Longmont Roadway Plan

MULLER

FELSBURG HOLT & ULLEVIG

August 2014

Longmont Roadway Plan

Prepared for:
City of Longmont
Public Works and Natural Resources Department
385 Kimbark Street
Longmont, CO 80501

Prepared by:
Muller Engineering Company
777 South Wadsworth Boulevard
Suite 4-100
Lakewood, Colorado 80226

In association with:
Felsburg, Holt and Ullevig
6300 S. Syracuse Way, Suite 600
Centennial, CO 80111

Final Report
August 22, 2014

TABLE OF CONTENTS

APPENDICES

LIST OF FIGURES

LIST OF TABLES

1 INTRODUCTION

1.1 PURPOSE AND BACKGROUND

The primary purpose of the Longmont Roadway Plan was to perform a technical analysis of the City's street system and to identify future roadway needs and improvements. Additionally, the Roadway Plan provides data and information for future updates to the Longmont Area Comprehensive Plan (LACP) and the Multi-Modal Transportation Plan (MMTP), but it is not intended to provide formal updates to these plans. The LACP is a balanced guide for development and growth and recognizes the MMTP as a support document with transportation related goals, policies and strategies. Longmont's initial MMTP was adopted by City Council on July 26, 2005.

Results of the Roadway Plan will also be used to identify candidate projects and estimated costs to help secure funding from various sources including but not limited to:

- Capital Improvement Program (CIP)
- Federal and state funding opportunities
- Street fund sales tax extension
- Future financial evaluation of Transportation Community Investment Fee (TCIF)

1.2 PROJECT SCOPE

The following primary work tasks for this study included:

- Update the Longmont / Denver Regional Council of Governments (DRCOG) travel demand model, including land use and roadway network data
- Perform alternative model runs to develop 2035 traffic projections and evaluate potential improvements
- Recommend appropriate number of lanes on arterial and collector roadways, and identify missing roadway links
- Recommend potential improvements at arterial intersections, including conceptual drawings
- Develop planning-level cost estimates for recommended corridor and intersection improvements

1.3 COORDINATION WITH TRANSPORTATION ADVISORY BOARD AND CITY COUNCIL

During the course of the project, several meetings were held with the Transportation Advisory Board (TAB) and City Council to provide updates and gather input from board members and elected officials. Three meetings were held with TAB during the early, middle, and final stages of the project. The TAB forwarded their recommendations to City Council and those recommendations were approved at the April 29, 2014 City Council Study Session.