21st Ave. and Main St. Intersection Improvements Project

Community Meeting

5:30 – 7:00 PM

CITY OF LONGMONT COLORADO

PROJECT TEAM

Erin Provo

Senior Civil Engineer
City of Longmont

Chris Vogelsang

Transportation Principal
OV Consulting

John Hausman

Senior Project Manager
Muller Engineering Company

TONIGHT'S AGENDA

1. **Presentation (20 minutes)**
   - Use comment cards on your seat to ask questions
   - Hold up card and we will pick it up
2. **Q&A (15 minutes)**
   - We will read aloud and respond to the comments and questions that are collected
3. **Open House (40 minutes)**
   - Visit stations and ask questions of project team members
   - Leave comments on concept designs
   - Tell us how you think the design concepts should be graded

PROJECT OVERVIEW

Why this intersection?

- Main Street Corridor Plan (2019)
- Transportation Mobility Plan (TMP)

What is the goal of this project?

- Safer and more comfortable connections for all travelers

VISION ZERO

Approach to end traffic deaths and serious injuries.

Longmont's Vision Zero Goal is to reduce roadway deaths and severe injuries by 2040.

PROJECT MAP


23rd Ave
Horizon Park Shopping Center
Western Meadows Shopping Mall
287
Main St
Bowan St
Gay St
Wright Ct
Squire St
Pratt St
Emery St
Collyer St
Meadow Dr
21st Ave
21st Ave
Carr Park
Northridge Elementary School
Yeager Dr
Terry St
Oligarchy Ditch
19th Ave
Main St
Lanyon Park
287
17th Ave

COMMUNITY ENGAGEMENT

ENGAGEMENT OVERVIEW

Phase 1 (Fall 2024)

Gathered feedback on intersection and opinions on possible improvements

Phase 2 (Winter 2025)

Gather feedback on three design concepts for the intersection

Phase 3 (Early Spring 2025)

Share the final design concept for the intersection with the public

Community engagement includes community surveys, a public meeting, community events and a project webpage.

ENGAGEMENT SUMMARY – PHASE 1

NEARLY 700 COMMUNITY SURVEY RESPONSE!

Longmont Halloween Parade: More than 60 conversations

Carr Park: More than 20 conversations

WHAT WE HEARD

81% of survey respondents who walk/use a mobility device and **79%** who bicycle/scoot feel “very unsafe” or “unsafe” crossing the intersection.

Drivers noted a need for **protected left turn arrows** and said the **street layout is confusing**.

Community members generally support **a protected intersection, raised crosswalks, pedestrian refuge islands, and bicycle lanes**.

DESIGN CONCEPTS

HOW DESIGN CONCEPTS WERE GRADED

Each design concept was graded based on how well it scores in the following topics:

- Safety & Comfort
- Connectivity & Access
- Project Complexity & Constructability
- Intersection Operations
- Public Support

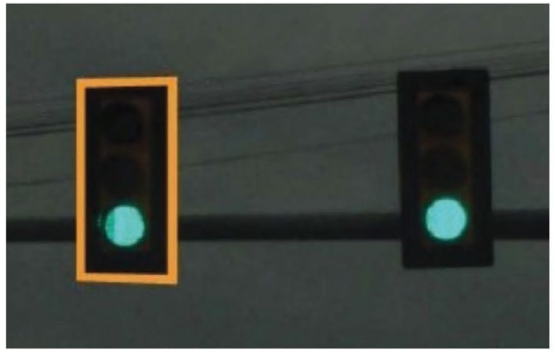
IMPROVEMENTS COMMON TO ALL CONCEPTS

No Right-Turn on Red

Removal of Channelized Right-Turn Lanes

Pedestrian Head Start

Reflective Signals

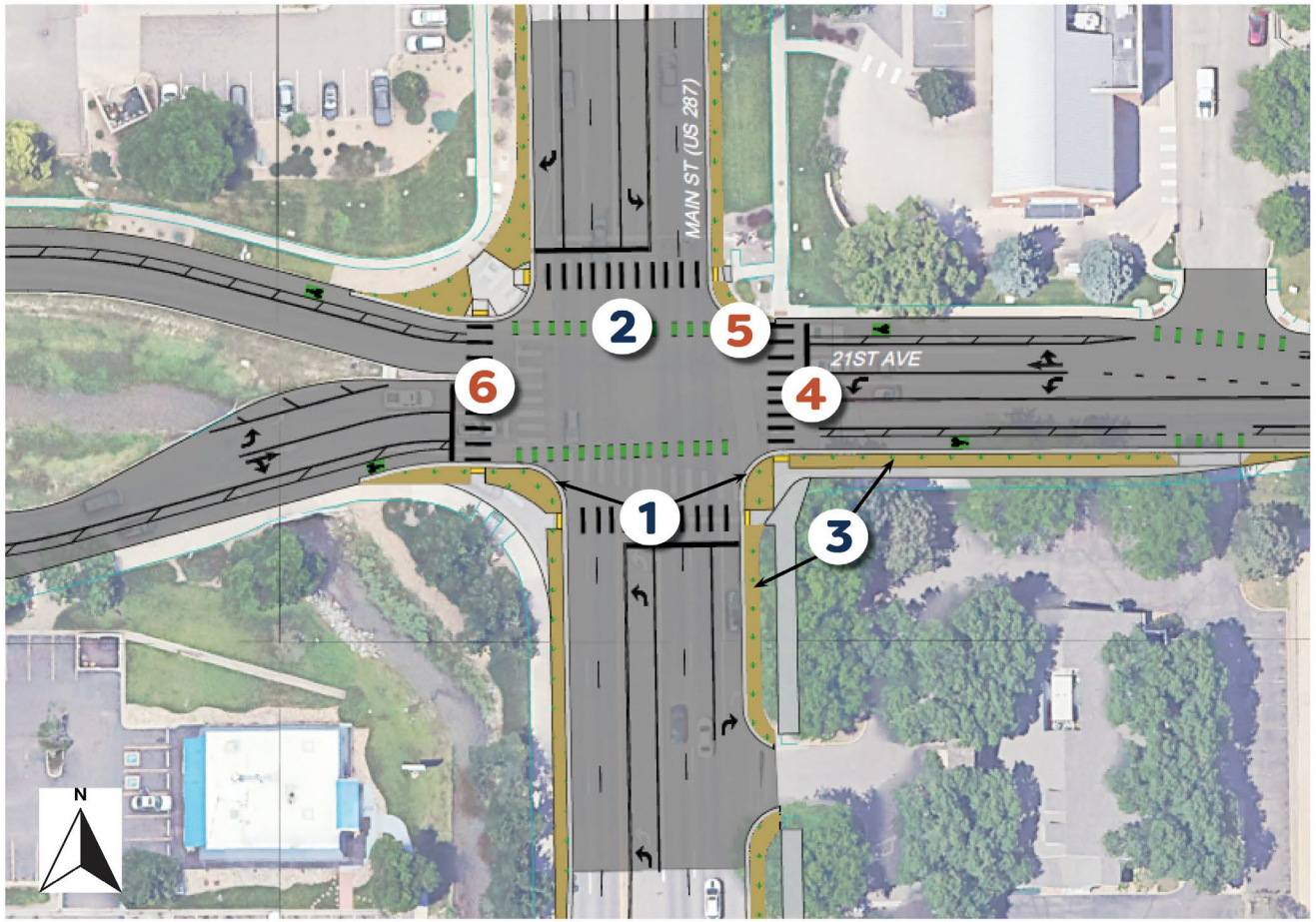


Protected Left Turn on Green Arrow

Narrower Vehicle Lanes

CONCEPT 1: COMPACT INTERSECTION

Shorter crossing distances for pedestrians and slower turning vehicles.



Pros

1. Sharper corners reduce right-turn speeds for vehicles
2. Bike lanes on 21st Ave. extended through intersection
3. Most potential for adding landscaping to green and cool the street

Cons

4. Least impact on left-turn speeds for vehicles among all three concepts
5. Bicycles share the street with vehicles at the intersection
6. No bicycle facilities north and south along Main St.

COMPACT INTERSECTION EXAMPLE

Shorter crossing distances for pedestrians and slower turning vehicles.

Example: 3rd Ave. and Martin St. (Longmont, CO)

Pros

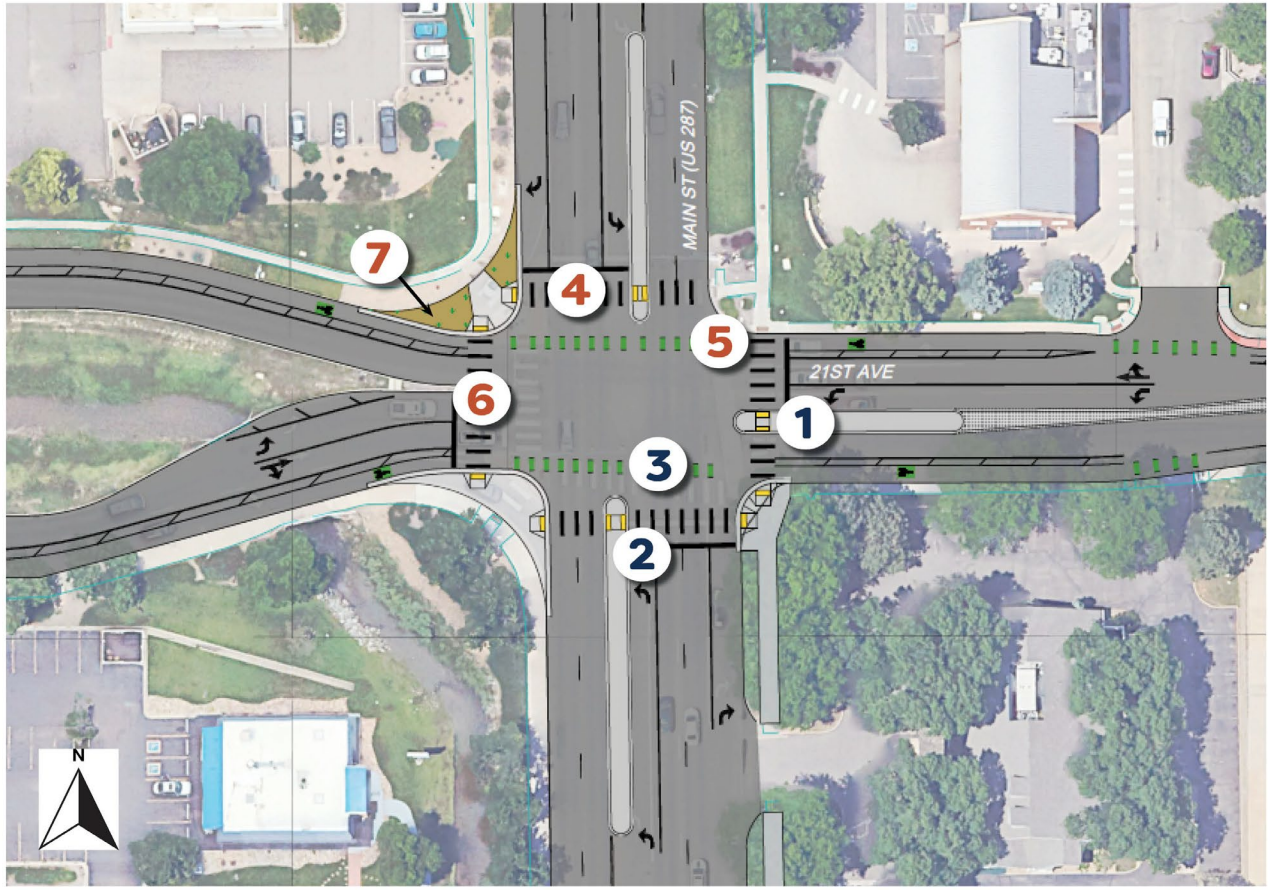
1. Sharper corners reduce right-turn speeds for vehicles
2. Bike lanes on 21st Ave. extended through intersection
3. Most potential for adding landscaping to green and cool the street

Cons

4. Least impact on left-turn speeds for vehicles among all three concepts
5. Bicycles share the street with vehicles at the intersection
6. No bicycle facilities north and south along Main St. (not shown)

CONCEPT 2: RAISED MEDIANS

Includes raised medians to slow down turning vehicles and improve pedestrian and bicyclist safety.



Pros

1. Median provides refuge for pedestrians
2. Median reduces left-turn speeds for vehicles
3. Bike lanes on 21st Ave. extended through intersection

Cons

4. Longest crossing distances for pedestrians among all three concepts
5. Bicycles share the street with vehicles at the intersection
6. No bicycle facilities north and south along Main St.
7. Lower potential for landscaping to green and cool the street

RAISED MEDIANS EXAMPLE

Includes raised medians to slow down turning vehicles and improve pedestrian and bicyclist safety.

Example: S. College Ave. and W. Mountain Ave. (Fort Collins, CO)

Pros

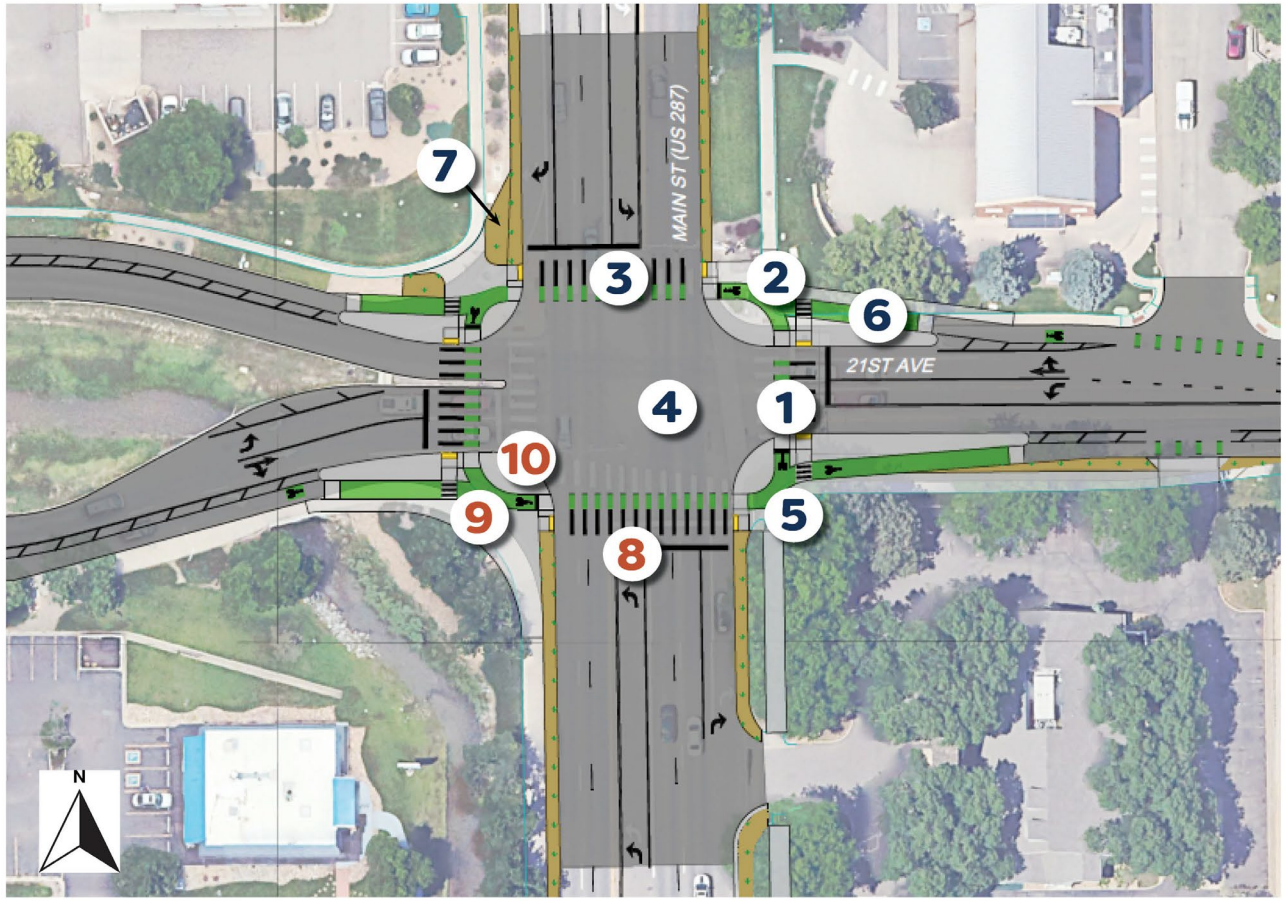
1. Median provides refuge for pedestrians
2. Median reduces left-turn speeds for vehicles
3. Bike lanes on 21st Ave. extended through intersection (not shown)

Cons

4. Longest crossing distances for pedestrians among all three concepts
5. Bicycles share the street with vehicles at the intersection
6. No bicycle facilities north and south along Main St. (not shown)
7. Lower potential for landscaping to green and cool the street (not shown)

CONCEPT 3: PROTECTED INTERSECTION

Includes protected bicycle movements and improves pedestrian and bicycle safety.



Pros

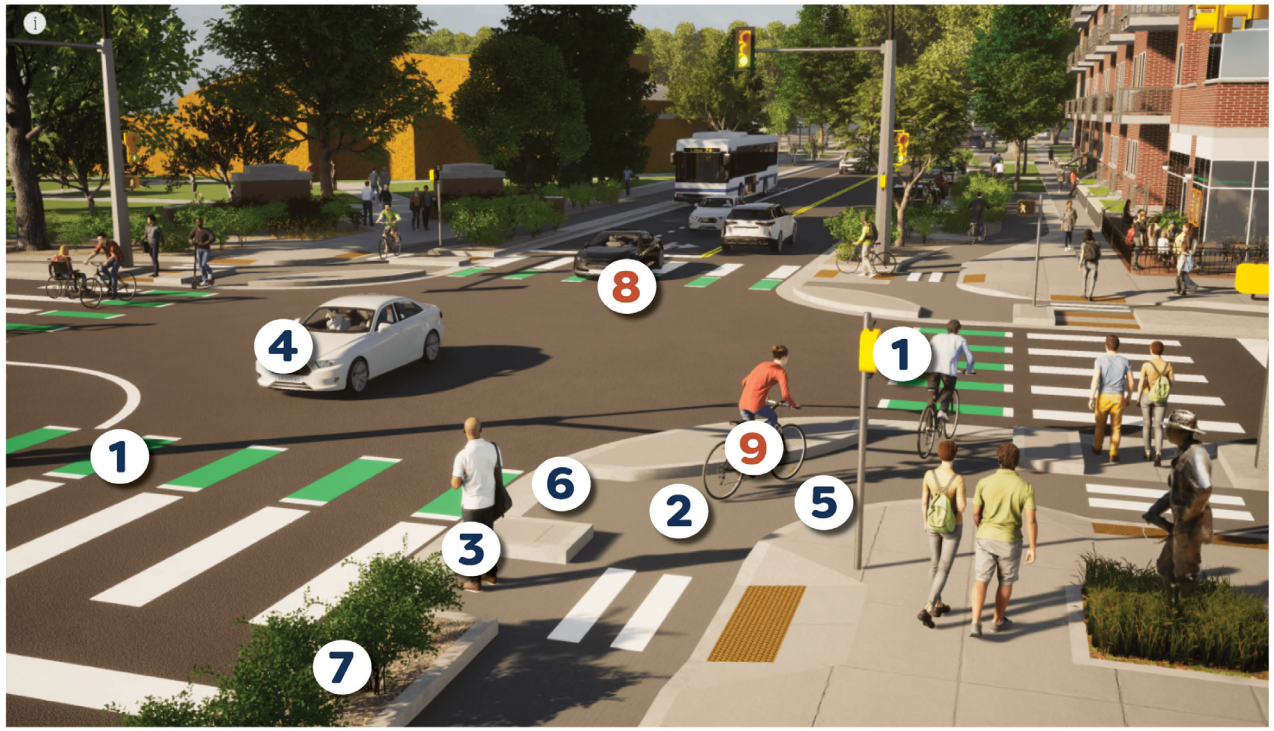
1. Bicycle crossings across both Main St. and 21st Ave.
2. Bicyclists physically separated from vehicles at the intersection
3. Shortest crossing distances for pedestrians and bicyclists among all three options
4. Drivers can more easily see pedestrians and bicyclists waiting to cross intersection
5. Bicyclists can make left turns without riding in vehicle lanes
6. Bicycle ramps at intersection corners smooth bicycle transitions
7. Moderate opportunities for landscaping to green and cool the street

Cons

8. Does not reduce left-turn speeds for vehicles as much as raised medians
9. Less direct path through the intersection for bicyclists
10. Most complex maintenance and snow removal among all three concepts

PROTECTED INTERSECTION EXAMPLE

Includes protected bicycle movements and improves pedestrian and bicycle safety.



Under construction: Longs Peak Ave. and Coffman St. (Longmont, CO)

Pros

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Cons

8. Does not reduce left-turn speeds for vehicles as much as raised medians
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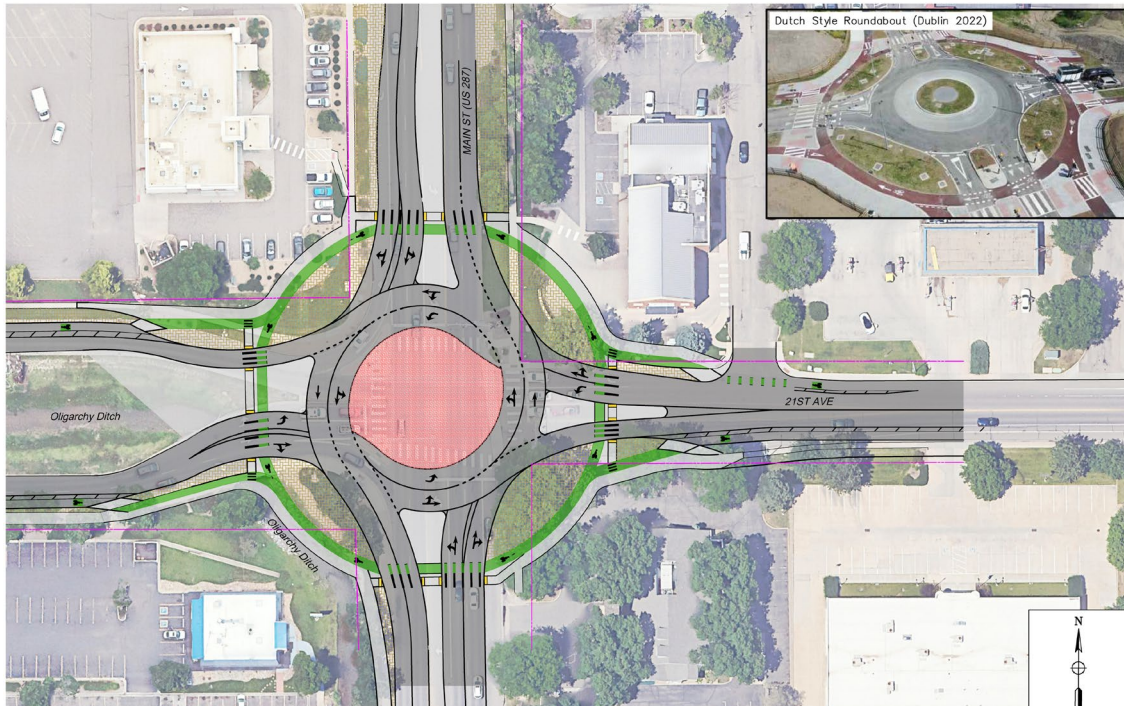
10. Most complex maintenance and snow removal among all three concepts (not shown)

CONCEPTS UNSUITABLE FOR INTERSECTION

Roundabout



Grade Separation (Underpass or Overpass)

NEXT STEPS

OPEN HOUSE FORMAT

Visit the following stations in the back to ask questions and leave comments:

- **Station 1:** Project overview
- **Station 2:** Design concepts
- **Station 3:** Concepts unsuitable for intersection
- **Station 4:** Time to vote! Put a sticky dot next to the three topics that you think are most important for the City to keep in mind when grading the design concepts

Your input on the concept boards and the voting exercise will help us choose an intersection concept to take to final design!

LOOKING FORWARD

- Last opportunity to provide feedback on the designs! Take the survey: **bit.ly/21standMainSurvey2**

- Your feedback on the three design concepts will help the City select an intersection concept to take to final design

- The final intersection concept will be shared with the public online through the project webpage, Longmont social media channels and the This Week In Longmont newsletter

- The project will move forward from the planning phase into the design phase

Q&A