

SUBJECT: DISCUSSION/DIRECTION/ACTION – RESTRIPING VIA APPIA

DATE: MAY 21, 2024

PRESENTED BY: KURT KOWAR, PUBLIC WORKS DEPARTMENT

SUMMARY:

Over the course of a 5-year period from 2019 to present the City experienced 67 incidents between pedestrian or bicyclists and vehicles with 7 of those being very serious (4 in a 6 month period in 2022/2023):

- 2 pedestrian traffic related deaths, one of which involved vulnerable members of the population.
- 3 involved children on bicycles that were hit or grazed but were lucky to walk away with only minor injuries.

These accidents align with a growing trend of pedestrian and bicycle related deaths both nationally and in Colorado. These trends have caused a paradigm shift in transportation planning that shifts prioritization away from the convenience and free flow of vehicles, which have become more distracted or impaired, to multimodal networks that incorporate redundancy and level of stress (safety) improvements giving pedestrians and bicyclists a safer and more enjoyable experience similar to what drivers have historically been provided. This Safe System Approach adopted by the US Department of Transportation and Colorado Department of Transportation focuses on human vulnerability, designing with redundancies, and proactive versus reactive improvements.



The ongoing incidents in Louisville caused growing concerns from the pressure from the public regarding community transportation safety leading to the City Council giving staff direction in Summer 2023 to provide quick and innovative traffic solutions as Public Works synergies allowed for.

On October 17, 2023, staff presented solutions for the following traffic safety measures:

- Pilot project to restripe Polk/Dahlia with advisory bike lanes in addition to speed cushions and a raised crosswalk.
- Pilot project to take advantage of the 2023 Citywide Restriping Project and restripe Via Appia for a period of approximately 2 years from 4 lanes to 2 lanes in each direction improving pedestrian safety crossing Via Appia and improving bicycle safety along Via Appia with a buffered bike lane.

On October 17, 2023, The City Council voted unanimously to move forward on both recommendations.

On November 6, 2023, City Council asked staff to pause the Via Appia portion of the restriping project. Staff received direction from the City Council and City Manager's Office to perform additional data collection and community engagement for the proposed improvements.

In addition to previous data collected and reviewed, staff updated speed studies and conducted aerial traffic counts during the closure of inside Via Appia travel lanes in November and December for median landscape construction that mimicked a two lane road cross section.

Additionally, staff held two public onsite neighborhood meetings on March 7, 2024, and a public meeting at the Recreation Center on March 11, 2024, to collect additional resident feedback and share accurate information.

Finally, staff explored a second configuration from public feedback that contemplated maintaining 4 lanes on Via Appia at a reduced lane width of 10 feet versus 12 feet to provide additional room for a buffered bike lane. Staff have developed a scenario that considered this and provided two additional rectangular rapid flashing beacons (RRFB) at El Dorado Lane and Via Capri. Additional RRFB locations are estimated to be \$50,000 per location and HAWK Signals if desired at any point along the corridor are estimated to be \$350,000 per location. At this time, staff did not incorporate HAWK locations due to cost but they would be valid near areas such as Pine Street and Tyler intersections.

The estimated costs of the 3 striping scenarios considered are as follows:

Configuration	Base Bid
Match Existing	\$50,000
2 Lane Pilot	\$170,000
4 Lane Reduced (2 x RRFB)	\$270,000

Via Appia as a 4 lane roadway has a capacity of 35,000 vehicles per day (vpd) and as a 2 lane roadway it would have the capacity of 20,000 vpd. On average, Via Appia carries 9,000 vpd. A 2 lane roadway operating with 9,000 vpd is a very common occurrence in the Front Range.

The goals of the Via Appia restriping pilot based upon the complete body of studies and public feedback as far back as 2013 and up to October 2023 (10 years) were to:

- Crosswalk Safety ~ Improve pedestrian and bicycle safety along the entire corridor for those wanting travel **across** Via Appia.
- Bike Lane Safety ~ Improve bicycle safety **along** the entire corridor with buffered bike lanes and elimination of vehicle right turn lanes that introduce car/bike conflict.
- Speeding ~ Reduce vehicle speeding. Cars travel 6-8 mph over the speed limit.
- Cut Through Traffic ~ Reduce cut through traffic. There is roughly 40% cut through traffic.

The benefits of the 2 Lane Pilot project include:

1. Improve pedestrian and bicyclist Level of Stress (LTS) from 3-4 to 1-2 at each crossing area along the corridor. Reducing crossing risk distance on average from 30-100 feet to 20 feet.
2. Improve bicyclist LTS from 3-4 to 1-2 along the corridor.
3. Estimated to improve side street intersection Level of Service (LOS) 10-15% from A to E to mostly A to C. Traffic engineering principals generally strive for D.
4. Estimated to reduce cut through traffic by 10%.
5. Reduced traffic speeds from 5-10 mph over the speed limit to 0-5 mph over the speed limit.
6. Improve Recreation Center left turning movement by providing a dedicated acceleration lane.
7. Addition of left turn lanes at Harper, Griffith, and Via Capri.
8. Improvements to Northbound bus stop near South Boulder Road so that the bus doesn't interfere with Right Turn queuing traffic.
9. Improved Right Turn Queue lane at South Boulder Road.
10. Improved crossings at those transit stops that do not have RRFB's.

Description	Vehicle LOS 4 Lanes	Bicycle LTS 4 Lanes	Pedestrian LTS 4 Lanes	Vehicle LOS 2 Lanes	Bicycle LTS 2 Lanes	Pedestrian LTS 2 Lanes
Along Corridor	A	3-4	1	A	2	1
Eldorado Lane	A - E	4	4	A - E	1	2
Recreation Center	A - E	3	3	A - C	2	1
Pine Street	A - E	4	4	A - E	3	2
Church Lane	A - E	-	-	A - E	-	-
Tyler Avenue	A - E	4	4	A - E	2	2
Sagebrush Way	A - E	3	3	A - E	1	1
Lafayette Street	A - E	3	3	A - E	1	1
Lake Park	-	2	2	-	1	1
Griffith/Harper	A - E	3	3	A - E	1	1
Via Capri	A - E	3	3	A - E	1	1

Downsides of the 2 Lane Pilot could include unintended longer delays periodically at an intersection at some point in the day. Staff is prepared to monitor the pilot installation and make adjustments as necessary. This is the goal and benefits of a pilot project prior to a final project configuration. The aforementioned downsides also exist and are experienced in the existing 4 lane configuration.

A 4-lane reduced lane width cross section would only provide benefits #2, #8, and #9. Costs significantly increase for this option as additional RRFB's (\$50k per location) or HAWK Signals are added (\$350k per location) to provide crosswalk safety. This option does not contribute to the project goals of reduce speeds or cut through traffic. It provides slightly improved LTS for those pedestrians and bicyclists traveling across Via Appia where RRFB's are added. It does provide similar improvements to LTS along the corridor with addition of the buffered bike lane.

Public input received after October 2023 provided the following general themes:

- Concern Via Appia would be striped as Advisory Bike Lanes (ie. Polk and Dahlia). **This was not factual information.** (10% of measurable feedback)
- Concern Via Appia was being physically reduced by curb and gutter which would impact its capacity for evacuation purposes. **This was not factual information.** (10% of measurable feedback)
- Concern Intersections at McCaslin and South Boulder Road were being reduced. **This was not factual information.** (10% of measurable feedback)
- Concern Neighborhood level of service and safety of side street vehicle turning movements was being compromised and accidents would increase. **This was not factual information. Alternatively, residents wanted a traffic signal at Pine Street that likely introduces more delay than the proposed improvements.** (10% of measurable feedback)
- Concern that the lane reduction would cause congestion. **This was not factual information.** (20% of measurable feedback)

- Drivers who did not want a lane reduction because they wanted to free flow as they desired and not have to follow a vehicle if there was slower traffic.
- Support for the lane reduction from those whom felt crossings along Via Appia were dangerous due to inconsiderate drivers and speeding. (20% of measurable feedback)

It has been hard to specifically understand community sentiment on this proposal in a definitive manner.

Past data and public feedback reviewed prior to October 2023 includes:

- Louisville accident data.
- National, Colorado, and Louisville pedestrian and bike fatality trends.
- 2012/2013 Comprehensive Plan.
- 2019 Transportation Master Plan. 1,500 comments and 163 online surveys. Walking and Biking, Safety as top concerns.
- 2020, 2022, 2023 budgeted funding.
- 2022 DRCOG TIP Public Input – Via Appia Highly Supported.
- 2023 DRCOG TIP Public Input – Via Appia had Evacuation Capabilities and High Cost Concerns. **Both mitigated by a striping only approach.**
- Traffic Counts and Speed Studies every 3 years back to early 2000's.
- 2023 actual 2 lane traffic pattern observation during median reconstruction.

Review of traffic engineering best practices and principals, all public feedback that is factual and accurate, and prior recommendations and studies suggests the 2 Lane pilot striping project on Via Appia provides the largest safety benefit along the corridor at the lowest cost in general alignment with long term public input. This aligns with the staff recommendation and Council's desire of staff to provide informed data driven decisions.

Staff have provided a detailed presentation for data illustration and review as necessary that was previously presented to the public on March 11th 2024.

Council may choose to provide direction as follows:

- A. Restripe Via Appia in its existing form for maintenance only.
- B. Approve the Via Appia 2 lane pilot restriping project that will reduce the roadway from 4 lanes of traffic to two lanes of traffic with a buffered bike lane. It is estimated that this pilot will last until 2026 when repaving of Via Appia is estimated to take place. Staff will perform a community survey to gather feedback on the pilot project prior to the 2026 paving season for recommendations on the 2026 configuration.
- C. Approve finalize of some form of crossing improvements that are more focused on a 4 lane reduced lane width cross section with RRFB's or HAWK signals at defined locations.

Unintended consequences if City Council does not have interest in piloting the 2 lane Via Appia configuration would include:

- Inability to slow traffic without enforcement only activities. Speed Cushions or bump outs are not a feasible option on this corridor due to evacuation route and first responder response time considerations.
- Inability to improve safety across Via Appia at low cost without RRFB, HAWK, or traffic signal installations. Raised crosswalks or other forms of pedestrian safety infrastructure in the street are not a feasible option on this corridor due to evacuation route and first responder response time considerations.

FISCAL IMPACT:

The costs of the Via Appia 2-lane pilot project were contracted in 2023 and then paused. This purchase order has been carried forward into 2024. There may be minor cost increases to restart that portion of work if it is approved and would come forward to City Council as a minor Change Order that is likely less than \$25,000.

If City Council provides guidance to restripe Via Appia in its existing configuration there would be no added costs and approximately \$125,000 would return to the General Fund Reserve.

If the City Council provides guidance to restripe Via Appia in a 4-lane reduced lane width configuration then staff would bring additional contracts to City Council for necessary striping adjustments and additional RRFB improvement costs. In addition, if City Council requests for any HAWK Signal installations, then staff would work towards beginning designs of these locations for 2025 installation and provide additional contracts for approval of that design and construction.

PROGRAM/SUB-PROGRAM:

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

STAFF RECOMMENDATION:

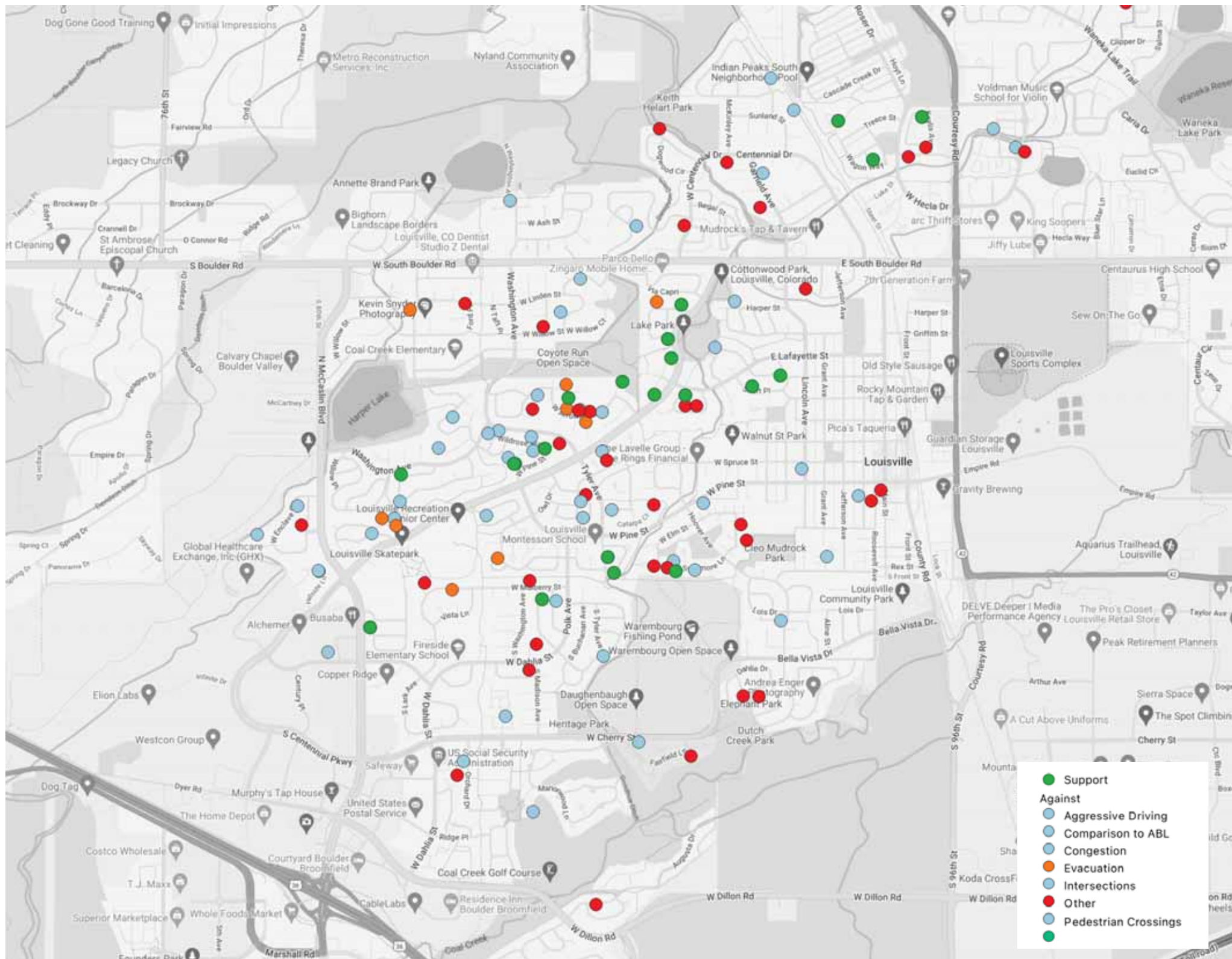
Staff recommends approval to continue the installation of a 2 lane pilot project on Via Appia and authorize the Mayor, City Manager, Public Works Director, and City Clerk to sign and execute contract documents on behalf of the City up to \$25,000 for possible minor cost increases due to delay in contract schedule from November of 2023.

ATTACHMENT(S):

1. Supplemental Slides – Map of Social Media Feedback, 3 Options Summarized
2. Presentation
3. Corridor Options – Existing Striping, 2 Lane Pilot, 4 Lane Reduced Lane Width
4. Public Comments

STRATEGIC PLAN IMPACT:

☒	 Financial Stewardship & Asset Management	☒	 Reliable Core Services
☒	 Vibrant Economic Climate	☒	 Quality Programs & Amenities
☐	 Engaged Community	☐	 Healthy Workforce
☐	 Supportive Technology	☐	 Collaborative Regional Partner



Existing



Proposed Pilot



Reduced 4 Lane



2024 Via Appia Restriping Discussion

March 11, 2024



Welcome!

What are We Here to Discuss?

Education – Traffic Laws, Terminology, Perspectives

Data – Observations and Information

Expectations – What are resident expectations?

Future – What does the path forward look like for this corridor?



Welcome!

Rules of Engagement

Emotion – Traffic brings out emotions.

Words – Be constructive not demeaning.

Comment – For, against, unsure, learning, what about this or that?

Bring it Home – Tell us if you prefer to **Prioritize** cars or prefer a **Balanced System**.



Polk/Dahlia

Approximately 60 homes on Polk/Dahlia wanted less cut through traffic and less speeding.

Traffic reduced 3-23%

Speeds reduced 2-3 mph

Review in Fall or Spring with Neighborhood to discuss future or final configurations.

This is a different topic and not up for discussion today.



Colorado Traffic Law (CRS 42-4-802)

(1) When traffic control signals are not in place or not in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

City Expectation: Drivers stop and wait at crosswalks when pedestrians are present and show intent.

(3) A pedestrian shall not suddenly leave a curb or other place of safety and ride a bicycle, electrical assisted bicycle, or electric scooter, or walk or run into the path of a moving vehicle that is so close as to constitute an immediate hazard.

City Expectation: Pedestrians and Bicyclists be prepared to stop, look both ways and ensure its clear at all stops before crossing.

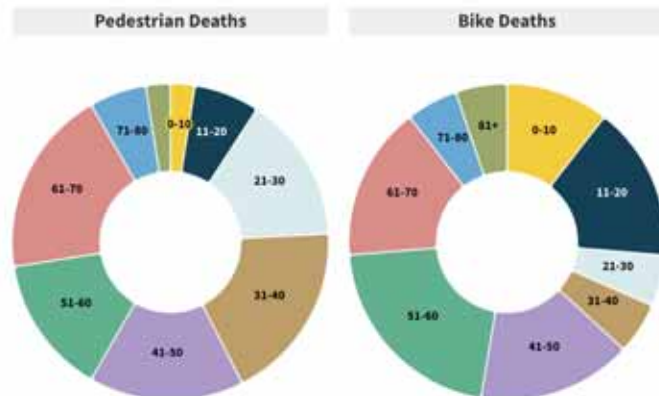


National and Colorado Trends Pedestrian and Bike Fatalities Rising



Pedestrian and bike deaths by age

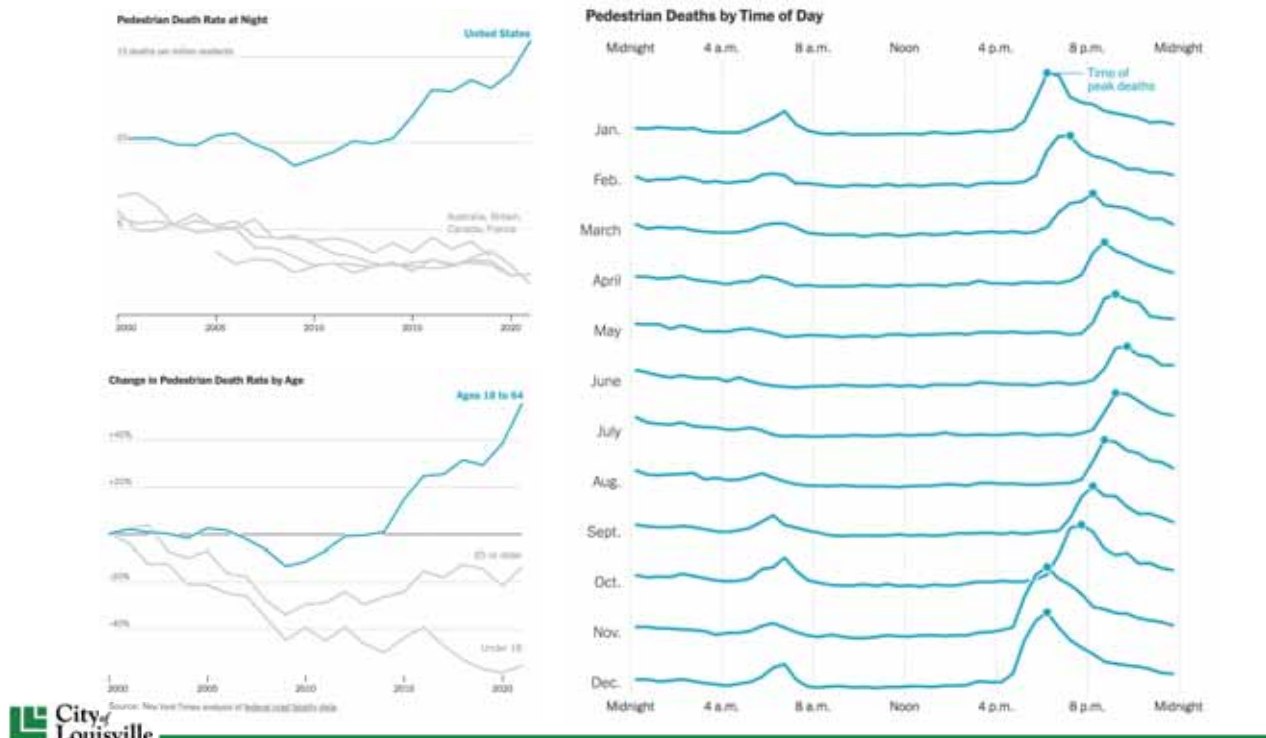
Pedestrians and cyclists killed in traffic crashes last year ranged across all age groups.



Source: Colorado Department of Transportation



Its Not Just about the Middle of the Day



Louisville Incidents

2018 95th Street and Hecla
Death - Dawn

2019 SBR/Eisenhower
Child Hit/Grazed

2020 SBR/Centennial
Death - Night

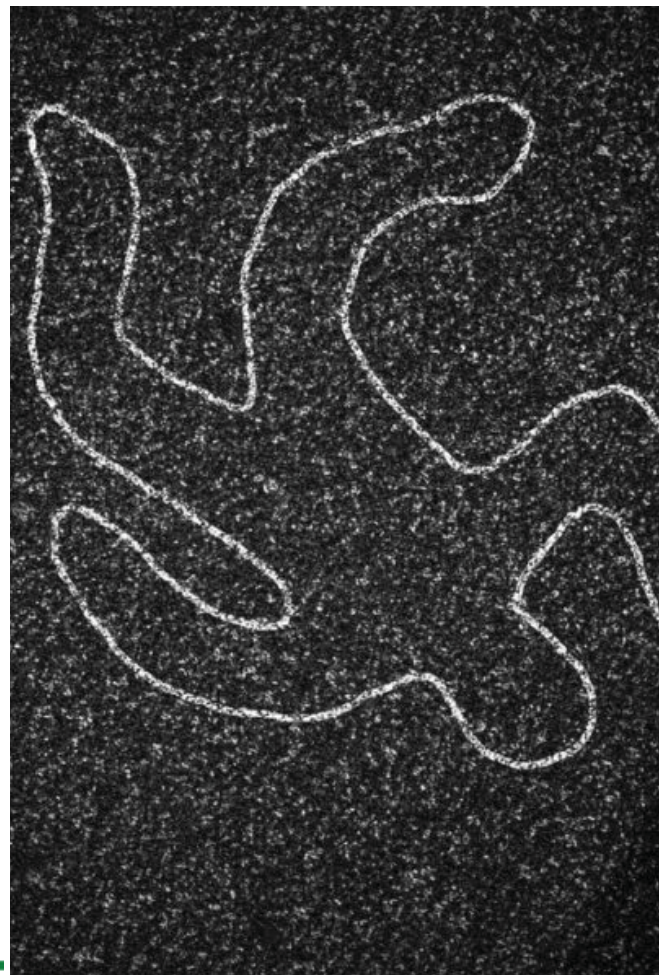
2021 Via Appia/SBR
Bicyclist Hit in Crosswalk

2022 Polk/Dahlia
Child Hit/Grazed - Sun Glare

2023 Polk/Dahlia
Jogger Hit Serious Injury - Sun Glare

2023 Cherry Street
Death

2023 SBR/Plaza
Pedestrian Serious Injury - Night





Safe System Approach

Focus on **Human Vulnerability**

Design with **Redundancies**

Proactive vs Reactive Improvement

City Council Directive
Improve Safety!

Via Appia
Decision Logic

Type I vs **Type II** Decision

2015 Paved ~ Bike Lanes Added

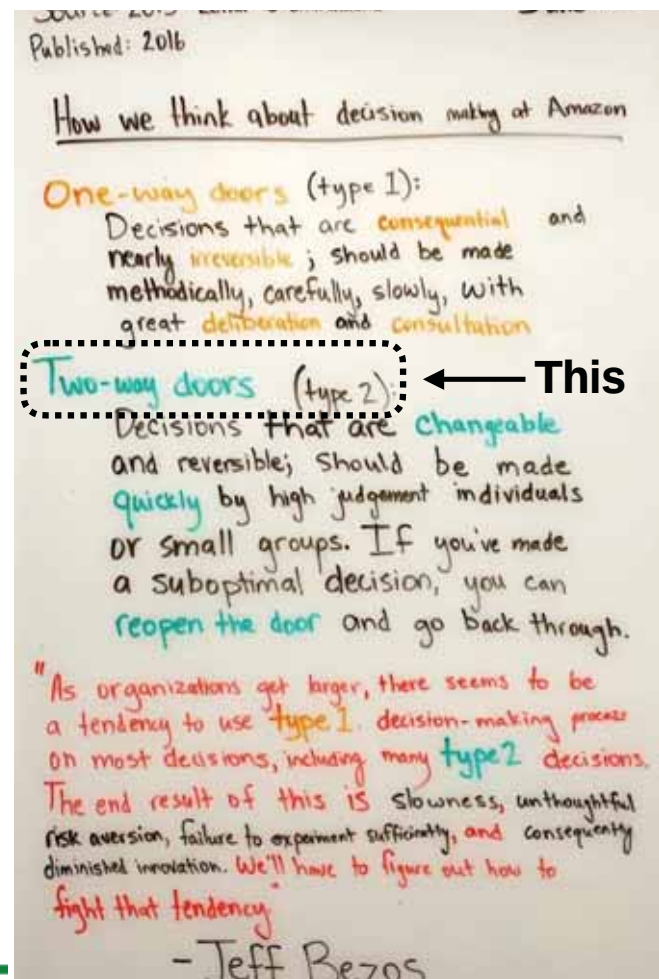
2022 - 2023 Uptick in Accidents
Community and Council Desired Action

2023 Due for Maintenance Re-striping

2024 - 2026 Pilot Lane Reduction, Iterate Design

2026 Planned for Repaving (Re-evaluate)

Striping only. No curb and gutter or permanent changes.



Via Appia Previous Public Input

2012/2013 Comprehensive Plan

2015 Pavement Program - Add Bike Lanes

2019 Transportation Master Plan

2020 Approved Budget Funding
\$1,500,000

2022 Approved Budget Funding
\$1,300,000

2022 DRCOG TIP Public Input - Highly Supported

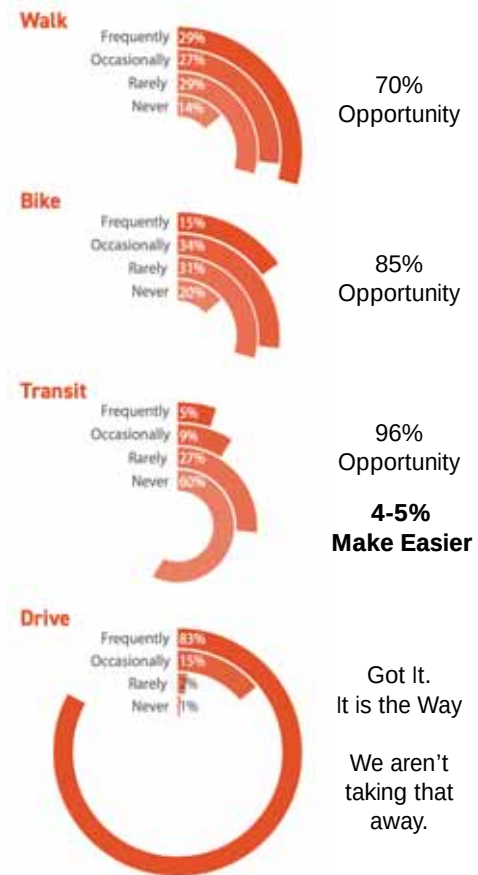
2023 Budget Process
\$2,800,000

2023 DRCOG TIP Public Input - Evacuation/Cost

2023 Maintenance Restriping
\$195,000

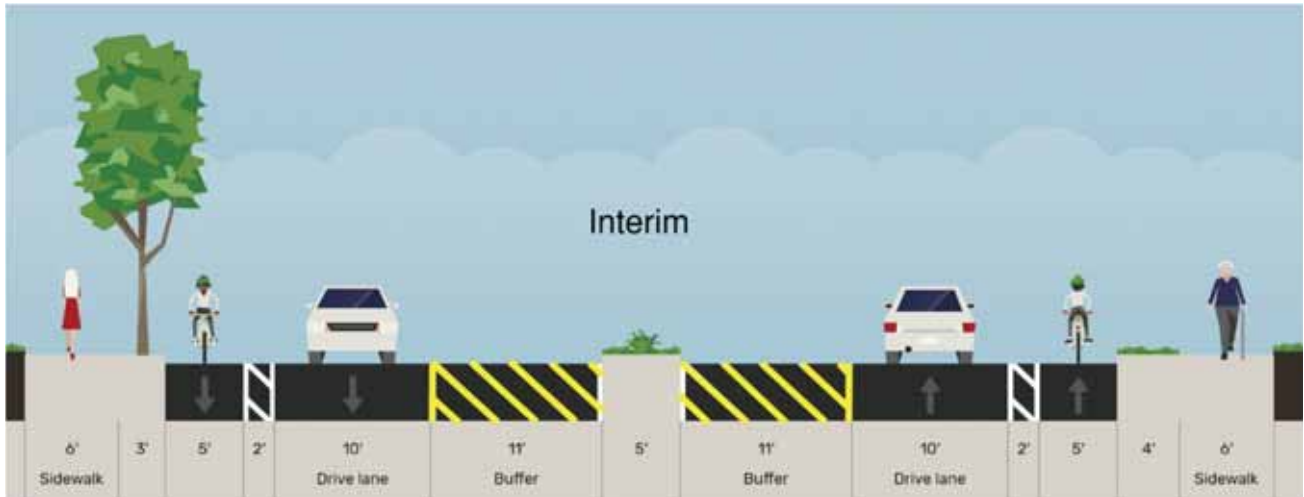
Ongoing Resident concerns regarding safety, speeding, crosswalks.

2019 Transportation Master Plan Public Input



Existing Configuration

Bike Lanes added in 2015



Proposed Interim

2023 Maintenance Striping



Revised Interim

2024 Maintenance Striping





Today Configuration and Costs

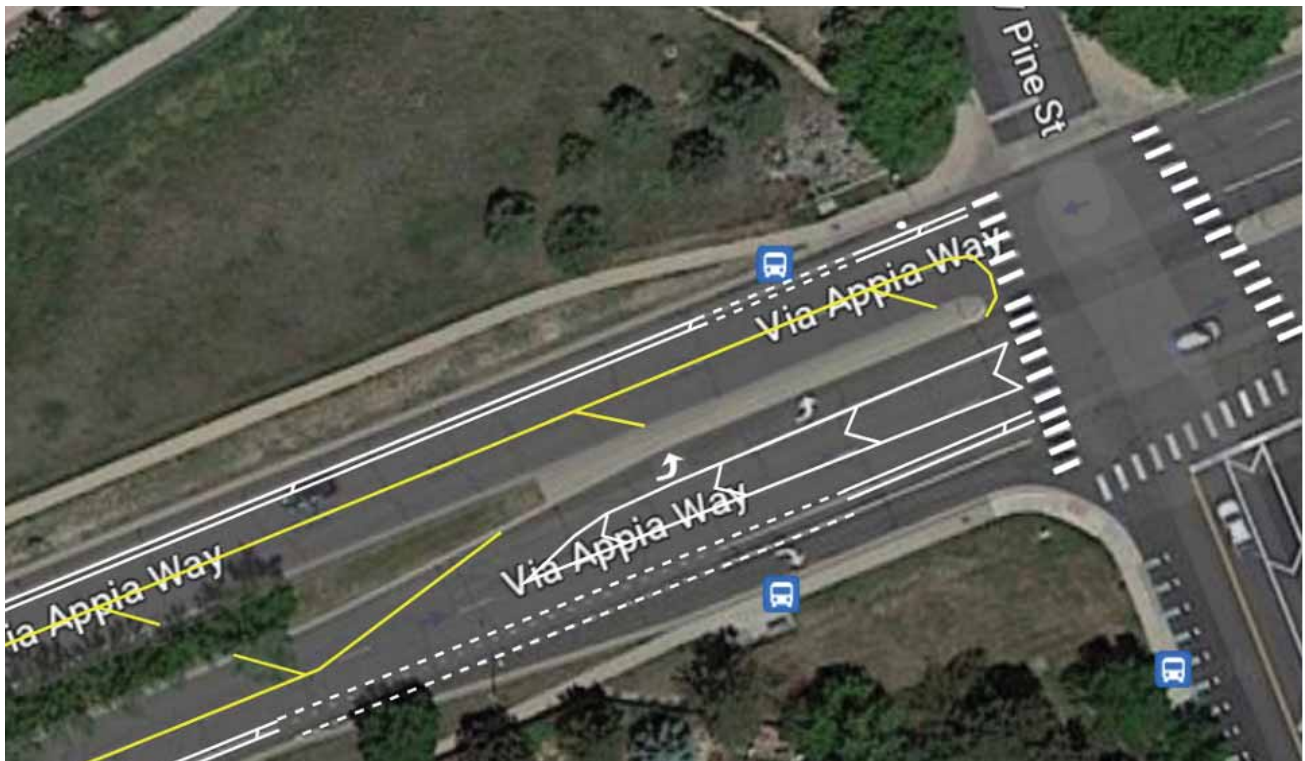
- 2023 Budget for Significant Reduction **\$2,500,000** million
- Existing Restriping **\$30,000**
- Interim - 2 Lane with Buffered Bike Lane Restriping **\$180,000**
- Revised - 2 Lane with additional width and buffering **\$195,000 (+\$15,000)**





Recreation Center

Left Turn Acceleration Lane



Right Turn Lane Preserve Pine Street

Remove

- Tyler ~ 2 Directions
- Church Lane Eastbound

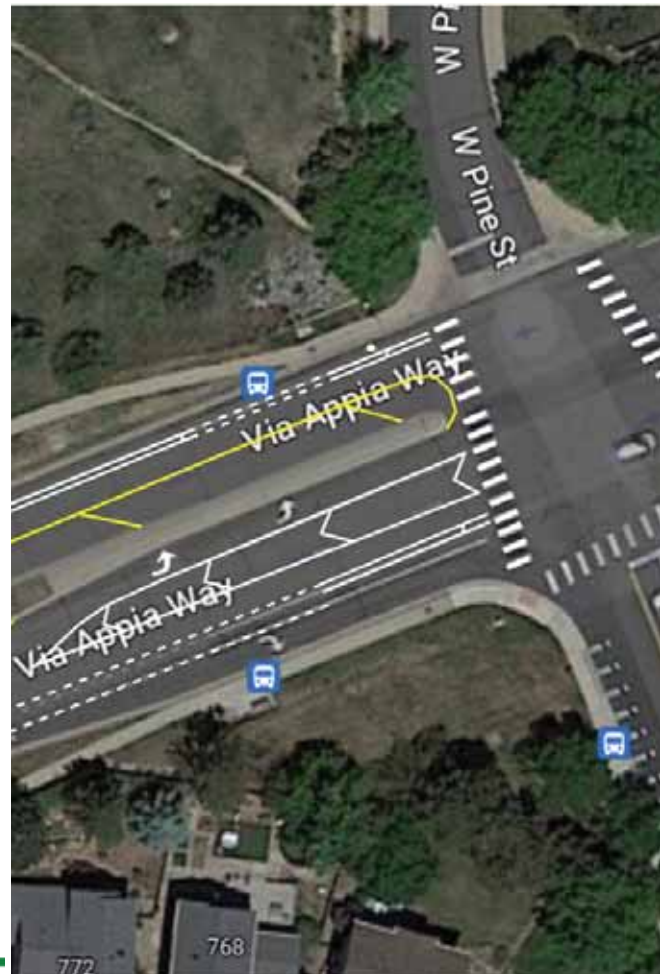
Add 3 Left Turn Lanes

Pine Street Existing

Added Griffith

Added Harper

Added Via Capri



South Boulder Road Intersection Improvements

Maintains Existing Dedicated Left and Right Turn Lanes

Increased Right Turn Lane Queue

Dedicated Bus Pull Out Area

Add Bike Queue Box

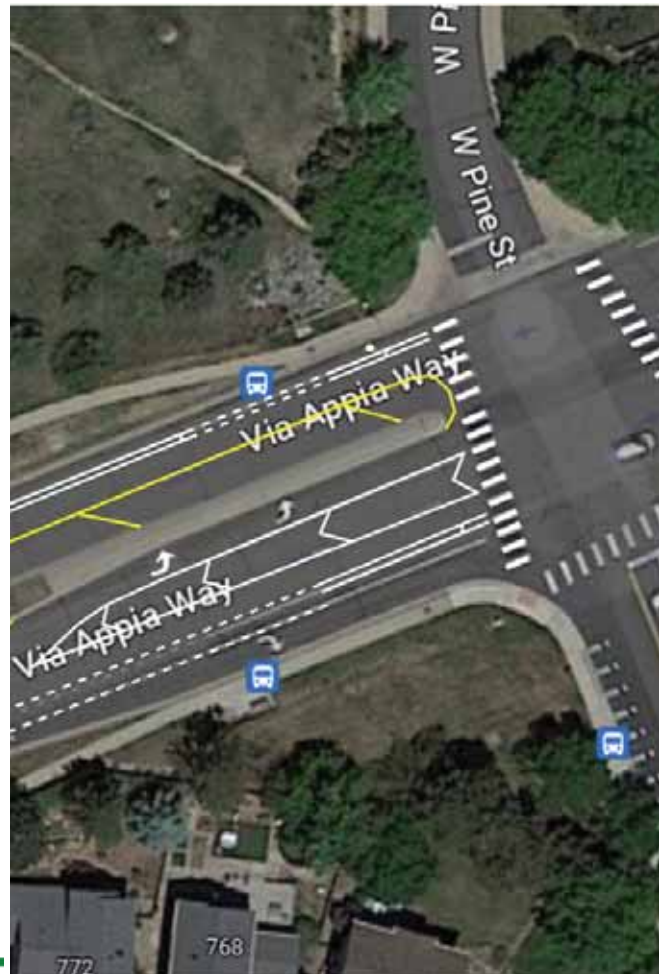


Pedestrian and Bicycle Safety

Reduce Speeds from 6-8 mph over to around 3 mph over the posted speed limits.

Add **Buffered Bike Lanes**.

Shorten Crosswalks or risk areas on average from **30 to 100 feet wide to 20 feet wide**.
Added Harper.



Via Appia Pro's and Con's

Likely Pro's

1. Speeds will be reduced by up to 5 mph and more closely be at posted speed limits. This decreases accident severity for cars, bikes, and pedestrians.
2. Crossing will be shortened for bicycles and pedestrian. Increased comfort, safety, and less stress.
3. Buffered bike lanes will improved safety and open usage to a wider audience.
4. Recreation Center left turn will be significantly safer.
5. Add Left Turn safety for the Harper, Griffith, and Via Capri.
6. Improve bus interaction at South Boulder Road area.
7. Improve right turn queue at South Boulder Road.
8. Improve crossings near transit stops that don't have flashing beacons.

Possible Con's

- The slow car and I can't get around it. Additional 30 seconds the entire corridor when reduced from 40 mph to 30 mph.
- Gaps in traffic. Data shows differently.
- Removal of Tyler and Church right turn lanes. Very small amount of traffic.

I was right!

It didn't work. Fallbacks?

Black out striping and go back to 4 lanes. \$30,000 - \$50,000.

All way stops at key intersections. \$1,000

Lightweight Roundabout \$300,000

HAWK Signal \$400,000

Traffic Signal \$800,000

Roundabout \$1,000,000



Data

- Levels of Service/Comfort/Stress
- Street Context
- Other Factors
- Previous Studies and Public Input
- Past and Present Traffic Speed and Counts
- Design Standards Review
- Field Review
- Drone Review



Terminology

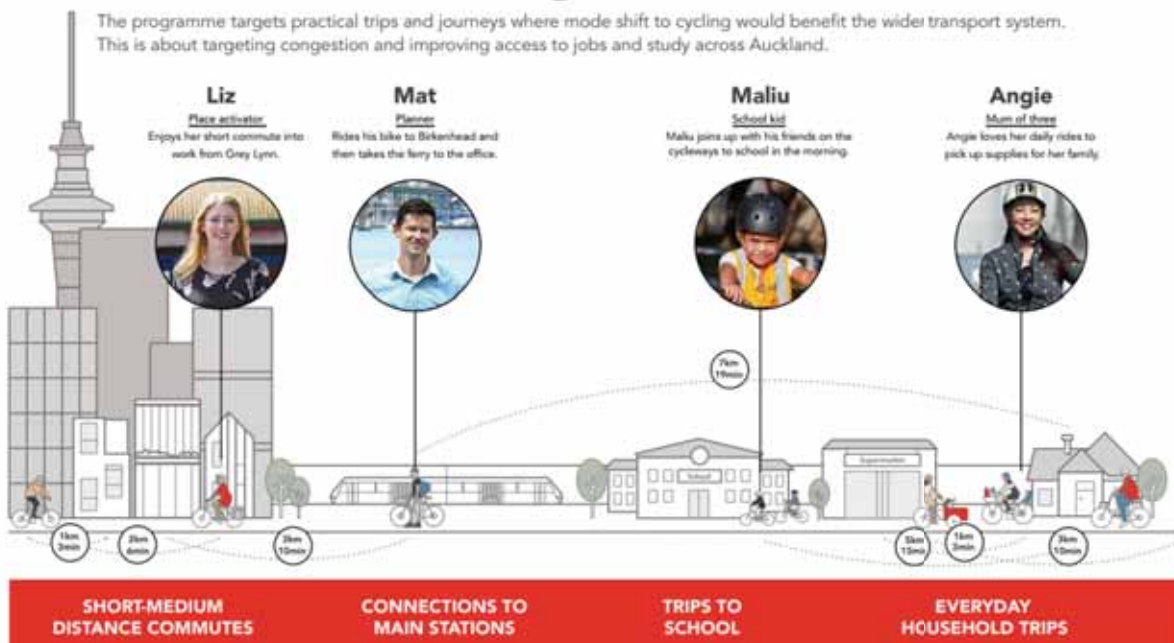
All Ages and Abilities
8 - 80 years old

85th Percentile Speed
The speed at which or below 85 percent of drivers are traveling.

Average Daily Traffic (ADT)
Average amount of traffic on a street each day.



Who we are building for



Target Audience

Everyday Louisville Residents



DRIVERS



LEVEL OF SERVICE (LOS)

A-C	High Comfort Driving (Most of the Day)
D	Some Traffic (Rush Hour 15-30 min)
E	Growing Traffic
F	Large Delays

BICYCLISTS



LEVEL OF TRAFFIC STRESS (BLTS)

1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	Strong and Experienced Bicyclists Only

PEDESTRIANS



LEVEL OF TRAFFIC STRESS (PLTS)

1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	High Stress Experience



Level of Service/Stress Targets

- All Ages and Abilities
- All Modes of Transportation
- Community Values

Street Context

Volume of Traffic and Road Classification (ADT)

Posted Speed vs 85th Percentile (Survey)

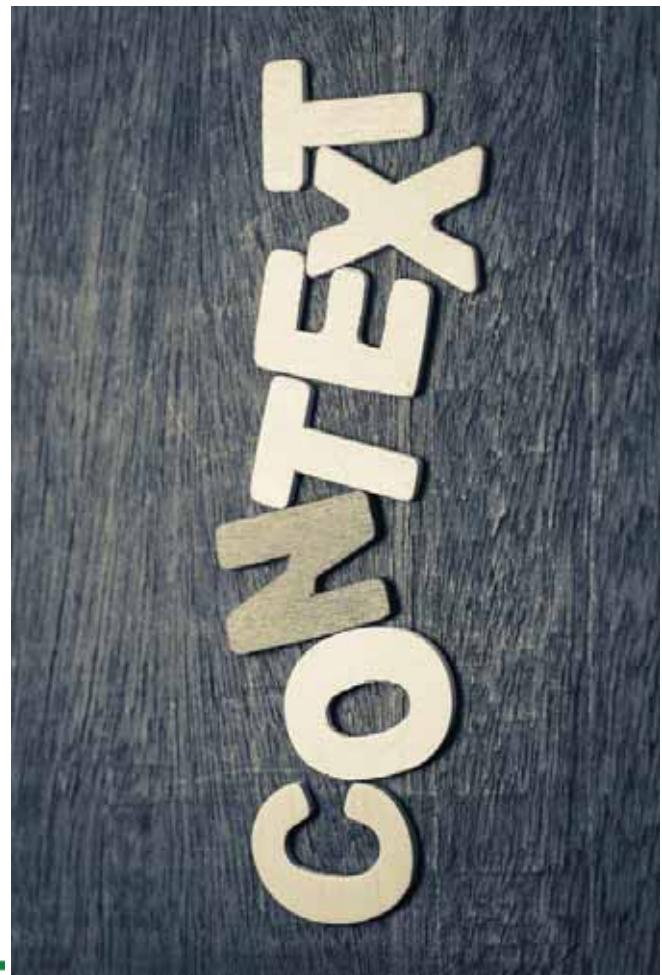
School, Regional Trail, Vulnerable Community, Other Factors

Context of Road Uses Residential, Commercial, Industrial

Residential On Street Parking

Police and Fire Delay/Response Times

Evacuation Routes



Design Standards and Existing Conditions

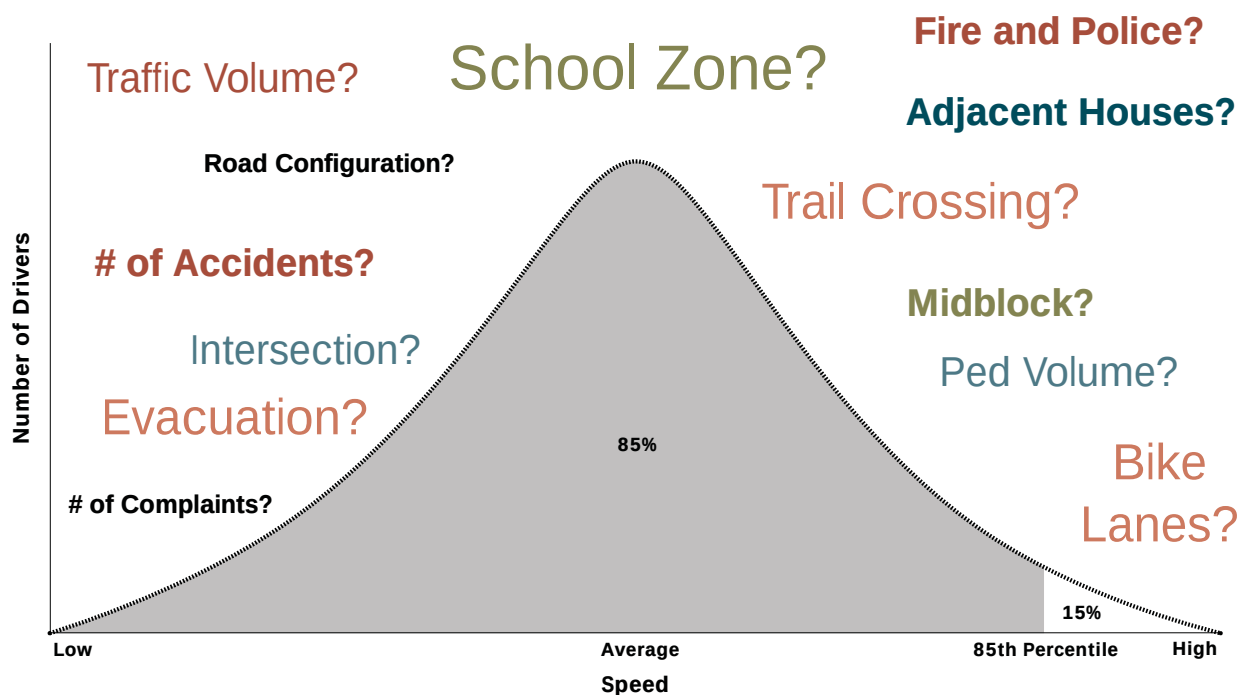


Other Considerations:

- Intersection Turn Clearance
- Drainage
- Adjacent Home Access
- Utilities
- Surrounding Activities
- Number of Complaints
- Introduction of Liability
- Accident History (if Any)
- Existing Speeds/Volume

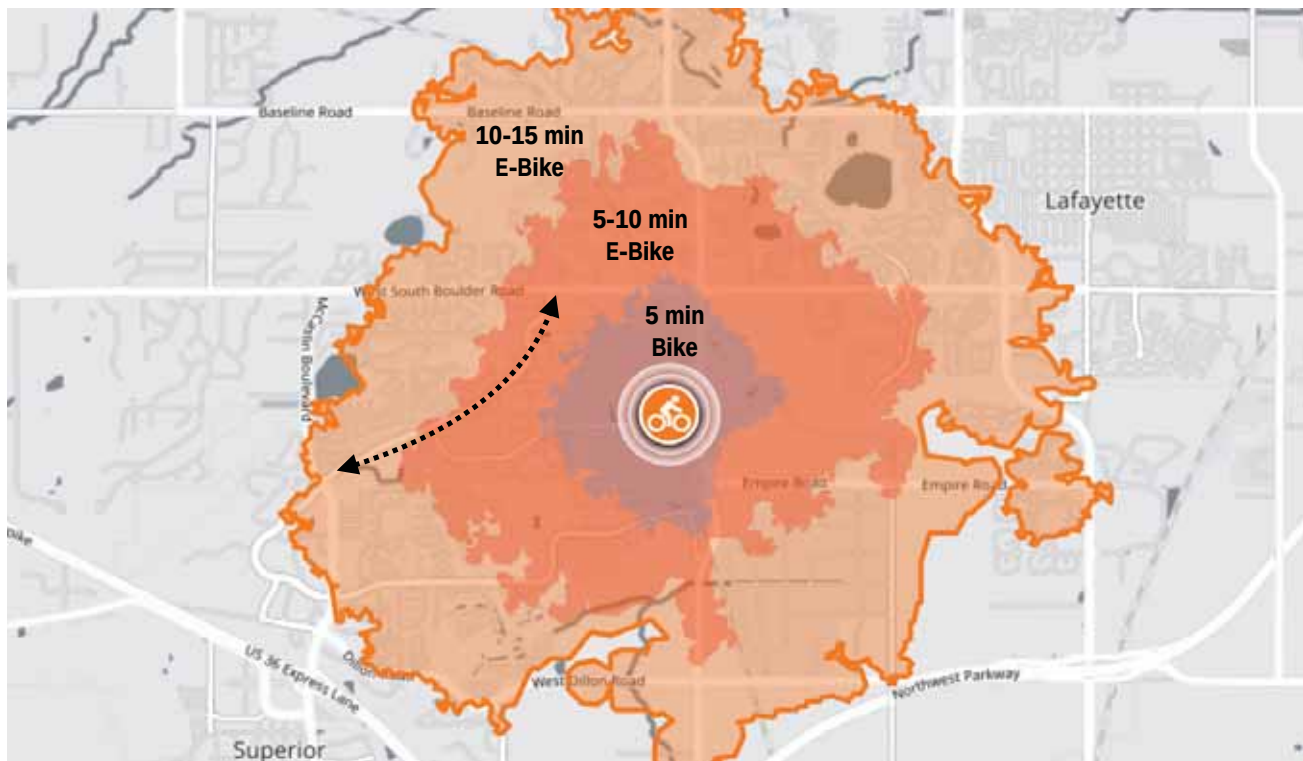
Speed Data should link Context and Decisions

At the end of the day is it worth it to do?



Bicyclist and Pedestrian Data

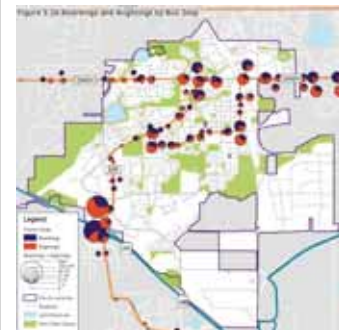
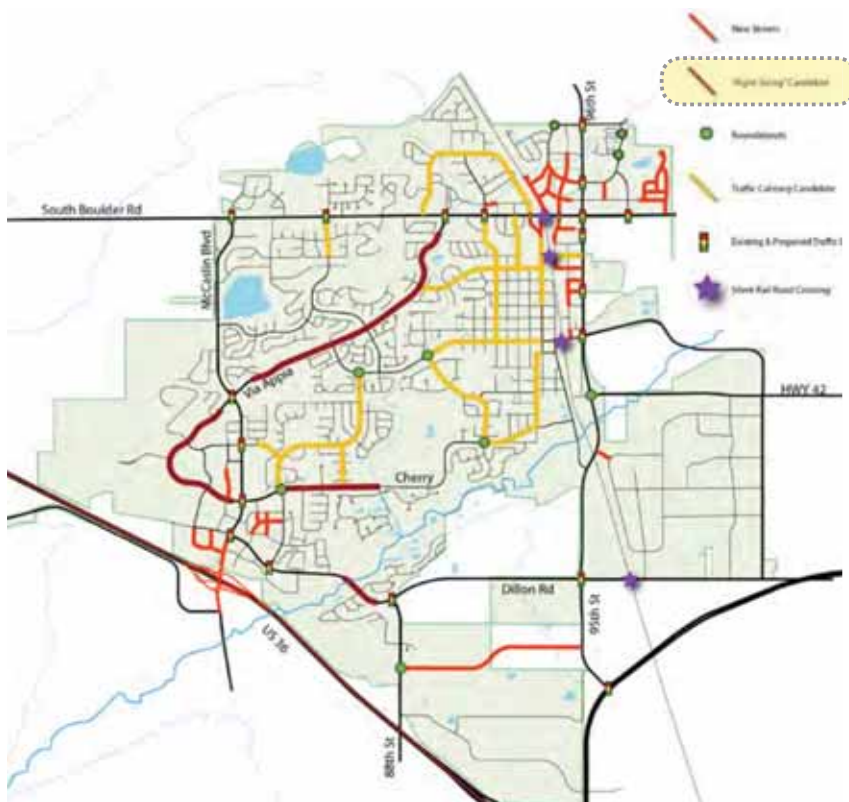
- National Survey of 50 largest metro areas suggests most people are **Interested but Concerned (54%)**
- Arterial Streets (**LTS 3/4**) are generally used by **Somewhat to Highly Confident (12%)**
- 54% Interested but Concerned Individuals prefer **Buffered or Protected Bike Lanes**
- Buffered and Protected bike lanes make the street network **Accessible** to the majority.



E-Bikes

- Extended Range
- Faster Speeds
- Move Off Trails



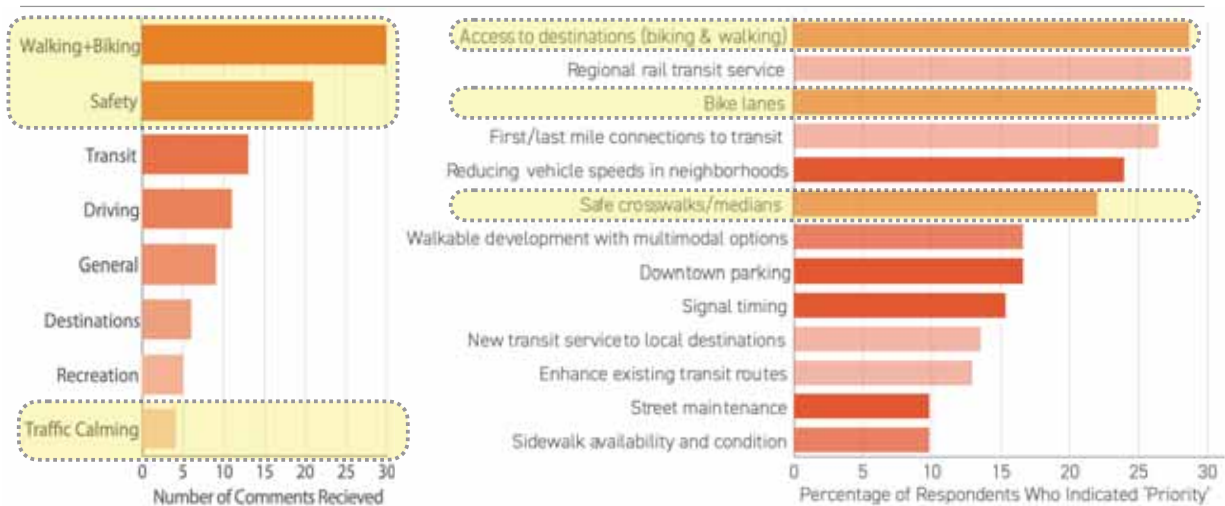


2012/2013 Comprehensive Plan

Via Appia ~ Right Sizing, 37% Cut Through, Heavy Transit Usage (Enhance Safety/Accessibility)

2019 Transportation Master Plan (TMP)

1,500 Comments and 163 Online Surveys



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 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.

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.

Transportation Master Plan

Goal #1 Operate efficiently and safely for all users.

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

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



2019 TMP Project

Improve Signage

Enhance Crosswalks

Remove Right Turn Lanes

Create Median Pedestrian Refuges

Additional Pavement Space for Bike Lanes

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 and 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; an 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.



4-18 Policies, Projects & Programs

Draft - August 12, 2019



School Crossing

Louisville Middle School

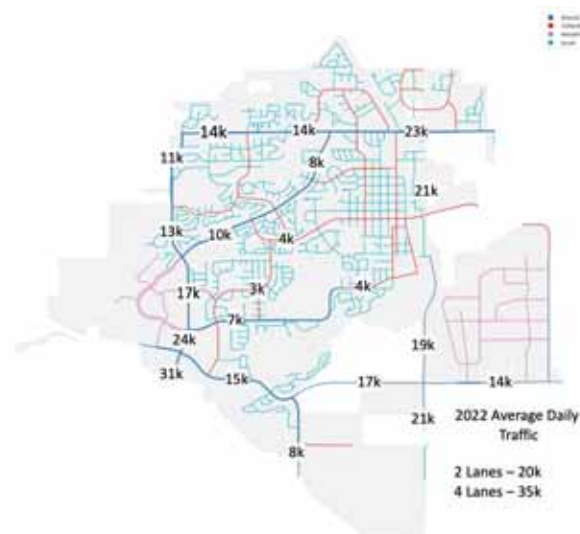


Street Classification

Via Appia on Lower End. More Like a Minor Arterial

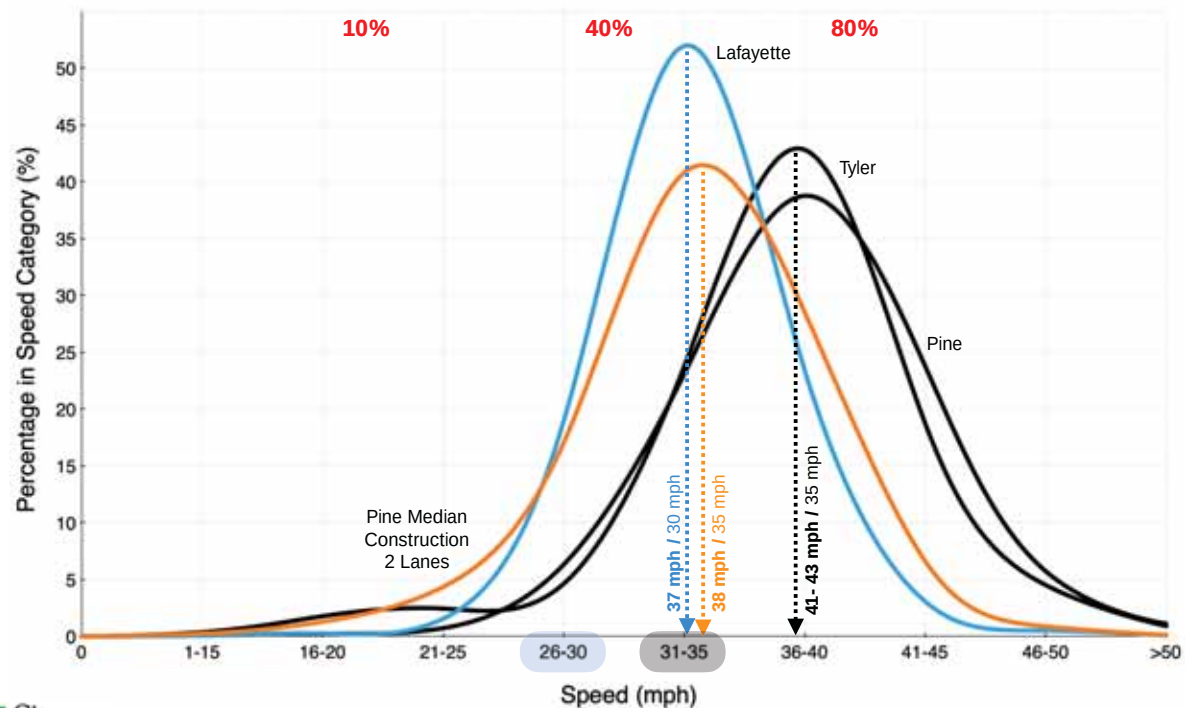
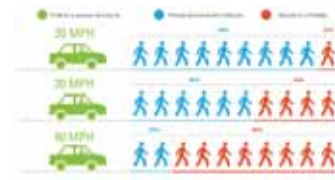
Classification	Average Daily Traffic (ADT)
Arterial	5,000 - 30,000
Collector	1,500 - 5,000
Local	0 - 1,500
Industrial	0 - 1,500

Via Appia Average ~ 9,000 ADT
4 Lanes ~ 35,000 ADT ~ 26%
2 Lanes ~ 20,000 ADT ~ 45%



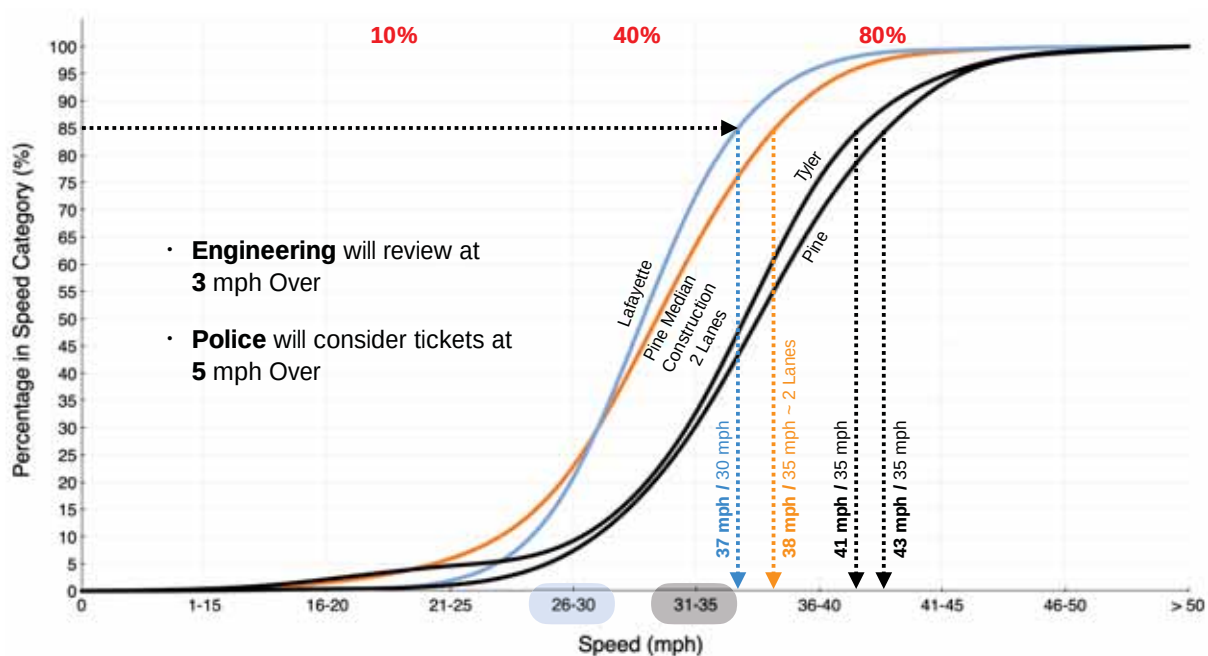
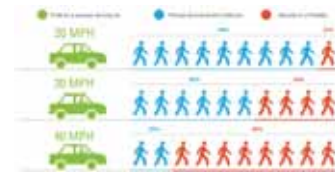
Via Appia

Speed Distribution. **6-8 mph** over Speed Limit.



Via Appia - 85th Percentile

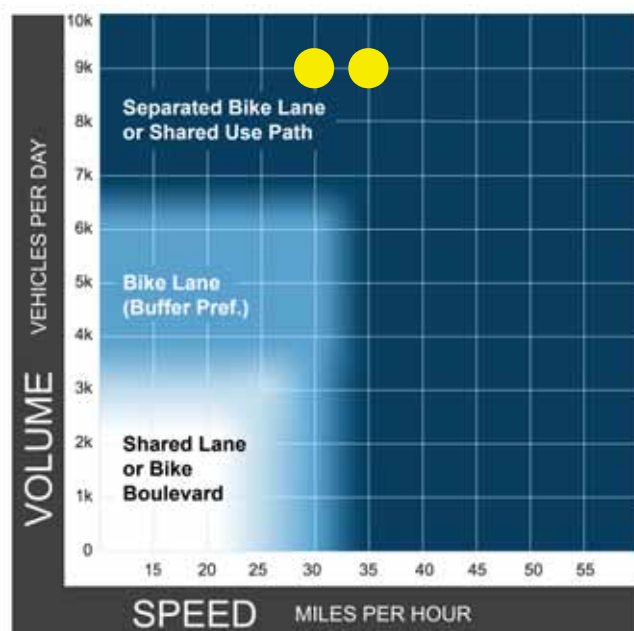
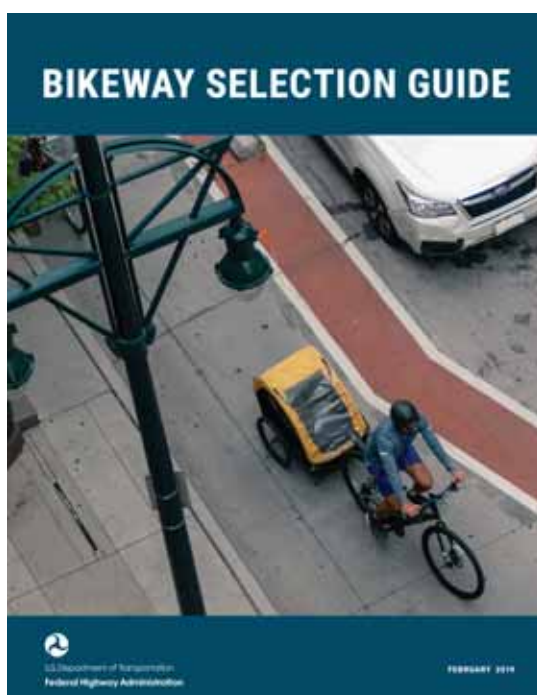
Cumulative Speed Distribution (85th %/Posted Speed)



- **Engineering** will review at **3 mph Over**
- **Police** will consider tickets at **5 mph Over**



Federal Highway Bike Selection Guide



Driver Level of Service

FFS Along Via Appia ~ **A**, Intersection LOS **Improved 13% to A-C** from D-E

A ~ **+3%**

B ~ **+7%**

C ~ Same

D ~ **-10%**

E ~ **-3%**



	I	II	III	IV
Range of free-flow speeds (FFS)	55-45 mph	45-35 mph	35-30 mph	35-25 mph
Typical FFS	50 mph	40 mph	35 mph	30 mph
LOS				
A	>42	>35	>30	>25
B	>34-42	>28-35	>24-30	>19-25
C	>27-34	>22-28	>18-24	>13-19
D	>21-27	>17-22	>14-18	>9-13
E	>16-21	>13-17	>10-14	>7-9
F	≤16	≤13	≤10	≤7

		12/1/23			11/17/23		
		4 Lane			2 Lane		
Total (Cars)		42			43		
Average Delay (sec)		19			17		
LOS	Delay (sec)	Count (cars)	%	Cum %	Count (cars)	%	Cum %
A	< 10	14	33%	33%	16	37%	37%
B	10-15	8	19%	52%	12	28%	65%
C	15-25	5	12%	64%	5	12%	77%
D	25-35	8	19%	83%	4	9%	86%
E	35-50	7	17%	100%	6	14%	100%
F	> 50	0	0%	100%	0	0%	100%



BICYCLISTS



LEVEL OF TRAFFIC STRESS (BLTS)



Desired facility level for an All Ages and Abilities network. May not be feasible in some land use contexts.

BIKE LANE AND BUFFERED BIKE LANES

Used in situations where there is a dedicated bike lane with or without a painted buffer. Bike lane width is measured exclusive of the gutter pan.

# of Auto Lanes	Bike Lane Width (Includes Buffer)	Posted Speed (Actuals When Available)						
		20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50+ mph
2-3	6'+	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
	4' or 5'	LTS 2	LTS 2	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4
4-5	6'+	LTS 2	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
	4' or 5'	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
6+	Any Width	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4

Adjustment Factors

- Heavily Utilized Parking Adjacent to a 4' or 5' Bike Lane – Add 1 LTS
- Roadway Pavement Condition Index Rating Below 70 – Add 1 LTS
- Frequent Commercial Driveway Crossings – Add 1 LTS

RAISED/PROTECTED LANES AND MULTI-USE PATHS

Used in situations where there are protected bike lanes or multi-use paths. For all segments (between intersections), these would be considered LTS 1.

Adjustment Factors

- Raised Bike Lanes At >35 MPH – Add 1 LTS
- Frequent Commercial Driveways – Add 1 LTS
- Bike lanes using only candles – Add 1 LTS

Bicycle Lane LTS

Improve from LTS 3/4 to LTS 2



BICYCLISTS



LEVEL OF TRAFFIC STRESS (BLTS)



Desired facility level for an All Ages and Abilities network. May not be feasible in some land use contexts.

UNSIGNALIZED INTERSECTIONS

Used in situations where there is no signal. To rank, the highest stress score of any leg would be utilized.

Posted Speed	Total Auto Lanes Crossed		
	1-3 Lanes	4-5 Lanes	6+ Lanes
20-25	LTS 1	LTS 2	LTS 4
30	LTS 1	LTS 2	LTS 4
35	LTS 3	LTS 3	LTS 4
40+	LTS 3	LTS 4	LTS 4

Adjustment Factors

- Adding a Rectangular Rapid Flashing Beacon (RRFB) – Lower 1 LTS
- Refuge medians of at least 8' with a vertical element would reduce the total number of lanes crossed at one time to the distance from curb to median.
- Intersections with a Bike Lane and Right Turn Lane – Add 1 LTS

ROUNDBABOUTS

Used in situations with a roundabout to describe the experience when bicyclists take the lane. For those mixing with pedestrians, the pedestrian table would be used.

Circulating Lanes	Total Entry Leg ADT (VPD)	LTS
1	<6000	LTS 2
1	>6000	LTS 3
2+ (Partial or Full)	Any	LTS 4

Adjustment Factors

- Slip lane present – Add 1 LTS

Bicycle Crossing LTS

Improve from LTS 3/4 to LTS 1/2

PEDESTRIANS



LEVEL OF TRAFFIC STRESS (PLTS)



Desired facility level for an All Ages and Abilities network. May not be feasible in some land use contexts.

SIDEWALK WIDTH AND CONDITION

Actual Sidewalk Width	Sidewalk Condition			
	Very Good	Good	Fair	Poor
<4'	LTS 4	LTS 4	LTS 4	LTS 4
4'	LTS 3	LTS 3	LTS 3	LTS 4
5'	LTS 2	LTS 2	LTS 2	LTS 4
6'+	LTS 1	LTS 1	LTS 2	LTS 3

Adjustment Factors

- Low volume residential streets with 4'-5' sidewalk – Lower 1 LTS
- 5' detached sidewalk in very good or good condition – Lower 1 LTS

UNSIGNALIZED CROSSINGS

Speed Limit	Total Auto Lanes Crossed At One Time		
	1-3 Lanes	4-5 Lanes	6+ Lanes
20-25	LTS 1	LTS 2	LTS 4
30	LTS 1	LTS 2	LTS 4
35	LTS 2	LTS 3	LTS 4
40+	LTS 3	LTS 4	LTS 4

Adjustment Factors

- No Illumination Present – Add 1 LTS
- Ramps Inaccessible per Inventory – Add 1 LTS
- Add a Rectangular Rapid Flashing Beacon (Median required when over 3 lanes) – Lower 1 LTS
- Pedestrian refuge medians of at least 8' with a vertical element would reduce the total number of lanes crossed at one time to the distance from curb to median.

Pedestrian LTS

Improve from LTS 3/4 to LTS 1/2

Via Appia Improvement Metrics



Description	Vehicle LOS 4 Lanes	Bicycle LTS 4 Lanes	Pedestrian LTS 4 Lanes	Vehicle LOS 2 Lanes	Bicycle LTS 2 Lanes	Pedestrian LTS 2 Lanes
Along Corridor	A	3-4	1	A	2	1
Eldorado Lane	A - E	4	4	A - E	1	2
Recreation Center	A - E	3	3	A - C	2	1
Pine Street	A - E	4	4	A - E	3	2
Church Lane	A - E	-	-	A - E	-	-
Tyler Avenue	A - E	4	4	A - E	2	2
Sagebrush Way	A - E	3	3	A - E	1	1
Lafayette Street	A - E	3	3	A - E	1	1
Lake Park	-	2	2	-	1	1
Griffith/Harper	A - E	3	3	A - E	1	1
Via Capri	A - E	3	3	A - E	1	1



ChatGPT

Bike and pedestrian comfort is more important than vehicle level of service for several reasons:

Health and Well-being: Encouraging biking and walking promotes physical activity, leading to improved health and well-being for individuals. Providing comfortable and safe facilities for cyclists and pedestrians can help reduce the risk of sedentary lifestyle-related diseases such as obesity, heart disease, and diabetes.

Environmental Impact: Biking and walking are sustainable modes of transportation that have minimal environmental impact compared to vehicle use. By prioritizing bike and pedestrian comfort, cities can reduce air pollution, greenhouse gas emissions, and noise pollution, contributing to a cleaner and healthier environment.

Equity and Accessibility: Improving bike and pedestrian infrastructure can enhance accessibility for all members of the community, including those who cannot afford or are unable to drive. By prioritizing comfort for cyclists and pedestrians, cities can promote equity and ensure that transportation options are accessible to everyone, regardless of income or ability.

Community Connection: Biking and walking facilities can help create vibrant and connected communities by encouraging social interaction and active transportation. Providing comfortable and safe spaces for cyclists and pedestrians can enhance the overall quality of life in neighborhoods and foster a sense of community.

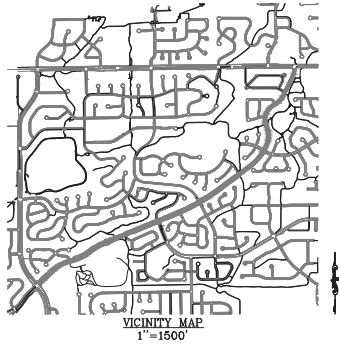
Economic Benefits: Investing in bike and pedestrian infrastructure can lead to economic benefits for local businesses and neighborhoods. By creating attractive and comfortable spaces for cyclists and pedestrians, cities can attract more foot traffic, support local businesses, and enhance property values.

Overall, prioritizing bike and pedestrian comfort over vehicle level of service can lead to a healthier, more sustainable, equitable, and connected community for all residents.



How can I help you today?

THE
END



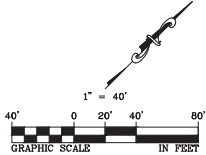
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SIGNS

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STA. 7+50

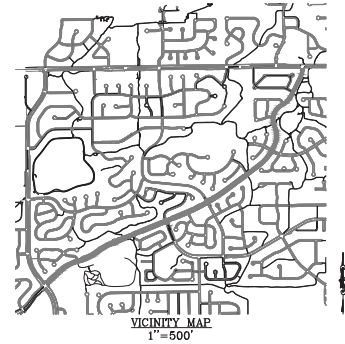


DESIGN BY: ##
DRAWN BY: 1A
CHECKED BY:
APPROVED BY:
DATE DATE: 4/18/2024
REVISIONS:

MATCHLINE -
SHEET 1
STA. 7+50



MATCHLINE -
SHEET 3
STA. 17+00

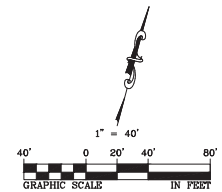


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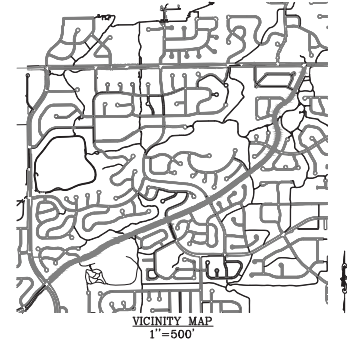
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STA. 17+00



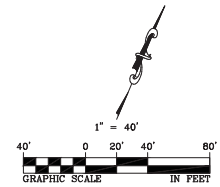
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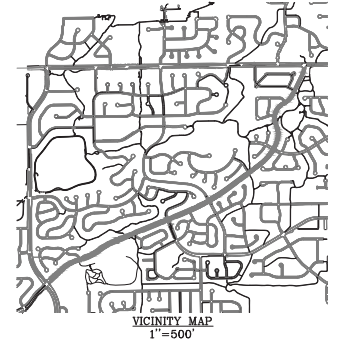
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MATCHLINE -
SHEET 3
STA. 26+50



MATCHLINE -
SHEET 5
STA. 36+00

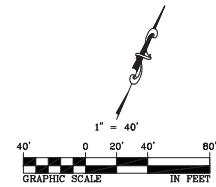


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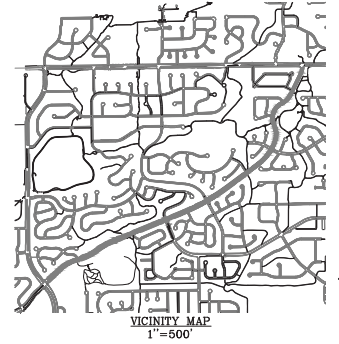
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MATCHLINE -
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STA. 36+50



MATCHLINE -
SHEET 6
STA. 46+00-

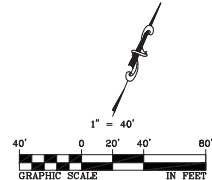


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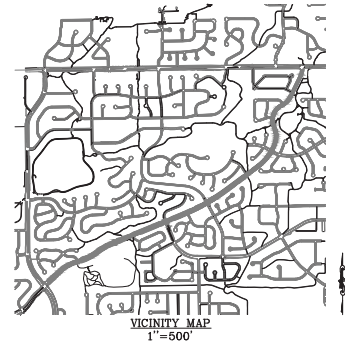
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MATCHLINE -
SHEET 5
STA. 46+00



MATCHLINE -
SHEET 7
STA. 55+50

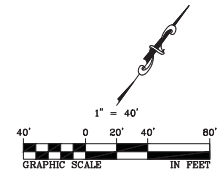


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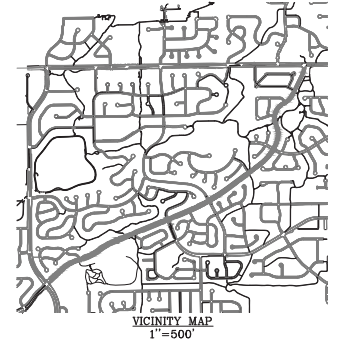
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MATCHLINE -
SHEET 6
STA. 55+50



MATCHLINE -
SHEET 7
STA. 65+00

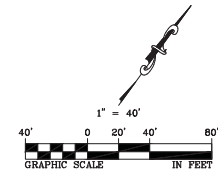


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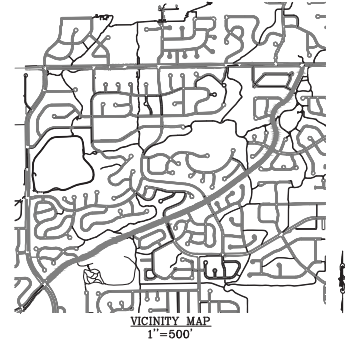
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MATCHLINE -
SHEET 7
STA. 65+00



MATCHLINE -
SHEET 9
STA. 75+50

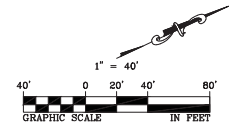


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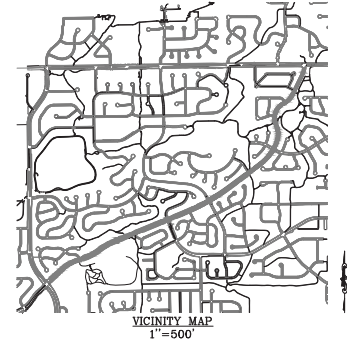
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MATCHLINE -
SHEET 8
STA. 75+50



MATCHLINE -
SHEET 10
STA. 84+00

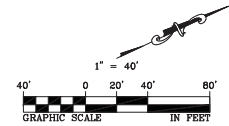


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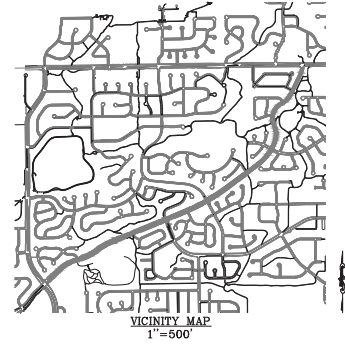
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MATCHLINE -
SHEET 9
STA. 84+00

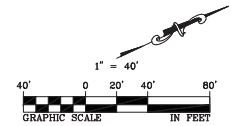


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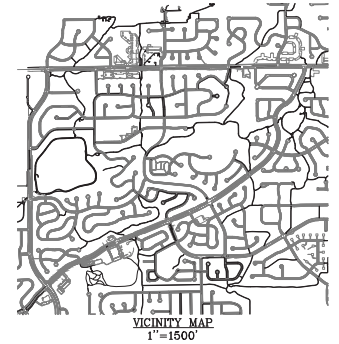
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MATCHLINE - SHEET 2 STA. 7+50

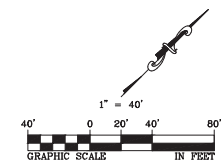


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TYPICAL SECTION
NTS

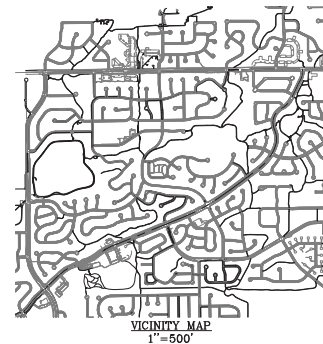


DRAWN BY: JCE
CHECKED BY: JCE
APPROVED BY: JCE
DATE: 4/18/2024
REVISIONS:

MATCHLINE -
SHEET 1
STA. 7+50



MATCHLINE -
SHEET 3
STA. 17+00



STRIPING NOTES

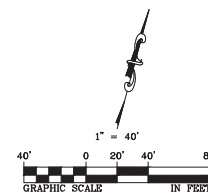
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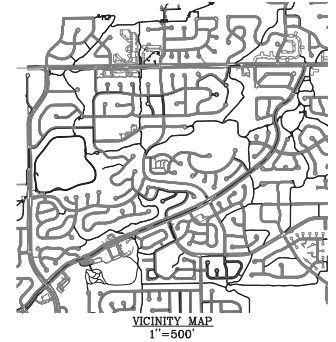
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TYPICAL SECTION
NTS



MATCHLINE -
SHEET 2
STA. 17+00

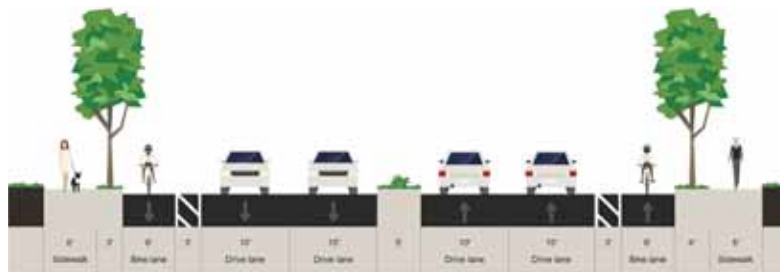


STRIPING NOTES

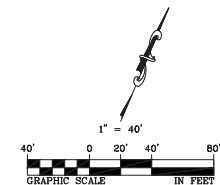
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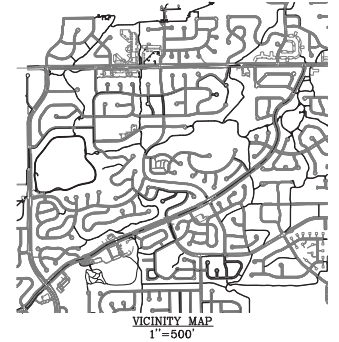
TYPICAL SECTION
NTS



MATCHLINE - SHEET 3 STA. 28+50



MATCHLINE - SHEET 5 STA. 38+00

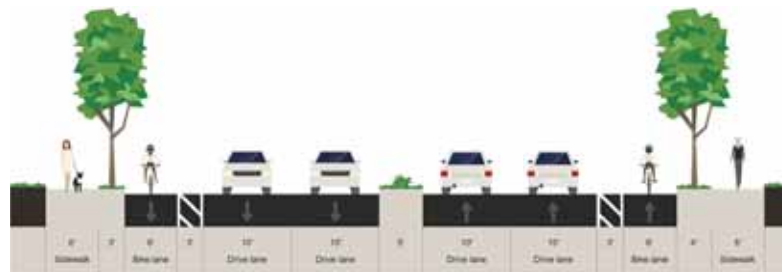


STRIPING NOTES

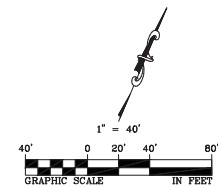
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TYPICAL SECTION
NTS



MATCHLINE — SHEET 4 STA. 38+00

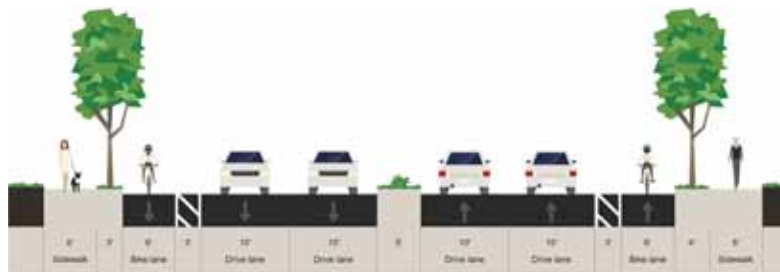


STRIPING NOTES

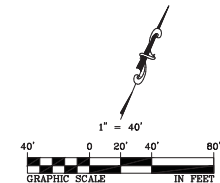
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SIGNS

1. ALL SIGNS TO REMAIN AND PROTECT IN PLACE UNLESS OTHERWISE NOTED.



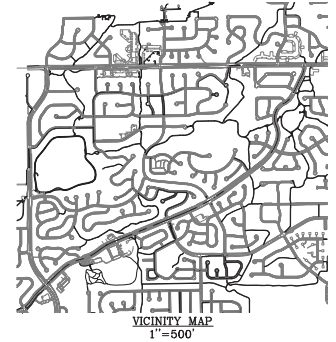
TYPICAL SECTION
NTS



MATCHLINE - SHEET 5 STA. 49+00



MATCHLINE - SHEET 7 STA. 58+50

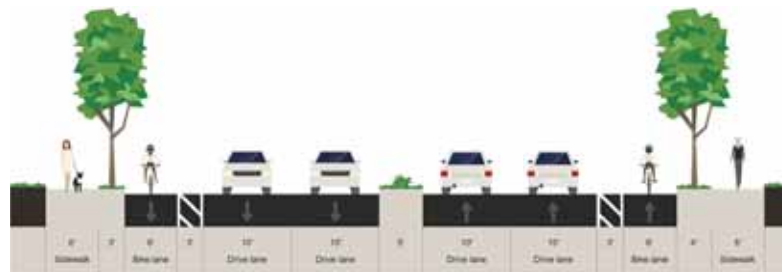


STRIPING NOTES

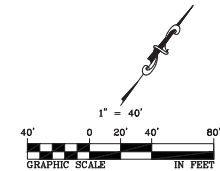
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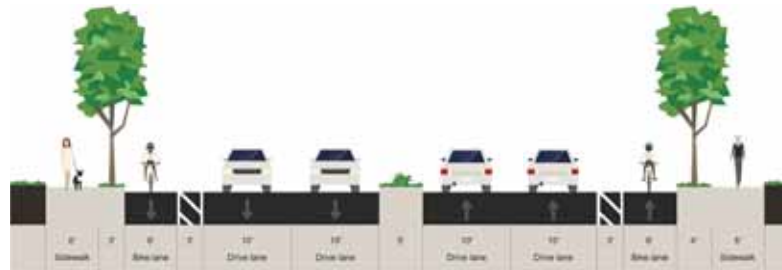
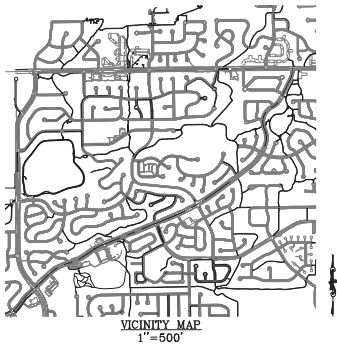
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TYPICAL SECTION
WTS



MATCHLINE -
SHEET 6
STA. 55+50



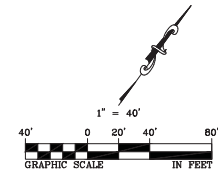
TYPICAL SECTION
NTS

STRIPING NOTES

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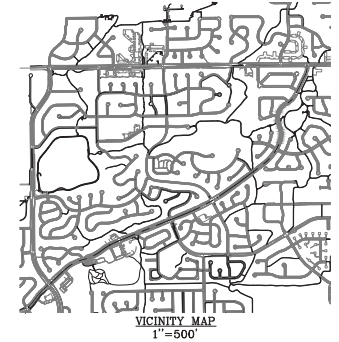


MATCHLINE -
SHEET 8
STA. 67+50

MATCHLINE -
SHEET 7
STA. 65+00



MATCHLINE - SHEET 9 STA. 75+50

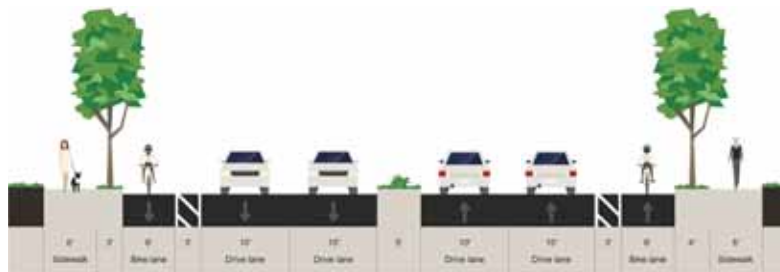


STRIPING NOTES

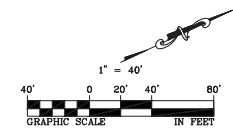
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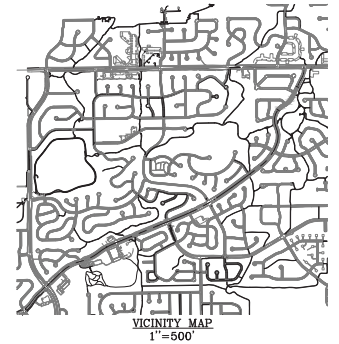
TYPICAL SECTION
WTS



MATCHLINE -
SHEET 8
STA. 75+50



MATCHLINE -
SHEET 10
STA. 84+00



STRIPING NOTES

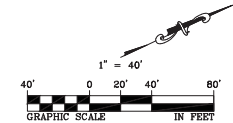
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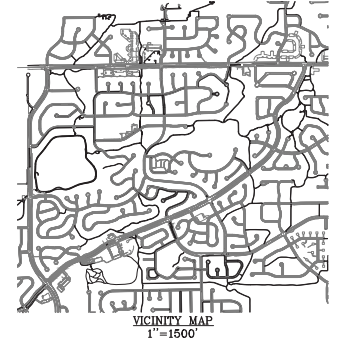
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TYPICAL SECTION
NTS



DESIGN BY: JCL
DRAWN BY: JA
CHECKED BY:
APPROVED BY:
DATE DATE: 4/18/2024
REVISIONS:



STRIPING NOTES

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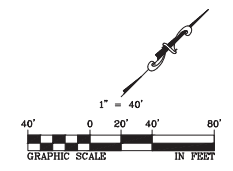
SIGNS

1. ALL SIGNS TO REMAIN AND PROTECT IN PLACE UNLESS OTHERWISE NOTED.

MATCHLINE -
SHEET 2
STA. 7+50



TYPICAL SECTION
NTS

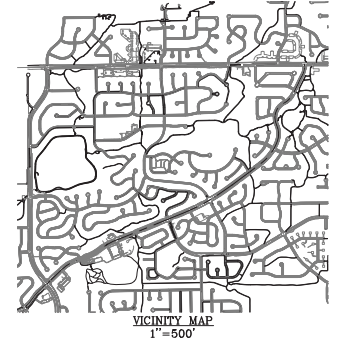


DESIGN BY: ICE
DRAWN BY: IA
CHECKED BY:
APPROVED BY:
DATE DATE: 4/18/2024
REVISIONS:

MATCHLINE -
SHEET 1
STA. 7+50



MATCHLINE -
SHEET 3
STA. 17+00



STRIPING NOTES

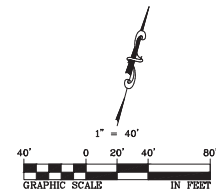
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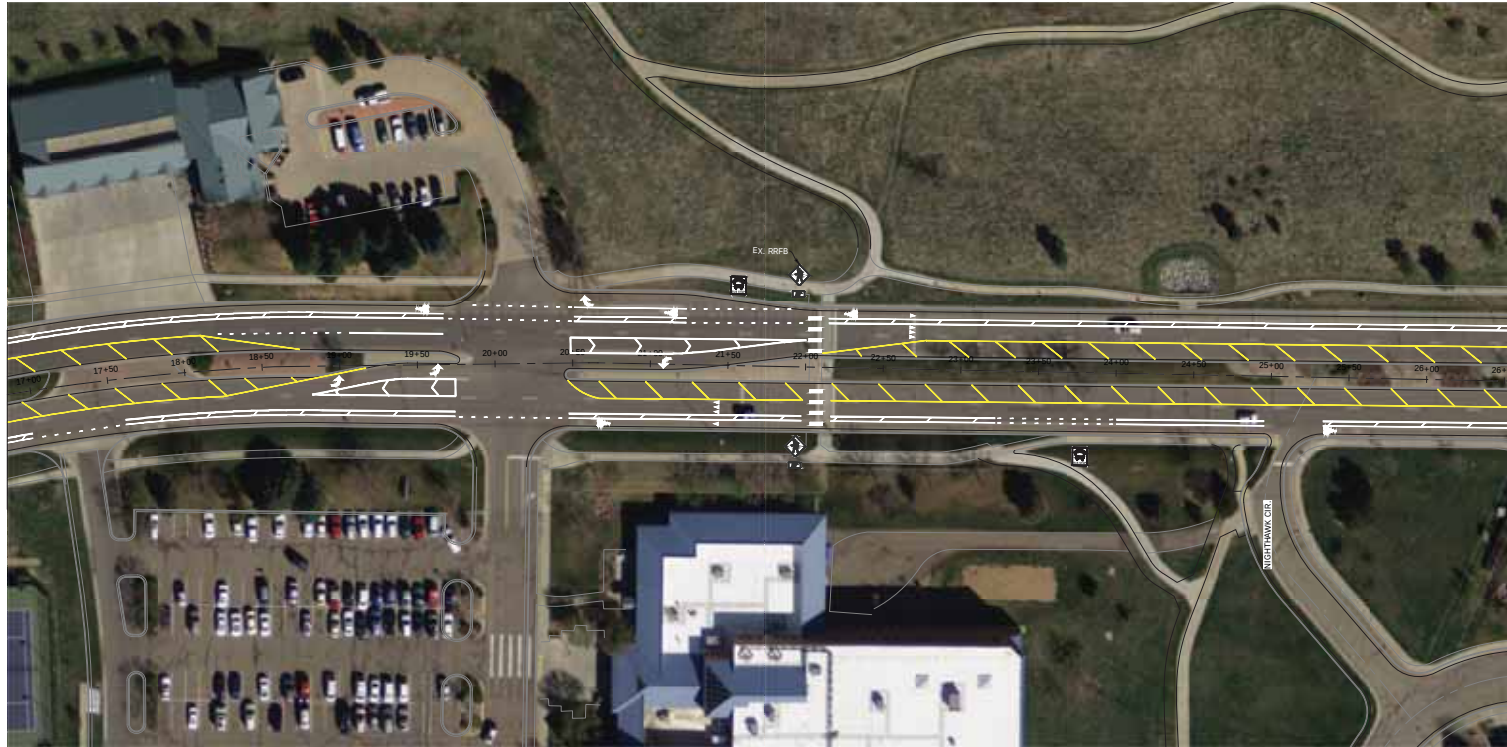
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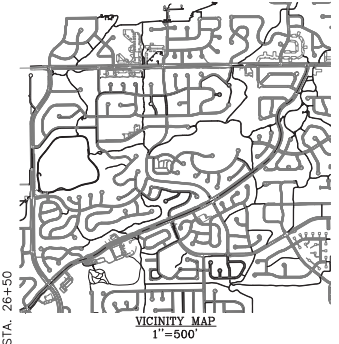


TYPICAL SECTION
NTS





MATCHLINE - SHEET 4 STA. 26+50



STRIPING NOTES

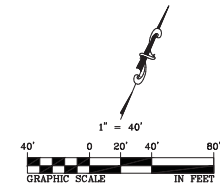
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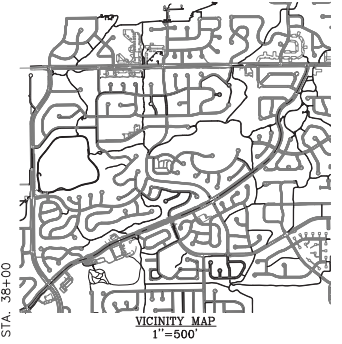
TYPICAL SECTION
NTS



MATCHLINE - SHEET 3 STA. 28+00



MATCHLINE - SHEET 5 STA. 38+00



STRIPING NOTES

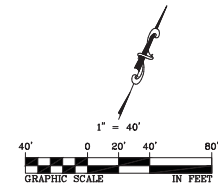
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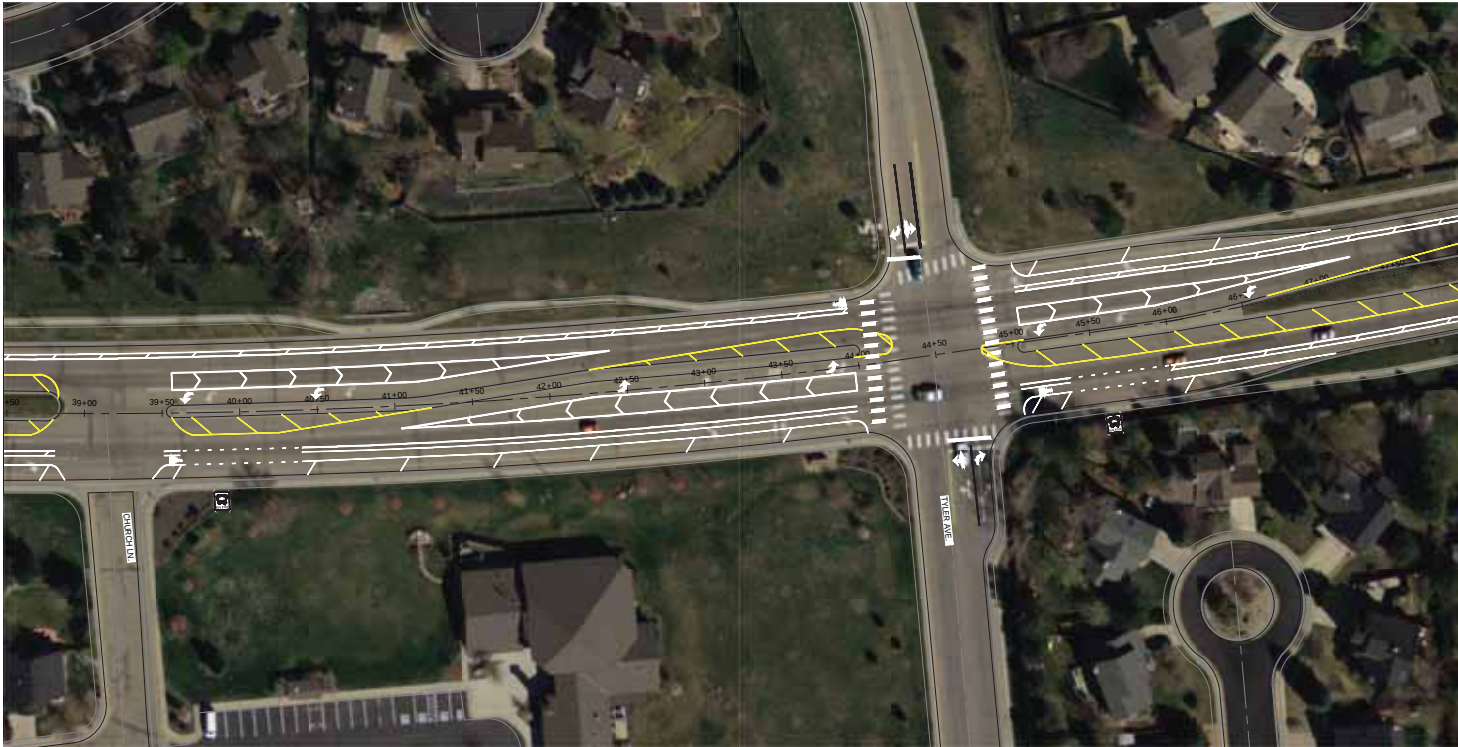
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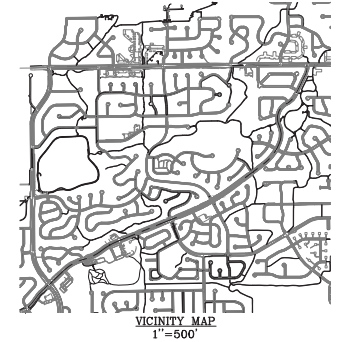
TYPICAL SECTION
NTS



MATCHLINE -
SHEET 4
STA. 38+50



MATCHLINE - SHEET 6 STA. 48+00



STRIPING NOTES

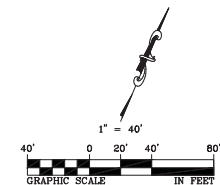
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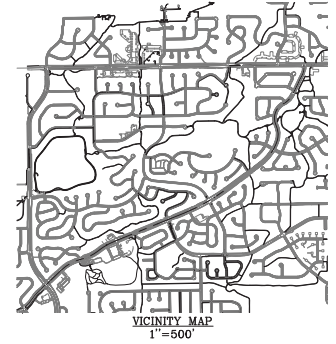
TYPICAL SECTION
NTS



MATCHLINE -
SHEET 5
STA. 49+00



MATCHLINE - SHEET 7 STA. 58+50



STRIPING NOTES

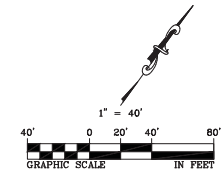
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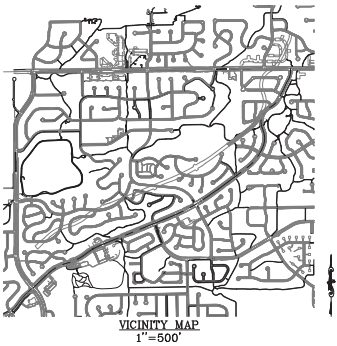
TYPICAL SECTION
NTS



MATCHLINE -
SHEET 6
STA. 55+50



MATCHLINE - SHEET 8 STA. 67+50



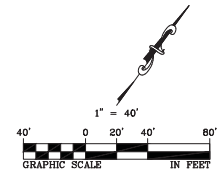
TYPICAL SECTION
NTS

STRIPING NOTES

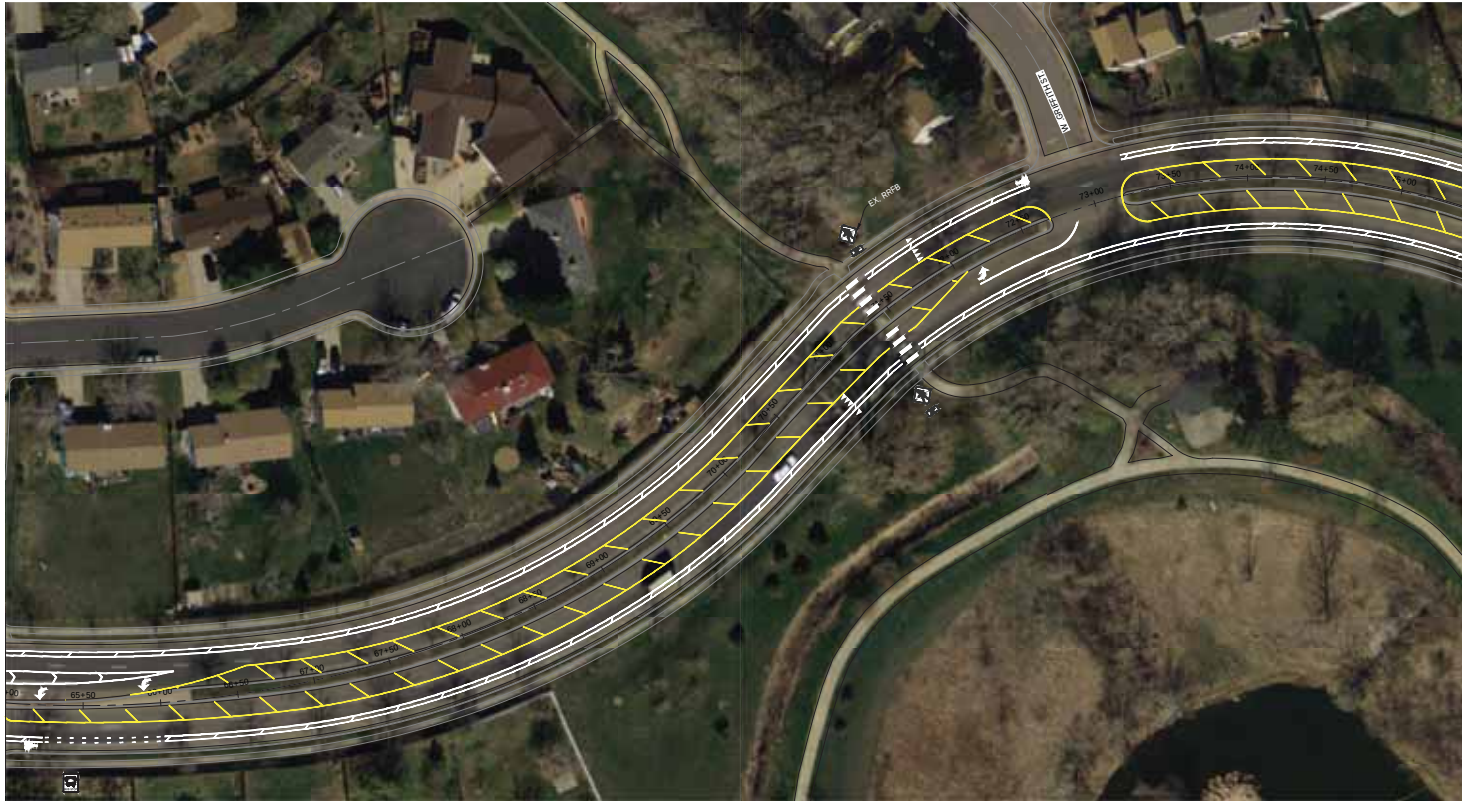
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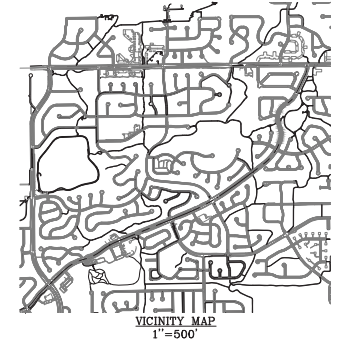
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MATCHLINE -
SHEET 7
STA. 65+00



MATCHLINE - SHEET 9 STA. 75+50



STRIPING NOTES

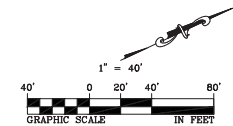
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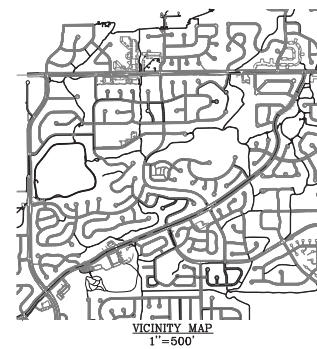
TYPICAL SECTION
NTS



MATCHLINE -
SHEET 8
STA. 75+50



MATCHLINE -
SHEET 10
STA. 84+00



STRIPING NOTES

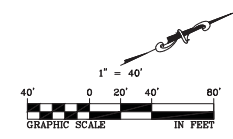
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TYPICAL SECTION
NTS

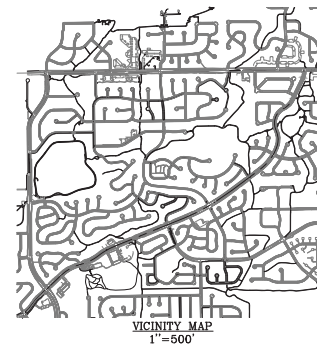


DESIGN BY: JCL
DRAWN BY: JA
CHECKED BY:
APPROVED BY:
DATE DATE: 4/18/2024
REVISIONS:

MATCHLINE -
SHEET 9
STA. 79+50



TYPICAL SECTION
NTS

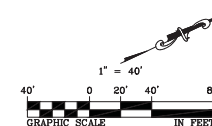


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SIGNS

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Meredyth Muth

From: Alex Bradley <alex.southpole@gmail.com>
Sent: Wednesday, March 6, 2024 10:36 AM
To: Public Works
Cc: Peter Bradley; City Council
Subject: Input on Via Appia change

[Some people who received this message don't often get email from alex.southpole@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello Public Works,

We wanted to share a few concerns/comments regarding the Via Appia Corridor Safety Improvement Project. We live on Caledonia Circle and travel along Via Appia multiple times a day.

- Please consider a "bus only" lane or not going directly to one lane on Via Appia southbound when folks turn onto Via Appia from South Boulder Road. With the bus stop close to that intersection on Via Appia, a one lane set up will cause issues with people turning from both the east and west directions off of South Boulder. The bus stop is almost a blind spot currently when turning. There could easily be backups and folks stuck in the intersection. Another option would be to move the bus station further down to allow for the road to "hold" the cars that get stuck behind the bus if there is only one lane.

- An improved pedestrian crossing is needed on that very northern end of Via Appia where kids that live in the trailer park have a crossing area that leads to the bridge towards Cottonwood Park. This is a "blind" crosswalk and scares me to death for the folks that utilize it. People come roaring off of South Boulder Road and there is very little "warning" before the crosswalk. A blinker crosswalk would be EXCELLENT here.

- We have limited site lines when turning left onto Via Appia from Lafayette. Please make sure to do a study that makes sure that the approaching cars going south bound on Via Appia in the new lane configuration can be seen by the folks turning off of Lafayette.

- It can also be difficult to make that left turn from Lafayette onto Via Appia due to the amount of traffic at certain times of the day. We have concern that going down to one lane in that area will make it even more difficult.

- The pedestrian crosswalk that goes across Via Appia at the intersection at Lafayette is very unsafe. If there is anything that can be done to improve that crosswalk that would be highly appreciated. At this point I will not let my kids use it and no matter where we are coming from they have to use the blinking crosswalk that is closer to Griffith.

- Please be aware that there is issues now when traveling northbound on Via Appia and turning right onto Lafayette. More times than not people ride my bumper when I slow down to take the right turn onto Lafayette. Even though the speed slows before that point, most people have not reduced their speed and come way too close when I am turning. I am concerned how that will translate when we are down to one lane.

Thank you for taking our comments and concerns into consideration.

Cheers,
Alex and Peter Bradley
1385 Caledonia Circle, Louisville

==CAUTION: EXTERNAL EMAIL==

This email originated from outside the City of Louisville's email environment. Do not click links or open attachments unless you validate the sender and know the content is safe. Please contact IT if you believe this email is suspicious.

From: [Jennifer Burlew](#)
To: [City Council](#)
Subject: Via Appia
Date: Wednesday, March 6, 2024 12:10:03 PM

[Some people who received this message don't often get email from jenburlew@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Council members

Please don't waste money with this suggested traffic plan for Via Appia. Polk is a joke - so unnecessary - a waste of funds

Rather consider putting some funding towards treating our city ash trees. I even suggested an "adopt a tree" program where a family can pay for a trees treatment for two years and was told that treatment of ash wouldn't happen because there was no irrigation for the adult ash trees. It was also suggested that I bring it up to city council to change the irrigation issue - so please consider investing in the trees along our corridors rather than wasting money on changing traffic patterns and corridors themselves

Sincerely

Jen - 26 year Louisville resident

==CAUTION: EXTERNAL EMAIL==

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From: [Mary Hamann](#)
To: [Alex Bradley](#); [Public Works](#)
Cc: [Peter Bradley](#); [City Council](#)
Subject: RE: Input on Via Appia change
Date: Wednesday, March 6, 2024 3:14:18 PM

Alex,

Thank you for reaching out regarding this project and for your comments. Many of these suggestions, including improved pedestrian crossings will be implemented with this project. The sight distance at the intersections of Lafayette, Tyler, and Pine were reviewed and found to be adequate for the posted speed limits. Unfortunately, with the speeding on Via Appia, the intersection with Lafayette does not meet intersection sight distance with the existing actual speeds, which aligns with your observations. One of the goals of this project is to lower speeds to the posted speed limit on Via Appia, which should help with the sight distance at the intersection with Lafayette.

I hope you are able to attend at least one of the public meetings for this project (3/7 from 8-9:30 AM and 4:00-5:30 PM at Church Ln near Via Appia and 3/11 at 5:30 at the Rec Center). If not and you have any additional questions or comments, please don't hesitate to reach out to me.

Thank you,
Mary

Mary K. Hamann, P.E.
Civil Engineer III
Public Works|Engineering

-----Original Message-----

From: Alex Bradley <alex.southpole@gmail.com>
Sent: Wednesday, March 6, 2024 10:36 AM
To: Public Works <pworks@Louisvilleco.gov>
Cc: Peter Bradley <pbradley511@gmail.com>; City Council <Council@louisvilleco.gov>
Subject: Input on Via Appia change

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- It can also be difficult to make that left turn from Lafayette onto Via Appia due to the amount of traffic at certain times of the day. We have concern that going down to one lane in that area will make it even more difficult.

- The pedestrian crosswalk that goes across Via Appia at the intersection at Lafayette is very unsafe. If there is anything that can be done to improve that crosswalk that would be highly appreciated. At this point I will not let my kids use it and no matter where we are coming from they have to use the blinking crosswalk that is closer to Griffith.

- Please be aware that there is issues now when traveling northbound on Via Appia and turning right onto Lafayette. More times than not people ride my bumper when I slow down to take the right turn onto Lafayette. Even though the speed slows before that point, most people have not reduced their speed and come way too close when I am turning. I am concerned how that will translate when we are down to one lane.

Thank you for taking our comments and concerns into consideration.

Cheers,
Alex and Peter Bradley
1385 Caledonia Circle, Louisville

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From: randrose@aol.com
To: [City Council](#)
Subject: Via Appia road changes
Date: Wednesday, March 6, 2024 2:29:51 PM

Some people who received this message don't often get email from randrose@aol.com. [Learn why this is important](#)

Will you please listen to your citizens and stop trying fix what's not broken. We have a lot of small businesses in town that could use assistance. The work you did on Polk is horrible and I beg you stop trying to fix things that are not broken.

Please listen

Rand Rose

Louisville resident since 1994 and considering running for city council if this continues as you need some common sense

[Sent from the all new AOL app for iOS](#)

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From: [terri schantz](#)
To: [City Council](#)
Subject: Via Apia
Date: Thursday, March 7, 2024 5:38:26 AM

Some people who received this message don't often get email from terrischantz@hotmail.com. [Learn why this is important](#)

Greetings City Council,

I no longer use Polk avenue because of the road changes. It's not intuitive if you don't use it all the time. I can't imagine people from out of town dealing with all the different lane lines. To me it's very distracting, I feel I am so uncertain of what to do at times of what lane I can or can not be in. I can't imagine a new young driver or a Senior driver coming upon this and not reacting correctly. I don't believe it's taught in drivers ed either.

Via Apia has way too many cars with people that are just passing through or delivery vehicles that have no idea what it means. I agree with some of the people concerned about road rage. Maybe just decrease the speed totally on Via Apia, that sure would be one change everybody could understand and if they don't then have police ticket them and get some revenue and speedsters off the road. I think we can use the money elsewhere in Louisville that would be of benefit to the community.

Thank you.

Terri Schantz

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From: [Val Kelliher](#)
To: [City Council](#)
Subject: NO to the Proposed Safety Enhancements- Via Appia
Date: Wednesday, March 6, 2024 9:47:15 PM

[Some people who received this message don't often get email from valeriekelliher@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I am writing to express my OPPOSITION to the proposed “Safety Enhancements” to Via Appia. I believe many of stated concerns are weak could be rectified with less drastic measures than taking Via Appia from two lanes down to one lane. In addition, Louisville already has an extensive trail system available to bikers. I don’t see the added requirement for designated biking lanes along this corridor.

Best regards,
Val Kelliher
1124 Summit View Drive

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From: [maxine](#)
To: [City Council](#)
Subject: Via Appia Lane Improvements
Date: Wednesday, March 6, 2024 4:53:42 PM

Some people who received this message don't often get email from maxinehartnett@gmail.com. [Learn why this is important](#)

Dear council,

Thank you for continuing to push forward the Via Appia Lane reduction plan even despite the backlash from a certain portion of the town which only ever drives on it. As someone who primarily uses the bus or bikes, crossing Via Appia is a highly dangerous part of my commute, and despite being very cautious I have nearly been hit by cars there more times than I can count.

Your website and FAQ are very thorough and go through why the major arguments I've seen are invalid or make bad assumptions. Ultimately, it comes down to whether the city is willing to change to make it safer for pedestrian and cyclist traffic, which is a quieter, friendlier, and far less polluting form of traffic, at the cost of possibly making car traffic slightly slower. I am relieved to see the city is still committed to making our town safe for everyone.

Unfortunately I cannot attend the meetings for this plan, but I wanted to say I fully support this project and appreciate the work the city council has done to fully research it after the backlash a few months ago.

Best,
Maxine

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From: cal_horn@yahoo.com
To: [City Council](#)
Subject: Via Appia
Date: Thursday, March 7, 2024 7:38:03 AM

Some people who received this message don't often get email from cal_horn@yahoo.com. [Learn why this is important](#)

Hello,

I, along with many of my neighbors, are opposed to these changes proposed on Via Appia. I live at the intersection of Lafayette and Via Appia. I cross it daily by foot, my kids frequently go to the Rec Center by bike, I have a Monarch high school student who catches the bus on Via Appia and it is fine as is. This effort is a waste of taxpayer dollars and it should be re-stripped like for like if it's in need of work. It was dismal when the lanes were reduced and turn lanes blocked for the test.

Lafayette St. doesn't even have striping and it has LMS on it. There is no need to change Via Appia. Bigger issues around here to address.

Thank you,

Cal Horn
289 Jackson Cir

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From: psim1560@aol.com
To: [City Council](#)
Subject: Input on Changes to Via Appia
Date: Thursday, March 7, 2024 10:40:39 AM

Some people who received this message don't often get email from psim1560@aol.com. [Learn why this is important](#)

Dear Council Members

I was upset to learn that you are once again taking up the issue of “the road diet” on Via Appia.

First you added speed bumps to Washington which makes it cumbersome to drive on. I’ve had to find an alternate route.

Then you added one lane to Polk and Delilah plus large speed bumps that are hard to see. Once again I’ve had to change my route. Having cars parked on the road and adding a bicycle lane leaving one lane for cars doesn’t seem normal or safer..

Cherry has been reduced to one lane going towards downtown for quite a while. It seems like wasted space.

I rarely see bicycles on any of these roads. There are so many bike paths in Louisville to use.

Instead of changing everything for bicycles (many who don’t follow the rules of the road) maybe think about the majority of citizens in the city who have to drive places. We don’t all commute on a bicycle.

I suggest requiring at least children riding e-bikes to take a class on rules of the road and have a license for riding a motorized bicycle. They seem to be what is prompting these road changes. I hold my breath when I see them riding the wrong way down a street, riding on the wrong side of the road, riding double on South Boulder Road in heavy traffic, and crossing in cross walks without even looking for cars. We all need to take responsibility for our own well being.

I can’t believe parents are buying motorized vehicles for such young children. I’m old fashion and think they need the exercise rather than using the motor as a scooter instead of pedaling a bike. In my opinion some of these children are too young and not responsible enough to ride a motorized vehicle.

I see people with head sets or talking or even texting on their phones walking across the street. They have become dependent on someone else taking responsibility. Changing major road ways is one of those ways where we are supporting their “entitled” attitude.

Now you want to mess up one of the main roads going across Louisville by making it one lane.

I think this change makes the road more dangerous for both cars and bicycles since nobody knows what to do when 2 cars are approaching. Residents may eventually learn how to maneuver this strange configuration, but I'm sure visitors from out of state or other cities won't have a clue. I've never seen such a strange thing done to a busy "car traffic" road. I predict there will be more accidents if you make this change. Plus I don't see that many bicycles riding on this road.

I don't understand why Louisville has to keep changing the roads. Please leave them alone.

I see many other things that need to be done in this city rather than messing up all the roads.

For example, is code enforcement still active? Take a walk in the neighborhoods and see what improvements could be made. (Trailers, campers, weeds, piles of mulch, trash in front yards, gutters in front of homes full of pine needles and weeds, etc.) The streets are a mess with lots of pot holes too. Summer is coming and weeds will need to be cut more than once a season.

I hope after the input at the meetings taking place that you will reconsider changing the road configuration on Via Appia.

Peggy Simpson
1560 Ridgeview Dr.
Louisville, CO 80027

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From: [Mark Carson](#)
To: [City Council](#)
Subject: Via Appia Proposal
Date: Thursday, March 7, 2024 4:01:37 PM

Some people who received this message don't often get email from carsonmcc@hotmail.com. [Learn why this is important](#)

Dear Council Members,

I am a Louisville resident since 2009 and live near the intersection of Via Appia and McCaslin. I have seen the recent study that would change Via Appia from 4 lanes to 2 lanes and want to voice my strong opposition to this. This is a solution looking for a problem that does not exist and will in all likelihood make Via Appia more congested and less safe for pedestrians and cyclists. I ride my bike on this road regularly with my children and have always felt safe and had adequate room from cars.

As someone who lost their house and barely escaped getting trapped by the fire, I cannot imagine what the evacuation on Via Appia would have looked like with only one lane to escape in. I also worry about our police and first responders' ability to react to emergency calls if they have to navigate one lane.

Via Appia is a major artery of our town and needs to remain 4 lanes. If discouraging speeding is a goal, why not instruct the police to set up more speed traps? They are right there and in all likelihood it would bring in more revenue for the city and get speeds under control.

Please use common sense and abandon this poorly thought out plan.

Thank you,
Mark Carson

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From: [Deb](#)
To: [City Council](#)
Subject: Fwd: Changes to Via Appia
Date: Monday, March 11, 2024 5:29:03 AM

[Some people who received this message don't often get email from d.saret@att.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

> I live off of West Pine and use Via Appia regularly as a conduit in and out of my neighborhood, both in the car and on foot. The only minor challenge I have noticed in the 30+ years I have lived here is that it is sometimes tough to cross Via Appia on foot. However, this is not because it is 4 lanes. It is because the vegetation in the median and the path of the street impedes a clear view across all 4 lanes, so I am forced to stop halfway where I don't feel safe.

>

> My opinion is changing Via Appia to 2 lanes will only increase this problem. Traffic will be more congested and I will have to stand in the middle with no protection for a longer period of time.

>

> Changing to 2 lanes will also make it harder to turn left onto Via Appia in a car, again because of the increased congestion, creating frustration and more accidents as people get tired of waiting and turn when it is not safe.

>

> My biggest concern is in the event we have another city wide evacuation. The gridlock from the Marshall Fire was horrible - imagine it with only two lanes on Via Appia.

>

> DON'T fix what isn't Broken. This is a solution looking for a problem and a potentially dangerous one at that!

>

> Deb Saret

> Louisville Resident

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From: [Jacqualyn Momont](#)
To: [City Council](#)
Subject: Via Appia Road Diet Support- Thank you!
Date: Saturday, March 9, 2024 9:52:12 AM

Some people who received this message don't often get email from jacqualyn.momont@gmail.com. [Learn why this is important](#)

Hi Council,

Thank you for taking the time to address speeding issues on Via Appia and making things safer for bikers and walkers.

My family and I are currently rebuilding on the corner of W. Pine and Via Appia. All proposed solutions make a ton of sense to help slow down cars, provide additional safety for bikes and shorten crosswalks for walkers. I would also like to voice my support for a potential roundabout at the corner of W. Pine and Via Appia. This would be a HUGE help as making lefts onto Via Appia are very hard with 4 lanes of traffic/bikers/ people crossing, etc. Since a roundabout would also likely cause more traffic down W. Pine, we would also like to suggest a three way stop at the corner of Wildrose and W. Pine to keep that corner safe. There are more families and children moving into our neighborhood and a 3-way stop feels like a very low hanging fruit to keep this area safe.

One of the main reasons my family and I chose Louisville was how bike and walker friendly the town was. Being on the west side of Via Appia makes that a little trickier but these proposed solutions seem extremely reasonable and will have very little impact on car traffic. Our children are currently 1 and 3 but will be riding bikes and commuting to school before we know it.

Thank you again for all of your hard work on this. I understand this change will come with push back but we truly appreciate you standing firm for a cause that will help our community in the long run.

Warmly,
Jackie

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From: [Eric Berger](#)
To: [City Council](#)
Subject: Via Appia Pattern Change...
Date: Friday, March 8, 2024 1:45:52 PM

Some people who received this message don't often get email from eberger@louisvillefire.com. [Learn why this is important](#)

To All,

I wanted to share my opinion on the proposed lane changes on Via Appia. I attended one of the pop-up meetings the other day to hear more about the plan. After listening to the information presented by the City personnel that where there, I can now say with more confidence that the proposed plan is not a good idea.

It was made clear that the intent is to cause congestion which in turn will force the drivers to have to "drive slower". Which will only impact people during the busy rush hour points which is when we want the drive to be more efficient, not less and have little to no effect to speeders in the slow peaks. So, for this reason, the pattern does not help.

When it brought up about putting a light in at Pine for safety reasons and to help with traffic in all directions, the City reps stated that cost, noise, and emissions that would be caused made it a bad idea. So, life safety was 4th on the priority list which was deeply concerning. Not only that but the other reasoning for not doing were very weak and the pros for having one far outweighed the cons. So, for this reason, the pattern does not help.

The explanations on how much safer it would be to cross the roads with the new pattern flawed and made with great assumption predicting how the foot traffic would act. There is nothing providing a "comfort zone" with the new lane pattern that would provide as much 'comfort zone' as a traffic light would at the "busy" intersections. It was obvious a traffic light at Pine and possibly adding one coming out of the rec center would be greatly more beneficial and provide a higher safety factor than the new pattern in multiple areas. So, for this reason, the pattern change does not help.

The number of studies done for that area was fairly minimal based off what was said that they did. Several times the flow was brought up and how it would not be impacted during the slow peaks and that is when it is easiest to cross and navigate the road anyways. So, they just keep pointing out why there is not a need for the change to begin with.

With such little pedestrian traffic as there is, putting in something that helps the pedestrian traffic needs it "like a traffic light or traffic light cross walk" is better than upsetting the flow of traffic 24/7 regardless of pedestrian traffic. So, for this reason, the pattern change does not help.

Most of, we need to focus on everybody's safety, drivers, bikers, walkers and anything else. Stop treating drivers lives like they don't matter. We are tax payers as well and we deserve to have input and attention just like everyone else. Stop focusing on the smallest percentage of users of the road and invest in what helps everyone.

There is so much more to say about the poor changes that have been made to the roads in Louisville over the last ten years. But I am trying to keep the email as short as possible but still have meaningful points. Please do not do the lane pattern change on Via Appia, it is poorly designed plan and we need to spend those tax dollars more wisely on real efforts that can make a change.

Thank you.

Eric

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From: [Doug Haley](#)
To: [City Council](#)
Cc: [Deb Croarkin](#)
Subject: Via Appia
Date: Friday, March 8, 2024 8:37:43 AM

[Some people who received this message don't often get email from dehaley2003@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear City Council Members,

I am an avid cyclist. I rode my bicycle approximately 3500 miles last year. I often ride across Louisville for exercise, to run errands, or to commute to substitute teaching jobs.

I also drive my car frequently to the Louisville Rec Center and appreciate having two lanes each direction on Via Appia.

I believe that the proposed "road diet" for Via Appia is completely unnecessary. The existing bike lane is more than sufficient, and there are many existing bike paths that can be used to traverse the same routes that riding on Via Appia allows.

The crazy traffic striping on Polk/Dahlia was also unnecessary for the same reasons.

The only proposed solution that really makes sense would be to add the Euro style bicycle lights at Via Appia and S Boulder to facilitate bicycles being able to turn left onto Via Appia without having to cut across 2 lanes of traffic into the left turn lane.

I'm going to suggest that if the city wants to improve conditions for cyclists, that the public works department spend more time removing ice patches from the existing bike paths that sometime can be around for a week or more after a big snowstorm and force cyclists to avoid the bike paths and move out onto roadways that sometimes still have icy patches in the bike lanes. I really do try to ride my bike in the winter, and these icy patches can be super dangerous when one comes upon one suddenly.

Thank you for taking the time to read my opinions.

Doug Haley
Louisville, CO

Sent from my iPad

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From: [Bryan Mao](#)
To: [Mary Hamann](#)
Cc: [Christopher Leh](#); [City Council](#); [Kurt Kowar](#); [elizabethmmao@gmail.com](#)
Subject: Re: Road Diet plan - safety concerns
Date: Friday, March 8, 2024 8:11:00 AM
Attachments: [image001.png](#)
[image002.png](#)

Thanks so much!

On Fri, Mar 8, 2024 at 8:09 AM Mary Hamann <mhamann@louisvilleco.gov> wrote:

Bryan,

This is very helpful information regarding your safety concerns at Wildrose and Pine. I will go out there next week to evaluate the existing signs and operations to determine if there is anything else that staff can do to improve safety at this intersection.

Thank you,

Mary

Mary K. Hamann, P.E.

Civil Engineer III
Public Works|Engineering

From: Bryan Mao <bryan.m.mao@gmail.com>
Sent: Friday, March 8, 2024 8:01 AM
To: Mary Hamann <mhamann@louisvilleco.gov>; City Council <Council@louisvilleco.gov>
Cc: elizabethmmao@gmail.com; Kurt Kowar <kurtk@Louisvilleco.gov>; Christopher Leh <leh@louisvilleco.gov>
Subject: Re: Road Diet plan - safety concerns

Some people who received this message don't often get email from bryan.m.mao@gmail.com. [Learn why this is important](#)

Hi there,

- First of all, I really appreciate your efforts to make Via Appia safer. While I'm still learning

about the project, I could see how the single lane transformation could help reduce speeds, and hopefully also divert more traffic towards McCaslin and SBR rather than people using Via Appia to speed through.

- Secondly, I believe a roundabout at Via Appia and Pine would be helpful, but I have a very important consideration: **there would need to be a way to inhibit people using West Pine and Wildrose Way as a cut-through.** If it's easier to cross Via Appia here, then people may start using this small residential street rather than Tyler or another route. There are already people who do this, and end up speeding through our neighborhood (I live at Wildrose and Pine) to make the shortcut worth it.

- Thirdly, as a separate but related note, I think it would help to evaluate the safety of the intersection at Wildrose and Pine. We often observe safety risks, due by the following:

- There is a blind corner for those coming down Wildrose Way
- There is no stop sign for those coming up W Pine at this 3-way intersection
- People speed down the hill on Wildrose. This includes delivery trucks who blow straight through the intersection on the way to wildrose court.

The safety risks include:

- People who end up taking very fast and aggressive right turns from Wildrose to W Pine when they realize they were about to miss the turn
- T-bone risks from cars going through Wildrose Way and Wildrose Court, and those coming up W Pine

We would very much appreciate some safety measures at this intersection, to help prevent issues before they occur.

Thank you all for your help!

On Fri, Nov 3, 2023 at 1:02 PM Mary Hamann <mhamann@louisvilleco.gov> wrote:

Bryan,

The installation of a roundabout at Pine has actually been discussed by staff, but at this time the budget that we have only allows for improvements using pavement markings and signing. Staff will continue to evaluate changes to Via Appia to improve safety and traffic flow for all users.

Thanks,

Mary

From: Bryan Mao <bryan.m.mao@gmail.com>

Sent: Friday, November 3, 2023 12:19 PM

To: Mary Hamann <mhamann@louisvilleco.gov>

Cc: elizabethmmao@gmail.com; Kurt Kowar <kurtk@Louisvilleco.gov>; Christopher Leh <leh@louisvilleco.gov>

Subject: Re: Road Diet plan - safety concerns

Thanks Mary, we appreciate your efforts and help with this.

I'll throw out another idea to consider at some point: could it make sense to install roundabouts at Tyler and Pine, where they cross Via Appia? It's often quite hard to cross at these intersections. Even with slower traffic, what we saw during median construction is that the remaining lane gets congested, so there aren't good breaks to cross. Roundabouts could also mitigate the issue where the landscaping on via appia obstructs part of our view of traffic.

Thanks again, and have a great weekend!

On Fri, Nov 3, 2023 at 12:11 PM Mary Hamann <mhamann@louisvilleco.gov> wrote:

Bryan, Elizabeth,

Thank you for reaching out regarding the Via Appia restriping project. In addition to making the roadway safer for pedestrians and cyclists, another goal of the project is to decrease vehicular speeds on Via Appia (like you mentioned). Speed data collected by the city shows that there are some vehicles speeding in the 35 mph area, and the reduction of a lane and the narrowing of the remaining travel lane should help drivers stay closer to the posted speed limit. This more consistent speed in one lane of traffic should help with turns or crossing from the side streets like Pine. Additionally, because the inside lanes closest to the existing median will be marked off, there will be a space between the two travel lanes on Via Appia so that drivers can make a left turn in two stages if necessary.

Staff will be monitoring traffic flow and conditions after the implementation of this project and is open to making modifications to the design to improve operations and safety should issues arise.

Thank you,

Mary

Mary K. Hamann, P.E.

Civil Engineer III
Public Works|Engineering

726.206.2925
mhamann@LouisvilleCO.gov

749 Main Street
Louisville, CO 80027



LouisvilleCO.gov

From: Kurt Kowar <kurtk@Louisvilleco.gov>
Sent: Friday, November 3, 2023 7:31 AM
To: Mary Hamann <mhamann@louisvilleco.gov>
Subject: Fw: Road Diet plan - safety concerns

Kurt Kowar

Director
Public Works & Utilities

kurtk@LouisvilleCO.gov

[749 Main Street](#)
[Louisville, CO 80027](#)



LouisvilleCO.gov

From: Christopher Leh <leh@louisvilleco.gov>
Sent: Thursday, November 2, 2023 2:54 PM
To: Kurt Kowar <kurtk@Louisvilleco.gov>; Jeff Durbin <jdurbin@louisvilleco.gov>
Subject: Fwd: Road Diet plan - safety concerns

Best Regards,

Chris Leh

Councilmember, Ward 1

City of Louisville (CO)

(c) 303.668.3916

Leh@louisvilleco.gov

Begin forwarded message:

From: Bryan Mao <bryan.m.mao@gmail.com>
Date: November 2, 2023 at 2:47:05 PM MDT
To: Deb Fahey <dfahey@louisvilleco.gov>, City Council
<Council@louisvilleco.gov>, Elizabeth Mao <elizabethmmao@gmail.com>
Subject: Road Diet plan - safety concerns

Some people who received this message don't often get email from bryan.m.mao@gmail.com. [Learn why this is important](#)

Hi my family lives at [580 Wildrose Way](#) in Louisville. I saw the news about the Road Diet plan for Via Appia...

I actually don't mind the single lane in concept, as I think it will decrease speed which is good for our town. However, **my concern is that it will make it more dangerous to 1) turn left onto Via Appia and 2) cross Via Appia.** Both of those use cases are common for us given we live near Pine and Via Appia. It is already hard to do the above, but we noticed during median construction that it is even harder with fewer lanes, because it causes longer lines of traffic.

As an additional concern, it is particularly difficult to cross Via Appia going west from West Pine due to the landscaping, which obstructs views of traffic coming from the NE.

Regardless of what happens with the Road Diet, I think it is important to prioritize safety and make it easier to cross Via Appia.

Thanks for your consideration!

Bryan and Elizabeth Mao

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From: [Mary Hamann](#)
To: [Bryan Mao](#)
Cc: [elizabethmmao@gmail.com](#); [Kurt Kowar](#); [Christopher Leh](#); [City Council](#)
Subject: RE: Road Diet plan - safety concerns
Date: Friday, March 8, 2024 8:09:10 AM
Attachments: [image001.png](#)
[image002.png](#)

Bryan,

This is very helpful information regarding your safety concerns at Wildrose and Pine. I will go out there next week to evaluate the existing signs and operations to determine if there is anything else that staff can do to improve safety at this intersection.

Thank you,
Mary

Mary K. Hamann, P.E.

Civil Engineer III
Public Works|Engineering

From: Bryan Mao <bryan.m.mao@gmail.com>
Sent: Friday, March 8, 2024 8:01 AM
To: Mary Hamann <mhamann@louisvilleco.gov>; City Council <Council@louisvilleco.gov>
Cc: elizabethmmao@gmail.com; Kurt Kowar <kurtk@Louisvilleco.gov>; Christopher Leh <leh@louisvilleco.gov>
Subject: Re: Road Diet plan - safety concerns

Some people who received this message don't often get email from bryan.m.mao@gmail.com. [Learn why this is important](#)

Hi there,

- First of all, I really appreciate your efforts to make Via Appia safer. While I'm still learning about the project, I could see how the single lane transformation could help reduce speeds, and hopefully also divert more traffic towards McCaslin and SBR rather than people using Via Appia to speed through.

- Secondly, I believe a roundabout at Via Appia and Pine would be helpful, but I have a very important consideration: **there would need to be a way to inhibit people using West Pine and Wildrose Way as a cut-through.** If it's easier to cross Via Appia here, then people may start using this small residential street rather than Tyler or another route. There are already people who do this, and end up speeding through our neighborhood (I live at Wildrose and Pine) to make the shortcut worth it.

- Thirdly, as a separate but related note, I think it would help to evaluate the safety of the intersection at Wildrose and Pine. We often observe safety risks, due by the following:

There is a blind corner for those coming down Wildrose Way

- There is no stop sign for those coming up W Pine at this 3-way intersection
- People speed down the hill on Wildrose. This includes delivery trucks who blow straight through the intersection on the way to wildrose court.

The safety risks include:

- People who end up taking very fast and aggressive right turns from Wildrose to W Pine when they realize they were about to miss the turn
- T-bone risks from cars going through Wildrose Way and Wildrose Court, and those coming up W Pine

We would very much appreciate some safety measures at this intersection, to help prevent issues before they occur.

Thank you all for your help!

On Fri, Nov 3, 2023 at 1:02 PM Mary Hamann <mhamann@louisvilleco.gov> wrote:

Bryan,

The installation of a roundabout at Pine has actually been discussed by staff, but at this time the budget that we have only allows for improvements using pavement markings and signing. Staff will continue to evaluate changes to Via Appia to improve safety and traffic flow for all users.

Thanks,
Mary

From: Bryan Mao <bryan.m.mao@gmail.com>

Sent: Friday, November 3, 2023 12:19 PM

To: Mary Hamann <mhamann@louisvilleco.gov>

Cc: elizabethmmao@gmail.com; Kurt Kowar <kurtk@Louisvilleco.gov>; Christopher Leh <leh@louisvilleco.gov>

Subject: Re: Road Diet plan - safety concerns

Thanks Mary, we appreciate your efforts and help with this.

I'll throw out another idea to consider at some point: could it make sense to install roundabouts at Tyler and Pine, where they cross Via Appia? It's often quite hard to cross at these intersections. Even with slower traffic, what we saw during median construction is that the remaining lane gets congested, so there aren't good breaks to cross. Roundabouts could also mitigate the issue where the landscaping on via appia obstructs part of our view of traffic.

Thanks again, and have a great weekend!

On Fri, Nov 3, 2023 at 12:11 PM Mary Hamann <mhamann@louisvilleco.gov> wrote:

Bryan, Elizabeth,

Thank you for reaching out regarding the Via Appia restriping project. In addition to making the roadway safer for pedestrians and cyclists, another goal of the project is to decrease vehicular speeds on Via Appia (like you mentioned). Speed data collected by the city shows that there are some vehicles speeding in the 35 mph area, and the reduction of a lane and the narrowing of the remaining travel lane should help drivers stay closer to the posted speed limit. This more consistent speed in one lane of traffic should help with turns or crossing from the side streets like Pine. Additionally, because the inside lanes closest to the existing median will be marked off, there will be a space between the two travel lanes on Via Appia so that drivers can make a left turn in two stages if necessary.

Staff will be monitoring traffic flow and conditions after the implementation of this project and is open to making modifications to the design to improve operations and safety should issues arise.

Thank you,
Mary

Mary K. Hamann, P.E.

Civil Engineer III
Public Works|Engineering

726.206.2925
mhamann@LouisvilleCO.gov

749 Main Street
Louisville, CO 80027



From: Kurt Kowar <kurtk@Louisvilleco.gov>
Sent: Friday, November 3, 2023 7:31 AM
To: Mary Hamann <mhamann@louisvilleco.gov>
Subject: Fw: Road Diet plan - safety concerns

Kurt Kowar

Director
Public Works & Utilities

kurtk@LouisvilleCO.gov

749 Main Street
Louisville, CO 80027



LouisvilleCO.gov

From: Christopher Leh <leh@louisvilleco.gov>
Sent: Thursday, November 2, 2023 2:54 PM
To: Kurt Kowar <kurtk@Louisvilleco.gov>; Jeff Durbin <jdurbin@louisvilleco.gov>
Subject: Fwd: Road Diet plan - safety concerns

Best Regards,

Chris Leh
Councilmember, Ward 1
City of Louisville (CO)
(c) 303.668.3916
Leh@louisvilleco.gov

Begin forwarded message:

From: Bryan Mao <bryan.m.mao@gmail.com>
Date: November 2, 2023 at 2:47:05 PM MDT
To: Deb Fahey <dfahey@louisvilleco.gov>, City Council
<Council@louisvilleco.gov>, Elizabeth Mao
<elizabethmmao@gmail.com>
Subject: Road Diet plan - safety concerns

Some people who received this message don't often get email from
bryan.m.mao@gmail.com. [Learn why this is important](#)

Hi my family lives at 580 Wildrose Way in Louisville. I saw the news about the Road Diet plan for Via Appia...

I actually don't mind the single lane in concept, as I think it will decrease speed which is good for our town. However, **my concern is that it will make it more dangerous to 1) turn left onto Via Appia and 2) cross Via Appia.** Both of those use cases are common for us given we live near Pine and Via Appia. It is already hard to do the above, but we noticed during median construction that it is even harder with fewer lanes, because it causes longer lines of traffic.

As an additional concern, it is particularly difficult to cross Via Appia going west from West Pine due to the landscaping, which obstructs views of traffic coming from the NE.

Regardless of what happens with the Road Diet, I think it is important to prioritize safety and make it easier to cross Via Appia.

Thanks for your consideration!
Bryan and Elizabeth Mao

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From: [Bryan Mao](#)
To: [Mary Hamann](#); [City Council](#)
Cc: elizabethmmao@gmail.com; [Kurt Kowar](#); [Christopher Leh](#)
Subject: Re: Road Diet plan - safety concerns
Date: Friday, March 8, 2024 8:01:07 AM
Attachments: [image001.png](#)
[image002.png](#)

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Hi there,

- First of all, I really appreciate your efforts to make Via Appia safer. While I'm still learning about the project, I could see how the single lane transformation could help reduce speeds, and hopefully also divert more traffic towards McCaslin and SBR rather than people using Via Appia to speed through.

- Secondly, I believe a roundabout at Via Appia and Pine would be helpful, but I have a very important consideration: **there would need to be a way to inhibit people using West Pine and Wildrose Way as a cut-through.** If it's easier to cross Via Appia here, then people may start using this small residential street rather than Tyler or another route. There are already people who do this, and end up speeding through our neighborhood (I live at Wildrose and Pine) to make the shortcut worth it.

- Thirdly, as a separate but related note, I think it would help to evaluate the safety of the intersection at Wildrose and Pine. We often observe safety risks, due by the following:

- There is a blind corner for those coming down Wildrose Way
- There is no stop sign for those coming up W Pine at this 3-way intersection
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To: Mary Hamann <mhamann@louisvilleco.gov>
Cc: elizabethmmao@gmail.com; Kurt Kowar <kurtk@Louisvilleco.gov>; Christopher Leh <leh@louisvilleco.gov>
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Thanks again, and have a great weekend!

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Staff will be monitoring traffic flow and conditions after the implementation of this project and is open to making modifications to the design to improve operations and safety should issues arise.

Thank you,

Mary

Mary K. Hamann, P.E.

Civil Engineer III
Public Works|Engineering

726.206.2925
mhamann@LouisvilleCO.gov

749 Main Street
Louisville, CO 80027



LouisvilleCO.gov

From: Kurt Kowar <kurtk@Louisvilleco.gov>
Sent: Friday, November 3, 2023 7:31 AM
To: Mary Hamann <mhamann@louisvilleco.gov>
Subject: Fw: Road Diet plan - safety concerns

Kurt Kowar

Director
Public Works & Utilities

kurtk@LouisvilleCO.gov

749 Main Street
Louisville, CO 80027



LouisvilleCO.gov

From: Christopher Leh <leh@louisvilleco.gov>
Sent: Thursday, November 2, 2023 2:54 PM
To: Kurt Kowar <kurtk@Louisvilleco.gov>; Jeff Durbin <jdurbin@louisvilleco.gov>
Subject: Fwd: Road Diet plan - safety concerns

Best Regards,

Chris Leh

Councilmember, Ward 1

City of Louisville (CO)

(c) 303.668.3916

Leh@louisvilleco.gov

Begin forwarded message:

From: Bryan Mao <bryan.m.mao@gmail.com>
Date: November 2, 2023 at 2:47:05 PM MDT
To: Deb Fahey <dfahey@louisvilleco.gov>, City Council
<Council@louisvilleco.gov>, Elizabeth Mao <elizabethmmao@gmail.com>
Subject: Road Diet plan - safety concerns

Some people who received this message don't often get email from bryan.m.mao@gmail.com. [Learn why this is important](#)

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Bryan and Elizabeth Mao

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From: [Megan O.](#)
To: [City Council](#)
Subject: Support for Roundabout at Pine and Via Appia
Date: Thursday, March 7, 2024 5:43:29 PM

Some people who received this message don't often get email from mottesen@gmail.com. [Learn why this is important](#)

In regards to the Via Appia Corridor Safety Improvement Project, I encourage city council to vote in favor of a roundabout installation at Pine as Via Appia. Left hand turns at that intersection are currently very difficult during rush hour, and a roundabout would improve traffic flow and safety of that intersection.

Thanks,

Megan Ottesen

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From: travis.rein@comcast.net
To: [City Council](#)
Subject: Via Appia Corridor Safety Improvement Project
Date: Thursday, March 7, 2024 5:05:22 PM

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Council,

I've sent you my thoughts on this proposal once but wanted to send over another note since we seem to be continuing to revisit this until we get it pushed through.

I think we have reached a point where the incremental gains from these projects are not providing any benefit. Honestly, I don't think any of them are moving the needle, but it seems we hired a traffic engineer and we are determined to let him do whatever. I'm not going to go through all the issues I have with these projects focused on "safety" but there is no way we can 100% prevent accidents. Nothing is going to solve reckless or distracted driving.

My vote is to move this budget to other areas where they might make a larger impact on the city.

- Add trails to get bikes and peds off the roads.
- Expand the snow removal budget; get additional trucks and workers; train them; train the manager on snow removal procedures.
- Have street crossing classes for kids...I see too many kids crossing streets without even a check on traffic
- Make kids riding e-bikes go through mandatory training for a permit to ride on roads. Hell, many of the adults need that as well.
- Add another dog park or improve Davidson Mesa so its not shut down for half the winter.
- Mow the single-track trails on Davidson Mesa so they are accessible.

I think the goal should be to get more people enjoying the outdoors away from the roads. The primary purpose of Via Appia is for transportation. It just doesn't make sense to backtrack on something that cost millions to build just because we think we have a cute way to improve safety.

Best Regards,
Travis Rein

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From: [Mark Carson](#)
To: [City Council](#)
Subject: Via Appia Proposal
Date: Thursday, March 7, 2024 4:01:37 PM

Some people who received this message don't often get email from carsonmcc@hotmail.com. [Learn why this is important](#)

Dear Council Members,

I am a Louisville resident since 2009 and live near the intersection of Via Appia and McCaslin. I have seen the recent study that would change Via Appia from 4 lanes to 2 lanes and want to voice my strong opposition to this. This is a solution looking for a problem that does not exist and will in all likelihood make Via Appia more congested and less safe for pedestrians and cyclists. I ride my bike on this road regularly with my children and have always felt safe and had adequate room from cars.

As someone who lost their house and barely escaped getting trapped by the fire, I cannot imagine what the evacuation on Via Appia would have looked like with only one lane to escape in. I also worry about our police and first responders' ability to react to emergency calls if they have to navigate one lane.

Via Appia is a major artery of our town and needs to remain 4 lanes. If discouraging speeding is a goal, why not instruct the police to set up more speed traps? They are right there and in all likelihood it would bring in more revenue for the city and get speeds under control.

Please use common sense and abandon this poorly thought out plan.

Thank you,
Mark Carson

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From: [Andre Rozitis](#)
To: [City Council](#)
Subject: No to Via Appia adjustments
Date: Tuesday, March 12, 2024 8:06:06 AM

Some people who received this message don't often get email from andre@rozitis.com. [Learn why this is important](#)

Dear Council,

No, do not move forward on Via Appia changes.

That is my assessment after following the situation. The reason that local residents feel Via Appia unsafe is not true. I own my home near Via Appia, use Via Appia every day to commute, get kids to school and back home, get groceries, get to the rec center, walk as a family, bike our roads and rec paths, walk to friends' homes, all with my wife and my 7yo and 10yo kids.

Via Appia is safe.

There are no positive outcomes for spending money. There are only negatives. Lost money. Lost time. Please reduce our taxes instead of wasting money.

You do not have my support to reduce Via Appia from 2 lanes to 1. Do not cater to the outspoken opinions of a few. They do not represent me.

Thank you.

Andre
3035515945

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From: [Mary Hamann](#)
To: [kris connery](#)
Cc: [Public Works](#); [City Council](#)
Subject: RE: Via Appia
Date: Tuesday, March 12, 2024 7:52:08 AM

Kris,

Thank you for reaching out with your concerns related to the proposed Via Appia safety project. For a little background, this project was initiated because pavement marking maintenance was scheduled on Via Appia in 2023. As with any maintenance project that Engineering manages, staff looked to adopted plans like the Transportation Master Plan (TMP) that was adopted by City Council in 2019 after significant input from the community to determine if there were any projects that could be completed from that plan while undertaking the already scheduled and budgeted maintenance project. The TMP includes many changes to Via Appia, including addressing speeding, adding buffers to the existing bike lanes, shortening crossing distances for pedestrians, and improvements to the intersection of Pine and Via Appia. After careful consideration and much internal discussion, staff determined that many of these projects included in the TMP could be accomplished through just pavement markings.

One of the advantages of only using pavement markings to accomplish this project is that the actual capacity of the road is not reduced in case it is needed for emergency services or any future evacuation efforts. This was a big lesson learned after the Marshall Fire, and is something that staff took into consideration during the design of this proposed project.

If you would like to see more details about this project, including the proposed layout and traffic study that details all of the options considered, please check out the Via Appia webpage here: <https://www.louisvilleco.gov/local-government/government/departments/public-works/via-appia-project>.

If you have any additional questions, please don't hesitate to reach out to me.

Thank you,
Mary

Mary K. Hamann, P.E.
Civil Engineer III
Public Works|Engineering

-----Original Message-----

From: kris connery <krisconnery@yahoo.com>
Sent: Monday, March 11, 2024 9:47 PM
To: Public Works <pworks@Louisvilleco.gov>; City Council <Council@louisvilleco.gov>
Subject: Via Appia

[You don't often get email from krisconnery@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I want to strongly object to the changes proposed for Via Appia. You keep making these major road changes in the name of safety or slowing down traffic. I don't know one person who has appreciated what you did. The like near Washington and have to drive over that nonsense every day. It makes people crazy. First the bumps are too high. Second, the tubing sticking out of the ground trying to steer us to driving on the path you want us to, is too close to the middle. Third, no one bikes that part of the road because you also added your new "sidewalk" barriers. These median extensions or crosswalk cement barriers are just obnoxious. Way too big and they don't help anything. They create road anger.

As for via appia. Bikers don't like that road because it's a serpentine. They would much rather go on south boulder to mccaslin. If you want to slow traffic down, maybe consider 1) crossing lights on main crosswalks 2) WIDE speed

bumps like you find on cherryvale between Baseline and Arapahoe Blvd. they are gentle and still slow folks down. 3) keep two lanes!!!! This town went through the worst event not 3 years ago and the evacuation routes were ALL needed. Wasting so much space on each side of the median is ludicrous!! It would be better to remove the median than waste all that space for no good reason. And it puts people still living with PTsd from that slow and endless evacuation into defense mode. I love living here, but all these road changes you are making are not helping things. At. All. Please take a survey of the people living here before coming up with and proposing something we all hate. And stop making those silly bumpers and barriers in streets. Couldn't we spend the money on luring new businesses to downtown? Or just putting up something the people of Louisville have a hand in creating? It's like you are starting the wrong way with these problems. Start with interviewing and surveying residents THEN hire someone to make what we ask for. This is annoying and a huge huge waste of money and sanity. No one wants what you proposed.

Kristin Connery
1463 Kennedy Ave
Louisville Co 80027

Sent from my iPhone

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From: kris.connery
To: [Public Works](#); [City Council](#)
Subject: Via Appia
Date: Monday, March 11, 2024 9:47:25 PM

[Some people who received this message don't often get email from krisconnery@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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From: [Amy Keuhlen](#)
To: [City Council](#)
Subject: Via Appia Restriping - Strong Support
Date: Monday, March 11, 2024 9:38:46 PM

Some people who received this message don't often get email from aekeuhlen@gmail.com. [Learn why this is important](#)

Hello,

After the meeting at the Rec Center tonight, I wanted to write in strong support of the plan to restripe Via Appia.

I am grateful for the care and consideration that has gone into making this plan. Please pass on my thanks to the city engineers who were at the meeting tonight, they did a great job explaining how their goal was to eliminate safety concerns over crossing Via Appia, while taking the time to listen to residents who clearly have strong opinions.

I live directly off of Via Appia and I cross every day with my children, walking to and from school and the park. Drivers in our city clearly follow the statewide trend of decreased pedestrian safety and we have to take extra care crossing even at the lighted crosswalk. In fact, we never cross at Lafayette simply because it feels so unsafe to do so with cars driving way above the speed limit.

I thought that the data was sound in showing that this will have negligible traffic impacts and only improve safety for those of us crossing daily and I am thankful that our concerns are being heard and responded to.

Thanks!
Amy Keuhlen

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From: [Abbi Dayton](#)
To: [City Council](#)
Subject: Via Appia updates
Date: Monday, March 11, 2024 9:14:43 PM

Some people who received this message don't often get email from abdayt@gmail.com. [Learn why this is important](#)

Dear Council,

I completely agree with the proposed updates along Via Appia.

I live at 388 W Griffith St, Louisville, CO 80027, which borders Via Appia. I've seen multiple cars drive through the median, hit trees, hit stop signs, hit crosswalk signals, and even drive through our fence (in the side and out the back).

I watch the crosswalk to Lake Park out my kitchen window, cross it daily (sometimes two or three times each direction), and frequent most other crosswalks on foot or bike along Via Appia between South Boulder and Tyler. I have two small kids, a dog, and a husband who frequents the trails as much as I do.

I've seen a lot of pushback on social media. The loudest objection seems to be people worried about the time it will take to get from McCaslin to South Boulder Road due to more stopping/slowing on Via Appia. That in and of itself is indicative of the safety problem along a thoroughfare with as many trail and pedestrian crossings as Via Appia (and in my opinion actually supportive of the reason for the Council's decision to make safety updates) .

At the very least, the crosswalk into Cottonwood Park near the trailer park absolutely needs to be updated - I have seen cars whiz by while children are present in either direction on too many occasions to count. My kids are not allowed to walk anywhere near that crosswalk as it currently exists.

I have not been able to make any meetings but wanted my voice to be heard. You're doing the right thing. As someone who is traveling along Via Appia everyday via foot, car, and bike, I support your plan.

Thank you,

Abbi Dayton
abdayt@gmail.com

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From: [Michelle Willix](#)
To: [City Council](#)
Subject: Via appia
Date: Monday, March 11, 2024 9:09:33 PM

Some people who received this message don't often get email from mwillix@hotmail.com. [Learn why this is important](#)

City Council,
Hello there. I could not make it to the meeting this evening.

However I've seen the proposal and I've driven down the other street that had the changes. I think this is a major mistake for Via Appia.

As a cyclist I would be terrified to ride down this road. And as a cyclist I am avoiding the other road that was changed. It's confusing and not safe to drivers, pedestrians or cyclists in my opinion. If people are rushing to get somewhere and somebody's in their way they're going to try to dash ahead, they won't wait for a cyclist to pass by. It is terrifying to think that that road that I take almost daily will become that design.

I did see someone propose more policing and generating income from the tickets which I thought was a better option.

I apologize that I don't have other solutions. However I do know that this plan does not feel safe as a driver, pedestrian, or a cyclist.

Thank you for accepting comments from the community.

Blessings,
Michelle Willix

Michelle Willix, LCSW, CCTP, CSPT
Healthy Pathways
303-579-0860

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From: [Jill Ruggles](#)
To: [City Council](#)
Subject: Via Appia Road constriction
Date: Monday, March 11, 2024 8:46:29 PM

To Whom It May Concern,

We are asking you to stop the changes to Via Appia.

Attached is a picture of traffic the day we evacuated the Marshall Fire. We were stuck on South Boulder Road in gridlock for over an hour. People in four wheel drive vehicles were jumping over center islands...it was terrifying.

We've been told reduce lanes will make the street safer. There are also studies showing the detrimental effects of traffic calming measures on main thoroughfares:

1. Higher rates of accidents
2. Delayed or blocked access for Emergency Response Vehicles
3. Blocked Egress During Mass Evacuations
4. Gridlocked Boulevards, Traffic Diverted Onto Residential Streets, Increased Pollution
5. A.D.A. Violations
6. Fire Code Violations

We need speed control and better crossings...not the choking of traffic which will create gridlock.

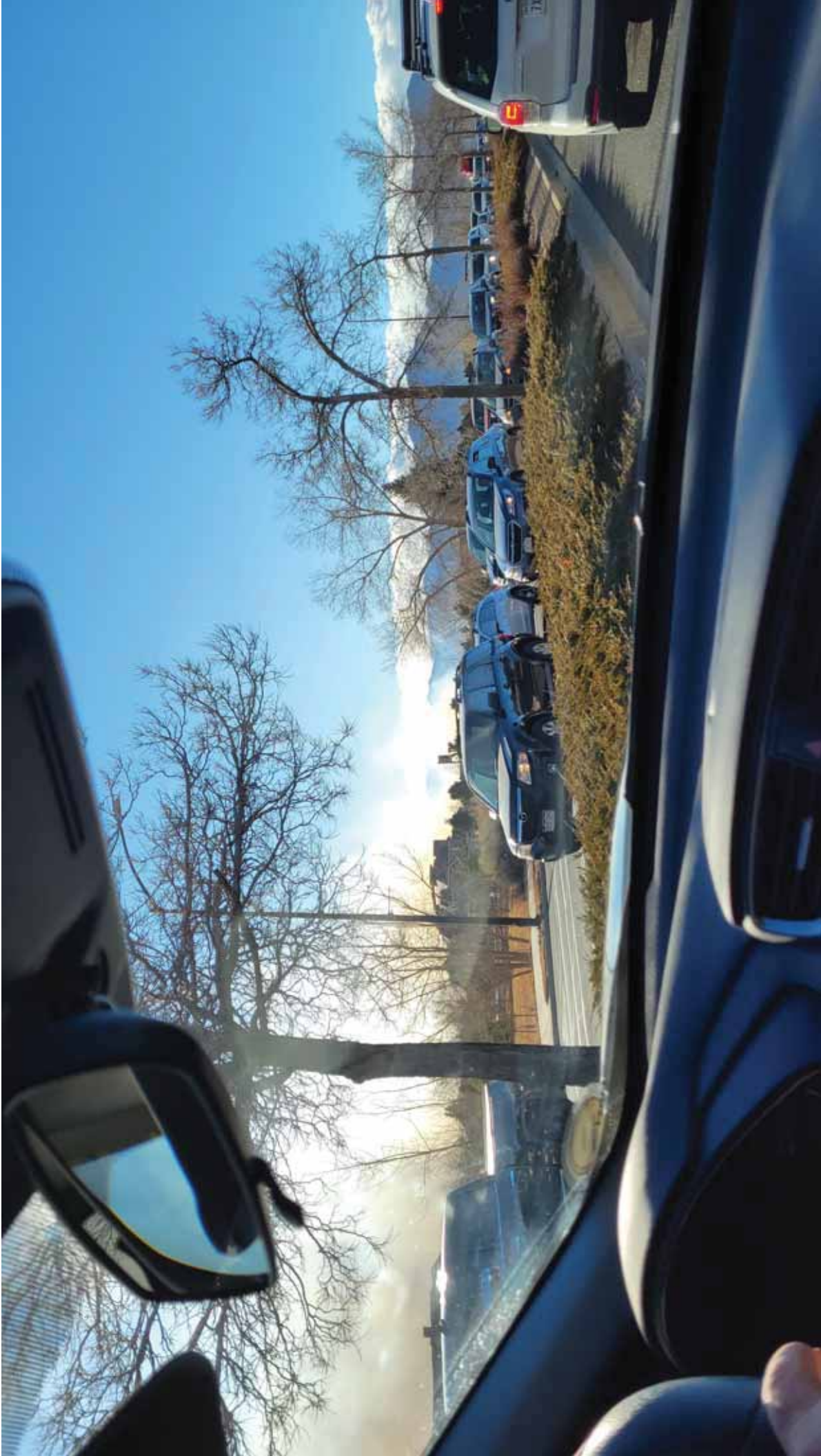
I have lived here for almost 33 years, and have driven, walked and biked most of the area. My negative interactions have always occurred at street crossings or with aggressive drivers.

It is my belief that enforcement and crosswalk lights should be the first course of action, and not the wasting of precious resources for a road diet that the community doesn't need or want.

Thanks,
Jill Ruggles
893 Larkspur Ct

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From: [Hank Shaw](#)
To: [City Council](#)
Cc: [Joanne Speirs](#)
Subject: Via Appia
Date: Monday, March 11, 2024 8:13:20 PM

[Some people who received this message don't often get email from 1hankshaw@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Council;

Thank you for your efforts for our city...it is thankless job and I appreciate your efforts.

I've walked, run and cycled on Via Appia for years and have not felt unsafe. Granted, I do not live in the area as it intersects with South Boulder Road but have walked/run/cycled through there more times than I can count.

Want to make Via Appia safer? Lower the speed limit (30 or even 25) and enforce it! I do believe that narrowing the road to one lane each way will cause traffic congestion...especially at the intersection of South Boulder Road with no right on red (why???).

I DO feel unsafe by distracted drivers...running in the bike lane (facing traffic) you can see them looking at their phones and weaving into both lanes as well as the bike lane...this is throughout Louisville. At all times of the day...even at 6AM.

Again, thank you for your service to Louisville.

Best,

Henry

Henry Shaw
1112 W Enclave Cir
Louisville, CO 80027
303-526-6900

There are probably a gazillion reasons for you to share the contents of this email mainly because it is informative, interesting or witty (?), however, this transmission is confidential and is intended only for the addressee. Please excuse any typographical errors as this was sent from my handheld device and sometimes intergalactic travel disorients the cellular signals.

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From: [Ryan Kohler](#)
To: [City Council](#)
Subject: Via Appia road diet
Date: Monday, March 11, 2024 8:06:25 PM

Some people who received this message don't often get email from ryan@rockymountaindevo.com. [Learn why this is important](#)

I was able to make the last hour or so of the meeting at the rec center tonight regarding the via Apia Road diet. I live on Tyler and frequently ride, walk, and drive on all of the roads that were discussed tonight. I just want to send this email to wholeheartedly support all of the improvements being discussed on via Apia.

I'm a cyclist and professional cycling coach, having done this for my entire career of over 20 years so far. I'll be the first one to say that the bike lanes rarely see my tires in them because I don't feel safe on the roads in town. I also have a middle school and grade school age kids and I only let them travel on bike paths and sidewalks. I know you got a lot of for the Dahlia changes, but I think they are fantastic. I also coach two junior cycling teams in town and only take the riders in bike lanes when absolutely necessary. Dahlia feels much better so far!

A lot of the background information was fascinating to hear tonight, especially the box around town with the main roads. I do feel like 25 mph on many of the roads within our box feels appropriate, although I know many people feel the need to go faster because they're usually in a rush. To promote a strong community, I think doing anything possible to drive speeds down is worthwhile. People will always learn how to adjust to these changes and figure it out in the end. Ultimately, if it makes pedestrians and Cyclist feel better, it's only a positive in the long-term.

Thanks again for all your work on this!
Ryan Kohler

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From: [Alex Bradley](#)
To: [Mary Hamann](#)
Cc: [Public Works](#); [Peter Bradley](#); [City Council](#)
Subject: Re: Input on Via Appia change
Date: Monday, March 11, 2024 3:08:06 PM

[Some people who received this message don't often get email from alex.southpole@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Mary,

Thank you for responding to our email. It is nice to know that my issue of the site distance at Lafayette was not my imagination!

We are unable to make either of the meetings because of prior obligations. We were hoping that our email would be considered as our input to the project and not be ignored. We are most concerned about the bus stop location when turning off of South Boulder Road onto Via Appia.

I just wrote this to Chris Leh but with the extent of negative chatter about this proposed project, I would suggest increasing the community outreach and requesting of comment. Two meetings is not adequate for this project. Maybe an online educational video with opportunity for response?

Thank you and hope the meeting tonight goes smoothly.

Cheers,
Alex Bradley

> On Mar 6, 2024, at 3:14 PM, Mary Hamann <mhamann@louisvilleco.gov> wrote:

>

> Alex,

>

> Thank you for reaching out regarding this project and for your comments. Many of these suggestions, including improved pedestrian crossings will be implemented with this project. The sight distance at the intersections of Lafayette, Tyler, and Pine were reviewed and found to be adequate for the posted speed limits. Unfortunately, with the speeding on Via Appia, the intersection with Lafayette does not meet intersection sight distance with the existing actual speeds, which aligns with your observations. One of the goals of this project is to lower speeds to the posted speed limit on Via Appia, which should help with the sight distance at the intersection with Lafayette.

>

> I hope you are able to attend at least one of the public meetings for this project (3/7 from 8-9:30 AM and 4:00-5:30 PM at Church Ln near Via Appia and 3/11 at 5:30 at the Rec Center). If not and you have any additional questions or comments, please don't hesitate to reach out to me.

>

> Thank you,

> Mary

>

> Mary K. Hamann, P.E.

> Civil Engineer III

> Public Works|Engineering

>

>

> -----Original Message-----

> From: Alex Bradley <alex.southpole@gmail.com>

> Sent: Wednesday, March 6, 2024 10:36 AM

> To: Public Works <pworks@Louisvilleco.gov>
> Cc: Peter Bradley <pbradley511@gmail.com>; City Council <Council@louisvilleco.gov>
> Subject: Input on Via Appia change
>
> [Some people who received this message don't often get email from alex.southpole@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]
>
> Hello Public Works,
>
> We wanted to share a few concerns/comments regarding the Via Appia Corridor Safety Improvement Project. We live on Caledonia Circle and travel along Via Appia multiple times a day.
>
> - Please consider a "bus only" lane or not going directly to one lane on Via Appia southbound when folks turn onto Via Appia from South Boulder Road. With the bus stop close to that intersection on Via Appia, a one lane set up will cause issues with people turning from both the east and west directions off of South Boulder. The bus stop is almost a blind spot currently when turning. There could easily be backups and folks stuck in the intersection. Another option would be to move the bus station further down to allow for the road to "hold" the cars that get stuck behind the bus if there is only one lane.
>
> - An improved pedestrian crossing is needed on that very northern end of Via Appia where kids that live in the trailer park have a crossing area that leads to the bridge towards Cottonwood Park. This is a "blind" crosswalk and scares me to death for the folks that utilize it. People come roaring off of South Boulder Road and there is very little "warning" before the crosswalk. A blinker crosswalk would be EXCELLENT here.
>
> - We have limited site lines when turning left onto Via Appia from Lafayette. Please make sure to do a study that makes sure that the approaching cars going south bound on Via Appia in the new lane configuration can be seen by the folks turning off of Lafayette.
>
> - It can also be difficult to make that left turn from Lafayette onto Via Appia due to the amount of traffic at certain times of the day. We have concern that going down to one lane in that area will make it even more difficult.
>
> - The pedestrian crosswalk that goes across Via Appia at the intersection at Lafayette is very unsafe. If there is anything that can be done to improve that crosswalk that would be highly appreciated. At this point I will not let my kids use it and no matter where we are coming from they have to use the blinking crosswalk that is closer to Griffith.
>
> - Please be aware that there is issues now when traveling northbound on Via Appia and turning right onto Lafayette. More times than not people ride my bumper when I slow down to take the right turn onto Lafayette. Even though the speed slows before that point, most people have not reduced their speed and come way too close when I am turning. I am concerned how that will translate when we are down to one lane.
>
> Thank you for taking our comments and concerns into consideration.
>
> Cheers,
> Alex and Peter Bradley
> 1385 Caledonia Circle, Louisville
>
>
>
>
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>
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From: [Chris Gabriel](#)
To: [City Council](#)
Subject: Via Appia
Date: Monday, March 11, 2024 2:24:04 PM

Some people who received this message don't often get email from chrisgabriel101@gmail.com. [Learn why this is important](#)

Hello

I'm writing in support of any and all traffic calming measures on Via Appia. Making it one lane with protected bike lanes would be ideal. I feel that Via Appia is an unwalkable, unbikeable road that unnecessarily divides the town. That road does not have a lot of traffic and slowing cars down would ensure more people can safely cross or bike. Lowering the speed limit would be great too. I'm unable to attend the meeting which I'm sure will be full of angry people who can't envision getting around town any other way but in a 2 ton metal box.

Thanks

Chris Gabriel

217 Short Pl, Louisville, CO 80027

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From: [Denny Ferrera](#)
To: [City Council](#)
Cc: [Denny Ferrera](#)
Subject: Via Appia Realignment
Date: Monday, March 11, 2024 1:20:36 PM

Some people who received this message don't often get email from dennyferrera@outlook.com. [Learn why this is important](#)

Council members

I wrote when the realignment was first proposed last year, and I am still against this project as I do not believe it will increase the safety for pedestrians or cyclists. The only effect I see for this project is traffic congestion and frustration for drivers, pedestrians and cyclists. This project will not increase the number of pedestrians or cyclist, as automobile users will not take up cycling or walking just because the city realigns the road. This requires more of a lifestyle change than a realignment.

Just because DRCOG has provided a grant does not mean the city should use the money by wasting it on ineffective project that will make things worse. In fact, the city will after a couple of years will have to realign Via Appia to what we have today and will then have to pay for it out of city revenues.

Bottom line, I believe this is a hair brain idea of a young staff that needs adult guidance. Are you willing to provide that guidance.

Thanks for you consideration

Denny Ferrera
830 Trail Ridge Dr
Louisville, CO 80027

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From: [Matt Momont](#)
To: [City Council](#)
Subject: Via Appia Corridor Safety Improvement +1
Date: Tuesday, March 12, 2024 10:36:29 AM

Some people who received this message don't often get email from matt.momont@gmail.com. [Learn why this is important](#)

Hi Council,

Thank you, thank you, thank you.

As a homeowner (house burned down and building back), parent of two small children, and avid cyclist/commuter/burley pilot who crosses at Pine and Via Appia, I am very supportive of the proposed improvements.

I agree with your assessment:

- Left hand turns are difficult/low visibility
- Everyone drives too fast to save 30s.
- A roundabout at Pine and Via Appia would be ideal
- Wider, protected bike lanes increase safety and usability

Two asks:

1. Could we make the bike lane even wider and the median narrower to increase the buffer?
2. Could we include some physical barrier between car and bike lane? Can be as cheap as the little cement bumps.

Thank you for your persistence in the face of some push back. The community needs this.

-Matt

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From: [amy-creighton](mailto:amy-creighton@laniman.net)
Subject: Via Appia proposed changes
Date: Tuesday, March 12, 2024 10:28:18 AM

Some people who received this message don't often get email from amy-creighton@laniman.net. [Learn why this is important](#)

Dear City Council,

I am writing to oppose the changes proposed for Via Appia. Unfortunately, the data used to make this decision was only gathered at one time of day, and not the busiest hours of use. This makes it difficult for the city to get a full idea of what traffic is like during rush hours. It will also make it even MORE difficult (it's already difficult) to get in and out of the Rec Center, which has been funded by me as a taxpayer. I don't see any plans to install a light there or expand the left turn lane to get in, which I think will be necessary if there is only one lane each direction. (Or if not there, a light may be necessary at Pine.)

As a pedestrian who walks down Via Appia, I will continue to use the sidewalk, where it is shady and cool. Why would I prefer to walk in the middle of the street, where it is blazingly hot with no shade, and my kids and I can be exposed to twice as much car exhaust?

As a citizen who drives down Via Appia, this will make it very difficult to get onto Via Appia turning left, which is the only way we use Via Appia. We do need to have access to this road to get to the Rec Center, pharmacy, etc. I don't think we want to encourage people to drive down side streets as a shortcut, which I already see happening due to congestion on S. Boulder and on 96th St.

As a taxpayer, I'm asking that you save the \$200,000 for this project and use it on other road improvements that are necessary instead.

Thank you,
Amy Lannigan, MD
147 Harper St.
Louisville, CO

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From: [Erin Carpenter](#)
To: [City Council](#)
Subject: Safety Enhancements for Via Appia: comments
Date: Tuesday, March 12, 2024 10:03:58 AM

Some people who received this message don't often get email from erin.f.carpenter@gmail.com. [Learn why this is important](#)

Hello,

My name is Erin Carpenter. I live at 715 Wildrose Way and use Via Appia to get around (including crossing Via Appia to continue down Polk towards downtown). I was unable to attend the recent meeting about the proposed safety enhancements, but wanted to share my thoughts.

Overall, I do not support the proposals in reducing lanes on Via Appia. I would favor more speed enforcement and perhaps more crosswalk lights/signals (such as by the Rec Center). Reducing lanes is confusing and unnecessary in my opinion. Via Appia already has both bike lanes, sidewalks, and a 2nd lane to give more room when passing buses and bikes.

My difficulty comes with crossing over Via Appia in my car to continue down Polk (when I drive out of my neighborhood). This is more of a driver education issue about right-of-way with cars turning onto Via Appia vs. those crossing it.

I appreciate the city considering how to improve Via Appia, but in my opinion this plan does more harm than good and introduces confusion.

Thank you for listening to my comments.

--

Erin Carpenter
erin.f.carpenter@gmail.com
720.295.7801

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From: [Jody Miller](#)
To: [City Council](#)
Subject: SUPPORT for Via Appia changes
Date: Wednesday, March 13, 2024 7:28:05 AM

Some people who received this message don't often get email from jodyscottmiller@yahoo.com. [Learn why this is important](#)

Hello,

We write to tell you that we appreciate and support the proposed changes to Via Appia.

In October of 2017, our 12 year old son was hit by a car while crossing Via Appia at Tyler. He was walking to his church youth group at 5:30pm (still light out) on a Thursday evening. We live about 1/4 mile from the church, and we live in a safe community, so he walked down Tyler by himself to get to Christ the Servant.

As he approached the crosswalk, it was busy with traffic. Numerous cars stopped for him — including cars on both sides of Via Appia and at least one car on Tyler. One car even waved him forward. He looked and thought it was safe, and he thought that another approaching car was also slowing down to stop — but that car did not see him and did not notice the other stopped cars, and hit him. Our son was knocked in the air, out of his shoes, and onto the pavement. An ambulance ride to Boulder Foothills Hospital revealed a broken wrist, a severe concussion (with vomiting), and many scrapes and bruises. He was transferred by ambulance to Children's Hospital for the night for observation.

He was LUCKY!!!! We were LUCKY!!!

The Via Appia/Tyler intersection has so many lanes — including turning lanes — it is chaotic for pedestrians to cross. Even as adults, we now walk way out of our way to avoid crossing there if it is rush hour. We've seen way too many close calls.

If your proposed changes SAVE JUST ONE CHILD — it is a huge success.

Change is hard. We know many residents are opposed to the changes — but the community we want to live in values safety of our residents (& children) more than the speed of someone's commute.

Thank you!!!

-Darin & Jody Miller (proud & lucky parents of Jack Miller, now 19)

Sent from my iPhone

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From: [Ann Brennan](#)
To: [Kurt Kowar](#); [City Council](#)
Cc: [Kevin Brennan](#); [Rafael Gutierrez](#)
Subject: Striping plan for Via Appia
Date: Thursday, March 14, 2024 3:53:41 PM

Some people who received this message don't often get email from ahbrennan@comcast.net. [Learn why this is important](#)

Dear Director Kowar and City Council:

We request that you **do not go forward with the striping plan for Via Appia and instead pursue other speed reduction strategies**. We understand the striping plan was already approved by a prior Council, and that it was an approach intended to address important requests to slow traffic on Via Appia. However, our community learned a lot about the role Via Appia plays during the Marshall Fire on 12/30/21. In light of that, the restriping project does not make sense.

Via Appia is a primary--or perhaps only (e.g., Cornerstone)--evacuation route for hundreds, maybe thousands, of residents to go east. Converting the second lane to a 10' buffer painted yellow that changes and disappears when it hits cross streets is absolutely not acceptable. We need an evacuation route that is intuitive and habitual and can be followed during an emergency when we may not be thinking clearly. During a crisis, expecting residents to map our way across an intersection when our lane disappears is just not realistic.

Via Appia is quite different from Dahlia, with connecting driveways and homes, and Cherry, which ends in downtown. Via Appia connects whole neighborhoods, cross streets, parts of town, large community buildings, and bus routes. Its role as a local artery for residents should be preserved.

Other calming strategies should be pursued first, especially speed enforcement.

Perhaps we could make Via Appia into a Speed Zone with double fines, which I've seen in neighboring towns. We could also add additional beacons where needed.

I respect the effort and expertise our transportation staff have put into this project, but this is not the right solution, and could endanger lives during an emergency. At the public meeting this week, it was stated that we need a quick project, and that this can be undone in 2 years if it doesn't work. That is not the right approach. The City should proceed with restriping the current configuration and pursue other speed reduction solutions with the Louisville Police Dept.

Thanks for considering,
Ann & Kevin Brennan
888 Larkspur Court
Louisville, CO 80027

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From: [Dave Ireland](#)
To: [City Council](#)
Subject: Via Appia Improvement Plan
Date: Sunday, March 17, 2024 6:53:35 PM

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I want to express my wholehearted support for the City's effort in this regard.

We have to accept that there is no Greta Thunberg fairy that is going to swoop down and make everything right for us. Addressing climate change will be by small initiatives at the local level.

I went to the meeting last week at the Rec Center and thought the data was well thought out and well presented. (It's interesting that the crowd had thinned by around 50% by the time the supporting data was presented. This most vociferous in their opposition seemed to be the first to leave.)

Will you get it right the first time? I doubt it. Is it a worthwhile effort? Absolutely.

More power to you!

Keep up the excellent work.

Dave Ireland
2358 Park Ln, Louisville, CO 80027

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From: [Shannon Scholtes](#)
To: [City Council](#)
Subject: Give Via Appia a Road Diet
Date: Sunday, March 17, 2024 11:23:02 AM

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Council Members,

Like many Louisville residents, I am concerned about the high speeds and safety of pedestrians on Via Appia. I attended the meeting at the Rec Center last week. The proposal to give Via Appia a road diet is well thought out and will address the many concerns I and others have regarding Via Appia.

I am writing today to urge you to move forward with the proposed Via Appia road diet.

Thank you,
Shannon Scholtes

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From: [Marianne Mansfield](#)
To: [City Council](#)
Cc: [Public Works](#)
Subject: Via Appia
Date: Monday, March 18, 2024 10:13:25 AM

Some people who received this message don't often get email from mdoubled@comcast.net. [Learn why this is important](#)

The well intentioned efforts to improve the safety of the visitors and residents of Louisville by changing the current traffic pattern on Via Appia is something that I am adamantly against.

I was unable to attend any of the public pop-ups or meeting at the recreation center because I was undergoing some medical procedures...I appreciate your efforts at outreach - but the design is flawed.

Marianne Mansfield
802 W Linden St

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From: [Leslee Miller](#)
To: [City Council](#)
Subject: Current issues
Date: Tuesday, March 19, 2024 7:52:25 AM

[Some people who received this message don't often get email from lesleem_21@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello,

My name is Leslee Miller and I am a resident in Ward 1. I am writing to express my support on two current issues.

I support the proposed changes to Via Appia. Speeding is such a problem and going down to one lane is a good idea. Speeding is such a problem in our community.

I also support closing of Main Street whether seasonally or permanently. Making Louisville more walkable with more outdoor seating for our restaurants is a great idea. Increase bike racks! My family can bike downtown instead of drive.

While I'm at it... I'm glad the council said yes to Red Tail Ridge!

Keep up the good work and thank you for your service to our community!

Leslee Miller
2150 Charles Lane
Louisville
Sent from my iPhone

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From: [Bob Abrams](#)
To: [City Council](#)
Subject: via appia?
Date: Tuesday, March 19, 2024 5:24:21 PM

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As a long term Louisville resident, I only write when I think something is a big mistake. I heard that the council is considering ruining via appia like the ruin that was done to madison ave.

Madison ave is a thrill ride now with now enough room for two bike lanes and two lanes of traffic. People don't have a clue how to drive it.

Now I heard that the same disaster is being considered for via appia. WHY? There is ample room for 4 lanes of traffic, bikes, and pedestrians.

please dont ruin one of our main arteries.

bob abrams
415 fairfiel lane
lsvl

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From: [Marianne Mansfield](#)
To: [City Council](#)
Cc: [Public Works](#)
Subject: Via Appia
Date: Monday, March 18, 2024 10:13:25 AM

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802 W Linden St

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From: [Leslee Miller](#)
To: [City Council](#)
Subject: Current issues
Date: Tuesday, March 19, 2024 7:52:25 AM

[Some people who received this message don't often get email from lesleem_21@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Leslee Miller
2150 Charles Lane
Louisville
Sent from my iPhone

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From: [Bob Abrams](#)
To: [City Council](#)
Subject: via appia?
Date: Tuesday, March 19, 2024 5:24:21 PM

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bob abrams
415 fairfiel lane
lsvl

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From: [Debbie Blanco](#)
To: [City Council](#); gnettleton@louisvillco.gov
Subject: Via Appia
Date: Monday, May 13, 2024 10:41:40 AM

Hi,

My delated written feedback from a community meeting regarding the Via Appia planned road construction. I attended an outdoor meeting outside of Christ the Servant Lutheran earlier this spring and spoke with Geoff.

I live on Nighthawk Circle.

Those of us exiting Nighthawk frequently complete a UTurn at Pine and Via Appia. We exit Nighthawk Circle directly onto Via Appia and then UTurn at Pine to go West on Via Appia. This is a regular pattern for those of us on Nighthawk Circle, and Geoff indicated that it was not planned to eliminate this UTurn....but also acknowledged that nobody had probably considered that traffic pattern. It is hard to make a left turn from Via Appia going either direction at Pine as site lines are challenging with somebody sitting in the Left Hand turn lane. Also, on a fairly regular basis, and normally it is city employees in city vehicles, vehicles coming out of the back of the Rec Center Parking lot take a right and exit onto Nighthawk Circle. That part of the Nighthawk Circle exit is only one way, and therefore those vehicles are going the wrong way.

Debbie Blanco

Nighthawk Circle Resident

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