

## 5 CONCLUSIONS AND RECOMMENDATIONS

The purpose of the Longmont Roadway Plan was to assess future growth on the City's roadway system and identify near-term and long-term transportation improvements. Land use estimates for year 2035 were provided by City staff and reflected a 23% growth in households and a 12% growth in employment. This growth will continue to strain the City's roadway system, and will require on-going investment in near- and long-term improvements to key corridors and intersections.

The Roadway Plan identified a total (near- and long-term) of \$144.8 million for 26 corridor improvements and \$42.0 million for 14 intersection improvements. In the near-term, \$10.8 million of corridor widening improvements are recommended for the following corridors:

- SH 119 (Ken Pratt Boulevard), Nelson Road to Pratt Parkway (\$3.5M)
- Hover Street, SH 119 to Boston Avenue (\$1.4M)
- Nelson Road, Grandview Meadows Drive to Dry Creek Drive (\$5.9M)

Additionally, \$23.1 million of near-term intersection improvements are recommended for the following intersections:

- SH 119 (Diagonal Highway) / Hover Street (\$5.9M)
- SH 66 (Ute Highway) / Pace Street (\$2.4M)
- SH 119 (Ken Pratt Boulevard) / Zlaten Drive (\$2.4M)
- SH 119 (Ken Pratt Boulevard) / County Line Road (\$3.9M)
- Hover Street / Nelson Road (\$5.9M)

Funding for the above projects can be secured from a variety of sources such as the City's CIP fund, Street Fund Sales Tax (assuming an extension is approved by the voters), and the Transportation Community Investment Fee. The City should also pursue federal and state grants for state highway projects, and for projects along corridors included in DRCOG's Regional Transportation Plan. For projects that are adjacent to future development, the City should pursue opportunities to cost share with developers and request right-of-way dedication where needed.

The concept layouts and cost estimates prepared for the Roadway Plan were based on preliminary alignments prepared over aerial imagery. The City should seek preliminary design funding for the near-term improvements in order to obtain more detailed design, survey, and right-of-way information. Concurrently, the City should seek external funding grants through DRCOG and cost sharing with CDOT for state highway projects. The SH 119 (Diagonal Highway) / Hover Street intersection will require a more in-depth study to determine the most efficient and cost effective solution. The City may wish to request CDOT's participation in funding for the study.

The transportation analysis for this study was primarily focused on roadway system improvements (i.e. non-multimodal) and was not intended as a formal update to the LACP or the MMTP. The LACP guides growth and development in Longmont, and Policy T-2.2, as well as other policies and strategies in the Transportation Chapter of the LACP, help guide transportation improvements in Longmont. LACP Policy T-2.2 and its strategies are shown in **Appendix F**.