

## Green vs. red: A presidential problem

The green light giveth while the red light taketh away. That's been the reality of traffic signal intersection control since Henry Ford's assembly line manufacturing process resulted in a pandemic of motorcars for transportation.

It remains so today. For every second that cars heading in one direction have a green light, cars in another direction are seeing red. When driving, red is no one's favorite color.

As Loveland has grown, there are more cars on the road and more places to visit. Along with this, there are more vehicles on intersecting streets seeking to cross or enter main streets. Traffic signals have been adjusted accordingly, giving cross streets more time but at the expense of main streets.

Our 34th President Dwight D. Eisenhower is probably flattered that his street is Loveland's most popular. Eisenhower Boulevard—U.S. 34—is Loveland's Main Street, taking motorists to the Interstate and the mountains, to schools and churches, to

businesses and plenty of shopping.

The growth in cross street traffic means more interruptions for that main street and sometimes infuriating waits for the cross-streeters. But more green for the cross-streeters means more red for Main Street.

The intersection of Madison and Eisenhower is a fine example, especially for those southbound Madison Avenue

travelers seeking to turn left onto Loveland's busiest presidential roadway. What can be done? More green for Madison means more red for Ike; ouch.

Aha! A Continuous Flow Intersection (CFI). What the Dickens is a CFI? It's an intersection design even stranger than those roundabouts that have been sprouting up all over.

To learn the "what" and "why" of the CFI planned for Madison and Eisenhower, simply turn the page. Most motorists have had to sit at a long red light while just a few cars are turning left on a green arrow. And most  
*(continued on page 2)*



*More about the Continuous Flow Intersection inside*

## Airport taxiway restored with stimulus grant

The Fort Collins-Loveland Municipal Airport recently completed the rehabilitation of the south end of Taxiway A—a full length parallel taxiway to the main runway at the airport.

The project was funded through a federal stimulus grant of \$556,797



and area contractors were used to complete the work.

The restoration of Taxiway A will prolong the life of the taxiway and increase safety for aircraft and passengers at the airport.

## "Call 911" re-enacts real Loveland emergency

**Dispatcher:** "911 - what is the address of the emergency?"

**Caller:** "Yes, this an emergency on the corner of Eisenhower and Sculpture right next to Kohl's. It's a very bad accident. A truck hit a little car."

**Dispatcher:** "Ok Ma'am let them know that we have police and fire and the ambulance coming."

**Caller:** "The policeman is trying to get them out and there are a couple of other people helping."

**Dispatcher:** "If you need anything more just call me back..."

This communication is excerpted from a real 911 call that was placed in Loveland last December. Normally these communications would only be known by the callers and area 911 dispatchers. However, sometime in early fall, people across the nation will have the opportunity to bear witness to this real-life, Loveland emergency on a Discovery Channel series—"Call 911."

Call 911 produces video re-enactments using real 911 calls. After  
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## Serve on a City Board, Commission



Applications will be accepted beginning Oct. 1 for openings on City boards and commissions. The following boards and commissions will have openings:

- Citizens' Finance Advisory Commission
- Golf Advisory Board
- Library Board
- Open Lands Advisory Commission
- Parks and Recreation Commission
- Planning Commission (must be a Loveland resident)
- Police Citizen Advisory Board
- Senior Advisory Board
- Visual Arts Commission

For more information go to [www.cityofloveland.org](http://www.cityofloveland.org). The deadline to apply is Nov. 16. To obtain a paper application, call 962-2303.



## CFI explained

motorists have also sat in the left-turn lane for more than one complete traffic cycle because the left-turn arrow didn't stay green long enough.

This is the situation at some intersections in Loveland, with Madison and Eisenhower perhaps the prime example. The challenge is to increase left-turn and through-traffic flow at Madison without increasing red-light time on Eisenhower.

### Current situation

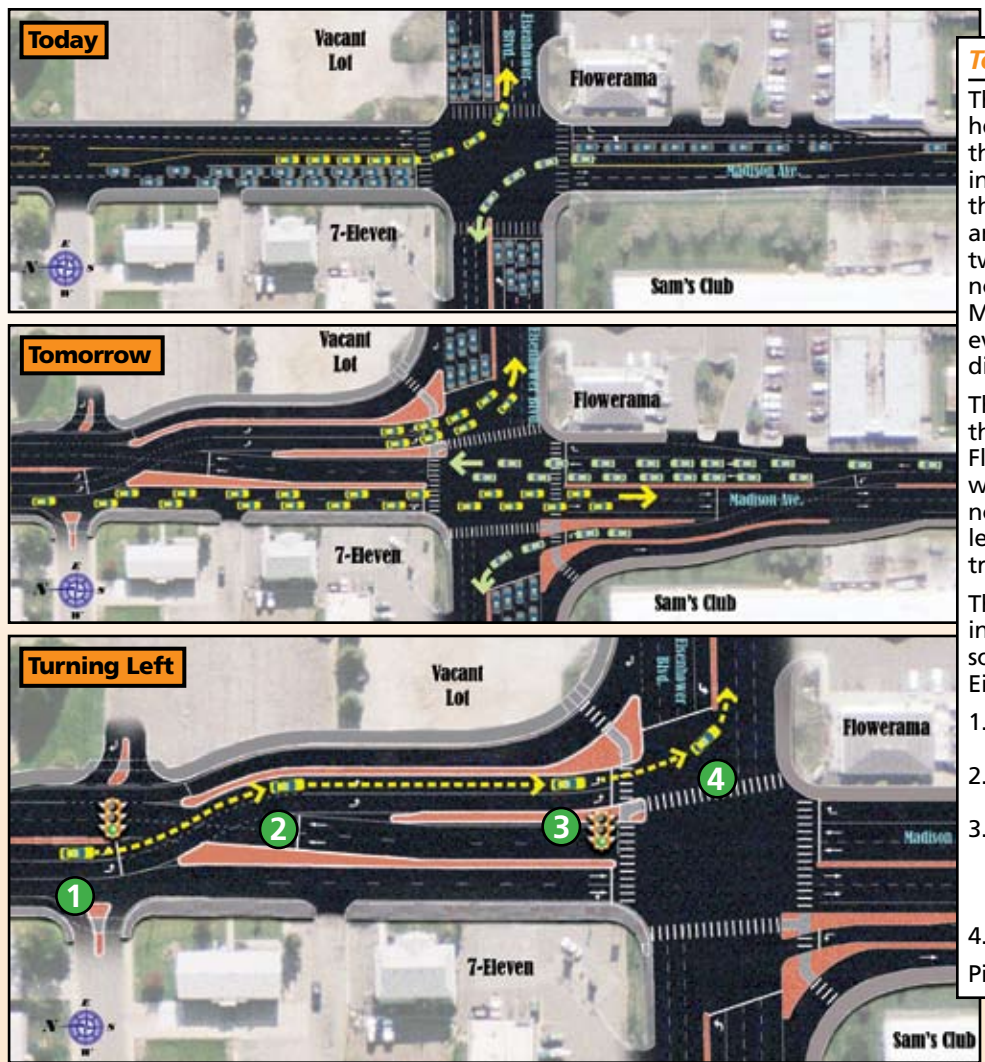
With the current intersection arrangement, through-traffic gets a green light only after the left-turn arrow turns red. Eisenhower traffic must wait until both the left-turn and through green phases on Madison are completed.

But what if all Madison left-turners (Lefties) and Madison through-traffic (Throughs) could all be moving together...both northbound and southbound? Impossible without proving the Big Bang Theory, you say?

That's what a Continuous Flow Intersection (CFI) accomplishes—Lefties and Throughs on Madison moving simultaneously, which then shortens the red-light time for the cross traffic.

### Here's how

How does this work? Is it complicated? That depends on the point-of-view. For a bird flying over the intersection, it's definitely an unusual sight.



But from the Lefty's driver's seat, it's the normal procedure...mostly:

- Pull into the left lane
- Wait for the green arrow
- Drive forward and then turn left
- And at the same time, all the Throughs and other Lefties are moving.

The only real difference for the Lefties is where they stop; not at the intersection but before it. Oh, and did we mention the Lefties will be driving on the other side of the road?

### Check it out

Diagramming how all this works on a *(continued on page 3)*

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The thir individu southbo Eisenhower

1. waits a green
2. proceed north
3. continue left-turn arrow
4. turns

Piece of

## Smart sprinklers save water in City's parks

There's nothing too remarkable about sprinklers watering City parks. What is rather remarkable is how irrigating Loveland parks occurs today. What appears to be a fairly straightforward process actually results from a complex set of computer-controlled systems that can be managed via the web from any place in the world.

Prior to 2006, the city's parks irrigation systems were operated manually. This meant that City parks workers had to drive City vehicles from park to park to turn on, turn off and adjust run times—often on a daily basis. It required a lot of labor and the system was not extremely efficient in terms of water use.

In 2006, the parks department transitioned to a computer-controlled, remote operation system that dramatically changed how Loveland's parks get irrigated. Now, parks workers are able to remotely control every aspect of keeping Loveland's parks green and healthy, with just the click of a mouse.

According to David Bothell, City parks and public grounds

supervisor, this new central control system can determine which park gets watered, how much water it gets and at what time of day. The new system can also accommodate special situations such as new sod as well as remotely test sprinkler operations using a combination of hand-held remotes.

In addition to the convenience and efficiency the new system provides, it has also saved a tremendous amount of water, which saves the City, and the taxpayers, money. "The new system has saved the City about 28 million gallons of water each year since installation. That's a significant amount of water savings," said Bothell. "The labor and water saved has been



redirected into new facilities and improving our parks," he added.

Another efficiency-booster is the system's ability to monitor every aspect of environmental conditions and irrigate based on that information. For example, the City has a network of rain gauges, temperature and wind monitors, and solar radiation detectors.

Information about specific parks, such as soil type, sod and plant type, are already loaded into the system. Staff then processes all that combined information and irrigates according to plant needs, while also taking into account park user needs such as special events, high weekend activity and recreational activities.

The new system helps park managers get water where it needs to go, when it needs to go, with minimal waste, high efficiency and vastly reduced manual labor. The result is beautiful green turf. "This system definitely demonstrates how technology can save time, effort and money," said Bothell. "I can't imagine irrigating like we used to anymore."



## and tomorrow

ee graphics shown provide overviews of Madison/Eisenhower intersection. The first shows intersection as it is today, indicates that when the left-turn lanes on both eastbound and southbound have green arrows, the rest in all four directions waits at red lights. Second graphic indicates completed Continuous Flow Intersection design, traffic on Madison—eastbound and southbound lanes and through-lanes—move simultaneously. Third graphic focuses on an individual car turning left from southbound Madison onto Eisenhower. The motorist: in the left-turn lane for a green arrow, proceeds across the eastbound lanes, continues in the southbound left-turn lane and receives a prioritized second green light at the intersection, then left onto Eisenhower. Done!

## Green-light math is enlightening

Let's do the numbers. A Continuous Flow Intersection (CFI) gets more cars moving.

It's very simple. With a conventional intersection with a left-turn lane and arrow, while the two opposing lanes are making their left turns, all the other cars in all four directions have a red light.

Here's the math using intersection options at Madison and Eisenhower:

- Current conventional: There are a total of 14 traffic lanes in all directions. When the two

Madison left-turn lanes are moving, all the other traffic is at a standstill—86 percent. (12 of 14 not moving)

- Expanded conventional: Using double left-turn lanes in both directions, the numbers are a bit better, with about 76 percent at a standstill. (13 of 17 not moving)
- Continuous Flow Intersection: Because both left-turn and through-traffic are moving simultaneously, the numbers improve significantly; only 44 percent are waiting for a green light. (8 of 18 not moving)

**CFI explained** (continued from page 2) single, flat newsletter page is a challenge, but take a look at the illustrations and explanations provided here. And for a more animated look, view a 5-minute video featured at [www.cityofloveland.org](http://www.cityofloveland.org).

By normal standards, a CFI accomplishes the impossible—traffic flow is increased on Madison while wait time on Eisenhower is decreased.

### What's the catch? Why hasn't this been done before?

There's no catch. Traffic flow increases, it won't cost more than a conventional intersection improvement and safety isn't compromised. It simply requires drivers to get into the left lane a bit sooner.

And it has been done before, but not widely... yet. CFI's exist in Salt Lake City, Saint Louis and Colorado Springs, plus many in Mexico where the low construction cost makes them far more feasible than other options.

## CFI benefits add up

Why a Continuous Flow Intersection (CFI)? Aren't there more customary, traditional solutions to facilitating more left turns?

Yes and no. It depends on where a driver sits at an intersection.

Yes, there are other ways of allowing more cars to turn left. But they are at the expense of all the other drivers at the intersection.

Again, using the Madison/Eisenhower intersection as the example, the simplest solution is to just increase the duration of the green left-turn arrow from Madison onto Eisenhower, especially southbound. If the left-arrow time is doubled, that will double the left-turn capability, but it will also increase the red-light time for everyone else on both Madison and Eisenhower.

How about just constructing double left-turn lanes as is done on many other intersections? Here

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### CFI Open Houses

Presentation, meet with staff

At Police and Courts Bldg., 810 E. 10th St.

7-9 pm, Oct. 6  
9-11 am, Oct. 7

View a 5-minute video at [www.cityofloveland.org](http://www.cityofloveland.org)

## "Money Talks"

### Evaluating Portfolio Performance

Designing and monitoring an investment portfolio in today's market can be challenging. Thoroughly researching investments can save time, money and frustration. And using library resources can save even more time and money.



At the Oct. 13 Money Talks, library staff will demonstrate how to use the library's online and hardcopy resources to research and monitor stocks and mutual funds.

Money Talks is free and presented at noon and 6:30 p.m. in the Gertrude B. Scott room of the Loveland Public Library. Beverages are provided and attendees are welcome to bring a bagged lunch or supper. For more information, call 962-2402.

## City mechanic is nation's best

City of Loveland Public Work's fleet mechanic Warren Miller was recognized last month as the nation's best Emergency Vehicle Technician (EVT) of the year.



EVTs who win this award are chosen for their leadership, integrity, professional development, advanced education in the field and commitment to safety for emergency vehicle operators and the communities they serve.

Among his many accomplishments, Miller and colleague Corey Lane developed a firefighter best-practices training program for fire engineers and front line firefighters who operate emergency vehicles. The presentation was designed to help firefighters better understand vehicle systems to maximize performance and safety.

## LLTR book chosen

The Friends of the Library present Loveland Loves to Read (LLTR)—a collaborative community project designed to increase enthusiasm for reading, share ideas through group discussions and bring major authors to the Loveland audience. This year's featured book is *The Cold Dish* by Wyoming author Craig Johnson.

For more information on library events and LLTR book discussions, call 962-2665.

## Aging workshop set

The Senior Center is hosting *Extraordinary Aging*, a free workshop on healthy aging for adults 50 and over. The workshop will be 8 a.m. – noon, Sat., Oct. 17 at the Chilson Senior Center. To register, call 962-2694. A free continental breakfast is included.



## Residents encouraged to tame unruly foliage

An unusually wet summer has resulted in some robust tree and shrub growth around Loveland, some of which may interfere with motorists' sight lines along sidewalks, at intersections, and near traffic control signs and signals.

The City's Traffic Division encourages citizens to trim trees and bushes in the right-of-way and adjacent to signs and corner intersections. "It's especially important for folks to trim trees and bushes back from sidewalks and corners,"

said Bill Hange, City traffic engineer.

Overgrown foliage also interferes with street signs, which are important for emergency responders and visitors, Hange added.

Residents who do not maintain vegetation for sidewalk clearances and sight lines in the public right-of-ways near their homes may be contacted to trim, based on complaints received. For more information on City code or tree and shrub maintenance on private property, call 962-2516 or 962-2535.

## CFI benefits add up

(continued from page 3)

again, that solution increases left-turn capability but doesn't reduce red-light time elsewhere. And, at this particular intersection, it would require major land acquisitions from the Flowerama and 7-Eleven properties that could severely impact those businesses plus bring increases in construction costs.

With the CFI arrangement, Madison left-turn and through-traffic flow is

increased while Eisenhower red-light time is actually decreased – Win/Win. And the extra land needed would come from the opposite corners, the empty lot that sometimes hosts a rug or fireworks tent and landscaped grounds from the Sam's corner.

It all adds up to greater traffic flow, less wait time, lessened business impact and lower project cost for the citizens.

## Call 911 re-enacts real Loveland emergency

(continued from page 1)

this actual accident occurred, the show's production company contacted Tom Raabe, communications manager for the City of Loveland Emergency Communications Center.

"They said that they wanted to do a filmed re-enactment of this accident," said Raabe. "We contacted the families of the accident victims, and they were very positive about having their story told so we proceeded with it."

According to Raabe, this was one among the thousands of calls that go through Loveland's dispatch center every year. "911 dispatchers don't get a lot of recognition. There isn't even enough time to pat each other on the back—it's just one call to next.

"We thought that participating in this program would be a good way to recognize the tremendous job our people do, as well as educate the community about their jobs," said Raabe.

City of Loveland emergency dispatchers are highly trained professionals who follow a strict set of protocols on every call to efficiently gather the needed information and provide emergency-response instructions while emergency responders are en-route to the incident.

"We operate according to something we call zero response,"

said Raabe. "That means that from the moment our people make contact, they are providing critical information, including CPR directions and other medical aid instructions to callers, as well as providing some measured control over what are often totally chaotic situations," Raabe added.

Loveland is one of only 116 emergency dispatch centers worldwide that is accredited through the National Academy of Emergency Medical Dispatch protocols. Dispatchers must meet twenty different standards to qualify as an Accredited Center of Excellence through the Academy.

Call 911's selection of Loveland is further testament to Loveland dispatch's high level of professionalism and effectiveness. "That's all the show's producers do," said Raabe. "They listen to 911 calls. They know which ones are handled well and which ones aren't."

To learn more about Loveland's emergency dispatch, go to [www.cityofloveland.org](http://www.cityofloveland.org) and go to the Communications section of the police department web pages. For a Call 911 program schedule, go to [www.investigation.discovery.com](http://www.investigation.discovery.com).

## Hazardous waste pick-up offered

The City's Stormwater Division is sponsoring a fall door-to-door pick up of household hazardous waste products to help elderly and disabled residents dispose of these items properly.



Many household products are hazardous and should not be thrown in the trash. Common items such as adhesives, old batteries, cleaners with ammonia or bleach, liquid drain openers, house paint, old nail polish and polish remover, lawn and garden pesticides, and automotive products such as antifreeze and brake/transmission fluid should be disposed of in an environmentally-responsible way.

Call Curbside Household Hazardous Waste (HHW) Collections, Inc. at 1-800-HHW-PKUP (449-7587) to sign up. Leave a message including name, address, and telephone number. Items will be picked up Mon., Oct. 5 and Tues., Oct. 6. Scheduled pick-ups will be limited to the first forty residents who call.

For more information call 962-2772 or visit [www.curbsideinc.com](http://www.curbsideinc.com).

### Lighting with a Twist

**A BRIGHT Idea for BIG Savings!**  
**Compact Fluorescent Light Bulbs (CFLs):**

- provide high-quality lighting
- last longer
- reduce energy costs

*In fact, a standard CFL can pay for itself in just 3 months!*

**TAKE ADVANTAGE OF REDUCED PRICES YEAR-'ROUND**

Loveland Water and Power along with Platte River Power Authority invite you to learn more about compact fluorescent bulbs (CFLs) at the following retail in-store events

**10 a.m. - 2 p.m.**

- October 3** - Orchards Ace Hardware\*
- October 10** - Lighting Designs\* (11 a.m.-3 p.m.)
- October 17** - Jax Ranch & Home
- October 24** - The Home Depot\*
- October 31** - Sam's Club
- November 7** - Albertson's
- November 14** - Bed Bath & Beyond
- November 21** - Lowe's

(varieties and discounts vary from store to store)

\*These retailers provide free (and safe) recycling for burned out CFLs. CFLs contain trace amounts of mercury.

City Update is a monthly publication of the City of Loveland. Residents receive City Update on various dates throughout the month depending on their utility billing cycle. Timeliness of the information may be affected by recipients' bill distribution schedule. Your comments are encouraged and welcomed at 962-2302, [hillea@ci.loveland.co.us](mailto:hillea@ci.loveland.co.us). Visit the City's website at [www.cityofloveland.org](http://www.cityofloveland.org).