

Appendix 3. Public Engagement Results



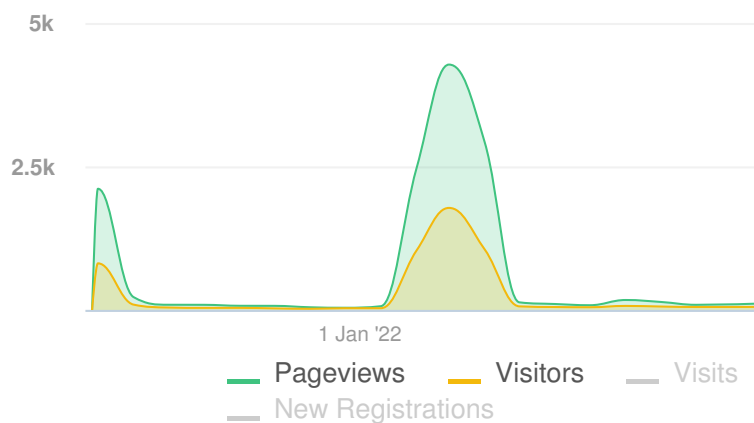
Project Report

01 March 2017 - 21 November 2022

Engage Louisville CO Future 42 Public Engagement



Visitors Summary

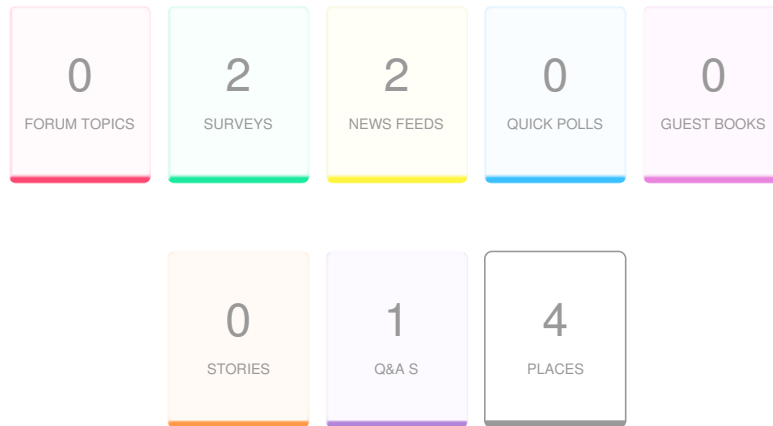


Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
6 k	983	
NEW REGISTRATIONS		
301		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
300	1.8 k	4.3 k

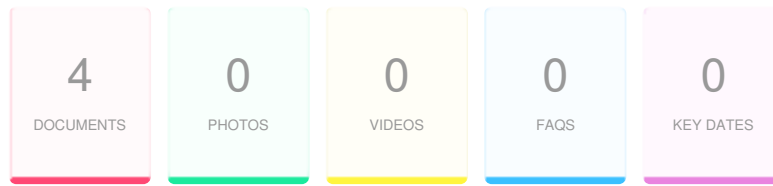
Aware Participants	4,343	Engaged Participants	300		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	4,343				
Informed Participants	1,846	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	280	0	0
		Contributed to Newsfeeds	0	0	0
Viewed a video	0	Participated in Quick Polls	0	0	0
Viewed a photo	0	Posted on Guestbooks	0	0	0
Downloaded a document	423	Contributed to Stories	0	0	0
Visited the Key Dates page	66	Asked Questions	19	7	0
Visited an FAQ list Page	0	Placed Pins on Places	28	0	0
Visited Instagram Page	0	Contributed to Ideas	0	0	0
Visited Multiple Project Pages	1,446				
Contributed to a tool (engaged)	300				

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Newsfeed	Understanding the Alternative Designs	Published	392	0	0	0
Newsfeed	Recommended Alternative	Published	7	0	0	0
Qanda	Q and A	Published	162	19	7	0
Place	Observations and Ideas	Archived	430	28	0	0
Survey Tool	Future 42 - Preliminary Design Alternatives	Archived	762	187	0	0
Survey Tool	Online Workshop #1 Survey	Archived	403	118	0	0

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Community Workshop #1 Summary	345	468
Document	Workshop #1 Q & A Summary.pdf	102	119
Document	Workshop 2 Summary	19	20
Document	Workshop #2 Q & A Summary.pdf	14	18
Document	deleted document from	10	10
Document	deleted document from	2	2
Key Dates	Key Date	66	69

QANDA

Q and A

Visitors 162

Contributors 26

CONTRIBUTIONS 31

Q

michaelm

18 May 21

In 2013 this was studied and the following decisions made: What changed? "...the emphasis in the preferred design of Colo. 42 — which would pick up a middle turn lane in addition to other traffic flow improvements — is being put on "livability" in the corridor over pure mobility through it. That factor is one of the main reasons the design team backed a way from a five-lane solution in favor of a three-lane approach for the highway. The other reason, City Planner Gavin McMillan said, was the fact that expanding the road to five lanes would have required the acquisition — or condemnation — of private property and open space for right-of-way. "The three-lane option is more aligned with what we plan to have there in the future," McMillan said, "whereas a five-lane option is creating a road that is attempting to move people through at all costs." He acknowledged that the wider road would shave off an additional 21 seconds of travel time for a motorist moving through the mile-plus corridor but said the loss of pedestrian and bicycle-friendly features to a faster, busier road isn't worth the saved time."

A

Publicly Answered

Thank you for your comments. We will be sure to document them moving forward.

QANDA

Q and A

Q

trailsnet

18 May 21

Is it possible to build a trail or extra-wide sidewalk (for walkers & bicyclists) along the east side of Hwy. 42 from Coal Creek Trail to the north side of South Boulder Road that includes a pedestrian/bicycle underpass or overpass at South Boulder Rd.? Also, do you have any updates on the high speed rail between Denver & Longmont that we already voted on and have been paying for? Thanks!!

A

Publicly Answered

Thanks for the comments. Addressing pedestrian and bicyclist safety and convenience is a goal of this study and your suggestion will be documented for the design and planning team. In terms of your question regarding highspeed rail, we suggest you reach out to your elected RTD representative to learn more about the status of that project.

Q

Beth

18 May 21

If there isn't already a side walk and/or bike path than I would like to see one. This will all people to have access to shopping, etc. along baseline

A

Publicly Answered

Thanks for the comments. We will be sure to document your comment.

Q

Dave Finamore

19 May 21

This is not a question requiring a response. These are my thoughts on the highway 42 corridor. The corridor carries a lot of through-traffic that is neither starting nor stopping in Louisville. We need to redesign the corridor to minimize the impact that traffic has on Louisville. Help them get through and out of our way! It's not enough to tell them to use 287, because they won't. One reason 42 has so much traffic is that 287 is already jammed. Instead of traffic lights, circles or roundabouts?) would help traffic flow slowly but smoothly. Speed isn't the goal, but smoothness is. Prevent backups whenever possible.

A

Publicly Answered

Thanks for the comment. We will be sure to document it for the next phase of the planning and design process.

QANDA

Q and A

Q

La

19 May 21

Turn lane heading south onto pine from highway 42 extending past miners field. Very congested at rush hour and better traffic flow into old town Louisville

A

Publicly Answered

Thanks for the comment. We will be sure to document that for the design team.

Q

Shala Burroughs

20 May 21

Is anyone considering placing trees between the road and the nature preserve on courtesy road between baseline and s. boulder road? I believe this would increase the value of the neighborhoods and would make our beautiful road look tip top! Is anyone considering this as an option?

A

Publicly Answered

Thanks for the comment. We will be sure to look into that during the design process.

Q

Slangley

23 May 21

I would like to watch the recording of the live q&a, but it asks for a passcode. How do I get a passcode?

A

Privately Answered

Are you still having issues accessing the recording? If so reach out to steven.chester@kimley-horn for some help. Thanks!

QANDA

Q and A

Q

Joshua Cooperman

31 May 21

How will sustainability be addressed and incorporated into the planning and design process?

A

Publicly Answered

Thanks for your comments. The corridor plan is evaluating all modes of transportation to allow people to have options based on their desired mode. Other sustainable design options will be evaluated in the process.

Q

Lagrander

07 June 21

Will a traffic light finally be put in at the entrances of the Kestrel Apartments and Balfour Senior Residence along highway 42? I and others at Kestrel are still feeling trapped in our living quarters because we are unable to safely cross the highway to get to King Soopers and other establishments across the highway; it's too far to go down to the next traffic light to cross and that crossing also does not feel safe and, as I have a manual wheelchair, I can't get there independently anyway. We need a traffic light that pauses on red long enough to allow us to cross independently. As well it would give transit drivers time to enter and exit both complexes which is a current concern. I don't understand why CDOT refuses to put this badly needed light in- they stated there's not enough traffic but I can see the road out my window and it's often a traffic jam out there with residents and delivery trucks unable to turn into the complexes nor exit for that matter due to this heavy traffic. This is an accident waiting to happen as well someone else will be killed attempting to cross there. Please people do something about this!

A

Publicly Answered

Thank you for your comments. We will document your concerns. Improving the safety of all roadway users is a goal of this study and we look forward to addressing those concerns you have over the duration of the study.

QANDA

Q and A

Q

Lagrander

07 June 21

A traffic light @ Kestrel/Balfour so everyone can enter/exit safely, as well to be able to independently cross Highway 42 safely via walking or in a wheelchair. When is this going to happen?

A

Publicly Answered

Thank you for your input – your comment has been documented. There is no timeline for construction but this study will conclude winter 2021/22.

Q

djblankinship

14 February 22

I was really looking forward to weighing in on the latest survey and started filling out the first few questions, only to realize that the survey is EXTREMELY long. I don't know if you are going to find that many people want to spend the time to fill all of it out. You should probably break it up in small chunks so that people can fill out just the survey questions that they are most interested in.

A

Privately Answered

We understand the survey is long, but it was critical to get responses based on each intersection. No questions are required, so feel free to respond to only the intersections you have the most interest in providing feedback. Thank you for taking the time to look at it and know that the feedback is valuable in proceeding to a recommended alternative.

Q

Laura

26 February 22

Why didn't I know about this survey? Not a copter citizen but pay attention reasonably. Also alternative 2 is terrible. That won't do anything to improve bike safety. It won't improve safety for left turns either and it won't slow down traffic in town which continues to be a problem.

A

Privately Answered

Thank you for your comments. We will be sure to document them moving forward.

QANDA

Q and A

Q

BTPchk

02 March 22

Tried to take the survey but when I logged in it says the survey is closed

A

Privately Answered

The site experienced a brief outage yesterday, I would recommend trying the survey again today the active survey is called "Future 42 Preliminary Design Alternatives"

Q

cmccomb

02 March 22

On the intersection drawings in the current survey, there is no indication of North/South. So, for example, on the CO 4 2 / So Boulder Rd drawing, which has a comment about an underpass on the East side, I don't know for certain which side is East. Can you update the drawings, to make it clear which was North?

A

Privately Answered

Thank you for taking the time to offer feedback we will be sure to include a north arrow in our final drawings

Q

MoCro

02 March 22

What are the cost comparisons of the alternatives?

A

Publicly Answered

Thank you for taking the time to provide feedback. Cost comparisons and saving will be addressed in future phases of the project.

QANDA

Q and A

Q

DES

02 March 22

The "Online Workshop #1 Summary" indicates ~70% use vehicles for "How do you most use the corridor?" while "64 % of respondents thought bicycle, micro-mobility, and pedestrian infrastructure needed transformative changes". If a significant majority use vehicles, why do a (weak) majority of respondents want non-vehicle improvements?

A

Publicly Answered

Thank you for your comments. We will be sure to document them moving forward.

Q

jen2sundance

03 March 22

Why is the underpass not cleared of snow at the entrance,?

A

Privately Answered

Thank you for taking the time to provide feedback. Questions on clearing of snow should be referred to the City of Louisville's Public Works Department PWorks@LouisvilleCO.gov

Q

normt42

03 March 22

I would encourage you to plan for the future. Traffic is only going to increase in coming years. I think this means making this corridor 4 lanes of traffic plus right-turn lanes and left-turn lanes at every major intersection. Currently, this corridor keeps going back and forth from 4 lanes to 2 lanes at multiple places. This is dangerous since cars keep having to merge when it goes down to 2 lanes. Currently, the biggest traffic issue that I encounter is backed-up traffic going south from South Boulder Road to Pine at rush hour. I think it is great to make this area more friendly for pedestrians and bicycles (I've walked and bicycled it multiple times and am well aware of its limitations), but please be realistic -- 99+% of the traffic is by vehicles, not pedestrians and bicycles, so the emphasis needs to be on smoothing the vehicular travel. If you want to be friendly to the environment, remember that sitting in traffic idling wastes a bunch of fuel (not to mention the frustration for the drivers).

A

Publicly Answered

Thank you for taking the time to provide feedback. In order to account for changes in traffic with future population growth with the traffic data used utilized traffic projections for the year 2050

QANDA

Q and A

Q**normt42**

03 March 22

Note that message at the top of this page says survey is extended to March 5, but when I just tried to do the survey it blocked me and said the survey was closed.

A**Privately Answered**

I apologize for any difficulties you have had with the survey. I have double checked the setting for the survey it should allow an answer to be entered. Thank you for taking the time to share your thoughts

Q**SquareState**

03 March 22

In my survey answers, I probably come off as a big proponent of roundabouts, which I'm not sure I am for busy thoroughfares like CO42, but there is no arguing that they have their pluses. I think one of my biggest concerns aside from overall throughput is that most Colorado drivers seem to be very ignorant of the rules of the road and I am concerned about failure to yield. I wonder whether that is fully represented in the collision reduction stats. I find the pedestrian options in Louisville to be about as unimaginative as can be. Very little provision for periodic seating (to a lesser extent on the trails). We elderly don't have the stamina we used to and a little spot to sit and rest is most welcome, and none of us are getting any younger. I also wonder whether any consideration was given to having the bike and pedestrian space in the center of the road making a boulevard. For most of the stretches of CO42, there is virtually no entry/exit to a sidewalk (now mostly non-existent) except at intersections, so it's not as though people need access to the fenced in yards that are present on a good portion of this. The commercial zones may be an exception to this. I'm also a proponent of making the walkways more interesting - straight lines are a bore. When I vacation in Flamingos/Nuevo Vallarta, I walk between my resort and a commercial area in NV, about 14 miles round trip. In the Flamingos section, straight lines and boring, but when you hit the city limits of NV, suddenly the walkways weave like vines among the palms. Each time you come to a bus stop or a resort entrance, there is a seating area and bike parking, usually. At intervals, there are electric bike stands where you can pick up or drop off an bike. (The walks are shared with the bikes). OK, I get it, we're not a resort, but if we are going to be multi-modal, I think more consideration needs to be given to the walks and the bike paths, including periodic repair stands. Also a center space provides for our future elevated monorail from points south to Longmont.

A**Publicly Answered**

Thank you for your comments. We will be sure to document them moving forward.

QANDA

Q and A

Q

leslienary

05 March 22

I am getting a message that survey has closed, but the email I received says it doesn't close until midnight tonight. I wanted to vote for Alternative #1

A

Privately Answered

Hello, the survey is open until April 15th. If you are having trouble accessing it there are paper copies available at Louisville city hall. completed surveys must be returned by the 15th. Your preference for Alternative 1 has been noted

Q

ericg

05 March 22

Your survey closed before midnight on the 5th. Alternative 2 makes the most sense. Vehicle traffic will only increase and it makes no sense to slow travel.

A

Privately Answered

Thank you for your comments. We will be sure to document them moving forward.

Q

Jerry

11 April 22

I think bike lanes, as shown in Alternative 2, are a waste of money. I'm unwilling to mix with vehicular traffic using the bike lanes on Cherry St. (a much lower volume, 35 mph zone). Under no circumstance would I do so on 42. Given the travel time estimates for Alternatives 1 & 3 vs. "no improvements", I have to ask, "Why pursue this project any further ? Don't we have better uses for our tax dollars and the planning/management time of our city's staff?" I'd rather see a multi-use path developed away from the road where the pedestrian and cyclist experience would be safer and more enjoyable.

A

Publicly Answered

Thank you for your comments. We will be sure to document them moving forward.

QANDA

Q and A

Q**Jerry**

11 April 22

Vehicular traffic will perpetually increase to consume whatever capacity we build. Let the other communities fund the through-ways to support their expansion. Why should Louisville residents invest in more capacity just to make it more desirable for others to build outside of our community and have an easy way to pass through it? Another city can build the capacity, these commuters can go around Louisville, and we'll be all the better for it.

A**Publicly Answered**

Thank you for your comments. We will be sure to document them moving forward.

Q**Jerry**

11 April 22

Developers need to own the expense of the infrastructure capacity improvements that their needs force upon existing property owners who have already paid for the rest of the infrastructure (water & wastewater treatment facilities, inter sections, schools, etc.). And, yes, Redtail "Do-It-For-The-Children" Ridge, I'm talking about you. If the residents of Kestrel and Balfour (or businesses along 42) need improved access, let them choose to live elsewhere until the owners of those properties see the financial necessity to invest in the infrastructure improvements that should have been factored into their original purchase (caveat emptor). The rest of the community should not be forced to pay the cost of their poor foresight.

A**Publicly Answered**

Thank you for your comments. We will be sure to document them moving forward.

QANDA

Q and A

Q**Cyclists 4 Community, 501c3**

14 April 22

How does the plan comply with and support the Boulder County Transportation Master Plan, its five goals and eight measures?

A**Publicly Answered**

Future 42 aligns and furthers Boulder county's goals as laid out in their Transportation Master Plan (TMP). Below you will find some of the key alignments with Transportation Master Plan..."Focus on operational improvements – including vehicle capacity expansion – at intersections. This can include additional turn lanes and through lanes. [Included within Strategies 1 & 3] " (Boulder County TMP) Future 42 achieves this through the redesign of the intersections 'Improve intersections to assist with user safety and convenient access to transit stops and bike and pedestrian facilities " (Boulder County TMP) All three intersection alternatives create a much safer environment for all road users than the current alignment. "Prioritize roadway safety, signage and shoulder improvements to address unsafe conditions on primary on-road cycling corridors that separate bikes from cars and lower bicycle level of stress " (Boulder County TMP) The addition of safe and protected bike lanes along CO-42 further this goal. "Add/improve shoulders, multiuse path and trail connections, bike and pedestrian infrastructure to provide safe and convenient connections to transit facilities and park-n-rides " (Boulder county TMP) This is achieved through including future BRT facility considerations as part of the plan

ENGAGEMENT TOOL: PLACE

Observations and Ideas

Visitors 430		Contributors 28		CONTRIBUTIONS 105	
2021-05-18 11:46:47 -0600 f15emav		Address: 175 Courtesy Road, Lafayette, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43932			
CATEGORY Driving					
2021-05-18 11:49:17 -0600 DaveSkinner		Wonky lane configurations Address: 833 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43933			
CATEGORY Driving					
2021-05-18 11:51:06 -0600 DaveSkinner		Poor pavement quality Address: 358 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43934			
CATEGORY Driving					
2021-05-18 11:52:26 -0600 glessard		Having to cross here on foot is quite unpleasant. Address: 1303 Empire Drive, Louisville, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43936			
CATEGORY Walking					
2021-05-18 11:54:17 -0600 DaveSkinner		Upgrade intersection (esp. traffic signals) from 1950s to current. Address: Courtesy Road, Louisville, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43937			
CATEGORY Driving					
2021-05-18 11:59:21 -0600 stephenjpack		Right turn lane Address: 1160 East South Boulder Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43938			
CATEGORY Driving					
2021-05-18 12:02:29 -0600 stephenjpack		Easier crossing Address: 1150 Short Street, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43939			
CATEGORY Biking					

ENGAGEMENT TOOL: PLACE

Observations and Ideas

2021-05-18 12:38:38 -0600		
Nataly Handlos	enhance/add transit stops to allow for Route 228 extension to Arapahoe, at various locations between S Boulder Rd and Arapahoe; Address: The Divine Canine LLC, 2103 Highway 42, Louisville, Colorado 80027, United States	
CATEGORY		
Transit	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43946	
2021-05-18 12:41:35 -0600		
cathcam	The city should aggressively pursue an underpass, especially given the proposed Coal Creek Station development. Address: 1655 Courtesy Road, Louisville, Colorado 80027, United States	
CATEGORY		
Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43947	
2021-05-18 12:44:41 -0600		
sbrreed	Gets backed up here. Address: 200 Courtesy Road, Louisville, Colorado 80027, United States	
CATEGORY		
Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43948	
2021-05-18 12:44:41 -0600		
cathcam	Reduce and Harmonize speed limits. Address: 358 Courtesy Road, Louisville, Colorado 80027, United States	
CATEGORY		
Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43949	
2021-05-18 12:46:24 -0600		
sbrreed	Taking a left here can be hard. Address: 2397 Courtesy Road, Louisville, Colorado 80027, United States	
CATEGORY		
Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43950	
2021-05-18 13:43:35 -0600		
Seanpb	Safety and accessibility for bikes and pedestrians. Address: 1001 Courtesy Road, Louisville, Colorado 80027, United States	
CATEGORY		
Biking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43951	
2021-05-18 14:26:23 -0600		
Zelinskaya	Address: 1655 Courtesy Road, Louisville, Colorado 80027, United States	
CATEGORY		
Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43955	

ENGAGEMENT TOOL: PLACE

Observations and Ideas

2021-05-18 15:53:58 -0600	trailsnet	Hwy. 42 Bike Path Needed Address: 1445 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY		http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43961
Biking		
2021-05-18 15:57:22 -0600	Graham	Fairly impossible to cross here when you're on a bike or walking. Add a crosswalk. Address: 200 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY		http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43962
Biking		
2021-05-18 15:57:46 -0600	trailsnet	Unsafe Crossing for Pedestrians & Bicyclists Address: 1325 East South Boulder Road, Louisville, Colorado 80027, United States
CATEGORY		http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43964
Biking		
2021-05-18 15:59:18 -0600	musslewhite	Is is possible to add sidewalks on 42 between Empire RD and Empire Dr, at least on the west side Address: 9722 Empire Road, Louisville, Colorado 80027, United States
CATEGORY		http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43966
Walking		
2021-05-18 15:59:45 -0600	Graham	This should be the new bus detour when Main Street is closed and because Front is often closed for special events. Buses should run down 42 and let people off at the underpass to walk downtown, rather than sending buses down residential streets. Address: 1008 South Street, Louisville, Colorado 80027, United States
CATEGORY		http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43967
Transit		
2021-05-18 16:00:08 -0600	trailsnet	Middle Bike Access Address: 816 Main Street, Louisville, Colorado 80027, United States
CATEGORY		http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43968
Biking		
2021-05-18 16:01:59 -0600	musslewhite	Please do not widen the corridor to 2 lanes in each direction Address: 833 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY		http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43969
Driving		

ENGAGEMENT TOOL: PLACE

Observations and Ideas

2021-05-18 16:03:11 -0600 musslewhite	Sidewalk needed from here to Empire RD. Address: 1001 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43970
2021-05-18 16:34:18 -0600 olegumanskiy	Pedestrian & bike crossing needed Address: 1445 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43972
2021-05-18 18:22:12 -0600 alysonc	Road noise and high-spiced cars discourages spontaneous interactions and community building. In general, I would like more separation of pedestrian pathways from car thoroughfares (287, 42, Arapahoe, Baseline, S Boulder) throughout the area. In this particular spot, the trees that would buffer humans from cars in this space are all dying. Address: 175 Courtesy Road, Lafayette, Colorado 80026, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43980
2021-05-18 18:24:54 -0600 eskramer	easier crossing. Consider underpass with better access to trails and downtown Address: 1001 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Biking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43984
2021-05-18 18:27:16 -0600 alysonc	Please add a pedestrian underpass under 42. Address: 175 Courtesy Road, Lafayette, Colorado 80026, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43985
2021-05-18 18:30:34 -0600 alysonc	Please a pedestrian walkway from East Roser Park to the walkway along 42. Address: 560 West Hecla Drive, Lafayette, Colorado 80026, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43986
2021-05-18 18:37:47 -0600 alysonc	How can we connect pedestrians between High Lonesome and Carmen? Address: 490 Carmen Street, Louisville, Colorado 80027, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-43987

ENGAGEMENT TOOL: PLACE

Observations and Ideas

2021-05-18 19:15:14 -0600 alysonc CATEGORY Driving	Do not increase the number of lanes for cars on 42. Let 287 be for cars that are passing through and 42 be for local trips, bicyclists, pedestrians, and public transit. If anything, reduce the speed limit to 35 for the entire stretch. Address: 833 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=rue#marker-43990
2021-05-18 20:18:51 -0600 JeffP CATEGORY Driving	Address: 175 Courtesy Road, Lafayette, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=rue#marker-43996
2021-05-18 20:36:28 -0600 JeffP CATEGORY Driving	I avoid this intersection because it is so badly designed. It used to have a continuous turn lane from W bound S Boulder Rd to N bound rt 42. And it used to have 4 way left turns after yield to oncoming traffic. All that was destroyed when the intersection was rebuilt several years ago. It's one of the worst civil design failures in Northern Colorado. It's so inefficient that I avoid it by cutting through surrounding parking lots and back streets. Left turn arrows are a complete design failure and need to be reprogrammed so that they always allow left turns while through lanes are green. It should also have continuous turn lanes all the way around. Better yet, rebuild the whole thing as a roundabout. Grade = F- Address: 1160 East South Boulder Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=rue#marker-43997
2021-05-18 22:10:28 -0600 garlarso CATEGORY Driving	Address: North 95th Street, Lafayette, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=rue#marker-44002
2021-05-19 10:47:45 -0600 pb20 CATEGORY Driving	This stretch from Empire to South Boulder should be kept at one lane per direction, speed limits should be reduced. Address: 833 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=rue#marker-44024
2021-05-19 10:52:55 -0600 pb20 CATEGORY Driving	Add right turn lane from N bound 42 to E bound South Boulder. Address: 1160 East South Boulder Road, Lafayette, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=rue#marker-44025
2021-05-19 10:53:41 -0600 Matt A CATEGORY Walking	Please make this a proper walking trail. It's silly to need to walk around the softball fields, especially with the new traffic light. Address: 1077 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=rue#marker-44027

ENGAGEMENT TOOL: PLACE

Observations and Ideas

2021-05-19 10:54:02 -0600 pb20	Improve crossing experience for bikes and peds. Address: 1303 Empire Drive, Louisville, Colorado 80027, United States
CATEGORY Biking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44028
2021-05-19 10:55:01 -0600 Matt A	A dedicated right turn lane is needed when driving NB on 42 and turning East onto South Boulder Road. Address: 1160 East South Boulder Road, Louisville, Colorado 80027, United States
CATEGORY Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44029
2021-05-19 10:57:59 -0600 Matt A	Add a railroad crossing Address: 2115 West Hecla Drive, Louisville, Colorado 80027, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44031
2021-05-19 11:04:02 -0600 Matt A	This should be converted to a roundabout. The traffic light backs up traffic and is not efficient for this intersection. Address: 1077 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44033
2021-05-19 11:08:25 -0600 Matt A	This light needs to be retimed or converted to a roundabout. Address: 1303 Empire Drive, Louisville, Colorado 80026, United States
CATEGORY Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44034
2021-05-19 11:10:46 -0600 Matt A	Is this a public road? Address: 9750 Empire Road, Louisville, Colorado 80027, United States
CATEGORY Biking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44036
2021-05-19 11:30:16 -0600 Matt A	Delete/Ignore this! Address: 2040 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44042

ENGAGEMENT TOOL: PLACE

Observations and Ideas

2021-05-19 16:19:07 -0600	Dave Finamore CATEGORY Driving	Add right-turn lanes on Paschal and 42 and set the light so right-turning traffic doesn't trip the light. Address: 358 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44058
2021-05-19 16:22:46 -0600	Dave Finamore CATEGORY Driving	Coordinate this light with Arapahoe light. Address: North 95th Street, Lafayette, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44059
2021-05-19 16:26:35 -0600	Dave Finamore CATEGORY Driving	Allow traffic to turn right out of Steel St. Address: 1030 East South Boulder Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44060
2021-05-19 16:31:06 -0600	Dave Finamore CATEGORY Driving	Traffic circle Address: 1077 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44061
2021-05-19 16:37:09 -0600	Dave Finamore CATEGORY Driving	Roundabout or traffic circle here, as originally proposed when the intersection was reconstructed. Address: South 96th Street, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44062
2021-05-19 19:01:54 -0600	mcsaxman CATEGORY Driving	I agree with the other comment to allow right hand turns out of Steel Ranch. Address: 1032 East South Boulder Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44065
2021-05-19 19:04:06 -0600	mcsaxman CATEGORY Biking	Add an underpass Address: 1030 East South Boulder Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44066

ENGAGEMENT TOOL: PLACE

Observations and Ideas

2021-05-20 10:25:42 -0600 Raymundo	Address: 175 Courtesy Road, Lafayette, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44121
CATEGORY Driving	
2021-05-20 10:27:27 -0600 Raymundo	This idiot light needs to be syncromized with the one on 95th and Arapahoe. It currently favors the shoppers coming out of the two complexes. Also extend the right hand turn lane for Arapahoe all the way south of this intersection so you don't have the backup there in the morning. Address: North 95th Street, Lafayette, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44123
CATEGORY Driving	
2021-05-20 10:30:44 -0600 Raymundo	Best suggestion, replace this with a round-about. Since you probably won't second best: This light also needs to be timed with the 95th and Arapahoe light. Traveling north I should never have to stop here once I go through the green light at 95th and Arapahoe. The same is true with southbound traffic at this intersection. Stop favoring the residents of the neighborhood and the 7-11 shoppers. Address: 1777 North 95th Street, Lafayette, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44126
CATEGORY Driving	
2021-05-20 10:33:02 -0600 Raymundo	This stoplight is a crime. There was all the room in the world for an excellent and beautiful round-about that would be a lovely gateway to the community. Address: 358 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44129
CATEGORY Driving	
2021-05-20 10:34:26 -0600 Raymundo	Do not put another stoplight here!!!! There are already too many stoplights on the corridor. I'm glad you put in the underpass too. Address: 2397 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44130
CATEGORY Driving	
2021-05-20 10:36:37 -0600 Raymundo	make a stand-alone right hand turn lane and extend it way south down 95th. This way there are two through lanes for traffic. Address: 1655 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44132
CATEGORY Driving	
2021-05-20 10:37:23 -0600 Raymundo	Do not add another stoplight here!! If you need something put in a round-about. Address: 1445 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44133
CATEGORY Driving	

ENGAGEMENT TOOL: PLACE

Observations and Ideas

2021-05-20 10:39:23 -0600	Raymundo	at the risk of sounding like a stuck record, do not add any more stoplights to anywhere in this corridor! Address: 1445 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY	Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44136
2021-05-20 10:40:32 -0600	Raymundo	As I keep saying, no more stoplights. Whatever the stoplight industry is doing to keep selling you these systems, it ne Address: 1401 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY	Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44137
2021-05-20 10:42:24 -0600	Raymundo	whoever designed this intersection and the one at South St should be fired. What a disaster this is. This should be a round-about. There is all the room in the world for it. Address: 1077 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY	Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44138
2021-05-20 10:43:47 -0600	Raymundo	Why no right turn lanes? Plenty of room for them. Better yet, either roundabout or close the side street and move the traffic to short street after you put a roundabout at short street. Address: 1001 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY	Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44140
2021-05-20 10:45:31 -0600	Raymundo	Another disaster. Right turn lane into Pine st not long enough. Weekdays at 4:30Pm, it takes 3 cycles of the light to get through when traveling southbound. Put in a roundabout!!! Address: 1303 Empire Drive, Louisville, Colorado 80026, United States
CATEGORY	Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44142
2021-05-20 10:47:37 -0600	Raymundo	a giant roundabout would be a wonderful thing for the Dillon Rd intersection. Address: South 96th Street, Louisville, Colorado 80027, United States
CATEGORY	Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44146
2021-05-20 11:48:48 -0600	Shala Burroughs	Has anyone thought about planting trees between the road and the nature preserve between baseline and s. boulder along courtesy road? I believe this would be a boon to the preserve, would up the value of the neighborhoods, and we could even extend the walking path here which is nice. Address: 175 Courtesy Road, Lafayette, Colorado 80026, United States
CATEGORY	Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44159

ENGAGEMENT TOOL: PLACE

Observations and Ideas

2021-05-21 09:02:16 -0600 barb80304	Address: 2020 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44198
CATEGORY Driving	
2021-05-21 09:04:30 -0600 barb80304	Address: 2397 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44199
CATEGORY Walking	
2021-05-21 09:16:56 -0600 barb80304	Address: 421 East Street, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44200
CATEGORY Driving	
2021-05-21 09:54:53 -0600 gcrunner	Address: 175 Courtesy Road, Lafayette, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44201
CATEGORY Biking	
2021-05-21 09:56:17 -0600 gcrunner	High speed traffic on arapahoe makes this hard to cross on a bike Address: 1426 North 95th Street, Lafayette, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44203
CATEGORY Biking	
2021-05-21 09:57:08 -0600 gcrunner	Address: 175 Courtesy Road, Lafayette, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44204
CATEGORY Walking	
2021-05-21 09:57:47 -0600 gcrunner	Address: 2020 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44205
CATEGORY Biking	

ENGAGEMENT TOOL: PLACE

Observations and Ideas

2021-05-21 09:58:28 -0600 gcrunner CATEGORY Biking	Address: 1160 East South Boulder Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44206
2021-05-24 10:31:57 -0600 Peter Schmitt CATEGORY Biking	Vehicles are angled into the bike lane here ever since the May 2019-Oct 2020 "SH42 Geometric Improvements". The automobile angles into the shoulder providing an enormous buffer for left turning vehicles. This narrows the shoulder and increases car-bike conflict. Address: 1077 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44348
2021-05-24 10:34:32 -0600 Peter Schmitt CATEGORY Walking	New roadway/sidewalk has a giant curb and sharp 90 degree turn that are tough for pedestrians, wheelchairs and cyclists. Address: 1077 Courtesy Road, Lafayette, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44349
2021-05-24 10:39:46 -0600 Peter Schmitt CATEGORY Biking	Shoulder goes from more than 6 feet wide to less than 6 inches of pothole-invested roadway. Address: Courtesy Road, Louisville, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44350
2021-05-25 13:23:56 -0600 Deanfra CATEGORY Biking	There has to be a way to connect from the underpass to 42 to head north on 42nd / 95th street Address: 2020 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44441
2021-05-25 13:26:03 -0600 Deanfra CATEGORY Walking	Should be able to connect Coal creek trail into a trail that runs alongside the West side of 42nd, and connects back to the Louisville Sports Complex Address: Courtesy Road, Louisville, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44444
2021-05-25 13:29:09 -0600 Deanfra CATEGORY Walking	Should be able to connect between Colorado technology center and Aquarius trail head. (outside of the boundary) Address: Empire Road, Louisville, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44447

ENGAGEMENT TOOL: PLACE

Observations and Ideas

2021-05-25 13:30:07 -0600 Deanfra	Speed limit Address: 1001 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44448
CATEGORY Driving	
2021-05-25 13:36:05 -0600 Deanfra	Trail running alongside 42 running North for running and biking would be greatly appreciated Address: 2040 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44449
CATEGORY Biking	
2021-05-31 11:08:49 -0600 Joshua Cooperman	The interface between the concrete and asphalt is quite abrupt especially for a bicyclist Address: South 96th Street, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44611
CATEGORY Biking	
2021-05-31 11:12:59 -0600 Joshua Cooperman	The turn lanes seem excessively long. These lanes could be reduced to make way for a median hosting native vegetation. Address: Courtesy Road, Louisville, Colorado 80026, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44612
CATEGORY Driving	
2021-05-31 11:16:14 -0600 Joshua Cooperman	There is not a continuous bicycle lane along the west side of Highway 42 from South Street to Pine Street. Address: 833 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44613
CATEGORY Biking	
2021-05-31 11:18:08 -0600 Joshua Cooperman	There is not a continuous sidewalk along the west side of Highway 42 from South Street to Pine Street. Address: 1001 Courtesy Road, Louisville, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44614
CATEGORY Walking	
2021-05-31 11:22:47 -0600 Joshua Cooperman	With the 90 degree turn in the sidewalk, there is an excess of asphalt. Address: 1077 Courtesy Road, Lafayette, Colorado 80027, United States http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=tue#marker-44615
CATEGORY Driving	

ENGAGEMENT TOOL: PLACE

Observations and Ideas

2021-05-31 11:24:12 -0600 Joshua Cooperman	There is no continuous sidewalk to the Sports Complex; rather, the sidewalk simply ends in the gravel parking lot. Address: 1100 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44616
2021-05-31 11:25:21 -0600 Joshua Cooperman	There is no bicycle parking at the Sports Complex. Address: 1100 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Biking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44617
2021-05-31 11:29:28 -0600 Joshua Cooperman	Could there be a sidewalk on the north side of the entrance to the Sports Complex? Address: 1077 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44618
2021-05-31 11:32:46 -0600 Joshua Cooperman	There is a huge southbound left turn lane for accessing the east side of Highway 42. Address: 1425 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44619
2021-05-31 11:35:48 -0600 Joshua Cooperman	The southbound left turn lane into Seventh Generation Farm could be significantly improved. Address: 1655 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44620
2021-05-31 11:37:53 -0600 Joshua Cooperman	There is no sidewalk along the east side of Highway 42 from South Boulder Road to Seventh Generation Farm. Address: 1655 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44621
2021-05-31 11:42:20 -0600 Joshua Cooperman	Convert the paved median to a median hosting native vegetation. Address: 1805 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44622

ENGAGEMENT TOOL: PLACE

Observations and Ideas

2021-05-31 11:43:23 -0600 Joshua Cooperman	The northbound bicycle lane ends after the entrance to the shopping center. Address: 1805 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Biking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44623
2021-05-31 11:45:05 -0600 Joshua Cooperman	The bicycle lane should be redrawn to be continuous here; currently, a small median impinges upon the bicycle lane's continuity. Address: 1805 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Biking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44624
2021-05-31 11:46:58 -0600 Joshua Cooperman	There is no sidewalk access to the shopping center from Highway 42 here. Address: 1805 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44625
2021-05-31 11:48:19 -0600 Joshua Cooperman	There should be a sidewalk serving every lane of parking. Address: 1345 East South Boulder Road, Louisville, Colorado 80027, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44626
2021-05-31 11:50:47 -0600 Joshua Cooperman	There should be trees or solar awnings entirely lining every row of parking. Address: 1325 East South Boulder Road, Louisville, Colorado 80027, United States
CATEGORY Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44627
2021-05-31 11:55:38 -0600 Joshua Cooperman	This intersection is too difficult for pedestrians to cross. Address: 1305 East Hecla Drive, Louisville, Colorado 80027, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44628
2021-05-31 11:59:39 -0600 Joshua Cooperman	Plant a lot of trees to mitigate traffic noise and improve air quality. Address: 2397 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44629

ENGAGEMENT TOOL: PLACE

Observations and Ideas

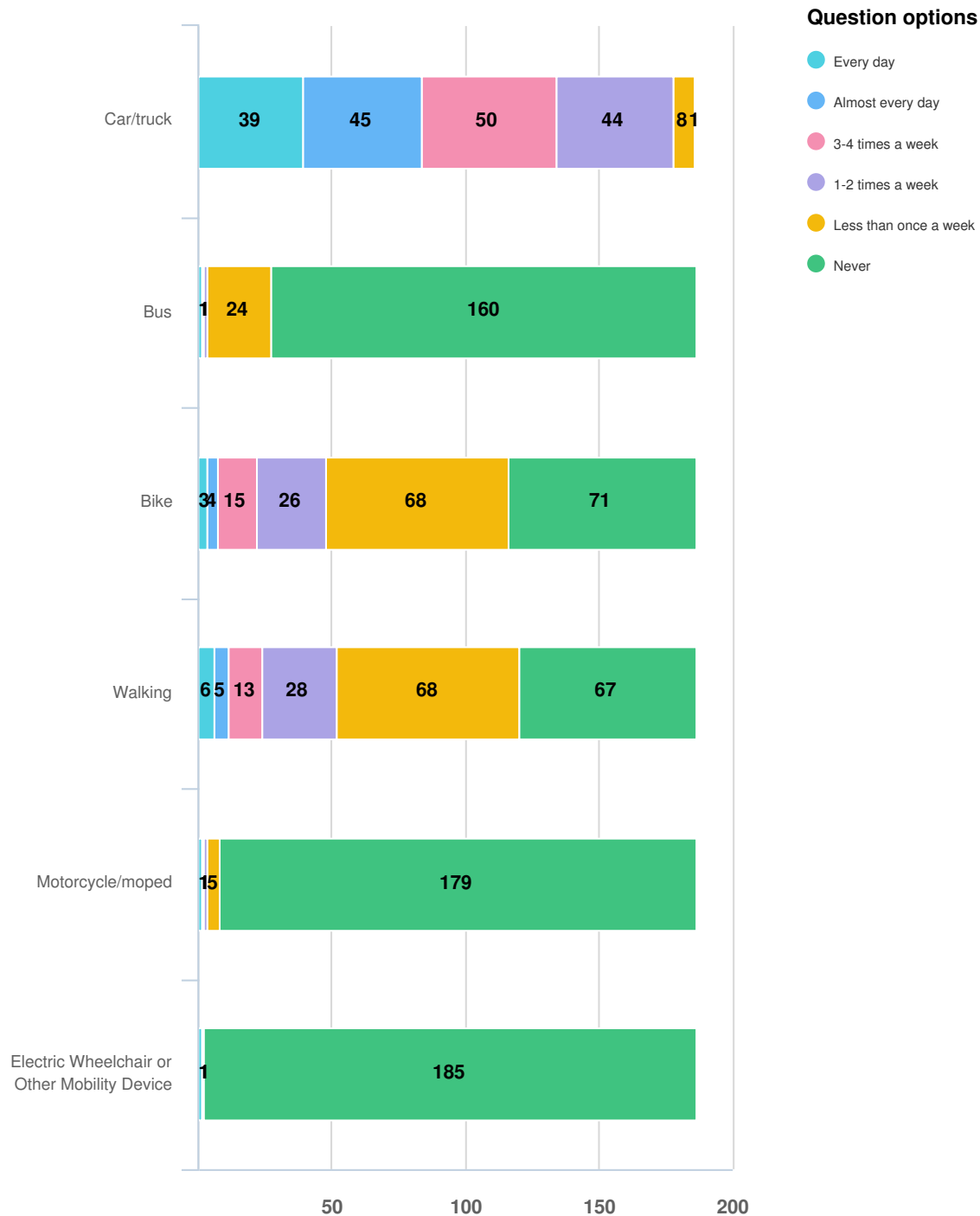
2021-05-31 12:01:51 -0600 Joshua Cooperman	There is no sidewalk along the west side of Highway 42 between Summit View and Paschal Drives. Address: 2040 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44630
2021-05-31 12:03:17 -0600 Joshua Cooperman	Plants trees along Highway 42 here to mitigate traffic noise. Address: 2040 Courtesy Road, Louisville, Colorado 80027, United States
CATEGORY Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44631
2021-05-31 12:06:58 -0600 Joshua Cooperman	There is a lot of excess asphalt along this section of Highway 42. Convert this asphalt to medians hosting native vegetation. Address: 175 Courtesy Road, Lafayette, Colorado 80026, United States
CATEGORY Driving	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44632
2021-05-31 12:12:19 -0600 Joshua Cooperman	There is no continuous sidewalk along the east side of Hecla Drive here from Summit View Drive to Kestrel Lane. Address: 2148 West Hecla Drive, Louisville, Colorado 80027, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44633
2021-05-31 12:16:08 -0600 Joshua Cooperman	There is insufficient space for bicyclists and pedestrians to both access South Boulder Road from Steel Road. Address: 901 East South Boulder Road, Louisville, Colorado 80027, United States
CATEGORY Biking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44634
2021-05-31 12:17:48 -0600 Joshua Cooperman	Construct an underpass here for pedestrians and bicyclists. Address: 901 East South Boulder Road, Louisville, Colorado 80027, United States
CATEGORY Walking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44635
2021-05-31 12:19:52 -0600 Joshua Cooperman	Main Street has neither bicycle lanes nor sharrows. Address: 900 Main Street, Louisville, Colorado 80027, United States
CATEGORY Biking	http://www.engagelouisvilleco.org/future-42-public-engagement/maps/map?reporting=true#marker-44636

ENGAGEMENT TOOL: SURVEY TOOL

Future 42 - Preliminary Design Alternatives

Visitors **762**Contributors **187**CONTRIBUTIONS **187**

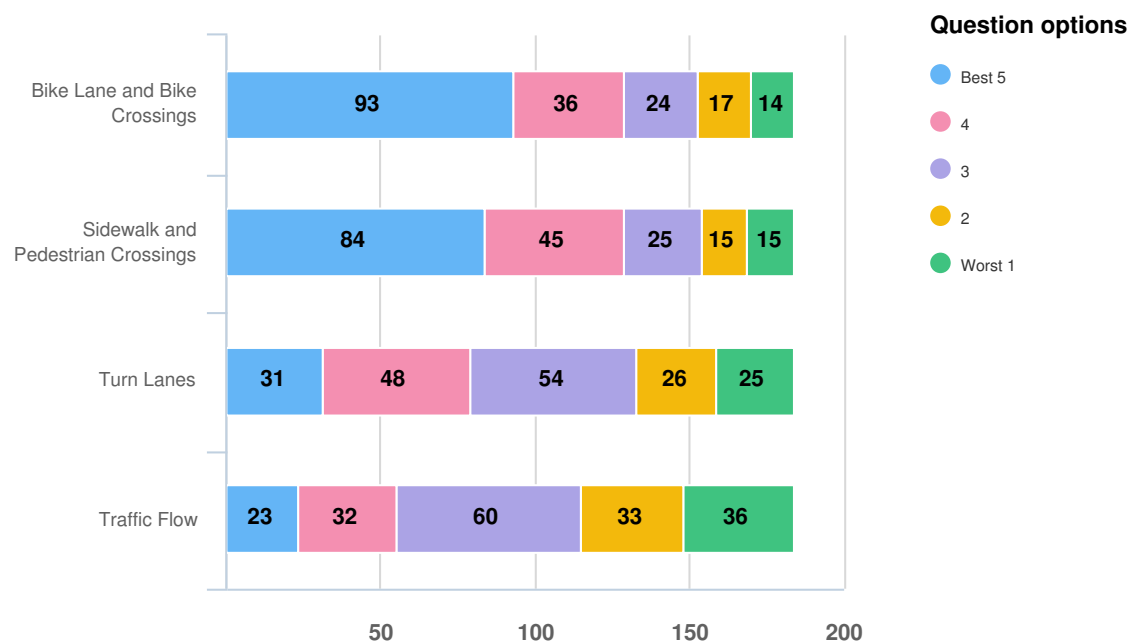
How often do you use the following types of transportation along CO-42 each week?



Mandatory Question (187 response(s))

Question type: Likert Question

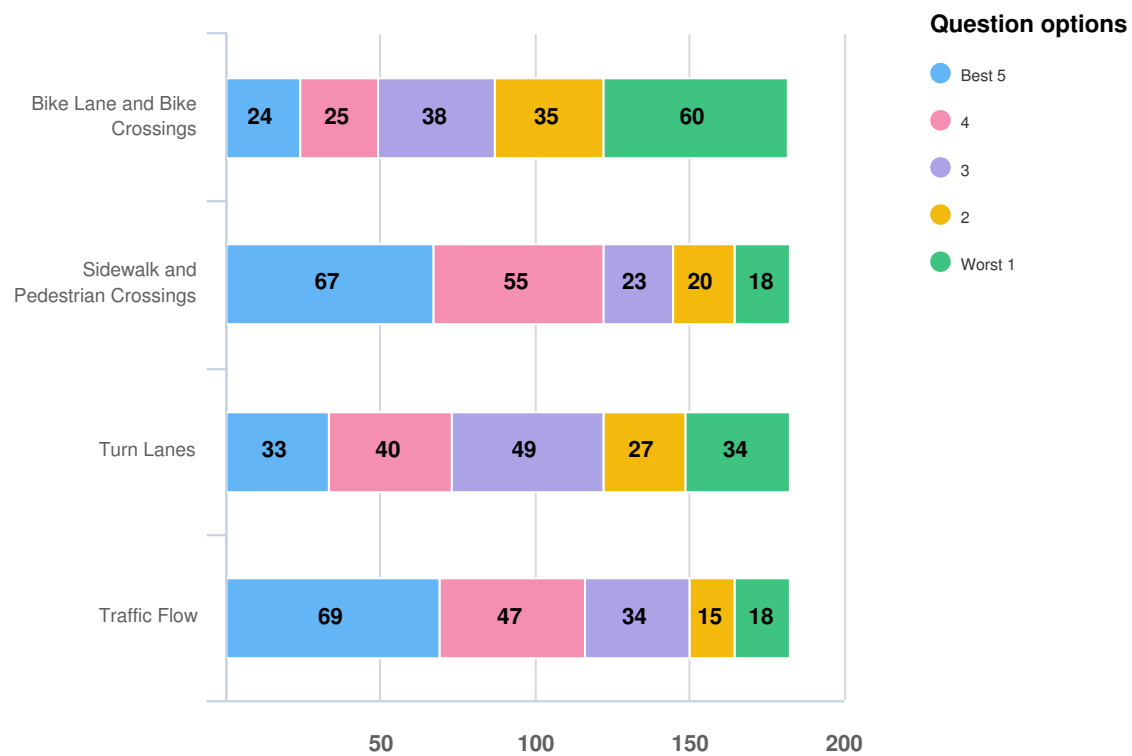
Please rank the following elements of Alternative 1 for Co-42 from 1 to 5 where 1 is the worst and 5 is the best.CO-42 cros...



Optional question (185 response(s), 2 skipped)

Question type: Likert Question

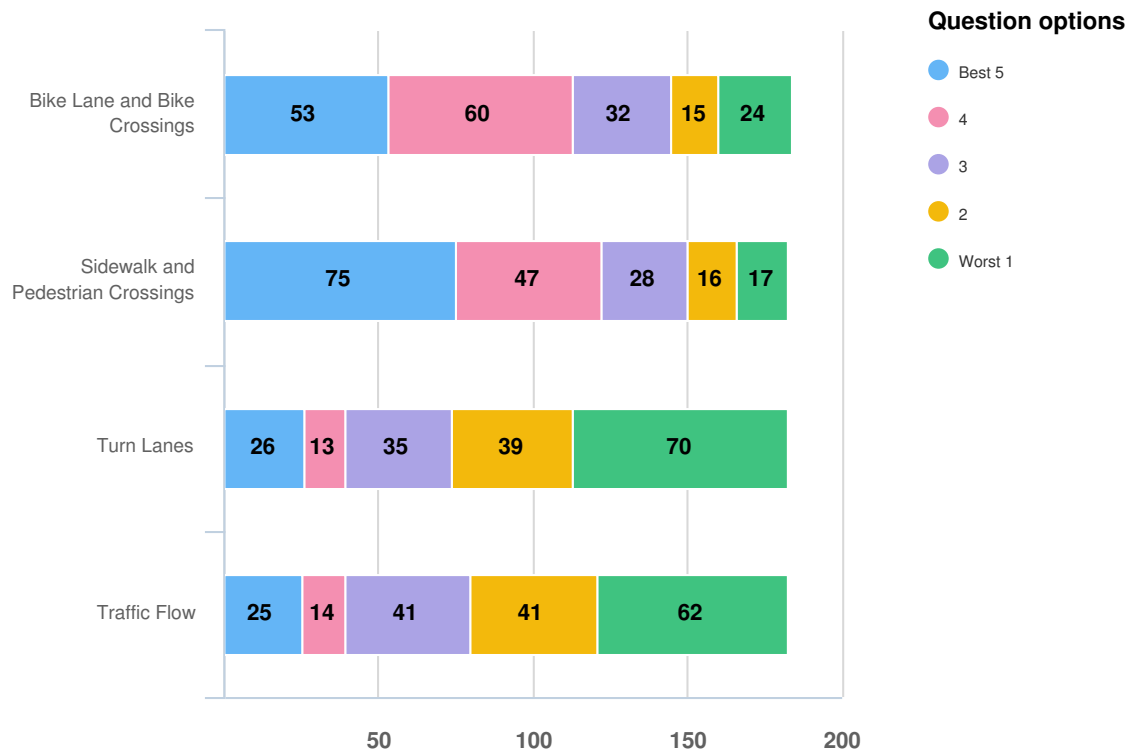
Please rank the following elements of Alternative 2 for Co-42 from 1 to 5 where 1 is the worst and 5 is the best.CO-42 cro...



Optional question (184 response(s), 3 skipped)

Question type: Likert Question

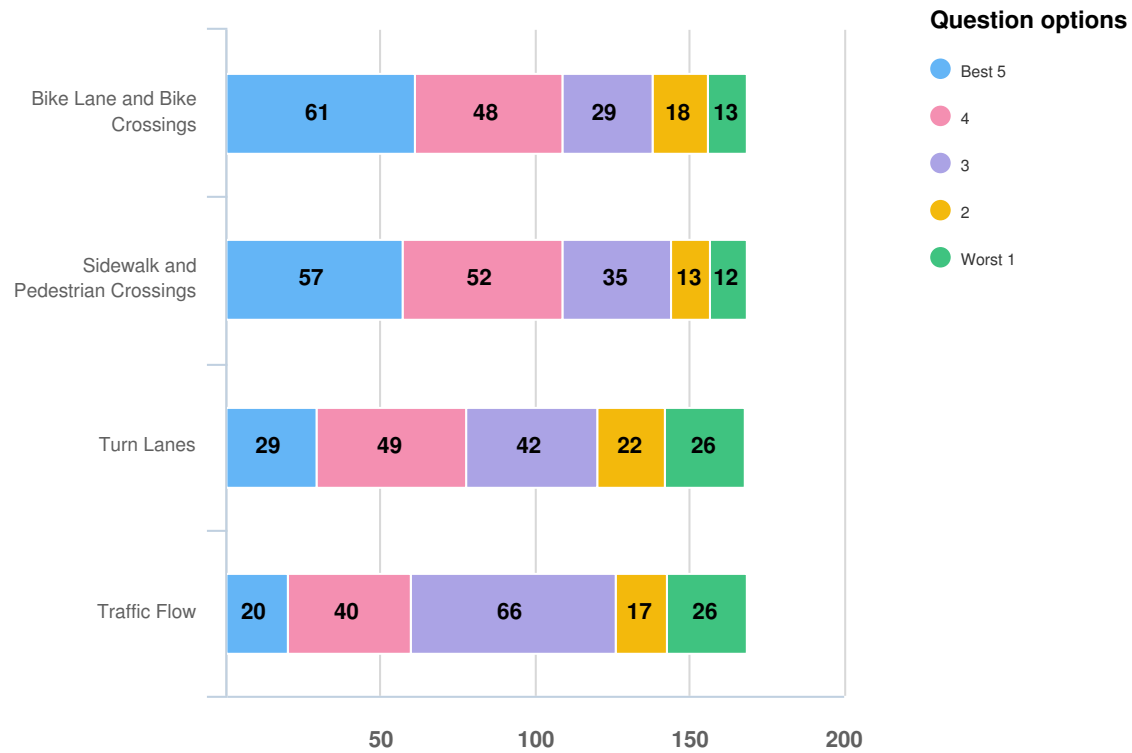
Please rank the following elements of Alternative 3 for Co-42 from 1 to 5 where 1 is the worst and 5 is the best.CO-42 cros...



Optional question (185 response(s), 2 skipped)

Question type: Likert Question

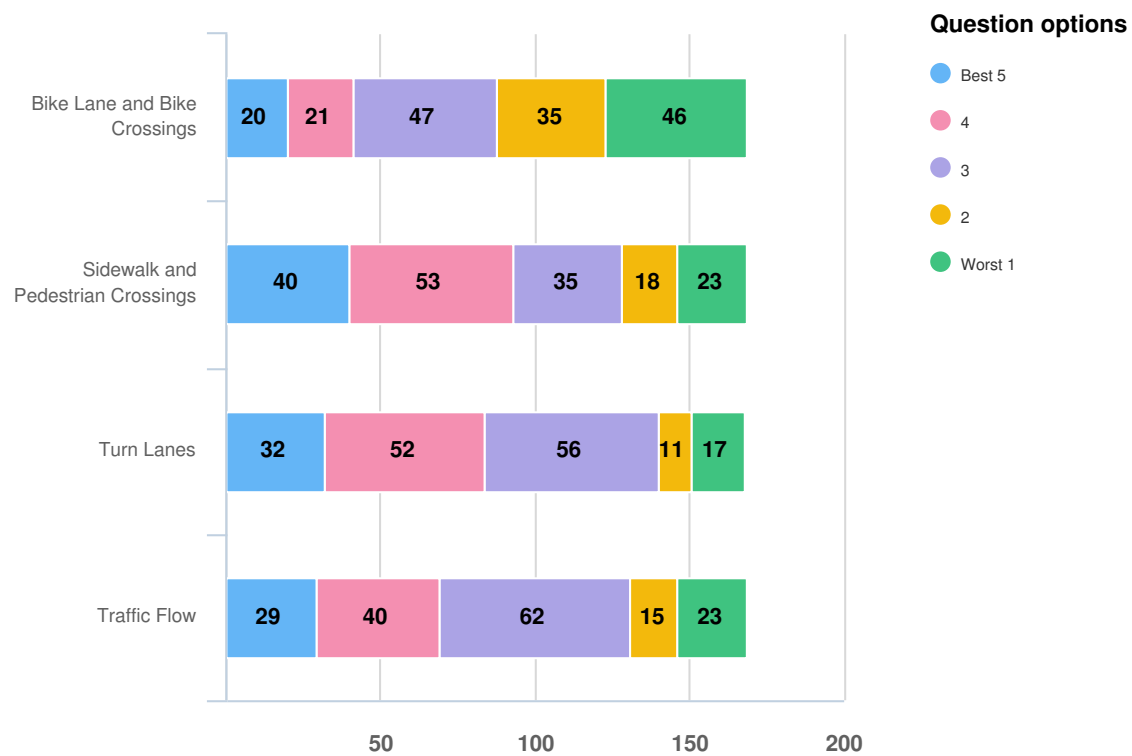
Please rank the following elements of Alternative 1 for Northpark Drive/ Dagny Way and Co-42 from 1 to 5 where 1 is the wor...



Optional question (170 response(s), 17 skipped)

Question type: Likert Question

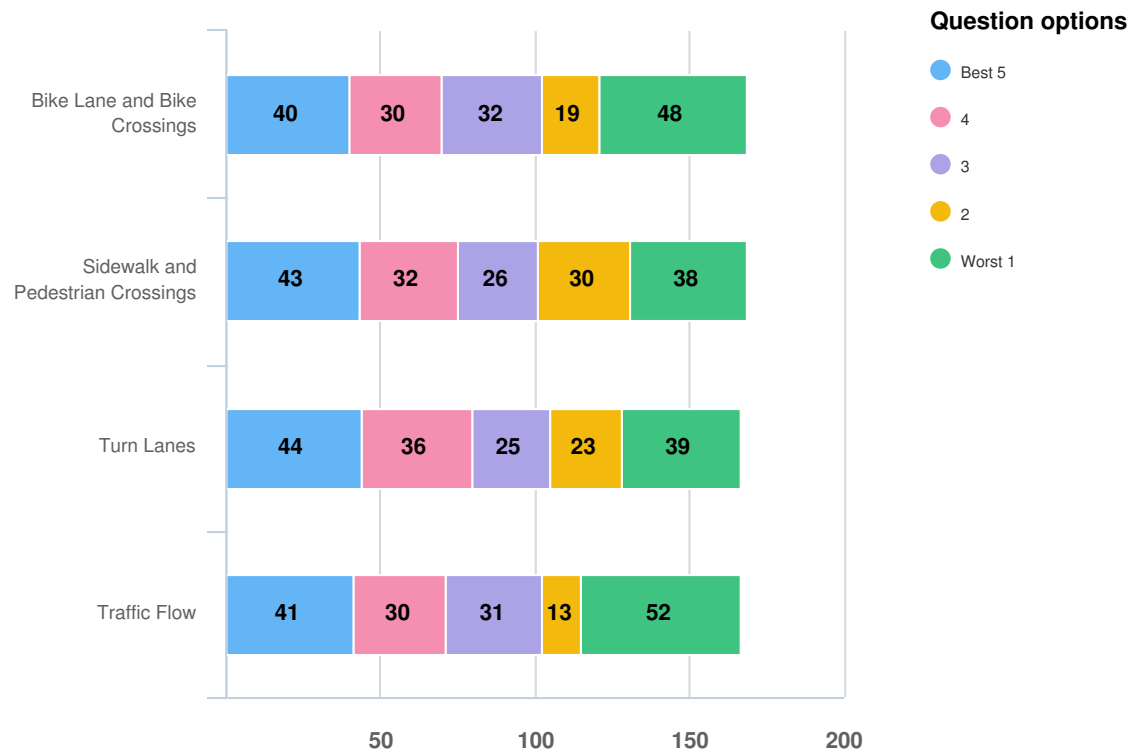
Please rank the following elements of Alternative 2 for Northpark Drive/ Dagny Way and Co-42 from 1 to 5 where 1 is the wo...



Optional question (171 response(s), 16 skipped)

Question type: Likert Question

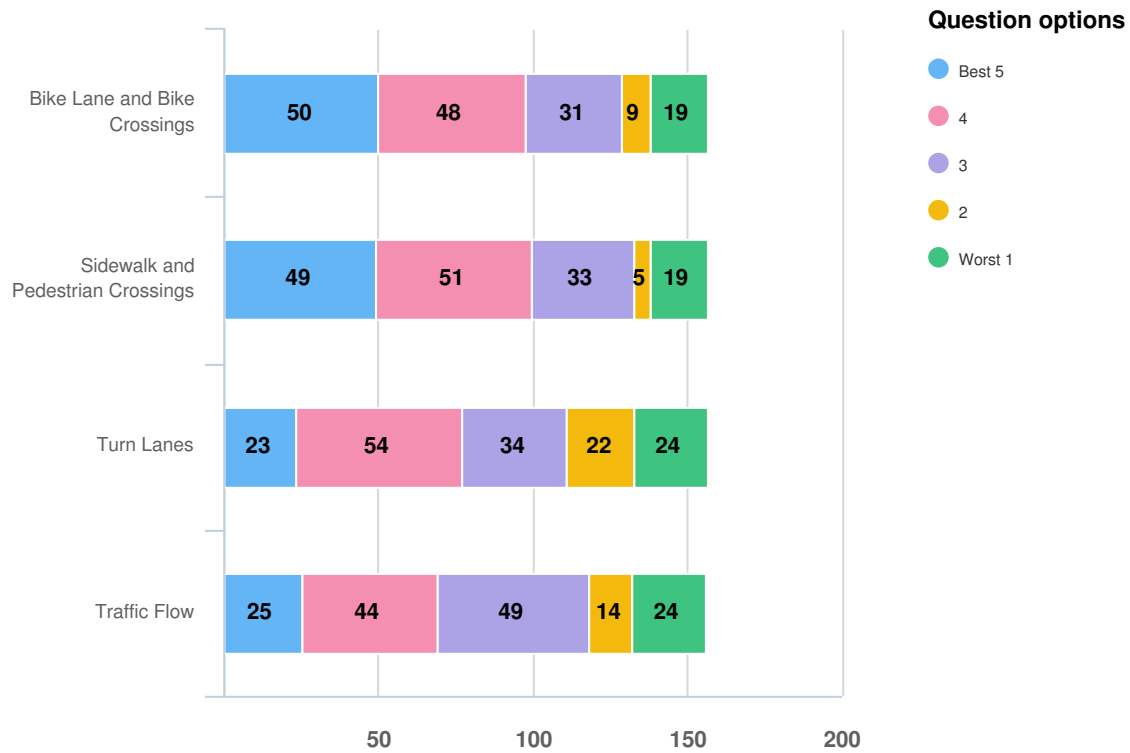
Please rank the following elements of Alternative 3 for Northpark Drive/ Dagny Way and Co-42 from 1 to 5 where 1 is the wor...



Optional question (169 response(s), 18 skipped)

Question type: Likert Question

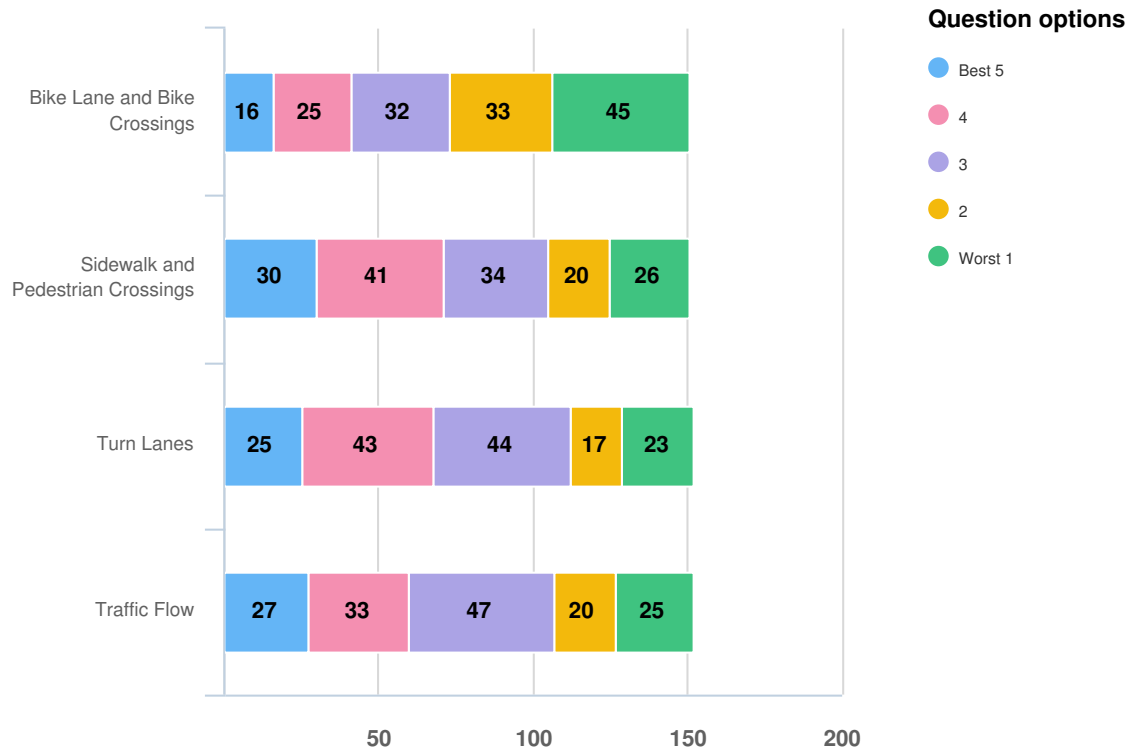
Please rank the following elements of Alternative 1 for Indian Peaks Trail and Co-42 from 1 to 5 where 5 is the best and 1 ...



Optional question (157 response(s), 30 skipped)

Question type: Likert Question

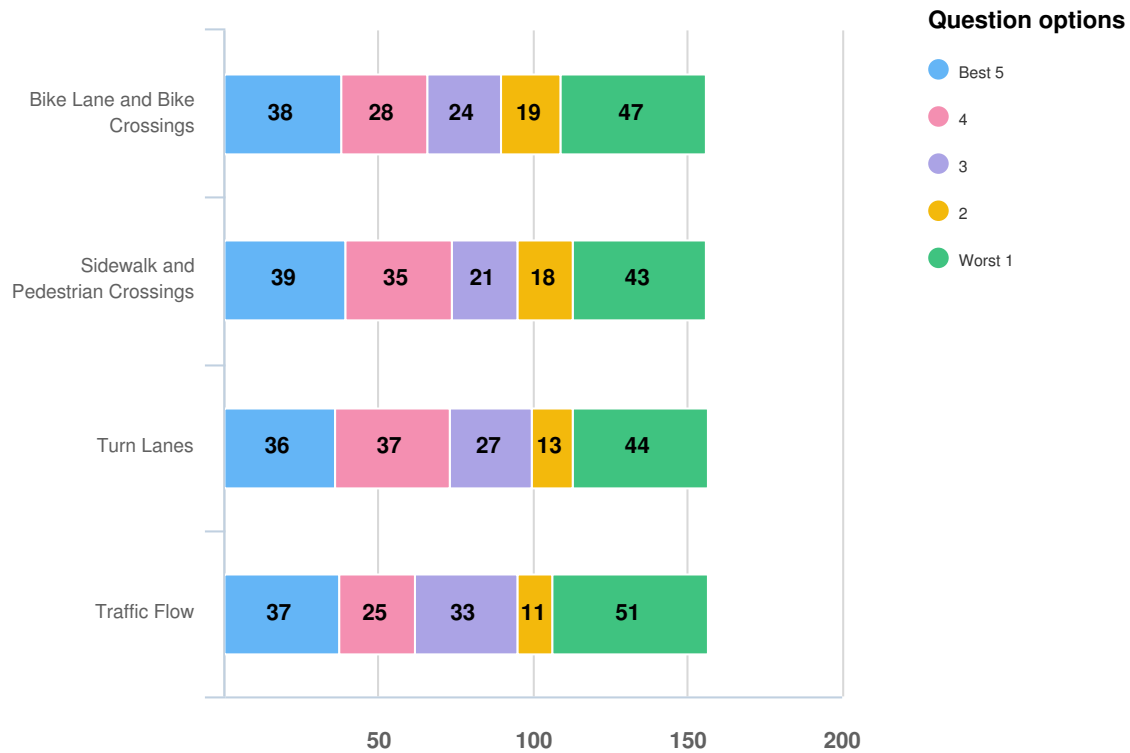
**Please rank the following elements of Alternative 2 for Indian Peaks Trail and Co-42
from 1 to 5 where 1 is the worst and 5...**



Optional question (152 response(s), 35 skipped)

Question type: Likert Question

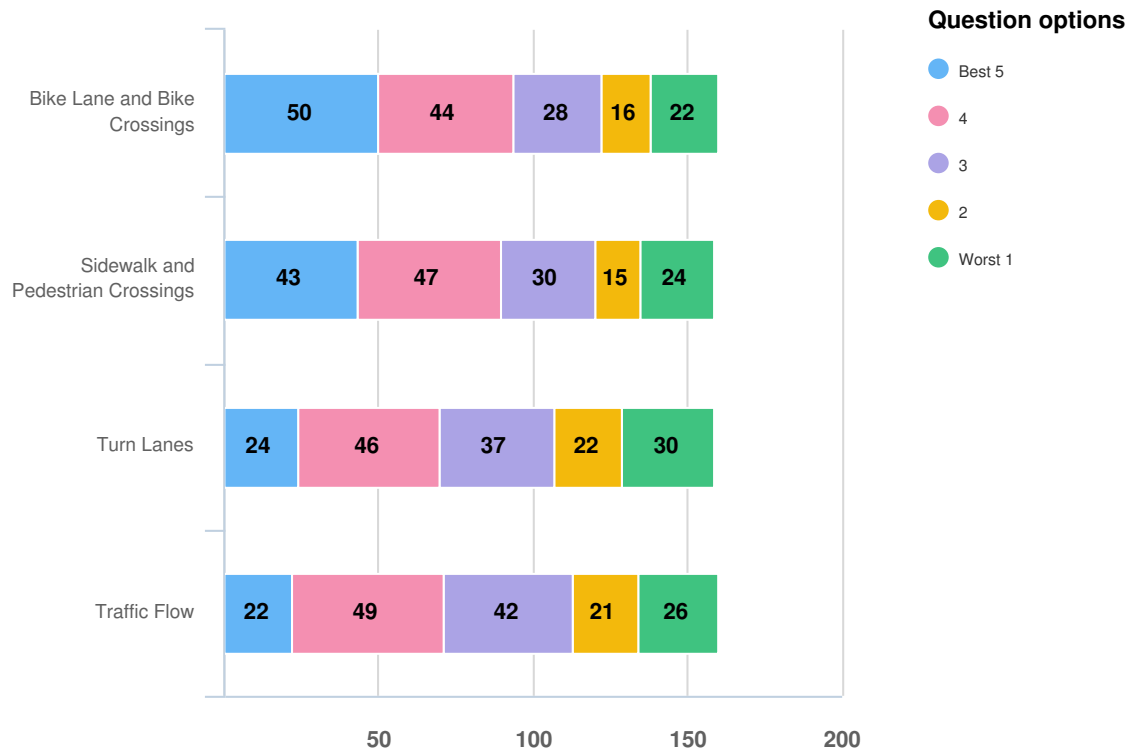
**Please rank the following elements of Alternative 3 for Indian Peaks Trail and Co-42
from 1 to 5 where 1 is the worst and 5...**



Optional question (157 response(s), 30 skipped)

Question type: Likert Question

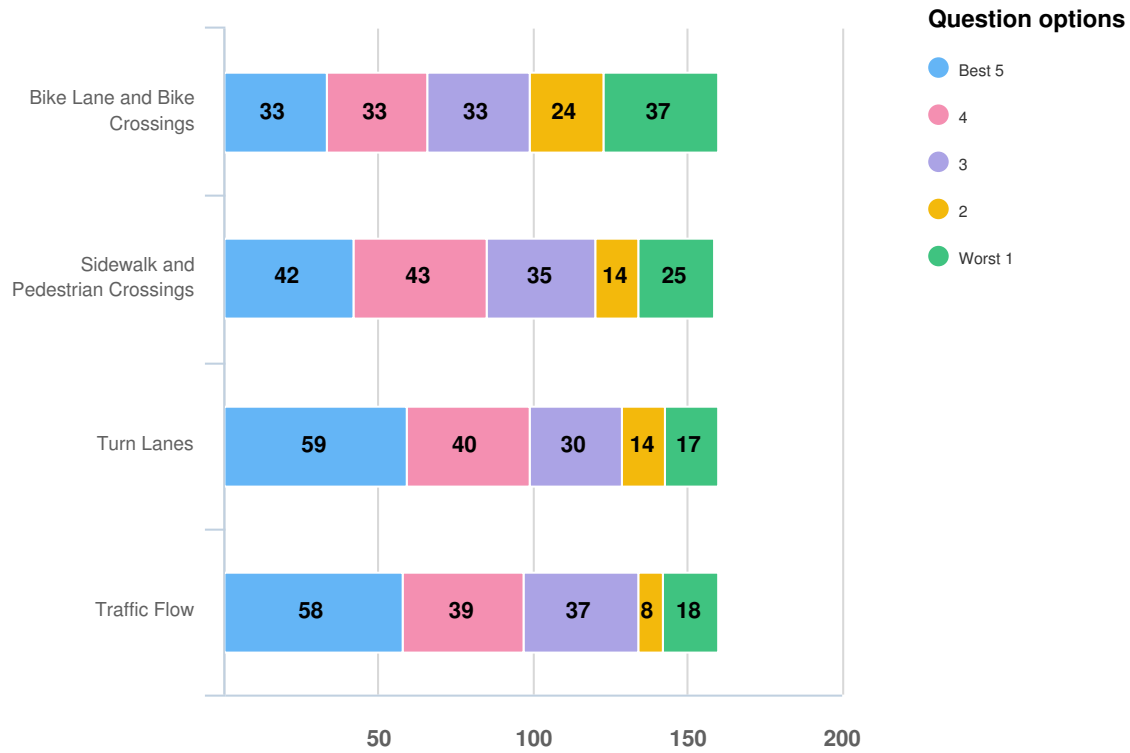
Please rank the following elements of Alternative 1 for Baseline Road and Co-42 from 1 to 5 where 1 is the worst and 5 is t...



Optional question (161 response(s), 26 skipped)

Question type: Likert Question

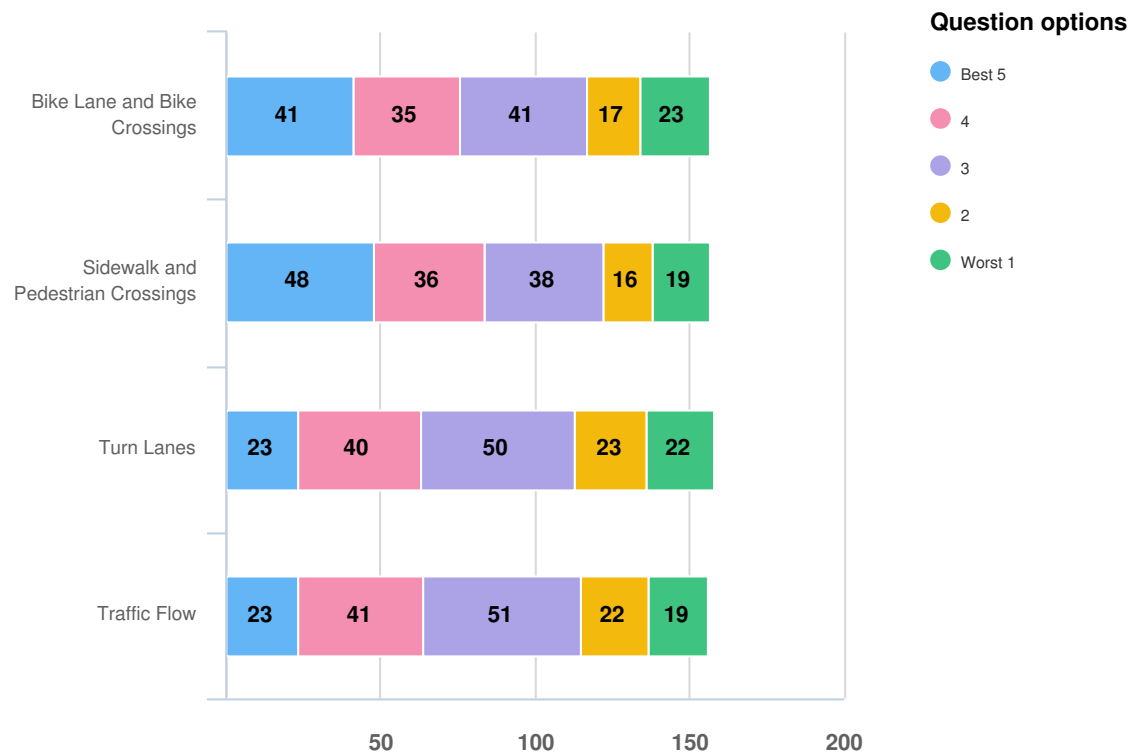
Please rank the following elements of Alternative 2 for Baseline Road and Co-42 from 1 to 5 where 1 is the worst and 5 is t...



Optional question (161 response(s), 26 skipped)

Question type: Likert Question

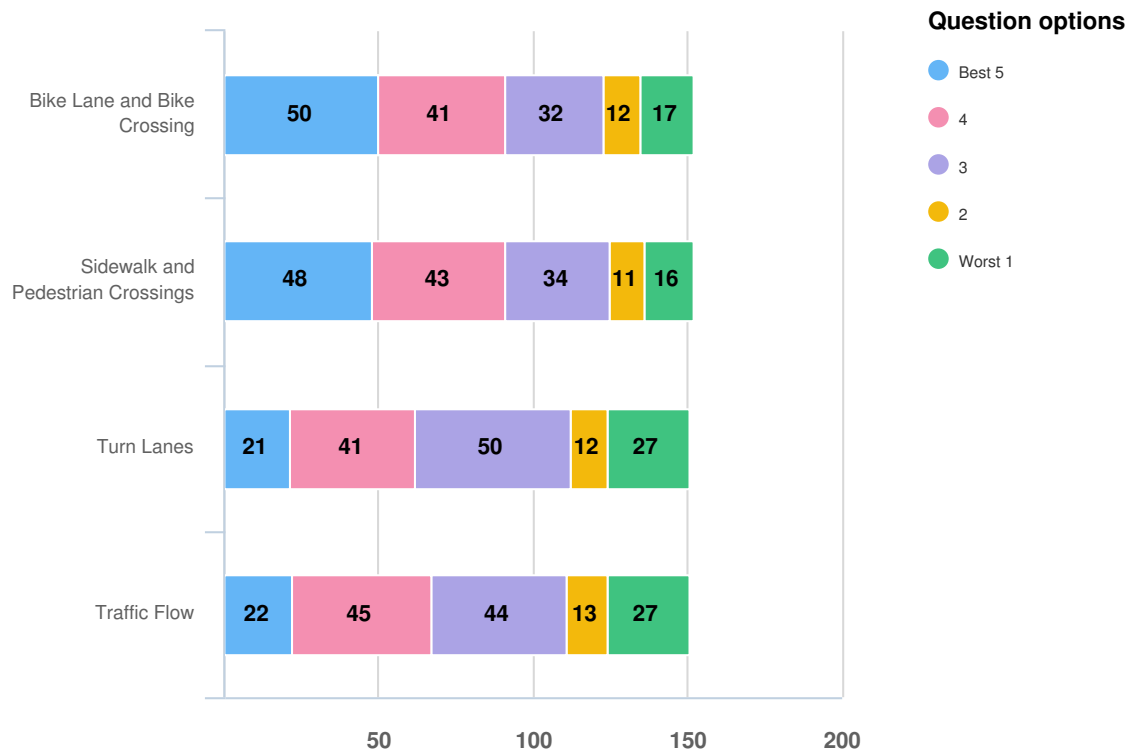
Please rank the following elements of Alternative 3 for Baseline Road and Co-42 from 1 to 5 where 1 is the worst and 5 is t...



Optional question (158 response(s), 29 skipped)

Question type: Likert Question

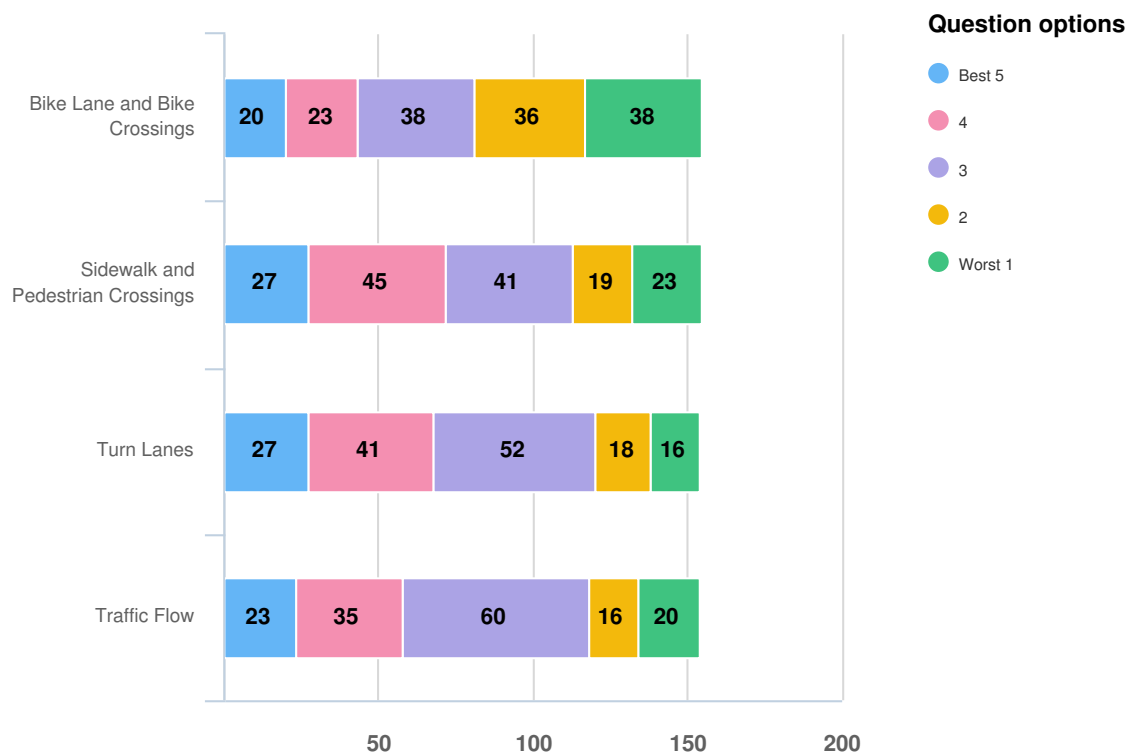
Please rank the following elements of Alternative 1 for Paschal Drive and Co-42 from 1 to 5 where 1 is the worst and 5 is t...



Optional question (152 response(s), 35 skipped)

Question type: Likert Question

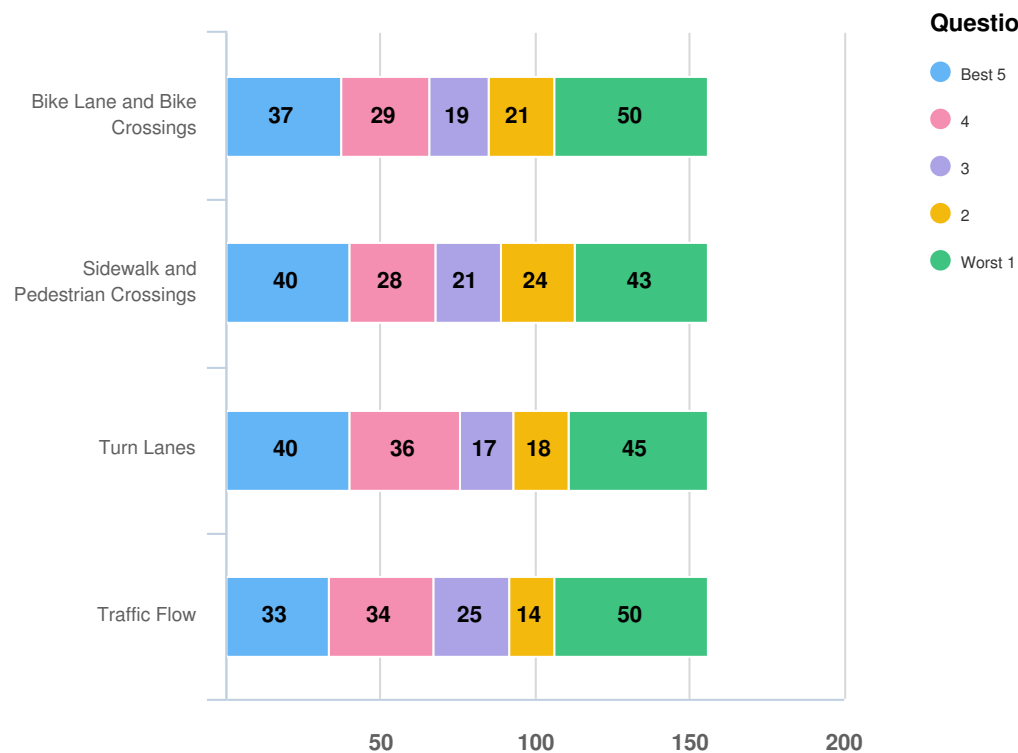
Please rank the following elements of Alternative 2 for Paschal Drive and Co-42 from 1 to 5 where 1 is the worst and 5 is t...



Optional question (155 response(s), 32 skipped)

Question type: Likert Question

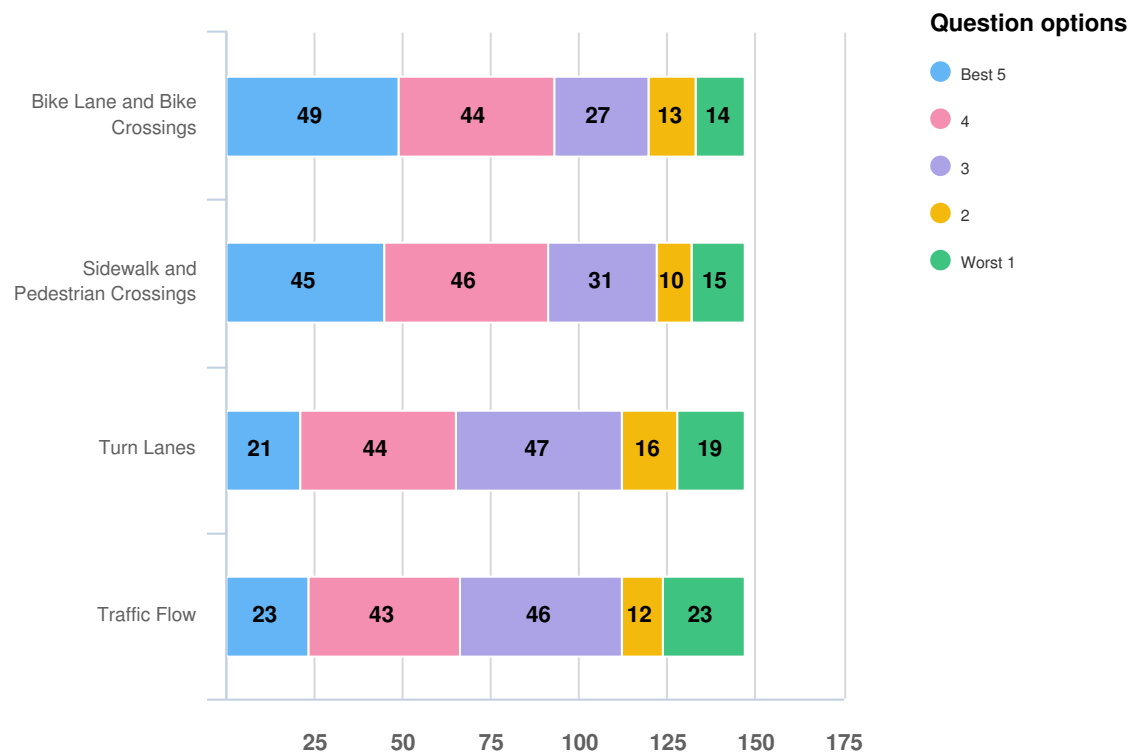
Please rank the following elements of Alternative 3 for Paschal Drive and Co-42 from 1 to 5 where 1 is the worst and 5 is t...



Optional question (156 response(s), 31 skipped)

Question type: Likert Question

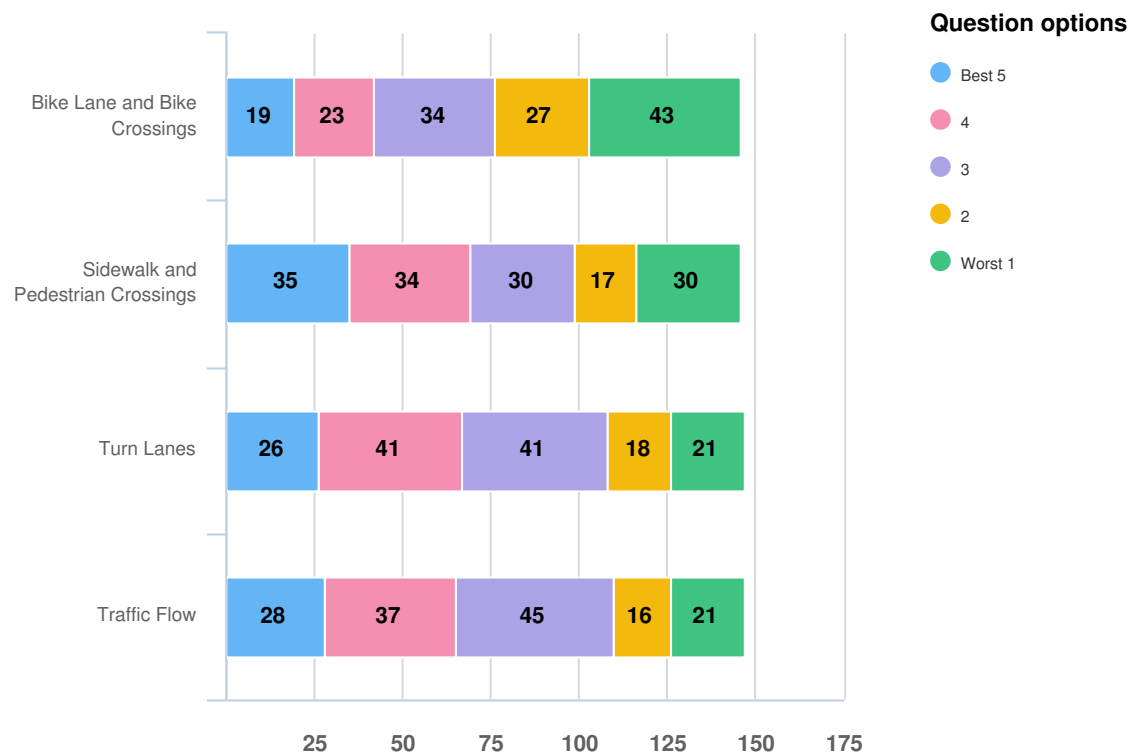
Please rank the following elements of Alternative 1 for Hecla Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...



Optional question (148 response(s), 39 skipped)

Question type: Likert Question

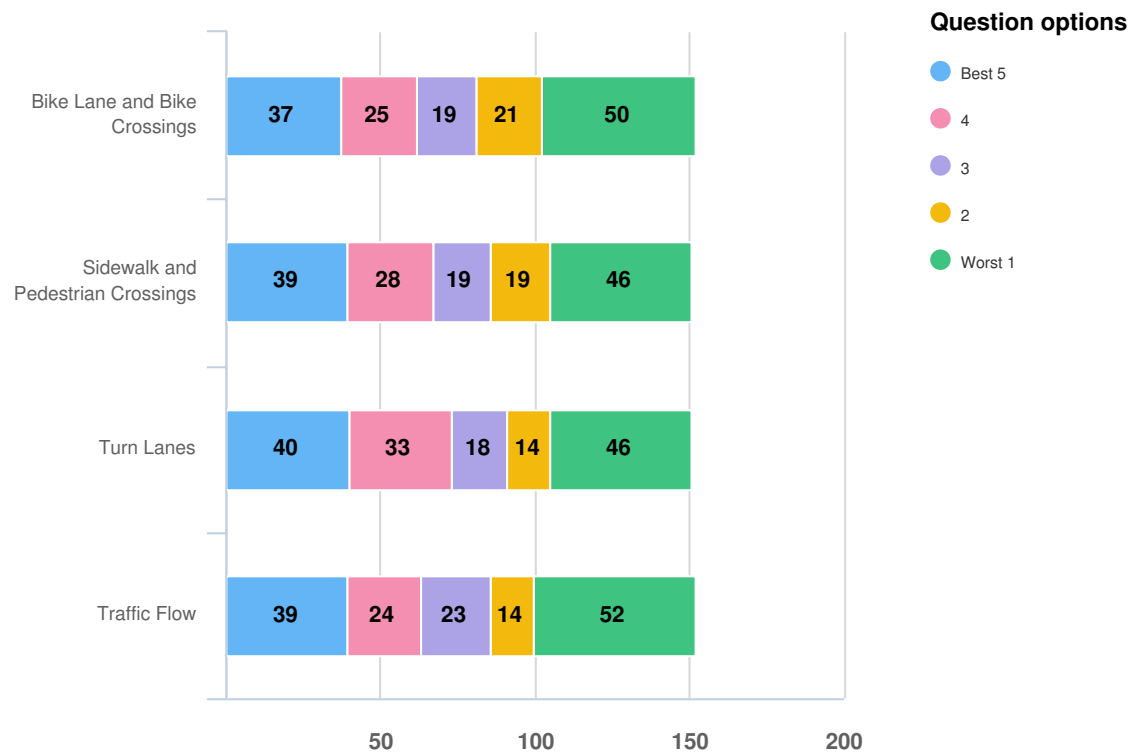
Please rank the following elements of Alternative 2 for Hecla Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...



Optional question (147 response(s), 40 skipped)

Question type: Likert Question

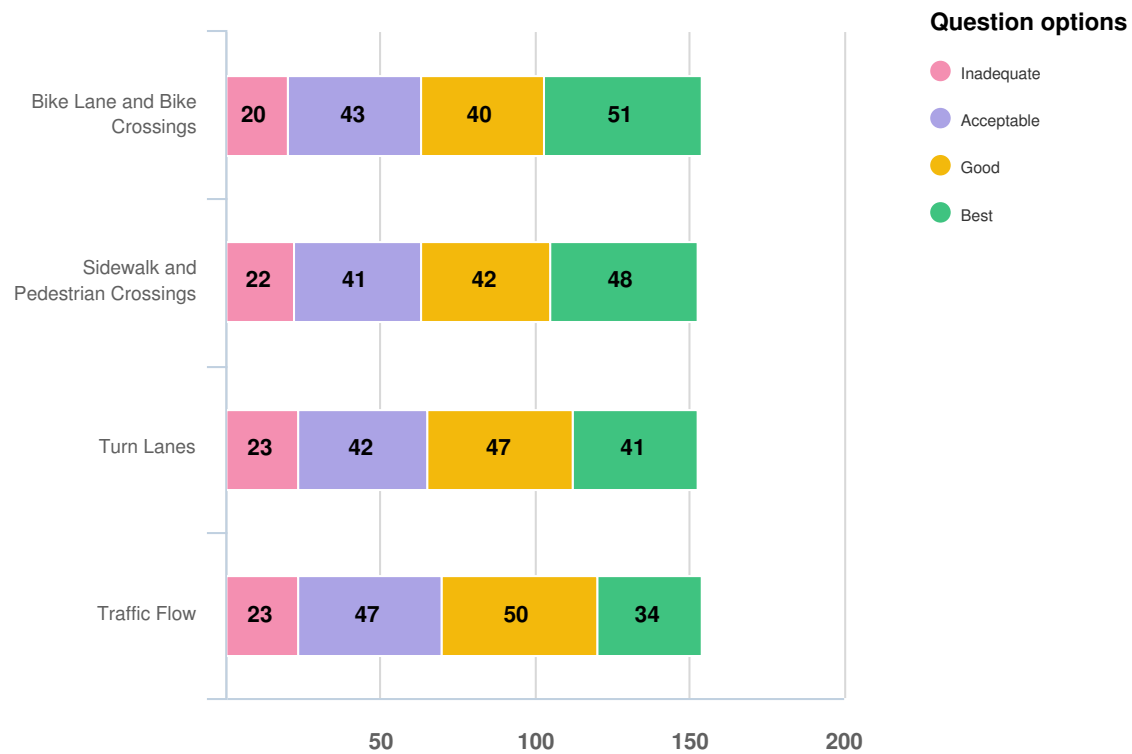
Please rank the following elements of Alternative 3 for Hecla Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...



Optional question (152 response(s), 35 skipped)

Question type: Likert Question

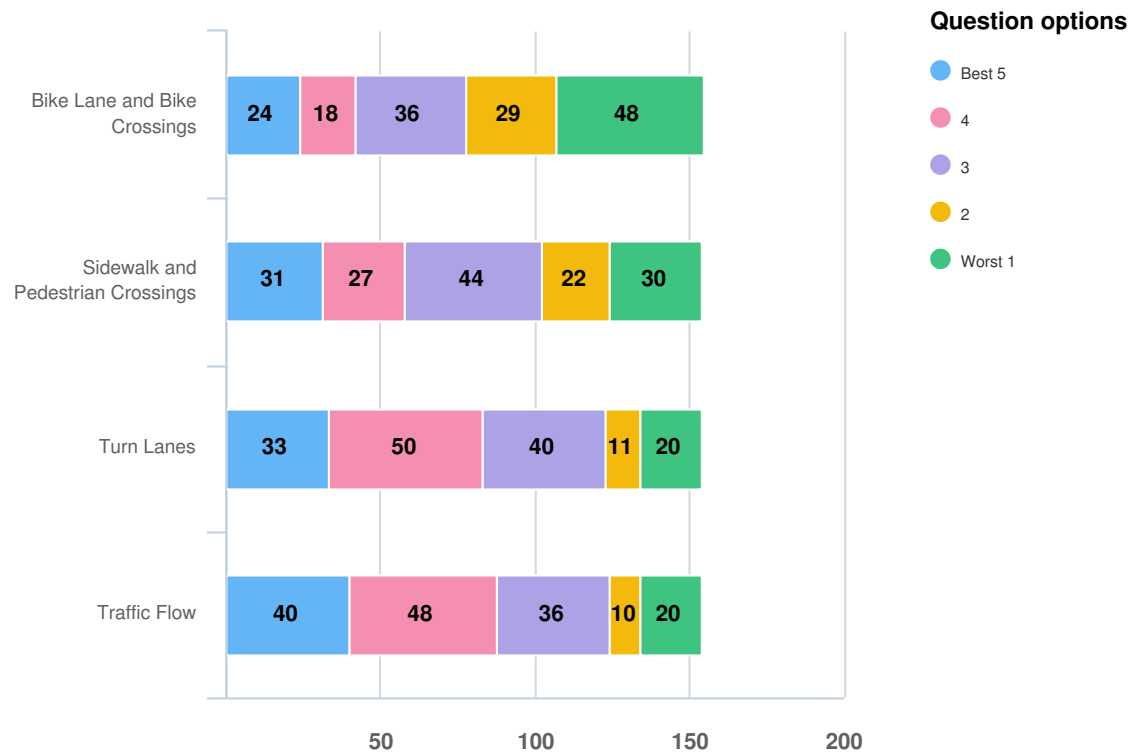
Please rank the following elements of Alternative 1 for S Boulder Road and Co-42 from 1 to 5 where 1 is the worst and 5 is ...



Optional question (155 response(s), 32 skipped)

Question type: Likert Question

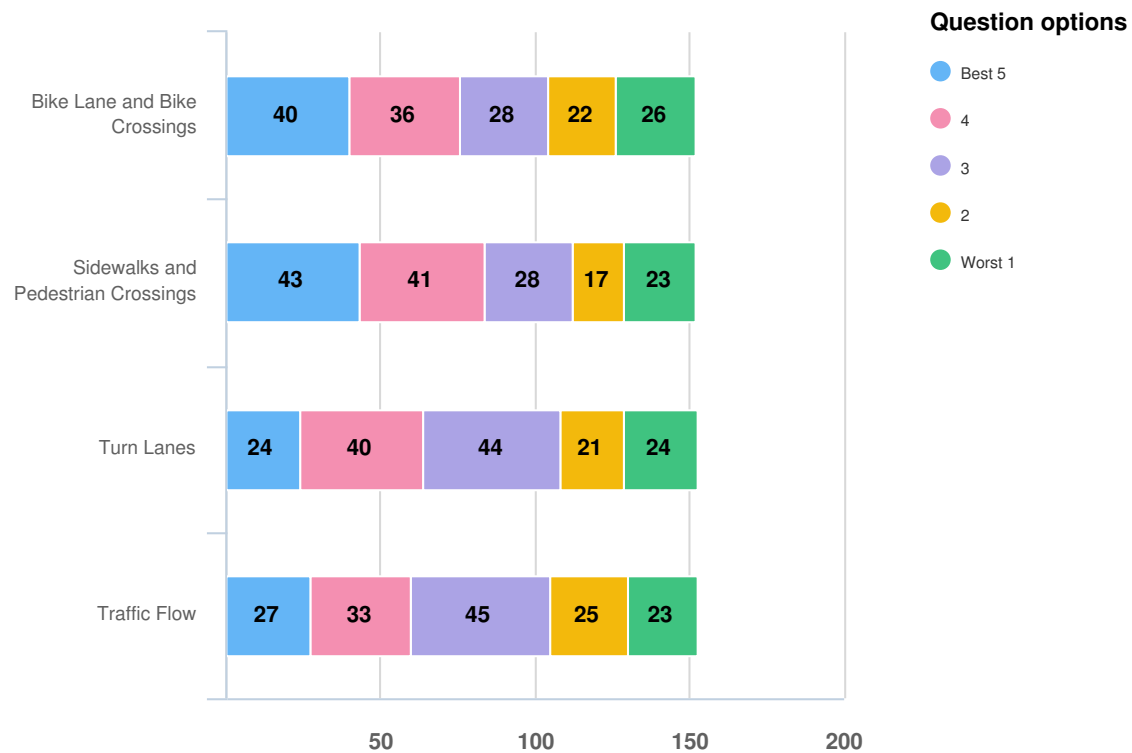
**Please rank the following elements of Alternative 2 for S Boulder Road and Co-42
from 1 to 5 where 1 is the worst and 5 is ...**



Optional question (156 response(s), 31 skipped)

Question type: Likert Question

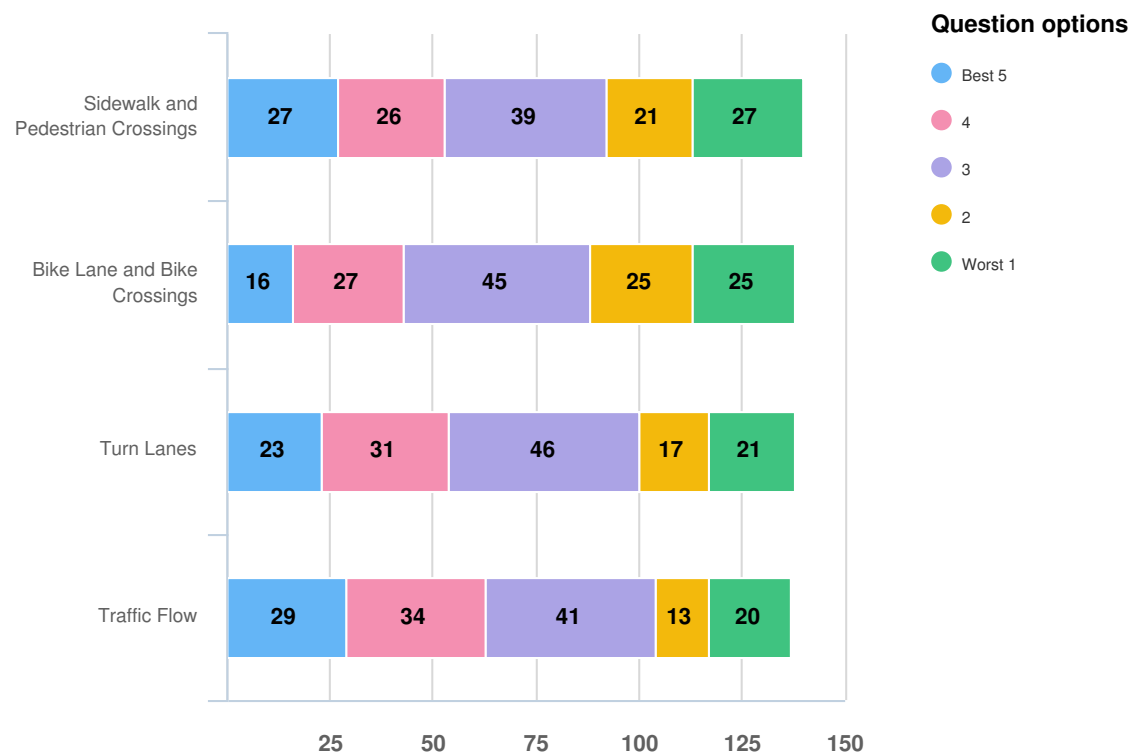
**Please rank the following elements of Alternative 3 for S Boulder Road and Co-42
from 1 to 5 where 1 is the worst and 5 is ...**



Optional question (153 response(s), 34 skipped)

Question type: Likert Question

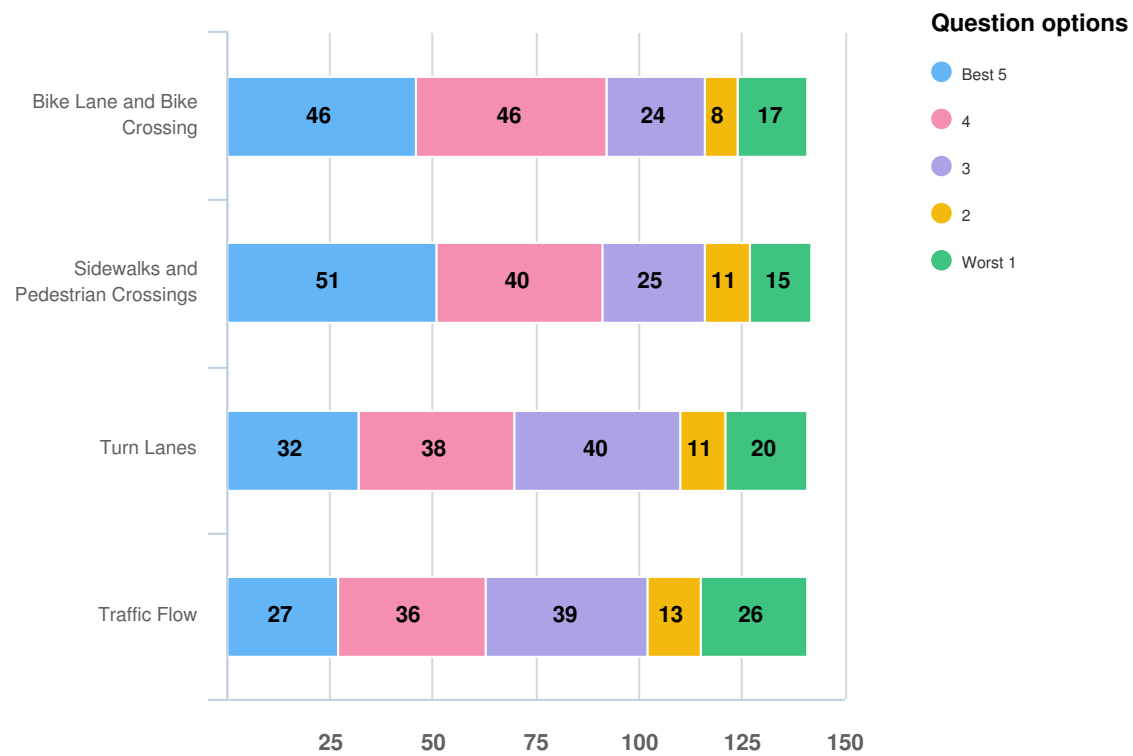
Please rank the following elements of Alternative 2 for Griffith Street and Co-42 from 1 to 5 where 1 is the worst and 5 is...



Optional question (140 response(s), 47 skipped)

Question type: Likert Question

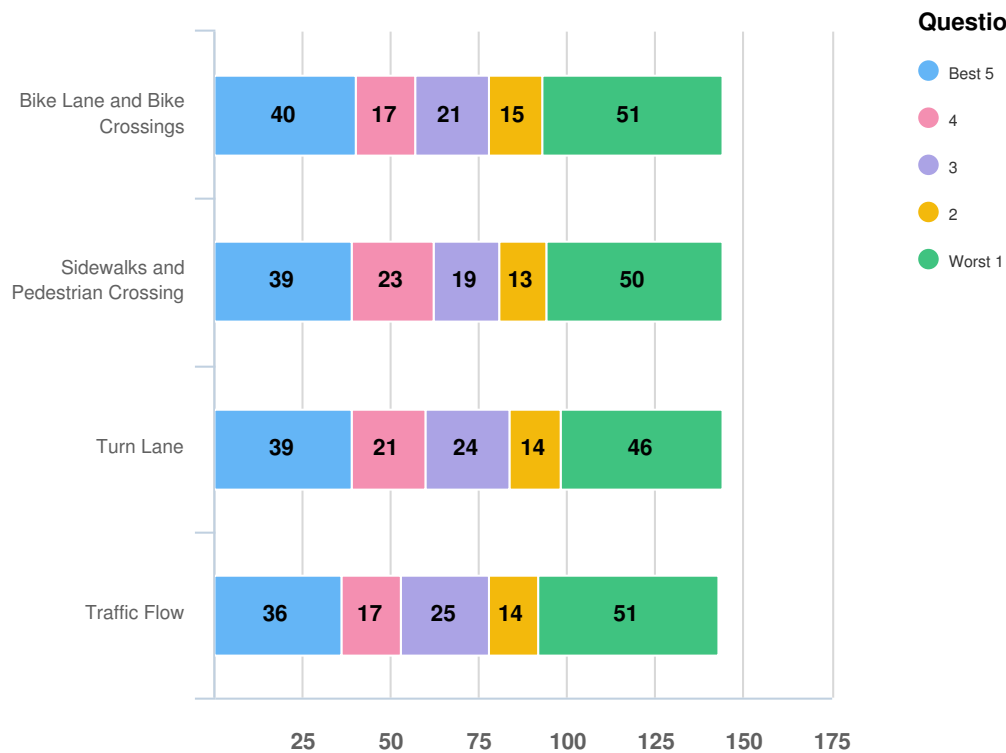
Please rank the following elements of Alternative 1 for Griffith Street and Co-42 from 1 to 5 where 1 is the worst and 5 is...



Optional question (142 response(s), 45 skipped)

Question type: Likert Question

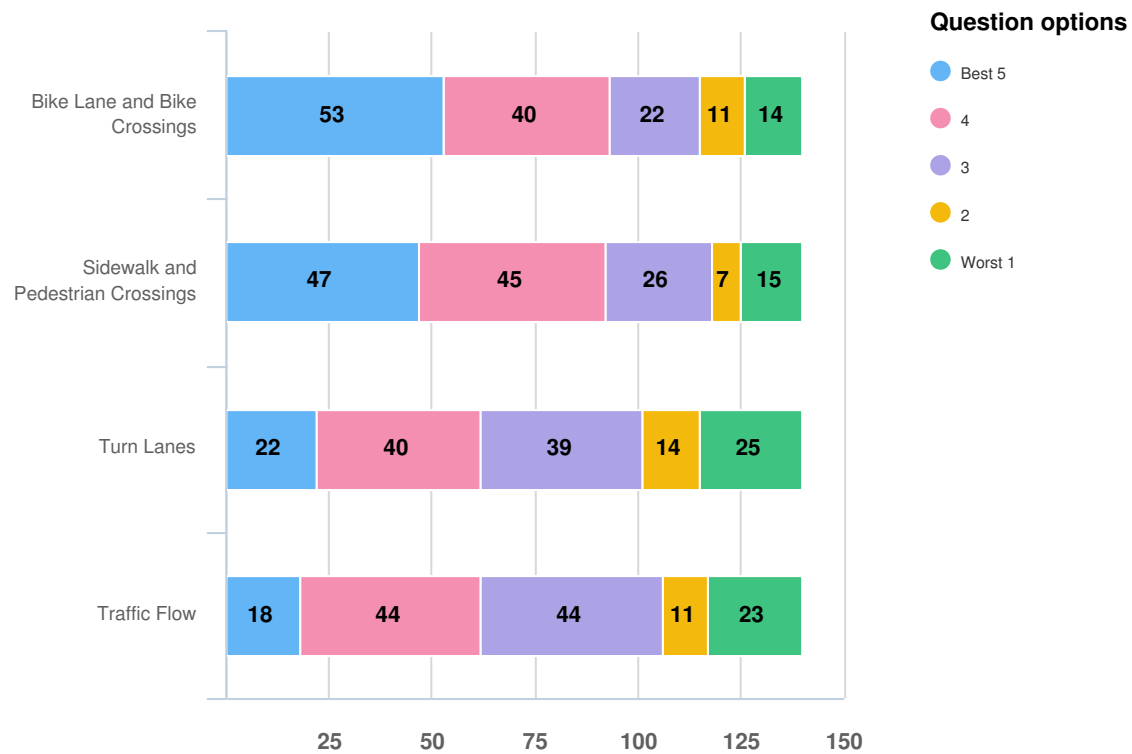
Please rank the following elements of Alternative 3 for Griffith Street and Co-42 from 1 to 5 where 1 is the worst and 5 is...



Optional question (144 response(s), 43 skipped)

Question type: Likert Question

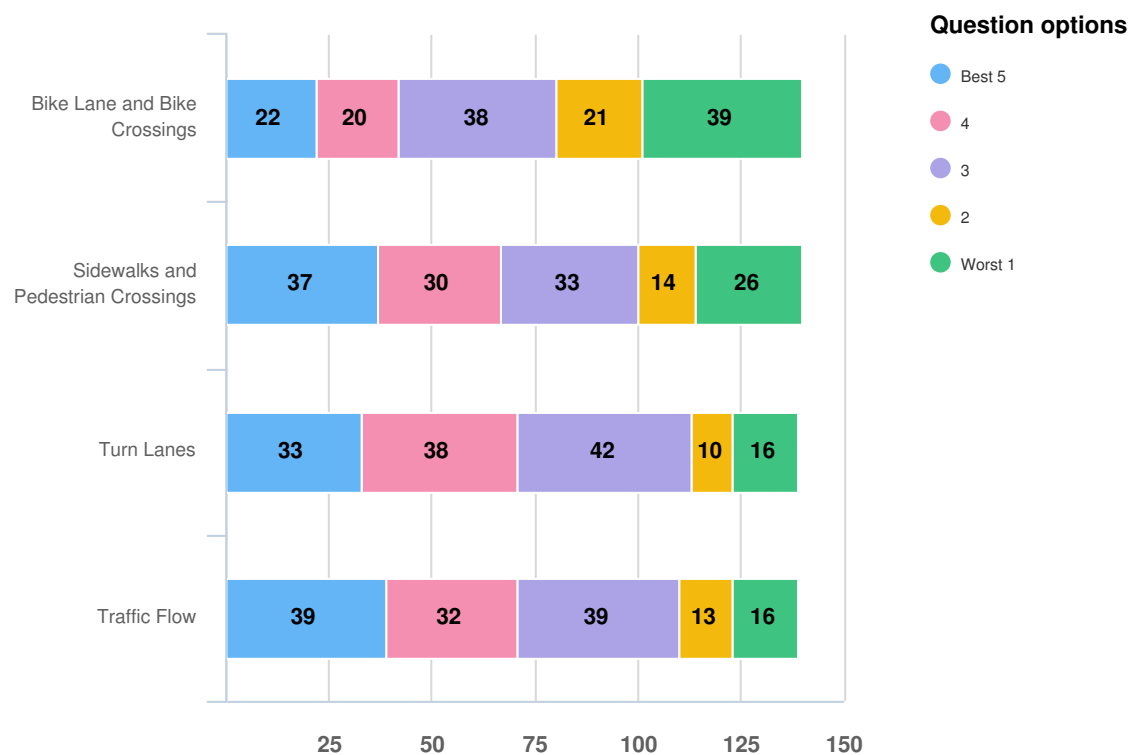
Please rank the following elements of Alternative 1 for Short Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...



Optional question (140 response(s), 47 skipped)

Question type: Likert Question

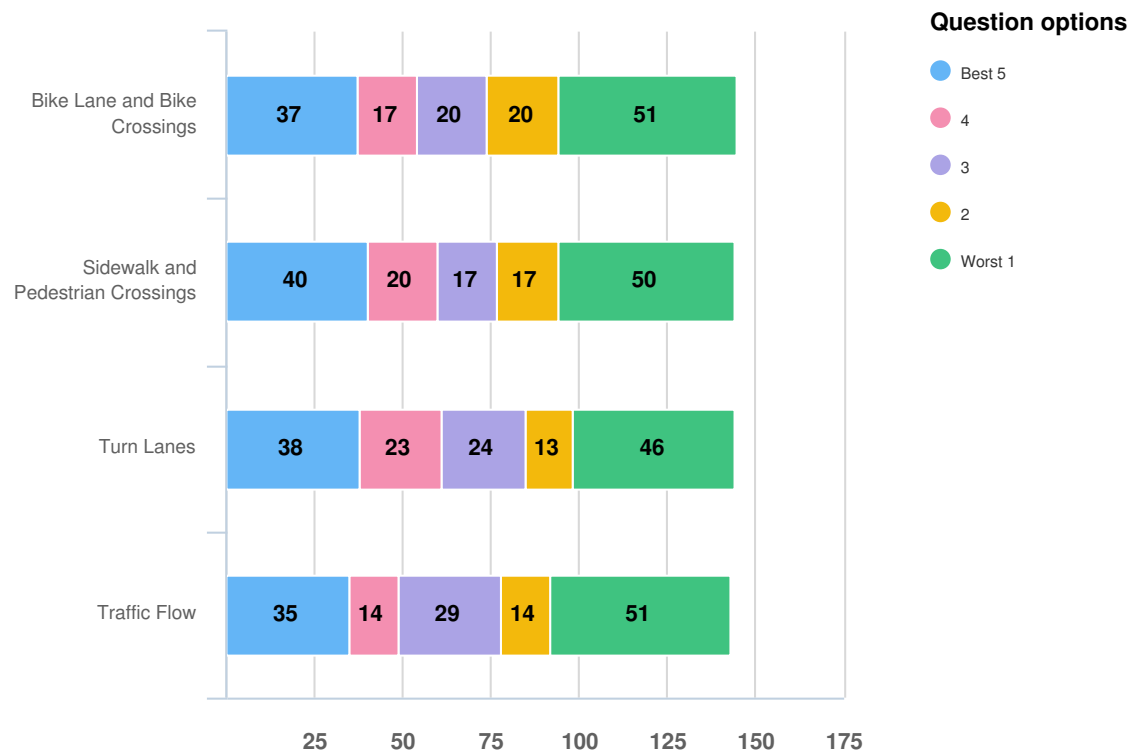
Please rank the following elements of Alternative 2 for Short Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...



Optional question (140 response(s), 47 skipped)

Question type: Likert Question

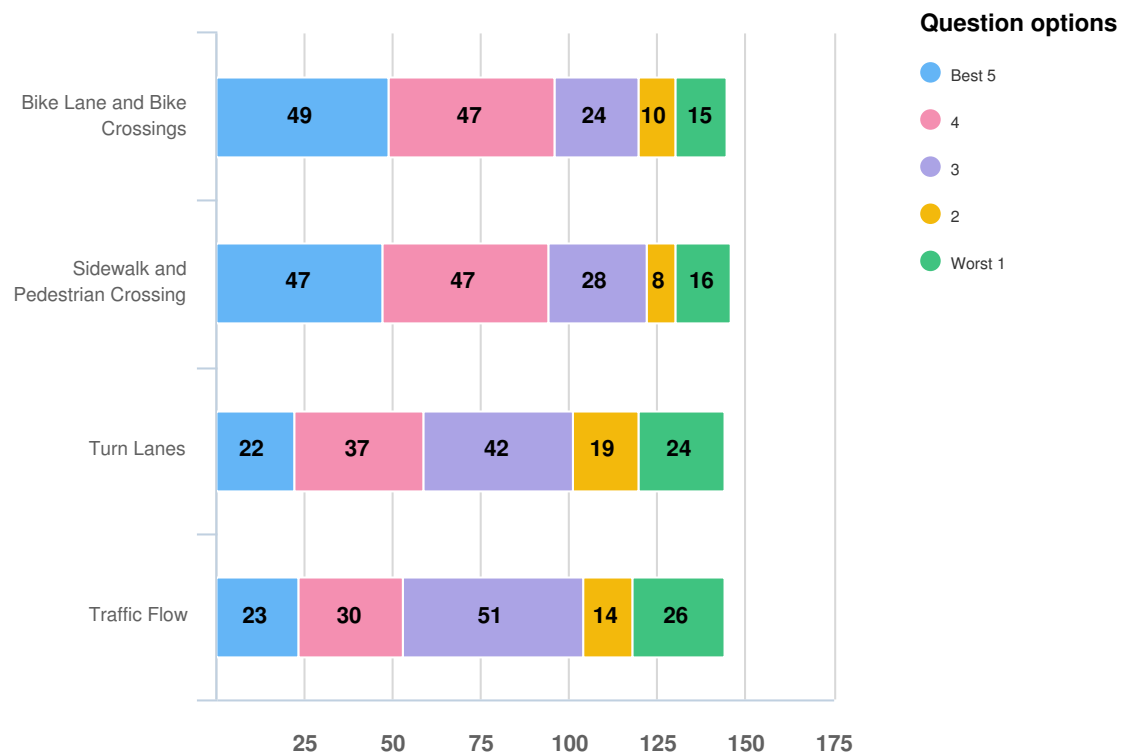
Please rank the following elements of Alternative 3 for Short Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...



Optional question (145 response(s), 42 skipped)

Question type: Likert Question

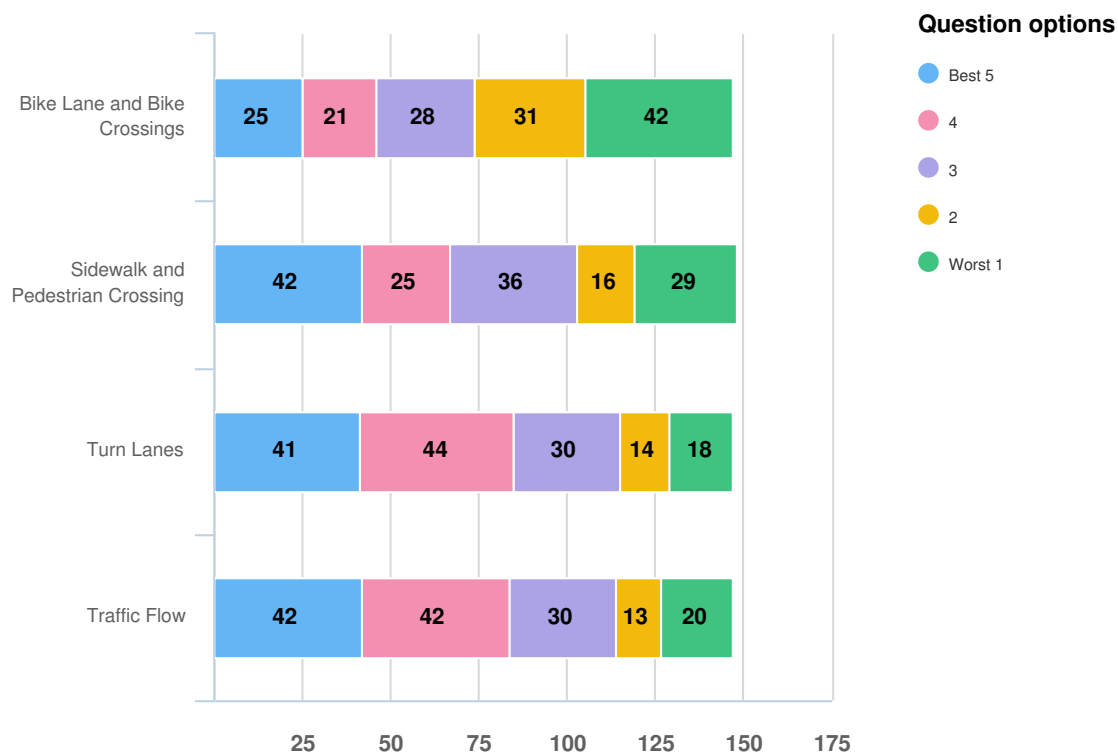
Please rank the following elements of Alternative 1 for Pine Street and Co-42 from 1 to 5 where 1 is the worst and 5 is the...



Optional question (146 response(s), 41 skipped)

Question type: Likert Question

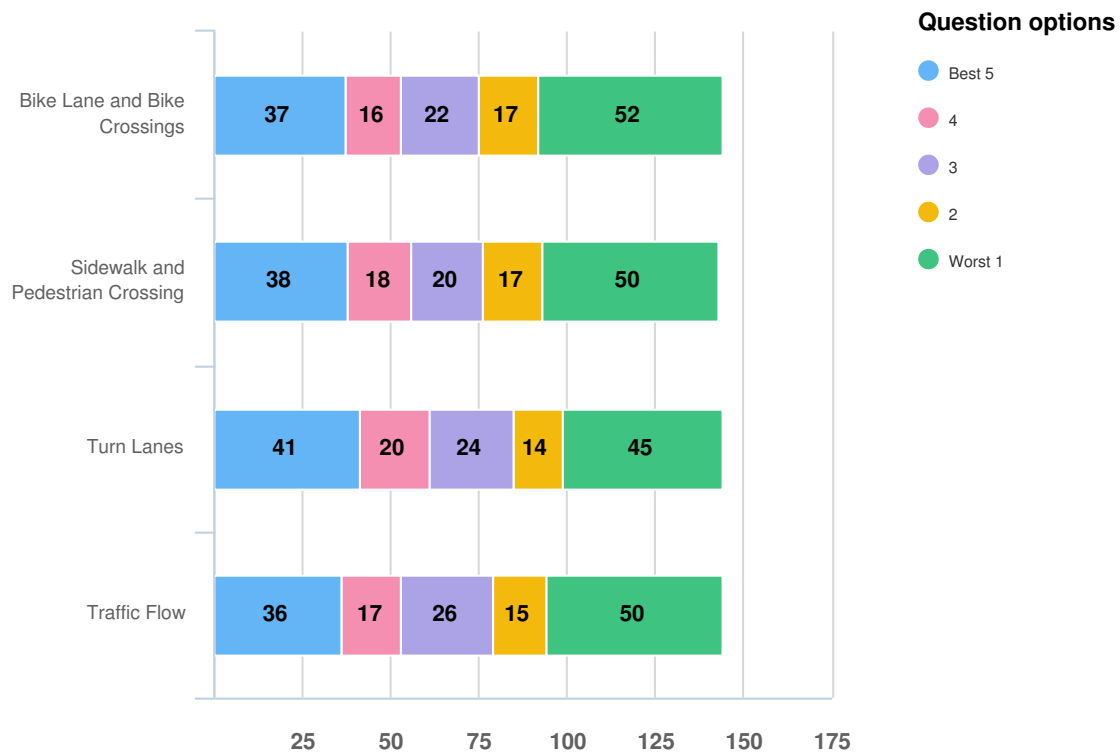
Please rank the following elements of Alternative 2 for Pine Street and Co-42 from 1 to 5 where 1 is the worst and 5 is the...



Optional question (148 response(s), 39 skipped)

Question type: Likert Question

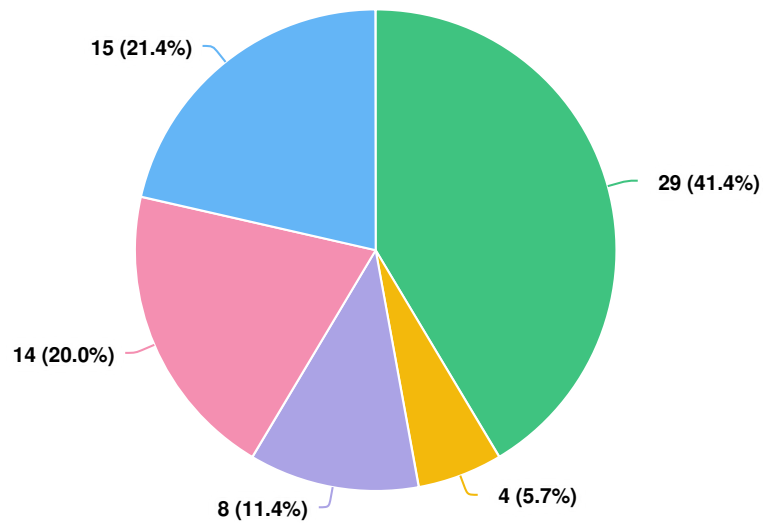
Please rank the following elements of Alternative 3 for Pine Street and Co-42 from 1 to 5 where 1 is the worst and 5 is the...



Optional question (144 response(s), 43 skipped)

Question type: Likert Question

Where do you work (if you are currently employed or self-employed)? If you are not an active member of the workforce, pleas...



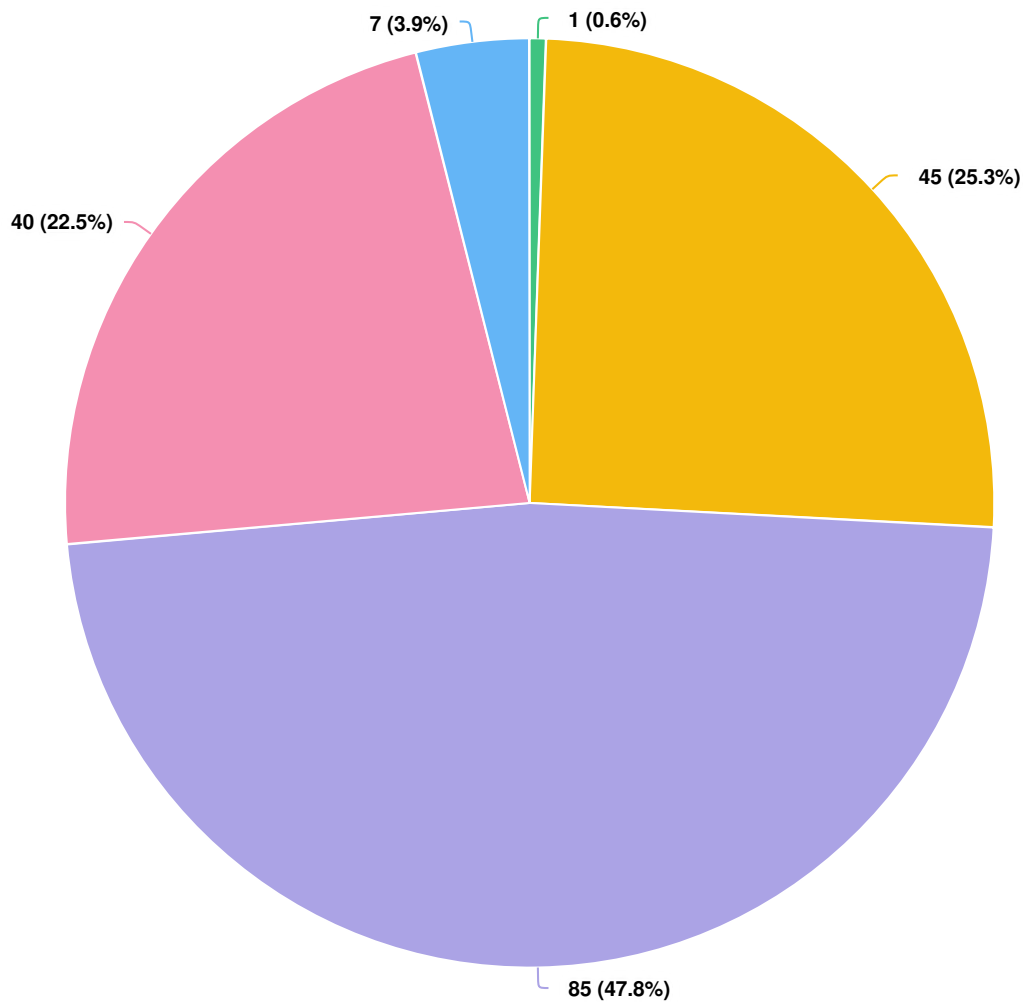
Question options

● Outside Boulder County ● None of the above, but within Boulder County ● Broomfield ● Lafayette ● Louisville

Optional question (70 response(s), 117 skipped)

Question type: Radio Button Question

What is your age?



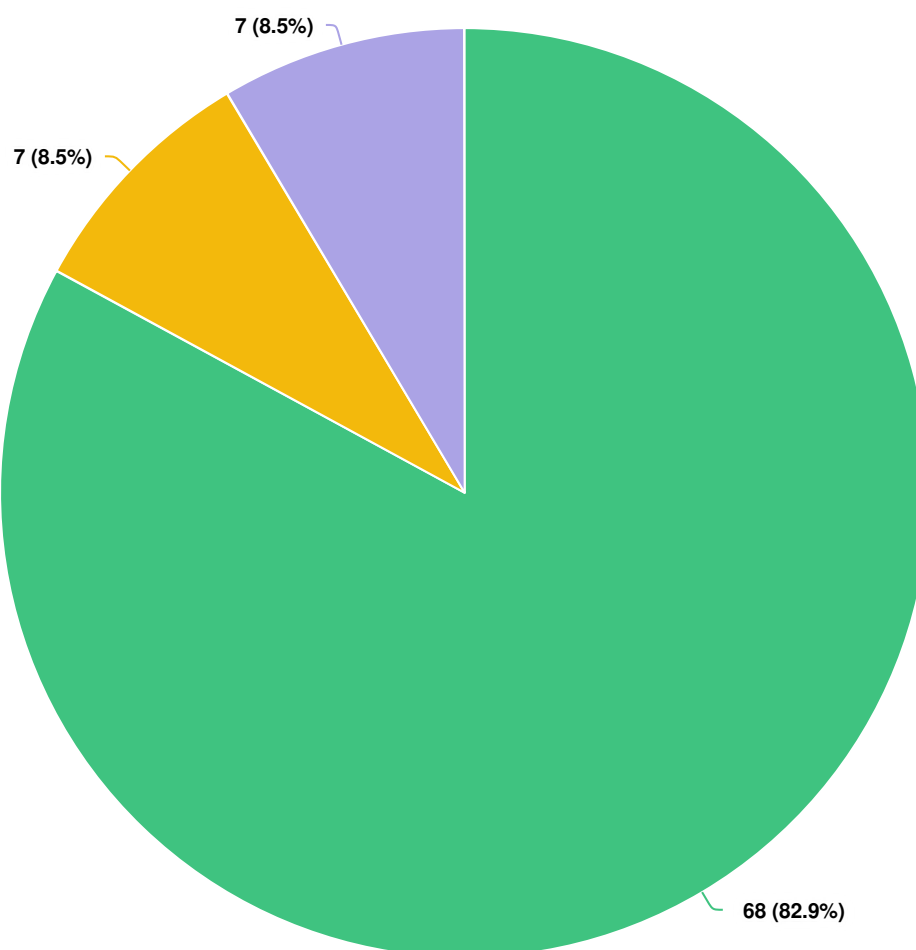
Question options

☐ 75 and Over ☐ 65-74 ☐ 45-64 ☐ 25-44 ☐ 18-24

Optional question (178 response(s), 9 skipped)

Question type: Radio Button Question

Where do you live?



Question options

☐ None of the above, but within Boulder County ☐ Lafayette ☐ Louisville

Optional question (82 response(s), 105 skipped)

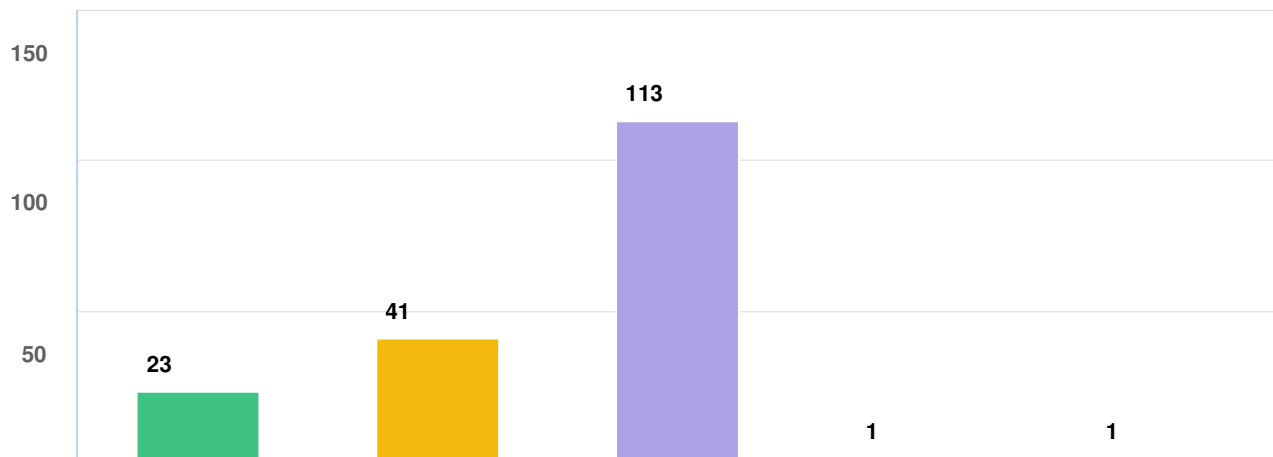
Question type: Radio Button Question

ENGAGEMENT TOOL: SURVEY TOOL

Online Workshop #1 Survey

Visitors	403	Contributors	118	CONTRIBUTIONS	118
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Before social distancing restrictions and safety concerns related to COVID-19 impacted our daily lives, how did you most of...



Question options

☐ Other (please specify) ☐ Rideshare/carpool ☐ Drive personal vehicle ☐ Bike ☐ Walk/use wheelchair

Optional question (118 response(s), 0 skipped)

Question type: Checkbox Question

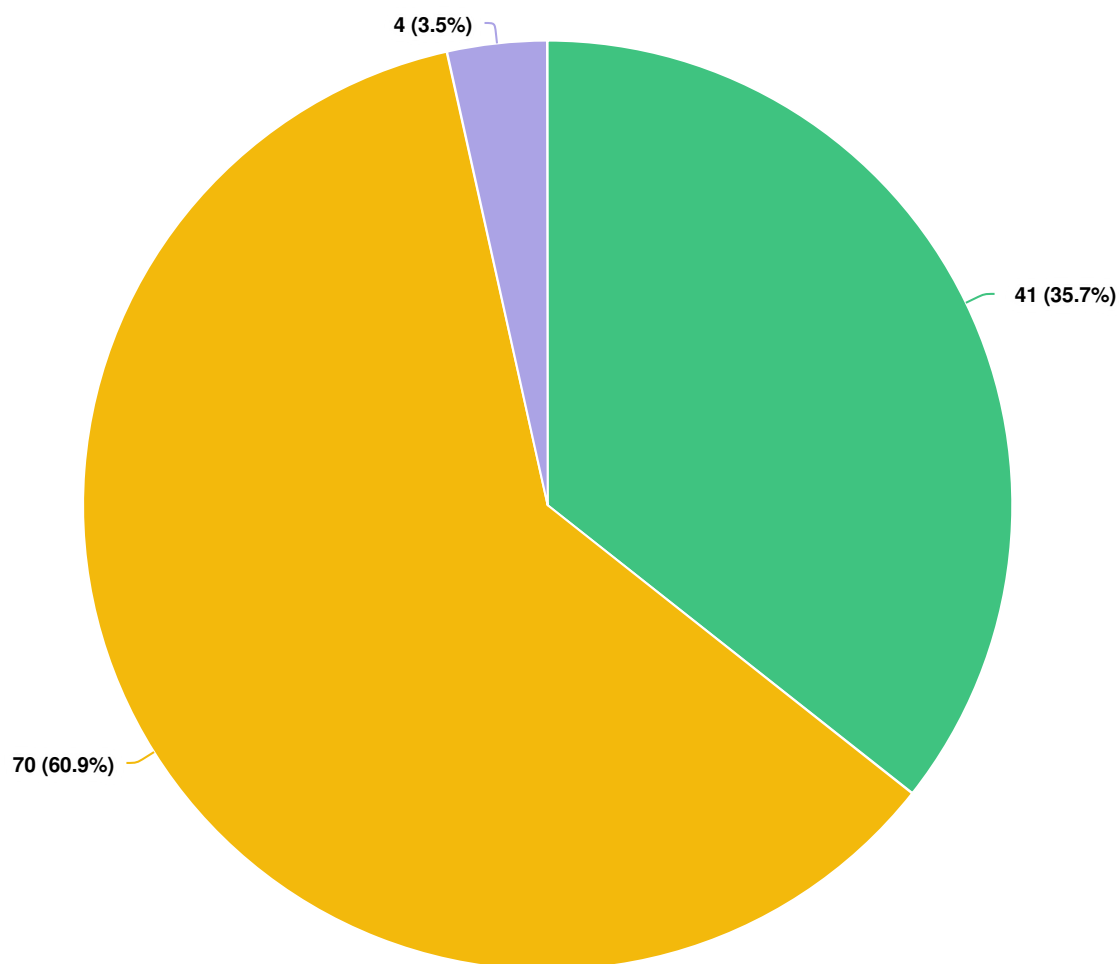
Rank the improvements below that would make you more likely to walk along the corridor?

OPTIONS	AVG. RANK
Better sidewalk conditions	1.79
More crossings at major roadways	2.42
Landscaping and/or shade trees	2.96
Shorter walking distances	3.66
Better lighting	4.35
More wayfinding signs	4.83

Optional question (112 response(s), 6 skipped)

Question type: Ranking Question

How should new improvements along the corridor be prioritized?



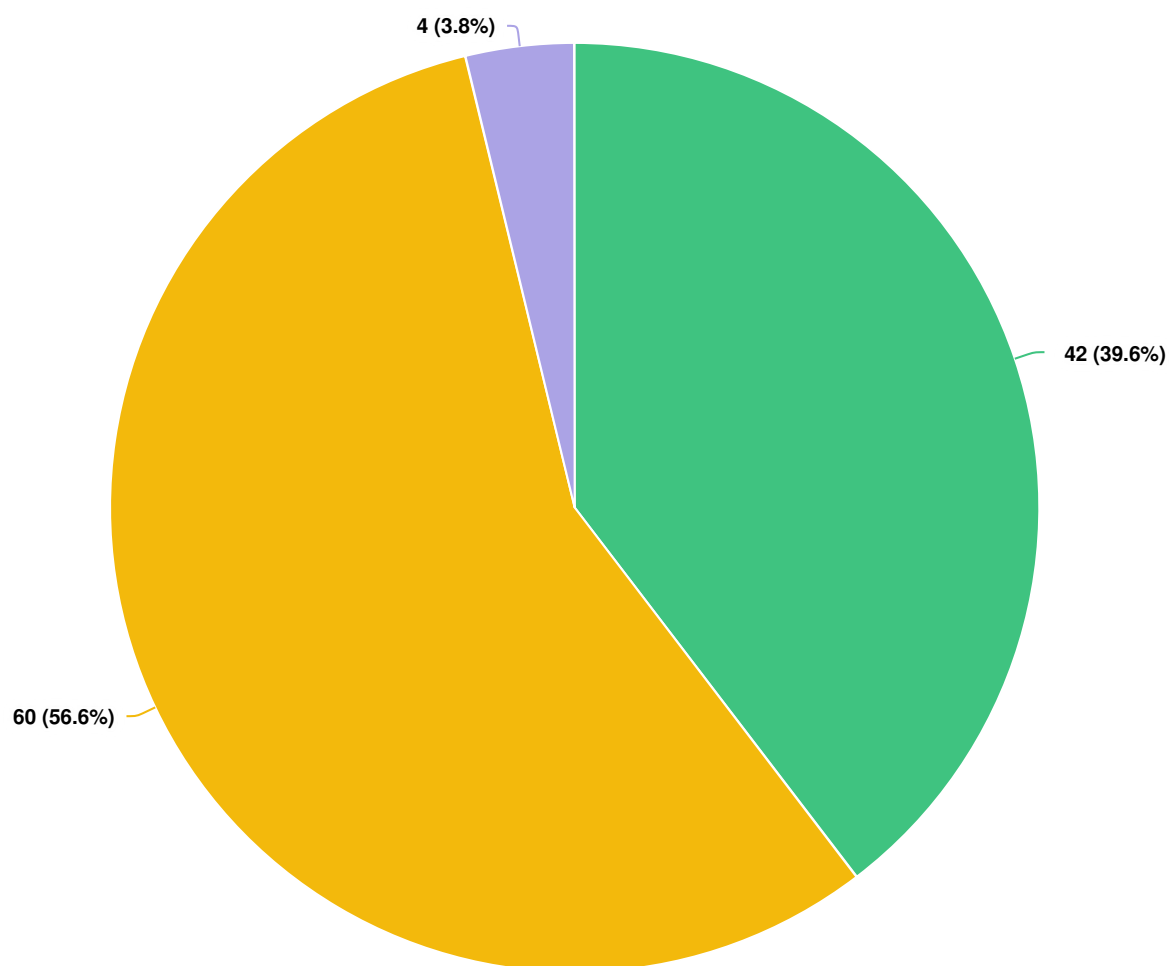
Question options

- Option 3
- Focus on a larger number of smaller projects (i.e. trail improvements, sidewalks, signal improvements)
- Focus on a fewer number of larger projects (i.e. large intersection reconstruction and widening, enhanced transit)

Optional question (115 response(s), 3 skipped)

Question type: Dropdown Question

How should investment for the corridor be focused?



Question options

- ☐ Option 3 ☒ Expand new facilities and services ☐ Elevate the maintenance of the existing facilities

Optional question (106 response(s), 12 skipped)

Question type: Dropdown Question

Share your thoughts on the nature of improvements that you think are needed on the 42 corridor



Optional question (118 response(s), 0 skipped)

Question type: Likert Question

Online Workshop #1 Survey

SURVEY RESPONSE REPORT

01 March 2017 - 21 November 2022

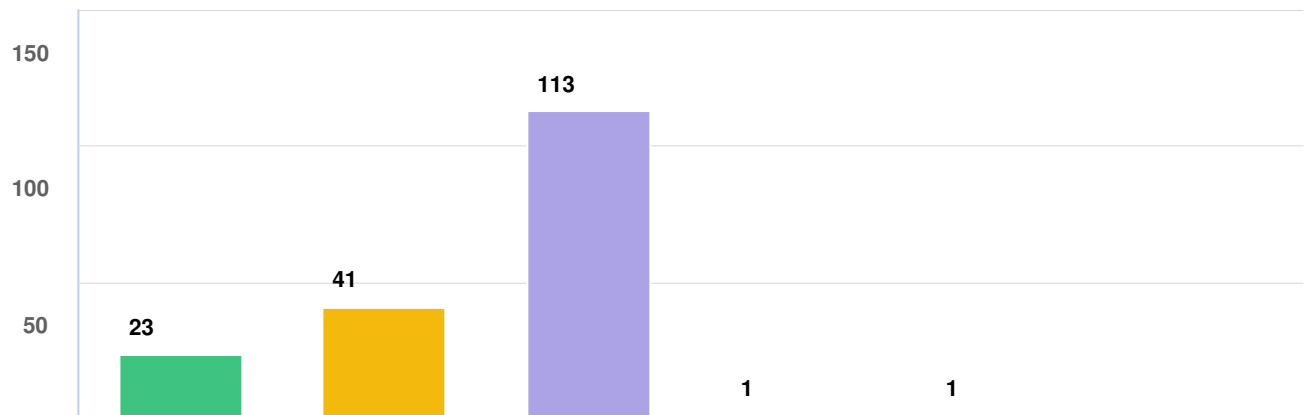
PROJECT NAME:

Future 42 Public Engagement



SURVEY QUESTIONS

Q1 Before social distancing restrictions and safety concerns related to COVID-19 impacted our daily lives, how did you most of...



Question options

- ☐ Walk/use wheelchair ☐ Bike ☐ Drive personal vehicle ☐ Rideshare/carpool ☐ Other (please specify)
- ☐ Transit

Optional question (118 response(s), 0 skipped)

Question type: Checkbox Question

Q2 What do you like most about the corridor?

Debra Berkelhammer

5/18/2021 11:31 AM

Nothing

dai80027

5/18/2021 11:34 AM

Decent bike lane

Lcrowley

5/18/2021 11:36 AM

It is handy for me to travel north and east.

Segwallace

5/18/2021 11:38 AM

access to Louisville and Lafayette amenities

Erica Slauson

5/18/2021 11:40 AM

it was a fairly quick way to skirt downtown Louisville when I need to go to King Soopers, or through to Lafayette.

smith20770

5/18/2021 11:40 AM

Moe's Bagels

Aekeuhlen

5/18/2021 11:40 AM

Good speed limits for the area

DaveSkinner

5/18/2021 11:45 AM

Convenient access to King Soopers / ARC Thrift Stores, also primary route I use when driving to Longmont.

Jill Kranitz

5/18/2021 11:45 AM

it's open space and that it's not built up

Laura Levesque-Catalano

5/18/2021 11:47 AM

Straight, direct path

Mjmilano3

5/18/2021 11:48 AM

Connects to the north and south easily

f15emav

5/18/2021 11:52 AM

I like the speed of the road, and generally the lanes are good.

jmosk

Gateway to town

5/18/2021 11:54 AM

jwineman

5/18/2021 11:56 AM

I like dropping down into Louisville off of 42 near Community Park and the red barn.

303keane

5/18/2021 12:02 PM

Passing the open space, ball fields, and farms south of South Boulder Road. If I need to reach 36 East from Louisville, I prefer to take 42 to 96th and Northwest Parkway, rather than McCaslin. Although it takes about the same amount of time, or even maybe a little more, it's just a nicer drive.

bboone

5/18/2021 12:05 PM

It is functional to bypass Old Town. It is nice to have the open space on the East. Just a note, a lot of the questions are about improving walk-ability but I'm not sure why I would walk on this stretch of road. It is a predominantly car-focused thoroughfare with few pedestrian destinations.

stephenjpack

5/18/2021 12:06 PM

It's pretty fast even in rush hour

PG515

5/18/2021 12:13 PM

I love the open space/ag/athletic areas on the east side of highway 42 by Pine St/Empire Dr and the small town/old houses of Louisville on the west side.

jenniferhaggar

5/18/2021 12:13 PM

It's the best way to get to Hwy 36

ixchelchen

5/18/2021 12:15 PM

That some of the buildings are set back.

NikkiB

5/18/2021 12:18 PM

Nothing

Stacey Mandel

5/18/2021 12:24 PM

It's easy access to many businesses and residences along the corridor.

jcagan

5/18/2021 12:25 PM

Ease of access from Old Town Louisville to Arapahoe/Lafayette businesses (YMCA, Boulder Body Wear, etc).

PennyZemp

7th generation farm and accessibility/short cut to connect to different

5/18/2021 12:27 PM

parts of town

Nataly Handlos

5/18/2021 12:34 PM

less congested than some other main local corridors; closeness of access to downtown Louisville; connectivity it allows for bike/ped activities

Iamkendall

5/18/2021 12:40 PM

It's a quick and easy way to get north to Lafayette and Longmont and it's a super easy way to hop on NW parkway.

Hwy42

5/18/2021 12:44 PM

Gets me where I need to go, keeps thru traffic out of downtown Louisville and Lafayette.

sbrreed

5/18/2021 12:49 PM

I find that it flows pretty smoothly. Entering and exiting is good where there is a light.

Markpray

5/18/2021 12:50 PM

The quickest way to get to Louisville from Lafayette

sschweits

5/18/2021 12:50 PM

Few traffic lights, minimally used, good speed, great location at park to view moon & solar events

colleen

5/18/2021 01:03 PM

Nothing

cathcam

5/18/2021 01:08 PM

Not much at all.

Clj63

5/18/2021 01:36 PM

coupld of nive views

John Salzman

5/18/2021 01:39 PM

Usually not too much traffic. Good turn lanes. Pedestrian underpass.

gvfr

5/18/2021 01:46 PM

Relatively fluid. Gets me quickly from/ to Louisville downtown to /from Arapahoe to go to Boulder. Pavement quality is good.

michaelm

5/18/2021 01:59 PM

Nothing to like about this corridor

Bill

5/18/2021 02:01 PM

Not much

alicesrinivasan

5/18/2021 02:06 PM

In Louisville, I like the mix of open space/farm on one side and businesses/residences on the other.

courtneylpeck

5/18/2021 02:22 PM

The renovated area around the baseball fields/Moe's Broadway Bagel. I like the new sheet metal art and new pedestrian crossing.

Zelinskaya

5/18/2021 02:23 PM

The traffic doesn't go crazy fast, and it is an easy place to navigate by car.

mah

5/18/2021 02:32 PM

only that it serves as a connection between Dillion and Arapahoe

todd gleeson

5/18/2021 02:44 PM

IMPORTANT CONNECTOR FROM DILLON NEIGHBORHOODS TO LAFAYETTE

mwillix

5/18/2021 03:10 PM

Good link to different parts of town. The new underpass at Hecla bridges two trail systems safer

erin.krubeck

5/18/2021 03:16 PM

Its convenient to get from one place to the next -- a straight shot usually.

lesleem_21

5/18/2021 03:40 PM

I love the underpass and utilize it weekly to go for walks by myself and with my kids. It is such an easy and safe way to get to Waneka.

trailsnet

5/18/2021 03:47 PM

Coal Creek Trail is nice for the southern portion of Louisville. The potential for high speed rail into Denver/Boulder, etc.

Sfsm

5/18/2021 03:48 PM

Bike paths

D.Cristopher Benner

5/18/2021 03:58 PM

Great views to the west. Open space.

musslewhite

5/18/2021 04:06 PM

That it still one lane in each direction.

Graham

5/18/2021 04:06 PM

Biking and walking are unpleasant and dangerous. Transit opportunity is underutilized. Get transit off of residential streets in Olde Towne and on 42. The underpass should be a new transit hub. It's ADA compliant and a great way for people to get downtown without perpetuating the parking and traffic problems on the residential streets directly around Main Street

olegumanskiy

5/18/2021 04:32 PM

Central to our area

PaulaSlick

5/18/2021 04:32 PM

Quick way to get to King Soopers and to the 95th street/Arapahoe shopping center.

Linda Clark

5/18/2021 05:30 PM

The fact that is not congested or major highway. It is generally easy to access 42 and turn either direction when approaching from side streets, even with no traffic lights. I also use the sidewalks when walking with friends or my dog. I never feel like traffic is going fast enough to bounce up on sidewalk, and the noise level does not scare my dog. One of the best things is it is still a great place to watch prairie dogs

alysonc

5/18/2021 06:09 PM

Variety of restaurants and services

ronspalding47

5/18/2021 07:52 PM

Quick

Bajano9

5/18/2021 08:55 PM

Ease of travel

LWA

5/18/2021 09:29 PM

I like the parts of it that seem rural.

garlarso

5/18/2021 10:22 PM

It's a relatively quick road.

Whitney Garcia

5/18/2021 11:45 PM

wide lanes, not a lot of stoplights, higher speed limit than other streets in order to travel north/south more quickly

Jkat525

5/19/2021 12:08 AM

Convenient

PKnapek

5/19/2021 07:59 AM

It used to move efficiently. It gets me to 287 and Dillon.

lisahymes

5/19/2021 08:36 AM

quick access to downtown Louisville and main cross streets like S. Boulder and Baseline as well ass access to Lafayette

pb20

5/19/2021 10:43 AM

It's the main road for getting places

Matt A

5/19/2021 11:20 AM

The open space on the east, the trails, the proximity to Louisville downtown while still feeling like being out in the country.

djblankinship

5/19/2021 11:38 AM

The mixture of commercial and mixed use south of Paschal Dr. with residential north of there.

allireeds

5/19/2021 12:24 PM

Empty fields

mmalerba

5/19/2021 12:35 PM

Not many lights in that section. New Under pass.

jaroslavtir

5/19/2021 03:56 PM

The traffic usually moves relatively smoothly.

Dave Finamore

5/19/2021 04:51 PM

I use it to get somewhere.

Lee

5/19/2021 06:26 PM

it still somewhat feels like a country road...

mcsaxman

5/19/2021 06:57 PM

Ease of access to places I visit along the corridor and the scenic views.

BT

5/19/2021 07:15 PM

Feeling like this corridor is urban, NOT like Hwy 287. Slow traffic and make the corridor feel more pedestrian friendly.

David Benner

5/19/2021 07:58 PM

I like driving by the baseball fields

darioa

5/19/2021 11:03 PM

Just a connection between places

Jesse

5/20/2021 05:08 AM

Traffic speeds aren't too high.

ehenna

5/20/2021 06:38 AM

Easy access to my home, lots of businesses I frequent

Ann Shen

5/20/2021 07:11 AM

Easy to access Louisville and Lafayette and many of the businesses and green space in the area. If I'm going for a long bike ride, easy way to get to Baseline or SoBoulder, which are safer roads to bike on versus Arapahoe

ardurbin

5/20/2021 08:14 AM

It's convenient

Raymundo

5/20/2021 10:50 AM

it takes me where I need to go. Nothing else.

Kim

5/20/2021 03:22 PM

I prefer going north & south on 95th St./Hwy 42 as opposed to Hwy 287.

Meghurst

5/20/2021 04:28 PM

The new pedestrian tunnel

Louisville

5/20/2021 05:38 PM

I like seeing all of the green openspace. I'd hate for it to feel like a highly trafficed road. I'd like for it to be quiet, bike friendly and accessible for runners too. I know it's tough but at some point we need to preserve the feel of Louisville.

davehwang

5/20/2021 09:07 PM

it's location to get me from one side to the other north/south

barb80304

5/21/2021 08:57 AM

The Northern parts of the corridor is in good condition - roads, crossings, etc

Joshua Cooperman

5/21/2021 10:06 AM

I most like the existing bike lanes (where there are bike lanes), the path along the west side of Highway 42 between Paschal and Baseline, and the open space along various portions of Highway 42.

thomgrand

5/21/2021 12:58 PM

Rural views of fields and mountains.

Slangley

5/22/2021 04:50 PM

It takes me to E-470, Denver and Superior. There is nothing particularly pleasant about the drive, but the access it provides make living here possible.

Minnettemcg

5/23/2021 07:50 AM

A way to get from superior to Lafayette

angelabuffo

5/23/2021 09:56 PM

Good thoroughfare from Empire Rd. to Arapahoe

threadsmakr

5/24/2021 06:38 AM

It moves pretty well. I feel safe

Peter Schmitt

5/24/2021 10:21 AM

Provides access towards my office and the airport.

Mrodney

5/24/2021 07:24 PM

still has open space

rlohndorf

5/25/2021 02:01 PM

Rural feel on the east side. Farm on the east side. Not too many stop lights, more have been added recently. Gets me places. Greenery, grass fields.

aubrync

5/25/2021 08:58 PM

provides a direct north-south route

mike_ski

5/26/2021 10:16 PM

Avoids US287.

JHlawatsch

5/28/2021 04:12 PM

It's the fastest route between my house and my business in downtown Louisville.

SallyBlair

It's direct to where i need to go

5/29/2021 05:47 PM

Optional question (97 response(s), 21 skipped)

Question type: Essay Question

Q3 What do you dislike most about the corridor?

Debra Berkelhammer

5/18/2021 11:31 AM

Not enough sidewalks in both directions. Road is so busy it would be the safest way to walk along it.

dai80027

5/18/2021 11:34 AM

Traffic

Lcrowley

5/18/2021 11:36 AM

Too much traffic, especially in the Paschal area.

Segwallace

5/18/2021 11:38 AM

I don't like that there aren't pedestrian options for walking or biking along the corridor AND under the main thoroughfares

Erica Slauson

5/18/2021 11:40 AM

The new stoplight by Miner's Field.

smith20770

5/18/2021 11:40 AM

it's difficult to cross over 95th without a car

Aekeuhlen

5/18/2021 11:40 AM

Can be challenging to turn onto with limited view

DaveSkinner

5/18/2021 11:45 AM

Wonky lane configuration around the DeLo area

Jill Kranitz

5/18/2021 11:45 AM

poor surfacing of road

Laura Levesque-Catalano

5/18/2021 11:47 AM

Narrow bike lane...always feel nervous when there is a biker as there's not much room and traffic is high speed. Also frequent back-ups on this stretch during rush hour.

Mjmilano3

5/18/2021 11:48 AM

Congestion between baseline and empire.

f15emav

5/18/2021 11:52 AM

It would be nice to have a better bike path that connects along the whole corridor. Also, the right turn merge from Baseline Eastbound to Hwy 42 Southbound is sloping away from the main road, making it very hard to see traffic. Would also be nice to have a transit route from Atlas Valley to Downtown Louisville.

jmosk

5/18/2021 11:54 AM

Increasing traffic

jwineman

5/18/2021 11:56 AM

timing of the lights

kboushon

5/18/2021 11:56 AM

Not super crazy about the crossing options, and sidewalks. Doesn't feel super safe.

303keane

5/18/2021 12:02 PM

The stretch that intersects South Boulder Road and Baseline Road: - The two-lane "zipper" at the intersections with South Boulder Road and Baseline Road are frustrating, as people don't know how to use them; drivers line up in the center lane anyway, causing unnecessary delays and safety issues for those who do use the right lane. - There are similar safety issues when turning left onto 42 from South Boulder Road, as the two left-hand turn lanes must quickly merge back into one lane of traffic in a busy area without sufficient signage, lane markings, etc. This is true both northbound and southbound. - Drivers trying to turn right onto South Boulder Road when southbound must navigate a dangerous series of entrances and exits into various residential and commercial complexes.

bboone

5/18/2021 12:05 PM

It is increasingly feeling like a busy highway as the north suburbs are built out. Especially during rush hour. I feel like Lafayette and Louisville are subsidizing the build-out of urban sprawl by making this convenient for commuters from Erie to/from Broomfield. The hardest part is making a left turn north onto any section of the road without a light.

stephenjpack

5/18/2021 12:06 PM

High speeds and minimal bike space make it pretty unappealing to ride on or cross

GretchenBail

5/18/2021 12:06 PM

I would like more safe crossing options for cyclists and pedestrians.

PG515

5/18/2021 12:13 PM

Walking and biking feels dangerous with lots of traffic, high speeds, and relatively tight lanes for so much traffic. Unpleasant to walk (a barrier like landscaping) between traffic and pedestrians would make it a lot nicer.

jenniferhaggar

5/18/2021 12:13 PM

There's traffic on Street Faire nights and there's a lot of construction. I wish it was a larger road with more lanes.

lizpacini

5/18/2021 12:14 PM

one lane road

ixchelchen

5/18/2021 12:15 PM

The traffic just backs up and becomes a mess. It's cramped and it's very loud if you try to walk it.

Amiro12

5/18/2021 12:16 PM

Cannot bike safely and no continuous sidewalk.

NikkiB

5/18/2021 12:18 PM

The traffic and the way people drive

Stacey Mandel

5/18/2021 12:24 PM

Traffic--crossing the street when walking or on a bike does not feel safe unless there's a dedicated underpass or crosswalk/sidewalk/bike lane.

jcagan

5/18/2021 12:25 PM

Tailgating cars disregarding speed limits, number of pedestrian deaths/accidents, lack of safe bike lanes and crossings.

PennyZemp

5/18/2021 12:27 PM

traffic and it's difficult to turn into and out of areas along

Nataly Handlos

5/18/2021 12:34 PM

no transit; lack of sidewalks/ADA compliance to get around

lamkendall

5/18/2021 12:40 PM

It's pretty much a Farm to Market highway and not safe for anything but cars. Even crossing it to get to the sports complex or access trails is a dangerous endeavor.

Susanmautz

5/18/2021 12:43 PM

Speed limit is too high for a two lane road; people drive it like they are on the highway, you should put in some roundabouts

Hwy42

5/18/2021 12:44 PM

Too much congestion, not pedestrian or bike friendly.

sbrreed

5/18/2021 12:49 PM

It can be hard to turn left onto 42 from a side street if there isn't a light.

amydanforth

5/18/2021 12:50 PM

There tends to be a lot of traffic. I think driving north on Hwy 42 there should be a right turn only lane (to turn onto S Boulder Rd). I wish there were a pedestrian tunnel going east-west, somewhere between Empire Rd and S Boulder Rd. There are kids that need to cross to get to the ball fields, to Centaurus High School, or to just Lafayette in general. There is so much traffic at the corner of Hwy 42 and S Boulder Rd that I think there needs to be a safer path for pedestrians and cyclists.

Markpray

5/18/2021 12:50 PM

Lack of safe bike options and the traffic noise

colleen

5/18/2021 01:03 PM

The stretch south of South Boulder Road where the snow is never shoveled.

cathcam

5/18/2021 01:08 PM

Bike lanes intermittent; speeds inconsistent and too high through developed sections. Crossing at SH42/S Boulder Rd is frankly dangerous and time wasting. Even if you are on a bike, on the road, typically the sensors do not activate and you have to wait for a car. Even then you have to pull forward enough to allow the car to come close enough to activate the sensors, or at least that's how it seems early morning.

janet

5/18/2021 01:12 PM

not many trees and with the temperature hot for many months this is a big disadvantage

Carolyn Szoke

5/18/2021 01:20 PM

It is nice to have a fast way to drive through town.

Seanpb

5/18/2021 01:33 PM

Heavy traffic. Very difficult for pedestrians/bikes.

Clj63

5/18/2021 01:36 PM

number of cars

John Salzman

5/18/2021 01:39 PM

Never ending construction

gvfr

5/18/2021 01:46 PM

No sidewalk, no bike lane, no trees or bushes along it. Feels a very rural corridor instead of the suburban one it has become with housing and commercial developments of the past years.

michaelm

5/18/2021 01:59 PM

Ugly, difficult to turn left into businesses if northbound, traffic speed

Bill

5/18/2021 02:01 PM

Too many stop lights; drivers using right turn only lane as a passing lane to get ahead of traffic; two lanes at stop light that merge into one lane causes drivers to use right lane to get ahead of drivers in left lane; too many high density apt. buildings bringing more and more traffic onto highway

alicesrinivasan

5/18/2021 02:06 PM

Traffic is getting bad. I think it needs to be widened to two lanes each way. I wouldn't even think about biking the stretch north of S. Boulder Rd. because it feels too dangerous.

courtneylpeck

5/18/2021 02:22 PM

It's loud and busy. There isn't really any room for biking or walking (sidewalks end, lack of shoulder, etc.)

Zelinskaya

5/18/2021 02:23 PM

Getting to 7th Generation Farm is very difficult on bike or on foot. The crossing with South Boulder road is just unpleasant to stand on, although it does feel safe.

mah

5/18/2021 02:32 PM

speed of vehicles, vehicle congestion at S. Boulder Road intersection especially at rush hour, dangerous to be a pedestrian or cyclist anywhere along 42, pedestrian unfriendly crossings at S. Boulder road and 42, unsafe/unprotected bike lanes, needs street scaping - unattractive appearance of that entrance to our city, lack of "smart" traffic signals (required to sit and wait for left turn arrows despite no oncoming traffic), no bulb out crossings, no wide sidewalks removed from traffic, lack of trees that absorb heat/release O2, zero landscape strips NOT SUSTAINABLE, PEDESTRIAN FRIENDLY!

todd gleeson

5/18/2021 02:44 PM

I avoid it on my bike between Empire and Baseline. The northbound shoulder does not real safe for bikes.

mwillix

5/18/2021 03:10 PM

Amount of traffic especially during rush hour times. Dfficulty turning onto or off of in into neighborhoods b/c of the traffic. Not a great bike lane area

erin.krubeck

5/18/2021 03:16 PM

I wish there were more restaurants and shops along the corridor. It also gets really backed up and you definitely want to avoid it at certain hours

lesleem_21

5/18/2021 03:40 PM

Not a complete sidewalk through the corridor. Especially would utilize a sidewalk on west side between Paschal and the new underpass. I also feel a stoplight at Hecla and Hwy 42 is imperative. If everyone in Kestral and the North End apartments could safely and easily make a left turn onto hwy 42 then there probably would less speeding past Cowboy Park where my children play.

trailsnet

5/18/2021 03:47 PM

Hwy. 42 is not very safe for bicyclists and should have a separated bike path that runs parallel to it. Also, crossing South Boulder Road in the eastern portion of town is not at all safe w/out an above or below-grade crossing added. I am especially disappointed that we voted for high speed rail, paid (w/ increased taxes) for high speed rail, but we haven't gotten it.

Sfsm

5/18/2021 03:48 PM

Lack of bike paths between empire and hecla

D.Cristopher Benner

5/18/2021 03:58 PM

Traffic speeds are too high. Poor middle lane streetscape, no trees, too open.

musslewhite

5/18/2021 04:06 PM

Still needs sidewalks in some places.

Graham

5/18/2021 04:06 PM

It is under utilized from a transit planning standpoint. Needs more east west crosswalks and north south bike lanes.

olegumanskiy

5/18/2021 04:32 PM

Not sufficiently friendly to bikes and pedestrians

PaulaSlick

5/18/2021 04:32 PM

It gets pretty busy a few times a day. The right turn lane onto Pine Street when coming from the north on 95th...always been potholed and doesn't have a clear line to know when to move over to the right

from the main lane.

Linda Clark

5/18/2021 05:30 PM

The sidewalks do not go all the way from S Boulder intersection to Arapahoe traffic lights. To access trails, there are parts of highway that you must walk in narrow shoulder or uneven fields

Jojo Follmar

5/18/2021 06:04 PM

There aren't good bike paths along the road

alysonc

5/18/2021 06:09 PM

Automobile-centric. The non-automobile paths are RIGHT along the road. Noise, pollution, safety issues. I don't feel comfortable traveling to the destinations on 42 any other way than by car even though I really really would prefer to travel any other way but automobile. Can we build out pedestrian and bicycle paths *inside* the neighborhoods and improve their connectivity to each other so that we have other ways to get to the destinations besides traveling alongside cars?

eskramer

5/18/2021 06:19 PM

can be a busy corridor. There are no great places to cross walking/biking (though now just north of boulder road with new underpass). Would love additional sites to cross under connecting the trails and allowing to bypass traffic.

CateB

5/18/2021 06:43 PM

Multiple transitions from one to two lanes and back again with lots of merging traffic. Poor road conditions. Poor lighting. Lack of safe pedestrian and bike access. Lacks attractive landscaping. Lack of medians.

ronspalding47

5/18/2021 07:52 PM

The right turn from SB Hwy 42 onto WB Pine St.

Bajano9

5/18/2021 08:55 PM

Lack of cohesion

LWA

5/18/2021 09:29 PM

I don't like the new developments, which have destroyed a once beautiful area. The businesses along 42 between Empire and S. Boulder are so junky looking -- why not redevelop these instead of destroying prairie dog colonies for new buildings no one asked for? (PS. Why isn't preserving open / undeveloped space an option for question 7?)

Willpatterson72

Lack of underpass near LSC.

5/18/2021 09:57 PM

tonyabriggs

5/18/2021 10:04 PM

Narrow means travel, lack of options for travel- such as bike, walkability etc. It's a dangerous corridor

garlarso

5/18/2021 10:22 PM

#1. Baseline/95th intersection is dangerous, particularly for pedestrians crossing on the westbound to north transition. It's also dangerous for drivers. Watching the right northbound lane [looking south] and pedestrians to your north is impossible. I'm torn between worrying about if I'm going to get hit by a car or if I'm going to hit a pedestrian. #2. Same intersection's turn signals don't work properly. They sometimes skip repeated cycles forcing illegal left on reds. There is no reason these intersections couldn't have flashing yellows.

Whitney Garcia

5/18/2021 11:45 PM

certain stoplights seem to have no sensor or even timers, especially late at night; parts of the corridor have narrow bike lane

Jkat525

5/19/2021 12:08 AM

Construction

PKnapek

5/19/2021 07:59 AM

The speed limit is too high. More trees on the sides would be nice. Extra lanes would be nice since the traffic and stop lights have caused long delays at rush hour.

lisahymes

5/19/2021 08:36 AM

Single lanes, lack of turn lane from 96th to County lane and lack of bike lanes

pb20

5/19/2021 10:43 AM

Horrible for peds/bikes. Extremely busy, too fast and noisy.

Matt A

5/19/2021 11:20 AM

The traffic lights are awful. Empire and 42 and Short and 42 should be roundabouts. The lack of a right turn only lane on NB Hwy42 onto South Boulder Road backs up traffic. There is already a lot of congestion here before building more ugly condos. Please please please stop building the ugly ugly ugly condos that are on SBR and 42 near the King Soopers. They are total eye sores.

djblankinship

5/19/2021 11:38 AM

The empty storefronts, the speed limits that are too high for the area, and the potential for too much commercial north of Paschal Dr.

mmalerba

5/19/2021 12:35 PM

Many items. Lack of safe and complete sidewalks on both side. I like that the city thought a head at S.Bldr and created 4 lane road, but HATE that they didn't bother to budget Hwy 42 as 4 lanes so it creates bottlenecks. I HATE that the city did a ton of work on the section between S.Bldr and Pine and DIDN'T bother to address those 4 lanes when we so desperately need it. I hate the new light (um we didn't need a light there?? What were you all thinking) at the bagel shopping center and that it ISN'T SYNCHED with the rest of the lights creating a bottle neck. And it is VERY UGLY so VERY UGLY. All the new development should have been told by the city to create landscaped/Sidewalked areas along side it and they didn't so it sits UGLY. No Trees/Dirty/Trash. What an after thought this has been for WAY TOO LONG!!! PLEASE NO MORE LIGHTS!!! This is a HWY!! You have to deliver people north and south and get them through this city safely and fast.

jaroslavtir

5/19/2021 03:56 PM

(1) It's dangerous for cyclists. Please make safe and wide bike lanes. Don't do what has been done near downtown Louisville where the shoulder narrows/disappears in places. (2) The 95th and Baseline intersection is a real disaster for any type of user. It needs to be completely redone and it's also a bad idea to add business at the IPS north site, which would only serve to make an already bad situation worse.

Dave Finamore

5/19/2021 04:51 PM

Too much traffic for the size of the road and number and type of traffic lights. The road has to handle a lot of non-Louisville through-traffic. We should help that traffic get through more easily.

suspaul66

5/19/2021 05:56 PM

Cars driving too fast! Does not feel safe for biking OR walking.

Lee

5/19/2021 06:26 PM

creeping sprawl no sense of place

Nicholas Solter

5/19/2021 06:56 PM

Busy, no sidewalks, not particularly safe for biking

mcsaxman

5/19/2021 06:57 PM

Traffic congestion and bad light timing.

BT

5/19/2021 07:15 PM

Amount and speed of traffic. Encourage through traffic to bypass Louisville. 287 south to Dillon then east to 96 th

David Benner

5/19/2021 07:58 PM

The middle of the road is ugly. Some type of landscaped middle like on McCaslin would be great. Also, no sidewalk on the east side near the baseball fields. More trees along the road.

darioa

5/19/2021 11:03 PM

Not enough places to walk or bike along it

Jesse

5/20/2021 05:08 AM

No dedicated bike lanes.

ehenna

5/20/2021 06:38 AM

Not very walkable

Ann Shen

5/20/2021 07:11 AM

No real shoulder for cyclists, often times there's debris in the road, also not a lot of opportunities for pedestrians to cross (i.e. under pass or over pass tunnels)

ardurbin

5/20/2021 08:14 AM

that there is not a separate right turn lane for South Boulder Rd.

Raymundo

5/20/2021 10:50 AM

It is a congested place with too many stoplights.

Kim

5/20/2021 03:22 PM

Congestion south of S. Boulder Rd.

Meghurst

5/20/2021 04:28 PM

Narrow

Louisville

5/20/2021 05:38 PM

The construction. Other than that it's pretty wonderful as is right now. I'd like a pedestrian crossing at the light/cross walk at Empire and 95th.

davehwang

5/20/2021 09:07 PM

Traffic is backed up! I also don't like how there is not safe way to cross hwy 42 when walking or biking

barb80304

5/21/2021 08:57 AM

From Summit View and South, parts of the corridor do not feel safe. While the cross-under near Divine Canine was much needed, pulling in/out of the parking lot is scary. The turning lane is very narrow, especially given the traffic volume and speeds. The intersection of 42

and Pine needs work (crosswalk, road condition). Traffic coming in to Louisville off 42 via Pine needs to be addressed. The speeds and acceleration in either direction between the RR Tracks and Intersection is like the Indy500 start. The entrance to Mile-High Appliance shopping center is an accident waiting to happen given all the new housing to the South- it either needs a light, or needs to be moved to be managed differently in a way that does not negatively impact the businesses. (I believe this is still considered part of the corridor).

Joshua Cooperman

5/21/2021 10:06 AM

I most dislike the lack of bike lanes and sidewalks along portions of Highway 42, the dearth of bicycle and pedestrian infrastructure at the shopping center at the northeast corner of the intersection of South Boulder Road with Highway 42, the traffic noise from Highway 42 (and lack of trees and other vegetation to mitigate this noise), and the poor air quality in the vicinity of the fast food restaurant at the northeast corner of the intersection of South Boulder Road with Highway 42.

thomgrand

5/21/2021 12:58 PM

Development. It is ok to not have lights so you can see the stars.

Slangley

5/22/2021 04:50 PM

Entering on to 42 from Indian Peaks Trail is difficult and feels dangerous. The intersection at 42 and Baseline is dangerous turning right (north) from baseline to 42. The light at 42 and baseline turning south to east does not detect left turners unless there are several there...I take it early morning and it simply won't switch so I have to run the red.

Minnettemcg

5/23/2021 07:50 AM

No bike path

angelabuffo

5/23/2021 09:56 PM

Traffic flow isn't always great, especially with going from two lanes to one and then back to two and then back to one. It is just inconsistent with the number of lanes.

threadsmakr

5/24/2021 06:38 AM

concerned about it clogging around Pine. That turn from heading south to going West on Pine is too narrow and people stay in the main lane to make that turn

Peter Schmitt

5/24/2021 10:21 AM

Cycling has gotten considerably more dangerous since the "SH 42 Geometric Improvements" from about October 2019 through May

2020. The shoulder varies from 6 feet to an inch in places. The car lanes are not straight and veer into the shoulder so left turning cars get a gigantic buffer. This adds a lot of danger for cyclists. None of the improvements in step 4 address this issue! You should reach out to <https://www.c4community.org/> for feedback on improving cycling safety. They are a local 50C-3 who works in partnership with communities. Also, how is the ranking in step 4 work? What is high priority: 1 or 6?

Mrodney

5/24/2021 07:24 PM

I'm betting the pieces aren't already developed will be soon. Also when driving west on Baseline and turning south on 42 the sightlines aren't obvious. When riding my bike east on Baseline and turning north on 42 it doesn't feel safe AT ALL. I avoid riding my bike on 42 south of SBR as much as possible, usually a construction zone, cars don't expect you, no clear bike lanes.

rlondorf

5/25/2021 02:01 PM

Not too much. Empty buildings...I don't think I'd walk along the corridor. too far from my house.

aubrync

5/25/2021 08:58 PM

dangerous to bike along, sidewalk is inconsistent

mike_ski

5/26/2021 10:16 PM

Shoulder for biking could be wider. The narrow turn lanes at the intersection with Empire Road are difficult to navigate.

CelticChick

5/28/2021 09:20 AM

I don't like the industrial look of part of the corridor. But that has been improving.

JHlawatsch

5/28/2021 04:12 PM

Traffic congestion, not enough of a shoulder to keep bikes away from cars, inconsistent speed limit, it seems like lately it has been a constant cone-zone, needs re-paving/repairs in certain places.

SallyBlair

5/29/2021 05:47 PM

Traffic at Pine is often backed up

Optional question (112 response(s), 6 skipped)

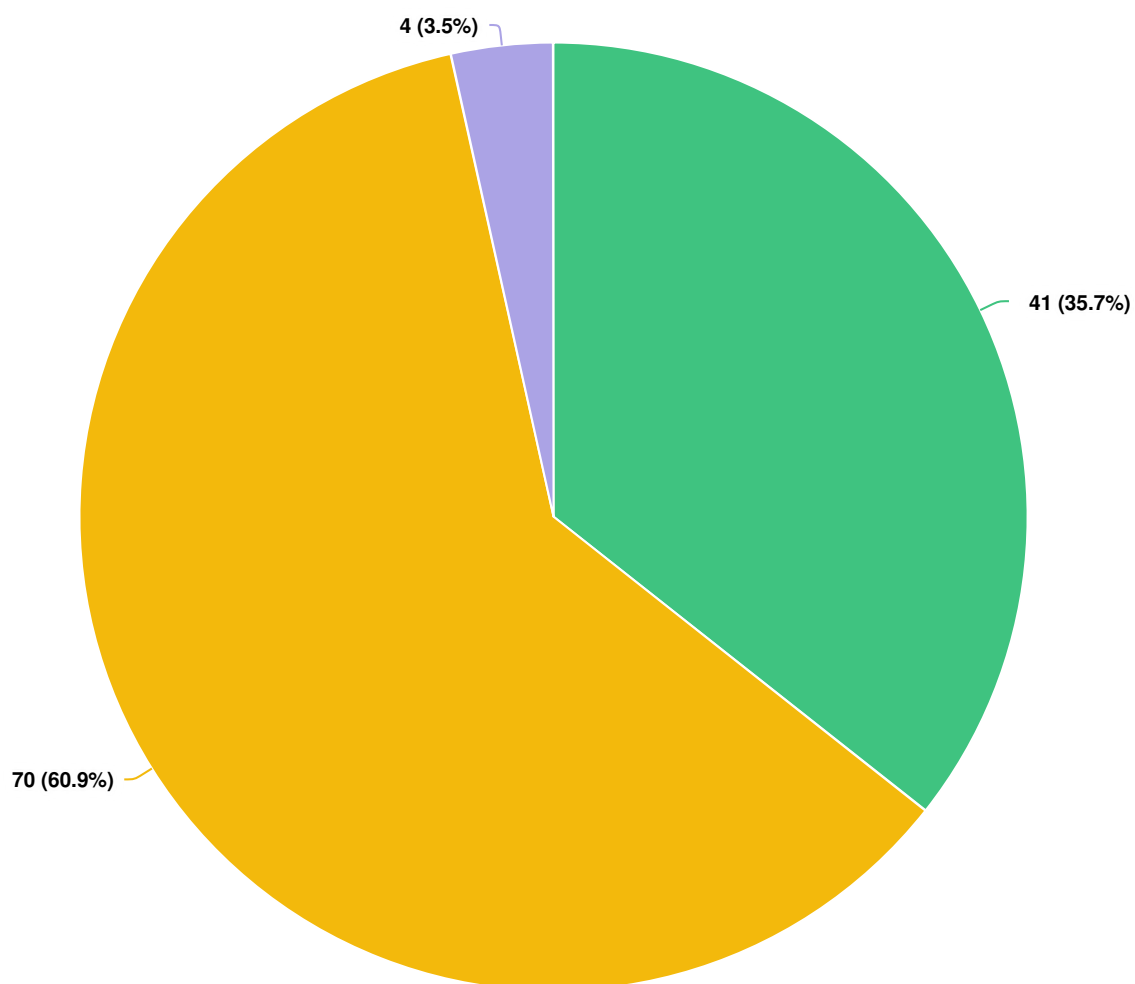
Question type: Essay Question

Q4 Rank the improvements below that would make you more likely to walk along the corridor?

OPTIONS	AVG. RANK
Better sidewalk conditions	1.79
More crossings at major roadways	2.42
Landscaping and/or shade trees	2.96
Shorter walking distances	3.66
Better lighting	4.35
More wayfinding signs	4.83

Optional question (112 response(s), 6 skipped)
Question type: Ranking Question

Q5 How should new improvements along the corridor be prioritized?

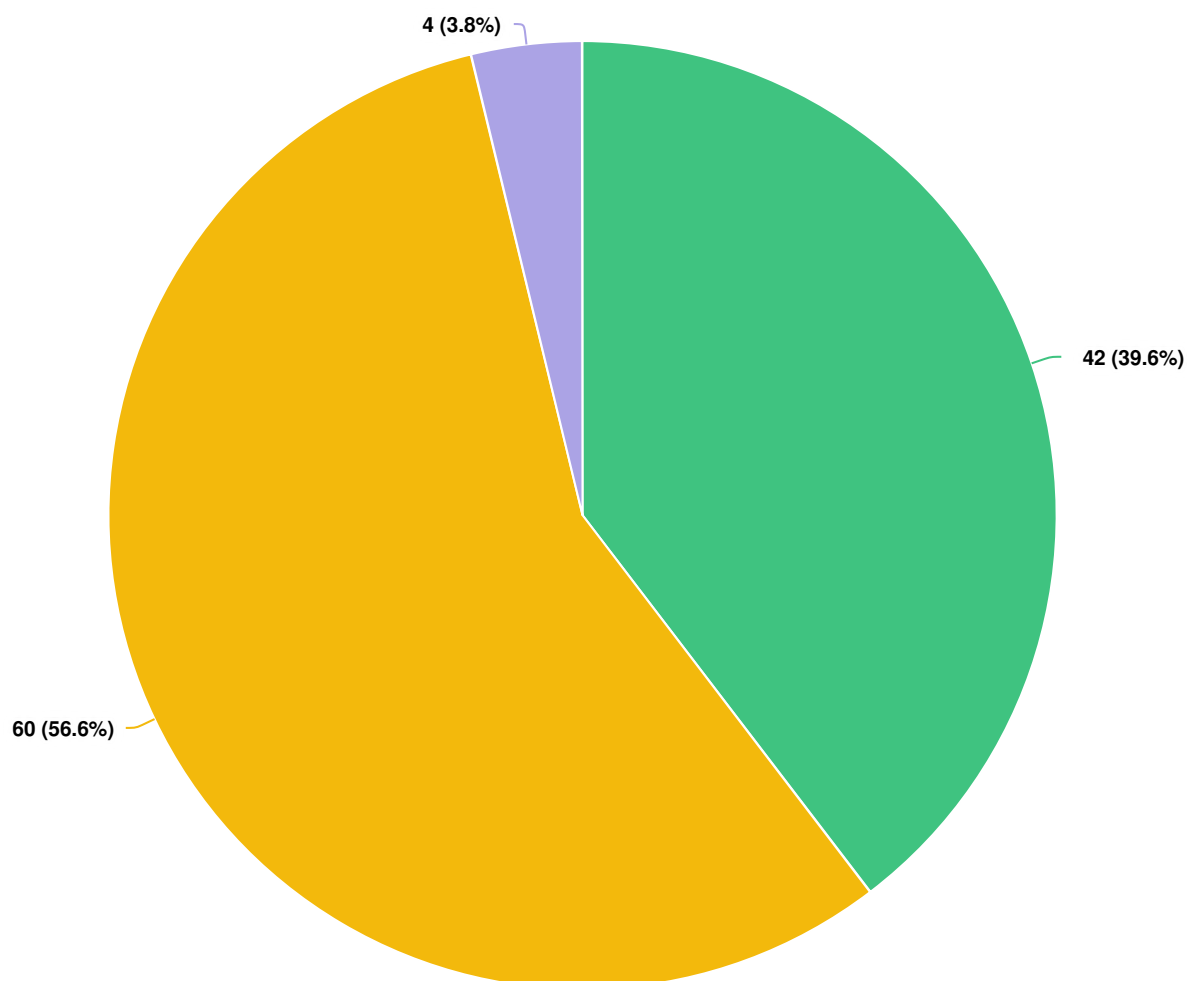


Question options

- Focus on a fewer number of larger projects (i.e. large intersection reconstruction and widening, enhanced transit)
- Focus on a larger number of smaller projects (i.e. trail improvements, sidewalks, signal improvements)
- Option 3

Optional question (115 response(s), 3 skipped)
Question type: Dropdown Question

Q6 How should investment for the corridor be focused?

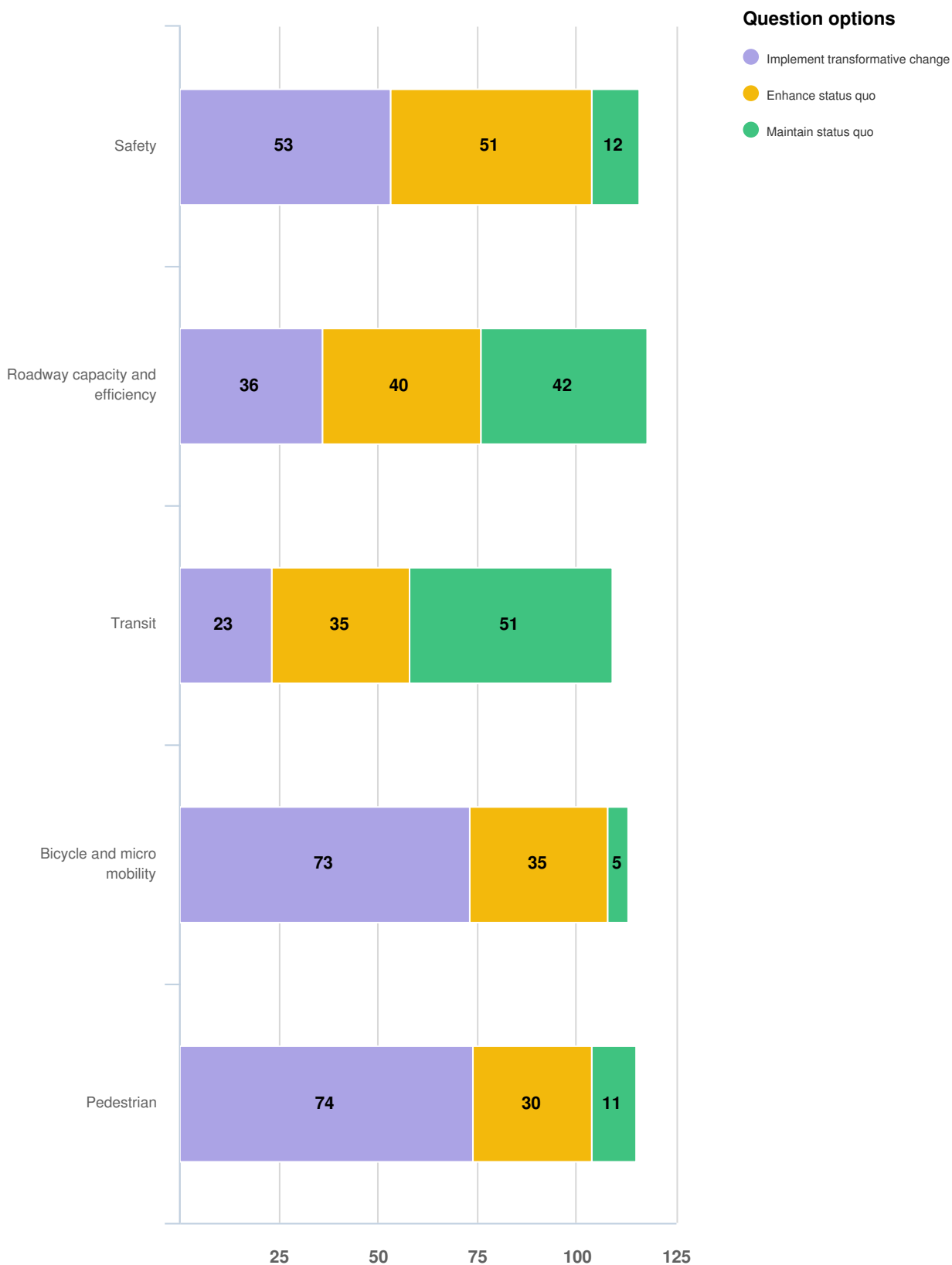


Question options

● Elevate the maintenance of the existing facilities ● Expand new facilities and services ● Option 3

Optional question (106 response(s), 12 skipped)
Question type: Dropdown Question

Q7 Share your thoughts on the nature of improvements that you think are needed on the 42 corridor

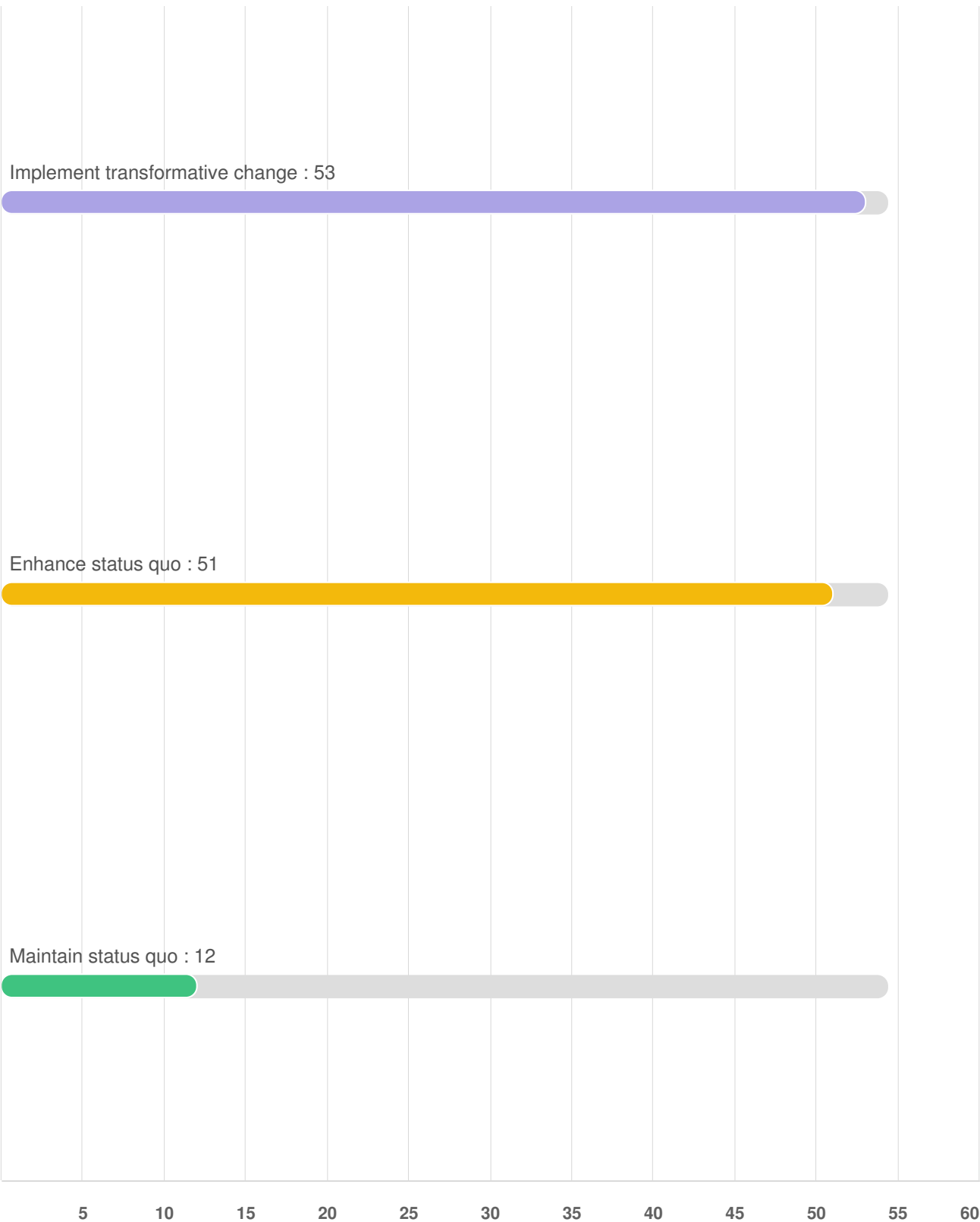


Optional question (118 response(s), 0 skipped)

Question type: Likert Question

Q7 | Share your thoughts on the nature of improvements that you think are needed on the 42 corridor

Safety



--

Roadway capacity and efficiency

Implement transformative change : 36



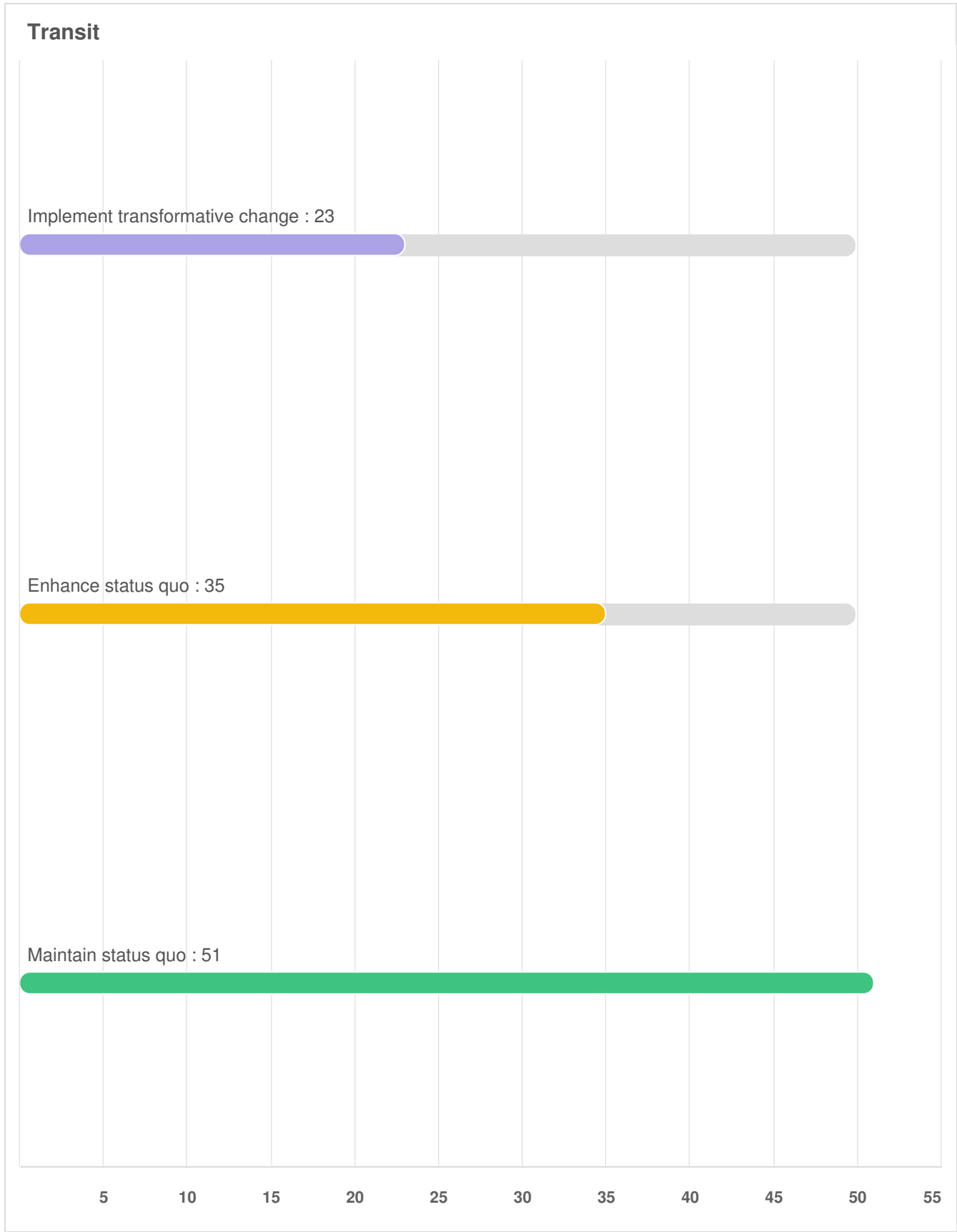
Enhance status quo : 40



Maintain status quo : 42



5 10 15 20 25 30 35 40 45



Bicycle and micro mobility

Implement transformative change : 73



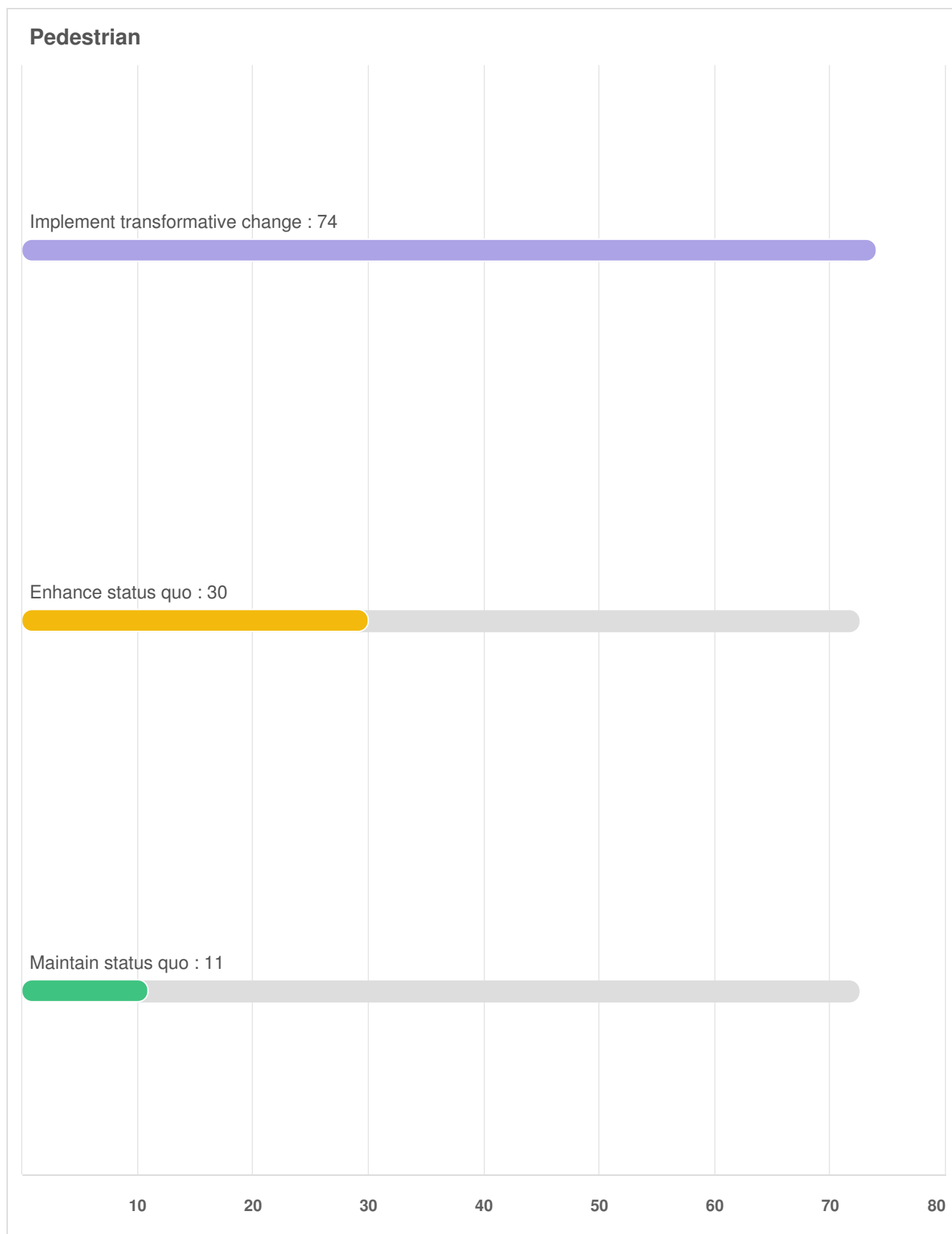
Enhance status quo : 35



Maintain status quo : 5



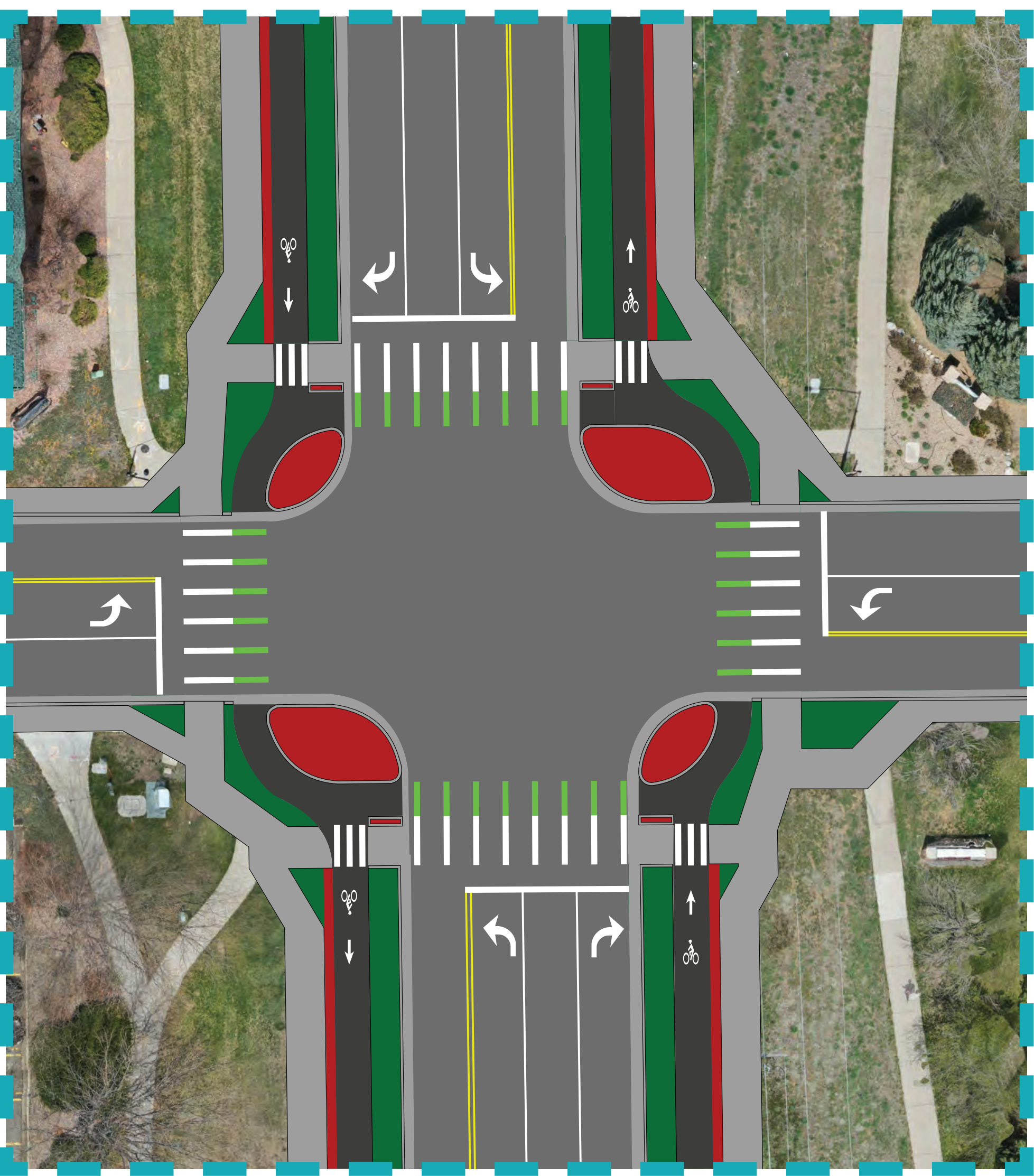
10 20 30 40 50 60 70 80



LOCATION: Northpark Drive/ Dagny Way



Alternative 1



PROS

- Low-stress bicycle facility on both sides of the roadway in an intuitive location
- One-way protected bike lanes are buffered from sidewalk and vehicular lanes
- Minor right-of-way needs at intersection
- Slower turning movements for vehicles, increase safety at conflict points
- Easy East West bicycle connection
- Existing traffic light

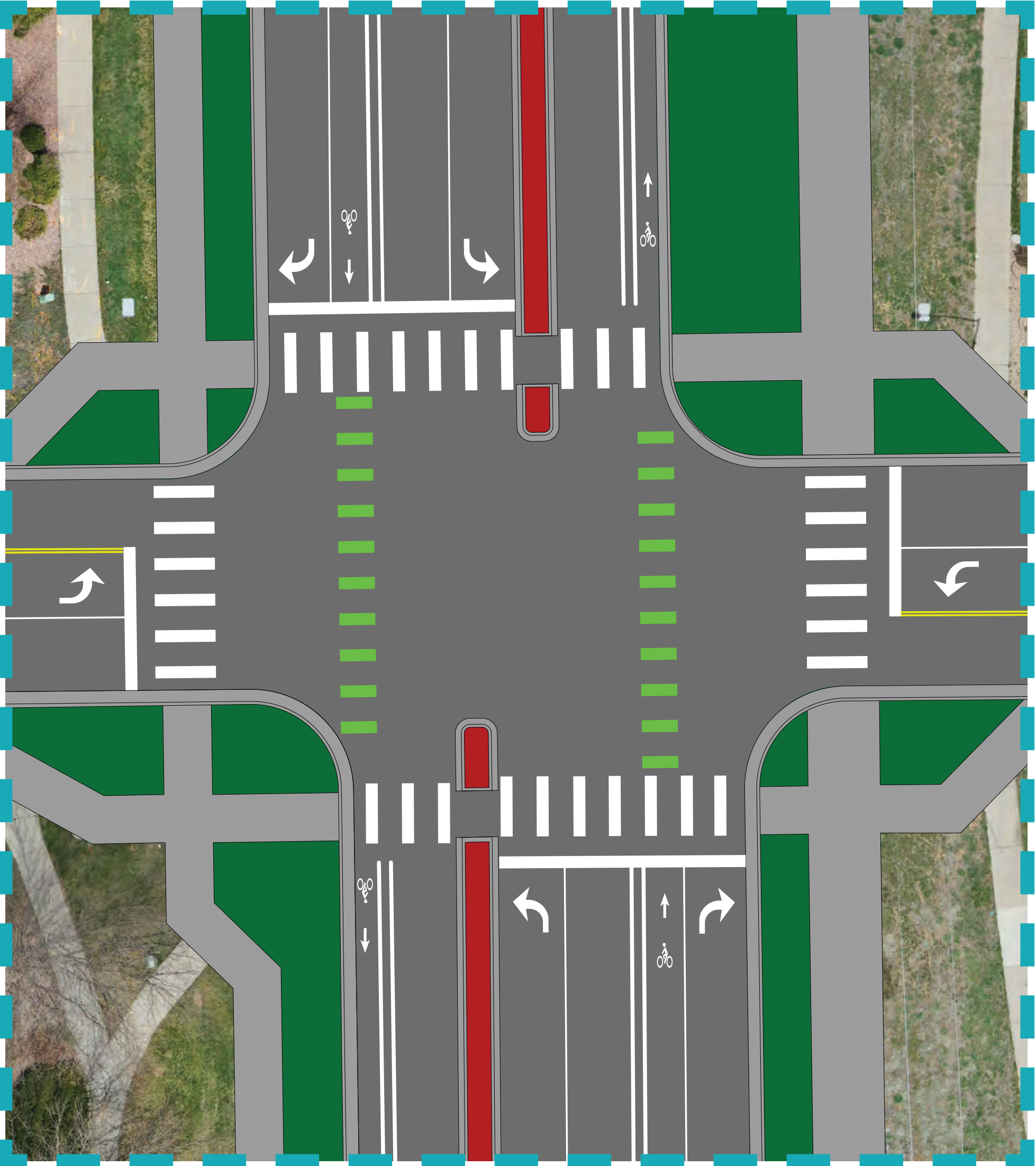
CONS

- Cost to implement
- No right turn on red
- No on-street bicycle facility
- No median possible due to emergency access needs

Measures of Effectiveness

Level of Service	AM: LOS B	PM: LOS C
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	No Change	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 1
East Side Bike Comfort	NB: LTS 1	SB: No Facility

Alternative 2



PROS

- Provides both an on-street and low-stress bicycle facility
- Median allows for pedestrian refuge island
- Minor right-of-way needs at intersection
- Reduces delay for transit vehicles
- Existing traffic light

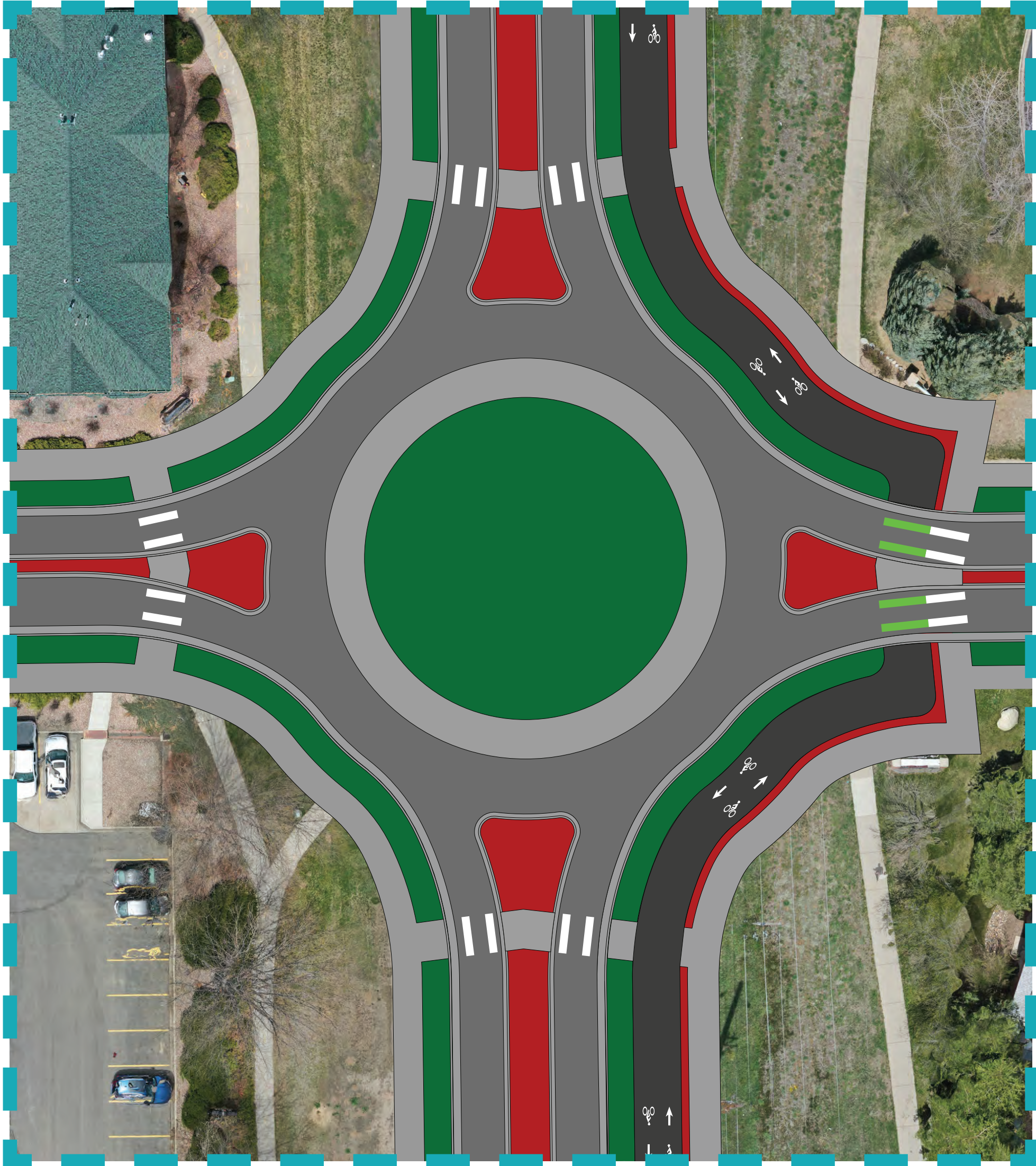
CONS

- Shared facility for bicyclists and pedestrians on east side
- Low-stress facility is only on the east side of roadway
- No vertical separation or buffer for cyclists
- Larger conflict zones for cyclists

Measures of Effectiveness

Level of Service	AM: LOS A	PM: LOS B
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	No Change	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 4
East Side Biking Comfort	NB: LTS 1	SB: LTS 1

Alternative 3



PROS

- Helps slow speeds on the corridor
- Dedicated low-stress bicycle facility
- Opportunities for placemaking in the inner circle
- No long term signal maintenance

CONS

- Large footprint will require right-of-way
- Bicycle facility is only on the east side
- Transit operations are slowed
- Traffic signal is already present
- High cost
- Could require moving utility poles
- Could require a pedestrian crossing signal

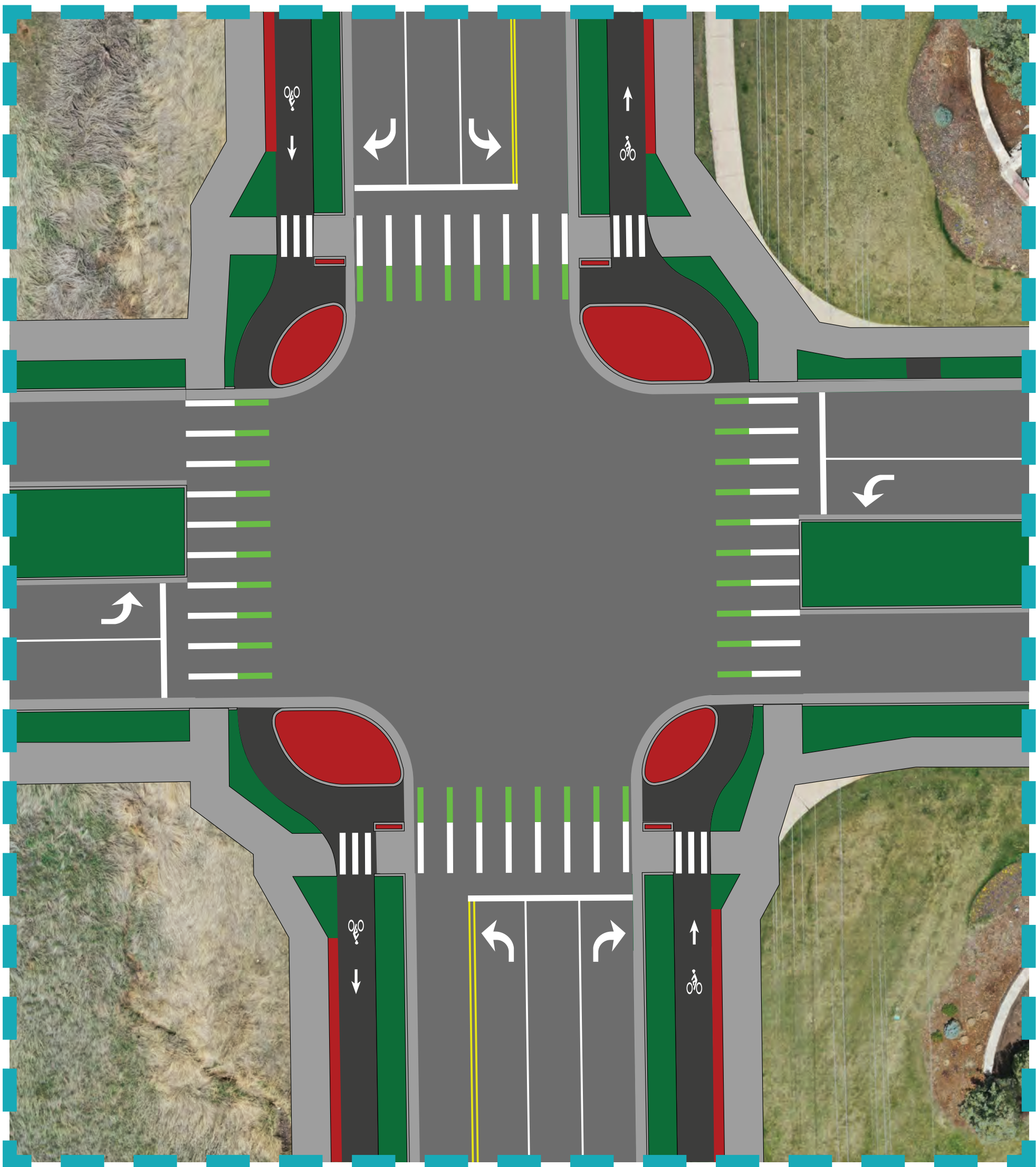
Measures of Effectiveness

Level of Service	AM: LOS B	PM: LOS B
Change in Speeding During Off-peak Hours	Decrease	
Anticipated Crash Reduction	3,040	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: No Facility
East Side Biking Comfort	NB: LTS 1	SB: LTS 1

LOCATION: Indian Peaks Trail



Alternative 1



PROS

- Signalizes the intersection
- Low-stress bicycle facility on both sides of the roadway in an intuitive location
- One-way protected bike lanes are buffered from sidewalk and vehicular lanes
- Minor right-of-way needs at intersection
- Slower turning movements for vehicles, increase safety at conflict points
- Easy East West bicycle connection

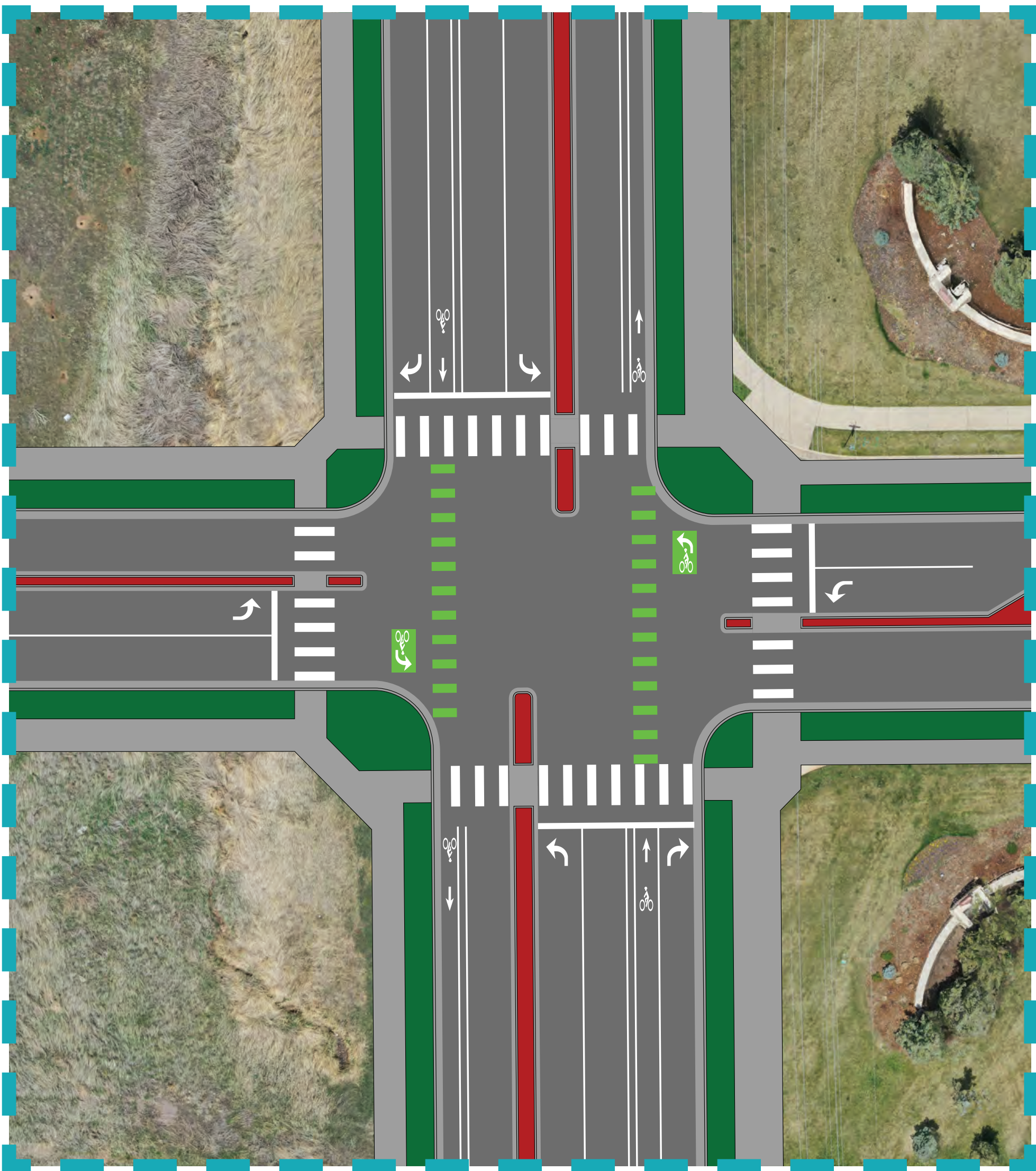
CONS

- Cost to implement
- No right turn on red
- No on-street bicycle facility
- No median possible due to emergency access needs

Measures of Effectiveness

Level of Service	AM: LOS A	PM: LOS A
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	1.100	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 1
East Side Biking Comfort	NB: LTS 1	SB: No Facility

Alternative 2



PROS

- Provides both an on-street and low-stress bicycle facility
- Median allows for pedestrian refuge island
- Minor right-of-way needs at intersection
- Reduces delay for transit vehicles
- Signalize the intersection

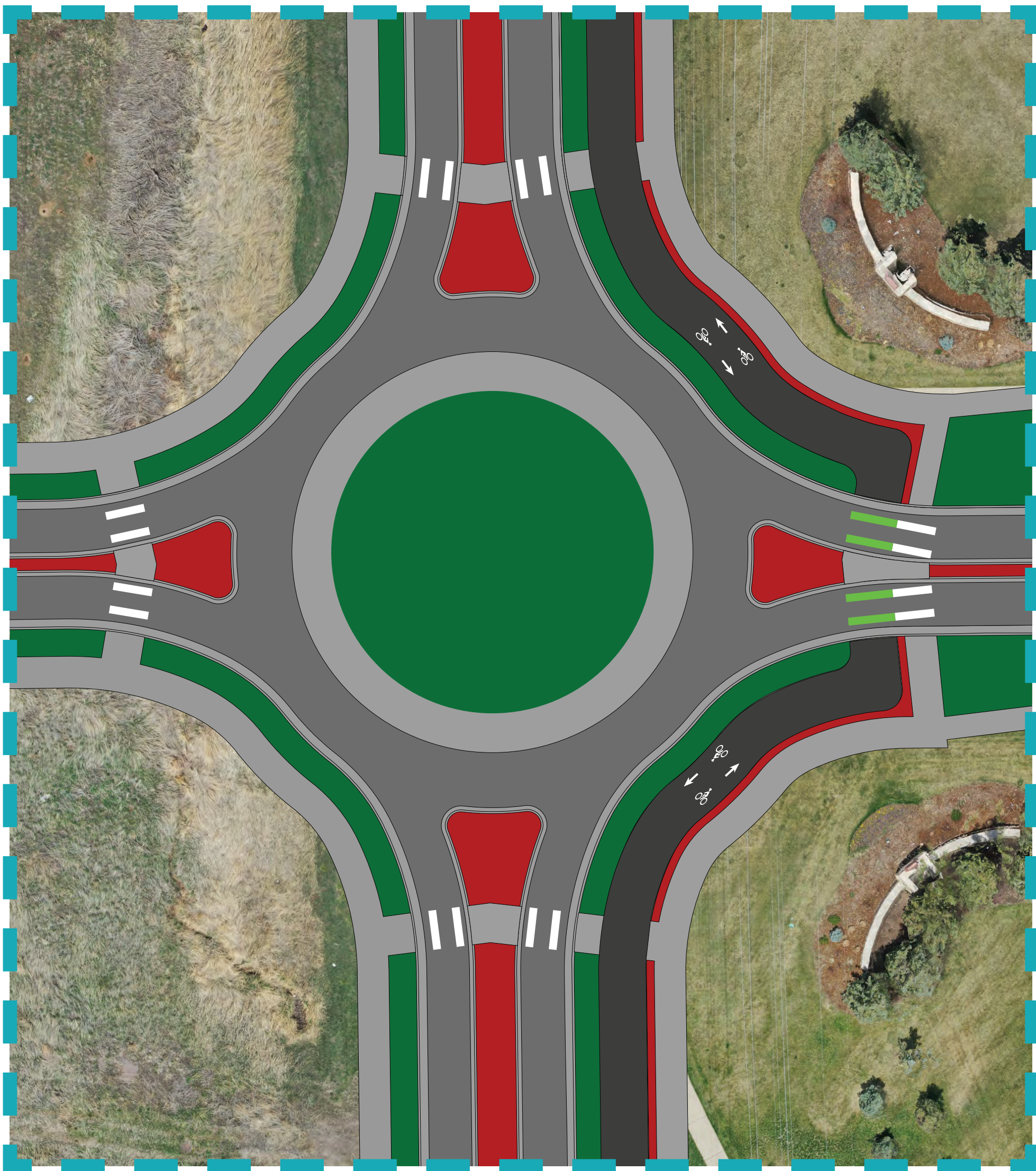
CONS

- Shared facility for bicyclists and pedestrians on east side
- Low-stress facility is only on the east side of roadway
- No vertical separation or buffer for cyclists
- Larger conflict zones for cyclists

Measures of Effectiveness

Level of Service	AM: LOS A	PM: LOS A
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	1.100	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Biking Comfort	NB: No Facility	SB: LTS 4
East Biking Comfort	NB: LTS 1	SB: LTS 1

Alternative 3



PROS

- Helps slow speeds on the corridor
- No signal infrastructure needed
- Dedicated low-stress bicycle facility
- Opportunities for placemaking in the inner circle
- No longterm signal maintenance

CONS

- Bicycle facility is only on the east side
- Transit operations are slowed
- High cost
- Could require moving utility poles
- Could require a pedestrian crossing signal

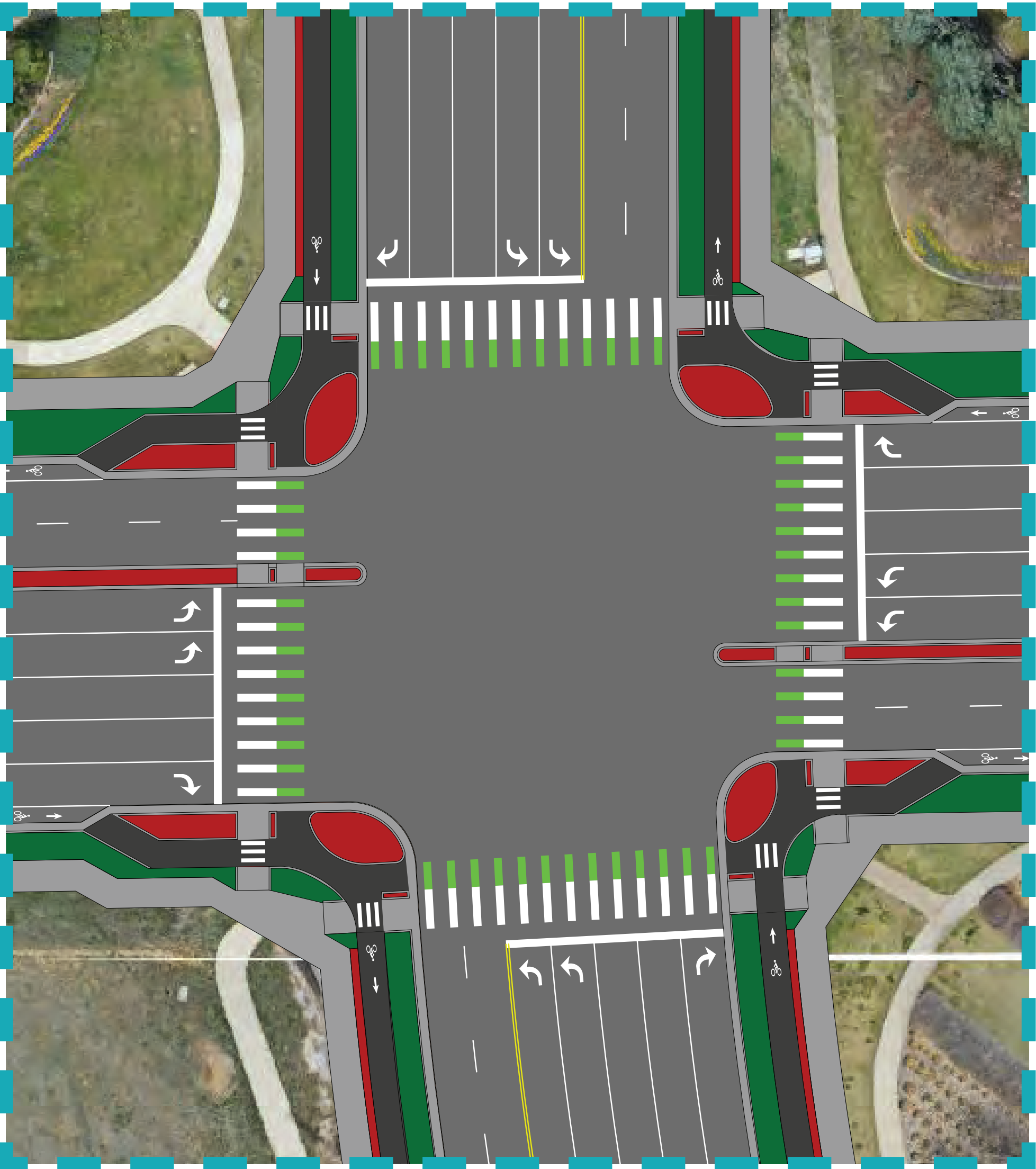
Measures of Effectiveness

Level of Service	AM: LOS A	PM: LOS B
Change in Speeding During Off-peak Hours	Decrease	
Anticipated Crash Reduction	1.160	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: No Facility
East Side Biking Comfort	NB: LTS 1	SB: LTS 1

LOCATION: Baseline Road



Alternative 1



PROS

- Creates a bicycle connection with bicycle lanes on Baseline Road
- Low-stress bicycle facility on both sides of the roadway in an intuitive location
- Future transit queue jump lanes are not precluded
- Existing traffic signal

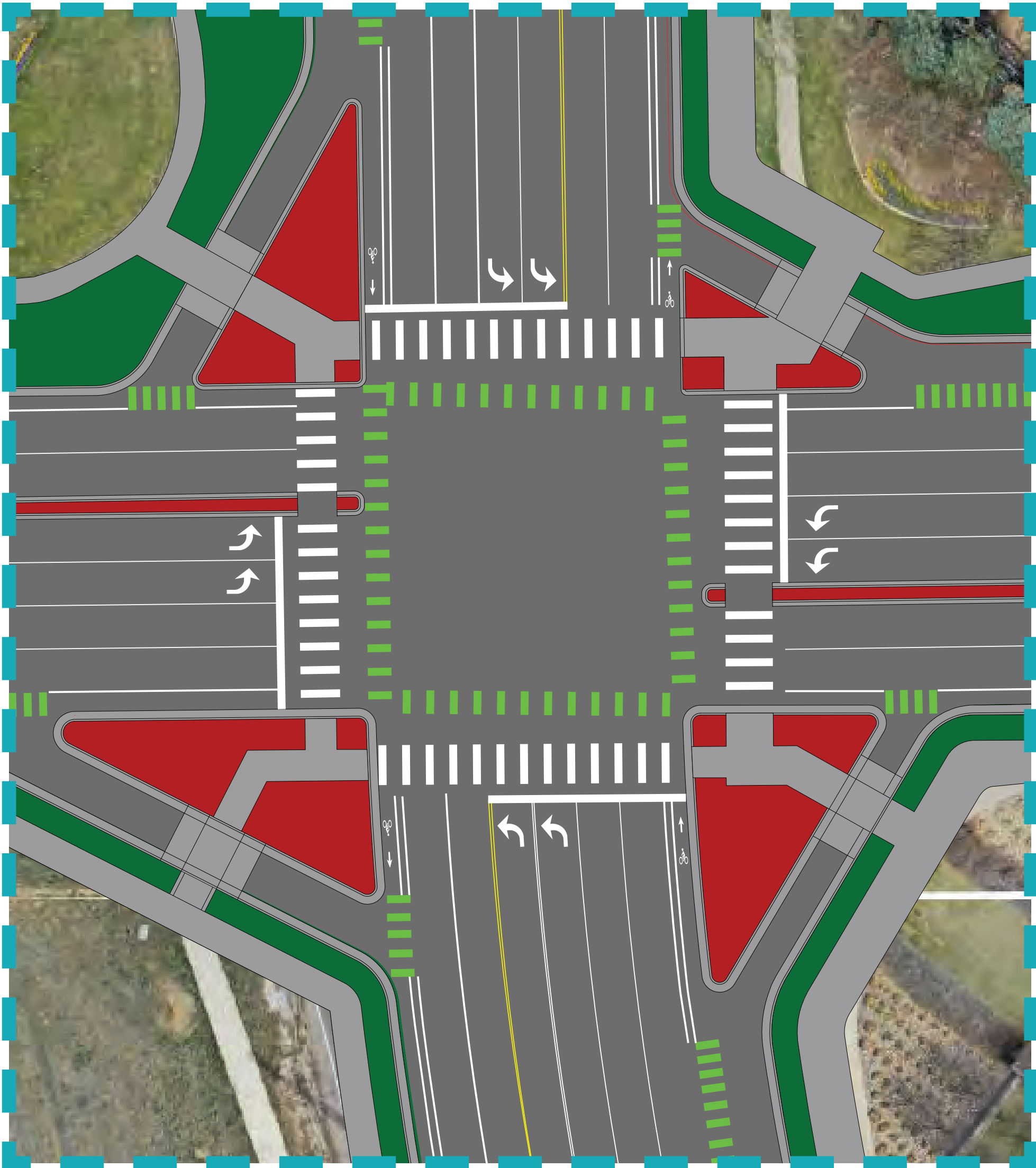
CONS

- Larger cost to implement
- No on-street bicycle facility
- Right-turn queues are large in peak hours due to protected phase only
- Long pedestrian crossing

Measures of Effectiveness

Level of Service	AM: LOS E	PM: LOS F
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	1.650	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 1
East Side Biking Comfort	NB: LTS 1	SB: No Facility

Alternative 2



PROS

- Reconfigures right turn islands promotes slower speeds
- Provides both on-street and low-stress bicycle facility
- Future transit queue jump lanes are not precluded
- More compact intersection leads to shorter pedestrian and bike crossings and smaller conflict zones
- Existing traffic signal

Measures of Effectiveness

Level of Service	AM: LOS D	PM: LOS D
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	10.854	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 4
East Side Biking Comfort	NB: LTS 1	SB: LTS 1

Alternative 3



PROS

- Creates a low-stress bicycle connection with bicycle lanes on South Boulder Road
- Provides low-stress bicycle facility separated from pedestrians on the east side

Measures of Effectiveness

Level of Service	AM: LOS E	PM: LOS F
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	No Change	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: No Facility
East Side Biking Comfort	NB: LTS 1	SB: LTS 1

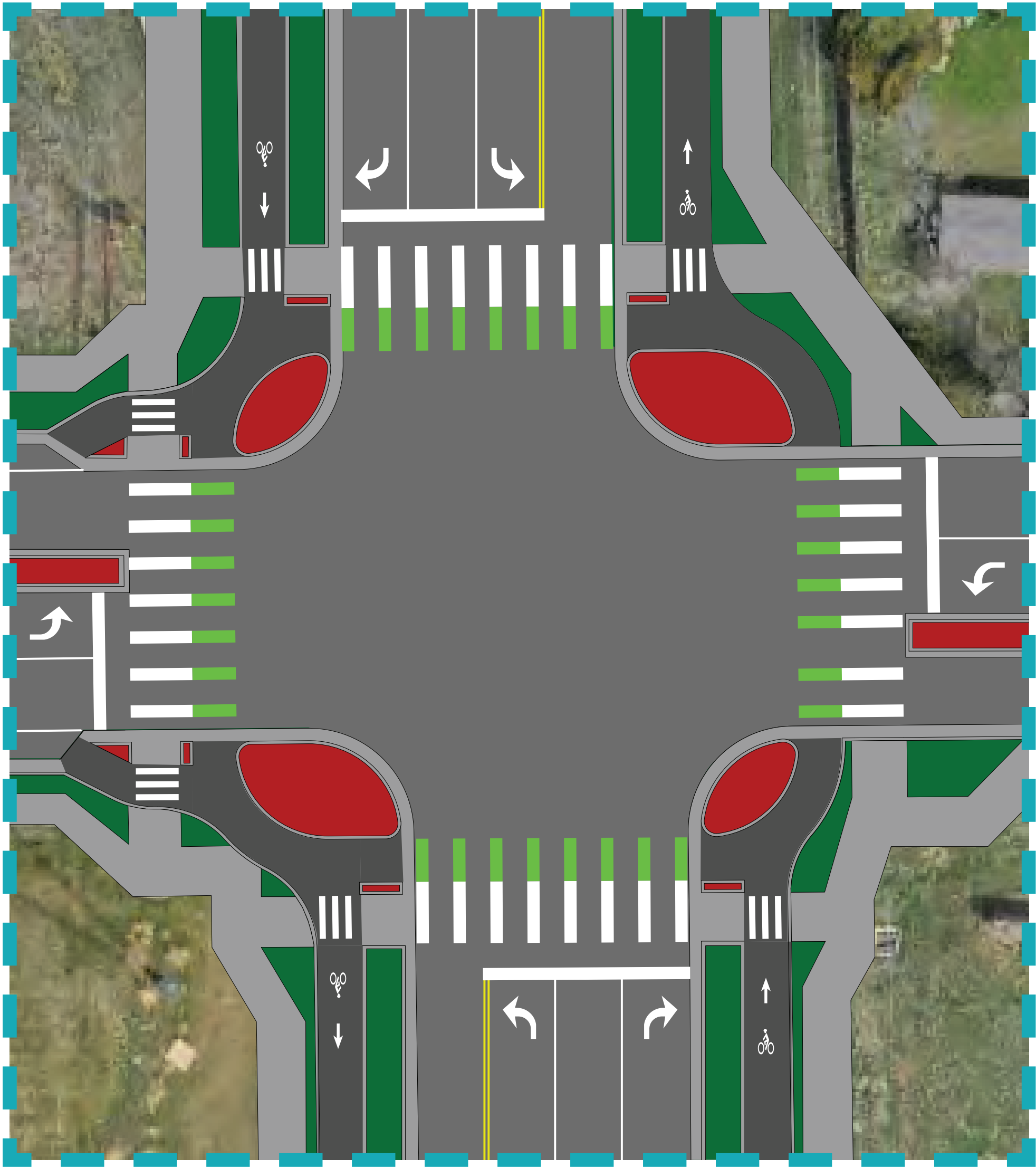
CONS

- Bicycle facility is only on the east side
- Larger cost to implement
- Right-turn queues are large in peak hours due to protected phase only

LOCATION: Paschal Drive



Alternative 1



- PROS**

 - Low-stress bicycle facility on both sides of the roadway in an intuitive location
 - One-way protected bike lanes are buffered from sidewalk and vehicular lanes
 - Minor right-of-way needs at intersection
 - Slower turning movements for vehicles, increase safety at conflict points
 - Easy East West Bicycle Connection
 - Existing traffic light
- CONS**

 - Larger cost to implement
 - No right turn on red
 - No on-street bicycle facility
 - No median possible due to emergency access needs

Measures of Effectiveness

Level of Service	AM: LOS B	PM: LOS C
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	No Change	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 1
East Side B9iking Comfort	NB: LTS 1	SB: No Facility

Alternative 2



- PROS**

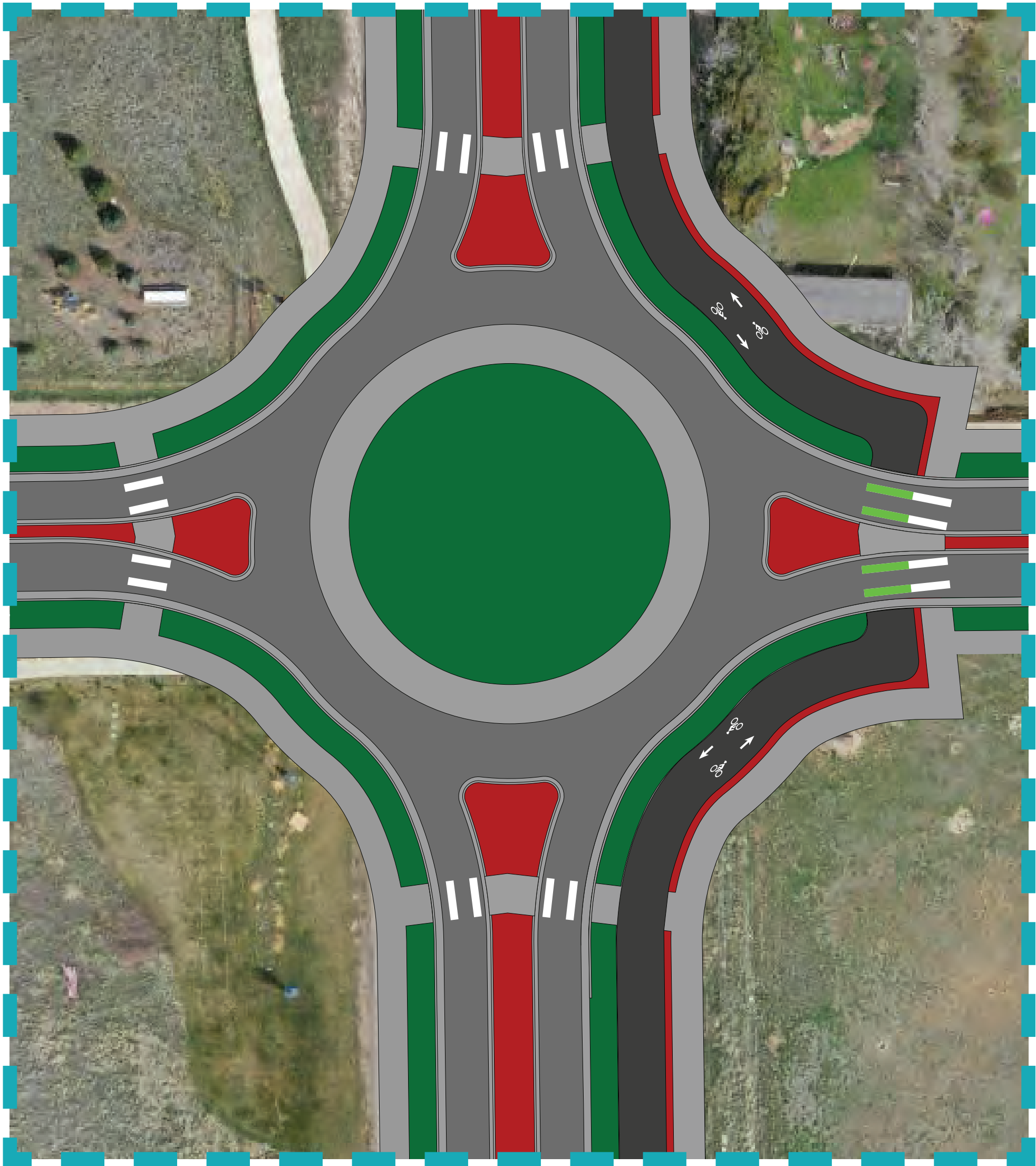
 - Provides both an on-street and low-stress bicycle facility
 - Median allows for pedestrian refuge island
 - Minor right-of-way needs at intersection
 - Reduces delay for transit vehicles
 - Existing traffic light
- CONS**

 - Shared facility for bicyclists and pedestrians on east side
 - Low-stress facility is only on the east side of roadway
 - No vertical separation or buffer for cyclists
 - Larger conflict zones for cyclists

Measures of Effectiveness

Level of Service	AM: LOS B	PM: LOS C
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	No Change	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 4
East Side Biking Comfort	NB: LTS 1	SB: LTS 1

Alternative 3



- PROS**

 - Helps slow speeds on the corridor
 - Dedicated low-stress bicycle facility
 - Opportunities for placemaking in the inner circle
 - No long term signal maintenance
- CONS**

 - Large footprint will require right-of-way
 - Bicycle facility is only on the east side
 - Traffic signal is already present
 - Transit operations are slowed
 - High cost
 - Could require moving utility poles
 - Could require a pedestrian crossing signal

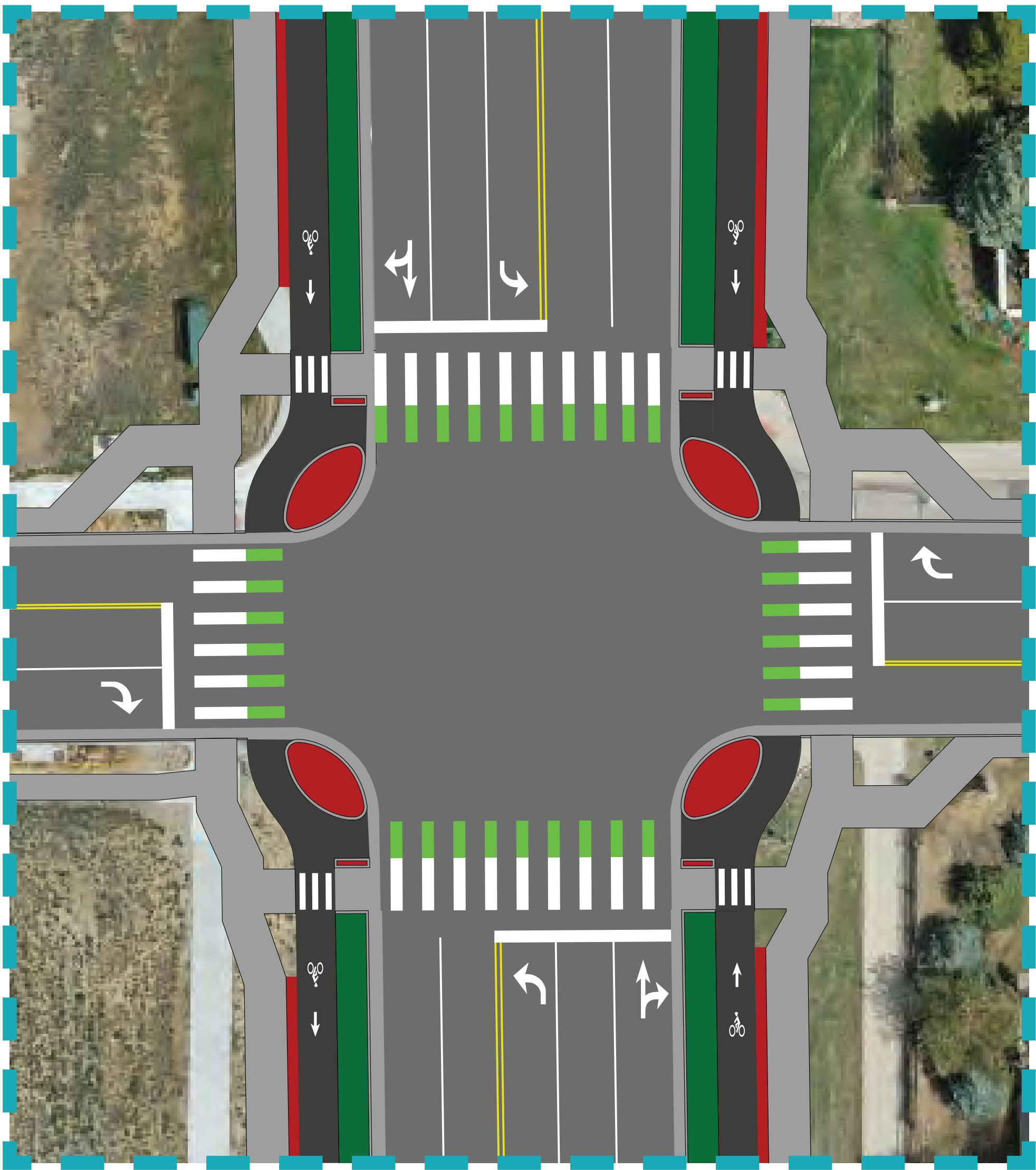
Measures of Effectiveness

Level of Service	AM: LOS C	PM: LOS E
Change in Speeding During Off-peak Hours	3,230	
Anticipated Crash Reduction	Decrease	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: No Facility
East Side Biking Comfort	NB: LTS 1	SB: LTS 1

LOCATION: Hecla Street



Alternative 1



- PROS**

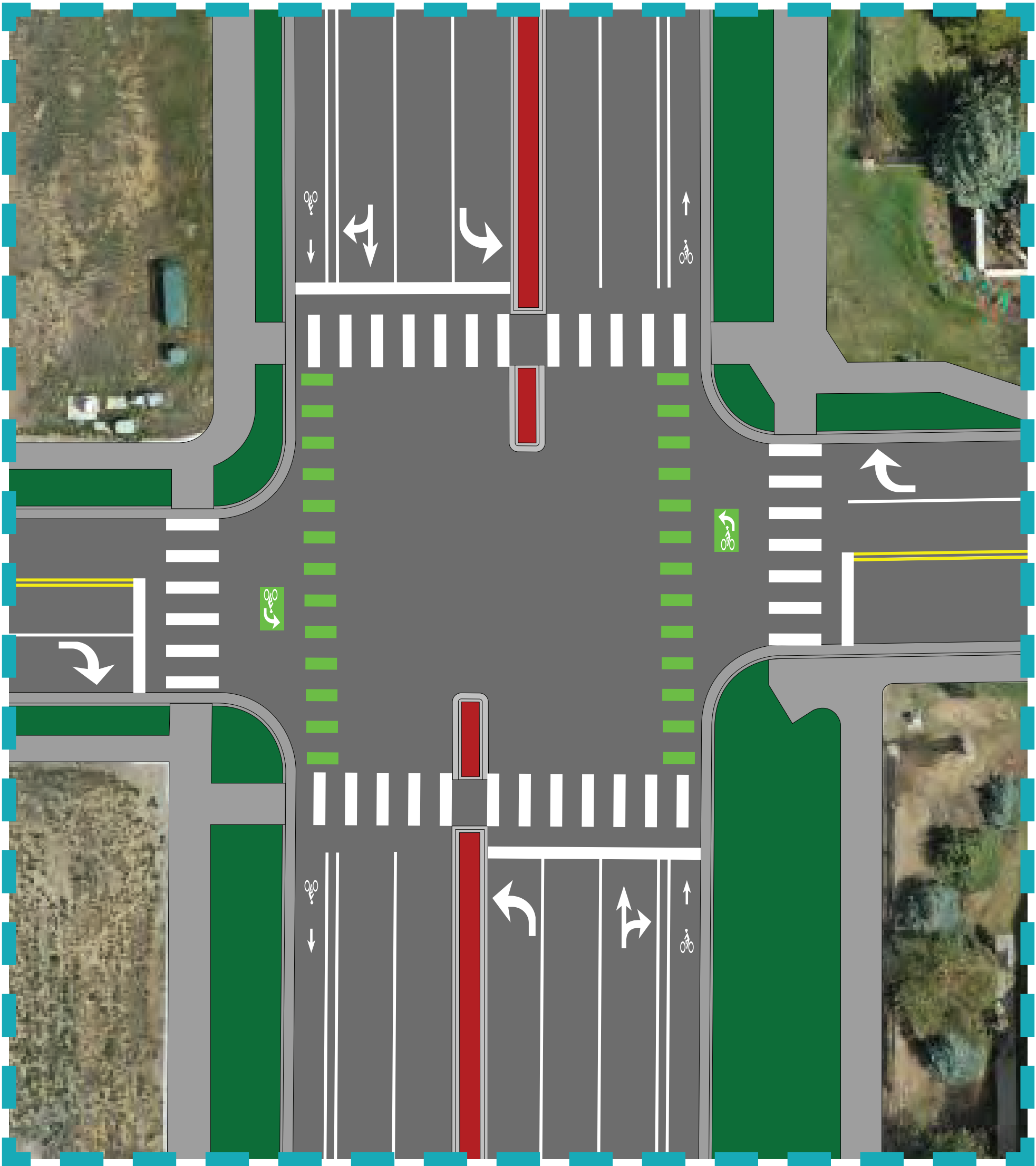
 - Signalizes the intersection
 - Low-stress bicycle facility on both sides of the roadway in an intuitive location
 - One-way protected bike lanes are buffered from sidewalk and vehicular lanes
 - Minor right-of-way needs at intersection
 - Slower turning movements for vehicles, increase safety at conflict points
 - Easy East West bicycle connection
- CONS**

 - Larger cost to implement
 - No right turn on red
 - No on-street bicycle facility
 - No median possible due to emergency access needs

Measures of Effectiveness

Level of Service	AM: LOS A	PM: LOS A
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	No Change	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 1
East Side Biking Comfort	NB: LTS 1	SB: No Facility

Alternative 2



- PROS**

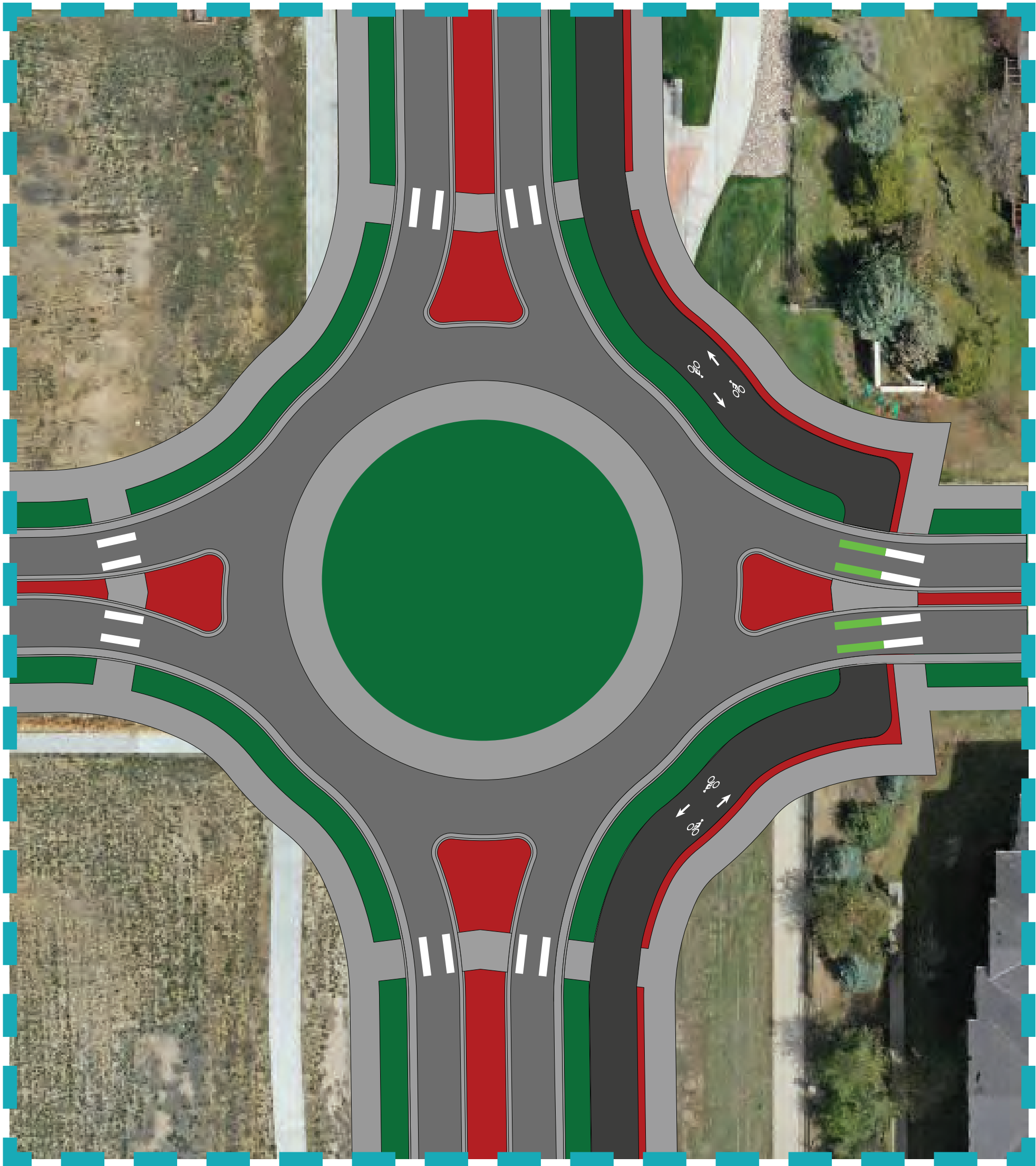
 - Provides both an on-street and low-stress bicycle facility
 - Median allows for pedestrian refuge island
 - Minor right-of-way needs at intersection
 - Reduces delay for transit vehicles
- CONS**

 - Shared facility for bicyclists and pedestrians on east side
 - Low-stress facility is only on the east side of roadway
 - No vertical separation or buffer for cyclists
 - Larger conflict zones for cyclists

Measures of Effectiveness

Level of Service	AM: LOS A	PM: LOS A
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	1.650	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 4
East Side Biking Comfort	NB: LTS 1	SB: LTS 1

Alternative 3



- PROS**

 - Helps slow speeds on the corridor
 - No signal infrastructure needed
 - Dedicated low-stress bicycle facility
 - Opportunities for placemaking in the inner circle
 - No long term signal maintenance
- CONS**

 - Large footprint will require right-of-way
 - Bicycle facility is only on the east side
 - Transit operations are slowed
 - High cost
 - Could require moving utility poles
 - Could require a pedestrian crossing signal

Measures of Effectiveness

Level of Service	AM: LOS C	PM: LOS E
Change in Speeding During Off-peak Hours	Decrease	
Anticipated Crash Reduction	4.060	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: No Facility
East Side Biking Comfort	NB: LTS 1	Sb: LTS 1

LOCATION: S Boulder Road



Alternative 1



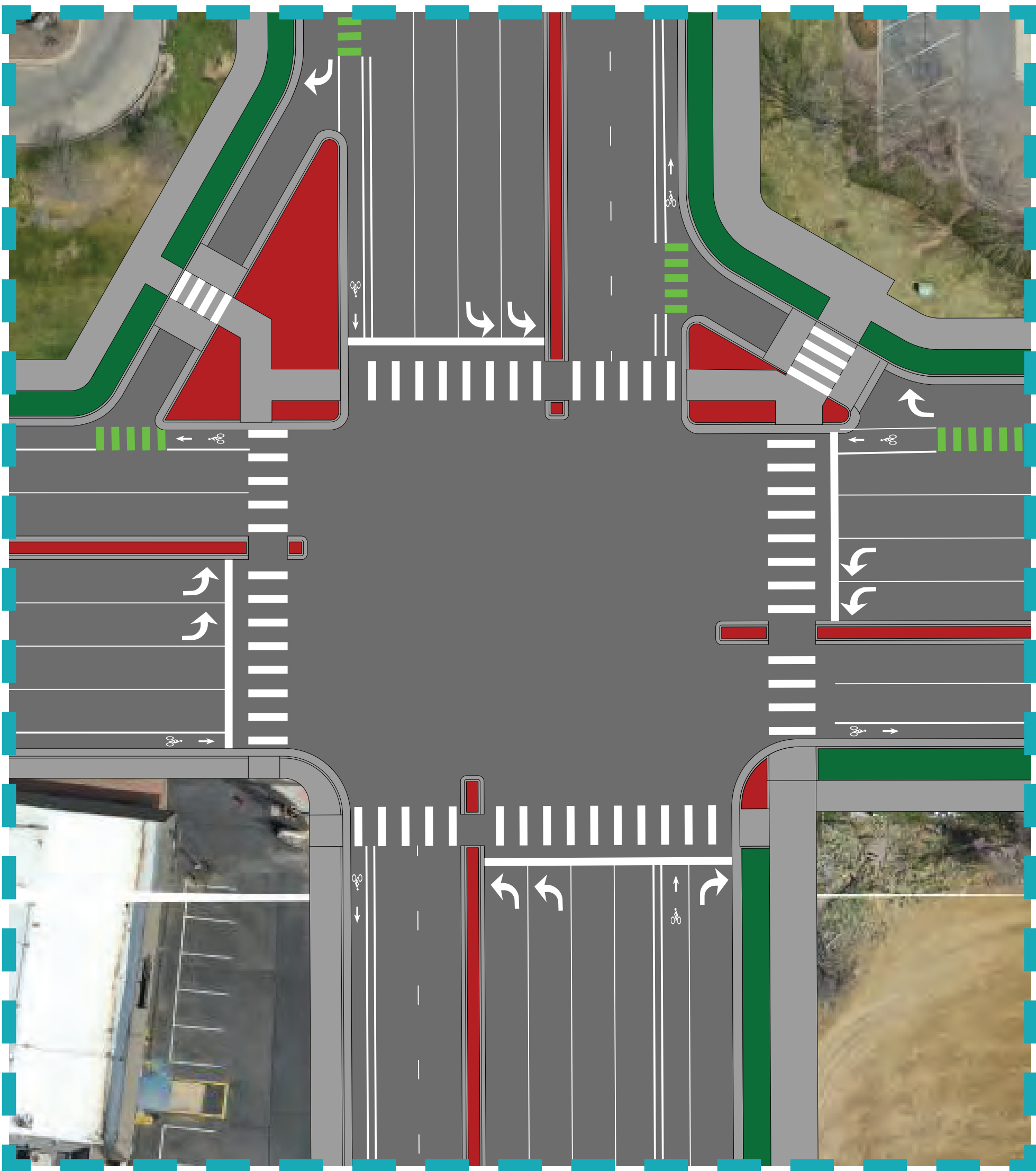
PROS

- Creates a low-stress bicycle connection with bicycle lanes on South Boulder Road
- Adds dedicated right-turn lanes on west and south legs of the intersection
- Low-stress bicycle facility on both sides of the roadway in an intuitive location

CONS

- Right-of-way acquisition would be needed for southwest corner due to building conflict
- Larger cost to implement
- No on-street bicycle facility
- Right-turn queues are large in peak hours due to protected phase only
- Open space encroachment will need further study

Alternative 2



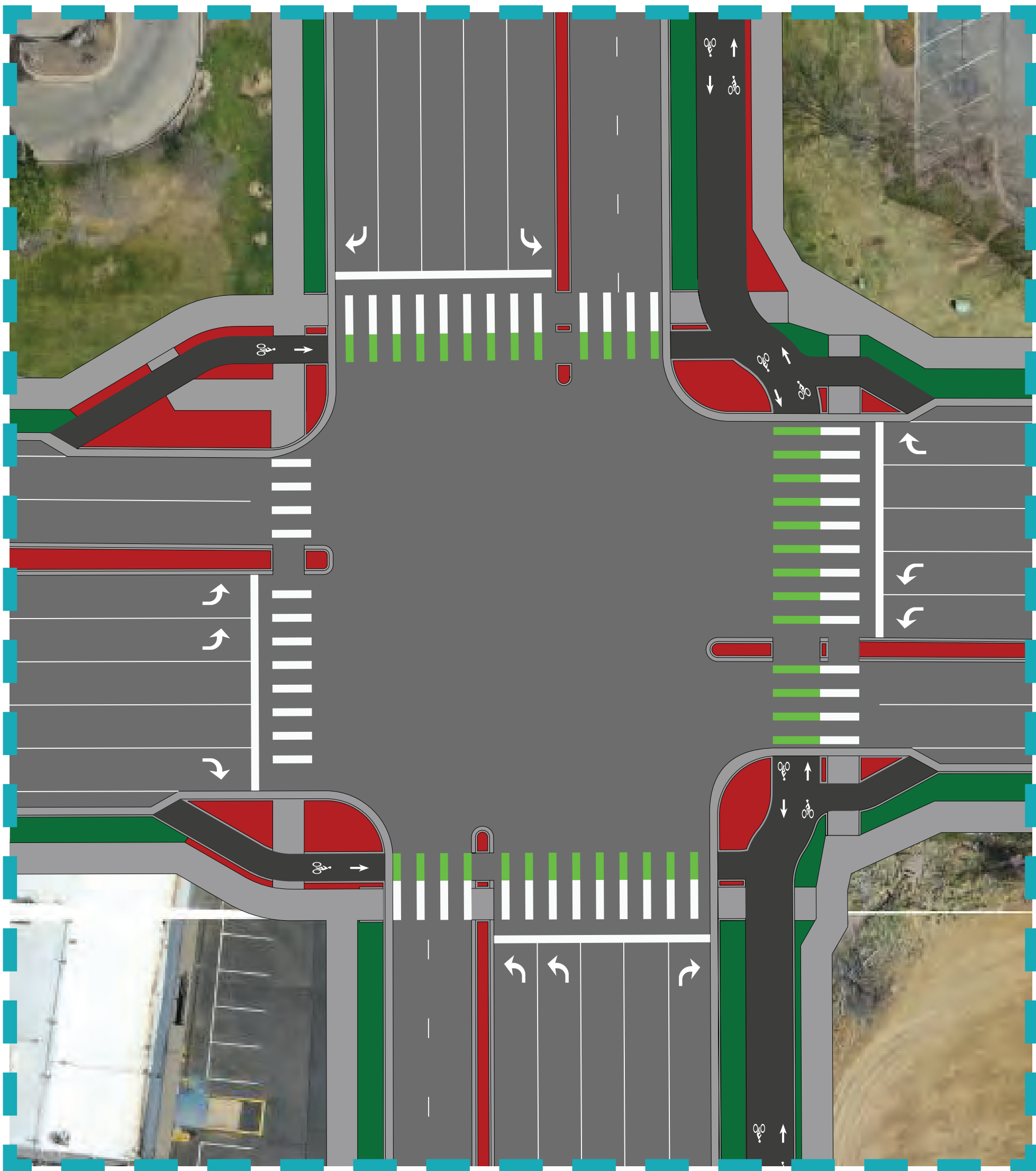
PROS

- Reconfigures right turn islands to emphasize yielding to conflicting vehicles
- No right-of-way needed in southwest leg
- Adds dedicated right-turn lane for south leg
- Provides both on-street and low-stress bicycle facility
- Future transit queue jump lanes are not precluded

CONS

- No right-turn island on south leg due to right-of-way needs
- Shared facility for bicycles and pedestrians on east side
- Low-stress facility is only on the east side of roadway
- Open space encroachment will need further study

Alternative 3



PROS

- Creates a low-stress bicycle connection with bicycle lanes on South Boulder Road
- Provides low-stress bicycle facility separated from pedestrians on the east side

CONS

- Right-of-way acquisition would be needed for southwest corner due to building conflict
- Large footprint will require right-of-way
- Bicycle facility is only on the east side
- Open space encroachment will need further study
- Larger cost to implement

Measures of Effectiveness

Level of Service	AM: LOS F	PM: LOS F
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	No Change	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 1
	SB: LTS 1	NB: No Facility

Measures of Effectiveness

Level of Service	AM: LOS D	PM: LOS D
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	No Change	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 4
East Side Bike Comfort	NB: LTS 1	SB: LTS 1

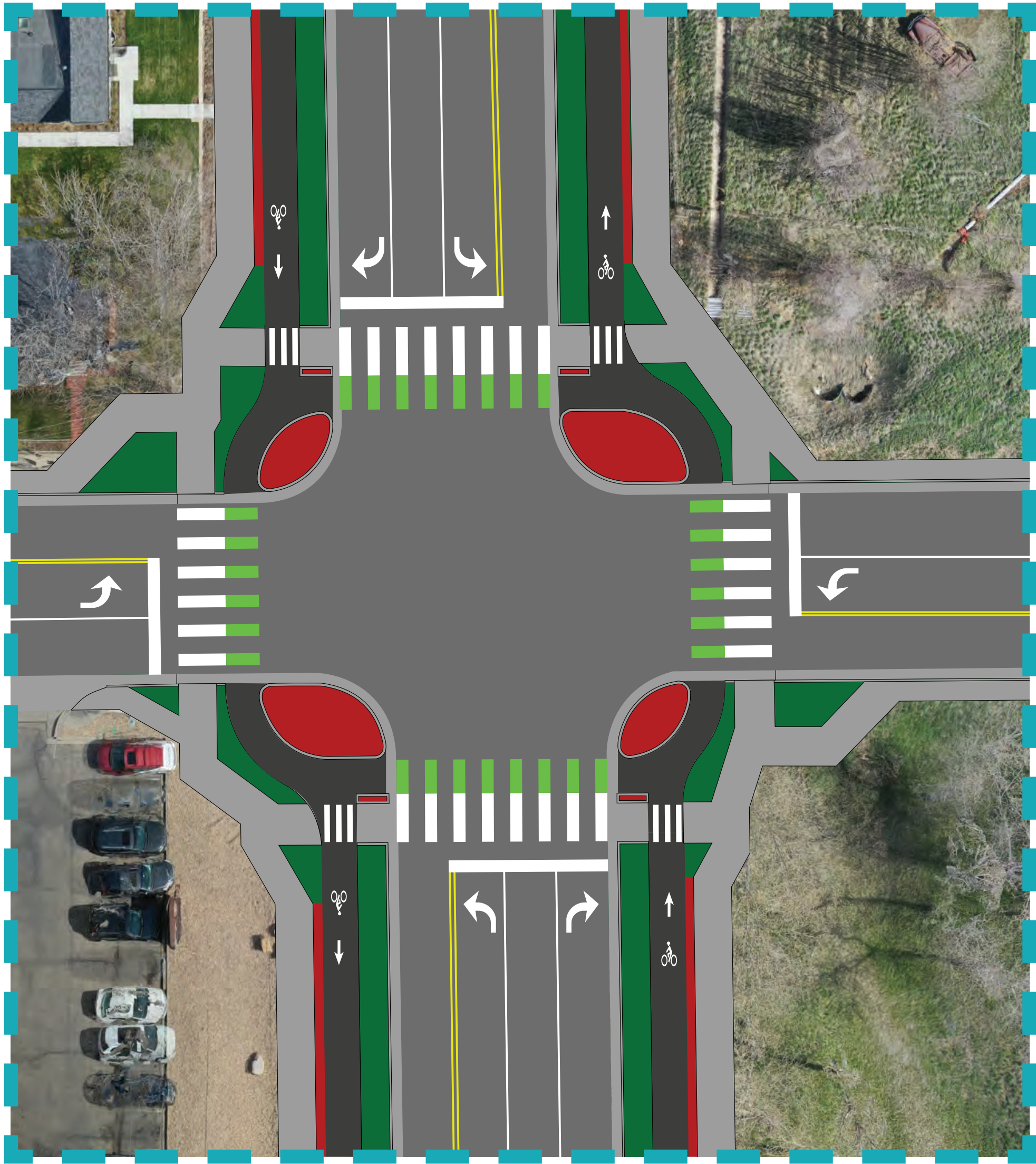
Measures of Effectiveness

Level of Service	AM: LOS F	PM: LOS F
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	No Change	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: No Facility
East Side Biking Comfort	NB: LTS 1	SB: LTS 1

LOCATION: Griffith Street



Alternative 1



PROS

- Signalizes the intersection
- Low-stress bicycle facility on both sides of the roadway in an intuitive location
- One-way protected bike lanes are buffered from sidewalk and vehicular lanes
- Minor right-of-way needs at intersection
- Slower turning movements for vehicles, increase safety at conflict points
- Easy East West bicycle connection

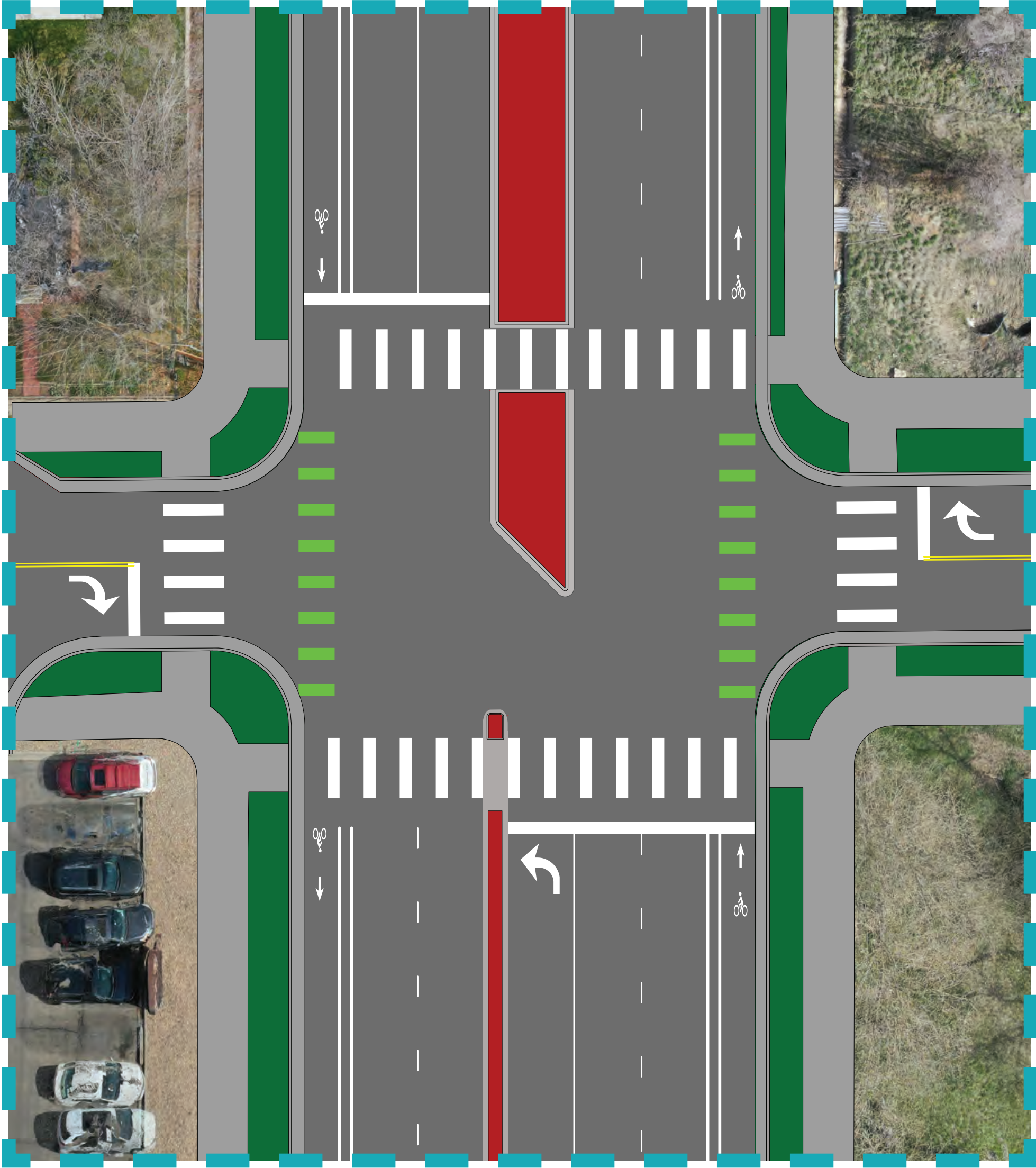
CONS

- Cost to implement
- No right turn on red
- No on-street bicycle facility
- No median possible due to emergency access needs

Measures of Effectiveness

Level of Service	AM: LOS A	PM: LOS A
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	.550	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 1
East Side Biking Comfort	NB LTS 1	SB: No Facility

Alternative 2



PROS

- Eliminates left turn delay from left-turning vehicles onto CO 42 and delay due to signal installation
- Provides both an on-street and low-stress bicycle facility
- Median allows for refuge island for pedestrians
- Minor right-of-way needs at intersection
- Reduces delay for transit vehicles

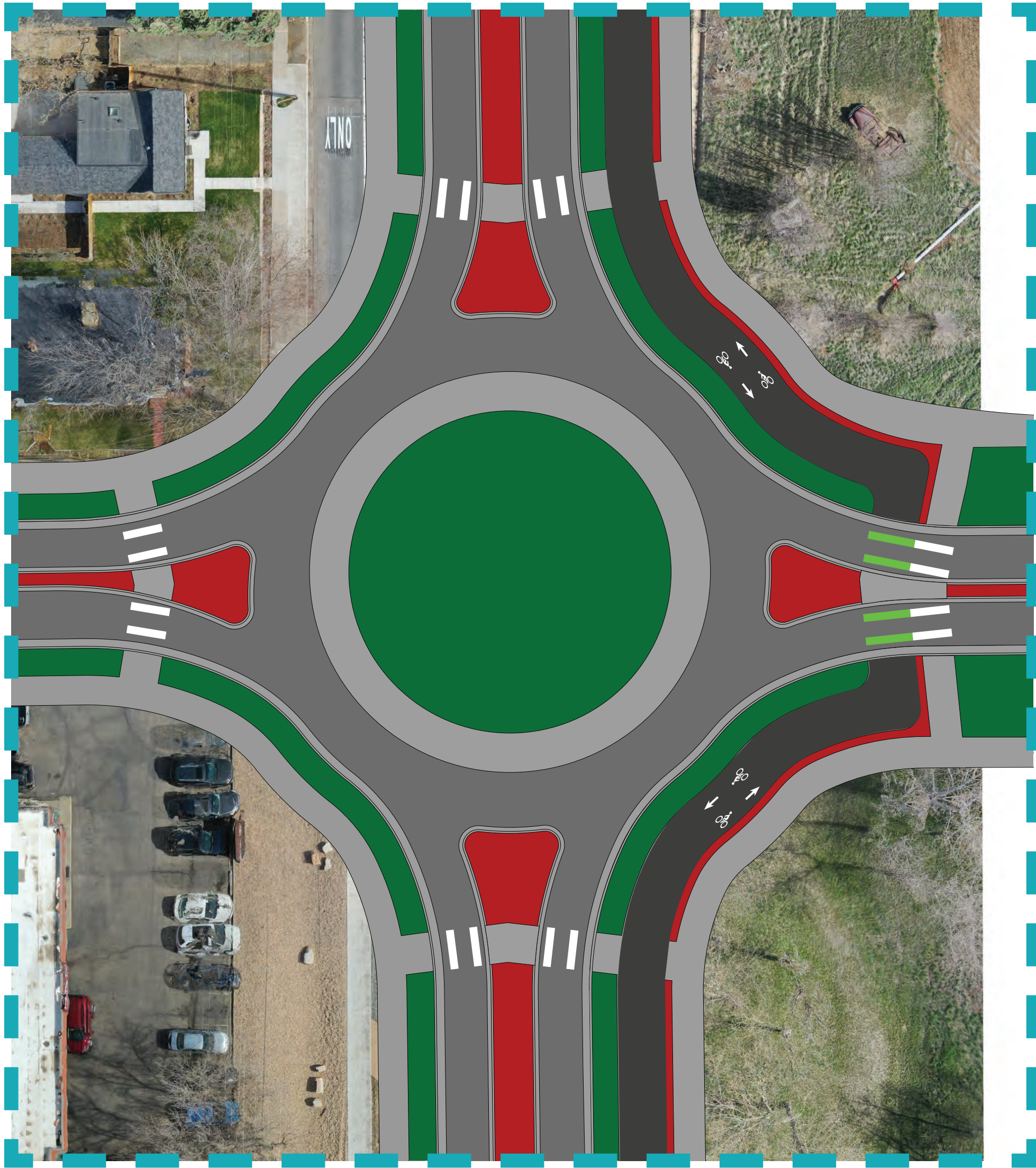
CONS

- Shared facility for bicycles and pedestrians on east side
- Low-stress facility is only on the east side of roadway
- Eliminates left turn from one of the few roads with a railroad crossing
- No vertical separation or buffer for cyclists

Measures of Effectiveness

Level of Service	AM: LOS A	PM: LOS B
Change in Speeding During Off-peak Hours	Increase	
Anticipated Crash Reduction	.500	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 4
East Side Biking Comfort	NB: LTS 1	SB: LTS 1

Alternative 3



PROS

- Helps slow speeds on the corridor
- No signal infrastructure needed
- Dedicated low-stress bicycle facility
- Opportunities for placemaking in the inner circle
- No long term signal maintenance

CONS

- Large footprint will require right-of-way
- Bicycle facility is only on the East side
- Transit operations are slowed
- High cost
- Could require moving utility poles
- Could require a pedestrian crossing signal

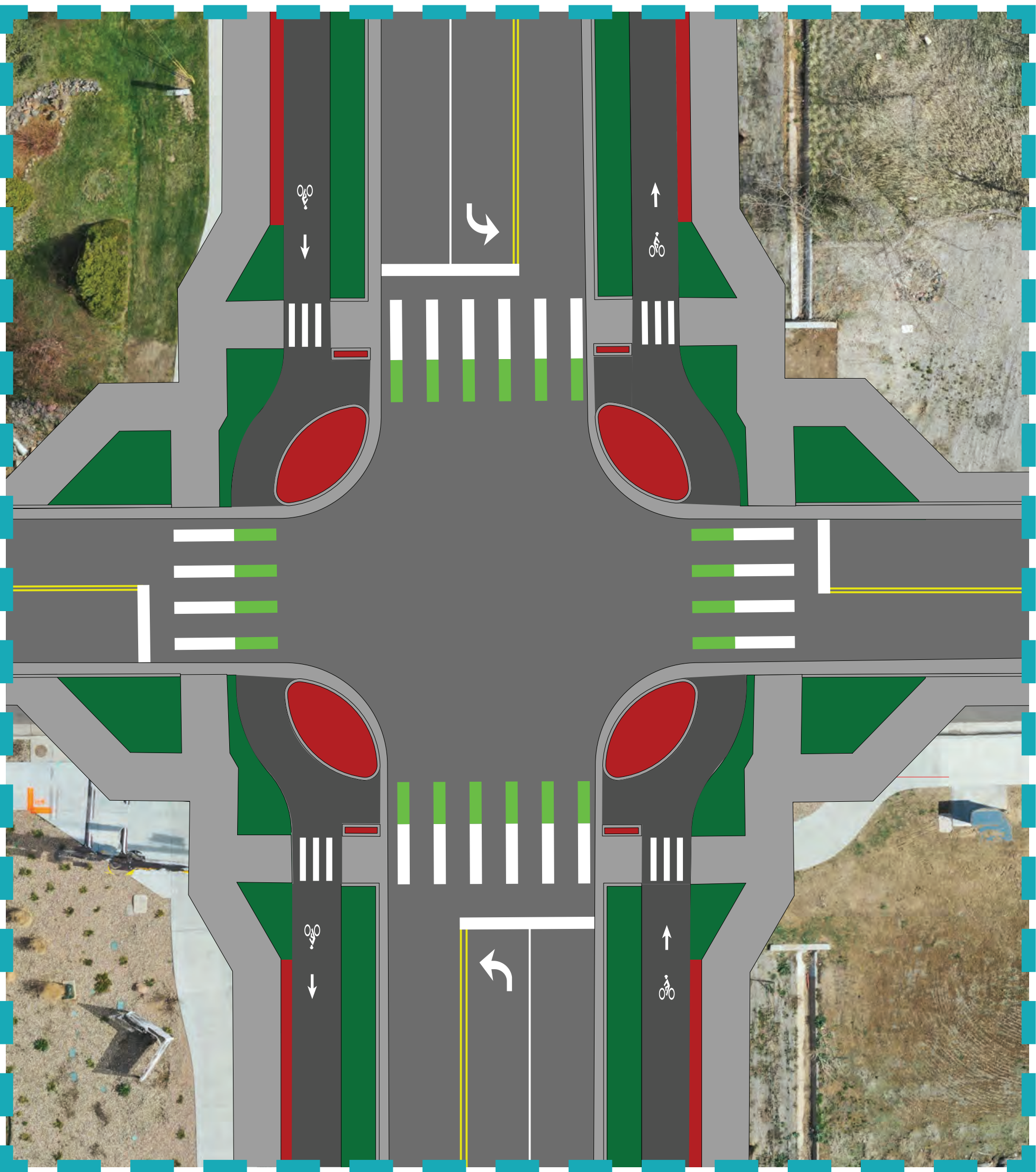
Measures of Effectiveness

Level of Service	AM: LOS B	PM: LOS C
Change in Speeding During Off-peak Hours	Decrease	
Anticipated Crash Reduction	8.120	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: No Facility
East Side Biking Comfort	NB: LTS 1	SB: LTS 1

LOCATION: Short Street



Alternative 1



PROS

- Low-stress bicycle facility on both sides of the roadway in an intuitive location
- One-way protected bike lanes are buffered from sidewalk and vehicular lanes
- Minor right-of-way needs at intersection
- Slower turning movements for vehicles, increase safety at conflict points
- Easy East West Bicycle connection for cyclists
- Existing traffic light

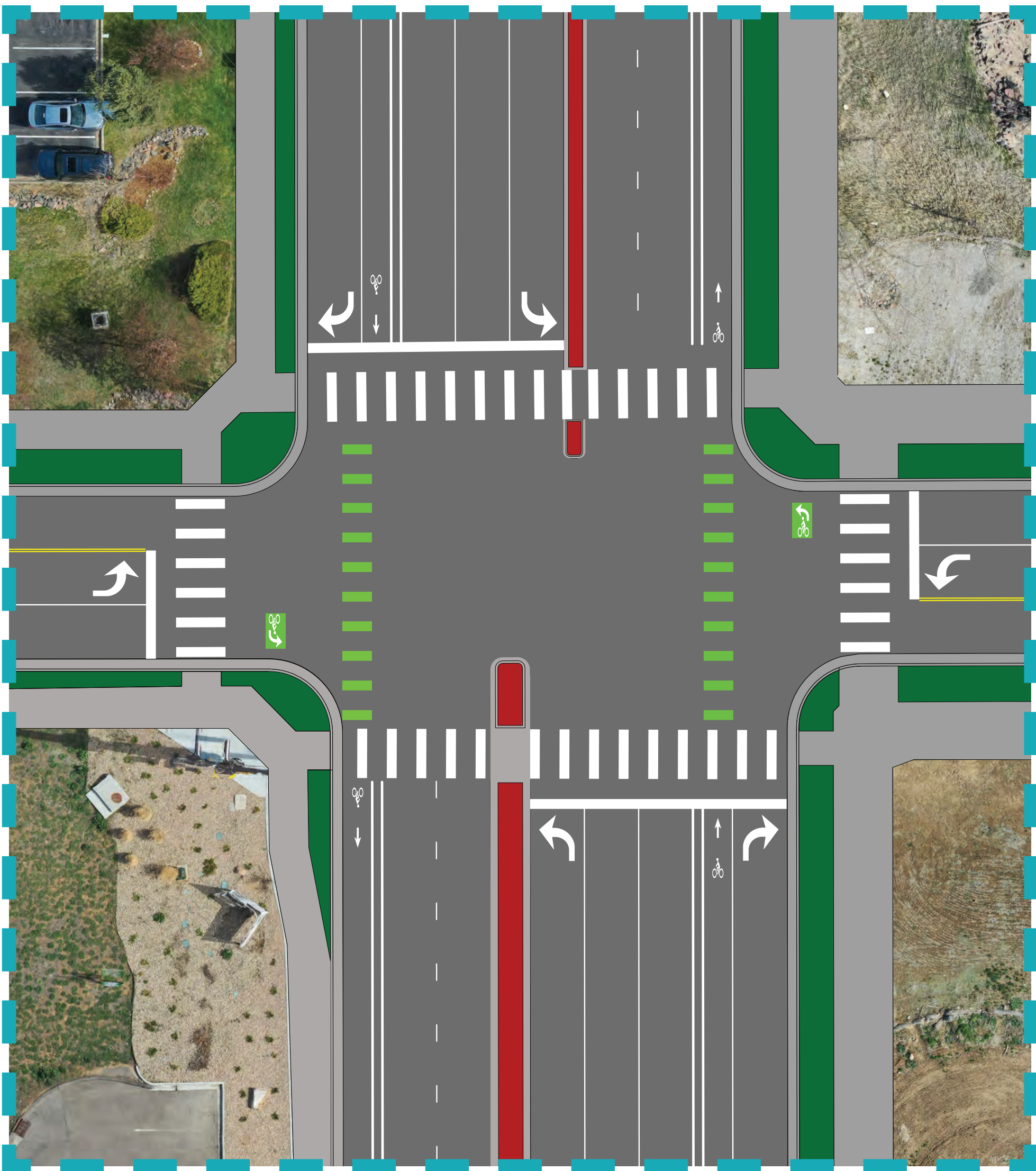
CONS

- Larger cost to implement
- No right turn on red
- No on-street bicycle facility
- No median possible due to emergency access needs

Measures of Effectiveness

Level of Service	AM: LOS A	PM: LOS B
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	No Change	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 1
East Side Biking Comfort	NB: LTS 1	SB: No Facility

Alternative 2



PROS

- Provides both an on-street and low-stress bicycle facility
- Median allows for pedestrian refuge island
- Minor right-of-way needs at intersection
- Reduces delay for transit vehicles
- Existing traffic light

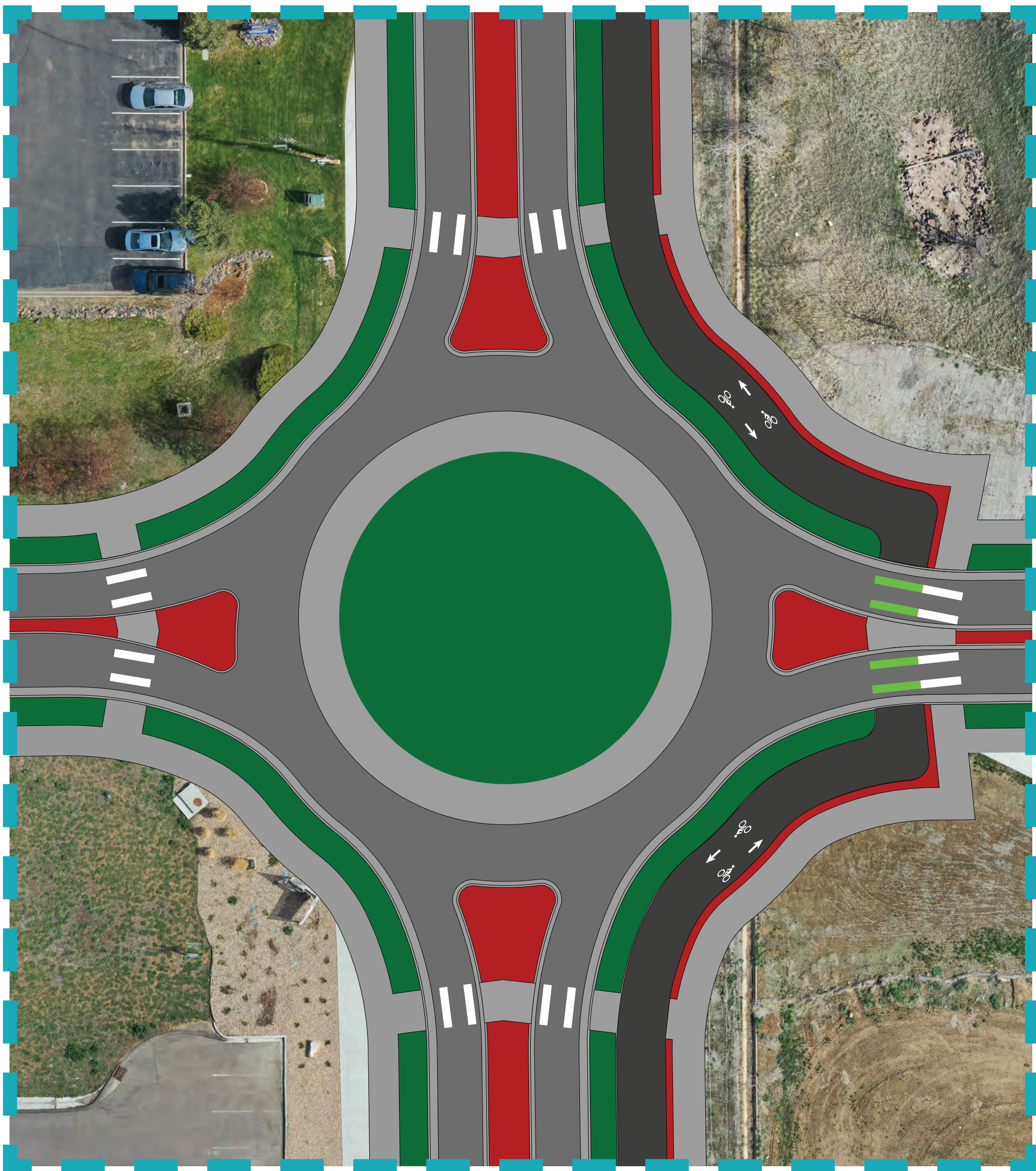
CONS

- Shared facility for bicyclists and pedestrians on east side
- Low-stress facility is only on the east side of roadway
- No vertical separation or buffer for cyclists
- Larger conflict zones for cyclists

Measures of Effectiveness

Level of Service	AM: LOS A	PM: LOS A
Change in Speeding During Off-peak Hours	Increase	
Anticipated Crash Reduction	No Change	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 4
East Side Biking Comfort	NB: LTS 1	SB: LTS 1

Alternative 3



PROS

- Helps slow speeds on the corridor
- Dedicated low-stress bicycle facility
- Opportunities for placemaking in the inner circle
- No long term signal maintenance

CONS

- Large footprint will require right-of-way
- Bicycle facility is only on the east side
- Traffic signal is already present
- Transit operations are slowed
- High cost
- Could require moving utility poles
- Could require a pedestrian crossing signal

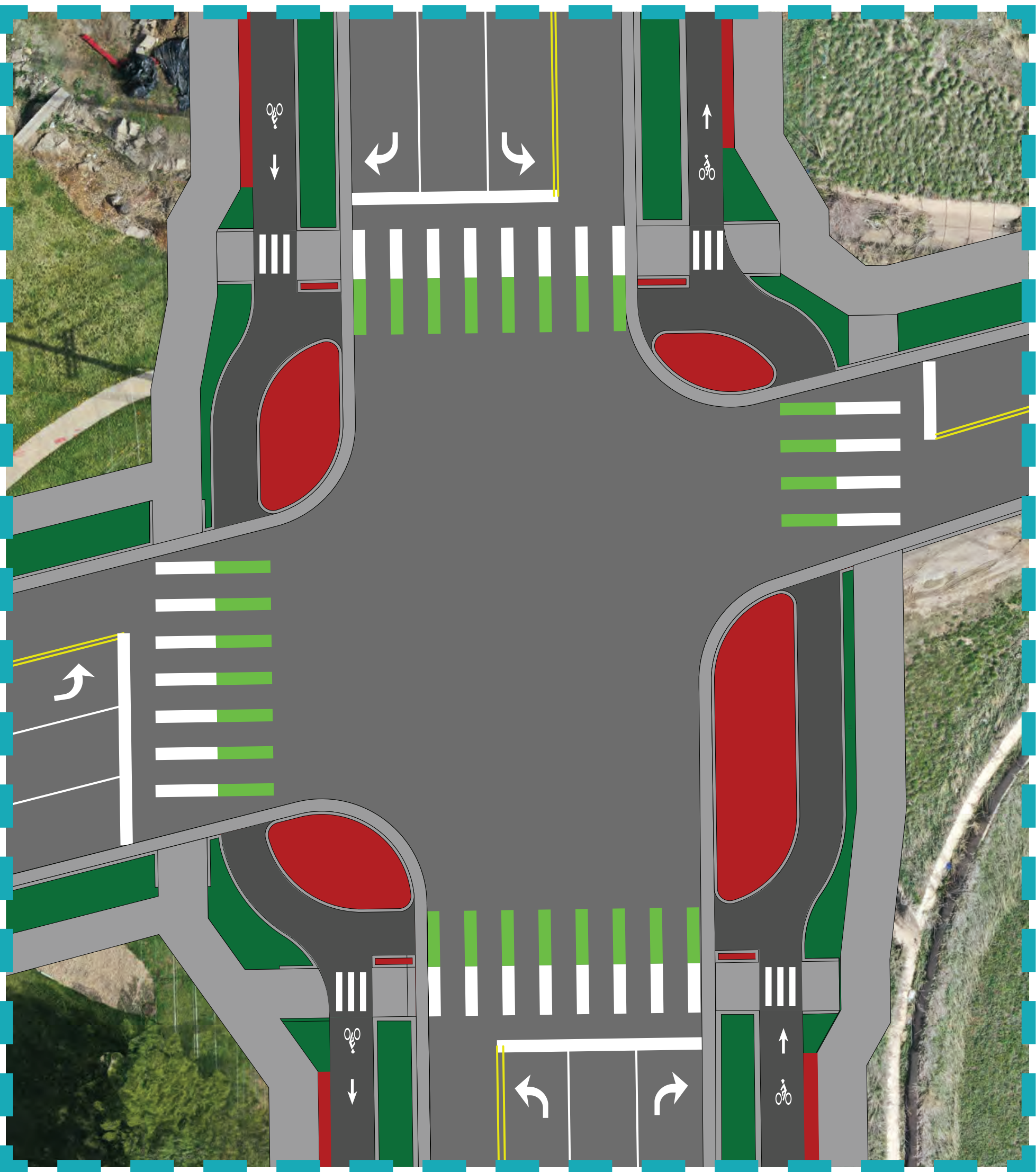
Measures of Effectiveness

Level of Service	AM: LOS B	PM: LOS C
Change in Speeding During Off-peak Hours	Decrease	
Anticipated Crash Reduction	.760	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: No Facility
East Side	NB: LTS 1	Sb: LTS 1

LOCATION: Pine Street



Alternative 1



PROS

- Low-stress bicycle facility on both sides of the roadway in an intuitive location
- One-way protected bicycle lanes are buffered from sidewalk and vehicular lanes
- Minor right-of-way needs at intersection

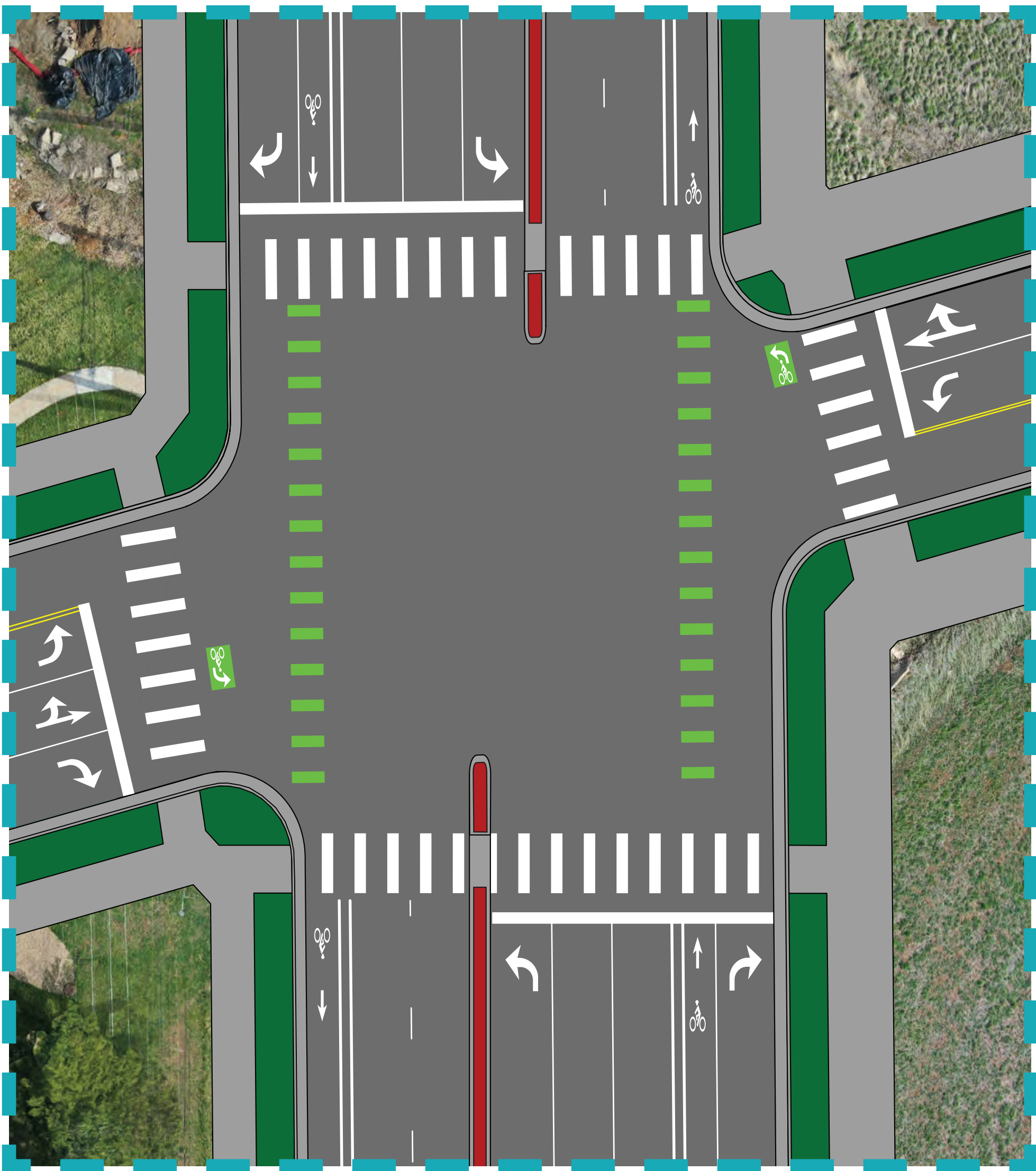
CONS

- Cost to implement
- No right turn on red
- No on-street bicycle facility
- No median possible due to emergency access needs

Measures of Effectiveness

Level of Service	AM: LOS C	PM: LOS F
Change in Speeding During Off-peak Hours	No Change	
Anticipated Crash Reduction	5.950	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 1
East Side Biking Comfort	NB: LTS 1	SB: No Facility

Alternative 2



PROS

- Provides both an on-street and low-stress bicycle facility
- Median allows for pedestrian refuge island
- Minor right-of-way needs at intersection
- Reduces delay for transit vehicles

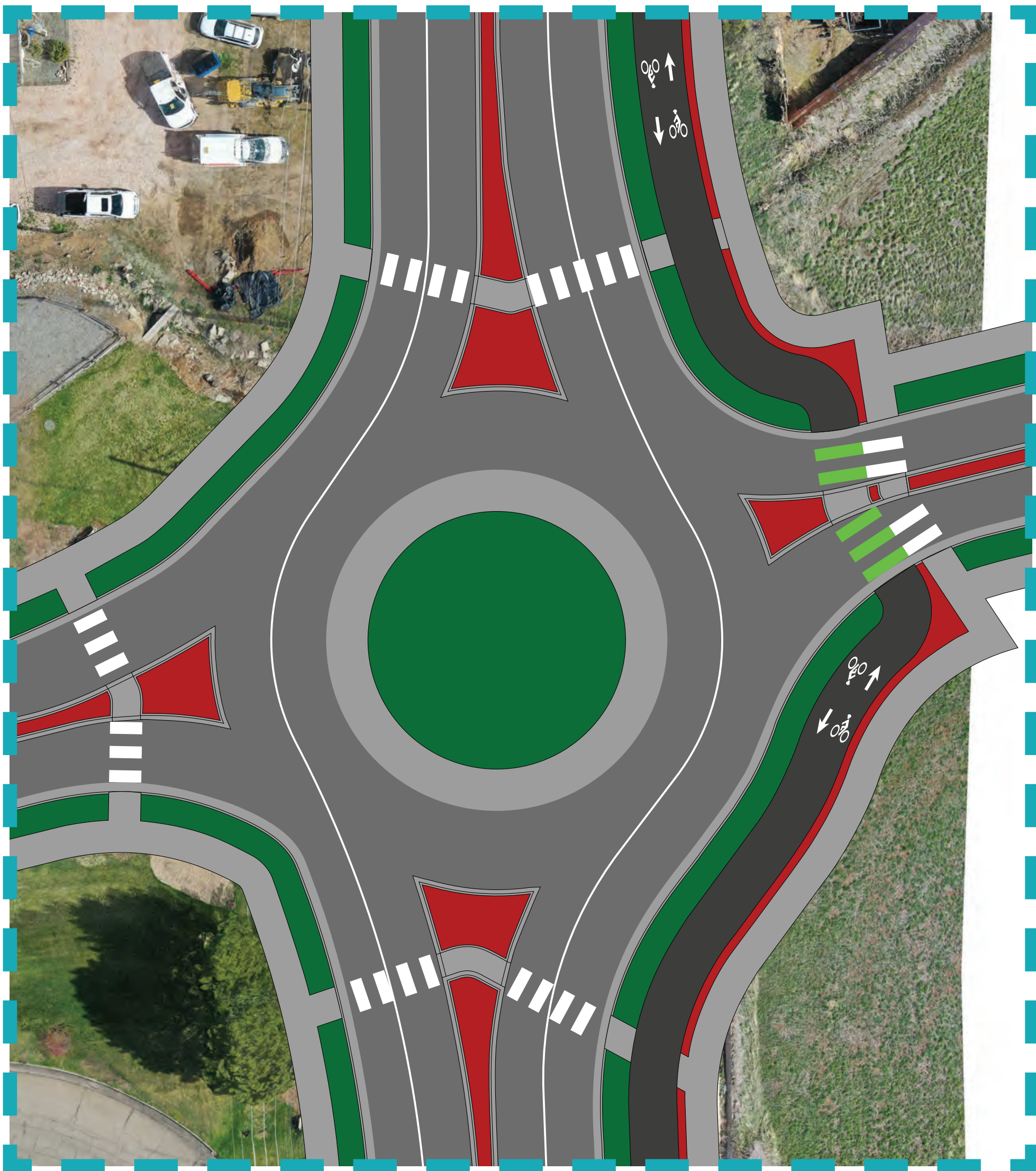
CONS

- Shared facility for bicyclists and pedestrians on east side
- Low-stress facility is only on the east side of roadway

Measures of Effectiveness

Level of Service	AM: LOS B	PM: LOS B
Change in Speeding During Off-peak Hours	Increase	
Anticipated Crash Reduction	No Change	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: LTS 4
East Side Biking Comfort	NB: LTS 1	SB: LTS 1

Alternative 3



PROS

- Helps slow speeds on the corridor
- Dedicated low-stress bicycle facility
- Opportunities for placemaking in the inner circle

CONS

- Bicycle facility is only on the east side
- Transit operations are slowed
- Large delay in traffic operations

Measures of Effectiveness

Level of Service	AM: LOS D	PM: LOS F
Change in Speeding During Off-peak Hours	Decrease	
Anticipated Crash Reduction	8.550	
Walking Comfort	NB: StreetScore 2	SB: StreetScore 2
West Side Biking Comfort	NB: No Facility	SB: No Facility
East Side Biking Comfort	Nb: LTS 1	SB: LTS 1

Corridor Wide: Measures of Effectiveness



		Alternative 1		Alternative 2		Alternative 3	
Corridor Wide	Walking Comfort	NB: StreetScore 2	SB: StreetScore 2	NB: StreetScore 2	SB: StreetScore 2	NB: StreetScore 2	SB: StreetScore 2
	West Side Biking Comfort	NB: No Facility	SB LTS 1	NB: No Facility	SB: LTS 4	NB: No Facility	SB: No Facility
	East Side Biking Comfort	NB: LTS 1	SB: No Facility	NB: LTS 1	SB LTS 1	NB LTS 1	SB: LTS 1
Northpark Drive/ Dagny Way	Level of Service	AM: LOS B	PM: LOS C	Am: LOS A	PM: LOS B	AM: LOS B	PM: LOS B
	Change in Speeding During Off-Peak Hours	No Change		No Change		Decrease	
	Anticipated Crash Reduction	No Change		No Change		3.040	
Indian Peaks Trail	Level of Service	Am: LOS A	PM: LOS A	AM: LOS A	PM: LOS A	AM: LOS A	PM: LOS B
	Change in Speeding During Off-peak Hours	No Change		No Change		Decrease	
	Anticipated Crash Reduction	1.100		1.100		1.160	
Baseline Road	Level of Service	AM: LOS E	PM: LOS F	AM: LOS D	PM LOS D	AM: LOS E	PM LOS F
	Change in Speeding During Off-peak Hours	No Change		No Change		No Change	
	Anticipated Crash Reduction	1.650		10.854		No Change	
Paschal Drive	Level of Service	AM: LOS B	PM: LOS C	AM: LOS B	PM: LOS C	AM: LOS C	PM: LOS E
	Change in Speeding During Off-peak Hours	No Change		No Change		3.230	
	Anticipated Crash Reduction	No Change		No Change		Decrease	
Hecla Street	Level of Service	AM: LOS A	PM: LOS A	AM LOS A	PM LOS A	AM: LOS C	PM: LOS E
	Change in Speeding During Off-peak Hours	No Change		No Change		Decrease	
	Anticipated Crash Reduction	No Change		1.650		4.060	
S Boulder Road	Level of Service	AM: LOS F	PM: LOS F	AM: LOS D	PM: LOS D	AM: LOS F	PM: LOS F
	Change in Speeding During Off-peak Hours	No Change		No Change		No Change	
	Anticipated Crash Reduction	No Change		No Change		No Change	
Griffith Street	Level of Service	AM: LOS A	PM: LOS A	AM: LOS A	PM: LOS B	AM: :LOS B	PM LOS C
	Change in Speeding During Off-peak Hours	No Change		Increase		Decrease	
	Anticipated Crash Reduction	.550		.500		8.120	
Short Street	Level of Service	AM: LOS A	PM LOS B	AM: LOS A	PM: LOS A	AM: LOS B	PM: LOS C
	Change in Speeding During Off-peak Hours	No Change		Increase		Decrease	
	Anticipated Crash Reduction	No Change		No Change		.760	
Pine Street	Level of Service	AM: LOS C	PM: LOS F	AM: LOS B	PM: LOS B	AM: LOS D	PM: LOS F
	Change in Speeding During Off-peak Hours	No Change		Increase		Decrease	
	Anticipated Crash Reduction	5.950		No Change		8.550	

Future 42 - Preliminary Design Alternatives

SURVEY RESPONSE REPORT

01 March 2017 - 21 November 2022

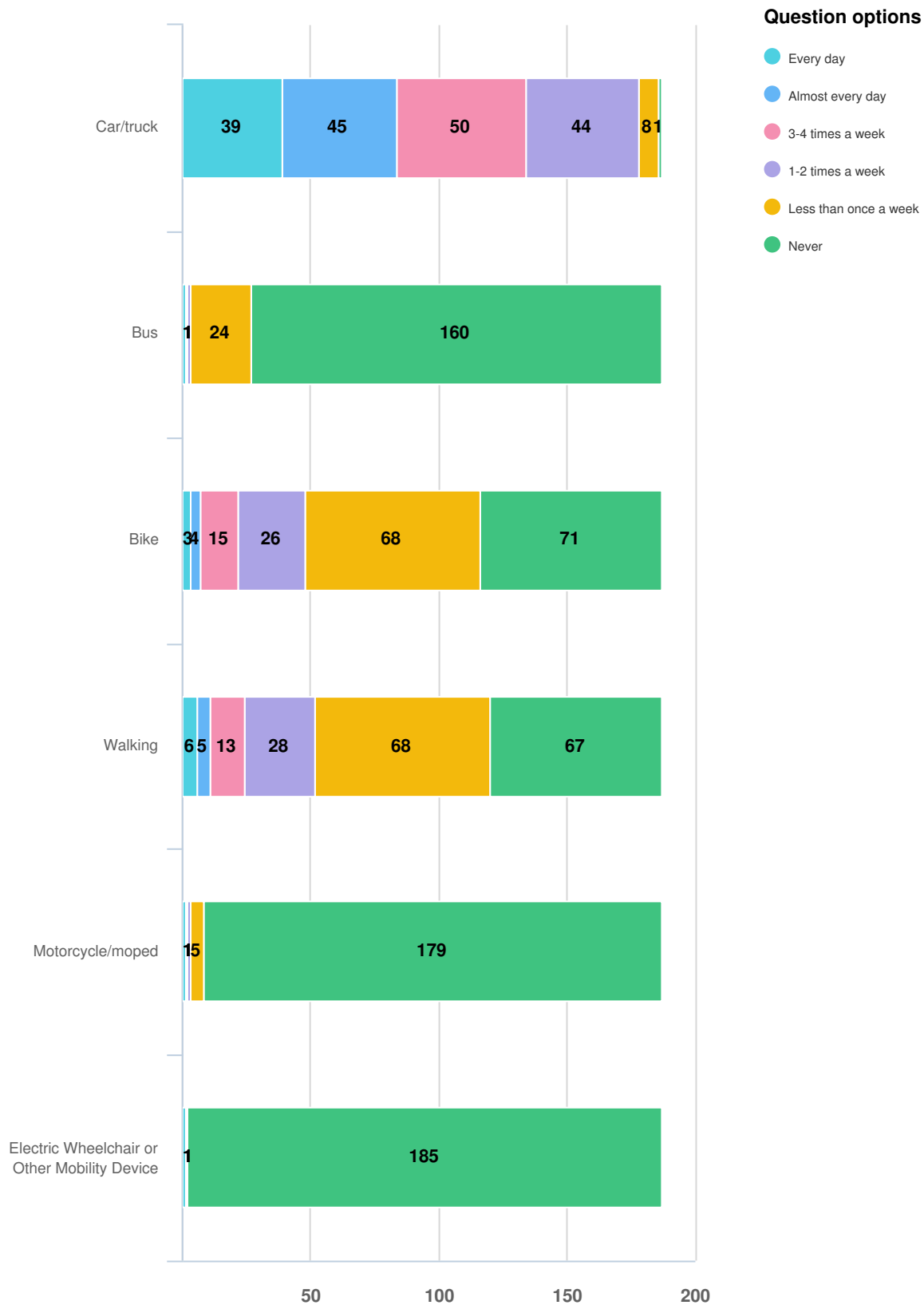
PROJECT NAME:

Future 42 Public Engagement



SURVEY QUESTIONS

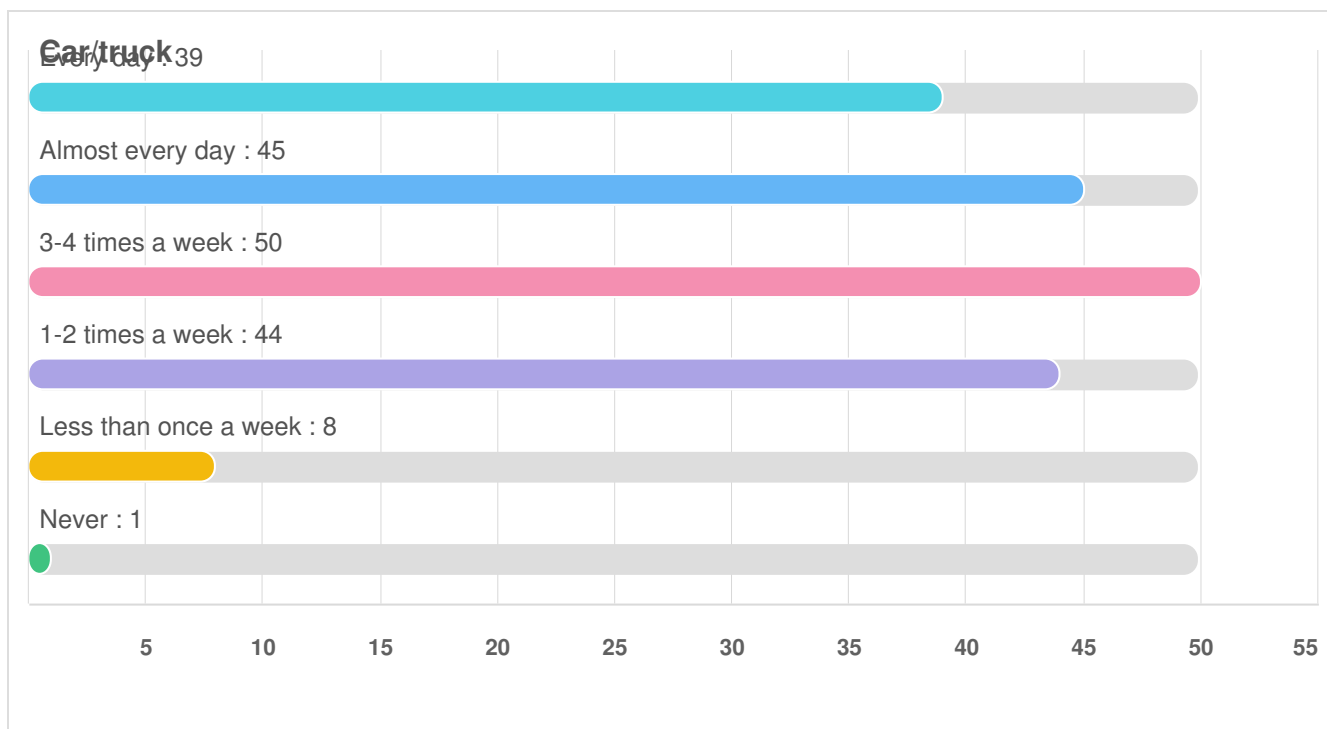
Q1 How often do you use the following types of transportation along CO-42 each week?

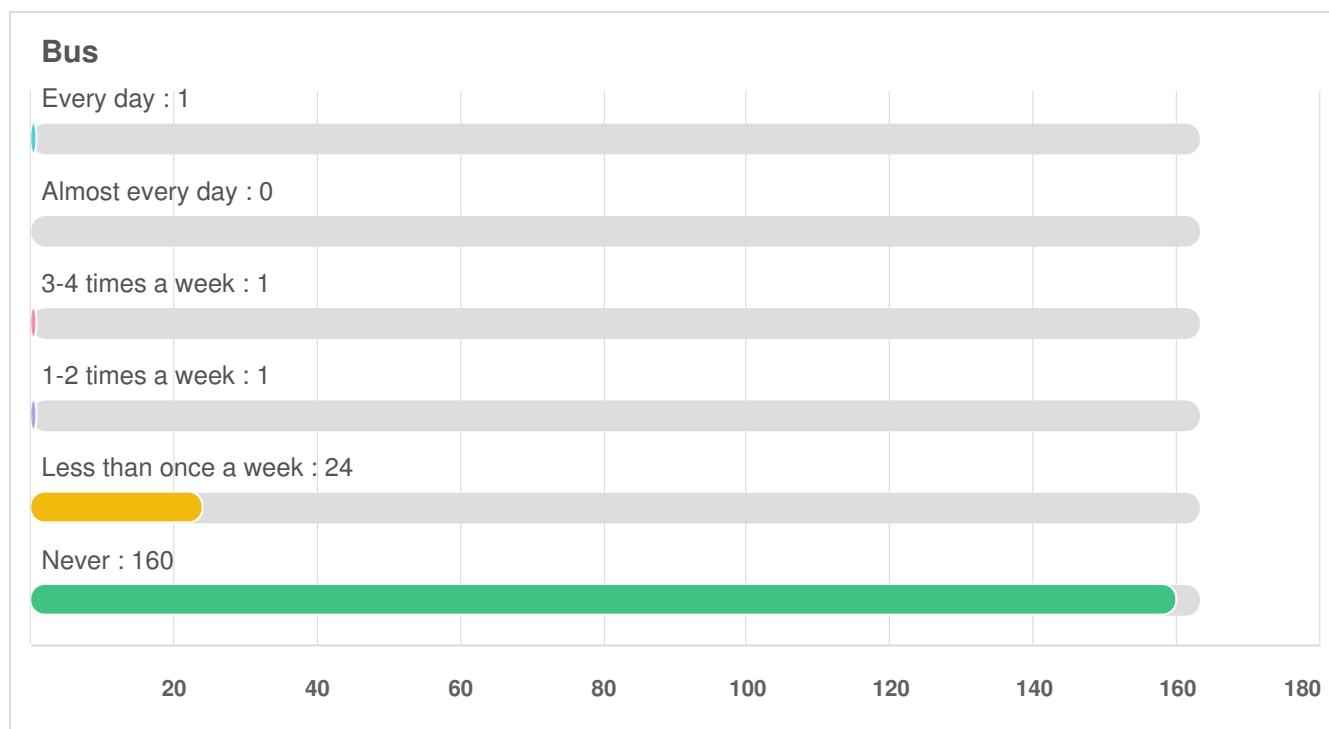


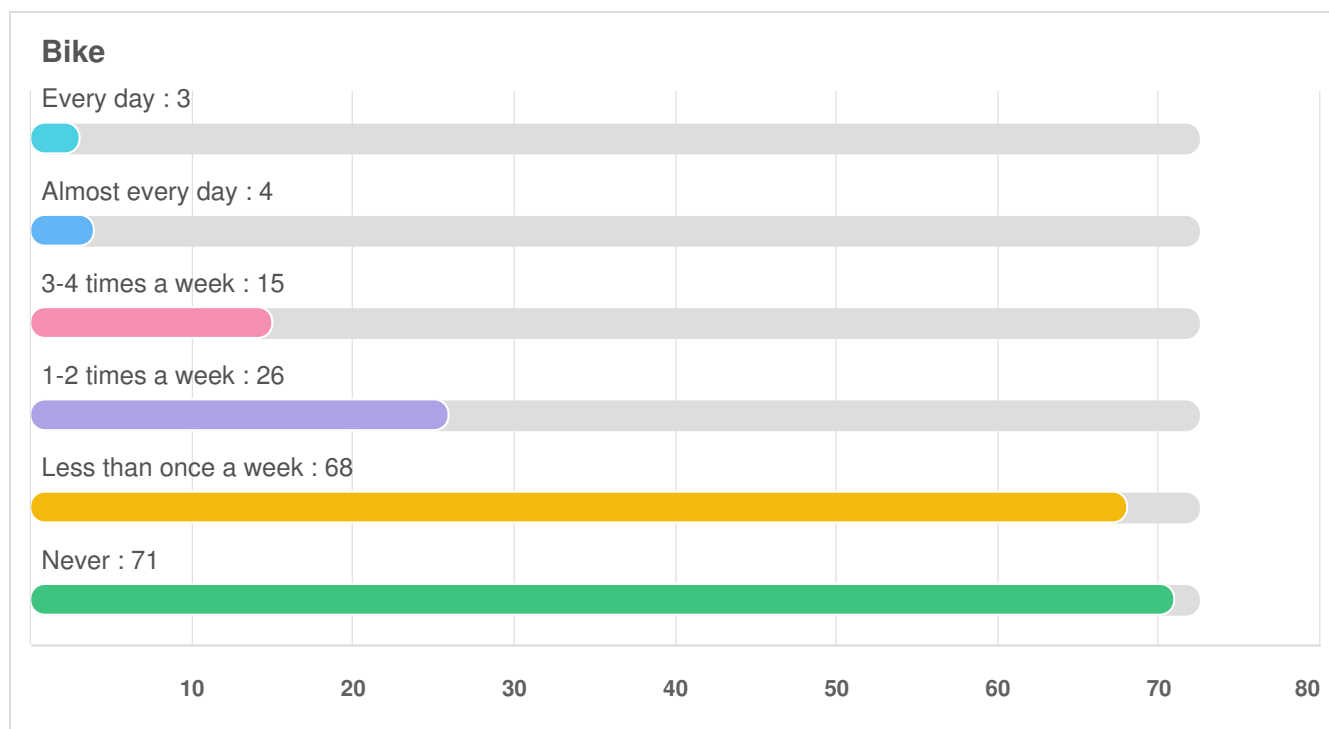
Mandatory Question (187 response(s))

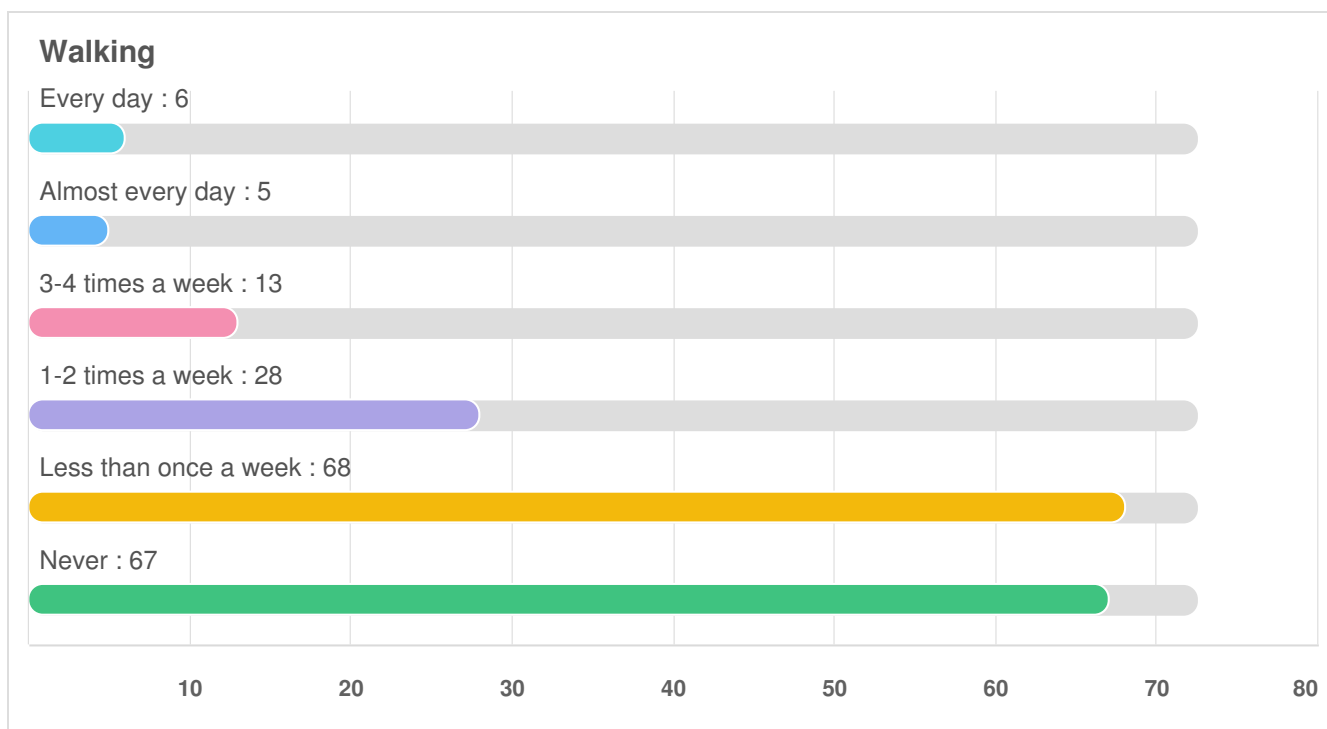
Question type: Likert Question

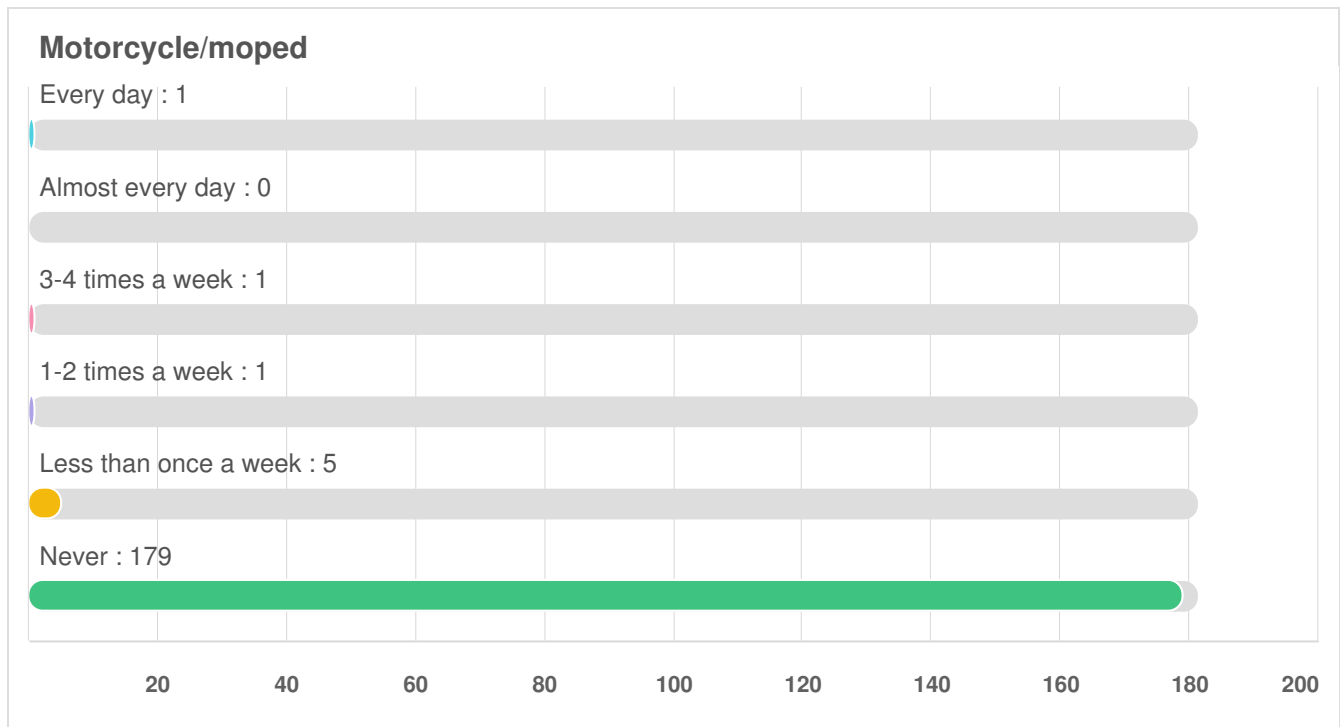
Q1 | How often do you use the following types of transportation along CO-42 each week?



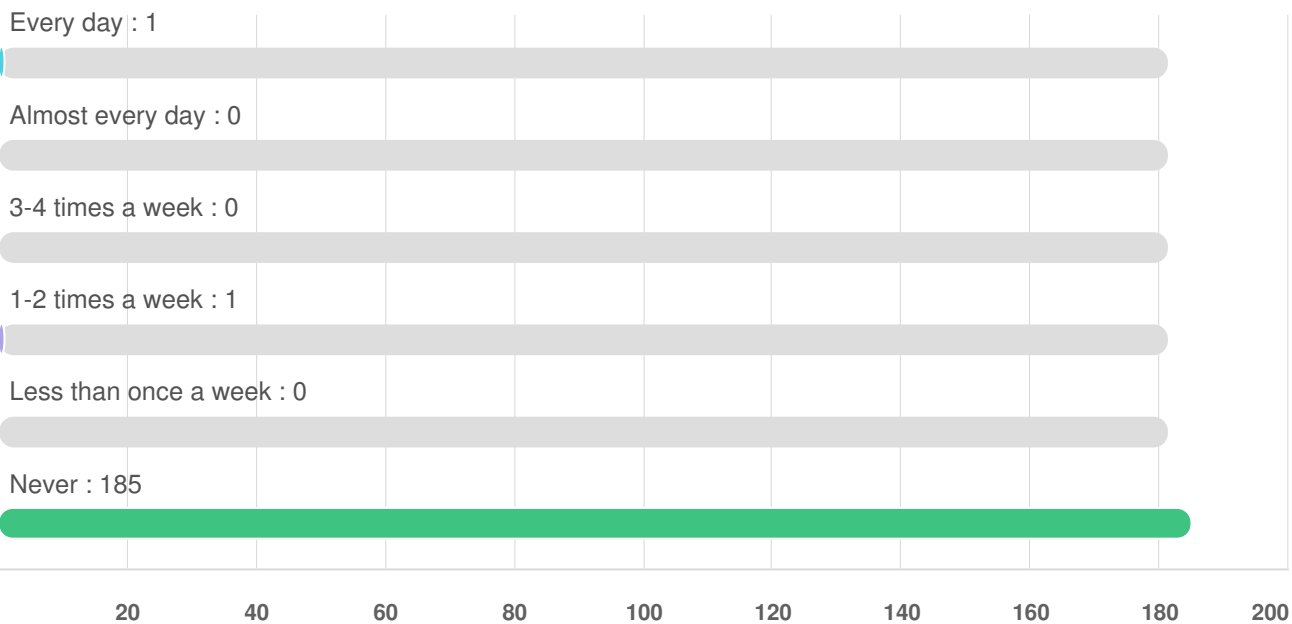




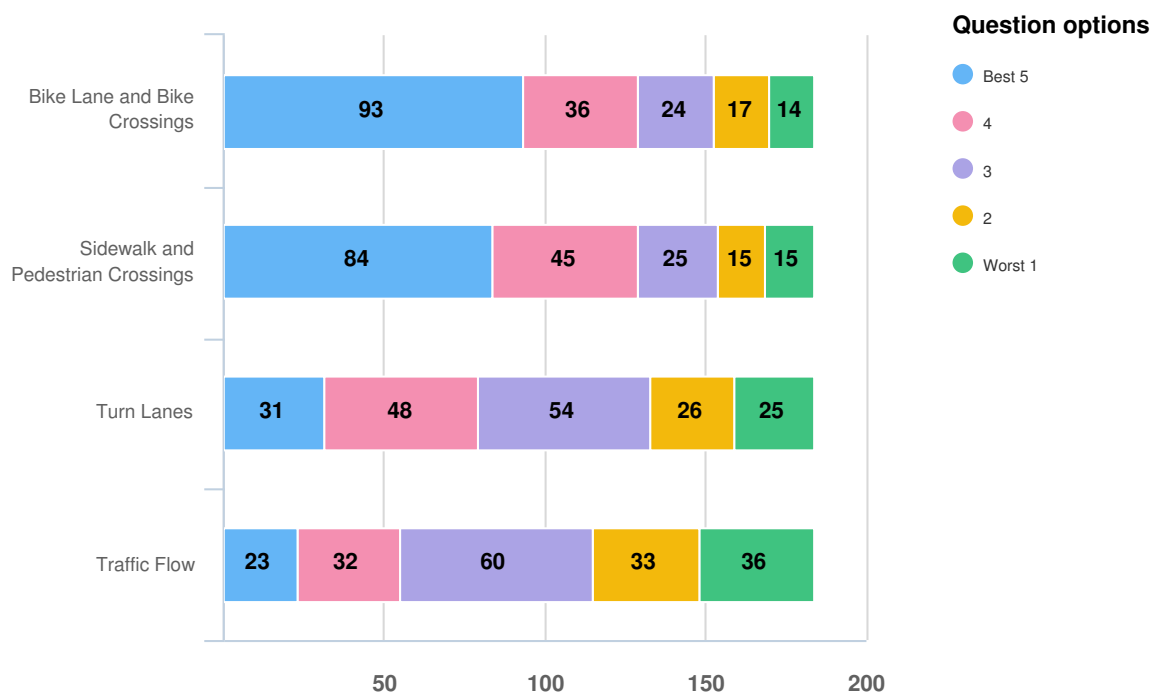




Electric Wheelchair or Other Mobility Device

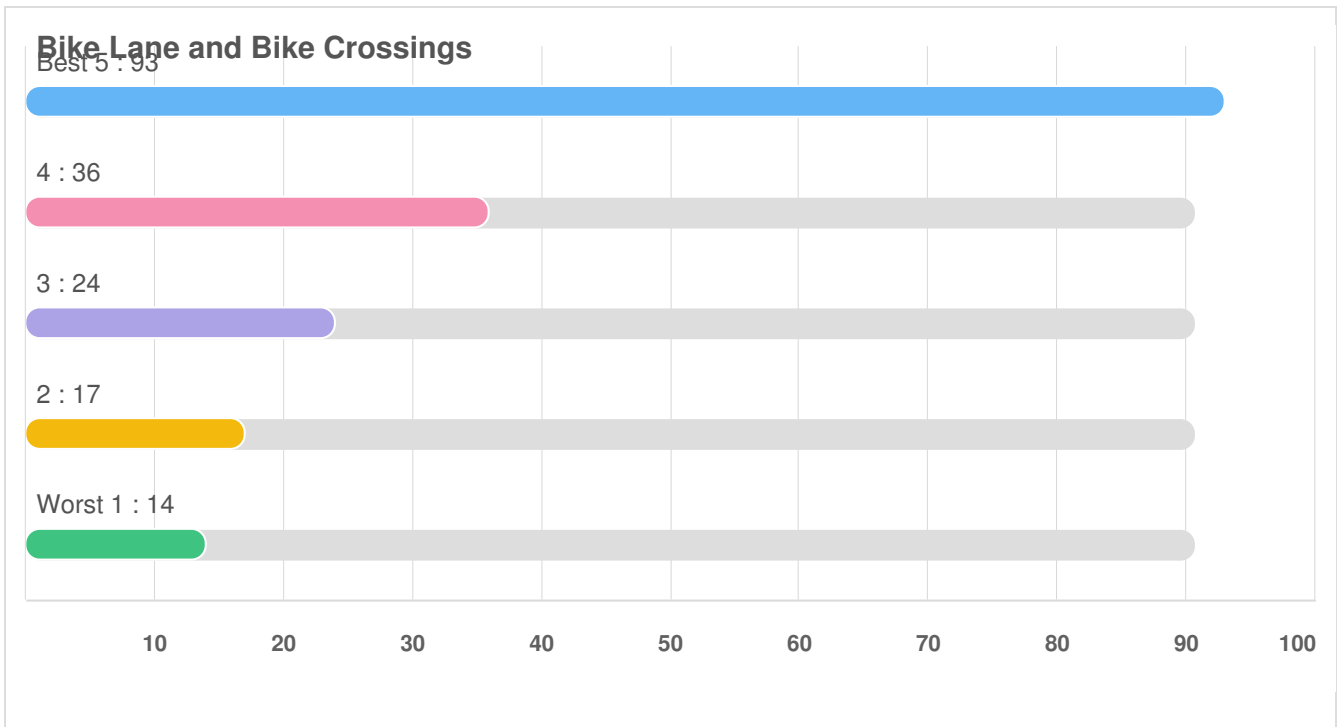


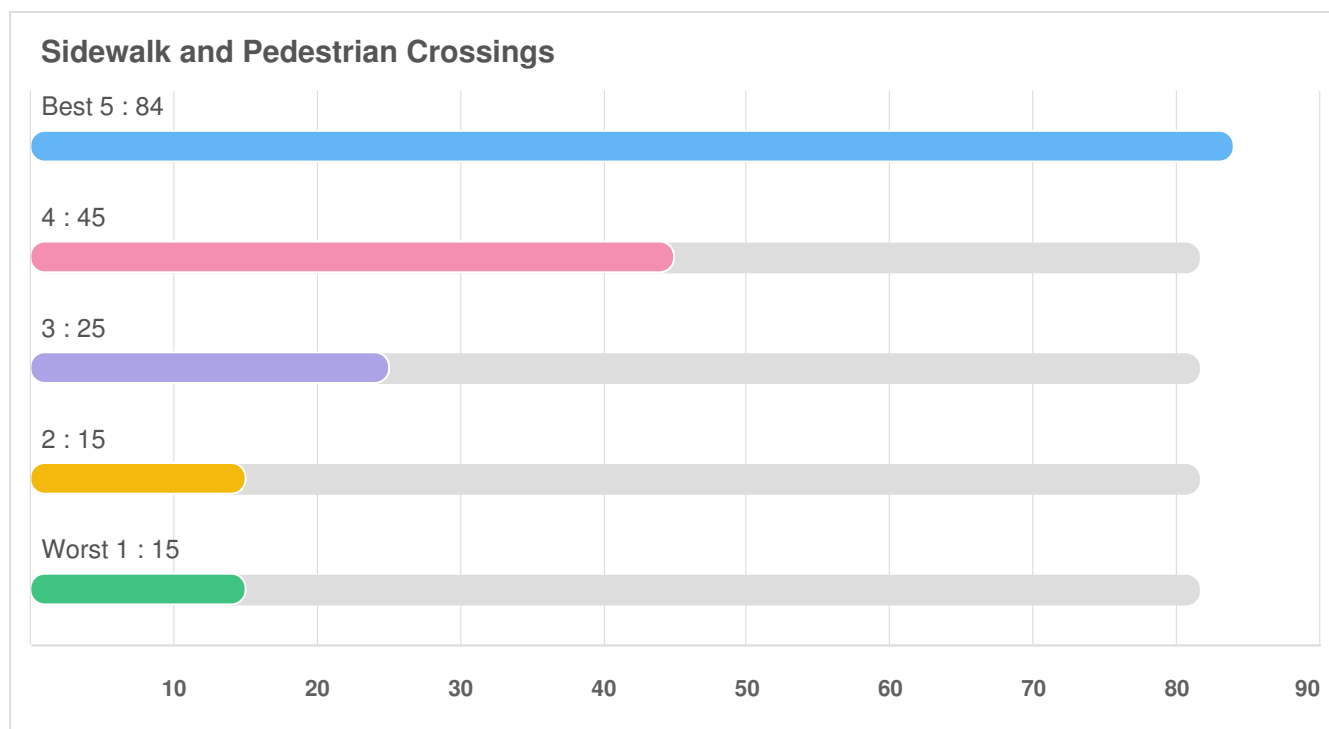
Q2 Please rank the following elements of Alternative 1 for Co-42 from 1 to 5 where 1 is the worst and 5 is the best.CO-42 cros...

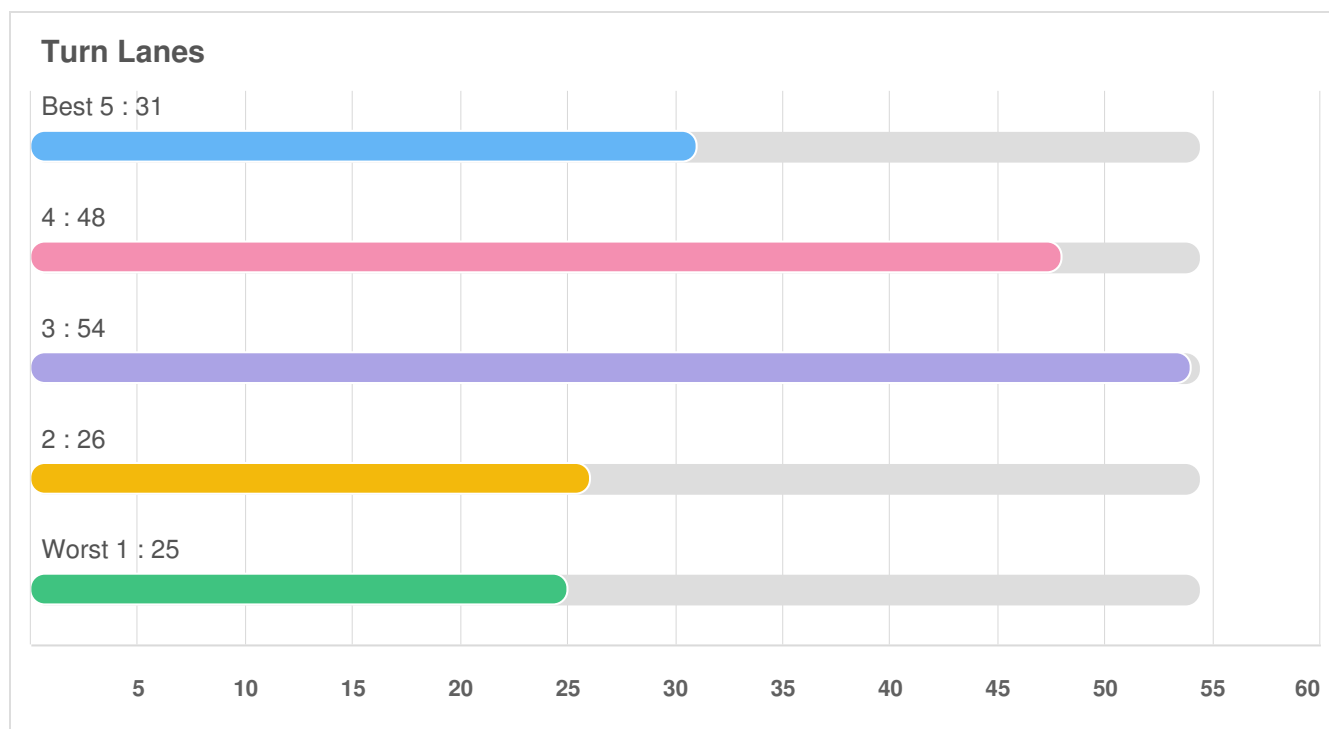


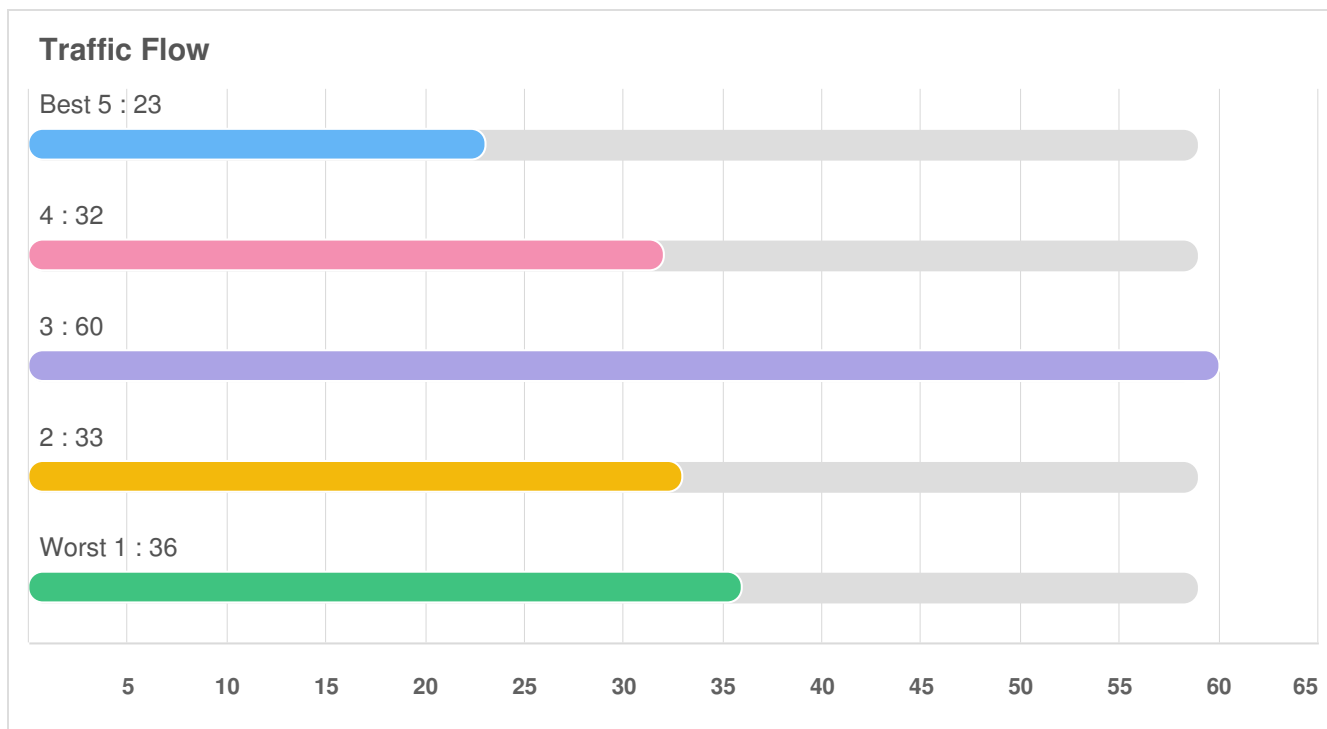
Optional question (185 response(s), 2 skipped)
Question type: Likert Question

Q2 Please rank the following elements of Alternative 1 for Co-42 from 1 to 5 where 1 is the worst and 5 is the best.CO-42 cros...

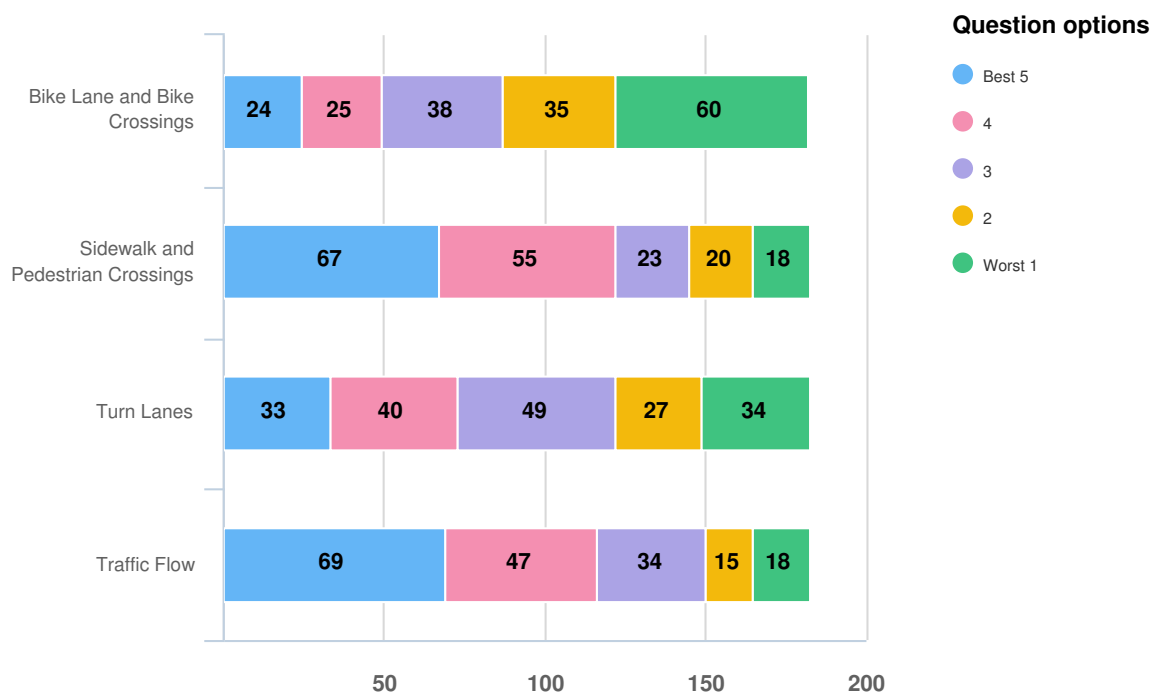






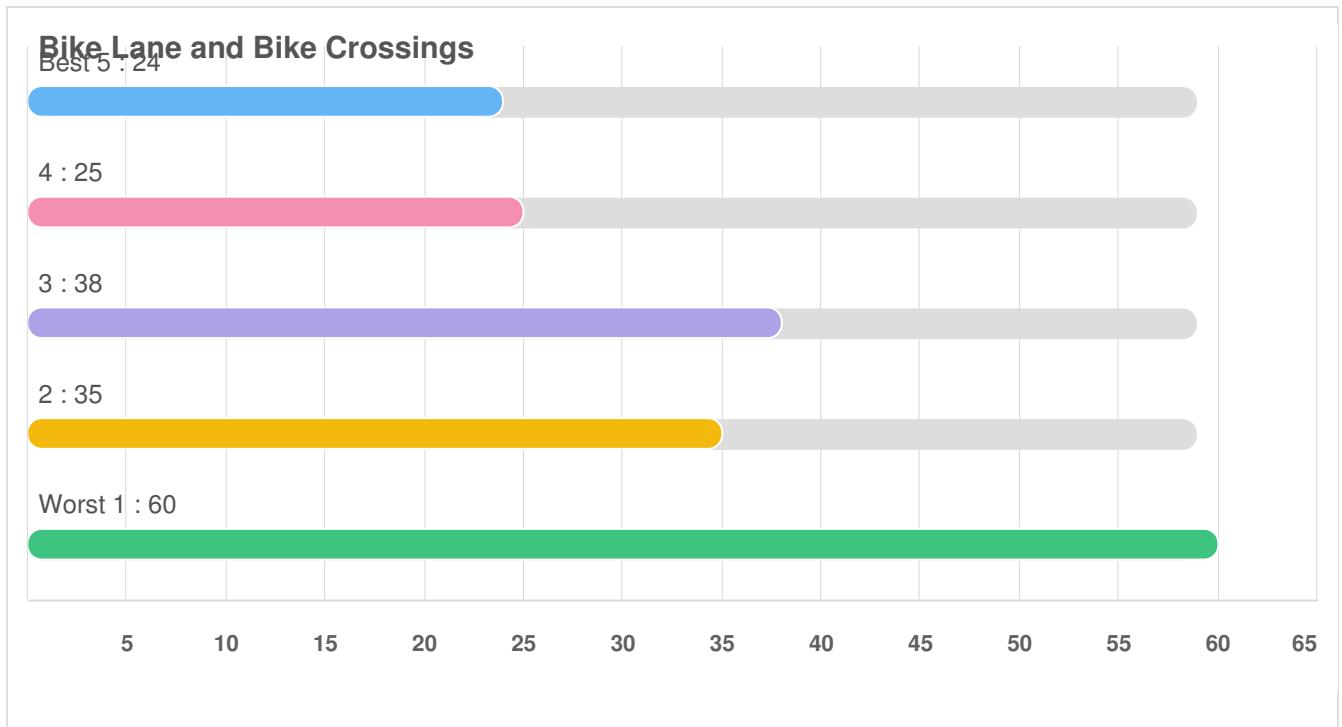


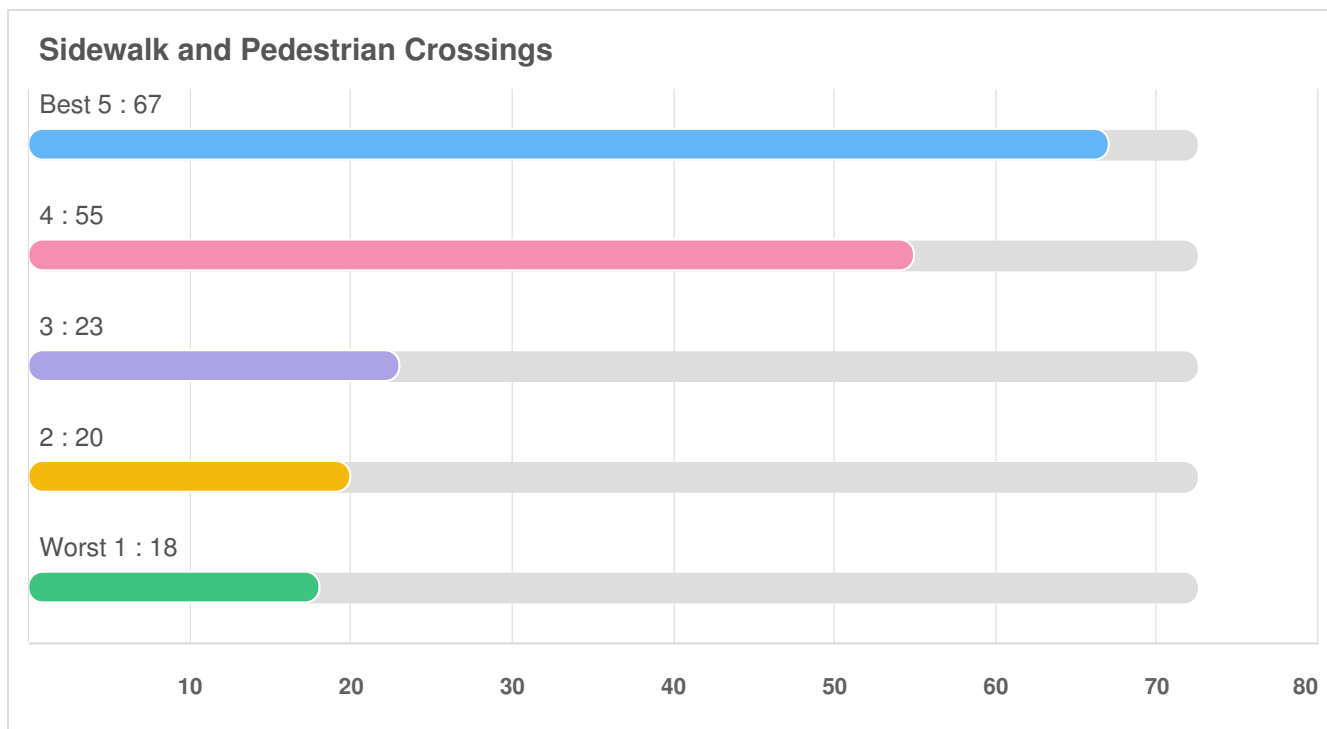
Q3 Please rank the following elements of Alternative 2 for Co-42 from 1 to 5 where 1 is the worst and 5 is the best.CO-42 cro...

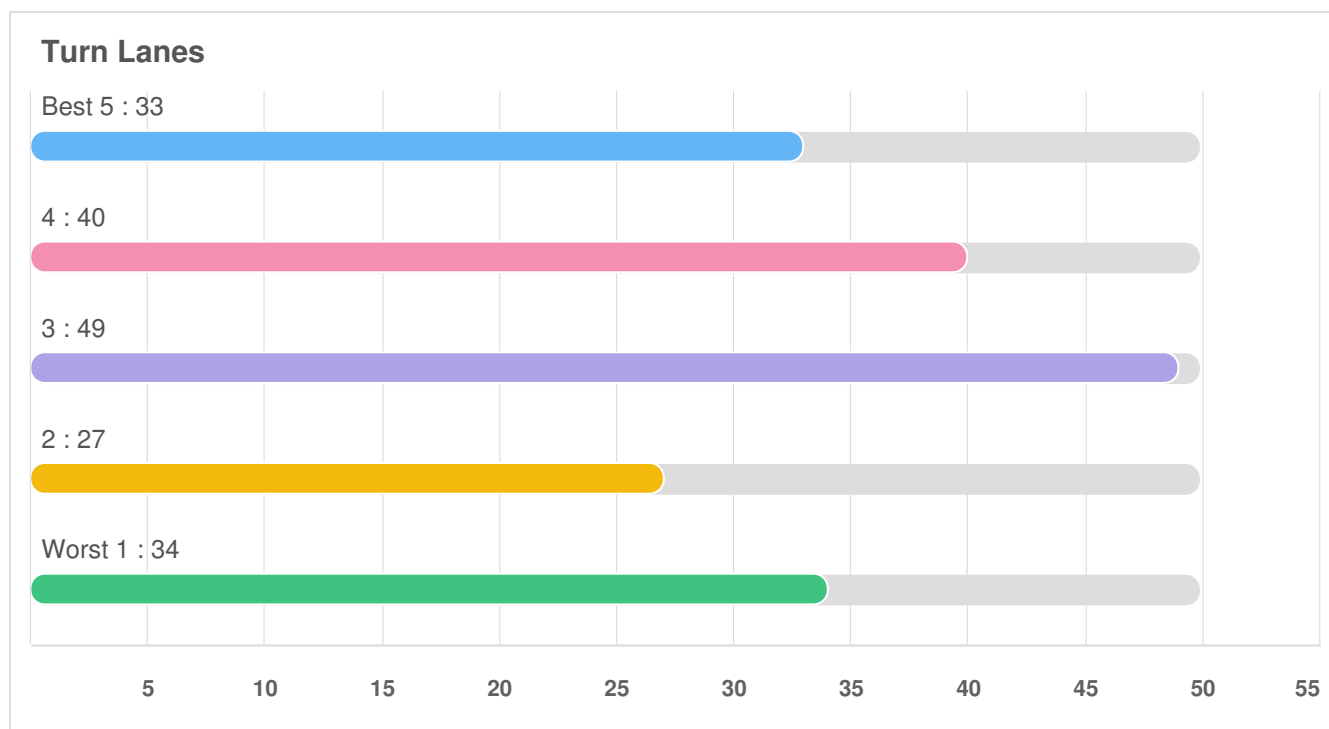


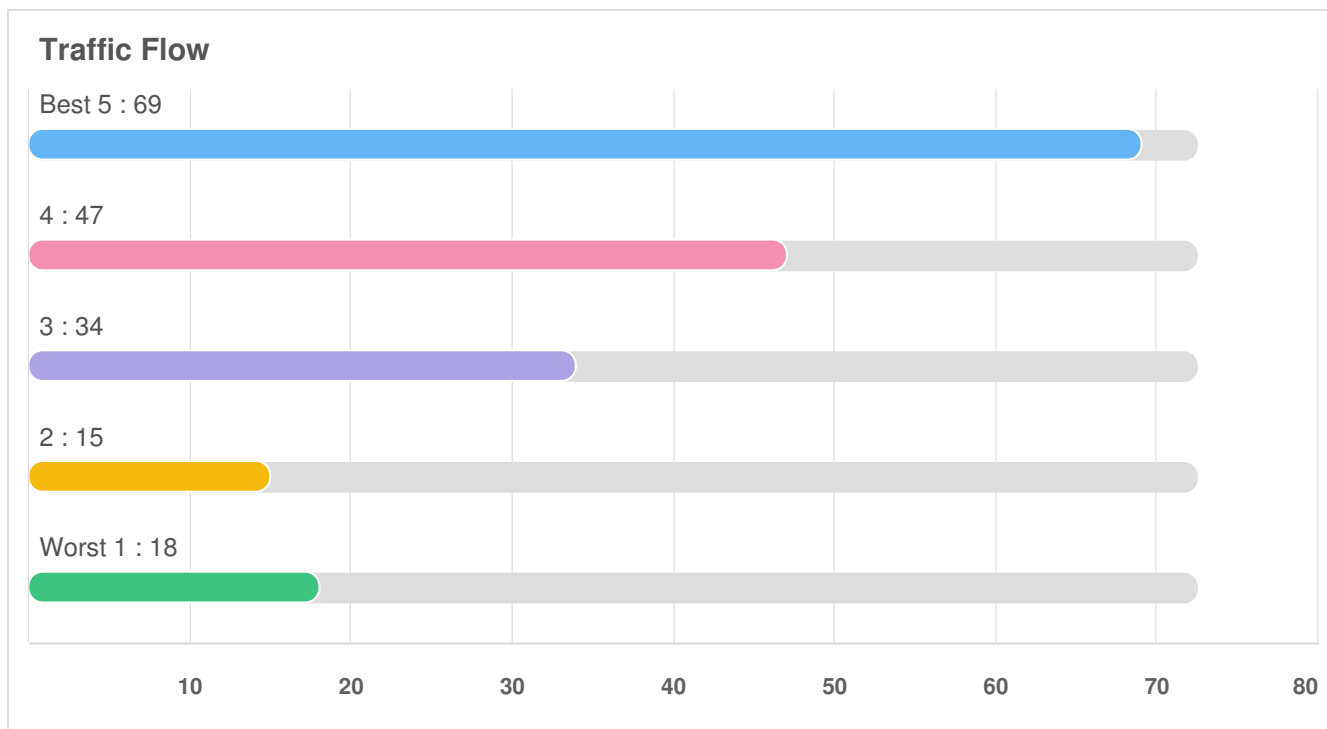
Optional question (184 response(s), 3 skipped)
Question type: Likert Question

Q3 Please rank the following elements of Alternative 2 for Co-42 from 1 to 5 where 1 is the worst and 5 is the best.CO-42 cro...

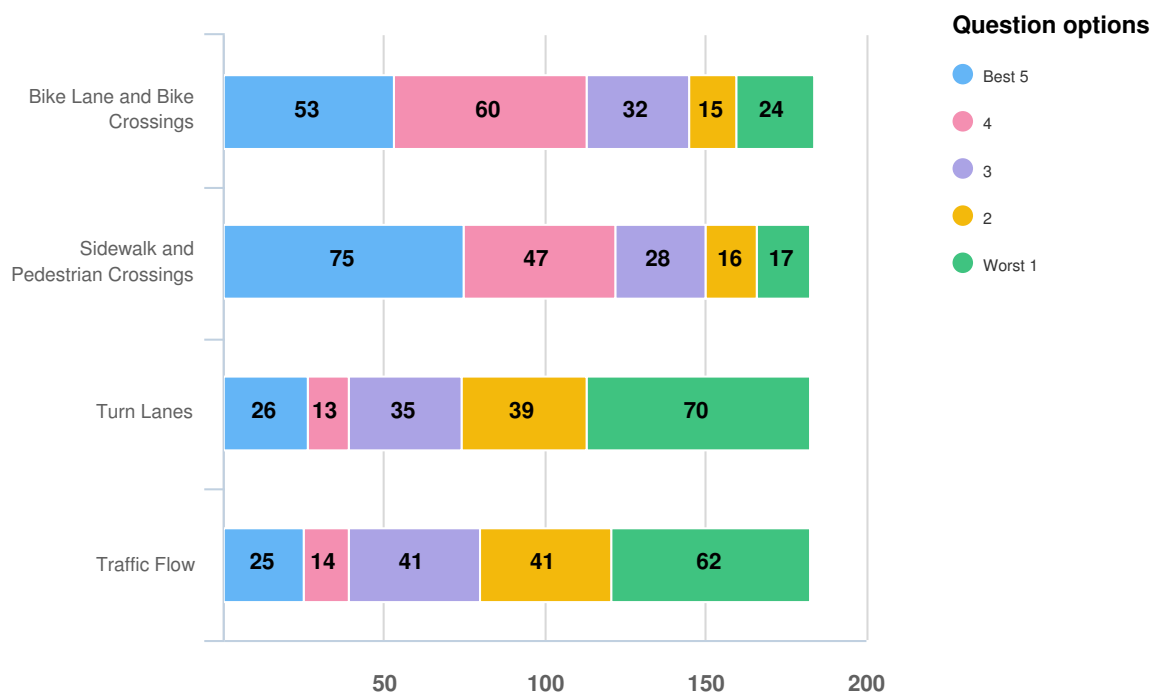






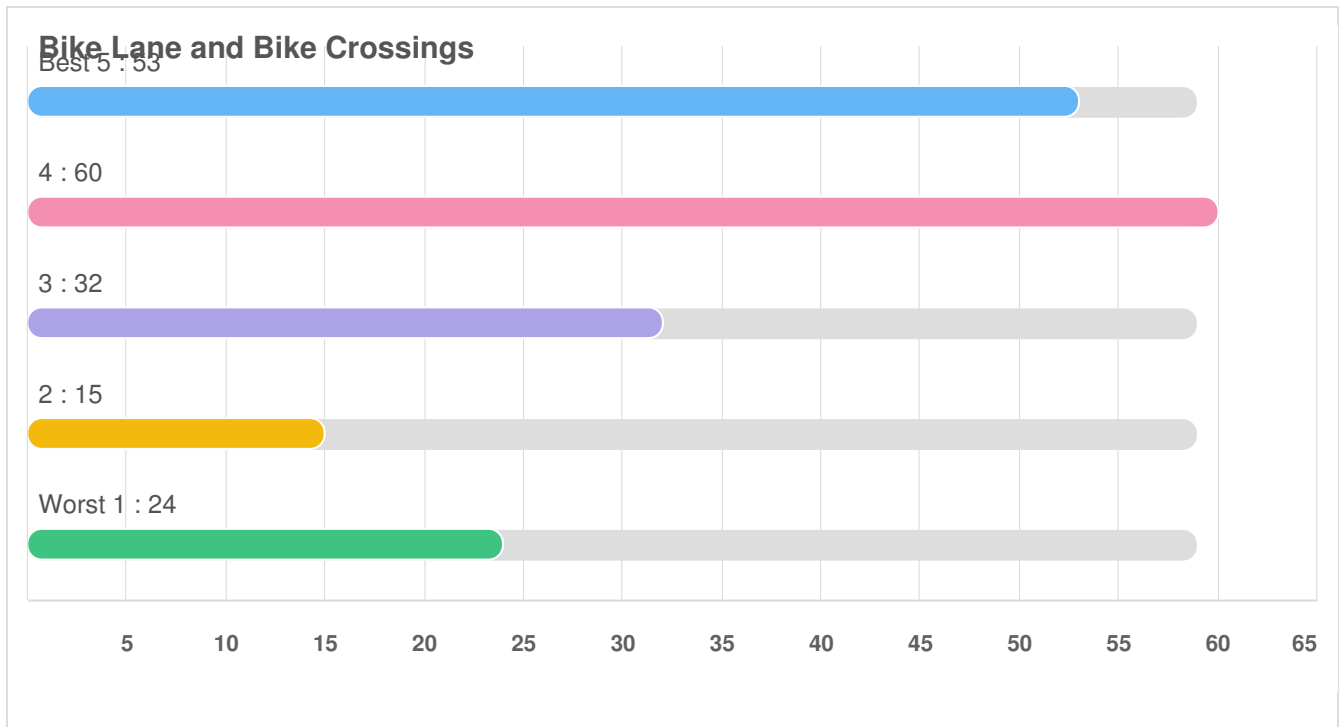


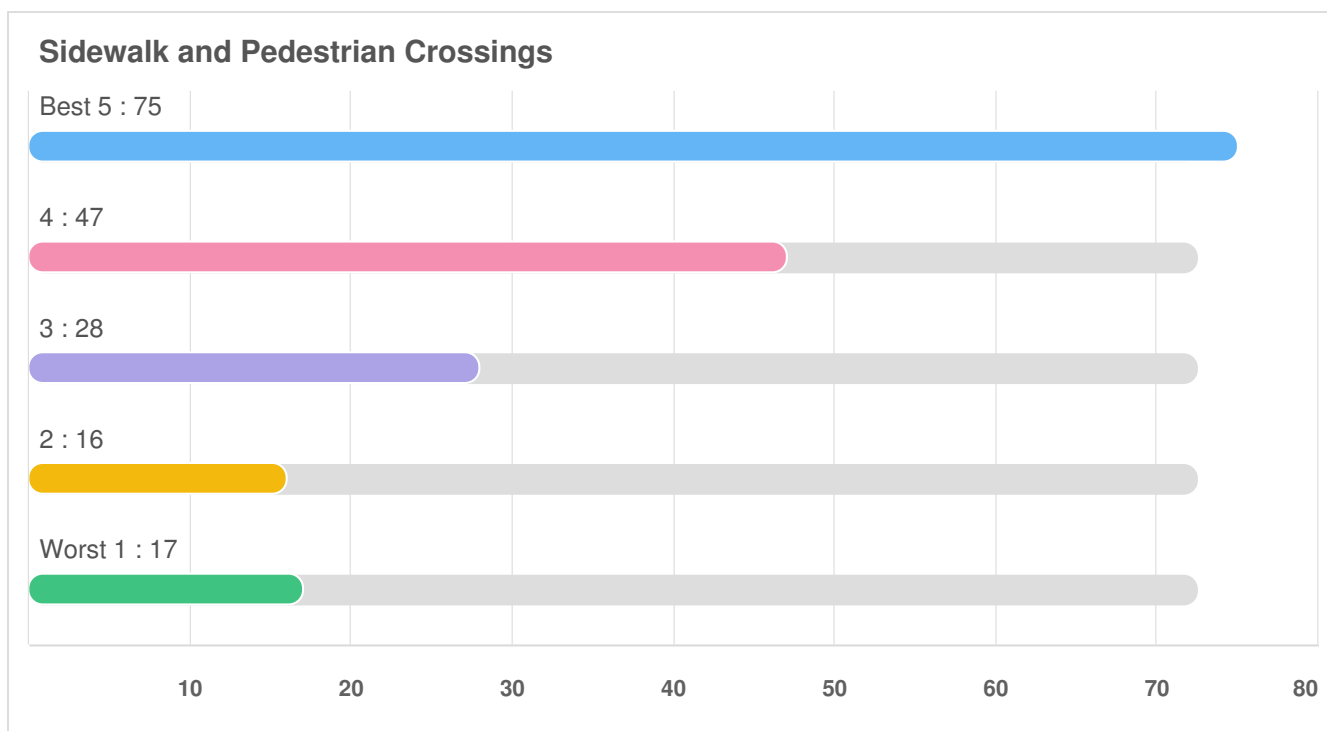
Q4 Please rank the following elements of Alternative 3 for Co-42 from 1 to 5 where 1 is the worst and 5 is the best.CO-42 cros...

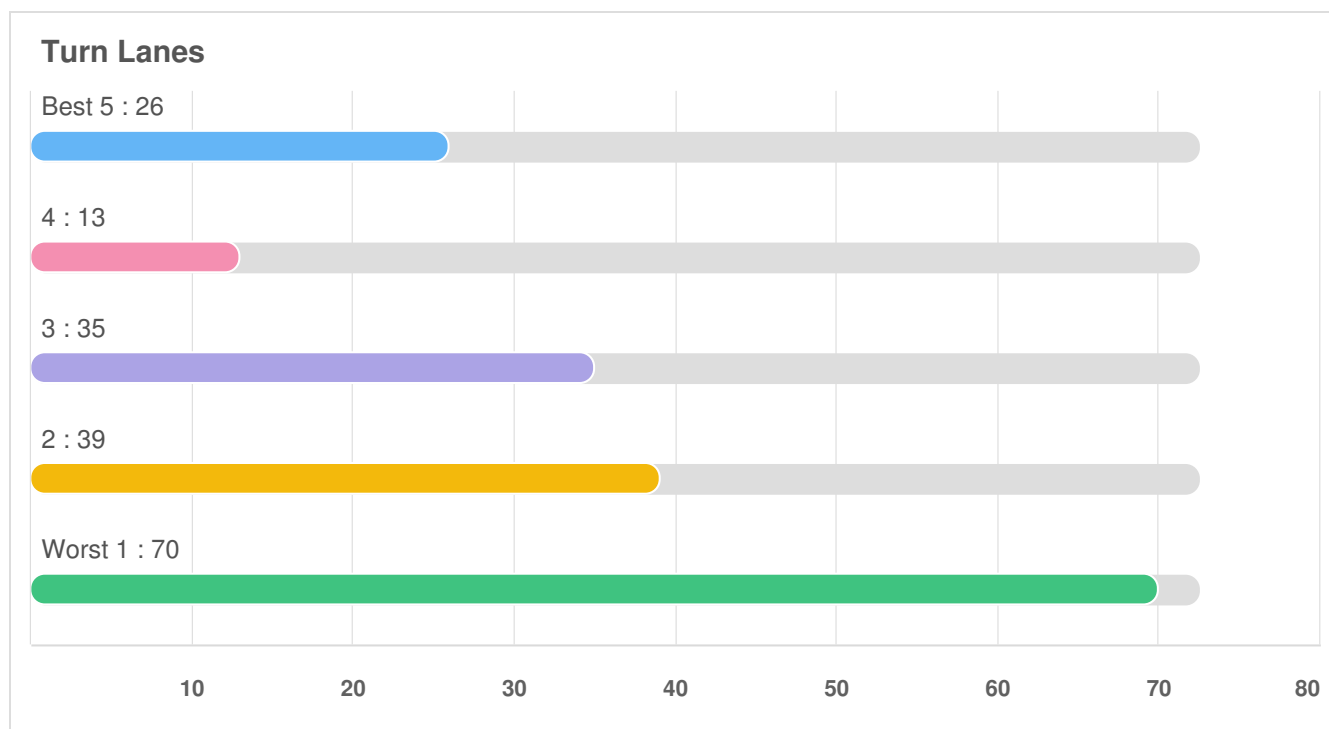


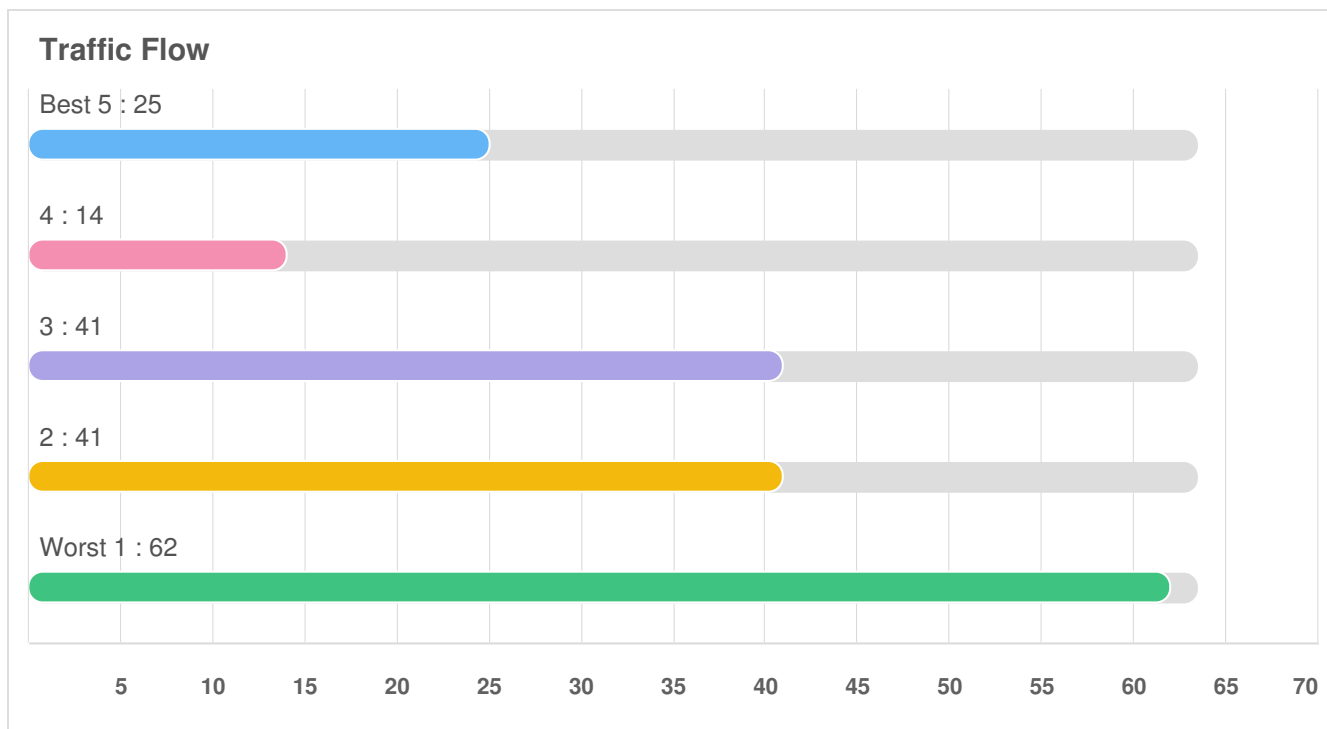
Optional question (185 response(s), 2 skipped)
Question type: Likert Question

Q4 Please rank the following elements of Alternative 3 for Co-42 from 1 to 5 where 1 is the worst and 5 is the best.CO-42 cros...

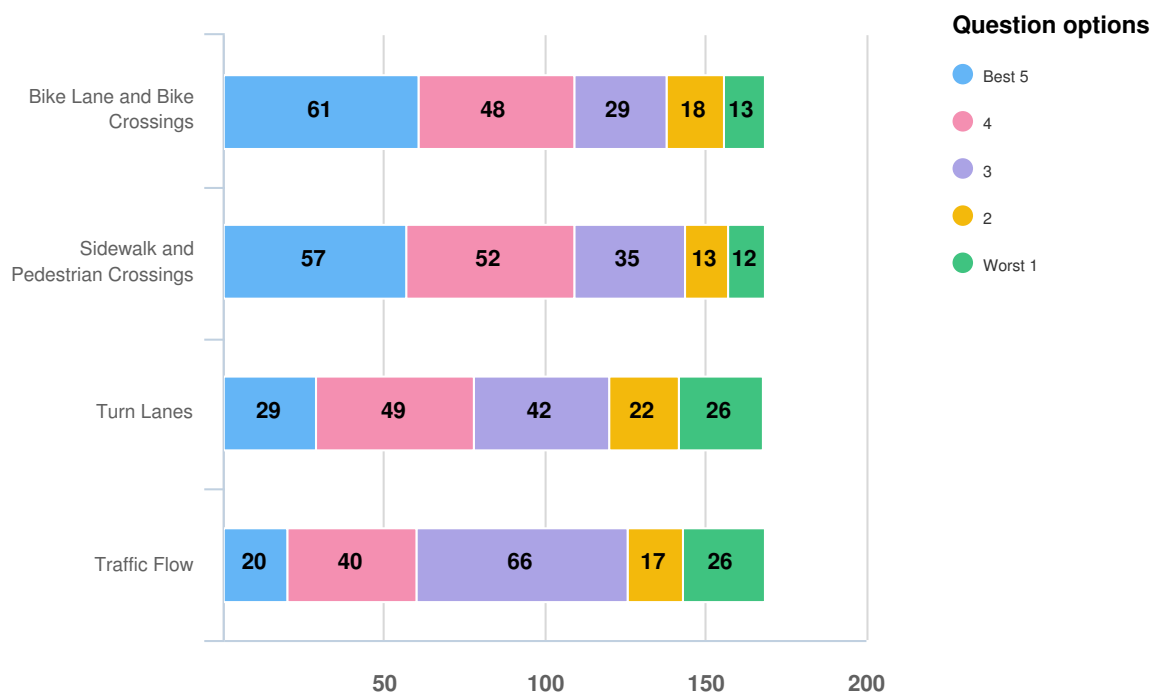






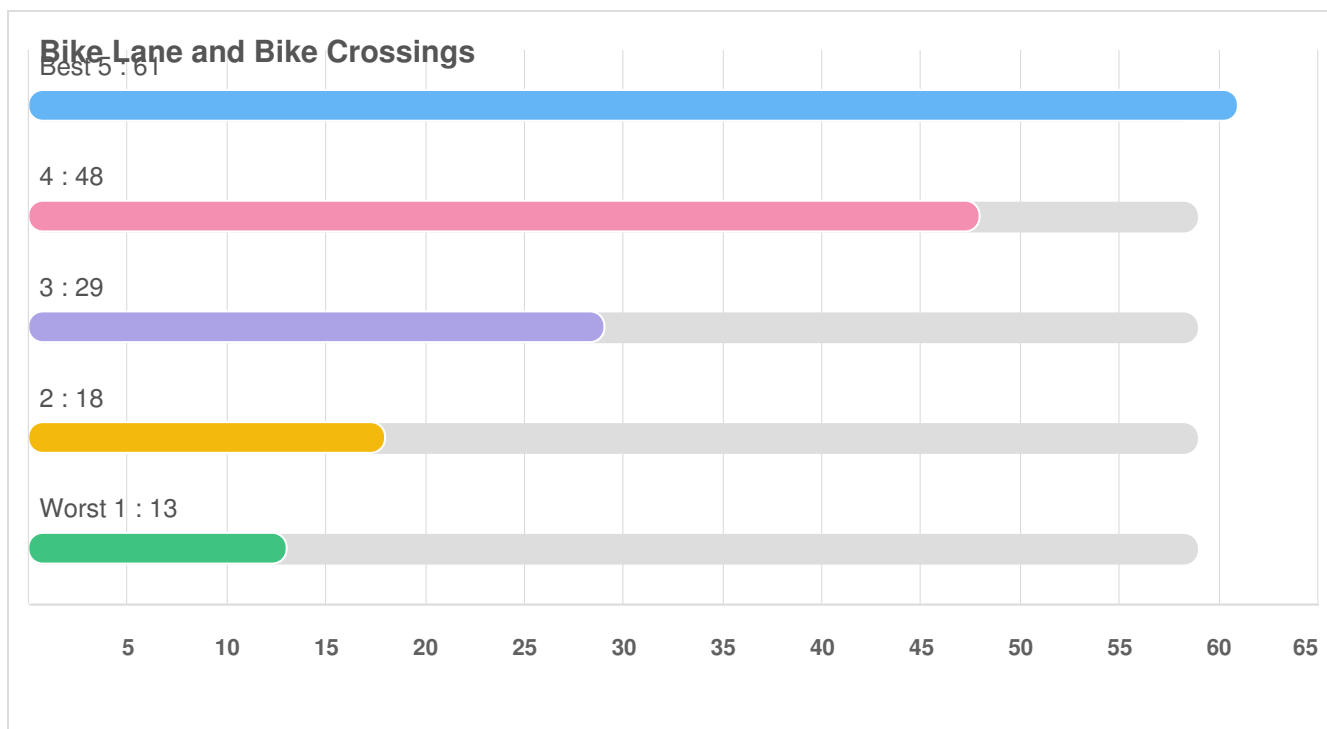


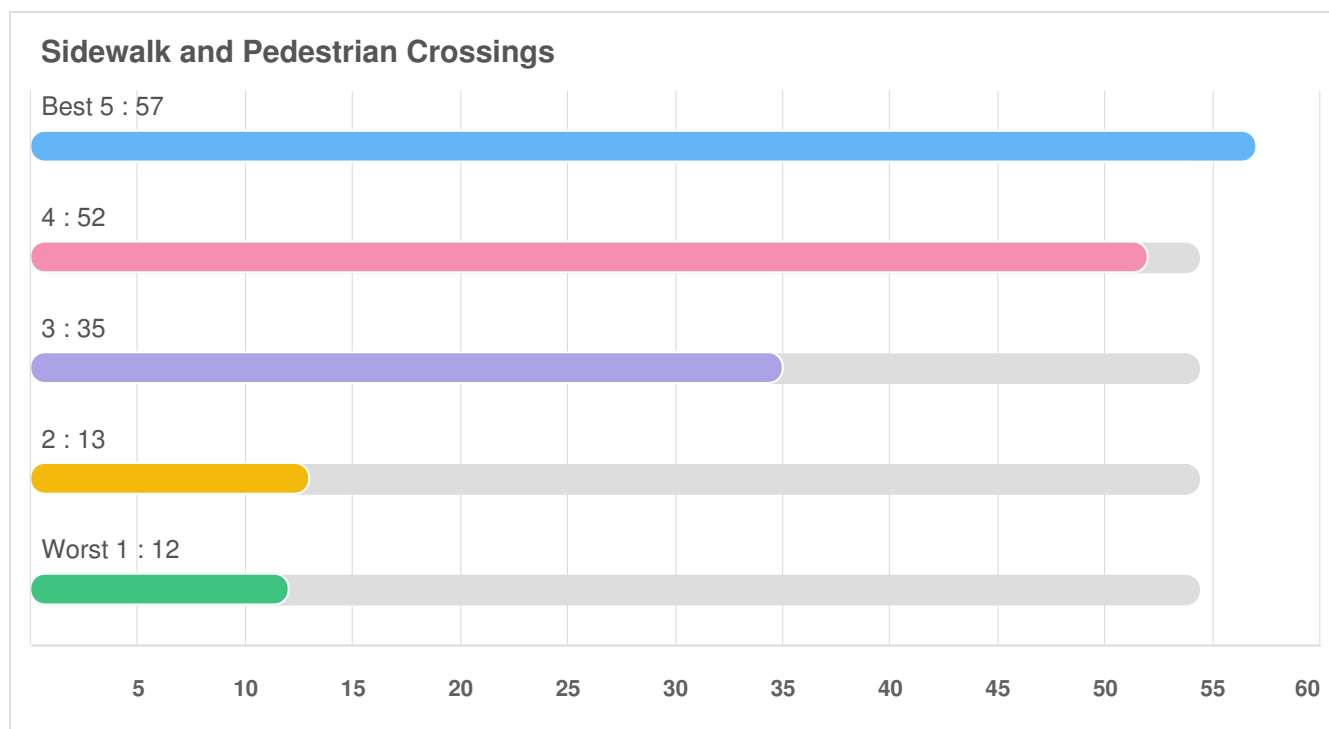
Q5 Please rank the following elements of Alternative 1 for Northpark Drive/ Dagny Way and Co-42 from 1 to 5 where 1 is the wor...

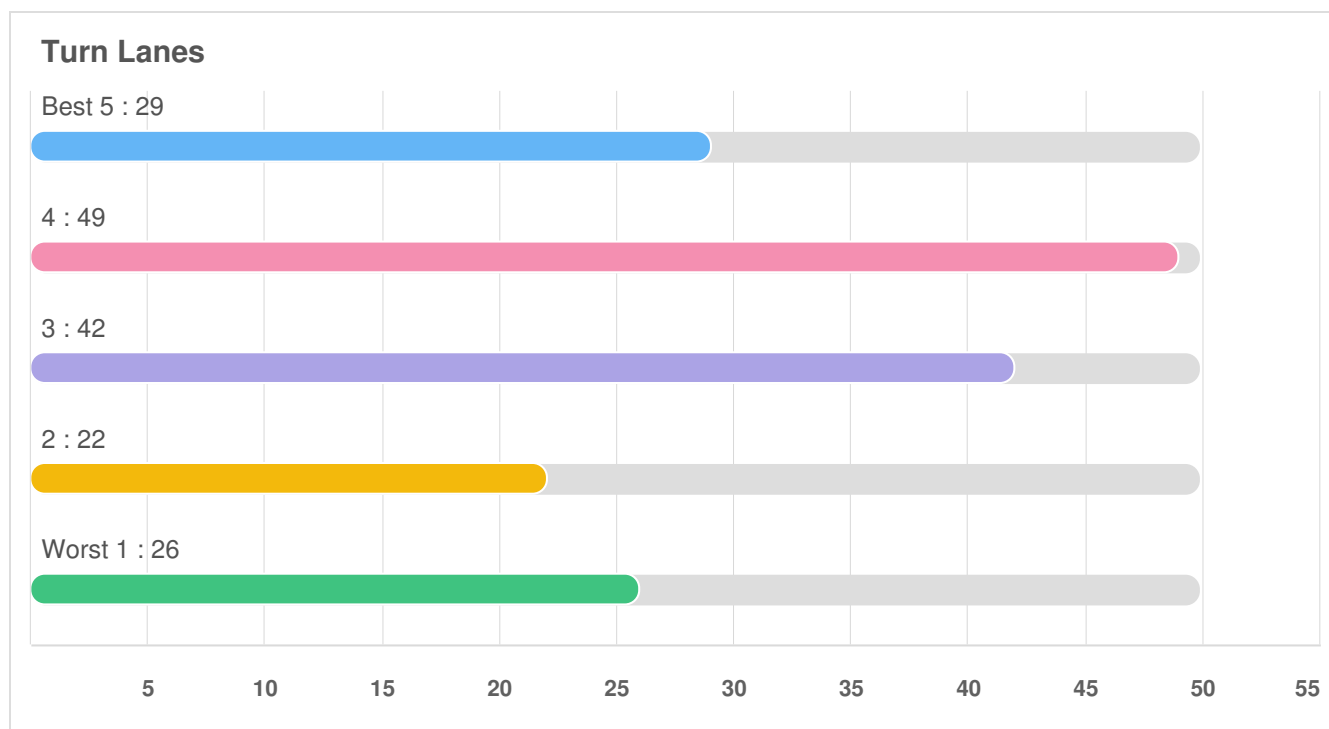


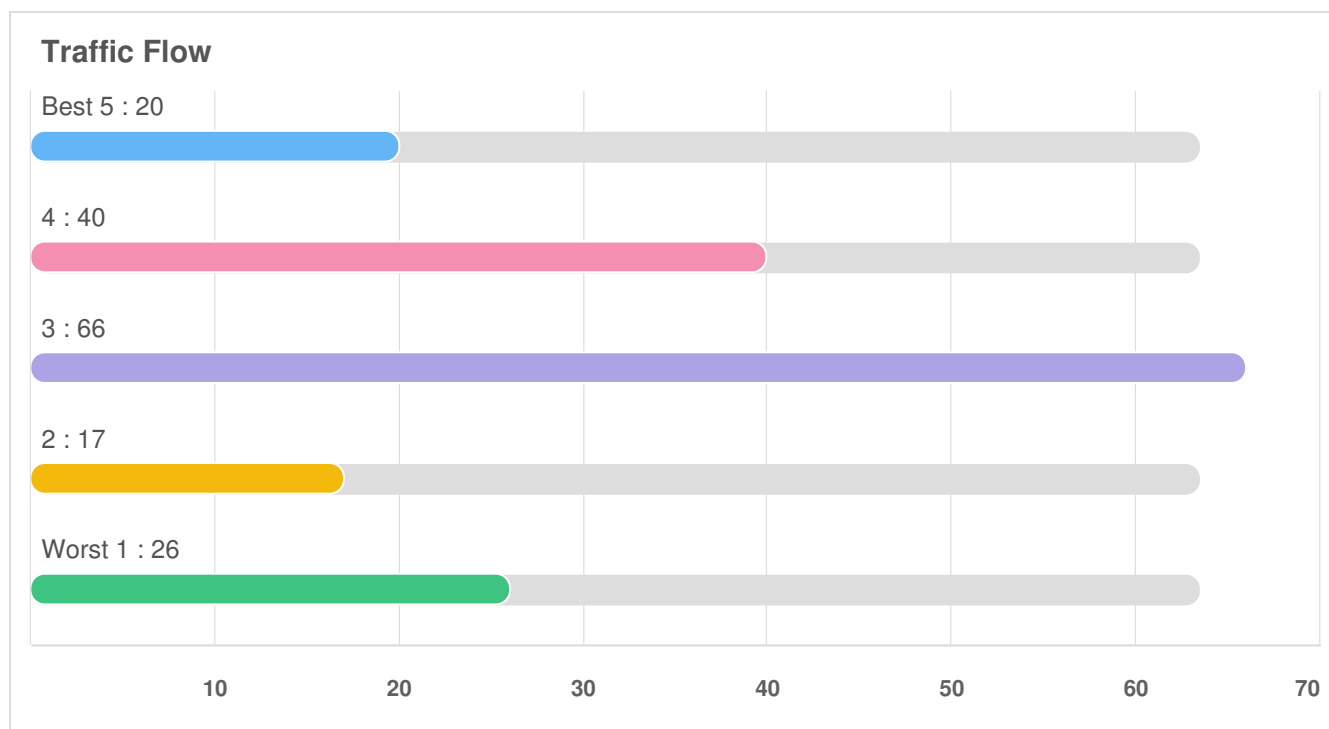
Optional question (170 response(s), 17 skipped)
Question type: Likert Question

Q5 Please rank the following elements of Alternative 1 for Northpark Drive/ Dagny Way and Co-42 from 1 to 5 where 1 is the wor...









Q6 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

trailsnet

2/14/2022 04:14 PM

The alternative that provides COMPLETELY separated bicycle lanes in each direction is the only truly safe choice that will encourage all types of people to utilize bikes as a feasible transportation (and recreation and exercise) option. Way more people (including me) would choose biking as a transportation and commuting option if such an alternative becomes reality.

smith20770

2/14/2022 04:22 PM

looks crazy - i can't say that i've ever seen a bike at this intersection minus the large group rides that happen on the weekend....and we know those type of riders would not stay in a bike lane.

MuttD

2/16/2022 02:12 PM

***No lanes for merging traffic onto Hwy 42 North and South as there currently is. Bike crossings take up too much space and may take away the bikers responsibility of obeying traffic rules.

jonbettcher

2/17/2022 02:11 PM

This is still a bit complicated for cyclists that want to turn left. They don't have options to merge into traffic to get into the left turn lane, but I value that less than having protected bike lanes, which this alternative is great for.

courtneylpeck

2/18/2022 03:59 PM

Protected lanes are typically considered the best design for pedestrian/cyclist safety and function.

Duelleg

2/19/2022 10:54 AM

1. Other than pedestrian safety, not sure why no 'right on red'. This could slow traffic movement. 2. I like this design since it improves bike paths and potentially encourages cycling and walking. Alt 1 would be the basis for a good design. 3. Design appears to accommodate traffic growth with small increase in travel times

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

cstraatsma

2/21/2022 09:18 AM

Protected lanes offer the most safety for bike and pedestrian traffic

Tom Davinroy

2/23/2022 01:26 PM

Bikes are better protected from turning vehicles by ped islands

cswharton

2/23/2022 09:15 PM

Need buffer between cyclists and walkers

megancfischer

2/24/2022 08:23 PM

Protected bike lanes are important.

sdunbar

2/24/2022 11:25 PM

Lack of Right-turn-on-red is absolutely a NON-STARTER. Living in the area, it's already painful not having a dedicated right turn line on west bound North Park, turning north on 95th. As an experienced cyclist, these bike lanes are ridiculous. A wide shoulder as already exists between Baseline and Arapaho is fine. Most crashes involving cyclists occur at intersections, and more often with a left-turning car that doesn't see a cyclist. This plan doesn't address that, and perhaps makes it worse.

D. Anderson

2/26/2022 11:40 AM

I never see bike traffic in this area when driving by. Vehicle traffic sucks in this area,

Peter Schmitt

3/01/2022 09:59 AM

When the light is green cyclists will have to tread carefully -- especially during snowy months navigating around the crosswalks in the intersection!

Tiffanymishaw

3/02/2022 09:50 AM

Traditional traffic flow usually works the best for US drivers.

Laura

3/02/2022 02:13 PM

Bicycles and pedestrians should be prioritized. Slowing down traffic also is important for safety. Drivers are not slowing down of their own accord.

Swneville

3/02/2022 03:18 PM

Any improvements that slows traffic, increases pedestrian and bicycle safety had my bite. CO-42 should not become another 287. I live in this area and 42 is dangerous at the speeds allowed.

amyrice

3/02/2022 03:22 PM

I don't understand why there can't be right turn on red when there are no pedestrians/bikers present, at least from 96th onto Dagny. If pedestrians are crossing at a light, there is no need for a median.

Aubrey.muhlach

3/02/2022 03:43 PM

Why no bike lanes across hwy 42? just parallel to it?

Joshua Cooperman

3/02/2022 05:05 PM

Why are there no east-west bicycle lanes? Would traffic be required to yield to bicycles and pedestrians? There is a lot of useless tarmac in the middle of the intersection.

kristin.lentz

3/02/2022 05:52 PM

Keeps bikes off road and out of traffic pattern with designated bike lane

captainhowell

3/02/2022 08:18 PM

Need 2 lanes each direction still until southbound, south of Dagny and northbound, we'll pst the 7-11

Marilyn Morris

3/03/2022 08:03 AM

right turn lanes help traffic flow

Keith Bobo

3/03/2022 09:57 AM

This road needs to 4 lanes and must have right turn on red.

derk.norton

3/04/2022 11:37 AM

The traffic flow narrows down to a single lane in both directions on Co-42 at the intersection. The speed limit should be lowered here.

ericgilleland

3/04/2022 12:50 PM

I don't like alternative 1 at all. There are very few bikes/peds on this road so the importance should be placed on traffic flow. A bike path on at least one side should suffice for bike/ped safety. I regularly walk along 42 between Baseline and Arapahoe, and it is plenty safe for peds. I rarely cross paths with bikes on this route but when I do it's not a problem.

djblankinship

3/07/2022 05:10 PM

Good design overall, but the markings are so confusing and use non-standard colors (for example, bikes in the gray rather than green lanes) that I'm concerned whether users will be able to interpret it.

cathcam

3/07/2022 09:45 PM

from the above picture, it's not clear how you expect cyclists to make left turns. Making left turns is one of the most dangerous moves a cyclist can make. This layout for CO42 has effectively 4x traffic lanes to cross. It's not acceptable to have to dismount and walk a bike across at a pedestrian crossing.

jhforbesmgforbes

Providing bike lane on both sides of the road is wasteful. The 3/1 lane

4/09/2022 09:03 PM

split involves too many lane changes.

Andrew Valdez

4/10/2022 04:43 PM

Consider traffic calming treatments in the intersection beyond just paint.

Julie Cassady

4/11/2022 07:44 AM

People will probably still try right turn on red and creep over the crosswalk when turning. Would need a police enforcement period for education.

aeroncaben

4/11/2022 03:55 PM

Love the one-way protected cycle tracks....easy to focus on the mid-block cross-section but the intersection treatments are far more important in reality!

eg#30

4/11/2022 06:45 PM

If the city of Lafayette and cdot just timed the damn lights, traffic flow on 95th street would be much improved, including near Dagny Way

Robyn Churchill Rathweg

4/11/2022 08:00 PM

Bicyclists need to be protected from cats. Separating the lanes seems the safest.

m48martin

4/12/2022 09:59 AM

seems like a Long cross walk

tlantzy

4/12/2022 10:56 AM

The turn lanes would have to be very long, as right now traffic gets backed up in the thru lane by cars wanting to turn

JeffP

4/12/2022 10:58 AM

Existing design

dwc309

4/12/2022 11:49 AM

Really think that 4 car lanes are needed through the whole corridor although I acknowledge that isn't too feasible. Also hope that you will coordinate all the lights through the whole area.

sbasker

4/12/2022 03:20 PM

Somewhat of an improvement over the status quo but not safe enough

Steve Seeger

4/12/2022 06:58 PM

Having designate one-way bike lanes on either side of the street simply won't work. If someone is going partway up the block, they are not going to cross over to go up, then cross back to come back down

partway. Having bi-directional bike lanes on same side of street is a must.

AmandaCSJ

4/12/2022 11:08 PM

As a cyclist, the lane shift in the intersection is awful and leads to cars coming into the bike lane.

schasteen54

4/13/2022 09:38 AM

This is intuitive but I think #2 is a bit better

jordang

4/13/2022 10:40 AM

The buffer between bike lane and street with the sidewalk on each far side is the best here. No right on red "when pedestrians are present" or no right on red at all? The former would be better.

Lindj

4/13/2022 12:18 PM

Additional cost and inability for right turn on red is a big negative for me. I bike a lot, but also drive, so prefer an option that doesn't preclude right turn on red.

Cotjones

4/13/2022 08:30 PM

Seems kind of complicated, but looks safe. Turn lanes may help the single lane of traffic flow better.

Jakflowerco

4/14/2022 02:35 PM

Wider walking path and wider bike path are needed. It is good that the bike lane is NOT in the road (so dangerous is

Nataly Handlos

4/14/2022 03:29 PM

I do have concerns with thru traffic flow volumes and width of ped crossings; also impact on potential bus stops at this intersection - locations would have to be blocking the bike lane and buffer; pro would be that the stops could easily be connected to the sidewalk for ADA compliant access. Also potential conflict of right turning traffic movements to bike crossings

kbwatso

4/14/2022 06:33 PM

42 should have two lanes of traffic south of Arapahoe. Period. Above proposal incredibly expensive.

Dcrawford1

4/14/2022 09:15 PM

We need protected bike lanes separate from sidewalks and traffic so more people will feel safe to ride bikes, walk and drop into businesses along the route. We need fewer lanes of traffic...not more. They will just fill up and people will drive even faster. If you want people to slow down, stop building freeway type roads in the middle of town.

louisvillental

4/15/2022 04:29 PM

Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed changes, not just 1 day - this is horrible planning.

cecilehannay

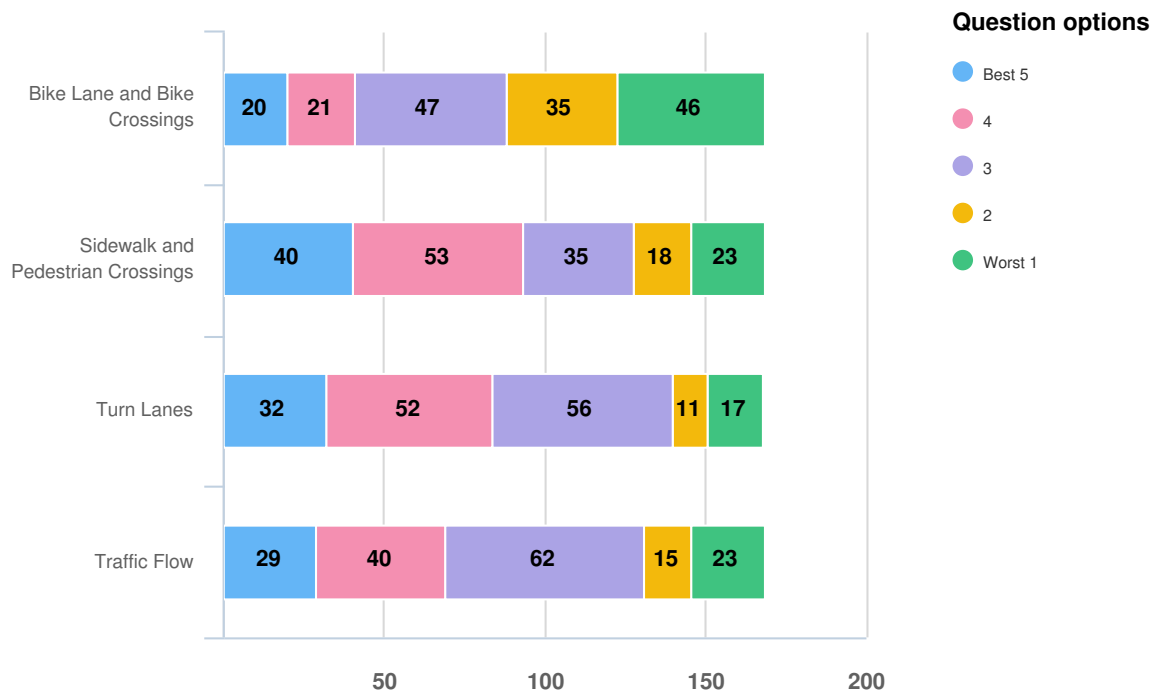
4/15/2022 09:47 PM

It is the safest to have bikes separated from cars.

Optional question (51 response(s), 136 skipped)

Question type: Essay Question

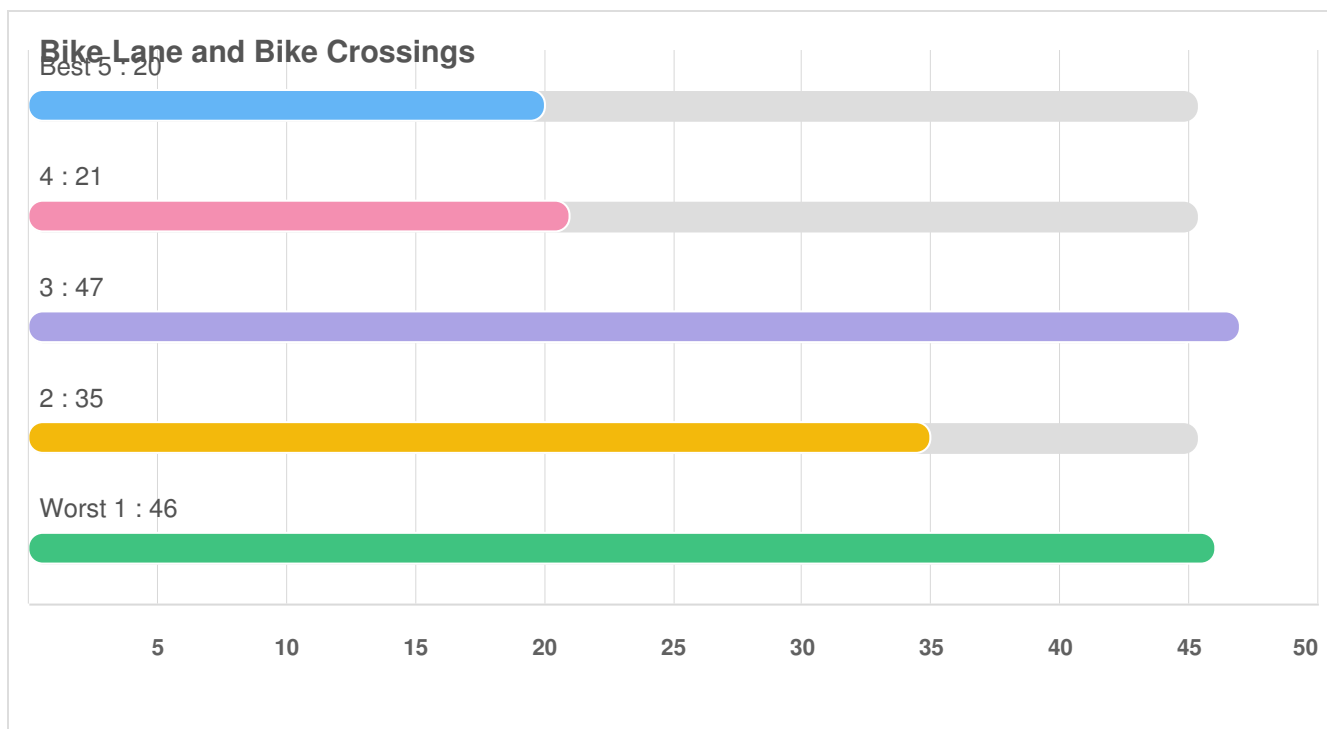
Q7 Please rank the following elements of Alternative 2 for Northpark Drive/ Dagny Way and Co-42 from 1 to 5 where 1 is the wo...

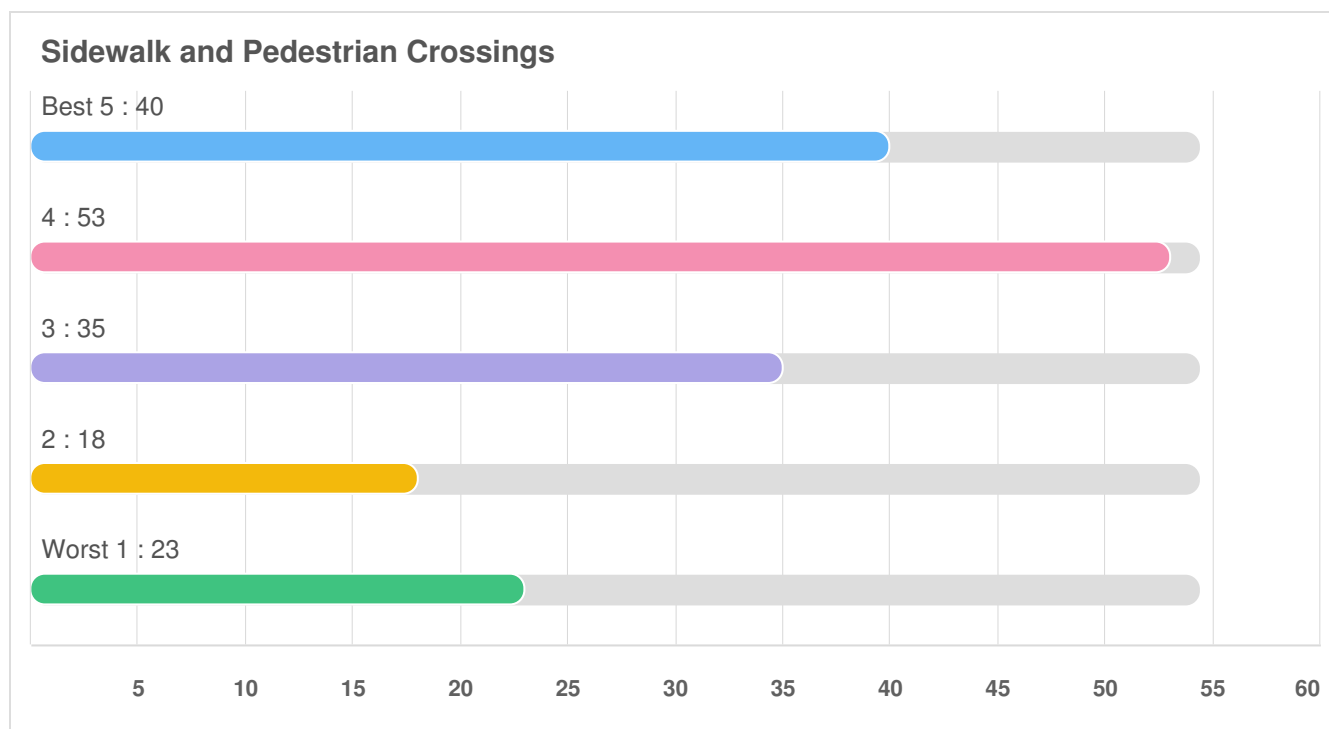


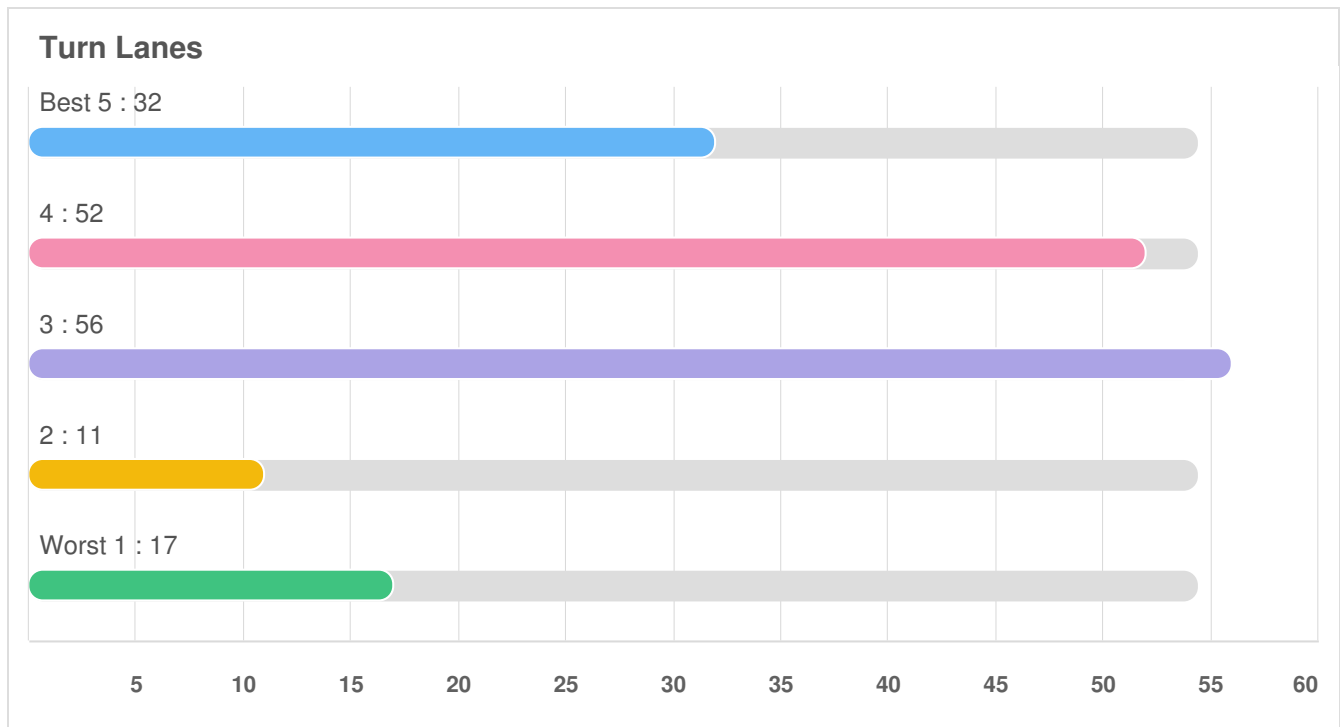
Optional question (171 response(s), 16 skipped)

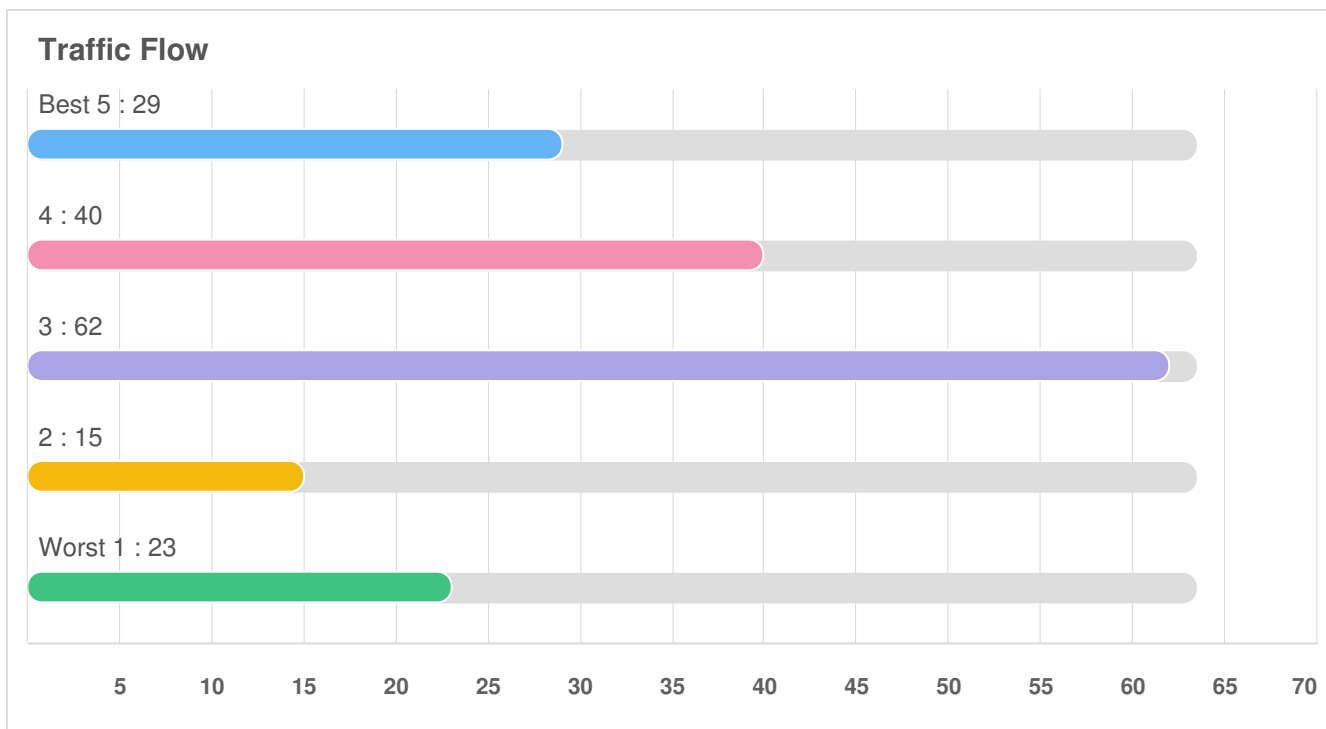
Question type: Likert Question

Q7 Please rank the following elements of Alternative 2 for Northpark Drive/ Dagny Way and Co-42 from 1 to 5 where 1 is the wo...









Q8 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

trailsnet

2/14/2022 04:14 PM

I do not only consider cars when I rate 'traffic flow.' I also consider bicyclists and pedestrians. bike lanes that expose bicyclists to the dangers of automobiles is just not a good option. To make this a truly bicycle friendly and safe transportation corridor, bicycle lanes need to be physically separated.

andreakayejohnson

2/14/2022 09:36 PM

this seems confusing from the picture, may be better in real life

MuttD

2/16/2022 02:12 PM

Not enough northern traffic lanes after intersection. ***No lanes for merging traffic onto Hwy 42 North and South as there currently is.

jonbettcher

2/17/2022 02:11 PM

These are bike "murder lanes". Unprotected, with high-speed right turn folks easily able to rear-end cyclists if they decide last minute to turn right. Ranking low on traffic flow because this option increases the likelihood of dangerous speeding.

courtneylpeck

2/18/2022 03:59 PM

On-road biking looks very dangerous. There is a major conflict point for on-road bikes that is not shown where the right turn lane begins

and cars must interchange with bikes. These conflict points are very tenuous for cyclists and make Alternative 2 generally very dangerous. Potential conflict point for pedestrians if cars do not have enough space to see pedestrians when turning right.

Duelleg

2/19/2022 10:54 AM

1. Little improvement for cyclists over current situations. Fine for experienced adults, but would anyone let their 12 y.o. ride on this? Does little to encourage alt. modes of transportation. 2. Design will increase speeds in some areas, which could make left hand turn collisions worse. This design is very "vehicle centric", and will only lead to more vehicles (less cycling or bus use), and more future traffic. This is a very 'Atlanta' (drive everywhere) solution.

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

artfulDane

2/20/2022 11:15 PM

please eliminate right turn on red - they increase accidents for bikes and pedestrians.

cstraatsma

2/21/2022 09:18 AM

On road bike lanes combined with an atypical intersection layout creates increased danger for bike and pedestrian traffic. Vehicles must cross the bike lanes to make right-hand turns.

Sheri VandeRiet

2/23/2022 06:30 PM

It's a bad idea to have bikes and pedestrians sharing the same roadway. Bikes travel too fast for a pedestrian walkway.

cswharton

2/23/2022 09:15 PM

Protecting walkers and bicyclists safe should be the imperative. People drive too fast here. Families have both elderly and little ones on bikes. Don't think professional bikers - think family-level skill bikers.

sdunbar

2/24/2022 11:25 PM

This stretch of road is just not a fun bike ride with your kids and family. It's loud, scary due to speed of vehicles on road (even if buffered), and doesn't really go anywhere interesting except perhaps the YMCA. The cyclists that use this section of road tend to be local road cyclists or commuters heading to and from the Boulder Backroads to the north and west. I am one such cyclist. The on-road bike lanes as present today are just fine. It is actually harder to ride a

road bike on sidewalks unless they are specifically designed for bikes (due to "potato-chipped" sidewalk sections). This option is nice because it includes buffered sidewalk for pedestrians or recreational bikes, Most car drivers do not understand that a bicycle may take an entire lane in Colorado if needed, regardless of the presence of a bike lane. I welcome and encourage the sidewalk on the west side of 95th, but I do not believe it needs to be upgraded for bicycles.

Tiffanyminshaw

3/02/2022 09:50 AM

The slower town of Louisville does not need a freeway in it's backyard! This makes no sense for the residents of Louisville to use, this plan is simply for traffic purposes and higher speeds for commuters.

mmeyer6

3/02/2022 11:33 AM

It's less safe to have the turn lanes crossing over the bike lanes and to have the bike lanes right along traffic. Also, this intersection looks busy and I imagine it will feel really busy and confusing.

mmalerba

3/02/2022 12:51 PM

Anything that lines up with making the road wider and traffic easier will provide for a safer environment. This also includes walking and a extra wide bike lane off highway, plus bike lanes on highway. Overall this is best scenario.

Swneville

3/02/2022 03:18 PM

This will do little to improve safety. Only the commuters thru this area will be happy. As a resident of NorthEnd Louisville, this is untenable.

amyrice

3/02/2022 03:22 PM

This feels unsafe for cyclists. Cars are going much too fast to not have a buffered bike lane for anyone but the most foolhardy cyclists.

Joshua Cooperman

3/02/2022 05:05 PM

Why are there no east-west bicycle lanes?

Keith Bobo

3/03/2022 09:57 AM

Bikes must stay on road in bike lanes and not were people are walking. I been hit many times by bikes. Need 4 lane road because of traffic

Jjhlawatsch@4650

3/03/2022 07:29 PM

Looks dangerous for bikers.

kmaloney

3/03/2022 10:39 PM

As a cyclist, I'm never comfortable riding in a lane that has car traffic on both sides of me. I don't like having to worry about cars in a lane

on my right when I need to make a right turn.

Slangley

3/04/2022 09:29 AM

I hate to say it, but pedestrian refuge islands become places for panhandling, which impacts all forms of traffic--ped, bike and vehicle.

kellieg

3/04/2022 09:46 AM

#1 is preferred

derk.norton

3/04/2022 11:37 AM

The traffic flow narrows down to a single lane in both directions on Co-42 at the intersection. The speed limit should be lowered here.

ericgilleland

3/04/2022 12:50 PM

Alternative 2 makes the most sense to me. bikes will use the sidewalk even when there is a bike lane, though, in my experience. So, best to make the sidewalk wide.

Christina Kumler

3/04/2022 12:55 PM

I don't understand this particular format at all

djblankinship

3/07/2022 05:10 PM

Pretty similar to what is there now. Not as much protection for cyclists next to right turning traffic.

cathcam

3/07/2022 09:45 PM

As above, it's not clear how cyclists are meant to turn left.

jpaidipati

4/09/2022 06:39 AM

Requiring turning cars to cross the bike lane creates safety risks for cyclists

jhforbesmgforbes

4/09/2022 09:03 PM

Very unsafe for bicyclists. Lane is confusing and different from most other intersections. Confusion leads to accidents.

Julie Cassady

4/11/2022 07:44 AM

This is more common for bikes, but not exactly safe with all the distracted driving and high speed aggressive driving that has become the norm.

Owlgato@duck.co.

4/11/2022 01:53 PM

Courtesy Rd is already a raceway Adding lanes would just make it more dangerous Scofflaws be scoffing anyway

IfersHomeTown

As a cyclist, I get nervous when cars turning right try to eek by me on

4/11/2022 06:16 PM

my right to turn.

Robyn Churchill Rathweg

4/11/2022 08:00 PM

This is a more familiar layout.

m48martin

4/12/2022 09:59 AM

seems the best for traffic and safety solution due to the refuge island.
not a lot of walkers on this road so ok to have this shared with bikers.

dwc309

4/12/2022 11:49 AM

Really need to physically separate cars and bikes.

sbasker

4/12/2022 03:20 PM

Unsafe for cyclists, confusing. I think is unconscionable to use Alternative 2 and knowingly and negligently endanger cyclists, pedestrians and drivers when we have 2 other models that will make it safer for everyone. If Alt 2 is implemented, the government is choosing cars and \$ over safety, children and green commuters.

schasteen54

4/13/2022 09:38 AM

I like the addition of an island, plus dedicated turn lanes

jordang

4/13/2022 10:40 AM

I would prefer to not have the bike lane in between two vehicle lanes and I don't think a median is necessary as long as the crossing lights give ample time for pedestrians to cross.

Lindj

4/13/2022 12:18 PM

This provides a more conventional design and accommodates bikes and pedestrians.

Cotjones

4/13/2022 08:30 PM

Familiar configuration

Nataly Handlos

4/14/2022 03:29 PM

less possible conflict for through bike traffic and right turn vehicular ops; median helpful for ped crossing, although not 'comfortable' or 'feeling of safety' due to narrow area; still potential conflict with bike/bus along CO42

kbwatso

4/14/2022 06:33 PM

The large barriers (red) are expensive and not necessary. Don't overengineer for bikes (and I ride though this frequently in the summer)

Dcrawford1

4/14/2022 09:15 PM

Please design for people. This is a design for cars. Gutter bike lanes are a waste and don't encourage people to ride. Sharing a multi-use path with walkers is not safe for walkers or cyclists.

louisvillental

4/15/2022 04:29 PM

Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed changes, not just 1 day - this is horrible planning.

cecilehannay

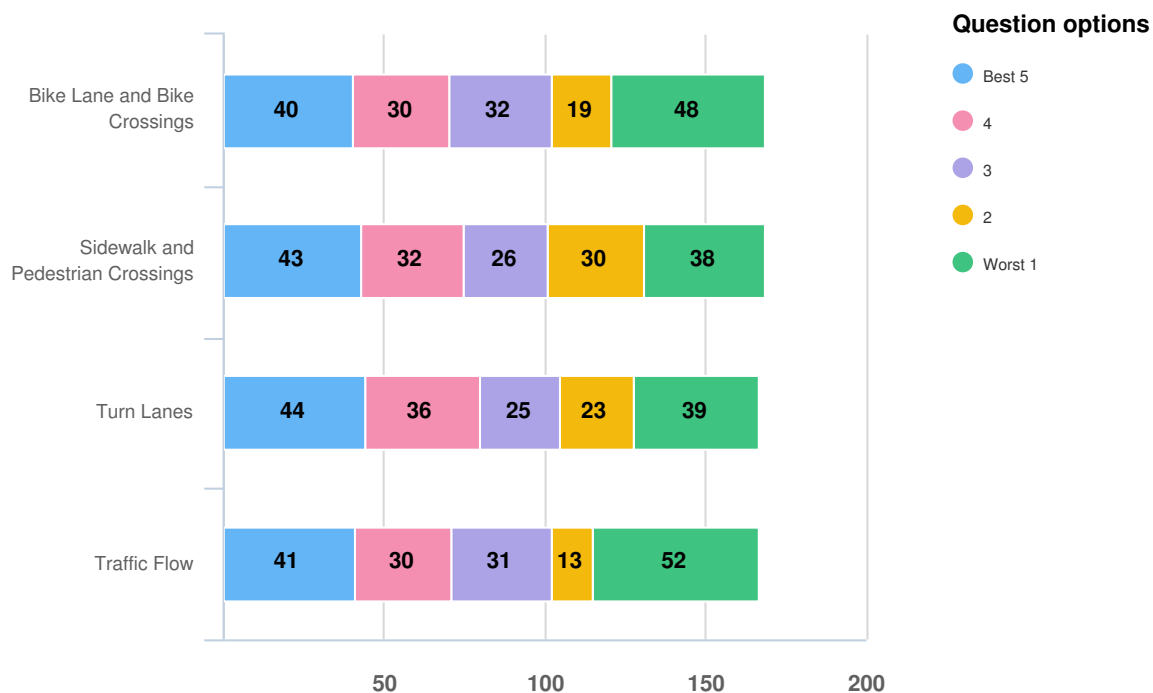
4/15/2022 09:47 PM

Need a better separation between bikes and cars

Optional question (46 response(s), 141 skipped)

Question type: Essay Question

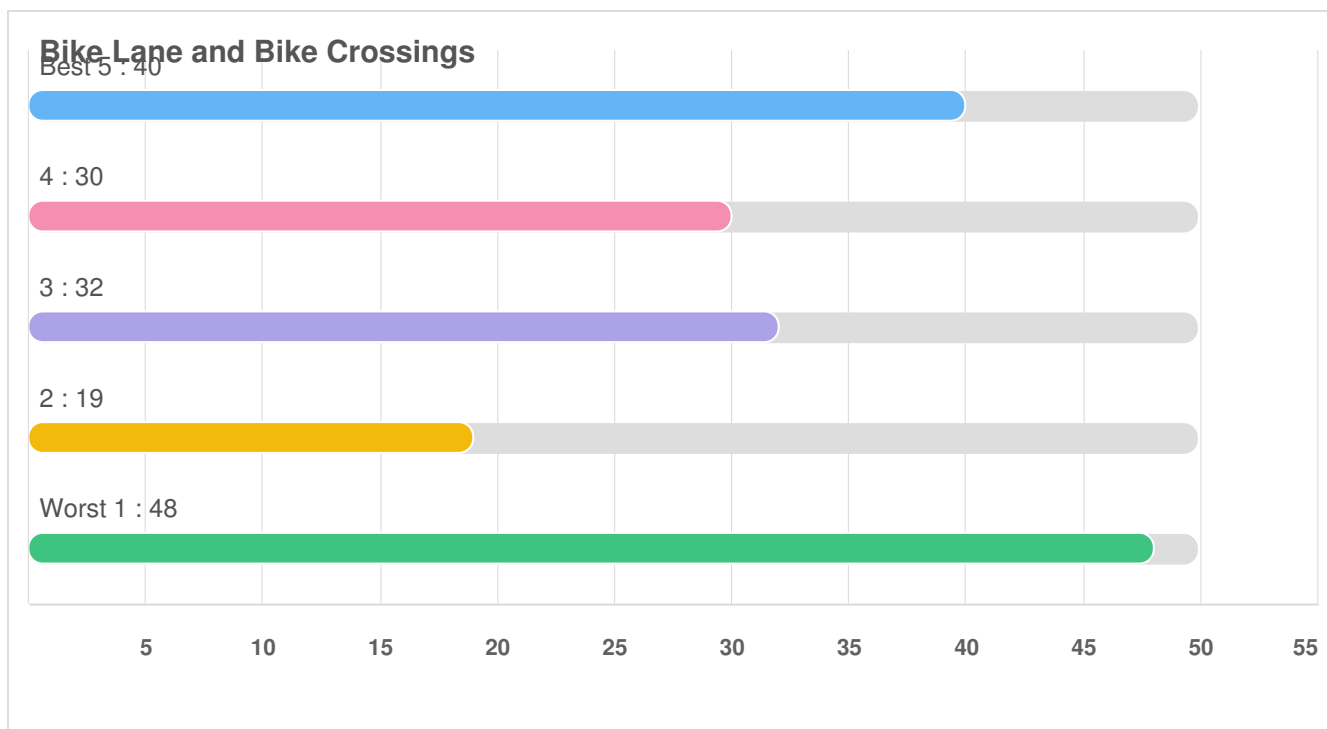
Q9 Please rank the following elements of Alternative 3 for Northpark Drive/ Dagny Way and Co-42 from 1 to 5 where 1 is the wor...

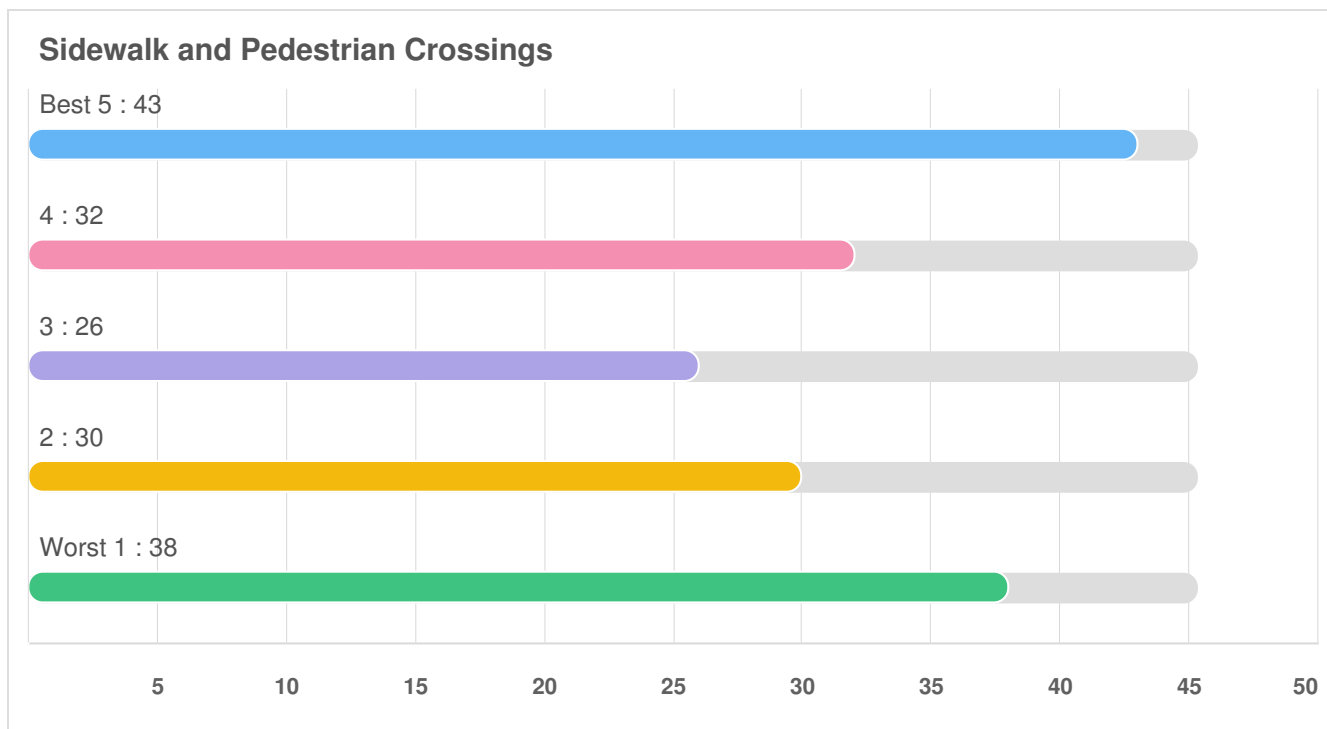


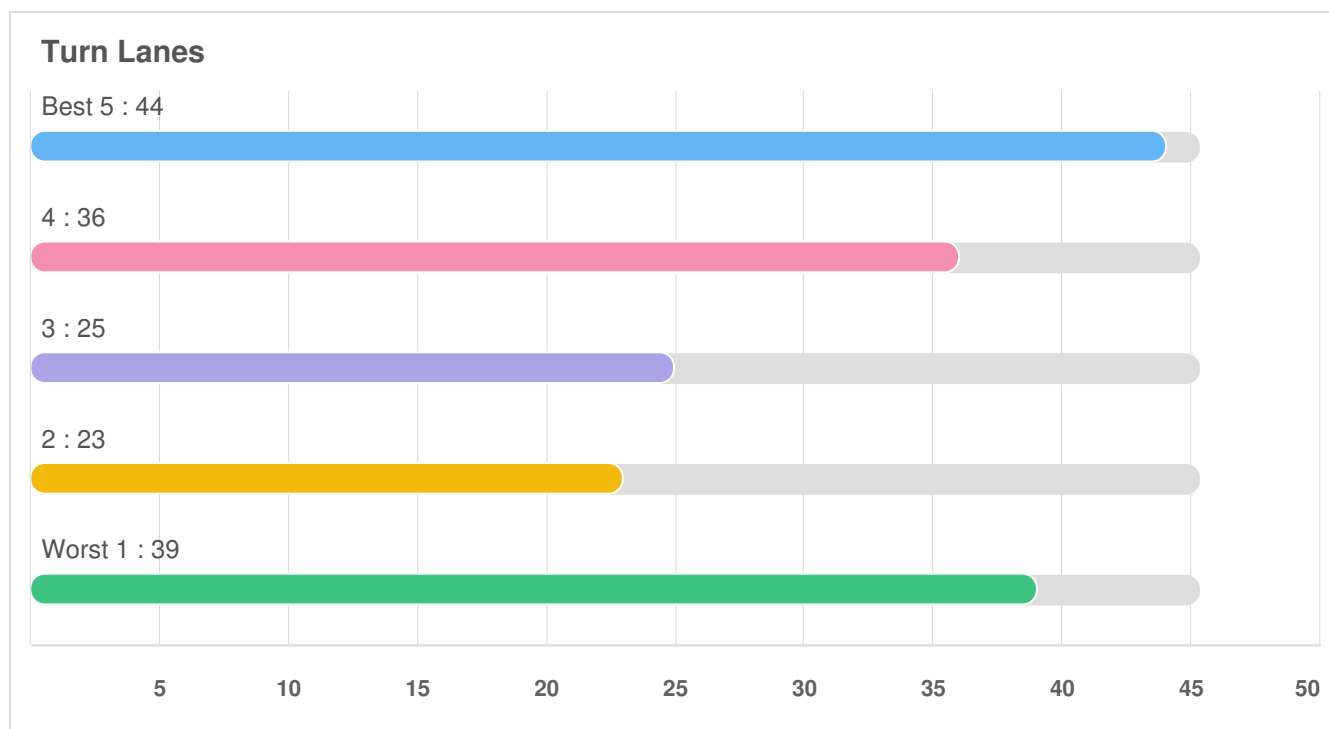
Optional question (169 response(s), 18 skipped)

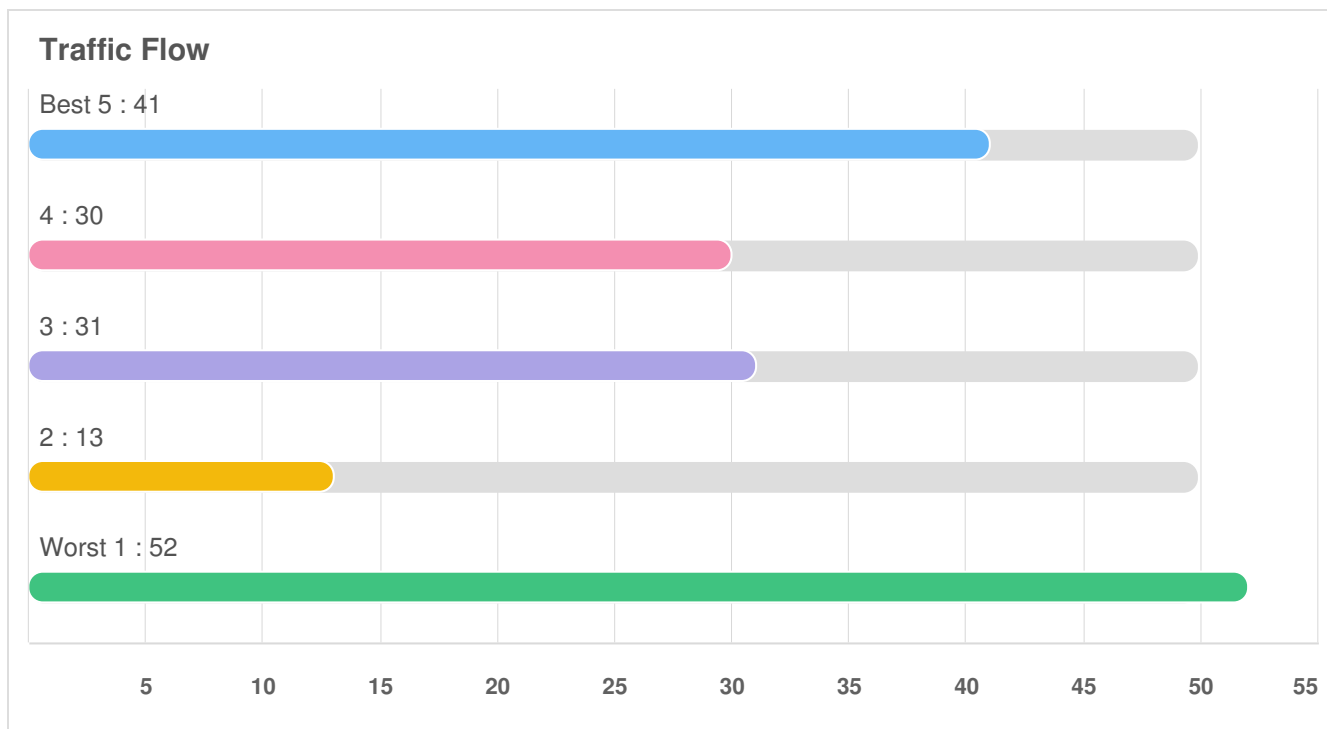
Question type: Likert Question

Q9 Please rank the following elements of Alternative 3 for Northpark Drive/ Dagny Way and Co-42 from 1 to 5 where 1 is the wor...









Q10 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

smith20770

2/14/2022 04:22 PM

why? a traffic circle at the entrance to a commercial shopping center is a little tooooooo crazy for me.

Amiro12

2/14/2022 04:40 PM

In traffic circles, since it is continuous car flow, people going right sometimes do not see people or bikes crossing.

andreakayejohnson

2/14/2022 09:36 PM

no roundabouts, hate it!

stephenjpack

2/15/2022 03:04 PM

If this were new construction, a traffic circle would be appealing, but switching cost seems high

MuttD

2/16/2022 02:12 PM

There is too much traffic in this vicinity for this work to properly. Especially with the West bound turning lane at Arapahoe that backs up during heavy traffic times.

jonbettcher

2/17/2022 02:11 PM

This slows down traffic, which is great, but these roundabouts are terrifying for pedestrians and cyclists since traffic often fails to yield to

folks in those lanes. It's easy to go fast into a roundabout and exit right quickly (without looking), which is especially the case when motorists feel rushed trying to beat an approaching vehicle to the left. The roundabouts in Superior on McCaslin/Coalton are terrible for this.

courtneylpeck

2/18/2022 03:59 PM

Car speeds will likely be higher for left/right turns in this design than in alternative 1, and can make the crossings more dangerous for cyclists/pedestrians.

Duelleg

2/19/2022 10:54 AM

1. I like this design since it improves bike paths and potentially encourages cycling and walking. 2. Design accommodates traffic growth. The roundabouts work well in Superior (and many other places) and I don't see congestion there when I am driving. Roundabouts keep traffic flowing, albeit a bit slower, and are better than just having vehicles idle at traffic lights. Also, my understanding is that roundabouts have less maintenance and operating costs (no lights to maintain). 3. Given that roundabouts work well in many areas, suggest to check your model and determine why Alt 3 shows that travel times could be 2X than current. Does not seem right. 4. I like the wider, single bike path, rather than 2 narrower separate bike paths. Looks like 36 bikeway. 4. If the question of slower travel time can be addressed, I like Alt 3 the most, followed by Alt 1. Maybe a mix of Alt 1 and 3 along C0-42 is possible?

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

artfulDane

2/20/2022 11:15 PM

increases distance for pedestrians to walk (around curves). needs cycling lanes on both sides of the street.

cstraatsma

2/21/2022 09:18 AM

Potentially higher vehicle speeds in this alternative leads to lower safety for bike and pedestrian traffic

alysonc

2/21/2022 11:29 AM

This intersection feeds destinations (residences, businesses) more so than connections to other throughways. Encouraging foot and bicycle traffic and increasing the enjoyment of living at and frequenting these destinations (by reducing car speeds and noise pollution) should be the highest priority. As a driver, I prefer roundabouts to full stops

because, when traffic is high, there is at least forward movement, rather than a half-mile of stopped cars. Therefore, I prefer option #3 for Dagny Way & CO-42.

fatima hirji

2/22/2022 06:42 PM

Option #3: This intersection feeds destinations (residences, businesses) more so then connections to other throughways. Encourages foot and bicycle traffic thereby increasing the enjoyment of living at and frequenting these destinations (by reducing car speeds and noise pollution) should be the highest priority. As a driver, I prefer roundabouts to full stops because, when traffic is high, there is at least forward movement, rather than a half-mile of stopped cars. I vote for option #3 for Dagny Way & CO-42.

Douglasferg

2/23/2022 06:47 PM

Round about worst idea for a major road. Since this is a main road north and south 4 lanes is best for traffic causing less congestion.

cswharton

2/23/2022 09:15 PM

This is great for separation and throughput. But family bicyclists and walkers will have problem crossing due to no stop lights, etc. to give them an actual ability to cross in a very busy intersection.

sdunbar

2/24/2022 11:25 PM

I am personally a big fan of round-about and would like to see more of them. In this case, though, this design needs a lot of work. Forcing both directions of bicycle traffic to the east side is a NON-STARTER. Sooner or later, a cyclist south bound is going to have to cross the road in a very tedious way. I'd rather just ride in traffic. Furthermore, this plan makes the cyclist into a pedestrian to cross Dagny. Just put the bike lanes adjacent to vehicle lanes as usual and run them through the round-about. Add signage to inform vehicles of bicycles present. I don't buy that this would slow traffic in the corridor. Just a few hundred feet north of this intersection is Arapahoe. People are already slowing down most likely for that intersection. Likewise, south bound traffic is just getting started when it comes to this intersection.

Peter Schmitt

3/01/2022 09:59 AM

I disagree that this is a "low stress bicycle facility". Roundabouts always scare me as a solo rider or with a group. Everyone is changing directions with their heads on a swivel -- it's easy to miss something and hit a curb or have a car looking at oncoming traffic and run into cyclists.

Tiffanyminshaw

3/02/2022 09:50 AM

I understand the gas consumption improvement with roundabouts, but US drivers tend to not really know how to use them and how the flow of traffic works.

mmeyer6

3/02/2022 11:33 AM

Cars will be so focused on looking at the roundabout and when it's their turn, that I fear they will pay little attention to cyclists and pedestrians. This seems like a dangerous option.

helenjeanetteweaver

3/02/2022 11:51 AM

I think we need to emphasize safer traffic conditions, and safer conditions for pedestrians and cyclists. As Louisville moves toward a net zero goal, we need to examine our values as a community and promote alternatives to single occupancy car trips. I think a forward thinking way to do this is by making people feel safe to commute via bicycle. Currently, I do not feel safe doing so. However, with these improvements, I don't see myself ever choosing to drive over walking or cycling with my family.

Swneville

3/02/2022 03:18 PM

These are acceptable improvements.

amyrice

3/02/2022 03:22 PM

I love roundabouts, if they are well designed and actually slow traffic. But if they're like the ones on Hecla drive, which don't slow traffic at all, then I'd rather stick with a traditional intersection.

Aubrey.muhlach

3/02/2022 03:43 PM

Seems like it would overall slow traffic and the paths for bikes and pedestrians are both longer

paul.martin000

3/02/2022 04:10 PM

Seems super sketch. I predict accidents.

Joshua Cooperman

3/02/2022 05:05 PM

Why are there no east-west bicycle lanes? How is a bicyclist supposed to access the west side of Highway 42?

cherylmerlino

3/02/2022 05:24 PM

Please do not consider putting roundabouts in like they did in Superior.

kristin.lentz

3/02/2022 05:52 PM

Traffic circles on a road with this much car use would be seriously detrimental to residents and others traveling in the area with increased time in traffic, frustration levels and the likelihood of road rage and other adverse consequences that flow from increased travel times.

gfields108

I recently lived in Bend, Oregon for 6.5 years. Bend is a city of more

3/02/2022 07:44 PM

than 90,000 residents and is filled with roundabout intersections. Moving to the Front Range a couple of years ago and experiencing the endless waiting at stop lights has been eye-opening to say the least. Roundabouts are incredibly efficient at keeping traffic flowing and provide wonderful locations for public art and for interesting landscaping in the roadway. Bend has a robust public art program for the roundabouts, and these sculptures add so much visual interest and uniqueness to the city. The roundabouts are safe because you only have check traffic to the left as you enter and exiting smoothly is easy. Once people get used to them, which only takes a short time, one's driving progress through the city has a nice, steady flow to it. Alternative 3 intersections will take the emphasis off of high speed (between stop lights) and make the roadways gentler, steadier, and safer for all users. I am a huge fan of roundabouts! Perhaps project stakeholders could talk to their cohorts in Bend to get their experience and wisdom. Thank you!

captainhowell

3/02/2022 08:18 PM

Traffic circles are excellent! We (Americans) will learn how to do them properly with time and this is an excellent flow for traffic at all locations.

Marilyn Morris

3/03/2022 08:03 AM

high traffic during rush hours would increase delays

Keith Bobo

3/03/2022 09:57 AM

Traffic circles only work in light traffic and become parking lot in heavy traffic, I know from NJ commuting.

Jjhlawatsch@4650

3/03/2022 07:29 PM

Would slow traffic. Yay!

kmaloney

3/03/2022 10:39 PM

Roundabouts are the safest option for everyone. Please, let's use more roundabouts!

davidlhart

3/04/2022 08:11 AM

In my opinion, putting roundabouts at any of the intersections with less busy cross traffic could cause _more_ accidents, with north/south-bound drivers assuming that other drivers are continuing straight and failing to yield to traffic in the circle.

Slangley

3/04/2022 09:29 AM

A circle at Dagny paired with a circle at Indian Peaks seems to be a great improvement. Dagny is too close to Arapahoe for the existing signal and a circle at IPT would enable exit from IP several minutes faster and more safely than now.

mwall44

3/04/2022 10:42 AM

People just don't know how to use/aren't adept at traffic circles. I avoid using them as a pedestrian and bicyclist if I can help it. The right of way takes up so much brain space for the driver, they're not looking if someone is crossing their destination road. And stopping suddenly would be dangerous for everyone in the circle. And what does a bicyclist going to The Y do?

derk.norton

3/04/2022 11:37 AM

I like round-about, they do slow down traffic which is needed here.

ericgilleland

3/04/2022 12:50 PM

Although people are getting used to roundabouts in this country, they still don't know how to drive through them, and never signal their turns the way one should. On the other hand, obtaining a driving license these days is so easy that nobody knows how to drive anyway. Ive never been a big fan of roundabouts wherever they are, however.

Christina Kumler

3/04/2022 12:55 PM

My only concern about this is having cyclists go the other direction, where do they cross to get to the two-way path section? Unless a 2-way path runs along all of 95.

laesecke

3/04/2022 04:48 PM

No round-about along this busy corridor!

Tom r

3/04/2022 05:27 PM

I think roundabouts are dangerous for all modes of travel and no fun to drive meaning they add to stress. In Arizona west of Verde Valley headed to Prescott, they ruined the scenic drive as their social engineering causes you to have to be constantly on guard for the next DREADED ROUNDABOUT....WHICH MEANS MORE STRESS.

djblankinship

3/07/2022 05:10 PM

I'm concerned that this is too big of an intersection to put in a roundabout. As a cyclist, I would be concerned about getting hit given the quantity of traffic that flows through there and motorists and cyclists don't generally mix well in roundabouts. I think that we lose much of what the 42 project is trying to attain by putting in a roundabout here.

cathcam

3/07/2022 09:45 PM

The problem this has is that it puts the cyclists and pedestrians at risk by not slowing drivers who are turning right at the traffic circle, depending on the actual scale, it's quite possible that a driver could turn right at circa 40MPH and have no clue there were people

crossing as the driver is busy looking left on the approach to see if it's clear to enter the roundabout. It also puts the cyclists turning left in a confusing position. I'm usually positive about traffic circles rather than list but this is a mess and unacceptable.

jverstra

4/08/2022 06:11 PM

Everyone thinks these are a great idea, but they almost never are.

jhforbesmgforbes

4/09/2022 09:03 PM

Traffic circles always introduce confusion over right of way, and slows things down. Traffic lights remove any ambiguity as to who has the right of way.

Andrew Valdez

4/10/2022 04:43 PM

Roundabouts typically work best when you have roughly equivalent traffic counts in the converging roads.

Julie Cassady

4/11/2022 07:44 AM

Good for car traffic and safer speeds. Terrible for walkers and bikers-- they will be stuck at the intersection indefinitely during peak times without traffic light signals. If you have traffic light signals, that will make car traffic come to a stand-still.

Owlgato@duck.co.

4/11/2022 01:53 PM

Slower speeds improve mpg, thus "saving" resources

aeroncaben

4/11/2022 03:55 PM

This sets up a condition where a bicyclist is crossing from right to left in front of a motorist who is waiting for a gap in traffic (and looking left). Can't think of any condition which is less safer for someone bicycling.

eg#30

4/11/2022 06:45 PM

Too much traffic - a terrible design

Robyn Churchill Rathweg

4/11/2022 08:00 PM

Better for traffic flow, but traffic circles are best if used repeatedly in an area so people become familiar with them. Disoriented driver's may be more dangerous to pedestrians.

m48martin

4/12/2022 09:59 AM

Not bad...seems like the most expensive tho.

tlantzy

4/12/2022 10:56 AM

traffic does need to be slowed in this area..

JeffP

4/12/2022 10:58 AM

Roundabouts GOOD traffic lights BAD

dwc309

4/12/2022 11:49 AM

Think that traffic is way too heavy for a round about here. It would be better to coordinate the traffic lights during the day and make the side road lights to 42 on demand overnight where they let 1/2 cars in then change.

sbasker

4/12/2022 03:20 PM

Support green commuting!

Peltiersc

4/12/2022 05:07 PM

This is actually super dangerous for cyclists. Motorists won't understand the intersection and won't look for bicycles on a sidewalk. Don't make cyclists into quasi pedestrians!!!

Steve Seeger

4/12/2022 06:58 PM

Traffic circle naturally helps slow traffic, but also doesn't inhibit traffic during low congestion times (don't have to sit and wait for light). bi-directional bike lane is a must, although still problem on what a cyclist does if they need to go partway up the block (on non-bike lane side). Would also need some pretty darn clear indicators for pedestrians waiting to cross, since some motorists won't be looking right before they enter the circle.

AmandaCSJ

4/12/2022 11:08 PM

Traffic circles are wonderful if people use them smoothly. What are the odds people don't hit bikes crossing the road here?

schasteen54

4/13/2022 09:38 AM

This is a good option except for cost

jordang

4/13/2022 10:40 AM

Don't think a roundabout is necessary here

chageo

4/13/2022 11:22 AM

circles SUCK

Lindj

4/13/2022 12:18 PM

I like traffic circles as there is no need to wait for a light. From a biking standpoint, not sure why both directions would need to be next to each other, but I don't have a real issue with that other than understanding how and when the bike lanes would transition back to opposite sides of the street?

Cotjones

4/13/2022 08:30 PM

I like a roundabout at this intersection. Having both bike directions on one side is a definite con.

Jakflowerco

4/14/2022 02:35 PM

Roundabouts never work. Too confusing, too hard to see bikes and people. The wide bike path is really good

Nataly Handlos

4/14/2022 03:29 PM

good for bike/ped but horrible for bus/transit operations - pushes any potential stops too far away from intersection

kbwatso

4/14/2022 06:33 PM

Large footprint very expensive Difficult with two lanes on 42

louisvillarental

4/15/2022 04:29 PM

Traffic circles cause anxiety, especially for those on bikes or walking. Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed changes, not just 1 day - this is horrible planning.

Matt A

4/15/2022 05:30 PM

Circles are the best, please get them going! The studies on them are amazing at keeping traffic flow up and accidents to a minimum. Look at McCaslin and Coalton Rd as an example.

LP

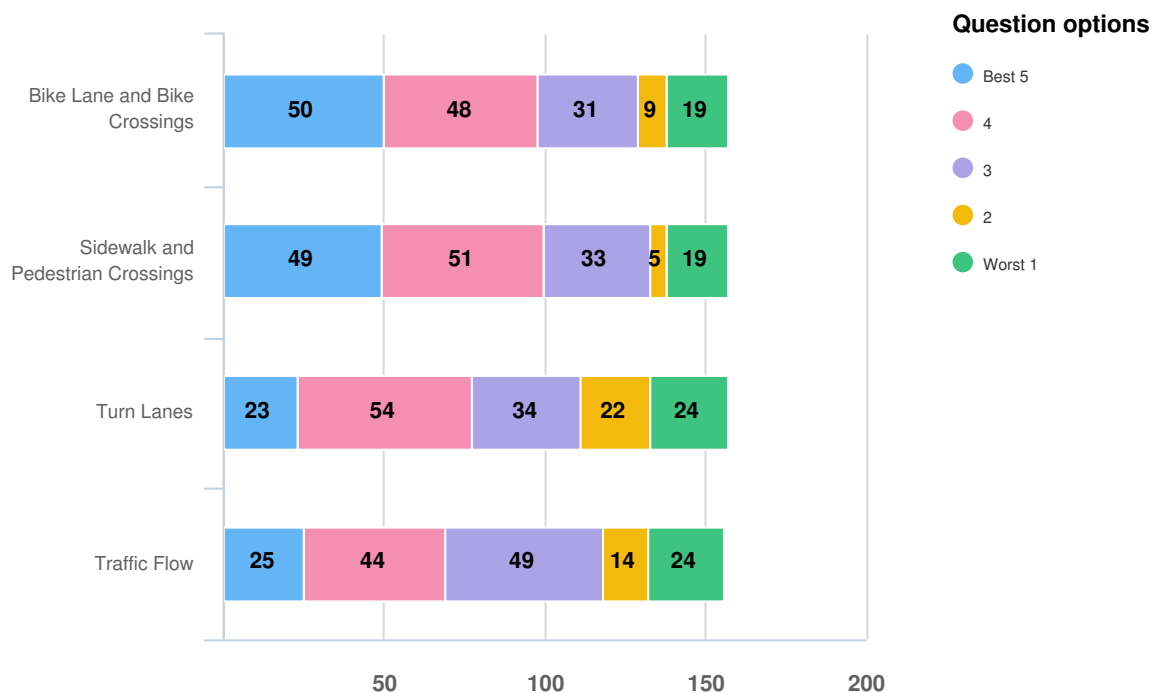
4/15/2022 07:24 PM

A roundabout would likely add confusion and reduce the efficiency of all modes of travel and increase pollution (and greenhouse gases) on top of the cost. Moving utility poles, namely transmission facilities is not cheap either and doesn't need to be an absorbed cost to the taxpayer

Optional question (70 response(s), 117 skipped)

Question type: Essay Question

Q11 Please rank the following elements of Alternative 1 for Indian Peaks Trail and Co-42 from 1 to 5 where 5 is the best and 1 ...



Optional question (157 response(s), 30 skipped)

Question type: Likert Question

Q11 Please rank the following elements of Alternative 1 for Indian Peaks Trail and Co-42 from 1 to 5 where 5 is the best and 1 ...

Bike Lane and Bike Crossings

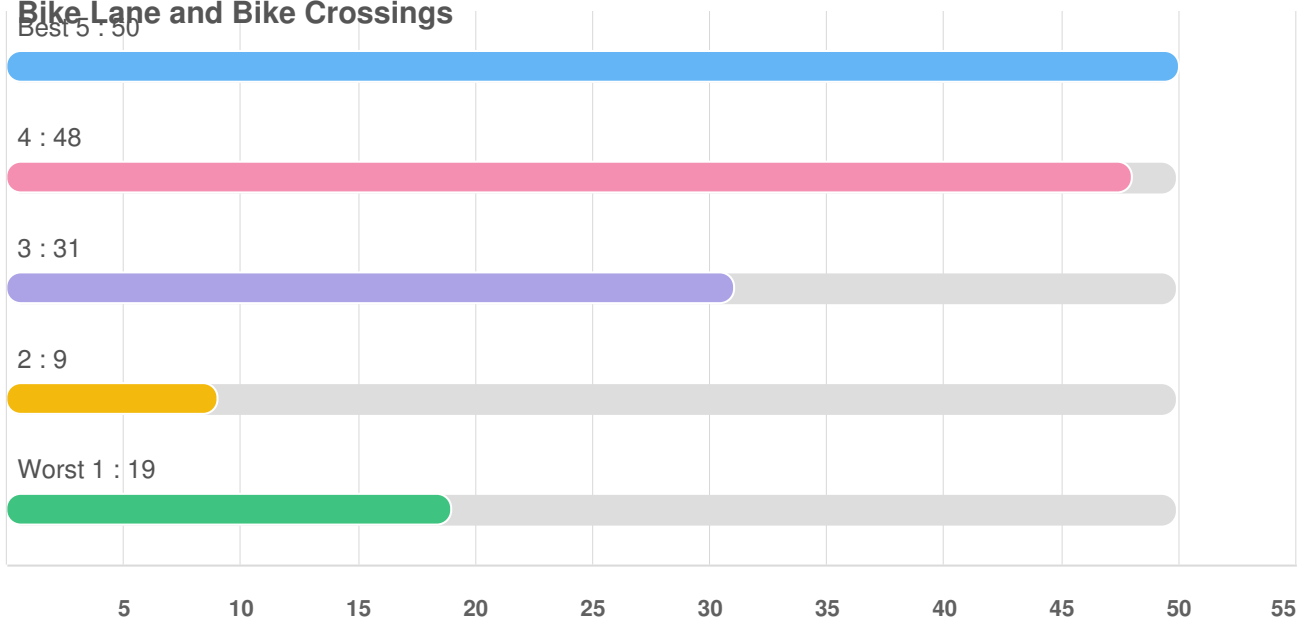
Best 5 : 50

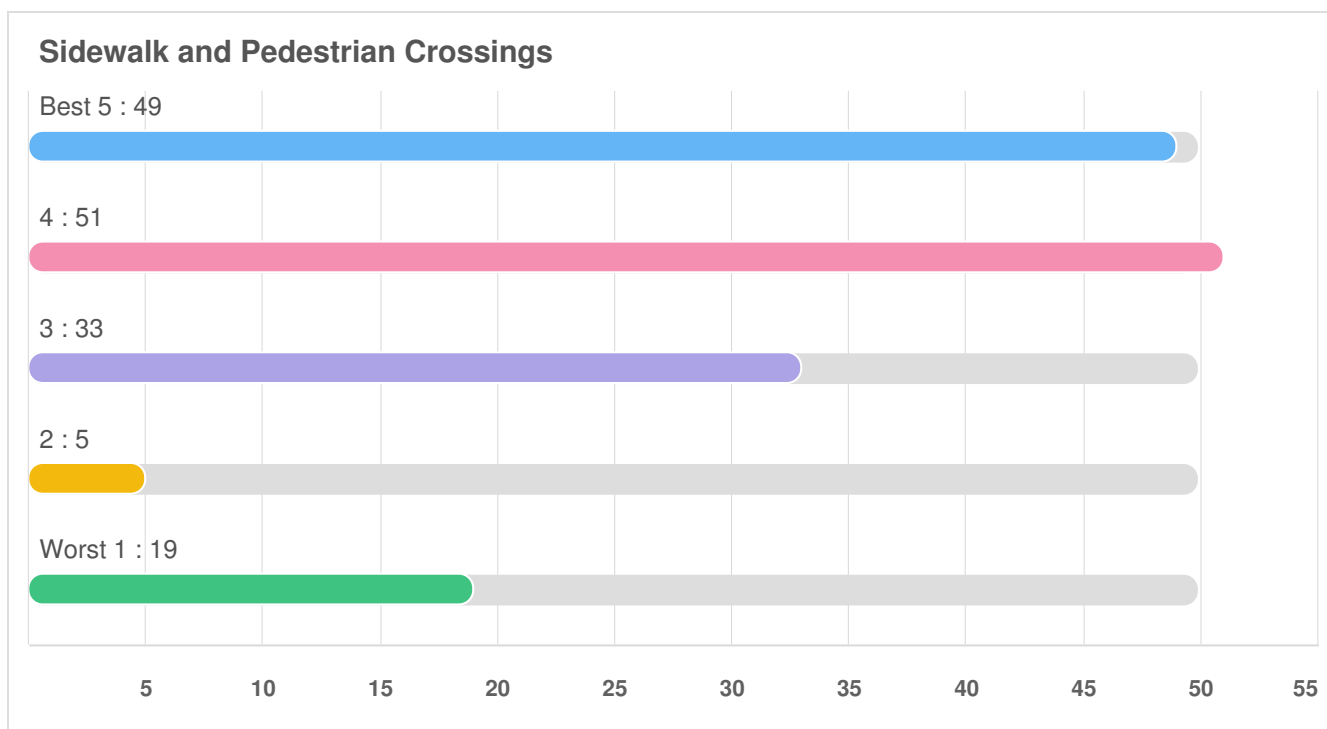
4 : 48

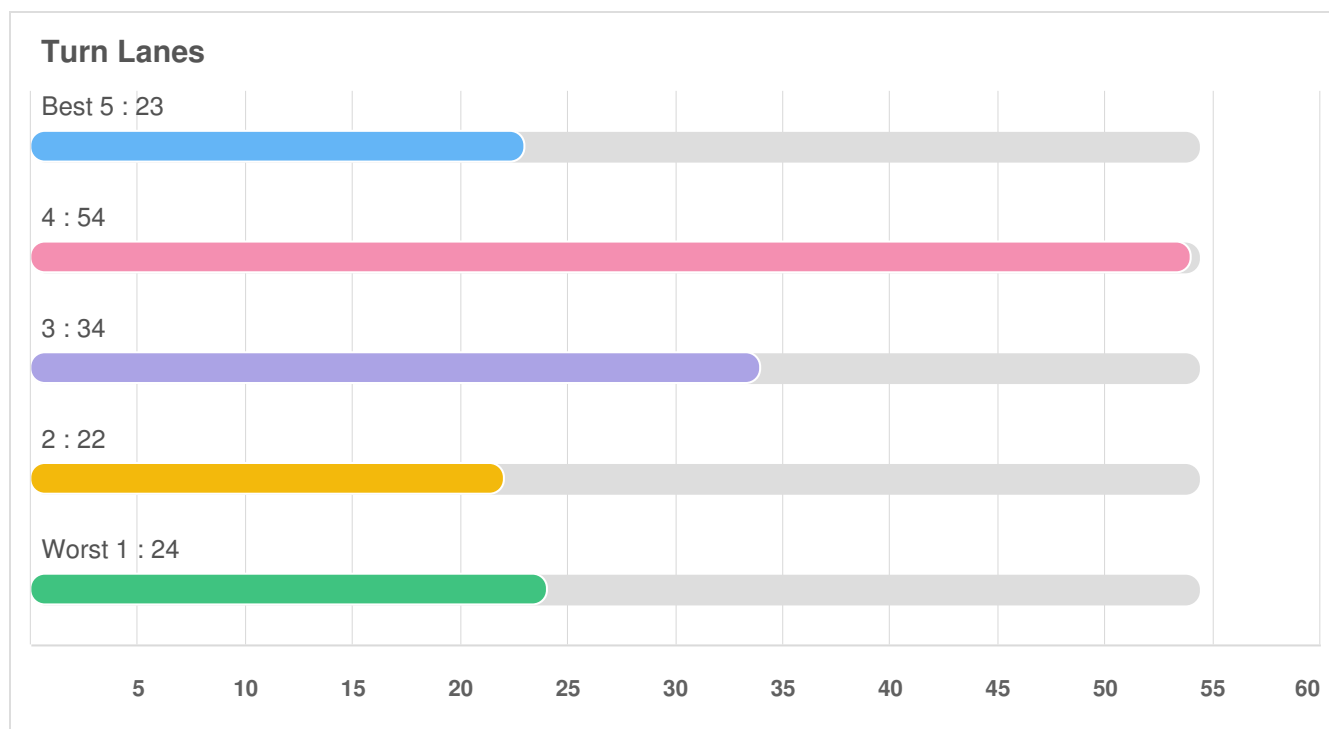
3 : 31

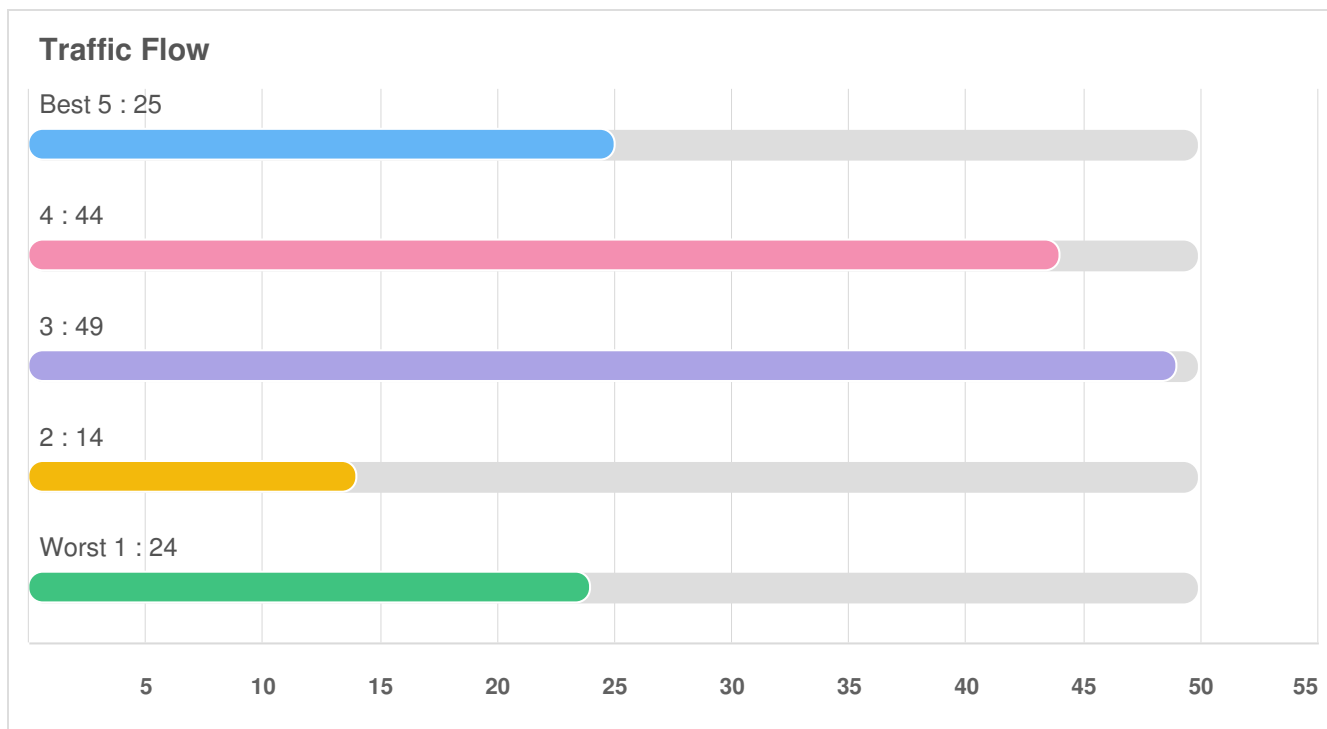
2 : 9

Worst 1 : 19









Q12 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

smith20770

2/14/2022 04:22 PM

I don't see why we would prioritize bike traffic on 42 - the only people riding on this road are serious cyclists who would not stay in a bike lane.

MuttD

2/16/2022 02:12 PM

No lanes for merging traffic onto Hwy 42 North and South. Bikers may not follow current traffic laws.

Duelleg

2/19/2022 10:54 AM

See comments above

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

artfulDane

2/20/2022 11:15 PM

Love the no right turn on red. There is some difficulty in these plans for bikes turning left.

alysonc

2/21/2022 11:29 AM

This intersection connects two neighborhoods that are part of a larger community and serves as a school bus stop. While traffic congestion is not high through here, east-bound visibility of the intersection is low (because of a hill crest) and speeds are high enough that it is a danger for pedestrians to cross Baseline. (Car drivers do not seem to register the blinking crosswalk and are usually going too fast for pedestrians to get the driver eye contact that they need to get confidence that it is safe to cross.) So, neighborhood connectivity and pedestrian safety should be the highest priority for this intersection. Having a full-stop, lighted intersection here will also help reduce speeds on the approach to CO-42 & Baseline (where there are frequent crashes). Therefore, I prefer option #1 for the intersection of Indian Peaks Trail/Roser and Baseline.

cswharton

2/23/2022 09:15 PM

This is a very difficult intersection to cross as a walker and a bicyclist. People run red lights all the time and go very fast through the intersections. It needs significant improvement.

megancfischer

2/24/2022 08:23 PM

These comments are too detailed. I only want to show my support for dedicated bike lanes.

sdunbar

2/24/2022 11:25 PM

As a resident using this intersection many times per day, it is a NON STARTER. The bike lanes in this plan are terrible. You have also taken away the acceleration lane on northbound 95th. This is terrible especially with no right turn on red. This intersection needs a signal especially during rush hour. But we need to keep right turn on red and the acceleration lane northbound. Many idiots don't know how to use it properly as it is, but it is very helpful.

Peter Schmitt

3/01/2022 09:59 AM

Cyclist crossing while list is green feels really dangerous

Tiffanymishaw

3/02/2022 09:50 AM

Same as above for this alternative.

Swneville

3/02/2022 03:18 PM

Acceptable

amyrice

3/02/2022 03:22 PM

This survey is quite unclear what you're looking for and also quite tedious, answering the same question multiple times. I have a vested interest in this area since I live in the North End and often bike to

downtown Louisville, quite a bit with my elementary-aged kids. I mostly want to see slower vehicle speeds and safer bicycling and walking options.

Joshua Cooperman

3/02/2022 05:05 PM

Why are there no east-west bicycle lanes? Would traffic be required to yield to bicycles and pedestrians? There is a lot of useless tarmac in the middle of the intersection.

kristin.lentz

3/02/2022 05:52 PM

Keeping bikes safe by keeping them off the road with cars should be a priority; will also reduce likelihood of accidents and frustration/road rage by having bikes share lanes with cars

mattmachad

3/03/2022 09:47 AM

please no more lights!!

Keith Bobo

3/03/2022 09:57 AM

Need 4 lanes on CO-42 for volume.

cmccomb

3/03/2022 03:29 PM

eliminating the right turn lanes will create huge traffic problems.

Jjhlawatsch@4650

3/03/2022 07:29 PM

Good to have a signal at this intersection. There is no street on west side. Assume you are anticipating this.

derk.norton

3/04/2022 11:37 AM

The traffic flow narrows down to a single lane in both directions on Co-42 at the intersection. The speed limit should be lowered here.

ericgilleland

3/04/2022 12:50 PM

We don't need more signals which are expensive and bad for the environment as they keep cars sitting/idling unnecessarily.

Christina Kumler

3/04/2022 12:55 PM

Again, I don't understand what's going on here.

djblankinship

3/07/2022 05:10 PM

Indian Peaks Trail is a 3-way not 4-way intersection (that is, there is no road to/from the west). Is this a typo in the survey to show it as a 4-way intersection? Also, not sure I like that cyclists have to steer to the right and back when going straight through the intersection to stay in the lane.

cathcam

3/07/2022 09:45 PM

As above. 4x lanes to cross to turn left.

jhforbesmgforbes

4/09/2022 09:03 PM

Bicycles are not so numerous that they need to have separate lanes, so this design is wasteful. The lane configuration is confusing and induces extra lane changes.

aeroncaben

4/11/2022 03:55 PM

Good protected one-way cycle track treatment and predictable movements for all modes.

JeffP

4/12/2022 10:58 AM

NO MORE TRAFFIC LIGHTS. BAD!!!!!!! Roundabouts GOOD

dwc309

4/12/2022 11:49 AM

Seems like it would be best to put the bike lanes side by side and separate them physically from traffic and & Pedestrians. Same for Pedestrians. Might save enough space to get two lanes of traffic both ways. If you're going to signalize the intersection, might not need a turn lane onto 42. Again, please coordinate the lights through here. This is a major north south pathway between Longmont and Louisville/Lafayette.

hmoshak

4/12/2022 02:47 PM

Not safe enough for non-cars

sbasker

4/12/2022 03:20 PM

Unsafe for bikes and peds

Steve Seeger

4/12/2022 06:58 PM

Same comments as above

AmandaCSJ

4/12/2022 11:08 PM

With the mix of sidewalk (is that raised in the intersection? Curbs) and a lane shift, this looks like bikes will get forced into the sidewalk/curb as they cross the intersection

jordang

4/13/2022 10:40 AM

Will there be a road to the west of the intersection? If yes, why and when will that be added and where will it lead to?

Lindj

4/13/2022 12:18 PM

OK, but don't like not being able to turn right on red.

Nataly Handlos

4/14/2022 03:29 PM

concern about traffic flow and potential conflict for bus stop with bike lane; width of crossing at Indian Peaks for peds

johnewy

4/14/2022 05:46 PM

This survey is jacked. The intersections need to correspond to the road sections in the first part of the survey. Your results are going to be meaningless because you can't mix and match the two.

kbwatso

4/14/2022 06:33 PM

Don't put in a signal here....

louisvillarental

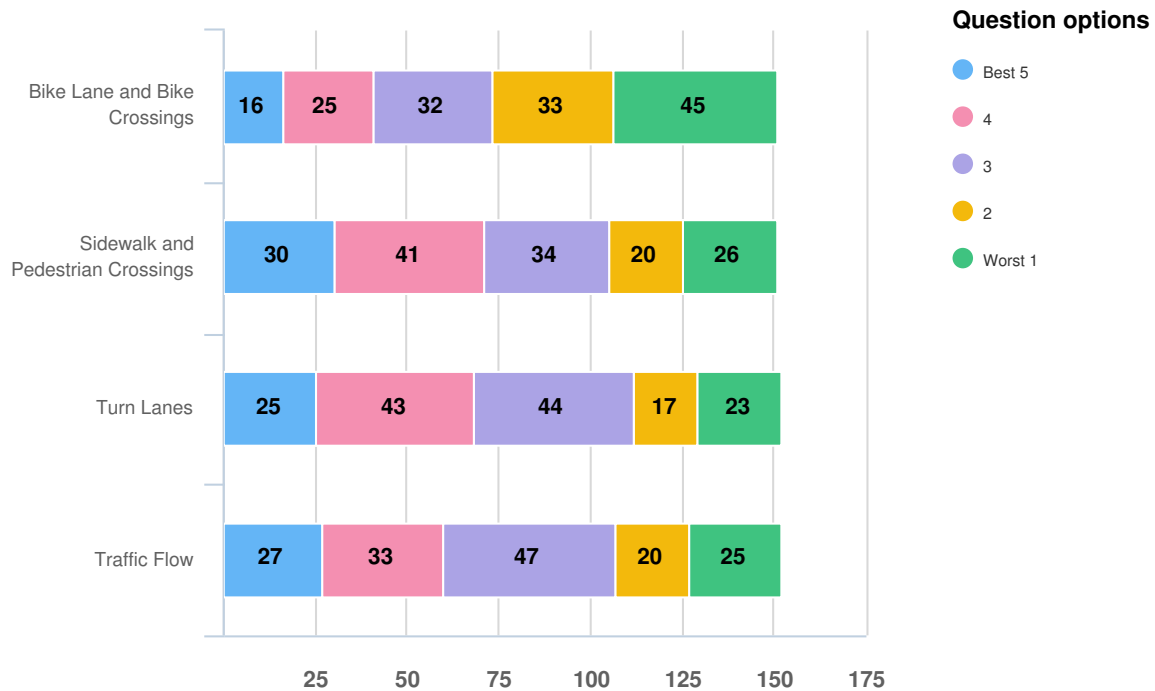
4/15/2022 04:29 PM

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Optional question (38 response(s), 149 skipped)

Question type: Essay Question

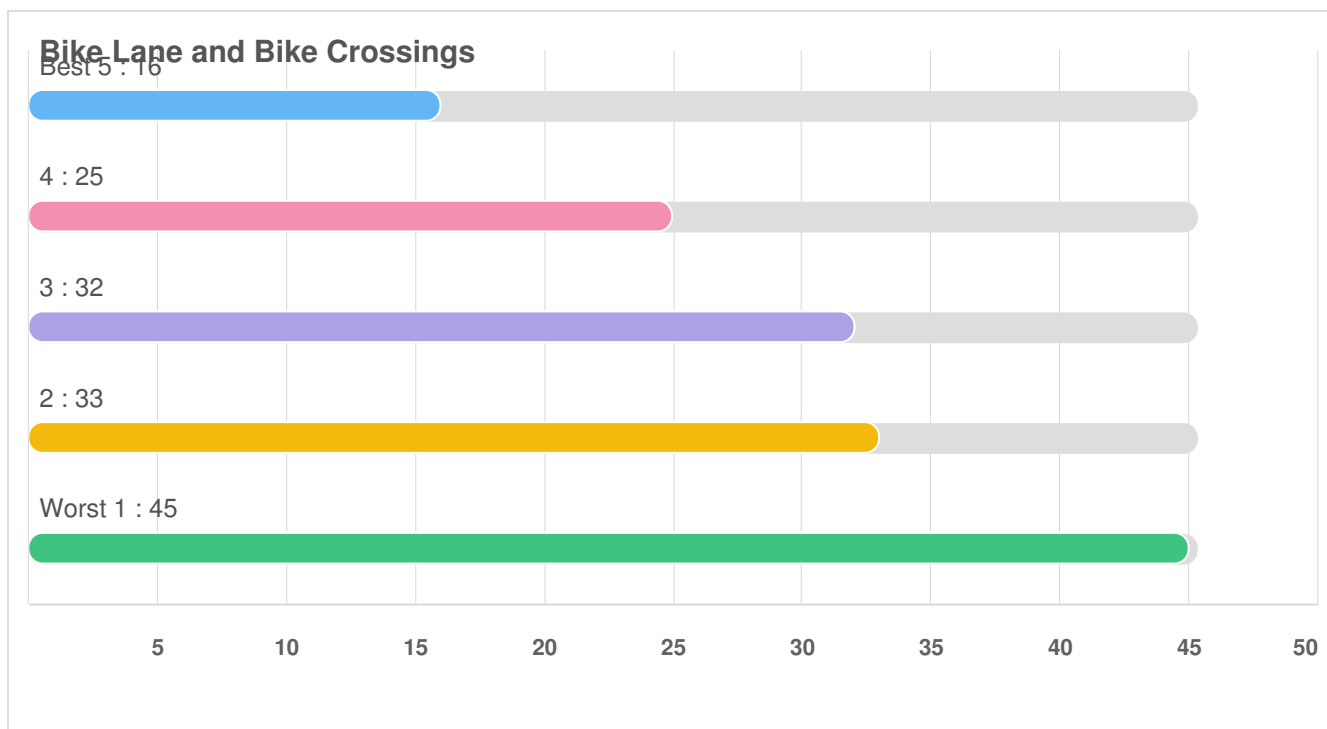
Q13 Please rank the following elements of Alternative 2 for Indian Peaks Trail and Co-42 from 1 to 5 where 1 is the worst and 5...

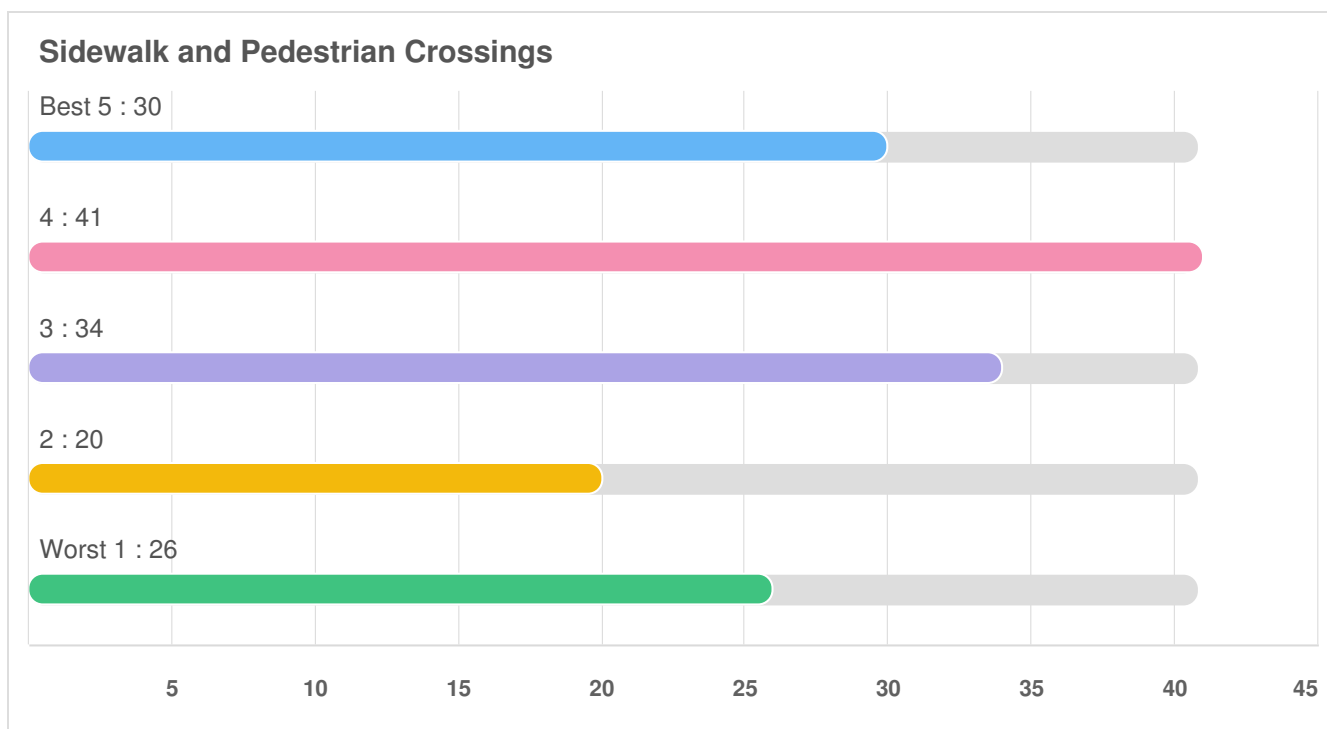


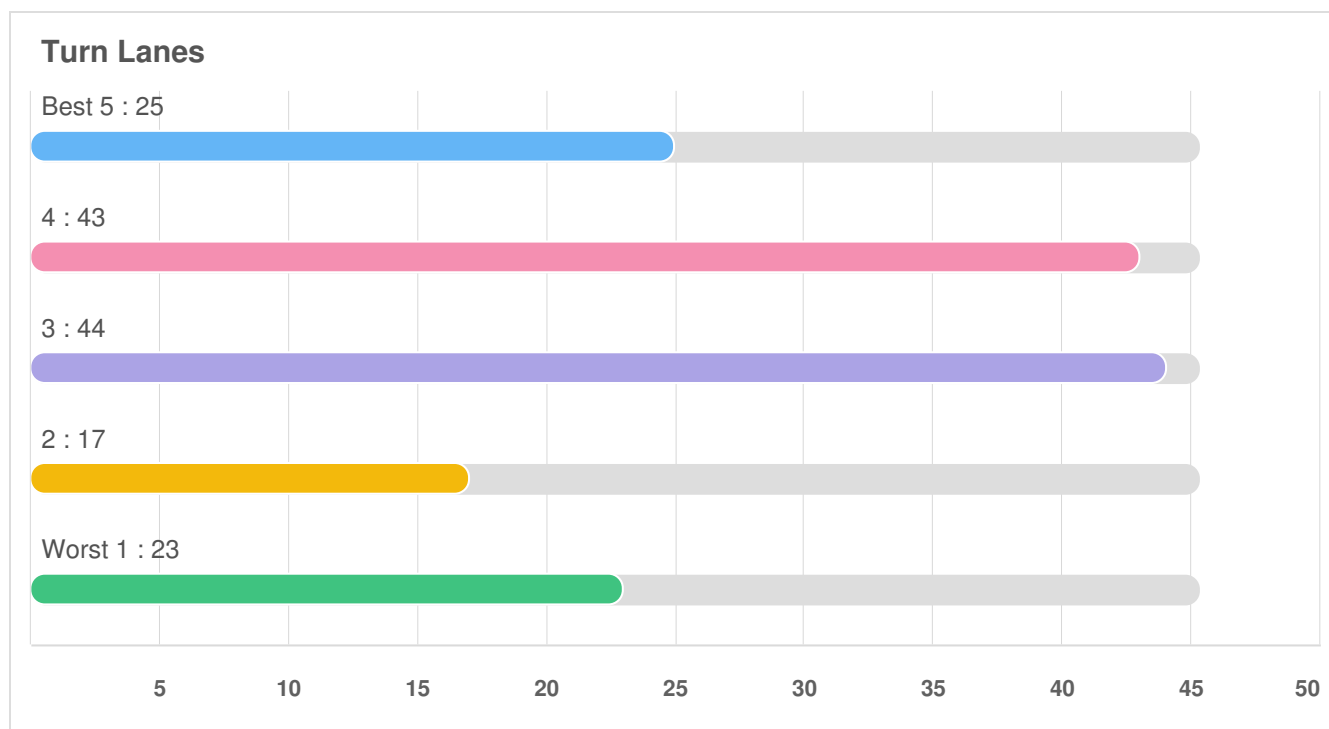
Optional question (152 response(s), 35 skipped)

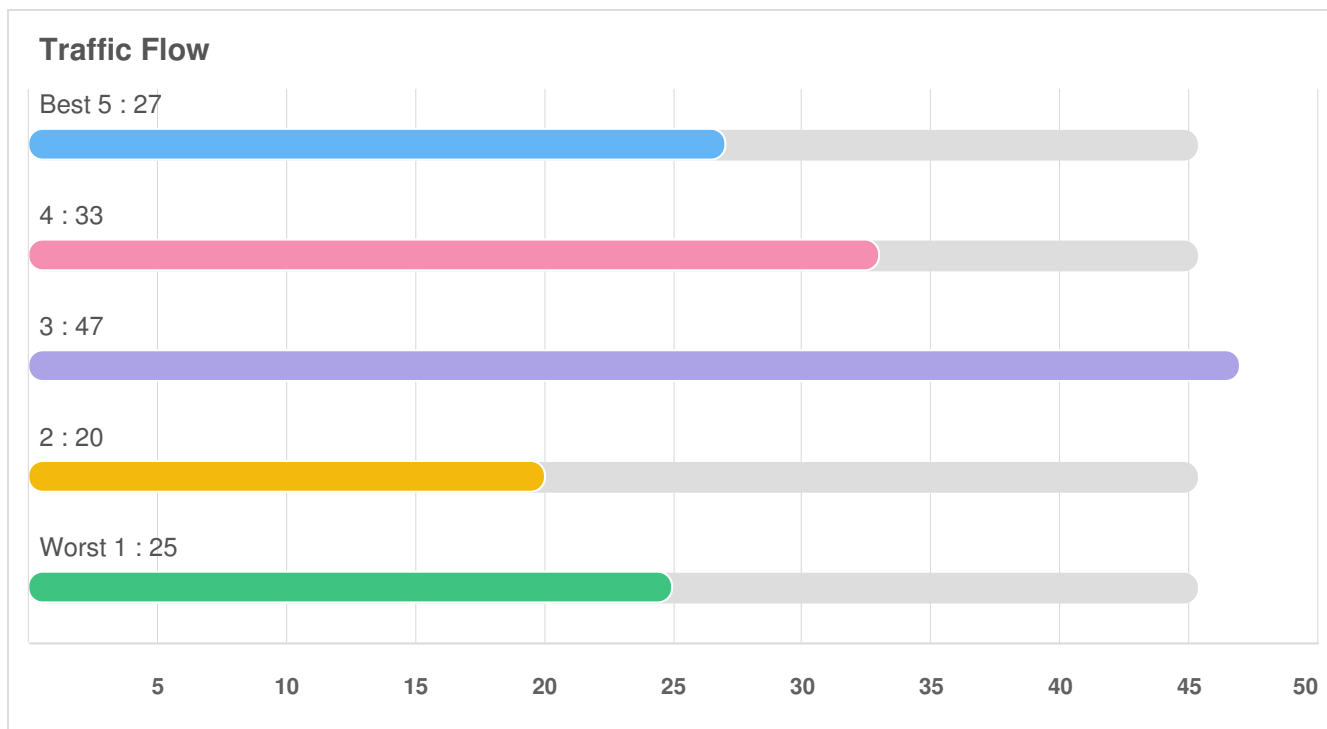
Question type: Likert Question

Q13 Please rank the following elements of Alternative 2 for Indian Peaks Trail and Co-42 from 1 to 5 where 1 is the worst and 5...









Q14 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

artfulDane

2/20/2022 11:15 PM

Does this drawing mean that you don't plan to allow bikes to turn left without waiting for two signals? :(

cswharton

2/23/2022 09:15 PM

Please make this safer.

sdunbar

2/24/2022 11:25 PM

This option also eliminates the existing northbound acceleration lane. There is a lot of traffic out of Indian Peaks that heads north to arapahoe and into boulder. I would like to see the acceleration lane kept if possible. There is plenty of land I suggest to keep the acceleration lane and just add the bike lane. There is existing sidewalk away from the road- no need to add the east side walkway. At this time, this intersection mostly needs a signal especially at rush

hours. I understand there will eventually be development in the vacation field to the west, but I contend that a signal is really all that's needed.

Peter Schmitt

3/01/2022 09:59 AM

Why not have a bump-out island so folks can make right turn on red?

Tiffanyminshaw

3/02/2022 09:50 AM

Same as above for this alternative. Plus adding bikes lanes into traffic is usually a negative for the cyclist.

mmeyer6

3/02/2022 11:33 AM

Anywhere bike lanes and turn lanes need to cross is dangerous for both bikers and drivers.

Swneville

3/02/2022 03:18 PM

This is a dangerous alternative for both pedestrians and cyclists.

Joshua Cooperman

3/02/2022 05:05 PM

Why are there no east-west bicycle lanes?

captainhowell

3/02/2022 08:18 PM

Keith Bobo

3/03/2022 09:57 AM

Need 4 lanes on CO-42, Keep bikes on right side of road and not were people walk

Slangley

3/04/2022 09:29 AM

I hate to say it, but pedestrian refuge islands become places for panhandling, which impacts all forms of traffic--ped, bike and vehicle.

derk.norton

3/04/2022 11:37 AM

The traffic flow narrows down to a single lane in both directions on Co-42 at the intersection. The speed limit should be lowered here.

ericgilleland

3/04/2022 12:50 PM

Better than alt. 1, but I still don't like the idea of adding a signal.

Christina Kumler

3/04/2022 12:55 PM

Again, I don't understand this structure.

djblankinship

3/07/2022 05:10 PM

Skipped this question since I don't think that this intersection is accurately represented in the survey (see my comments in #12).

cathcam

3/07/2022 09:45 PM

While the cycling left green boxes signal where the cyclist should cross, personally I'd rather be in the vehicle left turn lane.

jhforbesmgforbes

4/09/2022 09:03 PM

Mixing bikes and cars is a bad idea. Putting a bike lane between two car lanes is stupid.

aeroncaben

4/11/2022 03:55 PM

Bike boxes aren't exactly kid- and novice cyclist friendly.

dwc309

4/12/2022 11:49 AM

This is my thinking for the whole corridor. Two lanes of traffic each way. Put 2 lanes of bicycle paths together and separate them physically from both the vehicles and pedestrians. Then coordinate the lights through the whole corridor.

sbasker

4/12/2022 03:20 PM

Unsafe for peds and bikes

Steve Seeger

4/12/2022 06:58 PM

Same

jordang

4/13/2022 10:40 AM

Will there be a road to the west of this intersection? If yes, why and when will that be added and where will it lead to?

Lindj

4/13/2022 12:18 PM

This is a standard design throughout Boulder County - works for me.

Cotjones

4/13/2022 08:30 PM

This bike lane e config can cause conflict with autos getting into turn lane

kbwatso

4/14/2022 06:33 PM

Don't put in a signal here. Not two lanes AND expensive. WHAT ARE THE ESTIMATED COSTS ON THE ALTERNATIVES??? if people know what they cost they change their opinion.

louisvillerental

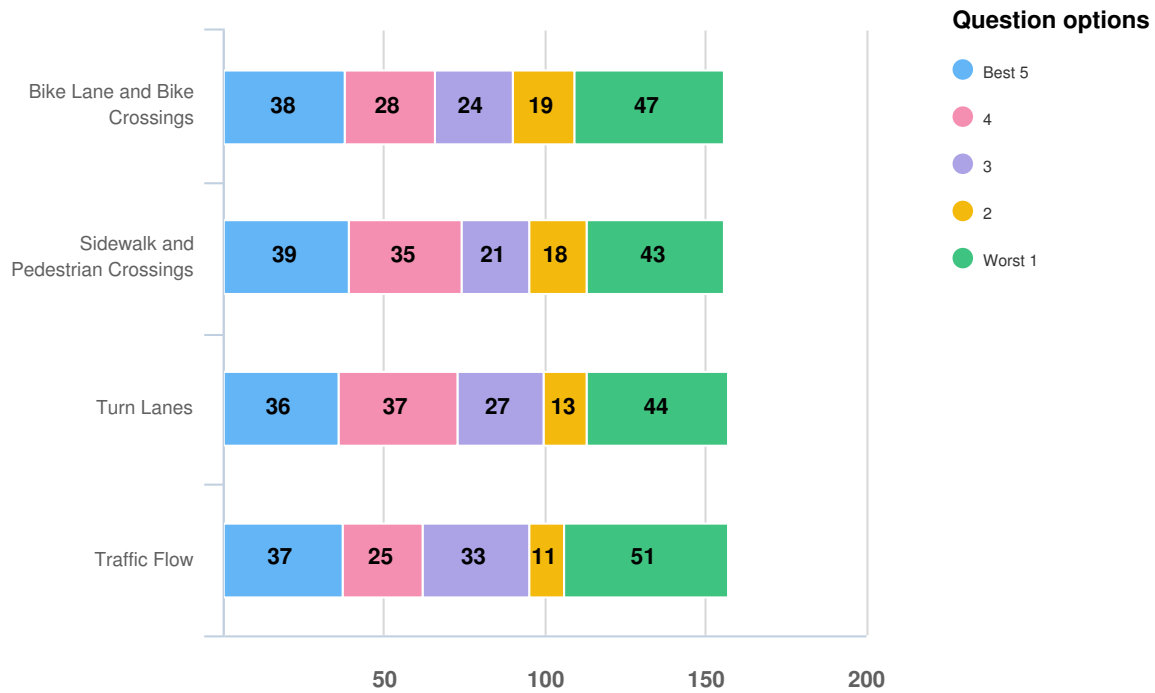
4/15/2022 04:29 PM

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Optional question (26 response(s), 161 skipped)

Question type: Essay Question

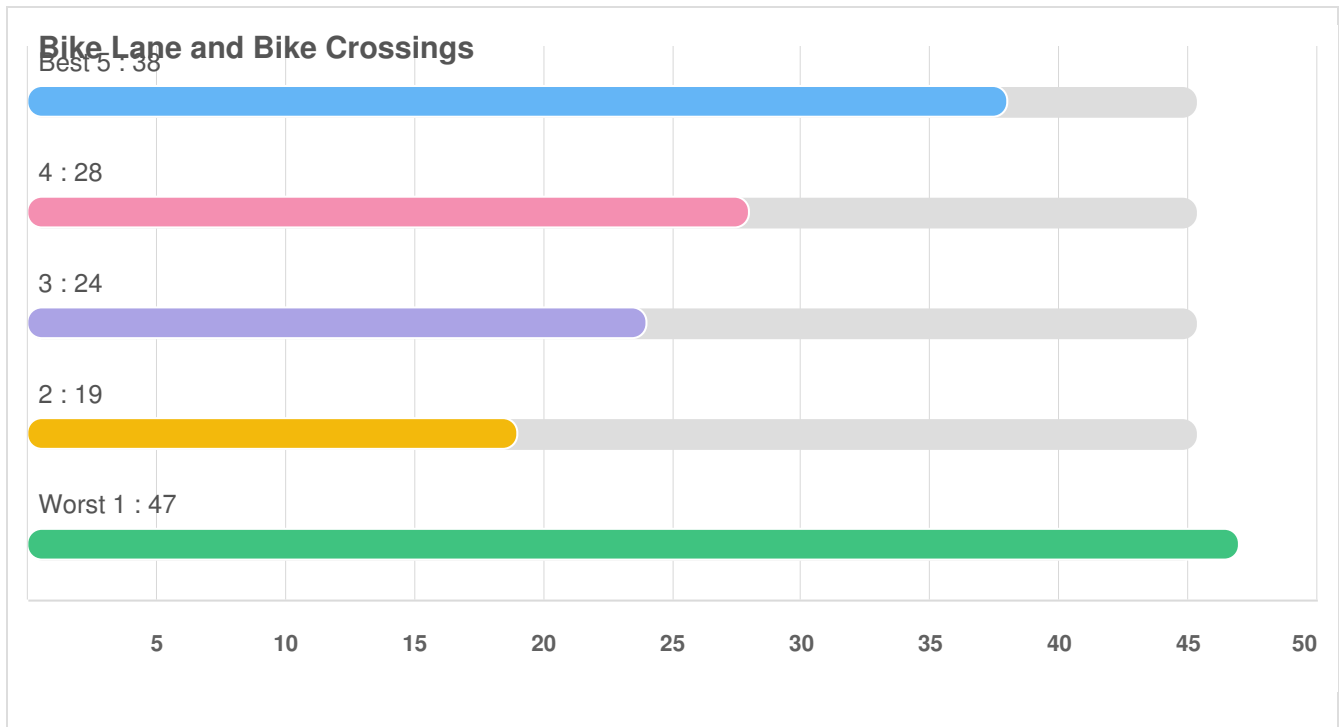
Q15 Please rank the following elements of Alternative 3 for Indian Peaks Trail and Co-42 from 1 to 5 where 1 is the worst and 5...

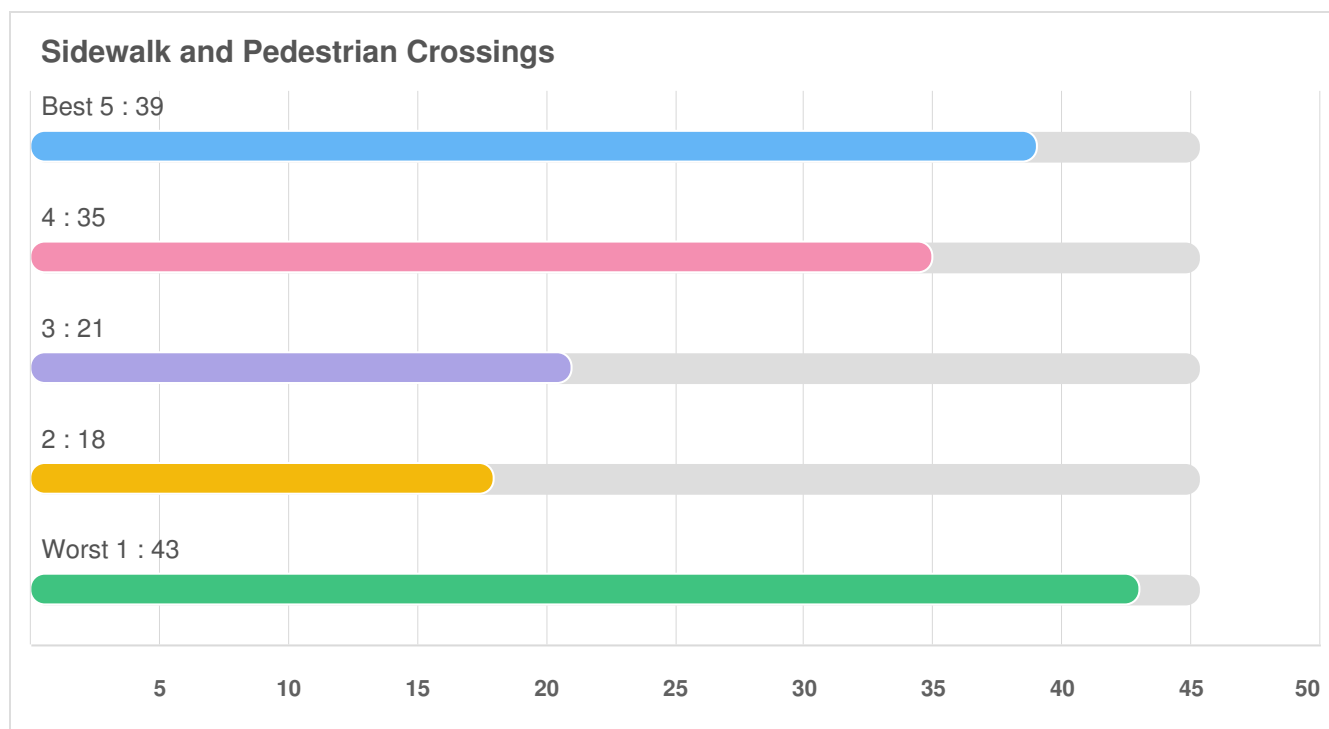


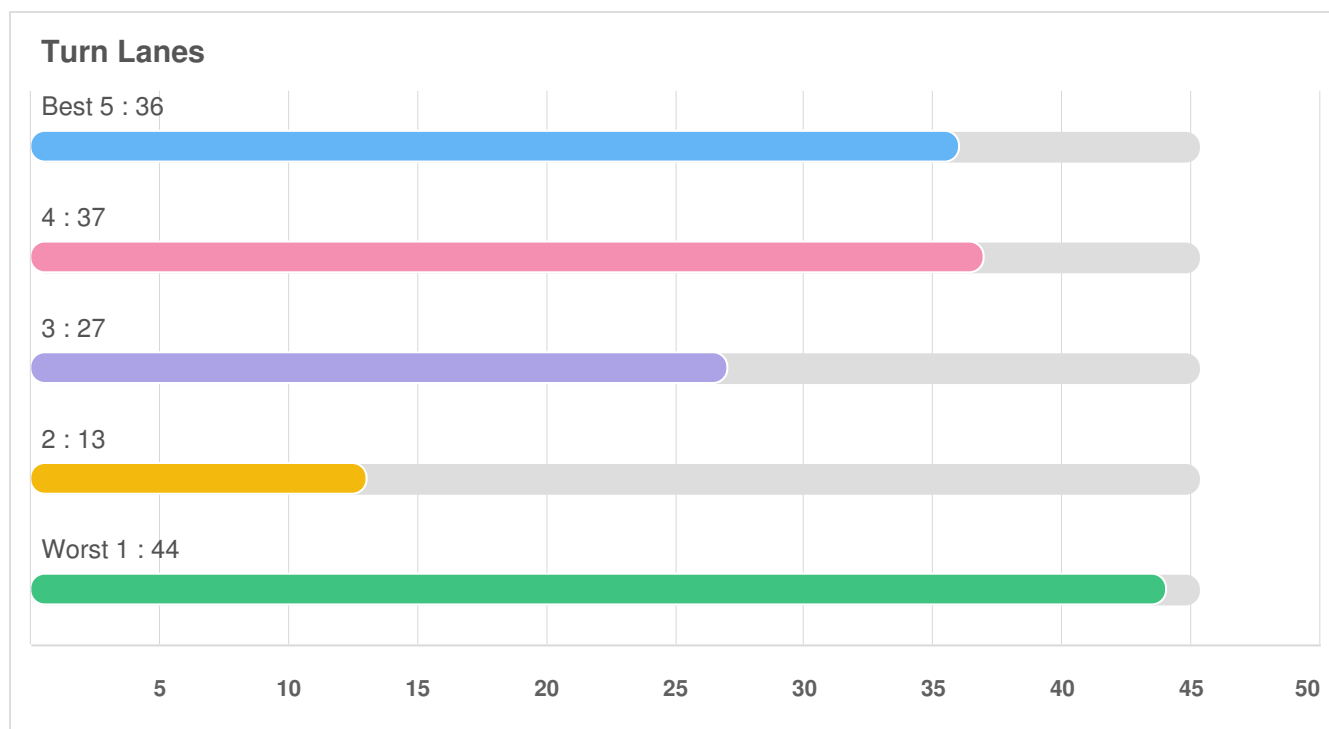
Optional question (157 response(s), 30 skipped)

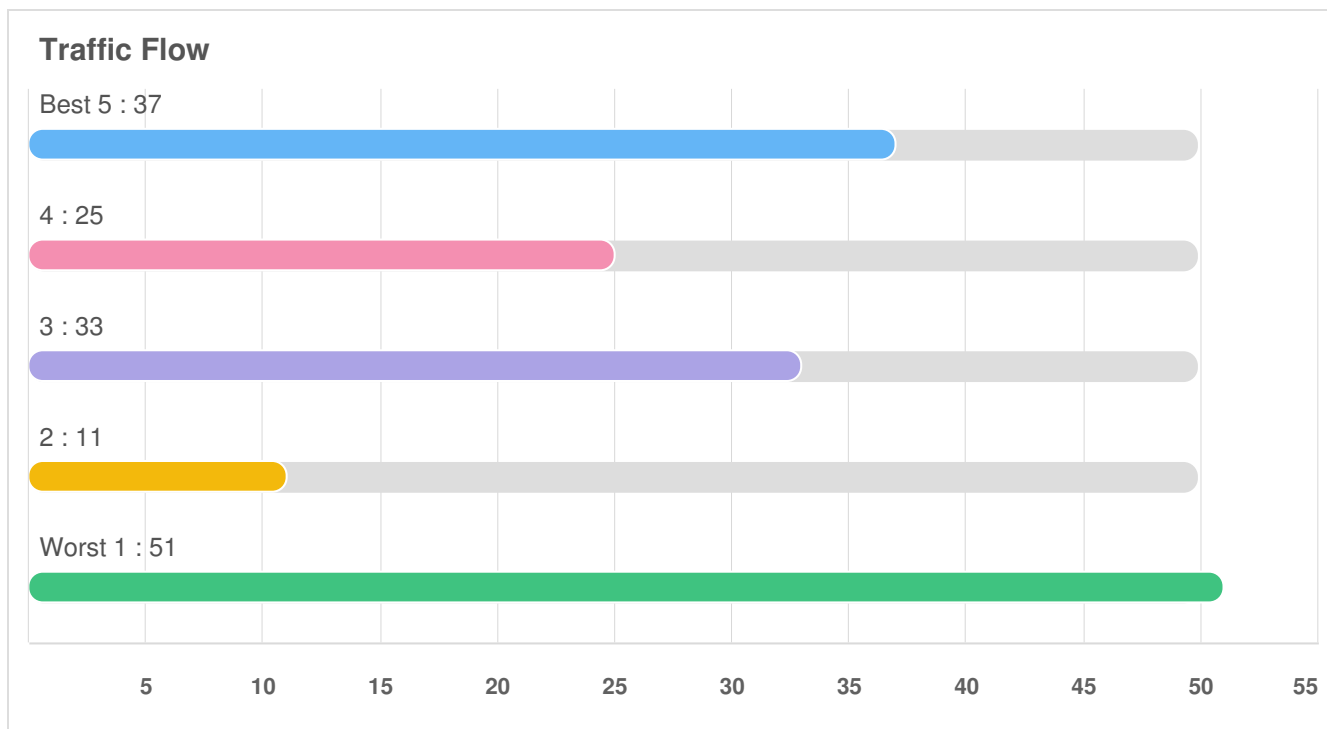
Question type: Likert Question

Q15 Please rank the following elements of Alternative 3 for Indian Peaks Trail and Co-42 from 1 to 5 where 1 is the worst and 5...









Q16 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

smith20770

2/14/2022 04:22 PM

circles = bad

andreakayejohnson

2/14/2022 09:36 PM

please no roundabouts

MuttD

2/16/2022 02:12 PM

Too much North/South traffic in this vicinity for a one-lane roundabout to work properly.

David

2/17/2022 02:05 PM

95th is a major thoroughfare. It has wide shoulders, which I find are fine for biking, at least south of Arapahoe. Roundabouts only work on major streets like the ones on Hwy 7 in Brighton, because no one in his right mind would bike or walk there. Roundabouts in any of the locations on 42 would not enhance service for anyone. I bike and walk that corridor now without issue.

Duelleg

2/19/2022 10:54 AM

See comments above

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

artfulDane

2/20/2022 11:15 PM

needs bike lane on both sides of street. Bikes and pedestrians shouldn't have to fight for shared space when so much space is given to cars.

Douglasferg

2/23/2022 06:47 PM

Round about worst idea for a major road Since this is a major road north and south this needs to be 4 lane to reduce congestion.

cswharton

2/23/2022 09:15 PM

Would be a great improvement but it will be very dangerous, especially for walkers and bikers without a stop light.

meganfischer

2/24/2022 08:23 PM

These comments are too detailed. I only want to show my support for dedicated bike lanes.

sdunbar

2/24/2022 11:25 PM

Non starter. Bike lane design is terrible and creates other problems as mentioned in my Dagny Way comments. I like roadabouts- but not this one. This intersection needs help, but probably best to just improve existing lanes and signalize the intersection.

Peter Schmitt

3/01/2022 09:59 AM

I disagree that this is a "low stress bicycle facility". Roundabouts always scare me as a solo rider or with a group. Everyone is changing directions with their heads on a swivel -- it's easy to miss something and hit a curb or have a car looking at oncoming traffic and run into cyclists.

Tiffanyminshaw

3/02/2022 09:50 AM

Same as above for this alternative.

mmeyer6

3/02/2022 11:33 AM

Roundabouts don't feel appropriate for such a busy road as Hwy 42. Again drivers focus more on getting through the roundabout, yielding to other cars, then they do looking for pedestrians. This option is dangerous for pedestrians.

RUEL G ROUTT

Traffic circle is hazardous for traffic flow and yielding indecisions for

3/02/2022 11:50 AM

approaching traffic.

Swneville

3/02/2022 03:18 PM

Best alternative.

Aubrey.muhlach

3/02/2022 03:43 PM

Too much traffic here for a round about

Joshua Cooperman

3/02/2022 05:05 PM

Why are there no east-west bicycle lanes? How is a bicyclist supposed to access the west side of Highway 42?

kristin.lentz

3/02/2022 05:52 PM

See above comment - area is too congested for a traffic circle; this would be a serious mishap to choose this alternative

captainhowell

3/02/2022 08:18 PM

Too busy an intersection for this plan

Keith Bobo

3/03/2022 09:57 AM

Traffic circles only work in light traffic and become parking lot in heavy traffic, Large trucks have problems with Traffic circles. Will be come a parking lot in heavy traffic.

Jjhlawatsch@4650

3/03/2022 07:29 PM

Traffic circle would slow traffic, which is a good thing.

Slangley

3/04/2022 09:29 AM

A circle at Dagny paired with a circle at Indian Peaks seems to be a great improvement. Dagny is too close to Arapahoe for the existing signal and a circle at IPT would enable exit from IP several minutes faster and more safely than now.

derk.norton

3/04/2022 11:37 AM

I like round-about, they do slow down traffic which is needed here.

ericgilleland

3/04/2022 12:50 PM

A roundabout beats a signal any day of the week.

Christina Kumler

3/04/2022 12:55 PM

My only concern about this is having cyclists go the other direction, where do they cross to get to the two-way path section? Unless a 2-way path runs along all of 95.

laesecke

3/04/2022 04:48 PM

No roundabouts along this busy corridor!

Tom r

3/04/2022 05:27 PM

I think roundabouts are dangerous for all modes of travel and no fun to drive meaning they add to stress. In Arizona west of Verde Valley headed to Prescott, they ruined the scenic drive as their social engineering causes you to have to be constantly on guard for the next DREADED ROUNDABOUT....WHICH MEANS MORE STRESS.

djblankinship

3/07/2022 05:10 PM

Skipped this question since I don't think that this intersection is accurately represented in the survey (see my comments in #12).

cathcam

3/07/2022 09:45 PM

As above. right turns for drivers to be taken fast probably not being aware of cyclists. Totally unclear how cyclists should turn left.

jhforbesmgforbes

4/09/2022 09:03 PM

This is an optimal design if there were two lanes instead of one. Again, traffic circles introduce confusion about the right of way.

Julie Cassady

4/11/2022 07:44 AM

Same as above for traffic circle--with signal, bad for cars, without signal bad for bikes/walkers

aeroncaben

4/11/2022 03:55 PM

This sets up a condition where a bicyclist is crossing from right to left in front of a motorist who is waiting for a gap in traffic (and looking left). Can't think of any condition which is less safer for someone bicycling.

JeffP

4/12/2022 10:58 AM

Roundabouts GOOD traffic lights BAD NO NO NO NO

dwc309

4/12/2022 11:49 AM

A round about might work here. But traffic is so heavy during rush hour that it might be difficult for the side traffic to break through here.

hmoshak

4/12/2022 02:47 PM

Prioritize safety first

sbasker

4/12/2022 03:20 PM

Prioritizes safety and flow

Steve Seeger

I simply like traffic circles to control flow but not hinder low congestion

4/12/2022 06:58 PM

times, versus lights. Just have to ensure adequate signals in place for pedestrian crossing

jordang

4/13/2022 10:40 AM

Is there a plan to create a road on the west side of this intersection? If not, a roundabout would be unnecessary, if so, that needs to be made clear.

Lindj

4/13/2022 12:18 PM

Again, like the idea of a traffic circle.

Nataly Handlos

4/14/2022 03:29 PM

traffic circle formation would not allow for future bus stop locations, as they would be too far from intersection; just to keep in mind - most likely this would not be a high demand bus stop location

kbwatso

4/14/2022 06:33 PM

Don't out in a signal here.

Jjarvis

4/14/2022 11:17 PM

Why not on West side, instead?

louisvillarental

4/15/2022 04:29 PM

Traffic circles cause anxiety - are not practical for foot and bike traffic. Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed changes, not just 1 day - this is horrible planning.

Matt A

4/15/2022 05:30 PM

Traffic circles please!

LP

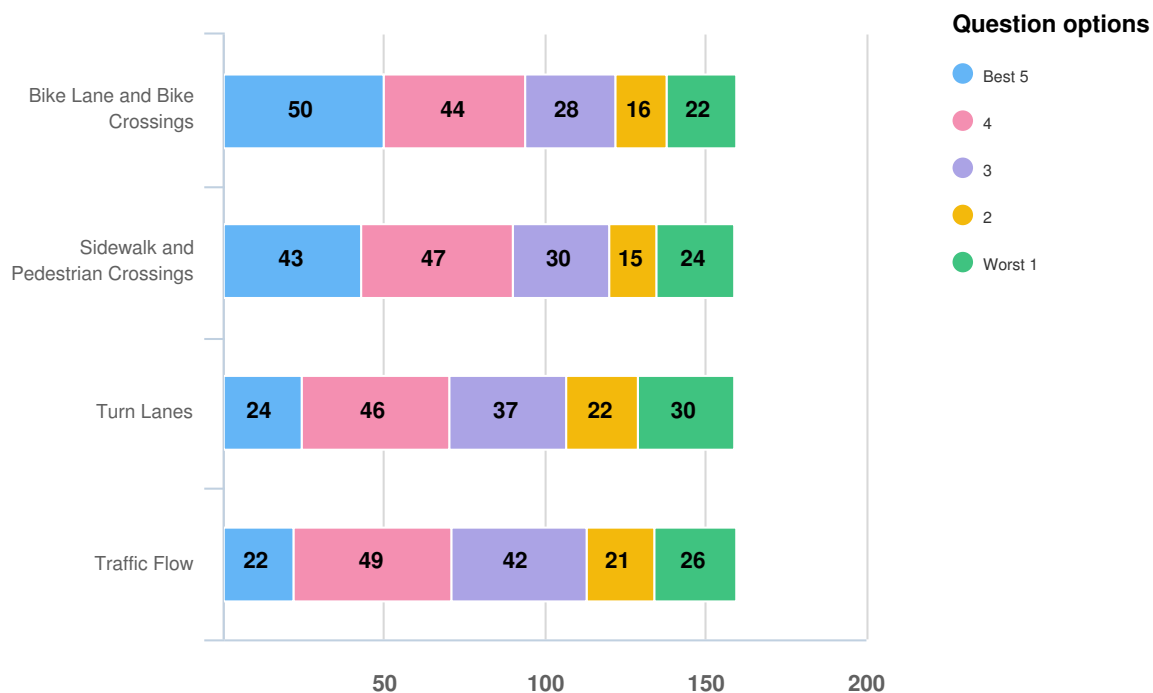
4/15/2022 07:24 PM

A roundabout would likely add confusion and reduce the efficiency of all modes of travel and increase pollution (and greenhouse gases) on top of the cost. Moving utility poles, namely transmission facilities is not cheap either and doesn't need to be an absorbed cost to the taxpayer

Optional question (46 response(s), 141 skipped)

Question type: Essay Question

Q17 Please rank the following elements of Alternative 1 for Baseline Road and Co-42 from 1 to 5 where 1 is the worst and 5 is t...



Optional question (161 response(s), 26 skipped)

Question type: Likert Question

Q17 Please rank the following elements of Alternative 1 for Baseline Road and Co-42 from 1 to 5 where 1 is the worst and 5 is t...

Bike Lane and Bike Crossings

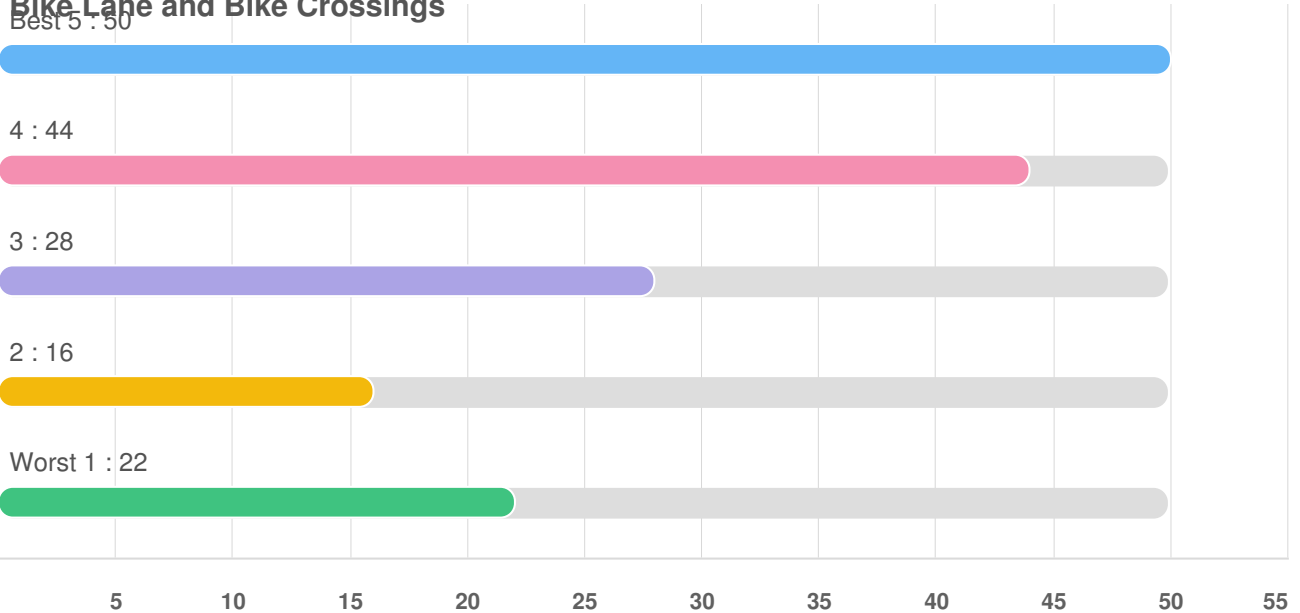
Best 5 : 50

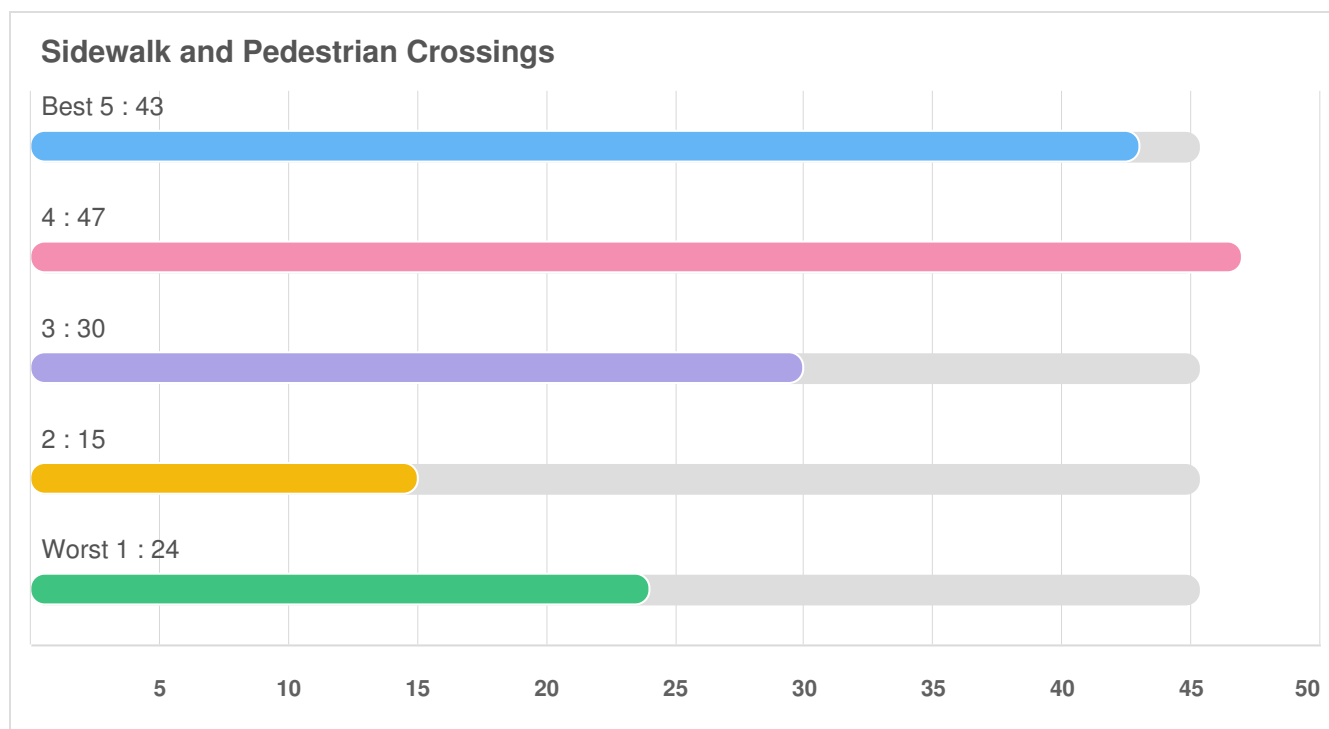
4 : 44

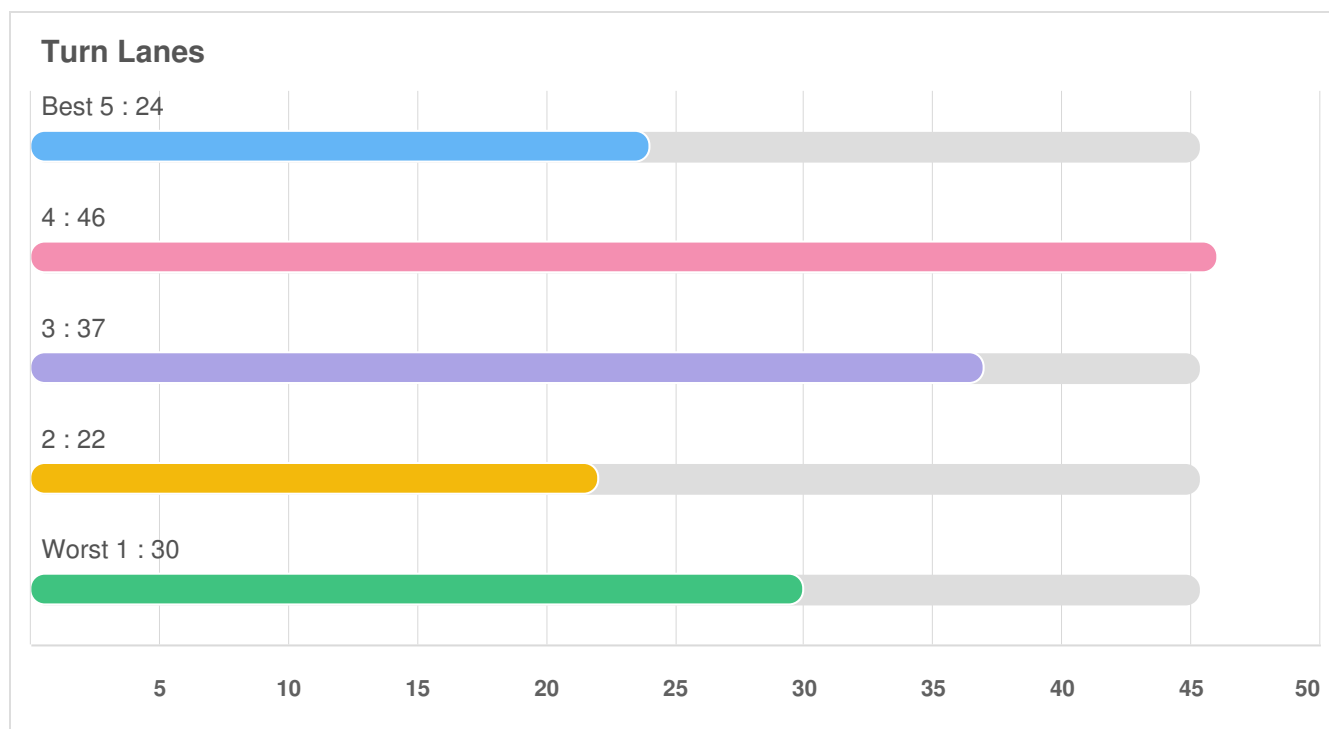
3 : 28

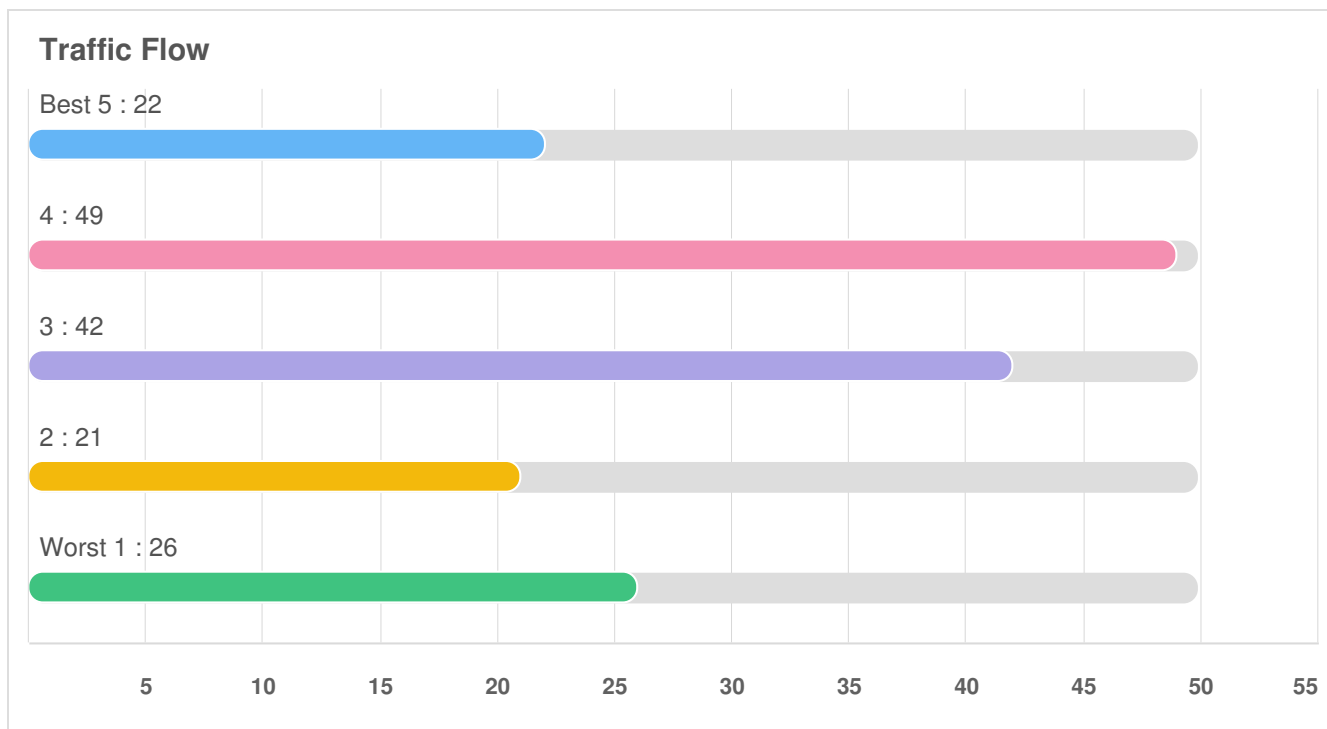
2 : 16

Worst 1 : 22









Q18 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

trailsnet

2/14/2022 04:14 PM

This would be even safer for bicyclists and pedestrians if you considered above or below grade crossings at some point.

Amiro12

2/14/2022 04:40 PM

Separate bike lanes from the roadway are safest.

MuttD

2/16/2022 02:12 PM

No right hand turn cut outs for merging. This will cause right hand turners to back up traffic. ***Current intersection works well.

courtneylpeck

2/18/2022 03:59 PM

Long pedestrian crossing is a non-issue when there are pedestrian islands.

Duelleg

2/19/2022 10:54 AM

1. Other than pedestrian safety, not sure why no 'right on red'. This could slow traffic movement. 2. I like this design since it improves bike paths and potentially encourages cycling and walking. Alt 1 would be the basis for a good design. 3. Design appears to accommodate traffic growth with small increase in travel times

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

artfulDane

2/20/2022 11:15 PM

There are way too many lanes of traffic here. It takes forever for people to walk across 7 lanes of traffic. Very unfriendly for crossings. I frequently turn left onto baseline from CO 42 on my bike. It's not a comfortable intersection today, requires crossing several lanes, getting started from a red light on an up hill, and light doesn't always recognize a bike waiting. glad to see the slip lane removed for cars though.

alysonc

2/21/2022 11:29 AM

As the intersection at Baseline & 95th is currently configured, the steep pitch of road, the lack of buffer from cars, and the multiple ways that cars can enter and exit the intersection with different timings already makes Baseline & 95th an overwhelming intersection cross for pedestrians. Option #1 seems to just add to responsibility and noise endured by pedestrians.

Douglasferg

2/23/2022 06:47 PM

This is the best solution from C470 to Baseline road

cswharton

2/23/2022 09:15 PM

This intersection needs great improvement because this intersection is very busy, unless there are stoplights, it will remain as very dangerous, especially for walkers and family bikers. Turn lanes are very sharp and will be difficult on snowy and icy roads.

sdunbar

2/24/2022 11:25 PM

Lack of right on red is a non-starter. Southbound to baseline heading west needs major upgrade to right on red with protected lane/island-taking it away isn't the answer. The bike lanes are horrible. People cycling in this intersection are used to traffic- you don't take your kids/family on bikes through an intersection like this unless it's on foot. Please DO NOT TREAT ALL CYCLISTS THE SAME. People who commute and ride a lot know how to share the road safely. Families with kids are not going to be riding through this intersection regularly- Too big and scary. When/if they do, they will probably use the pedestrian cross walk on foot. When you make intersections cumbersome like this, whether for cars or bikes, it creates irritation and people then do stupid things (whether on a bike or in a car) and people get hurt. Commuter bike lanes need to go in straight lines like traffic, not veer over into an adjacent pedestrian walkway. While these

lanes aren't the worst proposal I've seen, I see this plan creating problems.

Peter Schmitt

3/01/2022 09:59 AM

This feedback is repetitive. Pictures are confusing -- will existing sidewalks be destroyed and align with the new gray polygons in the pictures?

Tiffanymminshaw

3/02/2022 09:50 AM

Same as above for this alternative.

RUEL G ROUTT

3/02/2022 11:50 AM

Thru traffic adequate for uninterrupted flow with dictated turn lanes. bike and sidewalks have marginal separation from moving traffic lanes.

Swneville

3/02/2022 03:18 PM

Acceptable, but not best

paul.martin000

3/02/2022 04:10 PM

I turn right on Courtsey / Baseline heading North every day, and appreciate the carved out right turn lane. This new design will make that turn much slower.

Joshua Cooperman

3/02/2022 05:05 PM

Would traffic be required to yield to bicycles and pedestrians? There is a lot of useless tarmac in the middle of the intersection. Do there really need to be so many traffic lanes?

captainhowell

3/02/2022 08:18 PM

Most logical solution for this intersection. What WOULD be great would be a regular sensed or interval traffic light

Keith Bobo

3/03/2022 09:57 AM

Need 4 lanes on both roads to increase traffic flow.

Jjhlawatsch@4650

3/03/2022 07:29 PM

This intersection is awful, especially for traffic turning south onto 42 from Baseline. South bound traffic doesn't often yield to merging cars.

Slangley

3/04/2022 09:29 AM

I hate to say it, but pedestrian refuge islands become places for panhandling, which impacts all forms of traffic--ped, bike and vehicle.

mwall44

3/04/2022 10:42 AM

On the SE side I think one of the pedestrian crosswalks through a bike lane needs adjusting?

derk.norton

3/04/2022 11:37 AM

The right turn lane for east-bound traffic from Baseline to south Co-42, and the two left turn lanes for west-bound traffic from Baseline to south Co-42 today merge three lanes into a single lane in roughly 100 ft at a speed limit of 50 miles an hour. This is very dangerous and should not be repeated in the new designs.

djblankinship

3/07/2022 05:10 PM

Same issue as above. Not a fan of cyclists having to turn to the right and back to go straight through the intersection just to stay in the lane.

cathcam

3/07/2022 09:45 PM

Again given the number of lanes, this just won't get used by experienced road cyclists. If I wanted to make a left turn here, I'd be in the rightmost left turn lane.

jhforbesmgforbes

4/09/2022 09:03 PM

Again, mixing bikes and cars in adjacent lanes is inherently unsafe.

Julie Cassady

4/11/2022 07:44 AM

This has an enormous footprint.

aeroncaben

4/11/2022 03:55 PM

Good protected one-way cycle track treatment and predictable movements for all modes.

m48martin

4/12/2022 09:59 AM

medians good to slow traffic, create refuge for walkers and bikers

JeffP

4/12/2022 10:58 AM

Everything about this design is terrible. This intersection has been AWFUL since Red Left Turn Arrows were installed when the intersection was built several years ago. Complete failure of civil engineering. Red Left Turn Arrows need to be completely banned. Intersection at Rt 42 / South Boulder road is also a complete failure for the same reasons. Both of those intersections should be rebuilt as Roundabouts.

dwc309

4/12/2022 11:49 AM

If traffic is equal overnight, leave the lights on the last change until changed on demand from the other direction.

hmoshak

4/12/2022 02:47 PM

Don't prioritize cars over people and bicycles

sbasker

4/12/2022 03:20 PM

baseline pedestrian and bike lanes need improvement

Steve Seeger

4/12/2022 06:58 PM

Busier intersection would have great protection for cyclists and pedestrians. Need to figure out to how combine this type of plan with the ability to right turn on red, or something during low congestion to minimize having to sit while no traffic is coming from the other direction. Would prefer bi-directional bike lanes.

jordang

4/13/2022 10:40 AM

I don't think two complete straight lanes are necessary when they merge just north of the intersection into one.

Lindj

4/13/2022 12:18 PM

Lots of lanes, but very functional!

jlmerrick

4/13/2022 07:06 PM

This alternative is the most disruptive to traffic flow because of the right turn lanes. I do not like this at all.

Nataly Handlos

4/14/2022 03:29 PM

definitely better than what is there today! better traffic through flow and separation of bike form general traffic lanes; medians across Baseline are helpful for crossing. I do NOT see the already planned for and soon to be under construction bus stops for Route 228 in this design - please make sure it is added!!!

kbwatso

4/14/2022 06:33 PM

Bike lanes seem overkill in this, and I ride bikes. Put them off the side on the same asphalt... this is for hobby cyclist that won't use this highway anyway....

louisvillarental

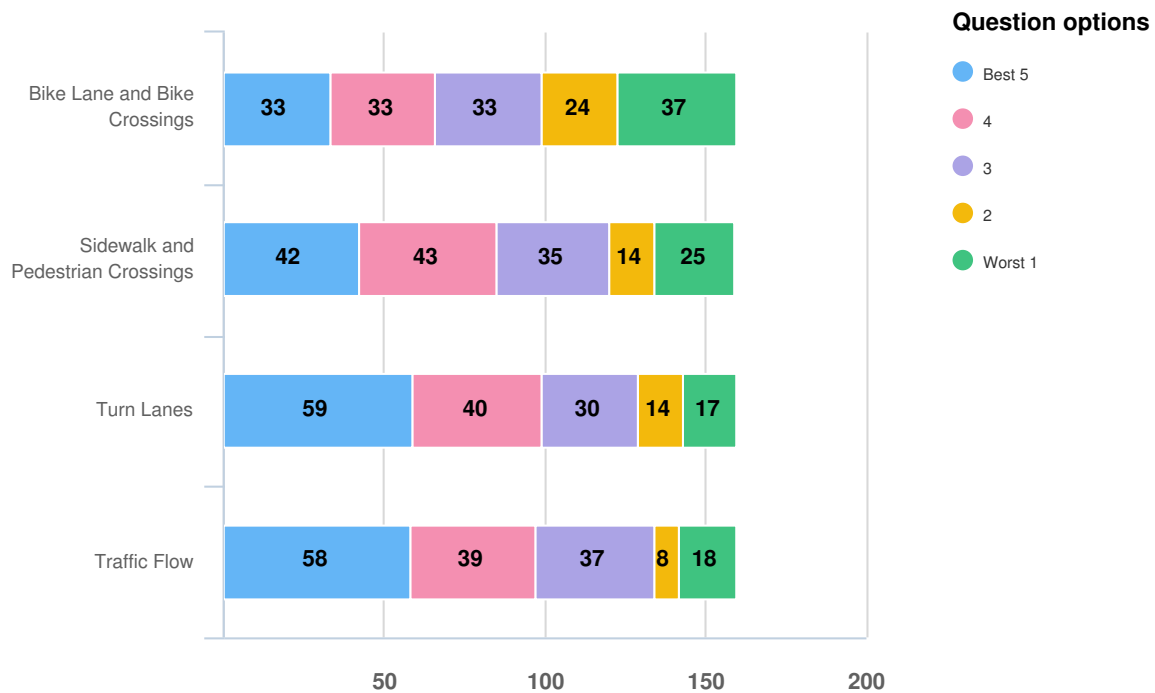
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Optional question (40 response(s), 147 skipped)

Question type: Essay Question

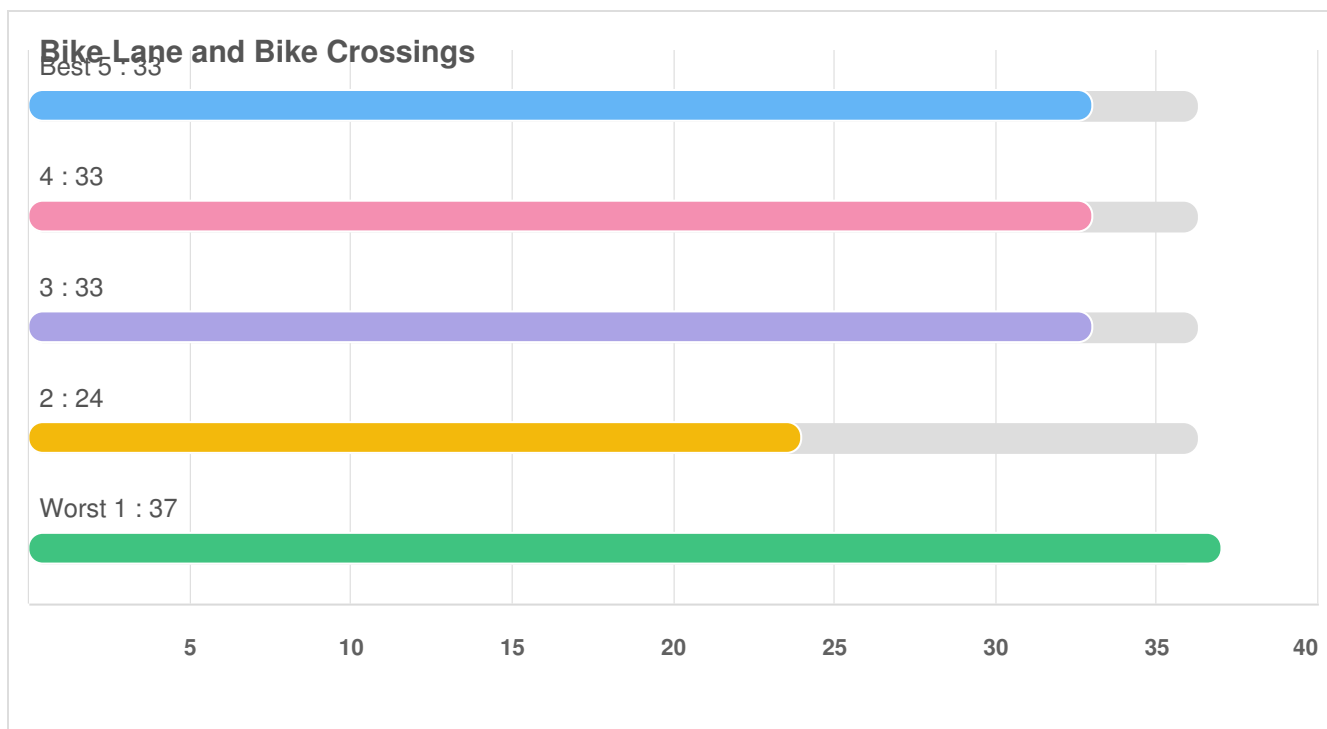
Q19 Please rank the following elements of Alternative 2 for Baseline Road and Co-42 from 1 to 5 where 1 is the worst and 5 is t...

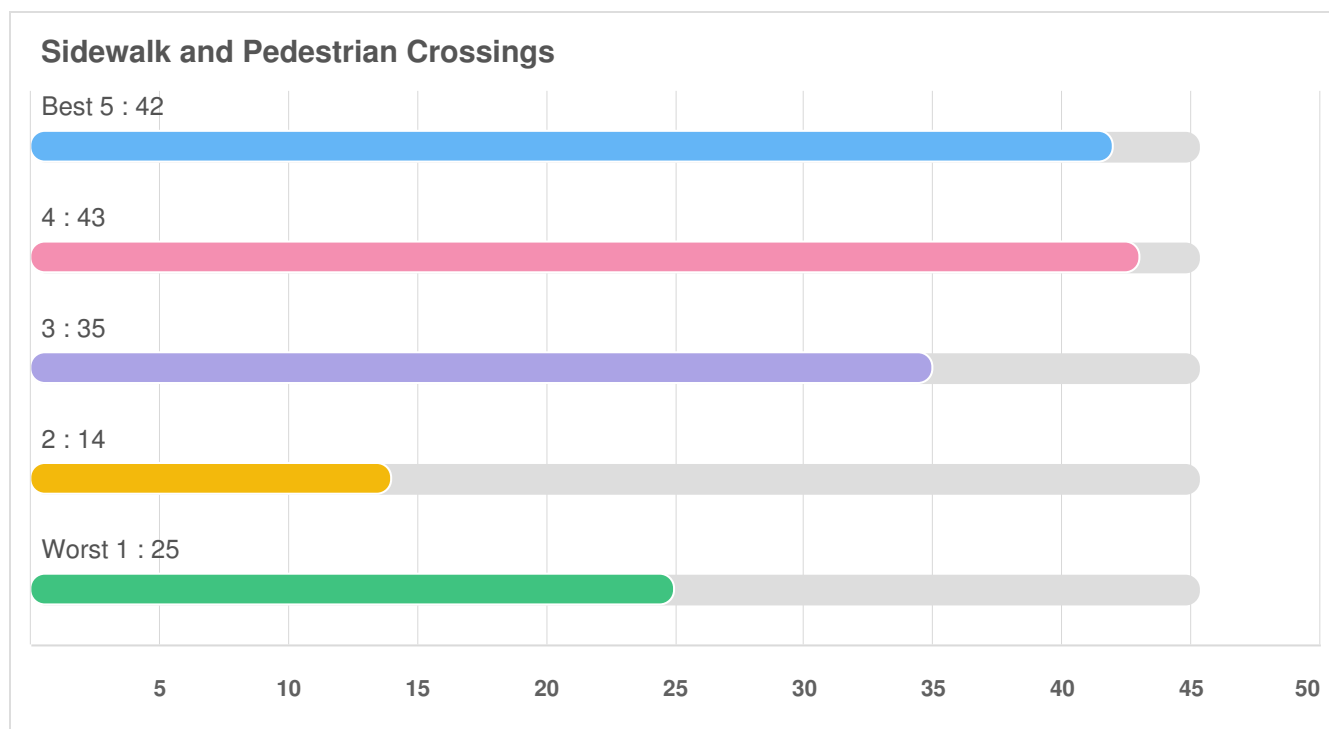


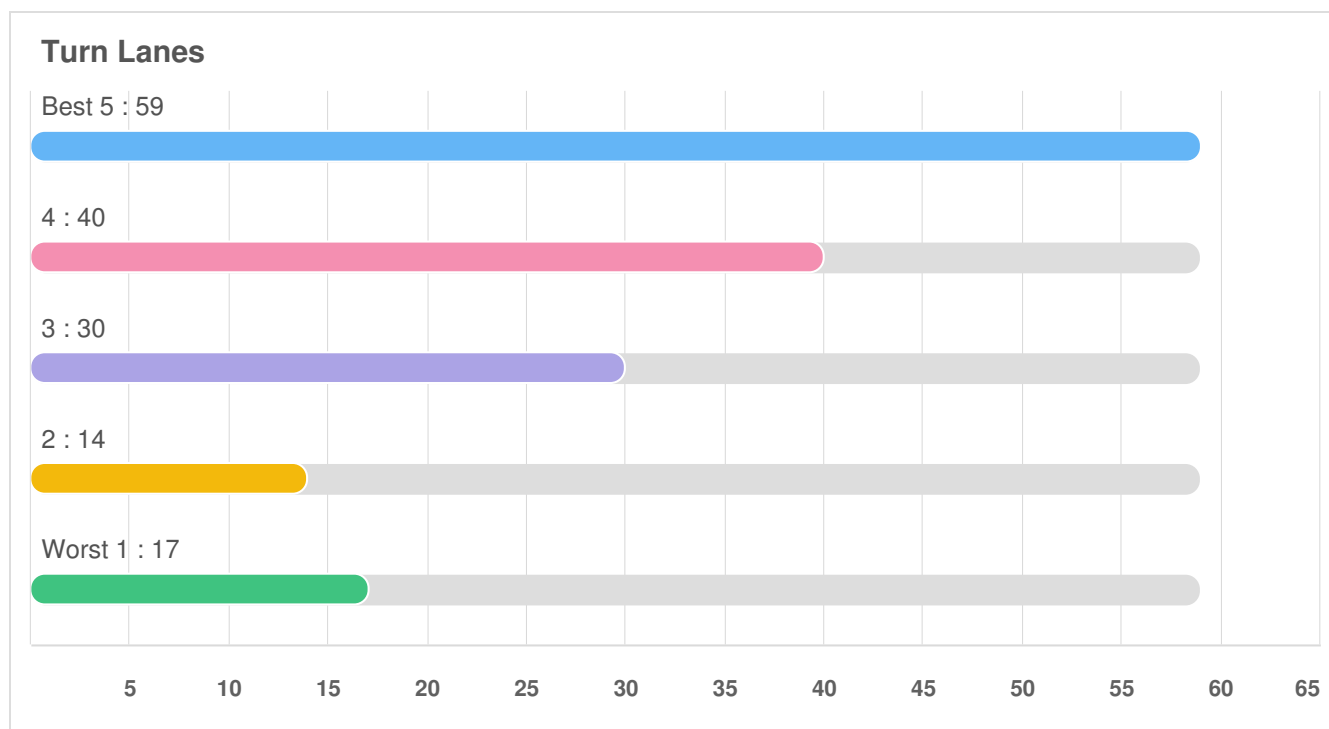
Optional question (161 response(s), 26 skipped)

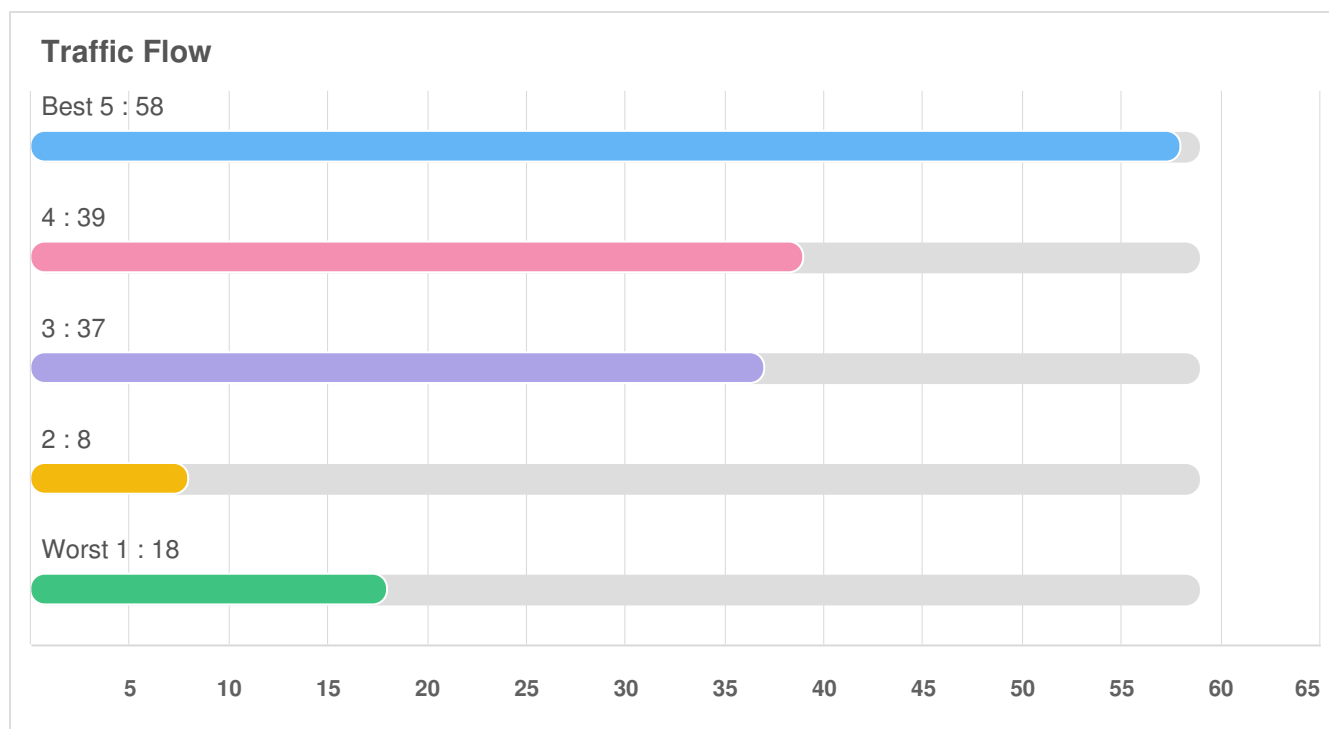
Question type: Likert Question

Q19 Please rank the following elements of Alternative 2 for Baseline Road and Co-42 from 1 to 5 where 1 is the worst and 5 is t...









Q20 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

MuttD

2/16/2022 02:12 PM

Best solution!

Pat

2/17/2022 04:35 PM

The current squeezing of two lanes to one at this intersection is unsafe.

Duelleg

2/19/2022 10:54 AM

Not much different than current approach, maybe added more vehicle lanes. Very car centric approach.

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

artfulDane

2/20/2022 11:15 PM

slip lanes are dangerous for pedestrians and cyclists. get rid of them.

alysonc

2/21/2022 11:29 AM

While I like the crash reduction rating of Option #2 at Baseline & CO-42, it doesn't deal with the problem that northbound vehicular traffic treats this road like a motorway speedway. (The way that the road bends and banks only encourages this behavior.) So, even with a dedicated bike lane, I would still not feel safe to ride my bike on CO-42 between S Boulder Road and Baseline. Additionally, option #2 cuts into the right-of-way for the Hedgerow neighborhood at the SE part of the intersection. This community already had their buffer from the road narrowed when CO-42 was widened. And the result is that residents can't sit on their front porches without having to raise their voices in order to hear themselves over the road noise.

Douglasferg

2/23/2022 06:47 PM

I like the corner cuts. Excellent idea all the way around Jv

cswharton

2/23/2022 09:15 PM

Bicyclists will use the sidewalks. This intersection is very busy! Nice layout at corners.

sdunbar

2/24/2022 11:25 PM

Commuter bike lanes are straight- yes! Would like to see continuous accel lane on west side along Baseline for right turning traffic. The eastbound baseline/southbound 42 needs improvement. I understand there are big utilities there, but this option as drawn is icky- a lot of traffic through that corner, and needs better flow. I worry about the medians on baseline- the existing one is already difficult to get around. As a side note, the signal at this intersection has a seasonal problem of malfunctioning at sundown for several weeks in the spring and fall when the setting sun apparently shines directly into the traffic sensor. I hope you can fix this.

Peter Schmitt

3/01/2022 09:59 AM

Pedestrian islands are great!

Tiffanymishaw

3/02/2022 09:50 AM

Same as above for this alternative.

helenjeanetteweaver

3/02/2022 11:51 AM

I think this kind of intersection looks unsafe for pedestrians and cyclists. I understand it would be better for cars. However, I did not move to Louisville to sit in my car. I moved because it is family friendly and there is an emphasis on walking and cycling. We need to support and encourage that! Not make more room for MORE cars.

Swneville

3/02/2022 03:18 PM

Not acceptable

paul.martin000

3/02/2022 04:10 PM

Love that we're preserving the protected right

Joshua Cooperman

3/02/2022 05:05 PM

There is some useless tarmac in the middle of the intersection. Do there really need to be so many traffic lanes?

Keith Bobo

3/03/2022 09:57 AM

Need to have bike lanes on road so bikes are not on sideways with people

SquareState

3/03/2022 10:05 PM

I am concerned about the CO42 roadway just south of the intersection which I feel has an unsafe camber more appropriate for the Indianapolis Brickyard. In icy weather, I have seen cars slide down into the ditch because at low speeds they weren't able to maintain sufficient forward motion to offset the loss of friction. The day after the fire, I think I saw half a dozen or more cars in this situation and narrowly avoided it myself, primarily due to front wheel drive that helped lift me back into the lane.

mwall44

3/04/2022 10:42 AM

Pedestrian crosswalks should be added in turn lanes. Needs clear instructions on where on-street bikes should go if turning. Visibility turning north onto 42 from going W on Baseline is limited because of the curve of 42 south of Baseline. Therefore, not a long enough lane to get up to speed if there is actually a car in the northbound right lane of 42 that you couldn't see far enough away.

derk.norton

3/04/2022 11:37 AM

The right turn lane for east-bound traffic from Baseline to south Co-42, and the two left turn lanes for west-bound traffic from Baseline to south Co-42 today merge three lanes into a single lane in roughly 100 ft at a speed limit of 50 miles an hour. This is very dangerous and should not be repeated in the new designs.

Christina Kumler

3/04/2022 12:55 PM

Not safe enough for bikes

djblankinship

3/07/2022 05:10 PM

Yeah. Bikes can go straight through the intersection without turning. However, there is a risk of collision after the intersection on the far side of the red medians.

cathcam

3/07/2022 09:45 PM

Marginally less bad left turns for cyclists, assume the gray area on right turns would be raised concrete area?

jhforbesmgforbes

4/09/2022 09:03 PM

Again bikes next to cars a bad idea.

Julie Cassidy

4/11/2022 07:44 AM

Also an enormous footprint

aeroncaben

4/11/2022 03:55 PM

Old-school traffic design....not a fan. High-speed slip lanes, big concrete refuges isolating pedestrians in the middle of traffic. Blah.

m48martin

4/12/2022 09:59 AM

medians good for refuge, larger islands better than #1. this is super busy and this seems safest.

JeffP

4/12/2022 10:58 AM

NO more LEFT TURN ARROWS. BAD BAD BAD FAIL FAIL FAIL
Roundabouts GOOD

dwc309

4/12/2022 11:49 AM

This seems too busy with right turns able to go through without stopping.

hmoshak

4/12/2022 02:47 PM

Not safe!

sbasker

4/12/2022 03:20 PM

Too much conflict

jordang

4/13/2022 10:40 AM

Too big, too much, do not like the islands or the bike lanes.

Lindj

4/13/2022 12:18 PM

Really like the turn lane design.

jlmerrick

4/13/2022 07:06 PM

Best for such a high traffic intersection.

Jakflowerco

4/14/2022 02:35 PM

Right turn islands make it much safer and easier for walkers and cars!

Nataly Handlos

higher conflict zones for bike/car; again, do NOT see the new bus

4/14/2022 03:29 PM

stops for Route 228 represented on these; please make sure to display them on the graphic(s)

kbwatso

4/14/2022 06:33 PM

LOTS of UGLY RED CONCRETE. BETTER BIKE CONFIGURATION

louisvillarental

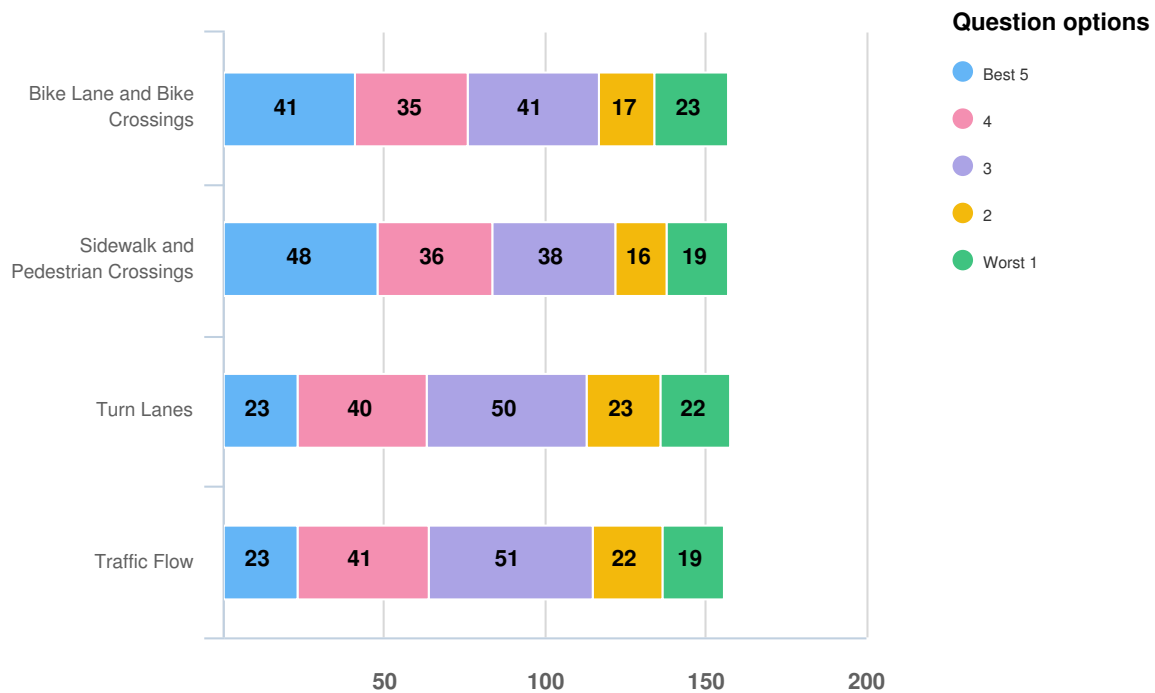
4/15/2022 04:29 PM

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Optional question (37 response(s), 150 skipped)

Question type: Essay Question

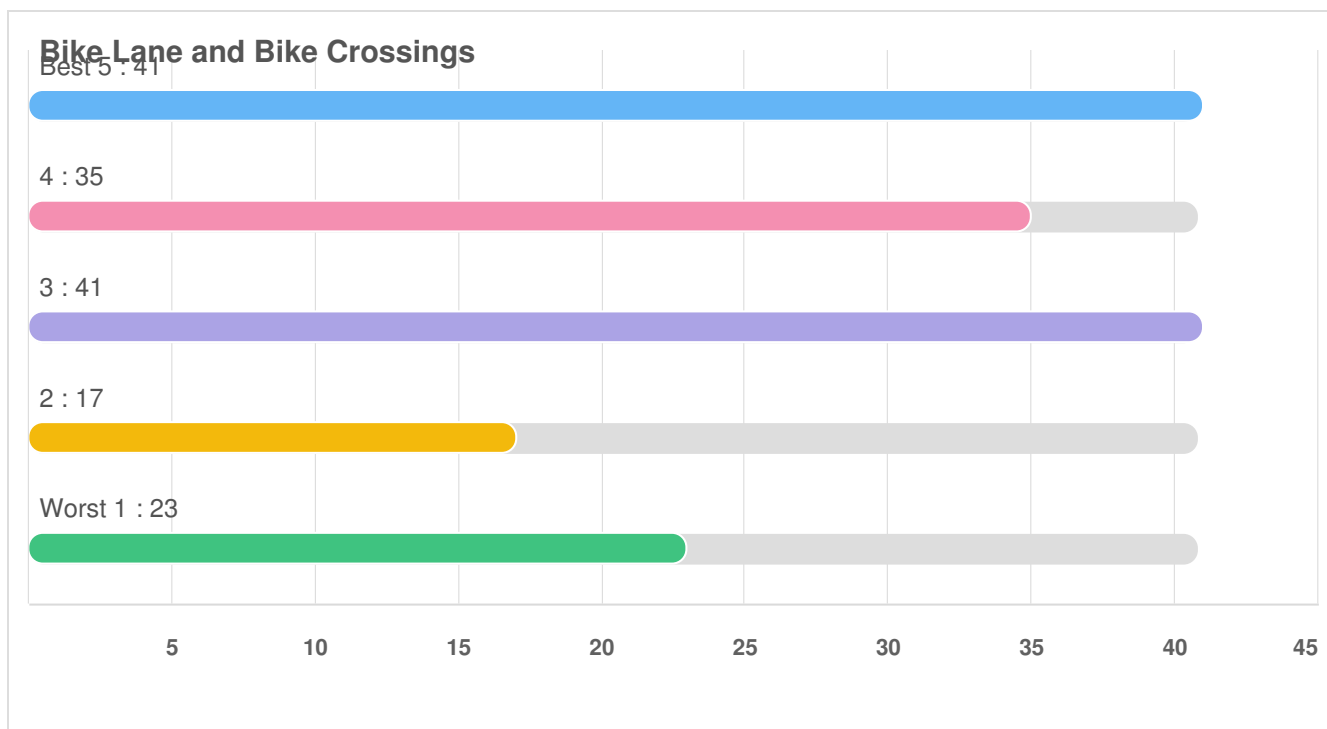
Q21 Please rank the following elements of Alternative 3 for Baseline Road and Co-42 from 1 to 5 where 1 is the worst and 5 is t...

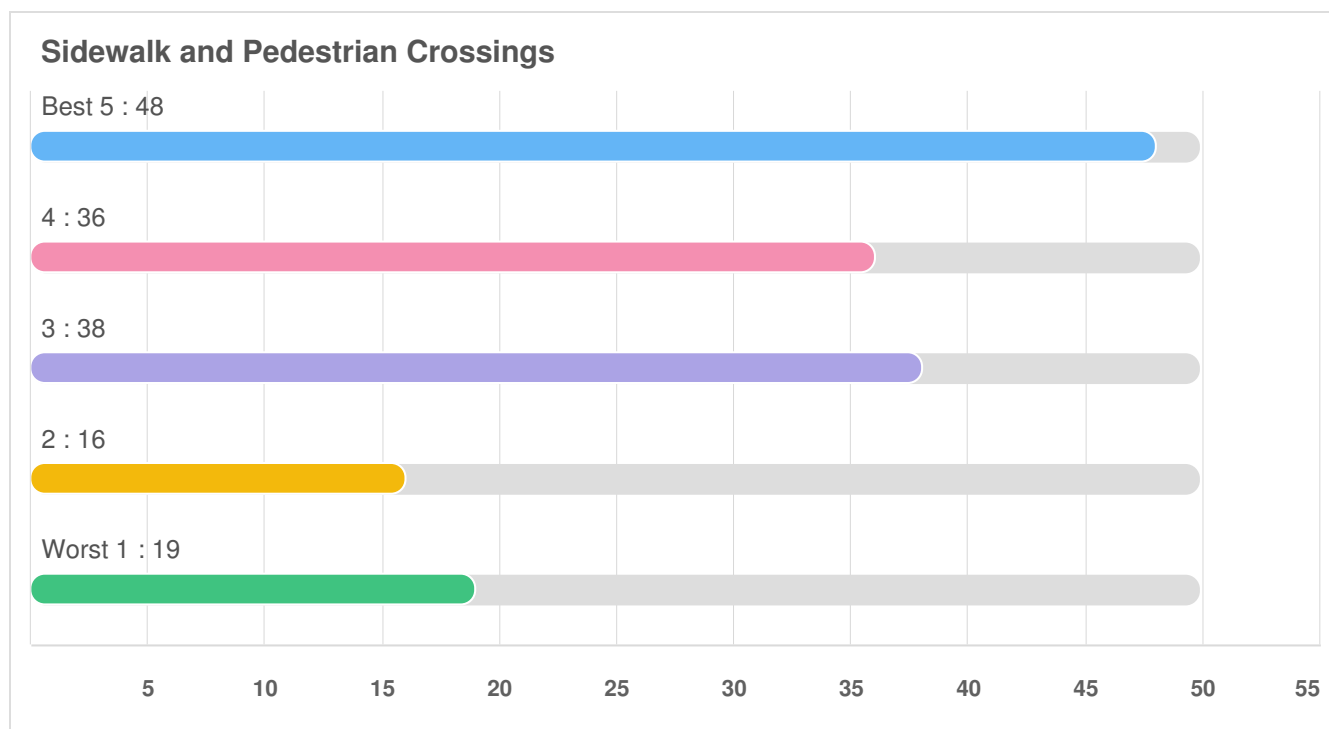


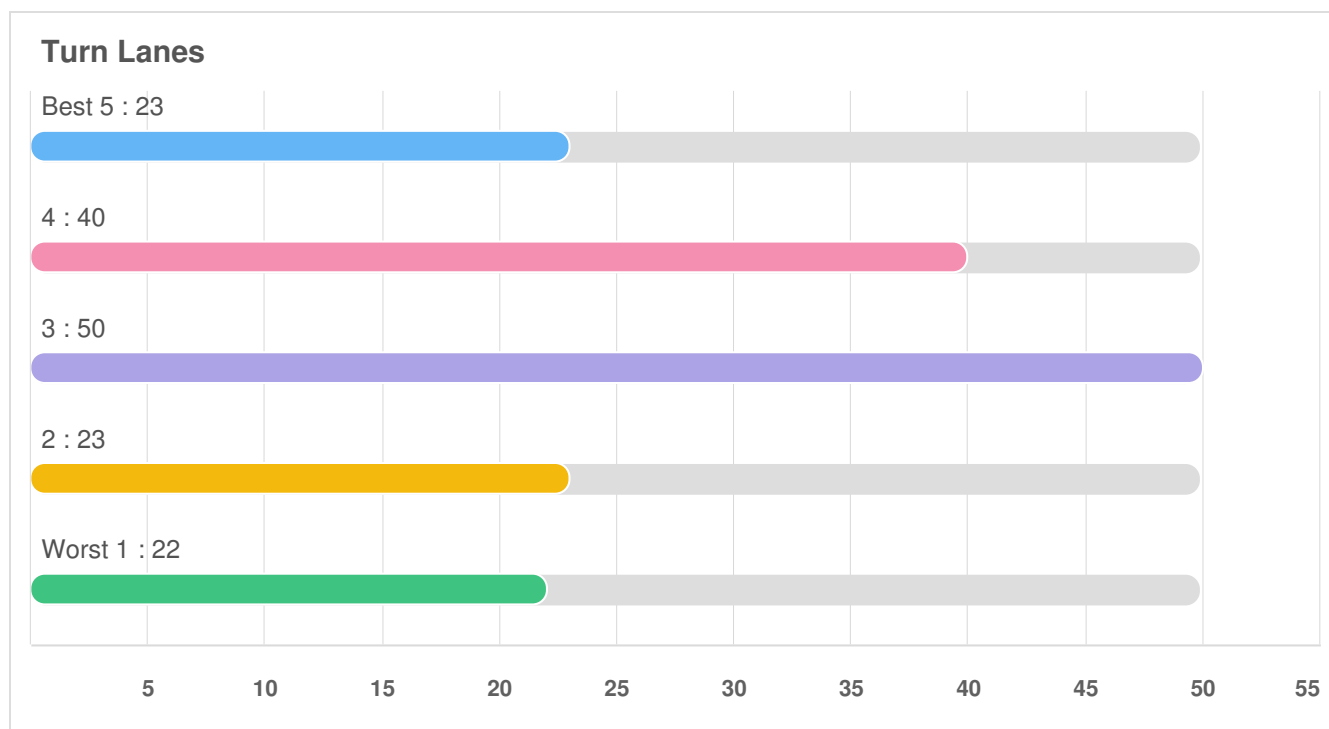
Optional question (158 response(s), 29 skipped)

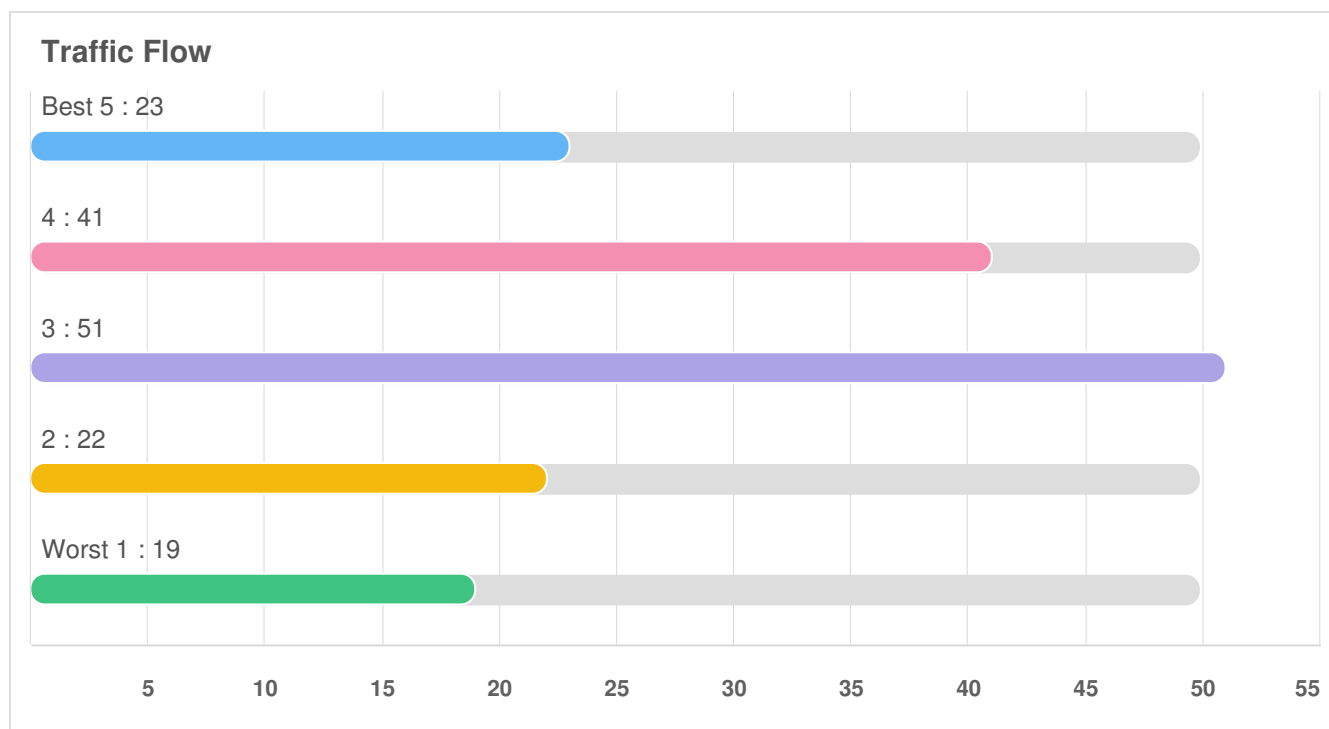
Question type: Likert Question

Q21 Please rank the following elements of Alternative 3 for Baseline Road and Co-42 from 1 to 5 where 1 is the worst and 5 is t...









Q22 If you would like to elaborate on your answer concerning the above alternatives, please do so in the box below.

MuttD

2/16/2022 02:12 PM

Takes out right hand turn cut outs/merge lane.

courtneylpeck

2/18/2022 03:59 PM

Alternative 1 is much better for bikes by having the bikeway on both sides of the road rather than just one.

Duelleg

2/19/2022 10:54 AM

1. I like this design since it improves bike paths and potentially encourages cycling and walking. 2. I like the wider, single bike path, rather than 2 narrower separate bike paths. Looks like 36 bikeway. 3. Is it possible to accommodate a mix of Alt 1 and Alt 3, where bike lanes switch across the road? Depending on available spaces and other factors (bikes safely crossing road), maybe a mix of 1 and 3 is the best solution.

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

artfulDane

2/20/2022 11:15 PM

I ride southbound on 42 here (northbound as well). it doesn't make sense to have to cross to the east side to have any bike lane on shoulder. Too many lanes of traffic to cross.

cstraatsma

2/21/2022 09:18 AM

Better to have bike facility on both sides of the road like in Alternative 1

alysonc

2/21/2022 11:29 AM

The intersection of Baseline & 95th divides 4 neighborhoods that are part of a larger community. And the level of vehicular traffic through this intersection makes it unpleasant for pedestrian use and casual biking and to access a public amenity (the walking trails around the Indian Peaks golf course). Adjoining the bicycle with the pedestrian path on the east side and separating them from CO-42 with a vegetative buffer creates a more enjoyable, safer pedestrian and bicycling experience. Additionally, it restores some of the buffer from CO-42 to the Hedgerow residential community that was narrowed back when CO-42 was widened. (The widening and banking of the road between Paschal and Baseline tends to encourage drivers to treat this section like a motor speedway, increasing noise pollution and disregard for the intersection lights. Also, the pitch of the road towards the east results in northbound cars sliding off into the narrowed tree lawn and towards the residences when the road is icy.) Therefore, I prefer option #3 for the intersection of Baseline & CO-42.

Laura Levesque-Catalano

2/21/2022 05:14 PM

I don't like the idea of two way bike traffic on the same path. It is an invitation for bike accidents.

fatima hirji

2/22/2022 06:42 PM

Option #1: As the intersection at Baseline & 95th is currently configured, there is a steep pitch at the road and currently lack of buffer from cars. Baseline & 95th is an overwhelming intersection to cross for pedestrians. Option #1 seems to just add to the noise and pollution endured by pedestrians. Option #2: at Baseline & CO-42, doesn't deal with the problem that northbound drivers treat this road like a motorway speedway. (The way that the road bends and banks only encourages this behavior.) Even with a dedicated bike lane, it still not feel safe to ride my bike on CO-42 between S Boulder Road and Baseline. Additionally, option #2 cuts into the right-of-way for the Hedgerow neighborhood at the SE part of the intersection. This community already had their buffer from the road narrowed when CO-42 was widened. And the result is that residents can't sit on their front porches without having to raise their voices in order to hear themselves over the road noise. Option #3: The intersection of Baseline & 95th divides 4 neighborhoods that are part of a larger

community. The level of vehicular traffic through this intersection makes it unpleasant for pedestrian use and casual biking and to access a public amenity (the walking trails around the Indian Peaks golf course). Adjoining the bicycle lanes with the pedestrian path on the east side and separating them from CO-42 with a vegetative buffer creates a more enjoyable, safer pedestrian and bicycling experience. Additionally, it restores some of the buffer from CO-42 to the Hedgerow residential community that was narrowed back when CO-42 was widened. (The widening and banking of the road between Paschal and Baseline tends to encourage drivers to treat this section like a motor speedway, increasing noise pollution and disregard for the intersection lights. Also, the pitch of the road towards the east results in northbound cars sliding off into the narrowed tree lawn and towards the residences when the road is icy.) Therefore, I prefer option #3 for the intersection of Baseline & CO-42.

cswharton

2/23/2022 09:15 PM

Alternative 2 is far superior for everyone.

megancfischer

2/24/2022 08:23 PM

These comments are too detailed. I only want to show my support for dedicated bike lanes.

sdunbar

2/24/2022 11:25 PM

Please do not put two way bike lane on east along this corridor. It's difficult to commute on. I'd rather ride on the road with a decent width bike lane. The right turn only island on the SW corner of intersection is heavily used- please keep it.

Peter Schmitt

3/01/2022 09:59 AM

Bikeway on one side of the road is annoying for cyclists who might eventually need to make a westbound turn (you have to cross the busy street to use the bikeway). I suspect many cyclists might wind up on the sidewalk on the west side of the road.

Tiffanyminshaw

3/02/2022 09:50 AM

Same as above for this alternative.

mmeyer6

3/02/2022 11:33 AM

Bike lanes on both sides of Hwy 42 would be ideal. This way cyclists don't have to cross unnecessarily and it can accommodate a greater and safer flow of cyclists headed in one direction.

Swneville

3/02/2022 03:18 PM

Most acceptable

Joshua Cooperman

3/02/2022 05:05 PM

How would bicyclists access the west side of Highway 42? There is a lot of useless tarmac in the middle of the intersection. Do there really need to be so many traffic lanes?

Keith Bobo

3/03/2022 09:57 AM

Great 4 lanes on both roads, bikes separate from people

Corrie Colvin Williams

3/03/2022 11:03 AM

This is an incredibly busy intersection and simply is not safe for pedestrians. It's a large intersection to cross on foot and with traffic moving at high speeds. An underpass here would be ideal and safest for pedestrians.

Slangle

3/04/2022 09:29 AM

I hate to say it, but pedestrian refuge islands become places for panhandling, which impacts all forms of traffic--ped, bike and vehicle.

mwall44

3/04/2022 10:42 AM

Under pros - Baseline not S Boulder Rd, right? Bike connects to Baseline on E side should visibly be black to match.

derk.norton

3/04/2022 11:37 AM

The right turn lane for east-bound traffic from Baseline to south Co-42, and the two left turn lanes for west-bound traffic from Baseline to south Co-42 today merge three lanes into a single lane in roughly 100 ft at a speed limit of 50 miles an hour. This is very dangerous and should not be repeated in the new designs.

Christina Kumler

3/04/2022 12:55 PM

I still think the median when you cross the street will be confusing. But at least things are safer for cyclists and pedestrians.

cathcam

3/07/2022 09:45 PM

This

jhforbesmgforbes

4/09/2022 09:03 PM

Putting bikes away from cars, and on one side of the road is a good idea.

Andrew Valdez

4/10/2022 04:43 PM

Baseline needs an off-street/low stress bicycle facility.

m48martin

4/12/2022 09:59 AM

Not as good as 2

JeffP

4/12/2022 10:58 AM

NO NO NO Everything about this design is terrible. This intersection has been AWFUL since Red Left Turn Arrows were installed when the intersection was built several years ago. Complete failure of civil engineering. Red Left Turn Arrows need to be completely banned. Intersection at Rt 42 / South Boulder road is also a complete failure for the same reasons. Both of those intersections should be rebuilt as Roundabouts.

hmoshak

4/12/2022 02:47 PM

Prioritize green transportation alternatives! This is the best alternative.

sbasker

4/12/2022 03:20 PM

Prioritize safety over speed

Steve Seeger

4/12/2022 06:58 PM

See comments above. Need to think about how best to handle vehicle traffic during low congestion while keeping the great protection for pets and cyclists.

Lindj

4/13/2022 12:18 PM

Don't fully understand how the bike lanes transition to opposite sides of the street after this intersection.

Nataly Handlos

4/14/2022 03:29 PM

width of crossing for peds; bike facilities only on east side... as a bicyclist in this corridor I can tell you that one will end up on the multi use path to travel south by bike, more than in the bi-directional lane on the east side... again - where are the bus stops for this intersection and how do they connect/potentially interfere with bike/ped

kbwatso

4/14/2022 06:33 PM

That's not the way cyclist ride... this is not next to CU --- doesn't have the bike volume.

Jjarvis

4/14/2022 11:17 PM

Why not the west side?

louisvillarental

4/15/2022 04:29 PM

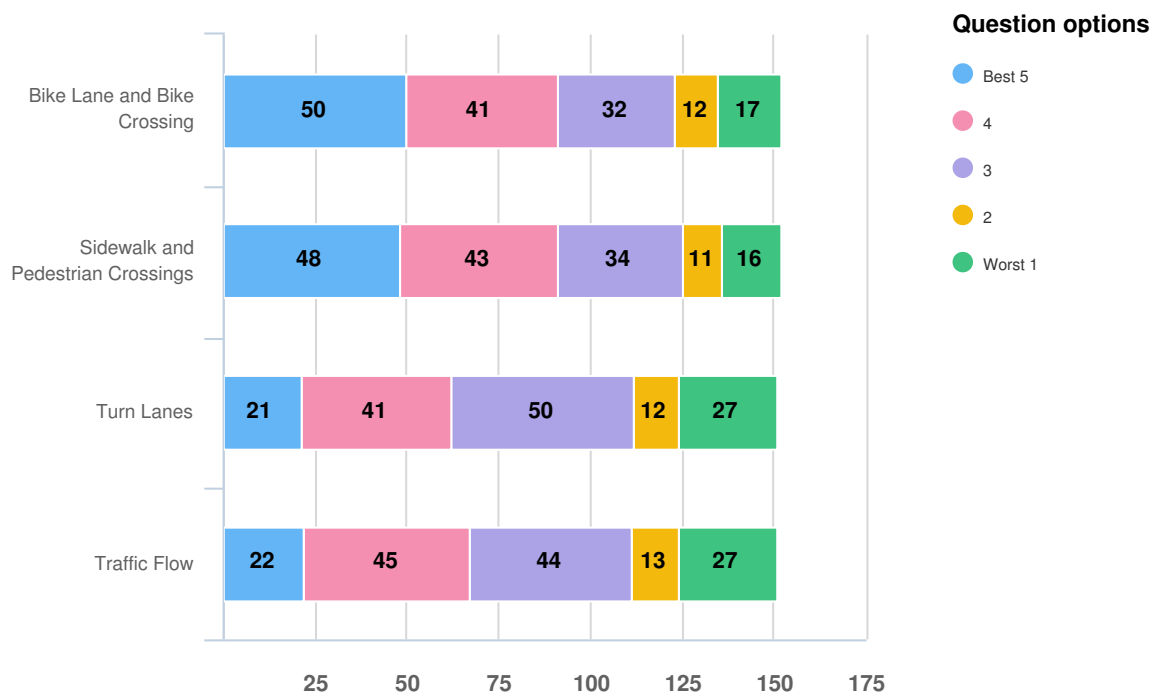
When you are giving info on whether one option or the other has a higher or lower cost to implement, we (tax payers) need to know if our taxes will be raised if we choose one or the other, because that will impact our vote/ranking. Where is this information provided, and if it is not, this needs to be re-done with that information so people can make an informed decision. Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl

have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed changes, not just 1 day - this is horrible planning.

Optional question (36 response(s), 151 skipped)

Question type: Essay Question

Q23 Please rank the following elements of Alternative 1 for Paschal Drive and Co-42 from 1 to 5 where 1 is the worst and 5 is t...



Optional question (152 response(s), 35 skipped)

Question type: Likert Question

Q23 Please rank the following elements of Alternative 1 for Paschal Drive and Co-42 from 1 to 5 where 1 is the worst and 5 is t...

Bike Lane and Bike Crossing

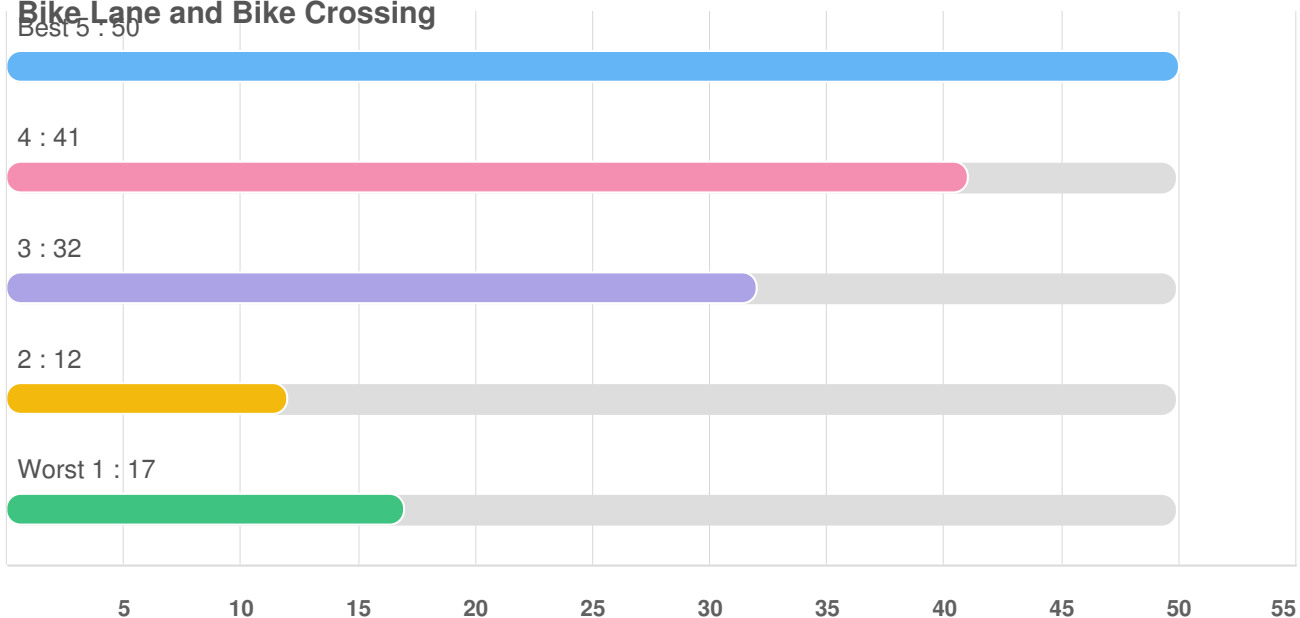
Best 5 : 50

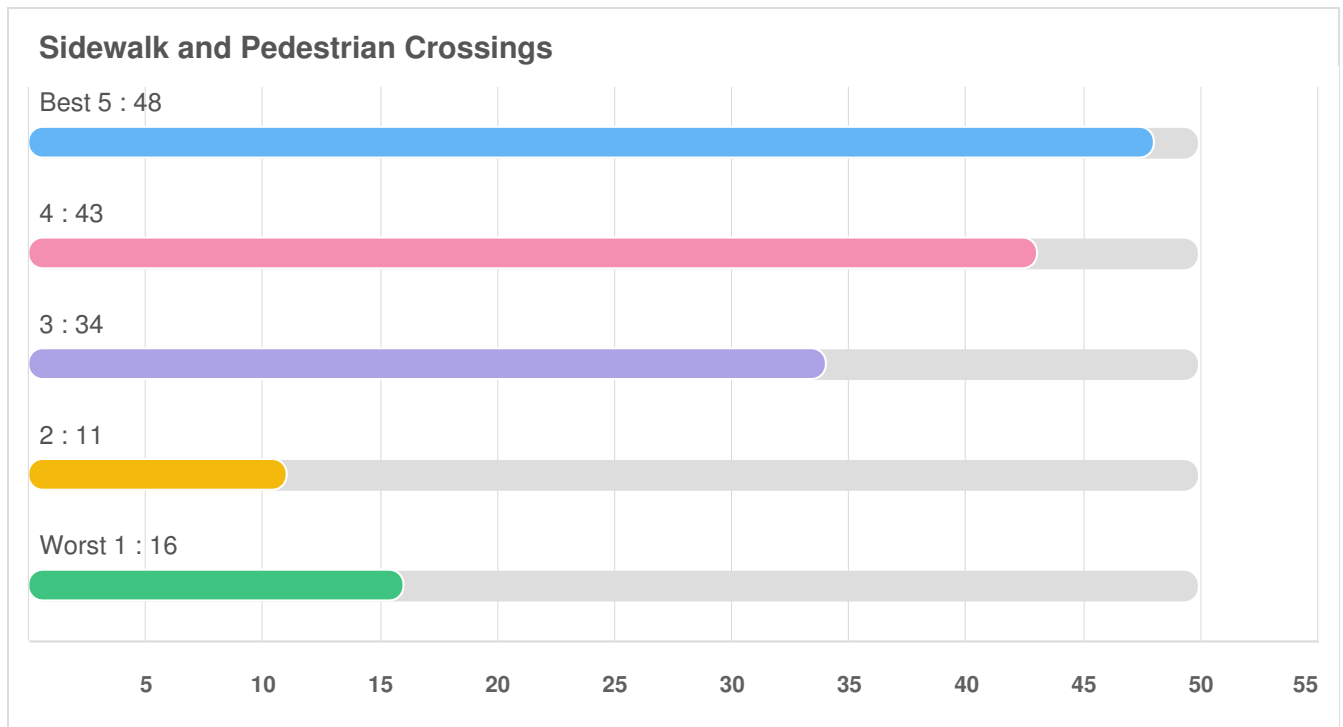
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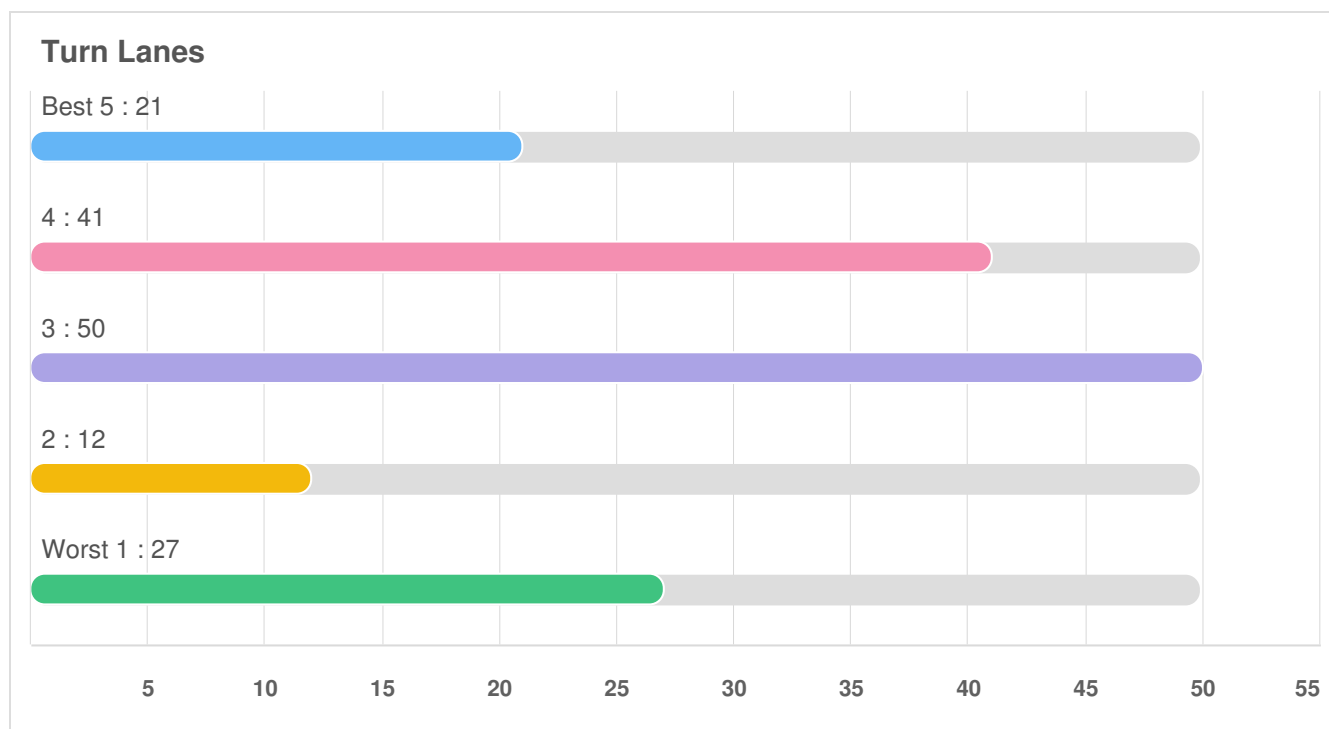
3 : 32

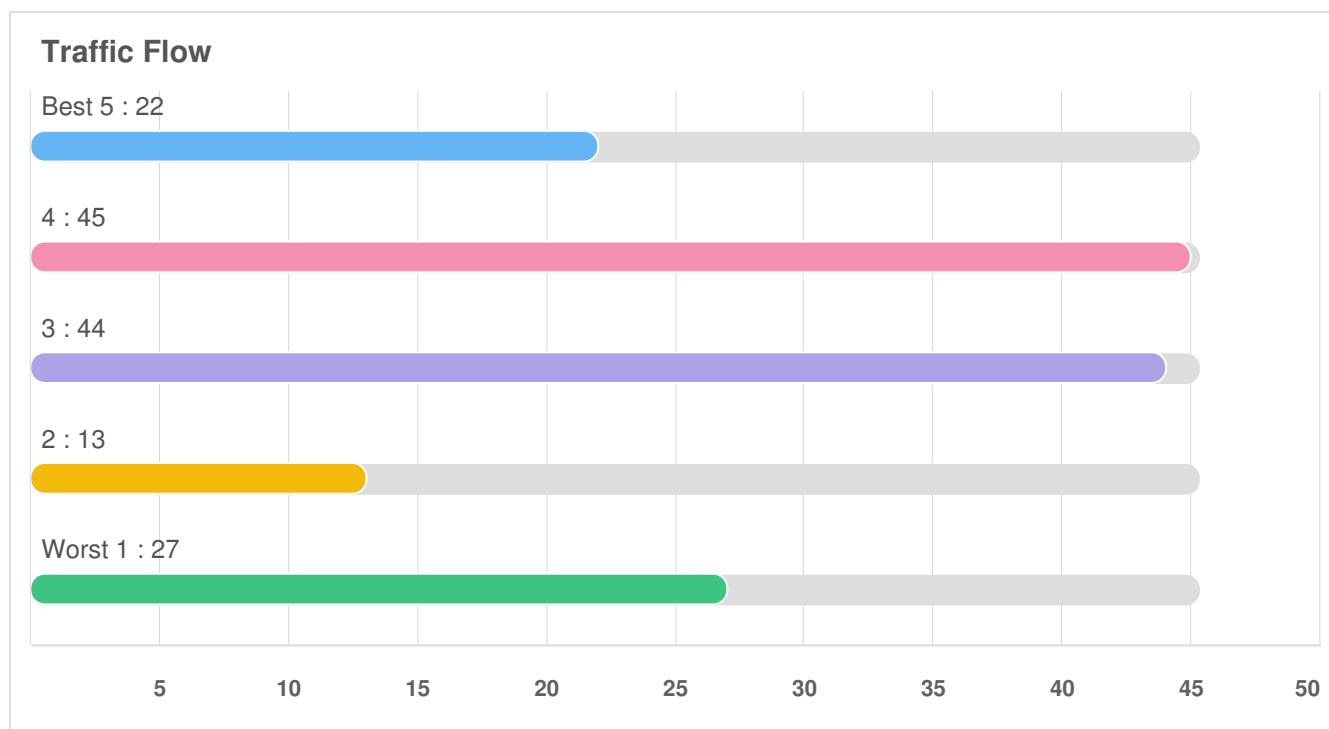
2 : 12

Worst 1 : 17









Q24 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

Duelleg

2/19/2022 10:54 AM

See relevant comments above. This is getting to be a long survey and a bit repetitive, but I appreciate that the city is asking for user input. That is very nice.

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

Douglasferg

2/23/2022 06:47 PM

You need 4 lanes on major north/south road

cswarton

2/23/2022 09:15 PM

Improvements to separate bikes from pedestrians and longer lights for crossing would greatly help those using this intersections. This is a good improvement from today. .

meganfischer

These comments are too detailed. I only want to show my support for

2/24/2022 08:23 PM

dedicated bike lanes.

sdunbar

2/24/2022 11:25 PM

Terrible bike lanes, but better than the dedicated two way lane on the west side as seen elsewhere. Most crashes involving bikes happen at intersections with turning traffic. having a buffered lane along straight roads doesn't help that. Snarling up traffic by taking away right turn on red has consequences too.

Tiffanyminhaw

3/02/2022 09:50 AM

Same as above for this alternative.

Swneville

3/02/2022 03:18 PM

An better alternative. I was nearly hit by a car that blew through the light at that intersection. Also, cars will drive in the turn lane only heading north on 42 and continue going straight placing cars heading south and wanting to turn onto Paschal in jeopardy.

Joshua Cooperman

3/02/2022 05:05 PM

Would traffic be required to yield to bicycles and pedestrians? There is a lot of useless tarmac in the middle of the intersection.

Keith Bobo

3/03/2022 09:57 AM

CO-42 needs to 4 lanes, not just two. Think ahead

mwall44

3/04/2022 10:42 AM

I don't understand why there's one forward lane on 42 here, but 2 at all other intersections btw S Boulder & Baseline. Should the intersection at Hecla maybe end in one forward and have a dedicated turn if this is just going to turn right back into two lanes north of this intersection?

derk.norton

3/04/2022 11:37 AM

The traffic flow narrows down to a single lane in both directions on Co-42 at the intersection. The speed limit should be lowered here.

lesleem_21

3/04/2022 01:36 PM

Adding a complete sidewalk on the West side from Paschal to Summit View Drive is essential to me. Adding a complete sidewalk on Summit View Drive from Hecla to Hwy 42 would be nice. my kids and I have to walk on road by the eye dr.

djblankinship

3/07/2022 05:10 PM

Same issue as above. Not a fan of cyclists having to turn to the right and back to go straight through the intersection just to stay in the lane.

cathcam

3/07/2022 09:45 PM

This would likely slow vehicles turning and thus is slightly better for non-vehicle traffic. I'm not sure that I understand "Easy East-West bicycle connection" except if you are assuming east/west cyclists are on the multi-use path. I know most experienced cyclists won't be.

jhforbesmgforbes

4/09/2022 09:03 PM

Why no right turns on the east/ west lanes? Separating bikes from cars is good, but giving them separate lanes is unnecessary.

JeffP

4/12/2022 10:58 AM

NO NO NO. No more red left turn arrows. NO NO NO ALL LEFT TURN LANES need to be Blinking Yellow Yield Caution lanes. NO RED LIGHT LEFT TURN LANES

hmoshak

4/12/2022 02:47 PM

This doesn't do enough to reduce conflicts for cyclists and peds

sbasker

4/12/2022 03:20 PM

Buffering better than full exposure

Steve Seeger

4/12/2022 06:58 PM

I'm tired. In essence, if it's a one-lane road in either direction, just put in a traffic circle. Keep a physical median/veg area to separate traffic from bikes/peds. Ensure bi-directional bikes on at least one side of the road.

AmandaCSJ

4/12/2022 11:08 PM

Lane shift of cyclists lane is less of an issue if cyclists turn and cross, but this make cyclists cross as pedestrians instead of as vehicles. There are inconsistent expectations of cyclists—are they vehicles that go with traffic or pedestrians who cross at intersections? How will that be made clear at all the highly varied intersections?

jordang

4/13/2022 10:40 AM

I don't think this much of an overhaul is necessary when this intersection is never too busy with west-east traffic.

Lindj

4/13/2022 12:18 PM

Nice design

jlmerriick

4/13/2022 07:06 PM

Do not like that you cannot turn right on red at this intersection.

Nataly Handlos

4/14/2022 03:29 PM

higher conflict zones for bike and turning traffic, but should be ok if 'no right on red' and there is a separate signal cycle for ped/bike

crossing to mitigate right turns from cars

kbwatso

4/14/2022 06:33 PM

BAD FOR BIKES, CUMBERSOME RIDING. NEED TWO AUTO LANES NORTH AND SOUTH!!

louisvillarental

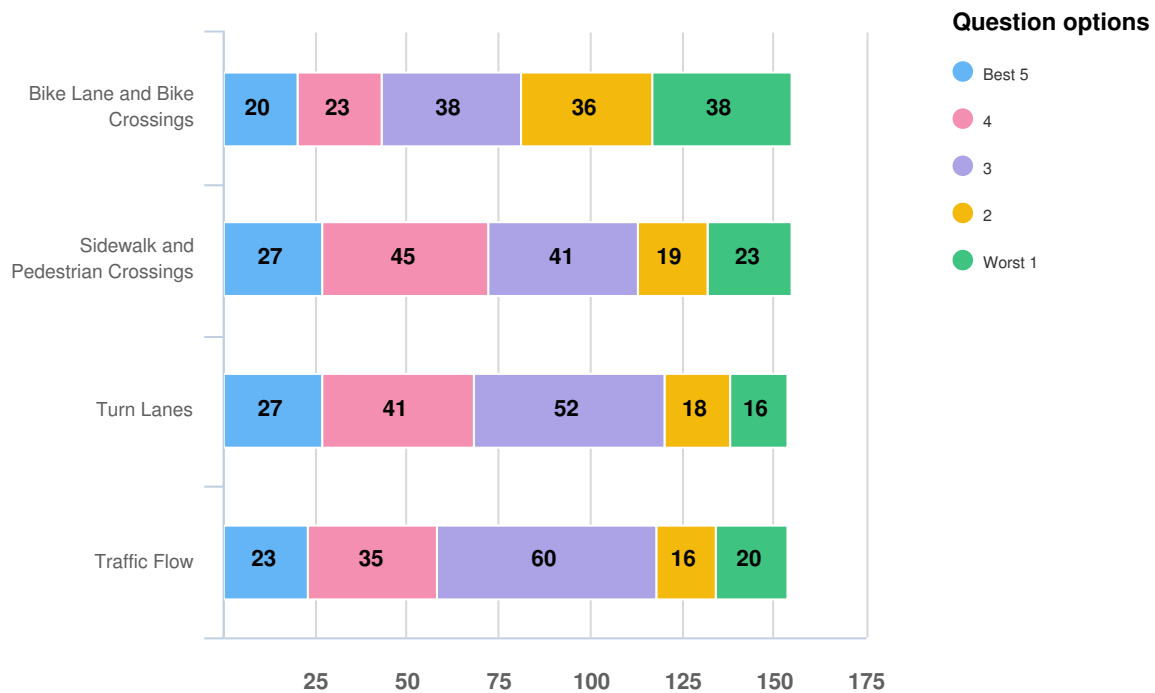
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Optional question (27 response(s), 160 skipped)

Question type: Essay Question

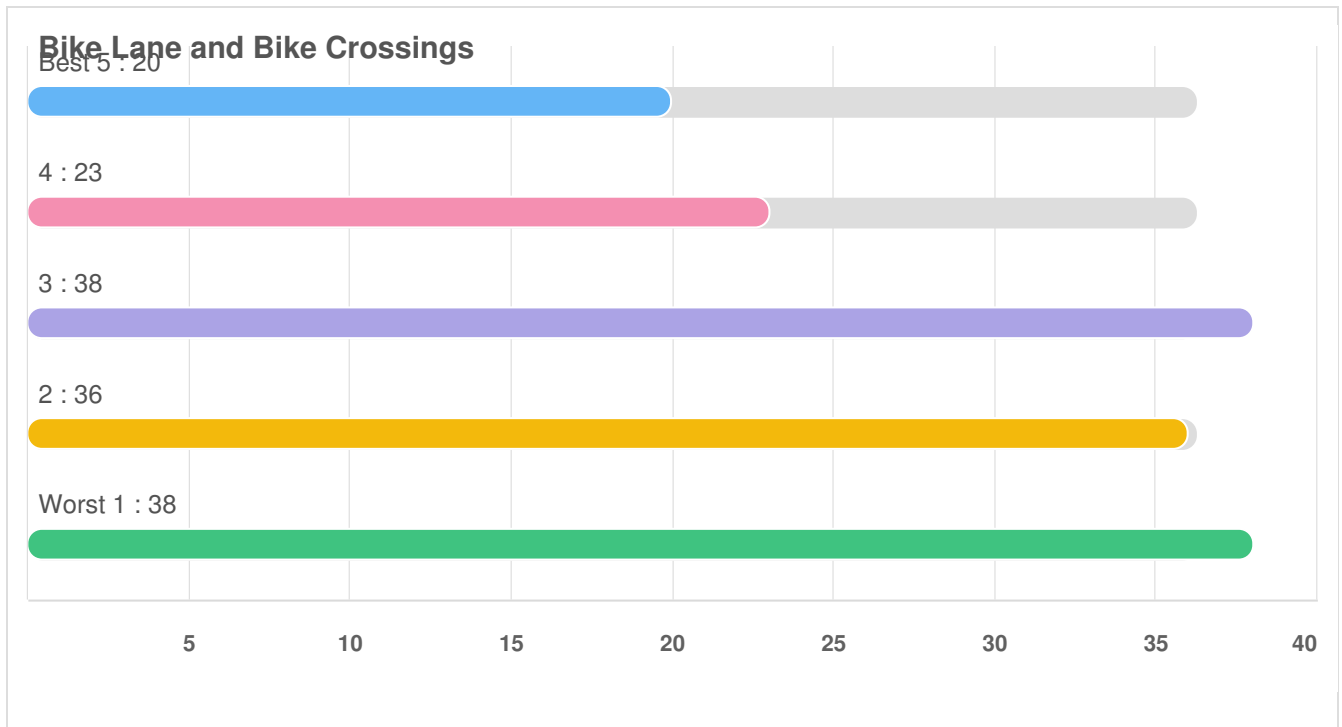
Q25 Please rank the following elements of Alternative 2 for Paschal Drive and Co-42 from 1 to 5 where 1 is the worst and 5 is t...

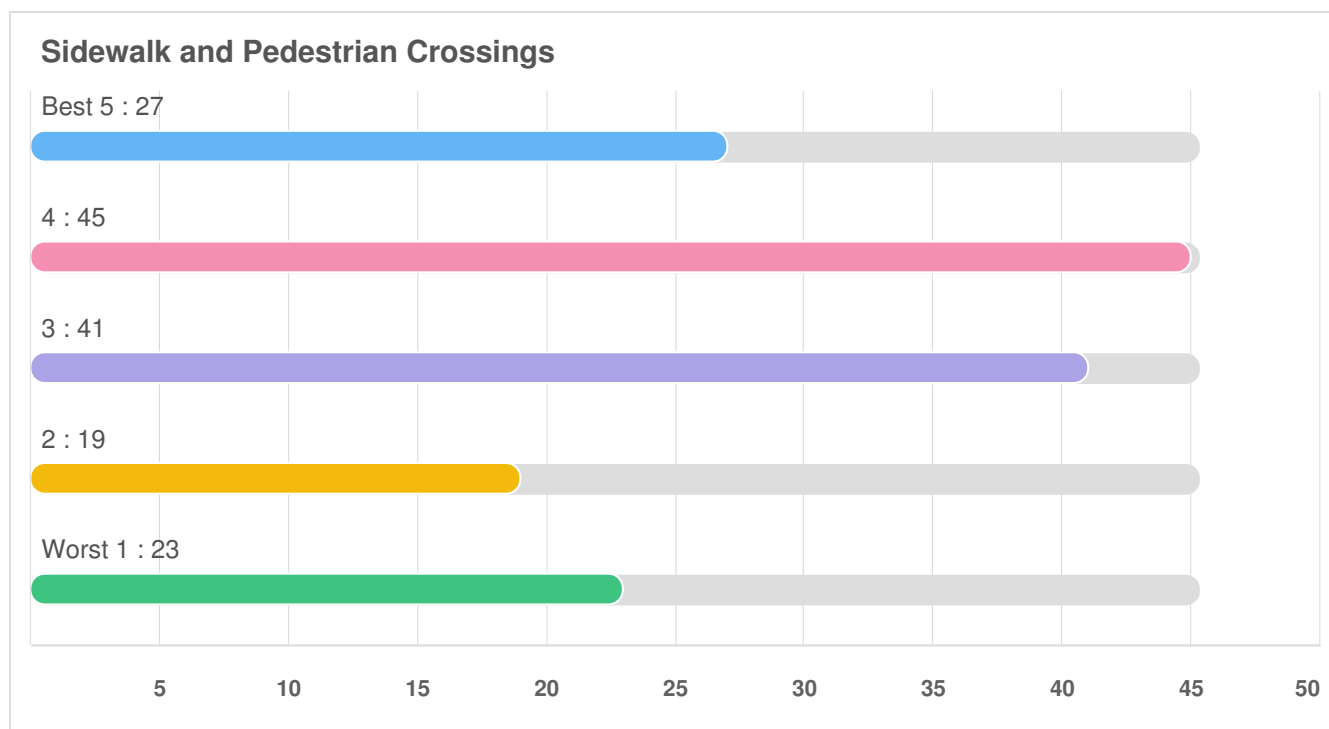


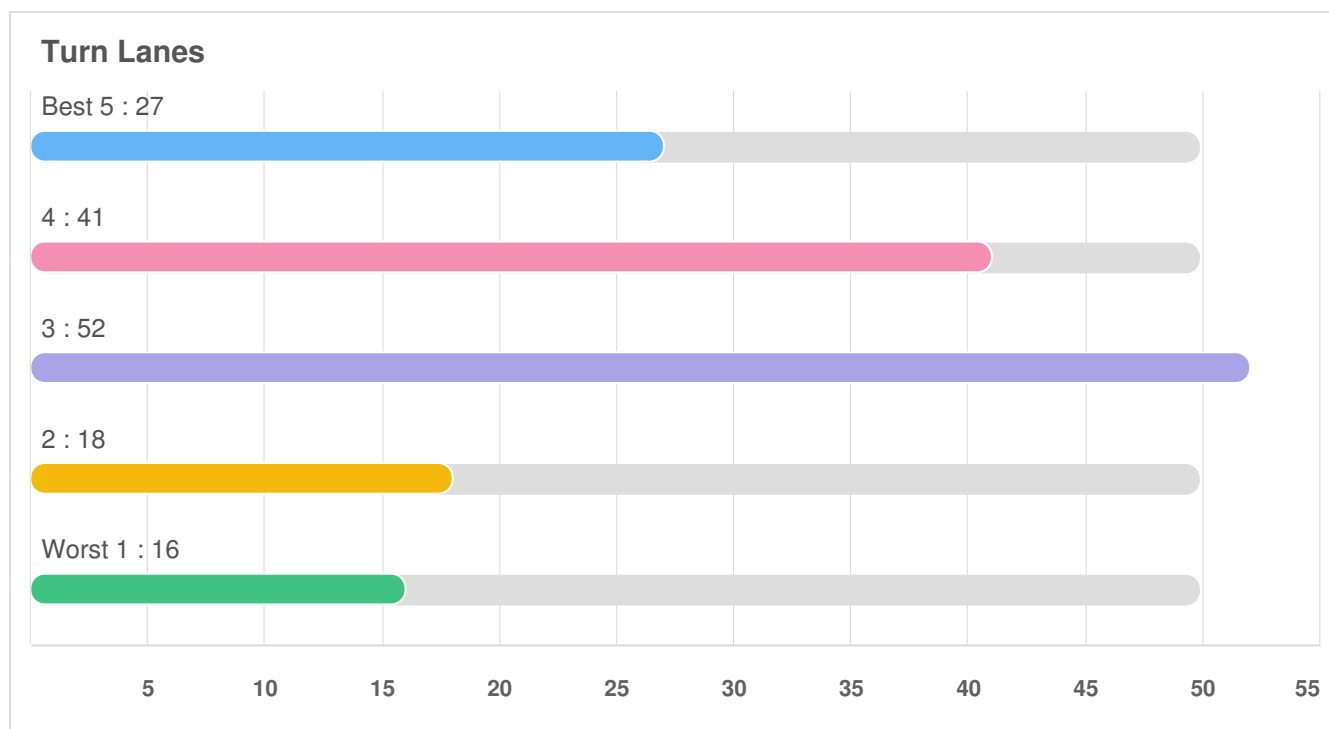
Optional question (155 response(s), 32 skipped)

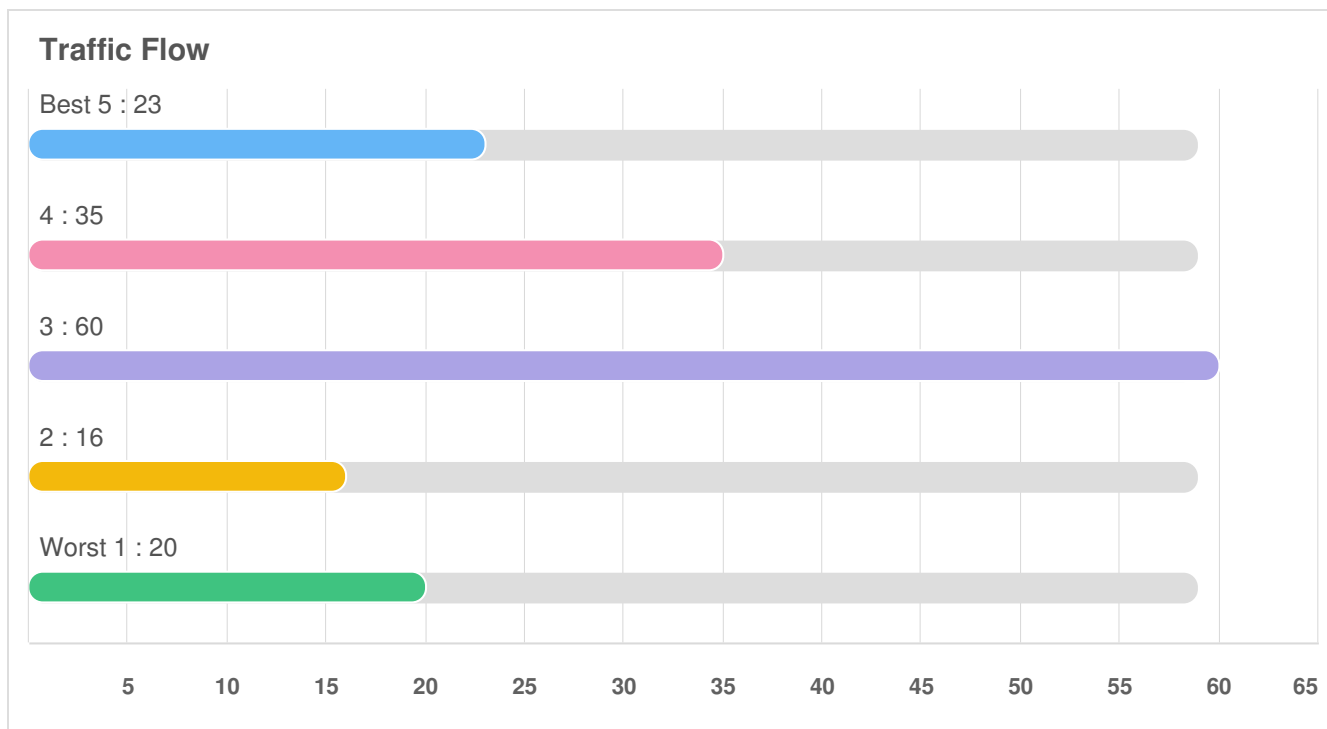
Question type: Likert Question

Q25 Please rank the following elements of Alternative 2 for Paschal Drive and Co-42 from 1 to 5 where 1 is the worst and 5 is t...









Q26 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

andreakayejohnson

2/14/2022 09:36 PM

way too complicated

Duelleg

2/19/2022 10:54 AM

See relevant comments above.

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

artfulDane

2/20/2022 11:15 PM

lots of different spaced/colored zebra stripes might be confusing to drivers, would prefer separation of bike lanes.

Douglasferg

2/23/2022 06:47 PM

Need 4 lanes on major north/south road

cswharton

2/23/2022 09:15 PM

Less desirable than Alternative 1. Ideal if can separate biker routes from pedestrian and roads for safety. This is a heavy family crossing area.

megancfischer

2/24/2022 08:23 PM

These comments are too detailed. I only want to show my support for dedicated bike lanes.

sdunbar

2/24/2022 11:25 PM

Best option for commuting cyclists. This corridor is commuted on- I don't see families taking there kids up and down this road on bikes- no place interesting to go.

Peter Schmitt

3/01/2022 09:59 AM

Turn lanes are stressful for cyclists.

Tiffanymishaw

3/02/2022 09:50 AM

Same as above for this alternative.

mmeyer6

3/02/2022 11:33 AM

Confusing and complicated. Unsafe for cyclists.

Swneville

3/02/2022 03:18 PM

No

Joshua Cooperman

3/02/2022 05:05 PM

There is less useless tarmac in the middle of the intersection.

Keith Bobo

3/03/2022 09:57 AM

CO-42 needs to 4 lanes.

derk.norton

3/04/2022 11:37 AM

The traffic flow narrows down to a single lane in both directions on Co-42 at the intersection. The speed limit should be lowered here.

cathcam

3/07/2022 09:45 PM

This is better, no clear way to understand how cyclists would turn right.

jverstra

4/08/2022 06:11 PM

right turn on red is important

jhforbesmgforbes

4/09/2022 09:03 PM

Again mixing bike and car lanes is dangerous, and slows things down.

JeffP

4/12/2022 10:58 AM

NO NO NO. No more red left turn arrows. NO NO NO ALL LEFT TURN LANES need to be Blinking Yellow Yield Caution lanes. NO RED LIGHT LEFT TURN LANES

hmoshak

4/12/2022 02:47 PM

Not enough protection for cyclists

sbasker

4/12/2022 03:20 PM

No buffering for bicycles, possible bicycle/ped conflicts

Steve Seeger

4/12/2022 06:58 PM

I'm tired. In essence, if it's a one-lane road in either direction, just put in a traffic circle. Keep a physical median/veg area to separate traffic from bikes/peds. Ensure bi-directional bikes on at least one side of the road.

AmandaCSJ

4/12/2022 11:08 PM

These bike lanes are not family-friendly or appropriate for any but they most confident riders, which limits who can bike

jordang

4/13/2022 10:40 AM

I don't think this much of an overhaul is necessary when this intersection is never too busy with west-east traffic.

Lindj

4/13/2022 12:18 PM

Design is fine, though having a separated bike lane is always nice if practical.

jlmerick

4/13/2022 07:06 PM

There is a physical separation between cyclists and cars if cyclists choose to use the shared facility.

Nataly Handlos

4/14/2022 03:29 PM

larger conflict zones for bike/cars; in general, I don't think that it really is a 'con' to have a shared bike/ped facility (multi-use path) as long as it is wide enough and perhaps at pinch points and approach to intersections through striping helps with separation of the modes

kbwatso

4/14/2022 06:33 PM

SLIGHTLY BETTER BIKE CONFIGURATION. SIDE ROAD CONFIGURATIONS OVERKILL

louisvillerental

4/15/2022 04:29 PM

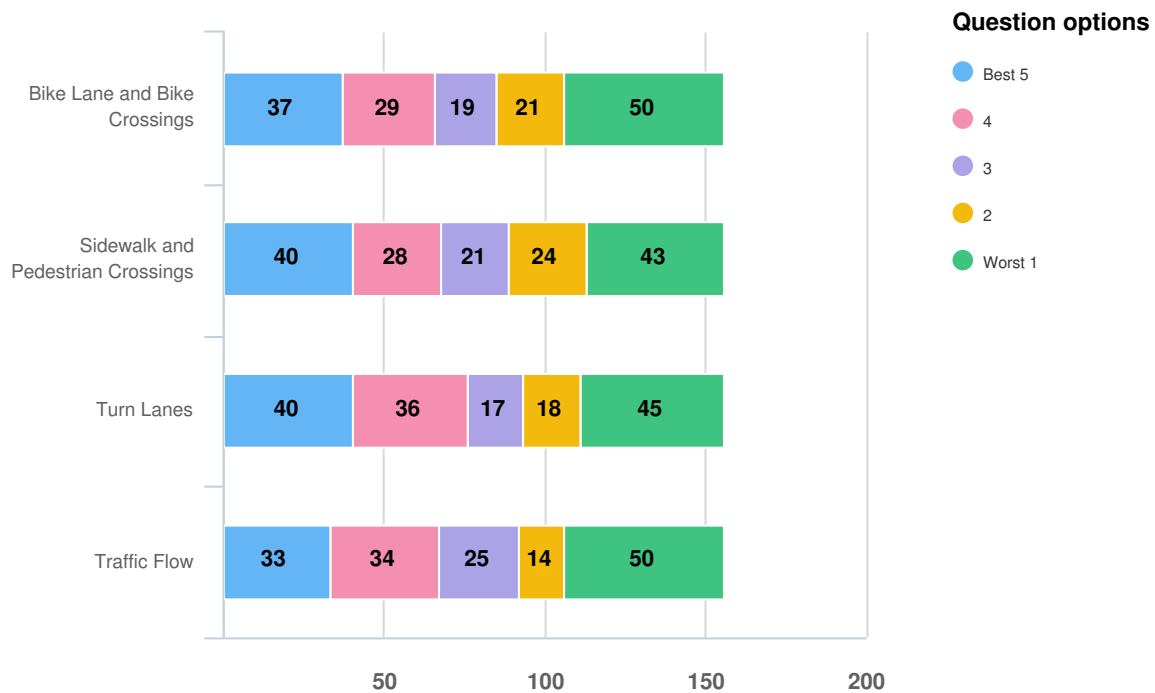
When you are giving info on whether one option or the other has a higher or lower cost to implement, we (tax payers) need to know if

our taxes will be raised if we choose one or the other, because that will impact our vote/ranking. Where is this information provided, and if it is not, this needs to be re-done with that information so people can make an informed decision. Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed changes, not just 1 day - this is horrible planning.

Optional question (29 response(s), 158 skipped)

Question type: Essay Question

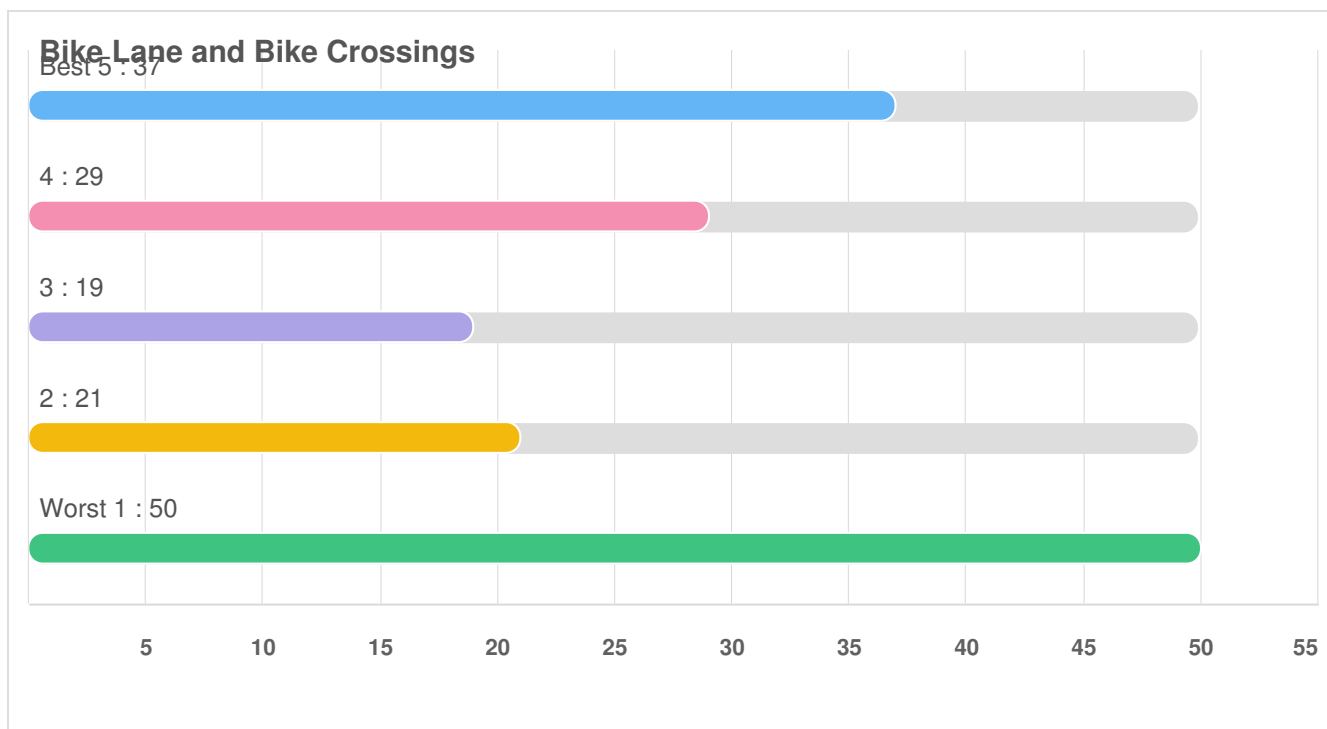
Q27 Please rank the following elements of Alternative 3 for Paschal Drive and Co-42 from 1 to 5 where 1 is the worst and 5 is t...

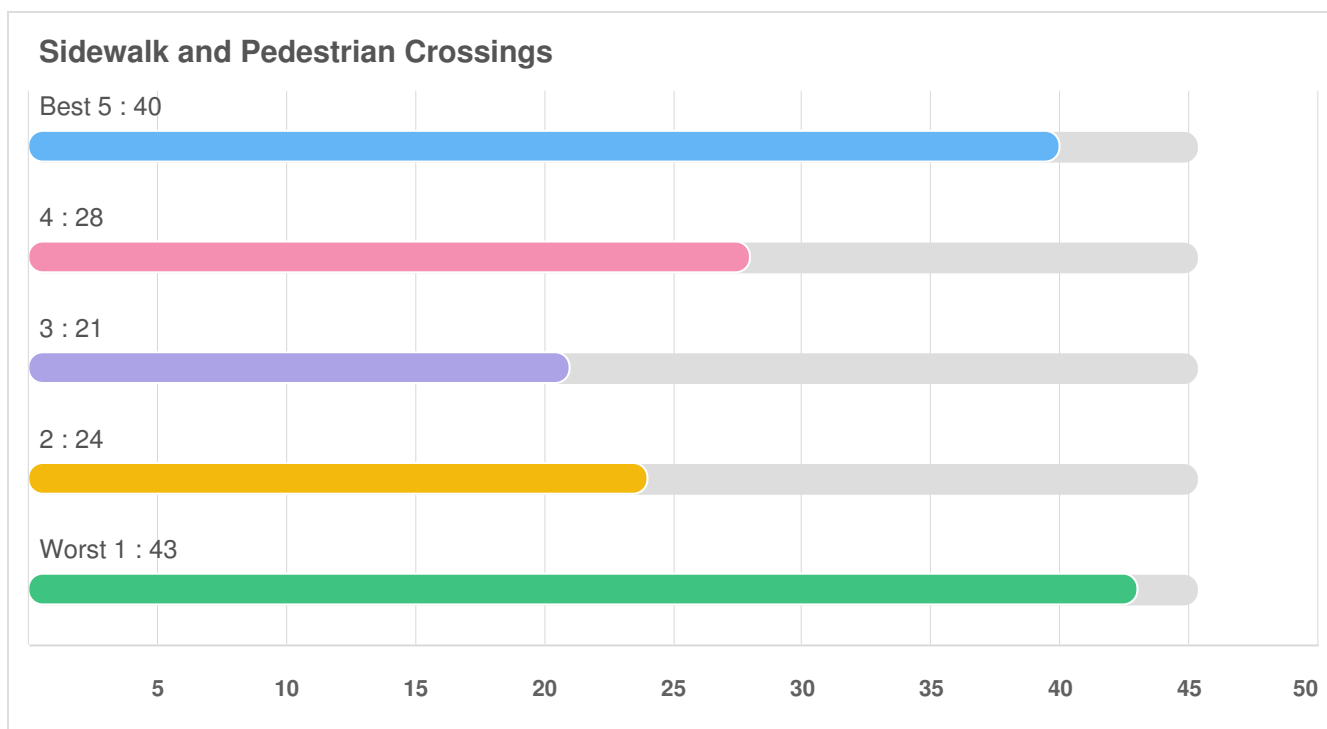


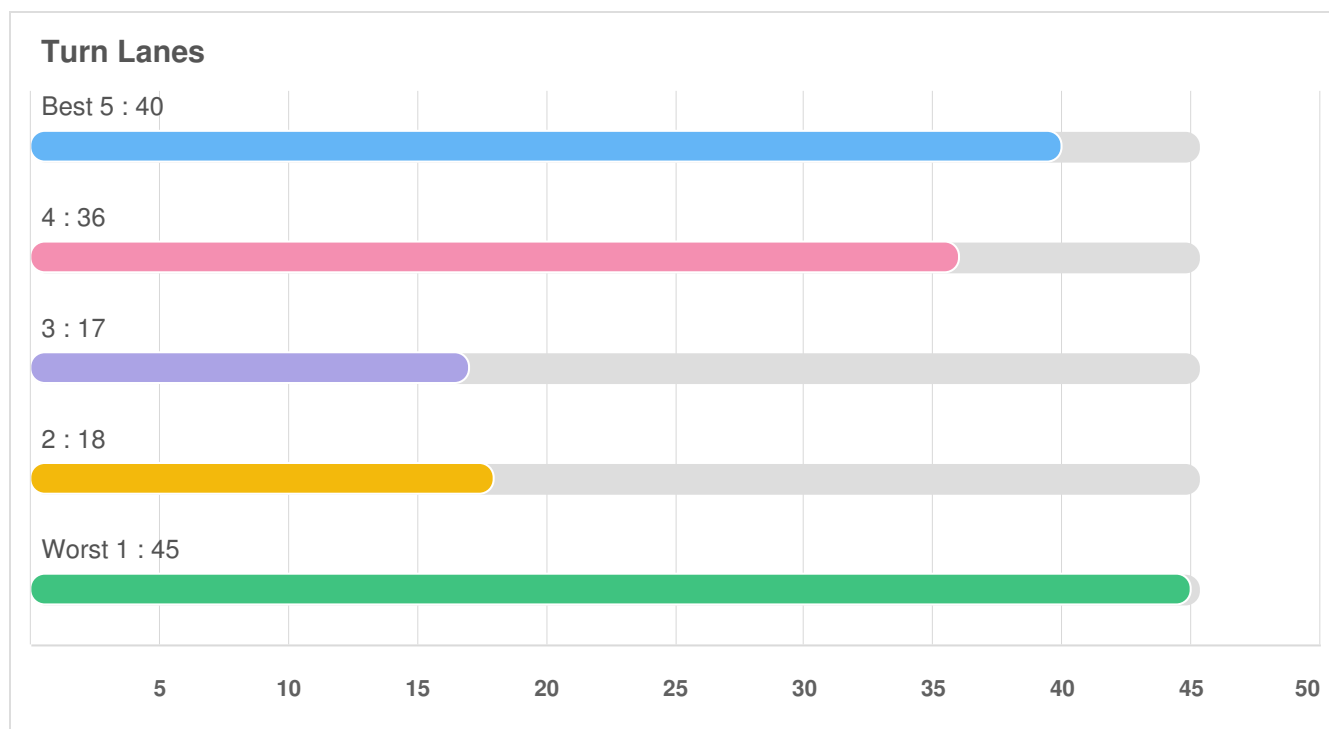
Optional question (156 response(s), 31 skipped)

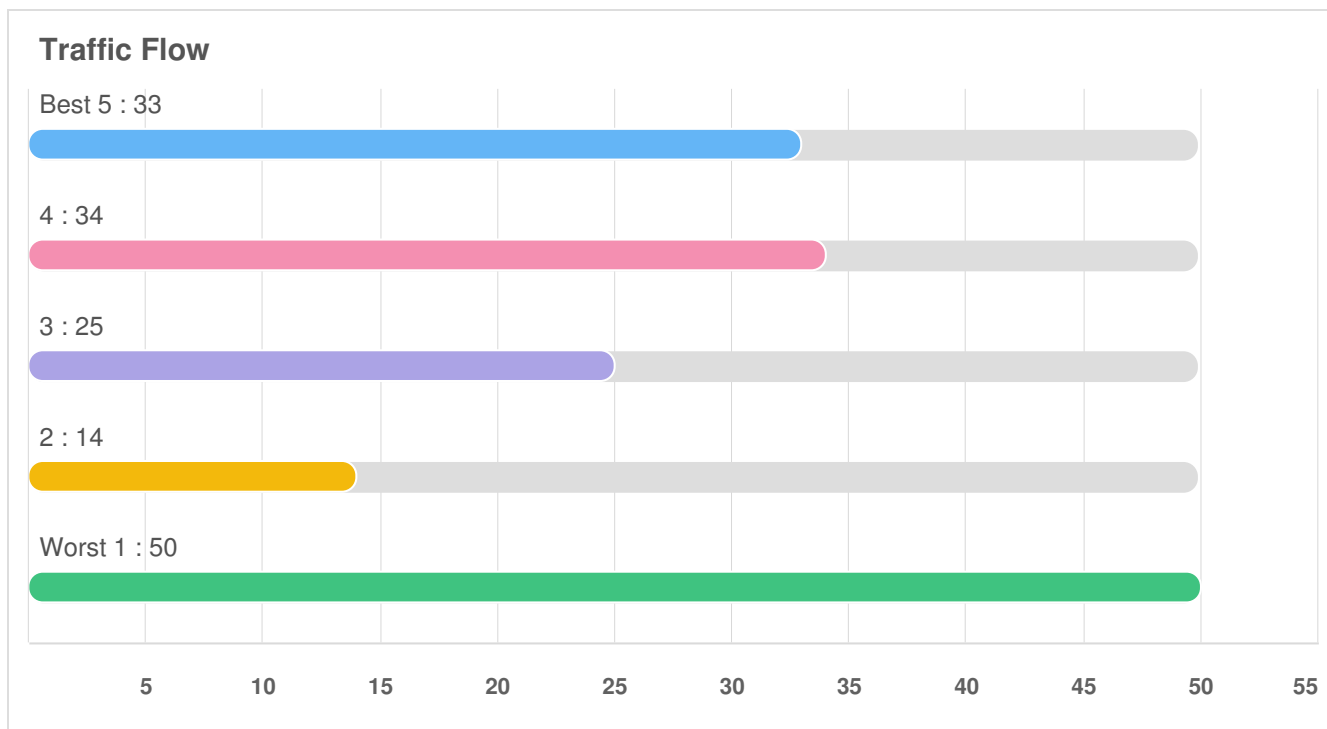
Question type: Likert Question

Q27 Please rank the following elements of Alternative 3 for Paschal Drive and Co-42 from 1 to 5 where 1 is the worst and 5 is t...









Q28 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

smith20770

2/14/2022 04:22 PM

circles = bad

andreakayejohnson

2/14/2022 09:36 PM

seriously, no roundabouts

Srse

2/14/2022 09:43 PM

Not sure how this would work given the rush hour traffic traveling at 45 mph. Paschal traffic would have a very difficult time getting into the round about.

MuttD

2/16/2022 02:12 PM

Too much North/South traffic for this to work properly, impedes flow.

Duelleg

2/19/2022 10:54 AM

See relevant comments above.

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost

more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

artfulDane

2/20/2022 11:15 PM

like the reduction in car traffic lanes.

alysonc

2/21/2022 11:29 AM

This intersection feeds destinations (residences and soon more businesses) more so than connections to other throughways. Encouraging foot and bicycle traffic and increasing the enjoyment of living at and frequenting these destinations (by reducing car speeds and noise pollution) should be the highest priority. As a driver, I prefer roundabouts to full stops because, when traffic is high, there is at least forward movement, rather than a half-mile of stopped cars. Therefore, I prefer option #3 for Paschal & CO-42.

fatima hirji

2/22/2022 06:42 PM

Option #3: This intersection feeds destinations (residences and soon more businesses) more so than connections to other throughways. Encouraging foot and bicycle traffic and increasing the enjoyment of living at and frequenting these destinations (by reducing car speeds and noise pollution) should be the highest priority. As a driver, I prefer roundabouts to full stops because, when traffic is high, there is at least forward movement, rather than a half-mile of stopped cars. Prefer option #3 for Paschal & CO-42.

Douglasferg

2/23/2022 06:47 PM

Turnabout worst idea for a major north/south road

cswharton

2/23/2022 09:15 PM

No way to mitigate speed and traffic for the non-driver.

sdunbar

2/24/2022 11:25 PM

Do not want a bi-directional bike way only on one side of the road.

Peter Schmitt

3/01/2022 09:59 AM

This is absurdly repetitive. Maybe next survey have one section to comment on the four different intersection types (i.e., A: roundabout, B: turnlanes with islands, C: turn lanes without islands, D: etc...). Then maybe let users propose intersection types for a given intersection (i.e., Dagney Way: intersection A, B, C or D).

Tiffanymminshaw

3/02/2022 09:50 AM

Same as above for this alternative.

RUEL G ROUTT

3/02/2022 11:50 AM

traffic circles slow down flow and cause indecision for approaching traffic. wrecks potential high.

Patvgonzales

3/02/2022 01:55 PM

The speed along 95th needs to be decreased

Swneville

3/02/2022 03:18 PM

This is by far the best alternative. This will slow traffic on 42, a must within the city limits. We need to increase pedestrian and bicycle traffic and reduce car traffic.

Joshua Cooperman

3/02/2022 05:05 PM

How would bicyclists access the west side of Highway 42?

captainhowell

3/02/2022 08:18 PM

Minimally used traffic intersection and this would keep the flow of traffic moving with little impact if not improved flow for Paschal users

Keith Bobo

3/03/2022 09:57 AM

Traffic circles only work in light traffic and become parking lot in heavy traffic, Large trucks have problems with Traffic circles. Will be come a parking lot in heavy traffic.

Jjhlawatsch@4650

3/03/2022 07:29 PM

Traffic circles slow traffic, which is good, but I don't like them. Traffic light on Paschal needs to stop traffic. At times it is very difficult to turn left onto Summit View because of oncoming traffic.

kmaloney

3/03/2022 10:39 PM

Roundabouts are the safest option for everyone.

derk.norton

3/04/2022 11:37 AM

I like round-about, they do slow down traffic which is needed here.

ericgilleland

3/04/2022 12:50 PM

Ok, there are times when roundabouts are preferable.

Christina Kumler

3/04/2022 12:55 PM

My only concern about this is having cyclists go the other direction, where do they cross to get to the two-way path section? Unless a 2-way path runs along all of 95.

laesecke

3/04/2022 04:48 PM

No round-about along this busy corridor!

Tom r

3/04/2022 05:27 PM

I think roundabouts are dangerous for all modes of travel and no fun to drive meaning they add to stress. In Arizona west of Verde Valley headed to Prescott, they ruined the scenic drive as their social engineering causes you to have to be constantly on guard for the next DREADED ROUNDABOUT....WHICH MEANS MORE STRESS.

djblankinship

3/07/2022 05:10 PM

I actually think that a roundabout could work nicely here. However, a fair amount of money was just spent on the installation of the light five years ago or so, so we'd have to be open to sinking that cost.

cathcam

3/07/2022 09:45 PM

As above, all traffic circles that can be taken at speed are inherently dangerous to cyclists and peds. The designs with one bicycle lane with traffic in both directions is better as at least those cyclists coming toward the oncoming traffic have some chance to see drivers turning right.

jhforbesmgforbes

4/09/2022 09:03 PM

Adding an extra lane in the traffic circle would be better.

aeroncaben

4/11/2022 03:55 PM

This sets up a condition where a bicyclist is crossing from right to left in front of a motorist who is waiting for a gap in traffic (and looking left). Can't think of any condition which is less safer for someone bicycling.

JeffP

4/12/2022 10:58 AM

YES YES YES Rounabouts GOOD Traffic signals BAD BAD BAD NO NO NO

dwc309

4/12/2022 11:49 AM

Don't like the round about here. Coordinate the traffic lights.

sbasker

4/12/2022 03:20 PM

Safety and flow!

Steve Seeger

4/12/2022 06:58 PM

I'm tired. In essence, if it's a one-lane road in either direction, just put in a traffic circle. Keep a physical median/veg area to separate traffic from bikes/peds. Ensure bi-directional bikes on at least one side of the road.

jordang

4/13/2022 10:40 AM

I didn't like the traffic light put in initially and I think a roundabout would make more sense here than anywhere else north of this. But

going from 45 mph into a roundabout seems a bit too fast.

Lindj

4/13/2022 12:18 PM

Like the traffic circle design in all cases.

Cotjones

4/13/2022 08:30 PM

Changing my mind on traffic flow.single lane thru roundabout may cause flow issues.

Nataly Handlos

4/14/2022 03:29 PM

of any of the intersections, a traffic circle at this location would make sense; however the large footprint and ROW needs outrank the potential benefits compared to improvements otherwise shown; again, bi-directional bike lane on east side will result in use of sidewalk/path on the west side, southbound.

kbwatso

4/14/2022 06:33 PM

NO. JUST NO FOR THE VOLUME OF TRAFFIC. YOU'D BE RIPPING IT OUT AND SPENDING MORE MONEY IN A COUPLE OF YEARS... OR IS THAT THE FEATURE.

louisvillarental

4/15/2022 04:29 PM

Traffic circles cause anxiety and are not practical for foot or bike traffic. When you are giving info on whether one option or the other has a higher or lower cost to implement, we (tax payers) need to know if our taxes will be raised if we choose one or the other, because that will impact our vote/ranking. Where is this information provided, and if it is not, this needs to be re-done with that information so people can make an informed decision. Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed changes, not just 1 day - this is horrible planning.

Matt A

4/15/2022 05:30 PM

This is an obvious circle choice.

LP

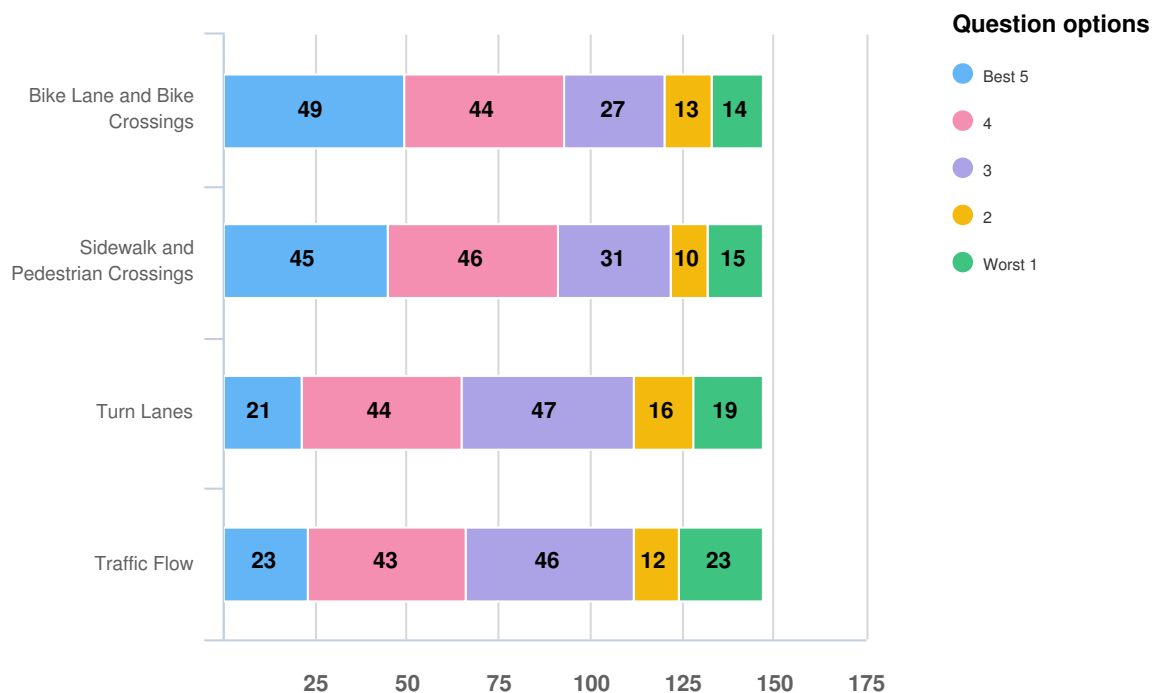
4/15/2022 07:24 PM

A roundabout would likely add confusion and reduce the efficiency of all modes of travel and increase pollution (and greenhouse gases) on top of the cost. Moving utility poles, namely transmission facilities is not cheap either and doesn't need to be an absorbed cost to the taxpayer

Optional question (43 response(s), 144 skipped)

Question type: Essay Question

Q29 Please rank the following elements of Alternative 1 for Hecla Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...



Optional question (148 response(s), 39 skipped)

Question type: Likert Question

Q29 Please rank the following elements of Alternative 1 for Hecla Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...

Bike Lane and Bike Crossings

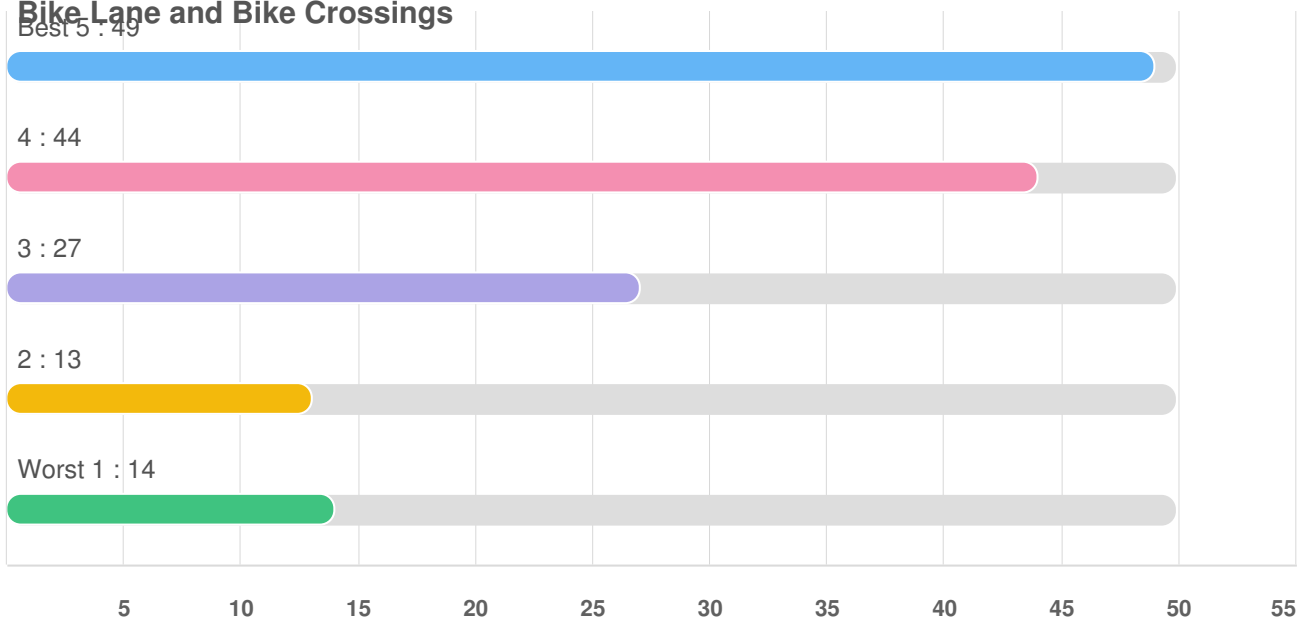
Best 5 : 49

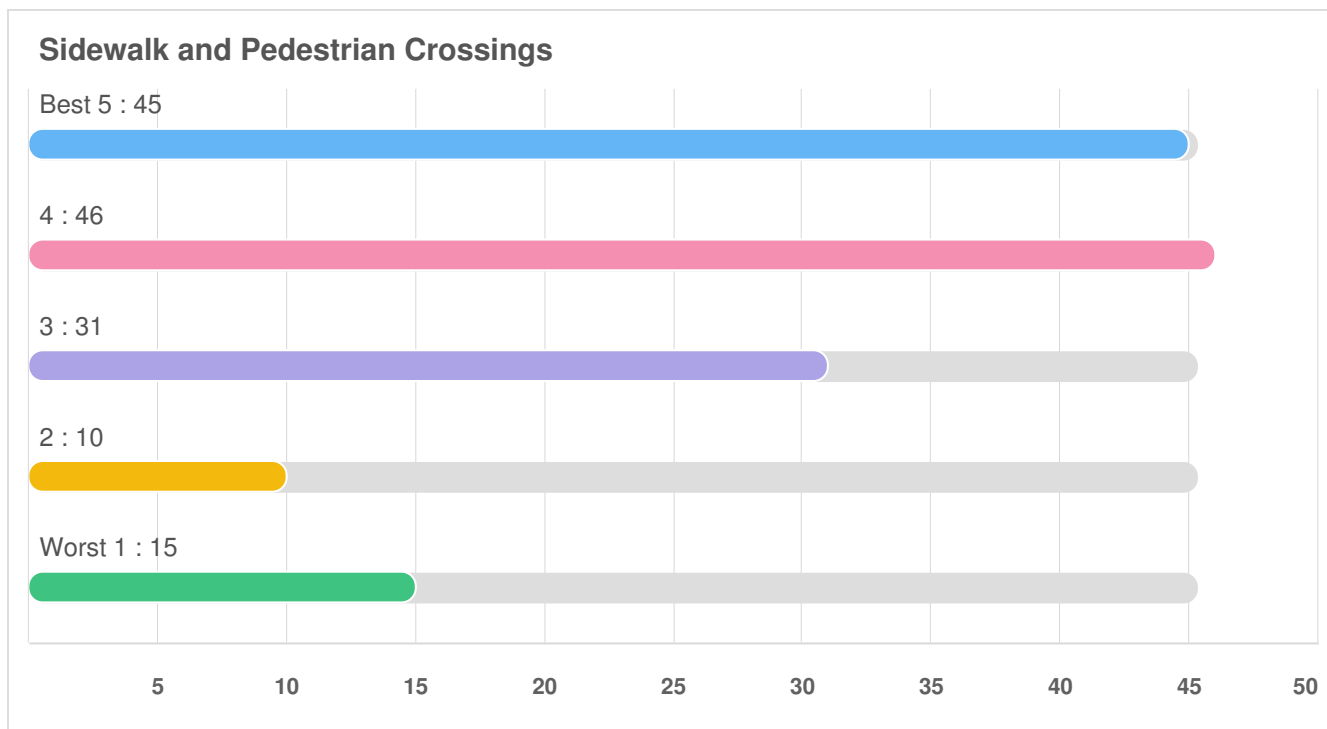
4 : 44

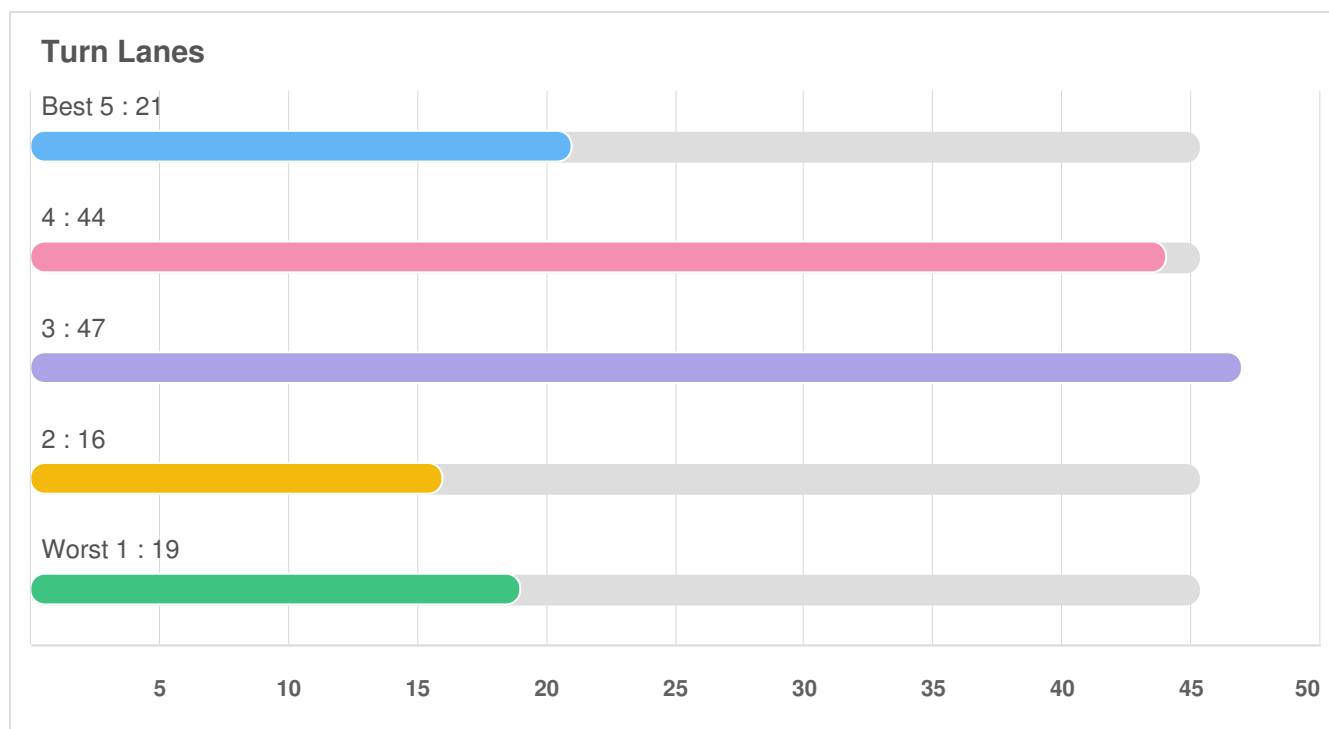
3 : 27

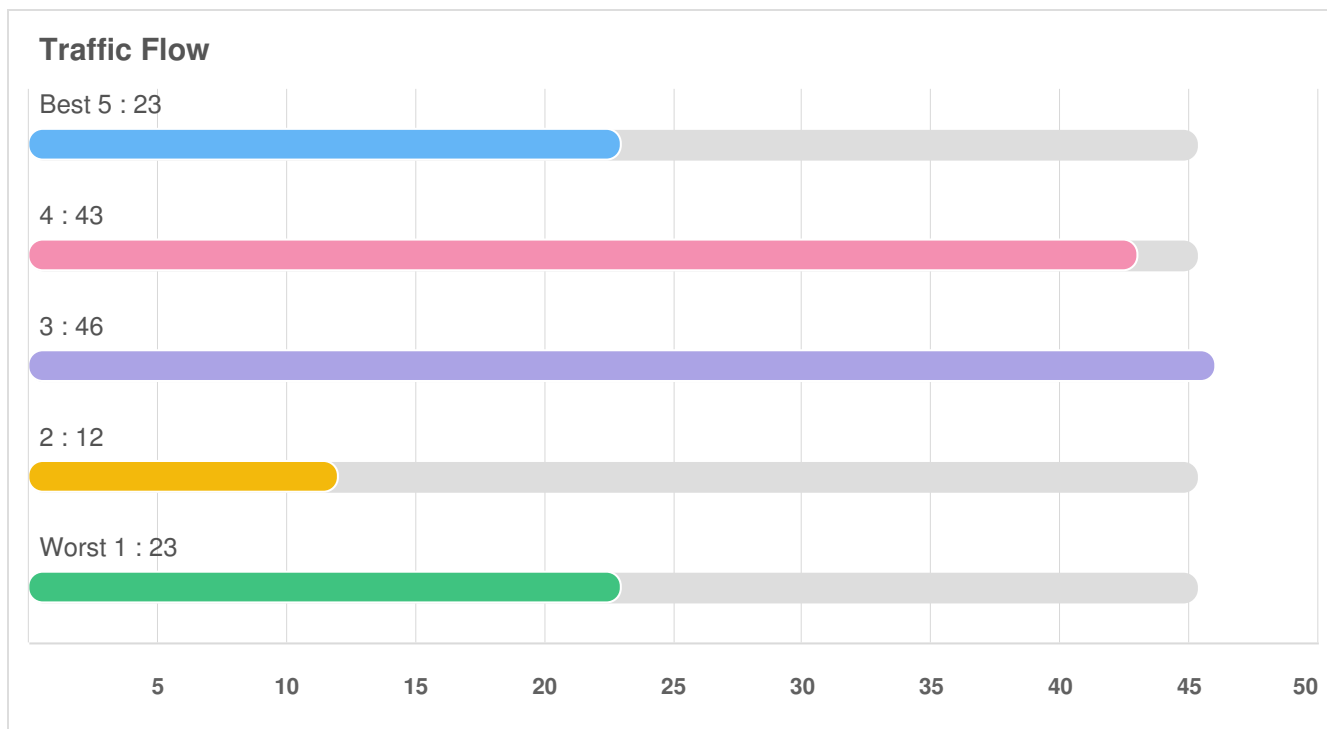
2 : 13

Worst 1 : 14









Q30 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

artfulDane

2/20/2022 11:15 PM

I bike through here (turn right onto CO42 from hecla) and drive here (right onto 42 or left from 42 to hecla). Having a separated bikeway here would be a big improvement. Especially because people are speeding due to merging lanes and the shoulder disappears just north of here.

Douglasferg

2/23/2022 06:47 PM

Need 4 lanes all the way from c470 to baseline road

cswarton

2/23/2022 09:15 PM

Need to just keep moderate speeds and safety here for the businesses and residents in the area who use them.

Peter Schmitt

3/01/2022 09:59 AM

This process feels like consultants saying "Look! We took in community feedback" to justify decision making... without considering the most effective way to accept feedback. It is a very repetitive survey.

Tiffanyminshaw

3/02/2022 09:50 AM

Same as above for this alternative.

RUEL G ROUTT

3/02/2022 11:50 AM

like the optional turn/straight lanes

Swneville

3/02/2022 03:18 PM

Better than what exists now, but only slightly.

Joshua Cooperman

3/02/2022 05:05 PM

Would traffic be required to yield to bicycles and pedestrians? There is a lot of useless tarmac in the middle of the intersection. Do there really need to be so many traffic lanes? Why are there no east-west bicycle lanes?

Marilyn Morris

3/03/2022 08:03 AM

Underpass exists to cross for bikes and pedestrians. Left turns onto rte 42 are very difficult/

mattmachad

3/03/2022 09:47 AM

Please no more lights!!

Keith Bobo

3/03/2022 09:57 AM

Co-42 needs to be 4 lanes. Plan for the future

derk.norton

3/04/2022 11:37 AM

The traffic flow narrows down to a single lane in both directions on Co-42 at the intersection. The speed limit should be lowered here.

ericgilleland

3/04/2022 12:50 PM

Hecla doesn't need a signal. It is easy enough to drive over to Paschal or S. Boulder Rd instead if you want to turn left. This idea just slows traffic unnecessarily.

lesleem_21

3/04/2022 01:36 PM

A stop light with arrow to turn left plus a crosswalk is essential to me at this intersection. It would cut down on traffic speeding down/up Hecla past Cowboy Park (where my kids play) to get to light at Paschal

djblankinship

3/07/2022 05:10 PM

Too much for this intersection. The underpass is intended to provide east/west connectivity so let's not do much to encourage non-motorists to cross east/west at street level.

cathcam

3/07/2022 09:45 PM

Again, please explain how cyclists would turn left?

jhforbesmgforbes

4/09/2022 09:03 PM

Combined turn lanes slow things down. Again, one bidirectional bike lane makes more sense.

JeffP

4/12/2022 10:58 AM

NO traffic lights YES roundabouts

hmoshak

4/12/2022 02:47 PM

Not enough protection for bicycles, no median

sbasker

4/12/2022 03:20 PM

Some buffering is better than nothing

AmandaCSJ

4/12/2022 11:08 PM

Do bikes cross intersections as cars or as pedestrians? Or get a bike signal like on Iris and Broadway (9th street bikeway) in Boulder?

jordang

4/13/2022 10:40 AM

Don't think this needs a light

Lindj

4/13/2022 12:18 PM

Don't like not being able to right on red.

jlmerriick

4/13/2022 07:06 PM

I do not like this alternative because of no RT on red. It seems it would really disrupt traffic flow at this intersection.

Cotjones

4/13/2022 08:30 PM

Like the combo right turn/straight lanes

Nataly Handlos

4/14/2022 03:29 PM

Please make sure to incorporate the bus stops for Route 228 - current one in place northbound, nearside the underpass and new to come soon, southbound, farside of Hecla! If you need location info for these and the ones to be implemented at Baseline (both directions), as well as the one at NB farside Northpark Dr, please let us know (RTD - Nataly) ; potential bike/bus conflict due to stops

kbwatso

4/14/2022 06:33 PM

NO NEW SIGNAL

louisvillarental

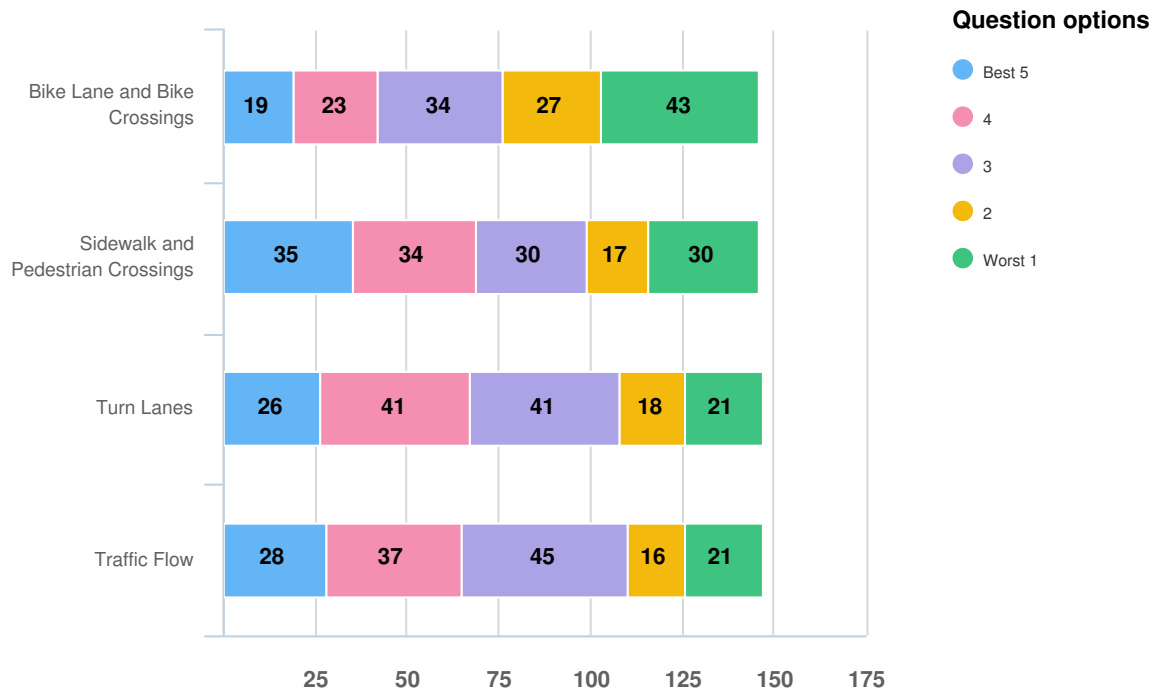
4/15/2022 04:29 PM

When you are giving info on whether one option or the other has a higher or lower cost to implement, we (tax payers) need to know if our taxes will be raised if we choose one or the other, because that will impact our vote/ranking. Where is this information provided, and if it is not, this needs to be re-done with that information so people can make an informed decision. Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed changes, not just 1 day - this is horrible planning.

Optional question (29 response(s), 158 skipped)

Question type: Essay Question

Q31 Please rank the following elements of Alternative 2 for Hecla Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...



Optional question (147 response(s), 40 skipped)

Question type: Likert Question

Q31 Please rank the following elements of Alternative 2 for Hecla Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...

Bike Lane and Bike Crossings

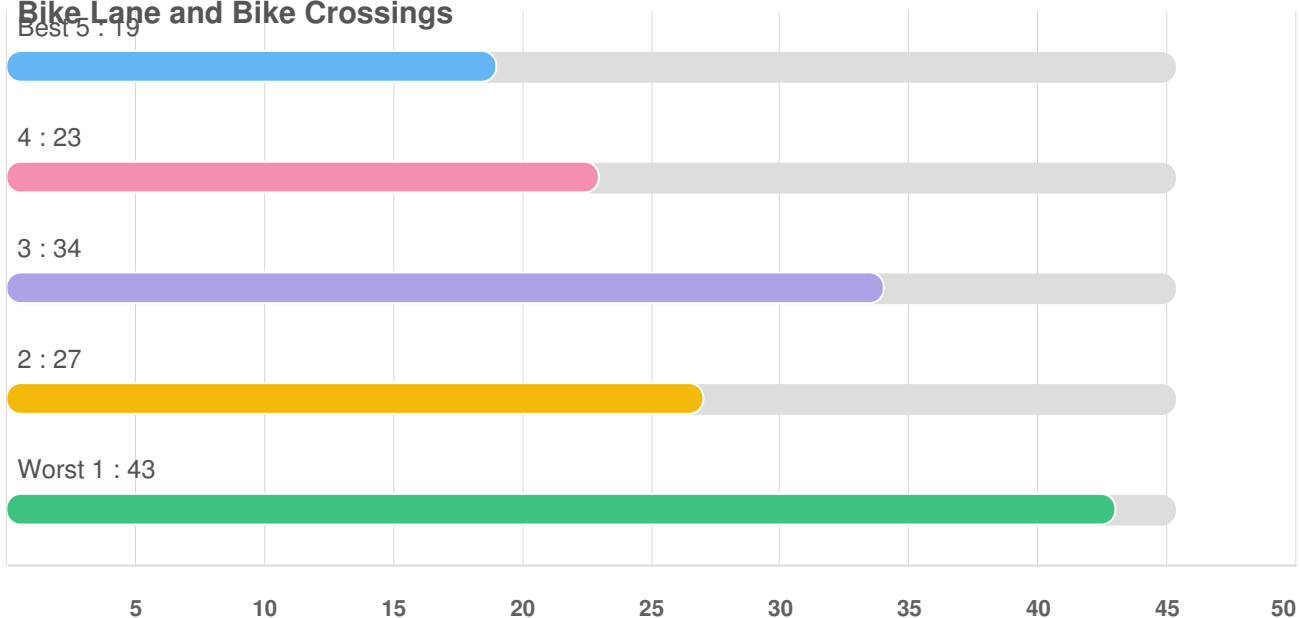
Best 5 : 19

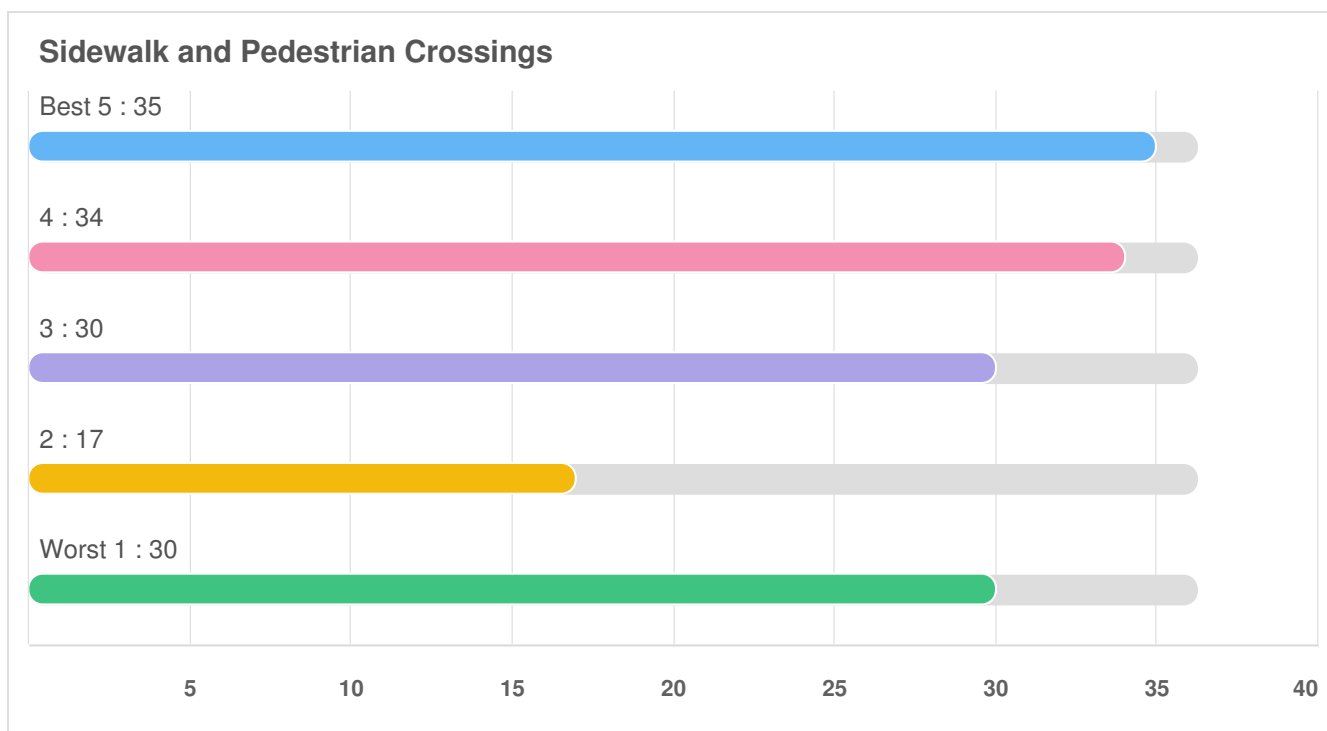
4 : 23

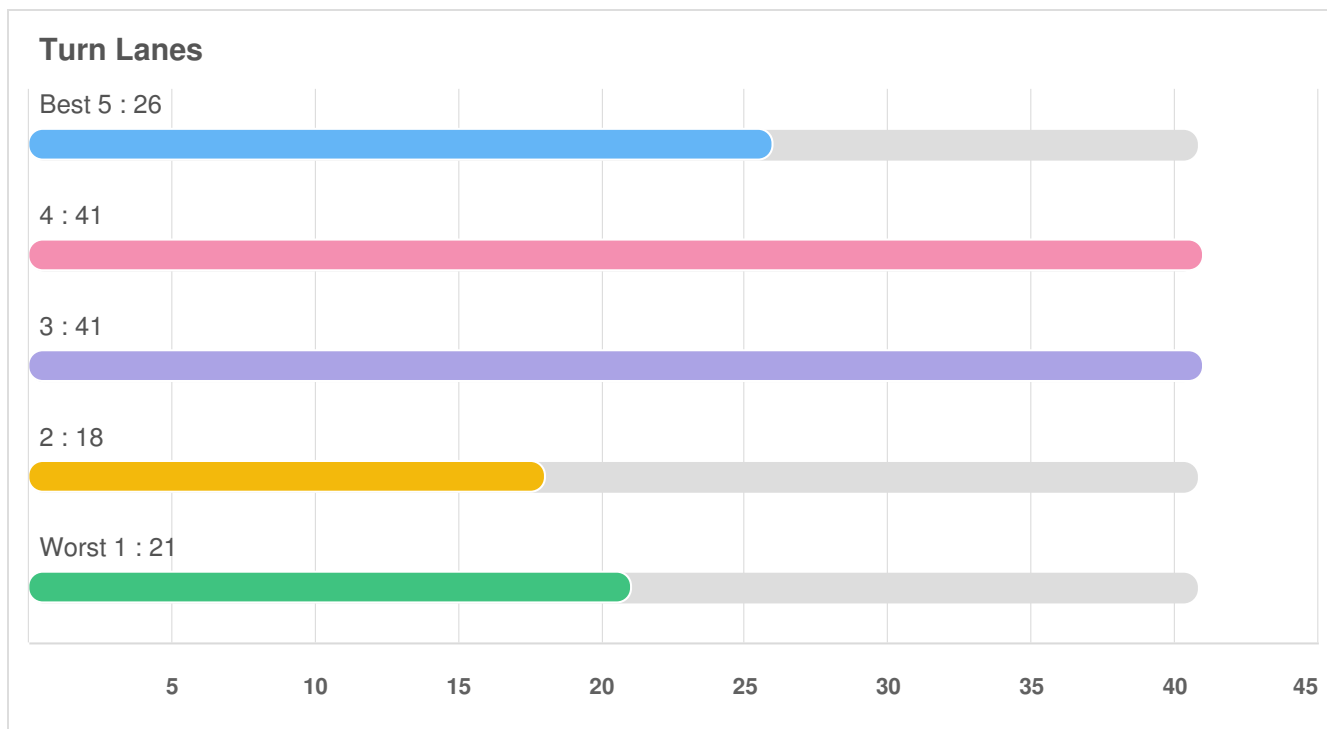
3 : 34

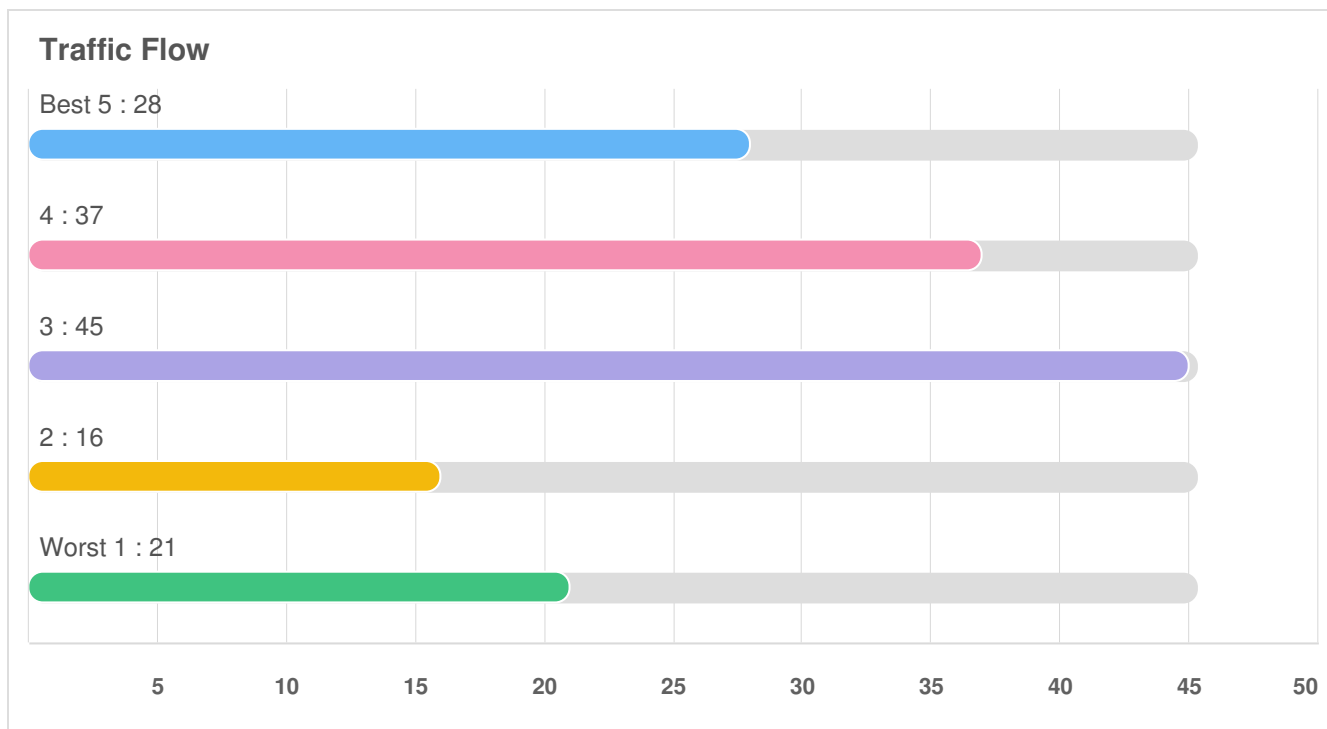
2 : 27

Worst 1 : 43









Q32 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

smith20770

2/14/2022 04:22 PM

what happened to the dedicated lane for folks turning southbound onto 42 from east Hecla - seems to have been lost.

andreakayejohnson

2/14/2022 09:36 PM

i don't understand the red

MuttD

2/16/2022 02:12 PM

Best Solution for the amount of traffic here.

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

Douglasferg

2/23/2022 06:47 PM

Need 4 lanes the entire route

cswharton

2/23/2022 09:15 PM

Problem is that bikers must share the road. Need buffers between walkers, bikers, and cars.

Tiffanymminshaw

3/02/2022 09:50 AM

Same as above for this alternative.

RUEL G ROUTT

3/02/2022 11:50 AM

like the optional turn/straight lanes

Swneville

3/02/2022 03:18 PM

No

Joshua Cooperman

3/02/2022 05:05 PM

There is some useless tarmac in the middle of the intersection. Do there really need to be so many traffic lanes? Why are there no east-west bicycle lanes?

Keith Bobo

3/03/2022 09:57 AM

This is better as it is 4 lane with two turn lanes too.

mwall44

3/04/2022 10:42 AM

If the N/S bound outside lanes turned into dedicated turn lanes, it feels like it makes more sense and be safer for bicyclists.

derk.norton

3/04/2022 11:37 AM

The traffic flow narrows down to a single lane in both directions on Co-42 at the intersection. The speed limit should be lowered here.

ericgilleland

3/04/2022 12:50 PM

Does this one add a signal? Unclear. If so, then ditto from above.

djblankinship

3/07/2022 05:10 PM

Too much for this intersection. The underpass is intended to provide east/west connectivity so let's not do much to encourage non-motorists to cross east/west at street level.

cathcam

3/07/2022 09:45 PM

In all these labelled Hecla St, I assume you mean Hecla Drive? If I understand this correctly, you've added a straight-ahead lane to both south and north directions on CO42? This is a turn I use regularly, from the north side of CO42 to the east side of Hecla Way. Adding a straight lane while maintaining the existing the two turn lanes effectively means I'd be in the vehicle left turn lane, unless thats what you intend?

jhforbesmgforbes

4/09/2022 09:03 PM

Combined right turn lanes across a bike lane with through traffic is a recipe for disaster.

JeffP

4/12/2022 10:58 AM

NO traffic lights YES roundabouts

hmoshak

4/12/2022 02:47 PM

Conflict zones for cyclists and peds

sbasker

4/12/2022 03:20 PM

No protection for bicycles, don't prioritize cars over people and bikes

jordang

4/13/2022 10:40 AM

Don't think this needs a light

kbwatso

4/14/2022 06:33 PM

NBOT BAD BUT ADD AUTO LANES.

louisvillarental

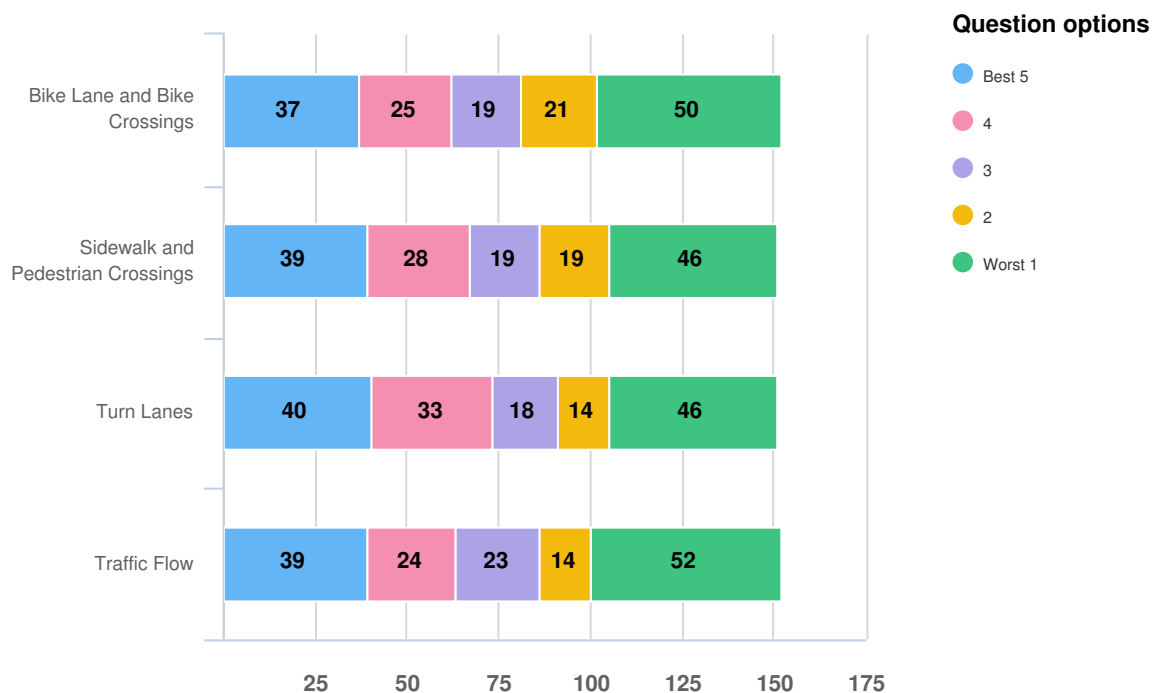
4/15/2022 04:29 PM

When you are giving info on whether one option or the other has a higher or lower cost to implement, we (tax payers) need to know if our taxes will be raised if we choose one or the other, because that will impact our vote/ranking. Where is this information provided, and if it is not, this needs to be re-done with that information so people can make an informed decision. Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed changes, not just 1 day - this is horrible planning.

Optional question (23 response(s), 164 skipped)

Question type: Essay Question

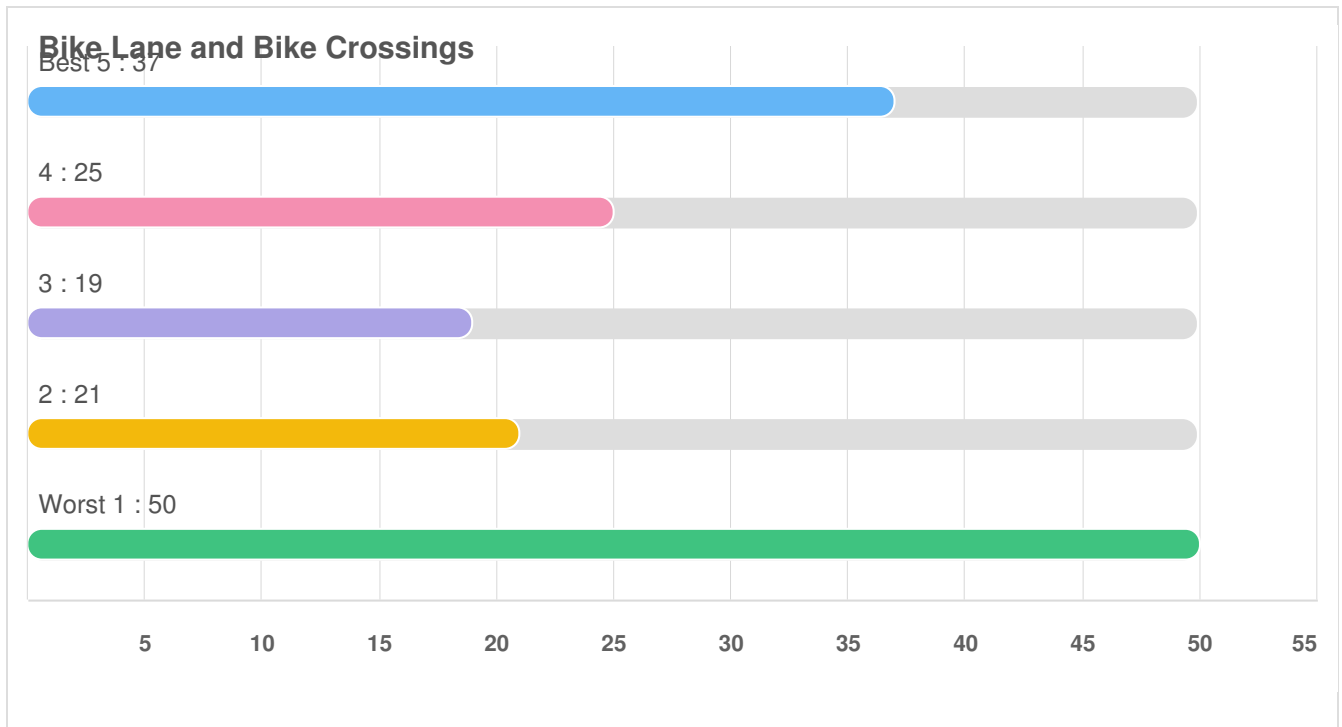
Q33 Please rank the following elements of Alternative 3 for Hecla Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...

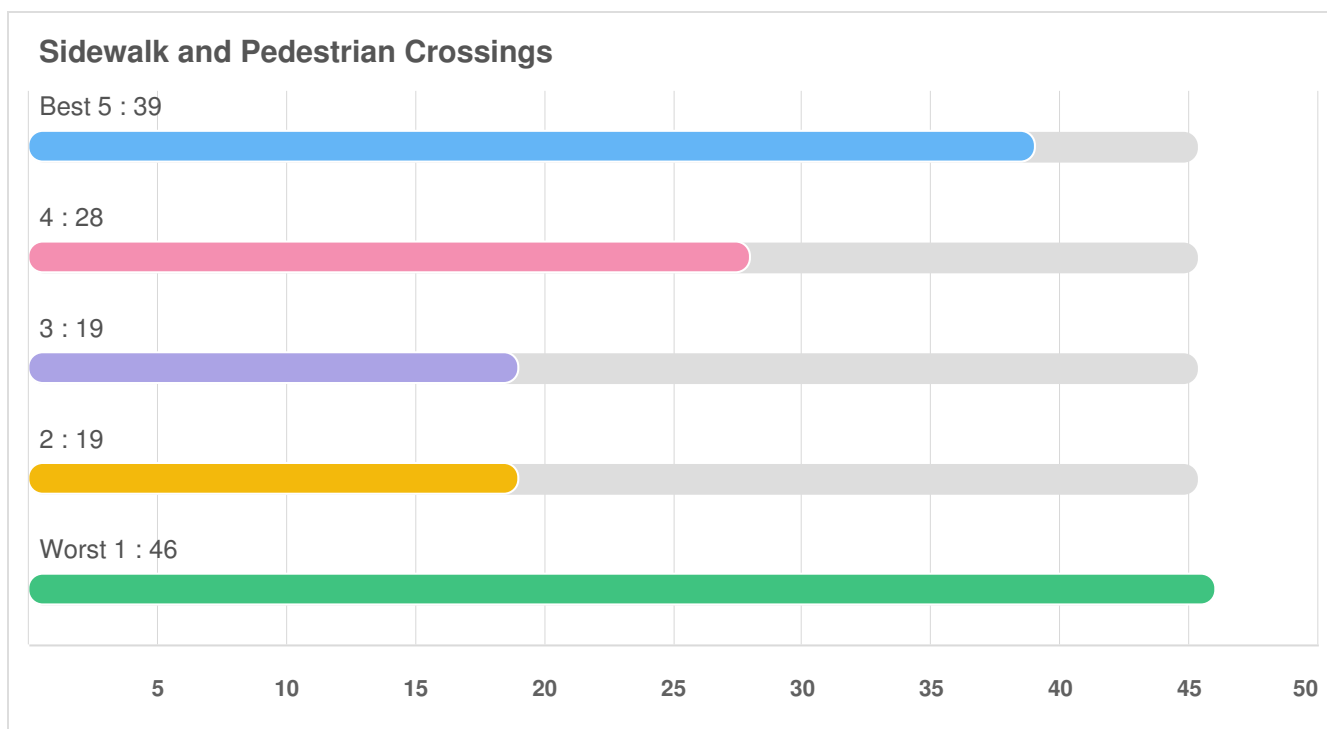


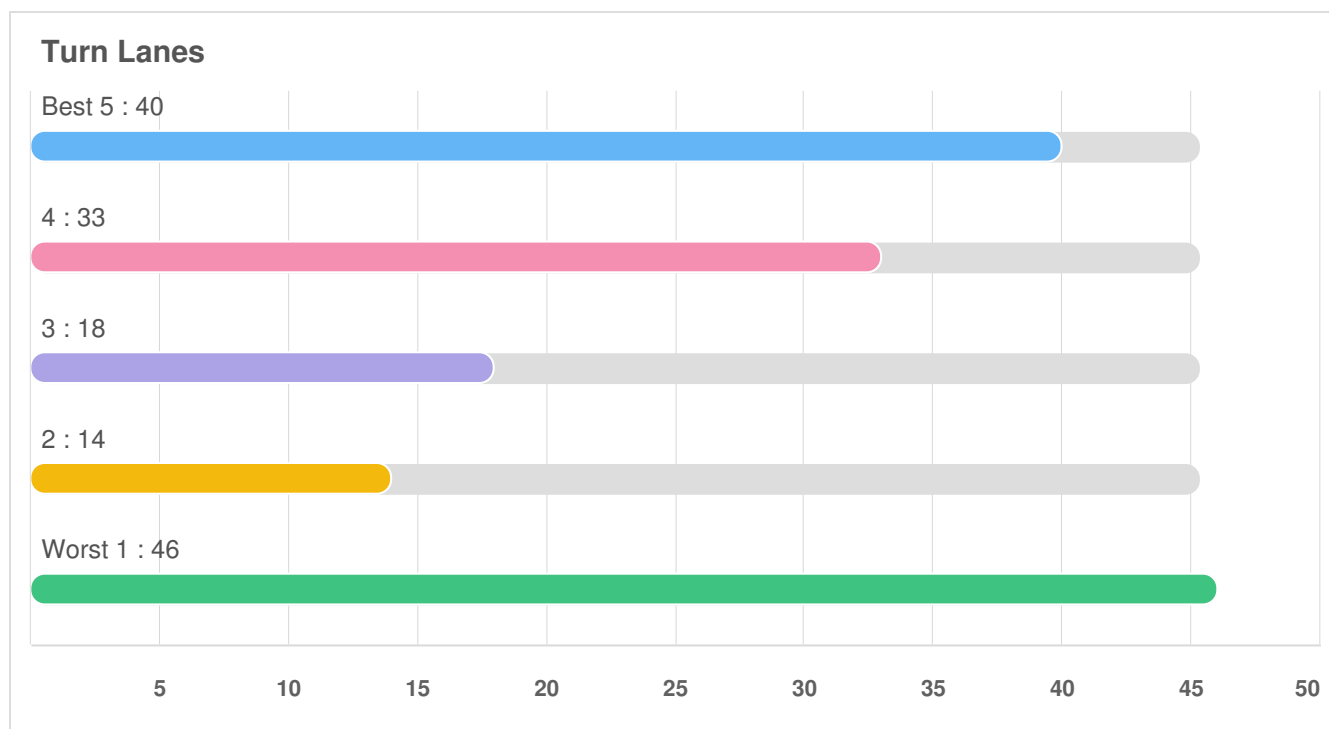
Optional question (152 response(s), 35 skipped)

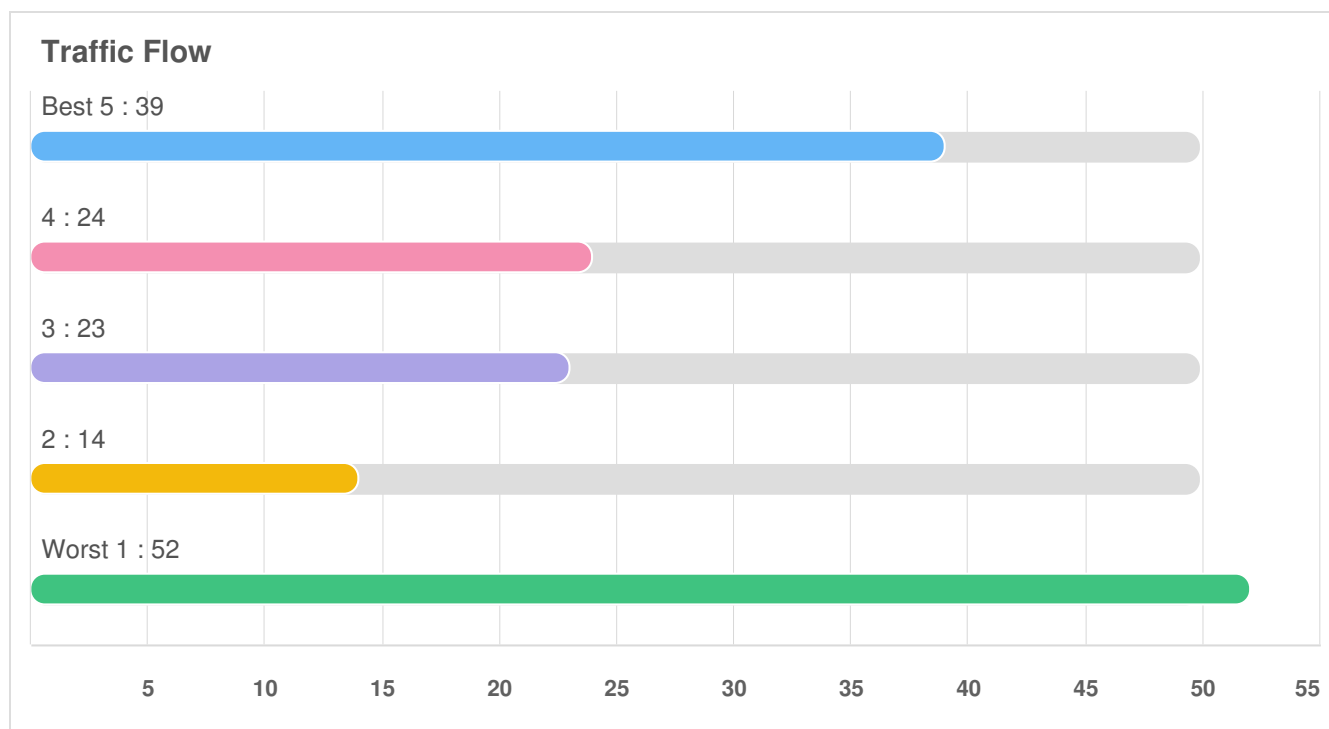
Question type: Likert Question

Q33 Please rank the following elements of Alternative 3 for Hecla Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...









Q34 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

Douglasferg

2/23/2022 06:47 PM

Turnabout worst idea for major road

cswharton

2/23/2022 09:15 PM

Ad design for this community. Many walkers, bikers, people with fogs, and disabled here. This intersection needs serious moderation and needs to support better access into the businesses like Divine Canine that need a dedicated turn lane.

Tiffanymishaw

3/02/2022 09:50 AM

Same as above for this alternative.

Patvgonzales

3/02/2022 01:55 PM

Decreased speed is a plus

Swneville

3/02/2022 03:18 PM

Best plan

Joshua Cooperman

3/02/2022 05:05 PM

How would bicyclists access the west side of Highway 42? Why are there no east-west bicycle lanes?

Keith Bobo

3/03/2022 09:57 AM

Traffic circles only work in light traffic and become parking lot in heavy traffic, Large trucks have problems with Traffic circles. Will become a parking lot in heavy traffic.

derk.norton

3/04/2022 11:37 AM

I like round-about, they do slow down traffic which is needed here.

ericgilleland

3/04/2022 12:50 PM

Ditto from above. It is safe and easy to turn right from 42 onto Hecla. It is easy to turn left on Sunday morning, e.g., from Hecla onto 42. Otherwise, it is not really needed to be used as an intersection for most purposes.

Christina Kumler

3/04/2022 12:55 PM

My only concern about this is having cyclists go the other direction, where do they cross to get to the two-way path section? Unless a 2-way path runs along all of 95.

laesecke

3/04/2022 04:48 PM

No round-about along this busy corridor!

Tom r

3/04/2022 05:27 PM

I think roundabouts are dangerous for all modes of travel and no fun to drive meaning they add to stress. In Arizona west of Verde Valley headed to Prescott, they ruined the scenic drive as their social engineering causes you to have to be constantly on guard for the next DREADED ROUNDABOUT....WHICH MEANS MORE STRESS.

cathcam

3/07/2022 09:45 PM

As per comment on all the other traffic circles.

jhforbesmgforbes

4/09/2022 09:03 PM

An extra lane would improve traffic flow.

aeroncaben

4/11/2022 03:55 PM

This sets up a condition where a bicyclist is crossing from right to left in front of a motorist who is waiting for a gap in traffic (and looking left). Can't think of any condition which is less safer for someone bicycling.

tlantzy

4/12/2022 10:56 AM

right now the speed goes from 35 to 50 just north of So Bldr Rd... and then traffic jams on the turn west into the subdivision.. that needs to be fixed before any of this and again going from 2 lane to 1 is problematic

JeffP

4/12/2022 10:58 AM

NO traffic lights YES roundabouts

dwc309

4/12/2022 11:49 AM

Don't like a round about here. Too much traffic although this might be another place where it could be tried.

hmoshak

4/12/2022 02:47 PM

Invest in safety!

sbasker

4/12/2022 03:20 PM

Safety and flow of traffic, consistent safe intersections

jordang

4/13/2022 10:40 AM

I don't like the idea of adding a light here. And I'm sick of people turning right from Hecla onto southbound 42 right in front of me going southbound because there isn't much space to get over to the right turn lane on South Boulder and you either have to massively slow down or speed up to get around them.

Lindj

4/13/2022 12:18 PM

Like the traffic circle design.

Nataly Handlos

4/14/2022 03:29 PM

this layout does NOT take into consideration the new transit stop, SB farside at Hecla; please make sure to incorporate the transit stops for Route 228 in these designs

kbwatso

4/14/2022 06:33 PM

NO JUST NO

louisvillarental

4/15/2022 04:29 PM

Traffic circles cause anxiety especially for foot and bike traffic. When you are giving info on whether one option or the other has a higher or lower cost to implement, we (tax payers) need to know if our taxes will be raised if we choose one or the other, because that will impact our vote/ranking. Where is this information provided, and if it is not, this needs to be re-done with that information so people can make an informed decision. Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed changes, not just 1 day - this is horrible planning.

Matt A

4/15/2022 05:30 PM

Another obvious circle choice.

LP

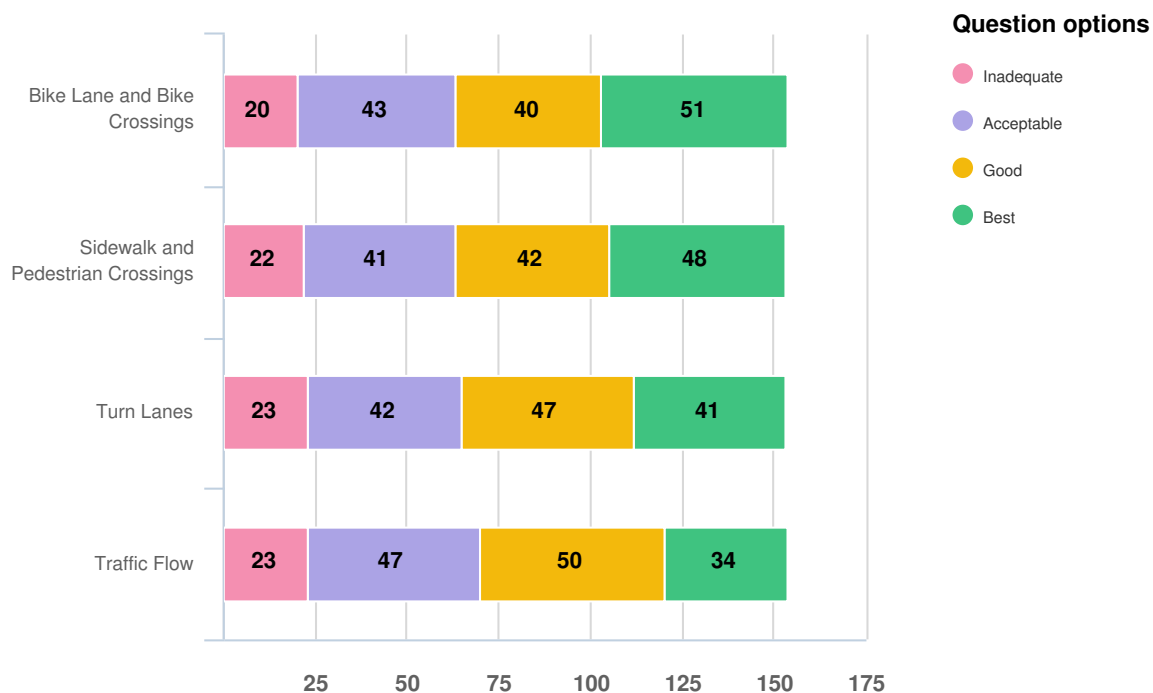
4/15/2022 07:24 PM

A roundabout would likely add confusion and reduce the efficiency of all modes of travel and increase pollution (and greenhouse gases) on top of the cost. Moving utility poles, namely transmission facilities is not cheap either and doesn't need to be an absorbed cost to the taxpayer

Optional question (27 response(s), 160 skipped)

Question type: Essay Question

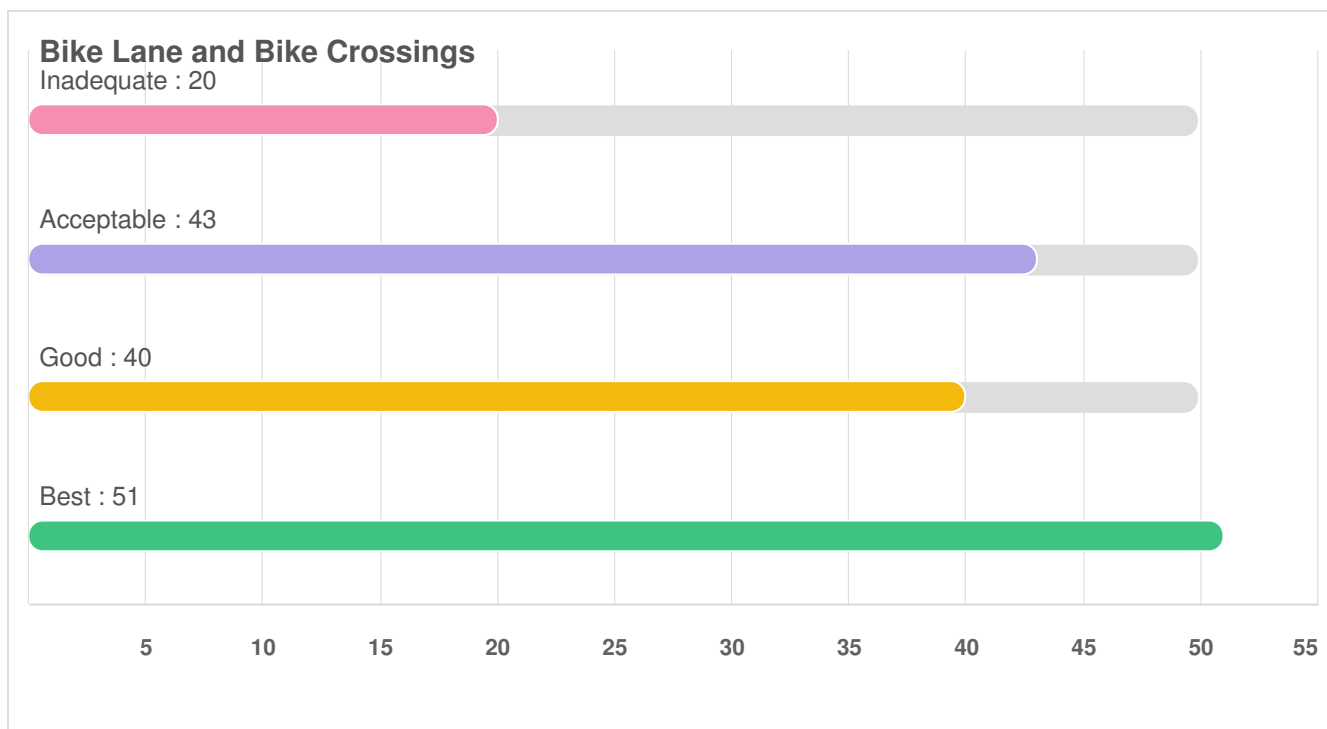
Q35 Please rank the following elements of Alternative 1 for S Boulder Road and Co-42 from 1 to 5 where 1 is the worst and 5 is ...

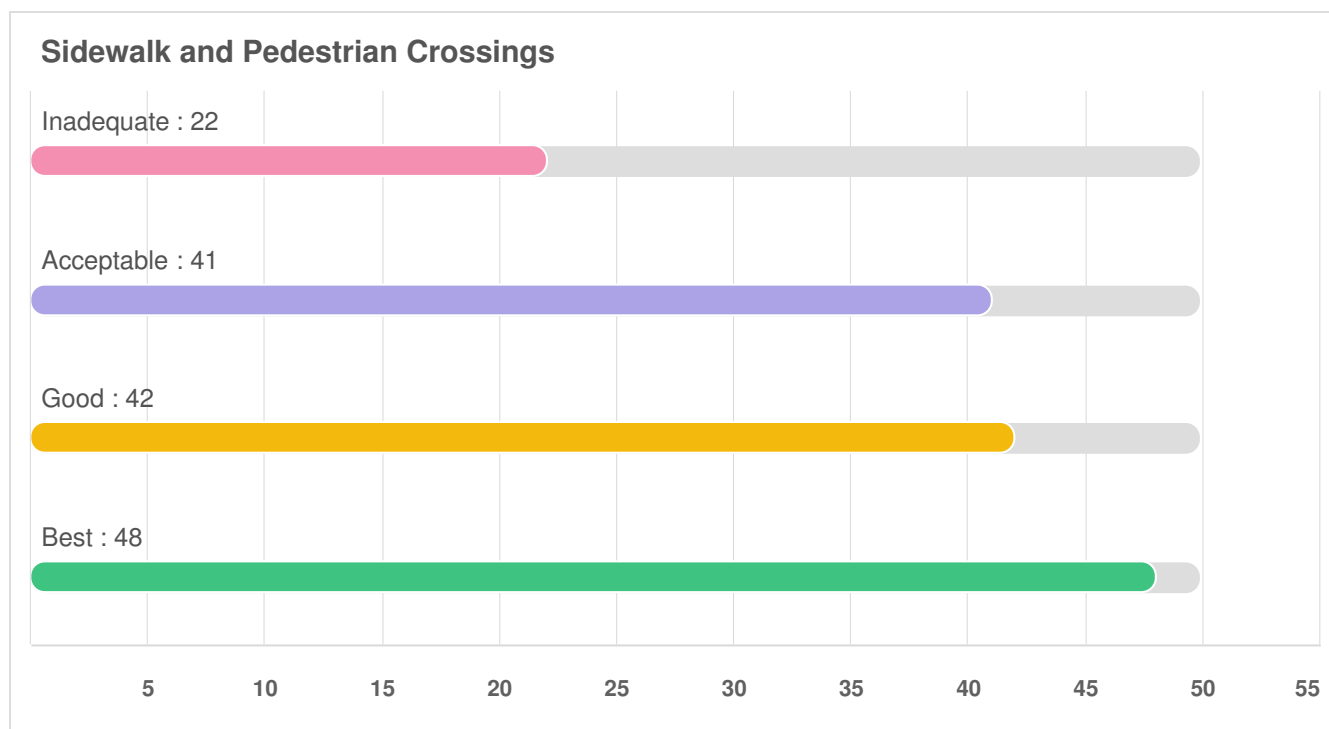


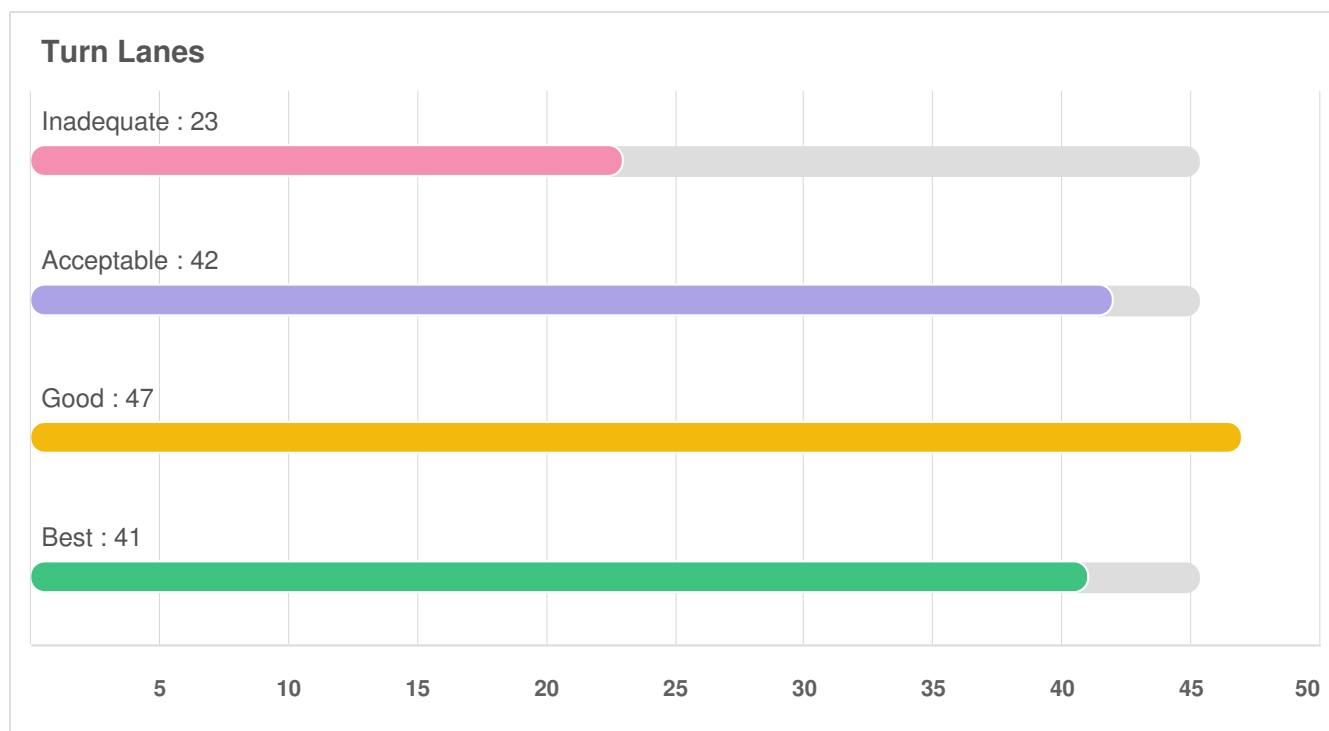
Optional question (155 response(s), 32 skipped)

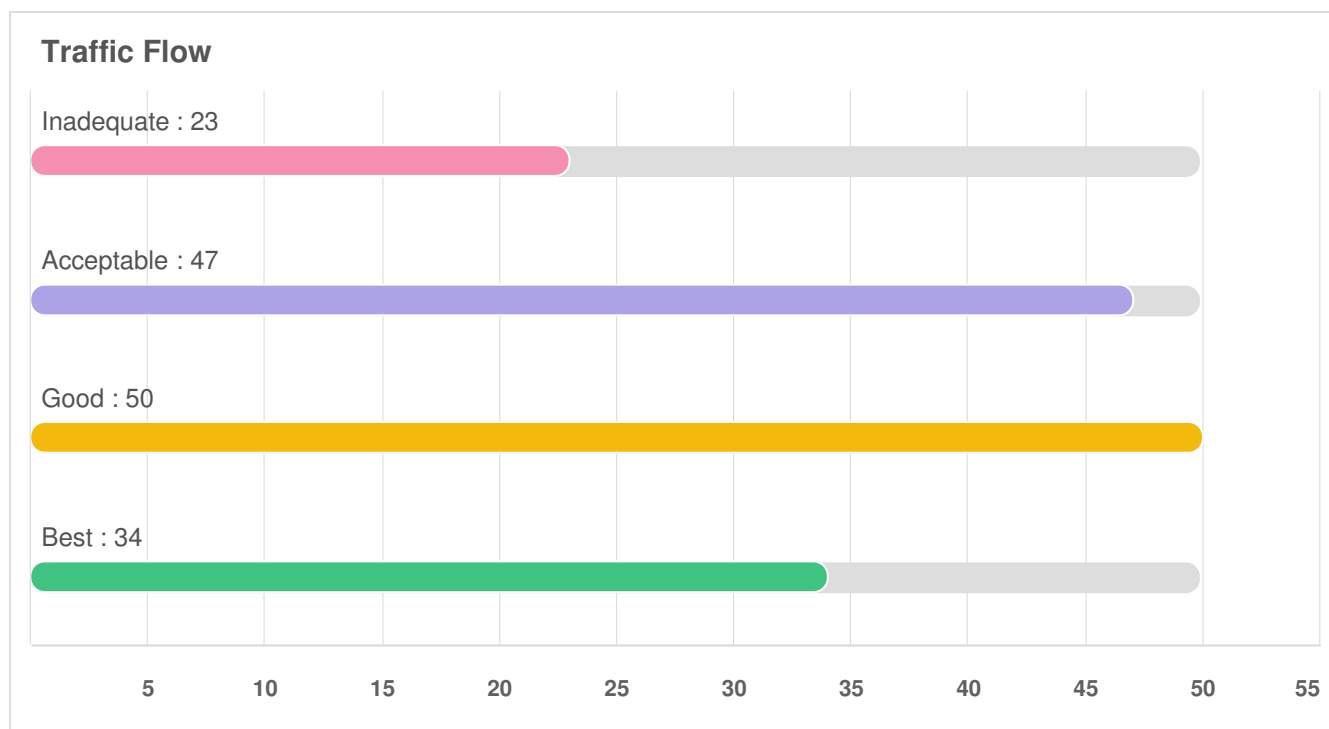
Question type: Likert Question

Q35 Please rank the following elements of Alternative 1 for S Boulder Road and Co-42 from 1 to 5 where 1 is the worst and 5 is ...









Q36 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

trailsnet

2/14/2022 04:14 PM

This would be a big improvement, but that is a dangerous intersection for bicyclists and pedestrian unless/until we someday put in an above or below grade crossing.

stephenjpack

2/15/2022 03:04 PM

Why are the choices for this question different than all others??

MuttD

2/16/2022 02:12 PM

Intersections needs right hand turn cut outs and merge lanes.

David

2/17/2022 02:05 PM

I don't seem to be of the same mindset as the planners. I have always thought of bicycles as being roadway vehicles. I certainly encourage wide enough lanes on each side of the road to accommodate safe biking, but I don't understand the need for diversions for road crossings, or putting both bike lanes on one side of the road. Using bikes for commuting should prioritize smooth lanes without the diversions shown in many of these options.

courtneylpeck

2/18/2022 03:59 PM

Note, the multiple choice bubbles for Alternative 1 for S. Boulder Rd changed (rated Inadequate to Best rather than 1 to 5).

Duelleg

2/19/2022 10:54 AM

1. This is perhaps the most critical intersection in this entire plan since it links many residential and commercial areas. Can people ride and walk to restaurants and stores safely? Also, it needs to be considered to allow students to ride and walk to local schools in the area and be made as safe as possible. 2. This design encourages safer cycling, but also adds traffic lanes. Looks like it will keep traffic moving, with little increase in travel times. 3. Why are the click boxes for this question 34 different than all (most) of the rest?

artfulDane

2/20/2022 11:15 PM

one of the biggest problems at this intersection is that it takes forever standing in the sun or rain or snow to cross diagonally as a pedestrian because you have to wait two complete light cycles. Maybe it would be reduced if there are full sidewalks on south and east directions. So many lanes means a long way for pedestrians to cross.

alysonc

2/21/2022 11:29 AM

So far, in this survey, you have been using a Lichert scale of 5 elements where leftmost is worst and rightmost is best. And, suddenly, on a similar question, it is a Lichert scale of 4 and leftmost is best and rightmost is worst. Do you really think survey takers are going to catch that?

Sheri VandeRiet

2/23/2022 06:30 PM

This answer scale is reversed from the others, and has different criteria! This may skew the survey results.

cswharton

2/23/2022 09:15 PM

Need longer walking/street crossing times.

sdunbar

2/24/2022 11:25 PM

Did you notice your direction of the ranking switched from worst->best to best->worst with this question?

Tiffanymminshaw

3/02/2022 09:50 AM

Same as above for this alternative.

Kent Thompson

3/02/2022 10:21 AM

The alternatives are reversted on this question. I answered the question as asked.

Joshua Cooperman

3/02/2022 05:05 PM

Would traffic be required to yield to bicycles and pedestrians? There is a lot of useless tarmac in the middle of the intersection. Do there

really need to be so many traffic lanes?

gfields108

3/02/2022 07:44 PM

why is the ranking system different for this one alternative?

Marilyn Morris

3/03/2022 08:03 AM

four lanes will congest traffic along the rest of the area. Not acceptable. Underpass may help pedestrians; no significant bike traffic at this time.

Keith Bobo

3/03/2022 09:57 AM

Under pass for people and bikes is what will make this work.

cmccomb

3/03/2022 03:29 PM

assuming an underground bike/pedestrian tunnel is ridiculous - there is no place to put it.

SquareState

3/03/2022 10:05 PM

Years ago I inquired why there was no sidewalk on the east side of CO42 south of South Boulder and told that the Open Space would not give ROW for it, so I don't see how an underpass is going to happen, given that it needs room for the gradual descent and ascent at the entrances. I don't see why we would provide grade level crossing where there is a \$1.5M tunnel. What is the point? Also, why did you change the rating scale on this one item??

ericgilleland

3/04/2022 12:50 PM

The Best to Inadequate ratings don't jive with the instructions at the beginning of this question, so not sure how to respond. I don't like it, though. I do like the underpass but I understand that is for al alternatives?

cathcam

3/07/2022 09:45 PM

This seems like the best solution for the intersection. It's not clear how you'll find space on the south east side of West South Boulder rd for a bike lane and a car right turn lane?

jhforbesmgforbes

4/09/2022 09:03 PM

Combing the bike lanes would be better.

lfersHomeTown

4/11/2022 06:16 PM

The graphic looks like it will encroach on an existing building on the SW corner of the image. That seems excessive.

JeffP

4/12/2022 10:58 AM

NO RED LEFT TURN ARROWS. Terrible, stupid, wasteful, inefficient failure of design. BLINKING YELLOW YIELD LEFT TURN ARROWS

YES I avoid this intersection by cutting through side streets because this intersection is a COMPLETE FAILURE OF CIVIL ENGINEERING. Engineers who built this should be held civilly liable for the damage they did.

harmony

4/12/2022 11:21 AM

Do not want underpass-too costly. Cross at the light.

sbasker

4/12/2022 03:20 PM

Some buffering is better than none but not as good as Alt. 3

Steve Seeger

4/12/2022 06:58 PM

Bi-directional bikes on one side. Figure out how to let right turns happen in low congestion without having to wait for arrows.

AmandaCSJ

4/12/2022 11:08 PM

This seems doable but not much of an improvement. I would find other routes by bike. I am also not confident the underpass will be accessible.

jordang

4/13/2022 10:40 AM

I don't think such elaborate bike lanes are necessary if an underpass is present

Lindj

4/13/2022 12:18 PM

Like underpasses and separated bike lanes.

jlmerriek

4/13/2022 07:06 PM

Obviously, changed the ranking metrics for this alternative.

Nataly Handlos

4/14/2022 03:29 PM

This intersection is massive and not a bike or ped friendly location, no matter what! The traffic volumes are insane at peak times and the slope to the south on CO42 creates visibility issues, for bike and ped. The medians will be helpful - need to keep in mind that there might be a need for future transit stops to allow for connections to/from DASH to CO42 BRT; either way there would be bike/transit potential conflicts

kbwatso

4/14/2022 06:33 PM

ADDS MILLIONS DUE TO CONDEMNATION. THIS IS A BAD BAD BAD PUSH QUESTION AS YOU HAVE SWAPPED THE GOOD AND BAD SIDES OF THE ANSWER. DISENGENUOUS. REALLY???

DebraBaskett

4/15/2022 09:31 AM

I do not support the property acquisition/expense of SW corner.

louisvillarental

4/15/2022 04:29 PM

Why did you change the headings on the voting on this question? By this time in the survey people are used to best being on the right and worst being on the left so they are probably not noticing the change. Plus the headings are different - how will you compare your data when it is different for question 35 than for every other question. This question should be re-written in a new survey to everyone. When you are giving info on whether one option or the other has a higher or lower cost to implement, we (tax payers) need to know if our taxes will be raised if we choose one or the other, because that will impact our vote/ranking. Where is this information provided, and if it is not, this needs to be re-done with that information so people can make an informed decision. Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed changes, not just 1 day - this is horrible planning.

Matt A

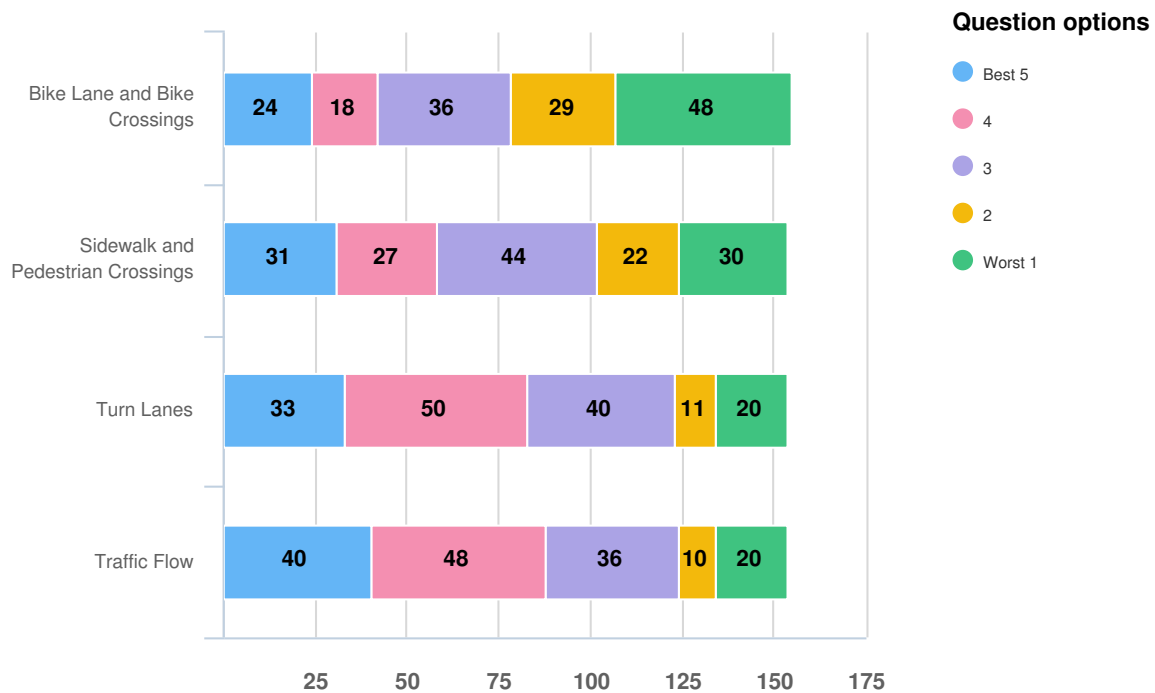
4/15/2022 05:30 PM

FYI this question's form is inverted from the rest where best is on the left and inadequate on the right. The others have best on the right and inadequate on the left. I answered mine as directed, with best on the left.

Optional question (36 response(s), 151 skipped)

Question type: Essay Question

Q37 Please rank the following elements of Alternative 2 for S Boulder Road and Co-42 from 1 to 5 where 1 is the worst and 5 is ...



Optional question (156 response(s), 31 skipped)

Question type: Likert Question

Q37 Please rank the following elements of Alternative 2 for S Boulder Road and Co-42 from 1 to 5 where 1 is the worst and 5 is ...

Bike Lane and Bike Crossings

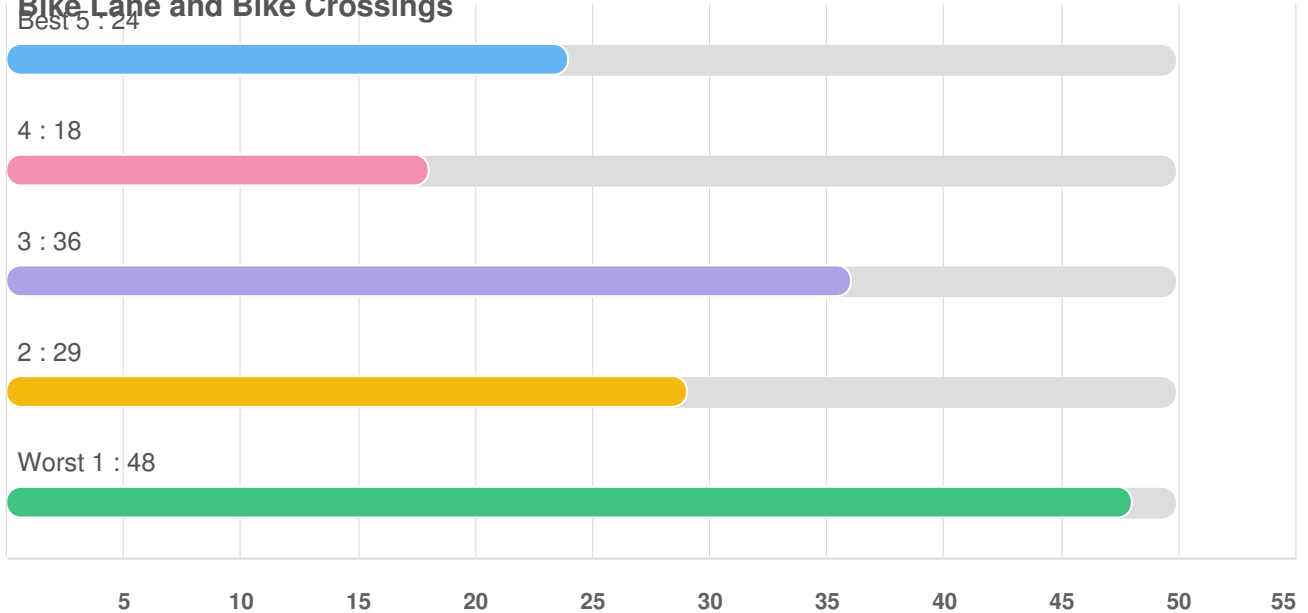
Best 5 : 24

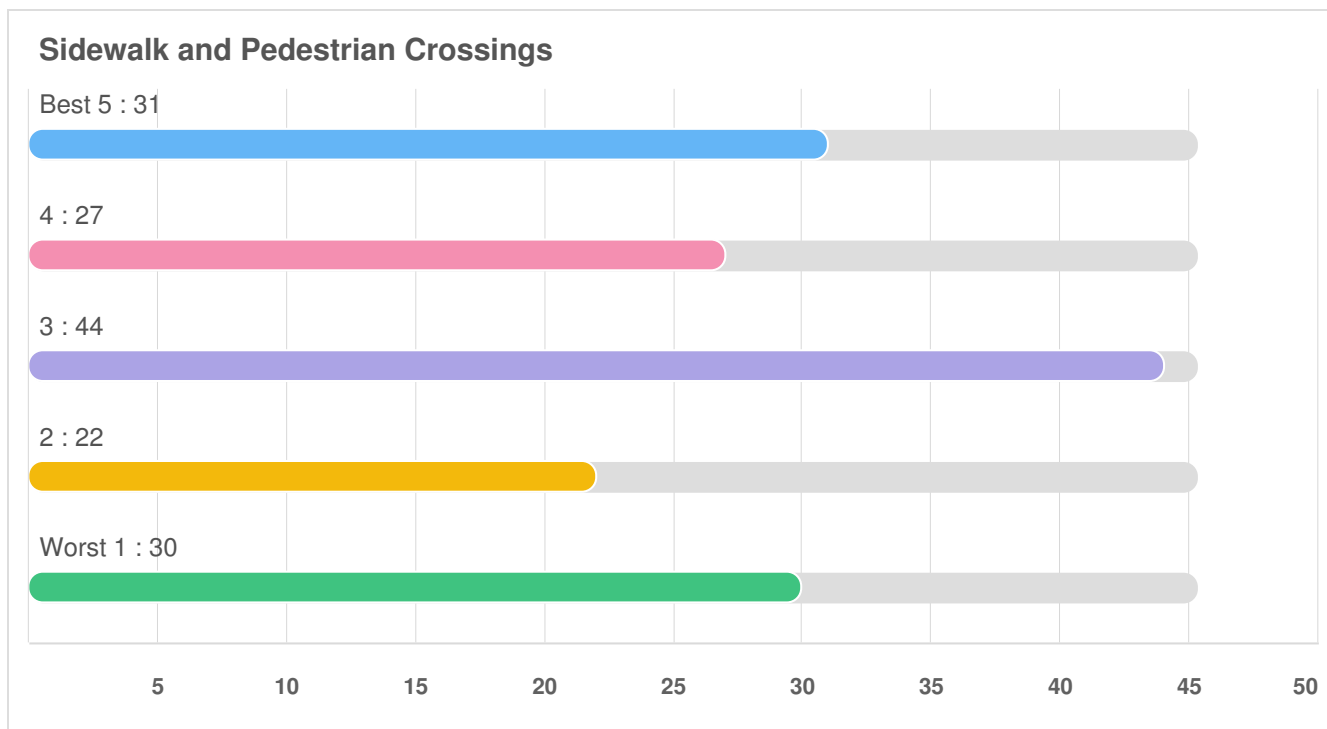
4 : 18

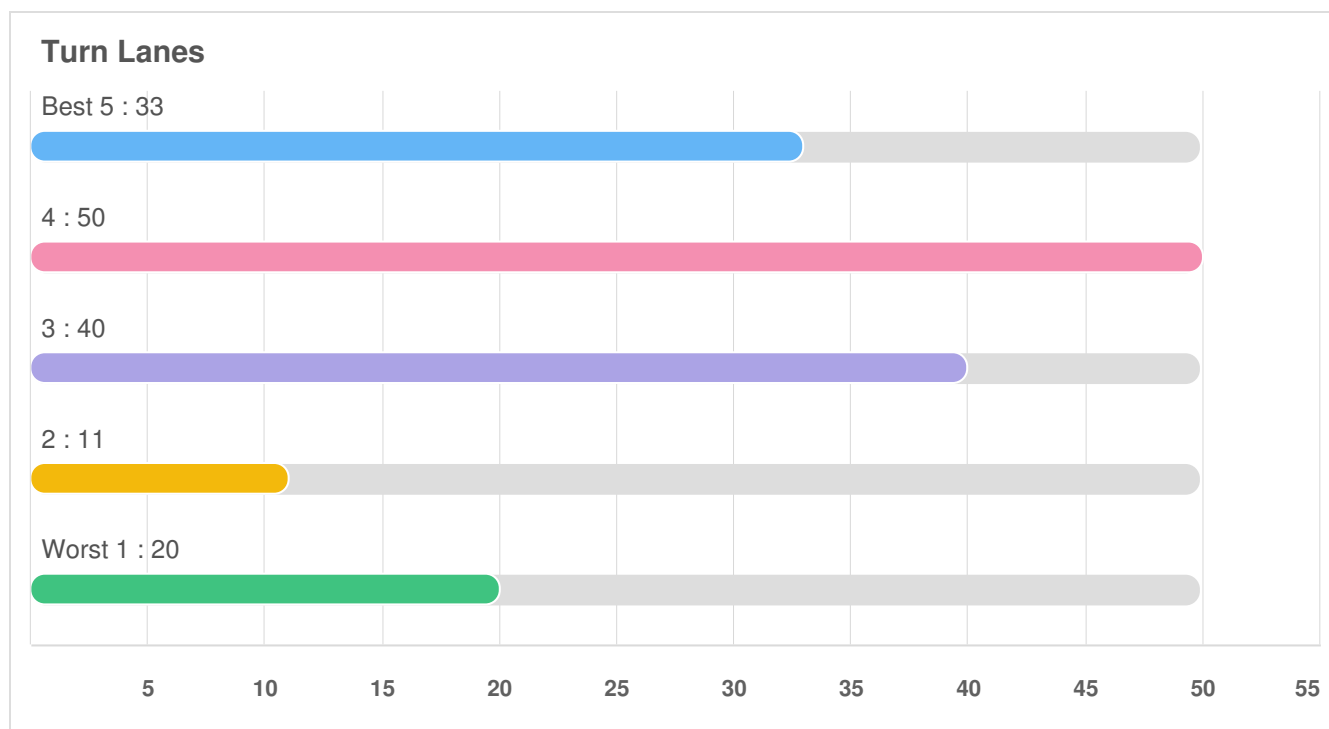
3 : 36

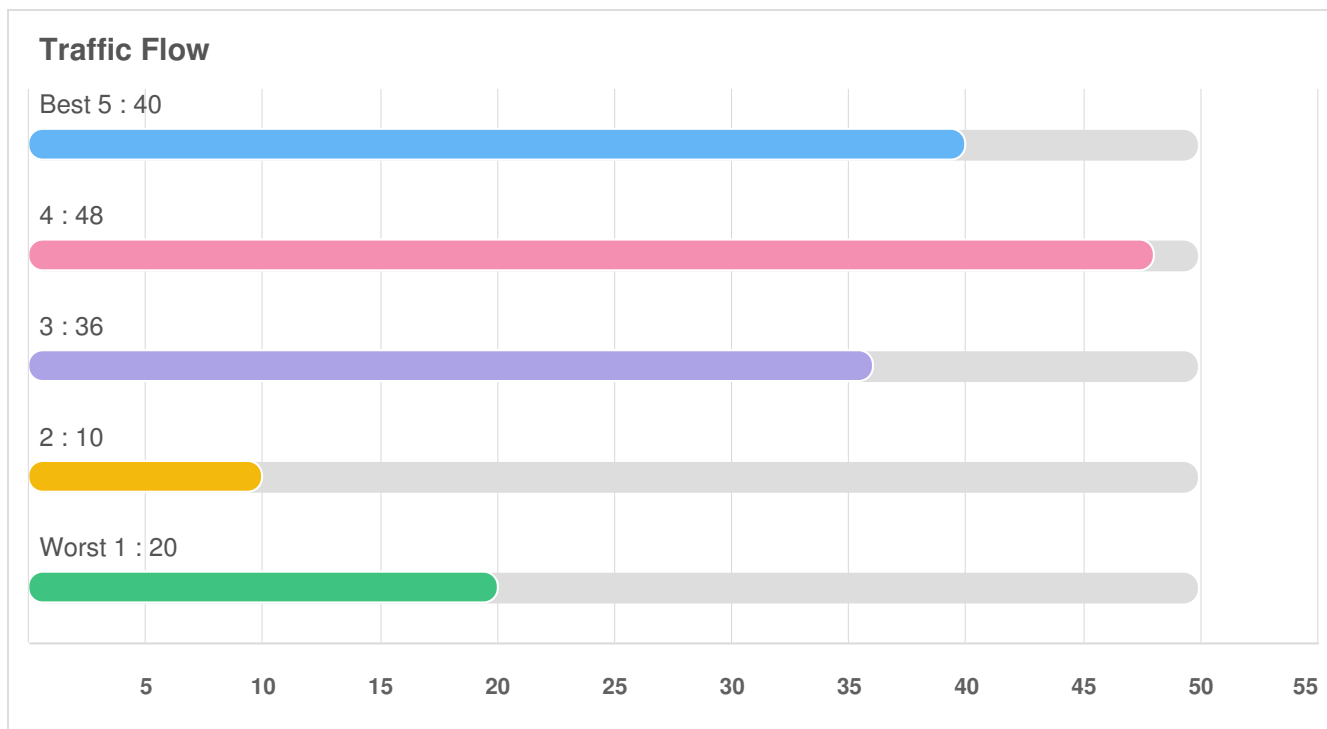
2 : 29

Worst 1 : 48









Q38 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

MuttD

2/16/2022 02:12 PM

Need right hand turn cut out merge onto east bound S. Bldr rd.

courtneylpeck

2/18/2022 03:59 PM

This appears to be almost no change from the existing intersection with the exception of more sidewalks.

Duelleg

2/19/2022 10:54 AM

1. This is perhaps the most critical intersection in this entire plan since it links many residential and commercial areas. Can people ride and walk to restaurants and stores safely? Also, it needs to be considered to allow students to ride and walk to local schools in the area and be made as safe as possible. 2. Plan does not appear to improve cyclist / ped traffic. Just adds another lane for cars, which will encourage more driving.

Raymundo

2/19/2022 07:21 PM

right turn lanes are missing

artfulDane

2/20/2022 11:15 PM

Alternative 2: remove right turn on red and slip lanes if you want to improve safety for walkers and bike riders.

cstraatsma

2/21/2022 09:18 AM

This looks the same as the current intersection, more or less

cswharton

2/23/2022 09:15 PM

Need better support for walkers and bikers at all corners. Please make a uniform design for all corners so someone does not have to guess. This intersection could benefit from safer corners.

Peter Schmitt

3/01/2022 09:59 AM

The northwest island is much bigger. This is a necessary safety improvement. My bicycle plus child carrying trailer barely fits on the existing infrastructure. This is a remarkably dangerous intersection with the width and speeds. It's really too bad that the liquor store prevents a right turn lane + pedestrian island!

Tiffanyminshaw

3/02/2022 09:50 AM

Same as above for this alternative.

mmalerba

3/02/2022 12:51 PM

I would PREFER the wide bike lane on the West Side of the street.

Swneville

3/02/2022 03:18 PM

No

Joshua Cooperman

3/02/2022 05:05 PM

There is a lot of useless tarmac in the middle of the intersection. Do there really need to be so many traffic lanes?

captainhowell

3/02/2022 08:18 PM

Need more lanes for more traffic

Keith Bobo

3/03/2022 09:57 AM

Given current land constraints, this is the best option.

kmaloney

3/03/2022 10:39 PM

Placing the northbound bike lane between two lanes of cars (in the section that's located south of South Boulder Road) is not ideal for bikes.

davidlhart

3/04/2022 08:11 AM

South of S Boulder Rd, most pedestrian traffic will want to be on the WEST side (there are fewer reasons to be on the west side of CO-42 between S Boulder and Empire).

mwall44

3/04/2022 10:42 AM

What do turning on-street bikes do?

ericgilleland

3/04/2022 12:50 PM

I like the addition of a right turn lane heading north to turn right onto S Boulder Rd.

cathcam

3/07/2022 09:45 PM

This is pretty much as it already is. If you add a dedicated right-turn lane for south leg without making the turn "no right on red" then you are proposing a more dangerous crossing from south to north. I've been brushed here while trying to cross from south to north already. Step off the sidewalk to cross, the drivers are looking for traffic coming from the west and late traffic north to turn left.

jhforbesmgforbes

4/09/2022 09:03 PM

Adjacent bike and car lanes is dangerous.

dengel7

4/10/2022 03:07 PM

You need to add right of way on southeast and southwest corners.

JeffP

4/12/2022 10:58 AM

NO RED LEFT TURN ARROWS. Terrible, stupid, wasteful, inefficient failure of design. BLINKING YELLOW YIELD LEFT TURN ARROWS YES I avoid this intersection by cutting through side streets because this intersection is a COMPLETE FAILURE OF CIVIL ENGINEERING. Engineers who built this should be held civilly liable for the damage they did.

harmony

4/12/2022 11:21 AM

Do not want underpass-too costly. Cross at the light.

hmoshak

4/12/2022 02:47 PM

Doesn't improve crash reduction

sbasker

4/12/2022 03:20 PM

Status quo, giving privilege to cars, endangering peds and cyclists

AmandaCSJ

4/12/2022 11:08 PM

This is inadequate for biking

jordang

4/13/2022 10:40 AM

These bike lanes are in the worst spot and shouldn't be there if an underpass will be present. I do like the continuous right turns here with the islands.

jlmerrick

4/13/2022 07:06 PM

No RT on south is a big problem at this major intersection. Isn't there
someway to squeeze one in. Then this would be the best alternative.

Nataly Handlos

4/14/2022 03:29 PM

east to south car turning movement creates conflict zones for
bikes/peds unless there is a signalized 'no turn on red' phase from S
Bldr Rd to CO42; medians are helpful; bike lane continues (green
bars) striping across the intersection would be helpful; unless you are
wearing some real bright colors while biking through this location,
there is a very good chance cars don't see you... because of all of the
other traffic movements possible.

kbwatso

4/14/2022 06:33 PM

LESS EXPENSIVE WITOUT CONDEMNATION. BETTER TRAFFIC
FLOWS. DO THIS

DebraBaskett

4/15/2022 09:31 AM

good to support future transit queue jump

louisvillental

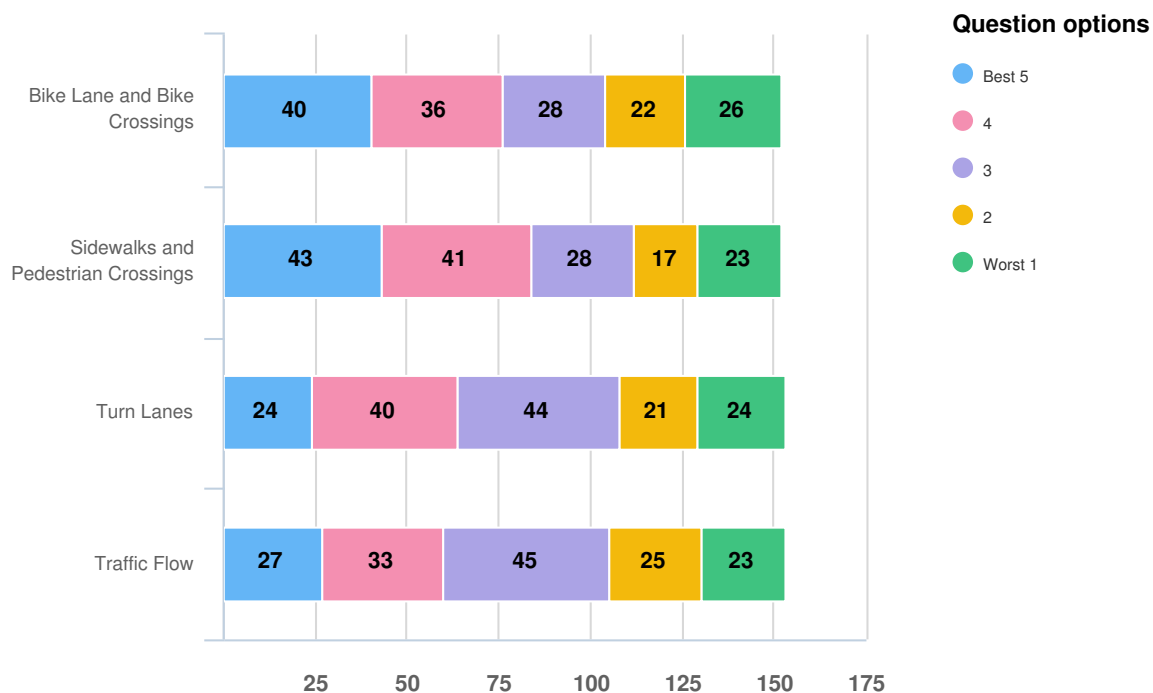
4/15/2022 04:29 PM

There should be no encroachment on open space. Ever. When you
are giving info on whether one option or the other has a higher or
lower cost to implement, we (tax payers) need to know if our taxes
will be raised if we choose one or the other, because that will impact
our vote/ranking. Where is this information provided, and if it is not,
this needs to be re-done with that information so people can make an
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taken this survey. I saw the mailer on this AFTER the in-person time
to attend and ask questions. We need more time to give input and
proper notification of these proposed changes, not just 1 day - this is
horrible planning.

Optional question (32 response(s), 155 skipped)

Question type: Essay Question

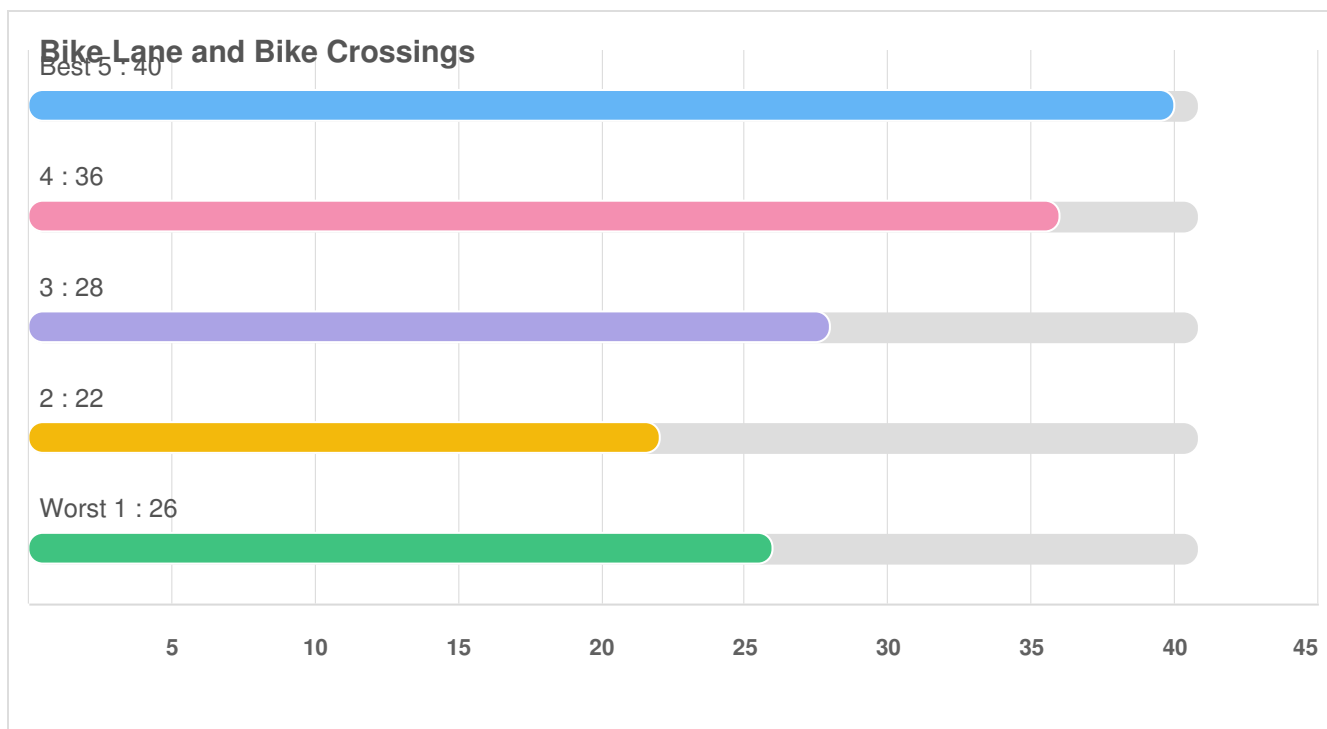
Q39 Please rank the following elements of Alternative 3 for S Boulder Road and Co-42 from 1 to 5 where 1 is the worst and 5 is ...

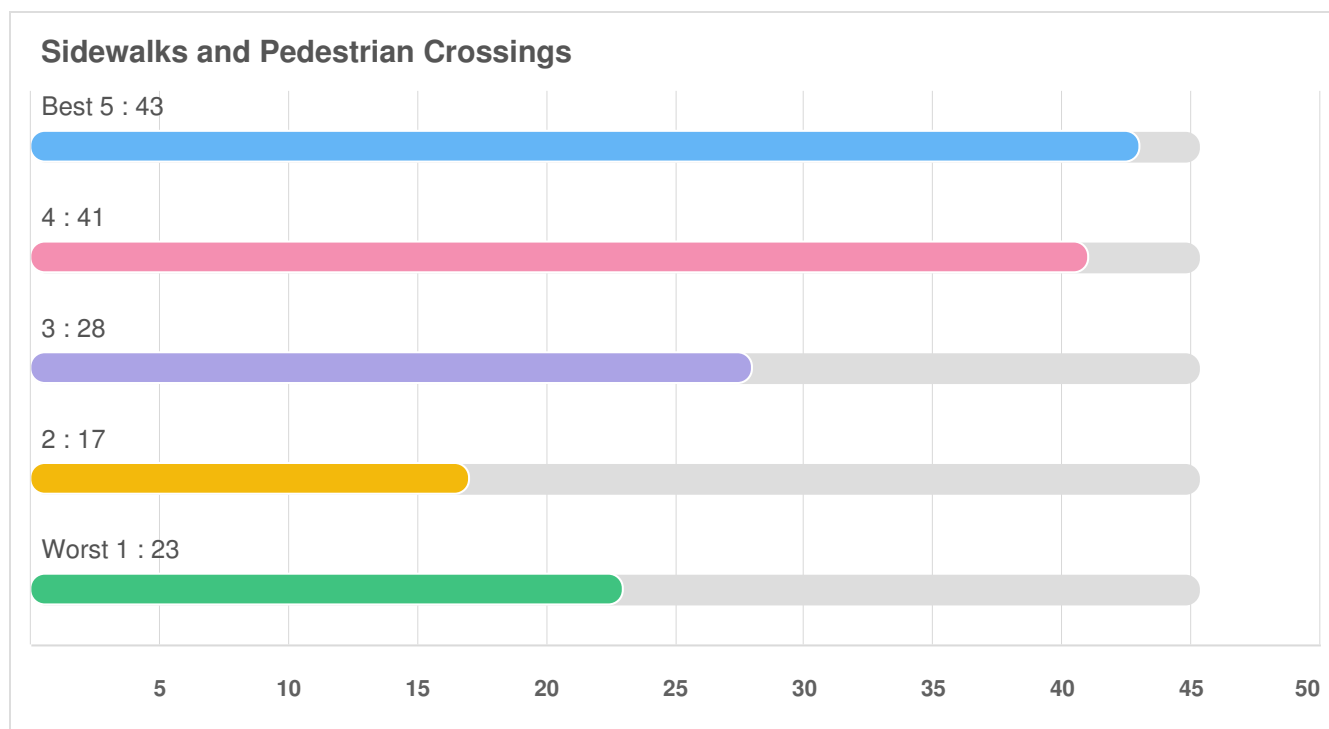


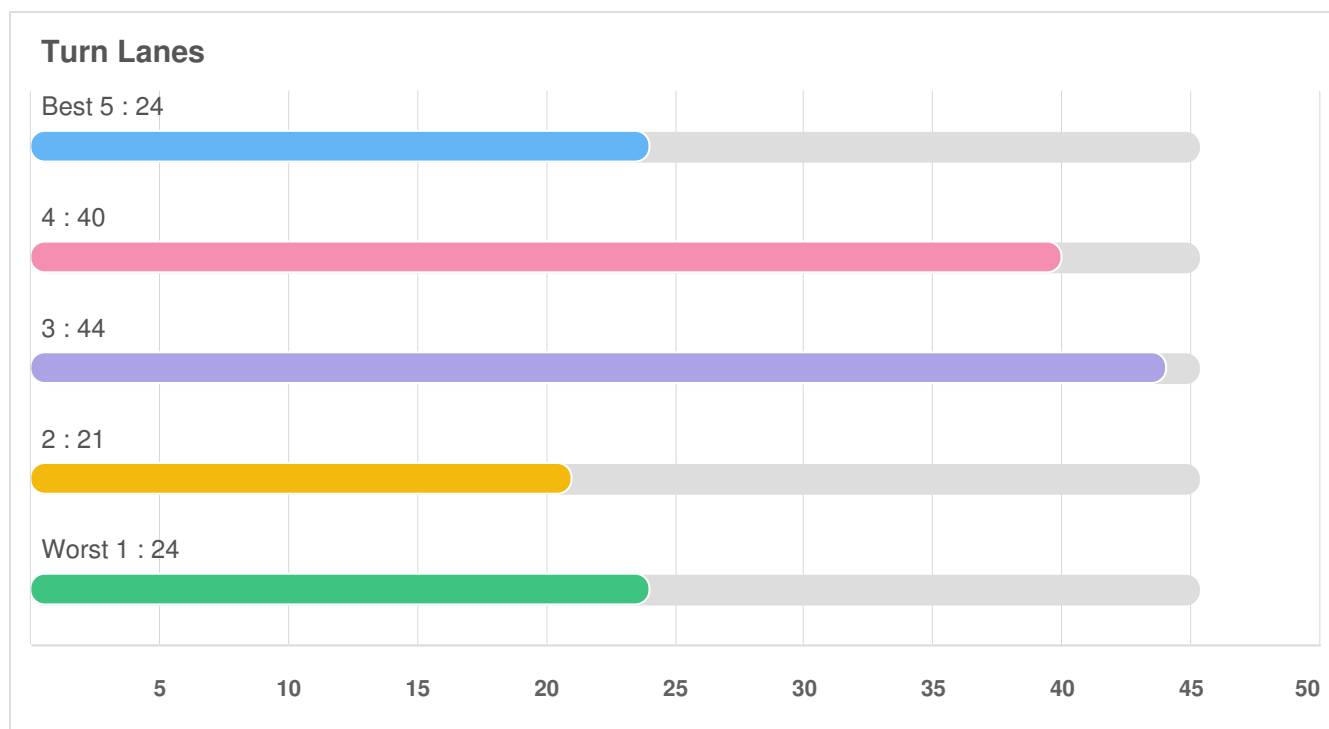
Optional question (153 response(s), 34 skipped)

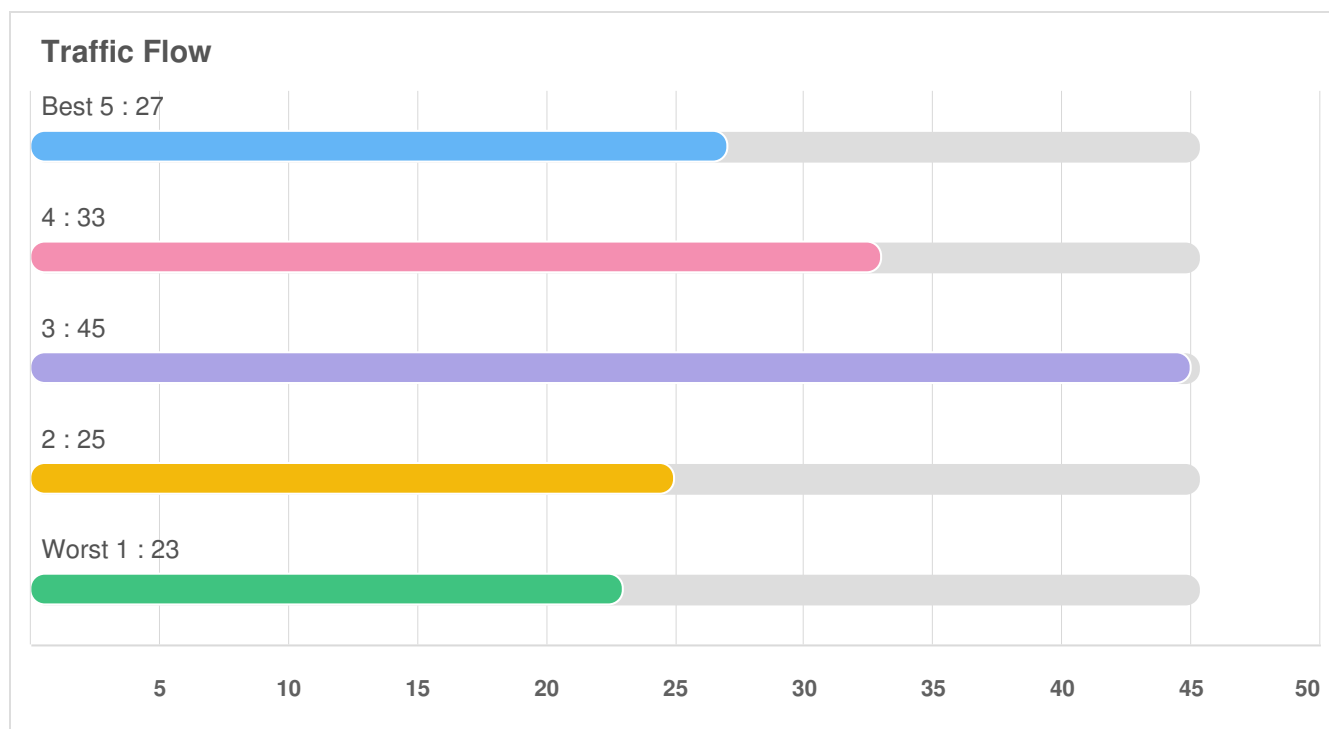
Question type: Likert Question

Q39 Please rank the following elements of Alternative 3 for S Boulder Road and Co-42 from 1 to 5 where 1 is the worst and 5 is ...









Q40 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

courtneylpeck

2/18/2022 03:59 PM

It's unclear where the underpass mentioned will be.

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

cstraatsma

2/21/2022 09:18 AM

Unclear where the proposed underpass would be located

alysonc

2/21/2022 11:29 AM

Why are there 2 options (questions #37 and #38) to comment on the response to #36, but there are no options to comment after #30?

Douglasferg

2/23/2022 06:47 PM

If the drawing is correct you are taking 3 lanes into 2 lanes of distance of the intersection

cswharton

2/23/2022 09:15 PM

Need biking on both sides for easier access to businesses.

Peter Schmitt

3/01/2022 09:59 AM

I am a very confident cyclist and do not find this to be a "low-stress bicycle connection". On a green light, Eastbound cyclists on South Boulder Road are going very fast due to the slight downhill. It would be very difficult to negotiate merging into the crosswalk (which might have pedestrians standing/waiting). I might be inclined to skip the crosswalk and merge into traffic. Either way feels risky.

Tiffanymishaw

3/02/2022 09:50 AM

Same as above for this alternative.

Patvgonzales

3/02/2022 01:55 PM

Bikes off the busy road

Joshua Cooperman

3/02/2022 05:05 PM

How would bicyclists access the west side of Highway 42? There is a lot of useless tarmac in the middle of the intersection. Do there really need to be so many traffic lanes?

Corrie Colvin Williams

3/03/2022 11:03 AM

Underpass! Underpass! Underpass! It's the safest way for people to move on foot through large intersections and heavy traffic.

cmccomb

3/03/2022 03:29 PM

trying to buy this much right of way will likely be impossible.

kmaloney

3/03/2022 10:39 PM

My first thought was that bikes lanes really need to exist on both sides of 42, but if there will be an underpass on the east side, it does make sense to have bike lanes in both directions on the east side.

mwall44

3/04/2022 10:42 AM

Needs pedestrian crossings in bike lanes.

Christina Kumler

3/04/2022 12:55 PM

My only concern about this is having cyclists go the other direction, where do they cross to get to the two-way path section? Unless a 2-way path runs along all of 95.

cathcam

3/07/2022 09:45 PM

I think the cyclist arrows on the westside are confusing, they imply there is no east/west cycling lane. I do like this design, if the lights give pedestrians priority, I could see the east>south cyclist using it, as well as the north > west. Otherwise we'll just see cyclists attempting

to turn in the vehicle lanes. I've lead some of the largest bike rides in America, back in 2011 we were regularly in the top-5 Sunday shop rides, often with over 100 people of all abilities from pro-cyclist to total beginners. I would offer two pieces of advise, since I'm not going through the rest of the scenarios and adding the same or conflicting comments as I'm board and/or confused by many of the intersections as they relate to cycling. If your real objective on this corridor is to make it as effective as possible for people to walk, cycle and use electric scooters, bikes etc. Bike the design that inconveniences those users the least. That includes what you expect them to do when making left turns. Cyclists and pedestrians will almost always take the shortest route from A>B, even if thats less obviously safe. That includes timing at lights. Add a no right on red and prioritize 2-way crossing, otherwise cyclists will turn in the vehicle turn lane. Having decide what that layour is, use the same layout with minor changes at all the intersections. The last thing we need is confused drivers trying to work out how this intersection works compared to the last on, or the one before that. Yes, you may need to make changes to turn lanes and reduce or eliminate them. If this isn't what you are doing, and these changes are really just to speed drivers through Louisville on CO42 with as little exposure to non-drivers as possible, I've been wasting my time and so have you. We need more non-drivers to use these roads.

jhforbesmgforbes

4/09/2022 09:03 PM

Good design.

dengel7

4/10/2022 03:07 PM

Look like a turning hazard SE corner for cyclist and pedestrians.

Julie Cassady

4/11/2022 07:44 AM

Can the bike lane be put on the west side of 42? The businesses and downtown are there so there will be street crossings by the bikes to access many of the things people bike to as is. I love this if the bike lane is relocated to the other side of the street OR if there is an underpass under 42 at/near Delo/Griffin/Short.

JeffP

4/12/2022 10:58 AM

NO RED LEFT TURN ARROWS. Terrible, stupid, wasteful, inefficient failure of design. BLINKING YELLOW YIELD LEFT TURN ARROWS YES I avoid this intersection by cutting through side streets because this intersection is a COMPLETE FAILURE OF CIVIL ENGINEERING.

harmony

4/12/2022 11:21 AM

No under pass

sbasker

4/12/2022 03:20 PM

Safety and support of green transportation

Steve Seeger

4/12/2022 06:58 PM

Figure out how to get right turns worked out during red, especially during low congestion times, and this one is best by far.

jordang

4/13/2022 10:40 AM

Don't like the non-continuous right turns, but the veg buffer between road and sidewalk is nice.

Lindj

4/13/2022 12:18 PM

Really like having an underpass. I have biked this corner many times and it is a little scary.

Jakflowerco

4/14/2022 02:35 PM

Missing bike path east-west

Nataly Handlos

4/14/2022 03:29 PM

much better for bike/ped; under pass would be of great help! SB CO42 has 3 through lanes and only 2 to catch that traffic on the south side of S Bldr Rd... that seems odd and dangerous... do you mean to have 2 left turn lanes from SB CO42 onto EB S Bldr Rd and are just missing the left turn arrow on the diagram? again, due to grade, transit transfer stops in the future would have to be on north side of the intersection - keep that in mind for design and potential bike/transit conflicts, especially with bi-directional bike traffic on the east side of CO42

kbwatso

4/14/2022 06:33 PM

YOU REALLY WANT TO PUT UNION JACK OUT OF BUSINESS
DON'T YOU? IT'S NOT YOUR PROPERTY.

DebraBaskett

4/15/2022 09:31 AM

Not a fan of contra flow bike lanes.

louisvillarental

4/15/2022 04:29 PM

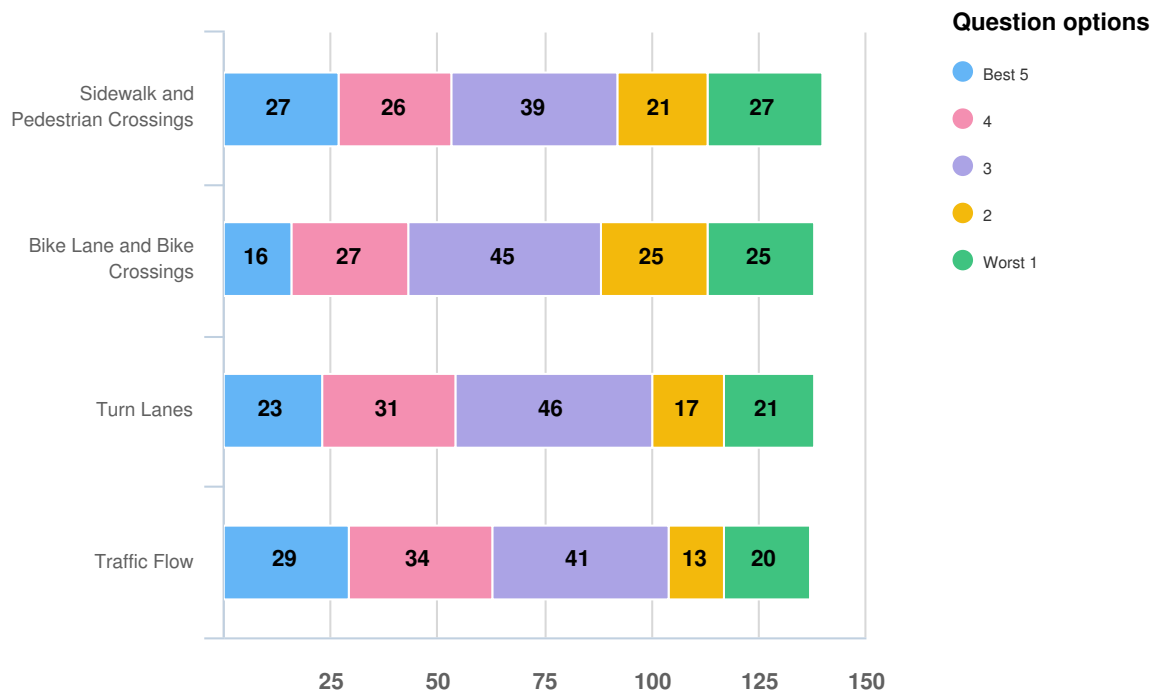
There should be no encroachment on open space. EVER. When you are giving info on whether one option or the other has a higher or lower cost to implement, we (tax payers) need to know if our taxes will be raised if we choose one or the other, because that will impact our vote/ranking. Where is this information provided, and if it is not, this needs to be re-done with that information so people can make an informed decision. Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have

taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed changes, not just 1 day - this is horrible planning.

Optional question (30 response(s), 157 skipped)

Question type: Essay Question

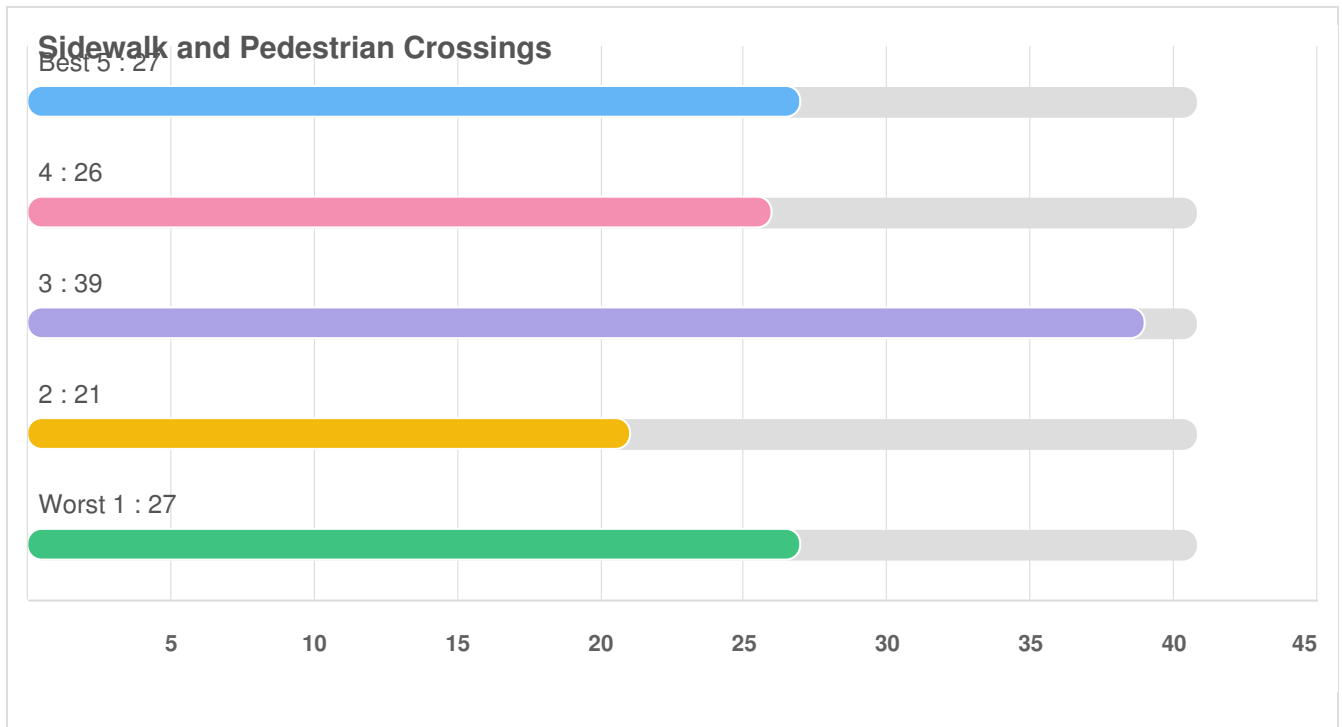
Q41 Please rank the following elements of Alternative 2 for Griffith Street and Co-42 from 1 to 5 where 1 is the worst and 5 is...

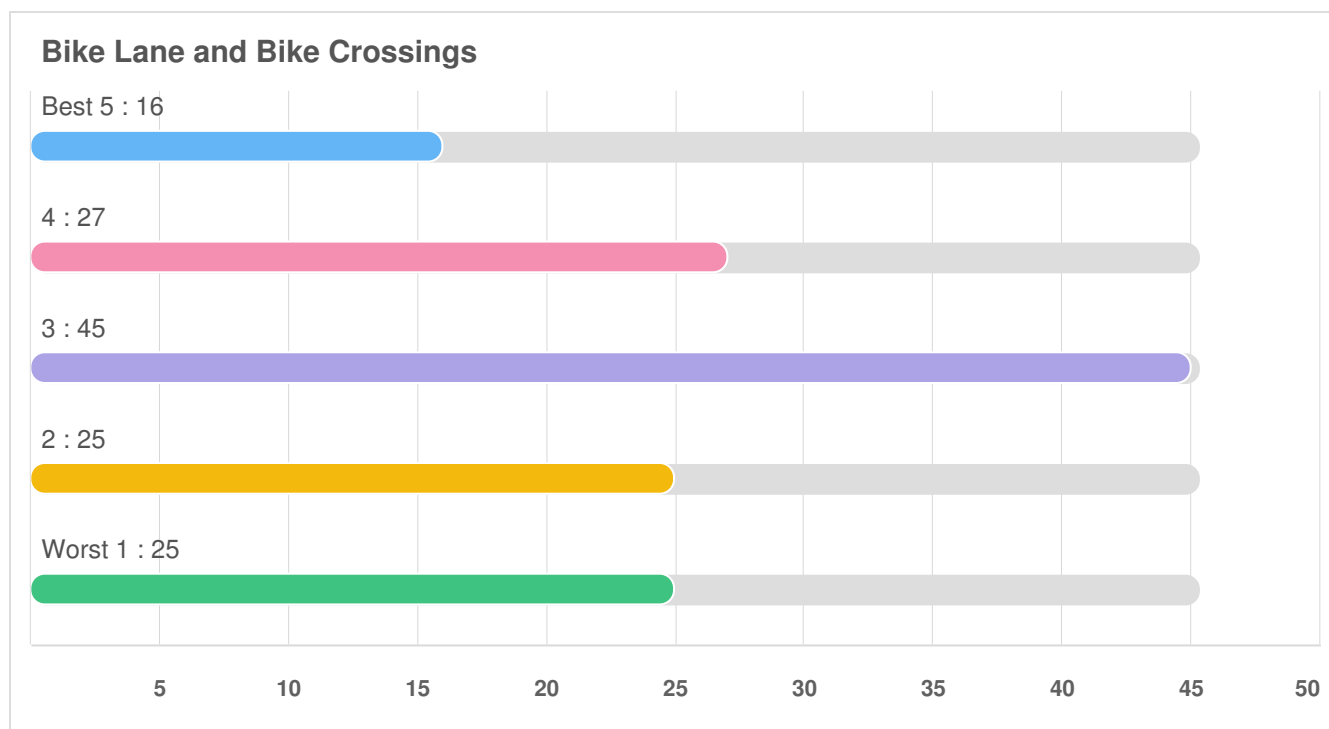


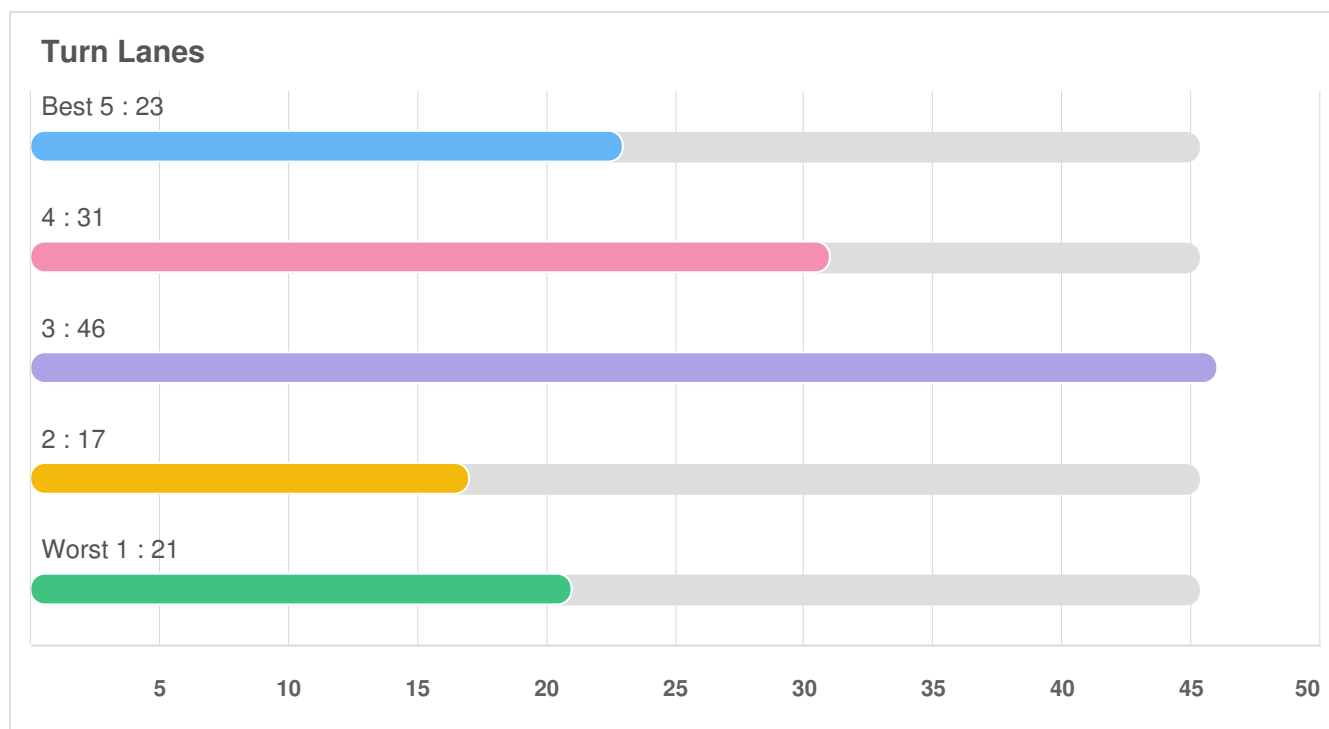
Optional question (140 response(s), 47 skipped)

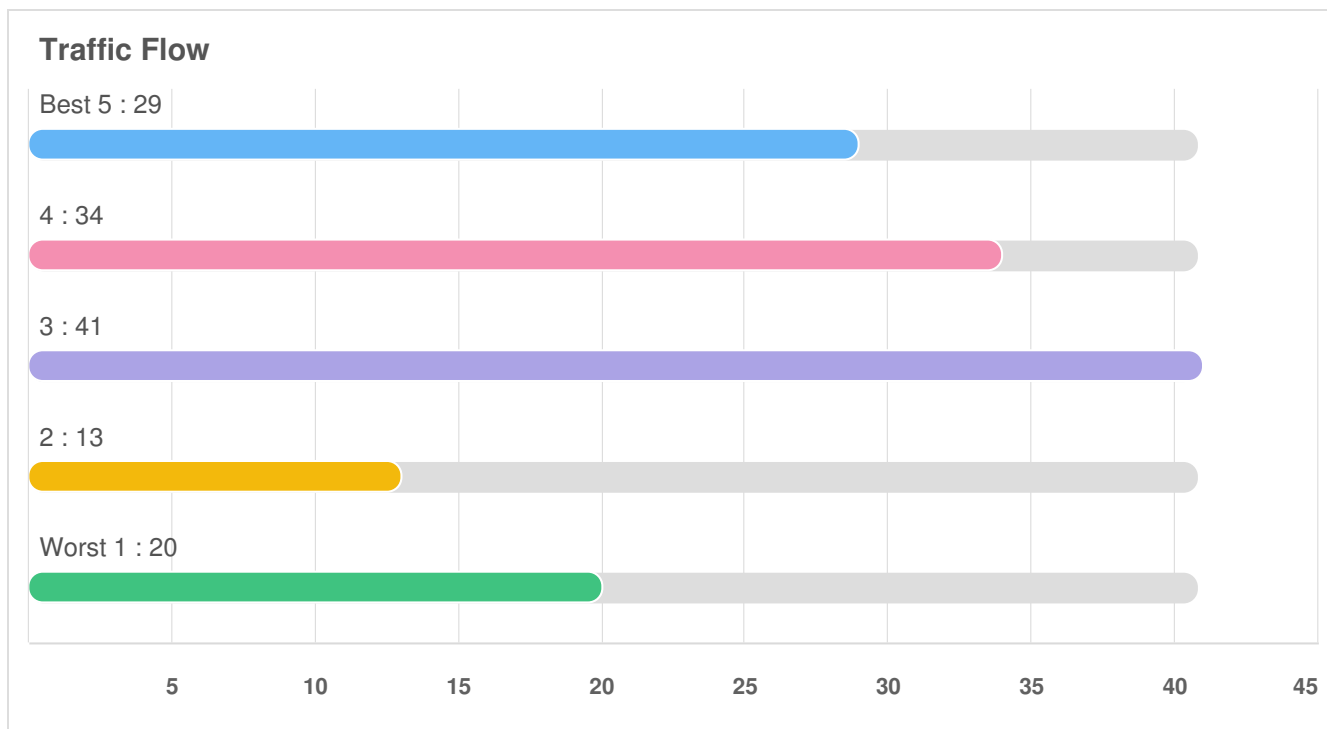
Question type: Likert Question

Q41 Please rank the following elements of Alternative 2 for Griffith Street and Co-42 from 1 to 5 where 1 is the worst and 5 is...









Q42 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

MuttD

2/16/2022 02:12 PM

No right hand turn cut outs.

jonbettcher

2/17/2022 02:11 PM

A bicycle/ped underpass here would be incredible. Even without that, this is easily the best option.

courtneylpeck

2/18/2022 03:59 PM

Why would an underpass on the east side be needed in this design?

Duelleg

2/19/2022 10:54 AM

1. This is perhaps the most critical intersection in this entire plan since it links many residential and commercial areas. Can people ride and walk to restaurants and stores safely? Also, it needs to be considered to allow students to ride and walk to local schools in the area and be made as safe as possible. 2. I like this design since it improves bike paths and potentially encourages cycling and walking. Could be good for school age children, especially with an underpass, if that is built. 3. I like the wider, single bike path, rather than 2 narrower separate bike paths. Looks like 36 bikeway.

Raymundo

Your non-roundabout options don't have right hand turn lanes.This

2/19/2022 07:21 PM

means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

artfulDane

2/20/2022 11:15 PM

some of your bike lane directional markers are wrong (northwest corner)

alysonc

2/21/2022 11:29 AM

Overall, I prefer to see CO-42 developed to connect local residents to each other and to local business, rather than as a throughway for cars traveling to destinations beyond. And favoring a local-centric experience means prioritizing the safety and enjoyment of pedestrians and bicyclists. Because option #3 requires the best buffer from vehicular traffic and noise and air pollution, I would like to see the bike lanes combined with the pedestrian path on the east side, seamlessly from north to south.

cswharton

2/23/2022 09:15 PM

Need buffer from busy road for bikers

bf7547712

2/24/2022 09:58 AM

Drivers of cars will have to turn across the bike lane.

Peter Schmitt

3/01/2022 09:59 AM

I like the green stripes of paint for cyclists.

Joshua Cooperman

3/02/2022 05:05 PM

Do there really need to be so many traffic lanes? Why are there no east-west bicycle lanes?

mattmachad

3/03/2022 09:47 AM

I don't think light needed at griffith with the new light at Delo

Keith Bobo

3/03/2022 09:57 AM

Keeps 4 lanes on CO-42 and has separate bike lanes and walking path.

kmaloney

3/03/2022 10:39 PM

Left turns will be prohibited in every direction except going Northbound? I don't get this. Colorado is already the land of "No left turn." We have enough left turn and U-turn restrictions on McCaslin already. Please make this a roundabout.

ericgilleland

3/04/2022 12:50 PM

Please! How many signals do you plan to add on this stretch of road.
Please don't. Again, why is an intersection even needed here? In this case, I would put in a median to disallow cross-traffic turns.

Christina Kumler

3/04/2022 12:55 PM

That's too much median

jmcquie

3/08/2022 09:21 PM

Griffith does not extend east of CO-42. Since it is open space, it is unlikely we would see the intersection configured as proposed in the alternatives.

jhforbesmgforbes

4/09/2022 09:03 PM

Again, mixing bike with cars is a bad idea. The absence of a dedicated right turn lane will slow things down,

Julie Cassady

4/11/2022 07:44 AM

Not a fan of bikes on the road with drivers the way they are. I like dedicated bike paths. However, I love the right turn only on Griffin to 42. That should help with traffic a lot.

JeffP

4/12/2022 10:58 AM

Roundabouts YES traffic lights NO

dwc309

4/12/2022 11:49 AM

Maybe this light could be adjusted when there are softball/baseball tournaments. Don't like the lack of a turn lane into the fields from the southbound lanes.

hmoshak

4/12/2022 02:47 PM

Not enough separation

sbasker

4/12/2022 03:20 PM

Cars are prioritized over the safety of peds and bicycles

AmandaCSJ

4/12/2022 11:08 PM

Does not prioritize safe biking

jordang

4/13/2022 10:40 AM

I think this is a good size intersection for the area.

Cotjones

4/13/2022 08:30 PM

Yet another light on this section of road

Nataly Handlos

4/14/2022 03:29 PM

potential conflicts bike/car at right onto eastbound Griffith into the sports park - especially on weekends/game days; there is quite a bit of activity here bike/ped, because of the connections to open space trail; the wider median could encourage jaywalking/jogging across CO42 by runners/peds even more... as many do now

kbwatso

4/14/2022 06:33 PM

SIMPLE LESS EXPENSIVE EASY TO UNDERSTAND

DebraBaskett

4/15/2022 09:31 AM

Concerned about increased speeding.

louisvillarental

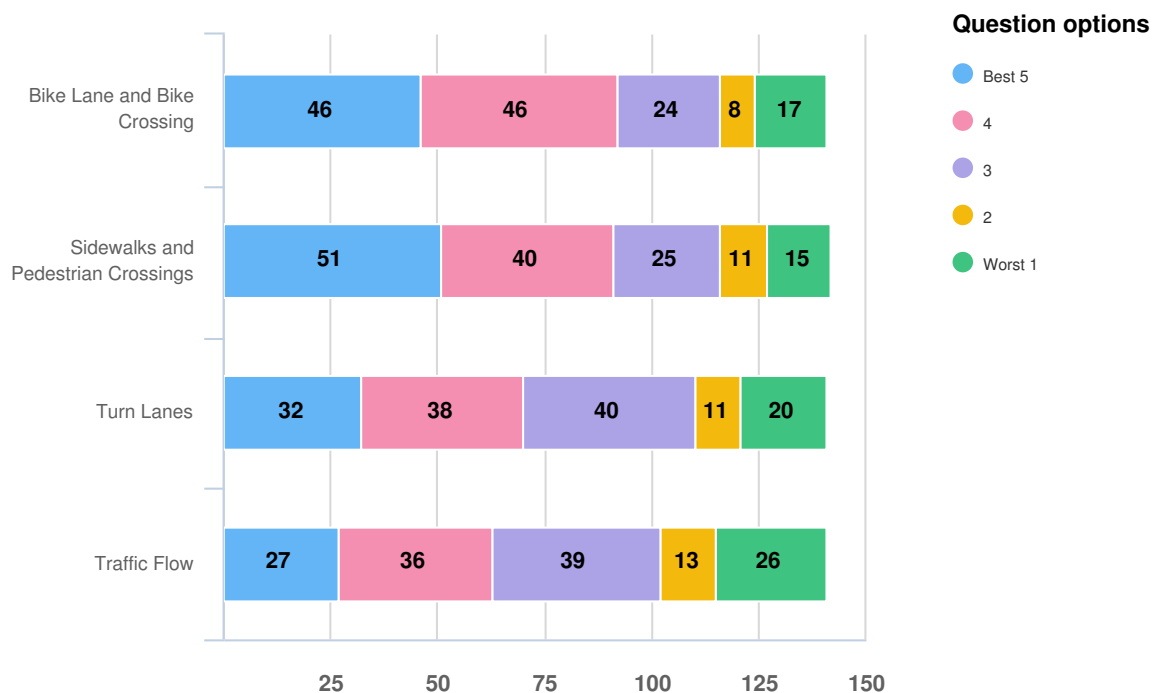
4/15/2022 04:29 PM

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Optional question (30 response(s), 157 skipped)

Question type: Essay Question

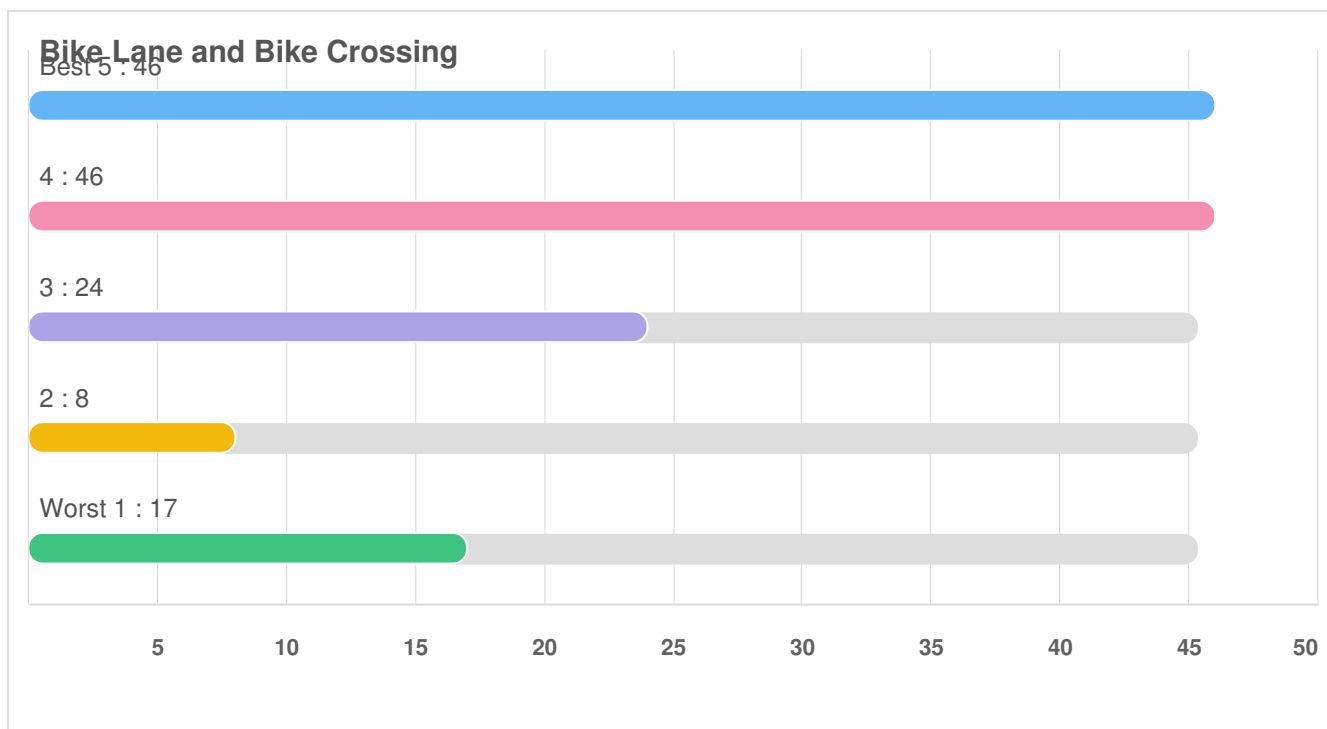
Q43 Please rank the following elements of Alternative 1 for Griffith Street and Co-42 from 1 to 5 where 1 is the worst and 5 is...

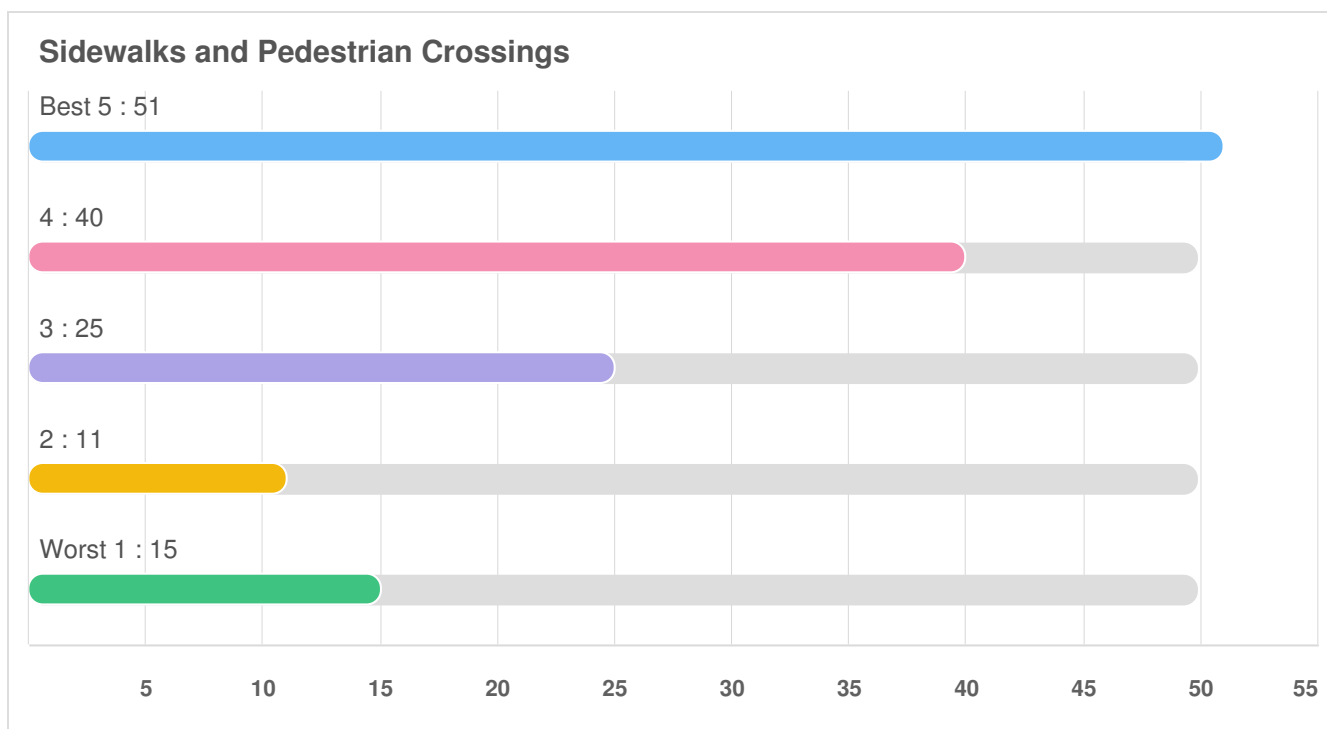


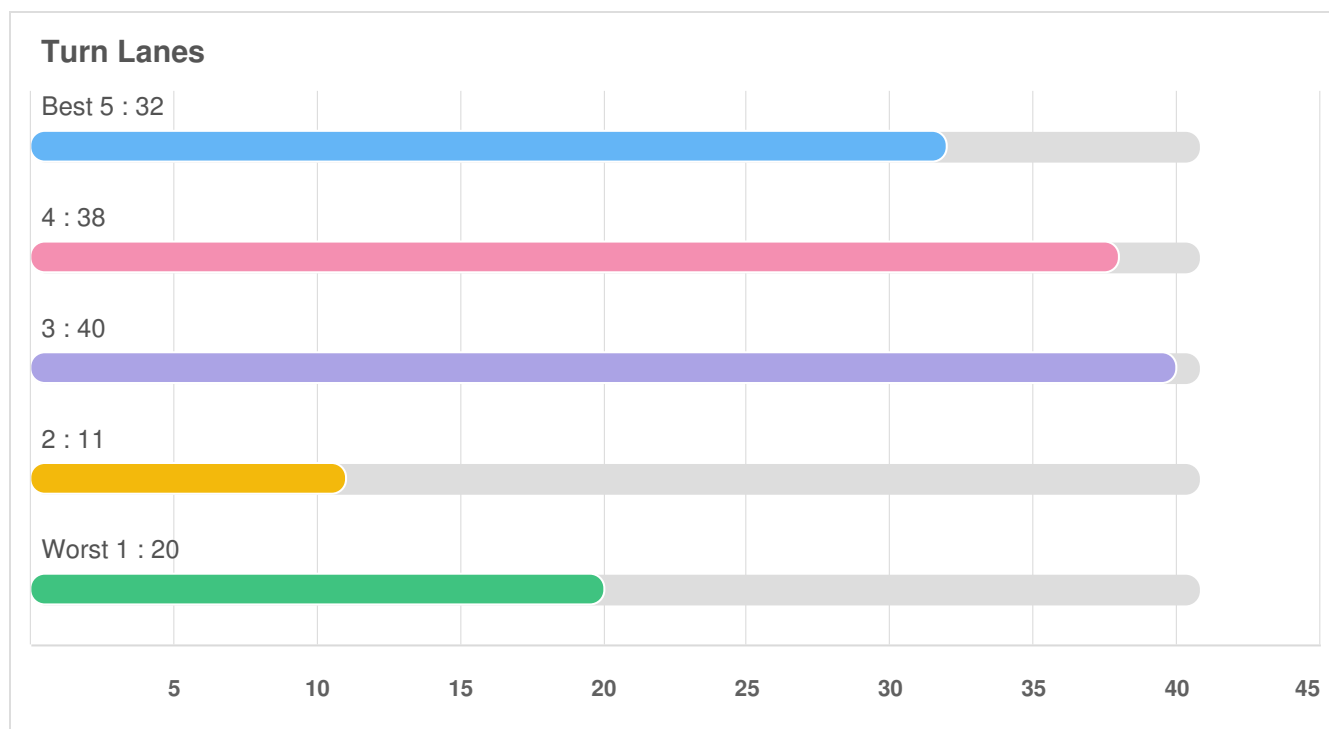
Optional question (142 response(s), 45 skipped)

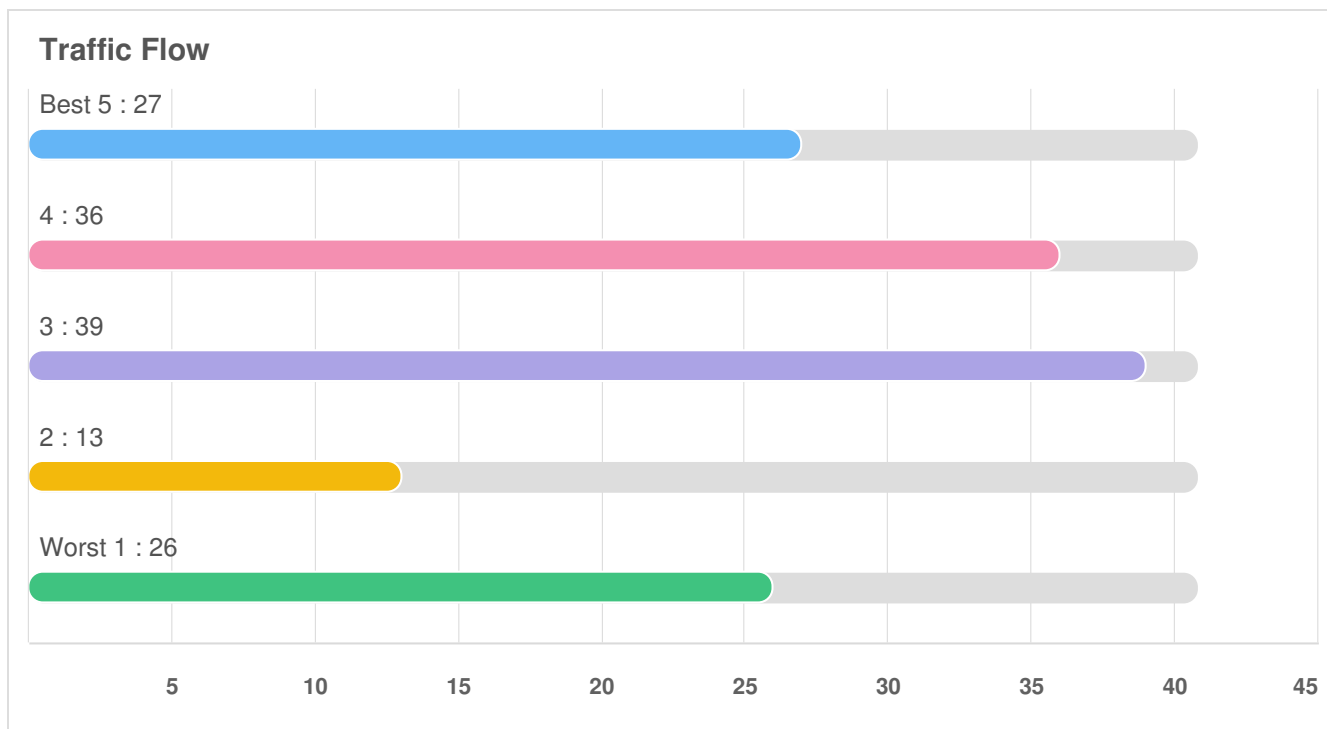
Question type: Likert Question

Q43 Please rank the following elements of Alternative 1 for Griffith Street and Co-42 from 1 to 5 where 1 is the worst and 5 is...









Q44 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

trailsnet

2/14/2022 04:14 PM

This is the best alternative. It is safe and encourages alternative transportation/commuting. This will vastly improve Louisville's bicycle transportation infrastructure.

MuttD

2/16/2022 02:12 PM

Lacks two lanes North/South bound traffic. Too many turn lanes. No need for right hand/ east bound onto Griffith.

Duelleg

2/19/2022 10:54 AM

Getting a bit redundant here on the questions.... Generally, see my comments above.

Raymundo

2/19/2022 07:21 PM

don't you dare add another stoplight on 95th st. You need to be removing them not adding them.

alysonc

2/21/2022 11:29 AM

For Griffith Street, why present alternative #2 before alternative #1. This is confusing. Also, the order of the categories for ranking is different for these alternatives. Survey responders may not catch this and answer differently than intended. Also, there was no option to comment after question #41.

cswharton

2/23/2022 09:15 PM

Better than above options.

Joshua Cooperman

3/02/2022 05:05 PM

Would traffic be required to yield to bicycles and pedestrians? There is a lot of useless tarmac in the middle of the intersection. Do there really need to be so many traffic lanes? Why are there no east-west bicycle lanes?

mattmachad

3/03/2022 09:47 AM

I dont think light needed at Griffith with the new light at Delo

Keith Bobo

3/03/2022 09:57 AM

Least best as CO-42 is reduced to 2 lanes.

kmaloney

3/03/2022 10:39 PM

Please don't add another stop light on 42. Please make this a roundabout.

derk.norton

3/04/2022 11:37 AM

Co-42 would narrow down to single lanes in both directions which for a small intersection is probably not good for traffic flow.

lesleem_21

3/04/2022 01:36 PM

Would like a signal installed

jhforbesmgforbes

4/09/2022 09:03 PM

No dedicated east/west right turn lane could slow things down. Two bike lanes is unnecessary.

dengel7

4/10/2022 03:07 PM

I don't like that it becomes a single lane going north.

JeffP

4/12/2022 10:58 AM

Roundabouts YES traffic lights NO

sbasker

4/12/2022 03:20 PM

A little more protection but not enough, still dangerous

jordang

4/13/2022 10:40 AM

Sidewalk and bike lane buffer is nice, but I don't think this intersection is busy enough to warrant this much development

Lindj

Don't like not being able to turn right on red.

4/13/2022 12:18 PM

Nataly Handlos

4/14/2022 03:29 PM

much safer for bike/ped than option 1; allows for safe crossing east/west by bike/ped without encouraging jaywalking any more than current

kbwatso

4/14/2022 06:33 PM

EXPENSIVE. UGLY RED CONCRETE. SINGLE LANE WILL GUM UP TRAFFIC

louisvillental

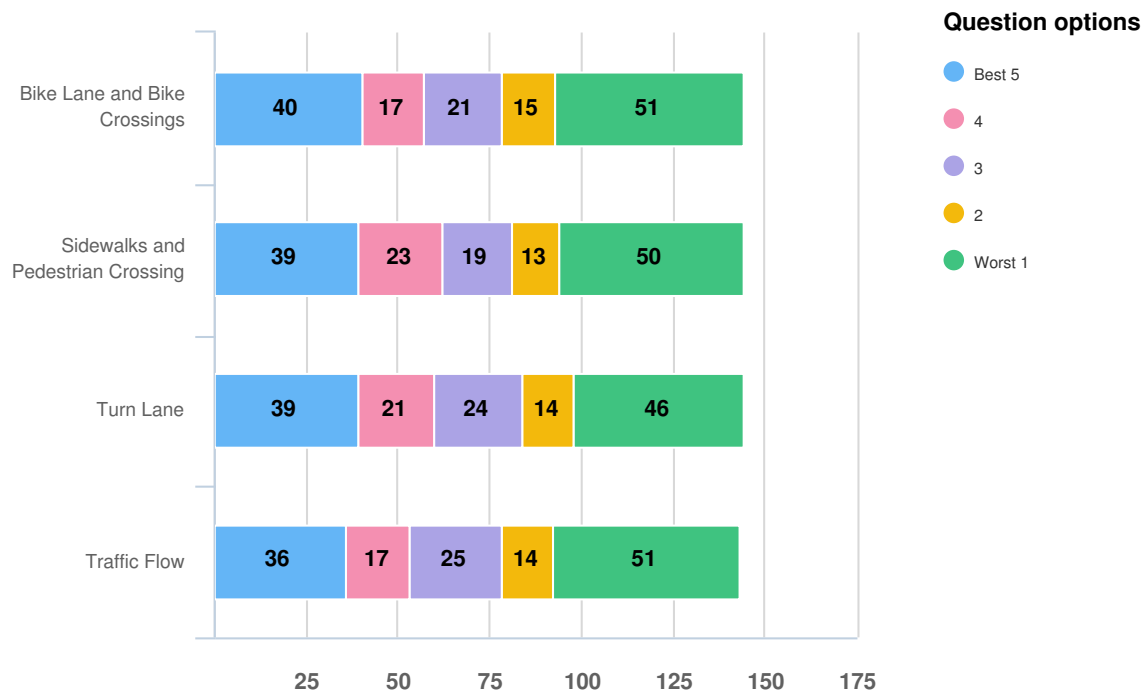
4/15/2022 04:29 PM

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Optional question (21 response(s), 166 skipped)

Question type: Essay Question

Q45 Please rank the following elements of Alternative 3 for Griffith Street and Co-42 from 1 to 5 where 1 is the worst and 5 is...



Optional question (144 response(s), 43 skipped)

Question type: Likert Question

Q45 Please rank the following elements of Alternative 3 for Griffith Street and Co-42 from 1 to 5 where 1 is the worst and 5 is...

Bike Lane and Bike Crossings

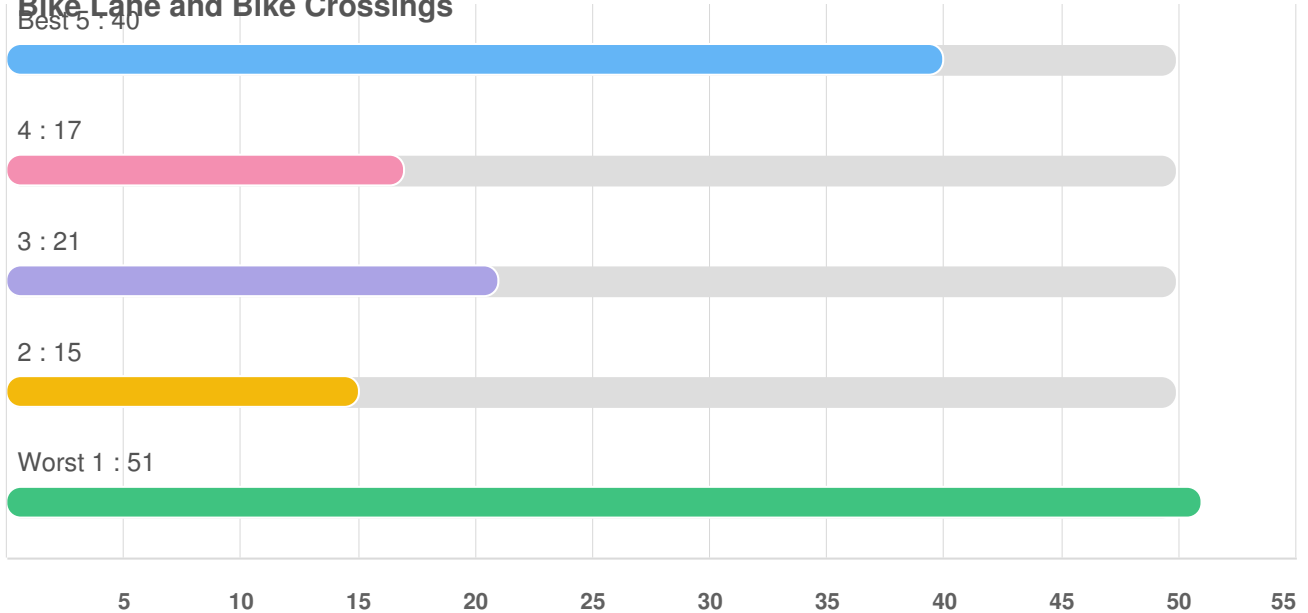
Best 5 : 40

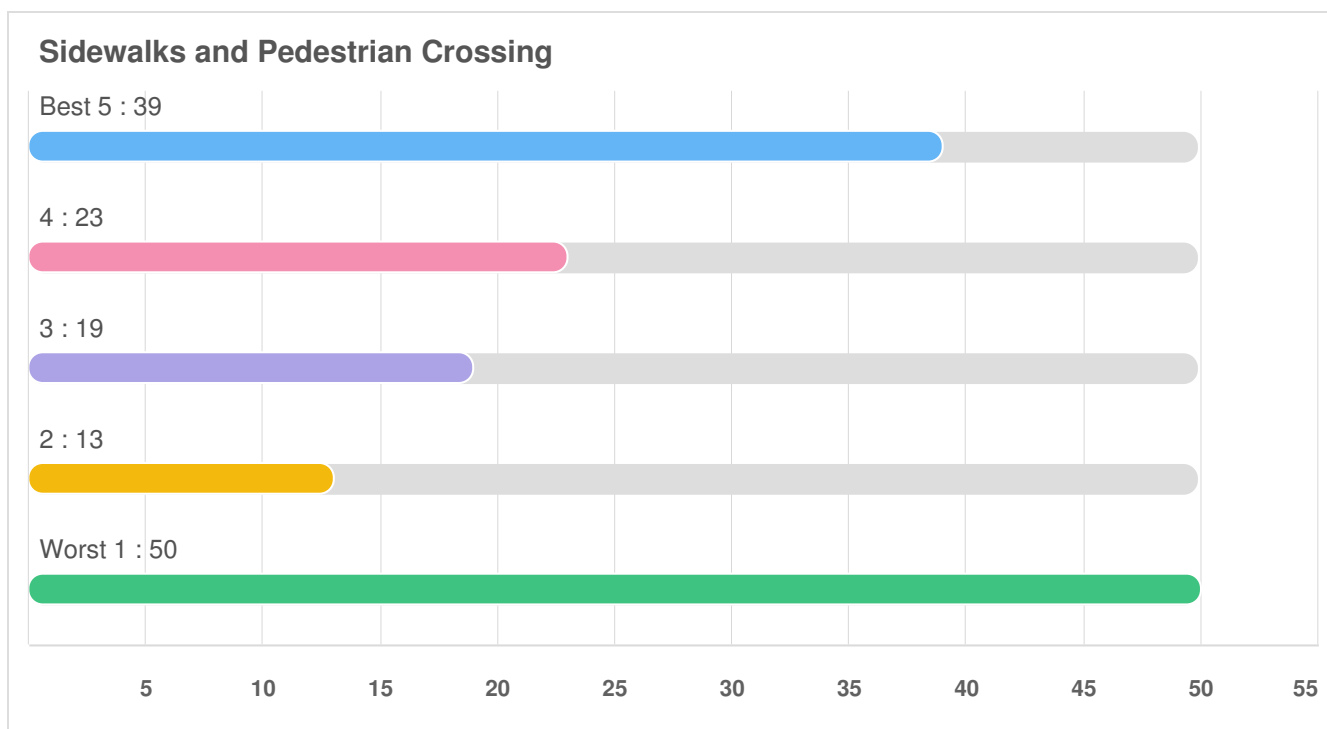
4 : 17

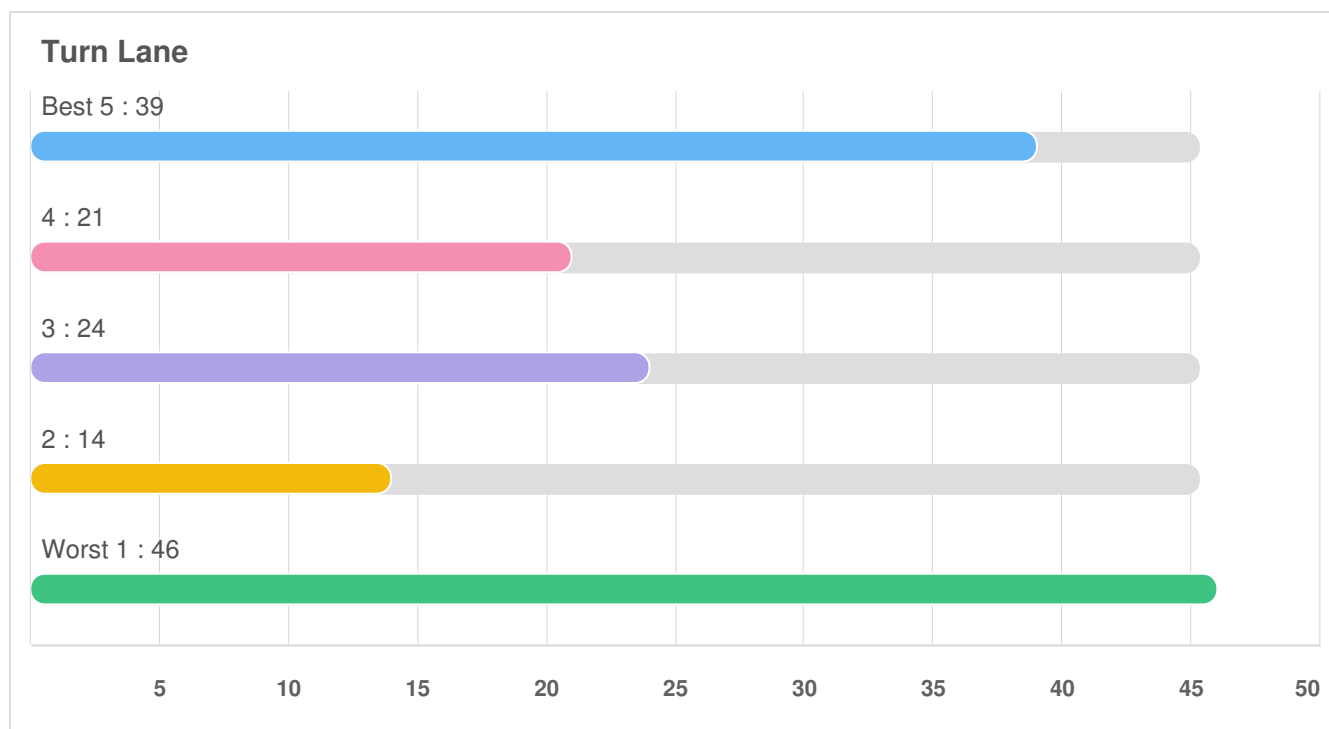
3 : 21

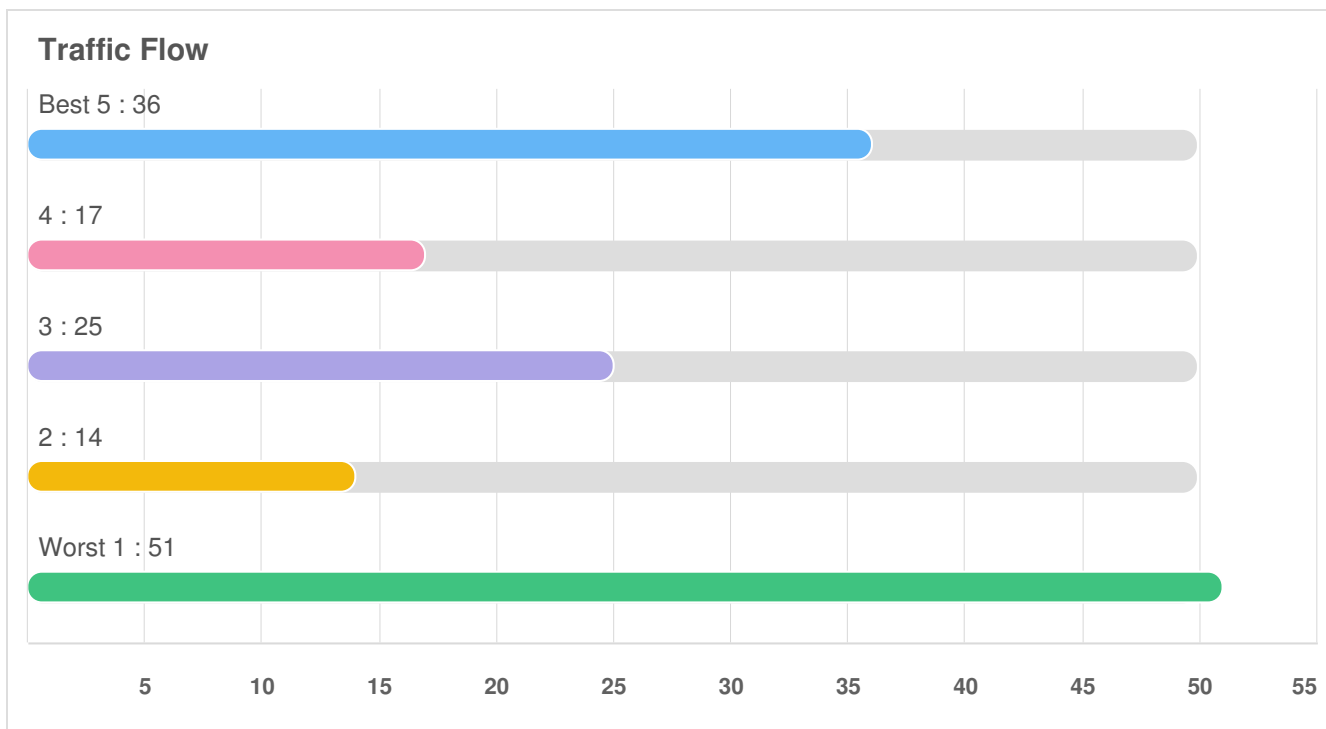
2 : 15

Worst 1 : 51









Q46 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

andreakayejohnson

2/14/2022 09:36 PM

hate roundabouts

MuttD

2/16/2022 02:12 PM

Not enough lanes!

Duelleg

2/19/2022 10:54 AM

Getting a bit redundant here on the questions.... Generally, see my comments above.

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

alysonc

2/21/2022 11:29 AM

Overall, I prefer to see CO-42 developed to connect local residents to each other and to local business, rather than as a throughway for cars traveling to destinations beyond. And favoring a local-centric experience requires prioritizing the safety and enjoyment of

pedestrians and bicyclists. Because option #3 creates the best buffer from vehicular traffic and noise and air pollution, I would like to see the bike lanes combined with the pedestrian path on the east side, seamlessly from north to south. Additionally, the roundabouts in option #3 allow cars to continue forward movement during high traffic rather than come to a full stop with a half-mile back up. The waiting at a light tends to encourage impatient drivers to race through, which is not safe for any traffic.

Douglasferg

2/23/2022 06:47 PM

Turnabout worst idea for a major road

cswharton

2/23/2022 09:15 PM

Really need a stop light here. This would be problematic and promote speed over safety.

Swneville

3/02/2022 03:18 PM

Best alternative

Joshua Cooperman

3/02/2022 05:05 PM

How would bicyclists access the west side of Highway 42? Why are there no east-west bicycle lanes?

Keith Bobo

3/03/2022 09:57 AM

Traffic circles only work in light traffic and become parking lot in heavy traffic, Large trucks have problems with Traffic circles. Will be come a parking lot in heavy traffic.

kmaloney

3/03/2022 10:39 PM

Roundabout, yes please! We shouldn't be adding an extra stop light on 42.

Christina Kumler

3/04/2022 12:55 PM

My only concern about this is having cyclists go the other direction, where do they cross to get to the two-way path section? Unless a 2-way path runs along all of 95.

laesecke

3/04/2022 04:48 PM

No round-about along this busy corridor!

Tom r

3/04/2022 05:27 PM

I think roundabouts are dangerous for all modes of travel and no fun to drive meaning they add to stress. In Arizona west of Verde Valley headed to Prescott, they ruined the scenic drive as their social engineering causes you to have to be constantly on guard for the next DREADED ROUNDABOUT....WHICH MEANS MORE STRESS.

jhforbesmgforbes

4/09/2022 09:03 PM

I've already commented on this design.

Julie Cassady

4/11/2022 07:44 AM

How do bikes get to downtown with this model? At peak times, either traffic will come to a standstill as bikes and pedestrians cross, or pedestrians and bikes will come to a standstill with endless traffic.

tlantzy

4/12/2022 10:56 AM

can't evaluate this one as it shows just one lane of traffic coming into it... and I don't quite understand how can happen

JeffP

4/12/2022 10:58 AM

Roundabouts YES traffic lights NO

dwc309

4/12/2022 11:49 AM

Don't like round abouts on 42.

hmoshak

4/12/2022 02:47 PM

Safety!

sbasker

4/12/2022 03:20 PM

Best for everyone! Build a transportation that protects and supports all modes!

jordang

4/13/2022 10:40 AM

I don't think the east-west traffic here merits a roundabout.

Lindj

4/13/2022 12:18 PM

Like traffic circle design.

Jakflowerco

4/14/2022 02:35 PM

Missing East-west bike path

Nataly Handlos

4/14/2022 03:29 PM

putting bi-directional bike lanes on east side will create more conflicts as many will try to stay on west side of CO42 - especially those more comfortable with on-street biking; looks like greater chance of bike/car conflict for east turning vehicles into park; east/west bike traffic is not going to like the traffic circle... and there is quite a bit of it

kbwatso

4/14/2022 06:33 PM

NO NO NO. WOULD TOTALY GUM UP TRAFFIC. YOU MUST HAVE 4 LANES FROM S BOULDER TO EMPIRE... IT'S A ROUTE TO LAFAYETTE FROM BOULDER PEOPLE USE. TRAFFIC

WOUDL OVERWHEALM THIS.

DebraBaskett

4/15/2022 09:31 AM

Significant crash reduction. Place making opportunity is great.

louisvillarental

4/15/2022 04:29 PM

No traffic circles please When you are giving info on whether one option or the other has a higher or lower cost to implement, we (tax payers) need to know if our taxes will be raised if we choose one or the other, because that will impact our vote/ranking. Where is this information provided, and if it is not, this needs to be re-done with that information so people can make an informed decision. Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed changes, not just 1 day - this is horrible planning.

LP

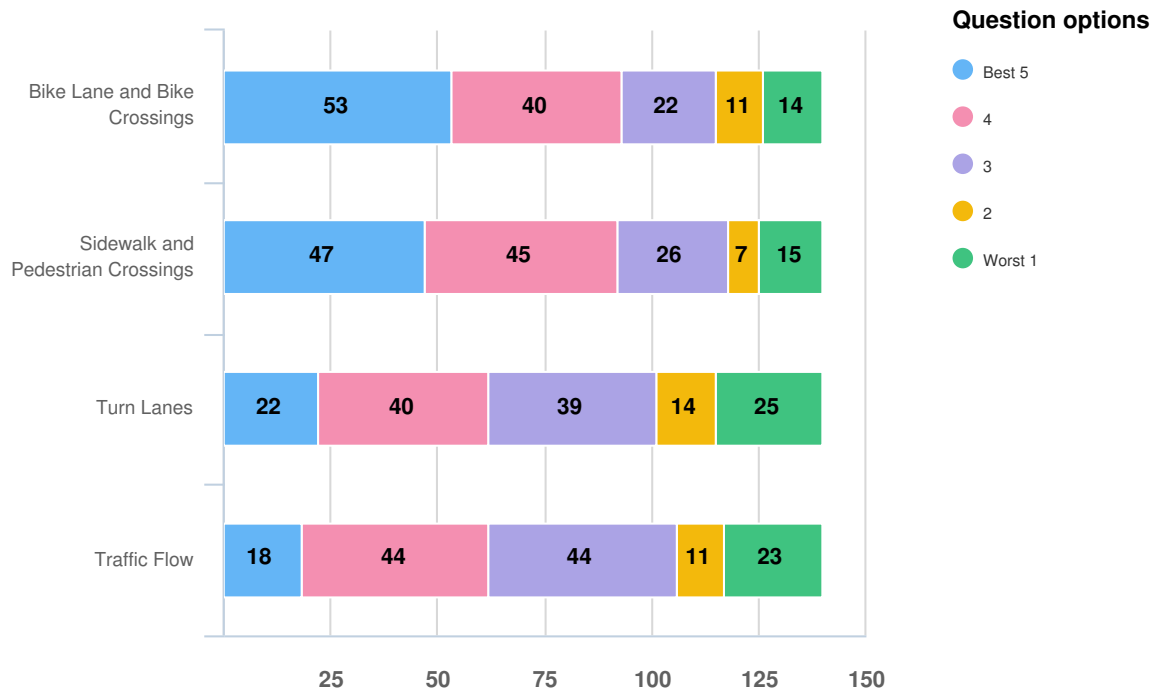
4/15/2022 07:24 PM

A roundabout would likely add confusion and reduce the efficiency of all modes of travel and increase pollution (and greenhouse gases) on top of the cost. Moving utility poles, n is not cheap either and distribution in vicinity on either side can require a number of new switches to be placed in ROW which would conflict with paths

Optional question (29 response(s), 158 skipped)

Question type: Essay Question

Q47 Please rank the following elements of Alternative 1 for Short Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...



Optional question (140 response(s), 47 skipped)

Question type: Likert Question

Q47 Please rank the following elements of Alternative 1 for Short Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...

Bike Lane and Bike Crossings

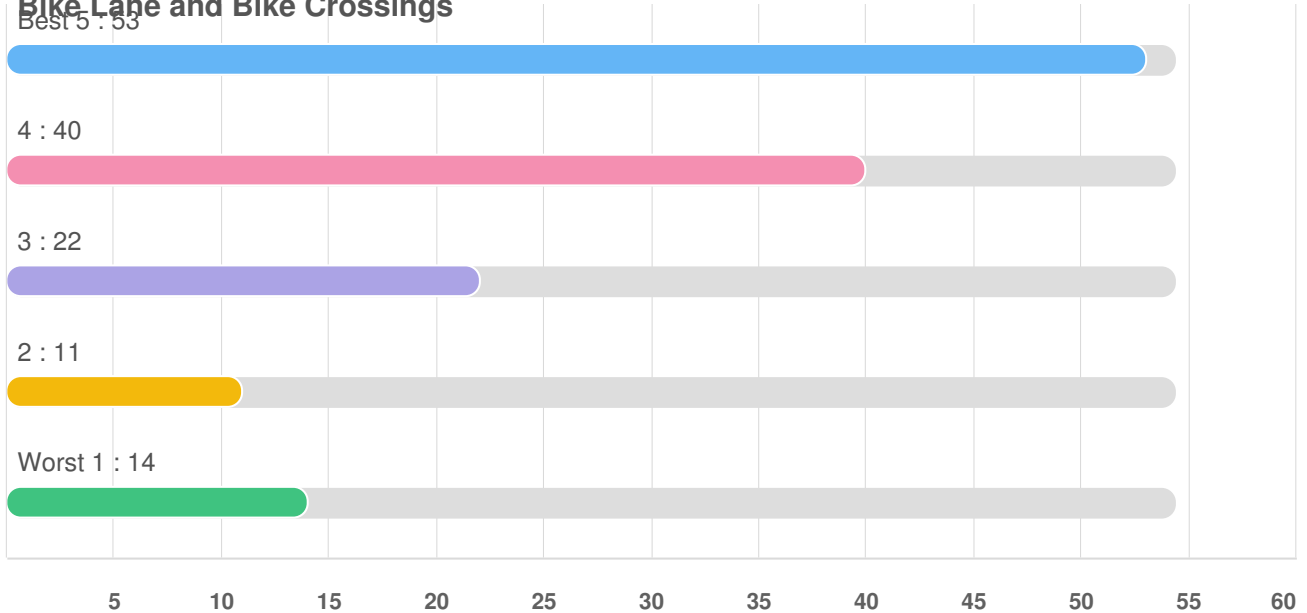
Best 5 : 53

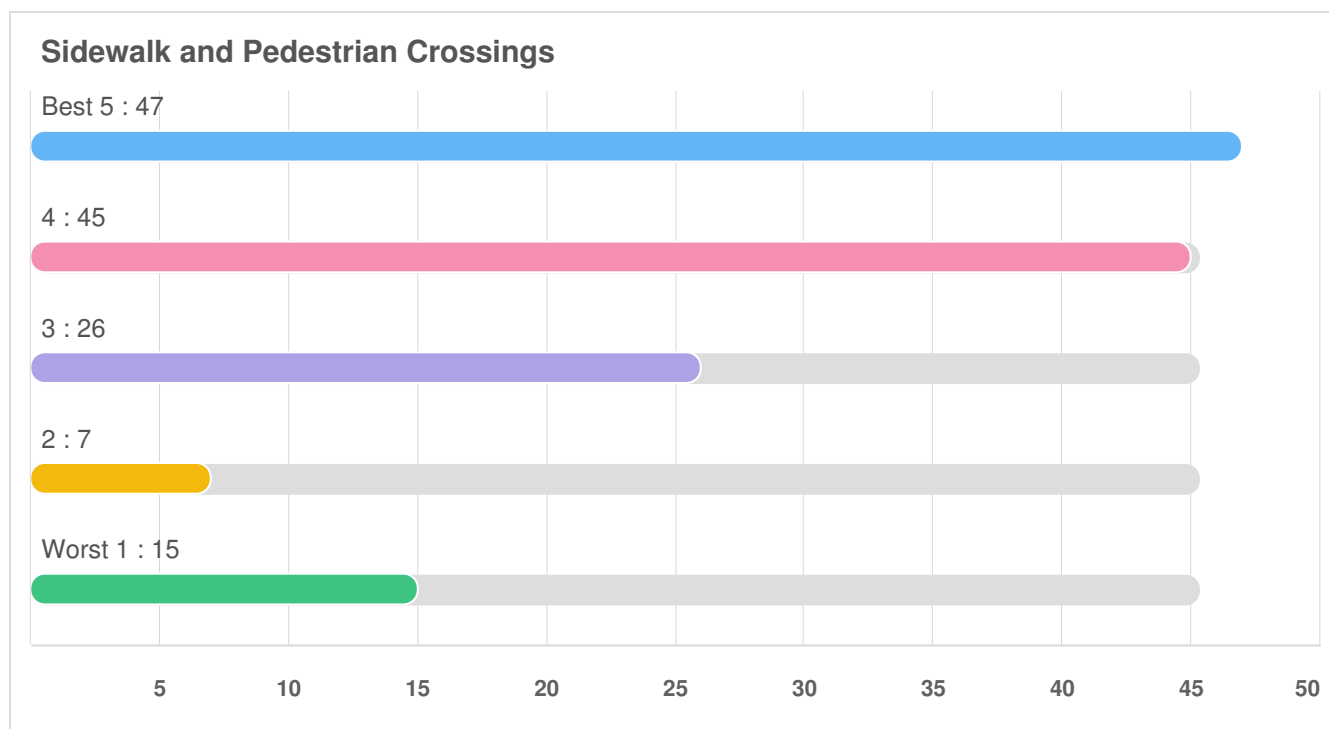
4 : 40

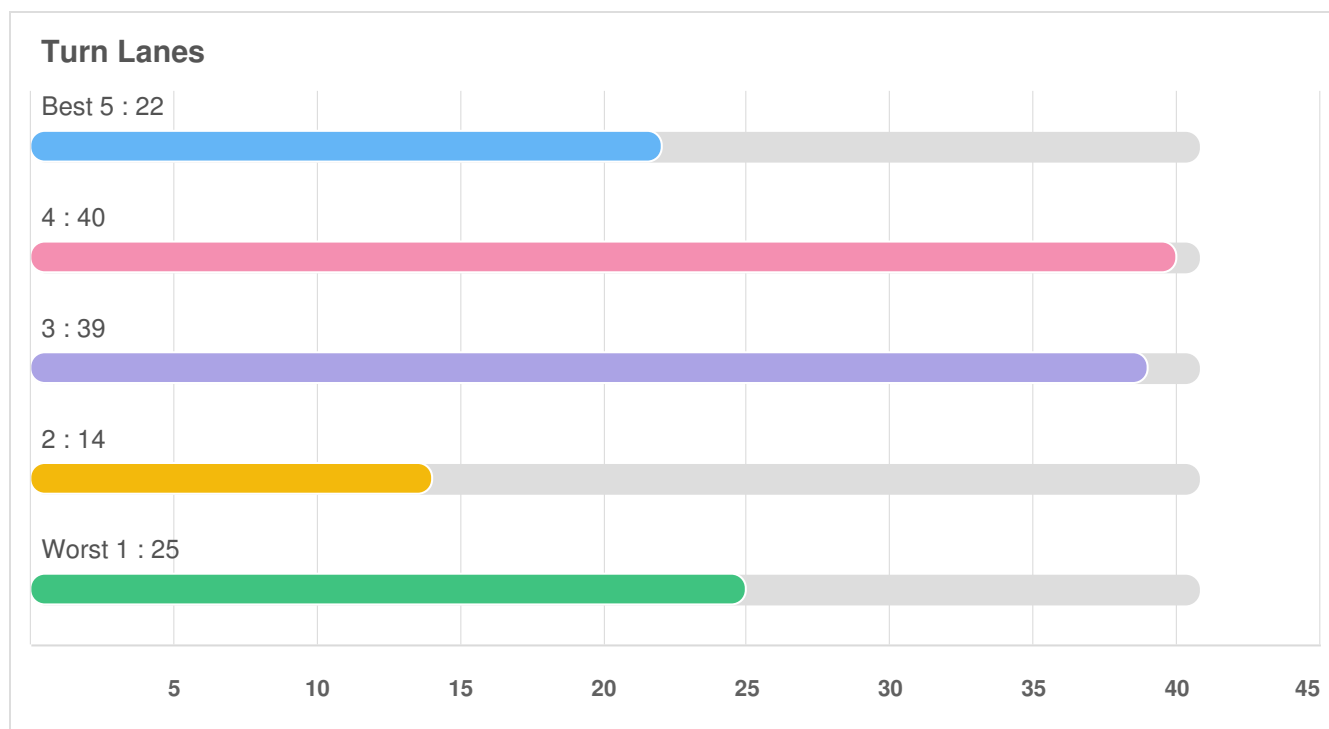
3 : 22

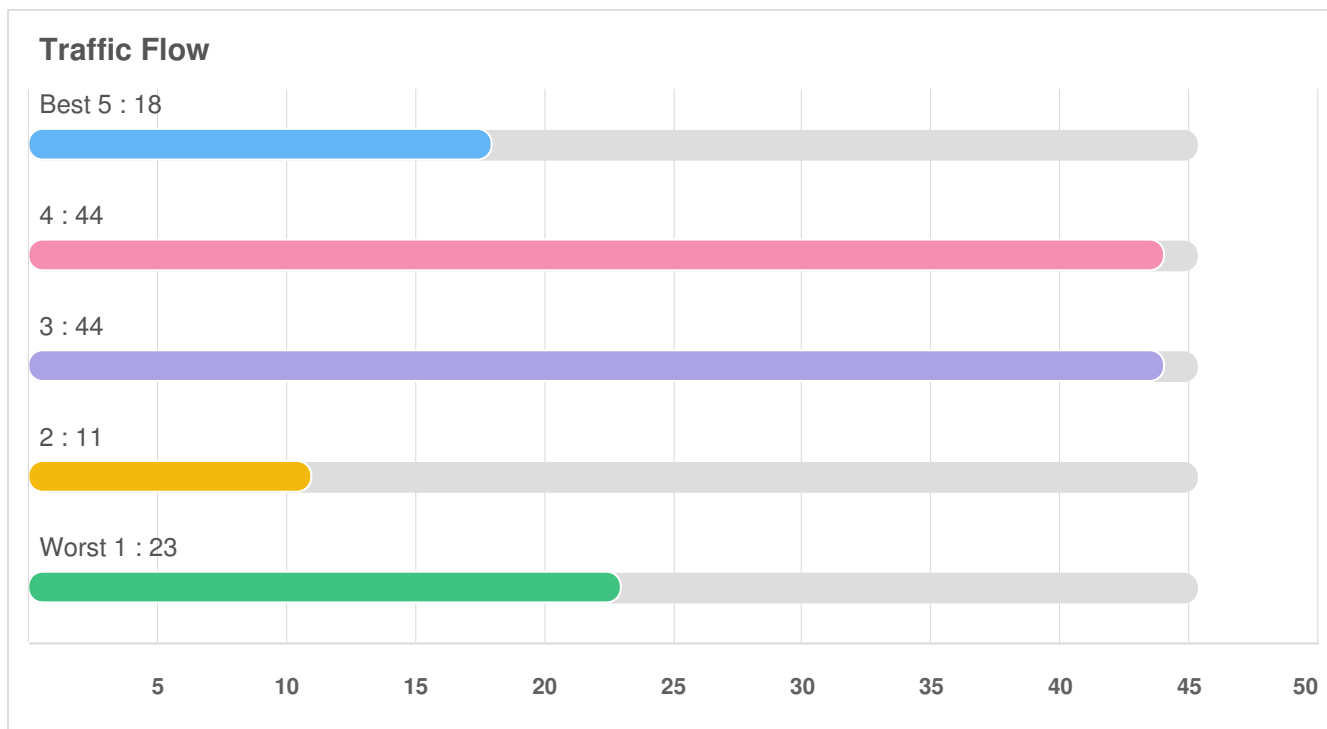
2 : 11

Worst 1 : 14









Q48 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

MuttD

2/16/2022 02:12 PM

Inadequate amount of N/S traffic lanes

Duelleg

2/19/2022 10:54 AM

Getting a bit redundant here on the questions.... Generally, see my comments above.

Raymundo

2/19/2022 07:21 PM

a roundabout is the only acceptable option. Get rid of that light. It should never have been put there.

Douglasferg

2/23/2022 06:47 PM

Need 4 lanes on major road

cswharton

2/23/2022 09:15 PM

Nice safe design

Joshua Cooperman

3/02/2022 05:05 PM

Would traffic be required to yield to bicycles and pedestrians? There is a lot of useless tarmac in the middle of the intersection. Why are there no east-west bicycle lanes?

mattmachad

3/03/2022 09:47 AM

Not a lot of bike traffic here to justify underpass. I have sat at this light countless times when no cross traffic coming out of Delo or the ballfields. Big waste of time most often.

Keith Bobo

3/03/2022 09:57 AM

CO-42 needs to be 4 lanes. Think for the future. More and More people are moving end, traffic will increase as it is bad now during peak.

derk.norton

3/04/2022 11:37 AM

Co-42 would narrow down to single lanes in both directions which for a small intersection is probably not good for traffic flow.

jhforbesmgforbes

4/09/2022 09:03 PM

One bike lane would be better. No dedicated right turn lanes will slow things down.

dengel7

4/10/2022 03:07 PM

I don't like that it becomes single lanes for cars.

JeffP

4/12/2022 10:58 AM

Roundabouts YES traffic lights NO

hmoshak

4/12/2022 02:47 PM

Too car oriented

sbasker

4/12/2022 03:20 PM

Improvement on Alt. 2 but not as good as Alt. 3

jordang

4/13/2022 10:40 AM

Such elaborate bike lanes shouldn't be necessary with an underpass, but I like the number of road lanes here.

Lindj

4/13/2022 12:18 PM

Don't like not having right turn on red.

Nataly Handlos

4/14/2022 03:29 PM

the underpass would be better to have at Griffith than here! less activity here than at Griffith; not sure if in the peaks this one through lane would be enough for traffic flow...

kbwatso

4/14/2022 06:33 PM

NO. NO TWO LANES.

DebraBaskett

4/15/2022 09:31 AM

Concern that there is no crash reduction.

louisvillarental

4/15/2022 04:29 PM

When you are giving info on whether one option or the other has a higher or lower cost to implement, we (tax payers) need to know if our taxes will be raised if we choose one or the other, because that will impact our vote/ranking. Where is this information provided, and if it is not, this needs to be re-done with that information so people can make an informed decision. Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed changes, not just 1 day - this is horrible planning.

Matt A

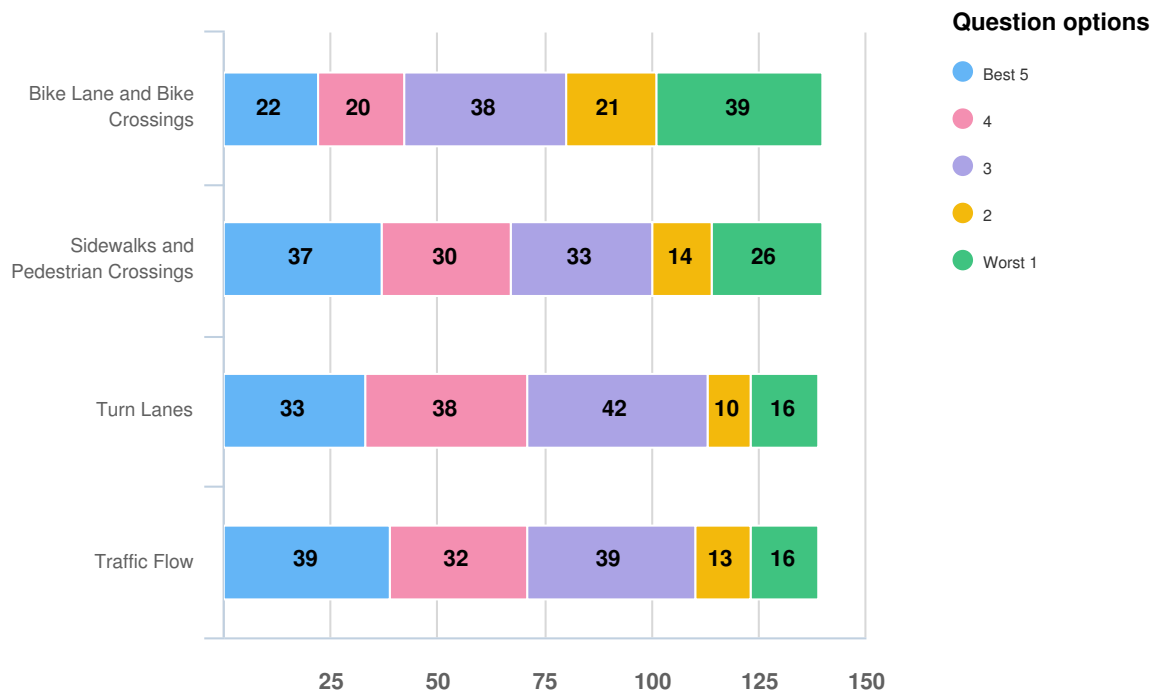
4/15/2022 05:30 PM

A turn lane is desperately needed going SB on 42.

Optional question (21 response(s), 166 skipped)

Question type: Essay Question

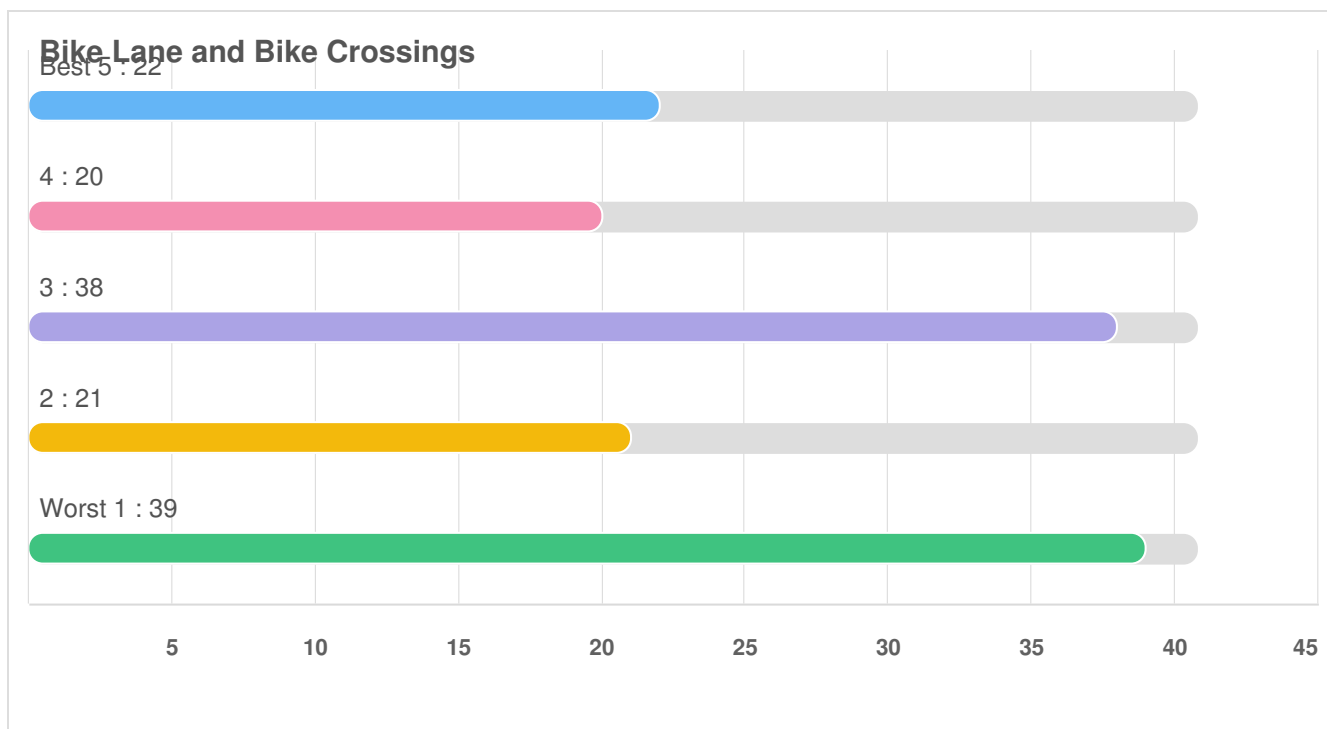
Q49 Please rank the following elements of Alternative 2 for Short Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...

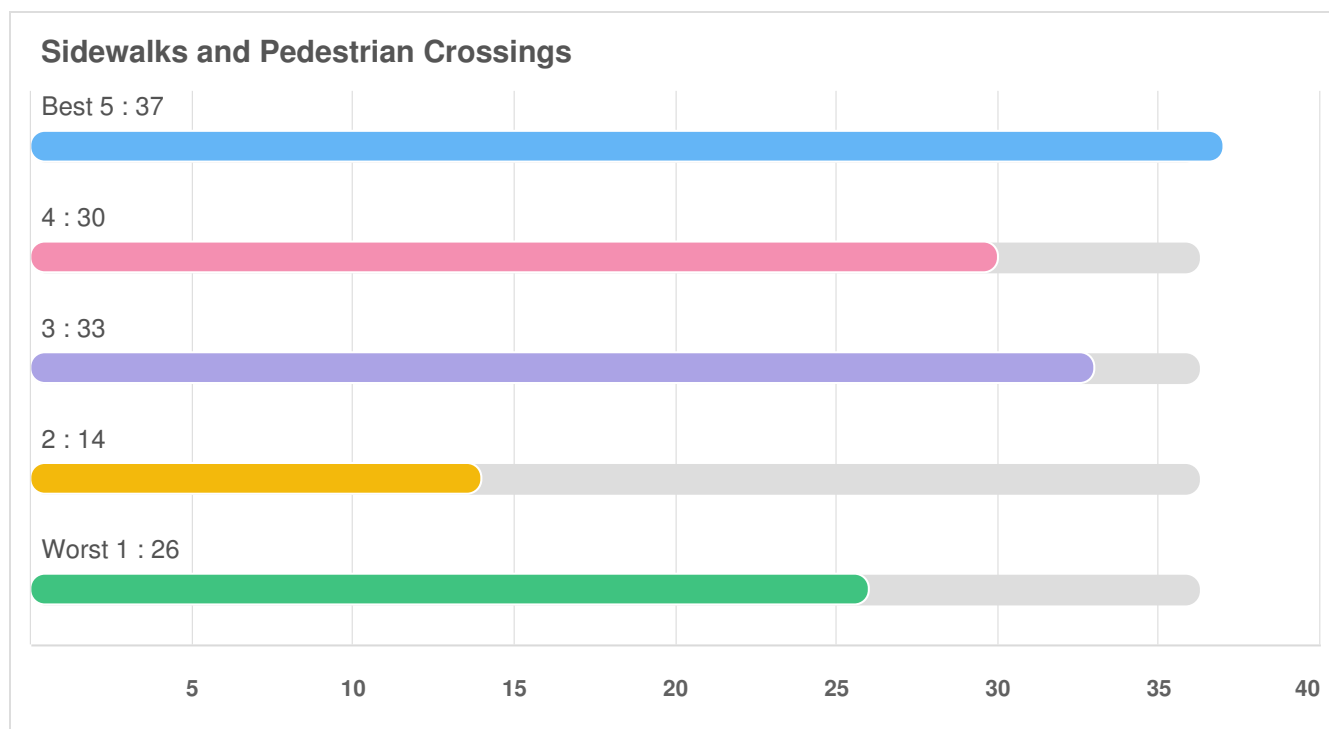


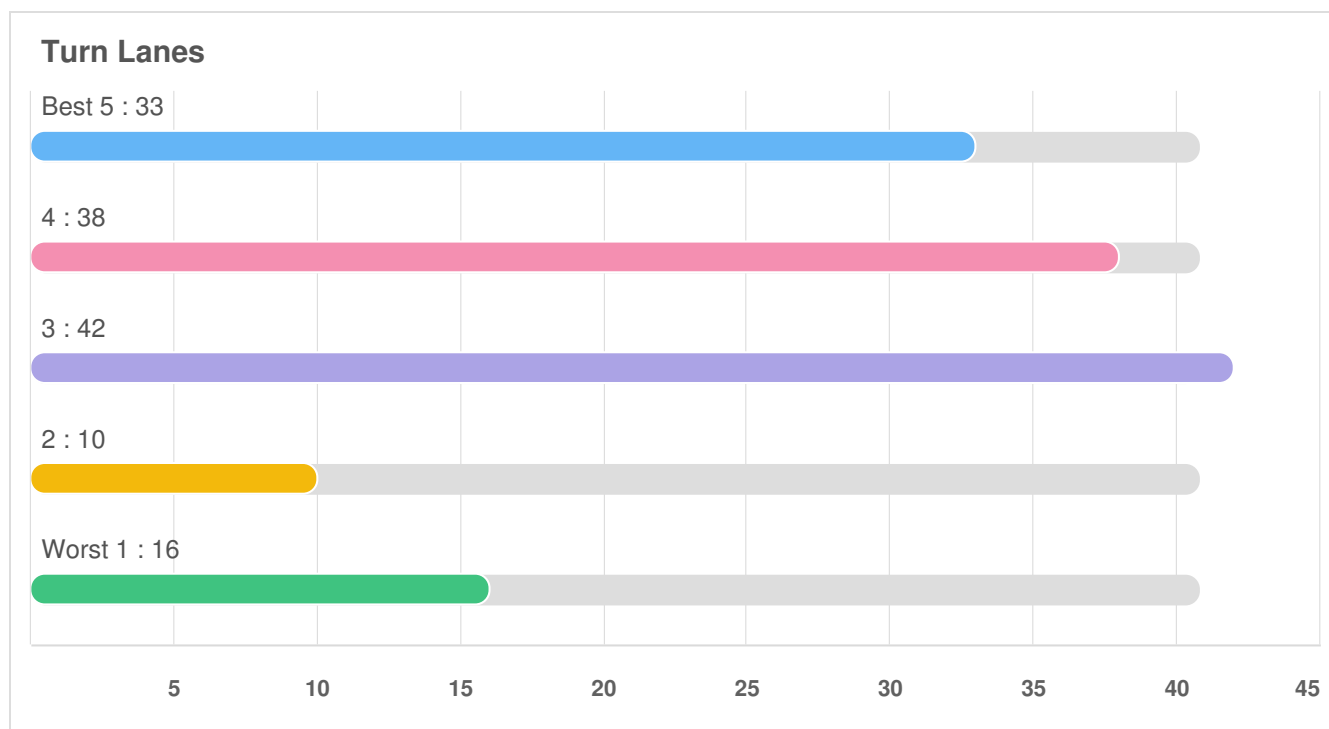
Optional question (140 response(s), 47 skipped)

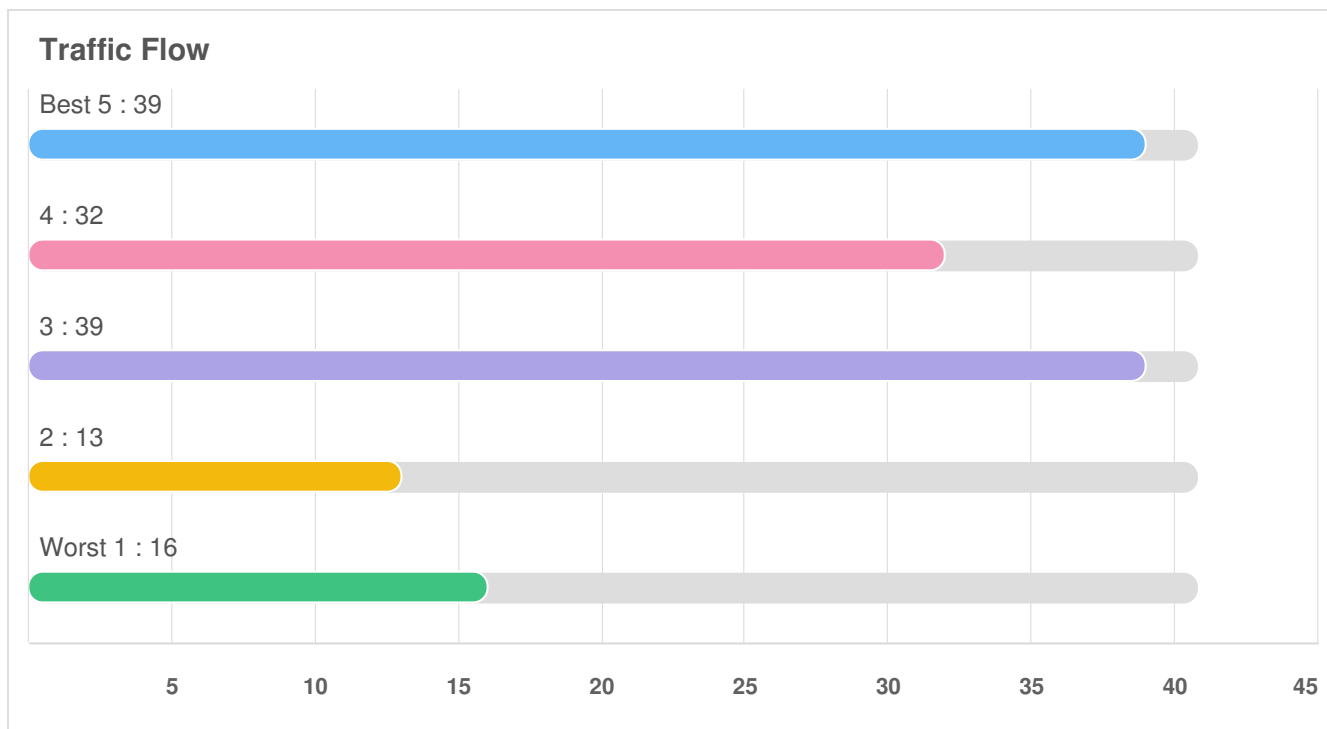
Question type: Likert Question

Q49 Please rank the following elements of Alternative 2 for Short Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...









Q50 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

Duelleg

2/19/2022 10:54 AM

Getting a bit redundant here on the questions.... Generally, see my comments above.

Raymundo

2/19/2022 07:21 PM

only a roundabout

cswharton

2/23/2022 09:15 PM

Sidewalks and bikers too close to cars. People speed and run lights along here. A lot!

bf7547712

2/24/2022 09:58 AM

Bike going straight have to cross traffic going to the right turn lane.

Swneville

3/02/2022 03:18 PM

No

Joshua Cooperman

3/02/2022 05:05 PM

There is some useless tarmac in the middle of the intersection. Do there really need to be so many traffic lanes? Why are there no east-west bicycle lanes?

mattmachad

3/03/2022 09:47 AM

Not a lot of bike traffic here to justify underpass. I have sat at this light countless times when no cross traffic coming out of Delo or the ballfields. Big waste of time most often.

Corrie Colvin Williams

3/03/2022 11:03 AM

Any option that increases traffic speed without protected bike lanes or safer pedestrian crossings seems like a bad idea.

davidlhart

3/04/2022 08:11 AM

Does Short St. really need this massive of an interchange?

jhforsbesmgforbes

4/09/2022 09:03 PM

Again, adjacent bike and car lanes are unsafe. No dedicated east/west right turn lanes could slow things down.

tlantzy

4/12/2022 10:56 AM

seems to me that you have to decide if you are going to make the entire area a 4-lane... it's hard to determine advantages/disadvantages without that determination

JeffP

4/12/2022 10:58 AM

Roundabouts YES traffic lights NO

hmoshak

4/12/2022 02:47 PM

Terrible, increase in conflicts!

sbasker

4/12/2022 03:20 PM

Old school and dangerous

AmandaCSJ

4/12/2022 11:08 PM

Seems crowded and confusing

jordang

4/13/2022 10:40 AM

I don't think either side of the west-east roads need both a turn and straight lane.

Nataly Handlos

4/14/2022 03:29 PM

conflict zones for bikes/cars from CO42 onto Short; much better layout overall though for traffic flow; have to consider additional traffic volumes for games/practices/events at the baseball field? - not as busy an east/west cross street than Griffith overall

kbwatso

4/14/2022 06:33 PM

LESS MONEY. EASIER TO UNDERSTND AND USE. YES

DebraBaskett

4/15/2022 09:31 AM

Hugh street section.

louisvillarental

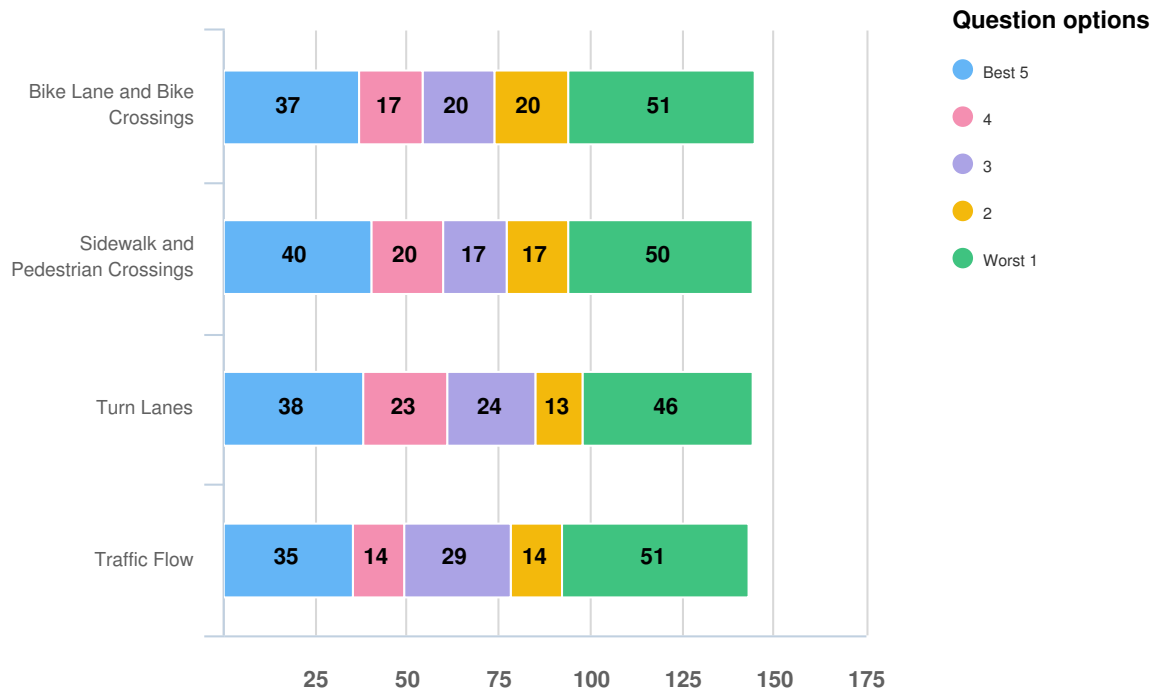
4/15/2022 04:29 PM

When you are giving info on whether one option or the other has a higher or lower cost to implement, we (tax payers) need to know if our taxes will be raised if we choose one or the other, because that will impact our vote/ranking. Where is this information provided, and if it is not, this needs to be re-done with that information so people can make an informed decision. Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed changes, not just 1 day - this is horrible planning.

Optional question (20 response(s), 167 skipped)

Question type: Essay Question

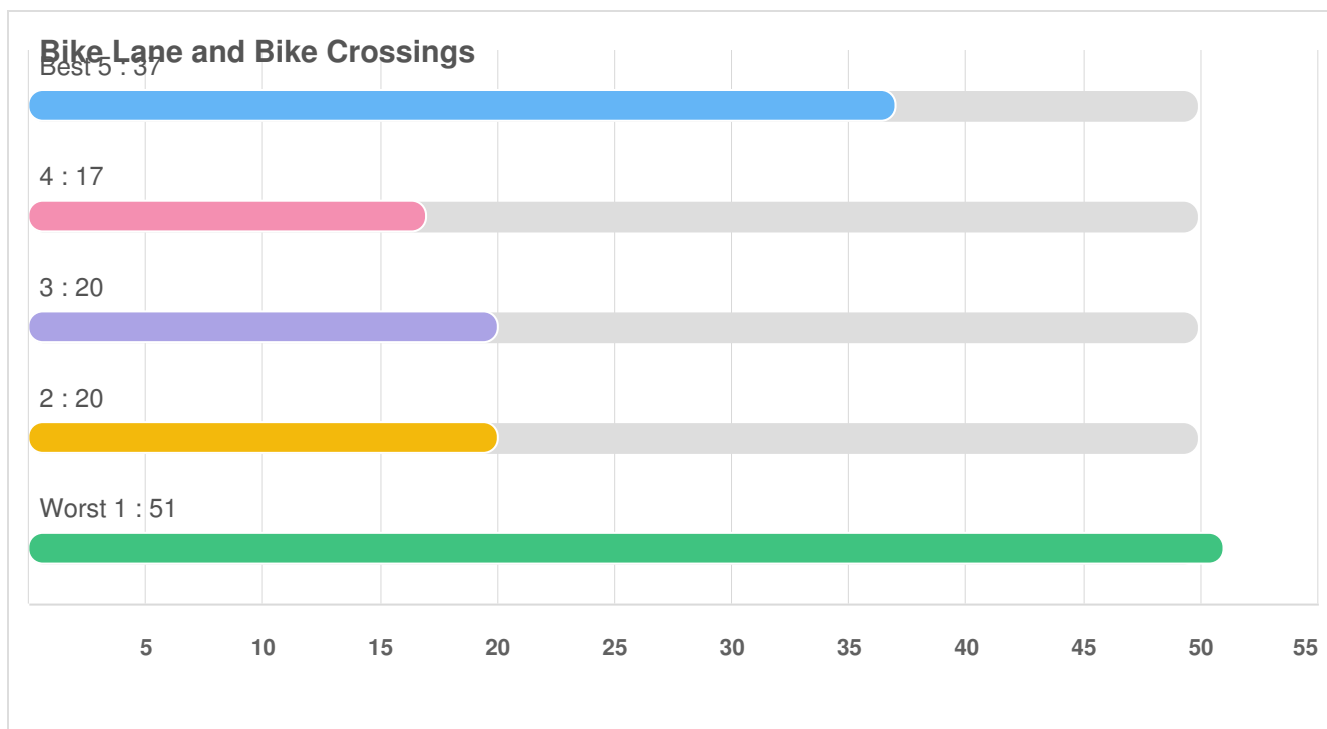
Q51 Please rank the following elements of Alternative 3 for Short Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...

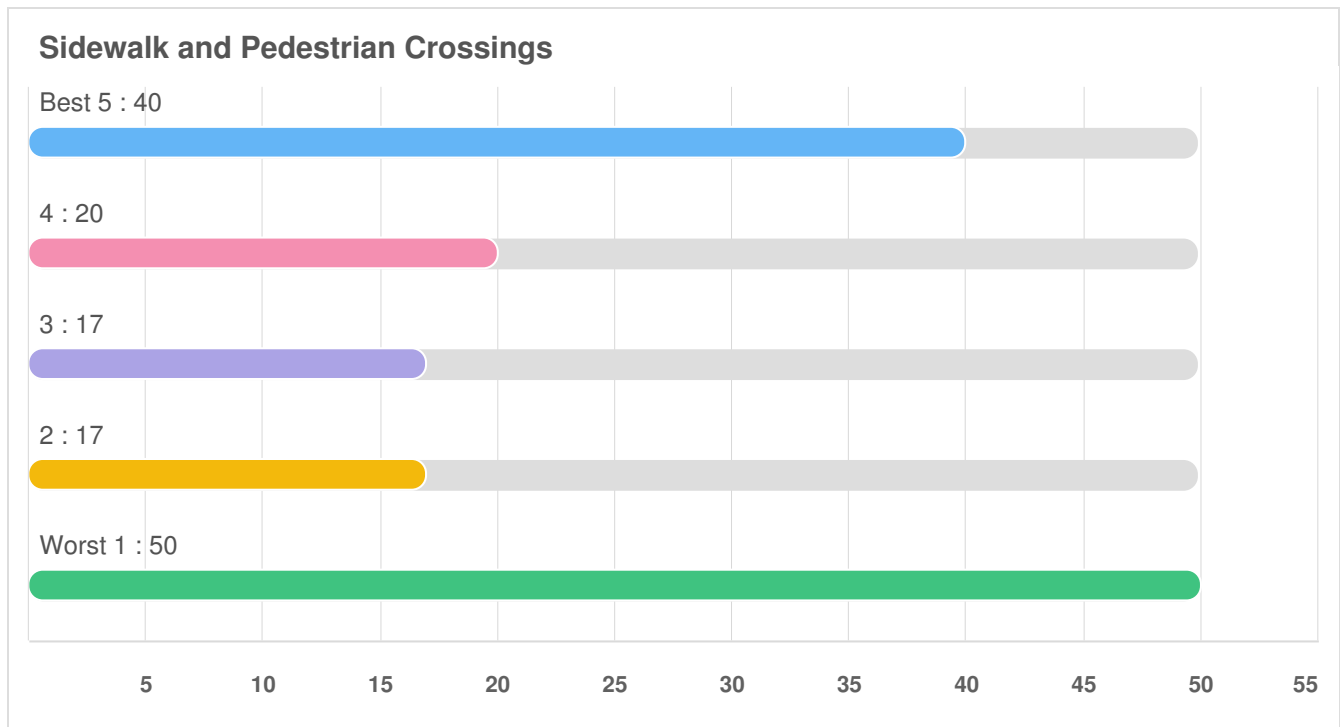


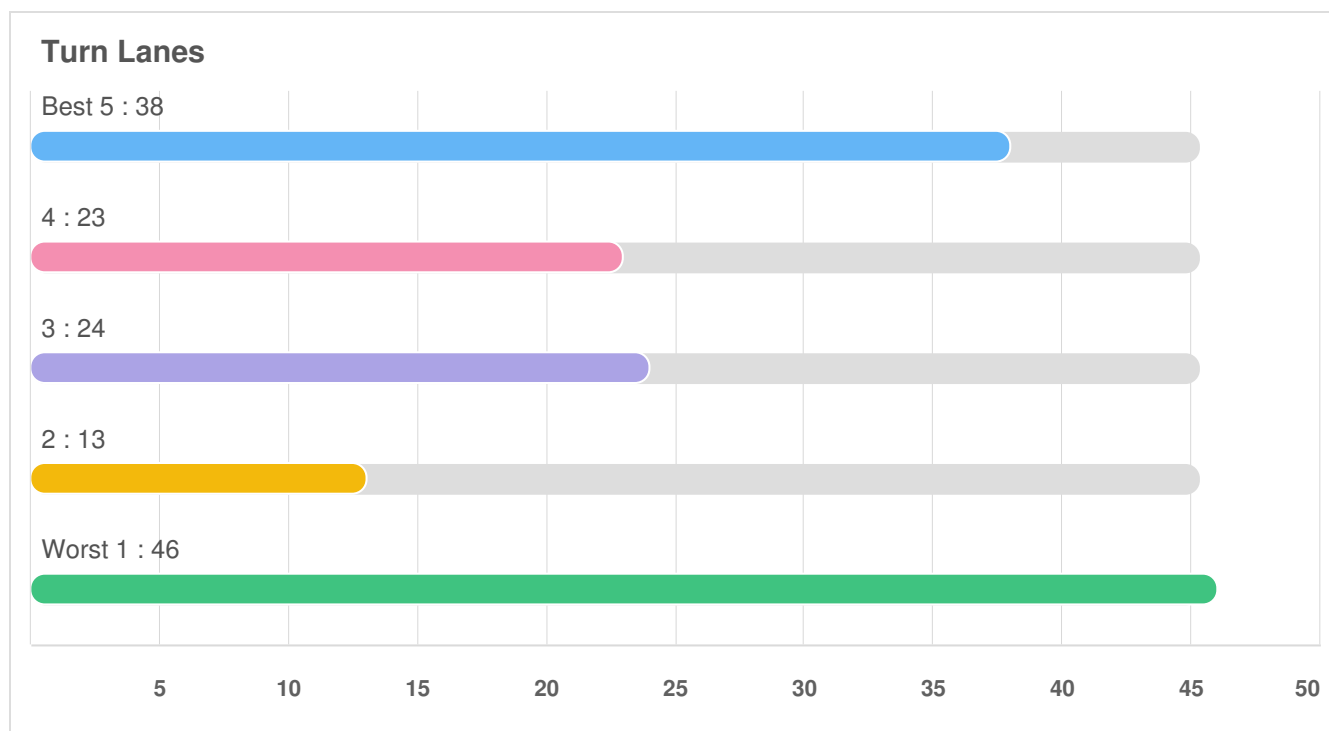
Optional question (145 response(s), 42 skipped)

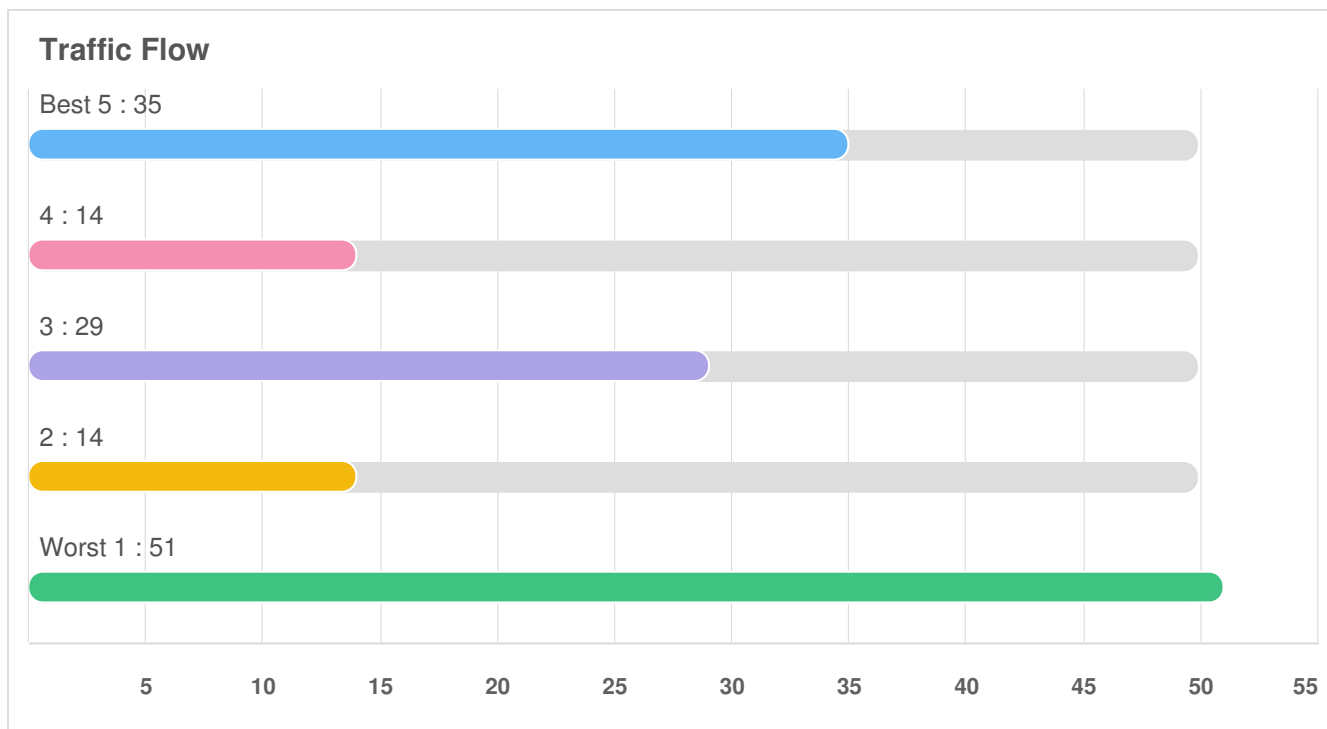
Question type: Likert Question

Q51 Please rank the following elements of Alternative 3 for Short Street and Co-42 from 1 to 5 where 1 is the worst and 5 is th...









Q52 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

andreakayejohnson

2/14/2022 09:36 PM

no roundabouts!

MuttD

2/16/2022 02:12 PM

Too much traffic for one lane round about.

Duelleg

2/19/2022 10:54 AM

Getting a bit redundant here on the questions.... Generally, see my comments above.

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

alysonc

2/21/2022 11:29 AM

Overall, I prefer to see CO-42 developed to connect local residents to each other and to local business, rather than as a throughway for cars traveling to destinations beyond. And favoring a local-centric experience requires prioritizing the safety and enjoyment of

pedestrians and bicyclists. Because option #3 creates the best buffer from vehicular traffic and noise and air pollution, I would like to see the bike lanes combined with the pedestrian path on the east side, seamlessly from north to south. Additionally, the roundabouts in option #3 allow cars to continue forward movement during high traffic rather than come to a full stop with a half-mile back up. The waiting at a light tends to encourage impatient drivers to race through, which is not safe for any traffic.

Douglasferg

2/23/2022 06:47 PM

Turnabout worst idea for major road

cswharton

2/23/2022 09:15 PM

Not a good design for bikers and walkers. Will need a stoplight. 42 is too busy and has high speeds.

Swneville

3/02/2022 03:18 PM

Traffic circles, if built correctly (wide enough), will work best

Joshua Cooperman

3/02/2022 05:05 PM

How would bicyclists access the west side of Highway 42? Why are there no east-west bicycle lanes?

Keith Bobo

3/03/2022 09:57 AM

Traffic circles only work in light traffic and become parking lot in heavy traffic, Large trucks have problems with Traffic circles. Will be come a parking lot in heavy traffic.

kmaloney

3/03/2022 10:39 PM

Roundabouts, roundabouts, roundabouts all the way!

Christina Kumler

3/04/2022 12:55 PM

My only concern about this is having cyclists go the other direction, where do they cross to get to the two-way path section? Unless a 2-way path runs along all of 95.

laesecke

3/04/2022 04:48 PM

No roundabouts along this busy corridor!

Tom r

3/04/2022 05:27 PM

I think roundabouts are dangerous for all modes of travel and no fun to drive meaning they add to stress. In Arizona west of Verde Valley headed to Prescott, they ruined the scenic drive as their social engineering causes you to have to be constantly on guard for the next DREADED ROUNDABOUT....WHICH MEANS MORE STRESS.

jhforbesmgforbes

4/09/2022 09:03 PM

I've commented on this design before.

Julie Cassady

4/11/2022 07:44 AM

only one lane each way on 42 will slow things down a lot

aeroncaben

4/11/2022 03:55 PM

This sets up a condition where a bicyclist is crossing from right to left in front of a motorist who is waiting for a gap in traffic (and looking left). Can't think of any condition which is less safer for someone bicycling.

tlantzy

4/12/2022 10:56 AM

this is a minimal pedestrian crossing

JeffP

4/12/2022 10:58 AM

Roundabouts YES traffic lights NO

dwc309

4/12/2022 11:49 AM

Don't like round abouts on 42.

hmoshak

4/12/2022 02:47 PM

Increase bicycle commuting and walking, keep people safe.

sbasker

4/12/2022 03:20 PM

Improves transportation for everyone!

jordang

4/13/2022 10:40 AM

Don't think a roundabout is necessary here.

Lindj

4/13/2022 12:18 PM

Like traffic circles

Cotjones

4/13/2022 08:30 PM

General comment. All small intersections should be roundabouts. Keep bike lanes consistent through whole area. Consider right turn arrows for dedicated turn lanes when opposite traffic has a left turn signal.

Nataly Handlos

4/14/2022 03:29 PM

again, might create conflicts with car/bike on NB to EB turns, due to bi-directional bike traffic

kbwatso

4/14/2022 06:33 PM

YOU JUST REBUILT THIS. NO NO NO

DebraBaskett

4/15/2022 09:31 AM

Concern that transit operations could be slowed.

Matt A

4/15/2022 05:30 PM

The most obvious circle implementation.

LP

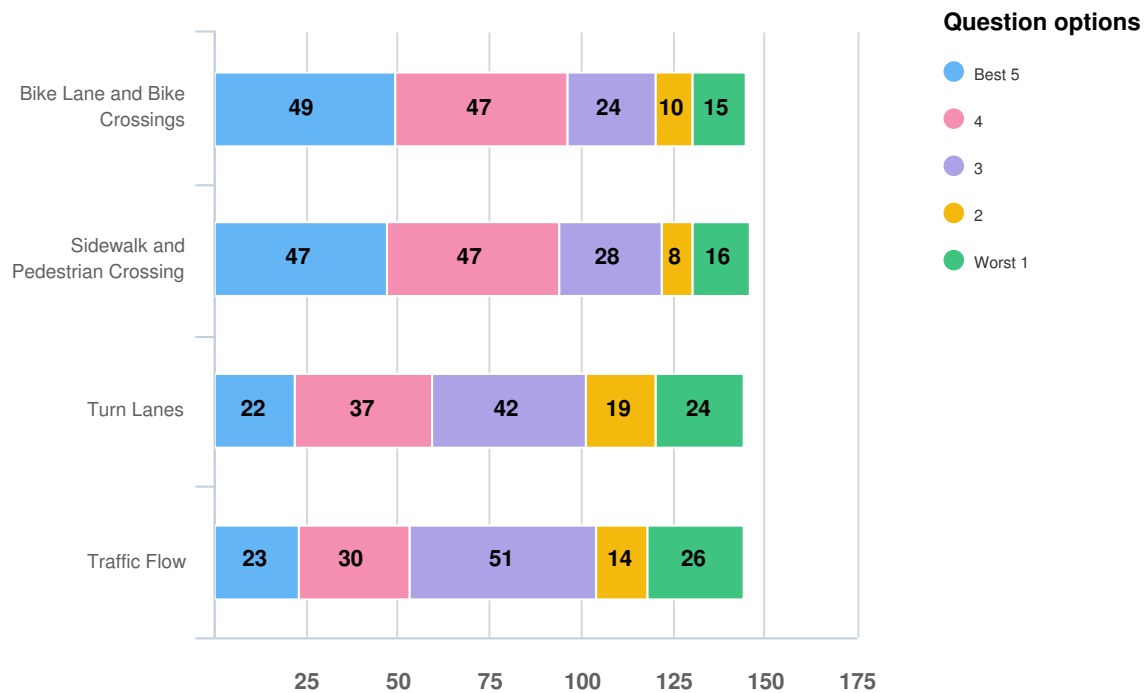
4/15/2022 07:24 PM

A roundabout does not make logical sense in this corridor, it would cost drivers thousands of hours quickly

Optional question (30 response(s), 157 skipped)

Question type: Essay Question

Q53 Please rank the following elements of Alternative 1 for Pine Street and Co-42 from 1 to 5 where 1 is the worst and 5 is the...



Optional question (146 response(s), 41 skipped)

Question type: Likert Question

Q53 Please rank the following elements of Alternative 1 for Pine Street and Co-42 from 1 to 5 where 1 is the worst and 5 is the...

Bike Lane and Bike Crossings

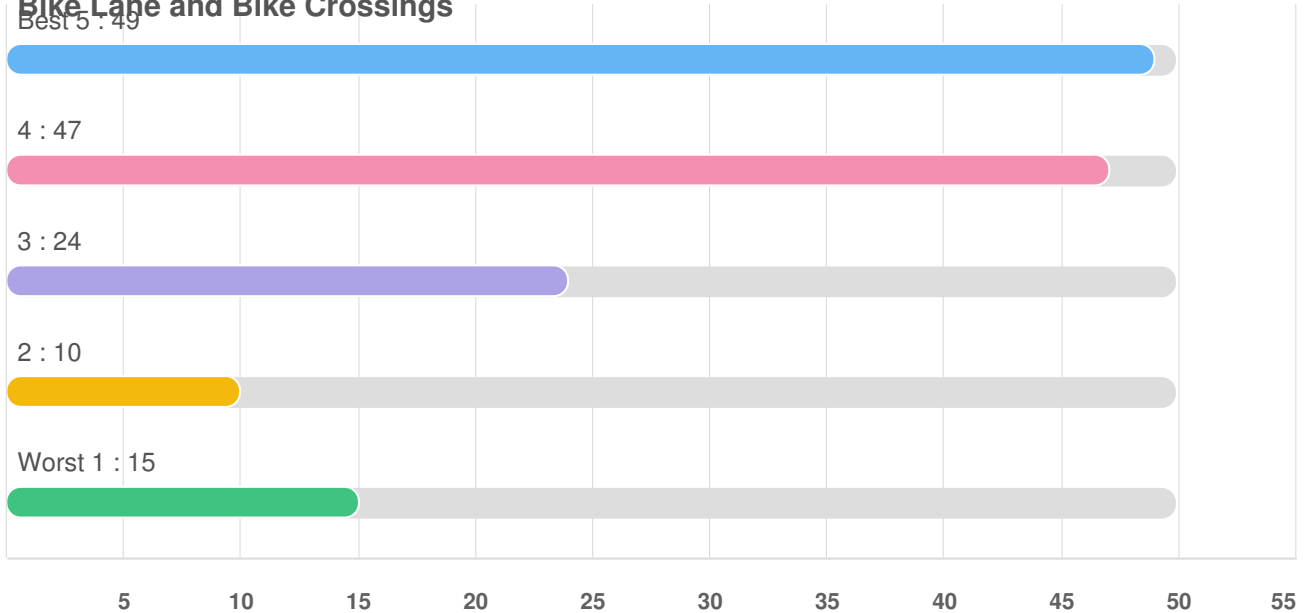
Best 5 : 49

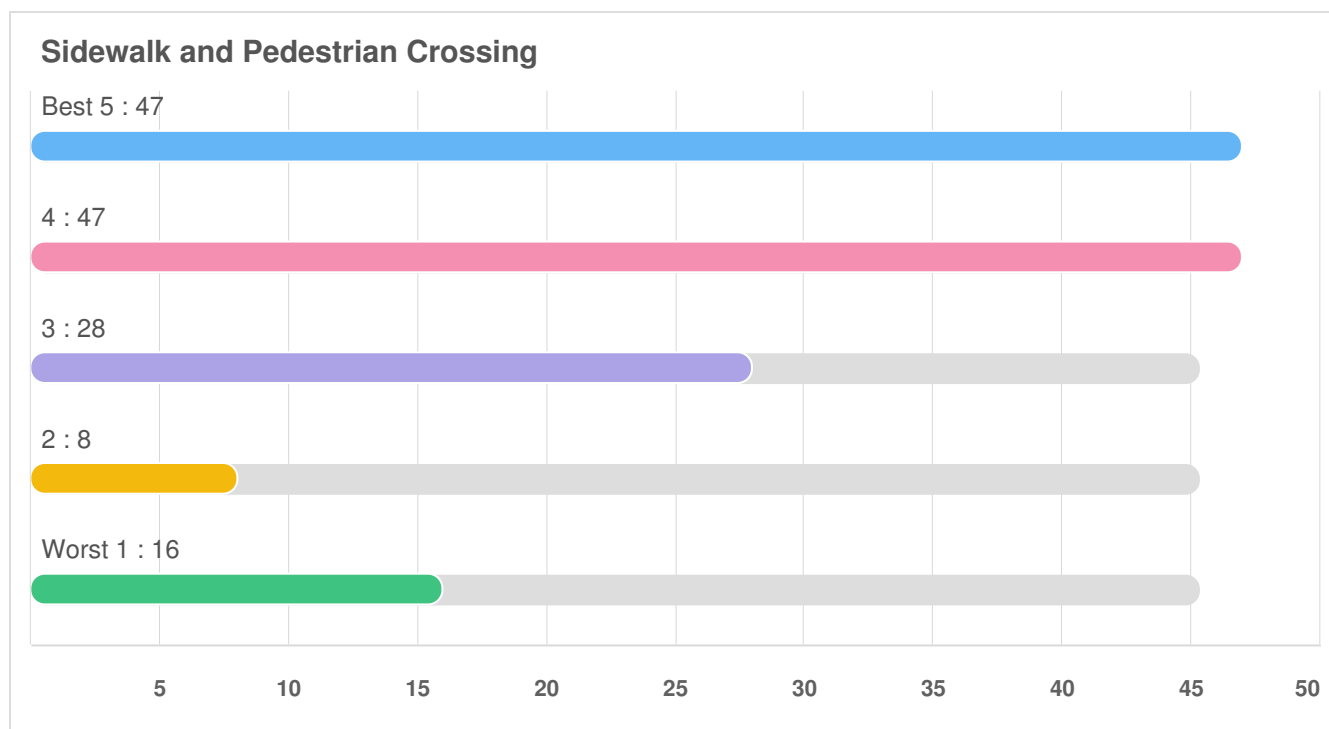
4 : 47

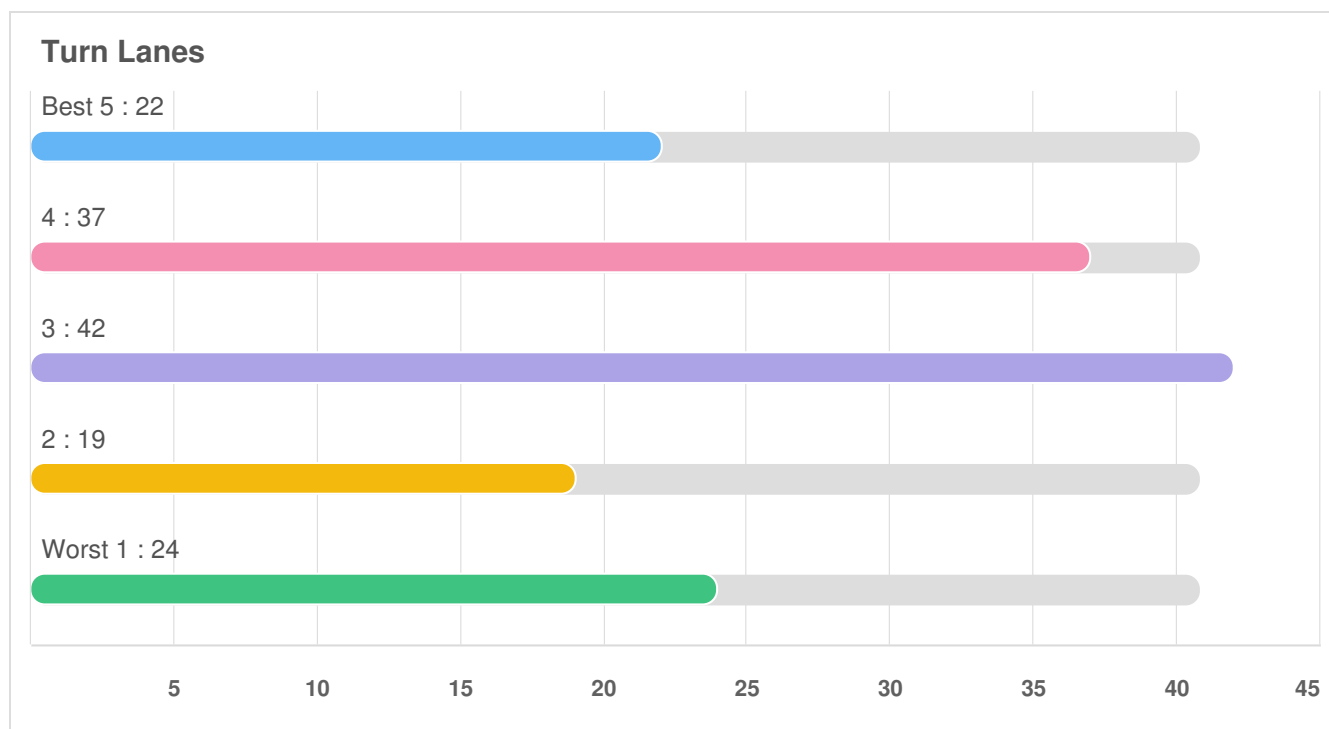
3 : 24

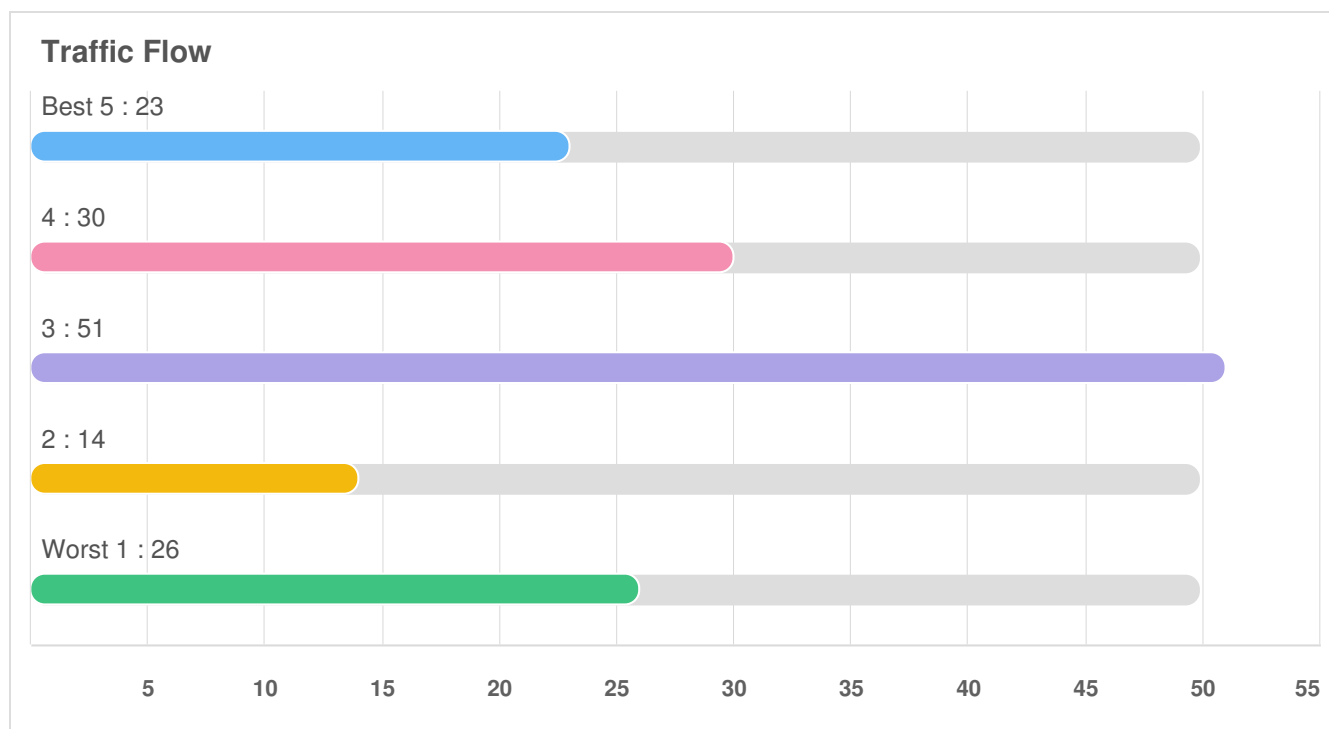
2 : 10

Worst 1 : 15









Q54 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

trailsnet

2/14/2022 04:14 PM

This design is a must at this intersection. It is currently extremely unsafe for bicyclists. Please be sure to have an option for bicyclists and pedestrians to interact with (request a walk signal) the stoplight as that currently isn't an option at this intersection.

MuttD

2/16/2022 02:12 PM

Not enough North/South through traffic lanes and no right hand turn cut outs.

courtneylpeck

2/18/2022 03:59 PM

Huge crash reduction compared to Alternative 2.

Duelleg

2/19/2022 10:54 AM

Getting a bit redundant here on the questions.... Generally, see my comments above. This intersection seems to be a bottleneck, coming from the south, and turning left onto Pine. Would a roundabout work here? >>> Yes, like Alt 3.

Raymundo

2/19/2022 07:21 PM

put a roundabout here

Douglasferg

2/23/2022 06:47 PM

Need 4 lanes on major road

cswharton

2/23/2022 09:15 PM

Good design and better support for all means of transportation than we have today.

Swneville

3/02/2022 03:18 PM

Acceptable

Joshua Cooperman

3/02/2022 05:05 PM

Would traffic be required to yield to bicycles and pedestrians? There is a lot of useless tarmac in the middle of the intersection. Do there really need to be so many traffic lanes? Why are there no east-west bicycle lanes?

Keith Bobo

3/03/2022 09:57 AM

C0-42 needs to be 4 lanes

SquareState

3/03/2022 10:05 PM

No right turn arrow is shown on the Southwest side, but since there is only one through lane on the other side of the intersection, surely this would be a right turn lane?

Christina Kumler

3/04/2022 12:55 PM

Worried with that much median a bike will get hit by turning car

Tom r

3/04/2022 05:27 PM

pLEASE KEEP IT SIMPLE, THAK YOU.

jhforbesmgforbes

4/09/2022 09:03 PM

Ditto for previous comments.

dengel7

4/10/2022 03:07 PM

Do not like the single lane for cars.

kjkarch

4/11/2022 03:40 PM

for all plans. Two lanes north and south from Empire Road to Arapahoe Road

tlantzy

4/12/2022 10:56 AM

this is pretty much the same as it is now.. need 2 lanes going north as the traffic from 95th that comes in makes this a more congested

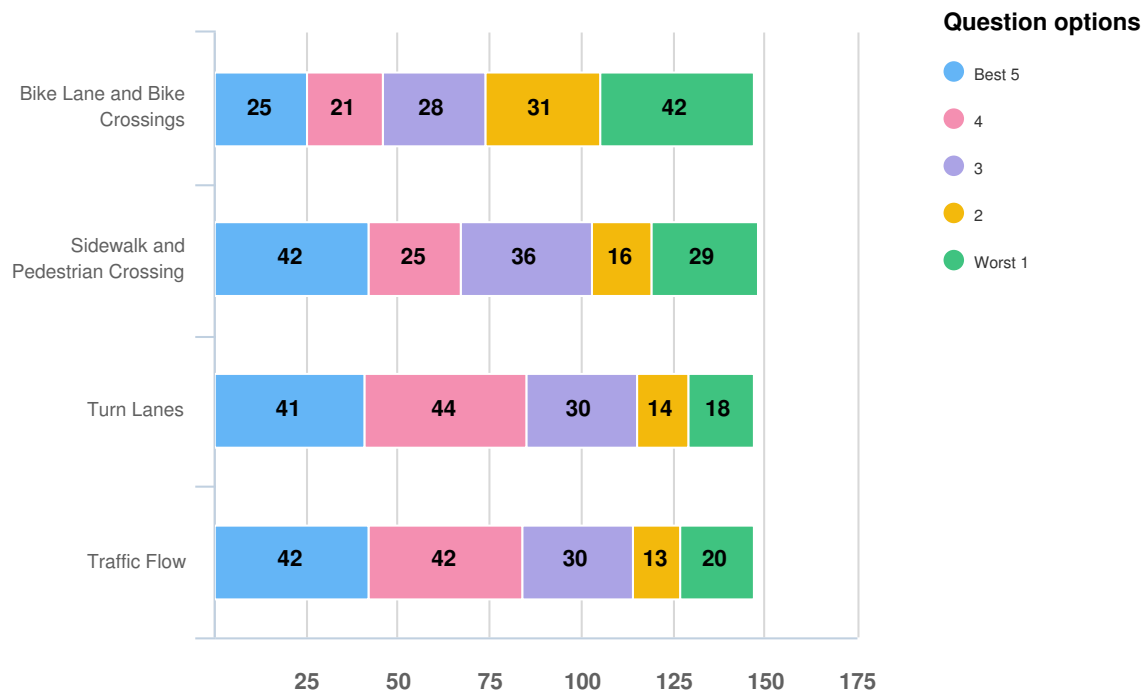
JeffP 4/12/2022 10:58 AM	Roundabouts YES traffic lights NO
hmoshak 4/12/2022 02:47 PM	Not safe
sbasker 4/12/2022 03:20 PM	A little better but not as good as Alt 3
AmandaCSJ 4/12/2022 11:08 PM	No bike options on Pine.
Lindj 4/13/2022 12:18 PM	This is also a scary intersection when biking, like this design.
jlmerrick 4/13/2022 07:06 PM	No RT on red is a major problem with this alternative.
Nataly Handlos 4/14/2022 03:29 PM	good on the 'no right on red'; is the traffic volume really such that a right turn lane is needed NB to EB and SB to EB? There is also notable bike movement east/west at this intersection as traffic on Pine east of CO42 is not very high and provides great on-street biking ; this intersection originally was identified for a set of transit stops; not sure how they would fit in with this design - potential conflict with bike/bus
kbwatso 4/14/2022 06:33 PM	EXPENSIVE, COMPLICATED FOR UNFAMILIAR DRIVERS SINBGLE LANE OF TRAFFIC... NO NO NO
DebraBaskett 4/15/2022 09:31 AM	Although not a good as the roundabout, there are significant crash reductions. Could be placemaking opportunity which is important.
louisvillental 4/15/2022 04:29 PM	When you are giving info on whether one option or the other has a higher or lower cost to implement, we (tax payers) need to know if our taxes will be raised if we choose one or the other, because that will impact our vote/ranking. Where is this information provided, and if it is not, this needs to be re-done with that information so people can make an informed decision. Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input

and proper notification of these proposed changes, not just 1 day -
this is horrible planning.

Optional question (27 response(s), 160 skipped)

Question type: Essay Question

Q55 Please rank the following elements of Alternative 2 for Pine Street and Co-42 from 1 to 5 where 1 is the worst and 5 is the...



Optional question (148 response(s), 39 skipped)

Question type: Likert Question

Q55 Please rank the following elements of Alternative 2 for Pine Street and Co-42 from 1 to 5 where 1 is the worst and 5 is the...

Bike Lane and Bike Crossings

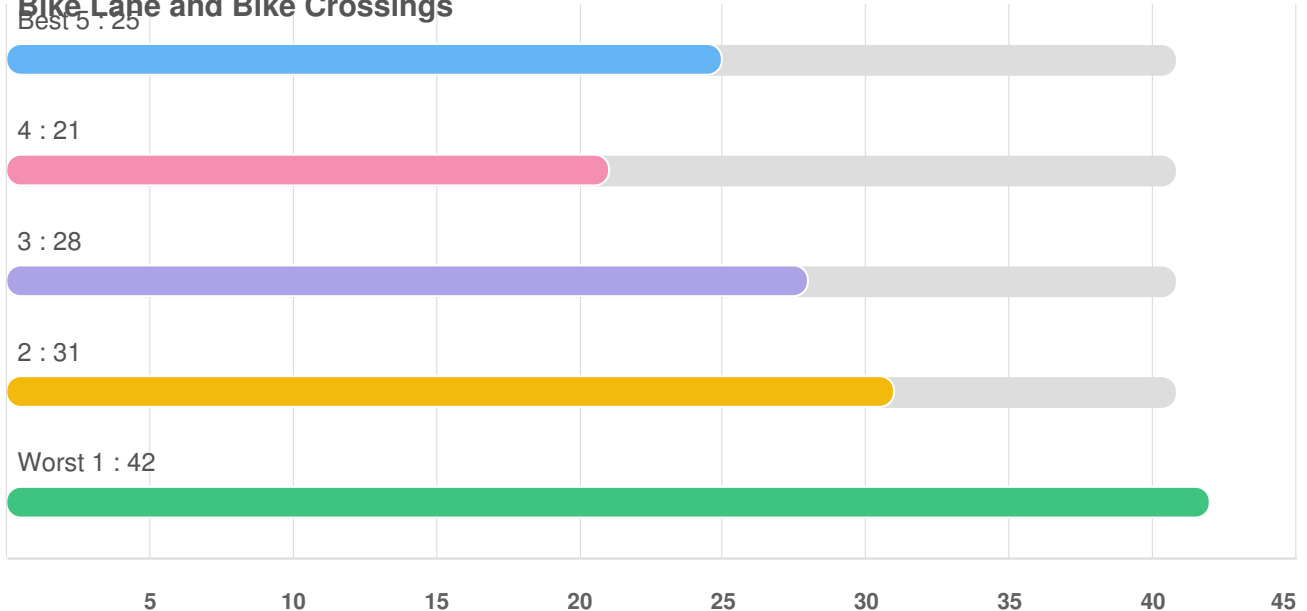
Best 5 : 25

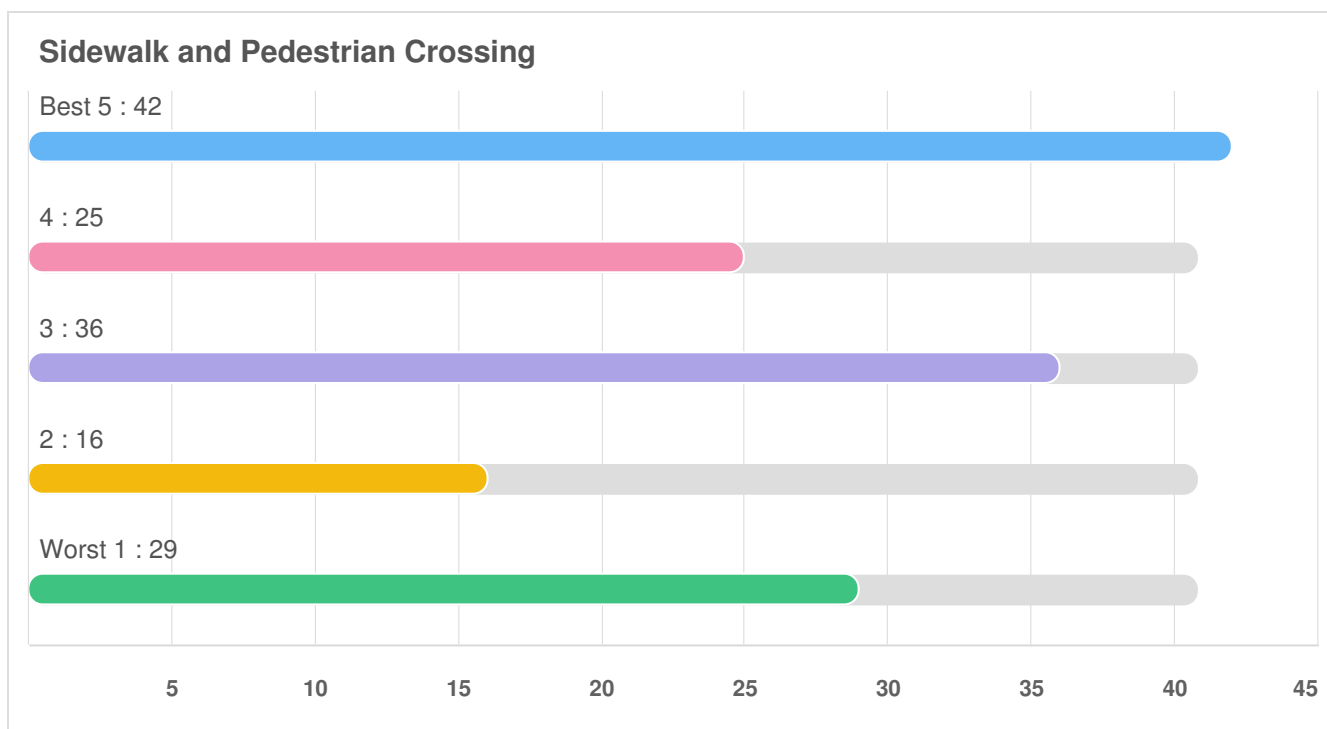
4 : 21

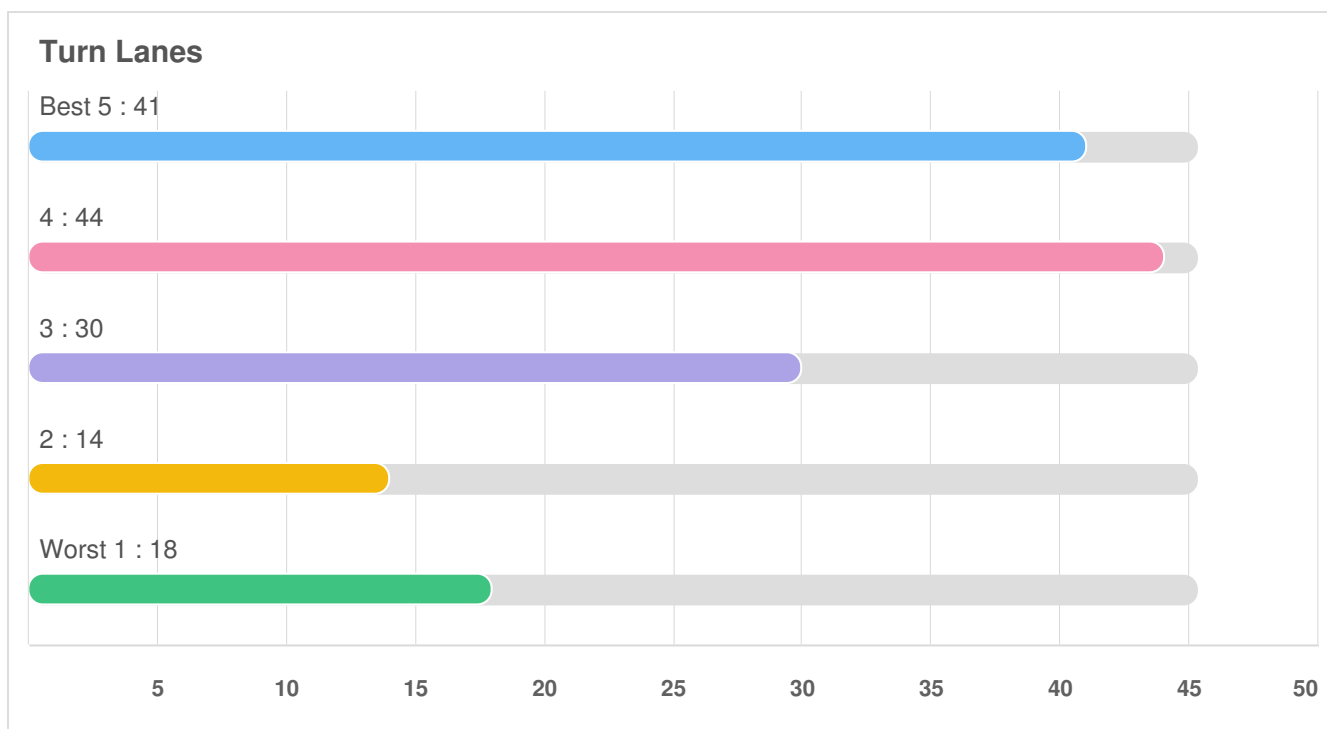
3 : 28

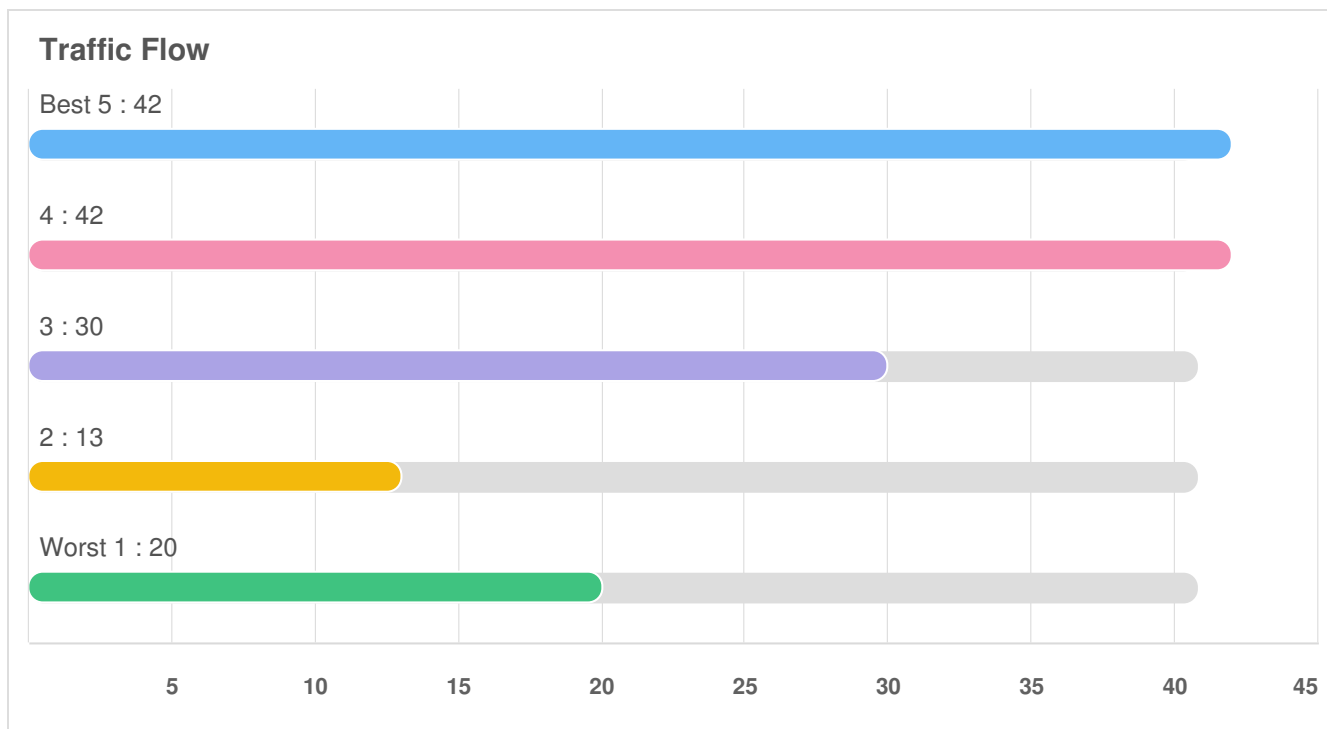
2 : 31

Worst 1 : 42









Q56 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

courtneylpeck

2/18/2022 03:59 PM

General question: What happens to the existing multi-use paths along this corridor? It seems that some of them could be used in place of adding the sidewalks next to the roadways, which would allow for additional space/medians.

Duelleg

2/19/2022 10:54 AM

These are comments for Alt 3: This intersection is a bottleneck, for North bound traffic, and turning left onto Pine. I think a roundabout would work very well here, in particular if there was a way to slow down South bound traffic. There is not much traffic heading East of CO42. The solution for cyclists looks good here. Thanks again for the very in depth questionnaire to seek input from the user community. With good planning, we can have growth in Louisville, that still makes this a livable community for walking and cycling and does not turn this amazing town into just another massive suburbia sprawl where one needs a car to safely go anywhere. THANK YOU.

Markus Groner

2/20/2022 03:02 PM

Your survey is WAY, WAY too long. Only transportation policy professionals and activists will fill this out. You will not get broad representative input via this survey. Sad.

artfulDane

2/20/2022 11:15 PM

Alternative 3: I'd like to be able to ride to Pine Street from North End neighborhood (on roads /paved bike routes). This east side only might work okay here if it goes all the way to S. Boulder Road.

fatima hirji

2/22/2022 06:42 PM

Option #3: Overall, I prefer to see CO-42 developed to connect local residents to each other and to local business, rather than as a throughway for cars traveling to destinations beyond. And favoring a local-centric experience requires prioritizing the safety and enjoyment of pedestrians and bicyclists. Because option #3 creates the best buffer from vehicular traffic and noise and air pollution, I would like to see the bike lanes combined with the pedestrian path on the east side, seamlessly from north to south. Additionally, the roundabouts in option #3 allow cars to continue forward movement during high traffic rather than come to a full stop with a half-mile back up. The waiting at a light tends to encourage impatient drivers to race through, which is not safe for any traffic.

cswharton

2/23/2022 09:15 PM

Puts family bikes on a busy roadway. Yuck!

Swneville

3/02/2022 03:18 PM

No

Joshua Cooperman

3/02/2022 05:05 PM

There is a lot of useless tarmac in the middle of the intersection. Do there really need to be so many traffic lanes? Why are there no east-west bicycle lanes?

Keith Bobo

3/03/2022 09:57 AM

This is correct design for intersections.

jhforbesmgforbes

4/09/2022 09:03 PM

Adjacent bike and car lanes are dangerous.

tlantzy

4/12/2022 10:56 AM

looks like you'd have to condemn homes on the west side to make room for additional lanes... sad

JeffP

4/12/2022 10:58 AM

Roundabouts YES traffic lights NO

hmoshak

4/12/2022 02:47 PM

More conflicts for non-cars

sbasker

4/12/2022 03:20 PM

Dangerous and risky for cyclists and peds

AmandaCSJ

4/12/2022 11:08 PM

Too many turn lanes in a crowded intersection

jordang

4/13/2022 10:40 AM

Will the two lanes traveling north-south continue or quickly merge into one? If just one, I don't like the two right turn lanes on the west side of Pine.

Nataly Handlos

4/14/2022 03:29 PM

conflict zones for bike/cars; can a 'no turn on red' or signal phase for bike/ped be considered for east to south and west to north? this intersection originally was identified for a set of transit stops; not sure how they would fit in with this design - potential conflict with bike/bus

kbwatso

4/14/2022 06:33 PM

YES YES YES TWO LANES EVERYBODY SHOULD BE HAPPY.

louisvillarental

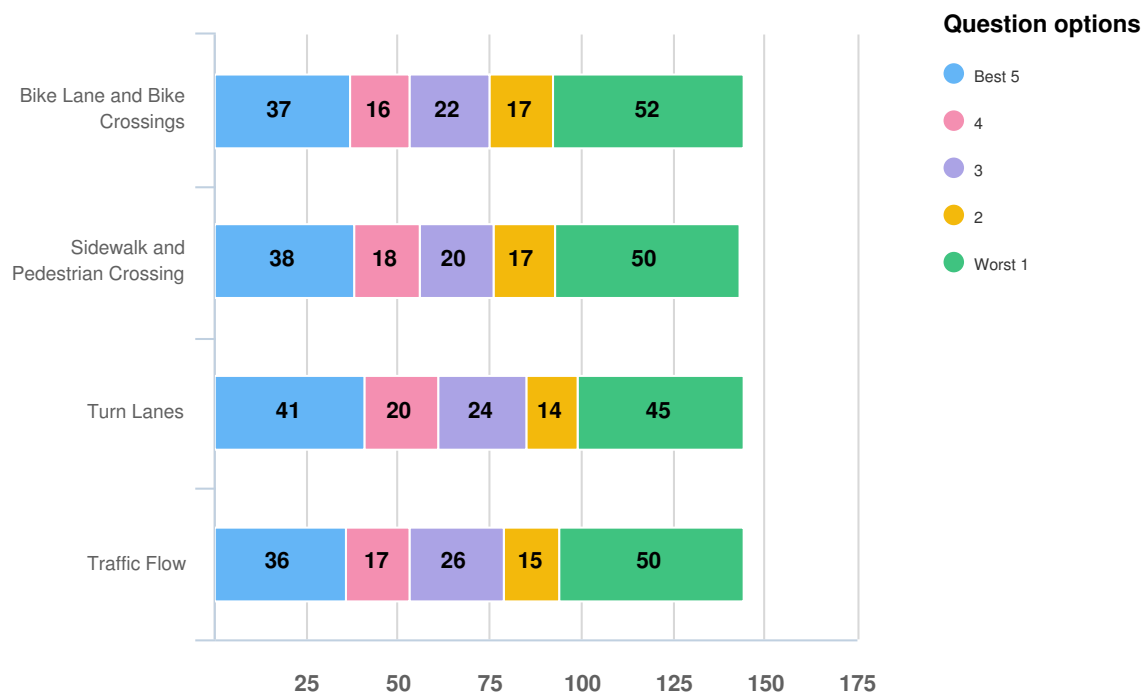
4/15/2022 04:29 PM

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Optional question (19 response(s), 168 skipped)

Question type: Essay Question

Q57 Please rank the following elements of Alternative 3 for Pine Street and Co-42 from 1 to 5 where 1 is the worst and 5 is the...



Optional question (144 response(s), 43 skipped)

Question type: Likert Question

Q57 Please rank the following elements of Alternative 3 for Pine Street and Co-42 from 1 to 5 where 1 is the worst and 5 is the...

Bike Lane and Bike Crossings

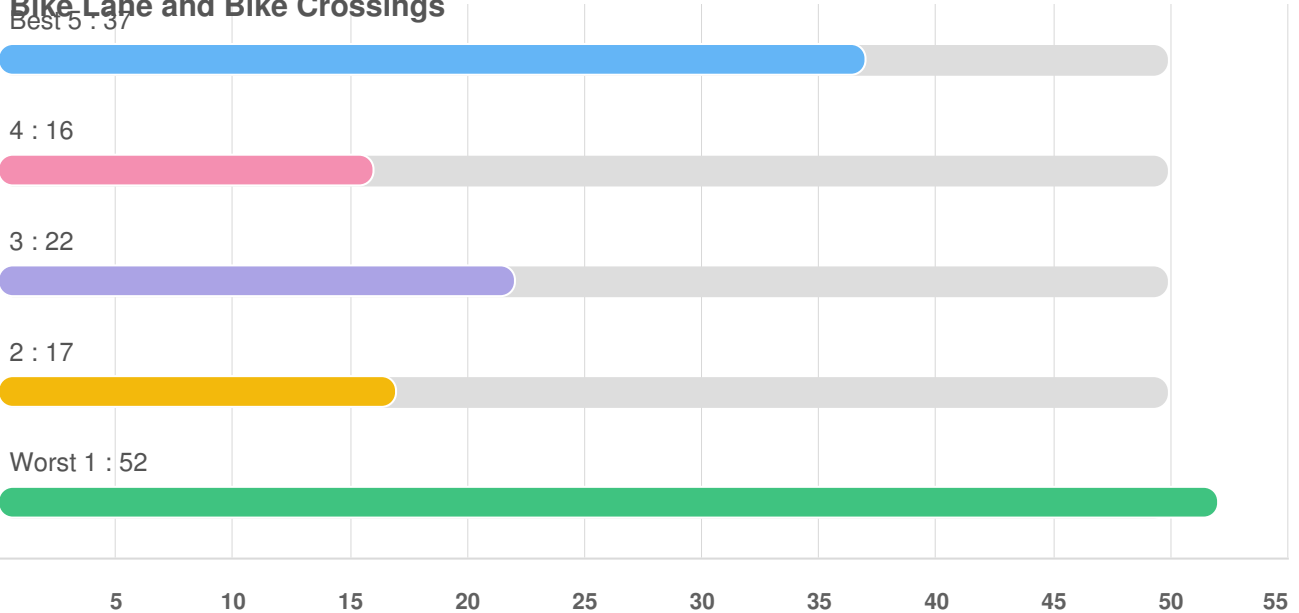
Best 5 : 37

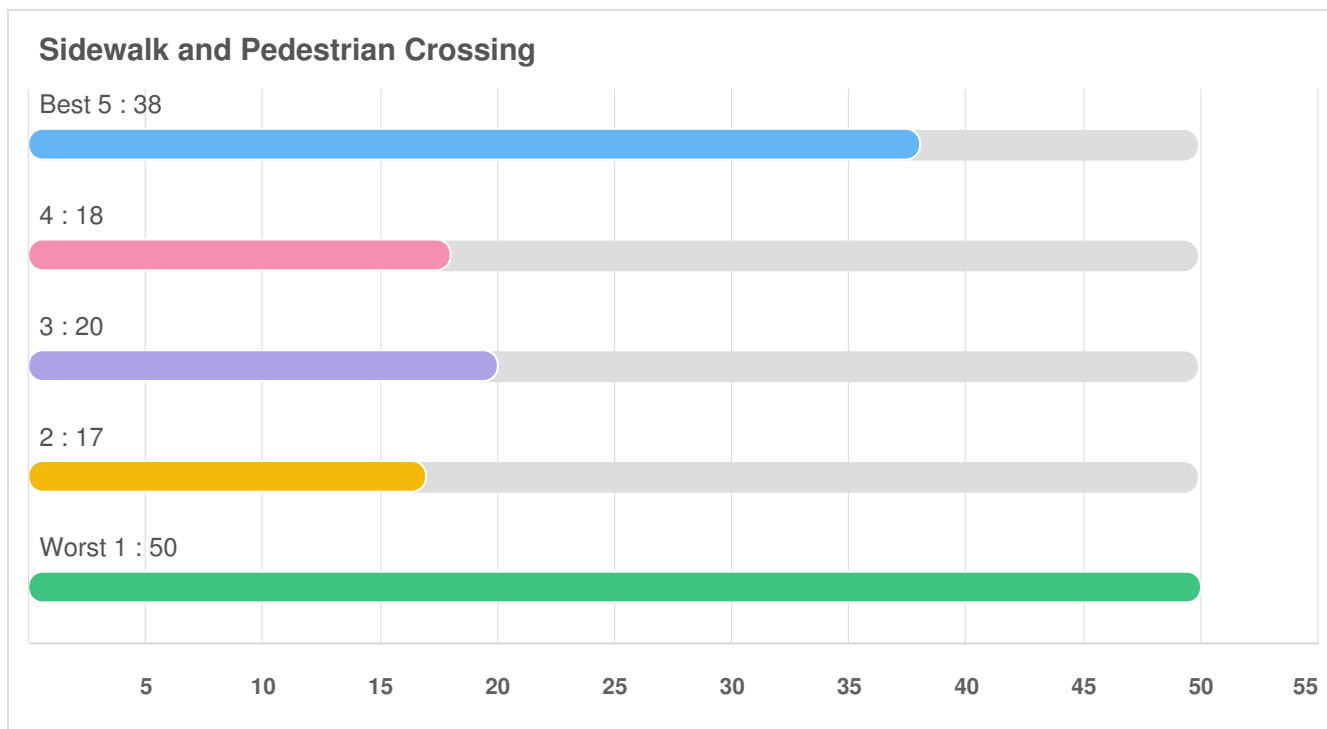
4 : 16

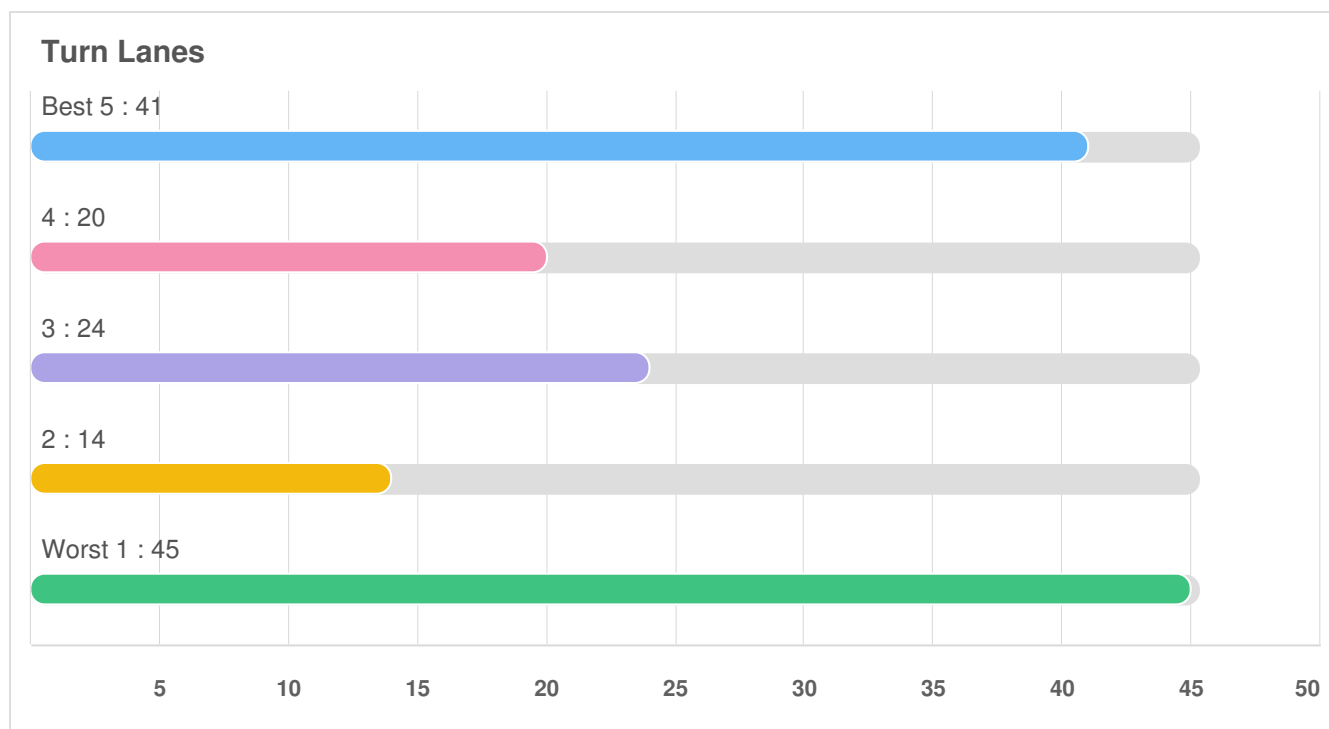
3 : 22

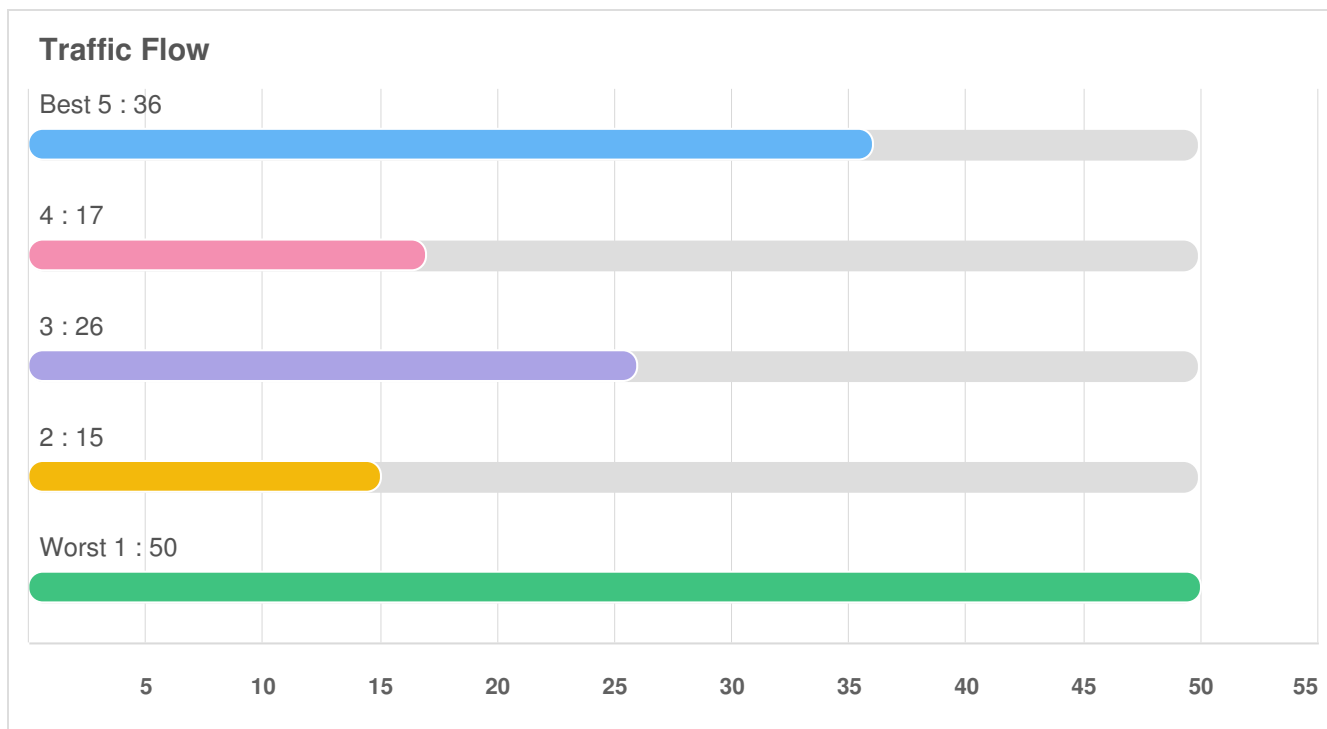
2 : 17

Worst 1 : 52









Q58 If you would like to elaborate on your answer for the above alternative, please do so in the box below.

andreakayejohnson

2/14/2022 09:36 PM

nope

MuttD

2/16/2022 02:12 PM

Too much traffic at this intersection for this to work. Traffic will back up into old town and onto railroad tracks.

courtneylpeck

2/18/2022 03:59 PM

Alternative 3 for Pine Street: Cars may reach more dangerous speeds on turns by the time they reach the crosswalks.

Raymundo

2/19/2022 07:21 PM

Your non-roundabout options don't have right hand turn lanes. This means all traffic slows to 10mph whenever somebody takes a right turn. Need right turn lanes. Roundabouts are the only reasonable option, safer, improved traffic flow, less air pollution. They may cost more to build but you do not have stoplight maintenance and do not have head-on and t-bone crashes either.

Markus Groner

2/20/2022 03:02 PM

I prefer alternative 2. Yes, I'm a cyclist ,and I prefer bike lanes over bike paths paralleling the roads. Bike paths far from roads are great, but the ones that parallel the roads are dangerous.

artfulDane

2/20/2022 11:15 PM

why is this question out of order?

cstraatsma

2/21/2022 09:18 AM

Gentle traffic circle means vehicles can reach higher speeds before crosswalks leading to increased danger to bike and pedestrian traffic

alysonc

2/21/2022 11:29 AM

Overall, I prefer to see CO-42 developed to connect local residents to each other and to local business, rather than as a throughway for cars traveling to destinations beyond. And favoring a local-centric experience requires prioritizing the safety and enjoyment of pedestrians and bicyclists. Because option #3 creates the best buffer from vehicular traffic and noise and air pollution, I would like to see the bike lanes combined with the pedestrian path on the east side, seamlessly from north to south. Additionally, the roundabouts in option #3 allow cars to continue forward movement during high traffic rather than come to a full stop with a half-mile back up. The waiting at a light tends to encourage impatient drivers to race through, which is not safe for any traffic.

Sheri VandeRiet

2/23/2022 06:30 PM

By this point in the survey, I don't remember what "Placemaking" is. Was it ever explained?

Douglasferg

2/23/2022 06:47 PM

Turnabout worst idea for a major road

cswharton

2/23/2022 09:15 PM

Bikers and walkers will need a stoplight. Too much traffic here and traveling at high speeds will be dangerous.

sdunbar

2/24/2022 11:25 PM

I do like the idea of a roundabout at this intersection, but the bike lanes need to be on the street. Not just on the east side.

mmeyer6

3/02/2022 11:33 AM

I'm disappointed at how overly complicated this survey is. I am sure many people started and did not finish. Or got too confused along the way. If you really cared what residents of Louisville and Lafayette thought you could make this easier to understand and shorter. Seriously disappointing.

RUEL G ROUTT

3/02/2022 11:50 AM

2 lane traffic circle slows traffic, can cause drifting and sudden shifts to outside lane for turning. Upcoming traffic indecisive entrant with no traffic light.

Swneville

3/02/2022 03:18 PM

Best plan.

Joshua Cooperman

3/02/2022 05:05 PM

How would bicyclists access the west side of Highway 42? Do there really need to be so many traffic lanes? Why are there no east-west bicycle lanes?

captainhowell

3/02/2022 08:18 PM

Too busy of an intersection for a traffic circle

Keith Bobo

3/03/2022 09:57 AM

Traffic circles only work in light traffic and become parking lot in heavy traffic, Large trucks have problems with Traffic circles. Will be come a parking lot in heavy traffic.

Jjhlawatsch@4650

3/03/2022 07:29 PM

I like a traffic circle here. Speed limits need to be lowered all along 42!!! The inconsistent speed limits do not make sense.

kmaloney

3/03/2022 10:39 PM

You already know my thought on roundabouts. I'd love to see one here.

mwall44

3/04/2022 10:42 AM

People ESPECIALLY don't know how to use two lane traffic circles.

Christina Kumler

3/04/2022 12:55 PM

My only concern about this is having cyclists go the other direction, where do they cross to get to the two-way path section? Unless a 2-way path runs along all of 95.

laesecke

3/04/2022 04:48 PM

No round-about along this busy corridor!

Tom r

3/04/2022 05:27 PM

you ARE RUINING Louisville WITH THESE MODERN improvements. I think roundabouts are dangerous for all modes of travel and no fun to drive meaning they add to stress. In Arizona west of Verde Valley headed to Prescott, they ruined the scenic drive as their social engineering causes you to have to be constantly on guard for the next DREADED ROUNDABOUT....WHICH MEANS MORE STRESS.

jhforbesmgforbes

Best design so far.

4/09/2022 09:03 PM

Andrew Valdez

4/10/2022 04:43 PM

Level of service should measure the throughput of people, not just vehicles.

aeroncaben

4/11/2022 03:55 PM

This sets up a condition where a bicyclist is crossing from right to left in front of a motorist who is waiting for a gap in traffic (and looking left). Can't think of any condition which is less safer for someone bicycling.

Robyn Churchill Rathweg

4/11/2022 08:00 PM

Apologies, I didn't have time tondo whole survey

tlantzy

4/12/2022 10:56 AM

Need ped/bike access on west side as that's were the access is to commercial development

JeffP

4/12/2022 10:58 AM

Roundabouts YES traffic lights NO

harmony

4/12/2022 11:21 AM

Overall opinion-Stop making special accommodations for walkers and bikes-they can cross at lights and use the same sidewalks. 2 lanes of traffic in each direction would be best in most places.

dwc309

4/12/2022 11:49 AM

Please don't do this. Traffic is too heavy here. It would've been nice to have a comment box for the overall design of this. I've indicated it previously but it would be nice to have two lanes both ways for traffic here. There are just 2 north south corridors to Longmont. Both are crowded. Put the bike lanes together on one side of the traffic lanes and separate them from the vehicle and pedestrian traffic. Also put the pedestrian lanes together. Raising the elevation of the bike and pedestrian lanes above traffic would add additional safety. Coordinate the signals through all of this to allow smooth traffic flow both north and south bound on 42. Thanks for allowing input.

hmoshak

4/12/2022 02:47 PM

Best alternative

sbasker

4/12/2022 03:20 PM

Improves commuting!

Steve Seeger

This is a tough one. Perhaps left lanes become left turn only from 42,

4/12/2022 06:58 PM

and you manage with a signal, while left turn lanes become straight/left from Pine, also managed w/ a signal. Generally straight from 42 is pretty free-flowing, and right turn from Pine can generally be handled by breaks in traffic, while decongesting during the traffic light switch.

jordang

4/13/2022 10:40 AM

Worst place for a roundabout

chageo

4/13/2022 11:22 AM

in general i don't know why we should muck with something that is working

Lindj

4/13/2022 12:18 PM

Like traffic circle design

Cotjones

4/13/2022 08:30 PM

Like the double lane roundabout

Nataly Handlos

4/14/2022 03:29 PM

putting bi-directional bike path on east side again will result in bicyclists using the sidewalk and on-street on the west side; higher conflict zone with bike/car due to bi-directional bike lane; would not allow for future bus stops for BRT at this intersection as traffic circle would push them too far away from the location.

kbwatso

4/14/2022 06:33 PM

NO NO NO

DebraBaskett

4/15/2022 09:31 AM

Not a fan of bike lanes only on one side. Too much behavior change required. Crash reduction is excellent but doesn't persuade me to choose this configuration. Excellent opportunity for placemaking

louisvillerental

4/15/2022 04:29 PM

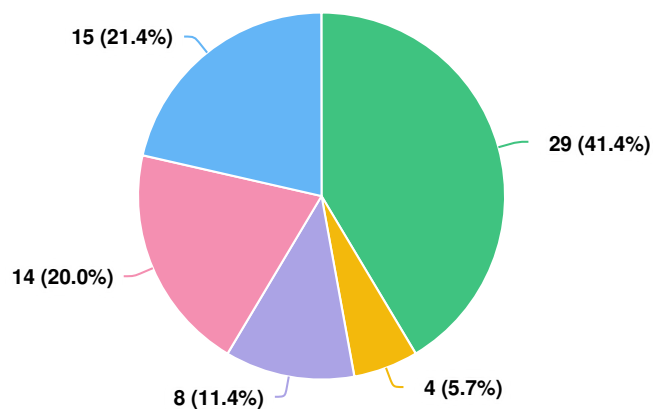
SOOO confusing. No. Just no. When you are giving info on whether one option or the other has a higher or lower cost to implement, we (tax payers) need to know if our taxes will be raised if we choose one or the other, because that will impact our vote/ranking. Where is this information provided, and if it is not, this needs to be re-done with that information so people can make an informed decision. Residents of Louisville were not given enough time to do this survey. I received a mailer on this on April 14 and the survey was due April 15. As of 4:00 on April 15 only 182 ppl have taken this survey. I saw the mailer on this AFTER the in-person time to attend and ask questions. We need more time to give input and proper notification of these proposed

changes, not just 1 day - this is horrible planning.

Optional question (43 response(s), 144 skipped)

Question type: Essay Question

Q59 | Where do you work (if you are currently employed or self-employed)? If you are not an active member of the workforce, pleas...



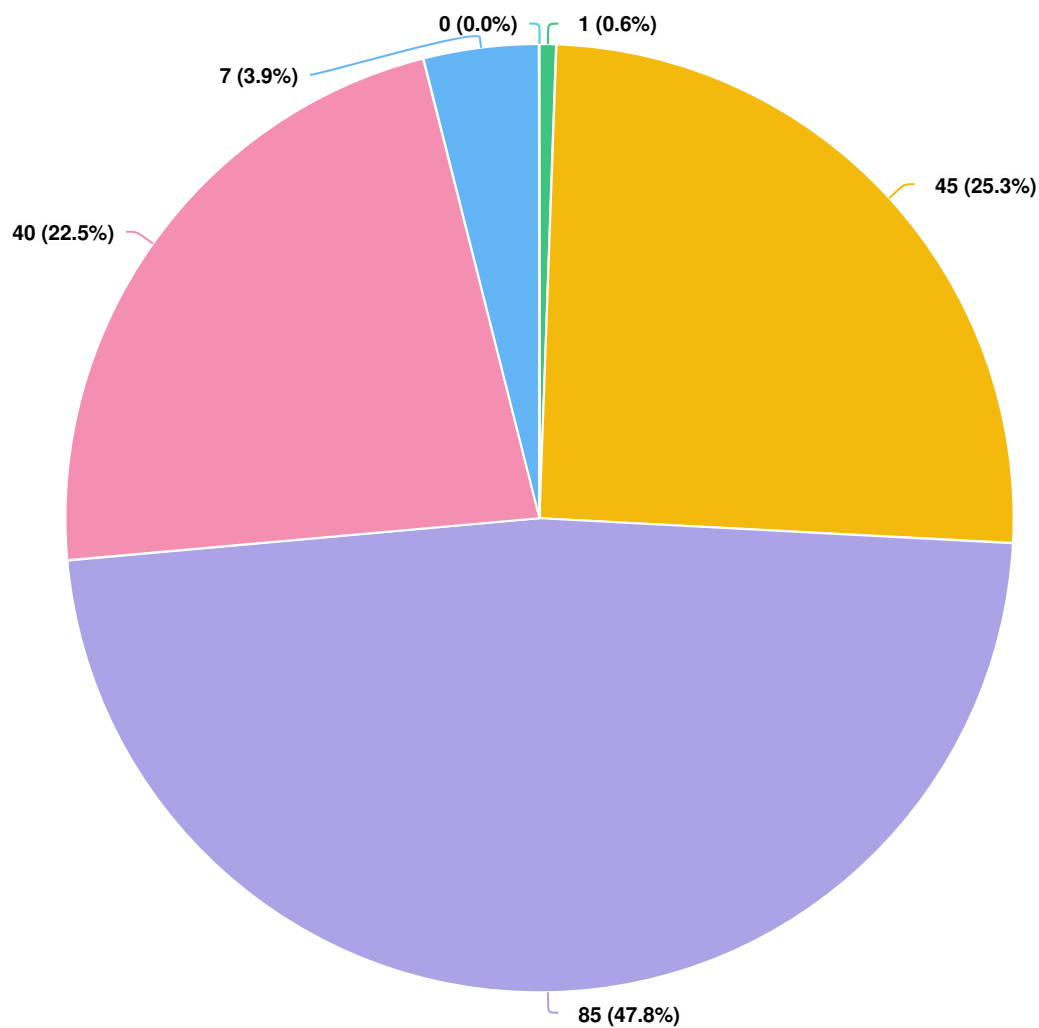
Question options

● Outside Boulder County ● None of the above, but within Boulder County ● Broomfield ● Lafayette ● Louisville

Optional question (70 response(s), 117 skipped)

Question type: Radio Button Question

Q60 What is your age?

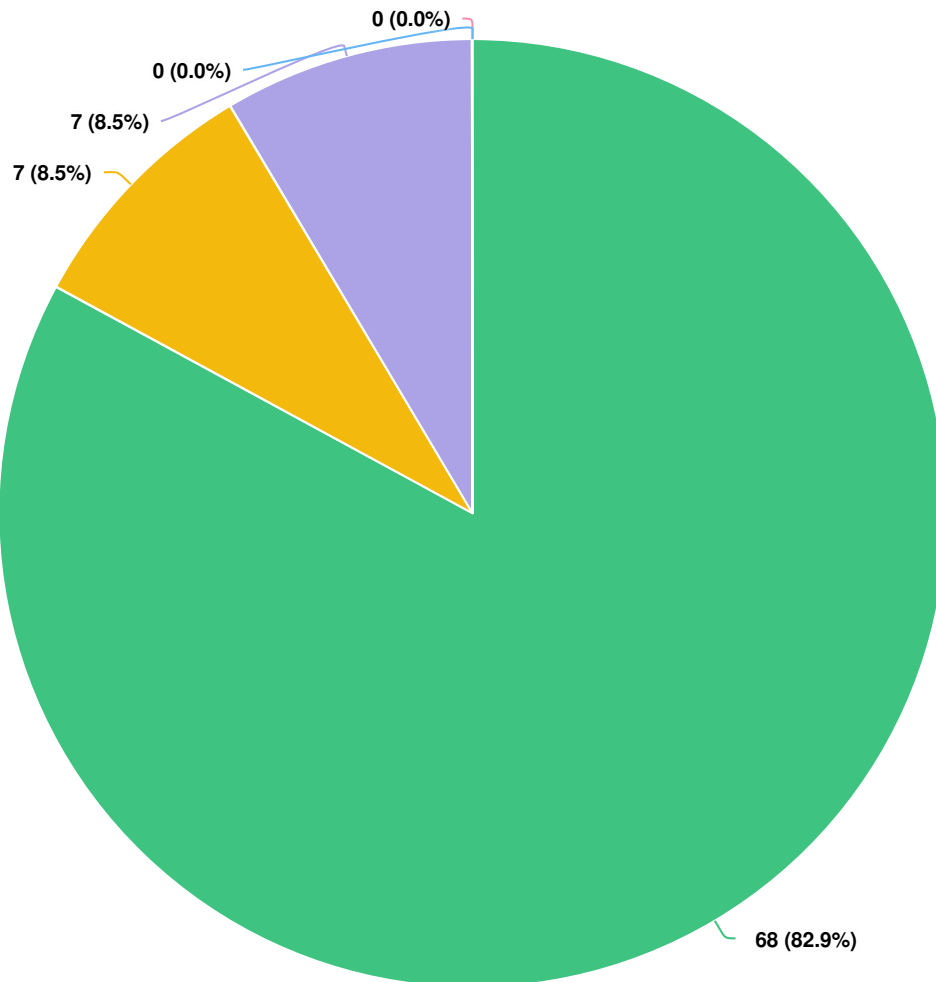


Question options

Under 18 75 and Over 65-74 45-64 25-44 18-24

Optional question (178 response(s), 9 skipped)
Question type: Radio Button Question

Q61 Where do you live?



Question options

☐ Outside Boulder County ☐ Broomfield ☐ None of the above, but within Boulder County ☐ Lafayette ☐ Louisville

Optional question (82 response(s), 105 skipped)

Question type: Radio Button Question