Green vs. red: A presidential problem

The green light gives 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.

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

“Call 911” re-enacts real Loveland emergency

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 (continued on page 4)
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 this all works on a

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 Park City 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.”
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.

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 (continued on page 4)

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 dispatched 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 and go to the Communications section of the police department web pages. For a Call 911 program schedule, go to www.investigation.discovery.com.