



City Council

July 8, 2025
Packet Addendum #1

From: [Michael B. Menaker](#)
To: [City Council](#)
Subject: Bicycle Speed Limit Ordinance
Date: Sunday, July 6, 2025 11:19:52 AM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear Mayor and City Council,

In two decades of participating in and observing City government I have never seen a more foolish ordinance than the bicycle speed limit ordinance before you Tuesday on First Reading.

As enforcing speed limits on our roads is apparently beyond the ability of our police department, how on earth do you propose to enforce this nonsense? Are you aware that the spandex / drop bar set routinely rides in groups at speeds well above 20mph on the trails?

Is this somehow driven by concern about the mobs of kids on e-bikes with throttles? Require a drivers license to operate a "bike" with a throttle thus treating them as the motor vehicles they truly are.

Unenforceable and foolish laws only diminish respect for all laws. This is stupid with a capital "S".

Just say no and kill this ridiculous proposal on First Reading.

And, instruct our police department to focus on the real problem of speeding on our streets. (and restore Via Appia to its original alignment)

Sincerely,
Michael

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From: [tamar krantz](#)
To: [City Council](#)
Subject: Comment on tomorrow's Agenda Item 10F regarding elimination of parking minimums in some developments
Date: Monday, July 7, 2025 6:50:55 PM
Attachments: [image.png](#)

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear City Council Members,

Do you want to do the easiest thing? Pass this ordinance to change our codes to comply with the state law? The staff report states that it is unlikely we will see a dramatic reduction in parking spaces because developers will voluntarily create adequate parking so their units are marketable. The staff report also suggests that if we do end up with inadequate parking and spill-over effects we can simply make policy changes later.

Or do you want to look into the purpose of this state law and see how it can be best applied in Louisville? The legislative declaration of HB1304 states that minimizing parking will discourage vehicle ownership, reduce vehicle miles traveled, prevent GHG emissions, help us address our severe ozone nonattainment designation, reduce congestion, increase mass transit use, reduce impervious surfaces, decrease the need for parking structures, help small businesses, and decrease the cost for housing.

If your intent is the latter you can do more with this code change. I think you should amend the ordinance to make sure that the legislative objectives will actually be achieved in Louisville. You can set parking maximums. You can require that land that would have been devoted to parking be devoted for pedestrian use or impervious surfaces. You can require that new multi-family housing entrances are oriented towards public transit and include covered walkways to access ride share or transit stops. You can also require bicycle parking. I'm sure you have more ideas. I pasted a graphic below from <https://perfectfitparking.mapc.org/>. As you can see from the picture, eliminating parking can lead to buses, trees, and more housing units. Unfortunately compliance with HB1304 will not get us to the "after" picture below without you adapting this ordinance for our city.

Finally, I see the staff report notes that "denial of the ordinance will leave the City in violation of HB24-1304. This may result in loss of eligibility for state funding and create legal challenges for the City." I'm sure you are aware that the city of Lafayette and other cities are suing the state over this legislation. The Lawsuit filed by other municipalities against this legislation. It is linked in [this Denver Post Article](#). The article says that the plaintiff's claim the laws (including HB1313) , "unconstitutionally impinge on the authority of local governments to set their own land-use rules." Please discuss the implications of delaying compliance to express solidarity with these other jurisdictions.

Looking forward to your discussion before you opt for the easiest solution.

Tamar Krantz

