

**Project Sponsor: City of Louisville**

**Project Title: Via Appia Way – Complete Streets and Safety Improvements**

**Project Phases: Design/Construction**

**Background/ Project Justification:**

The Via Appia is one of the key arterials in the City of Louisville. This corridor serves as a key connection between South Boulder Road and McCaslin Blvd, and supports several activity centers within the City, including the Recreation and Senior Center, Police Department and Municipal Court, Parks and Open Spaces (Cottonwood Park, Arboretum, Warembourg Park, skate park, etc.), residential, and commercial areas along McCaslin Blvd.

Via Appia is a central roadway that connects many neighborhoods to South Boulder Road, McCaslin Boulevard and Downtown via Pine Street. There are two vehicle lanes and a bike lane in each direction of the very wide roadway. The roadway is served by both the Dash and 228, with some of the highest boarding areas surrounding the South Boulder Road intersection. While there is a relatively low number of daily vehicles at 10,000 per day, there is heavy pedestrian and bicycle use with people accessing transit and amenities, poor visibility at certain intersections (including Pine St. and Via Appia), and travel speeds are high given the surrounding context of mostly single-family and multi-family homes.

Over the past three years, the City has installed multi-modal and active transportation amenities on key arterials to promote walk and bike-ability, pedestrian safety, reduced speeds and accidents. This project would create similar improvements on the Via Appia corridor.

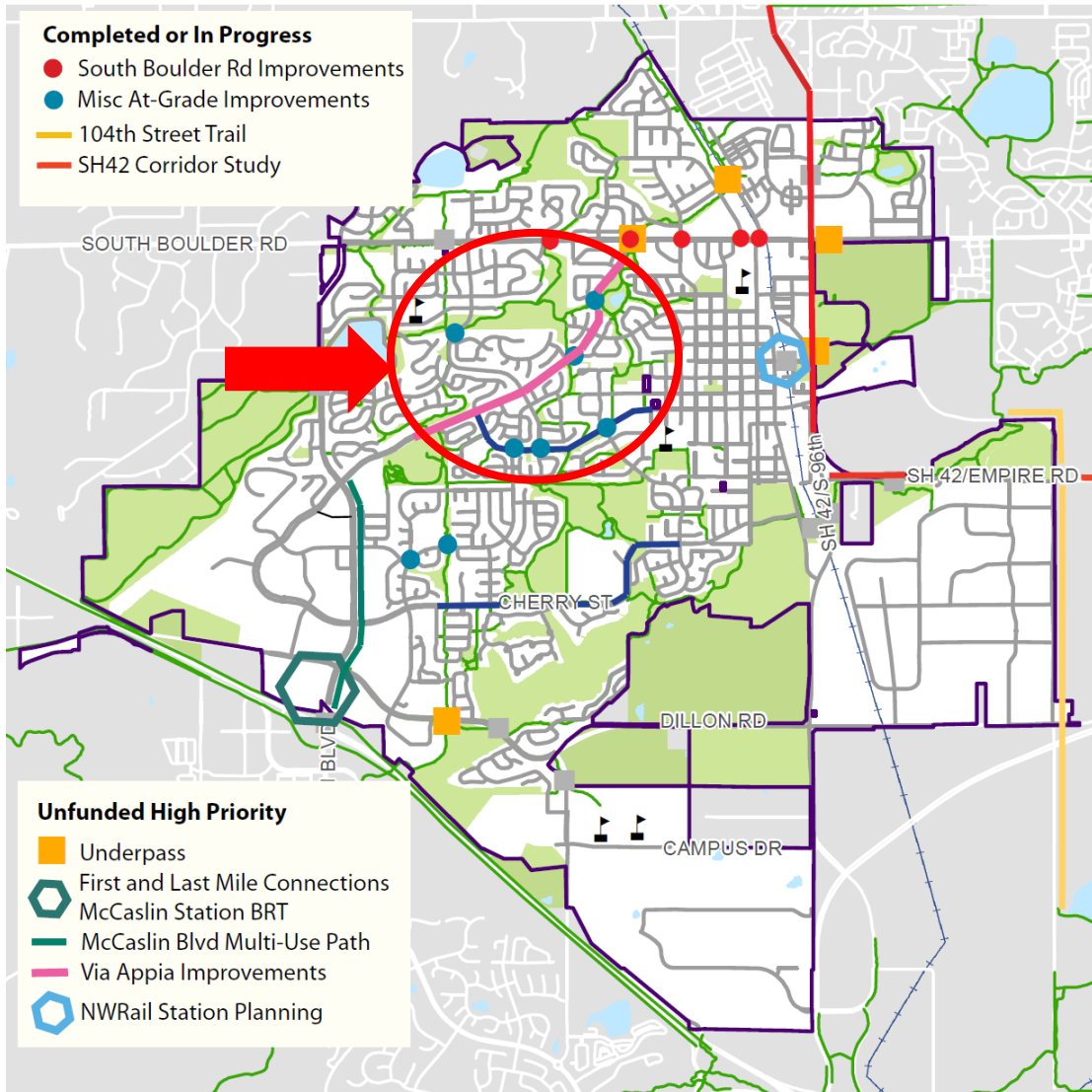
**Project Description:**

The project would include numerous roadway improvements to reduce vehicle use and increase active transportation, facilitate multi-modal access to transit and ped/bike use, and increase safety. The road is currently very wide and has broad turn-lanes. Reducing pedestrian crossing widths through the incorporation of pedestrian refuges, bump outs, and eliminating right turn lanes would allow for more comfortable and safer crossing. Reducing the road from 2-lanes to one would create additional pavement space for buffered bicycle lanes. It will include the construction of buffered bikeways, sidewalk and ramp improvements, intersection and crosswalk improvements, remove turn lanes and install pedestrian islands.

<b>Funding Breakdown in \$1,000s (by program year)<sup>1</sup></b>				
	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>Total</b>
<b>DRCOG Requested Funds</b>	\$160	\$2,400	\$	<b>\$2,560</b>
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$	\$	\$	<b>\$</b>
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$40	\$600	\$	<b>\$640</b>
<b>Total Funding</b>	<b>\$200</b>	<b>\$3,000</b>	<b>\$</b>	<b>\$3,200</b>

**Project Location/ Map:**

City of Louisville Transportation Master Plan project progress – Via Appia identified as an unfunded high priority.



**Visuals/ Images:**

See attached

**Project Sponsor: City of Louisville**

**Project Title: CO 42 Multi-modal improvements**

**Project Phases: Design/Environmental/Construction**

**Background/ Project Justification:**

CO42 is considered a principal arterial that services the Cities of Louisville and Lafayette within Boulder County and has been identified as a road which needs improvements to the overall design to help improve safety, connectivity, and mobility throughout the corridor. Improvements to safety, demand management, and reliability will help support active transportation, mobility within the corridor, multi-modal options such as access to transit, and reduced traffic congestion.

The CO 42 corridor sees approximately 20,000 ADT and 354 crashes (2015-2019). This corridor is identified in the 2050 MVRTP and is included in the NAMS report as a regional priority for multi-modal corridor improvements including enhanced transit. During the Marshall Fire, the important role of this corridor serving as a principal arterial became even more critical with US 36 closed, and safety and congestion challenges were exacerbated.

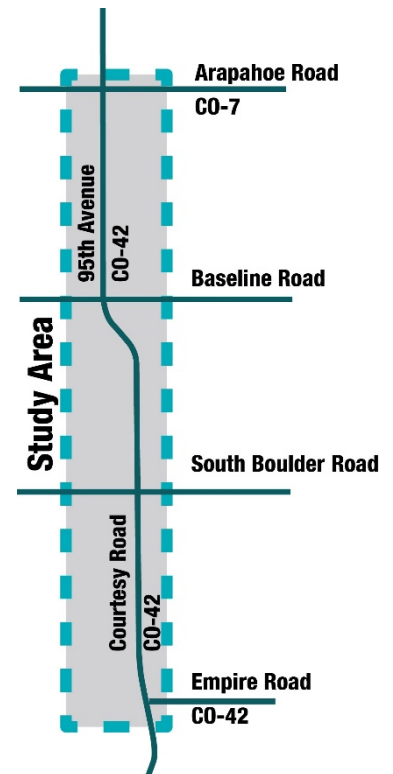
Improvements to this corridor provide a regional benefit to the Cities of Lafayette, Boulder, and the City and County of Broomfield, as well as the local communities. Intersection and corridor safety improvements support the city, county, and broader vision zero goals. Implementing multi-modal corridor improvements will support active transportation, mobility and multi-modal transportation. Reduced demand on the CO 42 corridor will improve air quality and carbon emissions reductions. Increased density along the corridor, including the BCHA Kestrel affordable housing development, the Foundry multi-family Coal Creek will increase the overall demand for the corridor.

**Project Description:**

The Cities of Louisville and Lafayette and CDOT are working together to envision the future of Colorado Highway 42 (also known as 95th Street, CO-42, or Courtesy Road) for people who walk, bike, ride transit, or drive. The partners are in the midst of a three phase planning study to provide a vision for the CO42 from Empire Road to Arapahoe Road that will improve vehicular traffic flow and multimodal connectivity. The final plan will make recommendations for bike lanes, sidewalks, multi-use paths, transit improvements, and provide connectivity from east to west across the highway. This project will result in preliminary design for the northern segment of this high-priority NAMS corridor.

The partners have completed the initial phase of understanding the existing conditions of the corridor and public engagement. The team is currently beginning the alternatives identification process and then will develop conceptual design for selected alternatives.

This TIP project proposal will include initial funding for the final design and implementation of multi-modal components of the selected alternatives in the plan. All alternatives for the project include low-stress bikeways, wider pedestrian accommodations, safety improvements for the conflict points



between modes, space for future transit facilities, and infrastructure to help influence safer speeds in the corridor. Details regarding the specific components of the project that could be funded through TIP funding will be identified closer to the application process.

<b>Funding Breakdown in \$1,000s (by program year)<sup>1</sup></b>				
	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>Total</b>
<b>DRCOG Requested Funds</b>	\$	\$4,000	\$	\$
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$	\$3,200	\$	\$
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$	\$800	\$	\$
<b>Total Funding</b>	\$	\$8,000	\$	\$

**Project Location/ Map:**

Project will occur along the corridor study area shown above, exact locations to be determined when project scope is refined.





## Future 42 Segments

### Segment 1 - Empire - S/O Pine

**Major Projects:**

Empire Road/42 Intersection  
 Bicycle/Pedestrian/Roadway Build-Out  
 Transit Improvements

**Segment Cost:** \$14-18 Million

**Design Cost:** \$2.1-2.7 Million

### Segment 2 - S/O Pine - N/O Short

**Major Projects:**

Pine Street/42 Intersection  
 South Street Underpass  
 Bicycle/Pedestrian/Roadway Build-Out  
 Transit Improvements

**Segment Cost:** \$22-27 Million

**Design Cost:** \$3.3-4.1 Million

### Segment 3 - N/O Short - Cannon Cir

**Major Projects:**

Griffith Street/42 Intersection  
 Bicycle/Pedestrian/Roadway Build-Out  
 Transit Improvements

**Segment Cost:** \$11-13 Million

**Design Cost:** \$1.7-2 Million

### Segment 4 - South Boulder Road Intersection

**Major Projects:**

South Boulder Road Underpass  
 South Boulder Road/ 42 Intersection  
 Transit Improvements

**Segment Cost:** \$15-20 Million

**Design Cost:** \$2.3- 3 Million

### Segment 5 - N/O South Boulder Road - S/O Paschal Drive

**Major Projects:**

Hecla Street/42 Intersection  
 Bicycle/Pedestrian/Roadway Build-Out  
 Transit Improvements

**Segment Cost:** \$11-13 Million

**Design Cost:** \$1.7-2 Million

**Project Sponsor: City of Louisville**

**Project Title: Main Street/ South Boulder Road Bicycle/Pedestrian Underpass**

**Project Phases:** Design/Environmental/Construction

**Background/ Project Justification:**

The intersection of Main Street and South Boulder Road has been a barrier for people walking and biking in the City of Louisville. South Boulder Road is a regional major arterial that carries over 26,000 ADT. This barrier reduces the demand for people bicycling and walk to/from their home to Downtown Louisville or Louisville Middle School.

The City of Louisville has studied potential solutions to improve connectivity through the years at this intersection. The South Boulder Road Small Area Plan identified the need for a grade-separated crossing. Following that study, the South Boulder Road Connectivity Study explored concepts for both at-grade improvements for the interim and an underpass solution for the long-term. Recently, the at-grade improvements were completed as part of the Railroad Quiet Zone Project. The Underpass design has been refined through the recently completed Louisville Underpass study, which evaluated 6 different locations throughout the City of Louisville for underpasses.

**Project Description:**

The Main Street Underpasses design was recently refined through the Underpass Concepts Project. The important link was discussed with adjacent landowners and a finalized concept was created with the adjacent landowners feedback. The concept improves the connectivity from the northern parts of the City of Louisville to Downtown Louisville, which include children walking or bicycling to Louisville Middle School.

The concept also takes into consideration future connectivity with a trail along the railroad to the north. This future connection will complete a railroad adjacent trail from Baseline Road to South Boulder Road.

<b>Funding Breakdown in \$1,000s (by program year)<sup>1</sup></b>				
	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>Total</b>
<b>DRCOG Requested Funds</b>	\$	\$	\$5,000	\$
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$	\$	\$	\$
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$	\$	\$15,000	\$
<b>Total Funding</b>	\$	\$	\$20,000	\$

**Project Location/ Map:**

See attached graphics for location and conceptual design.



SITE PLAN

