



TRANSPORTATION

The safe, efficient, and convenient movement of people and goods has always been an important community goal. Mobility is important to the City's economic, environmental and community health.

Longmont's residents have made a significant investment in the transportation system, supporting a system of roadways, bikeways, transit, travel demand management (TDM) techniques, pedestrian facilities, and a general aviation airport. The challenge is to guide the City toward meeting the mobility needs in the future as Longmont grows. To meet this challenge, the transportation goals, policies, and strategies approach mobility from four sides:

- **The Transportation System:** Provide a safe, affordable, efficient and convenient transportation system, balancing multiple modes of travel to meet the community's mobility needs in a manner compatible with the economic, community, and natural environment.
- **Travel Demand Management:** Encourage travel that will efficiently use the transportation system through travel demand management, such as the use of alternative means of travel to reduce single-occupant car trips, and adjustments to commuting patterns to reduce traffic at peak hours. Design a balanced system by adjusting funding priorities to promote a variety of travel modes.
-
- **Transportation and Land Use Balance:** Provide a balance between the planned land uses and the transportation system so that the City can maintain an acceptable level of mobility while maintaining economic vitality and quality of life.
- **Transportation and Livability:** Transportation plays a major role in the livability of our City. Longmont residents and visitors desire safe, efficient, convenient and accessible, transportation that provides viable mobility choices for all Longmont residents and will enhance the City's livability, economic vitality, environmental quality, sustainability, and overall quality of life. The City also aspires to support and incorporate "active living" principles for transportation. On the other hand, some projects involve tradeoffs that provide congestion relief and other benefits for the City as a whole but can also have impacts on neighborhoods and businesses. How we view transportation is often different when we're driving in a car than when we're in our yards with our families. Due to their controversial nature, decisions on these types of projects are often challenging for the Planning and Zoning Commission and City Council. At times the community may not want the most effective transportation solution due to livability concerns.

The continued refinement of the computer-based travel demand model for the Longmont area provides the ability to analyze the projected balance between future land use and the transportation system by testing changes to land use and the transportation system. As a result of the modeling effort, the concepts of "land use and transportation balance" and "level of service" have been



included in the *Longmont Area Comprehensive Plan* to provide additional relevant information to support the decision-making process.

Level of service is a roadway performance indicator that considers traffic volumes, roadway carrying capacity, and travel time delay. It is represented as an alphabetical ranking of A (excellent) to F (failing) to reflect the road's ability to meet the traffic demands placed upon it. Level of service is calculated separately for roadway segments and intersections since intersection delay is often the constraining factor for efficient mobility. Both were used in the evaluation of land use and roadway alternatives in the most recent update of the *Longmont Area Comprehensive Plan*. The intersection level of service analysis utilized portions of the City's level of service benchmark as described in Section 15.05.150 of the *Land Development Code*.

There is a continued emphasis in this chapter on making the community's investment in the road system as cost-effective as possible by protecting the function of the system. Functional classification establishes the type of transportation service provided by a specific road in terms of the levels of mobility and land access appropriate for each road type. The functional classifications were previously expanded to five: expressways and arterials for through movements, primary and neighborhood collectors to move traffic to and from neighborhoods to the arterials, and local streets for driveway access. Road spacing, continuity, and access control are key distinguishing features of each functional class. Policies on access management address the location of driveways and the spacing of signalized intersections.

The Transportation chapter also includes language pertaining to trucks, mobility-impaired accessibility, the environment, and intergovernmental and public-private cooperation. Expanded language more fully defines the City's vision of multiple means of travel, transportation system management, and travel demand management.

The Transportation chapter reflects the community's vision of an efficient, economical, and safe transportation system that integrates multiple means of travel in a manner compatible with the environment and the concept of livability. The City envisions a transportation system balanced with planned land uses and designed to serve the future mobility needs of Longmont's diverse and growing community.

As part of the 2003 update to the *Longmont Area Comprehensive Plan*, new policies have been added in the Transportation chapter to incorporate recommendations from the Bicycle Task Force and the Transportation Demand Management Task Force. New policies also reiterate the pursuit of commuter rail from Boulder to Longmont as part of the Regional Transportation District's FasTracks proposal and incorporate the *Boulder County Transportation System Study's* recommendations for multi-modal enhancements to the State Highway 119/Diagonal Highway.



Transportation Goals, Policies, and Strategies

GOAL T-1: Create a transportation system that promotes and supports planned land uses.

POLICY T-1.1: Balance land uses and the transportation system to maintain and improve current levels of mobility.

Strategy T-1.1(a): Coordinate transportation and land use improvements on both a long-term and short-term basis.

Strategy T-1.1(b): Monitor residential development densities, nonresidential floor to area ratios, and percentage buildout in the Longmont Planning Area to measure the accuracy of planned land use assumptions versus developed land use.

Strategy T-1.1(c): Monitor the success of transportation system management, access management, transportation demand management, and bicycle programs to determine the ability of these programs to contribute to the balance between land use and transportation.

Strategy T-1.1(d): Plan and design a transportation system that supports and enhances the central business district as a unique, pedestrian-friendly activity center and is integrated with the surrounding transportation network.

GOAL T-2: Provide an adequate, safe, and efficient multi-modal transportation system that is compatible with the natural, community, and economic environment.

POLICY T-2.1: Design the Citywide transportation system to encourage the use of multiple means of transportation.

Strategy T-2.1(a): Develop a multimodal implementation plan that addresses the unique needs of each mode of travel, that identifies methods of integrating all modes of travel into a comprehensive transportation system, and that has efficient links between each mode.

Strategy T-2.1(b): Implement a travel demand management program and Travel Demand Management Task Force recommendations that provide incentives to encourage people to use alternatives to single-occupant vehicle trips during peak travel periods by establishing and supporting transportation coordinators with larger businesses and business districts, determining Citywide trip reduction goals, and implementing a travel demand management education outreach program with schools and businesses.



Strategy T-2.1(c): Incorporate bicycle and pedestrian connections to transit and adjacent, transit-ready developments during the planning, design, and implementation of public improvement and development.

Strategy T-2.1(d): Develop and distribute information to local businesses, schools, and the general public about alternative modes of travel and efficient use of the existing system.

Strategy T-2.1(e): Update and validate transportation planning data and the Longmont area travel demand model as needed.

Strategy T-2.1(f): Explore the use of abandoned railroad rights-of-way for opportunities to serve alternative means of transportation.

Strategy T-2.1(g): Continue to modify, where appropriate, street design standards, traffic impact analysis guidelines, and development review criteria to fully consider transit, bicycle, and pedestrian travel on collector and arterial streets and to establish on-site multi-modal subarea plans and facilities for large developments and activity centers.

POLICY T-2.2: **Maintain a roadway system that encourages the use of arterial streets for crosstown and regional traffic, that encourages the use of primary and neighborhood collector streets to channel traffic from the neighborhoods to arterial streets, that discourages the use of local streets for through traffic, and that provides efficient regional travel connections to other jurisdictions and activity centers in the region.**

Strategy T-2.2(a): Monitor, maintain and improve the City's arterial street system and the traffic control system to reflect their importance as the backbone of the multi-modal system.

Strategy T-2.2(b): Continue to modify, where appropriate, current street standards to control volume and speed on neighborhood collector and local streets as well as safely accommodate bicycle, pedestrian, and transit travel modes.

Strategy T-2.2(c): Mitigate transportation facilities' impacts on noise and air pollution, safety hazards, and aesthetics through appropriate traffic control, facility design, and site design on both public and private property adjacent to the transportation facility.

Strategy T-2.2(d): Cooperate with neighborhood groups to reduce traffic problems on neighborhood collector and local streets.

Strategy T-2.2(e): Provide a level of service as specified in the City's Quality of Life Benchmarks at signalized intersections.



Strategy T-2.2(f): Construct six-lane arterials only where other techniques cannot modify the traffic volumes, where alternative improvements cannot serve the demand, and where there is acceptable mitigation of the projected community, environmental, and financial impacts to the City.

Strategy T-2.2(g): Provide an adequate transportation system to serve crosstown and regional trips, discourage diversion of through-traffic to neighborhood collector and local streets, and keep traffic volumes on neighborhood collector and local streets to the standards City Council adopted.

Strategy T-2.2(h): Protect the capacity and safety on arterial roads by using local streets for driveway access and collector streets for driveway access when a local street is not available.

Strategy T-2.2(i): Maximize the efficiency of arterial streets through access management and control over the number and spacing of signalized intersections.

Strategy T-2.2(j): Improve the capacity and safety along arterial streets by reducing the number of existing driveways.

Strategy T-2.2(k): Plan the land use and internal road system adjacent to Airport Road, County Line Road, and State Highway 66 to space signalized intersections no closer than one-half mile in order to provide efficient routes for through-traffic to bypass central Longmont.

Strategy T-2.2(l): Pursue the implementation of the recommendations from the *State Highway 119 Diagonal Highway Alternatives Assessment: Boulder County Transportation System Study (July 2001)* including near-term intersection and other operational improvements, longer-term grade separations at major intersections, corridor-level bus improvements, evolving transit services from regional bus to commuter rail operations, and development of the bicycle and pedestrian facilities for a more balanced transportation system in this corridor.

POLICY T-2.3: **Promote and encourage the development of an effective and efficient transit system that is competitive with the single-occupant vehicle in service, affordability, convenience, and accessibility within Longmont and as a link to other communities in the region.**

Strategy T-2.3(a): Coordinate with transit providers to improve and expand transit service to provide greater accessibility to Longmont's residents.

Strategy T-2.3(b): Encourage private and institutional participation in transit, paratransit (door through door service) and carpooling to balance the overall transportation system.



Strategy T-2.3(c): Promote public transportation opportunities such as bus passes, vanpools, and convenient carpool parking, through the workplace to effectively reduce peak hour congestion.

Strategy T-2.3(d): Support the expansion of direct regional transit service from Longmont to major activity centers along the Front Range such as Denver, Boulder, Fort Collins, and the Denver International Airport.

Strategy T-2.3(e): Support and monitor the proposed Northwest Rail Corridor in the existing rail corridor along the Diagonal Highway (State Highway 119) and into Downtown Longmont with all day service as part of the Regional Transportation District's (RTD) FasTracks project.

Strategy T-2.3(f): Support RTD in reorienting local bus service to provide local connections to activity centers and rail stations.

Strategy T-2.3(g): Evaluate existing transit stops and Park-n-Ride locations and promote improvements to them that would further support transit.

Strategy T-2.3(h): Pursue additional transit stops and Park-n-Ride locations, where appropriate, that would improve access to transit.

POLICY T-2.4: Provide bikeways and walkways to encourage nonpolluting alternative means of transportation and active living.

Strategy T-2.4(a): Design and promote the bikeway system as an important facility that serves different users, including bicyclists, pedestrians, and joggers, with different functions such as transportation and recreation.

Strategy T-2.4(b): Provide convenient and direct connections using bikeways and walkways between residential, employment centers and schools, with grade separations at major barriers such as arterials, rivers, and railroads.

Strategy T-2.4(c): Identify funding sources, including developer participation that the City can use to complete the bikeway and walkway systems.

Strategy T-2.4(d): Provide trails, walkways and sidewalks for safe, efficient pedestrian access in all parts of the City. Study and implement strategic pedestrian safety improvements at intersections and mid-block crossings to cross safely at-grade, with techniques such as narrowing of intersections (neckdowns) and medians with safe pedestrian crossing areas.

Strategy T-2.4(e): Continue to stripe bicycle lanes on collector and arterial streets, and place signage for designated bike routes, bike lanes, and trail heads. Pursue other educational opportunities to identify facilities, connections, directions, etc. and to enhance bicycle use and safety .



Strategy T-2.4(f): Pursue funds for video detection of bicycles at signalized intersections.

Strategy T-2.4(g): Coordinate regional pedestrian and bicycle connections with other jurisdictions.

Strategy T-2.4(h): Pursue new bicycle work items including prioritizing additional funds for bicycle projects in the *Capital Improvement Program*.

POLICY T-2.5: **Coordinate with regional transportation agencies, transit providers and the private sector in the planning, design, construction, and maintenance of the transportation system.**

Strategy T-2.5(a): Coordinate with regional transit providers and planning agencies to use funds wisely and efficiently for the planning, implementation, and maintenance of the transportation system in and around Longmont.

Strategy T-2.5(b): Encourage public/private partnerships as a means of implementing transportation improvements and programs.

Strategy T-2.5(c): Support regional transportation planning to provide efficient, convenient and direct multi-modal access to the Denver International Airport from northern Colorado communities.

Strategy T-2.5(d): Promote and coordinate multi-modal connections between Northern Colorado and the Denver Metropolitan Region by coordinating with the Denver Regional Council of Governments, the Northern Front Range Metropolitan Planning Organization, the Regional Transportation District, and the Colorado Department of Transportation.

POLICY T-2.6: **Facilitate the orderly movement of goods to enhance Longmont's economic viability and residents' quality of life.**

Strategy T-2.6(a): Maintain truck routing plans and regulations that use collector streets through industrial areas and arterial streets to facilitate access to Longmont's economic centers, and that minimize truck travel through residential neighborhoods.

Strategy T-2.6(b): Monitor the State's hazardous truck routing plans, and participate in local review of hazardous materials legislation, routing standards, and proposed routes.

Strategy T-2.6(c): Monitor and update the City's *Emergency Preparedness Plan* on a regular basis to provide for the community's safety in case of accidents involving the transportation of hazardous materials.

Strategy T-2.6(d): Develop creative solutions to address freight train traffic by improving communications with railroad companies to coordinate compatibility



between the rail system and operations and the City's land use and transportation system.

POLICY T-2.7: Improve access to transportation for people with special transportation needs such as people with disabilities, people with low incomes, the elderly, and the young.

Strategy T-2.7(a): Enhance the mobility options for people with special transportation needs such as the disabled, aging & youth populations through the development of an accessible multi-modal transportation system including access to transit stops and the ability to cross streets more easily.

Strategy T-2.7(b): Encourage cooperation among transportation providers, human service agencies, and nonprofit social service groups to fund accessible and affordable transportation serving people with special transportation needs.

Strategy T-2.7(c): Further encourage Safe Routes to Schools programs that establish guidelines for on and off-street bicycle and pedestrian connections to and from schools; and modify the *Land Development Code* as necessary to accommodate these connections.

Strategy T-2.7(d): Evaluate the transportation system and identify modifications, such as access to transit stops and the ability to cross streets more easily, that would make the system accessible to all Longmont citizens including the disabled, aging, and youth populations.

GOAL T-3: Promote the design and use of a transportation system that protects environmental quality by improving air quality and reducing noise pollution and energy consumption from mobile sources.
--

POLICY T-3.1: Support measures that provide an acceptable level of air quality for Longmont's and the surrounding area's residents.

Strategy T-3.1(a): Implement transportation system management and transportation demand management programs and traffic control measures that result in a more efficient use of transportation facilities and reduce travel demand, air pollution, energy consumption, infrastructure needs, and operational costs.

Strategy T-3.1(b): Promote less polluting alternatives to the single-occupant vehicle trip, such as carpooling, transit, bicycling, walking, and telecommuting, through alternative mode and travel demand management programs.

Strategy T-3.1(c): Minimize the environmental impact from street debris through effective street sanding and sweeping procedures and other programs that minimize particulates.



Strategy T-3.1(d): Pave all streets within the City limits and Municipal Service Area, and establish, at the time of annexation, how existing unpaved roads will be brought up to City standards.

Strategy T-3.1(e): Encourage businesses with drive-in facilities to minimize the idling time of vehicles through efficient site design and operational policies such as multiple windows in order to reduce air pollution and energy consumption.

Strategy T-3.1(f): Encourage developing fuel technologies and converting fleets to fuels other than gasoline to reduce air pollution and energy consumption.

POLICY T-3.2: Reduce transportation-related noise and related negative impacts.

Strategy T-3.2(a): Use site design techniques such as greater setbacks, screening, landscaping, berming, and building design both on-site and in the arterial right-of-way to buffer housing from the negative impacts of arterial traffic where residential development is adjacent to an arterial street.

Strategy T-3.2(b): Include appropriate noise attenuation techniques in the design of all arterial streets.

Strategy T-3.2(c): Consider noise impacts in roadway and land use decisions.

GOAL T-4: Maintain a safe and efficient airport to meet the City's air transportation needs for commerce and recreation in order to attract and foster economic development.

POLICY T-4.1: Operate the airport as a community asset, and improve the facilities to increase its use and revenues.

Strategy T-4.1(a): Maintain the airport in its current location.

Strategy T-4.1(b): Plan for compatibility between nearby land use and the airport through coordinated land use and airport planning, allow residential uses only in compatible areas around the airport, and use techniques such as aviation easements, plat notes, disclosure notices, or other appropriate methods to manage land uses in the airport environs.

Strategy T-4.1(c): Examine and revise, as appropriate, land development and building code regulations to mitigate airport-related noise impacts on development in the airport environs.

Strategy T-4.1(d): Pursue grants to improve aviation facilities in accordance with Federal Aviation Administration standards at the airport as recommended in the *Airport Master Plan's* capital improvement component.



Strategy T-4.1 (e): Provide efficient transportation service between business centers and the airport.

Strategy T-4.1 (f): Review and update, as needed, the *Airport Master Plan*.

Strategy T-4.1 (g): Administer airport operations in accordance with the *Airport Master Plan*, and manage airport operations to ensure their continued compatibility with other land uses in the airport environs.

Strategy T-4.1 (h): Coordinate with Boulder County to manage land uses appropriately in the unincorporated areas of the airport environs.



Transportation Indicators

Policy Rationale:	Mobility is important to the City's economic, community, and environmental health. A safe, efficient, and convenient, transportation system enhances the City's livability, economic vitality, environmental quality, sustainability and overall quality of life.
Benchmark Standard:	Meet the City of Longmont established benchmark standard for roadway level of service, as defined in Section 15.05.150 of the <i>Land Development Code</i>
Indicators:	<ul style="list-style-type: none"> A. Number of traffic impact studies required for proposed developments and the number of development applications denied based on the benchmark B. Level of service and volume-to-capacity ratio for key intersections in the City C. Number of trips made on local Regional Transportation District transit D. Number of employers with a transportation demand management program for employees, such as van pools, ECOPASS, or others E. Total vehicle miles traveled on the City's arterial and collector roadways F. Total miles of bikeways in the City.
Methods, Sources:	<ul style="list-style-type: none"> A. Require developers to provide a traffic impact study where the potential impacts warrant such a study B. City of Longmont, Public Works Division C. Regional Transportation District and the City of Longmont Planning Division D. City of Longmont Planning Division E. City of Longmont Public Works Division F. City of Longmont Planning Division