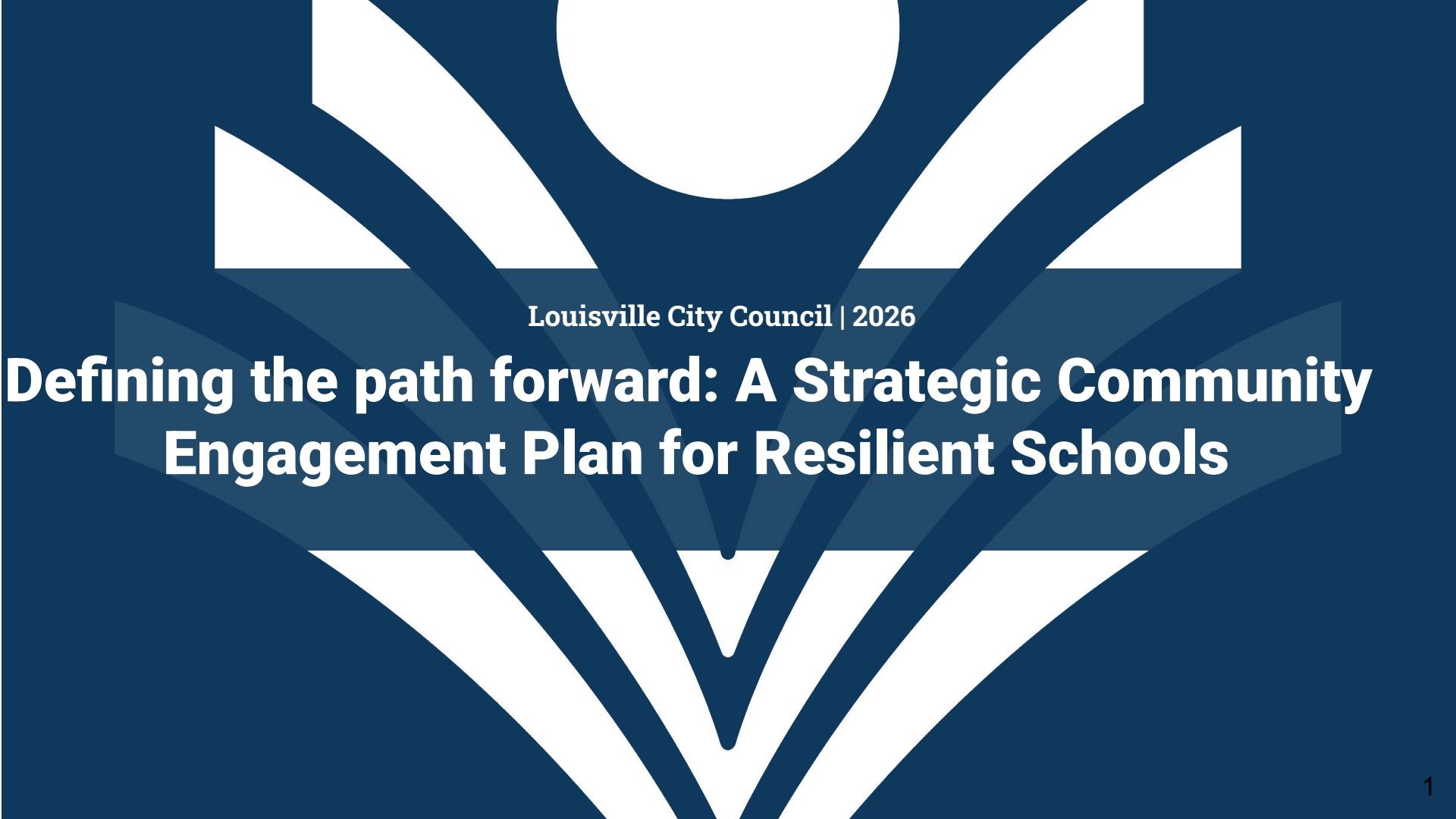




City Council

February 24, 2026
Packet Addendum # 1



Louisville City Council | 2026

Defining the path forward: A Strategic Community Engagement Plan for Resilient Schools

Tonight's Presentation

BVSD is entering a challenging but important period of planning for the future of the district.

- Limited resources are stretched across a growing number of under-enrolled schools.
- Emerging inequities are deepening, impacting programming, staffing, and student opportunities.
- Preserving the high-quality educational experience our students deserve will require systemwide adjustments.
- Our focus now is on listening, learning, and engaging our community before any plan is developed.



Our Shared Values



The City of Louisville is committed to being an equitable, resilient, and sustainable community where everyone has the opportunity to thrive – now and for future generations. We strive for a vibrant future where Louisville will evolve and adapt to change in ways that respect our past and support our high quality of life. ([Louisville Comprehensive Plan | Draft 12.19.2025](#))



The mission of the Boulder Valley School District is to create challenging, meaningful and engaging learning opportunities so that all children thrive and are prepared for successful, civically engaged lives.



Points of Pride



Accredited with Distinction

For the second year in a row (2024 & 2025), BVSD is the only Metro Denver school district to be **Accredited with Distinction** – The Colorado Department of Education's **highest honor**.



1121 Average SAT Score



The on-time graduation rate for the class of 2025 was **93.3%**.

*Statewide graduation rate for 2025 was 85.6%



Highest percent of BVSD students **meeting/exceeding standards** in English Language Arts and Math **on CMAS since 2014**.



Background

- Declining birth rates (national, state, & local trend) & fewer kindergarteners
- Aging population
- Dwindling housing opportunities due to low inventory, people aging in place
- High cost of living
- More housing opportunities in surrounding districts

THE DENVER POST

BUSINESS > REAL ESTATE • News

Colorado has the four most expensive housing markets in U.S. not on a coast

Denver, Boulder, Fort Collins and now Greeley make the real estate list

Daily Camera

Boulder County report: 80+ population to grow faster than all others

UPDATED: July 6, 2024 at 6:21 p.m.

THE DENVER POST

January 13, 2026

Colorado public school enrollment sees biggest drop since 2020 as graduation rate continues to improve

TIMES-CALL

NEWS > EDUCATION

St. Vrain Valley enrollment falls slightly for third year

PUBLISHED: December 18, 2025 at 4:19 PM MST

GOLDEN TRANSCRIPT

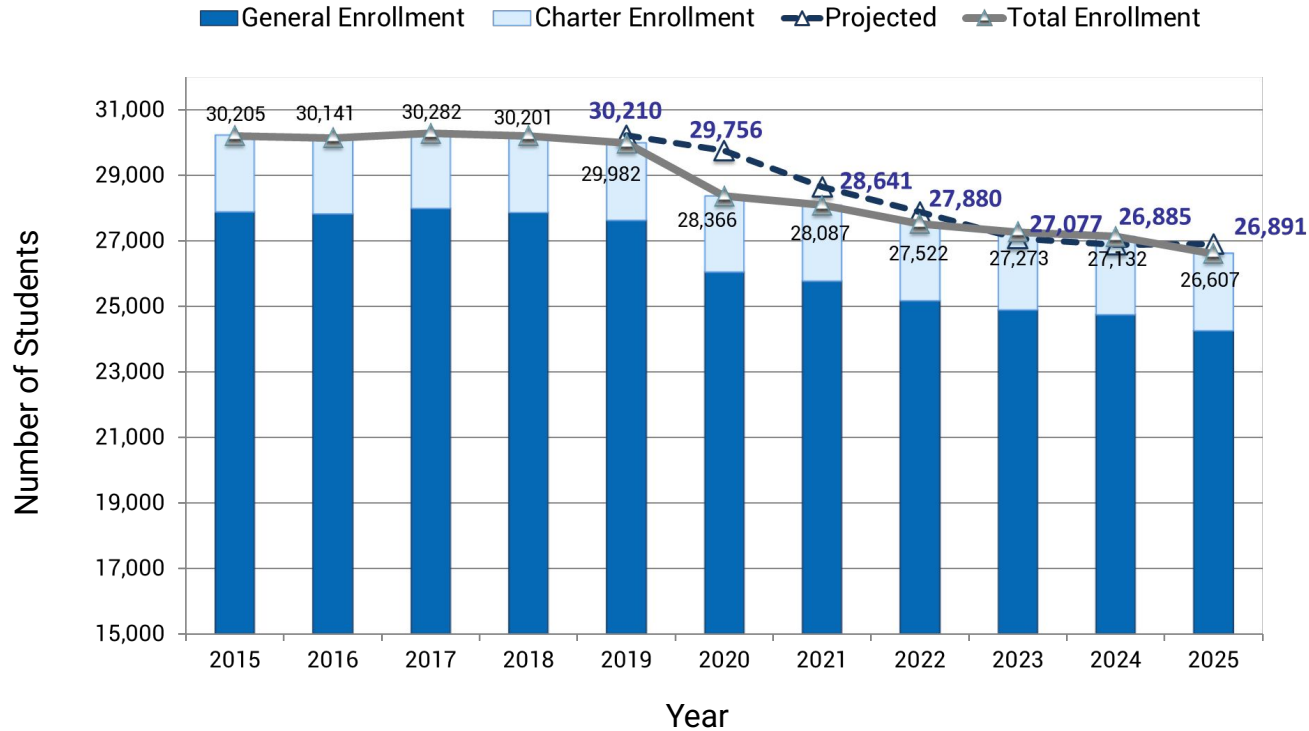
Jeffco enrollment falls to historic low as families move

District records smallest kindergarten class ever; officials point to rising home costs driving young families out

Updated Dec 3, 2025



Enrollment Trends 2015-2025

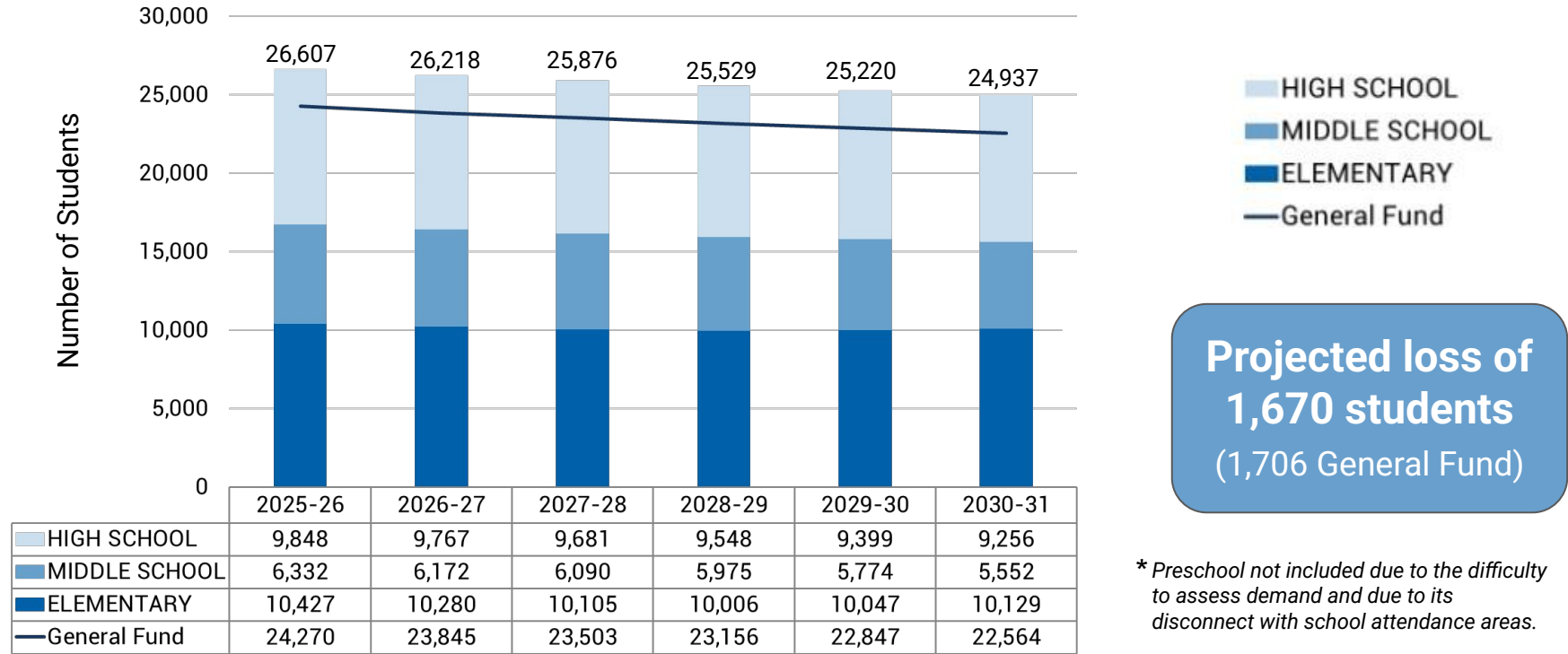


Takeaways

- Continued overall decline of -1.9%
- Decline steeper than projected (-0.9%)
- Decrease in new, non-English speaking students



Overall Enrollment Projected to Decline



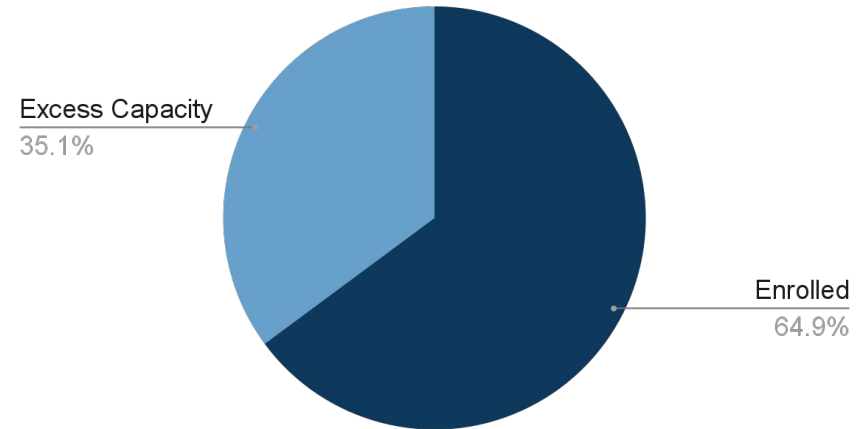
* Preschool not included due to the difficulty to assess demand and due to its disconnect with school attendance areas.



BVSD Elementary Building Capacity

- BVSD has the capacity to serve 14,543 K-5 students in our non-charter schools.
- We currently serve 9,732 (SY 25-26) K-5 non-charter students in 32 buildings.
- The utilization rate is 67% with 4,811 open seats (SY 25-26).
- Projected to go to 9,433, or 65% in 5 years with 5,110 open seats.

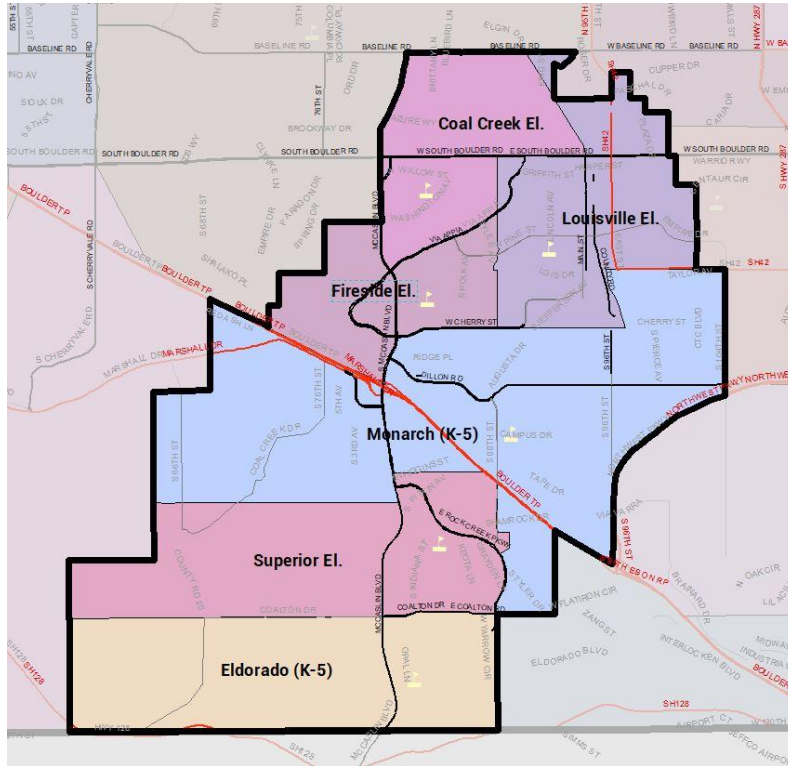
BVSD Projected Utilization 2030-31



Louisville-Superior Region



Attendance Areas



Elementary (K-5)

Total Capacity: 3,014

Resident Students: 1,951

Enrolled Students: 2,005

Utilization 2025: 67%

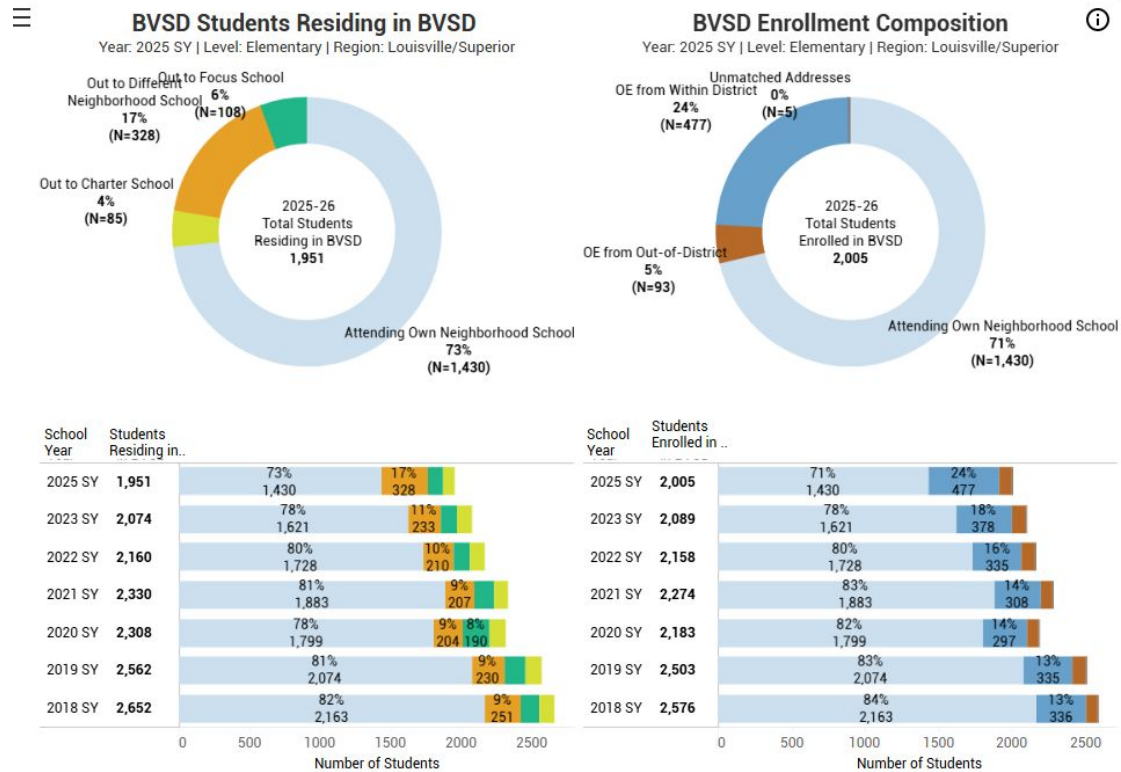
Utilization 2030 (projected): 64%

Regional Enrollment & Attendance Area Profile

Louisville-Superior

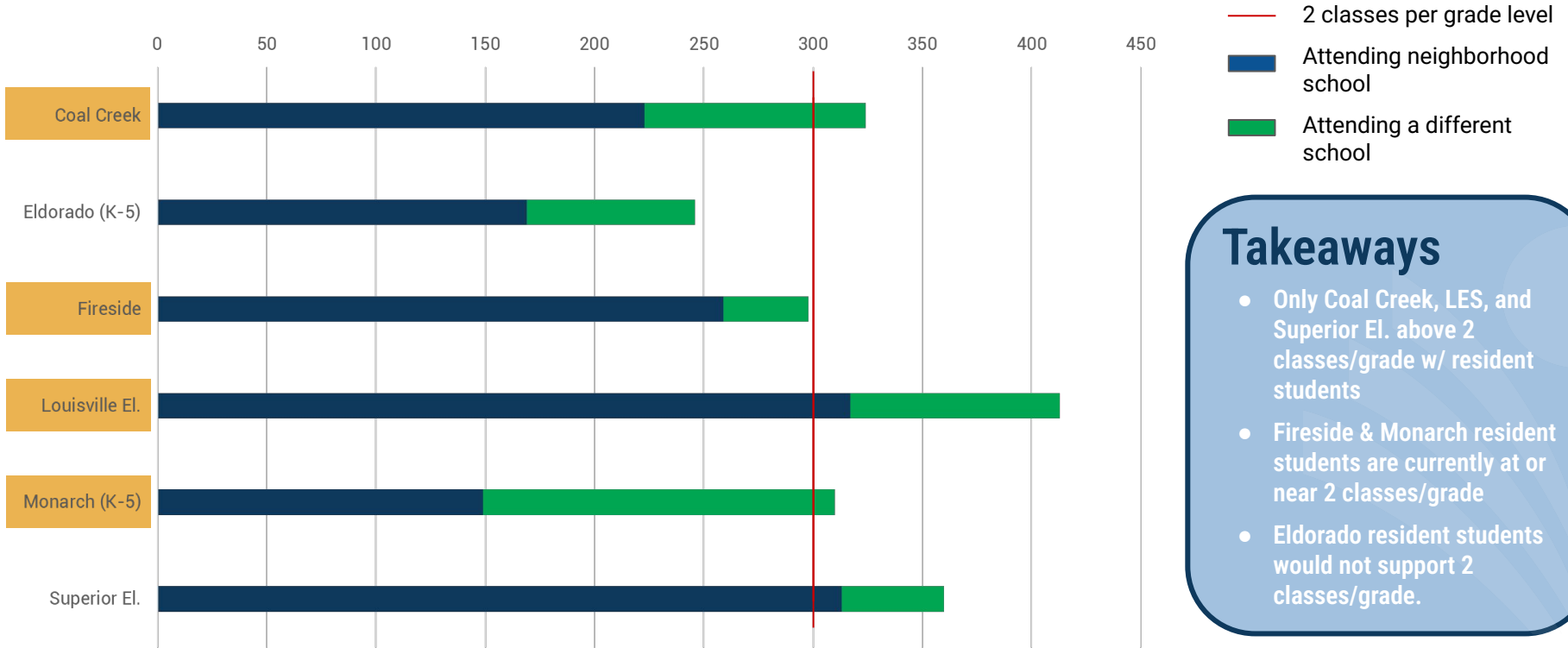
Takeaway

The population of resident BVSD elementary students in Louisville and Superior has dropped by 701 since 2018.



Elementary Attendance Area Student Composition

2025-26

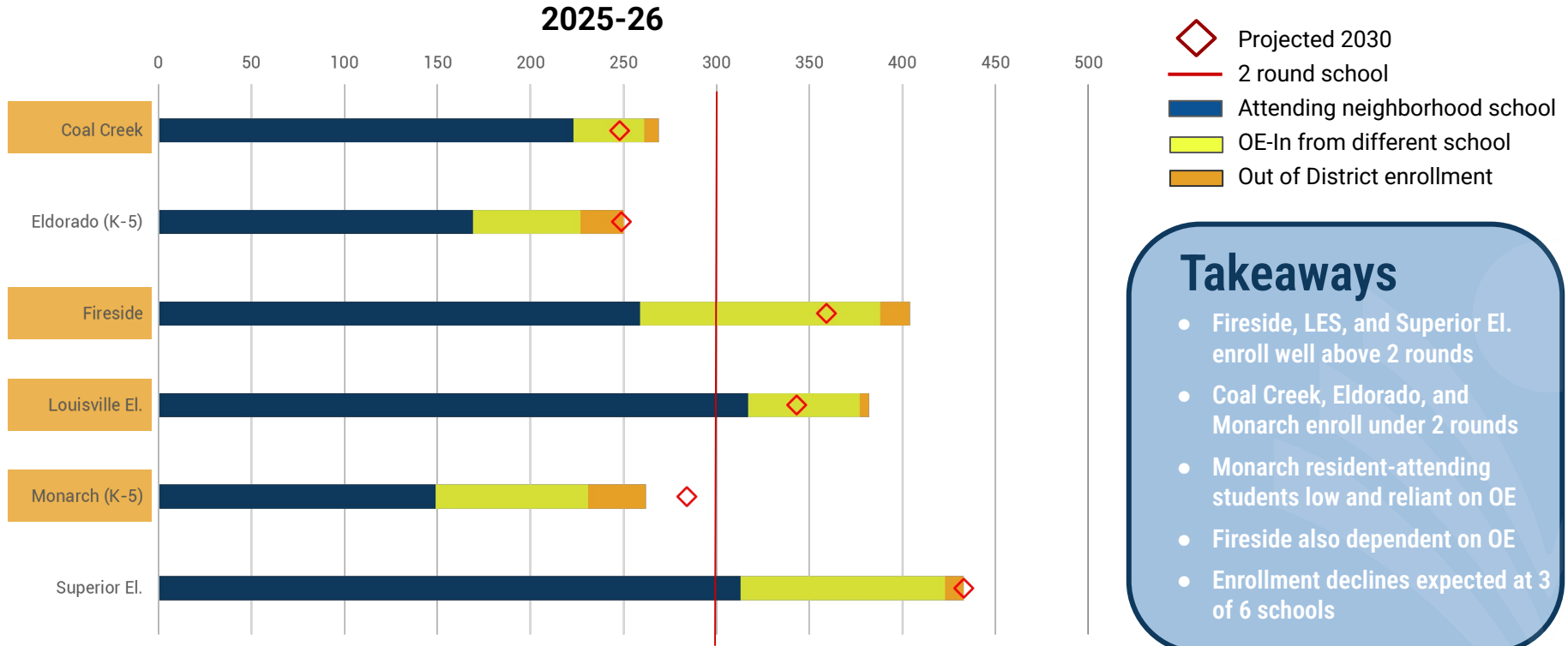


Takeaways

- Only Coal Creek, LES, and Superior El. above 2 classes/grade w/ resident students
- Fireside & Monarch resident students are currently at or near 2 classes/grade
- Eldorado resident students would not support 2 classes/grade.



Elementary School Enrollment Composition



Takeaways

- Fireside, LES, and Superior El. enroll well above 2 rounds
- Coal Creek, Eldorado, and Monarch enroll under 2 rounds
- Monarch resident-attending students low and reliant on OE
- Fireside also dependent on OE
- Enrollment declines expected at 3 of 6 schools



Elementary Attendance Area Region - Louisville/Superior

LOUISVILLE-SUPERIOR (6 school building)

Elementary	ACTUAL					PROJECTED														
	2025-26 Capacity*	Capacity Rounds	2025-26 Enroll	% Cap.	2025 Rnds.	2026-27 Proj.	% Cap.	2026 Rnds.	2027-28 Proj.	% Cap.	2027 Rnds.	2028-29 Proj.	% Cap.	2028 Rnds.	2029-30 Proj.	% Cap.	2029 Rnds.	2030-31 Proj.	% Cap.	2030 Rnds.
Coal Creek	492	3.5	269	55%	1.8	256	52%	1.7	252	51%	1.7	256	52%	1.7	251	51%	1.7	248	50%	1.7
Eldorado	568	4.0	252	44%	1.7	253	45%	1.7	247	43%	1.6	248	44%	1.7	250	44%	1.7	249	44%	1.7
Fireside	516	3.5	405	78%	2.7	385	75%	2.6	373	72%	2.5	358	69%	2.4	355	69%	2.4	359	70%	2.4
Louisville	590	4.0	382	65%	2.5	373	63%	2.5	363	62%	2.4	360	61%	2.4	355	60%	2.4	343	58%	2.3
Monarch	381	2.5	264	69%	1.8	270	71%	1.8	258	68%	1.7	258	68%	1.7	274	72%	1.8	284	75%	1.9
Superior	467	3.0	433	93%	2.9	425	91%	2.8	430	92%	2.9	434	93%	2.9	420	90%	2.8	433	93%	2.9
Summary Average	3,014	20.5	2005	67%	13.4	1962	65%	13.1	1923	64%	12.8	1914	64%	12.8	1905	63%	12.8	1916	64%	12.9
No. <2 Rnds./60%		3.4			2.2			2.2			2.1			2.1			2.1			2.2
No. <1.5 Rnds./50%					2			2			2			2			2			2
					0			0			0			0			0			0

<=2 classes per grade (rounds) or <=60% of capacity

<=1.5 classes per grade (rounds) or <=50% of capacity

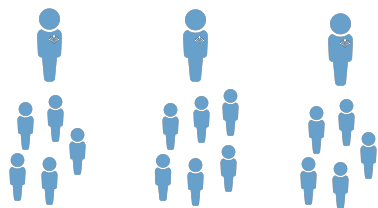


Elementary School Programmatic Impacts

Three Round (~450)

(3 classes per grade level)

Grade 1

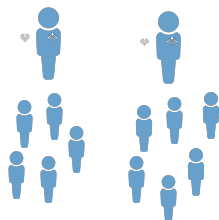


- ABC Specials rotation
- Instrumental music
- Ideal for programming
- Dedicated counselor, Specials teachers & Special Education teachers

Two Round (~300)

(2 classes per grade level)

Grade 1



- Traveling teachers
- Scheduling complexity & limitations
- Programming limitations

One Round (~150)

(1 class per grade level)

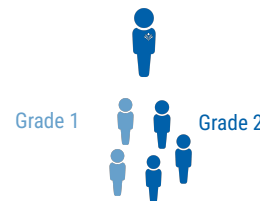
Grade 1



- Limited teacher collaboration
- Lack of flexibility to shift students
- More programming limitations

Multi Grade

(<1 class per grade level)



- Yearly change
- Complex planning for teachers



BVSD Response To Date

2021-22

- Created Long Range Advisory Committee (April 2022)

2022-23

- LRAC metrics and recommendations (June 2023)

2023-24

- Parent enrollment survey (Sept. 2023)
- Place to Be Showcase (Oct. 2023)
- Annual Trend Report (Feb. 2024)
- Initiated Heatherwood Community Engagement (Mar. 2024)
- Updated enrollment-related policies

2024-25

- Approved Heatherwood focus program (Sept. 2024)
- New enrollment dashboard (Sept. 2024)
- New commuter Choice Enrollment preference (Oct. 2024)
- Place to Be Showcase (Oct. 2024)

2025-26

- Adopted new attendance boundaries (Sept. 2025)
- Long range planning worksession (Oct. 2025)
- Place to Be Showcase
- Launch community engagement



Defining Goals

Future decisions should:

- Maintain and improve learning outcomes for all students
- Distribute students so all schools have the right level of students/resources to maintain high-quality learning experiences
- Stabilize overall enrollment by retaining current students and attracting new students to the district
- Maximize all efficiencies to address ongoing fiscal challenges

School Adjustment Options

~~Allow schools to stay “small”~~

Introduce or expand focus programs

Grade reconfiguration, e.g. K-2 & 3-5 or convert K-8s to elementary and middle

Relocate focus programs

Consolidate two or more schools into one building (existing or new)

Close one or more schools and distribute students to multiple schools





The Path Forward: Our Community Engagement Commitment

What Engagement Will and Will Not Do

Engagement will:

- Build understanding of the problem
- Gather input on values, priorities, and tradeoffs
- Inform development of school adjustment options and Board of Education decision making

Engagement will not:

- Guarantee preservation of specific schools
- Delay action
- Transfer decision-making authority away from the Board of Education



Community Engagement Structure



Notes:

1. Projected enrollment in Lafayette and Erie is currently stable and will be monitored. Timing and format for engagement sessions in Lafayette and Erie may differ based on their enrollment. Potential impact to enrollment in these areas will be considered in the development of school adjustment options in other areas.
2. Per the Elementary School Metrics, due to their unique geographic circumstances, mountain schools require differentiated decisions and are not being considered for school adjustment options at this time.



Community Engagement Overall Process

Phase 1: Preparation (January-February 2026)

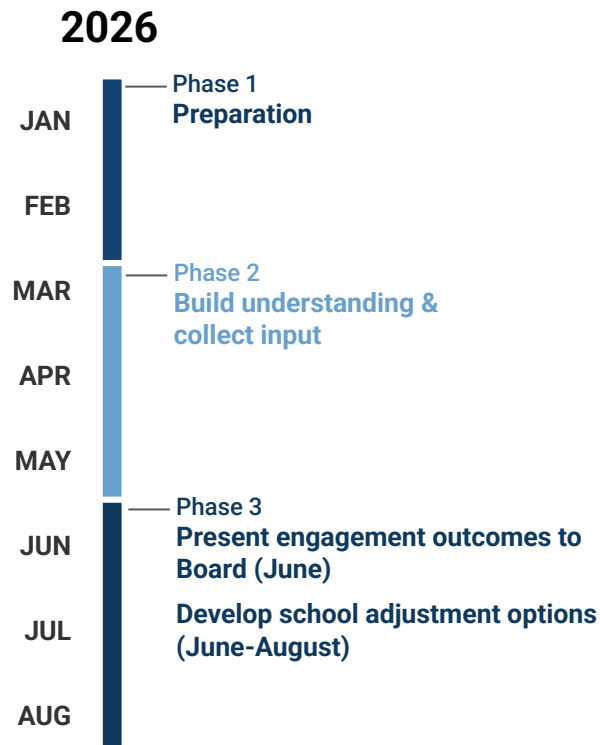
- Engage principals and teachers
- Orientation sessions with Board and Superintendent advisory committees
- Begin to engage with municipalities

Phase 2: Build understanding of the problem and collect input (March - May 2026)

- Regional community group meetings and stakeholder specific sessions

Phase 3: Develop school adjustment options (June - August 2026)

- Present summary of community engagement to Board (June)
- Staff to develop facility planning options (June-August)



Community Engagement Overall Process (continued)

Phase 4: Present school adjustment options to the Board (August 2026)

- Board's opportunity to discuss options
- Opportunity for community input during public comment

Phase 5: Present final plan for study to the Board (September 2026)

- This will include updated attendance boundaries, open enrollment preferences, analysis of facility improvements required (if any), etc.
- Opportunity for community input during public comment

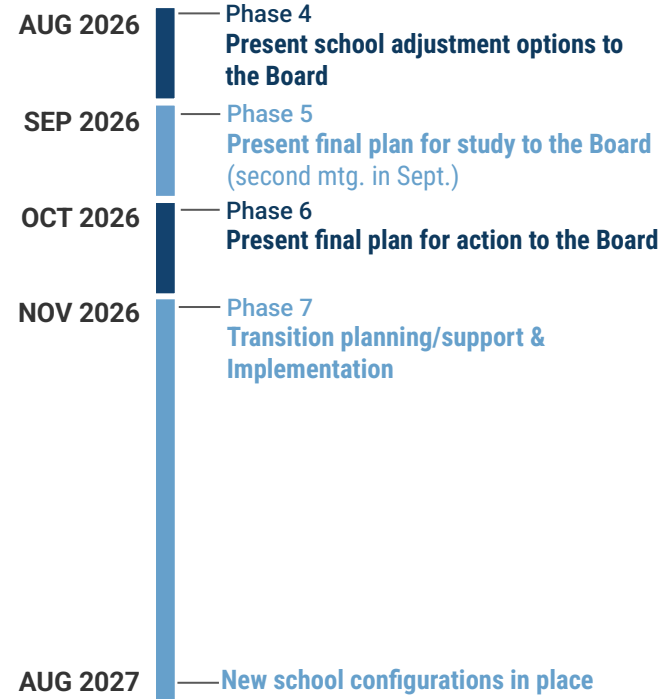
Phase 6: Present final plan for action to the Board (October 2026)

- Necessary for BVSD open enrollment timeline Nov. 1 - early January 2027

Phase 7: Student / Staff Transition Planning & Support (Nov. 2026 - Aug. 2027)

- Enrollment specialists to provide direct support to impacted families throughout the enrollment process
- Support impacted staff and families with transition
- Plan for implementation
- Facility real estate process if needed

2026-2027





Demographics are not a problem to solve, they are a reality to plan for together.

Strong neighborhoods and resilient schools depend on shared awareness, shared planning, and shared stewardship.

Our Ask

As we engage the community in conversations about systemwide adjustments — including potential consolidation, closure, or programmatic changes — we ask for municipal partnership in supporting a thoughtful, transparent, and community-centered process.

This includes:

- Participating in engagement opportunities alongside residents
- Recognizing the long-term connection between school sustainability and community vitality





Discussion

From: [Andy Johnson](#)
To: [City Council](#)
Subject: Polk/Dahlia & Via Appia Improvements
Date: Tuesday, February 24, 2026 7:57:12 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 Council,

I want to express my strong support of the recent improvements to Polk, Dahlia, and Via Appia, and share my appreciation for Public Works staff for these efforts. As an avid cyclist and former competitive road racer and triathlete, I've spent thousands of miles analyzing road dynamics, and I believe the specific design changes to these important Louisville streets are some of the most effective safety measures the city has implemented. I have my comments broken down into three main sections below - two primary design comments and one suggestion.

The "Negotiation" Factor

Regarding the advisory lanes on Polk and Dahlia: what makes them work is that they force a constant negotiation between motorists and cyclists. By removing the artificial security of a standard center line, you've created an environment where drivers must be more engaged and aware of their surroundings. In my experience, the more a driver has to think about the road, the slower and more safely they drive. These 'dashed' lanes achieve exactly that.

Via Appia and the Road Diet

The same logic applies to the narrowing of Via Appia. Reducing the motor vehicle footprint to one lane has significantly calmed the corridor. I see this almost daily from a first-hand perspective, as Via Appia is one my main return routes from my training rides around Boulder County and an important Louisville connection to the Hwy 36 bike path. The design changes create a predictable flow that reduces the 'slalom' effect of high-speed lane changes, making it a much more habitable space for those of us on two wheels. When lanes are reduced in number and/or a lane is reduced in size, traffic naturally moves slower due to the "Negotiation Factor" mentioned above. In addition to the lane reduction, the dedicated cycling lane on Via Appia is first-class!

Specific Recommendation: Curb Extensions

My only recommendation for the upcoming repaving and permanent updates is to

move away from 'curb-to-curb' pedestrian crossings. I urge the Council to implement narrower crossings using curb extensions or bulb-outs, similar to the work completed for crossing along Pine Street in the vicinity of Louisville Elementary School. This can be executed to work with the dedicated bike lane rather than work against it by have a small waiting space for pedestrians between the bike lane and street, which will also slow bike traffic as a side benefit (yes, we cyclists also need to slow down, especially at intersections).

By physically narrowing the intersection, we:

1. Shorten the exposure time for pedestrians in the roadway.
2. Further reinforce the visual 'slow-down' cues for drivers.
3. Prevent cars from taking turns at high speeds."

Thank you for prioritizing multimodal safety. It is sometimes difficult for those used to streets and roads that only prioritize auto-centric transportation to see the effectiveness of multimodal designs as described above; however, I strongly encourage Council and Staff to stay the course in implementing these changes. The net effect is increased safety for all and ultimately slower traffic on our neighborhood connector streets. Further, these changes make Louisville a leader in functional, human-scale infrastructure, and I hope to see these pilot features become permanent fixtures of our community.

Sincerely,

Andy



ANDY JOHNSON, AIA

w: dajdesign.com

o: 303.527.1100

m: 303.249.1624



From: [Jill R.](#)
To: [City Council](#)
Subject: To Whom It May Concern, We are asking you to stop the changes to Via Appia. Traffic the day we evacuated the Marshall Fire put our lives at risk as we tried to leave our subdivision. We were also stuck on South Boulder Road in gridlock for over an hour...
Date: Monday, February 23, 2026 10:22:39 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.

Thanks,

Jill Ruggles
(720) 254-0535 cell

From: [ahbrennan52](#)
To: [Christopher Leh](#); [City Council](#); [Diana Langley](#); [Kurt Kowar](#)
Subject: RE: Photo of evacuation at Via Appia and Eldorado Lane
Date: Monday, February 23, 2026 7:24:11 AM
Attachments: [IMG_20260223_065518.heic](#)

[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.

Sorry attachment.

----- Original message -----

From: ahbrennan52 <ahbrennan52@gmail.com>
Date: 2/23/26 7:12 AM (GMT-07:00)
To: Chris Leh <Leh@louisvilleco.gov>, council@louisvilleco.gov, Diana Langley <dlangley@louisvilleco.gov>, kurtk@louisvilleco.gov
Subject: Photo of evacuation at Via Appia and Eldorado Lane

One of my Cornertone neighbors sent me this photo from the day of the fire to share. They were in line, waiting on Eldorado to merge onto eastbound Via Appia, which was already full, with fire apund them and wind and smoke howling. Now, imagine having to do this and hope everyone understands they can ignore the striping and use 2 lanes. And then having to drop down to 1 lane for a roundabout or segregated left turn lane.

Ann

----- Original message -----

From: Ann <ahbrennan52@gmail.com>
Date: 2/22/26 6:25 PM (GMT-07:00)
To: Chris Leh <Leh@louisvilleco.gov>, council@louisvilleco.gov, Diana Langley <dlangley@louisvilleco.gov>, kurtk@louisvilleco.gov
Subject: Via Appia: Cornerstone Egress & Evacuation

Mayor Leh, City Council, City Manager Langley, and Director Kowar,

As you know, Cornerstone Neighborhood has a single point of egress onto the lower end of Via Appia. On the day of the Marshall Fire, we had to merge onto eastbound Via Appia, which was already backed up despite being four full lanes. We essentially had to force our way in, because there was no break in traffic. Remember, this was a Friday before New Years weekend, so evacuation traffic was likely lower than it might have been on other days. Trying to get away when the fire was at our backs and racing through the Arboretum was terrifying.

Many Cornerstone residents expressed concern about the narrowing of Via Appia in 2023, but appreciated that the City avoided any structural barriers that would further complicate future

evacuations. However, we did expect signage, striping, and education about using the buffer lane for evacuations if needed, which has not taken place.

In consideration of our day-to-day egress, the City also striped a (very tight) left turn lane for east-bound turns out of Cornerstone, but failed to give us a right-turn merge lane for westbound turns, which is a significant obstacle at certain times of the day.

Reviewing the presentation for the 2/24/25 Council meeting on Via Appia, I have the following observations:

- Current left turn lanes on east-bound Via Appia at several intersections: Everywhere there is a left turn lane, it eliminates the second buffer lane that could be used in an evacuation. In the confusion and potential panic of evacuation, this could really complicate the two-lane traffic flow and cause accidents. The left-turn lanes should stay adjacent to the thru-lanes so that the two lanes remain obvious.
- The presentation pays very little attention to the Eldorado Lane intersection, and according to Slide 35, no improvements are planned.
- Slide 36 shows the Eldorado Lane intersection, and shows that there is plenty of room on the westbound side to create a right turn merge lane from Cornerstone. The existing single thru-lane widens to two lanes just west of the intersection, which provides sufficient room for a single thru-lane and a right turn merge lane from Cornerstone.
- Proposals for further "improvements" of Via Appia are offered by adding roundabouts at several potential locations and/or hard-scape barriers to separate left turn lanes. Any of these options would eliminate the second lane for evacuations, and should be avoided.

The Louisville Wildfire & Conflagration Risk Assessment recently released by the LFPD shows that risks of wildfire persist, especially on the west side of town, depending on weather and wind conditions and potential ignition points. Preserving evacuation routes for large numbers of Louisville residents should not be compromised in pursuit of further downgrading of Via Appia as an Arterial/Collector. There is not an alternative route for residents, Rec Center users, and businesses on or near the lower end of Via Appia who might need to get east in an emergency.

Respectfully,
Ann Brennan
888 Larkspur Court



From: [ahbrennan52](#)
To: [Christopher Leh](#); [City Council](#); [Diana Langley](#); [Kurt Kowar](#)
Subject: Photo of evacuation at Via Appia and Eldorado Lane
Date: Monday, February 23, 2026 7:12:20 AM

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Ann

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From: Ann <ahbrennan52@gmail.com>
Date: 2/22/26 6:25 PM (GMT-07:00)
To: Chris Leh <Leh@louisvilleco.gov>, council@louisvilleco.gov, Diana Langley <dlanglely@louisvilleco.gov>, kurtk@louisvilleco.gov
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Respectfully,
Ann Brennan
888 Larkspur Court

From: zacharyam1997@gmail.com
To: [City Council](#)
Subject: Public Comment for Feb 24, Regular Business Item C
Date: Thursday, February 19, 2026 10:54:38 PM

[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.

Hello Council,

I am writing to you as a private resident of Lafayette on the edge of Louisville but I love visiting Louisville by foot, bike, and car. I want to say I support and love the road diet improvements made along Via Appia Way and Polk Avenue and support future improvements of the sort to increase traffic calming and etiquette.

I love the smoother driving with one lane, I like the reduced 30 mph area by the bend as you approach S Boulder Road, and the landscape medians are gorgeous and water wise.

I will say as a bicyclist from Portland OR who never experienced the sort of split lane bike lane on Polk before, it was a shock the first time, but I got used to it immediately and I love that it makes people focus a bit more and drive cautiously.

I think the unprotected bike lanes on Via Appia are an unwelcoming way to bike that road, but I understand things are incremental.

I understand I am not a “resident” of Louisville, but we are one community in Boulder Valley so I love to see these sort of items come up.

Thank you for your time reading this.
Zachary Mettler
2576 Stonewall Lane
Lafayette CO