

What is a Walkability Audit?

A walkability audit is a review of actual walking conditions against established principles of what makes a truly Walkable experience. The most successful walkability audits are conducted with diverse groups of people who bring different experiences and perspectives, as these:

- 1) Allow people to see the environment from different view points... from people with different backgrounds, ages, and mobilities;
- 2) Help participants understand their many shared values...to be safe, healthy, economically vibrant, socially connected; and,
- 3) Focus attention on what's really happening on the ground.

Assessment Questions?

ACCESSIBLE

Are the sidewalks and pedestrian ramps level and well-maintained?
 Could the route accommodate a wheelchair or stroller?
 Do the pedestrian ramps align with the striped crosswalk?
 Are there visual and physical obstructions along the walk?
 Do the traffic control devices at intersections and mid-block crossings provide pedestrian features?

COMFORTABLE

Is the sidewalk wide enough for comfort?
 Are the sidewalks protected from the moving traffic?
 Could a pedestrian, regardless of age or ability, be seen by motorists when crossing a Street?

CONVENIENT

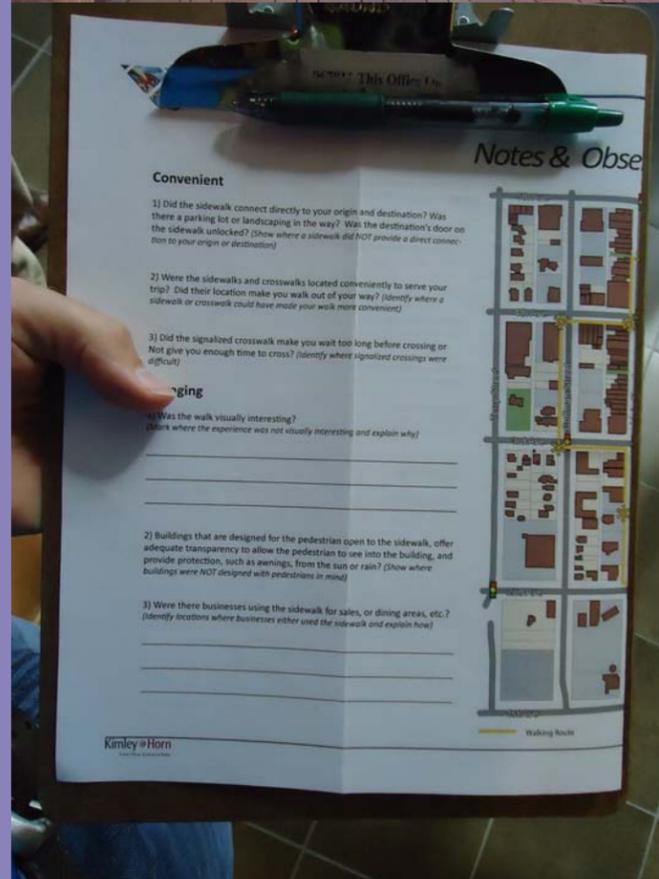
Did the sidewalk connect directly to your origin and destination?
 Were the sidewalks and crosswalks located conveniently to serve your trip? Did their location make you walk out of your way?
 Did the traffic signals make you wait too long before crossing? Did they give you enough time to cross?

ENGAGING

Was the walk visually interesting?
 Are buildings designed for the pedestrian by opening to the sidewalk, offer transparency to allow the pedestrian to see into the building, and provide protection, such as awnings, from the sun or rain?
 Were there businesses using the sidewalk for sales, or dining areas, etc.?
 Which areas along the walk sparked your interest?
 Were there locations along the walk that encouraged you to linger?

VIBRANT

Were there people around on the walk? What were they doing?
 Were there locations along the walk with a sponsored event or activity?
 Did the atmosphere excite you, or make you want to return?



The Longmont Downtown Development Authority (LDDA) facilitated two walkability audits for the downtown area. The workshop style audits were completed as part of the Downtown Parking and Access Study to gather valuable public feedback on the quality of the downtown pedestrian environment.

The walkability audits were done to assist the City of Longmont and LDDA in their partnership to create a proactive, customer-friendly and well-managed public parking system that would support the City's larger economic development and mobility goals.

A key finding in the parking analysis was that, while there are some very popular on-street locations and public lots that are full most of the day, the overall on-street and off-street parking supply utilization throughout Downtown seldom exceeds 60%.

The data suggests the community currently doesn't have a parking "problem" or deficit of parking spaces, it has a "distribution problem". The parking study concluded, in the near-term, the City should seek to better manage existing parking assets before investing in potentially expensive new parking infrastructure.

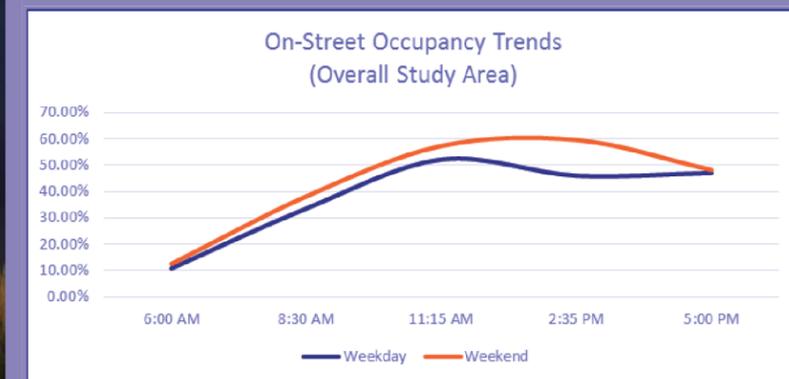
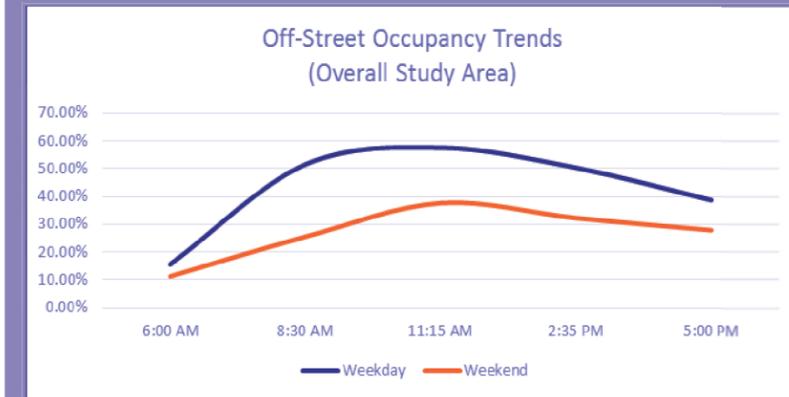
Studies from around the US have shown customers are willing to walk between 300 to 600 feet from parking to their destinations while employee parkers are willing to trek between 1,200 to 1,500 feet from their car to their offices. Studies also indicate people would be willing to nearly double the walking distance if they were walking in a high quality walking environment.

The two Longmont Walkability Audits engaged over 50 people. The resulting project list was generated from discussions which occurred on the audits and professional evaluation.

Twenty five projects identified would "extend the reach of pedestrians" to encourage downtown visitors and employees to walk further and better utilize the lesser used parking spaces in Downtown.



Parking Utilization



Principles of a Walkable City

Participants in walkability audits were given observation sheets with questions about the quality of Downtown Longmont's walking environment. Questions were grouped into six categories corresponding to the six principles of a walkable city. The following six principles are regularly identified as essential to a walkable environment.

Accessible - A place that can be enjoyed by people of all ages and mobility levels.

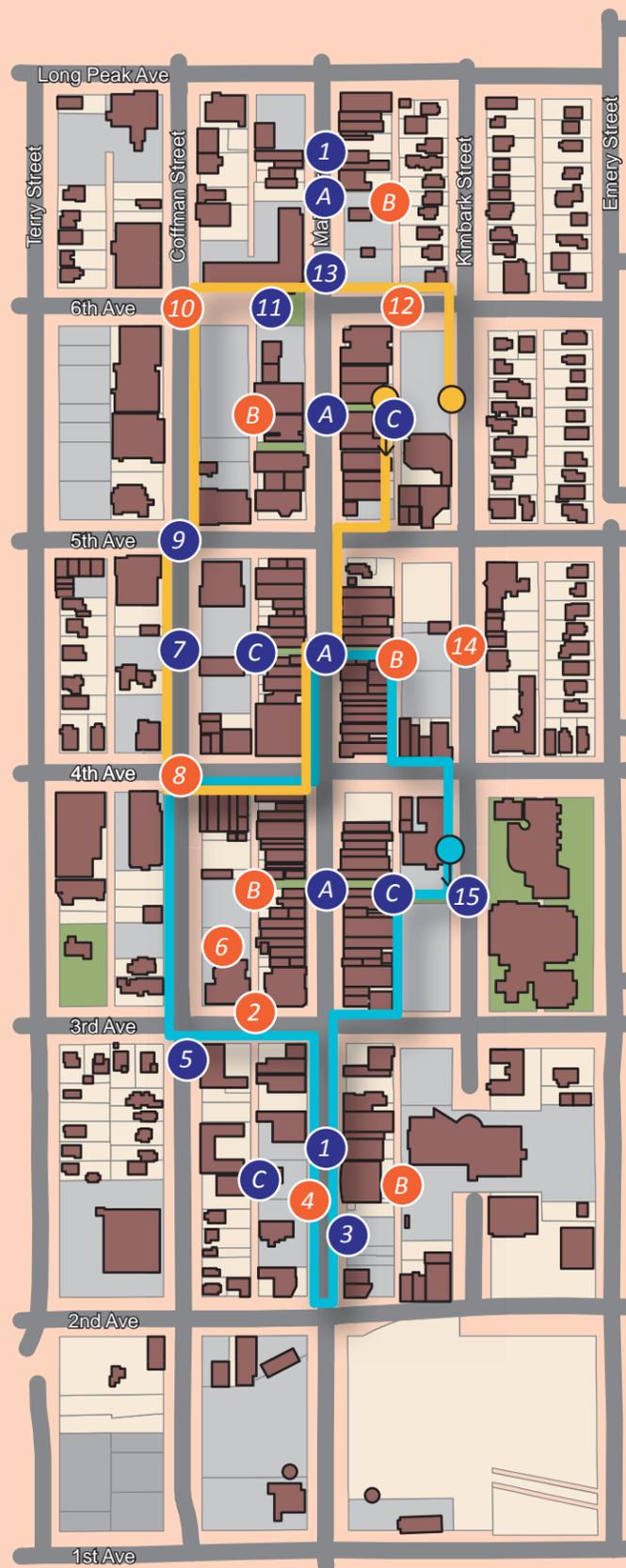
Comfortable - A place where visitors feel at ease with their surroundings and provides a feeling of safety and personal security.

Connected - A place that links multiple routes to multiple activities and resources regardless if individuals arrive by car, transit, or bicycle before they move around on-foot.

Convenient - A place which is easily understood by its residents, employees and visitors by ensuring the walking environment provides visual and physical directness between destinations.

Engaging - A visually rich place with interrelated parts allowing visitors and residents of all ages connect with each other and the environment.

Vibrant - A place that pulsates with life, vigor, and activity.



Walking Routes

Identified Improvements

City-wide Projects

Create a new City Bicycle Mobility Plan with emphasis on low-stress facilities into and throughout downtown.

Downtown-wide Projects

Develop a way-finding program with branded information signs showing: motorists, downtown districts and where to park; cyclists, negotiable routes; and, pedestrians, shopping and dining information.

Conduct an ADA compliance audit of downtown. Incorporate key recommendations into the CIP.

Install additional bicycle racks in locations (i.e. pedestrian walkways, alleys, curb extensions, face parking lots) on every block downtown to make more accessible to bicyclists.

Increase the size and legibility of signs prohibiting bicycling on Main St.

Adjust signal timing at all intersections downtown to automatically include a pedestrian phase and reduced wait times for pedestrians waiting to cross Main St.

Eliminate the use of brick surfaces on sidewalks to minimize hazards and lower maintenance costs. Where bricks are used, ensure they are level and do not pose tripping hazards.

Increase visibility of pedestrians crossing on Main St. by evaluating and installing either an Rapid-Flash beacon, **A** or High Intensity Activated cross Walk (HAWK) signals at mid-block crossings. Plan additional mid-block crossings between 6th/Longs Peak and 3rd/2nd.

B Permit and sign two-way bicycle movement on downtown alleys.

C Provide additional ADA compliant pedestrian connections between public parking and existing alleys.

Individual Projects

1 Extend the Main St. streetscape and median design south to 1st Ave. and north to Longs Peak.

2 Modify 3rd Ave. at Main St. with a single through lane, a single right and left turn lanes westbound. Eliminate westbound right-turn lane on 3rd Ave. at Coffman St. Drop the lane at Main St. adding 8 on-street parking with curb extension at corners. Extend curbing on 3rd Ave. for on-street parking (eastbound near/far sides and westbound far side only).

3 Close the driveway from Main St to the public parking north of 2nd Ave. to minimize pedestrian conflicts.

4 As properties redevelop on Main St. south of 3rd Ave., continue to bring buildings to the street; close driveways; increase on-street parking and focus vehicular access to the alleys.

5 Convert head-in parking on Coffman St. (South of 3rd) to parallel parking with a wider sidewalk.

6 Reconfigure the public parking on Coffman St. (North of 3rd Ave.) to internalize circulation, consolidate driveways, and increase on-street parking.

7 Conduct a R-O-W Utilization Study of Coffman St. to reconfigure the street for BRT and on-street bicycle facilities. Consider eliminating traffic signals and left turn lanes at 3rd, 4th, 5th, 6th, and Longs Peak, replacing with 4-way stops, unless the signals are needed for more efficient BRT operations.

8 Extend curbs at corners along 4th Ave.

9 Extend curbs at the 5th Ave. and Coffman St. intersection.

10 Extend curbs at the 6th Ave. and Coffman St. intersection.

11 Redesign the closed portion of 6th Ave. between Coffman St. and Main St. to improve pedestrian experience and sight lines. Consider activating the public space with an interactive feature for vibrancy.

12 Introduce angle on-street parking on the north side of 6th Ave. between Main St. and Kimbark St.

13 Eliminate the two driveways closest to the corner on the northeast quadrant of the Main St. and 6th Ave. Extend curbing into 6th Ave. and Main St. to improve the resulting additional sidewalk space.

14 Conduct R-O-W Utilization Study of Kimbark St. to reconfigure the corridor with parking protected bike lane. Test concept between 3rd and 4th Ave.

15 Improve the size, scale, and prominence of the mid-block crossing on Kimbark Ave. connecting to City Hall.

| | Accessible | Comfortable | Convenient | Connected | Engaging | Vibrant |
|--|------------|-------------|------------|-----------|----------|---------|
| Create a new City Bicycle Mobility Plan with emphasis on low-stress facilities into and throughout downtown. | ● | ● | ● | ● | | |
| Develop a way-finding program with branded information signs showing: motorists, downtown districts and where to park; cyclists, negotiable routes; and, pedestrians, shopping and dining information. | ● | ● | ● | ● | | |
| Conduct an ADA compliance audit of downtown. Incorporate key recommendations into the CIP. | ● | ● | | | | |
| Install additional bicycle racks in locations (i.e. pedestrian walkways, alleys, curb extensions, face parking lots) on every block downtown to make more accessible to bicyclists. | ● | | | | | |
| Increase the size and legibility of signs prohibiting bicycling on Main St. | | ● | | | | |
| Adjust signal timing at all intersections downtown to automatically include a pedestrian phase and reduced wait times for pedestrians waiting to cross Main St. | ● | ● | ● | | | |
| Eliminate the use of brick surfaces on sidewalks to minimize hazards and lower maintenance costs. Where bricks are used, ensure they are level and do not pose tripping hazards. | ● | ● | ● | | | |
| Increase visibility of pedestrians crossing on Main St. by evaluating and installing either an Rapid-Flash beacon, A or High Intensity Activated cross Walk (HAWK) signals at mid-block crossings. Plan additional mid-block crossings between 6th/Longs Peak and 3rd/2nd. | ● | ● | ● | ● | | |
| B Permit and sign two-way bicycle movement on downtown alleys. | ● | ● | ● | ● | | |
| C Provide additional ADA compliant pedestrian connections between public parking and existing alleys. | ● | | ● | ● | | |
| Extend the Main St. streetscape and median design south to 1st Ave. and north to Longs Peak. | ● | ● | | ● | | |
| Modify 3rd Ave. at Main St. with a single through lane, a single right and left turn lanes westbound. Eliminate westbound right-turn lane on 3rd Ave. at Coffman St. Drop the lane at Main St. adding 8 on-street parking with curb extension at corners. Extend curbing on 3rd Ave. for on-street parking (eastbound near/far sides and westbound far side only). | ● | ● | ● | ● | ● | ● |
| Close the driveway from Main St to the public parking north of 2nd Ave. to minimize pedestrian conflicts. | | ● | | | | |
| As properties redevelop on Main St. south of 3rd Ave., continue to bring buildings to the street; close driveways; increase on-street parking and focus vehicular access to the alleys. | ● | ● | ● | ● | ● | |
| Convert head-in parking on Coffman St. (South of 3rd) to parallel parking with a wider sidewalk. | ● | ● | ● | ● | ● | |
| Reconfigure the public parking on Coffman St. (North of 3rd Ave.) to internalize circulation, consolidate driveways, and increase on-street parking. | ● | ● | ● | ● | | |
| Conduct a R-O-W Utilization Study of Coffman St. to reconfigure the street for BRT and on-street bicycle facilities. Consider eliminating traffic signals and left turn lanes at 3rd, 4th, 5th, 6th, and Longs Peak, replacing with 4-way stops, unless the signals are needed for more efficient BRT operations. | ● | ● | ● | ● | ● | ● |
| Extend curbs at corners along 4th Ave. | ● | ● | ● | ● | ● | ● |
| Extend curbs at the 5th Ave. and Coffman St. intersection. | ● | ● | ● | | | |
| Extend curbs at the 6th Ave. and Coffman St. intersection. | ● | ● | ● | | | |
| Redesign the closed portion of 6th Ave. between Coffman St. and Main St. to improve pedestrian experience and sight lines. Consider activating the public space with an interactive feature for vibrancy. | ● | ● | | | ● | ● |
| Introduce angle on-street parking on the north side of 6th Ave. between Main St. and Kimbark St. | | ● | ● | ● | ● | ● |
| Eliminate the two driveways closest to the corner on the northeast quadrant of the Main St. and 6th Ave. Extend curbing into 6th Ave. and Main St. to improve the resulting additional sidewalk space. | | ● | ● | ● | ● | |
| Conduct R-O-W Utilization Study of Kimbark St. to reconfigure the corridor with parking protected bike lane. Test concept between 3rd and 4th Ave. | ● | ● | ● | ● | ● | ● |
| Improve the size, scale, and prominence of the mid-block crossing on Kimbark Ave. connecting to City Hall. | ● | ● | ● | ● | ● | |