Equitable Carbon-Free Transportation Roadmap

Introduction

The **Equitable Carbon-Free Transportation Roadmap** (the Roadmap) outlines a path to address transportation-related needs in Longmont that also mitigates the impacts of the climate crisis through direct and indirect greenhouse gas (GHG) emission reductions. In an equitable transportation system, residents and visitors of all abilities, races, ages, genders, and income levels should be able to access all modes equally, easily access the destinations and services that are necessary for a high quality of life, and utilize transportation methods that support a sustainable environment.

Equitable

An equitable approach differs from an equality-based approach, which offers all community members the same resources, by recognizing that there are systemic factors that put certain community members at a disadvantage. An equity-based approach seeks to address these inequities to ensure that everyone has the opportunity to thrive, regardless of age, race or ethnicity, ability, gender, socio-economic status or any other distinguishing factor. Through an equitable lens, decisions are made to meet the needs of marginalized community members as a way to level the playing field for everyone.

Carbon-free

In general, the term "carbon-free" refers to energy generated from renewable sources such as the sun, wind, and water or human-powered. Zero-emission vehicles (ZEVs) never emit exhaust gas from an onboard power source and therefore are the ultimate carbon-free.

Transportation

Transportation involves the movement of people and goods from one place to another via some mode or form of transport.

Roadmap

The term "roadmap" describes a step-by-step process of implementable actions to get from today in 2020, to a more equitable carbon-free transportation system in Longmont by 2030, setting the City up to reach its goal by 2050.

The purpose of this Roadmap is to pull together the different City equity and carbon-free plans in relation to the transportation sector to create one coordinated action plan that has expanded steps to reach the City's adopted goals. This Roadmap provides direction to achieve the City's (and, more recently, the State's) greenhouse gas goals and create a healthy living environment that effectively engages all members of our community to create diverse, innovative solutions.

Stated City Goals for Carbon Reduction, Equity, and Transportation

- Reduce overall greenhouse gas emissions by 69% by 2050
- Reduce transportation-related fuel consumption by 33% by 2050
- Increase equitable access to transportation infrastructure for all segments of the community
- Prioritize the construction of missing links to connect bicycle and pedestrian facilities citywide to allow a broad choice of safe ways to travel other than by car
- Educate and provide funding to enhance the overall safety of the transportation system for all users
- Reduce greenhouse gas emissions from the transportation sector by 96% in 2050 (Statewide goal)

This plan is building off of and working towards the goals of City and State plans. Below is an overview of key guiding plans referenced within this document:

Envision Longmont (2016)

- **Vision:** Longmont's vision for the future is embodied in six guiding principles:
    - Livable centers, corridors, and neighborhoods
    - A complete, balanced, and connected transportation system
    - Housing services, amenities, and opportunities for all
    - A safe, healthy, and adaptable community
    - Responsible stewardship of our resources
    - Job growth and economic vitality through innovation and collaboration
- Fundamentally, these guiding principles and their supporting goals are intended to promote a more:
    - Sustainable Longmont, by taking care of the needs of the present generation without compromising the ability to meet the needs of future generations; and
    - Resilient Longmont, by increasing the capability of the City and its partners to anticipate risk, limit impact, and bounce forward rapidly by adapting and learning in the face of disruptive shocks and stresses.

Sustainability Plan (2016, updated 2018)

- **Vision:** an engaged community that promotes environmental stewardship, economic vitality, and social equity to create a sustainable and thriving future for all.
- Ten different topic areas and actions that guide the City.
- Related Targets:
    - Reduce greenhouse gas emissions by 66% from a 2016 baseline by 2030 and 69% by 2050,
    - Reduce transportation-related fuel consumption by 33% by 2050,
    - Improve air quality, and
    - Increase equitable access to transportation infrastructure for all segments of the community.

Enhanced Multi-Use Corridor Plan (EMUC, 2018)

- EMUC's are street corridors that provide safe, comfortable, low-stress bicycle and pedestrian facilities, much like multi-use trails, to provide connectivity within the City's trail system and multi-modal network.

Main Street Corridor Plan (2019)

- **Goals and Aspirations:**
    - Embrace historic significance
    - Strategic infill
    - Strengthen economic base
    - Integrate Main
    - Improve safety and mobility
    - Transit as catalyst
    - Create a sense of place

Climate Action Recommendations Report (CARR, 2020)

- Report to City Council from the Climate Action Task Force and the Just Transition Plan Committee in response to Resolution R-2019-105: Declaring a Climate Emergency.
- Related strategies have been integrated into this Roadmap.

Colorado State Goals and Plans

- Climate Action Plan to Reduce Pollution (HB19-1261):
    - Reduce greenhouse gas emissions by 26% from a 2005 baseline by 2025, 50% by 2030 and 90% (96% reduction in the transportation sector) by 2050.

- o   Target and engage disproportionately impacted communities.
- Draft State Greenhouse Gas Pollution Reduction Roadmap initial findings related to transportation:
    - o   Significantly expand adoption of electric cars, trucks and buses, and
    - o   Change transportation and land use planning to reduce the need to drive.
- Colorado Electric Vehicle Plan 2020
    - o   Although the State goals are more ambitious than current City greenhouse gas reduction goals, the future steps detailed in this Roadmap assist the City in building off current efforts to work towards both local and State goals.

Guiding Principles

Three **base strategies** and four **equity priorities** were established to guide and shape this Roadmap to achieve greenhouse gas reduction goals while building community support and inclusion. The base strategies and equity priorities work together to help reach the goals of this Roadmap.

Base Strategies

Each of the following base strategies are focused on reducing vehicle emissions and their impact. The future actions detailed in this document are guided by each of these strategies to meet the goals of greenhouse gas reduction and improved air quality.

1. **Shorten and Reduce the Number of Trips:** Reducing the number and length of vehicle trips taken is the most direct way to reduce transportation-related emissions. The City and its partners can use outreach, incentives, programs, and infrastructure to encourage residents and employees to consolidate errands and work from home.

2. **Shift Modes:** The majority of Longmont commuters still drive to work alone. The City can work with employers and property managers to expand education, and improve the quality of infrastructure, to increase the safety and comfort for residents using alternative forms of transportation. The City is also committed to land uses and new development patterns that promote access to walking, bicycling and riding transit—all mode shifts—rather than driving a personal vehicle.

3. **Reduce Direct Vehicle Emissions**: When reducing the number of vehicle miles traveled or shifting modes is not an option, drivers can choose reduced- or zero-emission vehicles. The City can adopt policies and promote programs that encourage individual and fleet ownership of electric vehicles and participation in EV car share programs as well as the buildout of EV charging station infrastructure.

Equity Priorities

The City continues to work to expand inclusion and equity throughout City programs. The following four equity priorities were identified through community engagement and outreach conducted as part of the Roadmap and from past City efforts and priorities. The Roadmap highlights where these priorities have been a focus in past City efforts and where these priorities should grow in the future. Expanding on these equity priorities builds community understanding, promotes inclusion, and works towards creating a resilient, sustainable and carbon-free Longmont for all.

1. **Connect:** Ensure connectivity and visibility for all.
2. **Include:** Build greater inclusion of various languages, cultures and abilities in the development and implementation of projects.
3. **Barriers:** Address cost burdens and eliminate barriers around access to programs and job opportunities.
4. **Safety:** Identify and resolve actual and perceived safety concerns.

To achieve the above priorities, the City needs to work across City departments, with residents, businesses, developers and partners throughout the region and state. The following Roadmap and future steps are the initial recommendations on how to create an inclusive, carbon-free, and healthy community. Ongoing research, pilot projects and re-evaluations of next steps will need to occur for Longmont to continue to be a leader in an ever-changing field of technology and best practices.

Roadmap

Graphic TBD.Dive into Details

The above Roadmap highlights the steps and overall timeline to reach the goals stated in this documented. In this section, we offer a deeper dive into our baseline in the Current Strategies table and into the action items in the Steps to Achieve Goals table.

Current Strategies

Strategy	Current Adopted Plan	Base Strategies	Equity Priorities	Current Status
Strategy-2.1: Review and revise the Land Development Code (LDC) to support Longmont's transportation planning goals -seeking opportunities to improve connectivity for all modes, and support existing and future transit by encouraging transit supportive development where appropriate	Envision	Shorten & Reduce Trips Shift Modes	Ensure connectivity and visibility for all	The Envision Longmont Multimodal & Comprehensive Plan provides a framework for focusing growth in centers and corridors, encouraging mixed-use, and allowing greater residential densities, supporting the viability of shorter, non-motorized trips. The City updated the Land Development Code in 2018, which created additional mixed-use districts where residential and non-residential uses can collocate. The revised code also increases allowable residential densities in residential zones and provides additional density bonuses, height bonuses, parking reductions, and other incentives for vertically mixed-use developments, developments including affordable housing, and transit oriented developments. Other code updates replaced parking minimums with parking maximums for many non-residential uses. Staff is conducting additional research on current residential parking requirements. The Main Street Corridor Plan, accepted in 2019, also provides a framework for increasing mixed-use development, adding residential uses in the corridor, and identifying specific multimodal transportation improvements to support safe movement throughout the corridor for all modes.
Strategy-2.3: Implement specific actions at each "high level" transit area to fill the gap of First/Last Mile connections allowing people to reliably connect to/from transit and their ultimate trip end locations	Envision	Shorten & Reduce Trips Shift Modes	Ensure connectivity and visibility for all Identify and resolve actual and perceived safety concerns	1st & Main planning and implementation is creating the primary transit hub for the City. This will be the point where all bus routes intersect and allow transfers, including transfers to micromobility modes (Via, Uber/Lyft, bike/scooter/carshare, bike lockers, etc.)
Strategy-2.4: Prioritize and implement the construction of missing links to connect bicycle and pedestrian facilities citywide **CATF T.3: Connected Bikeways**	Envision Climate Action Recommendations Report	Shifts Modes	Ensure connectivity and visibility for all Identify and resolve actual and perceived safety concerns	The City is working on this strategy on a number of fronts: --Building bike/ped underpasses at critical arterial street crossings --Rebuilding/restriping street space to create space specific to alternative transportation modes per the EMUC plan --Constructing missing sidewalk links through a separate City program --Constructing missing/new trail links through a separate City program
Strategy 2-11: Use pilot projects to test new and innovative improvements to roadway/intersection, pedestrian, bicycle and transit facilities where appropriate	Envision	Shifts Modes	Ensure connectivity and visibility for all Identify and resolve actual and perceived safety concerns	This strategy was used to test separated, buffered, and sharrowed bike facilities. Much of this strategy has been initiated through a Complete Streets strategy; seen on S. Sunset, E. Mountain View, Pike Rd
Strategy 2-12: Implement a pilot project to explore the feasibility of utilizing City rights of way to complete gaps in the trails system	Envision	Shorten & Reduce Trips Shift Modes	Ensure connectivity and visibility for all	This strategy has been specifically implemented through the Enhanced Multi-Use Corridor development. This is also an adaptation of the national Complete Streets strategy. This strategy could also be considered "complete", as the feasibility has been complete and the City is now implementing the strategies.
Vision: An engaged community that promotes environmental stewardship, economic vitality, and social equity to create a sustainable and thriving future for all	Sustainability Plan	Shorten & Reduce Trips Shift Modes Reduce Direct Vehicle Emissions	Ensure connectivity and visibility for all Build greater inclusion of various languages, cultures and abilities Address cost burdens and eliminate barriers around access Identify and resolve actual	Through the development of Envision Longmont and the Sustainability Plan, City staff has worked to engage the community and develop equitable solutions. These recommendations are integrated throughout all strategies and seek to further remove barriers to participation and increase access for all.

			and perceived safety concerns	
T-1: Coordinate with RTD to expand service and hours to key community locations **CATF T.1: Checkpoint/Flexible Bus System**	Sustainability Plan Climate Action Recommendations Report	Shifts Modes	Ensure connectivity and visibility for all	Plans include restructuring the RTD local routes to better connect the outlying residential areas with the regional transit spine along Main Street & Ken Pratt Blvd. Plan to reengage RTD or another bus service provider on a checkpoint/flexible bus system between 2023-2027.
T-2: Develop a fleet efficiency and alternative fuels plan	Sustainability Plan	Reduce Direct Vehicle Emissions		Current Purchase Policy: "Where applicable, consider replacement of the City's fleet with electric or renewable natural gas vehicles"
T-3: Coordinate with regional partners on publicizing car/van pooling	Sustainability Plan	Shifts Modes	Ensure connectivity and visibility for all Address cost burdens and eliminate barriers around access	Working with partners at Smart Commute Metro North (North Metro Transportation Management Organization) and Commuting Solutions (Northwest Metro Area Transportation Management Organization) to continue the discussion of how to publicize the carpool opportunities available to City of Longmont employees. Work directly with Denver Regional Council of Governments (DRCOG) Way to Go program to educate citizens.
T-4: Increase electric vehicles through vehicle incentives and improved infrastructure **CATF T.2: Electric Vehicle Charging Infrastructure**	Sustainability Plan Climate Action Recommendations Report	Reduce Direct Vehicle Emissions	Ensure connectivity and visibility for all Address cost burdens and eliminate barriers around access	The City has focused on expanding infrastructure internally and externally. The City does not currently have incentives but does some advertising for external incentives. 5 publicly available charging stations run by the City (2 chargers/station), currently free. Currently monitoring over time the need for more electric vehicle charging infrastructure in downtown Longmont.
T-5: Audit all transit stops to evaluate accommodation needs of all residents and prioritize improvements	Sustainability Plan	Shifts Modes	Build greater inclusion of various languages, cultures and abilities Identify and resolve actual and perceived safety concerns	Evaluating all transit stops for amenities within the City. Developed list of deficient sites that may allow new shelters or advertising benches. With recent changes to the Land Development Code, advertising benches in the ROW are now permitted. Contract amendments have been completed to add advertising benches to the existing service contract with LAMAR Advertising. As of March, 2019 one advertising shelter has been installed and six stops have been improved with advertising benches.
T-6: Support growth in active transportation and transit ridership through implementation of the multimodal transportation plan	Sustainability Plan	Shifts Modes	Ensure connectivity and visibility for all	Much of this information is covered in previous planning efforts and categories of Envision Longmont-- EMUC, Complete Streets, Transit increase/efficiency, safety of all modes. This support from the Sustainability Plan is critical to focus resources toward active transportation, which will likely impact overall roadway capacity in Longmont. Congestion will occur, but may not be a bad situation as motorized vehicles are slowed and people may change their driving habits as a result--to a new route, time of day, or mode.
T-7: Explore alternative funding streams to continue the ride free transit program	Sustainability Plan	Shifts Modes	Ensure connectivity and visibility for all Address cost burdens and eliminate barriers around access	Through a new IGA, the program is now funded through Dec. 31, 2021.
CATF T.4: Alternative work schedules	Climate Action Recommendations Report	Shorten & Reduce Trips		With COVID, realization of efficiency of allowing and increasing work at home, alternative work scheduling.
CATF LW.3: Pay for Parking	Climate Action Recommendations Report	Shifts Modes		LDDA has performed two parking studies since 2016 with great details on how/when to implement parking management. Impacts of COVID will further delay this recommendation as greater demands than existing supply are needed to implement any management strategy. This is a transportation management and a

				land use issue, with paid parking decreasing the supply of free parking in high demand areas and increasing land uses for dining, walking, bicycling, outdoor space, new housing/retail, etc. This recommendation was identified as a monitor over time recommendation for the Climate Action Recommendations Report due to the reasons stated above.
Move Towards Zero Deaths	Moving towards Zero Deaths	Shorten & Reduce Trips Shift Modes	Identify and resolve actual and perceived safety concerns	City staff has adopted the CDOT model of Move Towards Zero Deaths, and all transportation goals ultimately include safety for all users. The highest percentage of fatalities on our streets occurs in the most vulnerable populations (i.e. low income, people with no access to cars, etc.). Future federal/state funding may use Vision Zero adoption as evaluation criteria.

Steps to Achieve Goals

Step		Tie to Current Plan	Timeline	Base Goals			Equity Priorities				$, $$, $$$	Implement
				Trips	Modes	GHG	Connect	Include	Barriers	Safety		
Financial Incentive	Continue to incentivize affordable, attainable housing in centers and corridors where transit can be prioritized.	Envision 2.1	Started	X	X		X		X		$	Medium
Main Street Corridor Plan	Focus on implementation and code updates recommended by the Main Street Corridor Plan.	Envision 2.1	Started	X	X		X			X	$$ - $$$	Easy
EV Education	Expand work with local partners to launch a series of EV education and awareness campaigns focused on City staff, residents, local businesses, public sector, and car dealerships.	Sustainability Plan T-4	Started			X		X			$	Medium

Category	Description	Reference	Status									Cost	Difficulty
Charging Stations	Monitor over time the need for more City owned and operated charging stations (and associated fees)	Sustainability Plan T-4 Climate Action Recommendations Report T.2	Started			X			X			$	Medium
Street Safety	Move away from the traditional method of strictly using the 85th percentile speeds to establish speed limits. Use factors (i.e. pedestrian conflicts, high crash locations, high access density, sight distance) on a case-by-case basis.	Moving towards Zero Deaths	Started	X			X			X		$$	Medium
Street Safety	Continue to focus on Moving Towards Zero Deaths and focus on safety improvements that align with Longmont's goals and development pattern.	Envision 2.16, 2.17	Started				X			X		$$$	Hard
Street Safety	Increase crossing visibility and assistance with both audible and tactile signals for visually impaired pedestrians and to draw attention to non-auto road users at signalized intersections.	Envision 2.16, 2.17	Started				X			X		$$	Medium
Financial Incentive	Continue to evaluate pay for parking in Downtown Longmont	Climate Action Recommendations Report LW.3	Started	X								$$	Medium

Name	Description	Reference	Timeline	1	2	3	4	5	6	7	Cost	Difficulty
TDM Program	Partner with local TDM agencies to develop a transportation demand management (TDM) program for city staff, residents, and local businesses.	Sustainability Plan T-2, T-3 Climate Action Recommendations Report T.4	Started		X	X		X	X		$	Easy
Embed Equity (Cultural Broker)	Hire a cultural broker to assist in implementation and community engagement around transportation strategies.	Sustainability Plan Climate Action Recommendations Report Envision Longmont	Two Year 2023	X	X	X	X	X	X	X	$$	Easy
Embed Equity (Geographic)	Assess current infrastructure investments to evaluate the geographic equity of future transportation upgrades—put resources where the needs are greatest.	Envision 2.1, 2.3, 2.4, 2.11, 2.12	Two Year 2023	X	X		X	X	X	X	$	Medium
Embed Equity (Education)	Staff review the Climate Equity Checklist as an additional foundation and resource to further reduce barriers to participation in programs.	Climate Action Recommendations Report	Two Year 2023	X	X	X	X	X	X	X	$	Easy

	Description	Source	Timeframe									Cost	Difficulty
Embed Equity (Data)	Re-evaluate data that is being tracked to see if there are options for ones that can work towards equity priorities (e.g. perceived safety). Need to address the issue of data vs perception, and how to you evaluate perception.	Envision 2.11	Two Year 2023			X	X	X	X			$	Medium
Zero Emission Fleet	Adopt a "Zero Emission First" fleet replacement policy, and identify short, light weight, low/no equipment, and courier trips that could be replaced by an employee e-bike/EV carshare.	Sustainability Plan T-2	Two Year 2023			X	X					$$	Easy or Medium
GoEV Resolution	Develop a Longmont appropriate GoEV resolution that incorporates equity	Sustainability Plan T-4	Two Year 2023			X		X	X			$	Easy
EV Ready	In the adoption of the 2021 ICC codes, the City should add car charging ready wiring in garages.	Climate Action Recommendations Report	Two Year 2023			X			X			$	Medium
Transit Education	Create a Transit Ambassador program to promote and educate people on the various transit options available in Longmont	Sustainability Plan T-1	Two Year 2023		X		X	X				$	Medium
Street Safety	Develop a baseline survey on existing traffic calming tools and their effectiveness.	Envision 2.11	Two Year 2023							X		$	Easy
1st & Main Hub	Create primary transportation hub at 1st and Main St.	Envision 2.3 Sustainability T-1	Five Year 2026		X		X					$$$	Medium

Category	Description	Source	Timeframe									Cost	Difficulty
Improved Transit Area	Create resource allocation, either by private ad shelter installations, RTD, or City, to complete the system of need for more comfortable transit waiting areas	Sustainability Plan T-5	Five Year 2026		X						X	$$	Medium
Shared Micromobility	Redeploy a new model of an e-bikeshare program and/or an electric scooter program, which may encourage more users that the previous bikeshare program.	Sustainability Plan T-6	Five Year 2026		X				X	X		$$	Medium
Low-Income Financial Incentives	Develop a program that offers financial support for low-income property owners and residents to shift modes (e.g. bikes, walking, buses, etc.).	Sustainability Plan T-6	Five Year 2026		X				X	X		$$	Medium
Financial Incentive	Partner to facilitate an EV group purchase with local partners.	Sustainability Plan T-4	Five Year 2026			X				X		$$	Medium
EV Education	Hold a design contest for residents and/or businesses to design a vehicle wrap to clearly identify zero emission vehicles in the City's fleet. And work with City partners to encourage the same effort.	Sustainability Plan T-2	Five Year 2026			X	X					$$	Medium
EV Implementation	Engage St. Vrain Valley School District in a discussion about Alt Fuels Funding opportunities for electric school buses.	Sustainability Plan T-4	Five Year 2026			X						$	Hard
EV Education	Develop and deploy wayfinding signage for EV charging stations.	Sustainability Plan T-4	Five Year 2026			X	X					$$	Easy

Name	Description	Reference	Timeframe								Cost	Difficulty
EV Study	Conduct pilot programs to study vehicle managed charging and grid integration. Electric Vehicles can be used as a battery to manage peak loads on the electric grid and help with the transition to 100% RE.	Sustainability Plan T-4 Climate Action Recommendations Report RE.5	Five Year 2026			X			X		$	Medium
Curbside Plan	Develop a curbside management plan.	Sustainability Plan T-6 Main Street Plan. Downtown Character	Five Year 2026	X						X	$	Medium
EMUC Completion	Build out the connections stated in the enhanced multi-use corridor plan.	Envision 2.12	MidTerm 2035		X		X	X	X	X	$$	Medium
Bus Routes	Re-engage RTD or another bus provider about a checkpoint bus system.	Climate Action Recommendations Report T.1	MidTerm 2035		X		X	X	X	X	$$	Hard
EV Workforce Development	Support the development of a training program at local high schools, technical and community colleges to train mechanics and electricians specializing in EVs and EV infrastructure.	Sustainability Plan T-4	MidTerm 2035			X		X			$$	Medium
Interconnected Bike System	Build a fully interconnected, safe bike system that connects all major nodes, neighborhoods, and community service centers in Longmont.	Envision 2.4 Climate Action Recommendations Report	Goal 2050		X		X			X	$$$	Hard

Financial Incentive	Develop and deploy a Residential EV Charging Program	Sustainability Plan T-4	Goal 2050			X			X		$$	Medium
Financial Incentive	"Replace Your Ride" Program – like "Cash for Clunkers" but for ICEs to EVs.	Sustainability Plan T-4	Goal 2050			X					$$	Hard

Implementation

Implementing the above actions, will help the City make progress towards goals detailed in Envision Longmont and the Sustainability Plan and the overall more ambitious greenhouse gas reduction goals of the State. These recommendations are specifically designed for Longmont and grounded in equity to work towards all members of the community having access to resources and the ability to thrive. Implementation of the Roadmap will require collaboration across City Departments and with community members and partners. The Roadmap should be re-evaluated every five to seven years and integrated into Envision Longmont and the Sustainability Plan. Below are details on the resources needed to pursue the ongoing and near-term recommendations and proposed metrics to measure success.

Resource Needs

The City of Longmont and our partners have done considerable work and planning, providing a good starting point for meeting our goals for an equitable, carbon-free future. Much of which is detailed in the vision, goals, and strategies within Envision Longmont and the Sustainability Plan. Both plans include strategies to reduce carbon emissions by encouraging other, less polluting ways to travel (i.e. bus, bike, walk, etc.) or encouraging other ways to power our vehicles (i.e. electric, renewable sources, etc.). The Roadmap provides a link between the foundation that has been laid, and the resources needed in the short- and long-term, to achieve the goal of achieving an equitable, carbon-free future.

Metrics for Success

Metrics are an important component of measuring the success of the implementation of the Roadmap and can be used to better refine projects over time. Metrics should be calculable, useful, transparent, and relevant to the goals of the Roadmap. The following are metrics currently being tracked and reported as part of the Sustainability Plan and Envision Longmont, but more specific metrics may be developed over time to meet the stated goals of this Roadmap.

- Lower greenhouse gas emissions from transportation (calculated every three years from a 2016 baseline per the Sustainability Plan).
- Increase miles of greenways, trails and bikeways.
- Increase number of miles of uninterrupted multi-use trail/separated bike facility through and around the City of Longmont.
- Increase the number of households/jobs within walk (1/4 mile) and short bike ride (1 mile) to the transit hub.
- Decrease the number of households spending more than 45% on transportation and housing (Boulder County Transportation objective).
- Increase yearly transit ridership.
- Decrease yearly crash rates of all users.

Here are some metrics that could be beneficial to more formally track in the future:

- Increase total number of registered HEVs and EVs in Longmont.
- Increase electric vehicle charging infrastructure in Longmont.
- Track demographics of transit ridership and yearly crash rates.
- Compare VMT and Person Miles Traveled (PMT) to identify the best metric.

Staff will continue to research and finalize the most appropriate metrics to track the effectiveness of strategies. These metrics will be reported to the community through the online Longmont Indicators dashboard, and other channels.

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