



# Appendix D: Public Engagement

# A Broad and Inclusive Public Input Process

The fundamental goals and methods of the outreach process included:

- Proactive outreach to inform the public at each project phase
- Interactive public workshops and open houses to gather feedback and incorporate public comment into the planning process
- Attendance at community events so that the project team was meeting the public where they work and play
- Technical Advisory Committee (TAC) meetings with highly engaged stakeholders to address particular ideas and concerns
- A continuous feedback loop to inform the public of how their input helped shape the recommended alternative(s)
- Multiple methods of communication to broaden project reach among residents, business owners, commuters, and interest groups. Methods included information on the Engage Longmont site as well as social media updates.
- Bilingual communications to reach a diversity of residents and businesses owners in the project area



# Strategies for Gathering Public Input

Multiple strategies were used in an effort to gather robust feedback:

- Large Format Public Workshops at three separate stages in the planning process to gather feedback:
  - Workshop 1: Vision, Goals, and Initial Ideas
  - Workshop 2: Initial Recommendations for Character Areas and Catalyst Sites
  - Workshop 3: Draft Plan
- Attendance at community events like Cinco de Mayo and Rhythm on the River for hands-on input where people gather
- Engage Longmont, the City's online engagement platform to share information and gather specific feedback through polls, surveys, maps, and general comments
- A project webpage for project updates: [bit.ly/MainStreetCorridor](https://bit.ly/MainStreetCorridor)
- Two online, community-wide surveys
- Attendance at open houses offered jointly with the STEAM project
- Small group meetings with active residents and business owners in the Midtown and Downtown character areas
- Bilingual fact sheets and bilingual display boards available at public events and facilities
- Social media updates (Facebook, Instagram, and Twitter)
- News articles in the local press and city government newsletters
- A project email list to share project updates and information on surveys, workshops, and open houses
- Door-to-door flyering and personal engagement with business owners the length of the corridor
- A walking audit for the corridor



# Technical Advisory Committee (TAC)

A Technical Advisory Committee (TAC) was convened early on to provide input throughout the planning process. The TAC met three times over the course of the 12-month process. The roles and responsibilities for TAC members included:

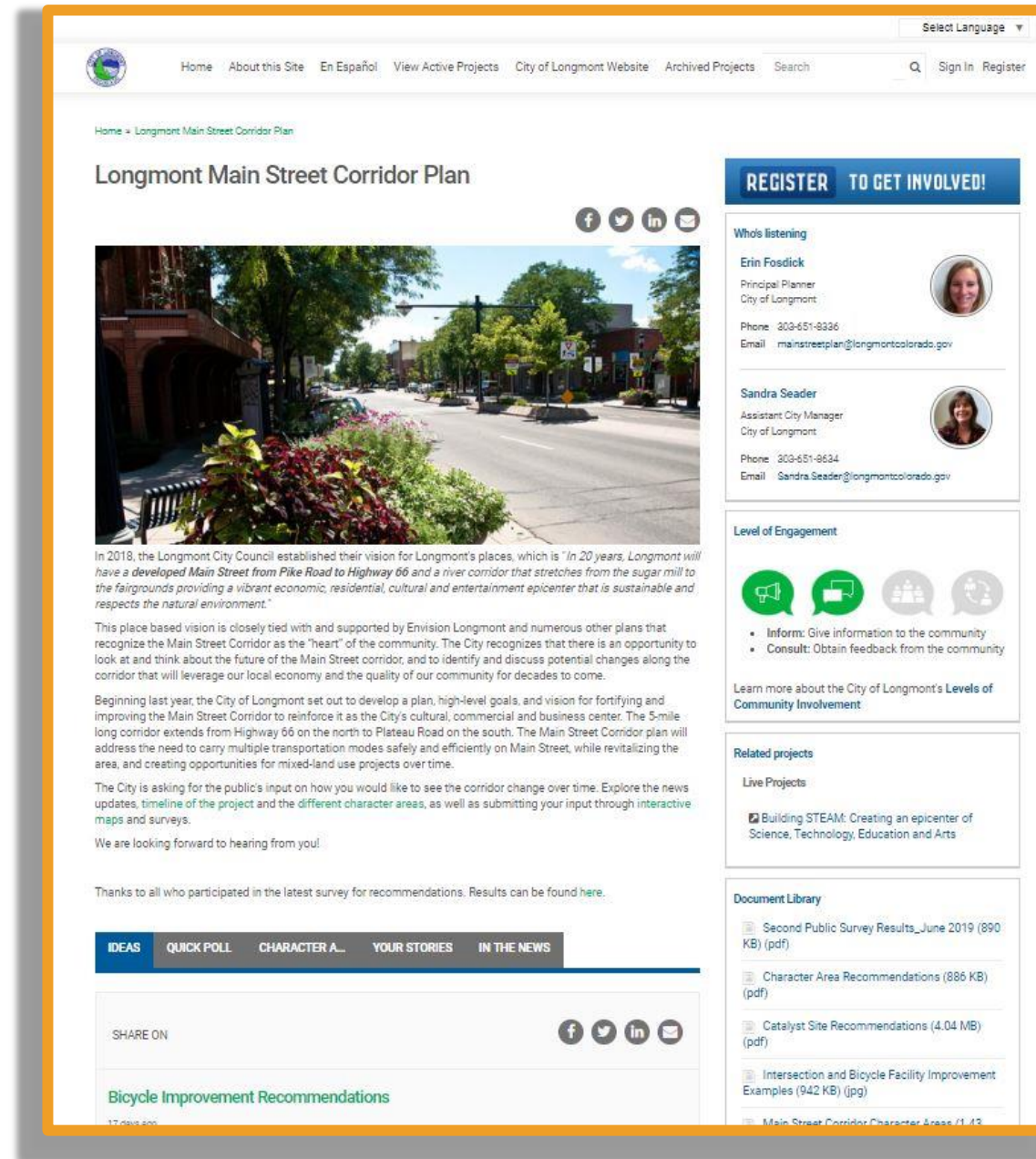
- Representing their respective organizations
- Providing subject matter expertise
- Sharing relevant information with the project team and other TAC members
- Gathering feedback from their respective organizations and other community stakeholders
- Helping spread the word on public workshops and outreach events

As part of the planning process, and working with individual members of the TAC, the project team presented at standing meetings of specific stakeholder groups, such as the Chamber's Public Policy Committee and the Downtown Development Authority (DDA) Board, among others.



# Engage Longmont

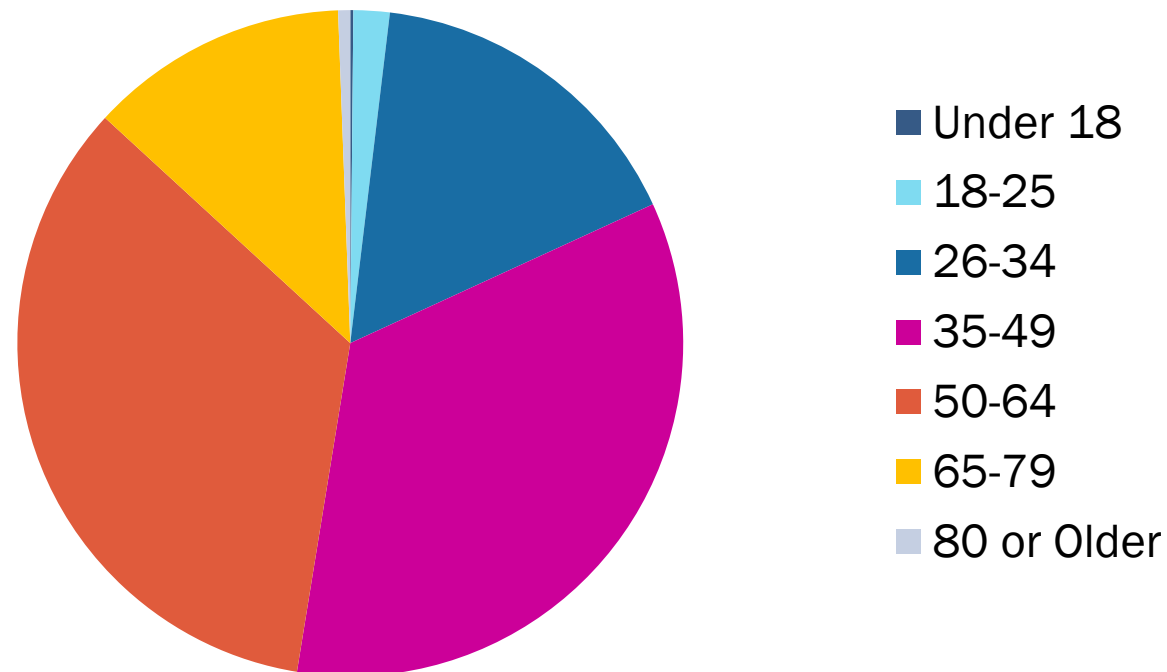
Through August 2019, the Engage Longmont site saw 468 total visitors, with 71 engaged participants, meaning individuals that contributed either in a poll, idea, or place tool. The project team used this platform to distribute polls, idea posts, and several corridor maps seeking recommendations for the character areas. Most individuals commented on or participated in quick polls related to the character area of focus and bicycle improvement recommendations. Of all comments, people responded most positively to ideas involving bike plan improvements (15 liked the idea of marking the bike lane through the entire intersection, 14 liked marking the beginning of the lane, and 13 liked green bike striping). In analyzing text comments, the project team was able to code comments to reflect key words. From this analysis, we found that most comments reflected concerns around bike lanes (12 total comments) and safety (11 total comments). Overall, the Engage tool was a fun and interactive tool that was useful in reaching new audiences.



# Main Street Corridor Survey #1

As part of this process, surveys were utilized as a means to gather broad public input. The initial survey, launched in Fall of 2018 gathered broad feedback on the existing conditions within the corridor, as well as feedback on how people are currently using the corridor, what their level of safety and comfort in the corridor is, and what they would like to see added to the corridor. The survey conducted in Summer of 2019, asked for input on corridor wide recommendations as well as specific feedback for individual character areas. *A copy of the high level survey results is included here.*

## Age of Respondents



**687**  
Total Responses

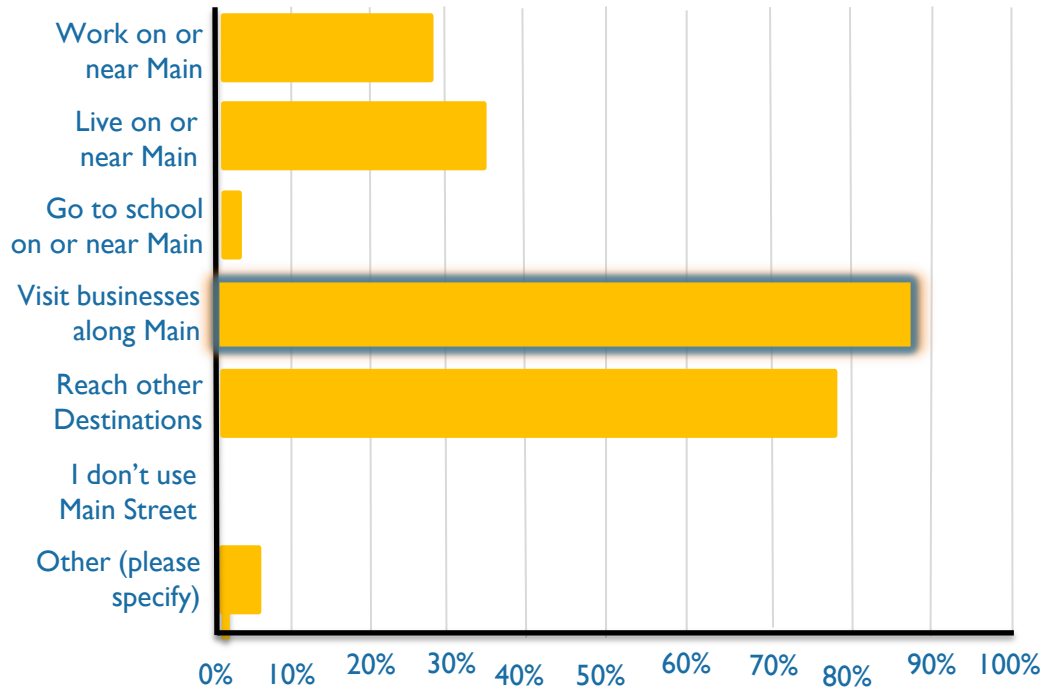


# Bilingual Survey as Direct Feedback to the Process

Fall 2018 Survey (over 700 responses):

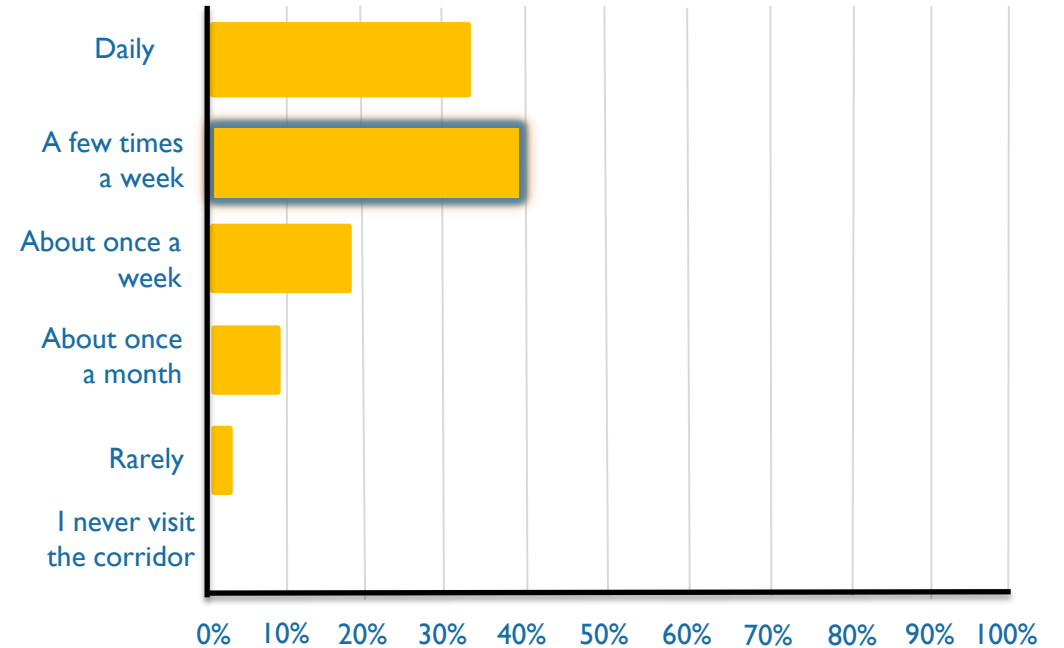
## Q2 How do you use Main Street? (Select all that apply)

Answered: 687 Skipped: 0



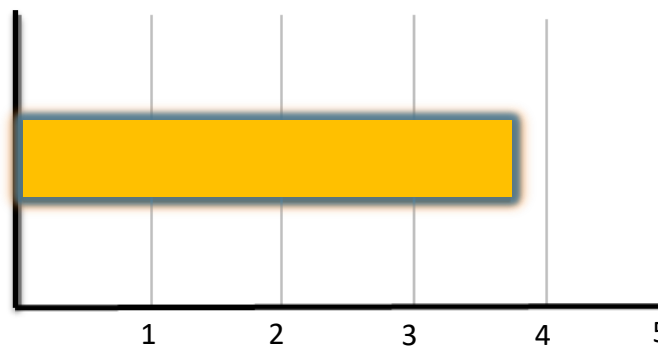
## Q3 How often do you visit the Main Street Corridor? (Select one response)

Answered: 687 Skipped: 0



## Q7 In general, how safe do you feel when you are on Main Street?

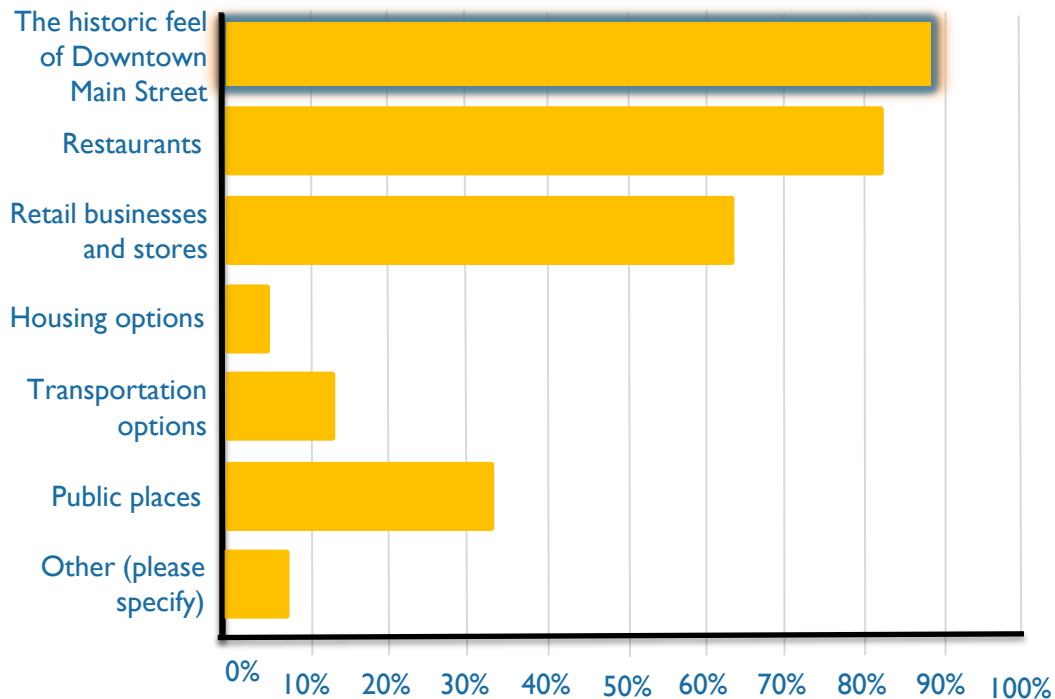
Answered: 687 Skipped: 0



# Survey Feedback

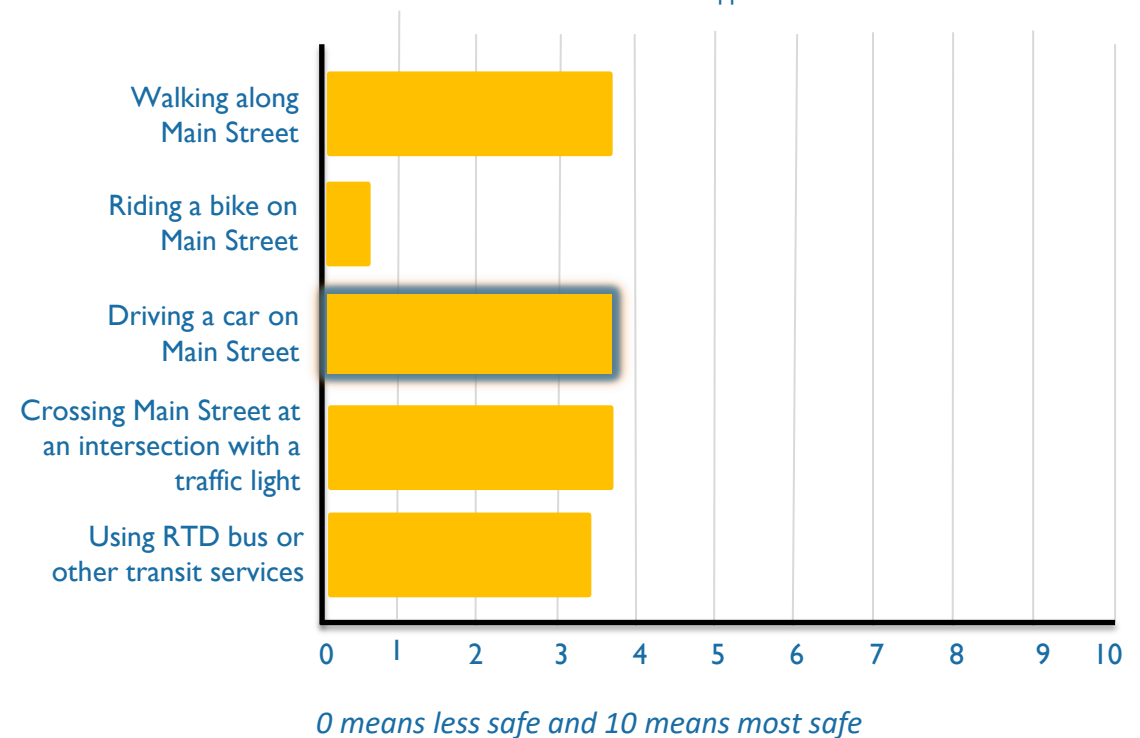
## Q5 What do you like about the Main Street Corridor? (Select all that apply)

Answered: 687 Skipped: 0



## Q8 How safe and comfortable do you feel when using Main Street to move around Longmont?

Answered: 687 Skipped: 0



### Suggested Additional Uses:

- More mixed-use
- Food...
  - Casual dining
  - Ethnic
  - Affordable, healthy
  - Independent/local
  - Outdoor dining
- Seating areas, gathering areas
- Cultural destinations
- Residential
- Grocery
- “Modern shopping”/quality clothing/boutique retail

### Want to see fewer:

- Mom and Pops
- Live/Work
- Mall like Pearl Street
- Entertainment, music venues
- Used car lots
- Pawn shops
- Fast food restaurants





# Main Street Corridor Survey #2

June 2019 Survey (400 responses):

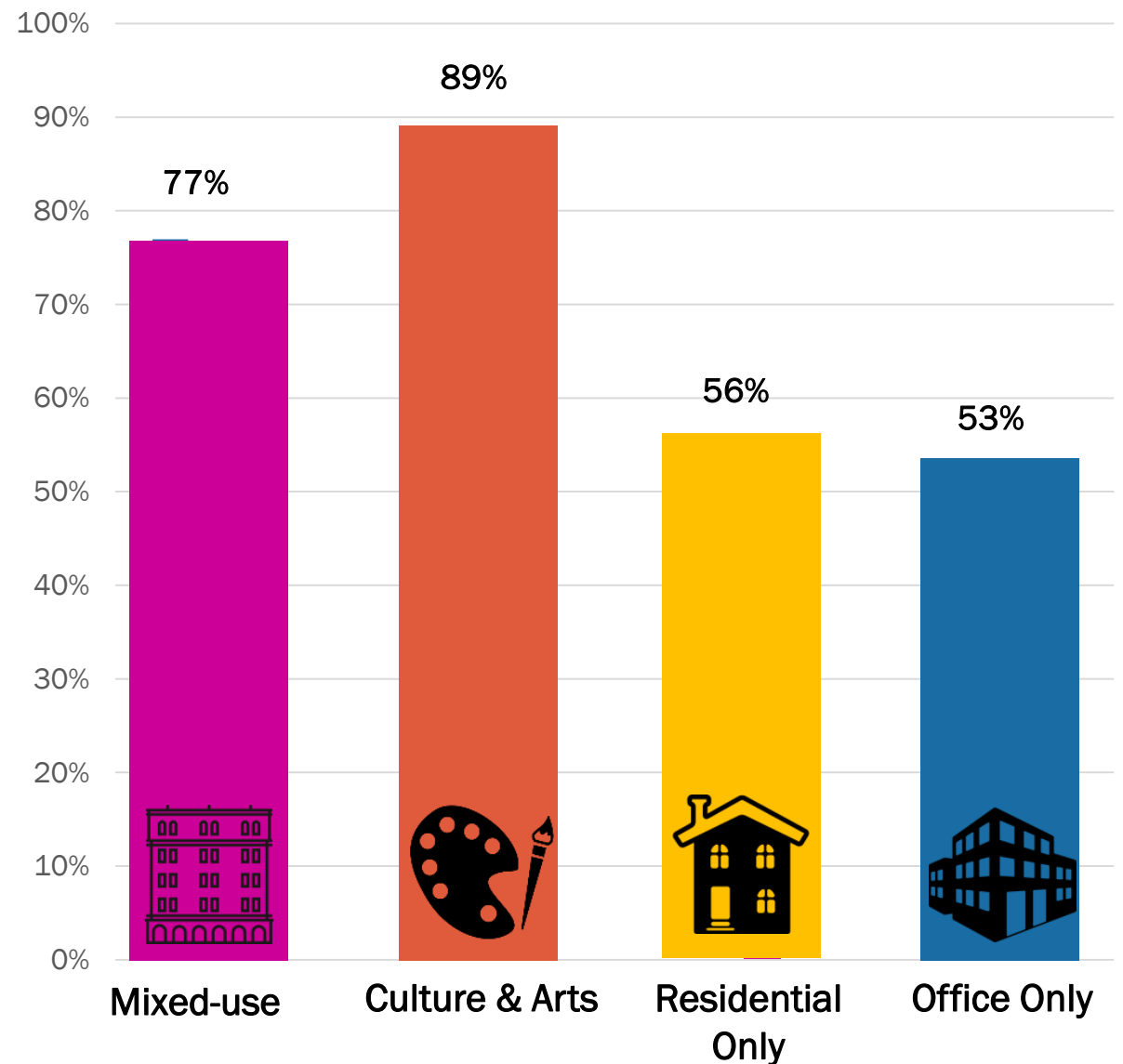
## Land Use along the Corridor:

Survey respondents had a strong preference for mixed-use buildings (combined commercial and residential) along Main Street and indicated strong support for additional buildings dedicated to entertainment and culture.

*“Ambitious and exciting direction for our city!”*

*“I hope development can be sensitive to our being an all inclusive community, giving opportunities for small businesses and art/music...”*

Respondents who completely/somewhat support



# Building Heights by Character Area

Respondents preference for building height is shown below:

Building Height	North Main	Midtown	Downtown	South Main
2-3 stories	65%	61%	<b>71%</b>	62%
3-4 stories	52%	<b>61%</b>	36%	49%
4-5 stories	<b>46%</b>	41%	29%	<b>48%</b>
5-6 stories	<b>41%</b>	28%	28%	<b>44%</b>

## Green Spaces and Public Spaces



North Main and Mid-town have greatest identified need for additional green spaces and public spaces.

Very strong support for additional green spaces or small parks **74%**

Informal gathering spaces such as patios and breezeways **63%**

Landscaping along Main Street **68%**

*“Please keep the character of Main Street, utilizing its historic buildings and quaintness to insure it has that small town feel.”*



# Safety on Main Street for all Modes of Transportation

Congestion, as well as pedestrian safety, were mentioned frequently

Mid-Town is in most need of additional street safety measures.

## Walking on Main Street



Respondents evenly support a number of improvements to make Main Street more pedestrian friendly:

- intersection treatments to make crossings safer
- wider sidewalks, fixing sidewalks
- additional mid-block crossings
- additional crosswalks at intersections

## Bicycling the Main Street Corridor



Respondents indicated that they would like to see new or improved bike lanes that run parallel to Main Street especially in Downtown **70%**

*“Progress is imminent. I hope consideration will contain safety features, along with visual appeal. Keeping Longmont clean and sustainable is part of what is important now.”*



# Market Input Through a Developer Forum

To help provide direct market input into this plan, City staff and the project team hosted a meeting with local and regional private developers to gather their perspective on Main Street's attributes and challenges. The following summarizes high-level feedback (particular emphasis was on North Main and Downtown in the 100 and 200 blocks):

## North Main – Highway 66 to 17<sup>th</sup> Avenue:

- Need an incentive to redevelop retail. Need more households; more multi-family.
- Need more office use to provide all-day traffic. Both residential and office would help drive demand for retail.
- Consider shared parking opportunities.
- Integrate flexibility in use of land – convert parking to green space over time, or parking structures to development, as examples.
- Transit will help support lower parking ratios over time.

## Downtown – 100/200 blocks:

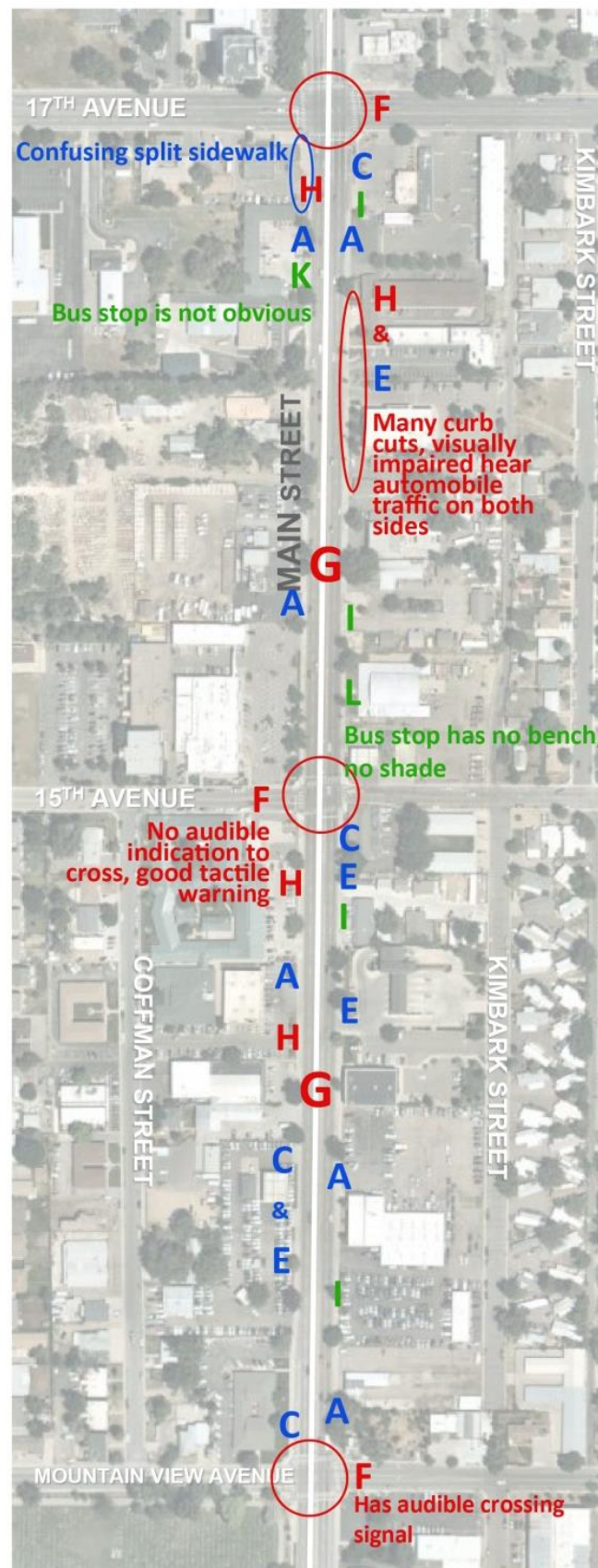
- Extend the streetscaping amenities of Downtown (north of 3<sup>rd</sup>) to the area south of 3<sup>rd</sup>
- Need additional office for this area to thrive, as well as an arts presence to create a unique identity
- Preserve active industrial in Longmont



# Walk Audit

A Walk Audit of the corridor was conducted February 13th, 2019 in coordination with Walk2Connect. The goal was to individually and collectively identify opportunities and challenges along the corridor, particularly with mobility. Invitees included elected officials, city staff, TAC members, representatives of local organizations, safety and mobility advocates and the general public.

The team started at 17th Ave. and Main St. and walked south along Main St. to Mountain View Ave. The team then crossed Main St. at Mountain View Ave. and travelled north along the west side of Main St. back to 17th Ave. Participants documented issues and concerns and marked them on aerial maps provided at the beginning of the walk audit. A summary of the general input received by participants is shown at right.



## What Do You Notice?

Write "All" next to the item if throughout the corridor.

### Sidewalks

- A. Narrow sidewalk
- B. Cracked sidewalks Throughout - especially bad near gas stations
- C. Obstructions/Hazardous sidewalk for disabled Cracking, tree roots creating uneven sidewalk, bolts of former light poles, poles in sidewalk
- D. Sidewalks covered by snow/ice
- E. Curb ramps issue (missing or poor condition) Some instances of non-directional curb ramps

### Crossings

- F. Intersection crossing time inadequate Audit participants perceived some crossing times to be inadequate
- G. Need for Mid-Block crossing of Main Audit participants generally identified additional crossing locations between 15th and 17th and between Mountain View and 15th
- H. Exposed crossing or access/feels unsafe Multiple instances, primarily on western side

### Street Furniture/Landscaping

- I. No nature/trees Trees are sporadic, missing, etc. along Main
- J. Need signage
- K. Inaccessible bus stops Some bus stops are hidden, have only a small sign, or do not have clear sidewalk access
- L. Lack of shade/sitting at bus stops
- M. Lack of street lighting
- N. Lack of bicycle racks Very few bike racks observed

### Other:

- Too many curb cuts
- Need for additional seating along Main Street
- Noise level from traffic is extreme
- Some trees and shrubs are overgrown, blocking sidewalk
- No bus pull-outs

# Walk Audit Observations - Sidewalks

## North Main Walk Audit – Images and Group Observations



**Examples of sidewalk obstructions: trip hazards, cracked or uneven pavement, poles mid-sidewalk**

**Confusing sidewalk delineation: in examples shown, sidewalk jogs or splits, creating uncertainty for people with visual impairment.**



# Walk Audit Observations - Crossings

## North Main Walk Audit – Images and Group Observations



**Sense of pedestrian exposure is high in some locations and gives some the perception of feeling unsafe**



# Walk Audit Observations – Street Furniture/Landscaping

## North Main Walk Audit – Images and Group Observations



Large stretches of Main Street  
lack trees or landscaping of any  
kind



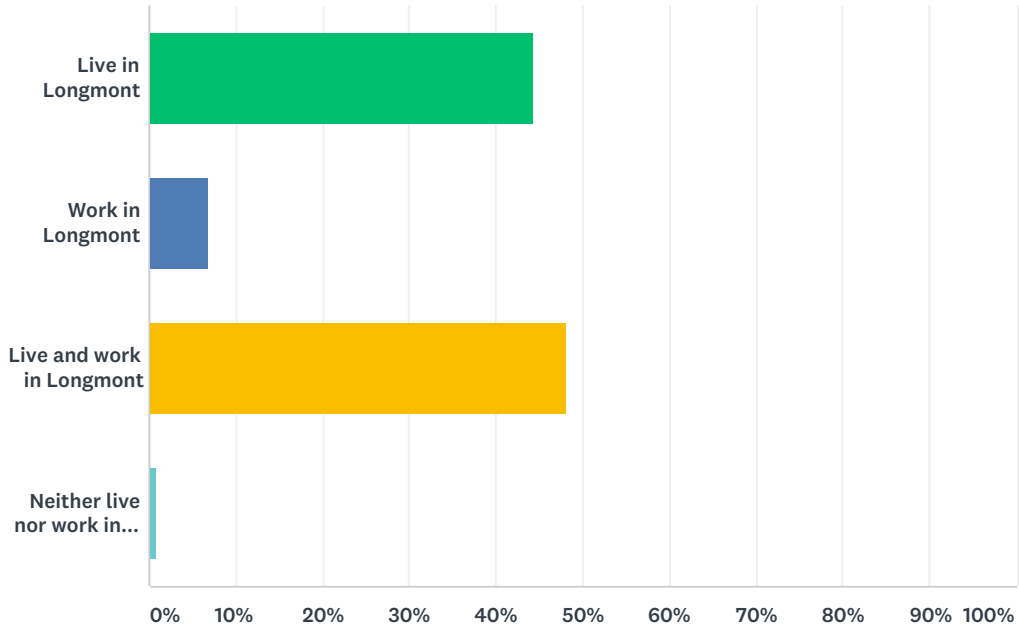




# Supporting Public Engagement Documentation

# Q1 Do you currently live and/or work in Longmont? (select one response)

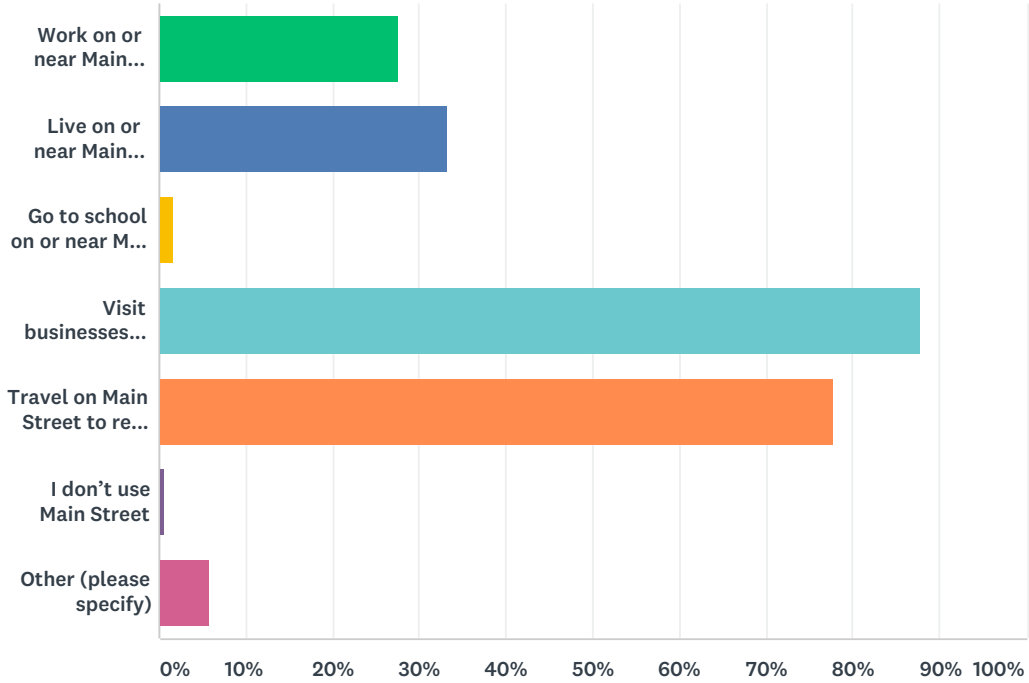
Answered: 687 Skipped: 0



ANSWER CHOICES	RESPONSES	
Live in Longmont	44.25%	304
Work in Longmont	6.84%	47
Live and work in Longmont	48.03%	330
Neither live nor work in Longmont	0.87%	6
TOTAL		687

## Q2 How do you use Main Street? (Select all that apply)

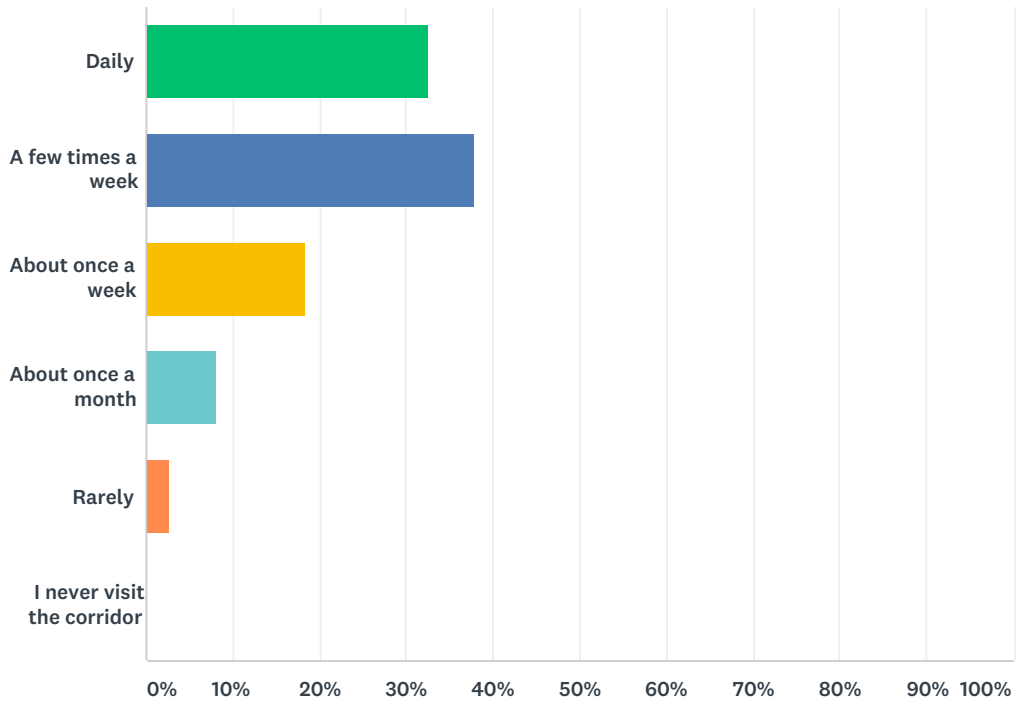
Answered: 687 Skipped: 0



ANSWER CHOICES	RESPONSES	
Work on or near Main Street	27.66%	190
Live on or near Main Street	33.33%	229
Go to school on or near Main Street	1.75%	12
Visit businesses along Main Street	87.92%	604
Travel on Main Street to reach other destinations	77.73%	534
I don't use Main Street	0.58%	4
Other (please specify)	5.82%	40
Total Respondents: 687		

### Q3 How often do you visit the Main Street Corridor? (Select one response)

Answered: 687 Skipped: 0

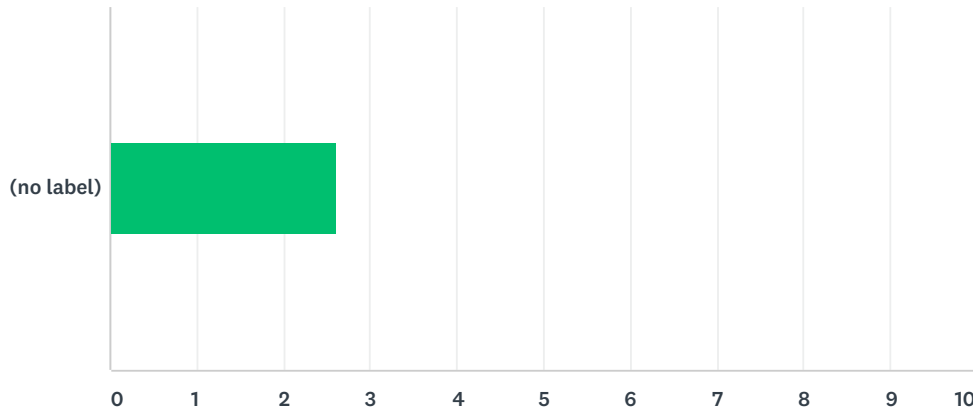


ANSWER CHOICES	RESPONSES	
Daily	32.61%	224
A few times a week	37.85%	260
About once a week	18.49%	127
About once a month	8.15%	56
Rarely	2.77%	19
I never visit the corridor	0.15%	1
<b>TOTAL</b>		<b>687</b>

Main Street Corridor

Q4 What is your overall impression of the Main Street corridor, extending from Highway 66 to Plateau Road? (Sliding Scale using the scale below)

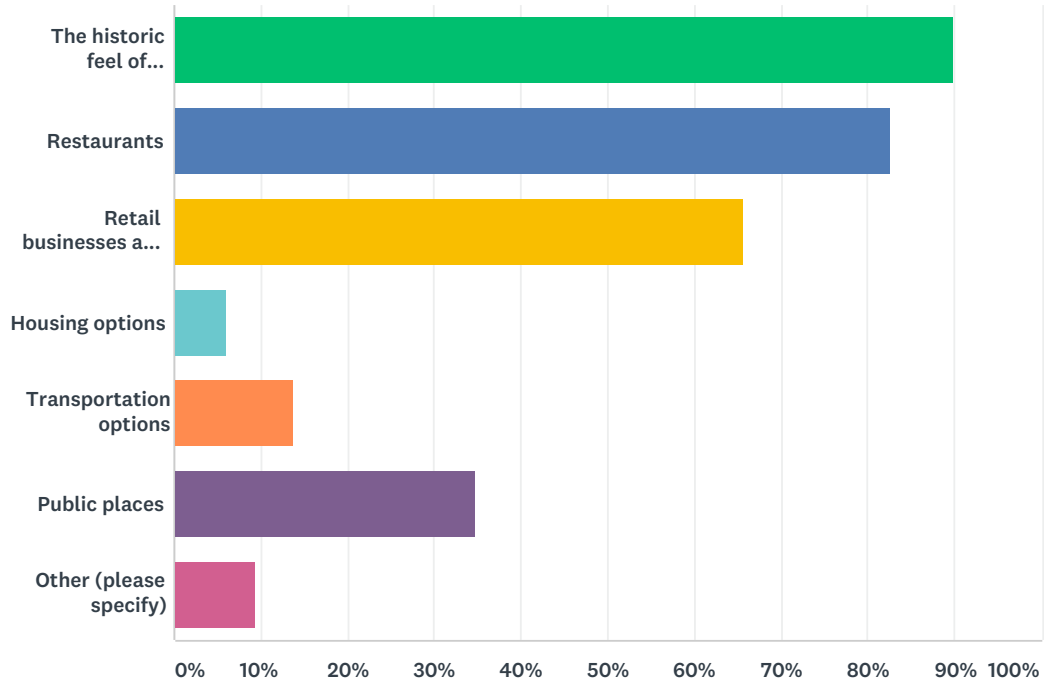
Answered: 680 Skipped: 7



	1 - IT'S NOT GREAT PLACE AT ALL!	2- IT COULD BE BETTER	3 - I DON'T HAVE AN OPINION OF THE CORRIDOR	4 -IT'S AN OK PLACE	5 – IT'S GREAT!	TOTAL	WEIGHTED AVERAGE
(no label)	7.21% 49	59.26% 403	2.79% 19	25.88% 176	4.85% 33	680	2.62

### Q5 What do you like about the Main Street corridor? (Select all that apply)

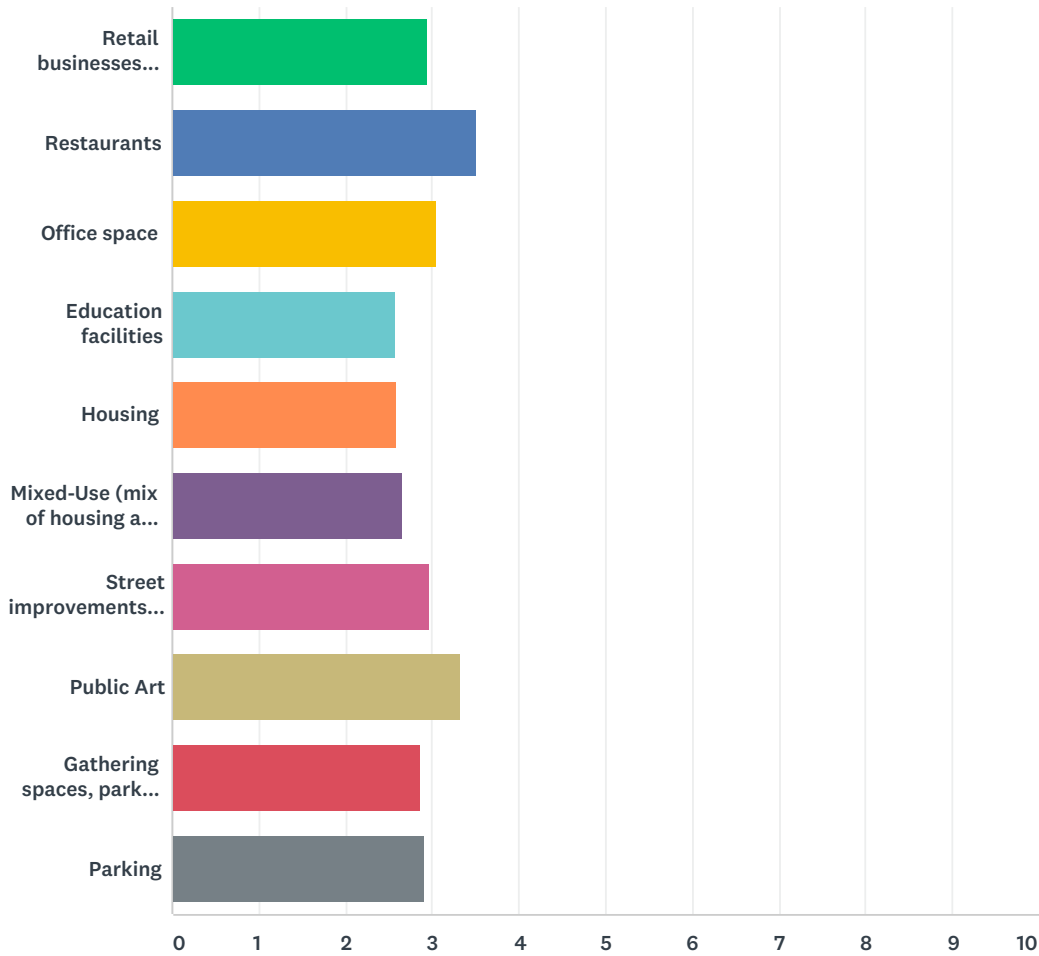
Answered: 687 Skipped: 0



ANSWER CHOICES	RESPONSES	
The historic feel of downtown Main Street	89.96%	618
Restaurants	82.53%	567
Retail businesses and stores	65.79%	452
Housing options	5.97%	41
Transportation options	13.83%	95
Public places	34.64%	238
Other (please specify)	9.46%	65
Total Respondents: 687		

## Q6 How well do you feel the Main Street corridor meets Longmont’s needs in the following areas:

Answered: 687 Skipped: 0



	1 –NOT AT ALL	2	3	4	5 – COMPLETELY PERFECT	N/A	TOTAL	WEIGHTED AVERAGE
Retail businesses (stores)	4.37% 30	28.09% 193	37.26% 256	26.06% 179	2.77% 19	1.46% 10	687	2.95
Restaurants	1.16% 8	11.79% 81	29.69% 204	47.45% 326	9.32% 64	0.58% 4	687	3.52
Office space	3.35% 23	13.97% 96	29.69% 204	17.03% 117	3.93% 27	32.02% 220	687	3.06
Education facilities	8.88% 61	20.52% 141	23.29% 160	7.71% 53	2.04% 14	37.55% 258	687	2.58
Housing	8.30% 57	30.57% 210	24.45% 168	8.88% 61	4.08% 28	23.73% 163	687	2.60
Mixed-Use (mix of housing and retail in one building, as an example)	8.30% 57	31.15% 214	27.51% 189	11.94% 82	3.78% 26	17.32% 119	687	2.66
Street improvements (seating, landscape, signage, wider sidewalks)	6.84% 47	29.69% 204	29.26% 201	25.76% 177	7.28% 50	1.16% 8	687	2.97

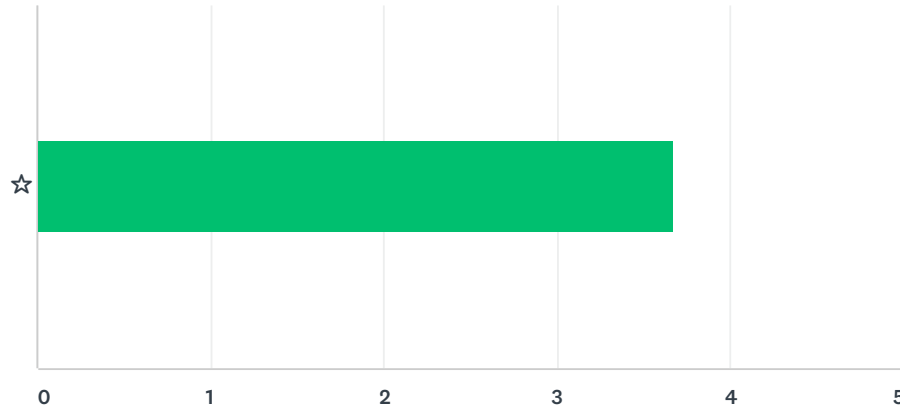
## Main Street Corridor

Public Art	3.06%	19.80%	29.11%	31.73%	12.66%	3.64%		
	21	136	200	218	87	25	687	3.32
Gathering spaces, parks, public plazas	7.71%	31.44%	32.17%	20.09%	6.70%	1.89%		
	53	216	221	138	46	13	687	2.86
Parking	11.06%	26.93%	29.40%	21.25%	9.46%	1.89%		
	76	185	202	146	65	13	687	2.91



## Q7 In general, how safe do you feel when you are on Main Street?

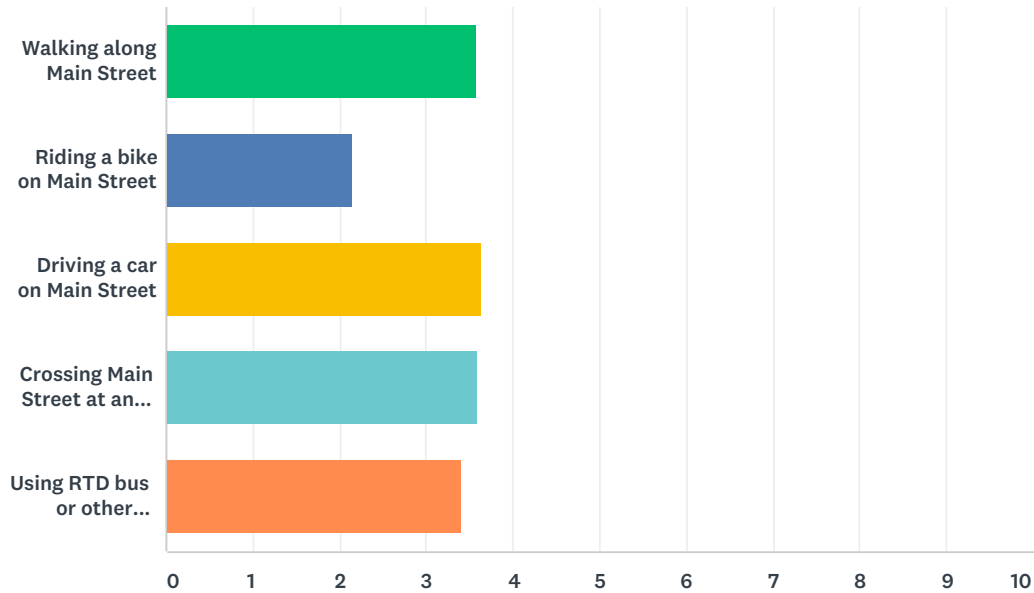
Answered: 687 Skipped: 0



	COMPLETELY UNSAFE	(NO LABEL)	(NO LABEL)	(NO LABEL)	COMPLETELY SAFE	TOTAL	WEIGHTED AVERAGE
☆	1.75% 12	11.35% 78	26.49% 182	39.01% 268	21.40% 147	687	3.67

## Q8 How safe and comfortable do you feel when using Main Street to move around Longmont?

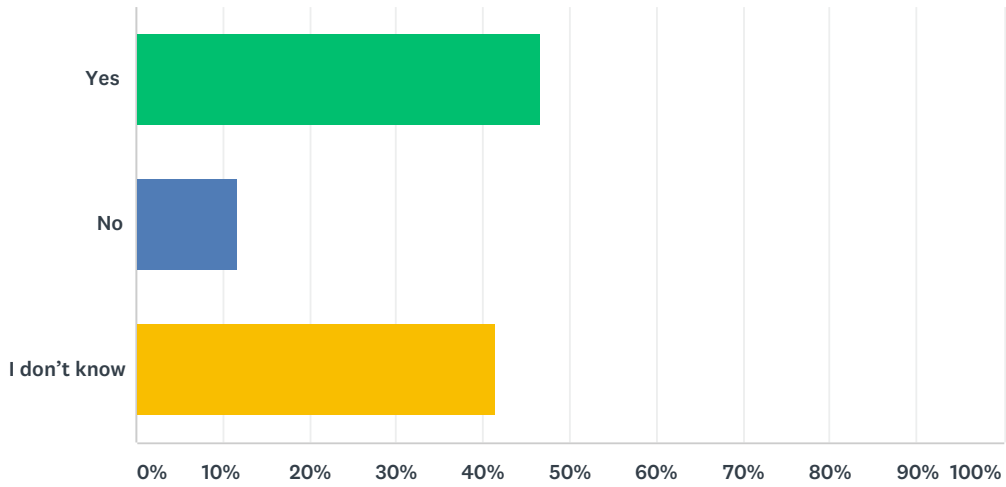
Answered: 687 Skipped: 0



	1 – COMPLETELY UNSAFE	2	3	4	5 - COMPLETELY SAFE AND COMFORTABLE	TOTAL	WEIGHTED AVERAGE
Walking along Main Street	2.91% 20	14.26% 98	27.66% 190	33.48% 230	21.69% 149	687	3.57
Riding a bike on Main Street	35.52% 244	30.86% 212	20.82% 143	7.71% 53	5.09% 35	687	2.16
Driving a car on Main Street	1.60% 11	13.54% 93	27.37% 188	35.66% 245	21.83% 150	687	3.63
Crossing Main Street at an intersection with a traffic light	4.66% 32	14.70% 101	23.14% 159	32.02% 220	25.47% 175	687	3.59
Using RTD bus or other transit services	4.66% 32	10.04% 69	46.58% 320	18.20% 125	20.52% 141	687	3.40

### Q9 Are there specific types of businesses or services that are missing from Main Street?

Answered: 687 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	46.72%	321
No	11.79%	81
I don't know	41.48%	285
TOTAL		687

**Q10 If you answered yes above, please provide some suggestions on what you would like to see.**

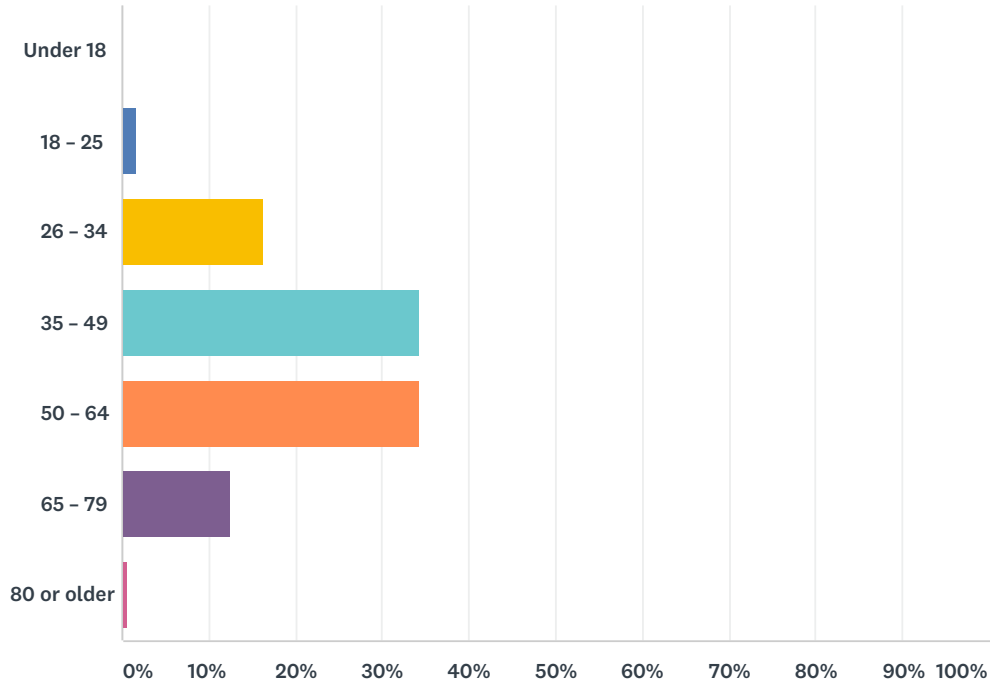
Answered: 326 Skipped: 361

**Q11 Do you have any general comments about Main Street that you'd like to share?**

Answered: 445 Skipped: 242

## Q12 What is your age? (select one)

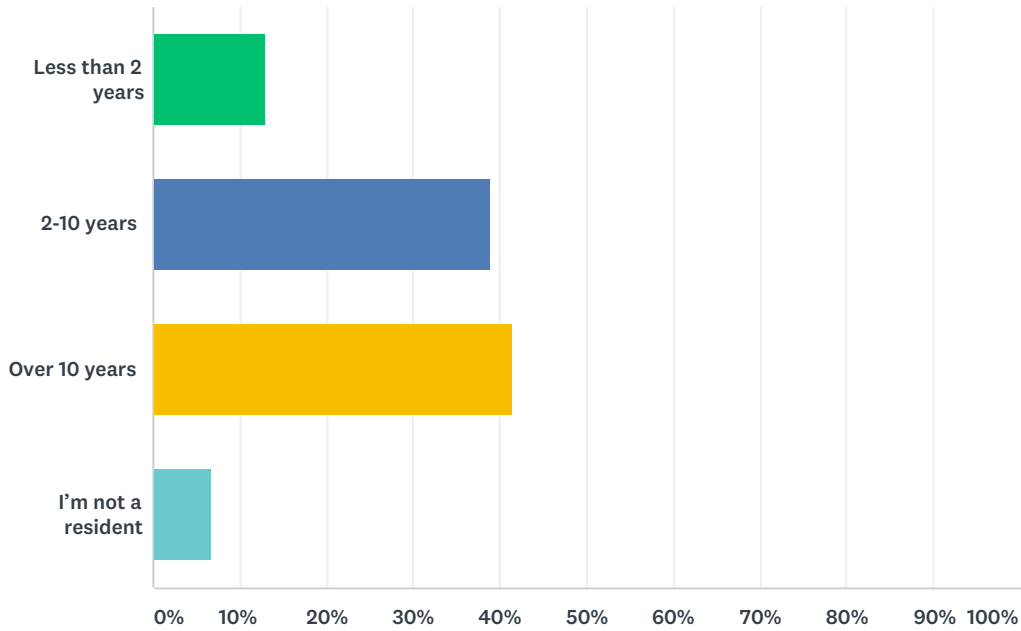
Answered: 683 Skipped: 4



ANSWER CHOICES	RESPONSES
Under 18	0.15% 1
18 - 25	1.76% 12
26 - 34	16.25% 111
35 - 49	34.41% 235
50 - 64	34.26% 234
65 - 79	12.59% 86
80 or older	0.59% 4
<b>TOTAL</b>	<b>683</b>

### Q13 If you're a Longmont resident, how long have you lived in Longmont?

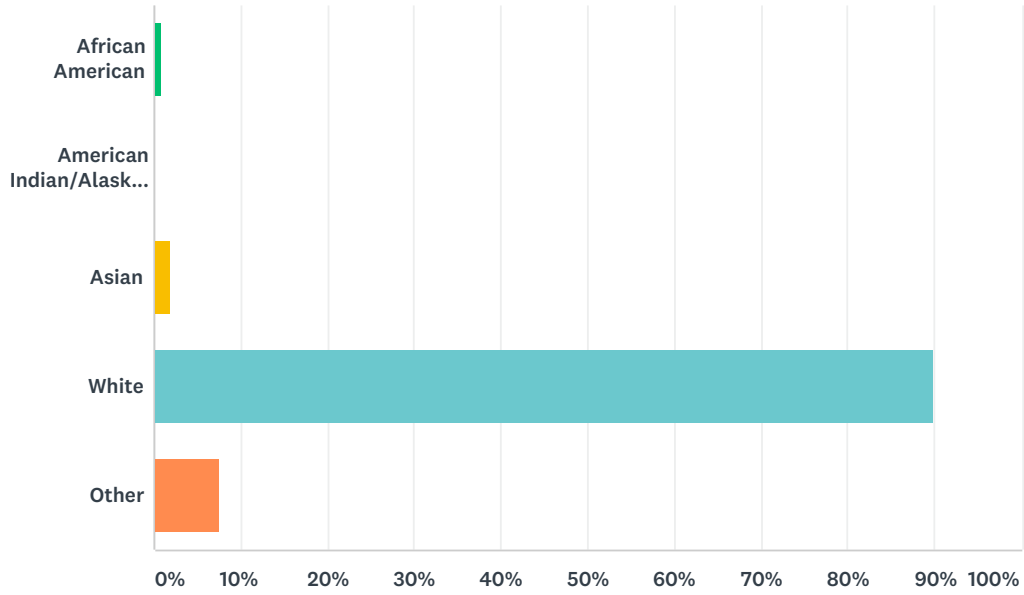
Answered: 681 Skipped: 6



ANSWER CHOICES	RESPONSES
Less than 2 years	12.92% 88
2-10 years	38.91% 265
Over 10 years	41.41% 282
I'm not a resident	6.75% 46
<b>TOTAL</b>	<b>681</b>

## Q14 What race best describes you?

Answered: 672 Skipped: 15

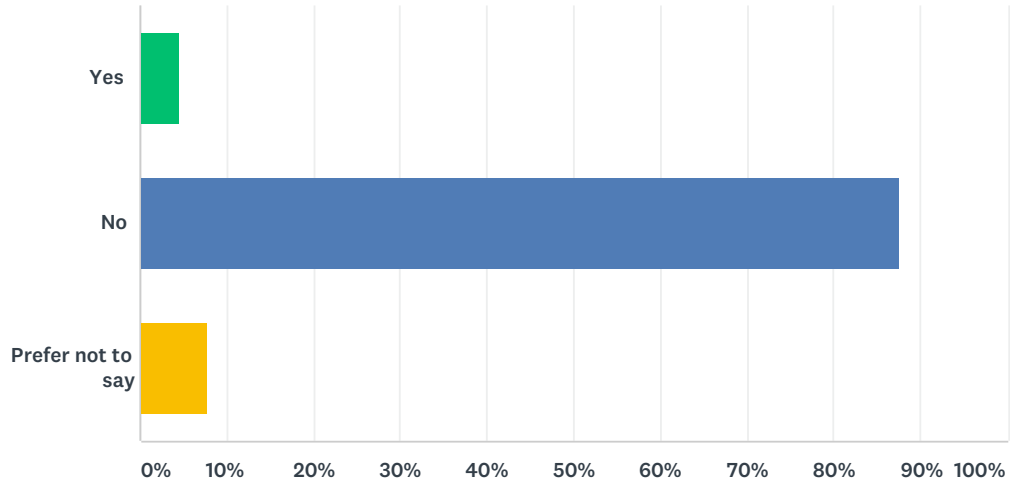


ANSWER CHOICES	RESPONSES	
African American	0.74%	5
American Indian/Alaska Native	0.15%	1
Asian	1.79%	12
White	89.88%	604
Other	7.44%	50
<b>TOTAL</b>		<b>672</b>



### Q15 Are you Hispanic or Latino

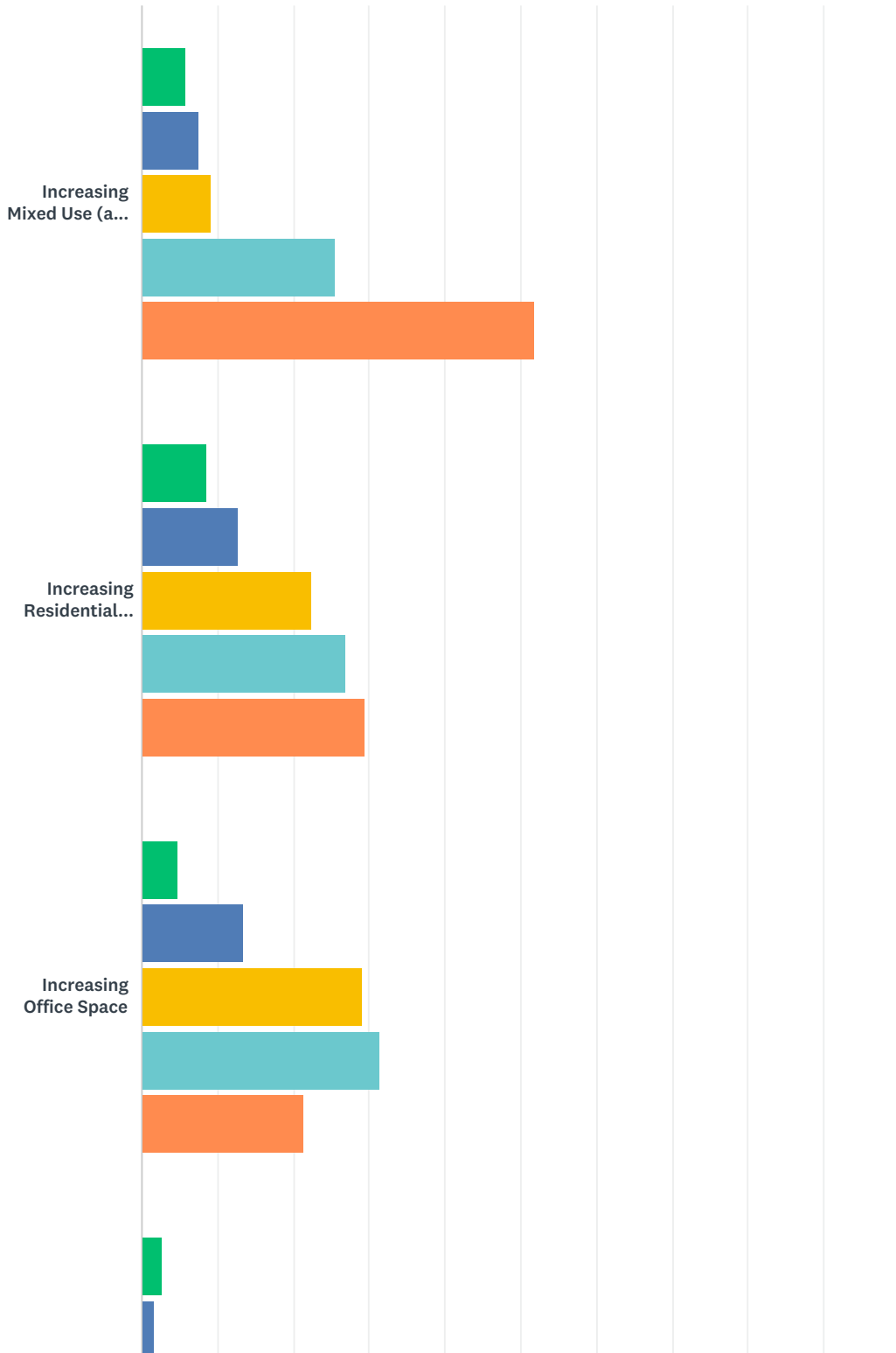
Answered: 678 Skipped: 9



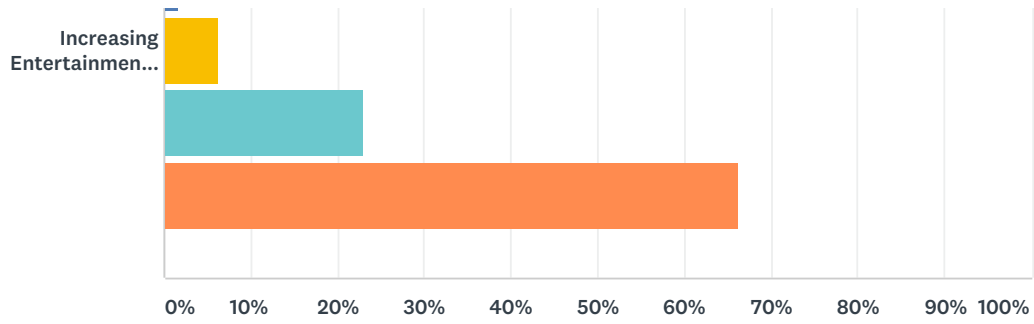
ANSWER CHOICES	RESPONSES	
Yes	4.57%	31
No	87.76%	595
Prefer not to say	7.67%	52
TOTAL		678

Q1 Initial recommendations for several areas along the Main Street Corridor include increasing the amount of mixed-use, residential, office, entertainment and/or cultural uses within the corridor. To what degree do you support these recommendations?

Answered: 414 Skipped: 3



## Main Street Corridor Survey

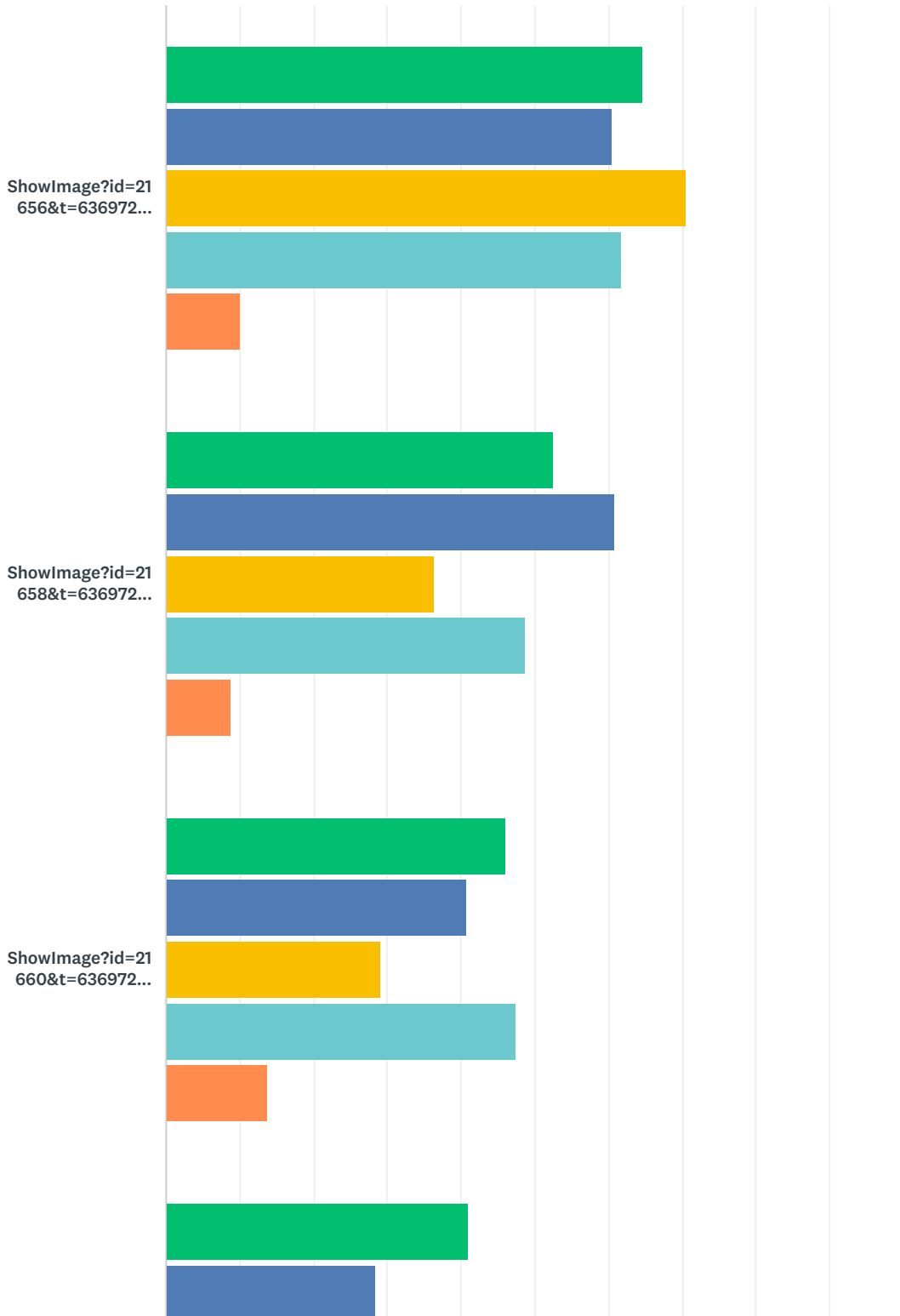


■ Don't Support At All   
 ■ Somewhat Don't Support   
 ■ Neutral  
■ Somewhat Support   
 ■ Completely Support

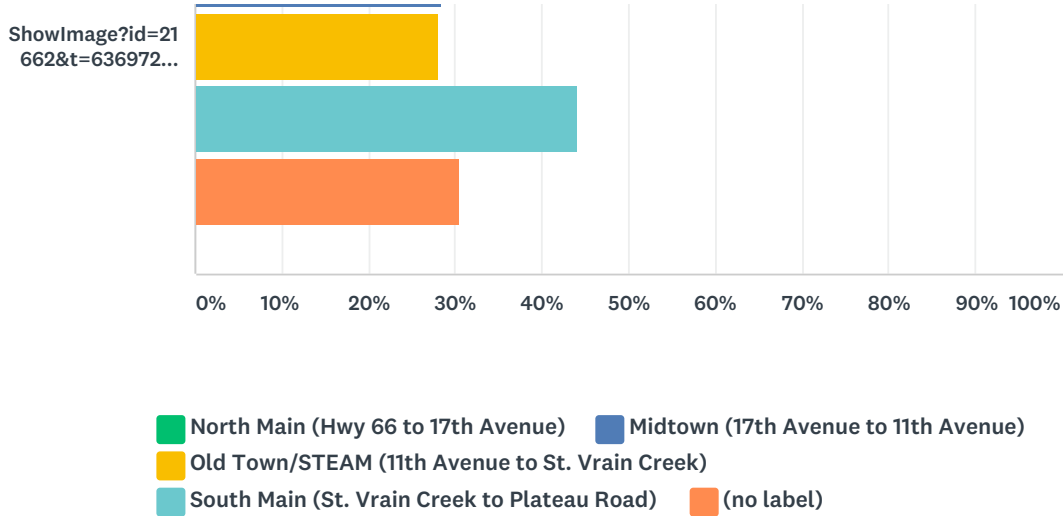
	DON'T SUPPORT AT ALL	SOMEWHAT DON'T SUPPORT	NEUTRAL	SOMEWHAT SUPPORT	COMPLETELY SUPPORT	TOTAL
Increasing Mixed Use (a "mix" of residential units with some other use like retail or office on main floor)	5.84% 24	7.54% 31	9.25% 38	25.55% 105	51.82% 213	411
Increasing Residential Uses	8.58% 35	12.75% 52	22.30% 91	26.96% 110	29.41% 120	408
Increasing Office Space	4.77% 19	13.32% 53	29.15% 116	31.41% 125	21.36% 85	398
Increasing Entertainment and/or Cultural Institutions	2.69% 11	1.71% 7	6.36% 26	22.98% 94	66.26% 271	409

Q2 As properties within the Main Street Corridor develop or redevelop, what are the appropriate building heights for buildings in specific areas?  
(select building types that reflect heights that could be appropriate for each area)

Answered: 405 Skipped: 12



## Main Street Corridor Survey



	NORTH MAIN (HWY 66 TO 17TH AVENUE)	MIDTOWN (17TH AVENUE TO 11TH AVENUE)	OLD TOWN/STEAM (11TH AVENUE TO ST. VRAIN CREEK)	SOUTH MAIN (ST. VRAIN CREEK TO PLATEAU ROAD)	(NO LABEL)	TOTAL RESPONDENTS
	64.72% 233	60.56% 218	70.56% 254	61.67% 222	10.00% 36	360
	52.51% 157	60.87% 182	36.45% 109	48.83% 146	8.70% 26	299
	45.97% 114	40.73% 101	29.03% 72	47.58% 118	13.71% 34	248
	40.93% 79	28.50% 55	27.98% 54	44.04% 85	30.57% 59	193

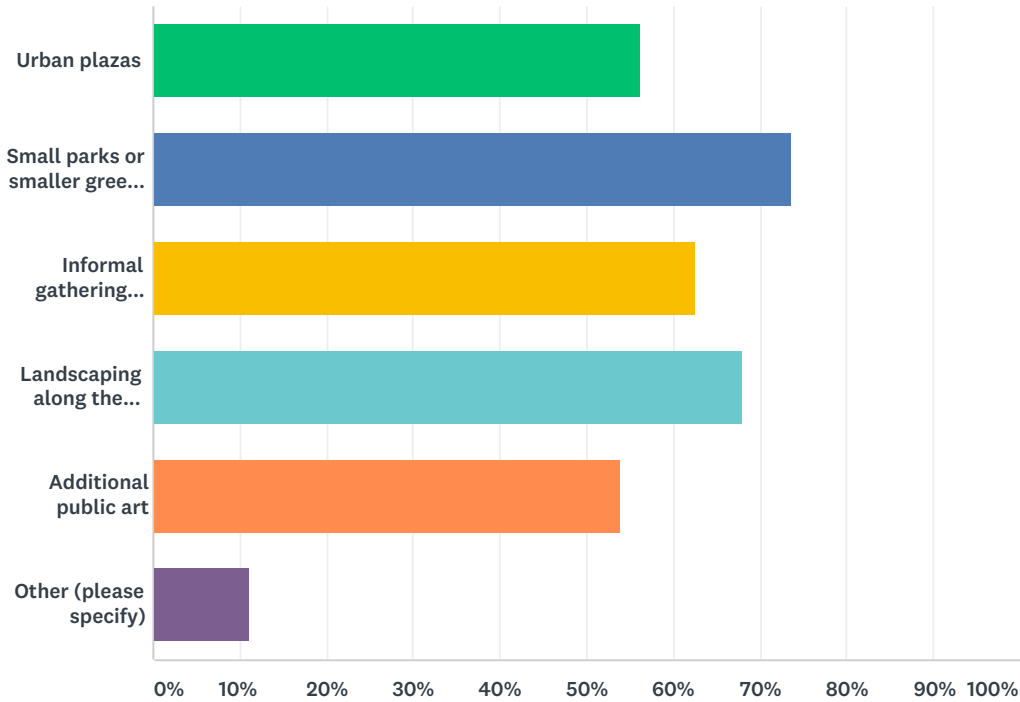
#	OTHER (PLEASE SPECIFY)	DATE
1	I'm reluctant to get behind 5-6 story buildings at all. Part of Longmont's charm is its lower profile in the cityscape.	7/30/2019 7:40 AM
2	The portion from Second Avenue to the river could accomodate larger buildings and more density and should allow buildings up to 10 stories if the Firde Department can accomodate	7/30/2019 7:17 AM
3	More density equals more growth, more congestion, more traffic, more pollution, overcrowded schools & less affordability and displaced small -especially Hispanic businesses. What's wrong with leaving Main Street as is and supporting the businesses that are there by making aesthetic improvements, more trees and infrastructure??	7/28/2019 5:50 AM
4	no more buildings in corridor south of 11th Street to Plateau Rd. to keep views to mountains and river intact	7/27/2019 12:54 PM
5	Not at all	7/27/2019 12:45 PM
6	Don't think anything over 4 stories would look right	7/27/2019 7:38 AM
7	17 to 11 midtown is residence housing- single house area, it does not need high rise apts or business	7/26/2019 6:33 AM
8	Prefer 2 story to be maximum height in all areas	7/26/2019 3:04 AM
9	The developers will decide and City will rubber stamp it. Who are you kidding?	7/25/2019 2:27 PM
10	All of these are COMPLETELY inappropriate for Main Street. GET SOME DAMN DESIGN GUIDELINES and make new construction compatible with existing historic structures	7/25/2019 5:27 AM
11	Nothing anywhere above 2-3 stories	7/22/2019 1:26 PM

## Main Street Corridor Survey

12	5th response is "nowhere"	7/19/2019 4:43 PM
13	Beautification of the miles of strip miles. They are ugly	7/17/2019 9:20 AM
14	No where	7/10/2019 5:00 AM
15	Actually I think the growth should STOP entirely, but since that will never happen, at least make it look decent and not like a bunch of New York tenements or highrise LA and other cities.	7/10/2019 4:56 AM
16	not over 3 stories	7/10/2019 3:40 AM
17	No more than 2 stories anywhere on Main st.	7/9/2019 4:42 PM
18	Most cities of our size have several 6-10 stories buildings. We don't, but we should.	7/9/2019 2:52 PM
19	Unless we are increasing road sizes we shouldn't overwhelm the existing roadways with thousands more inhabitants	7/9/2019 12:34 PM
20	Small town...dont need big buildings	7/9/2019 12:31 PM
21	The biggest issue with multi-story development is transportation effects of high density residences, adding hundreds of cars to a single block. Please don't lose sight of that.	7/9/2019 3:45 AM
22	I don't agree with this number of stories!	7/9/2019 12:30 AM
23	4 stories maximum.	7/8/2019 4:19 PM
24	Mix some of this up. What town does not need is a monolithic height especially at 5 stories. but let's add some height where it makes sense	7/6/2019 3:19 AM
25	Directly alongside Main St should be low. Can increase height the further back you go.	7/5/2019 9:07 AM
26	Piss off with buildings taller than 3 stories. We want to see the mountains not the same apartment buildings repeated over and over.	7/3/2019 4:57 PM
27	Max 3 stories if 55 ft	7/3/2019 12:01 PM
28	No caps on height	7/3/2019 11:45 AM
29	Related note: It would be nice for the aesthetics of the corridor to "flow" a little better. The areas seem distinctly separate (in terms of structure style, etc) so we don't go to the North end as frequently. It would be nice if visitors were greeted by the city "feel" coming in from 66 or 287 instead of it just feeling like the outskirts of town.	7/3/2019 10:16 AM
30	Nothing over 2/3 stories. Do you want to look like Denver?	7/3/2019 9:52 AM
31	Nothing in Longmont should be 5-6 stories high. We need to stop the dramatic growth of the city as we are in danger of becoming a completely unrecognizable place/culture that makes Longmont unique now.	7/3/2019 8:26 AM
32	Intersections north of 15th Avenue.	7/3/2019 8:01 AM
33	No building should be more than 3 stories and those at should be restricted to the main street corridor	7/3/2019 7:53 AM

**Q3 Based on previous survey responses, respondents indicated they would like to see additional public spaces and green spaces throughout the corridor. What types of public/green spaces would be most appropriate? (select all that apply)**

Answered: 412 Skipped: 5



ANSWER CHOICES	RESPONSES
Urban plazas	56.31% 232
Small parks or smaller green spaces	73.54% 303
Informal gathering spaces (e.g. seating areas, breezeways, patios, etc.)	62.62% 258
Landscaping along the street	67.96% 280
Additional public art	53.88% 222
Other (please specify)	11.17% 46
Total Respondents: 412	

#	OTHER (PLEASE SPECIFY)	DATE
1	More natural/wild landscapes please!	7/30/2019 7:48 AM
2	Areas within the city where there can be habitat for animals and birds that have figured out how to live in a city.	7/30/2019 7:40 AM
3	Outdoor entertainment/activity spaces for things like a permanent public market (farmers, art, local craft, etc...), amphitheater/ small stage, etc.	7/30/2019 7:17 AM
4	bikeways	7/29/2019 11:03 AM

## Main Street Corridor Survey

5	I see very little vacancies nor neglected buildings/space all along Main Street. Why not work with what we have by checking w/current businesses and see what THEY might want rather than this giant build/build/build plan??	7/28/2019 5:50 AM
6	urban agriculture -- green spaces that grow food	7/27/2019 3:46 PM
7	more plantings of native trees and shrubs in east/west breezeways with labels that limit vandalization	7/27/2019 12:54 PM
8	Places designed for children to run, play ball, or playgrounds.	7/27/2019 8:01 AM
9	protection of river corridors	7/25/2019 2:32 PM
10	Undisturbed habitat	7/25/2019 2:27 PM
11	NATURAL SPACES, NATIVE PLANTING AND GRASSES-NOT MONOCULTURE GRASS PLOTS-TOO MANY ALREADY	7/25/2019 11:58 AM
12	Trails a la through the cemetery.	7/25/2019 11:31 AM
13	Define Urban Plazas and what their primary uses would be	7/25/2019 5:27 AM
14	pedestrian only spaces	7/24/2019 2:25 AM
15	15th ave across from Faith church should be a park, there are no parks nearby this neighborhood.	7/22/2019 1:26 PM
16	Get rid of the clutter downtown.	7/17/2019 3:36 PM
17	Bike paths, Longmont never puts in bike paths.	7/17/2019 1:07 PM
18	Community gardens, green roof gardens and want all green-built/efficient construction including solar	7/17/2019 10:41 AM
19	Why not include some foodscapes and have people who are at the OUR center and similar places, be involved with gardening the plots?	7/17/2019 9:20 AM
20	Large swaths of land dedicated to Open Space to decrease mass growth and counteract environmental destruction	7/17/2019 7:09 AM
21	None, the city has too much green space.	7/10/2019 1:46 PM
22	Splash area for young children/families to gather	7/10/2019 4:49 AM
23	We need to take care of the green spaces we have now, before adding more. Littering, loitering, transients etc...	7/9/2019 4:42 PM
24	More walkable and bikeable trails/paths.	7/9/2019 11:22 AM
25	bike paths and cross walks in old town that are activated by lights, cars fail to see pedestrians waiting to cross. Please also do NOT spend any Visit Longmont money on community signage. that is such a waste of money. Spend it on quiet zones or flashing light crosswalks.	7/9/2019 4:23 AM
26	Dog parks and specific areas for dog owners. These residents leave dog poop, let their dogs run off leash in St Vrain Creek and otherwise disregard others' right to use the space comfortably. Proving areas for dogs and banning them from others will assist all residents in using our public areas.	7/9/2019 3:45 AM
27	bike paths off the road	7/9/2019 3:20 AM
28	Suitable for toddlers and shaded in summer!	7/8/2019 4:19 PM
29	We live in a high desert climate; green spaces are nice but the consume vast amounts of water which is a precious commodity and is only going to become more valuable. How about just having natural sand with native plants along the corridor instead of grass and using a lot of water!!	7/8/2019 11:59 AM
30	I personally don't think Main Street is the place for parks and open space - the noise and traffic diminishes the what I am generally looking for in a park. That said I think a landscaped permanent amphitheater/ place for summer shows and such would be a cool feature within the corridor and could save the city some money and hassle of closing down the streets every week.	7/7/2019 3:21 PM
31	Food truck lots.	7/6/2019 3:24 AM
32	Right downtown, a place for kids, away from cars.	7/5/2019 9:07 AM
33	Dog Parks	7/5/2019 3:58 AM

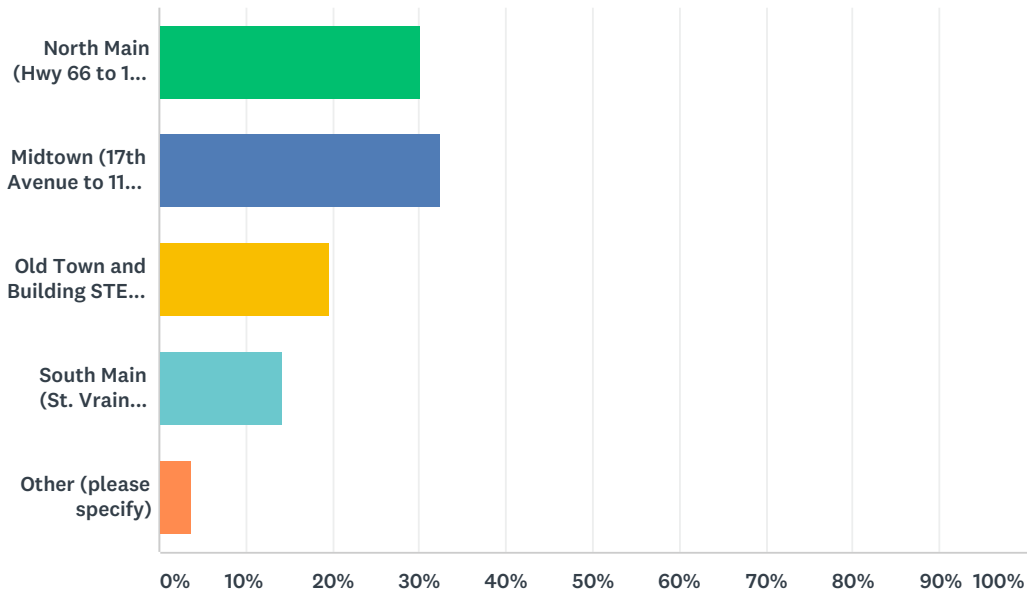


## Main Street Corridor Survey

34	Pedestrian only areas	7/4/2019 12:41 AM
35	Off leash dog parks closer to town, not on outskirts.	7/3/2019 4:07 PM
36	Greenways along which people can bike as well as walk.	7/3/2019 2:47 PM
37	Less cars and more people walking and biking	7/3/2019 2:35 PM
38	I would like to see green spaces that can provide a small patches of habitat for native flora and fauna. Specifically vegetated areas comprised of native plant species. Maybe it's time for Longmont to have an Open Space Department.	7/3/2019 12:31 PM
39	restaurant & bar seating area on sidewalks to build sense of community vibrancy	7/3/2019 11:12 AM
40	For immediate improvement, plant trees all along Main.	7/3/2019 11:05 AM
41	Keep the "along street landscaping" to a minimum> Since L'mont is so automobile oriented, give driver a decent field of vision at uncontrolled intersections. And, get rid of the mid-block crosswalks downtown.	7/3/2019 9:52 AM
42	non-motorized pathways to connect all this stuff together.	7/3/2019 8:26 AM
43	Envision Longmont wants to infill all areas of town and that will take away all of the existing farmlands we still have as they will be sold for development of real estate or businesses. We should be saving some of these to retain our heritage and natural beauty still within our city limits.	7/3/2019 8:26 AM
44	Small woods, more trees than planting beds, with benches perhaps. Street trees always.	7/3/2019 8:01 AM
45	Regarding Art, we should tone down the interpretational art, and have a mix of natural art, ie. wildlife, human, etc.	7/3/2019 7:53 AM
46	Rooftop spaces	7/3/2019 7:51 AM

## Q4 Which Character Area do you feel is most in need of additional public spaces and/or green spaces discussed in Question 3? (top response) View the Character Area Map

Answered: 408 Skipped: 9



ANSWER CHOICES	RESPONSES
North Main (Hwy 66 to 17th Avenue)	30.15% 123
Midtown (17th Avenue to 11th Avenue)	32.35% 132
Old Town and Building STEAM area (11th Avenue to St. Vrain Creek)	19.61% 80
South Main (St. Vrain Creek to Plateau Road)	14.22% 58
Other (please specify)	3.68% 15
<b>TOTAL</b>	<b>408</b>

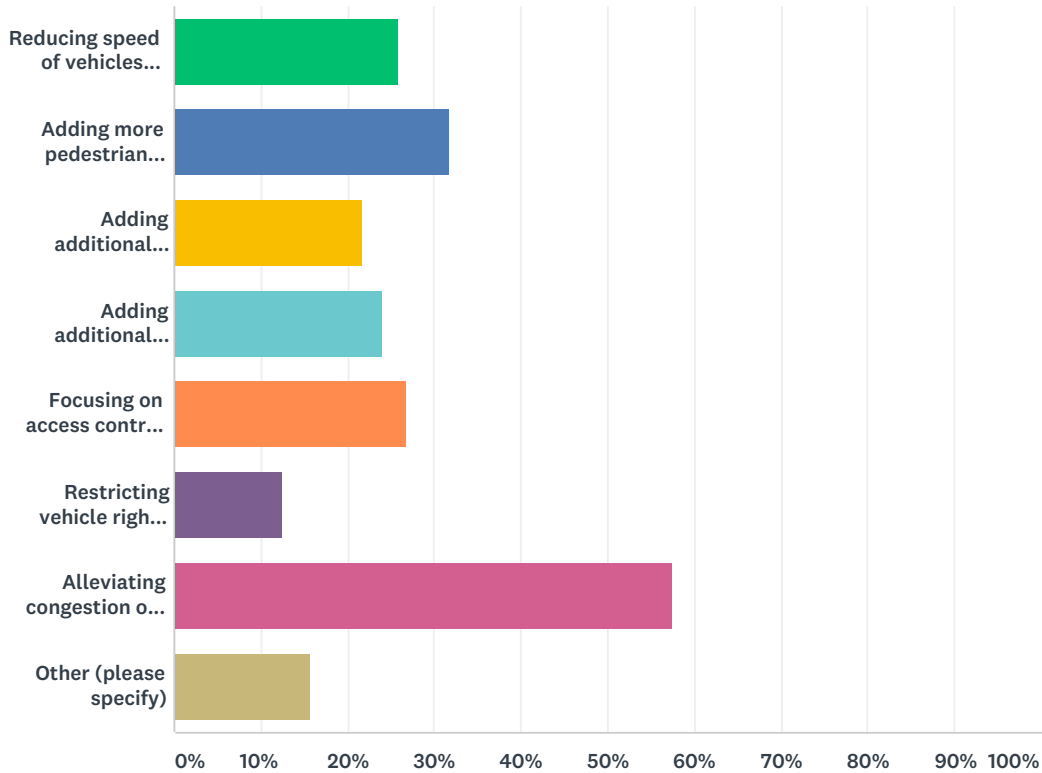
#	OTHER (PLEASE SPECIFY)	DATE
1	All along Main Street more green space and more trees would be a simple, low cost, environmentally beneficial approach (trees convert CO2 to Oxygen), help off-set heat and improve quality of life for all.	7/28/2019 5:50 AM
2	All of Main Street - entire scope .	7/27/2019 12:29 AM
3	Parks especially needed where accessible to newly intensified housing. Apts behind N. Walmart as current example.	7/25/2019 2:32 PM
4	Existing empty spaces	7/25/2019 2:27 PM
5	3RD AVE AND KEN PRATT	7/25/2019 11:58 AM
6	From 66 to 11th needs this type of space.	7/17/2019 8:29 AM
7	See last answer. This question and the last assume no negative. Poor questions. Sorry.	7/10/2019 1:46 PM
8	Midtown but Leave South Main alone	7/10/2019 4:56 AM
9	None, inact better behavior	7/9/2019 4:42 PM

## Main Street Corridor Survey

10	None.	7/9/2019 5:09 AM
11	None	7/8/2019 11:59 AM
12	All of it, but especially areas adjacent to historic downtown	7/3/2019 12:01 PM
13	As South Main continues to develop (Wee Cottages, etc) I have a feeling you will be seeing more bike and pedestrian traffic near the shopping and into Main businesses. Polishing up this area will make it feel friendlier and hopefully less highway-like than it currently does	7/3/2019 10:16 AM
14	None.	7/3/2019 9:52 AM
15	Midtown - North - South - all of them	7/3/2019 8:51 AM

Q5 Previous survey responses indicated safety along Main Street is a priority for all modes of transportation. Which of the following would most help increase safety and your sense of safety within the corridor? (select top 2 responses)

Answered: 414 Skipped: 3



ANSWER CHOICES	RESPONSES	
Reducing speed of vehicles traveling along Main Street	25.85%	107
Adding more pedestrian signals	31.88%	132
Adding additional medians along Main Street	21.74%	90
Adding additional mid-block crossings for pedestrians	24.15%	100
Focusing on access control (limiting driveways/entrances to improve safety and traffic flow)	26.81%	111
Restricting vehicle right turns when pedestrians are present at intersections	12.56%	52
Alleviating congestion on Main Street by focusing improvements on streets parallel to Main Street	57.49%	238
Other (please specify)	15.70%	65
Total Respondents: 414		

#	OTHER (PLEASE SPECIFY)	DATE
1	Add more Noise ordinances so you don't sit out on a patio eating and loud car engines scream by	7/30/2019 7:48 AM
2	providing bikeways and wider spaces to walk	7/29/2019 11:03 AM

## Main Street Corridor Survey

3	Use diagonal parking instead of paralell parking. It would be so much less stressful. They did this in Stamford, CT downtown and it made a huge difference.	7/29/2019 9:27 AM
4	Any/all modes of transportation other than cars would be good & that includes charging stations for electric cars, scooters and bikes	7/28/2019 5:50 AM
5	do something so that Main St. is not a thru highway	7/27/2019 3:46 PM
6	Flashing light mid block crossings.	7/27/2019 3:27 PM
7	Wider sidewalks with plantings between the stree and the walkway.	7/27/2019 12:45 PM
8	Get bicycles off Main Street	7/27/2019 11:30 AM
9	Make it a pedestrian mall	7/27/2019 9:40 AM
10	Move 287 underground from 1st to 9th.	7/27/2019 1:31 AM
11	Use dedicated bus and high occupancy lane options to ease congestion. Provide real public transportation routes to and from longmont. Consider a free trolley on Main Street to avoid congestion.	7/27/2019 12:29 AM
12	The pedestrian signs are not enough on Main St. Consider the actual signals used in Boulder that allow pedestrian crossing mid-street with a flashing light.	7/26/2019 11:17 AM
13	put in off main parking with no partking or driving on main and put in a trolley for moving along main street	7/26/2019 6:33 AM
14	mid-block crossings would be good for north Main St, but would have to have additional stoplights, not just flashing ped. lights	7/26/2019 3:04 AM
15	Waist high curb barriers at street corners and plazas, 6th Ave for example.	7/25/2019 2:32 PM
16	OMG. Overbuilding has created a traffic nightmare in town. Do you think building more will change that??	7/25/2019 2:27 PM
17	Multi-modal friendly, ESPECIALLY for bicycles	7/25/2019 5:27 AM
18	Large population of homeless traffic being brought to 15th and Main brought by HOPE Center and Faith Baptist church	7/23/2019 12:08 PM
19	you need a bypass around town, pushing traffic onto Gay which is already seeing more traffic should not be considered. There ate no businesses on Gay from 66 to 2nd ave.	7/22/2019 1:26 PM
20	Bike path.	7/17/2019 1:07 PM
21	Adding no U turn signs. I see semi trucks/trailers make U turns at 8th & Main	7/17/2019 10:54 AM
22	Making Bicycle and trolly-friendly transportation a priority	7/17/2019 10:41 AM
23	ban parking where right turns are being made to allow traffic on Main to move more quickly.	7/17/2019 9:20 AM
24	The mid-block crossings for pedestrians are the most dangerous part of main street! The only time I see people almost get hit or cars almost crash are when people blindly walk into those cross walks. As a car its really hard to see pedesrians walking into the street because of parked cars. As a pedestrianwho lives in the area, I think it is completely resonable for people to wait to cross at a light. There is no reason for those mid street walkways. The streets are not that long and I have seen so many near misses because pedestrians dont realize cars cant see you and just blindly walk. And if the cars do see them, the ones behind struggle to stop that quickly even when they're only going 25. Additionally main street should not be the main road to get to Loveland. Its crazy that 14 wheelers drive down the street. I think focusing on improvements on the streets parallel to main is a very good idea.	7/17/2019 8:26 AM
25	Rerouting Hwy 287 to an alternate parallel street and closing off traffic to the downtown section of main street for pedestrian and retail use only	7/17/2019 7:09 AM
26	no suggestions; illegal pedestrian crossing an issue but do not think money should be spent because people are not willing to walk to legal crossing and addt'l signals, medians and mid-blocks might not be placed to make a differencedon't think it would stop people from	7/17/2019 4:37 AM
27	Eliminate the mid-block crosswalks--people jaywalk between them and the corners anyway, and they just increase the likelihood of accidents. Keep people from camping out in the breezeways.	7/12/2019 11:15 AM
28	don't allow congregation on medians for homeless. there is a lot of jay walking on the north corridor of main.	7/12/2019 8:43 AM

## Main Street Corridor Survey

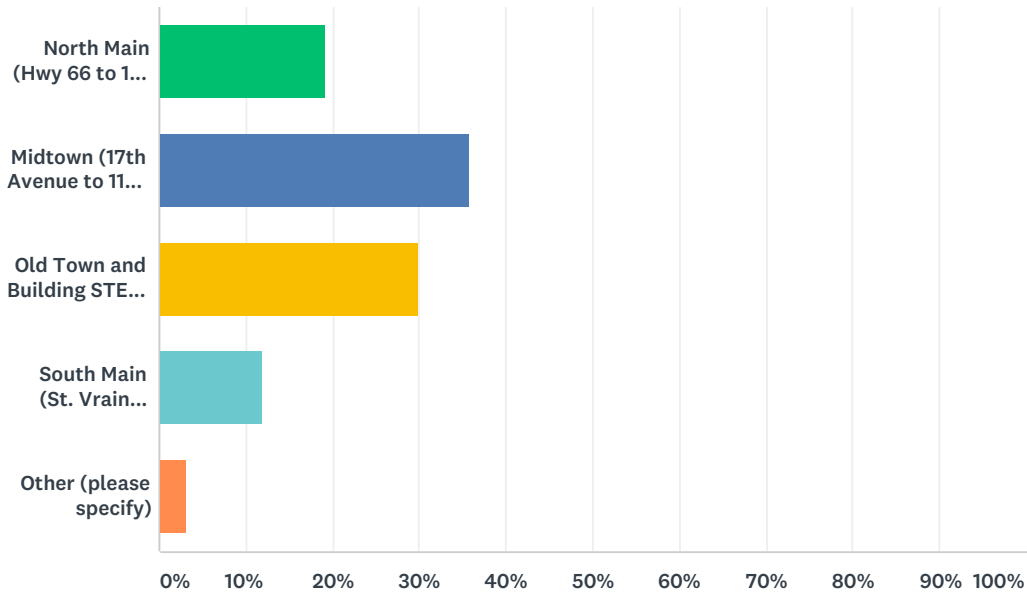
29	enforce the speed limit that already exists and the problems take care of themselves	7/10/2019 5:05 AM
30	Main Street is a state highway. Large trucks and such are always going to be going down there. You have let it go too far with traffic already so it is going to be hard to change. The speed limit is fine at 25 but you need to enforce it. More laws and rules are not going to fix anything. ENFORCE the laws we already have.	7/10/2019 4:56 AM
31	Can we get lights at the mid-street cross walks? I know City has said it hasn't proved safer in studies, but it sure makes it SEEM safer. It works in Boulder just fine. It really makes me mad when I'm stopped and the person next to me goes flying through because they can't see the pedestrian. Just put in some blinky lights - PLEASE!!!!	7/10/2019 4:49 AM
32	mid-block crossings, but only with flashing lights to alert oncoming traffic.	7/10/2019 4:34 AM
33	Safety for bikes or provide a north/south bike friendly road nearby	7/9/2019 6:05 PM
34	Foot patrol officers, radar for. Speeding	7/9/2019 4:42 PM
35	Think about routing 287 at 66 around the downtown area not through it; 287 bypass. Or a bypass at another point than 66.	7/9/2019 3:10 PM
36	More solar powered speed limit signs would be great.	7/9/2019 11:22 AM
37	Consider some Main Street streetwise parking restrictions in the areas with lots of mainstreet traffic.	7/9/2019 8:42 AM
38	Mid-block crossings need signal lights. Consider above ground crossings if architecturally integrated	7/9/2019 7:12 AM
39	2 lanes of traffic with dedicated bike lanes instead of current 4 lanes of traffic)	7/9/2019 6:51 AM
40	Flashing lights to trigger when crossing midblock	7/9/2019 6:41 AM
41	lights or some other indicators at the mid block crossings in the downtown area.	7/9/2019 5:10 AM
42	None.	7/9/2019 5:09 AM
43	bike lanes please. also, why don't you consider making a 287 bypass to the east or west of town to eliminate traffic. you should think about the same think for Ken Pratt where 119 dumps into the south part of town. do it now before all the land is developed.	7/9/2019 4:23 AM
44	Add flashing-light or red light pedestrian signals at non-intersection crossings (similar to Boulder 28th St). Pedestrians are not visible to drivers while in these crosswalks at night due to parked cars and the medians blocking driver vision. Additional planted medians are NOT safe without adding traffic control devices.	7/9/2019 3:45 AM
45	ENFORCEMENT of speeding and running red lights not only in the corridor but throughout the city!!!! Where is police enforcement???	7/8/2019 11:59 AM
46	Make it more bike friendly, lots of places to lock bikes and wide bike lanes along Main. Think ahead. put in a couple of multi-level parking garages, rental bless outside and get the parallel parking off of the street.	7/8/2019 6:17 AM
47	Light timing at intersections and increased left turn capacity	7/8/2019 4:12 AM
48	I think the core Main Street area with improvements between 3rd and longs peak work well - do more of that further north and south. The trees, landscaping and seasonal decor are key too	7/7/2019 3:21 PM
49	Develop raised, signal-less intersections (at least one on south and north end of Main St) or some other form of urban mixed-mode traffic control	7/7/2019 3:32 AM
50	"All walk" signal i.e. N/S traffic goes (no pedestrians. E/W traffic goes (no pedestrians . Then "All Walk" signal (pedestrians only in all directions N/S E/W AND diagonal Xing	7/6/2019 1:29 AM
51	I would strongly support removing vehicular traffic from Main Street downtown (11th to 2nd ish). Alleviate to focusing on streets parallel to Main. My "think big" idea is to tunnel under downtown, if 287 needs to be preserved as a thoroughfare.	7/5/2019 9:07 AM
52	not building anymore until proper infrastructure to support is built	7/5/2019 6:57 AM
53	improved signs where there is a crosswalk mid block	7/4/2019 8:16 AM
54	Get the traffic off Main Street. Duh,	7/4/2019 12:41 AM
55	Reducing the number of lanes to one in each direction.	7/3/2019 2:47 PM

## Main Street Corridor Survey

56	More bike facilities	7/3/2019 2:35 PM
57	reducing on-street parking between 3rd St - 5th St (feels unsafe to parallel park on that section of main st)	7/3/2019 11:12 AM
58	Provide a pedestrian exclusive crossing time with traffic signals.	7/3/2019 10:43 AM
59	Address the parrallell parking along main - it's already very squished with all the medians and adding people opening/closing doors, not parking quite in the lines, etc. really creates a distraction while watching for pedestrians. Removing spaces is never a good idea but I would almost rather see the shoulders better accommodate bikes or pedestrians instead. (I also like Old Town Fort Collins' median parking better than Longmont's shoulder)	7/3/2019 10:16 AM
60	Get rid of customer parking on Main Street, and increase the width of the lanes and sidewalk.	7/3/2019 10:12 AM
61	Reduce to single lane of traffic, add bike lane.	7/3/2019 8:34 AM
62	You need flashing lights at those pedestrian crossings downtown. I'm always afraid I'm going to hit someone (and I'm sober!); I can't even imagine an impaired driver...	7/3/2019 8:26 AM
63	To the existing pedestrian signs add the light signal when they want to cross (like in Boulder on Canyon St back side of library). As well bikes should be directed elsewhere off main street between 3rd/9th as congested.	7/3/2019 8:26 AM
64	Narrowing driving lanes and extending either or both medians and tree lawns. Providing left turn pockets to arrange better traffic control. All way stops for pedestrians.s	7/3/2019 8:01 AM
65	Roundabouts	7/3/2019 7:51 AM

## Q6 Which Character Area (or specific area) do you feel is most in need of the improvements discussed in Question 5? (top response)

Answered: 411 Skipped: 6



ANSWER CHOICES	RESPONSES
North Main (Hwy 66 to 17th Avenue)	19.22% 79
Midtown (17th Avenue to 11th Avenue)	35.77% 147
Old Town and Building STEAM area (11th Avenue to St. Vrain Creek)	29.93% 123
South Main (St. Vrain Creek to Plateau Road)	11.92% 49
Other (please specify)	3.16% 13
<b>TOTAL</b>	<b>411</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	the entire corridor could benefit from bike, pedestrian and public space improvements	7/29/2019 11:03 AM
2	As stated earlier, all of Main is fine as it now is, but could use some beautification with trees, shrubs including parking lots. Best to check with existing businesses to see what THEY might think/need.	7/28/2019 5:50 AM
3	All of them - entire scipet.	7/27/2019 12:29 AM
4	make Francis the main throughway from Hwy 66 to 11th Ave	7/26/2019 6:33 AM
5	North Main and Midtown	7/25/2019 6:35 PM
6	Property owners will do whatever they want with Council's gleeful approval. Duh.	7/25/2019 2:27 PM
7	mountain view to hwy 66	7/23/2019 10:54 AM
8	None	7/10/2019 5:51 AM
9	focus bike improvements, such as dedicated bike lanes, on streets parallel to Main Street	7/10/2019 4:46 AM
10	All of the above	7/9/2019 4:42 PM

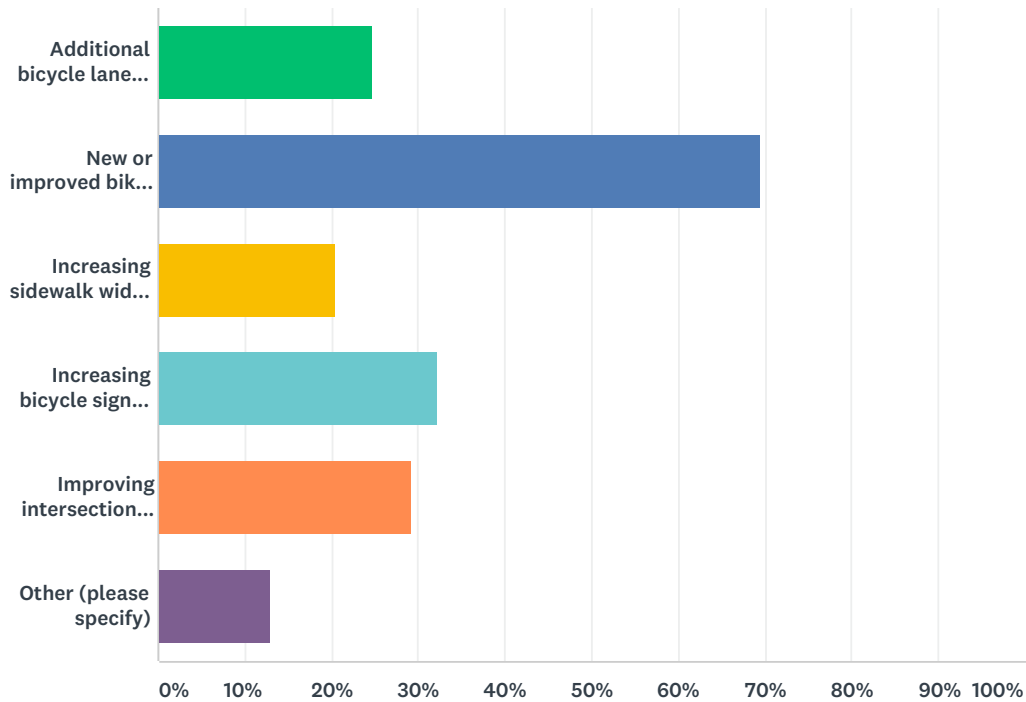


## Main Street Corridor Survey

11	I cannot choose just one. If you want to expand the "feel" of downtown (ala Fort Collins), then Midtown is the next step. But each of these areas needs work.	7/9/2019 12:28 PM
12	ALL	7/8/2019 11:59 AM
13	All of it.	7/3/2019 9:52 AM

Q7 Previous survey responses indicated people don't feel completely safe and comfortable using a bicycle to travel in the corridor. Recognizing that the ability to accommodate bicycle lanes on Main Street is very limited, what other items would most increase safety and comfort of bicycling in the corridor? (select top 2 responses)

Answered: 413 Skipped: 4



ANSWER CHOICES	RESPONSES	
Additional bicycle lanes that cross Main Street (east-west direction)	24.70%	102
New or improved bike lanes (or other bike facilities) that run parallel to Main Street (north-south direction)	69.49%	287
Increasing sidewalk width along Main Street (to better accommodate bicyclists AND pedestrians)	20.58%	85
Increasing bicycle signage on Main Street directing people to nearby bike lanes or other bike facilities	32.20%	133
Improving intersections for bicyclists (signals, bike boxes, etc.)	29.30%	121
Other (please specify)	13.08%	54
Total Respondents: 413		

#	OTHER (PLEASE SPECIFY)	DATE
1	Allow people to bike on the sidewalk on Main, and don't make them dismount as is currently the signage.	7/30/2019 7:40 AM
2	remove parking, reduce speed limits and add more space for bikes and pedestrians	7/29/2019 11:03 AM
3	Best to reroute bikes to Coffman & Kimbark in downtown area - by requiring that they walk their bikes in these high pedestrian areas	7/28/2019 5:50 AM
4	Get bicycles off Main Street	7/27/2019 11:30 AM

## Main Street Corridor Survey

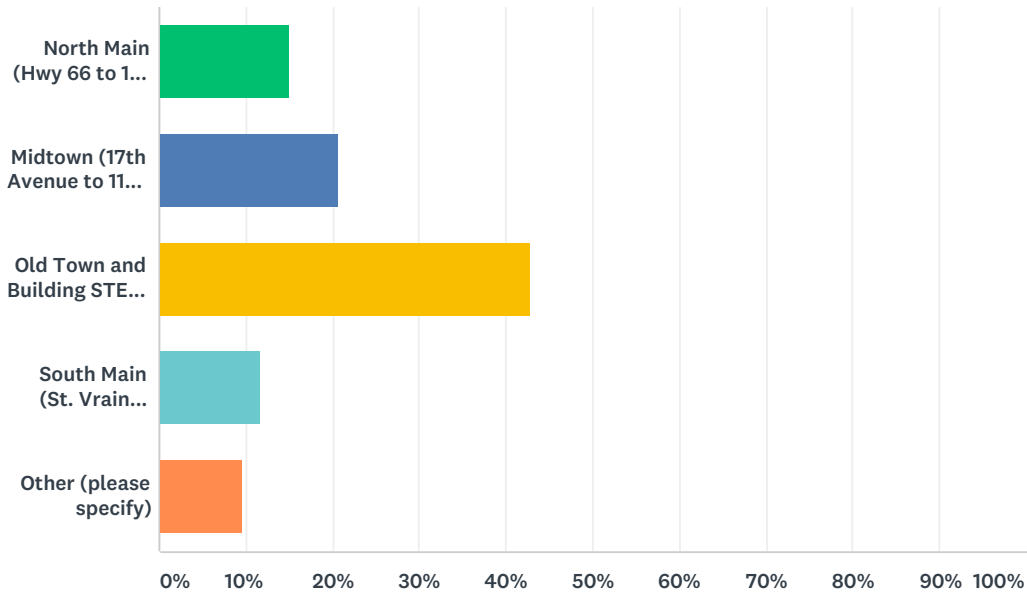
5	Keep bikes and scooters off the side walks	7/27/2019 1:31 AM
6	Consider creating a dedicated lane for bus m, trolley and hov use.	7/27/2019 12:29 AM
7	Forget about bike safety. Bigger pickup trucks, that's the answer! And roll some coal while you're at it.	7/25/2019 2:27 PM
8	remove on-street parking from Main st. - use this space to add bike lanes	7/24/2019 2:25 AM
9	encourage bikes to use other streets	7/22/2019 1:26 PM
10	Prohibiting bicycle RIDING on Main.	7/22/2019 3:04 AM
11	Redirect bike traffic to Coffman or Kimbark	7/21/2019 4:28 AM
12	I'm an avid cyclist, but feel that Main Street should not be a cycling coordior, rather bike facilities should be focused to road east and west of Main Street running north and south.	7/19/2019 2:08 AM
13	bike lanes should be protected with low profile barriers or reflective striping	7/18/2019 4:36 AM
14	Keep bicyclists off main street	7/17/2019 5:17 PM
15	You have one heck of a mess here. There is no fix.	7/17/2019 3:36 PM
16	Make alleys improvements (east & west) and divert bicycle and pedistrain track through alleys. This might help from alley being a dumping ground for illegal dumping	7/17/2019 10:08 AM
17	All the above, AND the signals on the cross streets (e.g. 4th 5th etc) take so long to change that they are almost unusable, do they detect bicycles?	7/17/2019 9:46 AM
18	More about a previous question, but I'd like to see enforcement/ticketing of bicycle riders zooming along the sidewalks downtown.	7/12/2019 11:15 AM
19	Require bicycle to obey laws	7/10/2019 12:32 PM
20	enforce bike laws on Main and reroute bikes to side streets with less traffic. Then make a bike lane on the side street if you have to and enforce moving the bikes to side streets.	7/10/2019 4:56 AM
21	Dedicated bike lanes on 9th in the old town area. I feel more safe on Main than I do getting to Main.	7/10/2019 4:37 AM
22	If we have room to widen sidewalks on Main, do we have room to add directional bike lanes between the curb and parking, without removing trees?	7/10/2019 2:38 AM
23	Gives bikes one lane on Main st. And cars one lane	7/9/2019 4:42 PM
24	We dont need to be boulder....bike lanes are just fine	7/9/2019 12:31 PM
25	Please no bicycles on the sidewalk.	7/9/2019 12:28 PM
26	Enforce laws for bikes.	7/9/2019 12:21 PM
27	I don't think Bikes should be on Main Street at all unless they travel into the shopping area via the breezeways. The traffice is too fast and too conjested; and, bike riders do not think they need to follow any road rules.	7/9/2019 9:22 AM
28	Reduce curbside parking.	7/9/2019 8:42 AM
29	Dedicated bicycle facilities, reducing car traffic, bicycles do not belong on sidewalks, keeping the door zone away from bicycles	7/9/2019 7:26 AM
30	No changes for biking necessary. It's safe.	7/9/2019 6:27 AM
31	Better north south bike access for all of Longmont.	7/9/2019 5:09 AM
32	put bike lanes on non-main street north south corridors. DO NOT encourage bikes to ride on larger sidewalks on Main Street - that is asking for cars to hit cyclists.	7/9/2019 4:23 AM
33	Please do NOT move bicycle traffic to pedestrian walkways. Bicycles do not yield to pedestrians and during high volume times would be a miserable experience for everyone.	7/9/2019 3:45 AM
34	I've been riding bikes on Longmont's streets for years. My biggest criticism when riding on the streets is the diagonal parking of long pick ups which push me more into the lane of traffic . I don't think anybody should choose to ride a bike on Main. I most definitely do not want to see side walks widened to accommodate both peda and bikes.	7/9/2019 12:30 AM

## Main Street Corridor Survey

35	I ride my bicycle every day but would never even begin to attempt riding it on Main St north or south and 17th street either!	7/8/2019 11:59 AM
36	Get rid of parallel parking on Main and put in bike lanes	7/8/2019 6:17 AM
37	Provide more bicycle parking on streets parallel to Main Street	7/7/2019 3:32 AM
38	Design bike paths that run near downtown	7/6/2019 3:24 AM
39	Really, we need to buy 287 from CDOT and then make it a pedestrian/bike/transit mall	7/5/2019 9:24 AM
40	if the road is not wide enough then their should be no bike riding	7/5/2019 6:57 AM
41	Reduced speed limits, additional traffic-calming medians, sharrow signage	7/4/2019 5:41 AM
42	I don't think bike safety can b	7/4/2019 5:32 AM
43	Bikes don't belong on sidewalks	7/4/2019 3:40 AM
44	prohibit bikes on Main corridor	7/4/2019 3:33 AM
45	Underpasses	7/4/2019 2:26 AM
46	Get the traffic off Main Street.	7/4/2019 12:41 AM
47	Ban bicycles from the corridor. They are inconsiderate and dangerous to pedestrians.	7/3/2019 4:57 PM
48	Ban bicycles from main street.	7/3/2019 9:52 AM
49	reduce bike traffic on Main	7/3/2019 9:45 AM
50	Close Main Street from 9th to 1st to TRAFFIC - do like Europe does---traffic on bypass - otherwise, I don't thinkg Main street will EVER be attractive. I NEVER GO THERE.	7/3/2019 8:27 AM
51	Educate the driving public about bicyclists and their right to be on the road.	7/3/2019 8:26 AM
52	We have a lot of biking available in our city currently. We should direct them to these areas but should also have signage on bike paths to respect pedestrians as it is multi-modal.	7/3/2019 8:26 AM
53	Route cyclist adjacent secondary streets...i.e. Kimbark, Coffman	7/3/2019 7:53 AM
54	Parallel routes and More rear entrances	7/3/2019 7:51 AM

### Q8 Which Character Area (or specific area) do you feel is most in need of the bicycle improvements discussed in Question 7? (top response)

Answered: 409 Skipped: 8



ANSWER CHOICES	RESPONSES
North Main (Hwy 66 to 17th Avenue)	15.16% 62
Midtown (17th Avenue to 11th Avenue)	20.78% 85
Old Town and Building STEAM area (11th Avenue to St. Vrain Creek)	42.79% 175
South Main (St. Vrain Creek to Plateau Road)	11.74% 48
Other (please specify)	9.54% 39
<b>TOTAL</b>	<b>409</b>

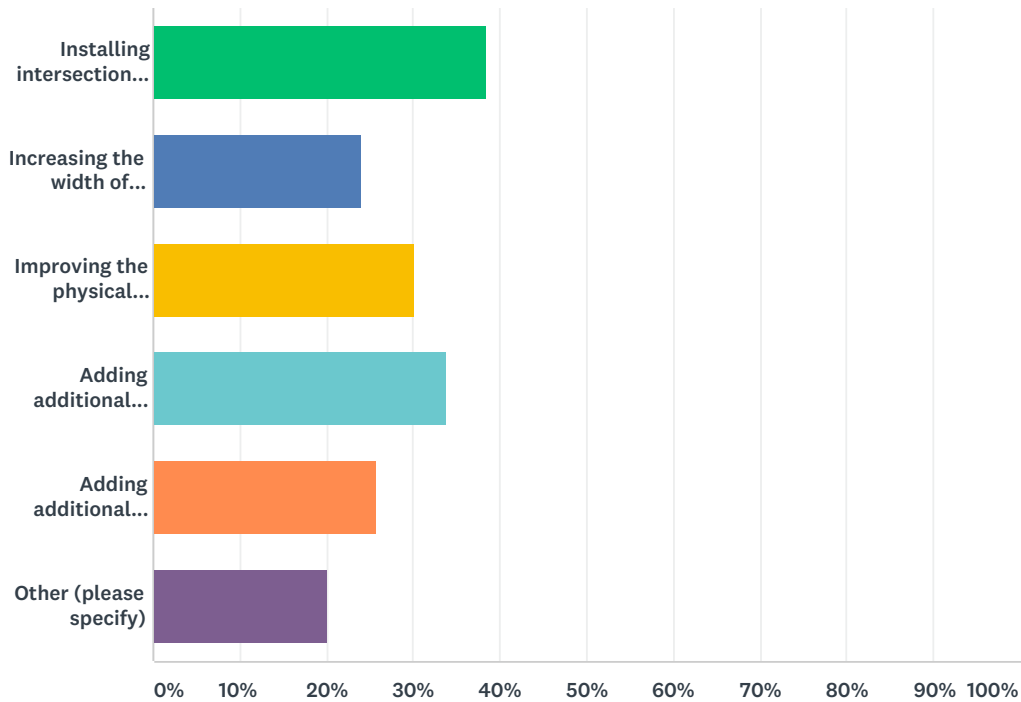
#	OTHER (PLEASE SPECIFY)	DATE
1	See previous response -	7/28/2019 5:50 AM
2	the whole corridor	7/27/2019 3:46 PM
3	Get bicycles off Main street	7/27/2019 11:30 AM
4	All of them	7/27/2019 12:29 AM
5	North - South overall	7/25/2019 2:32 PM
6	See #7.	7/25/2019 2:27 PM
7	entire corridor needs to be interconnected.	7/25/2019 5:27 AM
8	all	7/23/2019 10:54 AM
9	none use less busy streets	7/22/2019 1:26 PM
10	all of main and county line 9th to ute. There is no safe path to get from north to south in Longmont except 75th	7/19/2019 2:34 AM
11	Quit wasting money on bicyclists and focus on pedesrians for a change.	7/17/2019 5:17 PM

## Main Street Corridor Survey

12	All, but cars have asked me on Main/17th why I am there! it can be very hostile environment	7/17/2019 9:46 AM
13	The entire corridor	7/17/2019 9:20 AM
14	All of the above, particularly on Hover and main street	7/17/2019 8:47 AM
15	Again, the question doesn't consider the negative: no bikes on Main.	7/10/2019 1:46 PM
16	Get them away from downtown	7/10/2019 12:32 PM
17	None	7/10/2019 11:59 AM
18	None	7/10/2019 5:51 AM
19	NONE... Here again we are spending tons of money to accommodate a few hundred people out of 93,000. Bicyclists do not pay taxes to maintain the streets so until they do why are we spending all this money to make them happy?	7/10/2019 4:56 AM
20	Pike to 3rd! I live in Southmoor park and cannot figure out a safe route to "old town" it always involves sketchy streets	7/9/2019 6:05 PM
21	All of the above	7/9/2019 4:42 PM
22	all of the above	7/9/2019 3:10 PM
23	All	7/9/2019 12:21 PM
24	Old Town and perhaps South Main are feasible bike venues. I don't see viable bike usage on North Main or Midtown	7/9/2019 7:12 AM
25	None	7/9/2019 6:27 AM
26	Even after improvements, I would not feel safe using a bike on Main Street.	7/9/2019 5:10 AM
27	All of main.	7/9/2019 5:09 AM
28	we need a safe, seperated way to cross under or over ken pratt from north to south. make it totally seperated from the street to minimize car/bike altercations.	7/9/2019 4:23 AM
29	ALL	7/8/2019 11:59 AM
30	All of Main!!	7/8/2019 6:17 AM
31	none if my taxes are going to go up the city council makes very poor decisions that only benefit a small group of citizens none of these	7/5/2019 6:57 AM
32	no comment	7/4/2019 3:33 AM
33	Both North Main and Midtown	7/3/2019 11:42 PM
34	Dont care, dont think tax dollars should be used on this.	7/3/2019 4:57 PM
35	All	7/3/2019 2:35 PM
36	All of it.	7/3/2019 9:52 AM
37	low priority - other needs greater	7/3/2019 8:51 AM
38	All areas.	7/3/2019 8:26 AM
39	No bicylc8n at all on main	7/3/2019 8:14 AM

Q9 Main Street is an important space for pedestrians. Recognizing that Main St. is a state highway and improvements need to be considered by the Colorado Department of Transportation (CDOT), what would be the best ways to improve safety and access for people walking in the corridor? (select top two responses)

Answered: 407 Skipped: 10



ANSWER CHOICES	RESPONSES
Installing intersection treatments such as “bulb-outs” that make the crossing distance shorter and intersections safer	38.57% 157
Increasing the width of sidewalks along Main Street	24.08% 98
Improving the physical condition of sidewalks	30.22% 123
Adding additional mid-block crossings for pedestrians	33.91% 138
Adding additional crosswalks at intersections	25.80% 105
Other (please specify)	20.15% 82
Total Respondents: 407	

#	OTHER (PLEASE SPECIFY)	DATE
1	More lights that flash when pedestrians are crossing	7/30/2019 8:55 AM
2	I'd love to see a bypass that takes 287 around Longmont!!! That will help us keep our 'small town' feel.	7/30/2019 7:40 AM
3	wee suggestions above	7/29/2019 11:03 AM
4	use lighted signs to stop traffic so people can walk more safely	7/29/2019 9:27 AM

## Main Street Corridor Survey

5	Installing the flashing lights for mid-block crossings (similar to high pedestrian traffic areas in City of Boulder)	7/28/2019 5:50 AM
6	No change is needed	7/27/2019 5:30 PM
7	make another street the thru highway instead of main st.	7/27/2019 3:46 PM
8	flashing lights at mid-block crossings	7/27/2019 3:27 PM
9	Bridges	7/27/2019 11:30 AM
10	Change traffic light timing so pedestrians do not wait so long to cross Main, like at Longs Peak and Main.	7/27/2019 8:01 AM
11	Install flashing yellow lights for pedestrians, like Boulder does. Spend the money for this.	7/27/2019 2:14 AM
12	Some type of barrier or fencing to block off general traffic and traffic noise	7/27/2019 2:14 AM
13	By moving 287 underground through traffic would make 1st to 9th much safer	7/27/2019 1:31 AM
14	Actual pedestrian signals at the mid-street crossings	7/26/2019 11:17 AM
15	I'm afraid Councilmember Martin will scold me for suggesting anything.	7/25/2019 2:27 PM
16	Flashing lights when pedestrians are in the crosswalk.(Boulder does this and it helps!)	7/25/2019 12:00 PM
17	Walk light operates by itself so that pedestrian has a few seconds where no cars are moving.	7/24/2019 4:29 AM
18	Flashing signals to indicate pedestrian crossings	7/23/2019 6:28 AM
19	none	7/22/2019 1:26 PM
20	The pavers used in downtown get slick when it snows or rains, and often get icy. Although they add character, they can be dangerous.	7/22/2019 6:47 AM
21	Insuring that the HEIGHT of signals including pedestrian walk signals, assures easy visibility from vehicles.	7/22/2019 3:04 AM
22	Remove medians and allow left turns which will organically slow down traffic and improve pedestrian safety	7/17/2019 5:17 PM
23	Get rid of the curb cuts. I don't walk on Main because it is too dangerous.	7/17/2019 3:36 PM
24	Crossing lights that flash when people are crossing like in Boulder	7/17/2019 1:07 PM
25	If add mid-block crossings, need to have flashing lights that vehicles can see (similar to Boulder) for pedestrians to push signal or have detected	7/17/2019 10:41 AM
26	pedestrian friendly alleys	7/17/2019 10:08 AM
27	Again, improving the timing of lights might help a lot	7/17/2019 9:46 AM
28	Longmont should have made a bypass a long time ago. You should turn lower Main Street (3rd through 6th) into a pedestrian only area like Pearl Street in Boulder	7/17/2019 9:20 AM
29	Again, I think mid-block crossings are the most dangerous thing. When blocks are really long it makes sense, but for this area it is just dangerous. That is the worst part about Old town	7/17/2019 8:26 AM
30	Rerouting Hwy 287 to an alternate street parallel to Main St	7/17/2019 7:09 AM
31	crossing lights pushed by pedestrian; add diagonal crosswalks to intersection	7/17/2019 4:37 AM
32	Taking away parking along main street. Have a parking garage	7/16/2019 8:41 AM
33	Skywalks	7/12/2019 8:57 PM
34	There is a lot of jay walking. as a driver it's terrifying! I would like mid block crosswalks as long as they flash and stop traffic similar to boulder. But I think that may disrupt traffic too much .	7/12/2019 8:43 AM
35	Adequate as is.	7/10/2019 1:46 PM
36	Pedestrian lights	7/10/2019 11:59 AM
37	Building a road crossing tunnel/bridge	7/10/2019 10:41 AM
38	There's simply too much traffic, I actually think the sidewalks and crosswalks are more than adequate	7/10/2019 6:42 AM



## Main Street Corridor Survey

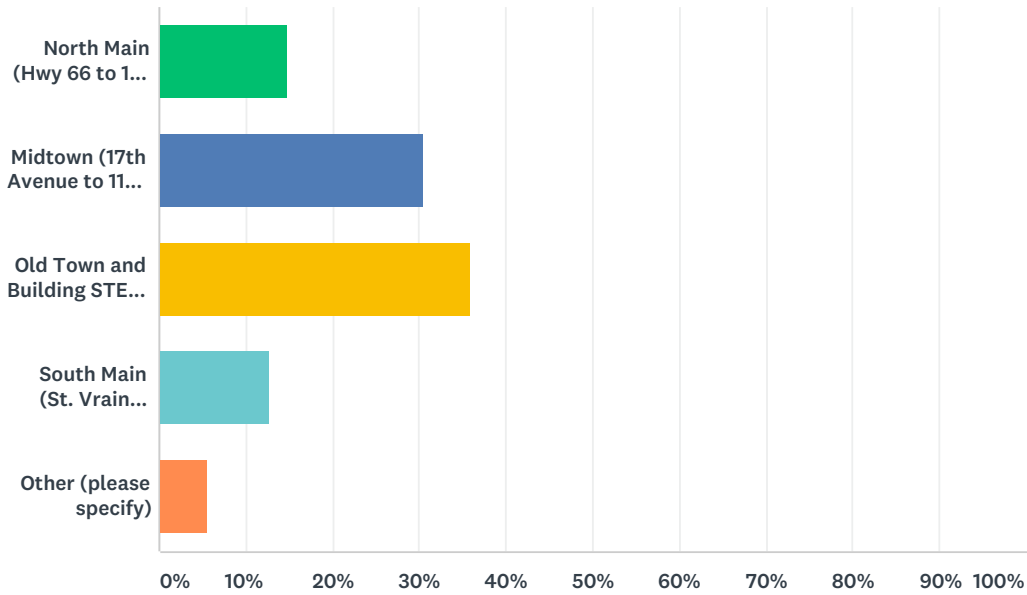
39	Pedestrian mid crosswalk lights	7/10/2019 5:14 AM
40	Enforce the traffic laws on Main. Speed enforcement, running red lights, illegal u-turns on Main, no riding on sidewalks, period. walking bikes only and enforce the laws already on the books. The	7/10/2019 4:56 AM
41	Routing traffic to side streets and making Main st as it currently stands, a pedestrian only area. This would be IDEAL. I hate the Bulb Outs. It makes the problems WORSE aka Kimbark/6th. TeRriBle	7/10/2019 4:49 AM
42	mid-block crossings with lights to alert oncoming traffic	7/10/2019 4:34 AM
43	Patrol from police for speeders and noise violations	7/9/2019 6:05 PM
44	Reduce main street to one lane, and adding a truck route around the downtown area	7/9/2019 4:42 PM
45	Midblock light strips in pavement to signal pedestrian is crossing.	7/9/2019 3:10 PM
46	Flashing pedestrian lights	7/9/2019 12:34 PM
47	Longmont Does not have a problem	7/9/2019 12:31 PM
48	It's good now	7/9/2019 6:27 AM
49	create a 287 bypass that eliminates the need for north south traffic to go straight thru town. Ideally east near county line road.	7/9/2019 4:23 AM
50	Add pedestrian-only timing (red light both directions of car travel) at intersections and add pedestrian-triggered control devices mid-block.	7/9/2019 3:45 AM
51	Removing the bulb-outs	7/9/2019 2:58 AM
52	I already feel safe walking Main. Peds have the responsibility to be aware and act accordingly.	7/9/2019 12:30 AM
53	Redirect "through traffic" like in Estes Park	7/8/2019 4:19 PM
54	Overhead cameras posted at the intersections to capture people running red lights!!! All of these things noted are good and fine but does nothing to stop drivers speeding and running red lights all over this city!!	7/8/2019 11:59 AM
55	More lighted intersections on long blocks (N Main)	7/8/2019 4:12 AM
56	I think it's going to take more than bulb outs - need to create the same enclosed feel that we have in the core area further out- even if it's just a couple blocks both north and south - trees, landscaping, more 2-3 story buildings close to road, etc	7/7/2019 3:21 PM
57	Medians so can cross half at time for safety for seniors and handicap	7/7/2019 11:46 AM
58	Limit/remove quantities of parallel parking on Main Street	7/7/2019 3:32 AM
59	Adding pedestrian light crossings	7/6/2019 11:07 AM
60	Providing additional width to paths along Main to accommodate both bike and peds separately.	7/5/2019 4:33 PM
61	Adding a button to warn drivers that a pedestrian is crossing. Berthoud has one.	7/5/2019 11:37 AM
62	Even in the most walkable sections of Main (3rd to Longs Peak), the signals are set to only activate for pedestrians if a button is pressed. We would never have a set of traffic lights that is by default red in all directions and only turn green when a car arrives. I realize that this is a product of variable-timing lights, but still think that the button press should give a longer crossing time, but even without, the walk signs/flashing hand+countdown should still be used for the shorter durations to give quick pedestrians reasonable efficiency.	7/5/2019 9:24 AM
63	Put the state highway underground. Heading north from the St Vrain, there's a pretty big uphill starting at 1st street that you could go under. This tunnel would: 1. Preserve and even improve 287 as a thoroughfare, 2. Make all other pedestrian/bike traffic safer in the real downtown area, 3. Make the downtown area 100x more pleasant. Make even eliminate vehicular traffic on Main St - a Pedestrian heaven.	7/5/2019 9:07 AM
64	There are no improvements you can make that are worth the cost that will ever bring me to the main street corridor there is nothing there	7/5/2019 6:57 AM
65	Safety lighted crossing dots in the pavement	7/4/2019 6:37 AM
66	Make it a no phone zone	7/4/2019 5:32 AM

## Main Street Corridor Survey

67	Mid-block crossings are a great idea, but many drivers don't yield! Makes them dangerous for unseasoned pedestrians.	7/4/2019 4:40 AM
68	make the crossings EASIER to see. Too many bushes & distractions from 3rd to 9th.	7/4/2019 3:33 AM
69	Mid-block crossings with lights that can be activated when peds are waiting to cross	7/4/2019 2:02 AM
70	Get the traffic off Main Street.	7/4/2019 12:41 AM
71	Sidewalk pinch points are mostly where restaurants have patio seating which encroaches deeply, especially where combined with a tree near the street.	7/3/2019 11:42 PM
72	Blinking signage for mid block crossing	7/3/2019 6:40 PM
73	There are literally crosswalks and mid block crossings all over main street already. It's safe enough.	7/3/2019 4:57 PM
74	None, there is plenty of room already on sidewalks and downtown is safe for crossing	7/3/2019 4:07 PM
75	Pedestrian bridges/tunnles	7/3/2019 11:01 AM
76	See question 5.	7/3/2019 10:43 AM
77	re-route 287 around town similar to the hwy 13 re-route that was done in warrensburg, mo	7/3/2019 10:12 AM
78	move through traffic off Main Street	7/3/2019 9:45 AM
79	safe lighted crossings with flashing lights	7/3/2019 8:51 AM
80	Make Main Street a pedestrian fussganger zone like Europe. It's worked wonders there!	7/3/2019 8:27 AM
81	As noted before for the mid-street crossings make addition to push button for blinking light when pedestrians want to cross. This is really effective in Boulder.	7/3/2019 8:26 AM
82	Actual lights at pedestrian crossings	7/3/2019 7:39 AM

### Q10 Which Character Area (or specific area) do you feel is most in need of the pedestrian improvements discussed in Question 9? (top response)

Answered: 408 Skipped: 9



ANSWER CHOICES	RESPONSES
North Main (Hwy 66 to 17th Avenue)	14.95% 61
Midtown (17th Avenue to 11th Avenue)	30.64% 125
Old Town and Building STEAM area (11th Avenue to St. Vrain Creek)	36.03% 147
South Main (St. Vrain Creek to Plateau Road)	12.75% 52
Other (please specify)	5.64% 23
<b>TOTAL</b>	<b>408</b>

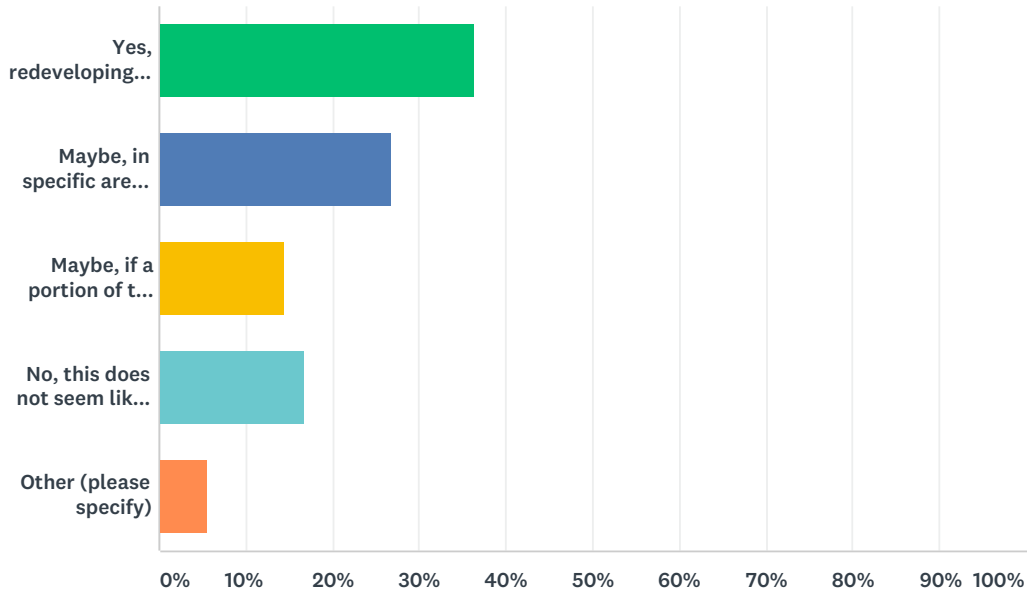
#	OTHER (PLEASE SPECIFY)	DATE
1	Downtown	7/28/2019 5:50 AM
2	All - entire scope	7/27/2019 12:29 AM
3	Developing areas, old Turkey Plant/ Cheese Importers for example.	7/25/2019 2:32 PM
4	It's none of my business, as a citizen, to tell the City and especially Councilmember Martin what to do.	7/25/2019 2:27 PM
5	It all needs to be interconnected	7/25/2019 5:27 AM
6	Hover st	7/17/2019 1:07 PM
7	Along hover, between 9th and Ken Pratt.	7/17/2019 8:47 AM
8	all of the above	7/17/2019 4:37 AM
9	All areas. Please, no mid-block crosswalks!	7/12/2019 11:15 AM
10	None	7/10/2019 5:51 AM
11	all of the above	7/10/2019 4:56 AM

## Main Street Corridor Survey

12	All areas	7/9/2019 4:42 PM
13	All	7/9/2019 12:34 PM
14	Not needed	7/9/2019 12:31 PM
15	None	7/9/2019 6:27 AM
16	Not applicable	7/9/2019 12:30 AM
17	Old Town area along Main Street is pretty good for pedestrians.	7/5/2019 9:07 AM
18	if you do not have the money or not no amount of improvements will drive me to better any of these areas	7/5/2019 6:57 AM
19	All	7/3/2019 2:35 PM
20	North AND south of historic downtown	7/3/2019 12:01 PM
21	All of it.	7/3/2019 9:52 AM
22	9th Avenue to 1 st Avenue close that horrible stretch to cars	7/3/2019 8:27 AM
23	All of them	7/3/2019 8:26 AM

Q11 Input from the community suggests that one possible strategy for accommodating redevelopment within the corridor would be through the strategic infill of underutilized parking lots located within the corridor. Is this something you would support? (select one response)

Answered: 414 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes, redeveloping underutilized parking is a great idea for all areas in the corridor	36.47%	151
Maybe, in specific areas as long as parking was provided elsewhere	26.81%	111
Maybe, if a portion of the parking lot was not being used	14.49%	60
No, this does not seem like a good idea anywhere in the corridor	16.67%	69
Other (please specify)	5.56%	23
<b>TOTAL</b>		<b>414</b>

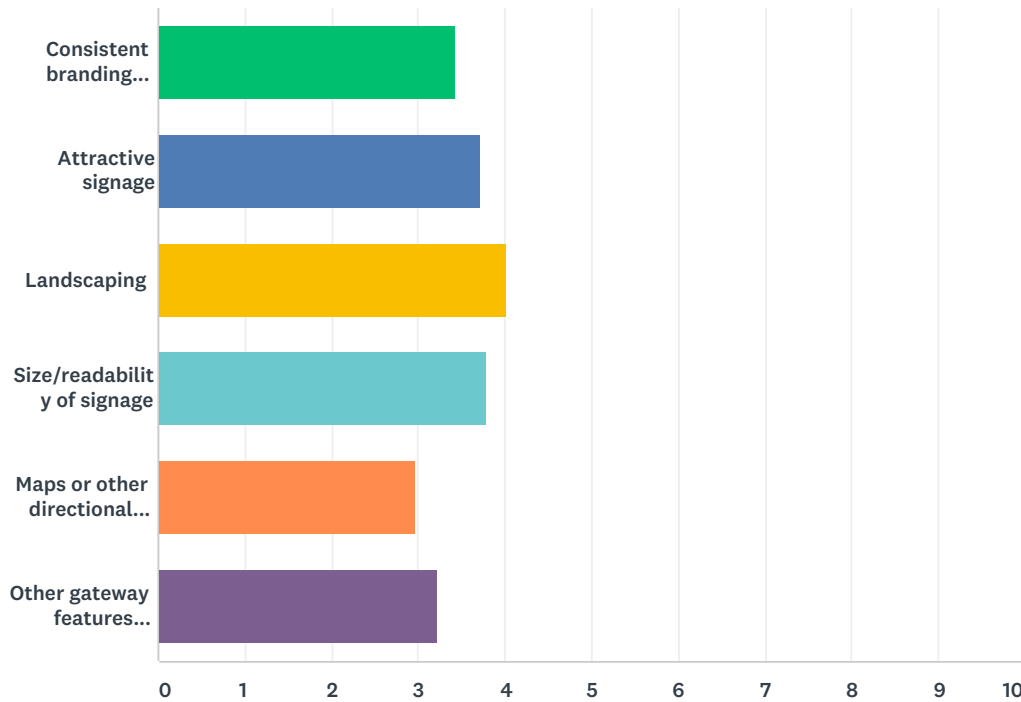
#	OTHER (PLEASE SPECIFY)	DATE
1	There is insufficient parking already. Perhaps we need a parking garage!	7/27/2019 3:46 PM
2	Use part of the underutilized parking for parking structure, the rest for parks or other common areas, maybe business or residential.	7/27/2019 8:01 AM
3	Being able to easily find free parking is one of the great things about Longmont, so infill would need to be very strategic.	7/27/2019 2:14 AM
4	Whatever.	7/25/2019 2:27 PM
5	Maybe but there are many caveats to that.	7/25/2019 5:27 AM
6	No. As the city continues to grow those parking lots are going to be important. We will regret getting rid of them in 10 years	7/22/2019 11:18 PM
7	perhaps make use of parking lots by making two story parking lots that would be multi-use allowing venues (ie art, music) allowed on 2nd story or roof for downtown activities?	7/17/2019 10:41 AM

## Main Street Corridor Survey

8	Infill with what? More development. Get rid of the ugly ugly strip malls! Do something brilliant with them	7/17/2019 9:20 AM
9	Old Town/Downtown Longmont needs more parking. For example the closed gas station next to The PumpHouse has been used as a parking lot since it closed. That area is always full. This should be a huge red flag for how badly parking is needed down town. If you are planning on more people living downtown you must accommodate parking for those individuals and those people coming downtown to support the local economy.	7/16/2019 6:54 AM
10	I don't park downtown enough to give input.	7/10/2019 5:30 AM
11	Parking is already hard to find, signs need to be placed to indicate that there is more parking in "underutilized parking lots" - where are these lots?	7/10/2019 3:15 AM
12	New construction needs to have ample parking spaces for tenants & guests	7/9/2019 12:34 PM
13	Sorry, don't think city knows the difference between a lot and a garage. The lots on behind the Main Street is good, accessible and fine.	7/9/2019 9:22 AM
14	Great idea. Consider redeveloping some parking lots e.g 4 in Old Town(downtown) to Urban plazas, meeting areas. Specifically lots between Main-Kimbark, Main-Coffman between 3rd Ave and 6th Ave. Remaining parking lots in this area should have 2-level parking garage to replace lost parking. The new urban plazas should be integrated with existing breezeways and upgraded alley ways ( Main-Kimbark, Main-Coffman ). Idea is that the entire Kimbark-Main-Coffman zone between 3rd Ave and 6th Ave is an 'integrated downtown'. The alley ways are a great asset that could be upgraded with paving stones, lighting/signage and sitting areas. Many of the businesses already have access from alley ways.	7/9/2019 7:12 AM
15	NO, do not take people's parking lots if they are unused, they are private property typically. You should require all new mainstreet construction to include parking lots or garages. What a failure to not require the developer of south main to include a garage. Total fail and miss on Longmont's part.	7/9/2019 4:23 AM
16	This concern needs to be more specific before I can answer.	7/9/2019 12:30 AM
17	Bespoke parking lots are in a good location, and their loss would hurt business. Development on those lots should be fine as long as parking is still provided. Dispersed parking options (as currently provided) preferred over a centralized parking structure.	7/7/2019 3:32 AM
18	I want to say no. If you remove parking for development, the way things go you're just going to need more parking for the new tenants. I would encourage consolidating satellite parking into several large, clearly marked parking lots. Let people walk from there, provided they have somewhere attractive they want to walk to. Only leave delivery and handicapped parking up close to the attractions.	7/5/2019 9:07 AM
19	Not necessarily. I want to know first, why are these parking structures underused? Do people know they are there? Is more signage needed? Are they difficult to get to or maneuver within? I would like to see existing parking structures be part of a solution to get parked cars moved off Main Street and onto parking lots if we have a bunch that are not being used now.	7/3/2019 2:47 PM
20	Where are these under utilized parking lots? Parking anywhere on Main Street is an exercise in futility. Just look at what the geniuses in Boulder accomplished.	7/3/2019 9:52 AM
21	problem with parking now - why would you eliminate any - do we not have a population goal that will fill these underutilized parking lots which will just compound the problem in the future?	7/3/2019 8:51 AM
22	I don't know what "infill" is	7/3/2019 8:27 AM
23	Depending on how the proposed plan is implemented, and the future development, these underutilized parking areas may become "gold" and a selling/development point. What about mixed use and parking structure development in those areas?	7/3/2019 8:01 AM

Q12 Input previously received from the community suggests that the Main Street Corridor could benefit from enhanced gateway signage or other entry features at the north and south ends of the corridor. What are the most important things to consider when thinking about gateway elements? (rank)

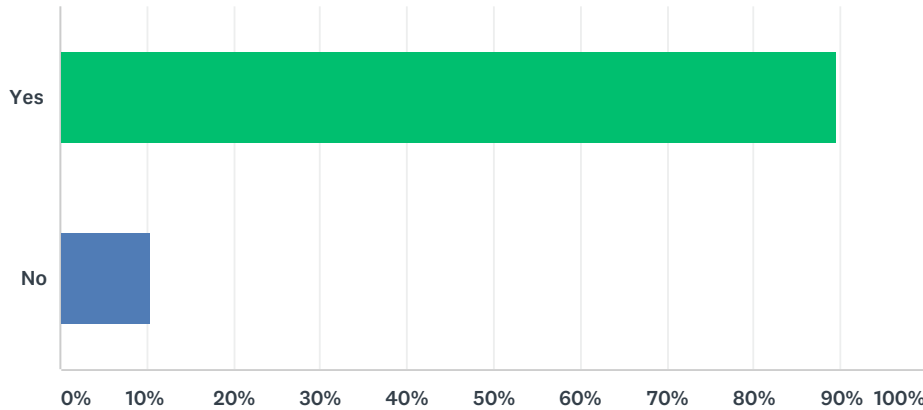
Answered: 392 Skipped: 25



	1	2	3	4	5	6	TOTAL	SCORE
Consistent branding throughout the corridor	19.51% 71	13.19% 48	17.03% 62	14.29% 52	12.91% 47	23.08% 84	364	3.43
Attractive signage	13.46% 49	22.53% 82	19.51% 71	20.33% 74	16.48% 60	7.69% 28	364	3.73
Landscaping	29.02% 110	15.04% 57	18.21% 69	14.25% 54	12.40% 47	11.08% 42	379	4.01
Size/readability of signage	22.93% 86	16.00% 60	16.00% 60	17.07% 64	17.87% 67	10.13% 38	375	3.79
Maps or other directional information	7.03% 26	15.95% 59	15.41% 57	15.95% 59	20.00% 74	25.68% 95	370	2.97
Other gateway features (lights, maps, artistic features, etc.)	10.78% 40	18.06% 67	14.29% 53	17.25% 64	18.87% 70	20.75% 77	371	3.22

Q13 The next section of questions asks specifically about the Old Town Character Area, which extends from 11th Ave. to the St. Vrain Creek. This area also encompasses Council’s Building STEAM area. Are you interested in providing feedback on this area:

Answered: 414 Skipped: 3

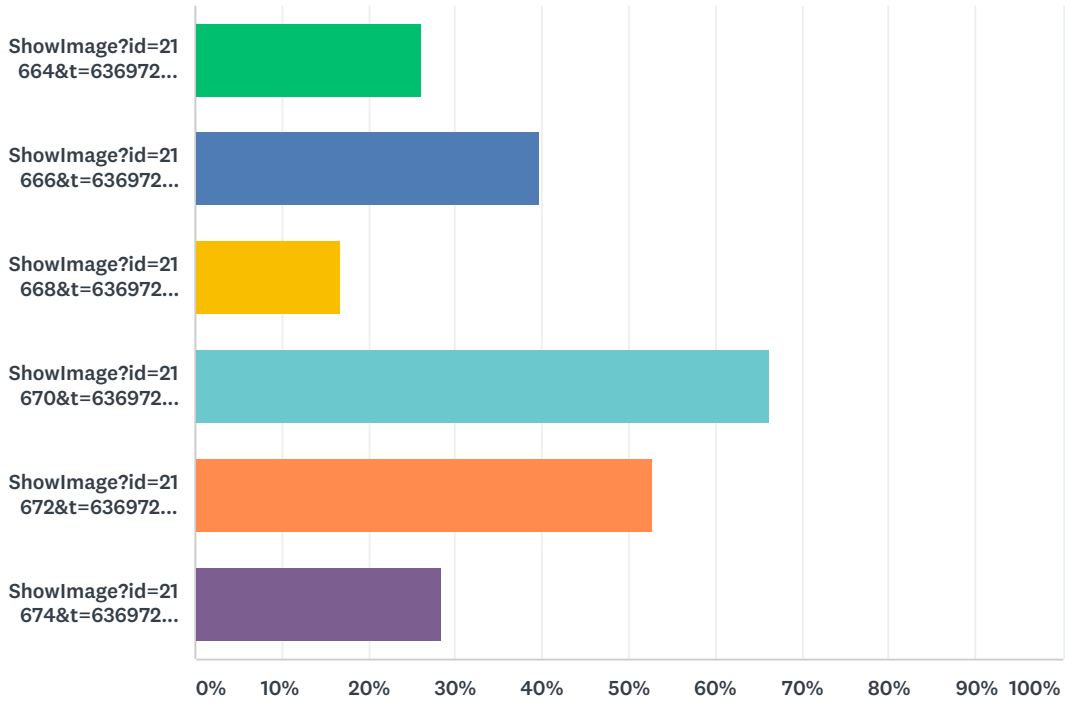








ANSWER CHOICES	RESPONSES	
Yes	89.61%	371
No	10.39%	43
TOTAL		414



**Q14 In thinking about items like building height, building scale, and design, which of the following building types would be appropriate for this area? Select all that apply for MIXED-USE BUILDINGS:**

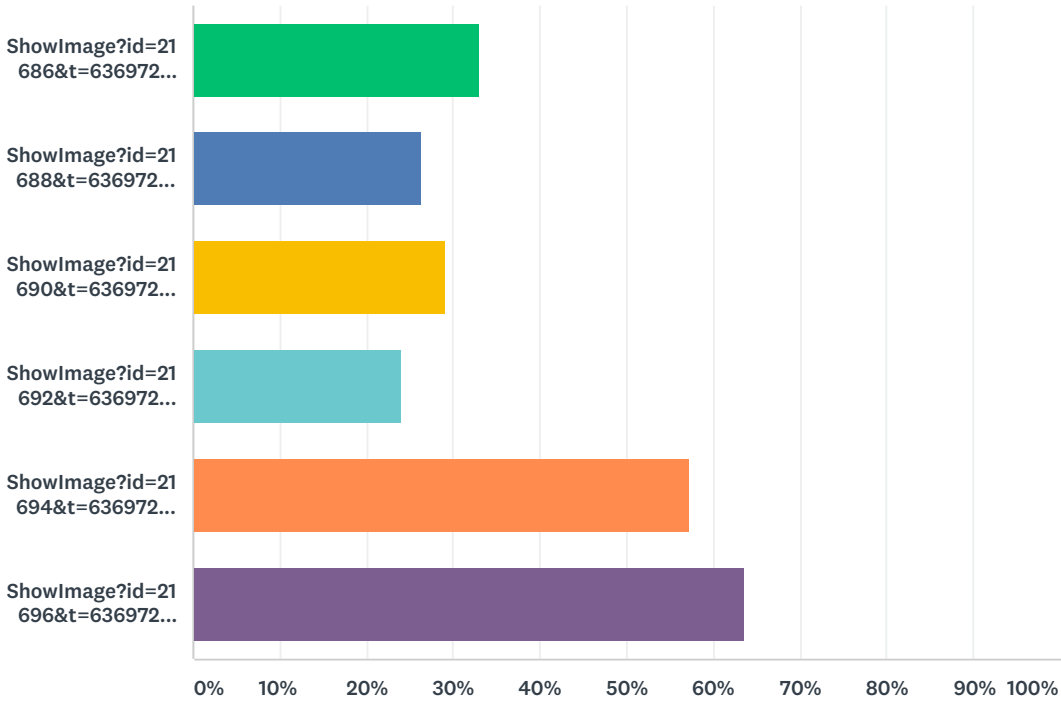
Answered: 345 Skipped: 72









ANSWER CHOICES	RESPONSES
	26.09% 90
	39.71% 137
	16.81% 58
	66.38% 229
	52.75% 182
	28.41% 98
Total Respondents: 345	

**Q15 In thinking about items like building height, building scale, and design, which of the following building types would be appropriate for this area? Select all that apply for RESIDENTIAL BUILDINGS:**

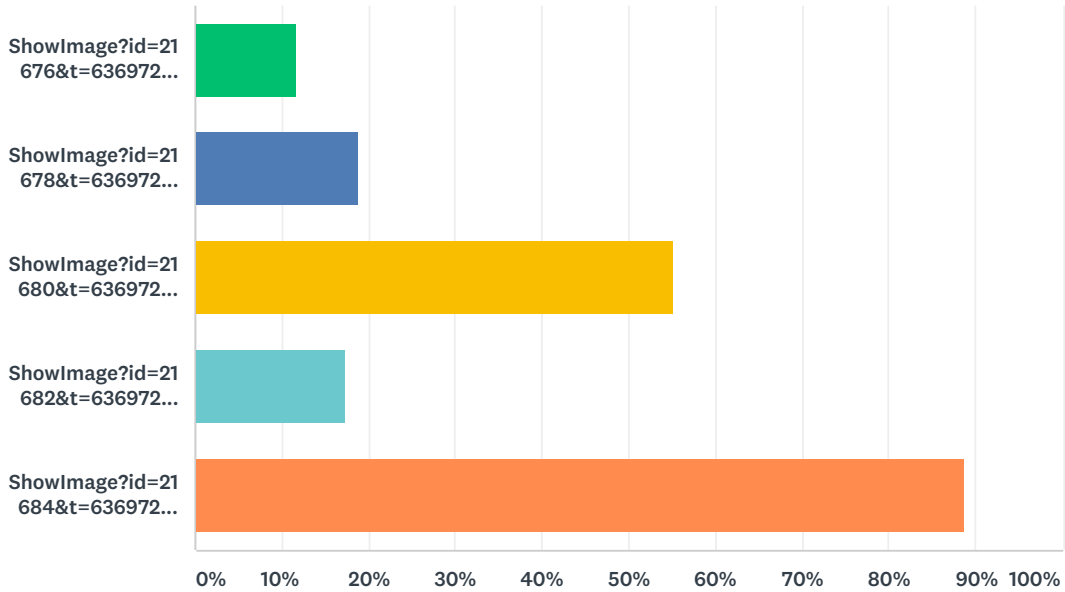
Answered: 344 Skipped: 73








ANSWER CHOICES	RESPONSES
	33.14% 114
	26.45% 91
	29.07% 100
	24.13% 83
	57.27% 197
	63.66% 219
Total Respondents: 344	

Q16 1- In thinking about items like building height, building scale, and design, which of the following building types would be appropriate for this area? Select all that apply for NON-RESIDENTIAL BUILDINGS:

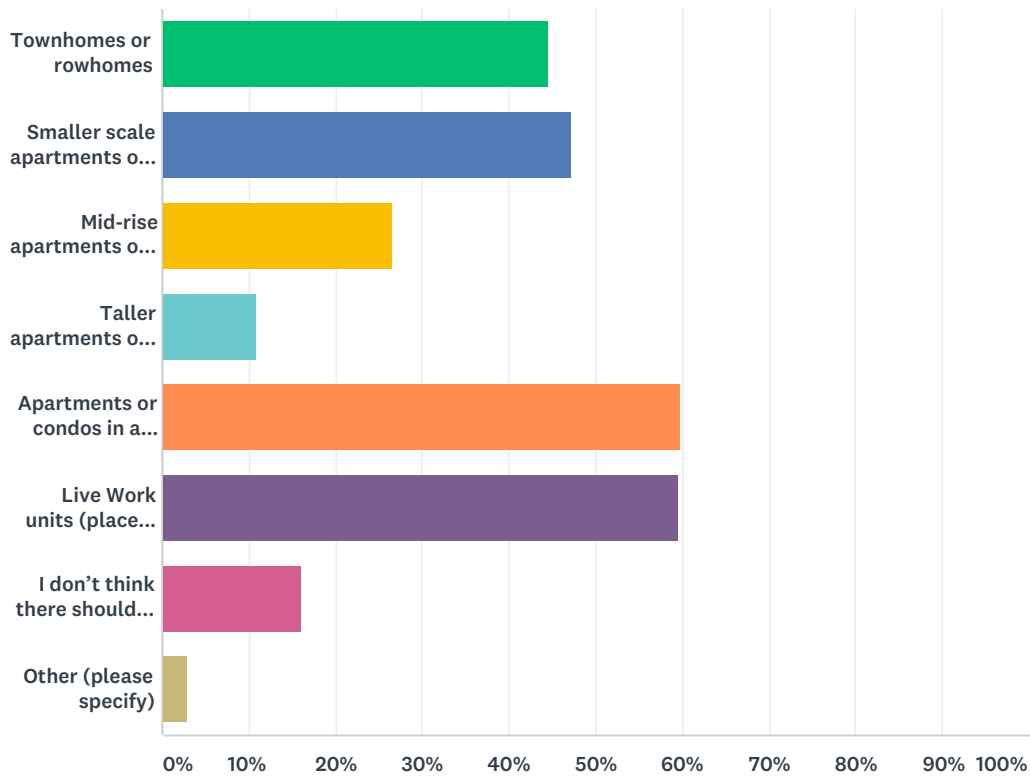
Answered: 357 Skipped: 60



ANSWER CHOICES	RESPONSES
	11.76% 42
	18.77% 67
	55.18% 197
	17.37% 62
	88.80% 317
Total Respondents: 357	

### Q17 If additional residential uses were added in this character area, what types of residential units would be appropriate? (select all that apply)

Answered: 366 Skipped: 51



ANSWER CHOICES	RESPONSES
Townhomes or rowhomes	44.54% 163
Smaller scale apartments or condos (2 - 3 stories)	47.27% 173
Mid-rise apartments or condos (4 - 5 stories)	26.50% 97
Taller apartments or condos (more than 5 stories)	10.93% 40
Apartments or condos in a mixed-use building (a "mix" of residential units with some other use like retail or office on main floor, generally 3 stories or more)	59.84% 219
Live Work units (places where people can live and have a studio, run a business, etc., generally 2 – 3 stories)	59.56% 218
I don't think there should be additional residential units in this part of the Main Street Corridor	16.12% 59
Other (please specify)	3.01% 11
Total Respondents: 366	

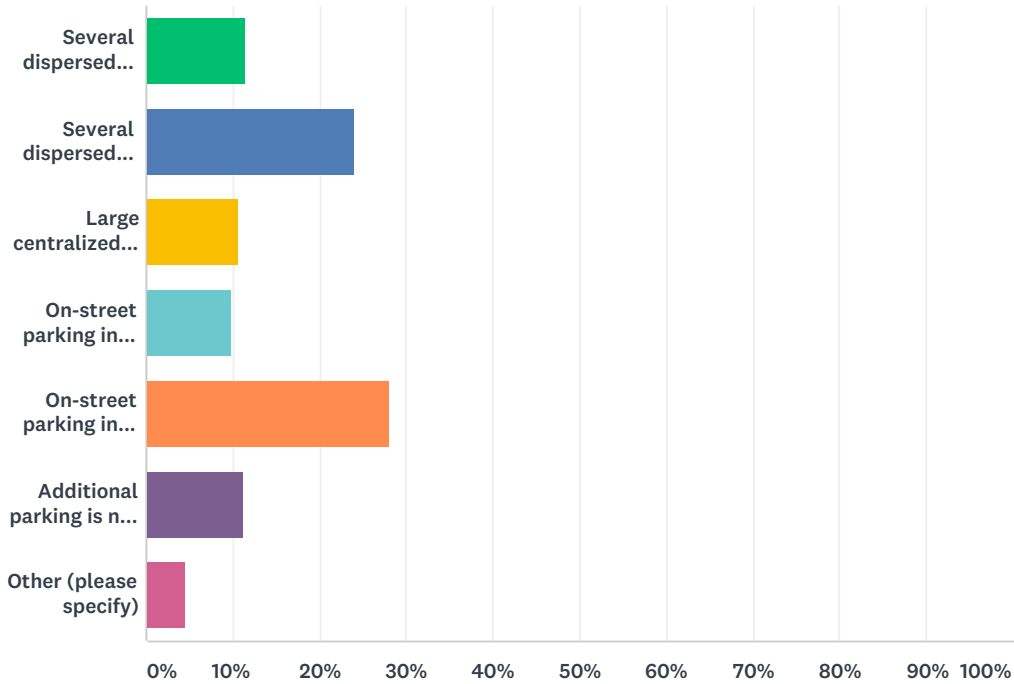
#	OTHER (PLEASE SPECIFY)	DATE
1	Let's keep our views and not go the Boulder route and build giant buildings that block our views	7/30/2019 9:00 AM
2	This section is manipulated to choose one of the options on the above questions without a "none of the above" option nor an opportunity to make a comment.	7/28/2019 5:52 AM
3	They should be energy efficient structures, utilizing solar and on demand water heaters, etc.	7/27/2019 3:33 PM

## Main Street Corridor Survey

4	Your visual preference selection sucks and represents bad ideas and bad design	7/17/2019 5:26 PM
5	All need to be green-built and in character with Longmont and Main Street	7/17/2019 10:44 AM
6	no taller than 3 stories	7/17/2019 4:43 AM
7	The pictured choices in #14, 15, and 16 are surprisingly unattractive. There must be better architects out there. Please, nothing more than 2-3 stories tall.	7/12/2019 11:28 AM
8	Thank you for including the negative.	7/10/2019 1:49 PM
9	None of the above. We do not need large ugly buildings on Main. The new building where the turkey plant used to be is the ugliest most disgusting monstrosity I have seen. Just plain ugly. Building like there have no place on ANYWHERE on Main Street.	7/10/2019 5:00 AM
10	Main Street is so transit rich in comparison to the rest of Longmont. Adding residential opportunities in the area adds to the vibrancy	7/6/2019 3:24 AM
11	This particular part of Longmont has the most character and should not be bombarded with modern high rise buildings with bold colors. The renditions of choices provided in previous questions were self-limiting as you might like architecture/style of one but not the height. Should provide better, more clear options.	7/3/2019 8:30 AM

### Q18 When thinking about future development and redevelopment in this area, what is the ideal configuration for automobile parking? (select top response)

Answered: 365 Skipped: 52



ANSWER CHOICES	RESPONSES	
Several dispersed surface lots (like what exists in the Downtown today)	11.51%	42
Several dispersed parking structures throughout the area	24.11%	88
Large centralized parking structures in a few locations	10.68%	39
On-street parking in conjunction with surface lots	9.86%	36
On-street parking in conjunction with parking structures	27.95%	102
Additional parking is not necessary; identify other ways to manage the parking that already exists	11.23%	41
Other (please specify)	4.66%	17
<b>TOTAL</b>		<b>365</b>

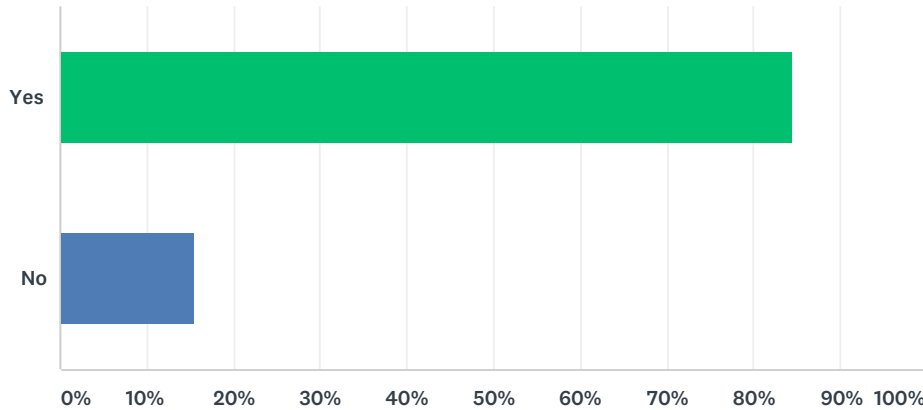
#	OTHER (PLEASE SPECIFY)	DATE
1	Or we invest in incredible local transit that is public and sustainable and carbon free so we don't need parking	7/30/2019 7:51 AM
2	Please use diagonal parking instead of parallel parking.	7/29/2019 9:30 AM
3	On-street parking in conjunction with surface lots, but WITH APPROPRIATE HANDICAP PARKING. Every parking lot the city has approved in the last few years has VIOLATED the handicap parking laws for placement of spots, signs, and access aisles. Have the city follow the law and do it right the first time. This is unacceptable behavior!	7/27/2019 9:33 AM

## Main Street Corridor Survey

4	Parking garages that concentrate parking to a small area that has access from streets parallel to Main so that it doesn't congest Main. City should promote pedestrian activity since the Downtown area is bikeable from most residential communities. Parking should really be for out of towners.	7/18/2019 4:40 AM
5	need efficient/green shuttles/trolleys	7/17/2019 10:44 AM
6	More efficient for multi modal transport.	7/10/2019 6:39 AM
7	Developers should be required to address the parking needs of residents and businesses in their designs or contribute to the City's preferred parking solution.	7/10/2019 4:37 AM
8	Reduce main Street to one lane, and use the other lane for head in parking	7/9/2019 4:45 PM
9	I believe there are apps that will tell you where a parking space is available.	7/9/2019 3:15 PM
10	Build parking into each new structure. Very surprised you didn't include this (think: Roosevelt apartment building).	7/9/2019 2:57 PM
11	On street parking in conjunction with one or more large centralized parking structures ( 2 - level ). Of the six existing parking lots between Kimbark-Main-Coffman/3rd Ave-6th Ave I would consider converting the 3rd Ave and 6th St lots ( 4 total ) to urban plazas. The two(2) remaining lots should be converted to large centralized parking structures.	7/9/2019 7:20 AM
12	i really like the underground model that is used at the big building off walnut in Boulder w/ ruebens in it	7/7/2019 3:26 PM
13	Rather than adding additional parking, it may be time for Longmont to charge for parking. When land is at a premium and people are so auto dependent, helping people to see the true costs of driving is what it will take to further enhance the walkability, bike ability, and transit use that makes today's cities thrive	7/6/2019 3:24 AM
14	Discourage parking by providing convenient public transportation.	7/5/2019 4:04 PM
15	underground parking with elevators such as under the library	7/4/2019 8:19 AM
16	underground parking in newly developed areas	7/3/2019 12:01 PM
17	Make the builders of these buildings include parking within the buildings they are privileged to build!	7/3/2019 8:29 AM

Q19 The next section asks specifically about the North Main and Midtown Character Areas, which extend from 11th Avenue on the south to Highway 66 on the north. Are you interested in providing feedback on this area:

Answered: 392 Skipped: 25

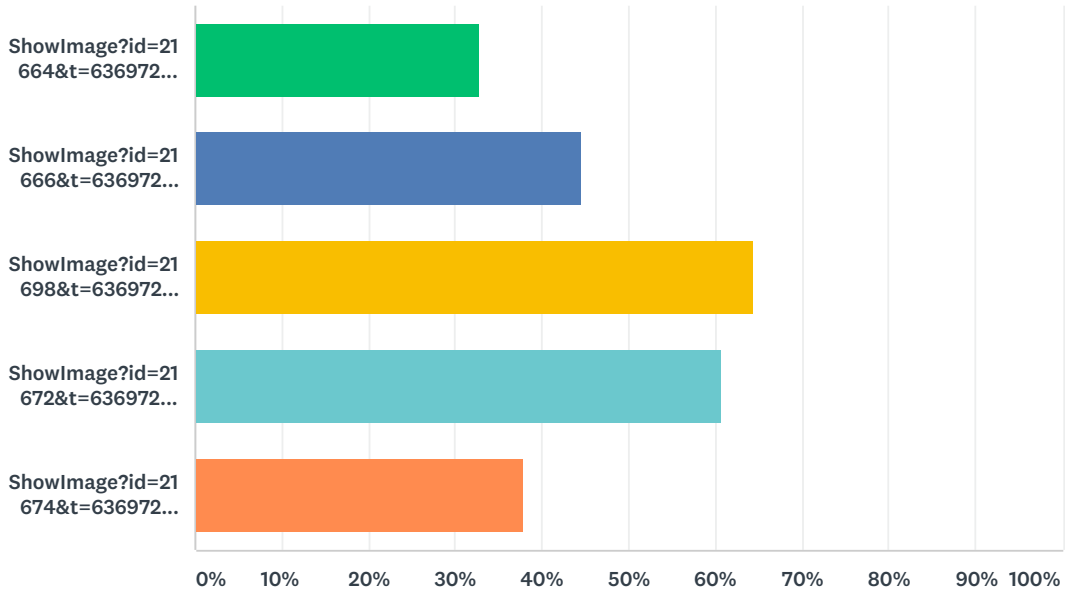







ANSWER CHOICES	RESPONSES	
Yes	84.44%	331
No	15.56%	61
TOTAL		392



**Q20 In thinking about items like building height, building scale, and design, which of the following building types would be appropriate for this area? Select all that apply for MIXED-USE BUILDINGS:**

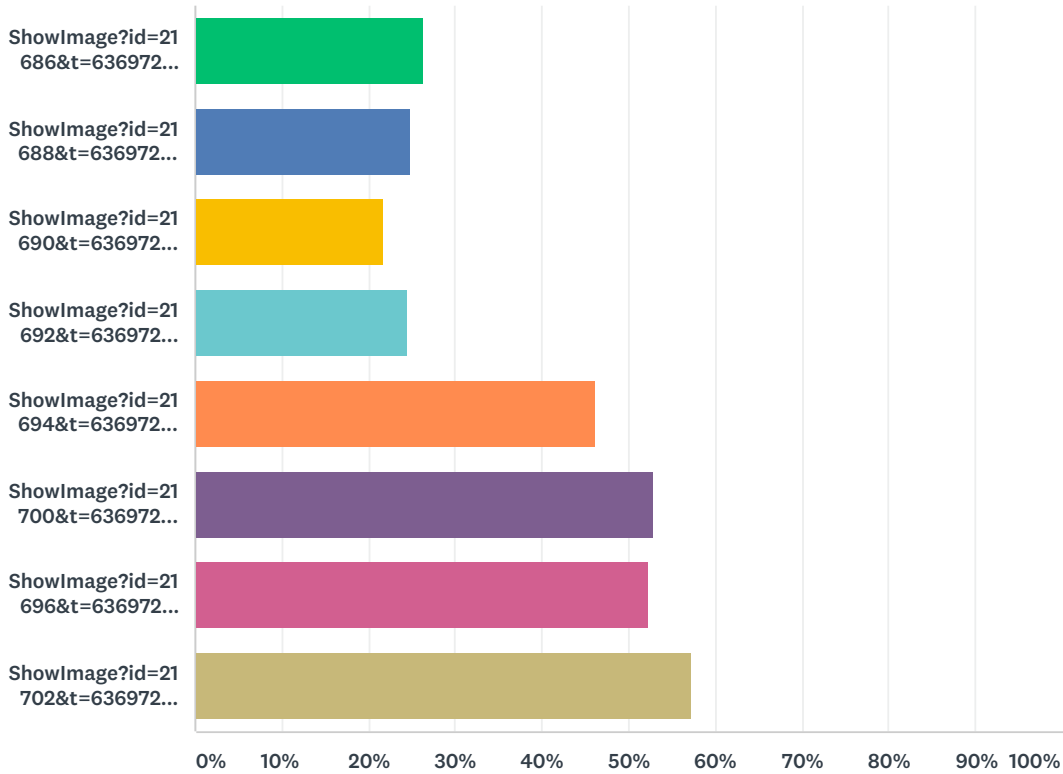
Answered: 298 Skipped: 119











ANSWER CHOICES	RESPONSES
	32.89% 98
	44.63% 133
	64.43% 192
	60.74% 181
	37.92% 113
Total Respondents: 298	

Q21 In thinking about items like building height, building scale, and design, which of the following building types would be appropriate for this area? Select all that apply for RESIDENTIAL BUILDINGS:

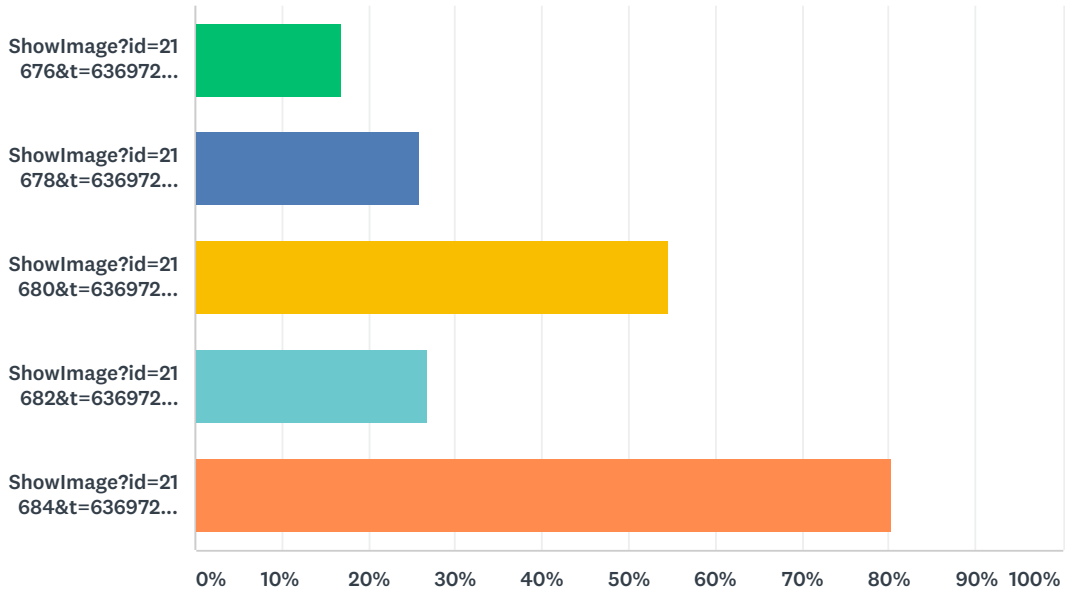
Answered: 314 Skipped: 103








ANSWER CHOICES	RESPONSES
	26.43% 83
	24.84% 78
	21.66% 68
	24.52% 77
	46.18% 145
	52.87% 166
	52.23% 164
	57.32% 180
Total Respondents: 314	

**Q22 In thinking about items like building height, building scale, and design, which of the following building types would be appropriate for this area? Select all that apply for NON-RESIDENTIAL BUILDINGS:**

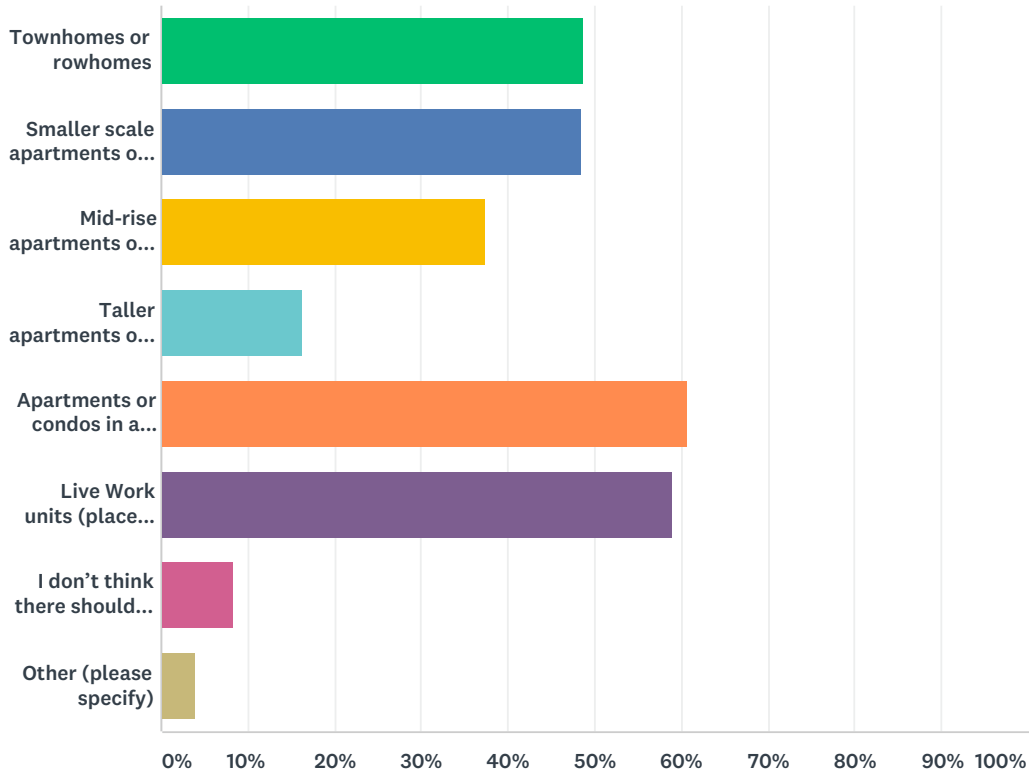
Answered: 320 Skipped: 97



ANSWER CHOICES	RESPONSES
	16.88% 54
	25.94% 83
	54.69% 175
	26.88% 86
	80.31% 257
Total Respondents: 320	

**Q23 If additional residential uses were added in these character areas, what types of residential units would be appropriate? (select all that apply)**

Answered: 326 Skipped: 91



ANSWER CHOICES	RESPONSES
Townhomes or rowhomes	48.77% 159
Smaller scale apartments or condos (2 - 3 stories)	48.47% 158
Mid-rise apartments or condos (4 - 5 stories)	37.42% 122
Taller apartments or condos (more than 5 stories)	16.26% 53
Apartments or condos in a mixed-use building (a "mix" of residential units with some other use like retail or office on main floor, generally 3 stories or more)	60.74% 198
Live Work units (places where people can live and have a studio, run a business, etc., generally 2 – 3 stories)	58.90% 192
I don't think there should be additional residential units in this part of the Main Street Corridor	8.28% 27
Other (please specify)	3.99% 13
Total Respondents: 326	

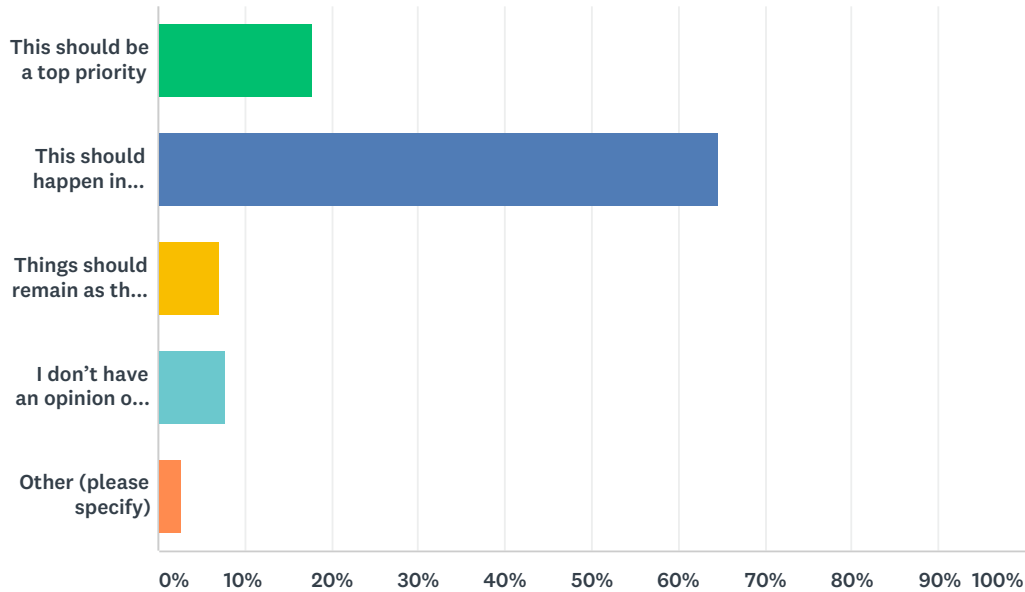
#	OTHER (PLEASE SPECIFY)	DATE
1	Same comment as previous section - this section is also manipulative. by not providing a "none of the above" option nor opportunity for comments/other input.	7/28/2019 5:54 AM

## Main Street Corridor Survey

2	Structures should be energy efficient, incorporate solar and should be modestly priced for lower middle-class incomes (teachers, etc) with a 15% low income to meet the housing needs of those who are currently living in low cost housing. Skip the granite and focus on efficiency and safety. Consider the congestion that we already experience on Main Street. At some point we have to consider what this city can absorb without losing its appeal. Growth for the same of growth isn't always smart. Finding homes for people who struggle on the low end of the economic spectrum is.	7/27/2019 3:52 PM
3	All of the examples are to urban	7/27/2019 1:35 AM
4	Perhaps row homes, but I'm mostly concerned about height. I like a maximum height to be 2 stories for all development in the northern corridor, and am not fond of any of the options listed. It may be tempting for city officials to look at the northern end of the corridor for tall nonresidential buildings. This area has a view corridor to the west that in my opinion needs to be respected. I fully understand that development will occur. I support having residential options that are seriously affordable, not just at the highest end of affordability. Longmont has a reputation for being supportive of lower income families and I would like that to continue.	7/26/2019 3:21 AM
5	Don't add low income housing into established neighborhoods	7/22/2019 11:18 AM
6	Nothing over two stories	7/19/2019 4:47 PM
7	These units should have character and not have that generic "cold" construction. Longmont has unique architectural features in Old Town and we should continue that flavor and honor it. Otherwise we'll be another generic town.	7/18/2019 4:42 AM
8	The city needs to hire a company that understands good design before forcing us to choose the least unattractive design and plan	7/17/2019 5:34 PM
9	again, all green-built/efficient with solar	7/17/2019 10:46 AM
10	I picked two (the new pictures) for #21 but don't think they should be on Main St.	7/12/2019 11:35 AM
11	O	7/3/2019 6:44 PM
12	FWIW all of these building designs are so generic. Would prefer more character in the building design on all of these questions	7/3/2019 12:03 PM
13	These building designs are terrible. Think about how tacky these "modern" designs will look in 30 years; it'll be the equivalent of Longmont being stuck in the 70s and you'll have to do this all over again.	7/3/2019 7:55 AM

**Q24 Increasing access control through things like adding medians, consolidating entrances and exits, restricting turning movements, etc. can have a positive impact on safety. What is your level of support for establishing more controlled access to Main Street? (select one)**

Answered: 326 Skipped: 91



ANSWER CHOICES	RESPONSES
This should be a top priority	17.79% 58
This should happen in conjunction with redevelopment	64.72% 211
Things should remain as they are	7.06% 23
I don't have an opinion on this	7.67% 25
Other (please specify)	2.76% 9
<b>TOTAL</b>	<b>326</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	Increasing residences on main street is going to increase traffic. Flashing lights at mid-street crossings to make them safer and allow pedestrians to avoid intersections where drivers regularly disregard the rules of the road and make dangerous and illegal turns in the presence of pedestrians.	7/27/2019 3:52 PM
2	This is more of the same from the City. All of these moves are designed to speed up traffic which kills retail. But pretty pictures will be presented by public works and people will unwittingly support it not realizing it is there covert way of increasing the speed limit to Mach 3. Quit eliminating access to businesses and restricting left turns which speed up traffic.	7/17/2019 5:34 PM
3	I don't care I never walk on main street, and drive on it as little as possible.	7/17/2019 3:42 PM
4	Restricting access along the corridor may improve safety, but at the expense of limiting availability to those entities along the corridor. Seems to defeat the purpose of improving the corridor	7/14/2019 2:48 AM
5	Safety would be better improved by enforcement of traffic laws instead!	7/12/2019 11:35 AM

## Main Street Corridor Survey

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6	This should happen in conjunction with redevelopment and funded by developers as a condition of development approval.	7/10/2019 4:39 AM
7	Be careful to not trade one activity to accommodate another.	7/9/2019 9:26 AM
8	I support this idea, but I strongly encourage not planting medians with landscaping. Landscaping blocks driver vision and makes the roads more dangerous for turning drivers.	7/9/2019 3:50 AM
9	If we restrict turning on all parts of Main Street we won't be able to ever go east/west - I don't think that is ideal solution. Should consider options based on what is approved to be developed. Concerned that from 66 to South Longmont will become 25 mph and never make it across town in a timely fashion.	7/3/2019 8:34 AM

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## Q25 Are there any other specific things you would like to share regarding the Main Street Corridor Plan?

Answered: 154 Skipped: 263

#	RESPONSES	DATE
1	Keep the small town feel that we love so much about Longmont. We aren't happy with how downtown Pearl street has blown up with giant high rises, and prefer smaller boutique stores rather than chains. Incorporate more nature in the design and less floors on the buildings.	7/30/2019 9:04 AM
2	I appreciate the large flower planters in downtown, and the trees along the street. I hope water-smart plantings will continue to feature in your planning.	7/30/2019 8:04 AM
3	Sustainable design for a carbon free future is key! Keep some of the wild environment wild!	7/30/2019 7:51 AM
4	South bound traffic should be moved to Coffman St from 11th Ave to 2nd/1st Ave, allowing for two northbound lanes on Main and two south bound on Coffman and accommodating improved transportation options (protected bike lanes, pullout bus stops, larger sidewalks), along with a parking lane, outdoor seating for restaurants, and activity spaces similar to Pearl St Mall that will generate activity and draw more people to local businesses without inhibiting traffic flow. CDOT has approved this in other locations such as Loveland and it would distribute downtown business demand over a larger area, enabling more density on Coffman where there are multiple opportunities for new mixed-use buildings to be developed.	7/30/2019 7:33 AM
5	connection to the St Vrain Greenway for bikes and pedestrians	7/29/2019 11:07 AM
6	Please keep the character of main street, utilizing its historic buildings and quaintness to insure it has that small town feel.	7/29/2019 9:33 AM
7	Progress is imminent. I hope consideration will contain safety features, along with visual appeal. Keeping Longmont clean and sustainable is part of what is important now.	7/29/2019 6:02 AM
8	Safety is a major concern for vehicles and pedestrians. Remove the large delivery trucks onto side streets especially in the 11th to 3rd areas to make it safer for vehicles to be able to see pedestrians as well as signal lights. Since this part of town is attractive (may need more planters extending to 9th or 11th) it is harder to move vehicles through and to see pedestrians when restricted by large delivery vehicles. Having the trucks on side streets would make it easier for them to turn and make deliveries. Possible pedestrian lights similar to Boulder in the middle of the street crossings would move people and vehicles safer and faster.	7/28/2019 10:25 AM
9	I believe strongly that any development should be environmentally sustainable and use Best practices to being green built. I also am concerned about the amount of input the city is getting from the current business owners/renters who operate in the corridor. I fear they will be priced out of the new development.	7/28/2019 9:55 AM
10	This entire concept plan is not about supporting a sustainable city which involves a mindset of accepting and working with things as they are and making simple/sustainably-focused "improvements" to support what already exists.	7/28/2019 5:56 AM
11	We have a thriving downtown business area where restaurants are relatively busy and parking is barely sufficient. This seems to meet the demands of the population. "if we build it, they will come" is not a good way to approach development. Building up near the saint Vrain puts the wild life and green space at risk, poses flooding risks and most of all, will drain business away from downtown. There are still too many shops in the central downtown area that struggle and come and go. There are still vacancies in the shopping strip malls throughout the city. We don't need to build business along the st vrain. The idea that we can have our own little San Antonio is silly. We don't have the climate. Boulder business along the creek is limited and what is there is actually not what is booming. It isn't a draw. The novelty will wear off and we will have the same vacancy rates as elsewhere. building up along the main street corridor over, for instance, Hover is just going to increase congestion. We should be looking at available space through the city, east to west, that is not in the flood plain, to provide more affordable housing.	7/27/2019 3:52 PM



## Main Street Corridor Survey

12	I hope development can be sensitive to our being an all inclusive community, giving opportunities for small businesses and art/music. Rents are too high for this: the Muse Gallery had to leave because of the rent! Rents need to be addressed to maintain diversity and opportunity.	7/27/2019 3:48 PM
13	Most people that have been here for a while moved here because they liked Longmont's affordability and diversity. This plan seems like it is trying to "improve" our city to a point where it attracts more elites, thereby further forcing out our diverse and under served population as well as contributing to a lesser quality of life with increased costs, traffic, and general congestion.	7/27/2019 2:11 PM
14	In Character Area 1 as you head south, the numerous right turn lanes are FABULOUS! If these could be implemented along the corridor, especially in character area 2, I feel that would make that section much safer and would help with traffic. Additionally, more lights need left turn arrows.	7/27/2019 1:56 PM
15	Please consider low buildings and views to our natural resources that make Longmont unique: our St. Vrain corridor and mountains to the west that can be seen in much of Longmont. I don't feel that residential occupancy on Main St. is a priority given the need for more diverse business enterprises in the area from 5th Avenue north.	7/27/2019 1:03 PM
16	Most of the building concepts shown are horrible and would immediately be eyesores. Except for a few older buildings that could use rehabilitation I don't see much need to "fix" the Main Street corridor. Don't do it to change things and screw it up.	7/27/2019 11:39 AM
17	More local shops and local artists. More clothing shops.	7/27/2019 9:45 AM
18	The city needs to address handicap parking. It consistently violates the lawful number of spots, signs, size of spots, placement of spots, and access aisles. This is unacceptable!	7/27/2019 9:35 AM
19	I hope any development would retain our historic "small town" character in the Old Town section of Main St. One of the reasons I moved to Longmont is because of the charm of Main St with locally-owned shops and restaurants. We should keep that part as our "jewel of the city". Please keep Old Town walkable and appealing as a social center. Thank you!	7/27/2019 9:09 AM
20	I like the extra-wide tree lawns between the sidewalks and Main Street, but all the side accesses make Main very dangerous north of 9th.	7/27/2019 8:06 AM
21	None	7/27/2019 7:43 AM
22	For old town area, most of the retail, restaurants, and breweris are right on main st, would like to see them expand out to Kimbark and cover more of a 2 dimensional area instead of being so linear. I always like to compare to Ft. Collins, they have done well.	7/27/2019 2:28 AM
23	Move 287 from 1st to 9th underground	7/27/2019 1:37 AM
24	You need to be aware of the transient population problem. My main concern about adding "plazas" and parks is that it will make the problem worse. We have constant vandalism at our building as it is currently, my hope is redevelopment would take this into consideration and help to alleviate the problem.	7/27/2019 12:53 AM
25	Congestion on south Main at 119 is getting worse all the time. The turn signals and lanes are not adequate. In the stretch from 3rd to 9th there are a ton of pedestrian crossing signs but people ignore them. There needs to be signals peds can activate to show drivers someone is waiting to cross.	7/26/2019 11:22 AM
26	No	7/26/2019 10:31 AM
27	It would be so nice to have a pedestrian area downtown instead of prioritizing streets and cars.	7/26/2019 8:18 AM
28	Thank you for your work done in the past and future!	7/26/2019 3:51 AM
29	Please consider view corridors during any and all development. Environmental concerns are not addressed in this survey, so I would like to voice my opinion that development needs to consider the western environment in which we live. Semi-arid, mountain views, wildlife, all need to be scrutinized before building. Also, small "pocket" parks are useless in my opinion. Water features, playground or outdoor workout equipment are more inviting and useful.	7/26/2019 3:22 AM
30	Ambitious and exciting direction for our city.	7/25/2019 6:45 PM
31	I think that some issues ought to have been covered here, electric vehicle charging stations for both visitors and residents for example.	7/25/2019 2:39 PM
32	I would like to see more police presence to curtail speed issues, cruising and aggressive driving all along the corridor.	7/25/2019 2:30 PM

## Main Street Corridor Survey

33	Try driving around town and then justifying more development of any kind. This is insanity.	7/25/2019 2:28 PM
34	Install left turn arrows! It would really help!	7/25/2019 12:04 PM
35	There should be an emphasis on green building such as green roofs, energy-saving design (perhaps LEED certification), and equal access to trash, recycling AND composting facilities. Also, east of Main Street should not be gentrified.	7/25/2019 11:36 AM
36	please be cautious of the traffic going onto the nearby streets. Bowen between Mtn View and 17th already gets so much traffic going through and I really can't see adding more. Safety is already a concern of mine and I can't imagine how bad it will be with more traffic.	7/25/2019 8:54 AM
37	A lot of work needs to be done to make this a more holistic plan, including working with Historic Preservation commission, enacting design guidelines, and ensuring environmental sustainable building and inclusion of spaces.	7/25/2019 5:33 AM
38	Develop plan for safety with regards to removing the homeless clutter, debris and filth.	7/24/2019 1:43 PM
39	Parking and traffic management needs to be a critical part of any redevelopment effort, to avoid excessive traffic in neighborhoods adjacent to Main.	7/23/2019 4:56 PM
40	I think it's important to keep development in line with existing neighborhoods. I don't agree with sandwiching a high density apartment complex in between single family homes. Apartments should be next to other apartments and retail, and single family homes/townhomes should be near other single family homes.	7/23/2019 3:43 PM
41	The HOPE/Faith Baptist homeless shelter is a huge concern. Although near Main St, is completely in a residential neighborhood. High density housing is NOT in the best interest of the city. Do not maximize density and lower development standards (quality, landscaping, etc) to incentivize developers. Catering to developers should not be the city's priority.	7/23/2019 12:13 PM
42	control	7/23/2019 10:59 AM
43	No development on 15 & 16	7/23/2019 9:34 AM
44	Quality of life was not mentioned. Why? Get the transients, druggies, out of this town, stop coddling them. They hurt businesses and add nothing but crime to our town.	7/22/2019 1:35 PM
45	No	7/22/2019 9:02 AM
46	Thank you for continuing to improve our city, and including our community in the decision-making process!	7/22/2019 6:53 AM
47	Please consider limiting development	7/22/2019 6:31 AM
48	1) Enact sane parking rules for the people who work in Main Street businesses. Having to move your car every 2 hours is totally ridiculous and anti-business. 2) The "Creative District" branding is silly and eye-roll inducing. Something like "entertainment and culture corridor" makes more sense. 3) Zone out unappealing businesses such as pawn shops. 4) Develop multistory parking structures on adjacent streets like Kimbark and Collyer.	7/22/2019 5:46 AM
49	The crosswalk at 6th and Main needs better attention to speeders and red light chasers-also could use a little more time for crossing.	7/22/2019 4:50 AM
50	Historic buildings have excessively deep (retail) business bays on the ground floor. Can't these be retrofitted to allow splits front-to-back? That is, one half accessible from Main, half from Kimbark or Coffman, and with a demising wall inside.	7/22/2019 3:10 AM
51	As a resident of the 1600 block of Gay St and witness to the 100s of bicycle riders who use Gay St to travel north and south through town; please consider their safety in regards to automobile speed and width of the bicycle lane on Gay St. Cars regularly travel above the posted speed limit. Please consider lowering or perhaps more stop signs or speed bumps similar to Sunset. The hazard of being "doored" by the on-street parking is real. Would a protected bicycle lane work for Gay St? Thank you for reading.	7/21/2019 2:50 PM
52	Keep the Victorian architecture/personality of this area - no modern designs!	7/19/2019 7:17 AM
53	Most concerned with maintaining a human scale (size of structures and lower density) and the character of old town style and landscaping which makes it interesting and inviting. I understand that progress, change and development are inevitable and can be exciting, (also that these ideas are to come into being over the next 20 years?). I am all for the arts and education, but I am also wondering what is the basis for deciding on the amount of structure increase and density required for housing and business by 2040, etc?	7/19/2019 4:16 AM

## Main Street Corridor Survey

54	Don't ruin the infrastructure by installing bus lanes and try to improve other north south routes to somewhat alleviate the use of Main Street.	7/19/2019 3:05 AM
55	I am a big proponent of having more living space on an near main street to support the businesses along the corridor with designs that encourage people to get to places on foot or on bike. Parking is already an issue and I think a municipal or public/private parking garage is needed.	7/19/2019 2:15 AM
56	Can we make it safer to women to be pedestrians in the corridor after sunset? It has become a space for transients/homeless to congregate and use drugs and make comments to me.	7/18/2019 4:45 AM
57	Please don't ignore N Main St. I'm glad you're focusing on more than the section between 3rd and Longs Peak. N Main has been ignored for years and it's a shame that such a major entrance to the town looks so shabby. Green space, pretty medians and friendlier walking would help immensely!	7/17/2019 11:28 PM
58	These plans are extremely over ambitious. Hire a designer that has a portfolio of projects that they have implementing improving cities one block at a time. Longmont should focus on five block units to improve at a time and nothing more.	7/17/2019 5:38 PM
59	Bike paths, bike paths, bike paths! Longmont never puts in bike paths!	7/17/2019 1:11 PM
60	North Main corridor needs updating in terms of businesses and walkability. Have Street medians that extend up to highway 66 and plant trees. Also, please redesign 3rd and sunset. No one stops at there respective stop line, and it makes it confusing as to whether someone is stopping because they just arrived at the stop sign, or they were in the middling of proceeding through the intersection.	7/17/2019 11:28 AM
61	All development and re-development must be done with state-of-the art green building including solar and ample green spaces, be aesthetically pleasing & also needs to involve LOTS of more mature trees to provide shade, beauty and combat climate change. Also, alternatives to driving like trolleys/shuttles that are electric-powered is necessary as is ample charging stations and preferred parking for e-vehicles.	7/17/2019 10:50 AM
62	Walking mall from 3 through 6th! Longmont needed to plan a detour for the state highway a long time ago!	7/17/2019 9:46 AM
63	If you build a performing arts center, please place it in a location with ample parking, ease of public transportation, a spot away from extra noise factors, and a big enough campus for surrounding greenways for public art and enjoyment. Also if a hotel could be built nearby, that would be good to promote tourism.	7/17/2019 8:38 AM
64	Mid-Block crossing on main street are unnecessary and dangerous. The blocks are not that long and I've witnessed so many almost accidents involving car on car and car on human	7/17/2019 8:33 AM
65	My greatest request would be for the City to move forward with negotiations RE rerouting Hwy 287 to an alternate parallel street to Main St and shutting down traffic on Main St for a pedestrian mall.	7/17/2019 7:15 AM
66	Don't spend \$75,000+ on one "entry" sign	7/17/2019 4:48 AM
67	I think Main is really coming along. I think parking is a big issue for my family and I. The new restaurants and stores coming in are awesome and it's great to see the activity down on main! I have lived here for 22 years and when we moved here Main was a place to avoid, we are now down there weekly. Thank you for all your hard work! We love this community!	7/16/2019 8:46 AM
68	Old Town/Downtown should maintain the vintage/historic look. This should be a main priority. Other corridors that do not have these types of structures can be more modern. Also, in Old Town/Downtown all store fronts should be food or retail. Offices and businesses who do not depend on foot traffic should be relocated to 2nd floor and above units, side/back entrances, or a street just off Main. Such as Kimbark or Coffman.	7/16/2019 7:05 AM
69	No	7/14/2019 3:51 PM
70	Do not bring mixed use zoning into existing residential areas. Change back zoning to residential use on 15th Ave. that was changed September 2018.	7/13/2019 3:35 AM
71	I don't think we should remove existing parking lots in order to add buildings, because Longmont will never have enough public transportation to allow us to more or less eliminate cars. Most of all, please don't change the character of Longmont by allowing tall buildings, whether along Main Street or anywhere else!!!	7/12/2019 11:58 AM
72	We definitely need to invest in north main, it's looking quite neglected	7/12/2019 8:50 AM

## Main Street Corridor Survey

73	I think Old Town Main Street should be somewhat inviolate with mainly businesses and cultural institutions, but that 11th - 66 should have apartment buildings and mixed live-work studios as well as businesses. Please include some affordable options for our poorer residents. They have a right to work and live in Longmont.	7/11/2019 7:08 AM
74	Leave the old structures and buildings that give historic downtown it's character. Do more beautifying with additional green areas including trees, flowers, and other plants.	7/11/2019 4:40 AM
75	north main needs high end dining	7/11/2019 3:54 AM
76	Get rid of the low income places to stay- ie... the lamplighter!!	7/10/2019 11:29 AM
77	bus signal priority, bus lanes... SH 119 BRT and 324 need to be fast, efficient, reliable on the Main St corridor. Taking the bus should be the fastest option to traverse Longmont on Main St	7/10/2019 11:06 AM
78	Pedestrian bridge or tunnel to decrease Jay walking.	7/10/2019 10:49 AM
79	Nope	7/10/2019 10:39 AM
80	Simple but please use light up crosswalks mid block like they have in boulder and dont allow right on red - stopped jogging downtown because I repeatedly almost was run over.	7/10/2019 8:03 AM
81	Don't bother with it - let property owners build what people want	7/10/2019 5:54 AM
82	I'm fully support the direction things seem to be heading, but my one concern relates to adding more green spaces/parks/gathering places and how that might draw in more transients and end up feeling unwelcoming and unsafe.	7/10/2019 5:47 AM
83	No, but thank you for conducting this survey!	7/10/2019 5:39 AM
84	Property owners should get some rights, especially with the taxes they pay in business buildings/properties.	7/10/2019 5:10 AM
85	I love the new laws restricting smoking, vaping, loitering etc. Any old laws and and new laws need to be enforced. That is what I am paying taxed for and that is the level of service I expect. You will have complainers that say you are taking away their rights. Bull.. Following the laws is not taking away anyone's rights. Enforcing the laws is making life more enjoyable for the masses. If the complainers don't like following the laws, can move to a more open unlawful city. Chicago comes to mind.	7/10/2019 5:07 AM
86	Residents rarely travel north of 11th ave. so something needs to be done to clean up the northern part of Main. That nasty gas station at 19th/Main is a meth-magnet. What are you going to do to make this part of town feel like it belongs in the same zip code as 11th-Prospect? That part of town is like an extension of Greeley. It's gross.	7/10/2019 4:55 AM
87	Feeling safe in the Main Street corridor does have some connection to traffic, but it also requires attracting businesses that draw the community. The prevalence of pay-day lenders isn't doing the trick. Also, the homelessness situation needs to be addressed. Certain members of the homeless community on Main Street are aggressive toward other pedestrians. Finally, Longmont is regarded as a family-friendly community, and it would be wonderful to see any redevelopment plan take children's perspectives into account.	7/10/2019 4:42 AM
88	Would be best if traffic on Main could be diverted elsewhere like Coffma and Kinlmbark. I'm sure that won't happen Any of the ideas suggested would not help make the downtown area more pleasant as a place to spend time. Ft. Collins and Pearl St. Mall are the ideal solutions.	7/10/2019 3:46 AM
89	Please think of cyclists and our safety. I also want our community to feel like one, it cannot all be about redevelopment into high rise buildings based on what developers demand. The disaster at the old turkey plant is an example of a misplaced massive development.	7/9/2019 6:13 PM
90	Keep in mind the visual landscape of the downtown area. Limit signage. Employ walkability enhancements. Trees, flowers, benches, art, sculpture etc.	7/9/2019 3:20 PM
91	Mid block pedestrian crossing downtown is very unsafe. Visibility is limited by parked cars and other vehicles in other lanes. Crossing should be ONLY at traffic signals unless flashing crosswalks or similar feature can be added!	7/9/2019 2:09 PM
92	I think there should be flashing lights at the mid block crosswalks. It's very difficult to see pedestrians then there are 4 lanes	7/9/2019 1:29 PM
93	Dont make this town Boulder or a huge city.....keep us small Make sure what is on Main street is NOT pawn shops and thrift stores.	7/9/2019 12:37 PM

## Main Street Corridor Survey

94	We really need better businesses in the Main Street area. Better restaurants, clothing stores, gift shops, coffee shops. The hodge podge of crystal stores, vacuum cleaner shops, piñata shops really seem like a dying town. We need to add life back to the area. Lafayette seems to be doing a good job at getting that going. Something like that.	7/9/2019 11:38 AM
95	Build and develop with the future (20+ years) in mind. Incorporate a lot of green, sustainable features. In terms of architecture and design, favor classic and timeless over trendy and new-agey. Pedestrian and bicycle friendly in all areas. Outdoor, mixed-use shopping areas instead of strip malls off the highway. Use San Luis Obispo, California as an example of well done city planning, layout, character, etc.	7/9/2019 11:22 AM
96	More open space/green space is needed throughout the corridor.	7/9/2019 10:26 AM
97	Longmont desperately needs some character in it's architecture. Allowing developers build that cheap, boxy modern crap doesn't add anything to a town as far as " feel & character". Take a look at Haddonfield, NJ which has strict building styles. Don't let Longmont become a mess with the " build anything you want" attitude. That will be a failure. Pick a theme/style of architecture and stick with it. Have A Plan!	7/9/2019 9:43 AM
98	Free parking downtown - always	7/9/2019 9:42 AM
99	North Main needs some attention. That's the direction through which many enter our lovely town and it does not give the best impression. Too many run-down hotels and shops. There have been some improvements but we're looking forward to more! Thanks for asking for our opinions.	7/9/2019 8:22 AM
100	Limit trees and "clutter" to improve visibility.	7/9/2019 7:01 AM
101	Get the car stereo noise under control so you can enjoy the downtown restaurant patios. Ticket these people with window rattling stereos! That would improve Main St more than anything, as is a very cheap fix.	7/9/2019 6:34 AM
102	Please do not lose sight of the fact that significant increases in residential density will correlate to increases in traffic density and congestion - considering prices of housing units most apartments and homes are occupied by more than one family unit; 2-3x the number of people you would expect to occupy such a space based on historic housing trends. We are in a new age of adults sharing apartments and each having their own car or cars; expect and please plan for the traffic density added to be significantly higher than that predicted by the residential density that is added. You can look at City of Atlanta West Ponce de Leon Ave as an example of what will happen if you fail to plan accordingly and make no or inadequate changes to roadways and traffic flow during this planning stage.	7/9/2019 3:54 AM
103	One of the most significant attributes of north Main(11th north) is that it provides affordable space for small entrepreneurs . My sense is that the perceived reorganization of this area by council and planners would likely delete this characteristic. I'm not one; this is just my opinion!	7/9/2019 12:45 AM
104	Safety in parking areas, both day and night. Lighting alone is not enough. I feel vulnerable even now in lots. Also the two hour restriction for free parking restricts patronage. If I want to shop at several stores and then eat, I have to worry about moving my car so it's one or the other. So if the lots were a lot safer I'd be more comfortable.	7/8/2019 4:27 PM
105	Traffic is a major concern with all the development. How this impacts existing residential areas should be a major factor in what is developed.	7/8/2019 10:51 AM
106	North Main Street is a particularly problematic character area. The city should invest there to stimulate development, rather than having developers bear the burden as a part of development. Getting ahead of infrastructure needs will attract development.	7/8/2019 4:19 AM
107	I would love to be more involved if there are opportunities to do more than this. I'm super glad the city is taking this up and think there's a ton of opportunities to make major improvements throughout the corridor. I'm particularly interested in everything north of 9th. Would love to see some creative infill in empty parking lots and decrepit commercial around 9th	7/7/2019 3:32 PM
108	Traffic on Main St is so busy and Longmont has a very attractive and walkable downtown. I feel like when 4 lanes of traffic is speeding by at 35 to 40 mph it completely ruins a peaceful weekend activity of strolling Main St. Anything to slow, limit, or completely remove (best scenerio) the car congestion would make Main St in Longmont expententially better. -Longmont Resident Brad	7/6/2019 6:02 PM

## Main Street Corridor Survey

109	I appreciate the consideration of safety as a key factor to this study. Main street can be even richer and better than it is today. I love the feel of downtown with independent stores and easy access to and from transit. Just as Fort Collins has made it easier to get through town by bike and bus, I think Longmont can really learn from and expand on what they have done. Longmont still needs more and better ways to travel north/south by bike but that does not necessarily have to be on Main Street but adjacent. Having smooth transit service going north south is also vital. And keeping speeds in control along Main is a crucial part of safety for ALL users	7/6/2019 3:29 AM
110	Need to support local food drink businesses	7/6/2019 3:28 AM
111	frequent corridor transit from Key parking areas up & down the corridor	7/6/2019 1:34 AM
112	The corridor needs to allow for safer and separated bicycle and ped travel.	7/5/2019 4:42 PM
113	Good convenient public transportation.	7/5/2019 4:07 PM
114	Starting from the middle (say, 5th) and working north and south, I'd like to see efforts to reduce the impact of cars: fewer, smaller parking lots; more outdoor seating (both public and for restaurants/bars); more green space. I'd like to create the feeling that cars are guests in this area that is built around people.	7/5/2019 9:31 AM
115	Thank you for asking input. We need more low income housing and parking!	7/5/2019 7:28 AM
116	you keep finding new and imaginative ways to spend taxpayer money for projects like welcome to Longmont signs which 95% of taxpayers think are unneeded and unwanted you could not have found a better way to spend	7/5/2019 7:05 AM
117	Improve corridor to 66, but tie it in with the existing character of the 11th to St. Vrain corridor.	7/5/2019 2:13 AM
118	There are a ton of really shitty existing building on Main that are near blighted status. Surely there can be some incentive made to entice development of these buildings and areas. Perhaps finish what's on the plate first before approving land for development when there's already space allocated for business and residential that's simply not used due to it being space no reasonable business owner or home owner would want to proudly cal home.	7/4/2019 6:44 AM
119	Fewer jaywalkers, please.	7/4/2019 6:02 AM
120	It's too congested. Too many distractions for pedestrians trying to cross streets.	7/4/2019 3:35 AM
121	Lots of interior courtyards for both residential and commercial redevelopment AND lots of trees and landscaping along Main Street in ALL the character areas. If there were to be a bypass from the south end to the north end, where would it be? Sitting outside at Rosalee's (400 block of Main) is fun BUT it is VERY loud with Diesel engines and motorcycles. Is there a possibility of a "truck and motorcycle route" somewhere else? But where?	7/4/2019 2:36 AM
122	Look at Loveland development	7/4/2019 1:47 AM
123	We need to do as much as possible to make Main St pedestrian friendly, and bicycle friendly, and change the focus away from cars. This is the direction of city growth for the future (away from cars) Longmont needs to pay attention to this pedestrian centric view in order to become a cool & desirable city!	7/4/2019 1:35 AM
124	Thank you for asking for our input.	7/4/2019 12:56 AM
125	Thank you for collecting community opinions.	7/3/2019 11:47 PM
126	for the love of god make living here affordable.	7/3/2019 6:54 PM
127	Less space devoted to needless parking lots- hide them in "back"	7/3/2019 6:45 PM
128	whatever we do, we have to get more pedestrians downtown. That means safe walking and biking. And fewer cars going slower.	7/3/2019 3:00 PM
129	Move State Highway 287 of off Main St. or do one way traffic on adjacent streets (like Loveland)	7/3/2019 1:46 PM
130	Please control the homeless population...in the area. I do not shop downtown because of it.	7/3/2019 12:50 PM
131	I believe either running north to old town or south to old town it should become more inviting to park and exit your car to eat, visit, stay and enjoy the heart of it all. But also capitalize on the south end to visit the st Vrain that is revitalized to walk & see.	7/3/2019 12:48 PM

## Main Street Corridor Survey

132	All the empty parking lots on north main need to go, they are an eyesore. We could turn that whole chunk on the northwest corner of main and 21st into a prairie restoration area. Demolish that abandoned building, kick out planet fitness and return it all to native prairie, maybe put in a wetland area with a nature trail around it. That would really help that area not look so trashy.	7/3/2019 12:41 PM
133	Longmont rocks. Thanks for all the work in making this city nicer. The infrastructure improvements we've seen since the 2013 flooding has made the city much nicer. Keep at it.	7/3/2019 11:56 AM
134	Need to build a sense of vibrancy on Main St, especially between St Vrain Creek & 6th St as it can feel kinda dead. Please design it for people (pedestrians) first, cars second	7/3/2019 11:20 AM
135	Trees and planters could be added to Main St now, say from 9th to 66 and make an immediate positive impact without getting in the way of future development.	7/3/2019 11:14 AM
136	Can we maintain the traditional feel? I don't want Longmont to look identical to all the other front range cities with their uniform modern looks. The old-world charm is what makes Longmont so special.	7/3/2019 11:08 AM
137	Make it beautiful!!!!!!	7/3/2019 10:40 AM
138	Train to Boulder and Denver	7/3/2019 10:12 AM
139	A more active nightlife would be great! And more affordable clothing stores to meander into (like in Pearl St in Boulder) I live with in walking distance and would love to do more shopping on Main Street	7/3/2019 10:10 AM
140	The most important thing is light rail.	7/3/2019 10:08 AM
141	None	7/3/2019 9:27 AM
142	Affordable housing options should always be in the mix	7/3/2019 9:25 AM
143	do something about vehicle noise - trucks cars and motorcycles worse than the sky dive plane - no comparison - lived downtown in the Roosevelt Apt for 4 months and would never recommend living or working downtown until this is solved	7/3/2019 8:57 AM
144	Anything to make it pedestrian friendly should be a priority.	7/3/2019 8:45 AM
145	Main St. should be developed to match the Old Town. Retail/restaurants on the main floor and add apartments above to increase housing while not losing business space. Strictly residential such as townhomes don't make sense on Main St. as it is just adding parking headaches without revenue for the town and opportunities for the residents to enjoy main street. Infill and reuse all the space from 66 to 11th ave so it has attractive shops with apartments above and parking in the rear. Add more entertainment options.	7/3/2019 8:40 AM
146	Stop development at the edges of the city and focus on Main St. area way way more.	7/3/2019 8:37 AM
147	I appreciate that citizens have option of weighing in on surveys however Longmont should be considering positive ways to slow the population growth as it is adversely impacting all areas of our City - the character, transportation, etc. On a side note I don't understand why we are working on signage for the City as I don't see that being a priority - if the signage is to help cyclists understand alternative routes that makes sense.	7/3/2019 8:37 AM
148	I welcome improvements, but the automobile is the agent of hazard, dirt, ugliness and unpleasantness. It is the enemy of beauty, safety and having a nice "downtown" ever	7/3/2019 8:32 AM
149	Thanks for requesting our input!	7/3/2019 8:28 AM
150	Main, both north and south of downtown, is a disaster for pedestrians, especially those with disabilities or who walk slowly. The area is way too car-focused to be safe for peds.	7/3/2019 8:10 AM
151	Setting a design and development tone with landscaping, signage and access for the length would tend to let those driving that they are come upon the Main Street.	7/3/2019 8:07 AM
152	Buildings should be limited to 35' heights	7/3/2019 7:59 AM
153	I'd like to see more classic, timeless design for signage and buildings. Making Main St. "seem" vibrant with modern design will actually only make it less vibrant. Making it look classic and elegant will highlight the real vibrancy.	7/3/2019 7:56 AM
154	Needs to be adequate free parking for downtown employees.	7/3/2019 7:43 AM

## **Engage Longmont**

### **Project: Longmont Main Street Corridor Plan**

#### **Ideas: Bicycle Improvement Recommendations**

##### **Contribution**

Idea: Crossing treatment and bike striping

Idea: Bike prioritization signaling

Idea: Enhanced crossing treatment

Idea: Pedestrian crossing and island treatment

Idea: No right turn on red sign

Comment: Better to have sign that says "No turns when pedestrians are present." I can't tell you how many times I've almost been hit by a car turning right on green that ignores the pedestrian light that says I have the right of way to cross the street in that designated cross-walk.

Comment: We have those and drivers ignore them, so this is safer

Idea: Bike lane with markings through a large intersection

Comment: This! Marking a bike lane through a large intersection will help remind drivers (and give hesitant cyclists confidence) to mind cyclists in these contexts.

Idea: Bike contraflow lane

Comment: Absolutely should NOT have bike contraflow lanes. The lanes are confusing to the driver and extremely dangerous for the bicyclist.

Comment: Really, please show how? It works in dozens of other cities.

Idea: Bike lane markings at the beginning of a bike lane

Idea: Green bike lane striping

Comment: This is also a great way to make it clearer to everyone that part of the roadway is designated for cyclists because it makes a bike lane appear more official.

Idea: Actively enforce the 3-foot passing law

Description: Adding more paint on the roadway does little to make cycling safer. Enforcing the law would.

Comment: Keep in mind that 3 feet is not very much (arms length of someone 6 ft or taller). I all for sharing the road, but that works both ways. I consistently see bikers not riding in the bike lane in heavy traffic because they don't want to ride single file. As I "safe biker" I realize that I need to not crowd the cars either.

Comment: single file is not the law on most roads in CO and actually safer for all involved.

Comment: Yes, enforce the 3 foot passing law and all other traffic laws. Please the funding for traffic patrol; it is getting increasingly dangerous to drive in Longmont!

Idea: Don't have bike lanes that are within the 'door' zone of on-street parking.

Description: Most of the City's bike lanes are currently in dangerous locations because of parked vehicles.

Comment: What if you reversed the setup. Put the bike lanes nearest the curb and the parallel parking on the outside of the bike lane. The passenger door side closest to the bike lane may not be used as much and might be safer for cyclists.

Comment: Bikes are a secondary form of transportation. Make bike lanes on side streets only.

Best place for bikes is out of main traffic routes. No room on Main street for bikes. Not on sidewalks either. They can have their lanes on Coffman and Kimbark. All bikes should have to follow ALL traffic rules. No rolling stops, stop at all intersections etc. Cars and trucks cannot be on sidewalks, neither should bikes. Those that ride bikes are not privileged people and if they actually followed all traffic rules/laws, there would be less fatalities and accidents.



Comment: Oldtimer,

Define secondary transportation please, is it based on numbers, etc.? Perhaps the "primary" form of transportation should be the primary cost of damaging the said system?

As for obeying the traffic rules, the same could be said for drivers or what causes the 10+ crashes a day that LPD talks about? People ride on the sidewalks due to not feeling safe with the facilities in that area, so your attitude of no bikes in main traffic routes causes the riding on sidewalks.

Idea: Replace sharrows

Description: Replace sharrows with bicycles may use full lane signs, as most people are confused by sharrows

Comment: Absolutely ridiculous and dangerous!! In areas without designated bike lanes, bikes should only be on sidewalks. Mark the sidewalks with bike lanes and pedestrian lanes

Comment: Resident Of Longmont

Why is it dangerous? The driver behavior? Based on your idea, I should not be able to ride down the residential street where I live due to design standards not allowing bike lanes? Sidewalks are typically not wide enough for 2 people to pass, much less people riding and walking.

Idea: Paint lane-divider stripes in underground passages; post signs that say "No stopping in passageway"

Description: The pass on the Oligarchy Ditch greenway that goes under Hover north of 17th Avenue is very dangerous, not only because of the sharp curve and incline/decline but because there is no divider line painted to indicate lanes so people often swoop wide into the other lane. Also people, especially with strollers and dogs, often congregate there, blocking the lane. I've had many, many near-accidents because of this, even though I always ring my bell when I approach the pass and while I'm going under it!

Idea: Equitable transportation system

Description: Make decisions regarding the transportation systems more equitable and put all users on equal footing.

Idea: Bike Boxes

Description: We should add bike boxes at major intersections. This will allow bikes to queue up and get through the intersection fast, preventing bottlenecks. Here is a link, since I am getting an error uploading an image

<https://urbanmilwaukee.com/wp-content/uploads/2014/09/NorthAve-3392-1024.jpg>

Idea: Increased LPIs

Description: We need increased LPI (leading pedestrian indicators) at major intersections, especially at large intersections. Something like 15 seconds to allow people walking and riding to get ahead of the drivers wanting to turn right and left.