

January 10, 2023

City Council/LDDA Meeting



Connectivity, Access & Pedestrian Safety



Agenda

- I** Welcome & Introductions
- II** Overview of LDDA Master Plan of Development
- III** Key Issues
- IV** Current Projects
- V** Funding & Next Steps

Goals for Today

- **Introduce Issues & Concerns**
- **Discuss overall philosophy**
 - Transportation philosophy
 - What are priorities?
 - How are priorities aligned with projects?
- **Discuss how to make impact now**
- **Discuss funds & next steps**

Access to Downtown is
easy, safe and low-stress
for people living, working
or visiting by any form of
transportation;
understanding the almost
every person
is a pedestrian
at some point of their trip
to Downtown.

LDDA Master Plan of Development

Areas of Focus

Economic Vitality

Placemaking & Urban Design

Creative District

Connectivity & Access

Land Use

Leadership



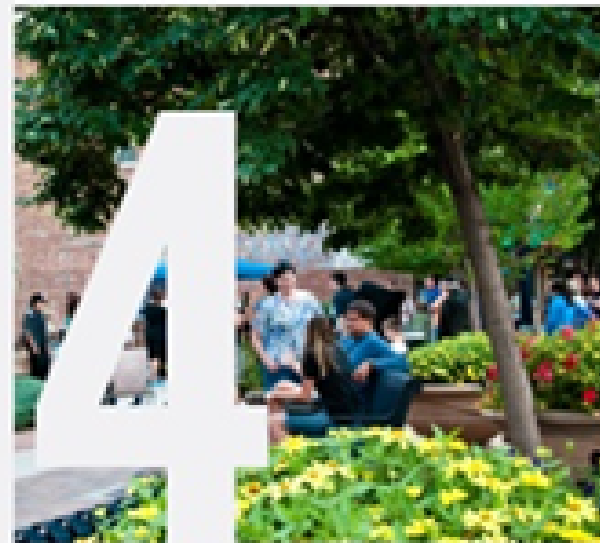
Extend the vibrancy of Downtown to an 18-hour, 7-day activity zone by adding more residents, entertainment, and jobs.



Build on Downtown's vibe of authenticity and real productivity to grow the employment base.



Create more visible signals to showcase, promote and increase Longmont's abundant local creativity and culture.



Increase the safety and comfort to a level that is welcoming to all ages & cultures of our community.



Improve and expand the infrastructure that ensures Downtown is well-connected and easily accessible by multiple transportation modes.



Collaborate with a coalition of partners to achieve shared community priorities.

Connectivity & Access



Goals & Strategies

- **Align transportation and land use planning efforts to achieve a well-connected Downtown.**
 - Continuation of street grid south of 3rd (Greenway & Roads)
 - Develop easy / effective walking and biking connections
- **Enhance Downtown as the central hub of the citywide transportation network and enhance transit connections to the region.**
 - Bus service throughout downtown (Explore alternatives)
 - Develop 1st & Main Transit station
- **Encourage use of alternative modes of transportation to access Downtown.**
 - Expand alternative transportation options
 - Use transportation demand management (Experiment during const)
 - Embrace technology-based ride share programs

Connectivity & Access



Goals & Strategies

- **Enhance bicycle safety and comfort on routes to and within Downtown.**
 - Invest in **bike infrastructure** (protected lanes, additional lanes)
 - **Enforce** dismount zone
 - Advocate for better **connections to surrounding neighborhoods**
- **Ensure an adequate well-distributed parking supply for the long-term**
 - Regularly **evaluate** (parking study)
 - **Prepare** for future needs
 - Optimize **safety**

Connectivity & Access



Goals & Strategies

- **MAINTAIN A SAFE AND ENJOYABLE WALKING ENVIRONMENT FOR PEDESTRIANS OF ALL AGES AND ABILITIES.**
 - Improve **pedestrian connectivity** and wayfinding
 - Ensure **sidewalks** are ADA accessible, easily traversable
 - Enhance and **expand the alleyscape** projects
 - Ensure that **midblock crossings allow high visibility** of pedestrians
 - Support and encourage building and site design that **enhances safety**
 - Work with the City, CDOT to implement safety enhancements for pedestrians including **automobile compliance with posted speed limits.**

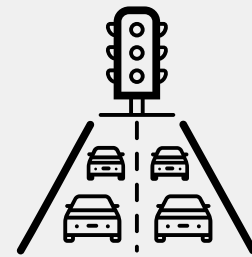
Key Issues

WHAT PREVENTS YOU FROM VISITING?



25%

Inadequate



25%

Traffic Issues



25%

Not enough to do

• More than 25% of respondents chose either or both of two options, inadequate parking and traffic, as factors that prevent them from visiting Downtown.

- **Excessive speed** of drivers on Main St.
- Traffic safety and noise are deterrents to visiting and spending time downtown. The highway dividing downtown makes **walking and biking difficult** and detracts from the character of the neighborhood. **Traffic signals and crossing are not sufficient** to keep people safe.
- **Short street crossings** for pedestrians
- Vehicles driving **too fast, too loud!**
- Main Street is very busy, makes **walking scary**

WHAT DO YOU LIKE MOST ABOUT DOWNTOWN LONGMONT?



Community Feel

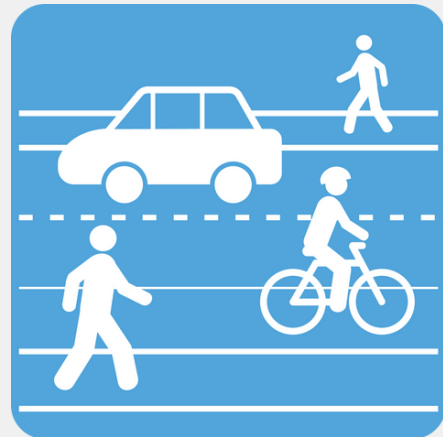


Local Business & Dining



History/Vibe

SUGGESTIONS TO IMPROVE YOUR EXPERIENCE OR VISIT MORE OFTEN



Better & More Quiet
Connectivity, Parking &
Access



More Shopping & Dining
Options



Increased Gathering Space
& Clean Up

WHAT DO YOU DISLIKE MOST ABOUT DOWNTOWN LONGMONT?



Connectivity (Traffic,
Parking, Bike Access,
Pedestrian issues)



Activities/Choices/Feel



Need for more services for
the community

2019 Parking Study

Of the 171 observed movements, 38 of those crossed Main Street where traffic was observed to move quickly, and some pedestrian crossings were difficult to navigate in the allotted time. Data collectors reported difficulty safely crossing the highway, using the pauses at signaled crossings to make notations for their routes. They noted that failure to initiate crossing the highway immediately upon the signal change resulted in arriving at the opposite side of the intersection after the cross traffic light had turned green. For those with mobility impairments, such timing can provide a real physical barrier to the walkability of downtown.



LDDA Master Plan Implementation



Better Lighting

In Parking Lots & on Main St.

Parking Investments

Spoke on Coffman Garage

Dismount Zone

2-way bikes in alleyways

Stronger Streets

1 lane Main St. during COVID



Projects in the works



Alley Planning

Very high level design

Camera Project

Installs in alley soon

Mid-Block Lights

Call buttons at crossings

1st & Main Project

Parking garage

Vision Zero

Coffman Street

Changing signals

Wayfinding

Implementation 2023

Parking Study

Expect data in January

3rd Ave Improvements

Work in 2023

Quiet Zones

Timing

Transportation Plan

?

Wayfinding & Placemaking

Downtown Placemaking - Beyond Signage

Creative Crosswalks

Creative Crosswalks



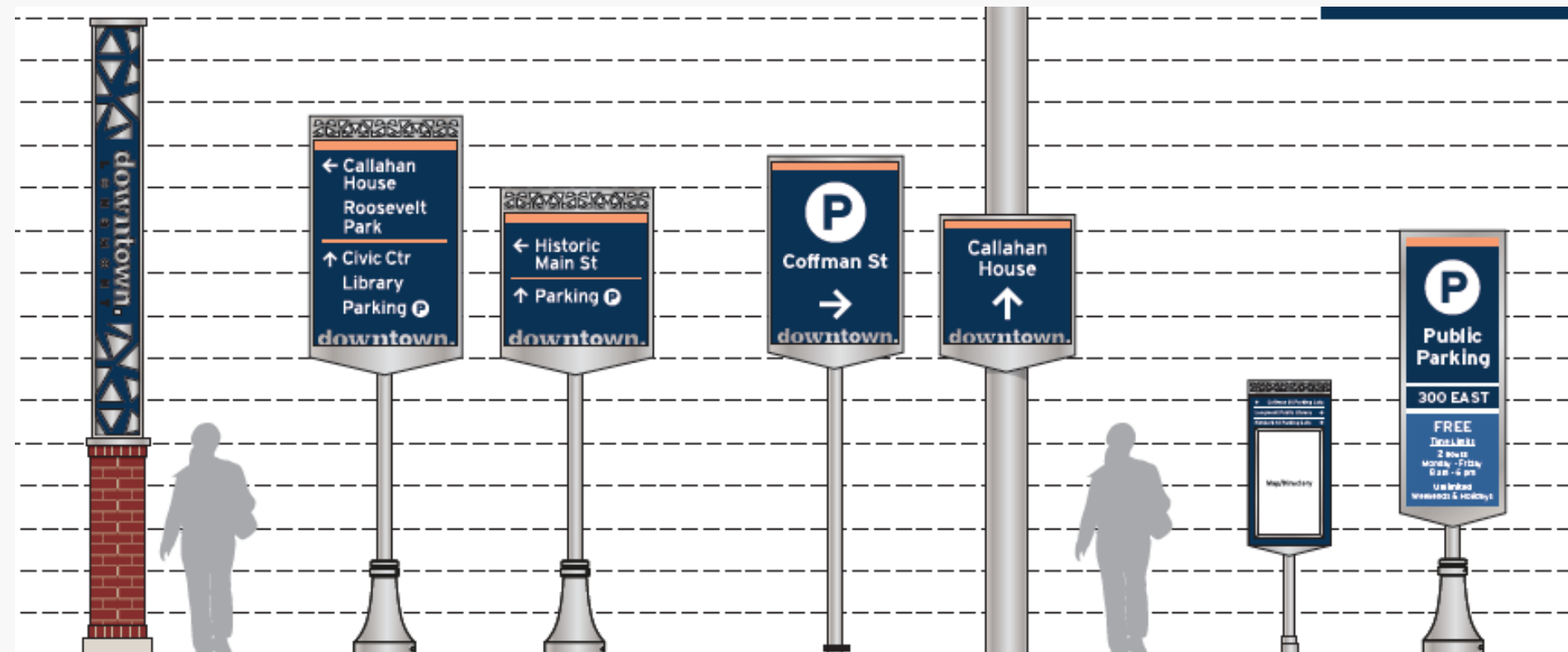
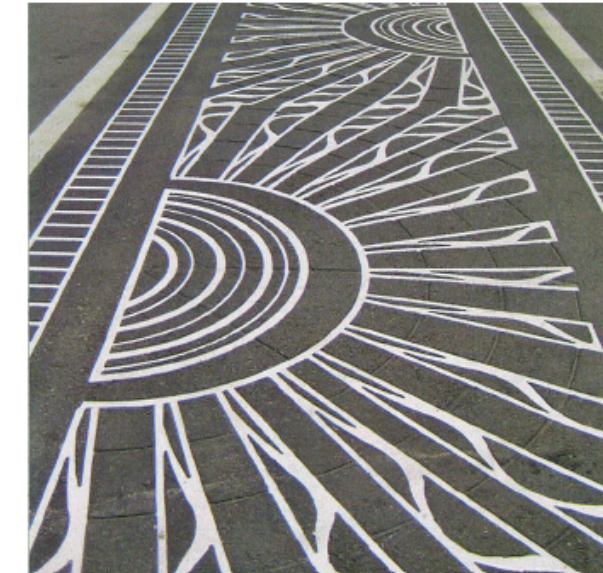
Creative Crosswalks can be used at all major intersections that intersect Historic Main Street. These will help to define entry into the District. The design patterns should consider the brand elements/colors for both the City and the Downtown.



Consider using pavement markings to define pedestrian walkways within parking lots and help visually connect to the Breezeways that move people onto Main Street.



Precedent Examples



LDDA Funding TRP137 - 2023 CIP

Main Street Corridor Plan

LDDA has committed \$250,000 in both 2023 and 2024

- Alleys
- T5 Median Installation - 200 Block of Main St
- T7 Mid-Block Crossing and Improvements in Downtown Character Area
- T21 Sidewalk Conditions
- T2 Speed Mitigation



What is best use of these dollars? Timing?

Conclusion

People don't feel safe walking.

We hear from business owners, residents & visitors
Speeds, Crossing Times, Ped call waits

Let's make an impact now.

How do we use tactical urbanism to make quick
improvements



LDDA has budgeted funds

\$250,000 each year for next two years for implementation
of TRP137

Prepare for the future.

With major changes to the southend of Downtown -
we need prepare ahead of time



Discussion

What is the transportation philosophy?

What are the priorities?

How are priorities aligned with projects?

How do we make impactful change?



Next Steps



LDDA

Currently updating stakeholder surveys/master plan
Implementing Wayfinding & Placemaking Plan
Investigating funding for future parking & improvements

City

**Thank you
for listening!**

