commute trips in Louisville were significant, but about 60% of all trips were not commute trips.

Howe responded that making the streets more efficient would also help people who were moving across town.

Moline liked the Level of Concern (“LOC”) designation because it allowed for a distinction between streets for cars and streets not for cars, increasing separation and efficiency. He also wanted to make sure the plan included the latest safety data, including the fatality.

Libhart noted that the safety data on the newest draft would be 2015-2017, not 2013-2015 as it was in this draft.

Brauneis recommended a sidebar in the report to acknowledge the fatality on Highway 42.

Libhart asked Commissioner Howe if he was referring to the Long-Term Vision for South Boulder Road as far as efficiency and separation.

Howe confirmed.

Hoefner made a motion to endorse the report with its policies and projects, recommending scenario 3, and recognizing that the Planning Commission did not have to consider budget. Rice seconded.

Brauneis asked for public comments.

Fahey asked the Commission to consider that there were specific needs for seniors, which was an exploding population and in the next 10-15 years the percentage of seniors was going to be huge, and they would not be driving. There were some people who suggested having golf carts on some of the trail systems or some of the trail systems.

Spaulding stated that this plan was well-done, he was formally of the MD Department of Transportation and he had never seen a local plan get so detailed. He was supportive of the work and the conversation among the commissioners.

Brauneis returned to consideration of the motion. Approved unanimously by voice vote.

### **COMMISSIONER COMMENTS**

None.

### **STAFF COMMENTS**

Ritchie explained that Council withdrew the Parcel O GDP Amendment with the hopes that discussions with the property owners could continue at the staff level and there would be no special meeting later in September. The Development Review Audit was proposed for spring and she requested commissioner comment on how to make the audit more productive.

# **Louisville Sustainability Advisory Board**

## ***Agenda***

**September 18, 2019**  
**City Hall, 749 Main Street, Spruce Room**  
**6:30 - 8:00pm**

1. 6:30PM Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes
5. 6:35PM City Staff Updates (10 minutes)
6. 6:45PM City Council Liaison Updates (10 minutes)
7. 6:55PM Public Comments on Items Not on the Agenda (5 minutes, more as needed)
8. 7:00PM LSAB Member Updates and Reports 5 minutes, more as needed)
9. Discussion Item: Energy Future Collaboration Work Plan
10. Discussion Item: Sustainability Plan Updating – Climate and Energy
11. Administration Tasks
  - A. Log Volunteer Hours
  - B. Work Plan Review for Next Meeting
12. Adjourn

## ***Louisville Sustainability Advisory Board***

**Meeting Minutes: Wednesday, Aug 21, 2019**

**City Hall, 749 Main Street, Spruce Room**

**Chair:** Allison Johanson

**Secretary:** Mark Persichetti

**1. Call to Order:** The meeting was called to order at 6:38pm by Allison Johanson. Minutes taken by Mark Persichetti.

**2. Roll Call:** (Members present in bold): Seth Adams, **Allison Johanson**, Laura Levesque-Catalano, **Marianne Martin**, **Mark Persichetti**, **Melanie Dubin**; City-Council Liaison **Jay Keany**; City Sustainability Coordinator **Katie Baum**; City Planning Director **Rob Zuccaro** with **Lisa Ritchie** and **Harry Brennan** from Planning Dept, Residents **Tiffany Boyd**, **Debbie Fahey** and **Doug Grinbergs**; **Lea Yancey** and **Tyler Kesler** from Boulder County's Sustainability Office.

**3. Approval of Agenda:** The Meeting Agenda was approved as-is.

**4. Approval of Minutes:** The Meeting Minutes for July 15<sup>th</sup> were approved as-is.

**5. City-Staff Updates, Katie Baum:** Katie reported on green-business workshops held from April through July, and on upcoming workshops planned from late August through October.

Solicitations of green-business applicants for 2019 by PACE is starting now, with support from Katie, Chamber-of-Commerce, and Xcel Communications. Currently, 20 businesses have applied. Applications will be accepted through mid-December.

The City has submitted its application for Boulder County's annual Sustainability Matching Grant; this year's application will be to continue funding for Katie's Sustainability Coordinator staff position. And applications for Boulder County's annual Community Outreach Programs' matching grants are to start Sept 3<sup>rd</sup>. The City applied for a 'Charge-Ahead' grant in February, for a Level-2 EV Charger to be installed at the Rec Center. Installation bids have been received, so once a contractor is selected, installation will begin.

More details on these items, and info on other staff activities can be found in Katie's Aug 21<sup>st</sup> Memo attached as part of our Aug-2019 Meeting Packet.

**6. City-Council Liaison Update, Jay Keany:** Jay reported that at the recent public neighborhood events hosted by Republic Services to answer residents' questions about

their upcoming waste-collection service here, there have been hardly any residents showing up for them. Jay also noted that Republic Services will allow residents to place branches into their compost bins unbundled, so long as they are cut short enough to allow the bins' lids to be closed. This is a change from Republic's prior policy of requiring all tree branches to be bundled separately and left curbside outside of the bins. Republic will hold collected yard waste and branches in roll-on/roll-off containers at the wastewater treatment site until October (when Emerald-Ash Borers don't fly), then ship those materials to A-1 Organics in Keenesburg. And they'll establish some kind of local grinding operation for branches in the future.

Republic's compost/recycling/trash bins will be delivered to residents by the last week in August, and Western Disposal's bins will be collected by them by the end of the month as they run their last collection routes.

**7. Public Comments on Items Not on the Agenda:** Resident Doug Grinbergs stated he still wants to see public drinking fountains operating full-time, noting the one at John Breaux plaza has not functioned for a long time. He also commented on night-time light pollution, noting our recent LED streetlights create glare. He suggested Louisville adopt a 'dark skies' ordinance. He also said store/business entrances should be located near public sidewalks, rather than further away (such as across a parking lot) from pedestrian walkways. He also noted those responsible for sprinkler systems should make sure they're watering landscaping and not sidewalks. And he noted Cleo Mudrock Park has errant sprinklers. He also suggested the City not place rocks as a landscaping feature between streets and adjacent walkways. He suggested we adopt a 'vision-zero' model to reduce accidents; that we drive electric vehicles; and that RTD busses install 3-plus bike racks, so that more than 2 bikes can be carried at any one time.

Resident Debbie Fahey reported on a planned upcoming presentation in Louisville of the movie "*Biggest little Farm*", a story about the 8-yr quest of a couple to trade their city life for 200 acres of barren farmland and a dream to harvest in harmony with nature. See <http://uni.pictures/BLF> for more info. Katie B said she's working on a date in Spring 2020 for its showing here, and to have a Q-&-A session afterwards.

Tiffany Boyd reported on a global climate strike set for Friday, Sept-20<sup>th</sup>. Young people around the world have been striking throughout the year and are now calling upon adults to walk out of work and support their efforts to draw more attention to the climate crisis. Louisville GCGC elementary and middle school clubs will be inviting parents to take their students to the Denver rally on that date. For more detailed info about that event, see the 350 Colorado press release at <https://350colorado.org/press-release-colorado-youth-call-for-massive-climate-strike-in-september/>.

**8. LSAB Member Updates and Reports:** No separate member reports.

**9. Presentation/Discussion, Transportation Master Plan:** City Planning Director Rob Zuccaro gave us a presentation of the City's proposed Transportation Master Plan. It's been developed over the past year by staff and consultant firm TEI, with input from LSAB and other city boards and community public forums, such as the upcoming Aug-22<sup>nd</sup> open-house and soliciting public comments via [www.EngageLouisvilleCo.org](http://www.EngageLouisvilleCo.org). See the draft plan online at <https://www.louisvilleco.gov/home/showdocument?id=24052>.

The Plan is currently scheduled for Planning Commission review on September 12<sup>th</sup> and City Council adoption on October 1<sup>st</sup>.

It's a 20-year plan, with 8 goals:

1. *Operate efficiently and safely for all users.*
2. *Be a cohesive and layered system of streets and trails for walking, biking, transit, driving, and recreation.*
3. *Provide local and regional travel options that balance needs for Louisville residents, employees, and visitors.*
4. *Utilize new technologies to provide safe, reliable, clean and convenient transportation choices.*
5. *Increase mobility options and access for people of all ages, abilities and income levels.*
6. *Provide complete streets that are inviting, enhance livability and reflect the City's small-town atmosphere.*
7. *Support economic opportunities and businesses.*
8. *Improve environmental and community health by reducing emissions, and supporting mode share and sustainability.*

LSAB members brought up several topics, including:

- *What will be the costs of NOT implementing the recommended improvements?*
- *What's Louisville's credit rating, for bonds for improvements?*
- *Has Louisville contacted neighboring communities about implementing shared road improvements?*
- *Look for overlaps of our area watershed and transportation system, for potential problems (like the 2013 Coal Creek flooding).*
- *Consider if 'micro-transit', ride-hailing', and similar public-transportation options will reduce the number of vehicles on our roads, or increase the count with more vehicles on the roads in a stand-by mode for potential demand.*

LSAB members' recommendations to be sent to Allison by Sept 6<sup>th</sup>; she'll compile and forward what she receives.

**10. Fall Sustainability Events & Programs:** Discussion of these items will carry over to our next meeting. Katie B reported on planned topics and dates in her Aug 21<sup>st</sup> Memo attached as part of our Aug-2019 Meeting Packet.

**11. Discussion Item: Sustainability Action Plan: Water Conservation:** Katie B reported she prefers to not make major changes to our 2016 goals & strategies for a 2019 update. She noted she'll try to include triple-bottom-line analysis and examples of prior accomplishments and successes. She'll plan to follow the 'take action' model of the County's plan.

Tyler Kesler noted the County has tracking systems, and he can help with Implementation issues. Lea Yancey said she will work with Katie to find sectors with good/bad water quality.

Members suggested we set-up a dashboard to present water-quality goals and achievements to residents; that we tie-in goals to 'why' they make a difference; actions should be listed from broad to specific; Katie noted Longmont has specific and extensive goals in their city plan.

Katie will create a new list for consideration, by consolidating all the older points from 2016 with suggestions from tonight's session, and follow-up comments we send her (individually) at least a week before next month's meeting.

**12. Administration Tasks:**

**A. Log Volunteer Hours for the month of August 2019**

Board Member	Activities	Hours
Seth Adams	Meeting prep	2.5
Melanie Dubin	Meeting prep, attendance, other meetings	3
Allison Johanson	Meeting prep, attendance, other meetings	5
Laura Levesque-Catalano	Meeting prep, CC4CA meeting prep & attendance	5
Marianne Martin	Meeting prep, attendance	3.5
Mark Persichetti	Meeting prep, attendance, Bo-Co RCAB, Green-Business sessions	8
	<b>Total Hours</b>	<b>27</b>

**B. Work Plan Review for Next Meeting:** Allison and Katie will update topics for our Sept-18<sup>th</sup> meeting. Currently expect to be follow-up of Water Conservation in the SAP; review of the Energy section; and review of the Fall Sustainability Events & Programs.

**13. Adjourn:** The meeting adjourned at 8:14pm.

**2019 LSAB Meetings Schedule, Deadlines, Meeting Assignments**

**If you are unable to fulfill your assignment, you are responsible for finding a replacement!**

Secretary to email agenda, AND previous month's minutes to Kerry Holle: <a href="mailto:kerryh@louisvilleco.gov">kerryh@louisvilleco.gov</a>	Meeting Date	Chair *	Secretary *
January 6	January 16	Allison	Dan
February 11	February 20	Allison	Marianne
March 11	March 20	Allison	Seth
April 7	April 17	Allison	Laura
May 5	May 15	Allison	Mark
June 3	June 11	Allison	Melanie
July 7	July 17 (TBD)	Allison	<del>Marianne</del> TBD
August 11	August 21	Allison	<del>Seth</del> Mark
September 8	September 18	Allison	Laura
October 6	October 16	Allison	<del>Mark</del> Seth
November 10	November 20	Allison	Melanie
December 8	December 18	Allison	Marianne

\*A crossed-out name followed by a second name denotes a substitute.

## Memorandum

**To:** Louisville Sustainability Advisory Board  
**From:** Katie Baum, Sustainability Specialist  
**Date:** September 18, 2019  
**Re:** Staff Updates

---

### General

- Green Business workshops update:
  - April 16<sup>th</sup> – Marketing your Green Business: **15 attendees**
  - May 9<sup>th</sup> - Electric Vehicle Charging Station Workshop & EV Test Drive: **20-25 attendees**
  - June 18<sup>th</sup> – Commercial Water Conservation: **11 attendees**
  - July 25, 3:00pm, My Green Workplace/Office Sustainability Workshop @ Baille Barbour State Farm in Erie, hosted by PACE and Xcel's Partners in Energy
  - October TBD, Sustainable Purchasing Practices Workshop @ TBD, hosted by Matt LeBeau and EcoCycle
- Green Business will begin to pick back up in September and October with City, Chamber and Xcel communications being dispersed. As of August, there are about 20 applicants and is similar to past participation at the same time in 2018. In 2018 the program concluded with 29 participating businesses, and in 2017 the program concluded with 38 businesses.
- Staff and PACE are planning for a green business networking event in early/late November as a means to engage businesses before the December 15<sup>th</sup> deadline.
- The Boulder County Sustainability Matching Grant is open and will close September 25<sup>th</sup>. The City seeks to continue funding of the Sustainability Specialist position with the grant funding. Per County stipulation, the City is required to start transitioning the position away from the grant, being either partially or completely funded by the municipality within the next two years.
- The Zero Waste Grant through Boulder County has opened.
- The City has been awarded a scholarship to become a Solar and Storage Friendly Community for 2019.
- The Transportation Master Plan will go before Council in October. Staff has passed LSAB recommendations along to the project leads.



# City of Louisville

## City Manager's Office

- The City applied for a Charge Ahead grant on February 15<sup>th</sup> for a Level 2 charger to be installed at the newly renovated Recreation Center. Staff has received three bids for the equipment and installation and has selected the vendor for installation. Installation is still set for completion for Fall 2019.
- Staff has finalized signage and vendor for the new recycling and composting receptacles for Parks and Open Spaces. Three bids have been collected and a vendor has been selected. Completion of the project is still set for Fall 2019.
- Employees at the City will be growing their recycling and composting knowledge! A Boulder County PACE advisor will be joining City staff for four outreach events at four separate facilities in November to go over proper recycling and composting practice.
- The Green Living Fair on October 12<sup>th</sup> needs day of support – please consider volunteering as help is needed.
- Next steps – None.

## Memorandum

**To:** Louisville Sustainability Advisory Board  
**From:** Katie Baum, Sustainability Specialist  
**Date:** September 18, 2019  
**Re:** Discussion Item 9: Energy Future Collaboration 2020 Work Plan

---

### Background

In 2018, the City of Louisville entered into a partnership with Xcel Energy through the Energy Future Collaboration program. The City and Xcel signed a Memorandum of Understanding that provides a strategy and framework for cooperation and achievement of a shared vision through broad collaboration, focusing on innovation, clean energy, economic development opportunities, customer choice programs and technology.

Unlike the previous Partners in Energy program, Energy Future prioritizes both renewable energy integration and energy efficiency and usage reduction and focuses primarily on commercial/industrial, residential and municipal use.

The City and Xcel developed the [Energy Future Work Plan](#) as a guiding document for action items. The plan focuses on information sharing, alternative energy and carbon reduction goal setting, energy efficiency, transportation electrification and economic development.

### Progress

Since the development of the EFC Work Plan, staff, Council liaisons and Xcel have met for three quarterly meetings.

Completed action items include:

- 2018/2019 report card for public outreach
- Green Business Breakfast w/ Xcel outreach
- City to begin implementing Energy Start Portfolio for major municipal facilities
- City to begin conducting municipal facilities' building audits



# City of Louisville

## City Manager's Office

- Analyze what 100% renewable looks like for community goal-setting and considering programs available to assist in closing the carbon-free gap.
- Finalize and adopt carbon-reduction goal setting for municipal and community-wide and establish measurements of success.
- Check-in on second round of Renewable\*Connect participation opportunities. Tentative Phase schedule as follows:
  - Xcel anticipates filing this program for Public Utility Commission approval in Summer 2019
  - Pending approval, the new renewable resource will be acquired throughout 2020
  - Pending approval, customer enrollment for the program can begin as early as fall of 2021
  - Construction to begin on this renewable resource by early 2022 Program begins producing energy in early 2022
- Utility bill insert for residential rebate outreach in June
- Choose and finalize three late spring/summer events for Home Energy Squad showcasing/participation

### In progress:

- Multi-family outreach and small business education on lighting program
- Municipal auditing – will not be complete by 2019

### Next Steps

The fourth quarter EFC meeting will focus on developing the 2020 EFC Work Plan. Staff seeks input from LSAB on priority areas, feedback regarding the progress made and areas that need more focus. Attached is the 2019 EFC Work Plan.

## ENERGY FUTURE COLLABORATION

### 2019 Work Plan Timeline

Project #1: Sharing Knowledge and Baseline Setting

Project #2: Increase City Energy Efficiency via Louisville Leveraging Existing Xcel Energy Programs

Project #3: Alternative Energy and Carbon Emission Reduction Goals

Project #4: Transportation

Project #5: Economic Development

#### Q4 2018 (October – December)

##### Project 4

- City to begin FleetCarma fleet study – devices installed

#### Q1 2019 (January – March)

##### Project 3

- Xcel to provide municipal and community-wide snapshots of current renewable accounting in order to analyze and understand gap to 100 percent

##### Project 2

- City/Xcel to discuss potential ESCO involvement for City facilities
- City to host Green Business Celebration on February 21<sup>st</sup> w/ Xcel outreach
- City/Xcel to develop commercial data – rooftop assessment, energy efficiency/usage “heat map”
- City/Xcel to identify date for solar forum for Green Businesses and other interested commercial
- City to evaluate Boulder County recommended solar-ready policy/procedure changes and potential implementation in Building Department
- City/Xcel to develop 2018/2019 report card for public outreach
- City/Xcel to discuss LED streetlight conversion/infrastructure synergies
- City to host Green Business Breakfast w/ Xcel outreach
- City to begin implementing Energy Start Portfolio for major municipal facilities
- City to begin conducting municipal facilities’ building audits

##### Project 1

- City/Xcel to share ongoing EFC working group information

#### Q2 2019 (April – June)

2018 Community Energy Report is available

##### Project 3

- City/Xcel to analyze what 100% renewable looks like for community goal-setting, analyzing programs available to assist in closing the carbon-free gap.

- City to begin carbon-reduction goal setting for municipal and community-wide and establish measurements of success.
- City/Xcel to check-in on Phase 3 of Renewable\*Connect participation opportunities

### **Project 2**

- City/Xcel to choose and finalize three late spring/summer events for Home Energy Squad showcasing/participation
- City/Xcel to draft utility bill insert for residential rebate outreach – June 14<sup>th</sup> bill ( 8x11”, one-sided – due by June 1<sup>st</sup>)
- City/Xcel to begin Green Business micro-targeting based on commercial data

### **Project 1**

- Xcel to host REC Accounting Summit

## **Q3 2019 (July - September)**

### **Project 3**

- City/Xcel to finalize community-wide and municipal carbon-reduction and renewable integration goals and associated outreach around the goals
- City/Xcel to start planning for implementation start in 2020, budget amendments may be required

### **Project 2**

- Xcel to finalize planning for CTC Annual Meeting
- City/Xcel to coordinate with Chamber on commercial outreach
- City/Xcel to review mid-year Xcel Energy program participation numbers and evaluation
- City to evaluate potential avenues for energy efficiency program incentive for 2020 implementation

### **Project 4**

- Update on Xcel’s EV opportunities/ongoing efforts for mutual alignment

## **Q4 2019 (October - December)**

2020 Work Plan development

EOY Meeting for program evaluation

### **Project 3**

- City/Xcel to continue gap planning for implementation
- City/Xcel to develop communications surrounding new community-wide and municipal carbon-reduction and renewable integration goals, targeted outreach to residential vs. commercial
- City/Xcel to discuss and develop Renewable\*Connect Phase 3 marketing and communications for residential

## **Project 2**

- City/Xcel to consider recommendations from building audits of municipal facilities
- City/Xcel to conduct multifamily outreach
- City/Xcel to develop digital marketing of available Xcel rebates and resources for residential

## **Q1 2020 (January - March): TBD**

### **Project 2**

- City/Xcel to begin LED conversion or energy efficiency case study

### **Project 4**

- City to complete FleetCarma fleet study – receive FleetCarma and Xcel evaluation report

## Memorandum

**To: Louisville Sustainability Advisory Board**

**From: Katie Baum, Sustainability Specialist**

**Date: September 18, 2019**

**Re: Discussion Item 10: Sustainability Plan Updating - Climate and Energy**

---

### Summary

In 2012, the Louisville Sustainability Advisory Board tasked themselves with the creation of a document to outline recommendations for the City. The Sustainability Action Plan is intended to articulate Louisville's vision to create a more sustainable community as well as provide a roadmap for achieving our collective goals.

Adopted by City Council in 2016, the plan includes guidelines for internal City operations as well as communitywide approaches for residents and businesses. In general, the current plan has a focus on environmental impacts and their potential economic benefits.

Due to the nature of the Louisville Sustainability Action Plan (LSAP) as a guiding and living document, staff and LSAB has recognized needed updates to the LSAP and tasked themselves in 2019 with updating and amending the framework. Over the course of 2019, discussions and dialogue between staff and LSAB will be ongoing regarding necessary updates and will be discussed by topic area.

### Next Steps

Staff seeks input and feedback on initial Climate and Energy subject area mock copy.



# Climate + Energy

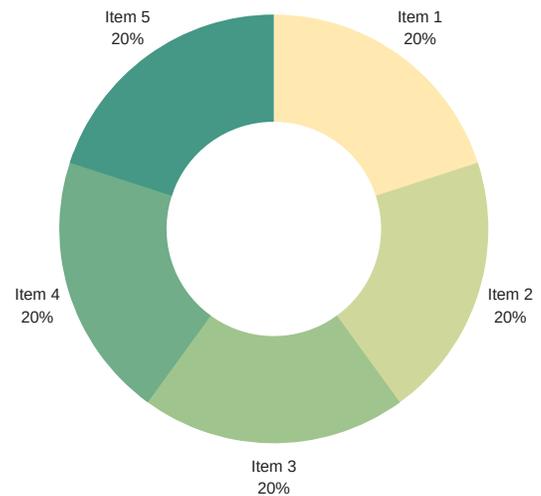


## INTRODUCTION

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## GOALS

### CLIMATE

Achieve emissions reductions targets and become more resilient to the effects of climate change.

### ENERGY

Reduce energy consumption, promote energy efficiency in new and existing buildings, increase the use of carbon-free energy and transition away from fossil fuels.



## INTERNAL STRATEGIES

### Reduce Louisville's municipal energy consumption

---

#### NEAR TERM

Perform energy audits on all major City buildings.

Collect and track energy use data for all municipal buildings using utility data tracking software.

Implement facility audit recommendations in partnership with state and Xcel Energy programs and with consideration of resource limitations and other constraints.

#### MID TERM

Aim to achieve 80% of all points within the Energy and Atmosphere section of the USGBC LEED for new City building construction

Develop facility and job specific behavior and operational modification strategies.

### Increase Louisville's adoption of carbon-free energy

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#### NEAR TERM

Continue working with Xcel Energy to analyze existing infrastructure and programs to understand capabilities and limitations.

Pursue budget requests and grant opportunities with consideration of resource limitations and other constraints.

#### MID TERM

Meet all of Louisville's municipal electric needs with 100% carbon-free sources by 2025.

Expand capacity of on-site electric and solar thermal generation.



## INTERNAL STRATEGIES

Reduce core municipal greenhouse gas emissions annually below the 2016 baseline through 2025.

### NEAR TERM

Adopt internal resolutions and policies that establish climate action as a top priority for the organization and guiding principle for decision making.

Ensure that all departments understand their role in carrying out the climate vision and goals of Council.

### MID TERM

Continue to be an active member in statewide organizations that are working on our behalf to combat climate change, such as Colorado Communities for Climate Action (CC4CA).

Please see other chapters of this plan for municipal climate-related strategies related to specific topic areas such as Transportation (PAGE XX), Waste (PAGE XX) and Ecological Health (PAGE XX).

## COLORADO COMMUNITIES FOR CLIMATE ACTION



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## EXTERNAL STRATEGIES

### Increase energy efficiency in residential and commercial properties across Louisville

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#### NEAR TERM

Adopt building codes and policies that promote energy efficiency in new and existing buildings.

Promote available County efficiency and sustainability programs for residents and businesses.

#### MID TERM

Develop a campaign to encourage benchmarking of energy consumption at the building or site scale through the use of utility data tracking software.

Employ a targeted outreach strategy to engage facility managers and property owners on energy conservation efforts and resources.

Develop, market to the community and update Louisville specific plans that address water conservation and quality.

### Increase renewable energy adoption in residential and commercial properties across Louisville

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#### NEAR TERM

Assess public policies to identify barriers and facilitate implementation

Promote low-interest financing for residents and businesses to integrate renewable energy

#### MID TERM

Increase outreach and education efforts with local solar installers, efficiency contractors, residents and business owners.



## EXTERNAL STRATEGIES

Reduce core community greenhouse emissions annually below the 2016 baseline through 2030.

### NEAR TERM

Develop tools and standards for tracking Louisville emissions

Provide annual reporting on municipal and community-wide cross-cutting strategies and progress

Support the continuation of Xcel Energy's State Energy Efficiency Resource Standard.

Please see other chapters of this plan for climate-related strategies related to specific topic areas such as Transportation ( PAGE XX), Waste ( PAGE XX ) and Ecological Health (PAGE XX).

## SOLAR AND STORAGE FRIENDLY COMMUNITIES



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## IMPACT



### ENVIRONMENTAL

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### SOCIAL

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### ECONOMIC

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## LEADING BY EXAMPLE

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## COMMUNITY IN ACTION



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## Lisa Ritchie

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**From:** Katie Baum  
**Sent:** Friday, September 6, 2019 9:21 AM  
**To:** Rob Zuccaro; Lisa Ritchie  
**Subject:** Fw: TMP - Sustainability Advisory Board Input

Hi Rob and Lisa,

Please see the below LSAB input. Thank you for taking the time to discuss with us this past month!

Best,  
Katie

Katie Baum  
Sustainability Specialist  
City of Louisville  
303.335.4534  
[kbaum@louisvilleco.gov](mailto:kbaum@louisvilleco.gov)

[Join our eNotification list](#) to customize emails with Louisville news and events that matter to you.

---

**From:** Allison Johanson <johanson.allison@gmail.com>  
**Sent:** Thursday, September 5, 2019 8:16 PM  
**To:** Katie Baum  
**Subject:** TMP - Sustainability Advisory Board Input

Katie,

Please forward the below on to Rob and the Planning Department:

One of the most important elements related to sustainability and transportation has been accomplished via the draft and future adoption of this plan. As a board, we are very excited about this plan and look forward to see the positive impact it has on our community.

There isn't one specific project or a concrete listing of projects that we would believe take any sort of priority; however, one of the biggest sustainability impacts that can be noticed comes in an environmental capacity of decreasing carbon emissions. The City has a great base infrastructure, but improvements in the first and final mile of our system would certainly ensure higher use of biking/walking/transit modes and ultimately lead to a decreased carbon footprint.

Again, we are excited about the TMP and are thankful that the Planning Department team has formulated such a well rounded plan!

All the best,

Allison

--

Allison Johanson  
Sustainability Advisory Board, Chair  
Cell : 563-349-1213

## Meredyth Muth

---

**Subject:** FW: Transportation plan issue

---

**From:** Carly Fox [<mailto:carlycohenfox@gmail.com>]

**Sent:** Thursday, September 26, 2019 2:47 PM

**To:** Rob Zuccaro <[rzuccaro@louisvilleco.gov](mailto:rzuccaro@louisvilleco.gov)>

**Subject:** Re: Transportation plan issue

Hi Rob,

I received this notice that my neighborhood playground is going to be rebuilt. I'm concerned that city money is going to the park, which is currently fine, not falling down or unsafe in some way, rather than going to better safety infrastructure to help school kids cross South Boulder Rd. Lots of kids walk and bike from my neighborhood to LMS, crossing at South Boulder/Centennial/Main, and I continue to be very concerned about accidents and near-accidents.

It seemed from your messages that a bridge and tunnel have both been ruled out, at least for now, which is really too bad. Please reconsider.

Thanks,  
Carly Fox  
Louisville parent



Carly Fox MSW LCSW CMC  
Affiliate Faculty, MSU Denver School of Professional Studies, Dept of Social Work

[AutumnTreeTherapy.com](http://AutumnTreeTherapy.com)

303-875-2364

She/Her/Hers

On Aug 28, 2019, at 11:56 AM, Rob Zuccaro <[rzuccaro@louisvilleco.gov](mailto:rzuccaro@louisvilleco.gov)> wrote:

Hi Carley,

An overpass was also studied and while it had some cost savings to an underpass, they were not significant. While an overpass avoids the utility conflicts, it still has significant private property constraints, it needs extensive ramping or likely elevators for ADA access that add to the cost. There are also some aesthetic concerns with an overpass vs an underpass. Even with these concerns, I don't think the plan would preclude an over pass if that ends up being the best option for a more significant improvement at that intersection in the future. I've attached some of the analysis on overpass vs. underpass options from the recent feasibility study.

Thanks,

Rob

Robert Zuccaro, AICP  
Planning & Building Safety Director  
[rzuccaro@louisvilleco.gov](mailto:rzuccaro@louisvilleco.gov)  
303-335-4590 (direct)  
303-335-4592 (office)

<image002.jpg>

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**From:** Carly Fox [<mailto:carlycohenfox@gmail.com>]  
**Sent:** Wednesday, August 28, 2019 11:37 AM  
**To:** Rob Zuccaro <[rzuccaro@louisvilleco.gov](mailto:rzuccaro@louisvilleco.gov)>  
**Subject:** Re: Transportation plan issue

Hi Rob,

Thanks for your reply! An underpass would be a great safety improvement.

What is the reasoning for considering an underpass vs a ped bridge?

Thanks,  
Carly.

Carly Fox MSW LCSW CMC  
Affiliate Faculty, MSU Denver School of Professional Studies, Dept of Social Work

[AutumnTreeTherapy.com](http://AutumnTreeTherapy.com)  
303-875-2364  
*She/Her/Hers*

On Aug 28, 2019, at 11:32 AM, Rob Zuccaro <[rzuccaro@louisvilleco.gov](mailto:rzuccaro@louisvilleco.gov)> wrote:

Hello Ms. Fox,

Thank you for your comments on the transportation master plan and South Boulder Road crossing. The plan includes near-term at-grade improvements at the Main and South Boulder Road intersection. I've pasted a summary of the anticipated improvements below. The City was recently successful in receiving grant funding for these improvements and at four other locations along South Boulder Road and final design and construction is slated for 2020 and 2021.

The transportation master plan also includes a possible underpass at Main and South Boulder Road as a desired improvement. We recently completed a feasibility study on this underpass, and discussions so far have indicated that the City will continue to explore this option and how to fund it. Current cost estimates are very high at this location due to utility and private property constraints, but we have added it to the plan so we can continue to explore options and funding.

If you have any other questions, please let me know.

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<image002.jpg>

Sincerely,

Robert Zuccaro, AICP  
Planning & Building Safety Director  
[rzuccaro@louisvilleco.gov](mailto:rzuccaro@louisvilleco.gov)  
303-335-4590 (direct)  
303-335-4592 (office)

<image003.jpg>

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**From:** Felicity Selvoski  
**Sent:** Wednesday, August 28, 2019 10:37 AM  
**To:** Lisa Ritchie <[lritchie@louisvilleco.gov](mailto:lritchie@louisvilleco.gov)>; Rob Zuccaro <[rzuccaro@louisvilleco.gov](mailto:rzuccaro@louisvilleco.gov)>  
**Subject:** FW: Transportation plan issue

Best,

Felicity Selvoski  
Planner / Historic Preservation  
City of Louisville  
[fselvoski@louisvilleco.gov](mailto:fselvoski@louisvilleco.gov)  
P: 303-335-4594

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

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**From:** Carly Fox [<mailto:carlycohenfox@gmail.com>]

**Sent:** Wednesday, August 28, 2019 10:30 AM

**To:** Planning <[planning@Louisvilleco.gov](mailto:planning@Louisvilleco.gov)>

**Subject:** Transportation plan issue

Hello,

I just found out about the transportation master plan process. I'm concerned that it seems there are no new proposed safety features to help school kids cross South Boulder Rd at Main.

What is being done to prevent crashes/injuries to kids before and after school at this fast moving intersection?

I believe a pedestrian bridge is needed for safe crossing.

Thank you,

Carly Fox MSW LCSW CMC

Affiliate Faculty, MSU Denver School of Professional Studies, Dept of Social Work

[AutumnTreeTherapy.com](http://AutumnTreeTherapy.com)

303-875-2364

*She/Her/Hers*

<Pages from Appendix.pdf>

**From:** [aaron clark](#)  
**To:** [City Council](#)  
**Subject:** TMP- FUN Routes to School  
**Date:** Friday, September 27, 2019 12:16:52 PM

---

Dear City Council,

Thank you for your service to the community.

I want to highlight an aspect of the [TMP](#) that you are considering. There are many important aspect of this long term plan and how it will shape the city for years to come. Traffic management is critical for the livability of our community. Every community needs to deal with this important issue. However, there are things that we can do in Louisville that can also help set us apart from others and truly deliver on Louisville being the best small town in America.

What would that be? Making Louisville unique in how it creates community, quality of life, healthy active children, and this all leads to economic value.

Among all the important things in the TMP, one program stands out as being truly unique and hitting the qualities mentioned above.

**Fun Routes to School. Under chapter 4 of the TMP- Policies, Projects and Programs I want to highlight Program 4- Fun Routes to School.**

I ENCOURAGE SUPPORT of this program. The Fun Routes to School program incorporates and weaves together numerous objectives within the city's TMP. To fully ensure that a program is worth the investment and will garner the public utilization and value, it needs to be enjoyable to use, be family oriented, create a culture of community and playfulness, encourage alternative transportation, promote healthy living, and last the test of time by promoting long term lifestyle habits. Supporting Fun Routes to School can check all these boxes and it a relatively inexpensive investment. I encourage you not to view this as superfluous fluff but rather a concrete way to create community today and for the long term while dealing with transportation objectives at the broadest scale.

I thank you and the city planning team for including this fantastic Fun Routes program proposal in the TMP. I ask that you now please consider prioritizing the acquisition of funding and implementation of this unique concept so that this can be integrated in the the fabric of our children and community.

Thank you for your consideration.

---

Aaron, Lindsay, Aden and Axel Clark

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957 Sunflower St, Louisville CO 80027

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303.324.7031

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On Fri, Mar 30, 2018 at 9:51 AM aaron clark <[clarkboulder@gmail.com](mailto:clarkboulder@gmail.com)> wrote:

Dear Louisville City Council,

We are blessed with natural resources and open space but I firmly believe we should not rest on our laurels. The community wishes for more trails. I think we all need to work together to further foster and create sustainable opportunities for natural surface trail use in and around

Louisville. There are plenty of linear properties to lay trail on that allow kids opportunities to ride on trail to school versus pavement and roads. With proactive thought and efforts, we can make Louisville even better for residents of all ages.

Please consider this study below as evidence of its value to a community.

Arkansas is leading the way...they are even building singletrack trails next to sidewalks that lead to local schools. Here in Louisville, we have strips of land next to sidewalks that would lend well to this idea. The entire community would enjoy this and get more kids out riding. [Eagle, CO has also done this to great success](#). Let's have the greatest small town in America not lose our place in this realm...more trails make a community more community minded.

## Foundation's Studies Highlight Economic Impact, Trail Usage and Regional Standing

**BENTONVILLE, Ark., March 29, 2018** – With an increasing number of locals and tourists taking advantage of its network of natural-surface trails and shared-use paved paths, bicycling provided \$137 million in economic benefits to Northwest Arkansas in 2017. According to three new studies from the Walton Family Foundation, the region has reaped these positive economic, social and health benefits while still managing to keep its trail building costs lower than many regions with comparable bicycle infrastructure.

See article link for more.

[https://www.waltonfamilyfoundation.org/newsroom/bicycling-provides-\\$137-million-in-economic-benefits-to-northwest-arkansas](https://www.waltonfamilyfoundation.org/newsroom/bicycling-provides-$137-million-in-economic-benefits-to-northwest-arkansas)

Thank you for considering. Happy to talk more about this.

---

AARON CLARK

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303.324.7031

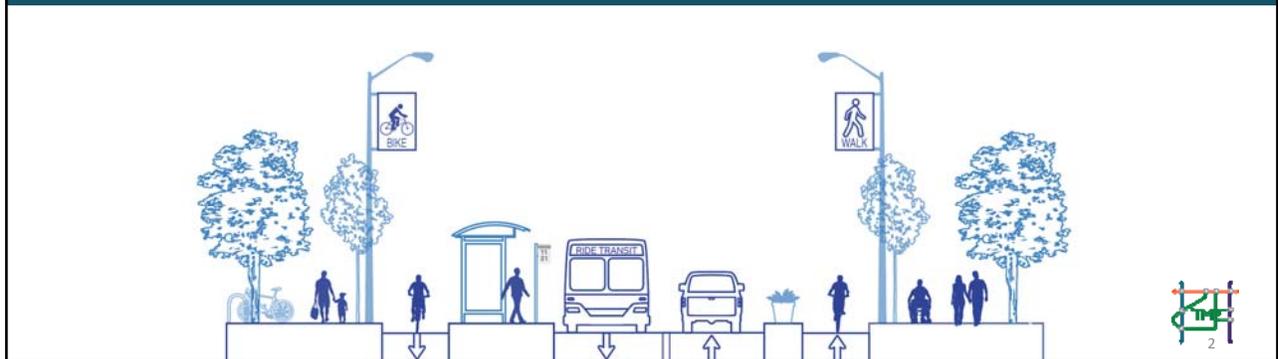
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Louisville family resident



## WHAT IS THE TMP?

- Blueprint for future transportation
- Guides project development
- Identifies funding needs and priorities



# How was the TMP developed?

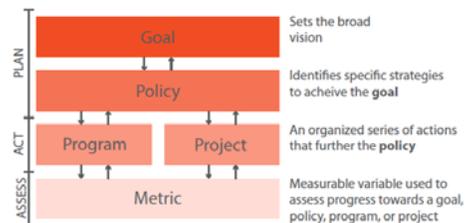
- Year-long process
- Rooted in community input and priorities
- Aimed at implementable recommendations



## Chapter 1

- Establishes the goals and describes structure of plan

### Louisville's transportation network will:



# Chapter 2

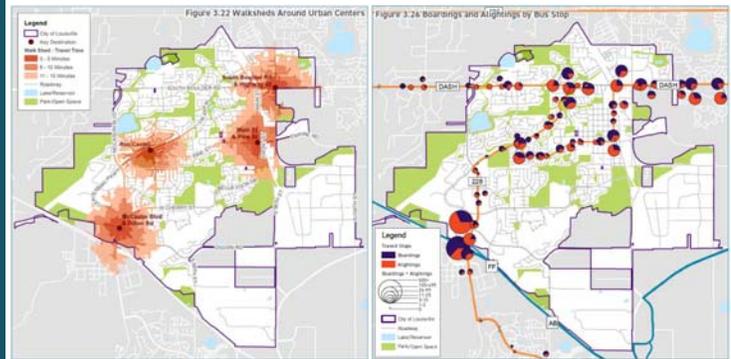
- Summarizes community input



5

# Chapter 3

- Summarizes existing conditions and trends



	Drive Alone	Carpool	Transit	Bike	Walk	Work at Home	Other
City of Louisville	72.3%	4.7%	5.9%	2.3%	1.7%	12.7%	0.5%
City of Boulder	51.3%	4.9%	8.3%	10.3%	11.4%	12.5%	1.2%
Boulder County	65.2%	7.6%	5.0%	4.4%	5.3%	11.3%	1.3%
Denver Region	74.8%	8.5%	4.4%	1.2%	2.5%	7.5%	1.0%

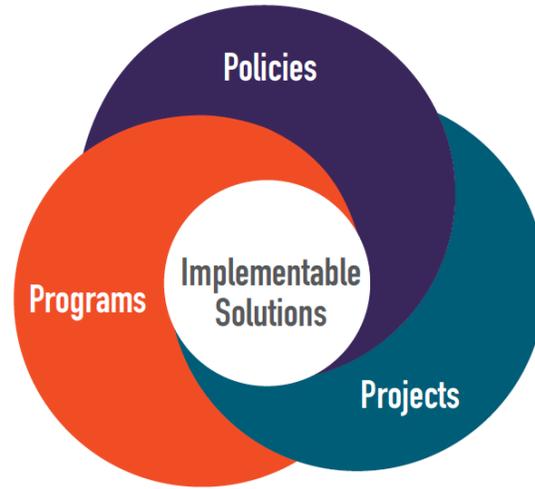
2017 Commute Trips



6

# Chapter 4

- Outlines Policies, Projects & Programs



# Chapter 5

- Implementation, priorities and funding options

Figure 5.1 Project Priority Table continued

Project	Description	Location	Cost	Priority	Timeframe	Partner/Coordination	Benefit(s)	S1	S2	S3	Notes
SW1	Sidewalk Improvement	South Boulder Rd [Garfield,Jefferson]	\$81,000	High	Short	-	Safety, eliminate gaps	Y	Y	Y	Widen sidewalk construction
SW2	Sidewalk Improvement	Via Appia near Cottonwood Park	\$36,000	High	Short	-	Safety, eliminate gaps	Y	Y	Y	Alternative: Build bridge to sidewalk with gaps
SW3	Sidewalk Improvement	Washington near Coyote Run	\$68,000	High	Short	-	Safety, eliminate gaps	Y	Y	Y	East side, H
SW4	Sidewalk Improvement	East North of Clementine Sub to Pine	\$96,000	High	Short	Developer	Safety, eliminate gaps	Y	Y	Y	Upgrade Sid
SW5	Sidewalk Improvement	Pine St at Rail	\$7,600	High	Short	-	Safety, eliminate gaps	Y	Y	Y	New sidewalk
SW6	Sidewalk Improvement	Coffeyville St @ Rail	\$17,400	High	Short	-	Safety, eliminate gaps	Y	Y	Y	More sidewalk

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SW5	Sidewalk Improvement	Pine St at Rail	\$7,600	High	Short	-	Safety, eliminate gaps	Y	Y	Y	New sidewalk
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# Chapter 5

- Implementation, priorities and funding options

	Scenario 1	Scenario 2	Scenario 3
Description	Continuation of current CIP funding levels	Increase in CIP funding plus additional grant funding	Further increase in CIP funding, grant funding, and additional new funding sources
Funding Level	\$ \$ \$	\$ \$ \$	\$ \$ \$
Total Funding	\$26 Million	\$43.8 Million	\$93.8 Million
2019-2024 CIP	\$8 Million	\$10 Million	\$15 Million
 Miles of corridor projects	3 miles 1 corridor study	3 miles 1 corridor study	5 miles 1 corridor study
 Number of crossing improvements	3 grade separated 29 at-grade	5 grade separated 29 at-grade	9 grade separated 32 at-grade
 Miles of new trails and sidewalk connections	4 miles	8 miles	8 miles
 Miles of bike network enhancements	17 miles	20 miles	26 miles
 Transit service & accessibility	Begin circulator pilot for CTC & McCaslin access McCaslin access improvements 6 bus stop enhancements	Begin circulator pilot for CTC & McCaslin access McCaslin access improvements 9 bus stop enhancements Begin peak-hour rail service or investment in other high-capacity/frequency transit service	Begin circulator pilot for CTC & McCaslin access McCaslin access improvements 12 bus stop enhancements Begin peak-hour rail service or investment in other high-capacity/frequency transit service



# Chapter 5

- Implementation, priorities and funding options

Figure 5.5 Performance Metrics

Performance Metric	Current Data	Target Metric (by 2030)	Data Source	Goals								
				1	2	3	4	5	6	7	8	
# of annual crashes*	216	10% decrease	DRCOG/CDOT	○	○	○	○	○	○	○	○	○
# of "serious injury" vehicle crashes*	3	0	DRCOG/CDOT	○	○	○	○	○	○	○	○	○
# of "fatality" vehicle crashes*	1	0	DRCOG/CDOT	○	○	○	○	○	○	○	○	○
# of pedestrian related crashes*	8	20% decrease	DRCOG/CDOT	○	○	○	○	○	○	○	○	○
# of bicycle related crashes*	15	20% decrease	DRCOG/CDOT	○	○	○	○	○	○	○	○	○
Corridors with 30% or greater delay in peak period travel time over mid-day travel time	0 (25% delay overall 2018)	No more than 30% delay	Travel time observations	○	○	○	○	○	○	○	○	○
Bicycle Friendly City Designation Level	N/A	Achieve Gold status	League of American Bicyclists	○	○	○	○	○	○	○	○	○
Miles of gaps in the trail network	TBD	15% decrease	Parks & Recreation Office	○	○	○	○	○	○	○	○	○
# of public electric vehicle charging stations	10	20	plughare.com	○	○	○	○	○	○	○	○	○
% of jobs within 1/4 mile of a transit stop	46%	20% increase	GCEW & RTD Data	○	○	○	○	○	○	○	○	○
# of people walking	TBD	Continue to increase	Pedestrian Counts	○	○	○	○	○	○	○	○	○
# of people biking	TBD	Continue to increase	Bicyclist Counts	○	○	○	○	○	○	○	○	○
Average Daily Transit Boardings/Capita	1,256	10% increase	RTD	○	○	○	○	○	○	○	○	○
% Non-Single Occupant vehicle mode share to work	28.1%	35%	DRCOG & Census	○	○	○	○	○	○	○	○	○
Vehicle Miles Traveled/Day/Capita for Louisville residents	25.5 (DRCOG metro)	10% decrease	DRCOG & Census	○	○	○	○	○	○	○	○	○
Greenhouse gas emissions due to transportation	80,844.45 mt CO2 (2014)	10% decrease	Boulder Co. GHG Report	○	○	○	○	○	○	○	○	○
# of neighborhoods and businesses participating in the EcoPass program	TBD	50%	RTD	○	○	○	○	○	○	○	○	○



# Policies that improve mobility options

## Great Streets

Great Streets, or complete streets, are streets that are designed and operated to be safe and accessible for all users, regardless of ability, age, or mode. This policy provides a guide for the design of new streets or for improving infrastructure on existing streets that considers the needs of all modes and the surrounding context.



## Transit Oriented Development Guidelines



Transit Oriented Development (TOD) is the creation of compact, walkable, pedestrian-oriented, mixed-use neighborhoods centered around high quality train or frequent bus systems. TOD is desirable for many businesses when looking to locate in an area and TOD helps to reduce congestion and support environmental sustainability.

## Walkable and Bikeable Places



In areas where new development or redevelopment is anticipated, the City's policy is to facilitate design that promotes walkable and bikeable places. Downtown Louisville is a good example of a walkable place.

## Applications for Technology

Investments in new technologies have the potential to improve safety and efficiency of the transportation network and provide more equitable access to transportation options. Examples include shared mobility (bike, car or ridesharing), vehicle technology, optimized transportation systems, and the use of apps and mobile technology for travel information, trip planning, and payments.



# Programs that build on policies and projects

## 1 Neighborhood Traffic Management Program (NTMP)

The NTMP focuses on neighborhood-level traffic calming and safety improvements. These improvements help maintain the City's family-friendly small-town character.

## 2 Transportation Demand Management (TDM)

TDM strategies inform, encourage, and incentivize the use of non-vehicular transportation modes and decrease single-occupancy driving.

## 3 Safe Routes to...

A Safe Routes program aims to create safe and convenient opportunities to walk or bike to schools and key destinations including parks, transit, the Rec/Senior Center and other community destinations.

## 4 Fun Routes to...

As an added way to encourage kids to ride their bikes to school, or other community destinations, "Fun Routes" would utilize single-track sidewalks, often adjacent and parallel to an existing paved trail or street. They are natural surface trails and can provide small hills for kids to ride to add interest to the route. Designed primarily for youth, they are a way to incorporate fun into commuting through neighborhoods and a way to try trail riding.

## 5 Open Streets

Open Streets programs temporarily close streets to automobiles and organize public activities to encourage healthier transportation and living habits. Open Streets events can also be a way to do pop-up demonstration projects, to introduce a pilot project, or celebrate recent changes. Open Streets events conducted along central thoroughfares with surrounding businesses can also be a way to help promote local businesses.

## 6 Bike Share Network

A bike share program can encourage bicycle use between key destinations help fill gaps in first and last mile infrastructure around transit. In Louisville, bike share could be a viable way to connect areas like McCaslin Station, Avista Hospital, the former StorageTek site, the CTC, Downtown, DELD, and Kestrel.

## 7 Safety, Maintenance & Training

Education campaigns can be targeted to inform the public about laws and safety concerns. They can be focused on people in cars, on bikes, or walking. Safety and bicycle maintenance courses can teach people how to ride safely and be confident with bicycle maintenance, such as fixing flat tires. Courses can help teach bike riding laws and skills to participants at all levels.

## 8 Coordinated Wayfinding System

Wayfinding systems are navigational systems that help people move around the City, whether they are in a car, on foot, on a bike, or using transit.

## 9 Bicycle Friendly Community (BFC)

The BFC program, administered by the League of American Bicyclists, guides communities to improve conditions for bicycling. The League has identified focus areas, the "Five E's", for creating a bicycle friendly community: engineering, education, encouragement, enforcement, and evaluation/planning.

## 10 Data Collection

Data is key to communicating need and pursuing funding partnerships and grants. Data is used when developing projects, identifying community priorities, and understanding whether implemented projects are having the desired impacts. Collecting data consistently helps to understand current demand, plan for the future, and support new infrastructure investments.



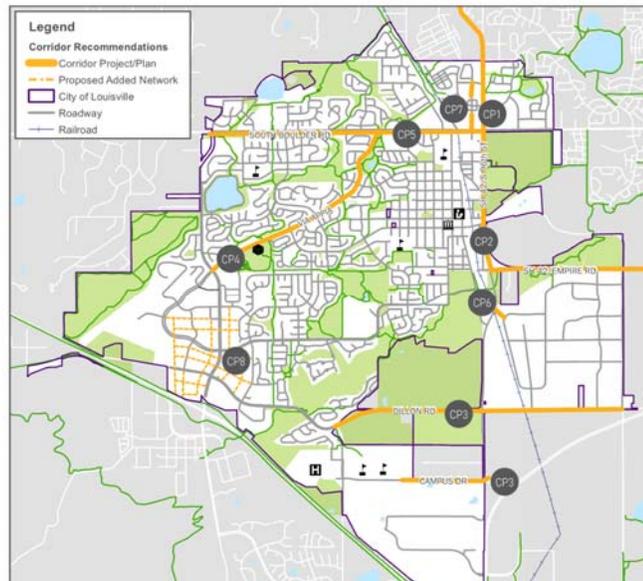
# Project Categories

- Corridor Improvements
- All Ages and Abilities Bicycle Network
- Connectivity and Safety Improvements
- Downtown Connector Trail
- Transit Vision and Service Needs



# Projects

- Corridor Improvements



# Projects

- Corridor Improvements



# Projects

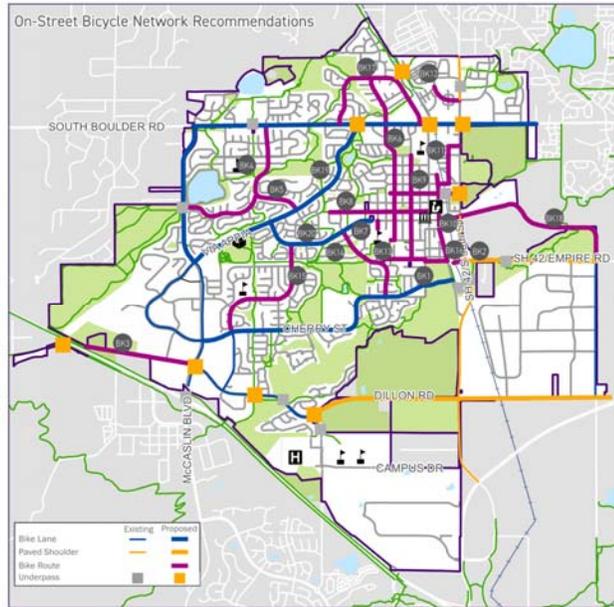
- Highway 42 Expansion

- Expand to 4 Lanes
- Separate Pedestrian and Bicyclists from Vehicles – Add Underpass and Separated Multi-Use Trail
- Ability to Accommodate Future Transit
- Grant Funding Awarded



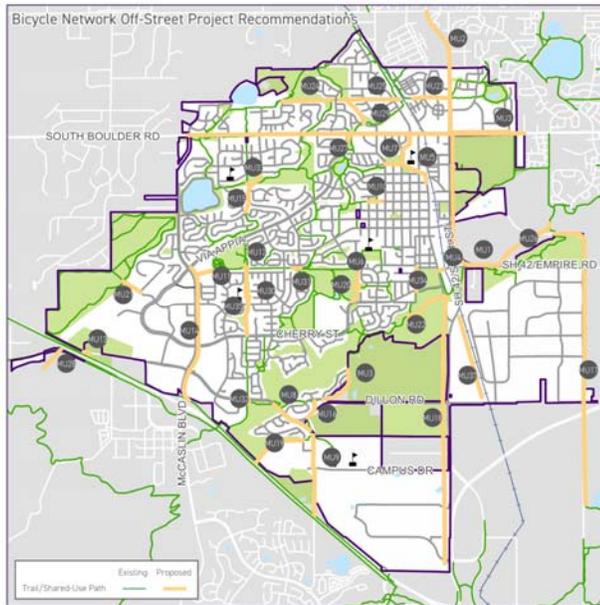
# Projects

- All Ages and Abilities Bicycle Network



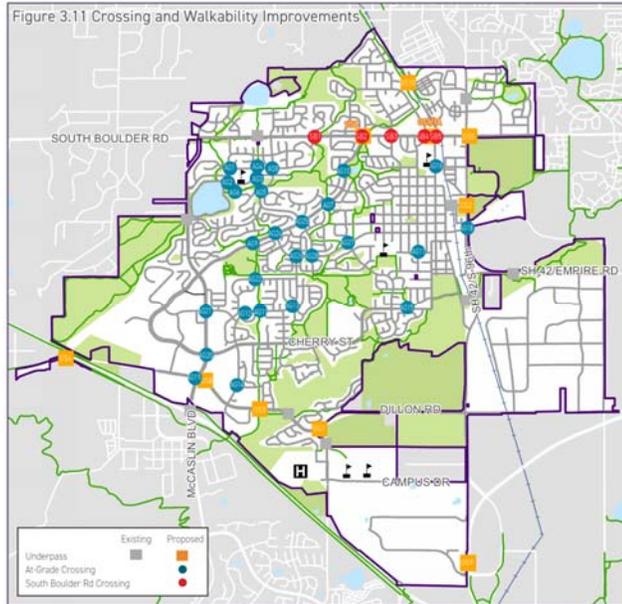
# Projects

- All Ages and Abilities Bicycle Network



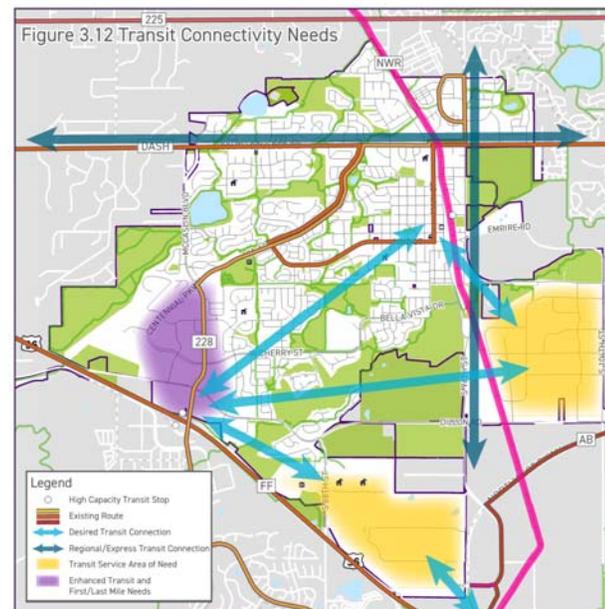
# Projects

- Connectivity and Safety Improvements



# Projects

- Transit Vision



# Projects

- Downtown Connection Enhancements



# Current CIP Funding

Estimated Cash Flow Schedule							
Equipment or Project Costs	Year 1 2019	Year 2 2020	Year 3 2021	Year 4 2022	Year 5 2023	Year 6 2024	Six-Year Total
Land Acquisition	-	-	-	-	-	-	-
Design & Engineering	1,000,000	-	-	-	-	-	1,000,000
Other Prof Services	-	-	-	-	-	-	-
Construction	-	3,000,000	1,200,000	2,800,000	-	-	7,000,000
Other Equip/Project Costs	-	-	-	-	-	-	-
Capital Equipment Purch	-	-	-	-	-	-	-
<b>Total Costs (Gross)</b>	<b>1,000,000</b>	<b>3,000,000</b>	<b>1,200,000</b>	<b>2,800,000</b>	-	-	<b>8,000,000</b>



# Current CIP Funding

- Pine St. Improvements



Project	Location	Cost Estimate	Priority	Timeframe	
BK20	Protected Bike Lane & Widened Sidewalks	Pine St	\$750,000	High	Short



Project	Location	Cost Estimate	Priority	Timeframe	
AG24	Reconfigure Intersection	Via Appia @ Pine St	\$100,000	High	Short
AG26	Shortened Crossing Distance	Pine St @ Polk Ave	\$40,000	Low	Long
AG27	Shortened Crossing Distance	Pine St @ Hoover Ave	\$40,000	Low	Long
AG28	Shortened Crossing Distance	Pine St @ Tyler Ave	\$40,000	Low	Long

# Next Steps

## Options for Consideration:

- Adopt Resolution 34, Series 2019
- Adopt Resolution 34, Series 2019 with any desired conditions for minor revisions
- Continue the review if additional information or significant revisions requested



**SUBJECT: REVISED RECOMMENDED BUDGET FOR 2020, REVISED CAPITAL IMPROVEMENTS PLAN FOR 2019-2024, & REVISED LONG-TERM FINANCIAL PLAN FOR 2019-2024 – PUBLIC HEARING (advertised *Daily Camera* 9/22/19)**

**DATE: OCTOBER 1, 2019**

**PRESENTED BY: HEATHER BALSER, CITY MANAGER  
KEVIN WATSON, FINANCE DIRECTOR**

### **SUMMARY**

A Recommended Operating & Capital Budget for 2020 was presented to City Council at its regular meeting on September 3, 2019. Based on discussions at that meeting and the Special Meeting on September 24, staff has developed a Revised Recommended Budget for 2020 for City Council and public discussion.

This public hearing is required prior to finalizing the City's annual budget. Staff hopes to receive any additional changes Council wants incorporated into the 2020 Operating & Capital Budget, which is scheduled for final review on October 15, 2019 and final adoption on November 4, 2019.

This communication presents the main financial components of the Revised Recommended Operating & Capital Budget for 2020, the Revised Capital Improvements Plan (C-I-P) for 2019-2024, and the Long-Term Financial Plan for 2019-2024.

Included within this communication are:

- Revenue estimates and assumptions for 2019 through 2024;
- Operating expenditure estimates and targets for 2019 through 2024;
- An updated 2019-2024 Capital Improvements Plan;
- Interfund transfer projections for 2020; and
- An updated 2019-2024 Long-Term Financial Plan.

Attached to this communication are:

- An updated 2019-2024 Capital Improvements Plan summary table; and
- Schedules summarizing the Recommended 2020 Operating & Capital Budget by fund.

### **REVENUE PROJECTIONS**

The following table summarizes the updated revenue estimates and assumptions for 2019 through 2024 that have been incorporated into the Recommended 2020 Operating & Capital Budget and 2019-2024 Long-Term Financial Plan.

**SUBJECT: 2020 RECOMMENDED BUDGET – PUBLIC HEARING**

**DATE: OCTOBER 1, 2019**

**PAGE 2 OF 20**

**Summary of Revenue Assumptions for Major Revenue Sources  
2019 - 2024**

Revenue Category	2019 Estimate	2020 Budget	2021 Projection	2022 Projection	2023 Projection	2024 Projection	Percent of Change					
							2019	2020	2021	2022	2023	2024
<b>Regional Consumer Price Index</b>							2.50%	2.00%	2.00%	2.25%	2.50%	2.75%
<b>Taxes:</b>												
Sales Tax	16,475,160	15,931,480	16,170,450	16,493,860	16,906,210	17,413,390	7.1%	-3.3%	1.5%	2.0%	2.5%	3.0%
Property Tax	5,045,280	5,464,790	5,512,680	5,779,440	5,889,170	6,295,270	-9.3%	8.3%	0.9%	4.8%	1.9%	6.9%
Use Tax - Consumer	2,260,850	2,260,850	2,260,850	2,260,850	2,260,850	2,260,850	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Use Tax - Auto	1,726,970	1,606,080	1,573,960	1,605,430	1,645,560	1,694,930	-15.0%	-7.0%	-2.0%	2.0%	2.5%	3.0%
Use Tax - Building Materials	2,335,650	1,856,190	1,468,210	1,343,210	956,060	892,790	2.8%	-20.5%	-20.9%	-8.5%	-28.8%	-6.6%
Franchise Taxes	1,042,230	1,070,460	1,090,250	1,111,000	1,142,930	1,175,850	-3.0%	2.7%	1.8%	1.9%	2.9%	2.9%
Lodging Tax	425,270	395,500	375,730	364,460	360,820	364,430	-10.0%	-7.0%	-5.0%	-3.0%	-1.0%	1.0%
Specific Ownership Tax	278,540	259,040	253,860	258,940	265,410	273,370	-10.0%	-7.0%	-2.0%	2.0%	2.5%	3.0%
<b>Licenses &amp; Permits:</b>												
Construction Permits	1,032,280	909,720	789,780	747,300	605,820	577,900	55.8%	-11.9%	-13.2%	-5.4%	-18.9%	-4.6%
Minor Building-Related Permits	475,000	163,210	166,470	169,800	173,200	176,660	-66.3%	-65.6%	2.0%	2.0%	2.0%	2.0%
<b>Intergovernmental Revenue:</b>												
Highway Users Tax	780,090	651,990	658,510	665,100	671,750	678,470	-0.5%	-16.4%	1.0%	1.0%	1.0%	1.0%
State Lottery	228,760	228,760	228,760	228,760	228,760	228,760	15.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Marijuana Tax	136,830	138,200	140,270	143,080	145,940	148,860	0.0%	1.0%	1.5%	2.0%	2.0%	2.0%
<b>Charges for Services:</b>												
Water User Fees	5,669,830	5,770,630	5,905,770	6,026,270	6,137,120	6,248,960	-11.6%	1.8%	2.3%	2.0%	1.8%	1.8%
Water Tap Fees	2,508,000	2,585,600	738,590	517,100	183,000	-	52.2%	3.1%	-71.4%	-30.0%	-64.6%	-100.0%
Wastewater User Fees	3,510,040	3,750,030	3,932,560	4,103,920	4,256,520	4,394,510	-2.0%	6.8%	4.9%	4.4%	3.7%	3.2%
Wastewater Tap Fees	283,560	400,720	110,140	65,240	27,600	-	75.7%	41.3%	-72.5%	-40.8%	-57.7%	-100.0%
Storm Water User Fees	837,330	1,001,880	1,094,750	1,143,060	1,182,210	1,218,250	7.4%	19.7%	9.3%	4.4%	3.4%	3.0%
Solid Waste User Fees	1,668,120	1,528,300	1,559,230	1,585,570	1,617,540	1,650,050	-0.7%	-8.4%	2.0%	1.7%	2.0%	2.0%
Recreation Center Fees	2,871,820	3,050,340	3,140,210	3,232,750	3,328,100	3,426,290	61.9%	6.2%	2.9%	2.9%	2.9%	3.0%
Golf Course User Fees	1,642,340	1,690,700	1,740,520	1,791,840	1,844,690	1,899,150	2.8%	2.9%	2.9%	2.9%	2.9%	3.0%
Developer Impact Fees	553,340	630,120	163,590	220,310	48,270	-	-21.2%	13.9%	-74.0%	34.7%	-78.1%	-100.0%
<b>Fines &amp; Forfeitures:</b>												
Court Fines	113,280	113,280	113,280	113,280	113,280	113,280	-20.0%	0.0%	0.0%	0.0%	0.0%	0.0%

All projections for construction-related revenue are based on forecasts by the Planning & Building Department. Construction-related revenue includes Use Tax on Building Materials, Construction Permits, Impact Fees, and Utility Tap Fees.

All projections for revenue generated at the Recreation Center and Golf Course are based on forecasts by the Parks & Recreation Department. Golf Course User Fees include a consolidation of green fees, annual season passes, golf cart rentals, driving range fees, pro shop merchandise sales, daily rentals, golf lesson fees, club repair fees, and handicap fees.

Projections for Solid Waste & Recycling Fees and Utility User Fees are based on forecasts by the Public Works Department.

All remaining projections are based on the Finance Department’s forecasts using simple trend analysis.

**SUBJECT: 2020 RECOMMENDED BUDGET – PUBLIC HEARING**

**DATE: OCTOBER 1, 2019**

**PAGE 3 OF 20**

At the budget presentation on September 3, staff recommended 2019 and 2020 sales tax projections, as follows:

- 2019 = 2.0% above 2018 actual; and
- 2020 = 1.5% above the 2019 projection.

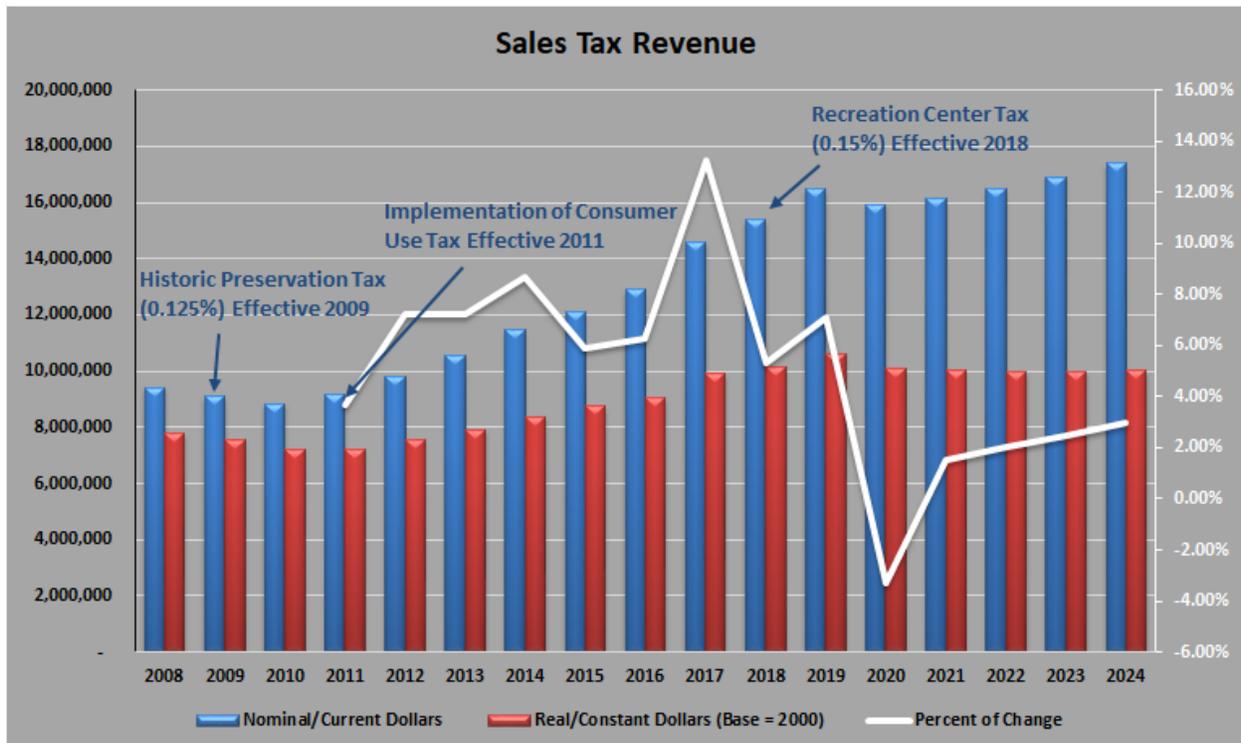
As discussed at the September 24 Special Meeting, staff has recently executed a sales tax audit settlement agreement, which significantly increases the projected sales tax for 2019. Staff is now recommending the following sales tax projections:

- 2019 at 7.1% over 2018;
- 2020 at 3.3% *less than* 2019; and

Sales tax is a significant revenue source for the City and the projections affect many of the City’s main operating funds:

- General Fund
- Open Space & Parks Fund
- Historic Preservation Fund
- Recreation Fund
- Capital Project Fund

The table below summarizes sales tax history and revised projections in both nominal/current dollars and in real/constant dollars.



**Assessed Valuation & Property Tax Revenue**

The City has received its preliminary 2019 assessed valuation amounts from the Boulder County Assessor. These assessed valuations, multiplied by the mil levies, determine the amount of property tax revenue that will be received in 2020.

The Assessor is reporting that the City of Louisville’s gross assessed valuation increased by 8.5%, from \$664,626,555 in 2018 to \$720,889,104 in 2019. The City’s total net assessed valuation, which is the City’s gross valuation less the Urban Revitalization District’s incremental assessed valuation, increased by 8.3%, from \$645,591,119 in 2019 to \$699,269,485 in 2019. New construction accounted for \$20,368,594.

If the General Fund mil levy remains the same at 5.184 mils, General Fund property tax revenue will also increase by 8.3%, from \$3,296,540 in 2019 to \$3,570,640 in 2020. A three year summary of the City’s mil levies is shown in the following table.

---

	<u>2018 [1]</u> <u>Actual</u>	<u>2019 [1]</u> <u>Actual</u>	<u>2020 [1]</u> <u>Estimate</u>
General Levy	5.184	5.184	5.184
Library Bonds Debt Service Levy	0.900	-	-
Rec Center Bonds Debt Service Levy	2.785	2.750	2.750
<b>Total City of Louisville Mil Levy</b>	<b><u>8.869</u></b>	<b><u>7.934</u></b>	<b><u>7.934</u></b>

[1] Collection year

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Factoring out new construction from the City’s actual value of all real property, results in an average increase in property value of approximately 7.5%.

Section 3(1)(b) of Article X of the Colorado Constitution (Gallagher Amendment) was passed in 1982 and requires statewide residential property assessed values be adjusted to maintain a constant relationship to statewide non-residential taxable value of approximately 45% of the total of all property values. Based on calculations by the Division of Property Taxation and the Department of Local Affairs (DOLA), Senate Bill 19-255 reduced the residential assessment rate for 2019-2020 to 7.15% (from 7.20%) in order to maintain the residential target share in the statewide property tax base.

The following schedule provides an example of the property tax impact on a residential unit with a 7.5% increase in actual value and a reduction in the residential assessment rate to 7.15%.

	<u>2019 [1] Estimate</u>	<u>2020 [1] Estimate</u>
Actual Value of Residential Property [2]	\$500,000	\$537,500
x Residential Assessment Rate	7.20%	7.15%
= Assessed Value	\$36,000	\$38,431
x City of Louisville Mil Levy/1,000	0.007934	0.007934
<b>= Property Tax due to City of Louisville</b>	<b><u>\$286</u></b>	<b><u>\$305</u></b>
		<b><u>6.6%</u></b>

[1] Collection Year

[2] As Determined by County Assessor

**OPERATING EXPENDITURE PROJECTIONS:**

The next table summarizes the operational expenditure estimates and targets by major expenditure category for 2019 through 2024. These estimates and targets have been incorporated into the Recommended 2020 Operating & Capital Budget and 2019-2024 Long-Term Financial Plan.

Please note that General Fund expenditures include \$28,000 per year, beginning in 2020, for implementation of Xcel’s Windsource Program. General Fund expenditures do not include the funding for developing a new Fiscal Impact Model as Councilor Stolzmann asked that item be removed after the budget discussion at the Special Meeting on September 24, 2019.

**SUBJECT: 2020 RECOMMENDED BUDGET – PUBLIC HEARING**

**DATE: OCTOBER 1, 2019**

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**Summary of Expenditure Actuals, Estimates, and Targets for Major Expenditure Categories  
2019 - 2024**

Expenditure Category	2019	2020	2021	2022	2023	2024	Percent of Change					
	Estimate	Budget	Projection	Projection	Projection	Projection	2019	2020	2021	2022	2023	2024
<b>Regional Consumer Price Index</b>							2.50%	2.00%	2.00%	2.25%	2.50%	2.75%
<b>Salaries &amp; Wages:</b>												
Regular Wages	14,409,310	14,771,520	15,214,700	15,671,180	16,141,290	16,625,540	15.7%	2.5%	3.0%	3.0%	3.0%	3.0%
Variable & Seasonal Wages	2,200,850	2,304,620	2,371,270	2,439,900	2,510,590	2,583,430	36.9%	4.7%	2.9%	2.9%	2.9%	2.9%
Overtime	474,400	478,970	488,520	498,220	508,140	518,240	-4.8%	1.0%	2.0%	2.0%	2.0%	2.0%
<b>Employee Benefits:</b>												
Employee Insurance	2,274,550	2,195,420	2,305,140	2,420,450	2,541,510	2,668,540	25.4%	-3.5%	5.0%	5.0%	5.0%	5.0%
FICA Expense	1,239,850	1,246,790	1,382,820	1,423,730	1,465,860	1,509,240	14.7%	0.6%	10.9%	3.0%	3.0%	3.0%
Retirement Contribution	827,800	857,790	861,260	886,830	913,120	940,200	14.0%	3.6%	0.4%	3.0%	3.0%	3.0%
Workers Compensation	184,540	200,380	200,380	200,380	200,380	200,380	2.4%	8.6%	0.0%	0.0%	0.0%	0.0%
<b>All Employee Compensation</b>	<b>21,628,400</b>	<b>22,060,950</b>	<b>22,829,550</b>	<b>23,546,150</b>	<b>24,286,350</b>	<b>25,051,030</b>	<b>17.7%</b>	<b>2.0%</b>	<b>3.5%</b>	<b>3.1%</b>	<b>3.1%</b>	<b>3.1%</b>
<b>Supplies:</b>												
Chemicals	480,820	488,110	497,890	507,860	518,020	528,390	55.8%	1.5%	2.0%	2.0%	2.0%	2.0%
Vehicle Maintenance Supplies	222,600	252,650	257,720	262,880	268,110	273,470	-5.3%	13.5%	2.0%	2.0%	2.0%	2.0%
Street Supplies	189,500	214,500	218,790	223,160	227,620	232,160	0.1%	13.2%	2.0%	2.0%	2.0%	2.0%
Uniforms & Clothing	117,130	137,120	139,830	142,620	145,450	148,320	9.8%	17.1%	2.0%	2.0%	2.0%	2.0%
Library Books & Media	83,800	87,000	88,740	90,520	92,340	94,190	5.0%	3.8%	2.0%	2.0%	2.0%	2.0%
<b>All Supplies</b>	<b>2,133,290</b>	<b>2,205,980</b>	<b>2,237,730</b>	<b>2,282,220</b>	<b>2,336,050</b>	<b>2,382,460</b>	<b>24.6%</b>	<b>3.4%</b>	<b>1.4%</b>	<b>2.0%</b>	<b>2.4%</b>	<b>2.0%</b>
<b>Purchased/Contracted Services:</b>												
Professional Services	3,020,250	3,427,110	3,327,370	3,405,400	3,476,380	3,610,370	13.6%	13.5%	-2.9%	2.3%	2.1%	3.9%
Utilities	1,973,280	2,160,010	2,246,370	2,336,190	2,429,590	2,526,740	2.9%	9.5%	4.0%	4.0%	4.0%	4.0%
Solid Waste Hauling	1,446,440	1,291,320	1,317,150	1,343,490	1,370,360	1,397,770	-1.3%	-10.7%	2.0%	2.0%	2.0%	2.0%
Parts, Repairs, & Maintenance	1,390,690	1,410,610	1,682,670	1,406,170	1,354,630	1,453,550	-8.8%	1.4%	19.3%	-16.4%	-3.7%	7.3%
Legal Services	409,000	502,500	512,550	522,800	533,260	543,930	15.2%	22.9%	2.0%	2.0%	2.0%	2.0%
Insurance Premiums & Deductibles	537,540	507,560	548,160	592,020	639,390	690,540	41.7%	-5.6%	8.0%	8.0%	8.0%	8.0%
Boulder Dispatch Services	316,370	321,360	327,790	334,350	341,040	347,860	4.8%	1.6%	2.0%	2.0%	2.0%	2.0%
<b>All Purchased/Contracted Services</b>	<b>10,734,250</b>	<b>10,913,690</b>	<b>11,298,380</b>	<b>11,354,560</b>	<b>11,645,920</b>	<b>12,158,630</b>	<b>3.3%</b>	<b>1.7%</b>	<b>3.5%</b>	<b>0.5%</b>	<b>2.6%</b>	<b>4.4%</b>

**Notes:**

The All Supplies line is a consolidation of all supply categories, not just those shown above it.

Professional Services includes all professional services, less Solid Waste Hauling and Legal Services

The All Purchased/Contracted Services line a consolidation of all service categories, not just those shown above it.

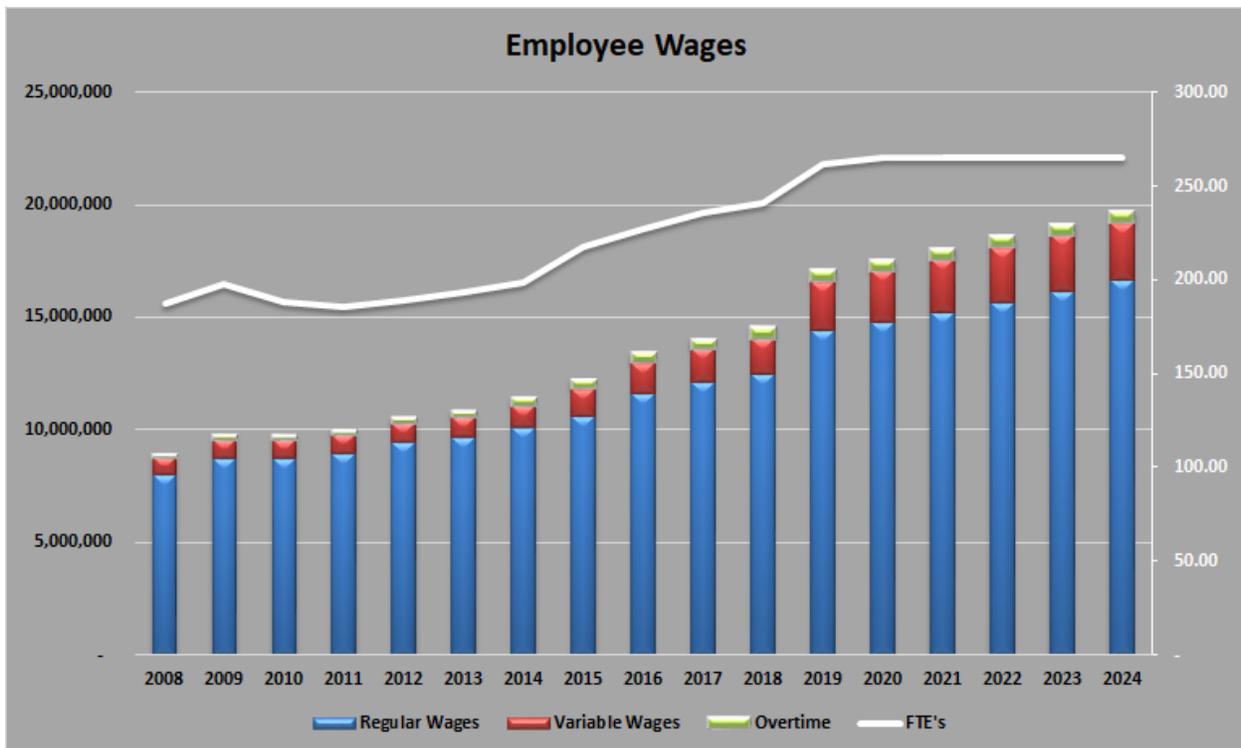
**Wage & Benefit Projections**

The 2020 wage and benefit projections have been developed by staff using the Tyler-Munis projection tool. These projections have been used in the 2020 Recommended Budget and are the basis for projecting wages and benefits in the Long-Term Financial Plan for 2021 through 2024.

Some of the assumptions/elements included in the wage and benefit projections for 2020 include:

- Promotions approved during 2019
- Additional hours for Marketing Specialist (0.2 FTE's) approved in 2019

- Two full-time Lifeguard positions (partially offset by reduction in variable lifeguard hours) approved in 2019
- Additional hours for Recreation Center Fitness Instructors (0.7 FTE's) approved for 2019
- One new full-time Police Officer proposed for 2020
- An additional 1.61 full-time equivalents (FTE's) for variable employees (non-benefitted, part-time) proposed for 2020
- A 3% merit increase for all full time employees and all variable employees proposed for 2020
- Minimum wage adjustments proposed for 2020 to avoid compression issues
- Market adjustments per the salary survey process proposed for 2020



Please note that the wage and benefit projections for 2021 through 2024 do not include any additional FTE's for those years.

**Other Operational Additions to the 2020 Recommended Budget**

The following table summarizes some of the other more significant operational additions to the original 2020 Biennial Budget, which are included in the revised 2020 Recommended Budget.

<b>Division Description</b>	<b>Proposed Additions to 2020 Budget</b>	<b>Notes/Comments</b>
Wastewater Treatment Plant Operations	90,000	Professional Services - Consulting
Building Safety	80,000	Building Abatement (offset by revenue)
Street Maintenance	75,000	Professional Services - Traffic Signals
Recreation Center - Management	65,000	Professional Services - Bank Charges
Golf General & Marketing	50,000	Building Structural Analysis
Central Fund-Wide Charges - Recreation	48,090	Insurance
Recreation Center Building Maintenance	39,810	Operating Supplies - Janitorial
Recreation Center - Aquatics	30,000	Operating Supplies - Chemicals
Water Plant Operations	30,000	Professional Services - Information Systems
Various Building Maintenance	29,000	Professional Services - Custodial
Recreation Center Building Maintenance	28,630	Utility Services - Gas
Sustainability	28,000	Professional Services - Windsource Program
Recreation Center Building Maintenance	20,290	Utility Services - Water
Wastewater Treatment Plant Operations	20,250	Operating Supplies - Chemicals
City Manager	20,000	KPI Consultant
Human Resources	20,000	Ethics Training
Solid Waste & Recycling Operations	20,000	Professional Services - Disposal & Recycling
Transportation Planning	15,000	Replating 96th Street
Parks Administration & Operations	14,060	Professional Services - Custodial (Park Restrooms)
Wastewater Treatment Plant Operations	14,000	Professional Services - Biosolids Hauling
Water Plant Operations	13,500	Professional Services - Lead/Copper
Wastewater Treatment Plant Operations	13,300	Dues/Subscriptions/Books
Water Plant Operations	11,500	Operating Supplies - Laboratory
City Council	10,000	Work Plan Review Facilitator
Water Distribution	10,000	Parts/Repairs/Maintenance - Utility Lines

## **CAPITAL IMPROVEMENTS PLAN UPDATE**

Throughout the year, staff has continued to update the 2019-2024 Capital Improvements Plan (C-I-P). Attached is a new C-I-P Summary Table that includes these adjustments, as well as those discussed at the August 27 Special Meeting. All changes to the original 2019-2024 C-I-P, presented during the 2019-2020 biennial budget process, are highlighted in red.

The following two tables summarize the additions and deletions to the updated C-I-P from what was approved during the 2019-2020 biennial budget process.

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<u>Project Description</u>	<u>Proposed Additions</u>	<u>Year of Change</u>	<u>Funding Source</u>
Water Line Replacement	400,000	2020	Water Utility Fund
NCWCD SWSP Eastern Pump Station	150,000	2020	Water Utility Fund
Golf Carts	132,300	2020	Golf Course Fund
Chemical Storage Building	35,000	2020	Golf Course Fund
NEOGov Learning Management Software	24,900	2020	Capital Projects Fund
Sander Box Leg Kit	22,150	2020	Capital Projects Fund
Motor Vehicle/Road Equipment	13,520	2020	Fleet Management Fund
Electric Vehicle Charging Station	8,000	2020	Capital Projects Fund
	<u>785,870</u>		

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<u>Project Description</u>	<u>Proposed Deletions</u>	<u>Year of Change</u>	<u>Funding Source</u>
BNSF RR Underpass/N Drainage (%)	1,283,500	2019	Capital Projects Fund
SH42 & Hecla Drive Traffic Signal	400,000	2019	Capital Projects Fund
Downtown Surface Parking Expansion	100,000	2019	Capital Projects Fund
Austin Niehoff House Rehab (%)	82,500	2019	Historic Preservation Fund
Austin Niehoff House Rehab (%)	52,500	2019	Capital Projects Fund
Chemical Storage Building	31,930	2021	Golf Course Fund
	<u>1,950,430</u>		

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Per Council discussion at the August 27 Special Meeting, staff has removed the BNSF Underpass Project from the Capital Projects Fund. However, staff has not yet included a budget for repaying the Takoda Metropolitan District for their past contribution to the project. If necessary, that will occur with a budget amendment to the 2020 Adopted Budget.

### **INTERFUND TRANSFERS**

The original 2019-2020 biennial budget anticipated transfers from the General Fund to the Capital Projects Fund in 2020 and 2022. At the Finance Committee Meeting on September 13, 2019, the Committee recommended removing the transfers for 2020 (\$1,000,000) and 2022 (\$750,000), since some significant projects have been removed and the Capital Project Fund does not need the transfers to complete the remaining projects. Staff has removed these transfers from the Revised Recommended Budget for 2020 and from the Long-Term Financial Plan for 2022.

Staff has reviewed and updated projections on all amounts expected to be transferred between funds during 2020. The following table summarizes the inter-fund transfers included in the 2020 Revised Recommended Budget.

<b>Inter-Fund Transfers Matrix 2020 Budget</b>						
<b>Transfers Out</b>	<b>Transfers In</b>					<b>Total</b>
	<b>General Fund</b>	<b>OS&amp;P Fund</b>	<b>Cemetery Fund</b>	<b>Recreation Fund</b>	<b>Capital Projects Fund</b>	
General Fund	-	849,960 <i>a</i>	86,750 <i>b</i>	1,093,530 <i>c</i>	-	2,030,240
Cemetery Perpetual Care Fund	-	-	12,010 <i>d</i>	-	-	12,010
PEG Fee Fund	25,000 <i>e</i>	-	-	-	-	25,000
Historic Preservation Fund	55,840 <i>f</i>	-	-	-	-	55,840
Capital Project Fund	-	-	-	127,500 <i>g</i>	-	127,500
Impact Fee Fund	-	330,100 <i>h</i>	-	-	314,040 <i>h</i>	644,140
<b>Total</b>	<b>80,840</b>	<b>1,180,060</b>	<b>98,760</b>	<b>1,221,030</b>	<b>314,040</b>	<b>2,894,730</b>

*a* Annual recurring support for operations and capital.  
*b* Annual recurring support for operations and capital.  
*c* Annual recurring support for operations and capital.  
*d* Annual recurring transfer of interest earned used to fund operations and capital.  
*e* Partial repayment of 2018 transfer from General Fund to support Council Chamber Broadcast Upgrade project.  
*f* Annual recurring transfer for reimbursement of costs associated with part-time non-benefitted hours in Museum Services.  
*g* Annual recurring support for capital.  
*h* Annual transfer of impact fee revenue for projects eligible for this type of funding.

Please note that staff has removed the 2020 transfer from the General Fund to the Capital Projects Fund that was originally planned in the 2019-2020 Biennial Budget. At the September 24 Special Meeting, Council agreed that this transfer was no longer needed due to the elimination of some projects from the Capital Projects Fund.

**FUND FINANCIAL FORECASTS:**

Staff has incorporated the revised revenue projections, operating expenditure projections, C-I-P projections, and interfund transfer projections outlined in the preceding discussion, along with some other operational adjustments and budget corrections, to create new financial forecasts for all budgeted funds. The forecasts contain projected revenue, expenditures, and ending reserves through 2024.

A City-wide summary of projected revenue, expenditures, and ending reserves for the 2020 Recommended Operating & Capital Budget is shown in the following table.

**SUBJECT: 2020 RECOMMENDED BUDGET – PUBLIC HEARING**

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City of Louisville, Colorado								
Summary of Revenue, Expenditures, and Changes to Fund Balances								
All Funds								
2020 Budget								
Fund Number	Fund Description	Beginning Fund Balance	Revenue & Other Sources	Expenditures & Other Uses		Ending Fund Balance	Amount of Change	Percent of Change
101	General	\$ 9,793,469	\$ 20,148,990	\$ 19,870,790	[1]	\$ 10,071,669	\$ 278,200	3%
	<b>Special Revenue Funds:</b>							
201	Open Space & Parks	1,842,862	3,492,210	3,376,280	[2]	1,958,792	115,930	6%
202	Conservation Trust - Lottery	66,210	290,630	224,400		132,440	66,230	100%
203	Cemetery Perpetual Care	615,414	45,770	12,310		648,874	33,460	5%
204	Cemetery	33,513	174,920	174,920		33,513	-	0%
205	PEG Fees	10,574	29,240	25,050		14,764	4,190	40%
206	Parking Improvement	-	-	-		-	-	
207	Historic Preservation	2,269,411	789,870	488,390		2,570,891	301,480	13%
208	Recreation	1,024,700	5,170,000	4,630,090	[3]	1,564,610	539,910	53%
	<b>Total Special Revenue Funds</b>	<b>5,862,684</b>	<b>9,992,640</b>	<b>8,931,440</b>		<b>6,923,884</b>	<b>1,061,200</b>	<b>18%</b>
	<b>Capital Project Funds:</b>							
301	Capital Projects	3,728,327	8,768,680	10,098,480		2,398,527	(1,329,800)	-36%
302	Impact Fee	77,031	643,560	645,140		75,451	(1,580)	-2%
303	Recreation Center Construction	266,137	-	-		266,137	-	
	<b>Total Capital Project Funds</b>	<b>4,071,495</b>	<b>9,412,240</b>	<b>10,743,620</b>		<b>2,740,115</b>	<b>(1,331,380)</b>	<b>-33%</b>
	<b>Debt Service Funds:</b>							
402	Recreation Center Debt Service	35,794	1,930,820	1,740,400		226,214	190,420	532%
	<b>Total Debt Service Funds</b>	<b>35,794</b>	<b>1,930,820</b>	<b>1,740,400</b>		<b>226,214</b>	<b>190,420</b>	<b>532%</b>
	<b>Enterprise Funds (WC Basis):</b>							
501	Water Utility	11,658,523	8,718,850	9,119,200	[4]	11,258,173	(400,350)	-3%
502	Wastewater Utility	4,731,230	4,317,190	4,239,900	[5]	4,808,520	77,290	2%
503	Stormwater Utility	1,104,176	1,273,430	1,367,650	[6]	1,009,956	(94,220)	-9%
510	Solid Waste & Recycling Utility	152,760	1,532,340	1,468,460		216,640	63,880	42%
520	Golf Course	289,800	1,702,460	1,838,010	[7]	154,250	(135,550)	-47%
	<b>Total Enterprise Funds</b>	<b>17,936,489</b>	<b>17,544,270</b>	<b>18,033,220</b>		<b>17,447,539</b>	<b>(488,950)</b>	<b>-3%</b>
	<b>Internal Service Funds (WC Basis):</b>							
602	Technology Management	212,966	57,000	60,750		209,216	(3,750)	-2%
603	Fleet Management	261,723	348,740	177,740		432,723	171,000	65%
	<b>Total Internal Service Funds</b>	<b>474,689</b>	<b>405,740</b>	<b>238,490</b>		<b>641,939</b>	<b>167,250</b>	<b>35%</b>
	<b>Total All Funds</b>	<b>\$ 38,174,619</b>	<b>\$ 59,434,700</b>	<b>\$ 59,557,960</b>		<b>\$ 38,051,359</b>	<b>\$ (123,260)</b>	<b>0%</b>
	<p>[1] Budgeted Expenditures Include a Projected Operational "Turnback" of 5%, which amounts to 938,980</p> <p>[2] Budgeted Expenditures Include a Projected Operational "Turnback" of 5%, which amounts to 151,260</p> <p>[3] Budgeted Expenditures Include a Projected Operational "Turnback" of 3%, which amounts to 137,910</p> <p>[4] Budgeted Expenditures Include a Projected Operational "Turnback" of 10%, which amounts to 405,700</p> <p>[5] Budgeted Expenditures Include a Projected Operational "Turnback" of 5%, which amounts to 115,490</p> <p>[6] Budgeted Expenditures Include a Projected Operational "Turnback" of 10%, which amounts to 36,990</p> <p>[7] Budgeted Expenditures Include a Projected Operational "Turnback" of 4%, which amounts to 68,850</p>							

Please note in the preceding table that staff has retained the turnback percentages that were discussed at the September 3, 2019 budget presentation. “Turnback” refers to a positive actual-to-budget variance at year end. Applying a turnback percentage accounts for the recognition that, due to budgetary limitations and controls, the main operating funds typically spend less than their total budget.

**Schedule of Turnback Percentages by Fund  
2019 - 2024**

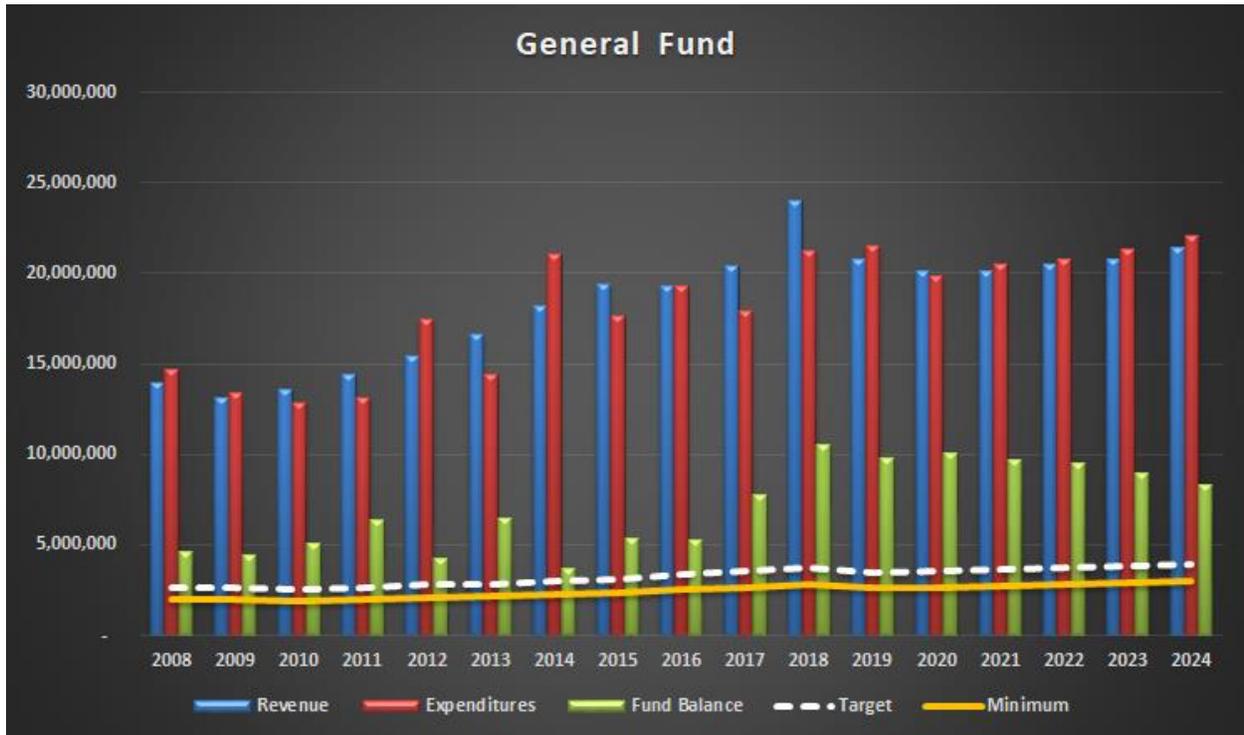
<b>Fund</b>	<b>2019</b>	<b>2020</b>	<b>2021-2024</b>
General	7%	5%	5%
Open Space & Parks	7%	5%	5%
Recreation	5%	3%	3%
Water Utility	15%	10%	10%
Wastewater Utility	10%	5%	5%
Storm Water Utility	15%	10%	10%
Golf Course	4%	4%	4%

Although staff has made basic forecasts of revenue, expenditures, and reserves for all funds, staff has performed a more detailed review, and has made more detailed forecasts, for the major operating and capital funds, defined as:

- General Fund;
- Open Space & Parks Fund;
- Recreation Fund;
- Capital Projects Fund;
- Utility Funds; and
- Golf Course Fund

**General Fund Long-Term Forecast**

Incorporating the revised revenue projections, operating expenditure projections, interfund transfer projections, and C-I-P projections outlined in the preceding discussion, the following graph summarizes a history and projection of revenue, expenditures, and fund balances for the General Fund.



The City’s Reserve Policy for the General Fund states,

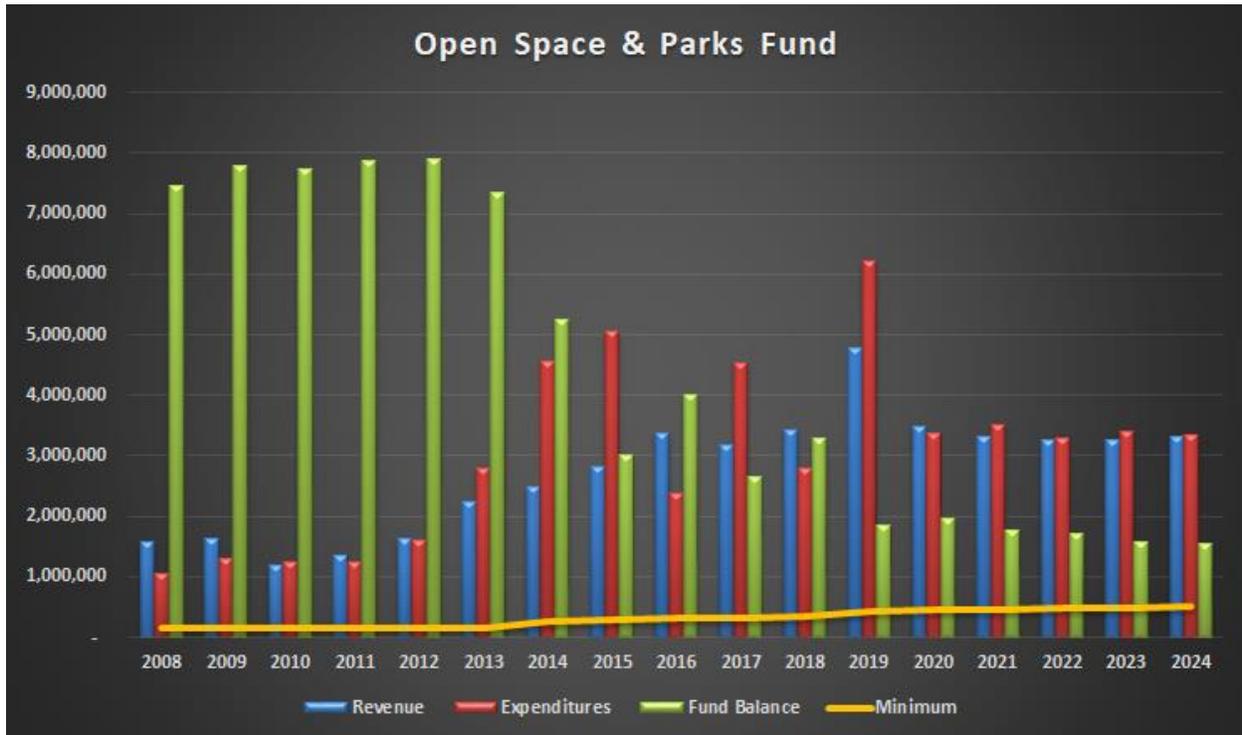
*The minimum unrestricted fund balance of the General Fund shall be maintained at or above 15% of current operating expenditures. For purpose of this policy, operating expenditures are defined as all expenditures less any interfund transfers to other funds, regardless of whether the transfers are considered recurring or non-recurring.*

*While the minimum unrestricted fund balance is set at 15% of current operating expenditures, the targeted unrestricted fund balance will be at or above 20% of current operating expenditures.*

The projected General Fund balance at the end of 2024 is \$8.3 million. This equates to 40% of operating expenditures and well above the targeted fund balance as defined in the Reserve Policy.

**Open Space & Parks Fund Long-Term Forecast**

Incorporating the revised revenue projections, operating expenditure projections, interfund transfer projections, and C-I-P projections outlined in the preceding discussion, the following graph summarizes a history and projection of revenue, expenditures, and fund balances for the Open Space & Parks Fund.



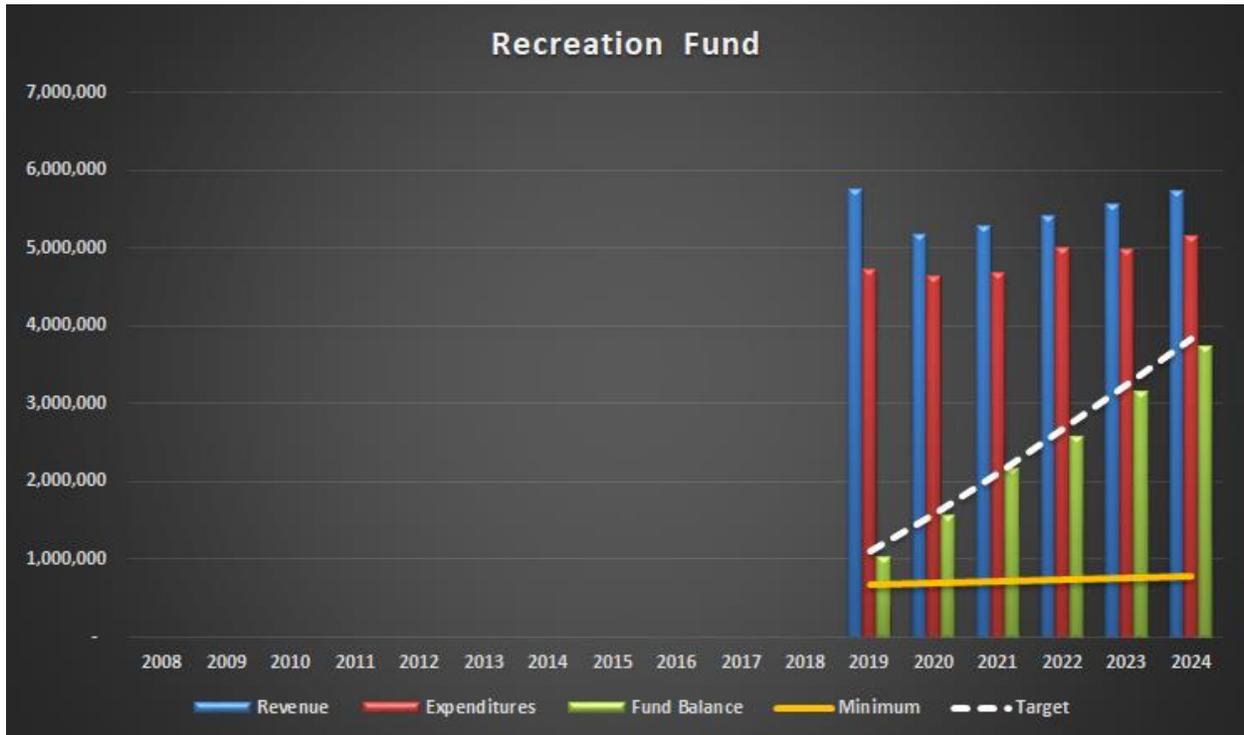
The Reserve Policy for the Open Space & Parks Fund, as proposed, states,

*The minimum fund balance of the Open Space and Parks Fund shall be maintained at or above 15% of current operating expenditures. For purpose of this policy, operating expenditures include only open space and parks operations and exclude all interfund transfers and capital outlay.*

The projected Open Space & Parks Fund balance at the end of 2024 is \$1.5 million. This equates to 45% of operating expenditures and is well above the minimum fund balance as defined in the Reserve Policy.

### Recreation Fund Long-Term Forecast

Incorporating the revised revenue projections, operating expenditure projections, interfund transfer projections, and C-I-P projections outlined in the preceding discussion, the following graph summarizes a history and projection of revenue, expenditures, and fund balances for the Recreation Fund.



The Reserve Policy for the Recreation Fund, as proposed, states,

*The minimum unrestricted fund balance of the Recreation Fund shall be maintained at or above 15% of current operating expenditures. For purpose of this policy, operating expenditures are defined as all expenditures, excluding interfund transfers and capital outlay.*

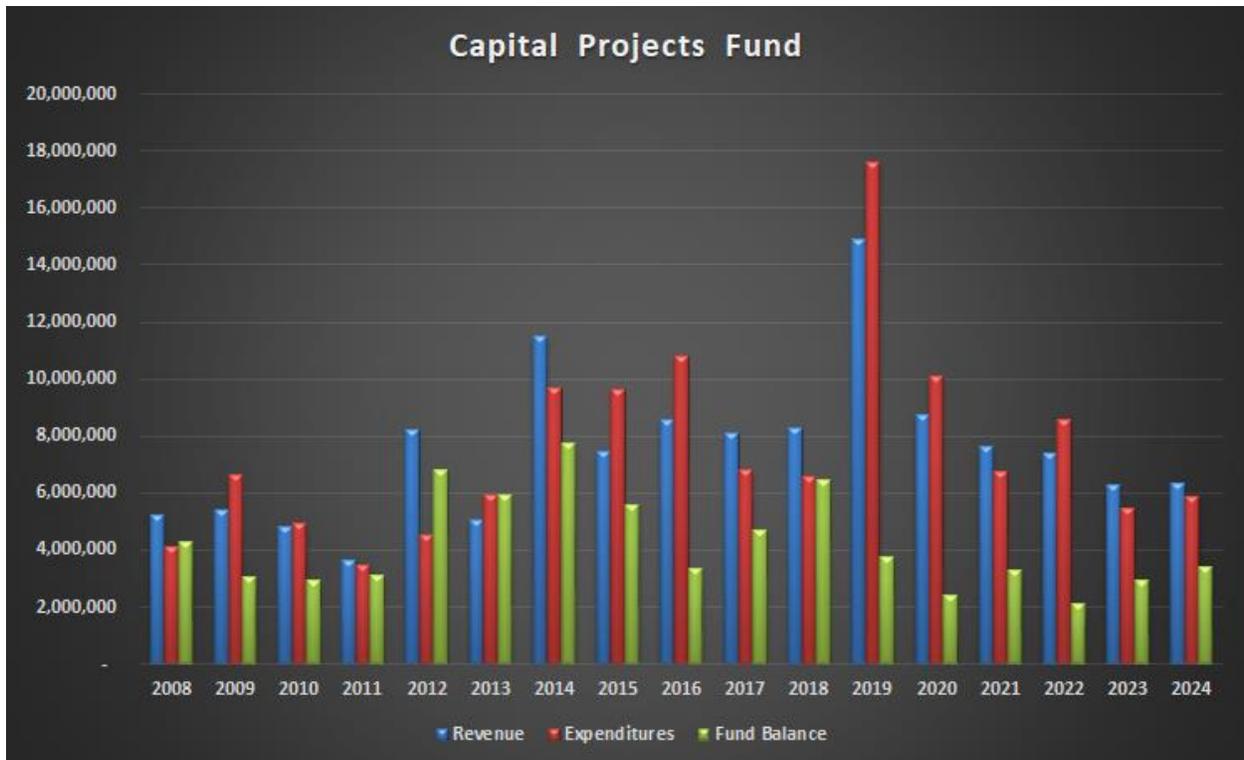
*In addition to maintaining an operating reserve, the Recreation Fund will also maintain a capital asset renewal and replacement reserve. The purpose of this reserve is to accumulate funds for the timely renewal and replacement of Recreation Center and Memory Square Pool assets. The methodology for calculating this reserve will be approved by the Finance Committee on an annual basis.*

The projected Recreation Fund balance at the end of 2024 is \$3.7 million. This meets both the minimum operating reserve plus the renewal and replacement reserve.

Note that the 2020 Revised Recommended Budget proposes that the renewal and replacement reserve be maintained within the Recreation Fund.

**Capital Projects Fund Long-Term Forecast**

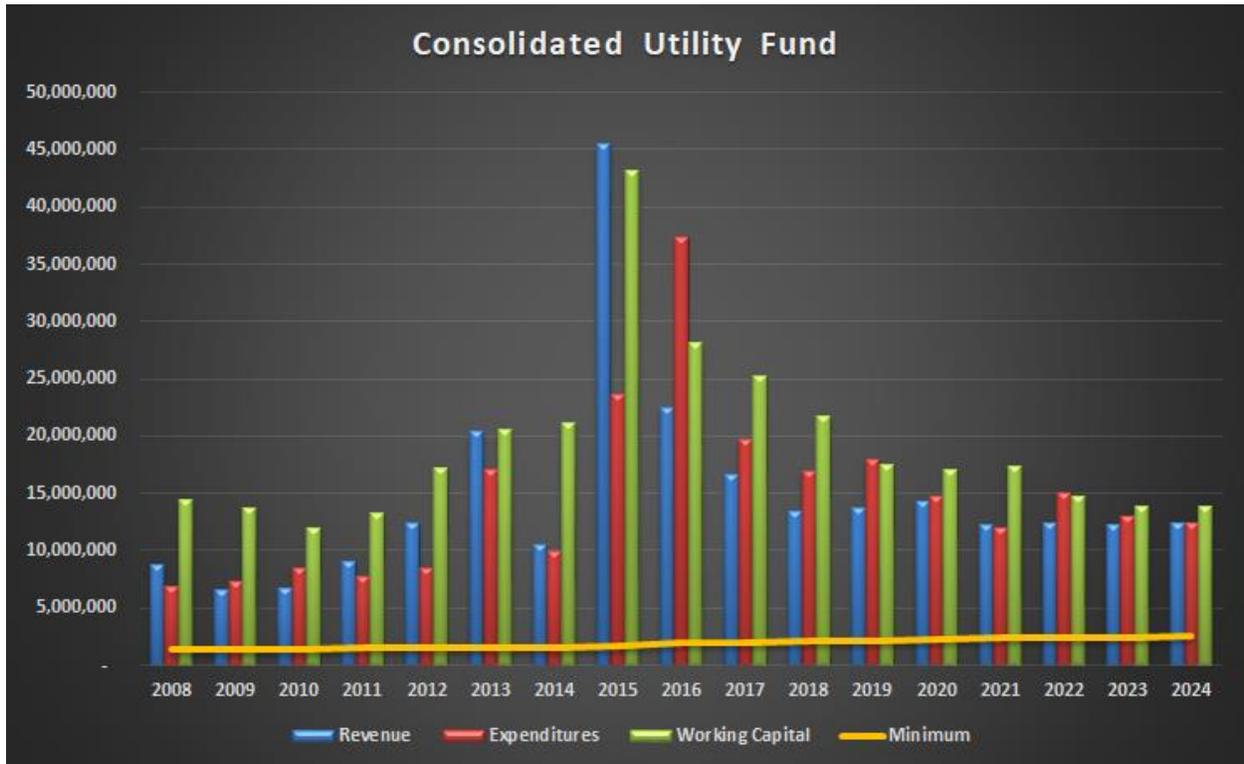
Incorporating the revised revenue projections, operating expenditure projections, interfund transfer projections, and C-I-P projections outlined in the preceding discussion, the following graph summarizes a history and projection of revenue, expenditures, and fund balances for the Capital Projects Fund.



Large fluctuations in revenue, expenditures, and reserves within capital project funds are typical. The City does not have a reserve policy for the Capital Projects Fund. The fund balance is projected to decline to approximately \$2.2 million at the end of 2022, but increases to approximately \$3.4 million by the end of 2024.

**Consolidated Utility Fund Long-Term Forecast**

The Consolidated Utility Fund consists of the Water Utility Fund, the Wastewater utility Fund, and the Storm Water Utility Fund. Incorporating the revised revenue projections, operating expenditure projections, interfund transfer projections, and C-I-P projections outlined in the preceding discussion, the following graph summarizes a history and projection of revenue, expenditures, and working capital for the Consolidated Utility Fund.



The Reserve Policy for the Utility Funds states,

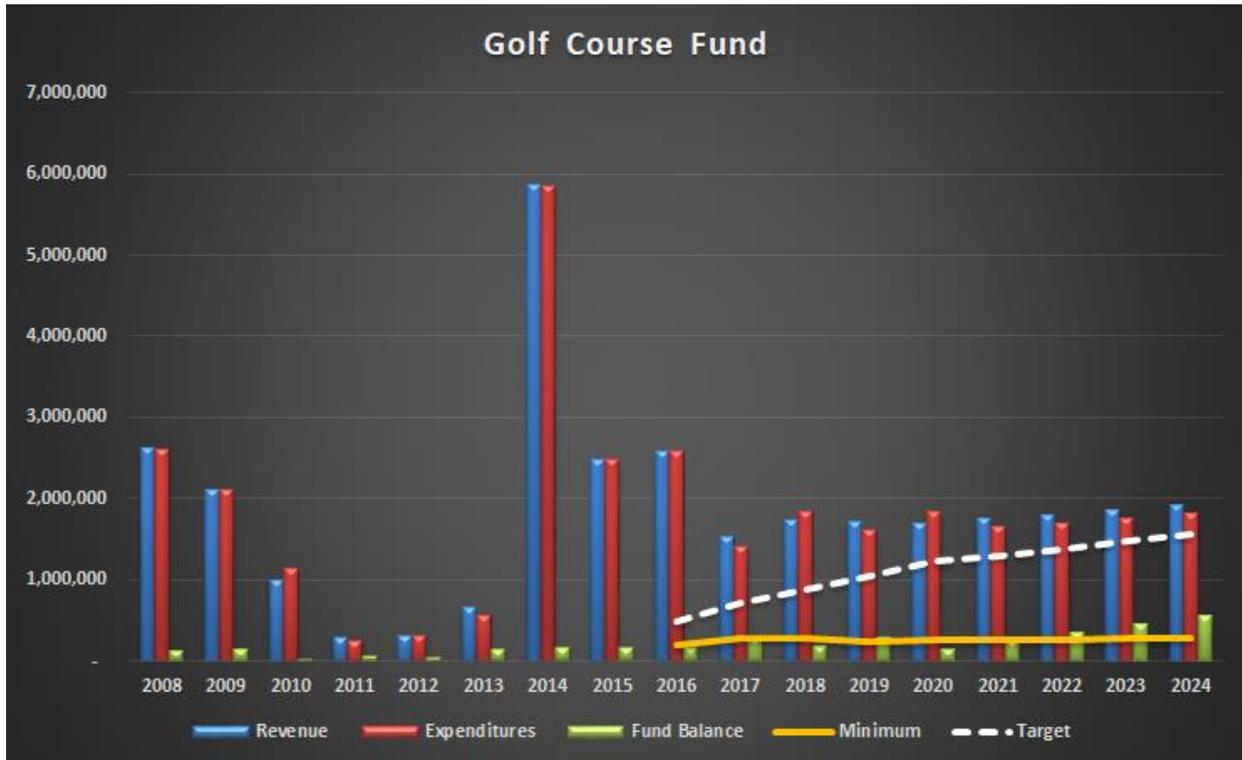
*The minimum working capital for the Water, Wastewater, and Storm Water Utility Funds shall be maintained at or above 25% of current operating expenses, as measured on the City’s budgetary basis. For purpose of this policy, operating expenses are defined as all budgetary-basis expenses, excluding interfund transfers and capital outlay.*

The Consolidated Utility Fund reserves are projected to remain at approximately \$15 million through the end of 2024. There are substantial capital improvements planned for after 2024 that will significantly reduce these reserves in subsequent years.

Ending reserves for all the *individual* utility funds are also projected to remain in compliance with the Reserve Policy.

**Golf Course Fund Long-Term Forecast**

Incorporating the revised revenue projections, operating expenditure projections, interfund transfer projections, and C-I-P projections outlined in the preceding discussion, the following graph summarizes a history and projection of revenue, expenditures, and working capital for the Golf Course Fund.



Effective April 1, 2010, the City entered into a license agreement with Western Golf Properties. Under this agreement, all operational revenue and expenses were accounted for by Western Golf Properties. Other than capital outlay, the only expenses recorded by the City were loan repayments to the Wastewater Utility fund. The only revenue recorded by the City was license payments from Western Golf Properties.

The revenue and expense spikes in 2014 reflect the flood reconstruction efforts and the related grants. The City reassumed operations at the golf course in mid-2015.

The revenue and expenses in 2015-2016 are significantly higher than 2017-2018 due to transfers-in from the General Fund and Capital Projects Fund and transfers-out to the Wastewater Utility Fund.

The Reserve Policy for the Golf Course Fund, as currently proposed, states,

*The minimum working capital balance of the Golf Course Fund shall be maintained at or above 15% of current operating expenditures. For purpose of this policy, operating expenditures are defined as all expenditures, excluding interfund transfers and capital outlay.*

*In addition to maintaining an operating reserve, the Golf Course Fund will also maintain a capital asset renewal and replacement reserve. The purpose of this reserve is to accumulate funds for the timely replacement of Golf Course assets. The methodology for calculating this reserve will be approved by the Finance Committee on an annual basis.*

The projected Golf Course Fund reserves at the end of 2024 are approximately \$565,000. This meets the minimum operating reserve, but does *not* meet the renewal and replacement reserve requirement.

In order to maintain the minimum reserve, the 2019-2020 Biennial Budget proposed all Golf Course capital outlay planned for 2021 through 2024 be funded out of the Capital Projects Fund. At the Finance Committee Meeting on September 13, 2019, the Committee recommended continuing this policy of funding capital outlay for the Golf Course. At the Special Meeting on September 24, 2019, the City Council also recommended continuing this policy. Therefore, prior to final adoption on November 4, 2019 and without further direction, staff will amend the proposed financial policies to remove the renewal and reserve calculation requirement for the Golf Course Fund.

**RECOMMENDATION:**

Staff recommends that City Council hold a public hearing for presentation and discussion of the 2020 Revised Recommended Operating & Capital Budget and provide staff with any changes to be incorporated for final adoption on November 4, 2019.

**ATTACHMENTS:**

1. Updated C-I-P Summary Table
2. 2020 Recommended Budget by Fund
3. Presentation

**STRATEGIC PLAN IMPACT:**

<input checked="" type="checkbox"/>	 <b>Financial Stewardship &amp; Asset Management</b>	<input type="checkbox"/>	 <b>Reliable Core Services</b>
<input type="checkbox"/>	 <b>Vibrant Economic Climate</b>	<input type="checkbox"/>	 <b>Quality Programs &amp; Amenities</b>
<input type="checkbox"/>	 <b>Engaged Community</b>	<input type="checkbox"/>	 <b>Healthy Workforce</b>
<input type="checkbox"/>	 <b>Supportive Technology</b>	<input type="checkbox"/>	 <b>Collaborative Regional Partner</b>

**City of Louisville, Colorado**  
**Six-Year Capital Improvement Plan**  
**For the Years 2019 Through 2024**

**Open Space & Parks Fund**

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
	201314-640001	Machinery & Equipment	4,050	-	-	-	-	-	4,050
	201511-630071	Parks and Open Space Signs	111,250	-	-	-	-	-	111,250
	201511-630101	Irrig Replacements & Improvs (%)	30,000	-	-	-	-	-	30,000
	201511-630129	Playground Surfacing Replacement	12,000	12,000	-	-	-	-	24,000
	201511-630130	Sundance Park Master Plan	15,000	-	-	-	-	-	15,000
	201511-630131	Recycling Cans for Park Sites (%)	20,000	10,000	-	-	-	-	30,000
	201511-630132	Enhance BMX Track at Community Park	20,000	-	-	-	-	-	20,000
	201511-630133	Freeze Resistant Drinking Fountains	8,000	8,000	-	-	-	-	16,000
	201511-630135	Cottonwood Park Development	-	216,000	-	-	-	-	216,000
	201511-630151	Miners Field Fencing Upgrade (%)	11,000	-	-	-	-	-	11,000
	201511-640000	Motor Vehicle/Road Equipment (%)	31,640	-	-	-	-	-	31,640
	201511-640001	Machinery & Equipment (%)	52,500	52,500	-	-	-	-	105,000
	201511-630127	Miner's Field Park Improvs	-	11,000	-	-	-	-	11,000
	201522-630004	Lastoska Property Conservation	25,000	-	-	-	-	-	25,000
	201522-630134	Fishing Pond Dredging & Master Plan	-	35,000	-	-	-	-	35,000
	201522-640000	Motor Vehicle/Road Equipment (%)	35,000	-	-	-	-	-	35,000
	201523-630117	Interpretive Education	3,750	-	-	-	-	-	3,750
	201523-660093	Trail Connections (%)	35,000	-	-	-	-	-	35,000
	201524-660252	Coyote Run Slope Mitigation (50%)	300,000	-	-	-	-	-	300,000
	201528-660015	Open Space & Parks Signs (%)	-	120,000	-	-	-	-	120,000
	201528-660067	Hwy 42 Multi-Use Underpass	2,291,520	-	-	-	-	-	2,291,520
	201528-660093	Trail Connections (%)	572,010	-	-	-	-	-	572,010
	201528-660201	Trail Projects	-	37,800	-	-	-	-	37,800
2		Equipment Replacement - Parks (70%)	-	-	52,500	52,500	52,500	52,500	210,000
6		Playground Surfacing Replacement	-	-	12,000	-	-	-	12,000
8		Recycling Cans for Park Sites (50%)	-	-	10,000	-	-	-	10,000
10		Freeze Resistant Drinking Fountains at Park Sites	-	-	8,000	8,000	8,000	-	24,000
11		Open Space & Parks Trail & Direct'l Signs (50%)	-	-	19,200	-	78,000	-	97,200
13		Fishing Pond Dredging & Master Plan	-	-	180,000	-	-	-	180,000
15		Trail Projects	-	-	277,860	205,320	112,800	-	595,980
17		Equipment Replacement	-	-	-	-	7,000	60,000	67,000
18		Damyanovich Master Plan	-	-	-	-	25,000	-	25,000
		<b>Total Open Space &amp; Parks Fund</b>	<b>3,577,720</b>	<b>502,300</b>	<b>559,560</b>	<b>265,820</b>	<b>283,300</b>	<b>112,500</b>	<b>5,301,200</b>

**Conservation Trust - Lottery Fund**

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
19	202511-630048	Playgrounds (%)	224,000	224,000	-	-	-	-	448,000
		Playground Replacement (80%)	-	-	224,000	224,000	224,000	236,000	908,000
		<b>Total Conservation Trust - Lottery Fund</b>	<b>224,000</b>	<b>224,000</b>	<b>224,000</b>	<b>224,000</b>	<b>224,000</b>	<b>236,000</b>	<b>1,356,000</b>

### Cemetery Fund

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
	204799-640000	Motor Vehicle/Road Equipment (%)	3,930	-	-	-	-	-	3,930
	204799-640001	Machinery & Equipment (%)	7,500	7,500	-	-	-	-	15,000
2		Equipment Replacement - Parks (10%)	-	-	7,500	7,500	7,500	7,500	30,000
		<b>Total Cemetery Fund</b>	<b>11,430</b>	<b>7,500</b>	<b>7,500</b>	<b>7,500</b>	<b>7,500</b>	<b>7,500</b>	<b>48,930</b>

### PEG Fee Fund

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
	205120-600008	PEG Capital	1,100	-	-	-	-	-	1,100
		<b>Total PEG Fee Fund</b>	<b>1,100</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,100</b>

### Historic Preservation Fund

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
	<del>207542-620098</del>	<del>Austin Niehoff House Rehab (%)</del>	-	-	-	-	-	-	-
	207542-620109	Miners' Cabins Relocation	208,000	-	-	-	-	-	208,000
	207542-620113	Historical Museum Structural Work (%)	60,850	-	-	-	-	-	60,850
		<b>Total Historic Preservation Fund</b>	<b>268,850</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>268,850</b>

### Recreation Fund

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
	208533-640138	Rec Center Pool Table Replacements	-	10,000	-	-	-	-	10,000
	208535-620122	Rec Center Pool Plaster	-	79,000	-	-	-	-	79,000
	208535-620123	Memory Square Plaster	105,300	-	-	-	-	-	105,300
	208535-640137	Memory Square Pool Safety Cover	16,000	-	-	-	-	-	16,000
	208535-640139	Rec Center Pool Vacuums	-	12,000	-	-	-	-	12,000
	208535-630148	Memory Square Pool Play Feature	13,000	-	-	-	-	-	13,000
	208538-610009	Sports Complex Infield Improvements	80,000	-	-	-	-	-	80,000
	208538-630152	Replace Miners Field Scoreboard	40,000	-	-	-	-	-	40,000
	208538-630153	Rebuild Cleo Dugout Roof	25,000	-	-	-	-	-	25,000
	208539-620121	Rec Center Gym Curtain Replacement	15,000	-	-	-	-	-	15,000
	208539-620124	MAC Gym Curtain	45,000	-	-	-	-	-	45,000
	208539-630149	Rec Center Interior and Exterior Signage	60,000	-	-	-	-	-	60,000
	208539-640123	Rec Center Equipment Replacement	76,110	70,000	70,000	70,000	70,000	70,000	426,110
	208539-640136	Rec Center Adjustable Basketball Hoops	11,760	-	-	-	-	-	11,760
32		Rec Center Pool Deck Reseal	-	-	-	35,000	-	-	35,000
33		Recreation Center Campus Master Plan	-	-	-	128,000	-	-	128,000
		<b>Total Recreation Fund</b>	<b>487,170</b>	<b>171,000</b>	<b>70,000</b>	<b>233,000</b>	<b>70,000</b>	<b>70,000</b>	<b>1,101,170</b>

## Capital Projects Fund

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
	301103-660025	Decorative Streetlight LED Conversion	50,000	135,000	-	-	-	-	185,000
	301103-630131	Recycling Cans for Park Sites (%)	20,000	10,000	-	-	-	-	30,000
	<del>301103-640030</del>	<del>Electric Vehicle Charging Station</del>	8,000	8,000	-	-	-	-	16,000
	301112-620115	City Clerk's Office Renovation	15,000	-	-	-	-	-	15,000
	301161-660241	Bike Share Program	10,000	-	-	-	-	-	10,000
	<del>301165-620098</del>	<del>Austin Niehoff House Rehab (%)</del>	-	-	-	-	-	-	-
	301173-650035	ERP System	114,490	-	-	-	-	-	114,490
	(New)	NEOGov Learning Management Software	-	24,900	-	-	-	-	24,900
	301173-650090	Rec Center-Copier Replacement	9,800	-	-	-	-	-	9,800
	301173-650097	City-Wide Surveillance Refresh	124,710	-	-	-	-	-	124,710
	301173-650098	IT Core Switching Fabric Upgrades	36,500	-	-	-	-	-	36,500
	301173-650099	Storage, Server, & Backup Refresh	-	135,000	-	-	-	-	135,000
	301173-660258	Middle Mile Fiber	200,000	-	-	-	-	-	200,000
	301191-640118	City Hall Security Improvements	8,150	-	-	-	-	-	8,150
	301211-620116	Police Dept Basement Restrooms & Lockers	282,500	-	-	-	-	-	282,500
	301211-620118	Police Dept Basement Sleep Room	27,000	-	-	-	-	-	27,000
	301211-620125	Police Dept Lobby Security Glass	20,000	-	-	-	-	-	20,000
	301211-640024	LTE D-Block Radio Program	11,100	-	-	-	-	-	11,100
	301211-640106	Body Cams	24,170	-	-	-	-	-	24,170
	301211-640114	FM Radio Stations	6,000	5,000	-	-	-	-	11,000
	301211-640124	Handheld 700-800 Portable Radios	15,420	-	-	-	-	-	15,420
	301211-650027	Toughbook, Pmtrs, Dockng Stns	8,000	-	-	-	-	-	8,000
	301211-650089	Police/Courts Records Mgmt Sys	300,000	-	-	-	-	-	300,000
	301219-610010	Police Dept Parking Lot Repaving	35,000	-	-	-	-	-	35,000
	301219-620120	Police Dept Electrical Work	25,000	-	-	-	-	-	25,000
	301219-660276	Police Dept Concrete Replacement	199,000	-	-	-	-	-	199,000
	301311-630138	Bus Stop Improvements	157,000	-	-	-	-	-	157,000
	301311-630139	Street Lighting Safety Upgrades	41,620	-	-	-	-	-	41,620
	301311-660202	Railroad Quiet Zones	3,317,900	-	-	-	-	-	3,317,900
	301311-660227	SH 42: Hecla Dr Traffic Signal	39,710	-	-	-	-	-	39,710
	301311-660239	SBR Connectivity Feasibility S	35,030	-	-	-	-	-	35,030
	301312-630120	Bus then Bike Shelter	25,000	-	-	-	-	-	25,000
	301312-630141	ADA Parking Improvements	15,000	75,000	-	-	-	-	90,000
	301312-630142	Traffic Mitigation	25,000	25,000	-	-	-	-	50,000
	301312-630144	Transportation Master Plan First Steps	1,000,000	3,000,000	-	-	-	-	4,000,000
	301312-640001	Machinery & Equipment (%)	5,030	-	-	-	-	-	5,030
	301312-660012	Pavement Booster Program	5,028,130	4,840,000	-	-	-	-	9,868,130
	301312-660022	Concrete Replacement	75,000	75,000	-	-	-	-	150,000
	301312-660064	Bridge Inspection Follow-Up Repairs	30,000	100,000	-	-	-	-	130,000
	301312-660068	South Street Underpass (%)	184,250	-	-	-	-	-	184,250
	301312-660079	SH42 Short Intersection Design	153,550	-	-	-	-	-	153,550
	301312-660222	SH42 Short Intersection Construction	3,279,840	-	-	-	-	-	3,279,840
	301312-660226	Downtown Clay/Concrete Paver	119,490	-	-	-	-	-	119,490
	301312-660247	DRCOG Traffic Signal Improvts	50,000	-	-	-	-	-	50,000
	<del>301312-660255</del>	<del>SH42 &amp; Hecla Drive Traffic Signal</del>	-	-	-	-	-	-	-
	301312-660256	Downtown Ornamental Light Replacement	70,000	72,000	-	-	-	-	142,000
	<del>301312-660257</del>	<del>Downtown Surface Parking Expansion</del>	-	-	-	-	-	-	-
	301313-630101	Irrigation Clock Replacements (%)	20,000	-	-	-	-	-	20,000
	301313-630140	Downtown Tree Grate Conduit Replacement	26,000	28,000	-	-	-	-	54,000
	301313-630145	Subdivision Entry Landscape Improvements	<b>372,000</b>	57,000	-	-	-	-	64,000

**Capital Projects Fund (continued)**

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
	301313-640000	Motor Vehicle/Road Equipment (%)	31,400	-	-	-	-	-	31,400
	301313-640001	Machinery & Equipment (%)	7,500	7,500	-	-	-	-	15,000
	(New)	Sander Box Leg Kit	-	22,150	-	-	-	-	22,150
	301313-660103	Median Improvements	275,000	275,000	-	-	-	-	550,000
	301313-660226	Downtown Clay/Concrete Paver Replacement	110,000	110,000	-	-	-	-	220,000
	301313-660254	Utility Undergrounding	680,000	-	-	-	-	-	680,000
	301314-640001	Machinery & Equipment (%)	7,500	7,500	-	-	-	-	15,000
	301314-640135	Snow & Ice Attachment	18,000	-	-	-	-	-	18,000
	301511-630048	Playground Replacement (%)	56,000	56,000	-	-	-	-	112,000
	301511-630067	Heritage Restroom Renovation	28,000	200,000	-	-	-	-	228,000
	301511-630151	Miners Field Fencing Upgrade (%)	44,000	-	-	-	-	-	44,000
	301524-660252	Coyote Run Slope Mitigation (50%)	300,000	-	-	-	-	-	300,000
	301528-660015	Open Space & Parks Signs (%)	-	120,000	-	-	-	-	120,000
	301528-660068	South Street Underpass (%)	92,640	-	-	-	-	-	92,640
	301528-660069	BNSF RR Underpass/N Drainage (%)	-	-	-	-	-	-	-
	301531-630127	Miners Field Fencing Upgrade (%)	-	22,000	-	-	-	-	22,000
	301532-630127	Miners Field Fencing Upgrade (%)	-	22,000	-	-	-	-	22,000
	301532-640046	Fitness Equipment	22,360	-	-	-	-	-	22,360
	301537-640000	Motor Vehicle/Road Equipment (%)	4,000	-	-	-	-	-	4,000
	301551-650087	Upgrade Makerspace	-	15,000	-	-	-	-	15,000
	301551-620036	Library Building Improvements	16,820	-	-	-	-	-	16,820
	301552-620097	Historical Museum Campus (%)	20,850	165,400	-	-	-	-	186,250
	301552-620038	Museum Campus Building Improvements	51,210	-	-	-	-	-	51,210
	301552-620113	Historical Museum Structural Work (%)	60,850	-	-	-	-	-	60,850
	301553-620114	Center for the Arts Restoration	46,620	-	-	-	-	-	46,620
	301553-630136	Community Park Stage Improvements	24,000	-	-	-	-	-	24,000
	301553-640001	Machinery & Equipment (%)	5,020	-	-	-	-	-	5,020
	301651-630137	Downtown Patio Program Expansion	25,000	25,000	-	-	-	-	50,000
50		Concrete Replacement	-	-	75,000	75,000	75,000	75,000	300,000
53		Downtown Clay/Concrete Paver Replacement	-	-	110,000	-	-	-	110,000
54		Downtown Tree Grate Conduit Replacement	-	-	56,000	56,000	-	-	112,000
60		Downtown Ornamental Light Replacement	-	-	75,000	80,000	-	-	155,000
61		Pavement Management Program	-	-	4,000,000	4,600,000	4,300,000	4,500,000	17,400,000
2		Equipment Replacement - Parks (20%)	-	-	15,000	15,000	15,000	15,000	60,000
63		Median Landscape Renovation	-	-	275,000	-	-	-	275,000
66		Transportation Master Plan First Steps	-	-	1,200,000	2,800,000	-	-	4,000,000
8		Recycling Cans for Park Sites (50%)	-	-	10,000	-	-	-	10,000
19		Playground Replacement (20%)	-	-	56,000	56,000	56,000	59,000	227,000
68		Decorative Streetlight LED Conversion	-	-	100,000	110,000	100,000	100,000	410,000
69		Subdivision Entry Landscape Improvements	-	-	57,000	57,000	57,000	-	171,000
11		Open Space & Parks Trail & Direct'l Signs (50%)	-	-	19,200	-	78,000	-	97,200
73		Golf Maintenance Facility Improvements	-	-	99,910	-	-	124,130	224,040
74		Golf Division Equipment Replacement	-	-	117,360	117,360	117,360	117,360	469,440
75		Public Parking Lot Paving Program	-	-	-	130,000	130,000	130,000	390,000
76		Improvements to Community Dog Park	-	-	-	-	57,500	215,630	273,130
		<b>Total Capital Projects Fund</b>	<b>17,181,210</b>	<b>9,637,450</b>	<b>6,265,470</b>	<b>8,096,360</b>	<b>4,985,860</b>	<b>5,336,120</b>	<b>51,502,470</b>

## Recreation Center Construction Fund

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
	303120-620106	Rec Center Construction	3,637,610	-	-	-	-	-	3,637,610
		<b>Total Recreation Center Construction Fund</b>	<b>3,637,610</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,637,610</b>

## Water Utility Fund

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
	501498-640000	Motor Vehicle/Road Equipment (%)	190,500	-	-	-	-	-	190,500
	501498-640001	Machinery & Equipment (%)	9,650	-	-	-	-	-	9,650
	501498-640045	Meters	168,000	-	-	-	-	-	168,000
	501498-640121	WTP Resvr Treat Boat & Trailer	28,140	-	-	-	-	-	28,140
	501498-660182	Water Line Replacement	1,844,000	1,273,000	-	-	-	-	3,117,000
	501498-660205	PRV Replacement	75,000	-	-	-	-	-	75,000
	501498-660221	HBWTP Filter Media Replacement	5,000	-	-	-	-	-	5,000
	501498-660234	Tube Settler Replacement	451,770	-	-	-	-	-	451,770
	501498-660237	Water Tank Int Structure Maint	92,600	-	-	-	-	-	92,600
	501498-660259	Floride Equipment Replacement	105,000	-	-	-	-	-	105,000
	501499-600025	Fire Hydrant Painting	44,690	-	-	-	-	-	44,690
	501499-620119	Utilities Electrical Assessment (%)	-	32,500	-	-	-	-	32,500
	501499-630146	Marshall Lake Sediment Control	-	110,000	-	-	-	-	110,000
	501499-640116	Water Plants Disinfection Eval	408,040	-	-	-	-	-	408,040
	501499-640127	Excavation Shoring Box (%)	9,000	-	-	-	-	-	9,000
	501499-640131	Water Utility Trucks	80,000	-	-	-	-	-	80,000
	501499-650035	ERP System	3,000	-	-	-	-	-	3,000
	501499-650080	Water Facilities SCADA Upgrade	36,000	-	-	-	-	-	36,000
	501499-660175	WTP Chemical Storage Tanks	-	405,000	-	-	-	-	405,000
	501499-660190	NCWCD-Windy Gap Firming Proj	2,500,000	747,000	-	-	-	-	3,247,000
	501499-660211	Howard Diversion Upgrades	128,740	-	-	-	-	-	128,740
	501499-660212	SCWTP Recycle Pond Maintenance	86,000	-	-	-	-	-	86,000
	501499-660230	HBWTP HVAC Upgrade	3,000	-	-	-	-	-	3,000
	501499-660231	Louisville Lateral Ditch Pipin	20,000	-	-	-	-	-	20,000
	501499-660232	Cent/McCaslin Hi Zone Water Lp	22,230	-	-	-	-	-	22,230
	501499-660236	SBR Ditch Lining	170,200	88,310	-	-	-	-	258,510
	501499-660237	WTP Tank Cleaning & Evaluation	-	50,000	-	-	-	-	50,000
	501499-660243	Louisville Pipeline Flow Control	417,930	-	-	-	-	-	417,930
	501499-660244	HBWTP Upgrades	197,220	-	-	-	-	-	197,220
	501499-660245	SCWTP Upgrades	550,770	-	-	-	-	-	550,770
	501499-660260	WTP Vault Painting	-	225,000	-	-	-	-	225,000
	501499-660261	WTP Raw Water Study	-	75,000	-	-	-	-	75,000
	501499-660274	NCWCD SWSP Eastern Pump Station	-	150,000	-	-	-	-	150,000
	501499-660275	NCWCD SWSP Transmission Capacity	287,000	1,324,000	-	-	-	-	1,611,000
77		SBR Ditch Lining	-	-	90,510	-	-	-	90,510
78		Water Line Replacement	-	-	205,000	205,000	483,000	140,000	1,033,000
80		Louisville Lateral Ditch Piping	-	-	-	2,693,000	-	-	2,693,000
83		NCWCD - Windy Gap Firming Project	-	-	747,000	747,000	747,000	747,000	2,988,000
87		WTP Vehicle & Equipment Replacement	-	-	-	-	80,000	48,500	128,500
95		Marshall Lake Sediment Control	-	-	566,000	-	-	-	566,000
96		WTP Tank Cleaning & Evaluation	-	-	-	48,000	-	-	48,000
98		WTP Raw Water Study	-	-	100,000	-	-	-	100,000

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### Water Utility Fund (continued)

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
100		Water Rights Acquisition	-	-	565,000	552,000	566,000	580,000	2,263,000
101		Pump Replacement & Rehabilitation	-	-	84,000	276,000	17,000	-	377,000
102		SCWTP Filter Media Replacement	-	-	-	-	447,000	-	447,000
103		Meter Replacement	-	-	-	-	754,000	773,000	1,527,000
<b>Total Water Utility Fund</b>			<b>7,939,480</b>	<b>4,479,810</b>	<b>2,357,510</b>	<b>4,521,000</b>	<b>3,094,000</b>	<b>2,288,500</b>	<b>24,680,300</b>
			100	-					

### Wastewater Utility Fund

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
	502498-640000	Motor Vehicle/Road Equipment	-	37,000	-	-	-	-	37,000
	502498-640001	Machinery & Equipment	9,650	-	-	-	-	-	9,650
	502498-640134	Replacement High Pressure Sewer Cleaner	290,000	-	-	-	-	-	290,000
	502498-660183	Sewer Utility Lines	498,000	275,000	-	-	-	-	773,000
	502498-660216	Reuse System Replacement	32,000	-	-	-	-	-	32,000
	502498-660265	Reuse System Equipment Replacement	32,000	66,000	-	-	-	-	98,000
	502498-660272	Drum Thickener Replacement	-	275,000	-	-	-	-	275,000
	502499-620119	Utilities Electrical Assessment (%)	-	32,500	-	-	-	-	32,500
	502499-630147	WWTP Digester and Reuse Lighting Improvements	40,000	-	-	-	-	-	40,000
	502499-640127	Excavation Shoring Box (%)	3,000	-	-	-	-	-	3,000
	502499-640132	WWTP Tractor	62,000	-	-	-	-	-	62,000
	502499-640133	Portable Lift Station Pump	50,000	-	-	-	-	-	50,000
	502499-650035	ERP System	3,000	-	-	-	-	-	3,000
	502499-660153	Wastewater Plant Upgrade	15,000	-	-	-	-	-	15,000
	502499-660262	WWTP Additional Influent Pump	72,000	-	-	-	-	-	72,000
	502499-660263	WWTP Asphalt Addition	50,000	-	-	-	-	-	50,000
	502499-660264	WWTP Digester Control Improvements	100,000	-	-	-	-	-	100,000
	502499-660266	WWTP Digester and Digester Lights	40,000	-	-	-	-	-	40,000
	502499-660267	WWTP Aeration Basin & Reuse Mixers	150,000	-	-	-	-	-	150,000
	502499-660268	WWTP Total Suspended Solids (TSS) Probes	45,000	-	-	-	-	-	45,000
	502499-660269	WWTP Vac Dump Station	235,000	-	-	-	-	-	235,000
	502499-660271	OPS Lift Station Painting	-	75,000	-	-	-	-	75,000
114		Sewer Line Replacement	-	-	420,000	400,000	350,000	425,000	1,595,000
119		WWTP Vehicle Replacement	-	-	-	-	-	48,500	48,500
120		WWTP Dewatering Building Upgrades	-	-	76,000	753,000	-	-	829,000
<b>Total Wastewater Utility Fund</b>			<b>1,726,650</b>	<b>760,500</b>	<b>496,000</b>	<b>1,153,000</b>	<b>350,000</b>	<b>473,500</b>	<b>4,959,650</b>
			-	-					

### Storm Water Utility Fund

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
	503499-630032	Citywide Strm Sewr Outfall Imps	5,100	-	-	-	-	-	5,100
	503499-630096	Detention Pond Maintenance	118,500	121,500	-	-	-	-	240,000
	503499-630150	Drainageway "A-1" Garfield/Cottonwood	-	500,000	-	-	-	-	500,000
	503499-640001	Machinery & Equipment	4,620	-	-	-	-	-	4,620
	503499-640128	Arterial Snow Plow Replacement (%)	56,000	-	-	-	-	-	56,000
	503499-660251	Drainageway G Dillon Rd Crossing	150,000	-	-	-	-	-	150,000
	503499-660273	Storm Water Quality Master Plan	100,000	150,000	-	-	-	-	250,000
121		Storm Sewer Detention Pond Maintenance	-	-	124,500	150,000	129,000	135,500	539,000
122		Storm Water Quality Master Plan	-	-	150,000	150,000	150,000	-	450,000
<b>Total Storm Water Utility Fund</b>			<b>434,220</b>	<b>771,500</b>	<b>274,500</b>	<b>300,000</b>	<b>279,000</b>	<b>135,500</b>	<b>2,194,720</b>
			300	-					

### Golf Course Fund

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
	520799-620112	Shelter Improvements	14,500	-	-	-	-	-	14,500
	520799-650015	Irrigation Computer Replacement	11,200	-	-	-	-	-	11,200
	520799-630115	Cart Path Repairs	-	18,410	-	-	-	-	18,410
		Chemical Storage Building	-	35,000	-	-	-	-	35,000
		Golf Carts	-	132,300	-	-	-	-	132,300
<b>Total Golf Course Fund</b>			<b>25,700</b>	<b>185,710</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>211,410</b>
			-	-					

### Technology Management Fund

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
	602120-650015	Computer-Hardware	60,000	60,000	-	-	-	-	120,000
126		Computer-Software	-	-	60,000	60,000	60,000	60,000	240,000
<b>Total Technology Management Fund</b>			<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>360,000</b>
			-	-					

### Fleet Management Fund

Request No.	Project Account	Project Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
	603120-640000	Motor Vehicle/Road Equipment	35,000	-	-	-	-	-	35,000
	603211-640000	Motor Vehicle/Road Equipment	254,170	177,240	-	-	-	-	431,410
	603314-640000	Motor Vehicle/Road Equipment	352,500	-	-	-	-	-	352,500
	603511-640000	Motor Vehicle/Road Equipment	29,010	-	-	-	-	-	29,010
127	603211-640000	Motor Vehicle/Road Equipment	-	-	171,920	180,530	189,550	199,030	741,030
<b>Total Fleet Management Fund</b>			<b>670,680</b>	<b>177,240</b>	<b>171,920</b>	<b>180,530</b>	<b>189,550</b>	<b>199,030</b>	<b>1,588,950</b>
			-	-					

## All Funds

Fund Description	2019 Estimate	2020 Budget	2021 Planned	2022 Planned	2023 Planned	2024 Planned	6-Year Totals
Open Space & Parks Fund	3,577,720	502,300	559,560	265,820	283,300	112,500	5,301,200
Conservation Trust - Lottery Fund	224,000	224,000	224,000	224,000	224,000	236,000	1,356,000
Cemetery Fund	11,430	7,500	7,500	7,500	7,500	7,500	48,930
PEG Fee Fund	1,100	-	-	-	-	-	1,100
Historic Preservation Fund	268,850	-	-	-	-	-	268,850
Recreation Fund	487,170	171,000	70,000	233,000	70,000	70,000	1,101,170
Capital Projects Fund	17,181,210	9,637,450	6,265,470	8,096,360	4,985,860	5,336,120	51,502,470
Recreation Center Construction Fund	3,637,610	-	-	-	-	-	3,637,610
Water Utility Fund	7,939,480	4,479,810	2,357,510	4,521,000	3,094,000	2,288,500	24,680,300
Wastewater Utility Fund	1,726,650	760,500	496,000	1,153,000	350,000	473,500	4,959,650
Storm Water Utility Fund	434,220	771,500	274,500	300,000	279,000	135,500	2,194,720
Golf Course Fund	25,700	185,710	-	-	-	-	211,410
Technology Management Fund	60,000	60,000	60,000	60,000	60,000	60,000	360,000
Fleet Management Fund	670,680	177,240	171,920	180,530	189,550	199,030	1,588,950
<b>Total for All Funds</b>	<b>36,245,820</b>	<b>16,977,010</b>	<b>10,486,460</b>	<b>15,041,210</b>	<b>9,543,210</b>	<b>8,918,650</b>	<b>97,212,360</b>

**General Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Taxes:					
Property Taxes	2,800,682	3,250,690	3,301,600	3,296,540	3,570,640
Sales Taxes (Net of BAP's)	8,267,631	9,028,920	8,551,100	8,997,350	8,701,660
Use Taxes (Net of BAP's)	2,165,757	2,927,090	2,420,180	2,669,910	2,570,550
Franchise Taxes	1,078,608	1,074,576	1,096,350	1,042,230	1,070,460
Other Taxes	830,159	892,428	750,500	825,810	754,540
Licenses & Permits:					
Construction Permits (Net of BAP's)	1,045,677	651,947	877,820	900,060	909,720
Other Licenses & Permits	427,078	1,766,261	935,400	769,850	434,360
Intergovernmental Revenue:					
Recurring State-Shared Revenue	1,353,961	1,547,152	1,416,260	1,492,960	1,399,810
Non-Recurring Grants/Contributions	28,182	40,785	15,000	25,260	28,300
Charges for Services:					
Recreation /Senior Center Fees	1,878,517	1,714,745	-	-	-
Other Charges for Services	169,337	148,532	276,720	205,660	251,000
Fines & Forfeitures	210,720	185,851	196,460	144,280	130,280
Miscellaneous Revenue	176,003	751,847	228,040	299,330	246,830
Interfund Transfers	-	-	79,210	79,210	80,840
<b>Total Revenue</b>	<b>20,432,313</b>	<b>23,980,822</b>	<b>20,144,640</b>	<b>20,748,450</b>	<b>20,148,990</b>
<b>Expenditures:</b>					
General Government:					
City Manager	415,786	368,754	334,550	359,890	402,930
Economic Development	219,781	253,931	239,140	221,690	272,100
City Attorney	349,827	268,633	330,000	330,000	330,000
City Clerk & Municipal Court	499,777	503,777	628,810	595,950	637,010
Human Resources	517,490	528,006	595,800	558,200	627,880
Information Technology	497,386	538,048	874,720	834,580	800,540
Finance, Accounting, & Tax	852,428	728,017	761,130	766,680	710,640
Planning & Building Safety	1,299,735	1,449,279	1,749,300	1,457,230	1,443,740
General Administration Service	1,158,858	1,293,268	2,571,700	2,508,460	1,754,600
Public Safety	4,872,386	5,198,680	6,257,850	5,947,850	6,120,020
Public Works	2,311,031	2,508,844	2,968,610	3,017,180	3,269,050
Culture & Recreation:					
Library & Museum Services	1,850,154	1,886,041	2,112,440	2,094,250	2,206,470
Parks & Recreation Services	3,019,308	3,243,994	212,440	165,800	196,070
Debt Service	8,995	9,090	8,480	8,480	8,480
Interfund Transfers	67,800	2,471,660	3,937,730	3,937,520	2,030,240
<b>Total Expenditures</b>	<b>17,940,742</b>	<b>21,250,021</b>	<b>23,582,700</b>	<b>22,803,760</b>	<b>20,809,770</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>2,491,571</b>	<b>2,730,802</b>	<b>(3,438,060)</b>	<b>(2,055,310)</b>	<b>(660,780)</b>
<b>Projected Turnback</b>	<b>N/A</b>	<b>N/A</b>	<b>1,375,150</b>	<b>1,320,640</b>	<b>938,980</b>
<b>Beginning Fund Balance</b>	<b>5,305,766</b>	<b>7,797,337</b>	<b>10,528,139</b>	<b>10,528,139</b>	<b>9,793,469</b>
<b>Ending Fund Balance</b>	<b>7,797,337</b>	<b>10,528,139</b>	<b>8,465,229</b>	<b>9,793,469</b>	<b>10,071,669</b>

**Open Space & Parks Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Taxes:					
Sales Taxes	1,563,969	1,582,141	1,613,780	1,694,470	1,638,550
Use Taxes	536,241	642,259	569,870	656,660	594,420
Intergovernmental Revenue	4,800	3,402	1,150,760	1,150,760	5,000
Miscellaneous Revenue:					
Developer Contributions	213,125	-	-	-	-
Land Dedication Fees	602,257	-	-	166,960	-
Other Miscellaneous Revenue	75,065	169,747	63,050	90,830	74,180
Other Financing Sources	6,500	-	-	10,400	-
Interfund Transfers	173,950	1,029,360	1,203,170	1,000,290	1,180,060
<b>Total Revenue</b>	<b>3,175,907</b>	<b>3,426,909</b>	<b>4,600,630</b>	<b>4,770,370</b>	<b>3,492,210</b>
<b>Expenditures:</b>					
Central Fund-Wide Charges	264,063	255,222	300,310	327,920	342,990
Snow & Ice Removal	81,986	81,213	97,600	93,350	98,690
Open Space Administration & Operations	312,162	313,919	433,360	419,640	390,110
Open Space Acquisition	3,897	4,113	8,840	3,900	14,010
Open Space Education & Outreach	109,092	161,947	197,130	199,080	230,070
Open Space Trail Maintenance	80,475	80,252	89,360	88,810	92,770
Open Space New Trails	19,717	18,239	19,280	19,310	20,230
Parks Administration & Operations	1,324,697	1,335,766	1,739,350	1,717,340	1,836,370
Capital - Streetscapes	19,021	14,722	-	-	-
Capital - Snow & Ice Removal	10,145	3,000	-	4,050	-
Capital - Parks	70,405	78,259	305,750	311,390	309,500
Capital - Open Space Maintenance	5,466	21,092	58,700	60,000	35,000
Capital - Open Space Education & Outreach	1,064	52,857	-	38,750	-
Capital - Open Space Trail Maintenance	46,416	16,894	300,000	300,000	-
Capital - Open Space New Trails	120,550	351,247	2,863,530	2,819,910	157,800
Capital - Athletic Fields	-	9,900	-	-	-
Capital - Open Space Acquisition	2,065,250	-	-	-	-
<b>Total Expenditures</b>	<b>4,534,406</b>	<b>2,798,642</b>	<b>6,413,210</b>	<b>6,403,450</b>	<b>3,527,540</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>(1,358,499)</b>	<b>628,267</b>	<b>(1,812,580)</b>	<b>(1,633,080)</b>	<b>(35,330)</b>
<b>Projected Turnback</b>	<b>N/A</b>	<b>N/A</b>	<b>201,970</b>	<b>200,850</b>	<b>151,260</b>
<b>Beginning Fund Balance</b>	<b>4,005,324</b>	<b>2,646,825</b>	<b>3,275,092</b>	<b>3,275,092</b>	<b>1,842,862</b>
<b>Ending Fund Balance</b>	<b>2,646,825</b>	<b>3,275,092</b>	<b>1,664,482</b>	<b>1,842,862</b>	<b>1,958,792</b>

**Conservation Trust - Lottery Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Intergovernmental Revenue:					
Recurring State-Shared Lottery Proceeds	200,418	198,925	194,410	228,760	228,760
Non-Recurring Grants/Contributions	-	-	60,000	60,000	60,000
Miscellaneous Revenue	4,962	7,466	340	1,500	1,870
<b>Total Revenue</b>	<b>205,380</b>	<b>206,390</b>	<b>254,750</b>	<b>290,260</b>	<b>290,630</b>
<b>Expenditures:</b>					
Administration & Operations	415	239	400	50	400
Capital - Parks	335,076	264,868	224,000	224,000	224,000
Capital - Open Space Maintenance	11,841	-	-	-	-
Capital - Youth Activities	6,375	-	-	-	-
Capital - Adult Activities	6,375	-	-	-	-
Interfund Transfers	-	430,280	-	-	-
<b>Total Expenditures</b>	<b>360,082</b>	<b>695,387</b>	<b>224,400</b>	<b>224,050</b>	<b>224,400</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>(154,703)</b>	<b>(488,997)</b>	<b>30,350</b>	<b>66,210</b>	<b>66,230</b>
<b>Beginning Fund Balance</b>	<b>643,700</b>	<b>488,997</b>	<b>-</b>	<b>-</b>	<b>66,210</b>
<b>Ending Fund Balance</b>	<b>488,997</b>	<b>-</b>	<b>30,350</b>	<b>66,210</b>	<b>132,440</b>

**Cemetery Perpetual Care Fund**  
**2020 Recommended Budget**

	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2019</b>	<b>2020</b>
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Estimate</b>	<b>Budget</b>
<b>Revenue:</b>					
Licenses & Permits:					
Burial Permits	39,567	29,620	28,160	32,150	33,760
Miscellaenous Revenue	3,966	9,849	13,390	12,590	12,010
<b>Total Revenue</b>	<b>43,533</b>	<b>39,469</b>	<b>41,550</b>	<b>44,740</b>	<b>45,770</b>
<b>Expenditures:</b>					
Administration & Operations	327	297	300	300	300
Interfund Transfers	3,966	9,849	13,390	12,590	12,010
<b>Total Expenditures</b>	<b>4,293</b>	<b>10,147</b>	<b>13,690</b>	<b>12,890</b>	<b>12,310</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>39,240</b>	<b>29,323</b>	<b>27,860</b>	<b>31,850</b>	<b>33,460</b>
<b>Beginning Fund Balance</b>	<b>515,001</b>	<b>554,241</b>	<b>583,564</b>	<b>583,564</b>	<b>615,414</b>
<b>Ending Fund Balance</b>	<b>554,241</b>	<b>583,564</b>	<b>611,424</b>	<b>615,414</b>	<b>648,874</b>

**Cemetery Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Licenses & Permits:					
Burial Permits	39,567	29,620	28,160	32,150	33,760
Intergovernmental Revenue	-	378	-	-	-
Charges for Services:					
Burial Fees (Open & Close Fees)	38,790	38,890	39,830	39,770	41,760
Miscellaenous Revenue	299	524	620	700	640
Interfund Transfers	71,766	98,719	115,990	131,460	98,760
<b>Total Revenue</b>	<b>150,421</b>	<b>168,131</b>	<b>184,600</b>	<b>204,080</b>	<b>174,920</b>
<b>Expenditures:</b>					
Administration & Operations	138,468	160,939	199,110	192,650	167,420
Capital - Parks	14,410	1,375	10,750	11,430	7,500
<b>Total Expenditures</b>	<b>152,877</b>	<b>162,314</b>	<b>209,860</b>	<b>204,080</b>	<b>174,920</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>(2,456)</b>	<b>5,817</b>	<b>(25,260)</b>	<b>-</b>	<b>-</b>
<b>Beginning Fund Balance</b>	<b>30,152</b>	<b>27,696</b>	<b>33,513</b>	<b>33,513</b>	<b>33,513</b>
<b>Ending Fund Balance</b>	<b>27,696</b>	<b>33,513</b>	<b>8,253</b>	<b>33,513</b>	<b>33,513</b>

**PEG Fees Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Charges for Services:					
PEG Fees - Comcast	27,533	28,608	28,000	28,830	29,000
Miscellaenous Revenue	462	364	250	190	240
Interfund Transfers	-	70,000	-	-	-
<b>Total Revenue</b>	<b>27,995</b>	<b>98,972</b>	<b>28,250</b>	<b>29,020</b>	<b>29,240</b>
<b>Expenditures:</b>					
Administration & Operations	36	23	50	10	50
Capital - Administration & Support Services	2,858	167,661	-	1,100	-
Interfund Transfers	-	-	25,000	25,000	25,000
<b>Total Expenditures</b>	<b>2,894</b>	<b>167,684</b>	<b>25,050</b>	<b>26,110</b>	<b>25,050</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>25,101</b>	<b>(68,712)</b>	<b>3,200</b>	<b>2,910</b>	<b>4,190</b>
<b>Beginning Fund Balance</b>	<b>51,275</b>	<b>76,376</b>	<b>7,664</b>	<b>7,664</b>	<b>10,574</b>
<b>Ending Fund Balance</b>	<b>76,376</b>	<b>7,664</b>	<b>10,864</b>	<b>10,574</b>	<b>14,764</b>

**Historic Preservation Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Taxes:					
Sales Taxes	521,333	527,380	537,930	564,820	546,180
Use Taxes (Net of BAP's)	178,717	214,091	189,930	218,890	198,140
Intergovernmental Revenue	4,219	-	-	-	-
Miscellaenous Revenue	11,830	33,585	32,880	47,300	45,550
<b>Total Revenue</b>	<b>716,099</b>	<b>775,057</b>	<b>760,740</b>	<b>831,010</b>	<b>789,870</b>
<b>Expenditures:</b>					
Administration & Operations	148,570	139,743	159,240	124,910	157,550
Historic Preservation Incentives	117,243	188,233	275,000	225,000	275,000
Historic Preservation Acquisitions	1	95,488	351,350	268,850	-
Interfund Transfers	-	-	54,210	54,210	55,840
<b>Total Expenditures</b>	<b>265,815</b>	<b>423,464</b>	<b>839,800</b>	<b>672,970</b>	<b>488,390</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>450,284</b>	<b>351,593</b>	<b>(79,060)</b>	<b>158,040</b>	<b>301,480</b>
<b>Begining Fund Balance</b>	<b>1,309,494</b>	<b>1,759,778</b>	<b>2,111,371</b>	<b>2,111,371</b>	<b>2,269,411</b>
<b>Ending Fund Balance</b>	<b>1,759,778</b>	<b>2,111,371</b>	<b>2,032,311</b>	<b>2,269,411</b>	<b>2,570,891</b>

**Recreation Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Taxes:					
Sales Taxes	-	-	643,310	675,470	653,180
Use Taxes	-	-	230,440	217,290	197,350
Intergovernmental Revenue	-	-	55,000	55,000	55,000
Charges for Services	-	-	2,384,210	2,816,820	2,995,340
Miscellaneous Revenue	-	-	-	122,000	48,100
Other Financing Sources	-	-	-	1,400	-
Interfund Transfers	-	-	1,860,360	1,860,360	1,221,030
<b>Total Revenue</b>	<b>-</b>	<b>-</b>	<b>5,173,320</b>	<b>5,748,340</b>	<b>5,170,000</b>
<b>Expenditures:</b>					
Central Fund-Wide Charges	-	-	43,720	43,720	48,090
Recreation Center Building Maintenance	-	-	769,940	791,990	853,890
Recreation Center Management	-	-	538,730	606,690	625,850
Recreation Center - Aquatics	-	-	794,480	790,800	820,400
Fitness & Wellness	-	-	402,150	407,510	407,630
Youth Activities	-	-	371,700	355,530	408,310
Memory Square Pool	-	-	171,410	188,510	182,040
Youth Sports	-	-	226,040	225,980	227,080
Adult Sports	-	-	43,770	43,020	44,990
Seniors	-	-	468,570	481,430	456,420
Senior Meals	-	-	170,650	170,610	173,780
Nite at the Rec	-	-	105,570	105,100	106,320
Memory Square Building Maintenance	-	-	54,660	38,600	56,730
Athletic Fields Maintenance	-	-	183,250	209,950	185,470
Capital - Senior Services	-	-	-	-	10,000
Capital - Aquatics	-	-	134,000	134,300	91,000
Capital - Athletic Fields	-	-	145,000	145,000	-
Capital - Recreation Center Building	-	-	201,760	207,870	70,000
<b>Total Expenditures</b>	<b>-</b>	<b>-</b>	<b>4,825,400</b>	<b>4,946,610</b>	<b>4,768,000</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>-</b>	<b>-</b>	<b>347,920</b>	<b>801,730</b>	<b>402,000</b>
<b>Projected Turnback</b>	<b>N/A</b>	<b>N/A</b>	<b>217,230</b>	<b>222,970</b>	<b>137,910</b>
<b>Beginning Fund Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,024,700</b>
<b>Ending Fund Balance</b>	<b>-</b>	<b>-</b>	<b>565,150</b>	<b>1,024,700</b>	<b>1,564,610</b>

**Capital Projects Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Taxes:					
Sales Taxes (Net of BAP's)	4,130,009	4,206,298	4,282,880	4,506,370	4,358,280
Use Taxes (Net of BAP's)	2,018,889	2,405,045	2,045,960	2,416,750	2,184,730
Intergovernmental Revenue	233,234	96,558	4,200,490	4,200,490	1,671,600
Charges for Services	15,300	24,350	25,000	28,000	25,000
Miscellaneous Revenue:					
Developer Contributions	453,405	110,000	-	282,000	-
URD Contributions	303,952	325,023	637,310	1,188,110	72,000
Other Miscellaneous Revenue	121,761	179,146	113,010	181,870	143,030
Other Financing Sources	2,050	10,200	-	-	-
Interfund Transfers	825,151	947,290	1,669,600	2,107,940	314,040
<b>Total Revenue</b>	<b>8,103,751</b>	<b>8,303,910</b>	<b>12,974,250</b>	<b>14,911,530</b>	<b>8,768,680</b>
<b>Expenditures:</b>					
Central Fund-Wide Charges	368,768	292,687	319,560	319,580	333,530
Capital - Sustainability	-	-	78,000	78,000	153,000
Capital - City Clerk	-	8,627	15,000	15,000	-
Capital - Community Design	365	487,890	10,000	10,000	-
Capital - Historic Preservation	-	-	52,500	-	-
Capital - Information Technology	133,741	21,235	485,500	485,500	159,900
Capital - General Facilities	22,855	27,797	-	8,150	-
Capital - Patrol & Investigations	65,772	84,345	694,190	694,190	5,000
Capital - Code Enforcement	157	-	-	-	-
Capital - Municipal Court	-	17,307	-	-	-
Capital - Police Department Building Maintenance	-	-	259,000	259,000	-
Capital - Planning & Engineering	211,804	252,980	3,589,640	3,591,260	-
Capital - Transportation	4,492,130	4,490,713	10,535,290	10,060,340	8,187,000
Capital - Streetscapes	-	19,768	1,151,500	1,156,900	499,650
Capital - Snow & Ice Removal	-	-	25,500	25,500	7,500
Capital - Parks	-	-	128,000	128,000	256,000
Capital - Open Space Trail Maintenance	-	-	300,000	300,000	-
Capital - Open Space New Trails	872,179	82,522	1,376,140	92,640	120,000
Capital - Youth Activities	-	-	-	-	22,000
Capital - Adult Activities	51,192	66,454	22,360	22,360	22,000
Capital - Aquatics	18,637	-	-	-	-
Capital - Golf Course	-	-	3,250	4,000	-
Capital - Recreation Center Building	321,215	-	-	-	-
Capital - Library Services	126,591	195,435	14,490	16,820	15,000
Capital - Museum Services	50,204	8,145	132,910	132,910	165,400
Capital - Cultural Arts & Special Events	51,228	35,820	75,640	75,640	-
Capital - Business Retention & Development	-	68,260	25,000	25,000	25,000
Interfund Transfers	-	395,100	125,000	125,000	127,500
<b>Total Expenditures</b>	<b>6,786,835</b>	<b>6,555,086</b>	<b>19,418,470</b>	<b>17,625,790</b>	<b>10,098,480</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>1,316,916</b>	<b>1,748,825</b>	<b>(6,444,220)</b>	<b>(2,714,260)</b>	<b>(1,329,800)</b>
<b>Beginning Fund Balance</b>	<b>3,376,846</b>	<b>4,693,763</b>	<b>6,442,587</b>	<b>6,442,587</b>	<b>3,728,327</b>
<b>Ending Fund Balance</b>	<b>4,693,763</b>	<b>6,442,587</b>	<b>(1,633)</b>	<b>3,728,327</b>	<b>2,398,527</b>

**Impact Fee Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Charges for Services:					
Impact Fees - Municipal Government	86,944	-	-	-	-
Impact Fees - Transportation	269,508	456,677	407,060	343,100	292,050
Impact Fees - Parks & Trails	173,437	216,560	359,300	185,560	338,070
Impact Fees - Recreation	49,179	-	-	-	-
Impact Fees - Library	26,732	28,784	-	24,680	-
Miscellaenous Revenue	9,010	26,977	1,750	22,690	13,440
<b>Total Revenue</b>	<b>614,810</b>	<b>728,998</b>	<b>768,110</b>	<b>576,030</b>	<b>643,560</b>
<b>Expenditures:</b>					
Administration & Operations	3,235	796	1,000	1,000	1,000
Interfund Transfers	584,640	1,163,860	1,020,500	1,024,940	644,140
<b>Total Expenditures</b>	<b>587,875</b>	<b>1,164,656</b>	<b>1,021,500</b>	<b>1,025,940</b>	<b>645,140</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>26,934</b>	<b>(435,658)</b>	<b>(253,390)</b>	<b>(449,910)</b>	<b>(1,580)</b>
<b>Beginning Fund Balance</b>	<b>935,664</b>	<b>962,599</b>	<b>526,941</b>	<b>526,941</b>	<b>77,031</b>
<b>Ending Fund Balance</b>	<b>962,599</b>	<b>526,941</b>	<b>273,551</b>	<b>77,031</b>	<b>75,451</b>

**Recreation Center Debt Service Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Taxes	-	1,747,796	1,751,430	1,748,740	1,894,150
Miscellaenous Revenue	4,194	3,214	620	15,000	36,670
Bond Proceeds for Capitalized Interest	561,546	-	-	-	-
<b>Total Revenue</b>	<b>565,740</b>	<b>1,751,010</b>	<b>1,752,050</b>	<b>1,763,740</b>	<b>1,930,820</b>
<b>Expenditures:</b>					
Administration & Operations	-	300	300	550	600
Debt Service:					
Principal	-	665,000	680,000	680,000	705,000
Interest	561,546	1,075,300	1,062,000	1,062,000	1,034,800
<b>Total Expenditures</b>	<b>561,546</b>	<b>1,740,600</b>	<b>1,742,300</b>	<b>1,742,550</b>	<b>1,740,400</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>4,194</b>	<b>10,410</b>	<b>9,750</b>	<b>21,190</b>	<b>190,420</b>
<b>Beginning Fund Balance</b>	<b>-</b>	<b>4,194</b>	<b>14,604</b>	<b>14,604</b>	<b>35,794</b>
<b>Ending Fund Balance</b>	<b>4,194</b>	<b>14,604</b>	<b>24,354</b>	<b>35,794</b>	<b>226,214</b>

**Water Utility Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Intergovernmental Revenue	335,181	-	-	-	-
Charges for Services:					
User Fees	5,851,124	6,416,158	5,794,630	5,669,830	5,770,630
Tap Fees	4,659,014	1,647,686	3,282,870	2,508,000	2,585,600
Miscellaneous Revenue	416,444	529,048	408,190	497,580	362,620
Other Financing Sources	-	1,000	-	-	-
<b>Total Revenue</b>	<b>11,261,763</b>	<b>8,593,893</b>	<b>9,485,690</b>	<b>8,675,410</b>	<b>8,718,850</b>
<b>Expenditures:</b>					
Central Fund-Wide Charges	476,752	464,275	520,330	520,250	511,760
Utility Billing	135,665	133,692	150,300	137,210	154,390
Water Utility Engineering	69,564	65,216	74,260	75,030	77,700
Water Plant Operations	1,324,028	1,712,260	1,603,370	1,496,280	1,544,410
Raw Water Operations	481,185	626,309	965,790	678,440	949,410
Water Distribution	461,871	471,988	604,630	569,460	567,430
Water Treatment Plant Building Maintenance	186,069	186,986	306,620	286,550	251,940
Debt Service	976,824	987,674	981,820	981,820	988,050
Replacement Capital - Public Works	2,049,987	1,894,462	2,895,670	2,969,660	1,273,000
Capital - Public Works	1,869,152	4,844,581	5,055,820	4,969,920	3,206,810
<b>Total Expenditures</b>	<b>8,031,098</b>	<b>11,387,443</b>	<b>13,158,610</b>	<b>12,684,620</b>	<b>9,524,900</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>3,230,664</b>	<b>(2,793,550)</b>	<b>(3,672,920)</b>	<b>(4,009,210)</b>	<b>(806,050)</b>
<b>Projected Turnback</b>	<b>N/A</b>	<b>N/A</b>	<b>633,800</b>	<b>564,480</b>	<b>405,700</b>
<b>Beginning Working Capital</b>	<b>14,666,139</b>	<b>17,896,803</b>	<b>15,103,253</b>	<b>15,103,253</b>	<b>11,658,523</b>
<b>Ending Working Capital</b>	<b>17,896,803</b>	<b>15,103,253</b>	<b>12,064,133</b>	<b>11,658,523</b>	<b>11,258,173</b>

**Wastewater Utility Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Charges for Services:					
User Fees	3,366,598	3,580,936	3,506,000	3,560,040	3,780,030
Tap Fees	819,240	161,360	469,800	283,560	400,720
Miscellaneous Revenue	160,451	235,748	132,160	159,030	136,440
<b>Total Revenue</b>	<b>4,346,289</b>	<b>3,978,044</b>	<b>4,107,960</b>	<b>4,002,630</b>	<b>4,317,190</b>
<b>Expenditures:</b>					
Central Fund-Wide Charges	371,666	310,345	365,690	365,440	377,830
Utility Billing	113,671	111,761	135,690	120,400	137,890
Wastewater Utility Engineering	44,841	64,220	146,500	47,710	72,870
Wastewater Collections	224,838	208,353	279,840	249,490	284,150
Wastewater Treatment Plant Operations	758,609	854,219	974,590	886,900	1,020,310
Pretreatment	44,433	52,364	80,680	74,190	29,580
Wastewater Treatment Plant Building Maint	300,726	288,728	455,670	346,730	387,070
Debt Service	1,272,007	1,278,242	1,282,310	1,282,310	1,285,190
Replacement Capital - Public Works	1,051,821	502,186	831,650	861,650	653,000
Capital - Public Works	6,473,209	752,834	864,000	865,000	107,500
<b>Total Expenditures</b>	<b>10,655,819</b>	<b>4,423,253</b>	<b>5,416,620</b>	<b>5,099,820</b>	<b>4,355,390</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>(6,309,531)</b>	<b>(445,209)</b>	<b>(1,308,660)</b>	<b>(1,097,190)</b>	<b>(38,200)</b>
<b>Projected Turnback</b>	<b>N/A</b>	<b>N/A</b>	<b>243,870</b>	<b>209,090</b>	<b>115,490</b>
<b>Beginning Working Capital</b>	<b>12,374,069</b>	<b>6,064,538</b>	<b>5,619,330</b>	<b>5,619,330</b>	<b>4,731,230</b>
<b>Ending Working Capital</b>	<b>6,064,538</b>	<b>5,619,330</b>	<b>4,554,540</b>	<b>4,731,230</b>	<b>4,808,520</b>

**Storm Water Utility Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Licenses & Permits	500	625	2,000	2,000	2,000
Intergovernmental Revenue	265,643	68,814	229,380	229,380	250,000
Charges for Services	739,801	779,643	828,970	837,330	1,001,880
Miscellaneous Revenue	9,870	20,106	9,610	21,440	19,550
<b>Total Revenue</b>	<b>1,015,814</b>	<b>869,188</b>	<b>1,069,960</b>	<b>1,090,150</b>	<b>1,273,430</b>
<b>Expenditures:</b>					
Storm Water Utility Engineering	34,501	33,203	35,920	36,500	37,580
Storm Water Administration & Operations	253,443	243,557	338,530	318,230	332,330
Debt Service	260,532	261,809	262,650	262,650	263,230
Capital - Public Works	390,646	560,574	434,220	434,520	771,500
<b>Total Expenditures</b>	<b>939,122</b>	<b>1,099,144</b>	<b>1,071,320</b>	<b>1,051,900</b>	<b>1,404,640</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>76,692</b>	<b>(229,956)</b>	<b>(1,360)</b>	<b>38,250</b>	<b>(131,210)</b>
<b>Projected Turnback</b>	<b>N/A</b>	<b>N/A</b>	<b>56,170</b>	<b>53,210</b>	<b>36,990</b>
<b>Beginning Working Capital</b>	<b>1,165,980</b>	<b>1,242,672</b>	<b>1,012,716</b>	<b>1,012,716</b>	<b>1,104,176</b>
<b>Ending Working Capital</b>	<b>1,242,672</b>	<b>1,012,716</b>	<b>1,067,526</b>	<b>1,104,176</b>	<b>1,009,956</b>

**Solid Waste & Recycling Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Charges for Services:					
User Fees	1,424,193	1,455,963	1,520,470	1,446,440	1,291,320
Administration Fees	127,936	150,933	148,980	150,930	150,930
Hazardous Waste Fees	54,834	59,113	71,400	61,200	76,500
Other Fees	10,657	13,117	9,550	9,550	9,550
Miscellaenous Revenue	(3)	1,189	2,450	2,590	4,040
<b>Total Revenue</b>	<b>1,617,618</b>	<b>1,680,316</b>	<b>1,752,850</b>	<b>1,670,710</b>	<b>1,532,340</b>
<b>Expenditures:</b>					
Administration & Operations	96,944	93,490	84,600	101,650	105,910
BC Household Hazardous Waste	62,256	48,376	59,760	59,760	71,230
Professional Services - Solid Waste Hauling	1,433,766	1,465,869	1,478,480	1,446,440	1,291,320
<b>Total Expenditures</b>	<b>1,592,967</b>	<b>1,607,735</b>	<b>1,622,840</b>	<b>1,607,850</b>	<b>1,468,460</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>24,651</b>	<b>72,581</b>	<b>130,010</b>	<b>62,860</b>	<b>63,880</b>
<b>Beginning Working Capital</b>	<b>(7,332)</b>	<b>17,319</b>	<b>89,900</b>	<b>89,900</b>	<b>152,760</b>
<b>Ending Working Capital</b>	<b>17,319</b>	<b>89,900</b>	<b>219,910</b>	<b>152,760</b>	<b>216,640</b>

**Golf Course Fund**  
**2020 Recommended Budget**

	2017	2,018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Charges for Services:					
Green Fees	833,131	867,029	925,000	890,000	916,700
Annual Season Passes	152,940	149,175	178,000	178,000	183,340
Golf Cart Rentals	221,517	206,692	235,000	225,000	231,750
Driving Range Fees	108,124	111,091	124,000	115,000	118,450
Pro Shop Merchandise Sales	98,642	119,005	115,000	106,000	109,180
Other Charges for Services	121,088	145,233	148,700	128,340	131,280
Miscellaenous Revenue	4,107	131,541	8,600	65,460	11,760
Other Financing Sources	-	550	-	-	-
<b>Total Revenue</b>	<b>1,539,549</b>	<b>1,730,315</b>	<b>1,734,300</b>	<b>1,707,800</b>	<b>1,702,460</b>
<b>Expenditures:</b>					
General & Marketing	134,525	114,824	117,570	118,020	177,470
Golf Operations & Pro Shop	630,213	697,908	713,180	737,540	674,790
Golf Course Maintenance	551,453	871,183	914,460	695,200	775,350
Golf Clubhouse Operations & Maintenance	86,596	147,737	94,890	92,740	93,540
Capital - Parks & Recreation	8,757	-	25,360	25,700	185,710
<b>Total Expenditures</b>	<b>1,411,543</b>	<b>1,831,653</b>	<b>1,865,460</b>	<b>1,669,200</b>	<b>1,906,860</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>128,006</b>	<b>(101,338)</b>	<b>(131,160)</b>	<b>38,600</b>	<b>(204,400)</b>
<b>Projected Turnback</b>	<b>N/A</b>	<b>N/A</b>	<b>73,600</b>	<b>65,740</b>	<b>68,850</b>
<b>Beginning Working Capital</b>	<b>158,792</b>	<b>286,798</b>	<b>185,460</b>	<b>185,460</b>	<b>289,800</b>
<b>Ending Working Capital</b>	<b>286,798</b>	<b>185,460</b>	<b>127,900</b>	<b>289,800</b>	<b>154,250</b>

**Technology Management Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Replacement Contributions	70,242	68,130	70,640	70,640	53,030
Miscellaenous Revenue	1,426	3,313	4,380	4,280	3,970
<b>Total Revenue</b>	<b>71,668</b>	<b>71,443</b>	<b>75,020</b>	<b>74,920</b>	<b>57,000</b>
<b>Expenditures:</b>					
Administration & Operations	119	1,334	750	750	750
Capital - Equipment Replacment	92,214	50,895	60,000	60,000	60,000
<b>Total Expenditures</b>	<b>92,333</b>	<b>52,229</b>	<b>60,750</b>	<b>60,750</b>	<b>60,750</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>(20,665)</b>	<b>19,214</b>	<b>14,270</b>	<b>14,170</b>	<b>(3,750)</b>
<b>Beginning Fund Balance</b>	<b>200,247</b>	<b>179,582</b>	<b>198,796</b>	<b>198,796</b>	<b>212,966</b>
<b>Ending Fund Balance</b>	<b>179,582</b>	<b>198,796</b>	<b>213,066</b>	<b>212,966</b>	<b>209,216</b>

**Fleet Management Fund**  
**2020 Recommended Budget**

	2017	2018	2019		2020
	Actual	Actual	Budget	Estimate	Budget
<b>Revenue:</b>					
Replacement Contributions	-	238,880	342,200	342,200	342,200
Miscellaenous Revenue	4,839	61,933	5,300	23,390	6,540
Other Financing Sources	-	60,000	-	-	-
<b>Total Revenue</b>	<b>4,839</b>	<b>360,813</b>	<b>347,500</b>	<b>365,590</b>	<b>348,740</b>
<b>Expenditures:</b>					
Administration & Operations	415	285	500	500	500
Capital - Equipment Replacment	188,885	361,080	621,390	670,680	177,240
<b>Total Expenditures</b>	<b>189,300</b>	<b>361,365</b>	<b>621,890</b>	<b>671,180</b>	<b>177,740</b>
<b>Revenue Over/(Under) Expenditures</b>	<b>(184,462)</b>	<b>(552)</b>	<b>(274,390)</b>	<b>(305,590)</b>	<b>171,000</b>
<b>Beginning Fund Balance</b>	<b>752,327</b>	<b>567,866</b>	<b>567,313</b>	<b>567,313</b>	<b>261,723</b>
<b>Ending Fund Balance</b>	<b>567,866</b>	<b>567,313</b>	<b>292,923</b>	<b>261,723</b>	<b>432,723</b>

# Public Hearing 2020 Recommended Operating & Capital Budget

Presented October 1, 2019

## 2020 Recommended Budget

- The initial 2020 Operating & Capital Budget was *informally* approved during the 2019-2020 Biennial Budget process.
- The updated 2020 Budget will be presented for *formal* adoption in November includes updates to:
  - Revenue estimates and assumptions
  - Expenditure estimates and targets
  - Capital Improvements Plan
  - Interfund transfer projections
  - Long-Term Financial Plan

# Revenue Estimates & Assumptions (page xxx)

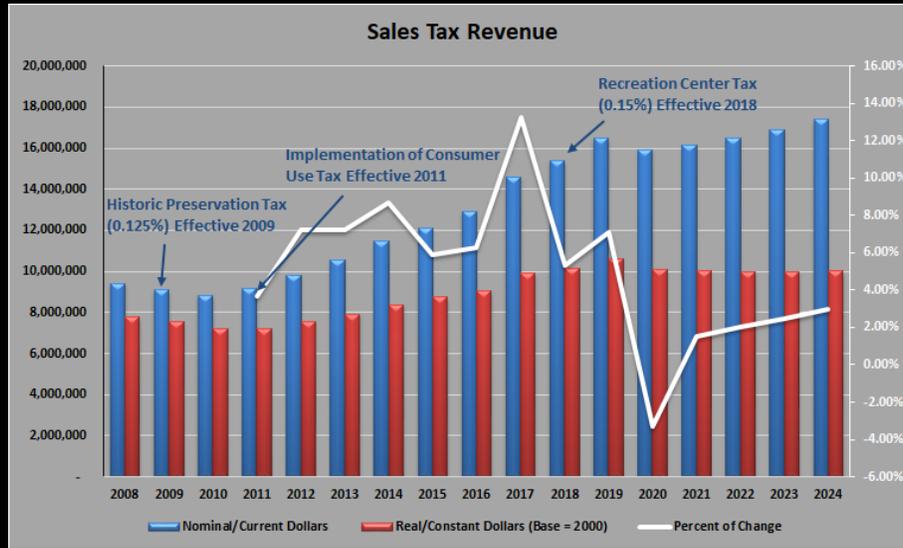
Summary of Revenue Assumptions for Major Revenue Sources  
2019 - 2024

Revenue Category	2019	2020	2021	2022	2023	2024	Percent of Change					
	Estimate	Budget	Projection	Projection	Projection	Projection	2019	2020	2021	2022	2023	2024
<b>Regional Consumer Price Index</b>							2.50%	2.00%	2.00%	2.25%	2.50%	2.75%
<b>Taxes:</b>												
Sales Tax	16,475,160	15,931,480	16,170,450	16,493,860	16,906,210	17,413,390	7.1%	-3.3%	1.5%	2.0%	2.5%	3.0%
Property Tax	5,045,280	5,464,790	5,512,680	5,779,440	5,889,170	6,295,270	-9.3%	8.3%	0.9%	4.8%	1.9%	6.9%
Use Tax - Consumer	2,260,850	2,260,850	2,260,850	2,260,850	2,260,850	2,260,850	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Use Tax - Auto	1,726,970	1,606,080	1,573,960	1,605,430	1,645,560	1,694,930	-15.0%	-7.0%	-2.0%	2.0%	2.5%	3.0%
Use Tax - Building Materials	2,335,650	1,856,190	1,468,210	1,343,210	956,060	892,790	2.8%	-20.5%	-20.9%	-3.5%	-28.8%	-6.6%
Franchise Taxes	1,042,230	1,070,460	1,090,250	1,111,000	1,142,930	1,175,850	-3.0%	2.7%	1.8%	1.9%	2.9%	2.9%
Lodging Tax	425,270	395,500	375,730	364,460	360,820	364,430	-10.0%	-7.0%	-5.0%	-3.0%	-1.0%	1.0%
Specific Ownership Tax	278,540	259,040	253,860	258,940	265,410	273,370	-10.0%	-7.0%	-2.0%	2.0%	2.5%	3.0%
<b>Licenses &amp; Permits:</b>												
Construction Permits	1,032,280	909,720	789,780	747,300	605,820	577,900	55.8%	-11.9%	-13.2%	-5.4%	-18.9%	-4.6%
Minor Building-Related Permits	475,000	163,210	166,470	169,800	173,200	176,660	-66.3%	-65.6%	2.0%	2.0%	2.0%	2.0%
<b>Intergovernmental Revenue:</b>												
Highway Users Tax	780,090	651,990	658,510	665,100	671,750	678,470	-0.5%	-16.4%	1.0%	1.0%	1.0%	1.0%
State Lottery	228,760	228,760	228,760	228,760	228,760	228,760	15.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Marijuana Tax	136,830	138,200	140,270	143,080	145,940	148,860	0.0%	1.0%	1.5%	2.0%	2.0%	2.0%
<b>Charges for Services:</b>												
Water User Fees	5,669,830	5,770,630	5,905,770	6,026,270	6,137,120	6,248,960	-11.6%	1.8%	2.3%	2.0%	1.8%	1.8%
Water Tap Fees	2,508,000	2,585,600	738,590	517,100	183,000	-	52.2%	3.1%	-71.4%	-30.0%	-64.6%	-100.0%
Wastewater User Fees	3,510,040	3,750,030	3,932,560	4,103,920	4,256,520	4,394,510	-2.0%	6.8%	4.9%	4.4%	3.7%	3.2%
Wastewater Tap Fees	283,560	400,720	110,140	65,240	27,600	-	75.7%	41.3%	-72.5%	-40.8%	-57.7%	-100.0%
Storm Water User Fees	837,330	1,001,880	1,094,750	1,143,060	1,182,210	1,218,250	7.4%	19.7%	9.3%	4.4%	3.4%	3.0%
Solid Waste User Fees	1,668,120	1,528,300	1,559,230	1,585,570	1,617,540	1,650,050	-0.7%	-8.4%	2.0%	1.7%	2.0%	2.0%
Recreation Center Fees	2,871,820	3,050,340	3,140,210	3,232,750	3,328,100	3,426,290	61.9%	6.2%	2.9%	2.9%	2.9%	3.0%
Golf Course User Fees	1,642,340	1,690,700	1,740,520	1,791,840	1,844,690	1,899,150	2.8%	2.9%	2.9%	2.9%	2.9%	3.0%
Developer Impact Fees	553,340	630,120	163,590	220,310	48,270	-	-21.2%	13.9%	-74.0%	34.7%	-78.1%	-100.0%
<b>Fines &amp; Forfeitures:</b>												
Court Fines	113,280	113,280	113,280	113,280	113,280	113,280	-20.0%	0.0%	0.0%	0.0%	0.0%	0.0%

## Revenue Estimates & Assumptions

- Preliminary net assessed valuation for 2019 increased 8.3% over 2018.
  - Residential Assessment Rate declined to 7.15%
- Sales tax revenue projected at a 7% year-over-year growth in 2019, -3.3% for 2020, and 1.5% for 2021. Sales tax revenue projections significantly affect:
  - General Fund
  - Open Space & Parks Fund
  - Historic Preservation Fund
  - Recreation Fund
  - Capital Projects Fund

# Revenue Estimates & Assumptions

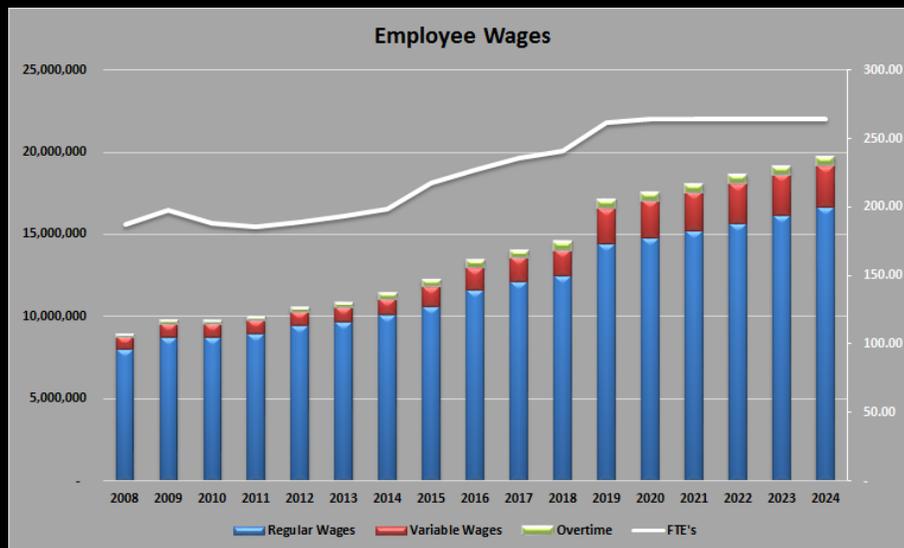


# Expenditure Estimates & Targets (page xxx)

Summary of Expenditure Actuals, Estimates, and Targets for Major Expenditure Categories  
2019 - 2024

Expenditure Category	2019 Estimate	2020 Budget	2021 Projection	2022 Projection	2023 Projection	2024 Projection	Percent of Change					
							2019	2020	2021	2022	2023	2024
<b>Regional Consumer Price Index</b>							2.50%	2.00%	2.00%	2.25%	2.50%	2.75%
<b>Salaries &amp; Wages:</b>												
Regular Wages	14,409,310	14,771,520	15,214,700	15,671,180	16,141,290	16,625,540	15.7%	2.5%	3.0%	3.0%	3.0%	3.0%
Variable & Seasonal Wages	2,200,850	2,304,620	2,371,270	2,439,900	2,510,590	2,583,430	36.9%	4.7%	2.9%	2.9%	2.9%	2.9%
Overtime	474,400	478,970	488,520	498,220	508,140	518,240	-4.8%	1.0%	2.0%	2.0%	2.0%	2.0%
<b>Employee Benefits:</b>												
Employee Insurance	2,274,550	2,195,420	2,305,140	2,420,450	2,541,510	2,668,540	25.4%	-3.5%	5.0%	5.0%	5.0%	5.0%
FICA Expense	1,239,850	1,246,790	1,382,620	1,423,730	1,465,860	1,509,240	14.7%	0.6%	10.9%	3.0%	3.0%	3.0%
Retirement Contribution	827,600	857,790	861,260	886,830	913,120	940,200	14.0%	3.6%	0.4%	3.0%	3.0%	3.0%
Workers Compensation	184,540	200,380	200,380	200,380	200,380	200,380	2.4%	8.6%	0.0%	0.0%	0.0%	0.0%
<b>All Employee Compensation</b>	<b>21,628,400</b>	<b>22,060,950</b>	<b>22,829,550</b>	<b>23,546,150</b>	<b>24,286,350</b>	<b>25,051,030</b>	<b>17.7%</b>	<b>2.0%</b>	<b>3.5%</b>	<b>3.1%</b>	<b>3.1%</b>	<b>3.1%</b>
<b>Supplies:</b>												
Chemicals	480,820	488,110	497,890	507,860	518,020	528,390	55.8%	1.5%	2.0%	2.0%	2.0%	2.0%
Vehicle Maintenance Supplies	222,600	252,650	257,720	262,880	268,110	273,470	-5.3%	13.5%	2.0%	2.0%	2.0%	2.0%
Street Supplies	189,500	214,500	218,790	223,160	227,620	232,160	0.1%	13.2%	2.0%	2.0%	2.0%	2.0%
Uniforms & Clothing	117,130	137,120	139,830	142,620	145,450	148,320	9.8%	17.1%	2.0%	2.0%	2.0%	2.0%
Library Books & Media	83,800	87,000	88,740	90,520	92,340	94,190	5.0%	3.8%	2.0%	2.0%	2.0%	2.0%
<b>All Supplies</b>	<b>2,133,290</b>	<b>2,205,980</b>	<b>2,237,730</b>	<b>2,282,220</b>	<b>2,336,050</b>	<b>2,382,460</b>	<b>24.6%</b>	<b>3.4%</b>	<b>1.4%</b>	<b>2.0%</b>	<b>2.4%</b>	<b>2.0%</b>
<b>Purchased/Contracted Services:</b>												
Professional Services	3,020,250	3,427,110	3,327,370	3,405,400	3,476,380	3,610,370	13.6%	13.5%	-2.9%	2.3%	2.1%	3.9%
Utilities	1,973,280	2,160,010	2,246,370	2,338,190	2,429,590	2,526,740	2.9%	9.5%	4.0%	4.0%	4.0%	4.0%
Solid Waste Hauling	1,446,440	1,291,320	1,317,150	1,343,490	1,370,380	1,397,770	-1.3%	-10.7%	2.0%	2.0%	2.0%	2.0%
Parts, Repairs, & Maintenance	1,390,690	1,410,610	1,682,670	1,406,170	1,354,630	1,453,550	-8.8%	1.4%	19.3%	-16.4%	-3.7%	7.3%
Legal Services	409,000	502,500	512,550	522,800	533,260	543,930	15.2%	22.9%	2.0%	2.0%	2.0%	2.0%
Insurance Premiums & Deductibles	537,540	507,560	548,160	592,020	639,390	690,540	41.7%	-5.6%	8.0%	8.0%	8.0%	8.0%
Boulder Dispatch Services	316,370	321,360	327,790	334,350	341,040	347,860	4.8%	1.6%	2.0%	2.0%	2.0%	2.0%
<b>All Purchased/Contracted Services</b>	<b>10,734,250</b>	<b>10,913,690</b>	<b>11,298,380</b>	<b>11,354,560</b>	<b>11,645,920</b>	<b>12,158,630</b>	<b>3.3%</b>	<b>1.7%</b>	<b>3.5%</b>	<b>0.5%</b>	<b>2.6%</b>	<b>4.4%</b>

## Expenditure Estimates & Targets



## Expenditure Estimates & Targets

- Wage and benefit projections include:
  - Promotions approved during 2019
  - Additional hours for Marketing Specialist (0.2 FTE's) approved in 2019
  - Two full-time Lifeguard positions (partially offset by reduction in variable lifeguard hours) approved in 2019
  - Additional hours for Recreation Center Fitness Instructors (0.7 FTE's) approved for 2019
  - One new full-time Police Officer proposed for 2020
  - Additional 1.61 FTE's for non-benefitted, part-time employees, proposed for 2020
  - 3% merit increase for all employees proposed for 2020
  - Minimum wage adjustments proposed for 2020
  - Market adjustments per Salary Survey proposed for 2020

## Expenditure Estimates & Targets (page xxx)

Division Description	Proposed Additions to 2020 Budget	Notes/Comments
Wastewater Treatment Plant Operations	90,000	Professional Services - Consulting
Building Safety	80,000	Building Abatement (offset by revenue)
Street Maintenance	75,000	Professional Services - Traffic Signals
Recreation Center - Management	65,000	Professional Services - Bank Charges
Golf General & Marketing	50,000	Building Structural Analysis
Central Fund-Wide Charges - Recreation	48,090	Insurance
Recreation Center Building Maintenance	39,810	Operating Supplies - Janitorial
Recreation Center - Aquatics	30,000	Operating Supplies - Chemicals
Water Plant Operations	30,000	Professional Services - Information Systems
Various Building Maintenance	29,000	Professional Services - Custodial
Recreation Center Building Maintenance	28,630	Utility Services - Gas
Sustainability	28,000	Professional Services - Windsorce Program
Recreation Center Building Maintenance	20,290	Utility Services - Water
Wastewater Treatment Plant Operations	20,250	Operating Supplies - Chemicals
City Manager	20,000	KPI Consultant
Human Resources	20,000	Ethics Training
Solid Waste & Recycling Operations	20,000	Professional Services - Disposal & Recycling
Transportation Planning	15,000	Replatting 96th Street
Parks Administration & Operations	14,060	Professional Services - Custodial (Park Restrooms)
Wastewater Treatment Plant Operations	14,000	Professional Services - Biosolids Hauling
Water Plant Operations	13,500	Professional Services - Lead/Copper
Wastewater Treatment Plant Operations	13,300	Dues/Subscriptions/Books
Water Plant Operations	11,500	Operating Supplies - Laboratory
City Council	10,000	Work Plan Review Facilitator
Water Distribution	10,000	Parts/Repairs/Maintenance - Utility Lines

## Expenditure Estimates & Targets

Use of “turnback” percentages accounts for the recognition that, due to budgetary limitations and controls, the main operating funds typically spend less than their total budget.

Schedule of Turnback Percentages by Fund 2019 - 2024			
Fund	2019	2020	2021-2024
General	7%	5%	5%
Open Space & Parks	7%	5%	5%
Recreation	5%	3%	3%
Water Utility	15%	10%	10%
Wastewater Utility	10%	5%	5%
Storm Water Utility	15%	10%	10%
Golf Course	4%	4%	4%

## Capital Improvements Plan

- The initial 2019-2024 Capital Improvements Plan was developed during the 2019-2020 biennial budget process and was published in the 2019-2020 Biennial Operating & Capital Budget document.
- The updated Capital Improvements Plan includes:
  - Significant changes approved at the June 4 budget amendment hearing
  - Additional changes proposed with the 2020 Recommended Budget

## Capital Improvements Plan

City of Louisville, Colorado Proposed Additions to 2019-2024 Capital Improvements Plan			
Project Description	Proposed Additions	Year of Change	Funding Source
Water Line Replacement	400,000	2020	Water Utility Fund
NCWCD SWSP Eastern Pump Station	150,000	2020	Water Utility Fund
Golf Carts	132,300	2020	Golf Course Fund
Chemical Storage Building	35,000	2020	Golf Course Fund
NEOGov Learning Management Software	24,900	2020	Capital Projects Fund
Sander Box Leg Kit	22,150	2020	Capital Projects Fund
Motor Vehicle/Road Equipment	13,520	2020	Fleet Management Fund
Electric Vehicle Charging Station	8,000	2020	Capital Projects Fund
	<u>785,870</u>		

## Capital Improvements Plan

### City of Louisville, Colorado Proposed Deletions to 2019-2024 Capital Improvements Plan

Project Description	Proposed Deletions	Year of Change	Funding Source
BNSF RR Underpass/N Drainage (%)	1,283,500	2019	Capital Projects Fund
SH42 & Hecla Drive Traffic Signal	400,000	2019	Capital Projects Fund
Downtown Surface Parking Expansion	100,000	2019	Capital Projects Fund
Austin Niehoff House Rehab (%)	82,500	2019	Historic Preservation Fund
Austin Niehoff House Rehab (%)	52,500	2019	Capital Projects Fund
Chemical Storage Building	31,930	2021	Golf Course Fund
	<u>1,950,430</u>		

## Interfund Transfer Projections

### Inter-Fund Transfers Matrix 2020 Budget

Transfers Out	Transfers In					Total
	General Fund	OS&P Fund	Cemetery Fund	Recreation Fund	Capital Projects Fund	
General Fund	-	849,960 <sup>a</sup>	86,750 <sup>b</sup>	1,093,530 <sup>c</sup>	-	2,030,240
Cemetery Perpetual Care Fund	-	-	12,010 <sup>d</sup>	-	-	12,010
PEG Fee Fund	25,000 <sup>e</sup>	-	-	-	-	25,000
Historic Preservation Fund	55,840 <sup>f</sup>	-	-	-	-	55,840
Capital Project Fund	-	-	-	127,500 <sup>g</sup>	-	127,500
Impact Fee Fund	-	330,100 <sup>h</sup>	-	-	314,040 <sup>h</sup>	644,140
<b>Total</b>	<u>80,840</u>	<u>1,180,060</u>	<u>98,760</u>	<u>1,221,030</u>	<u>314,040</u>	<u>2,894,730</u>

<sup>a</sup> Annual recurring support for operations and capital.

<sup>b</sup> Annual recurring support for operations and capital.

<sup>c</sup> Annual recurring support for operations and capital.

<sup>d</sup> Annual recurring transfer of interest earned used to fund operations and capital.

<sup>e</sup> Partial repayment of 2018 transfer from General Fund to support Council Chamber Broadcast Upgrade project.

<sup>f</sup> Annual recurring transfer for reimbursement of costs associated with part-time non-benefitted hours in Museum Services.

<sup>g</sup> Annual recurring support for capital.

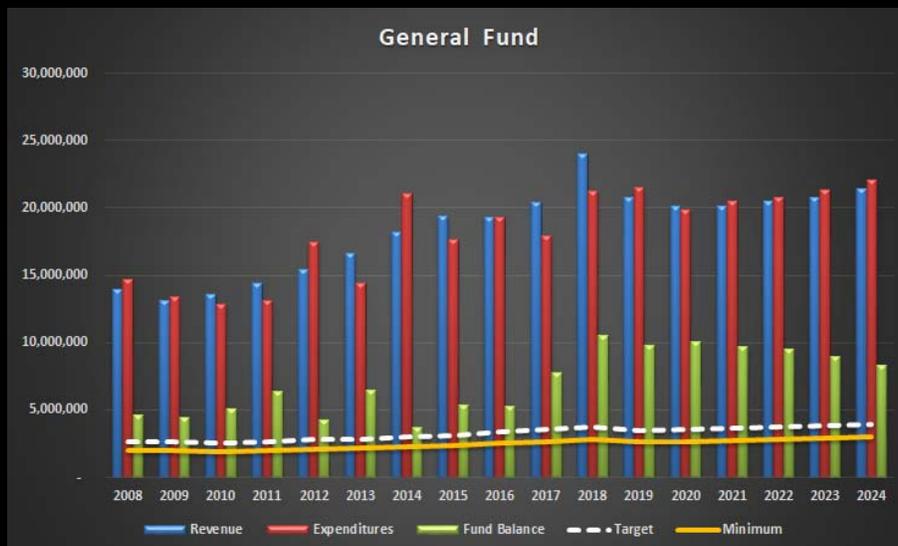
<sup>h</sup> Annual transfer of impact fee revenue for projects eligible for this type of funding.

## Long-Term Financial Plan

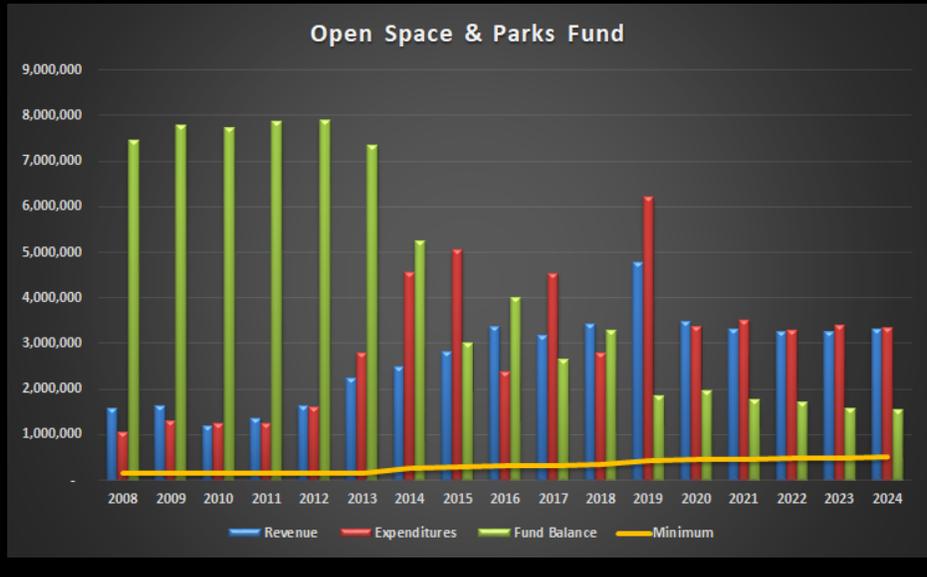
Fund Financial Forecasts have been developed using the:

- Revenue estimates and assumptions
- Expenditure estimates and targets
- Updated Capital Improvements Plan
- Updated Interfund Transfers

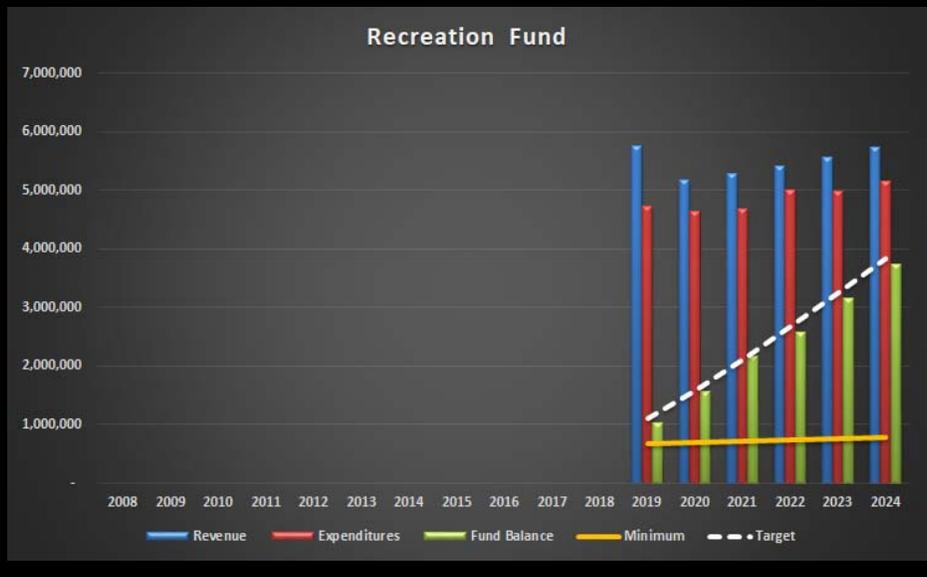
## Long-Term Financial Plan



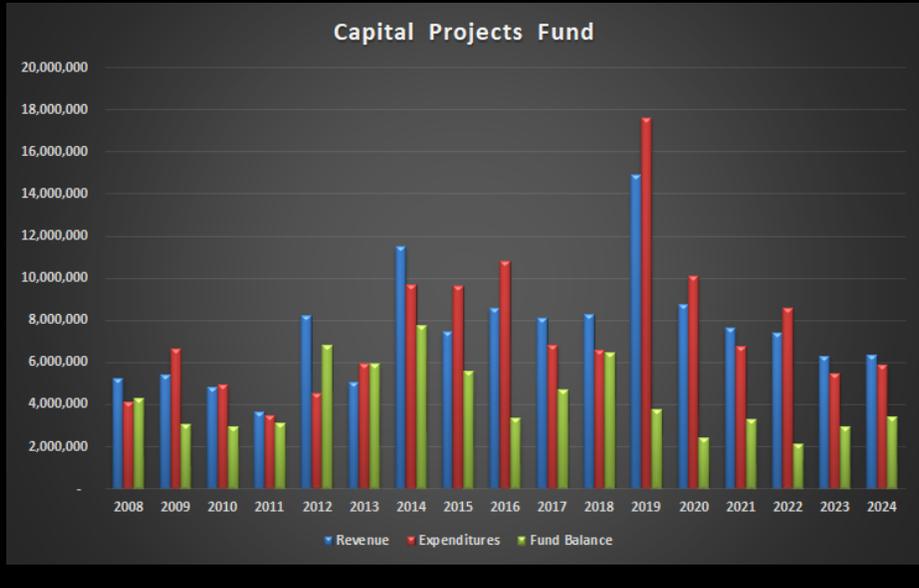
# Long-Term Financial Plan



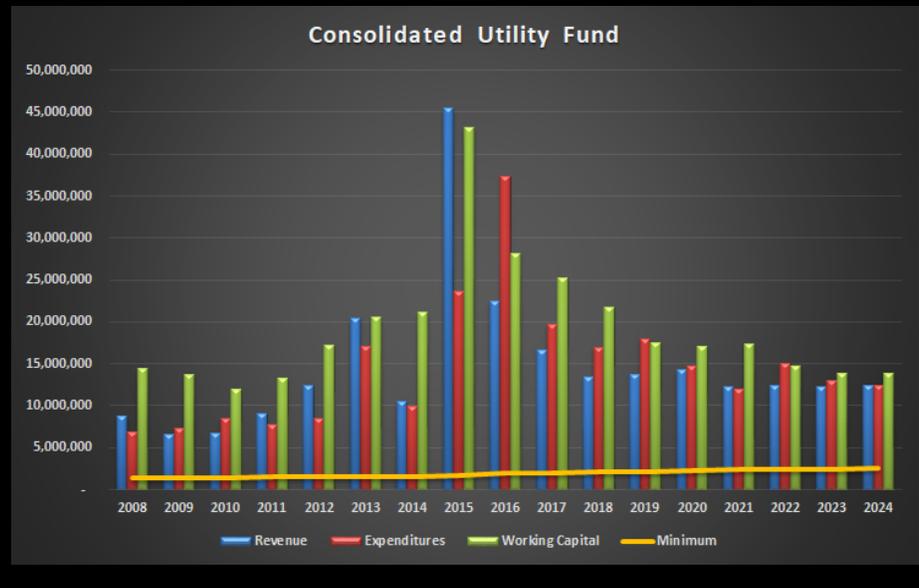
# Long-Term Financial Plan



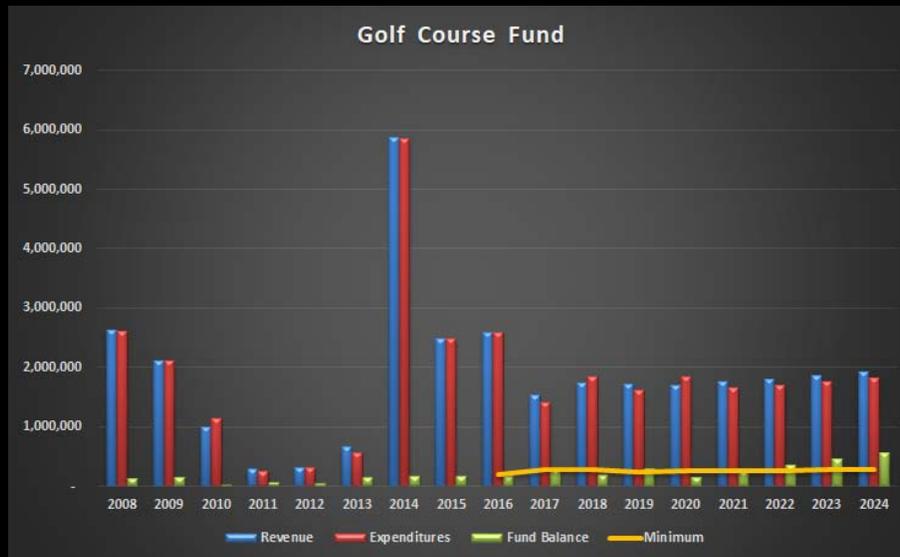
# Long-Term Financial Plan



# Long-Term Financial Plan



## Long-Term Financial Plan



## Current Budget Calendar

- **September 3, 2019** – City Manager presented Recommended Budget to City Council (set public hearing for October 1)
- **September 24, 2019** – City Council reviewed Recommended Budget at Special Meeting
- **October 1, 2019** – City Council conducts Public Hearing on Revised Recommended Budget
- **October 15, 2019** – City Council reviews Revised Recommended Budget at Regular Meeting
- **November 4, 2019** – City Council approves resolutions to adopt the budget, appropriate funds, and levy property taxes

**SUBJECT:** ORDINANCE NO. 1784, SERIES 2019 – AN ORDINANCE AMENDING CHAPTER 2.08 OF THE LOUISVILLE MUNICIPAL CODE REGARDING THE MAYOR’S SALARY – 2<sup>nd</sup> READING, PUBLIC HEARING (advertised *Daily Camera* 9/22/19)

**DATE:** OCTOBER 1, 2019

**PRESENTED BY:** MEREDYTH MUTH, CITY CLERK

**SUMMARY:**

At the August 20<sup>th</sup> meeting the City Council reviewed the survey numbers comparing the salaries of the Mayor and City Council to our defined job market and directed staff to bring an ordinance for consideration to raise the Mayor’s salary by \$54 per month to bring the salary up to the average of the market at \$1,164 per month which equates to \$13,968 per year. Council requested no changes to the City Council annual salary.

Section 3-5 of the City Charter states the “Mayor and each Councilmember shall receive the salary and benefits prescribed by ordinance. The salary shall not be increased or decreased during the term for which the Mayor or Councilmember has been elected.” Changes made by ordinance now will not affect the sitting Mayor but if approved will be in place for the incoming Mayor in November.

At the August meeting, Council also directed staff to initiate an annual salary review process so the Mayor and City Council salaries are reviewed each year rather than only when requested.

**FISCAL IMPACT:**  
\$648 per year

**PROGRAM/SUB-PROGRAM IMPACT:**  
Administration & Support Services – Attract and retain highly qualified and dedicated employees by providing competitive compensation.

**RECOMMENDATION:**  
Staff recommends approval of Ordinance No. 1784, Series 2019 on second reading.

**ATTACHMENT(S):**  
1. Ordinance No. 1784, Series 2017

**SUBJECT: ORDINANCE NO. 1784, SERIES 2019**

**DATE: OCTOBER 1, 2019**

**PAGE 2 OF 2**

**STRATEGIC PLAN IMPACT:**

<input type="checkbox"/>	 <b>Financial Stewardship &amp; Asset Management</b>	<input type="checkbox"/>	 <b>Reliable Core Services</b>
<input type="checkbox"/>	 <b>Vibrant Economic Climate</b>	<input type="checkbox"/>	 <b>Quality Programs &amp; Amenities</b>
<input type="checkbox"/>	 <b>Engaged Community</b>	<input checked="" type="checkbox"/>	 <b>Healthy Workforce</b>
<input type="checkbox"/>	 <b>Supportive Technology</b>	<input type="checkbox"/>	 <b>Collaborative Regional Partner</b>

**ORDINANCE NO. 1784  
SERIES 2019**

**AN ORDINANCE AMENDING CHAPTER 2.08 OF THE LOUISVILLE MUNICIPAL  
CODE REGARDING THE MAYOR’S SALARY**

**WHEREAS**, Section 3-5 of the home rule charter provides the mayor and each councilmember shall receive the salary and benefits prescribed by Ordinance; and

**WHEREAS**, Section 2.08.030 of the Louisville Municipal Code states the salary for the Mayor; and

**WHEREAS**, City Council desires to amend Section 2.08.030 of the Louisville Municipal Code as set forth herein in order compensate the Mayor at the average market rate as determined by comparison with the surrounding municipalities of Boulder, Brighton, Broomfield, Commerce City, Erie, Golden, Lafayette, and Longmont.

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

Section 1. Section 2.08.030 of the Louisville Municipal Code is hereby amended to read as follows (words deleted are ~~stricken through~~, added are underlined):

**2.08.030. Salary.**

The mayor shall receive as full compensation for his or her services, a salary of ~~\$13,320.00~~ \$13,968 per year, payable in monthly payments, and in addition to such salary benefits to include an annual membership to the Louisville Recreation Center, membership in the City’s health insurance programs in which any premiums will be paid by the mayor, and the option to contribute to a 457 account through the City’s retirement plan.

Section 2. 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 17<sup>th</sup> day of September, 2019.

\_\_\_\_\_  
Robert P. Muckle, Mayor

ATTEST:

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Meredyth Muth, City Clerk

APPROVED AS TO FORM:

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Kelly PC  
City Attorney

**PASSED AND ADOPTED ON SECOND AND FINAL READING**, this 1<sup>st</sup> day of  
October, 2019.

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Robert P. Muckle, Mayor

ATTEST:

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Meredyth Muth, City Clerk