



## Appendix B.1: Comment Tracking



Longmont Transportation Mobility Plan

Longmont Draft TMP: Council, TAB, and Public Comments and Responses

Tracking Sheet, February-March 2025

Source	Comment	Addressed
TAB	QAQC and update all table numbers	Done
TAB	Make clear that demographic data is from the City of Longmont, not national data	Done
TAB	Existing Bustang from Ft collins to Denver missing from map	Add and code as BRT
TAB	Unclear what happens to the LX and J routes in the future	No action- the map and text accurately convey existing and future transit on 11p
TAB	1st and Main transit station isn't mentioned in text	Added reference in text and reference SH 66 park n ride in storymap text “future and local service AND PARKNRIDE improvements”
TAB	Correct the page numbers of the transportation projects in the CIP -- correct is 196-226	Done
TAB	Issue with bike network characterization, "While there is a comprehensive network in place today..."	Change to”: while many elements of a bicycle network are in place today, more work needs to be done”
TAB	Project numbers 116 and 117 are outside city limits	Add footnote about wanting to coordinate with the county on some recommendations that go beyond city limits
TAB	Issue with text reference, change reference to table 3	Done
TAB	Deficient transit connections in southwest Longmont	Add note in transit chapter that orange line BRT addresses mobility score and public input
TAB	Discuss how transit recommendations may evolve more in the future	Add text to say: "As we think about transit improvements in the future, there are still locations with high mobility scores that need transit coverage."
TAB	Road project table reference issue	Correct table number referencing the roadway projects
TAB	Airport Road/St Vrain underpass - reevaluate project costs	Correct the cost of Airport Road/St Vrain Greenway underpass- from \$7M to \$1M
TAB	Provide additional detail on traffic calming	Add to bottom of page 75 to use data related to ticketing and speeding as well
TAB	Missing info on shared micromobility	Note that the region was awarded a CAMP grant, \$1.5M for northwest region bike share- <a href="https://commutingsolutions.org/1-5-million-state-funding-awarded-to-begin-colorados-first-regional-electric-bike-share-for-superior-broomfield-westminster-lafayette-boulder-county-and-longmont/">https://commutingsolutions.org/1-5-million-state-funding-awarded-to-begin-colorados-first-regional-electric-bike-share-for-superior-broomfield-westminster-lafayette-boulder-county-and-longmont/</a>
TAB	How do residents get to work? The graphic displayed is a National statistic, is there Longmont statistics that could be entered here instead so it is more relevant?	Add clarification that this data is Longmont
TAB	Regarding the discussion about potentially examining only high traffic areas for safety improvements. I would love to see this changed to include all traffic areas will be examined (not could be) and highlighting a priority on high-traffic areas. It might also be illustrative to list what some of those methods will be. It feels a bit like passing the buck when saying it will be examined during the VZ process. Having the options laid out here would make sense and a stronger commitment to making changes. I just got to CHapter 5, should make reference to it here since it discusses the traffic calming methods inferred here.	Done; Reference on page 11 that chapter 5 goes into more detail
TAB	Page 12 - I am surprised transit reliability and frequency was not mentioned on this page. Was this an oversight?	Longmont does not have control over frequency and coverage- that is RTD Add discussion about the things Longmont does have contorl over: TSP, queue jump, and dedicated lanes- To report Add to StoryMap: Add 4th header under Short-term, and include image in Chapter 4 "The City of Longmont should evaluate operational and geometric roadway enhancements that can support and prioritize transit efficiency and comfort. These can include the following segment and intersections treatments: dedicated bus lanes, Transit Signal Priority (TSP), and bus bypass lanes/queue jumps."
TAB	Pages 31-41 - There are not many protected bike lanes listed in the plan. I am curious what the price difference is for buffered versus protected? It seems like the overwhelming choice is for a buffered bike lane which offers not much extra safety for a bike rider. I would not feel comfortable having my kids riding in a buffered bike lane. In some cases, it is not possible to have a protected bike lane due to excessive driveways but in most situations this is not the situation. I understand the Level of Stress factors but I am having a hard time believing that a buffered bike lane is low stress. I would say for anyone but a confident rider a buffered bike lane is a higher LTS than 1 as indicated in this section.	Add note to report: can always elevate BBLs to PBLs later, Every corridor will be analyzed further
TAB	The transit plan is still really inadequate. The increase in routes is good but the timing is still way too infrequent. 15 minutes should be the aim not 30 or 60 minutes.	Add to report note aspire to 15 minute headways on 300 series- local short term
TAB	Spelling correction -- change "an" to "and"	Done
TAB	I would argue a roundabout is effective at local roads as well.	No action. Mini traffic circles are recommended on local roads.

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TAB	Having a schedule of implementation with both the bike parking and signage would be a good addition.	Add to wayfinding – implement the wayfinding plan by 2030 Already added bike parking timeline
TAB	I really like the TDM's listed. These are some great options for the City to pursue.	No action
TAB	Why are bicycle infrastructure fiscally restrained but others not? It is not very clear why to me.	Discussed on bottom of page 96
TAB	Regarding plan monitoring, I would love to see some actual plan numbers in here of what the intention is to complete each year.	This depends on budget which is not yet known. The City to determine implementation goals alongside city budget.
TAB	There is no mention of private funds? With the changes at the Federal level might need to look at other options that are not so traditional.	Add business sponsorship for things like microtransit and bus shelter and bike parking
Public Comment	The interactive maps are very hard to read -- same colors for different things, key chart covering map, etc.	No action
Public Comment	Your definition on neighborhood bikeway and use of sharrows does not line up.	Get new photo without a sharrow
Public Comment	I wholeheartedly support the commitments to continue building a comprehensive bicycle/pedestrian/transit network. This is one of the many reasons that I'm proud to call Longmont home.	No action
Public Comment	When reviewing the bike network, I believe further emphasis shall be placed on the North-South options for bikes. For example, S Sunset Street between Nelson and Ken Pratt does not provide a safe passage while many routes rely upon this passage.	No action
Public Comment	Please note as a bicyclist there are some things that could be improved at no cost! first there is a code requiring the trimming and clearance of trees and shrubs around sidewalks and streets if it were enforced many locations would be safer some locations head clearance is an issue and others the shrubs force bicyclist to squeeze through narrow areas of sidewalks also allowing residents to put their trash receptacles in bike lanes should be a violation just try ridding down east 17th on trash day!	Add note under maintenance (in program chapter) about trimming of landscaping and maintaining sight lines
Public Comment	Just finish the Greenway...it's been 12 years since the flood.	No action
Public Comment	Protected bike lanes. Even where we have a designated bike lane we have bike death on Clover Basin west of Airport road because of speed, distraction, driving under influence (drugs) and no enforcement. Clover Basin is designated 30mph but people routinely drive 40-50mph on it. There is definite need of speed bumps on Clover Basin and crosswalks for pedestrians.	Add note about flexibility to upgrade to protected bike lanes instead of buffered bike lanes
Public Comment	The envisionary idea to change the paradigm from SOVs to moving people safely. I support the need for respecting people that do not drive while acknowledging mobility should fundamentally be a human right.	No action
Public Comment	I am looking forward to the design standards via Vision Zero. The TMP provides a nice groundwork of what to work towards while repositioning the priority within the mobility needs of people.	No action
Public Comment	Prioritizing bike transit over cars, and using the St Vrain river corridor and greenway. Connect the RTD stations with safe bike routes! We need safer places to ride - to places that we want to go.	No action
Public Comment	This feedback form was really hard to find, why is not on the website< transportation? I had to find the link from an email.	No action
Public Comment	Pleased to see a direct reference to NACTO design standards for bicycle facilities. Agree with the desire that all bicycle facilities should be low stress, as this is the best way to make cycling something people do casually.	No action- NACTO already mentioned.
Public Comment	Timelines for implementation are too long! Rather than focusing on engineering a small number of projects to perfection, emphasize quick build methodologies that allow the city to learn quickly and get in the habit of making changes happen on a wide scale quickly (even if more changes wind up being paint and bollards instead of concrete). Come up with creative ways to work with community groups to execute quick build projects cheaply instead of focusing on the traditional structure of engineering something and then farming it out to a traditional streets contractor. 2/3 of Longmonters support removing vehicle travel lanes to add bike facilities according to your own data! This is a really great plan, I hope that it is implemented quickly and aggressively by the city.	Add reference in implementation chapter to exploring quick build options for larger, more expensive projects
Public Comment	I really like the metric of % households within 0.5 mile of a high frequency transit stop. I would love to access public transit by walking from my house. I also support protected bike lane measures..	No action

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Public Comment	I find it nerve-wracking to cross intersections as a pedestrian. Despite crosswalk paint & walk signals, it feels very exposed/high risk. Anything we can do to help drivers be more mindful? Maybe limit turns on red, offer pedestrian crossing downtown (all cars have a red light), etc?	No action- this is a part of Vision Zero
Public Comment	Emphasis on multimodal transportation and accommodation of vulnerable transportation network users.	No action
Public Comment	The Plan is comprehensive in the range of transportation modes and issues it addresses, and it is well organized. However, the Plan is unbalanced in its treatment of bicycle and pedestrian facilities. The 22-page Bicycle Network chapter presents a methodology for evaluating existing and proposed facilities, and applies it to produce an 11-page table of recommended bikeway projects. In contrast, the 4-page Pedestrian Network chapter presents a Pedestrian Priority Index methodology, but does not apply it to identify any specific projects. Bikeway projects #116 and #117 in Table 2 are proposed for an area in unincorporated Boulder County. This area is the location of a gap in the Dry Creek Greenway Multi-Purpose Path (see "Bike Map Longmont Colorado" <a href="http://bit.ly/longmontbikemap">http://bit.ly/longmontbikemap</a> ). The Plan should call attention to its recommended projects that are not within Longmont city boundaries, and explain why they have been included.	Explain how lack of sidewalk data creates limitations for recommendations and how chapter serves as a guide
Public Comment	The City is way behind the curve on this. For example, Hover is a mess and getting worse all the time with the multitude of new multi-family housing. The same will happen to Nelson just west of Hover.	No action
Public Comment	Using existing multi-use trails is problematic due to: 1. homeless people sitting on the trails and leaving their trash, 2. motorized bicycles speeding on the trails.	See ebike program section
Public Comment	Kudos to staff and Council on doing a great job to prioritize people in addressing the incredibly complex interrelationship of physicality and process in transportation mobility, all of which are in a dynamic state of flux. Accommodating the desires and wishes of diverse Longmont citizenry, and well as emerging impacts of technology, AI impacts and more is a very challenging task. Again, a tremendous first effort in the first draft development of the MTP plan. Comments: STATUS: The city website should emphasize that this is a “DRAFT of the FINAL PLAN”... and, as the first opportunity for the public to review and comment upon it, - that this is not quite ready for adoption by Council. Further, rather than the website's opening page stating: “The City of Longmont has started a year-long process to craft a Transportation Mobility Plan” ... the wording should be updated to reflect that the plan is being finalized... and the portal should reflect information on the current status, process and timeline for final adoption.	No action
Public Comment	EDITS/AMENDMENTS: Again, while staff has done a great job and understandably needs to wrap things up, a review of the DRAFT final document exposes several significant gaps, shortcomings, and the missing of critical information. While I believe that these issues can be readily corrected before final MTP adoption by Council, any edits to the plan should happen now, before adoption, rather than later as amendments thereto. Recommendation for Amendments/ Edits: Priority Destinations: Missing key and critical destinations. The glaring lack of the BOCO Fairgrounds with its hundreds of activities, popular Farmer’s Market, events such as the County Fair, et al, reflects the need for greater consideration of key destinations beyond those currently in consideration. This is vital to the achieving the core aims of mobility and has clearly been under reflected in the plan development.	We have added the farmers market into the pedestrian priority key destinations
Public Comment	Most all of them, and more, and referenced in item #3, below. Thanks for a great start on this Draft Plan !!	No action
Public Comment	Past does not equal future; Data Gaps: Data collection of “CURRENT” trips, bus routes, bus stops, bike usage, etc. inadequately represents consideration of anticipated use for areas of future or current development. For example clear “gaps” in maps and data concerning future development in the “West Sunset/Fairgrounds” area (MTP P8 as 8%), - fails to recognize the hundreds of acres of land already approved by Council for future housing in this area. Greater efforts to anticipate and represent “future” residents needs to be made.	This is the existing conditions section



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Public Comment	<p>RAIL -Cross-town Trolley/Tramway: As the CEMEX plant decommissions in the years ahead, this opens and incredible opportunity for a west-side cross-town trolley or tramway on these rail line tracks. At a minimum, a “placeholder” for consideration for long-term repurposing should be considered for this area. Doing so may prove critical to protecting the historic 3rd street area as traffic to the future Main St RTD station exponentiates. Limited roads from west Longmont to the RTD station pose as sever threat to these neighborhoods and the ability of traffic to flow from the west side to the station. A trolley/tram from Hover (at 3rd) to RTD can alleviate this threat. Additionally, the potential for regional “Rails to Trails”, and “Farm to Table”, and other initiatives offer prospects for tourism and economic activity extending westerly to Lyons Goods and Services</p> <p>Mobility: While of the prioritization of the movement of “People” over vehicles is highly admirable it is imperative to note that this CANNOT BE EFFECTIVELY ACHIEVED WITHOUT CONSIDERATION FOR THE IMPACTS OF THE “MOBILITY” OF GOODS AND SERVICES!! Goods, ranging from Amazon deliveries to food and groceries plays a major role in Transportation Systems and CANNOT be excluded from the process.</p>	This is addressed in curbside management
Public Comment	<p>Recommended: The MTP should take into consideration the development of “Micro logistics hubs”. Such HUBS for the integration and movement of delivered goods and services, be it Amazon (part 1 of x), MLS (part 2 of x) : Such HUBS for the integration and movement of delivered goods and services, be it Amazon or DoorDash that ...“will optimize mobility solutions through innovative consolidation practices and the promotion of zero-tailpipe emission transport modes such as e-cargo bikes...”....Such “micro logistics hubs” entail a small site that couriers use for their day-to-day deliveries to receive, sort and then send deliveries to their final destinations by cargo bikes or walking porters. By enabling consolidation of deliveries, micro logistics hubs can reduce the number of polluting vehicle trips and congestion, reducing traffic and improving local air quality.”*</p>	No action
Public Comment	<p>Prioritization: While implicitly mentioned, explicit goals and objectives should be made clear as related to the mobility and social equity of underrepresented demographics in Longmont. Non-vehicle owning residents: children, seniors, the ADD, visually impaired, non-car owners, and related demographics should be made central and key to the objectives and goals of the plan in order to achieve its goals. Specific Projects (and “network crossings”): A few specific project opportunities that should achieve a “High Priority” rating are either overlooked or completely excluded from the MTP related to the lack of consideration of the aforementioned recommendations. By example, a HOVER ST pedestrian/bicycle off-grade underpass at the Boston/Rogers Rd underpass, accessing the aforementioned BOCO Fairgrounds/Farmers Market as a priority destination, to serve the aforementioned Westside/Fairgrounds neighbor, as an underrepresented future area,- still in development. The current design of the RSVP “Reach-3” stretch reflects a \$20 Million dollar project that could, and should, - include safe off-grade transit below Hover at this critical intersection, now a 104 ft-wide crossing of one of Longmont’s busiest roads. To neglect this opportunity is to turn a blind eye to the goals of the MTP, and populations such as the ADD, kids, seniors, non-vehicle owners, and more.</p>	Added the farmers market as a key destination into pedestrian prioritization
Public Comment	<p>FUNDING: Missing is mention of the potential for NGO funding opportunities, such as the TFN, et., as well as funding potential for mobility options financed within Special Districts and similar PPP initiatives.</p>	Added PPP and special districts to funding
Public Comment	<p>OTHER: Support of the MTP is additionally justified by its potentialities within the context of the city’s participation in the “United Nations’ MCR2030” initiative, the Colorado-Wyoming Climate Resilience Engine, and various other programs, from local to global. Further, a stronger emphasis on both the economic/ environmental, health and wellness aspects as stated a primary goal and objective of the project would be advisable. Empirical evidence suggests that retail sales increase with the adoption of storefront bike accessibility and that workforce “talent” is attracted to bikeable cities. Thanks again for the great work to date on this DRAFT of the final MTP, and looking forward to review the updated version!</p>	Economic vitality and sustainability are already goals of the plan

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Source	Comment	Addressed
Public Comment	As a resident of northwest Longmont, I'm glad to see that 21st and Hover is called out as an intersection that needs improvement. I'm also very heartened by the medium term plan for a protected bike lane on 21st Ave. I have been saying for years that the road is overbuilt, and that the extra space would make a nice bike lane. I'm also glad to see a buffered bike lane on Francis that extends to 9th, where there is a bike lane. I find that routing better than taking Mountain View and Gay, as there's less turns, and it is easier to turn left on a bike at Francis than at Gay. If Longmont is able to execute this plan in the timelines laid out, it will be transformative for all non-car based mobility.	No action
Public Comment	I support improving the bicycle infrastructure of Longmont, including protected bike lanes because I sometimes use or would like to use a bicycle to get around. I support improving pedestrian infrastructure all across the city, as I walk places sometimes. I support improving transit in Longmont, as I use transit to get to my job in Boulder, and sometimes to get around Longmont. I also support efforts to make intersections safer for non-drivers, as many intersections in town scare me when I'm on foot. I do have access to a car, but sometimes it just isn't the right tool for the trip I'm taking. I do not support the premise that people do not want to use their cars. We spend a lot of money on them and that signals they are important to us.	No action
Public Comment	1)Stop focusing on bikes - pedestrians are intimidated by aggressive bikes. 2) as long as you do not enforce vagrancy, and public intoxication laws, nobody will ride the bus.	No action
Public Comment	All of it. This is a great plan to continue to improve our great city, making it more accessible and safer overall for all modes of transportation. I am especially excited for the future of bike and pedestrian modes, like the current Coffman street improvement project. Connecting the current multi use trail system is another priority we should focus on.	No action
Public Comment	All of this relies on people following rules, which is happening less and less. I do wish streets were safer for manual bikes and pedestrians. You aren't addressing the problem of motorized bicycles and other "kids" motorized vehicles, which require no training or licensing. It is not just dangers from cars, but more and more from these careless unsupervised kids on our roadways and sidewalks. We need speed bumps, holding parents accountable for supervising kids who endanger others, etc. plus more policing with teeth. There have been too many "accidents" in recent years because of distracted driving of autos, motorized toys, bikes, and even walkers.	Added reference to policies, enforcement, and infrastructure under the e-bike program section.
Public Comment	We've tried in the Renaissance neighborhood, but it seems no one is listening to us. There was a fellow on a recumbent bike killed a few years back right at Clover Basin and Airport. There needs to be more enforcement of existing laws. By the way, who is paying for all this? Biden's plans are up in smoke now. Do you think there will be federal funds for projects like this now? I don't. I would put this whole thing on hold until you know more about what, if any funding you'll have. Put the current emphasis on policing. Democrats and Republicans both would appreciate enforcement of laws and more careful growth. It just seems that the city wants to expand and grow without thinking about maintenance of what already exists.	No action
Public Comment	On the whole, I believe that the plan will prove to have been a waste of time, money, and effort. Most of the people will continue to drive most of the time; they will simply be more annoyed by the implementation of your projects. The idea of zero fatalities, etc., will never be achieved, and the city should instead have expended its efforts on traffic law enforcement.	No action

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Source	Comment	Addressed
Public Comment	First of all, if the decision had not been made to double the size of Longmont, the current infrastructure would have sufficed. Secondly, although it's a nice idea to offer lots of transportation choices (not that they're all available near us), the vast majority of people will continue to drive. The population will increasingly be on the elderly side, perhaps not to told to ride a bike but certainly not for carrying five bags of groceries or in the snow/cold. The buses appear to carry no more than two or three people (perhaps homeless), and even if the buses came within a mile of our house, they don't come often, and we would worry about being crime victims while waiting. As far as regional travel goes, it would take several buses (and still some hiking) and hours to visit a friend in Boulder, whereas I could drive to see him in twenty minutes and get home before dark. I think your study's conclusions have been skewed by the relatively few younger, healthier, well-off people who chose to fill out the earlier survey(s). The need to redevelop the northern corridor is paramount. In its current state, it is a magnet for crime, drugs, and the vagrant population. I agree with the plan; it appears well thought out. Follow-through will be key. Accessibility via bicycle lanes and pedestrian walkways throughout the city, as the plan spells out, is the key to Longmont's future.	No action
Public Comment	"Yes" on upgrading for more road traffic capacity with our population growth & car use - necessary and good. "Maybe" on RIDE microtransit; funding and breaking even on this concept are essential. "No" on reducing main roads to accommodate bike lanes; prefer side street bike lanes connecting the city.	No action
Public Comment	Continued periodic public feedback, emphasizing a higher participation rate of our population. Revising TMP at least annually, if not more frequently.	No action
Public Comment	I would like to see some actionable long-term plans drafted that address some of the underlying challenges Longmont, such as US287 bisecting the business district downtown (I would like to see the proposed 2025 plan of Main St Roadway enhancement, pg 60, to consider alternate routes to US287), or discussions with neighboring cities / counties for additional projects/improvements to help regional transit solutions.	No action
Public Comment	I like the plan that the city of Longmont has for near term plans with a focus on alternate transit solutions to solve our increasing demand on our meager infrastructure. I would like to echo and endorse plans to increase frequency of existing services such as the BOLT.	No action
Public Comment	Wow, 101 pages. No mention of RTD light rail.	Add paragraph on rail
City Council	Primary destinations don't include the Farmers' Market at the BoCo Fairgrounds	Add the Farmers market to the pedestrian prioritization
City Council	SW Longmont "ghosted" by lack of past data. Need to look at future data??	All analyses (both existing conditions and forecasting) included all of Longmont. Analyses will continue to be updated as data becomes available
City Council	Crosstown trolley using BNSF/Lyons tracks?	Discussed and determined was not a TMP recommendation
City Council	Between the asphalt and concrete management programs, we spend a vast majority on the asphalt. Considering the emphasis on walking and biking, is this distribution effective to meeting the goals of Vision Zero?	Typically our asphalt overlay program has been one of our most effective ways to reevaluate the striping of a roadway and provide different/better roadway striping to separate modes. For walking, which does depend on the concrete program, our goals for asphalt and concrete are relatively flexible, though our Parks group does depend more on concrete than our Streets team—so we may not be seeing the full extent of the spending on concrete Citywide if we just look at the Streets (Transportation) Fund.
City Council	Regarding transit ridership on page 12: If I'm reading this correctly, the 327, LD, 323, and 326 had approx. 17, 22, 22.5, and 28 boardings per day on average during the study period. Is this correct?	Just about. RTD makes service changes January 8- May 28, so this is 140 days.Ridership numbers were corrected and clarified.
City Council	Overall, what's the critical ridership considered that makes a route effective?	There is not a critical number. All routes are subsidized, about reliable options beyond the private vehicle Route effectiveness is based more on riders per service hour as many of these routes run on different schedules. Some are every 30 minutes, some are every hour. Some of these routes only run in Longmont. Some are more regional in nature. RTD would like to see 2-5 boardings per service hour. We are currently seeing about 3-4 boardings per service hour for the RIDE Longmont service (which is considered very good for an on-demand service).



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Source	Comment	Addressed
City Council	How do we expect the ridership demand for the 323-329 routes to change now with Longmont RIDE?	Staff is hopeful that people see RIDE Longmont as a way to access the transit system, but in reality we know that fixed route transit is likely be replaced with these on-demand serving need comprehensively and working towards providing services. Still, it is people who maybe wouldn't have tried the system before, now riding transit. We see it as separate layers of the evolving transit picture in Longmont.
City Council	For the LD route, are the boarding #s specific to Longmont boardings or the entire route?	Entire route. Riderhip numbers corrected.
City Council	To what extent are the Coffman Street Mobility Improvements intended to reduce crashes involving pedestrian and bicycles along the Main Street corridor? (i.e. the heat maps on page 17)	We are hopeful that, as Coffman Street Mobility Improvements include bike/pedestrian separated facilities, that more people using bicycles and people attracted to better Bus Rapid Transit are drawn to these benefits in Coffman. It's still just a piece of the overall solutions. Other changes will be needed after the Coffman project is complete to meet our goal of zero fatalities and significant injury crashes for this corridor.
City Council	Are the Coffman Street improvements on schedule?	Yes, we should have completed concrete work by the end of the year with a drivable Coffman Street. The final asphalt portion of Coffman will be complete in the Spring of 2026. We are also working to get the Coffman Street extension, south of 1st Ave to Boston Ave., complete by end of the year 2026. No action.
City Council	Protected bike lanes and neighborhood bikeways are new facility types for Longmont, but are well-supported by the community, according to TMP survey results - 88% and 87% respectively. Can you elaborate on the benefits of neighborhood bikeways? From what's described in the TMP, they're essentially just additional markings and signage to say "share the road". I'm curious about the cost-benefit of such strategies.	It's very low-cost to incorporate these types of streets in our system. The idea is that there is an expectation from all that these streets are shared between people driving and riding bicycles—it may be more of an education for all effort. No action.
City Council	In general, can you clarify how staff determined which roads get protected, buffered, or unbuffered bike lanes?	We used a level of traffic stress analysis. No action.
City Council	Page 27, Figure 16 on the recommended bicycle network shows a few things that I'm unclear about: What's the value-add of the Pike Road protected bike lane compared to the existing bike lane and side path that already exists for the entirety of that road?	Sidepath is a mix of people walking and biking and crossings can be challenging- would rather get people to a low stress on street facility. No action.
City Council	I'm surprised to see Sunset as a mix of unprotected bike lanes, unbuffered bike lanes, and bikeways given how prominent of a N-S connection the road is. Can you share more about the thought process for this?	All LTS 2- low speed collector, so this is a priority north-south collector. No action.
City Council	What purpose does the multi-use trail that goes east and seems to go to nowhere (east of Union Reservoir) serve?	The trail connects to a regional trail that was missing from the map. This has been corrected.
City Council	On Page 27, Figure 17: Why are the Sunset improvements split into two horizons?	To not have one massive project, and to make more implementable and feasible to get funding, can always do together. Ranked different based on prioritization
City Council	Can you clarify why the bike improvement due south of Vance Brand Airport is considered short-term priority?	This project was prioritized incorrectly, it has been reprioritized
City Council	Building on a comment from the council retreat, why isn't the County Fairgrounds listed as an explicit destination?	Add that for the ped priority index and the bike and road project prioritization
City Council	Page 8 Typo about WFH	Corrected
City Council	Modify future vision and goals #2 to talk about innovation	Add mention of innovation and emerging mobility Add red dotted line from the Union Reservoir path
City Council	Provide more teeth for bike parking based on land use	Make recommendation for code update for bike parking based on land use
City Council	Add information about an ordinance for car share in multifamily	Identify recommendation for municipal code update for multifamily





## Appendix B.2: Engagement Summaries



Longmont Transportation Mobility Plan

## Phase I Outreach Summary

The first phase of outreach for the Longmont TMP had the following goals:

- Share existing conditions data
- Supplement data with perceptions of safety and travel patterns
- Create a data-driven, community-based approach for recommendations and priorities
- Help craft vision and goals

Engagement efforts for Phase I of outreach included discussions with the project steering committee, a survey, an interactive web map, intercept events, and focused outreach to a variety of community-based organizations. In total, Phase 1 outreach resulted in over 1,000 touchpoints with the community.

## Overall Themes

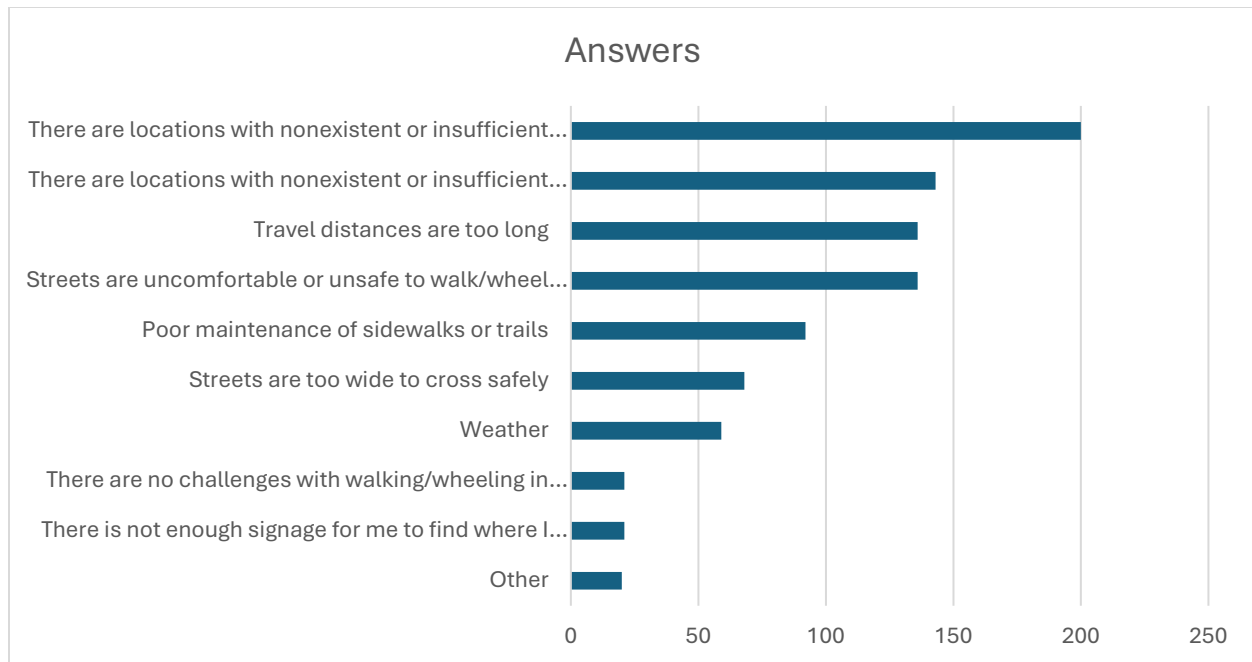
- Support and desire to be inclusive of all modes of transportation
- Transit options are inadequate
- Lack of safe bike facilities
- Lack of connectivity in the bike network
- Speeding vehicles are an issue (desire to see more enforcement)

## Pedestrian Improvements

- Develop a connected, high-comfort pedestrian network that provides transportation and recreation opportunities for all.
- Top walking destinations are trails, parks, and downtown.
- Increase tree canopy to provide shade.
- Connect to key community destinations like shopping and dining.

## What are the biggest challenges when walking/using a wheelchair?

Survey respondents indicated that comfort in walking along or across the road comprise the top three issues with walking/using a wheelchair in Longmont.



## Biking and Scooting Improvements

- Very strong support for more bike lanes, neighborhood bikeways, and high-comfort bikeways, especially protected bike lanes, separated bikeways, and multi-use trails.
- Improve and provide safe bike crossings as well as bike wayfinding and signage.
- Interest in bike and scooter-sharing.
- Need for public bike storage and repair stations.
- Some concern about parking loss.
- Increase connectivity between north and south Longmont and to the St Vrain Greenway.

### What are the biggest challenges when biking/scooter?

Survey responses point to safety, comfort, and trail connectivity issues with the current bike network.



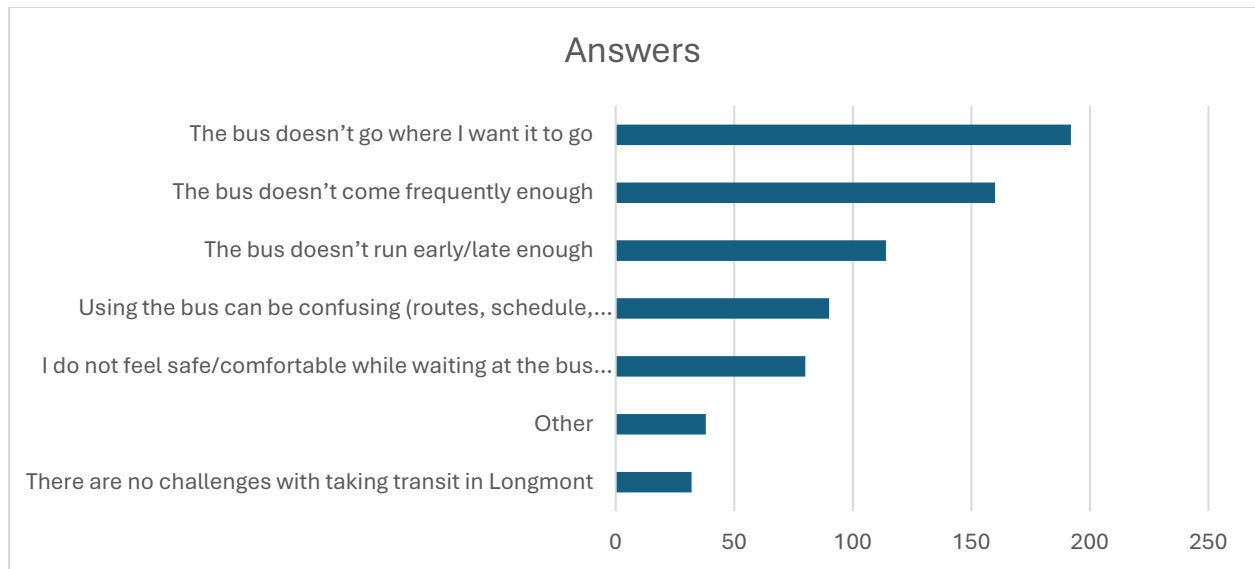
## Transit Improvements

- Add transit service hours to Boulder, Fort Collins and Denver, especially during peak and late-night hours.
- Add transit routes to Lyons, Estes Park, Frederick, Firestone, Greeley, and Fox Hill.
- Prioritize routes to Main Street and Downtown Longmont, Airport Road, Hover, 9th Avenue, high density housing, and Ken Pratt.
- Improve the usability and comfort of bus stops.
- Consider making bus service more efficient with dedicated lanes.
- Bring rail to Longmont.

### What are the biggest challenges taking public transit?

Current schedule and destinations of buses in Longmont were noted as issues by survey respondents.

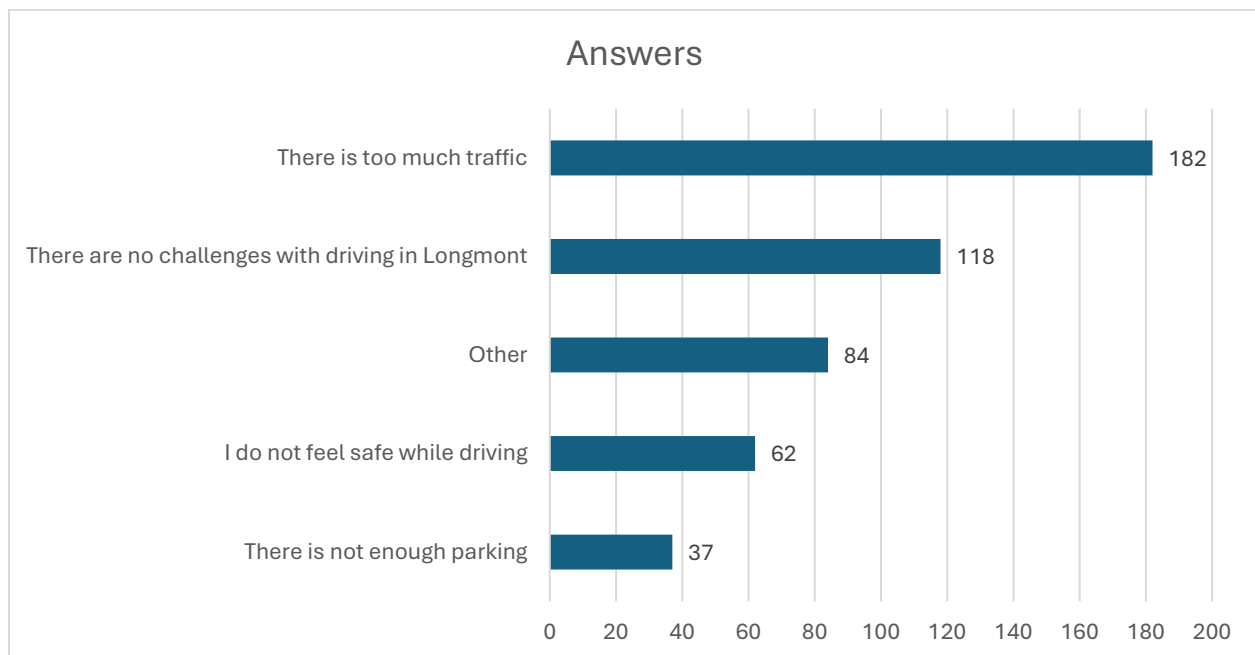




## Roadway Improvements

### What are the biggest challenges with driving?

The primary issue with driving in Longmont is the volume of traffic. However, many respondents indicated there are no issues with driving in the city. Other issues include red light running, speeding, and road maintenance issues.



## Phase 1 Open-Ended Comments

### Open-Ended Survey Comments about Pedestrian Challenges

#### **The biggest challenge(s) associated with walking/using a wheelchair in Longmont is/are...**

- I have a fear of being attacked, or robbed by homeless people
- Unsafe...you get confronted by the transient/drug population.
- Very dangerous with the ""unhoused"" smoking/injecting in so much of L.mont.
- Inconsiderate bicyclists and now motorized bicycles and scooters on sidewalks and walking paths.
- Sharing trails with inconsiderate bicyclists
- Inattentive Selfish Drivers
- Lack of crosswalks and cars neither stop nor slow down to turn right.
- People in cars really do look down on people who have to ride/walk around longmont
- People just don't pay attention when driving.
- Unsafe due to aggressive drivers.
- It's the people that don't obey they traffic signals and use the crosswalks
- Ice and ""snow walls"" build up at intersections where the sidewalk dips down to road level where water collects and freezes. Pedestrian walk sign lit while flashing yield left turn is also active puts drivers and pedestians at increased collision risk
- Roads and poorly maintained especially in the winter. There are TOO many bikes on the roads it is hard to drive safely with bikes crossing into and out of car lanes and crosswalks
- Sidewalks are too tilted
- The poor maintenance of sidewalks is usually the homeowner's fault, not the City's fault. Usually I do not have trouble walking Longmont at all.
- This question doesn't apply to me, but I do see people in wheelchairs struggle on sidewalks, specifically on 9th Avenue and during the snow.
- When weather hit (like winter), it's sometimes hard to navigate the city by walking due to lack of snow plows and sidewalks being clear.
- Cars parked on sidewalks and bike lanes, such as Matco Tool trucks.
- Homeless issues blocking trails and causing safety issues.
- Cars speeding
- Even where there are adequate accessible crossings of streets, the speed at which cars, trucks and even bicycles travel is not encouraging. This also applies for those who are fully mobile pedestrians. Also, lots of running of stop signs.
- Speeding, careless driving
- Too many speeding cars and cars running red lights make it risky
- traffic is moving dangerously fast and/or does not stop for pedestrians
- Traffic is too fast and drivers speed. The roads look like interstates. They should be narrowed to encourage slower speeds for everyone's safety.
- Busy and wide crossings across major roads like Hover, Hwy 119, and HWY 287, does not feel safe due to multiple traffic patterns. Access to shopping area and city amenities often require crossing these roads.

- Crossing Hover by foot seems unsafe
- Street crossings can be very harrowing due to short crossing times and motorists not obeying traffic laws.
- Existing infrastructure is inadequate to safely ride a bike.
- Sidewalks are too narrow.
- Stroads are ugly and uninviting to pedestrians
- There are no protected bike lanes
- Downtown dismount zone. City has given free access to merchants for outdoor seating on our public sidewalks. This access should be revoked so sidewalk can return to its real purpose, not free extra seating at no charge
- I cannot walk very far any more
- I don't know.
- Nothing to do
- The Western 9th St part of Longmont has no bus access.
- We walk the downtown area all the time.
- Wheelchair accessibility should be surveyed separately from walking.

### Open-Ended Survey Comments about Biking/Scooting Challenges

#### **The biggest challenge(s) associated with biking/scooter in Longmont is/are...**

- Additionally, bike lanes themselves are insufficiently separated from motor vehicles to feel safe while using them
- Again I have an issue w/the homeless people on the bike paths, and underpasses
- Bicyclists don't follow the rules.
- Biggest hurdle is the lack of protection from cars for people biking, scooting, one wheeling, etc.
- Bike lanes not cleaned in bad weather
- Cars, speeding and careless driving
- crosswalk
- Devin quince is the biggest barrier to cycling Longmont. I don't want to be a Devin.
- distracted drivers of cars & trucks
- Downtown dismount zone. City has given free access to merchants for outdoor seating on our public sidewalks. This access should be revoked so sidewalk can return to its real purpose, not free extra seating at no charge
- Electric motorized transportation is not permitted on all walkways in the city and its impossible to find out where I cannot use within the city pathways for the long distances I travel. I am quite surprised that this was not a choice for this question.
- Got hit by a texting driver.
- I am no longer able to ride a back due to physical issues and age
- I cannot physically bike
- I don't have a bike rack; even if I did, I'm not big enough/strong enough/young enough to lift my bike on and off one.

- I risk my life to bike a mile to Golden Ponds. Hover is the WORST. Hover really needs some work. Sadly, bikes not really a thought when it was built. Now because too many cars I put my bike on my car to get to Golden Ponds and south.
- I travel around town for work, no time to spend biking or walking.
- If we're not going to get protected bike lanes, we need a North-South multi use path.
- I'm older, live on far East side of Longmont. Could bike to Walmart not much else safely or easily
- Inattentive Selfish Drivers
- Insufficient space on road for bikes
- Intersections are dangerous. Streets are too wide and too many lanes to safely navigate. When people are murdered by car accidents or being hit, we call it an "accident." It is life-threatening to walk or use bikes.
- Lack of rule knowledge and enforcement, cars on streets and other users on trails.
- Main is too crowded for bikes, they use the sidewalk which is a pain for all the walkers
- main st doesn't allow biking; I would LOVE to see it drop to one lane each way, expand restaurants/stores onto the sidewalk, put a bike lane and angled parking in where the outside lane is now. We aren't Pearl St. but this would help downtown SO MUCH
- No good north/south trail (at least on the west side)
- non-applicable for me.
- North - south bicycle routes are difficult to follow, and have bike lanes that vanish in intersections. Two lane roads are difficult to cross safely. Drivers are often too fast
- North/South bike paths are insufficient
- Not enough protected bike lanes on the streets. Lots of pot holes in the bike lanes.
- people don't obey bike rules hence why they get hit
- Personal safety; my kids would like to bike to the mall but there are often transients at the Hover bike underpass.
- Some intersections (i.e. southbound Collier at 17th) don't continue bike lane going straight, bottling bike and car traffic
- Stupid question, my bike was stolen.
- The excessive parking by Amazon trucks, city vehicles, delivery drivers and garbage bins in the bikes lanes. And, seasonally, the lack of efficient snow removal in the EB lanes
- The fact that we are over 10 years past the 2013 flood and still don't have the St Vrain Greenway Trail rebuilt for safe East/West travel.
- The problem is, always, the drivers of cars, trucks and SUVs. On 3rd Avenue the speed limit is 30 and they do 50.
- The St Vrain path has been closed for years! You'd never do that to cars. But bikes and peds? The City thinks they're second-class citizens.
- The trails are great but don't easily connect to all major destinations in Longmont, so increasing existing trail connectivity would be excellent. For non-trail areas, protected bike lanes would be a valuable addition on corridors and make me bike more.
- The trails are populated with the people who are choosing drugs and violence.
- Too many cars and trucks parked in bike lanes. Bike lanes are too near driver-side doors forcing cyclists to go into traffic.



- Traveling with younger children that like/want to bike but not quick/safe access to trails.
- Unsafe bike lanes, cars are aggressive/too close.
- Unsafe due to aggressive drivers.
- weather (sometimes)--I won't bike below 45 degrees, too uncomfortable
- Winter biking challenge (related to poor maintenance of bike paths)
- With kids, it takes extra time to set up for a bike ride, so we won't do it as often.

### Open-Ended Survey Comments about Challenges taking Transit

#### **The biggest challenge(s) associated with taking transit in Longmont is/are...**

- Bus is too time consuming.
- Bus routes to my destinations, including transfers, take far longer than driving or biking.
- Buses are difficult to board for those with some leg and foot issues. The stops are not always conveniently placed because the buses are just too large.
- Buses have no light rail with which to connect.
- Bussing takes too long. Not enough direct routes.
- Don't think the bus even comes out near my home.
- El autobús no pasa cerca de mi residencia.
- Example, events like the BolderBoulder. The first year RTD was unavailable I tried official prepaid parking through the BB organization...we left 4 hours early from Longmont, ran over a mile to the start line, and STILL MISSED our wave
- Getting to the stops along 17th can be challenging due to insufficient crossings
- Homeless camp in many of the bus shelters, particularly in north Longmont.
- I can't always use the steps on a bus without falling
- I do not feel safe riding the bus
- I do not like negative encounters on busses with homeless people that seem to be the primary users of this service.
- I don't even know, but does the bus go to the major grocery stores in town? That's where I would most often take it--
- I don't take the damn bus because I'm not broke anymore and never will be again, there are always sketchy people and drug addicts at the bus stops in Longmont anyway.
- I don't use this
- I go to various locations each day, bus is inconvenient.
- I have a disabled son that I worry will be attacked while waiting for the bus.
- I have a dog that and you can't take a dog on the bus unless they are in a carrier, but my dog is too big for me to have a carrier for him unless I have a car on both ends of my bus trip.
- I have my own transportation
- I have never tried to take the bus but my husband takes it often. He has no trouble, just not diverse enough times to get him to Denver but that is not Longmont's fault.
- I have never used the bus so I cannot provide feedback.
- I have never used the bus system
- I have to drive or bike to get to the bus stop, so taking public transportation takes significantly more time.

- I haven't used the bus so I have no input.
- I used to ride the J from SW Longmont to Boulder for work. They eliminated the j route and now the bus doesn't really make sense for me.
- I want the train. At the very minimum public transport needs to run in 15 minute intervals. I suggest creating a loop around Longmont via Hover/Ken Pratt/Main and 17th or 21st. Have four busses running at all times in 15 minute intervals. Plus the train.
- I would have to interconnect with other routes
- I'm not sure, I've never used public transportation in Longmont
- it does not feel safe to take public transit with people that are often sick
- It doesn't come very close to our house (which is in the city limits). Can you imagine carrying multiple bags of groceries home from a bus stop (melting ice cream, heavy loads, etc.), especially if you're elderly and not worried about theft?
- It is not safe on the bus. Too many ppl using drugs.
- It takes too long
- It's faster by bike
- It's not reliably on time
- I've only taken the bus twice and both times, the drivers were incredibly friendly! They were helpful as well, since I've never used a bus before. 10/10 customer service.
- Late night bus service would be good for downtown restaurants, and for people to have options for getting home safely
- Mass transit is for low rent individuals who lack sufficient funds to purchase an automobile
- Need more stops closer to schools for students
- No bus service in this area.
- No bus stops near where I live.
- No need
- No reason to when I can use my car.
- no shelters, no bicycle parking, poor coverage
- No Sunday bus
- People are shooting up and dealing drugs on buses.
- Regional buses lacking
- Stops are not easily accessible/Not enough bus stops
- Takes too long o get somewhere (regional)
- The bus doesn't run in north Longmont
- The bus system is not fast enough.
- The buses can feel unclean and unsafe for a mom traveling with little kids
- The closest bus stop is at least one mile from my home
- There are insufficient bus stops near housing for older adults who really need assistance with transportation.
- There are many bus stops without seating, even just a bench would be helpful.
- There are no stops within easy walking distance of my house.
- There is no bus service near my neighborhood, let alone ride/assist.
- There is no place to leave my car for the day and take the bus into work

- There should be storage options for electric motorized transportation during transit for commuters to make their final destinations.
- We have 2 cars in the family, so don't ever consider using the bus in town
- We spend too much on RTD. Longmont SHOULD NOT BE SPENDING on this at all.
- We used to take RTD to Denver but when they eliminated late-day returns to Longmont, we stopped going by Bus
- With kids, sometimes it has seemed easier to just drive. We are looking into using it more, potentially for school pickup/dropoff.

### Open-Ended Survey Comments about Driving Challenges

#### **The biggest challenge(s) associated with driving in Longmont is/are...**

- A lot of roadways have more lanes than they need (17th Ave is one example) which encourages speeding.
- A significant portion of Longmont drivers SUCK: running red lights (crazy dangerous), not stopping, not merging correctly, not signaling, pulling out in front of you, speeding significantly, etc...
- Access to Electric Charging Stations
- Aggressive behavior/speeding from other drivers
- Bicyclists don't respect drivers
- blind left turns in areas with street parking.
- cars parked on the street in residential neighborhoods near main make it difficult to see oncoming side street traffic at the alternating stops
- Corner of 11th and Collyer needs a 4-way stop sign. Someone just died there.
- Driving is too easy and too fast. Making driving the first option for most people.
- Financial cost. Pollution.
- Frequent traffic back ups due to stopped trains. Need an underpass on an arterial.
- Generally there isn't much issue driving here, but during rush hour some streets can get really backed up and traffic is a nightmare.
- Hover near Nelson and the old mall area is a disaster. I don't understand why there are so many accidents
- I can deal with traffic/congestion but people just drive so nuts like they are the only one that matters.
- I frequently interact with the intersection of S Fordham and Clover Basin and trying to turn left onto or cross Clover Basin from Fordham is dangerous because of the fast blind corner. Please add stop signs to improve safety for all transit modes.
- I usually feel safe driving but sometimes there are too many people out there driving unsafely.
- Inattentive Selfish Drivers
- Increasingly aggressive driving.
- Inconsistent, inappropriate, and unenforced speed limits. It's 40 on Hover by the old mall, but goes UP to 45 on Hover at the Fairgrounds heading up in the residential area to the north; means ppl are driving at least 45 by the mall and 50+ further north

- Insufficient traffic enforcement (speeding, aggressive drivers, not stopping at stop signs, running red lights, etc.)
- It is hard to see cross traffic and some intersections, and people often speed
- It's too easy to drive and park in Longmont. Making it more difficult or reducing lanes to allow for more biking and transit would help everyone and reduce traffic.
- It's really hard to find parking to visit businesses on Main north of 6th.
- Ken Pratt
- Lack of enforcement for traffic violations
- Lack of speed enforcement in residential areas outside of downtown, including around schools everywhere in town
- Laws are not followed ex blowing by stop signs. Running red lights , cell phone usage distracted driving
- lights are timed to stop you each block
- Longmont has tripled in size since I was a kid yet it has done nothing to Woden or improve roads and traffic is horrible
- Longmont is much better than many other area cities, better light timing, etc
- Love of STUPID apartments has messed up traffic. City is run by idiots and morons.
- Many busy intersections do not have left turn arrows, like many streets intersecting with sunset
- Need left turn lights on Sunset at Ken Pratt. Also, on Sunset at Nelson.
- Need more alternatives to driving!
- Not enough law enforcement. People drive 60MPH in the road by my house (21st street). Automatic camera/ticket zones should be installed. .
- Not enough roundabouts. Too much speed on some streets.
- Not enough turn arrows at lighted intersections, making left turns dangerous
- Obnoxiously loud, modified cars and trucks. Cruising and speeding in neighborhoods.
- Once again we have very aggressive drivers that don't obey the laws.
- Other drivers to at speed excessively
- Other people speeding and running stop signs
- Pace needs to connect with Ken Pratt; the last time a main st. bypass was looked at, lots said they were driving locally, but populations and traffic have increased 50% since then, should this be reexamined?
- Parking/driving downtown
- People are often not obeying stop signs and/or speed limits.
- People drive slowly in the passing lane
- People pulling out unpredictability or unsafely
- people running red lights
- People running red lights
- Poor road maintenance
- Poorly timed lights especially at Hwy 287 & 119
- Poorly times stop lights
- potholes and bad quality roads
- potholes and poorly maintained roads (Nelson west of Hover)



- potholes and uneven roads
- Rail crossing on major arteries need to be eliminated.
- Red light runners and rushed entries onto Ken Pratt
- Roads in poor condition, intersections are poorly designed and traffic signals are poorly timed.
- Roads like Hover are bumpy, especially southbound between Mountain View and 17th.
- Some roads (Hwy 66) should have slower speeds through town.
- Sometimes there are medians that make it hard to get to where you need to go. For example, getting from King Soopers to Target.
- Speed is not enforced
- Speed limits are too high, Ken Pratt at 55mph is not safe. Accidents are way too common here and LPD is too short staffed to perform traffic enforcement.
- Speeders
- Speeding and red-light running.
- Speeding is out of control. Distracted drivers. If people have safe alternatives to traveling in cars, this would lower the number of cars on the road, reducing noise, and pollution, and increasing safety.
- Speeding seems like a common thing in town.
- Speeding, careless driving, congested intersections (e.g., Ken Pratt and main)
- speeding, noise - what is with all the glas pak type mufflers?
- Speeding, road rage
- Stop lights are varied as far as having to wait at red lights and the amount of time lights stay green (Terry intersection with 3rd is a great example of this)
- The challenges are slowness at morning and evening rush hours, but this is only inconvenience. High speed arterials make left turns dangerous.
- The challenges with driving in Longmont is that there are lots of drivers who are only using the space within the vehicle for calling or transacting business and have not a clue how fast and furious they are driving and tailing others.
- The city approves installation of hedges and other features that impede visibility, for example, the hedges at Fordham and Clover Basin Dr. But these are all over the city. Making things look pretty seems to take priority over safety.
- The cyclist don't Obey the laws
- The drivers get worse all the time (breaking the law, being rude, etc.); the population is now too large for our roadways to handle, and our mayor/city council want to build on every blade of grass and double the size of the city.
- The intersection at Ken Pratt Pkwy and 119 by the Safeway is even worse now
- The light at Ken Pratt and Main can be too short. But I understand that it is that way to regulate flow into Main Street. Really driving in Longmont is fine compared to Boulder.
- The lights do not change correctly to let traffic through during busy times. Example turning east (left turn) from main to Ken Pratt the green arrow is so Short the traffic backs up more than a block. That is one example of many.
- The other drivers not obeying laws.

- The 'right turn only' streets around Target/Hover and other various roads in Longmont, are horribly inconvenient. They have added 15-20 minutes of drive time for me, when I just live 2-3 miles from this area.
- The street system is completely inadequate for even half the traffic we endure. Alignments, signalization, visibility at intersections all present huge challenges.
- The traffic lights are poorly timed, one would think the city is trying to slow you down and consume more fuel while you wait.
- The train can impact traffic flow
- There are several signaled intersections that need left-turn arrows-
- There is a lack of traffic law enforcement
- There is no apparent traffic enforcement (speeding, etc)
- There is too much driving and cars.
- There seem to be more drivers running red lights. Also, trains seem to come through the city at inopportune times (i.e., rush hour).
- There seem to be no timed traffic lights so it's possible to hit every single red light when traveling. This is extremely apparent on Ken Pratt from 3rd to Hover.
- Too many disregard traffic laws
- Too many intersections with accidents because of increased traffic on roads not meant for that - hwy 66, airport, 17th
- Too many lights. Roundabouts seem more efficient
- Too many people run yellow and red lights at intersections.
- Too many people running red lights and stop signs
- Too many people speeding and running red lights.
- Too many streets are designed to allow cars to speed. Want calmer, narrower streets.
- Too much Boulder traffic coming through town on Ken Pratt.
- Too much speeding and cutting others off
- Traffic enforcement is almost non-existent and often left to automated signs that tell drivers when they are speeding. These warnings are roundly ignored and they have no fear of actual enforcement by police officers.
- Traffic laws are treated as a suggestion by too many drivers. Needs to be more enforcement.
- Traffic lights are not timed appropriately to keep traffic moving throughout town, particularly on main thoroughfares. Streets continued to be narrowed and cannot handle the volume of cars passing through due to population increases and commuter activity.
- traffic lights are usually not set correctly for the amount of traffic plus need more turn signals on streets with heavy traffic
- Traffic signals not timed properly
- train
- Train crossings that delay traffic.
- Unclear markings on roads. Not always clear where my lane goes or does not go.
- Unsafe drivers. So many accidents

## Other Open-Ended Comments

### **Do you have any other general comments you'd like to add about how you'd like to see transportation improve in Longmont?**

- The multi-use paths are wonderful but are incomplete and not always easy to get to without driving or biking in heavy traffic, like not being able to connect in from Union Reservoir to Sandstone Ranch. We've also been waiting more than a decade for the path behind Lefthand to be fixed since the flood in 2013—while it is being worked on, hopefully it's being expedited and plans are being made to finish the path out to Hygeine from Airport to Pella Crossing.
- "Separate through streets with high speeds for cars from residential and commercial roads. Most people live and work in areas for most of the day, while a driver speeds through in seconds or minutes. Prioritize the people who LIVE there. They should be able to walk, bike, run errands, have access to safe public transportation, commute to work and school, go to local shops and businesses—all without being in fear for their lives or degrading their area with noise pollution and stress. Our freedom of movement (access to mobility in what ever form of choice) is taken from us, and it should be a right for all residents and visitors and commuters.
- "
- I'm so glad you're addressing this issue. I love Longmont and would like to continue living here. But the growth of traffic in town over the past few years is very discouraging.
- I'm looking forward to seeing what happens in the next few years! Please less cars and we need better public transit that does not rely on rtd.
- When we moved back to Longmont in 2019 we chose Old Town (3rd & Sumner) so we could walk and bike as much as possible. It's really hard to get north on a bike without heading way east or west. Francis has pedestrian gaps and is too narrow near LHS, definitely not safe for my younger kids. So much traffic turning onto Hover from cross streets makes the sidewalk a little scary, and even when I'm with a 6 year old going 4-5mph adults sharing the sidewalk are angered by our presence, even when we stop and pull over so they can pass well before they are close to us. The extended sidewalk islands for people to cross 3rd (one at Vivian, and a newer one recently added a few blocks west of Main) are great for walkers but force bikes on 3rd Ave. into even more dangerous and narrow riding conditions with cars. A cut for bikes would have really helped. In the future I think making bike lanes raised a few inches, like other places do, would be much more of a deterrent to cars than paint or cones.
- Really consider making all corner intersections around schools 4-way stops. An easy example of areas that really need a 4-way stop at the school are 4th at Bross, 5th at Bross, and 4th at Emery. It is very dangerous and hard to see people and oncoming traffic at these intersections.
- The bike trails that exist in the city are wonderful, but there is a huge disconnect that makes it very challenging to get from any of the bike trails into down-town.
- "I think we have a great start for our alternate travel infrastructure, however multi use paths need to be connected, narrow, ill-kempt sidewalks need updated, and safer crossings need to be made available throughout town. I'd love to be able to safely walk and bike through

town, but I feel unsafe in bike lanes and a lot of sidewalks are unfit for riding or even walking side by side.

- Also, more frequent crossing options on our longer roads would make busses a more viable option. For example, if I wanted to go east from my house on Centennial, I have to walk a solid half mile just to get to a crossing and double back to the bus stop almost directly across 17th from me!
- We have made a very good start and I sincerely believe that better alternative transit options would reduce traffic and make Longmont a safer place to travel through. "
- I probably almost walk as much as I drive and live in old town. I wish there was reared enforcement for speeding and noise violations.
- I realize it isn't Longmont I am upset with, but as someone who voted to approve the tax increase to bring light rail to Boulder/Longmont, I am very upset that RTD has failed to do so
- we need a lot of traffic calming! Road ""improvements"" like Pike just turn then into raceways
- "Increase the frequency of existing RTD routes. Also, try to make RTD more accessible to families and kids going to school (great way to reduce school-related traffic and increase independence in young people). Start RTD service to the airport w/o transfers in Boulder.
- I live closer to a grocery store than most and it's still not feasible for me to make a 2.5-mile roundtrip to the grocery store and haul all the items back, especially so in the winter when it's dark after work. I think most people live too far from essential destinations to really make walking & biking feasible for ""everyday"" living, especially since there aren't many downsides to driving on an individual level (obviously driving contributes to greenhouse gases and pollution). The greenway trails are nice but are used more for recreation than practicality. There are also more people living alone these days, which makes ride sharing harder."
- Don't let the population increase: it's already too high for the city to cope with, and increasing public transportation isn't going to help much because most people are unlikely to use it. We already have "free" buses (for which we're being taxed twice), and almost no one rides them. They are practical only in compact downtown areas of large cities.
- I see big RTD buses go by with 2 or 3 passengers in them--I can't believe this is nearly as cost effective as having smaller vehicles (like the airport shuttles buses, even minivans like Van-go uses)
- I think Longmont is perfectly situated to become an example community where all forms of transportation-biking, walking, transit, cars-are given equal priority.
- A comment on bike lane maintenance. During snow the roads are cleaned and snow is piled into bike lanes. Please clear bike lanes from snow.
- Overall I would love a more complete walking/biking network throughout the city. The Greenway is fantastic, but getting to/from it can be stressful. The construction of more

protected bike lanes would be amazing for our city. I would feel much safer biking with my children. Thank you!

- Finally restoring the Greenway - formerly referred to as "the jewel in the crown of Longmont's Open Space - would be a good start. Expand multi-modal access and capability to get people out of their cars. Mandate that LPD provide actual traffic enforcement.
  - Monitor the traffic light timing more so traffic keeps moving effectively
  - "North-south travel by bicycle and walking is dangerous due to so many high speed two lane strodes, traffic calming and road diets can slow drivers.
  - Dedicated separated paths for pedestrians and cyclists improves safety and mobility for all. More people on transit and non-car modes frees road space for those who do need to use a car."
  - Traffic signaling is purportedly, but not effectively, timed to avoid green light to red light (at posted speeds); the train, the train, the train (possibly shorter lengthP
  - I appreciate this survey and your efforts! I don't have anything to add. Thanks for all you do.
  - I have concerns about pedestrians/cyclists between 119th and County Line Rd to get safely south to St Vrain Greenway as a means to get to shopping and Downtown. Additionally, Ken Pratt Blvd does not have sidewalks or safe comfortable bike facilities to travel along Ken Pratt Blvd as a means to get to shopping and Downtown. Residents on the east side are forced to drive to Downtown.
  - The stopped trains!
  - "Paint is not protection, people drift in and out of bike lanes carelessly. Sidewalks directly adjacent to the street are very uncomfortable to use. (e.g., Sunset south of 3rd; 9th ST). Physical separation from traffic is the MINIMUM. People need to feel comfortable to regularly use non-car travel.
- 
- Travelling across town on a bike/ebike is frequently dangerous. North/south corridors are lacking. Necessary travel does not feel safe (grocery store, target, etc.). There is no way to store your bike when at the location. Make (e)bikes a functional option.
- 
- Vehicle vanity mods are awful for pedestrians/(e)bikers. Vehicle noise is often unbearable. Coal rolling is toxic. Lifted/widened vehicles are dangerous. (<https://www.consumerreports.org/car-safety/the-hidden-dangers-of-big-trucks/>) These should not be accommodated or even tolerated.
- 
- Make Longmont better for people at the expense of cars. Improve mass transit and ped/(e)bike corridors so people do not NEED to travel by car. "
  - "<https://www.route-fifty.com/infrastructure/2023/07/cities-paint-way-safer-streets/388785/>
  - "



- Create business zones in outlying areas so there's actually a place to walk to. There are very few options for walking to a grocery store from a residential area. I live in Longmont Estates - it is 30 min. from my house to walk to Safeway, crossing Hover which has very short pedestrian walk times. It's about 10 minutes to bike, which isn't bad and there is a bike path. Walking to the bus that goes downtown takes 20 minutes and crossing Hover at Mountain View and Hover, which is a dangerous intersection for pedestrians and bikers. I usually use the crossing at 15th and Hover for biking to Safeway. Why can't the bus route be extended to Mountain View and Airport? Why isn't there a bus going up and down 9th Ave?
- By providing water to Berthoud and allowing it to grow only serves to increase traffic through the City at peak hours. Possibly consider a bypass?
- There is a certain, possibly older, possibly young child rearing group of folks, who will not be using a bicycle as their main mode of transportation. Nor will they be using the bus. This is because the door to door experience of getting to doctors, schools, stores, social activities is more important to them. Or it is necessary to limit how far they must walk, or stand, or be out in weather that is too hot or too cold. And very young children are difficult to manage sometimes. (Even if parents are very good.)
- I used to take the bus to Boulder, but they canceled the J route and getting to the diagonal to take the Bolt is very inconvenient/too far.
- So... we're going to put a boutique hotel right in the heart of the busiest intersection of Longmont and remove a parking lot to do it. Hmmmm, don't see any positives to that except we're not paying for it right?
- "I think the city needs a huge focus on traffic calming measures that will reduce road speeds and force drivers to pay closer attention in most areas where heavy thoroughfares are closely interacting with residential areas, school zones, and popular pedestrian crossings. 9th and Mountainview come to mind as immediate problem areas, and to a lesser degree, 3rd.
- In a perfect world, maybe also a redesign of North-South corridors that encourage drivers to avoid Main Street if they are just passing through; perhaps an overhaul of Pace and Hover, on either end of town.
- "
- Yes, we paid for and want the train.
- Bus routes out to the new hospital/Costco side of town are needed.
- More money needs to be spent on pavement maintenance and street sweeping.
- There should be bike/multi-use paths interconnecting all parts of the town. Perimeter trails, star patterns, anything that increases connectivity and removes bikes from roads. Any major streets should have a dedicated bike path as an alternative (instead of just a bike lane, which can be very unsafe).
- Main St. Can't be both a pedestrian mall and a 2 lane highway. Too many people speed through and don't yield to pedestrians, it also makes for a really loud lunch/dinner if you are sitting outside.

- We have used a lot of City and outside funds to make roads wider, bigger for motor vehicles. Why not stop for awhile and focus on infrastructure building for PEOPLE - pedestrians, cyclists, buses instead. It isn't until we make using a single occupancy vehicle harder that we won't get more people out of their cars and traveling by more sustainable ways. The TMP survey does not address enforcement of speeding, poor parking and bad behavior, which needs to be part of the plan.
- Improve walking and biking routes through the city, including across larger arteries, like 9th and 17th. Improve safety and increase surveillance/enforcement so drivers don't go 10-20 over the speed limit on these residential roads. Increase number of crosswalks and low speed zones.
- I'd like to see Longmont take car speed and safety seriously. People go 10-20mph over the speed limit by our house constantly and we've witnessed multiple crashes within the last year. The city posted a speed monitor for a bit then took it down, without making any better improvements to traffic safety.
- Fire your Traffic Safety Coordinator, who is sucking over seventy thousand dollars a year a year from the taxpayers for doing nothing
- Personally, I would ride a bike more places if I lived closer to downtown and more people rode their bikes places. I live on Pace/66 and it'd be a long bike ride downtown just to get some food
- You have to fix it with zoning changes and patience. As long as large areas of the city are dedicated to single family zoning, you'll have large areas where cars are the only viable form of transportation, and cars cannot effectively scale to meet the transportation needs of a society.
- Stop being morons and idiots. Focus on the basics, the roads, maintaining them, and not focus on social engineering. Think about a by pass to get the commuter traffic out of the city.
- I'm glad you're doing this survey!
- More bike paths please. It would be nice to finish the section by Lefthand so I could run and bike longer connected distances. Connect to other Front Range cities like Lyons and Lafayette to create longer stretches to run and bike.
- I would really like to see a safer environment for cycling on the diagonal. The lobo trail is an amazing start but during the winter is a muddy mess. People have made it clear that they are too stubborn to not ride on that road. Thank you for doing this!
- "I've spent 3 winters here, after moving from a city close to the Canadian border. We got triple the snow and ice there, than we do here in Longmont. However, the roads were always more clear and safer there -- more than Longmont.
- When you leave Longmont and go into Larimer County, or Denver County, the roads are exponentially better. When you drive back into Longmont, it's noticeably worse.
- In 3 winters of living here, I have never actually seen a snow plow in Longmont (I've see them in Loveland/FOCO and Denver).

- I really think that if there's extra resources for the City of Longmont to improve, I'd utilize the resources to improve the road conditions during the winter months. I don't know if this is a Boulder County specific issue (because Boulder has this issue too), but this is something I really wish our city would improve upon.
- I believe that Longmont is the best city in the state, and there's no way that Loveland/FOCO and Denver can be doing better than us on this issue. "
- We need sidewalks to be grade separated and not attached, for safety, for snow removal, and for space for shade trees. We also need more buffered and protected bike lanes throughout town, especially on arterial roadways that don't have a multi-use path adjacent. And please, make Pace Street go through from 3rd to 119th. This is a huge connection for the east side to get to the St. Vrain Greenway and also would reduce accidents at the intersection of 3rd Pace. It's a horrible intersection.
- A shoulder on the side of a road is not a bike lane. Trying to use it as such is dangerous. Proper bike lanes should have physical dividers from the main road. Not just a painted line cars have no problems crossing over while texting.
- Some light schedules don't work well at high traffic times
- "The city should strive to improve the condition of the city streets, improve traffic flow and start serving those who pay taxes.
- The city engineer who designs and modifies the traffic flows should be fired and replaced with a single mother with children, she might know what is important and has things to do and places to be.
- Again, you should learn who pays your wages and start serving them not those who move here specifically for the hand outs."
- "Overall, Longmont has done exceptionally fine job balancing the various & sometimes conflicting aspects of transportation.
- Would appreciate seeing more about how this all will accommodate another 50,000 residents and considerably more pass through traffic as the Northern Front Range grows."
- "We need more of the push-button crosswalks that were recently installed on Main. Like all over town. And more speed bumps to slow people down. People come down Spencer from 66 going WAYY too fast, and kids have to use that crosswalk to get to school, that happens to be on a bend in the road. Cars can't even see the crosswalk until they are right on it. Both speed bumps AND one of those flashing crosswalks is needed there.
- Also, slow the speed limit down on 66 through town."

- "I make an effort to walk, bike, and take the bus, and it is always fraught with peril. I live a seven-minute walk from King Soopers on Pace - those seven minutes turn into fifteen, because there is no convenient crossing. In fact, I get honked at, or sometimes yelled at, even if I'm crossing at a traffic light, because drivers get impatient about turning.
- Similarly, I've had close calls on a bike when cars roll through a stop sign. My partner got sideswiped. Without protected bike lanes, it's just dangerous.
- I'm happy with free buses in Longmont, and prefer to take them if I'm going to Downtown Longmont. However, if I go to Boulder for dinner, there's a chance I won't be able to take my 324 home, because it will be too late.
- I would like it if Pace got a few more crossings and its speed limit went down. Could stand for the bus to run a bit later, too. I'm not sure how to encourage good driver behavior."
- "There needs to be a crosswalk for crossing 17th Ave at Northwestern Rd. This would provide much safer connectivity to McIntosh Lake. Or the city needs to finish the bike path connection west of Fowler Ln & 17th Ave up to McIntosh Lake.
- The city needs to complete the connection to Airport Road from Golden Ponds. This would significantly improve bike accessibility for the northwest neighborhoods. Otherwise you have to go all the way to Lykins Gulch from the north and that is way too far.
- The city should also work with Boulder County to complete the connection to Pella Ponds.
- Most people don't bike to work in Longmont. They want to bike and walk on nice greenway trails into open space areas and parks, and not for commuting. "
- The main gap in multiuse trails is getting north/south thru town, especially to Main Street. There are bike lanes on the street but I'm not an experienced cyclist and the roads feel too congested. I certainly don't want my kids biking in that area.
- I drive 63rd everyday because I live on the route. Cyclists have no concern for cars and I have had to swerve into oncoming traffic because they are not paying attention and swerve into the lane. Additionally there are large groups that are 4-5 people wide that take the whole road. Cyclists stop at the top of hills where I can't see oncoming traffic so I can't give them the clearance they need and still be safe for the cars. It is a huge danger everyday for both driver and cyclists. Creating a separate path off the road would greatly increase safety for both.

- "With all the e-bike voucher programs, we need to invest more in safe bike transit throughout the city. I want to see more protected bike lanes. Cars are too dangerous to bike feet away from when they're going 45+mph. Cars are so big and drivers distracted with their phones that I don't trust biking in the streets. In the warm months I bike about 80% of the time. Its a pain to try to navigate around trails that just stop for no reason and huge thoroughfares with lanes and lanes of traffic.
- I also walk fairly regularly through parts of downtown. Some streets take upwards of a minute and a half to wait to cross if you wait for the lights to change. I see people cross the street very often when the lights haven't changed because there's a big gap in the flow of traffic
- Please add a dedicated cross walk at 10th and main. It's extremely dangerous since the flow of traffic north and south bound make it basically impossible to cross.
- I think Longmont need to prioritize people over cars!"
- Longmont needs to reexamine some of its antiquated traffic designs and policies. For example, right-in/right-out is for towns where people are just passing through, stop for gas, and leave town the same direction they are going. This policy has survived way beyond its usefulness as Longmont continues to grow. It causes design traps where drivers have to know the tricks of backways, such as behind businesses on the west side of Hover. The lack of turn arrows at certain intersections is unnerving at times. Longmont is a city now and needs serious, professional traffic engineering commensurate with our population size. Certain projects, such as Pike Road and 287 have actually made things worse that they were before. Drivers now race to merge at S Coffman complete with horn honking and road rage. Speeds are well into the 50s during busier times of the day, left to be enforced by flashing signs that are universally ignored. Longmont desperately needs realistic traffic enforcement.
- I really wish all the trails would connect so I could get around the city without my car. If I want to go farther than a mile from my house I pretty much have to use my car or risk biking in traffic, and I'm not a confident enough cyclist to bike in traffic. In my ideal Longmont I would be able to get to every shopping center without touching a road. At this moment I can't get to even a single shopping center without a touching a road. I feel like there's a middle ground that is very achievable.
- "There are several excellent pedestrian arteries throughout Longmont that do not connect to each other. Most notably the St. Vrain Greenway/Lobo, Oligarchy Ditch, Rough & Ready, and Stephen Day Park trails. Connecting these trails with low stress/dedicated connectors would encourage a large portion of the East side of Longmont to use these safe, high quality trails for recreation and transportation, reducing the need for automobile-based transportation.

- Additionally, there is no low stress way to access the Hover shopping centers including the Twin Peaks mall unless you already live in SW Longmont. Personally, I would love to bike to the restaurants and catch a movie, but navigating Ken Pratt/Hover on bike after dark feels like a death sentence. "
- We love walking and biking around longmont and would prefer it to driving. We end up driving more often because we feel unsafe biking to some locations. Updating the Longmont Bike Map and providing a route planning tool that prioritizes safe routes. We of course can use google maps or other maps to get a bikable route, but it often routes us down Hover or other high car traffic routes that we do not feel safe on. Biking on the sidewalk is an option, but then interfere with walkers.
- Connectivity to existing bike baths, connecting sidewalks
- "Prioritize some group of individuals that are most vulnerable in traffic: students traveling to/from school, seniors, low income individuals.
- Create walking/wheeling/biking connectivity to places of interest to eliminate those 1-2 mile trips by driving.
- Create a program that will remove snow from ALL sidewalks and bike lanes (not just plow it and move it to block someone else. see Canada)"
- "More frequent buses!!
- Bus to more places
- Longer hours
- Would have had kids take local bus to school but the schedule was insufficient"
- We are desperate for a bus route that goes from Maine Street all the way to east county line road on Ken Pratt.
- Traffic enforcement in Longmont leaves much to be desired. We have drag racing at the YMCA every night of the week, and twice on Saturdays. The parking lot at Centennial Park is regularly covered in melted rubber from highschoolers burning out. You can't spend five minutes on main street without someone cruising by revving their engines. We don't need sound activated traffic cameras just basic enforcement in the areas where it happens every day. Have a semi regular patrol around the YMCA and the drag racing will stop. Start pulling cruisers over downtown and the cruising will stop.
- Invest in major bikeway arterials, including land purchases and eminent domain, to create dedicated bikeways across town and to surrounding communities.
- Safety for all users of transportation modes is the highest priority. This means separating bicyclists and pedestrians from cars. It means designing roadways for slower speeds and fewer traffic-lighted intersections. It means protected bike lanes and pedestrian walkways throughout the city including at intersections. It means easy and safe access to transit for pedestrians and cyclists. It means better, more direct bus routes throughout the city with easy and safe connections to regional public transit. Easy flow for all transportation users with fewer decision making points that involve crossing other transportation modes travel corridors. Thank you.
- "Our downtown area on Main shouldn't be the main thoroughfare through town. 287 should be moved and downtown could be a walking mall.

- Also, the sidewalks and general pedestrian facilities on Ken Pratt, west of Main St, are garbage. It's genuinely unsafe to cross the street at Bowen and Ken Pratt using the crosswalk. Cars will turn right and blow through it without looking for pedestrians crossing the street or even looking at the pedestrian walk light. I have small children and live in southmoor park. I am generally terrified when we're walking along that stretch of ken Pratt. The sidewalks are terrible and there isn't enough indicators for cars to pay attention to pedestrians or cyclists. I would walk to those businesses a lot more if the area from Sherman to South Pratt was optimized for people, not just cars."
  - I'd like to see pedestrians and cyclists prioritized over cars/trucks at all times. Crossings should trigger immediate stops to all motorized vehicles when a person requests a crossing. Facilities should be designed for the comfort and efficiency of non-motorized travelers.
  - Relieve burden of traffic on Ken Pratt. It is getting worse by the day and not just during rush hours. Can there be better timed lights or other ways to help move traffic along Ken Pratt in both directions?
  - More options for seniors that are unable to drive. We don't want the big buses..too many vagrants and unruly behavior on the large busses. Not safe for the elderly.
  - I love biking in Longmont, I am just afraid of cars not seeing bicycles, especially cars that are entering a main biking street from side streets.
  - I feel like the bike trails don't connect well enough to get anywhere. We would drive to a trail as a destination, but it wasn't feasible to bike TO a destination
  - wider adoption of Leading Pedestrian Interval signaling, reduction of conflicting left turn yield and pedestrian walk signaling. Complete St. Vrain greenway trail project.
  - "As a daily biker, year-round, I believe the biggest issue that needs to be addressed is safety. Specifically, excessive car speeds and lawful operation, like running red lights or ignoring right of way.
- 
- Bike paths are mostly on the periphery of the city. Could you get more bike allies or a path downtown? "
  - The bike infrastructure is great, but I would love a more comprehensive east-west and north south route please!
  - It would be great if we could get from the bike trail that goes to Union Reservoir all the way to Sandstone Ranch. For some reason, it is closed right past Union Reservoir. Please make opening it up a priority. Thank you
  - Streets like 21st that have a detached walk but are in a state of disrepair in terms of having a pleasant walking experience - weeds grow there rather than any landscaping.
  - Please open all sidewalks and Greenways to electric motorized transportation.
  - Traffic circles are great for cutting down speeding, I'd like to see more of them.
  - "Maintenance comment for bike paths: The City gets kudos for clearing snow on the greenways. The maintenance most needed is for bushes and trees so close to the paths that they obscure visibility at curves and intersections. Since these things grow, they need regular inspection & trimming (both on sides and overhead). Removal or replanting only as a last resort.



- Maintenance comment for sidewalks: Walks immediately adjacent to streets and not fronting a private property get covered (and are rarely cleaned) with sand, gravel, plowed snow/ice, and other road debris."
- My kids ride to school on the pathway behind Eagle Crest/Altona. The sidewalk usually isn't cleared quickly after it snows, so it can remain icy for weeks, making bike travel unsafe.
- PLEASE LISTEN TO THIS: Biking and walking are not feasible modes of transportation in Longmont. Driving is a must and maybe buses can help people get to where they're going? The growth in Longmont is happening quicker than the infrastructure can manage. Making driving safer will improve everything for everyone.
- Enforce speeding penalties, add turn arrows which are needed in many places
- We need to keep our focus on building a city for people instead of building more infrastructure for cars.
- Thank you, we really love it here. I have no more complaints about Longmont's traffic enforcement than I do any other city so please don't think I am complaining. Traffic hazards have gone up everywhere since COVID. It is not one city's fault any more than any other. Either that or I am getting old, and more likely to notice more riskiness.
- A lot of the lights, especially on Hover and Ken Pratt are too short for traffic during rush hour so this means cars are piled up in intersections, which I feel like is a huge safety concern. There are also a lot of left turns that have too short of a timer on them meaning a lot of people are running them. Every time I'm out I feel like I see people run at least one or two lights, and because of that I've been seeing a lotttt more accidents.
- Every street should be bike friendly / bike sage. EVEN IF it slows traffic. If not, we replace bikes on the road with cars on the road and the problem is even bigger. It takes investment and time for habits to change.
- Longmont is generally acceptable for biking around as an adult, though there are several sections with nominal bike infrastructure that's inadequate for my children to safely bike along. For example, Nelson is a somewhat busy street that only has painted bike lanes. For these sorts of streets, I would like to see protected bike lanes (e.g., entirely separated bike lanes or simply bike lanes protected with barriers).
- "Would be great to have more crossings where people like to walk to. i.e: North Western to McIntosh, the nearest crossing is down the street so everyone just walks across the street. There a tons of places like that around town that don't have crossings where folks tend to cross frequently.
- Then for bike lanes, there definitely could be more done in connecting them. Such as with the green way, it's great but could be expanded on to connect other popular biking areas or just more parts of town.
- Crime isn't too bad honestly on local trails or walks I've taken, it's just the homeless that scare lots of folks. That's more of a political issue though. Things can be done though to

help lessen that by employing more lights across trails and ""help buttons"" along them though. "

- I live across from Front Range Community College and work there too. I have mobility challenges and jay walk to the school. With the new development of 3000 residents coming to the corner, I would like a cross walk for my community to the Community College.
- "A holistic approach to transportation. Many reasons people are driving is because feeling unsafe to bike or walk. Also, many people live too far from services and lack a safe way to get there other than driving. Looking at Land Use and Transportation go hand in hand. Can we build a 15min city? or 10min?
- Secondly, what is the future of transportation as related to climate change? Is it micro-mobility? TODs? Community based transportation?"
- "Improving road safety is within our reach, although we cannot control driver behavior directly. In my neighborhood on Alpine Street, vehicles not only exceed the 30mph speed limit, often reaching speeds between 40 and 80mph, but also misuse parking lanes as shortcuts, endangering pedestrians and cyclists. This misuse includes driving through parking lanes to bypass corners, contributing to safety hazards, including tire tracks on sidewalks and collisions with parked cars.
- These problems are reflective of broader city-wide issues. Implementing straightforward changes, such as reconfiguring bike and parking lanes, could significantly enhance safety. Addressing these concerns through city-wide improvements is essential for making our streets safer for all users.
- I advocate for introducing roundabouts and other traffic calming measures, like speed bumps and pedestrian islands, at intersections to lower vehicle speeds and improve safety for all users."
- PLEASE add protections to bike lanes! a thin strip of line does not make a bike lane safe!
- My biggest thing really is more frequent run times for the buses and more direct connections. It is often MUCH faster for me to bike or drive than it is to take the bus, which is crazy! It shouldn't take an hour just to get across longmont on the bus.
- Non motorized transportation in Longmont is unsafe, impractical, and a shameful example of civic planning.
- I want to know my disabled son can safely navigate Longmont walking or using the bus without getting hit by a car or attacked by an individual.
- Speed limits are too high in mostly residential areas. If the posted limit is 30, people drive at least 40. The rule of "if not sign is posted limit is 25" doesn't work because everyone drives as fast as they want. I walk residential neighborhoods everyday and am shocked by the speed and noise of cars ...it really is out of control.
- More use of bikes to get around, which means more driver awareness and comfort with sharing roads with bikes. Especially at intersections and main roads, etc.
- More shelters with more room to protect against the weather

- Quit building apartment complexes. Nice 55+ condos are needed
  - Major arteries need to be improved. That should be number 1 priority, Ken Pratt Blvd, Main, and Hover are all poorly designed and implemented.
  - Good luck and if you ever need me you can contact me at 7206881410
  - The vehicles pay taxes for the roads, the roads should always be first priority for vehicles. If people riding bikes would like better options, create a bike tax so they can help pay
  - "Reduce restrictiveness of zoning laws and encourage mixed-use/transit-oriented development so future residents won't have to walk/bike/bus very far to access businesses and services they need.
- 
- Extend bike path network to better serve areas west of Hover and connect with major trails (St Vrain Greenway, LOBO, etc.). Underpasses under Hover would be hugely beneficial.
- 
- Widen bike lanes on Pike between Hover and Pratt Pkwy, especially the westbound bike lane which is narrow, torn up, and normally full of debris."
  - The only effective way to reduce auto congestion is to provide other commuter options. A lot of people won't ride if they don't have a safe route from their home to where they're going so we need protected bike lanes or dedicated trails. People also won't use public transportation if it doesn't run often enough and have a variety of routes. I used to take the bus to work. I took one bus and it took about 45 minutes. Now I need 3 buses and it would take an hour and a half. I can ride my bike in an hour. Riding shouldn't be faster than public transportation for a 15 mile trip. I am excited for the bike trail along the diagonal. It should reduce my commute time considerably, but I am a fair weather rider so I'd like a public transportation option when it's cold or there is snow on the ground. Trails around south Longmont are pretty good. I use these trails often, but connections to North Longmont generally require riding along or crossing busy roads.
  - "I have lived here for 18 years and my ex-husband is on the city's bike committee. We cycle for most excursions in Longmont, and are excited for any changes to improve bike safety, increase public transit & limit/decrease vehicle traffic.
- 
- I voted for the lighted block crossings on Main Street when the ADA ramps were redone several summers ago. Thank you for finally adding safer crosswalks for downtown pedestrians! "
  - Longmont sucks and it mainly comes from the ass holes in city council. Peck is a liar and generally a stupid bitch. Martin isn't qualified to flip burgers and shouldn't work in government at all. She is unbecoming. The entire city worker section is far too big and overpaid. Actually, about half of the city workers could be laid off and the savings used to build a sufficient police department. The only area underfunded and neglected is the police department.
  - "Reduce speed on Hover

- Bus to airport"
  - speed cameras may cost more however we don't have enough police to keep traffic speeds under control and safety should be the main concern
  - The street racing, speeding, and reckless driving is out of control. It's not safe to walk or bike in my neighborhood (where there are parks and adults and kids walk to the rec center), the speed limit is 25. People drive upwards of 50, and there isn't good visibility. Last year, someone lost control around a turn and hit a tree in the median. there needs to be safety measure or someone is going to get hurt. Speed bumps. Cross walks. Ticketing speeder and reckless drivers. It's only a matter of time before something bad happens- quail ridge neighborhood...
  - Street lighting at intersections might also be improved and intensified. This can help motorists see bicycles, pedestrians, etc.
  - "trains to Denver and Fort Collins along i25 not detouring over Boulder. Separate train to Boulder.
  - Helping Boulder with the planned bike path from st.vrains SP to Boulder (what an amazing idea!!)"
  - An crosswalk and/or traffic light at 17th and Northwestern. I've seen moms with strollers, dogs, cyclists, elderly walkers, etc almost get hit many times when trying to get to McIntosh Lake
  - "Adding bike shares in Longmont (both regular and e bike) would be huge and complement growth in and around Boulder. It would also provide a legitimate option to reducing cars and traffic for infill development. Please do this.
- 
- Also, creating a dedicated bus route to DIA from Longmont through Lafayette would be really valuable. I would use it regularly. "
  - Totalmente, especialmente en el area en la cual yo vivo.
  - test- delete whole row- carly
  - "It has been 11 years since the flood and we are still waiting for the greenway restoration project to complete. This is a critical component of the longmont bikeway for the city to build a comprehensive bike network upon. I would like to see the city focus on at the very least completing the multi use path and open it to the public so that we can navigate across the city using the city's major bike/walk key infrastructure.
- 
- Additionally, missing connections should be the city's secondary target in terms of bike transit. For example, the east side of longmont has several single-block missing connections where bike lanes/paths are missing for short distances. Correcting these areas can be easy wins for the city. For example, a connection of a safe bike lane/path to the greenway from 3rd and ken Pratt provides many feasible bike routes. Additionally, area is largely undeveloped and a connection would provide a significant short cut for the east area to connect to the rest of the greenway."

- When I grew up my parents taught me to walk, run, and bike \*facing\* traffic. I never heard of any bike or ped accidents. If you noticed the driver didn't see you, you would get out of the way. 90% of accidents are from behind. If they were facing traffic, 85% of those would have been avoided.
- I would like to see a more cohesive vision about routes and their association to development patterns. Great transit is cohesive and develops with the city. (But I'm glad it's usable, hope it continues to improve)
- Coordinate lights on the major arterials so the traffic is non-stop from light to light at the posted speed limits \*especially\* Hwy 119 and Hwy 287 intersection. Also, road maintenance.
- This city is way too car-centric. Until we disincentivize driving people are not going to look for alternatives.
- There are too many bikes on the streets and on sidewalks and trails. Bikers cross into and out of car lanes and sidewalks. On trails bikers ride too fast and are not courteous to walkers and especially the elderly who can't move quick enough when a biker is right behind them and all of a sudden whips by. It is extremely dangerous to have shared trails.
- I live in Northwest Longmont. It takes me 1 hour to get to work in Boulder if I would take the bus, while I can drive there in about 20 minutes. The Bus transit system in West Longmont is not adequate
- Longmont isn't densely populated enough so driving is the most efficient and convenient mode. Please add more density to the downtown/old Town areas
- City planning needs to focus more on pedestrians and cyclists. Main Street is not enjoyable to walk around because of the heavy traffic. Focus more on humans and less on cars.
- one major reason we moved out of Boulder was we could no longer walk safely without bicyclists zooming by with no consideration or notice. We need to have more education to bicyclists so we don't end up with the same issue. Also there needs to be pedestrian only trails.
- only thing good about bike lanes is it makes it easier to get out of the car on the street side...unfortunately can't do anything about stupid drivers
- Please improve public transportation and encourage it's use!, re-access light timing to reduce traffic back-ups, improve traffic flow on Ken Pratt between Nelson & 287
- The cost of public transit can really be difficult for the homeless or poor populations to even get to needed resources. Many people with disabilities do not feel like they have accessible and affordable options to get around, causing them to rely on volunteer based ride services that often leave them stranded when drivers don't come through.
- I always admired the City of Boulder's approach to getting people places with their many buses. It is fairly reliable, consistent and city wide. It would be great if Longmont provided that kind of bus service. I realize that a resident can take a bus to certain places in Longmont on a very limited basis. I would like to see more buses going to the library or civic center, for example, late into the night when the City Council meetings are being held. This would help older drivers. Also buses going to the rec centers on a regular basis. Residents should be incentivized to take a bus rather than a car.

- It would be great to make Longmont a more bike friendly place. The new bike lanes are great on Longs Peak, the need for connectors to get across town would improve our biking greatly. Having the green way completed at Boston (near Left Hand) needs to be done!!
  - Better connectivity to transit between cities! Many Longmont employees live outside of the city and many of us need to drive in because there are no other options for transit into Longmont.
  - I carpool with family to get to work, but then don't have access to a car throughout the day. It is difficult to get places during the day because my work is far from child care centers, doctors offices, grocery stores, ect. It would be nice have more amenities closer to work centers.
  - More enforcement of traffic violations (e.g., speeding, not stopping at stop signs, running red lights, etc) could improve my feeling of safety, regardless of mode (vehicle, bike, foot)
  - Longmont is not big enough or congested enough for people to want to take mass transit so I wouldn't focus there at all. It's a losing battle. People won't give up their cars for inconvenient buses (or even convenient ones) since driving is a viable option. Connecting the bike paths and making sure there are safe sidewalks for walkers should be the focus for sure. That way the people that want to choose sustainability can do so safely and conveniently.
  - I strongly support Mayor Peck's efforts to obtain rail service for Longmont. It sticks in my craw how much I have been taxed over generations with the promise of rail service to the Boulder/Louisville/Longmont area with NIL delivery of promises.
  - Luna test
  - Keep fixing those potholes and street cracks, there are times I feel I need to be driving a truck, and that's no fun.
  - "Longmont needs more of a bike path that goes north south, and connects down past Airport Rd. Also could use more dedicated bike/run lanes to reduce accidents.
- 
- Otherwise I love the trails. Thank you so much for them. "
  - Get them to build the silly rail.
  - Stop making stupid decisions to cater to crybabies on 3rd avenue.
  - The level of traffic accidents in in Longmont is astounding. I can't go to work or drive home without passing a major crash. My insurance rates are unbelievable.
  - Quit building all the high density boxes (zero architectural appeal) bringing so many ppl to one area. Grow EAST.
  - Clean up the transient camps, drugs and needles. THEN people would want to walk and bike places.
  - Many intersections dip down at a steep angle (for drainage?), so you have to slow to under 20 mph to get through without scraping the bottom of your car. This impedes traffic flow and makes it so the roads that don't have this dip are more highly traveled/congested.
  - Increase crossing light times so ALL can safely cross. Excessive growth does not work at all especially without greatly improved transportation for ALL

- Design infrastructure that promotes walking and biking and less reliance on cars. Think big-picture when it comes to zoning and what new construction gets approved. For example, why did a Costco built right on a bike path when its a store no one will ever bike to? Meanwhile, apartment complexes are being built further away from bike routes and right against highways and trains. Overall, I'd like to see less big box stores being with huge parking lots and using that space for greater density with "live, work, play" multi-use neighborhoods. Continue to account for green space; Longmont's parks are its jewel. Take notes from Prospect; there's a reason why houses are double the cost of the rest of the city! That place was built in 1994 and almost no one is copying its successes. I know its expensive, but build it and people will come. Also, take note of 19th C city-planning. Why are the 19th C neighborhoods more desirable then the new ones? Maybe bc they were designed before cars?
- Easy fast transit to Boulder to take our bikes. We are seniors who love a variety of trails but loading our bikes on a car to bike around Boulder seems crazy.
- I live several blocks from the Ken Pratt Safeway. I would like to walk there bc it is so close. I have walked there several times and feel very unsafe when crossing the the street. The turning traffic has a green arrow that turned into a yellow arrow when the cross walk sign comes on. The turning traffic is not looking for pedestrians. Let people walking go first to ensure their safety. My husband was almost hit by a care while crossing the street, he literally had to jump out of the way.
- "The homeless people hanging out in the underpasses make me feel unsafe when I ride my bike.
- I wish we had busses to the Rockies games. "
- We need an increased traffic cop presence on the roads Too many red light runners, texters and other dangerous drivers out there. Increased enforcement would change that.
- I live three blocks from the Loveland Flex station and work three blocks from a FLEX stop in Longmont. I can not take the FLEX because the bus times are so infrequent during morning and evening commute
- Car traffic flow is predictable and manageable. This consistency of flow makes planning easy.
- More bike paths to get to different parts of the city would be great!
- I would love to see new bus routes in southwest Longmont, these would allows way more teens and adults to access Main Street and other destinations. I would also like to see more bus routes in the village at the peaks.
- "I'm a resident off Main Street in Longmont that has seen multiple pedestrian-car accidents in the past year (2 of which involved co-workers of mine). More needs to be done off main roads to improve safety for all travelers. A few I notice are setting road parking back to increase crowsswalk view, intuitive placement of crosswalk signal buttons (many are placed a distance back from the actual side of the road I'm crossing), and speed bumps/ raised pathways on neighborhood roads.



- One thing I've recently really liked is an upgrade to the traffic light systems on Main Street! They now prioritize pedestrians using signals by halting all traffic for a few seconds, or allowing a green light on the opposite side of traffic for pedestrians to cross. "
  - Longmont is very dense compared to a lot of places and that gives us an amazing opportunity to create a safe, walkable city with efficient, clean public transit that is for everyone, not just people who can't afford a car
  - I live near 119 and county line bike path was to be built then they just stopped building it
  - It's also important to consider lighting for walking and biking paths and bus stops. Folks feel less safe in the community and it seems lighting and safe travel is not distributed equally in the community.
  - I would like to see bike lanes cleaned of trash and snow or debris in a timely manner. It can be more than a week after a storm before bike lanes are usable.
  - The ticketing on Main Street is utterly out of control with the lack of parking in the first place. There are areas with no signage that you get ticketed for parking in. Either make it clear where you can/ can't park or find another way to fund the inefficient local government that doesn't involve robbing the community. The drivers here are ridiculous. People speeding down residential streets with their absurdly loud cars, drivers intentionally NOT STOPPING FOR WILDLIFE? No police presence on hover to stop the dangerous and reckless driving. I would love to spend time outside or walking around town but it's so unpleasant in this area with the loud and reckless traffic. Not to mention dangerous homeless men yelling and harassing women anywhere east of hover street- especially main and 17th area. Needles on the ground in public areas- you really need to figure it out. I regret leaving boulder for this
  - The TMP should address the potential of Vance Brand Airport to serve as a transportation resource for greater numbers of Longmont community members. It currently appears to support and subsidize only small groups of hobbyist pilots and skydivers.
  - Adding red light cameras at key or major intersections to prevent accidents, running red lights , and money from these fines will give the City more funds to make other improvements.
  - "Bus routes are completely inadequate. Currently, to get to work in Boulder by bus, I would need to walk over a mile to the nearest relevant stop, and the ride would take longer than riding my bicycle.
- 
- Biking is generally pretty good in Longmont, and I bike a lot, but not when needing to take my whole family.
  - Traffic is a concern, and keeping traffic lights synced to minimize stop times on major streets should be a focus. Especially on Hover between 9th and 17th, I often get stopped, no matter the direction of travel or time of day.
  - "
  - One of my favorite things about Longmont when I moved here in 2009 was the ability to bike almost anywhere in town in relative safety. Traffic has increased consistently since we

arrived making road riding a lot less comfortable especially when riding with children. This higher traffic volume coupled with the excruciatingly slow rebuilding process on the ST Vrain Greenway Trail system has made riding in Longmont a much less enjoyable experience. With our great weather and active and outdoor oriented populace an expanded and interconnected bike path system would add a lot of value to our community. I would strongly support any expansion of biking infrastructure and would love to see the rebuilding of the Greenway trail receive priority.

- More places to bike and walk would be great.
- It starts with better & denser urban planning. Multi-use wherever possible to counteract the sprawl that started 20-30 years ago when Longmont expanded. Those outcrops of sprawl don't have good connections to downtown, transit options, local shopping in a dense way, making cars a necessity due to insufficient public transit options, etc.
- "There could be more traffic law enforcement.
- There could be more rule information for path users and also some enforcement.
- Some areas on and near paths are unsafe due to homeless people and encampments."
- Cities are for people. This city seems to have been built for cars. Cars aren't people.
- It would be great if the biking and walking trails connected to each other and different parts of town. Also it would be wonderful if bike paths connected Longmont to other cities like Boulder, Lyons, Erie etc. Riding a bike on 119 and many of the other roads around here is crazy. It's not safe for anyone.
- This planning goes hand in hand with new development. neighborhoods should be walkable with access to restaurants, groceries and other amenities. Sprawl should be avoided at all costs!
- I pretty much given up on the City. It pays lip-service to alternative transportation. Except for the free bus service: that's a very good thing the city does.
- Why isn't there a bus route that just goes up and down Hover? Hover is EXTREMELY congested all the time, could help with that.
- n/a
- Let's make Longmont the best place to live! A walkable/bikeable city is a happy city.
- Thanks for asking for feedback!
- Train!
- "I would like more traffic circles not stop lights.
- I believe more mixed use zoning to reduce the length of trips is key to reducing traffic congestion.
- I believe that the total city zoning and design are critical to improving transportation.
- I am willing to pay more in taxes to fund improved bike paths.
- I am willing to have much higher density housing than currently exists if it is mixed use to allow people to stay near where they live to meet needs.
- I am thankful I can walk to good restaurants, dentist, coffee shop, and a credit union."
- Reduce speed limits. Increase enforcement. More crosswalks and no turn on red for cars (with cameras to fine those who disobey) to improve pedestrian safety. Connections between bike lanes/paths. Take the emphasis away from the car culture.

- The RTD service is awful. The routes don't cover the city well and the buses don't run frequently enough. Why would I spend 1:15 taking a bus when I can drive there in 10 minutes?
- Light rail to Boulder/Denver. Direct bus service to Union Station. Finish the bridge work on Boston Ave and reopen the bike lane ASAP. I have to constantly use alternate routes that are not as safe to get to where I'm going.
- Add Navilens signage to bus stops and make all signaled crossing downtown and on Hoover have audio crosswalks

## Phase II Outreach Summary

Public outreach for the second phase of Longmont's Transportation Mobility Plan (TMP) asked for feedback on draft recommendations. Phase II engagement generated over 500 points of input through a variety of public engagement touchpoints including:

- 1 public meeting (45 attendees)
- 1 online survey (178 respondents)
- 1 community pop-up event at the Longmont Farmer's Market
- 1 intercept event at Our Center
- 1 intercept event at the Boulder County Latino Chamber of Commerce
- 1 intercept event at the Longmont Senior Advisory Board
- 1 presentation to the Longmont Equitable Climate Action Team

## Key Themes

- Residents are concerned about traffic congestion, speeding, and pedestrian safety at intersections.
- Strong support for a pedestrian network that provides access for everyone and connections to key community destinations.
- Desire for a high comfort, connected biking and rolling network including more protected bike lanes.
- Desire for more frequent and efficient transit options, including better bus shelters and increased service locally and particularly regionally.

## Pedestrian Improvements

- Develop a connected, high-comfort pedestrian network that provides transportation and recreation opportunities for all.
- Top walking destinations are trails, parks, and downtown.
- Increase tree canopy to provide shade.
- Connect to key community destinations like shopping and dining.

## Public Transit Improvements

- Add transit service hours to Boulder and Fort Collins in the morning and night with a preference for additional late-night hours.
- Transit to Boulder, Fort Collins and Denver should run more often at peak hours.
- Prioritize routes to Main Street and Downtown Longmont, Airport Road, Hover, 9<sup>th</sup> Avenue, high density housing, and Ken Pratt.
- Improve the usability and comfort of bus stops.
- Consider making bus service more efficient with dedicated lanes.
- Bring light rail to Longmont
- Add transit routes to Lyons, Estes Park, Frederick, Firestone, Greeley, and Fox Hill.

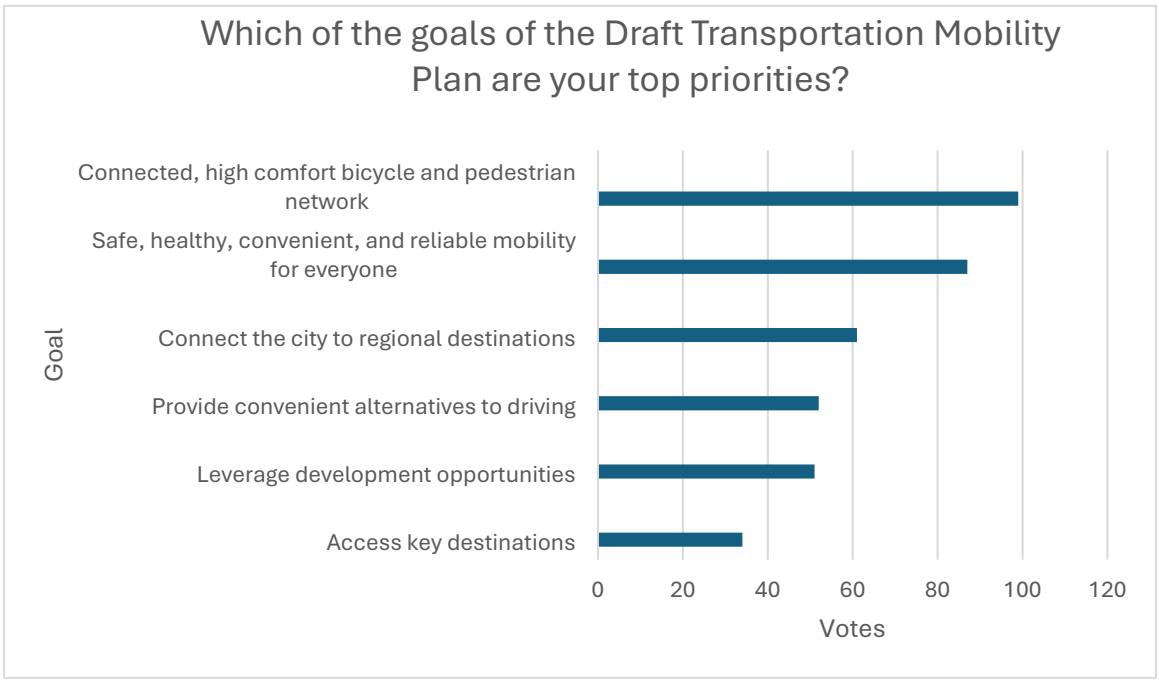
## Bike Improvements

- Very strong general support for more bike lanes, neighborhood bikeways, and high-comfort bikeways.
- Strong preference for protected bike lanes, separated bikeways, and multi-use trails.
- Improve bike wayfinding and signage.
- Provide safe bike crossings at major intersections.
- Increase connectivity between north and south Longmont.
- West Longmont needs more bikeways.
- Increase connections between neighborhoods and the St. Vrain Greenway.
- Some concern about parking loss.
- Need for more public bike storage and repair stations around town.
- Interest in bike and scooter-sharing.

## TMP Goals and Priorities

*Which of the goals of the Draft Transportation Mobility Plan are your top priorities? (Select up to three.)*

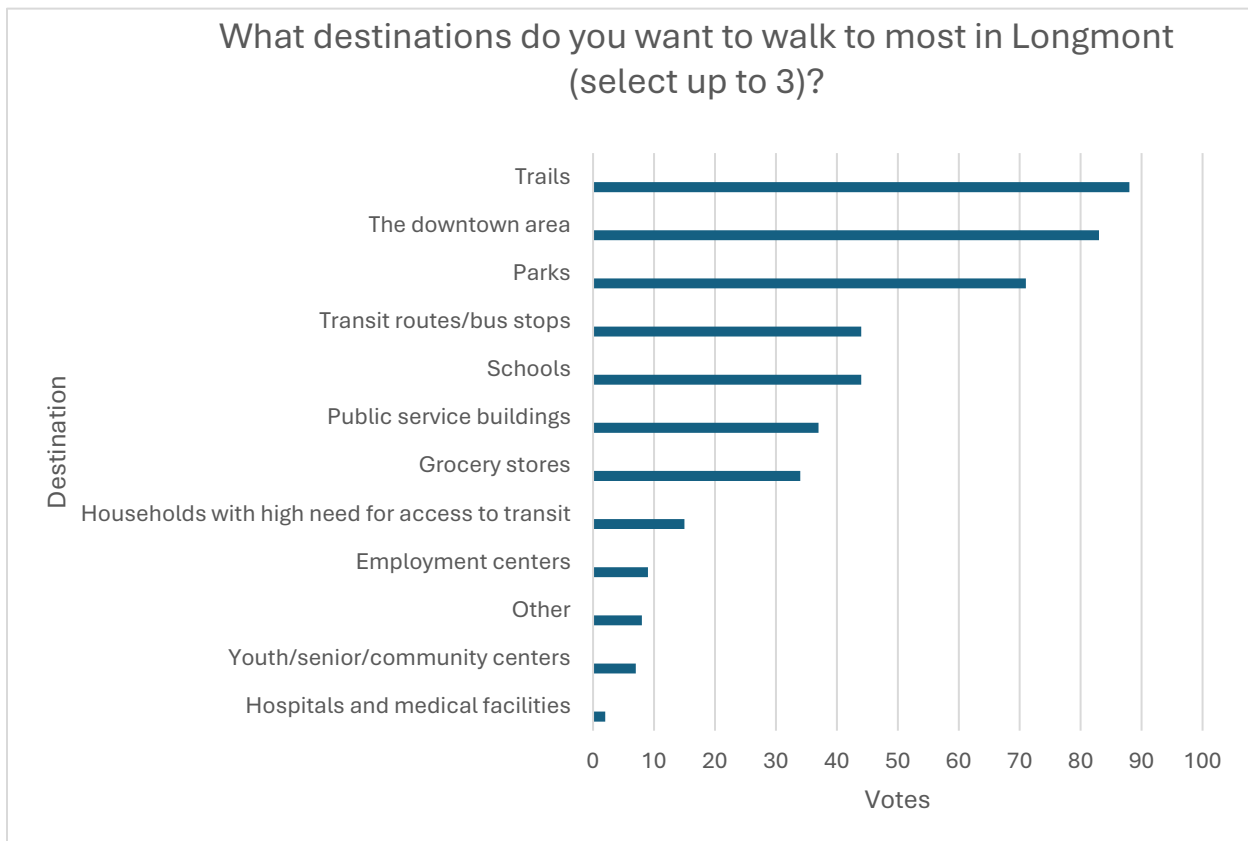
Goal	Votes
Develop a <b>connected, high comfort bicycle and pedestrian network</b> that provides transportation and recreation opportunities for Longmont residents, employees, and visitors of all ages and abilities.	99
Provide a transportation system that offers safe, healthy, convenient, and reliable <b>mobility for people of all ages, income levels, and abilities</b> , with a focus on safe and separate bicycle, pedestrian, and transit options.	87
Connect the City to key <b>regional destinations</b> with convenient regional public transportation where possible.	61
Address traffic congestion primarily by <b>providing convenient alternatives to driving</b> and, secondarily, with intersection improvements, and lastly adding capacity to the transportation system.	52
As Longmont's population continues to grow, <b>leverage development opportunities</b> to enhance the transportation system prioritizing walking, biking, and transit access and mitigate impacts of increased congestion and speed.	51
Enhance the transportation system in a manner that improves the <b>economic vitality</b> of the City by prioritizing bicycle, pedestrian and transit <b>access to key destinations</b> , while being responsible stewards of limited resources.	34



## Walking

*What destinations do you want to walk to most in Longmont (select up to 3)?*

Goal	Votes
Trails	88
The downtown area	83
Parks	71
Transit routes/bus stops	44
Schools	44
Public service buildings (library, public health, social services, etc.)	37
Grocery stores	34
Households with high need for access to transit	15
Employment centers	9
Other (Harvest Junction, Front Range Community College, Target, Walmart)	8
Youth/senior/community centers	7
Hospitals and medical facilities	2





## Quotes about Walking

*“More emphasis on signage and visibility for pedestrian areas so it's clear and comfortable for people to walk. Additional ways (tunnels/overpasses) to allow pedestrians and non-car transport to cross motorways without being put in harm's way.”*

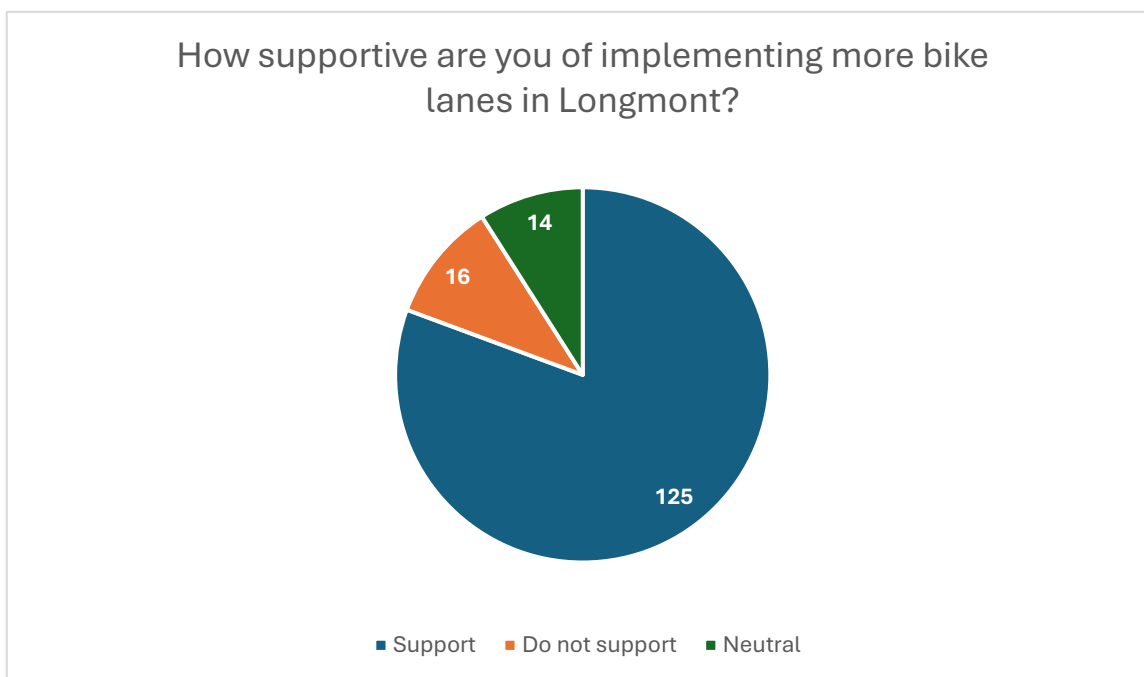
*“...Better interconnectivity with reliable, convenient transit options would be one way of solving the general distance & connectivity issue, especially as not everyone is able to ride a bike or has access to a bike.”*

*“I believe the City of Longmont should invest heavily on its bicycle/walkable infrastructure, as well as make public transportation more accessible. Cars really do make the city more unpleasant than it has to be, and we are in a great position to shift away from car infrastructure for the future of the environment, and our own health.”*

## Bicycling

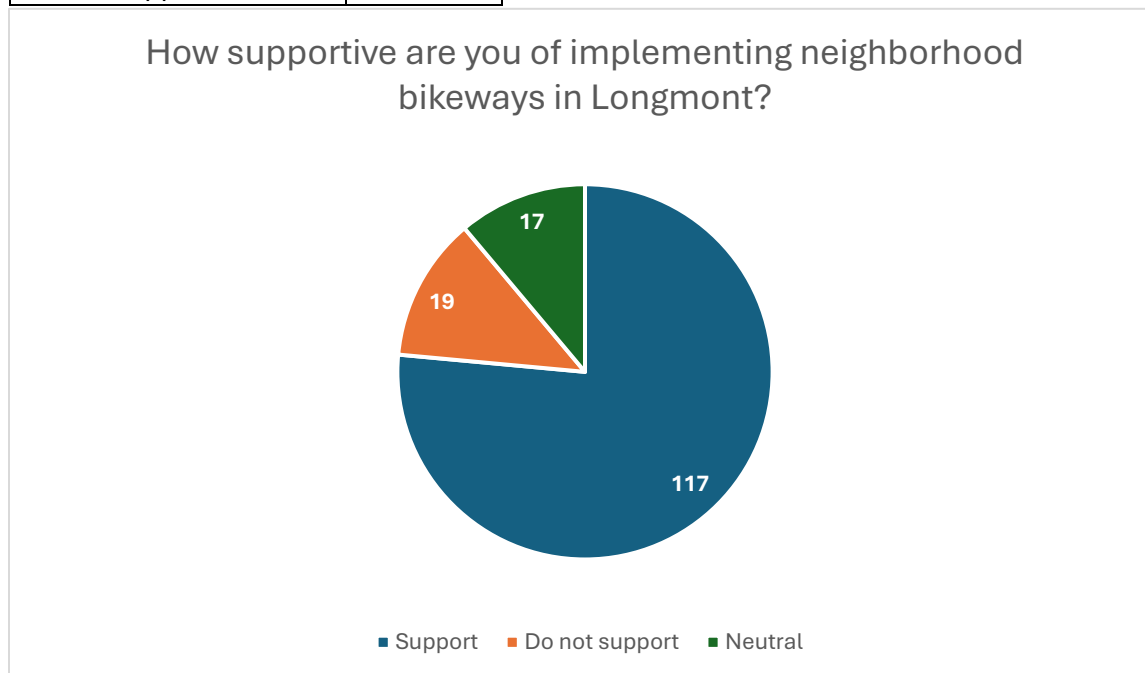
*How supportive are you of implementing more protected bike lanes in Longmont?*

Support	125
Do not support	16
Neutral	14



*How supportive are you of implementing neighborhood bikeways in Longmont?*

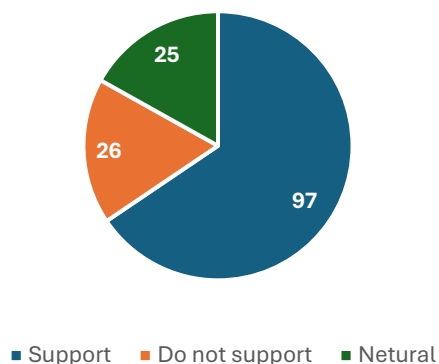
Support	117
Neutral	19
Do not support	17



*How supportive are you of removing vehicle travel lanes, turn lanes, or on-street parking to high-comfort bikeways in Longmont?*

Support	97
Do not support	26
Neutral: "choice_2"	25

How supportive are you of removing vehicle travel lanes, turn lanes, or on-street parking to build high-comfort bikeways in Longmont?



### Quotes about Bicycling

*“All bike lanes should be protected bike lanes. If we meet the goal of keeping active transportation separate from automobiles as much as possible, this will be more attainable. More off street connectors to multi-use paths will be needed. There is no safe way for bicyclists to ride in an unprotected lane with traffic.”*

*“Safer roads and a bikeway system would be great. Ideally also traffic calming measures on roads to slow vehicles down when entering Longmont...”*

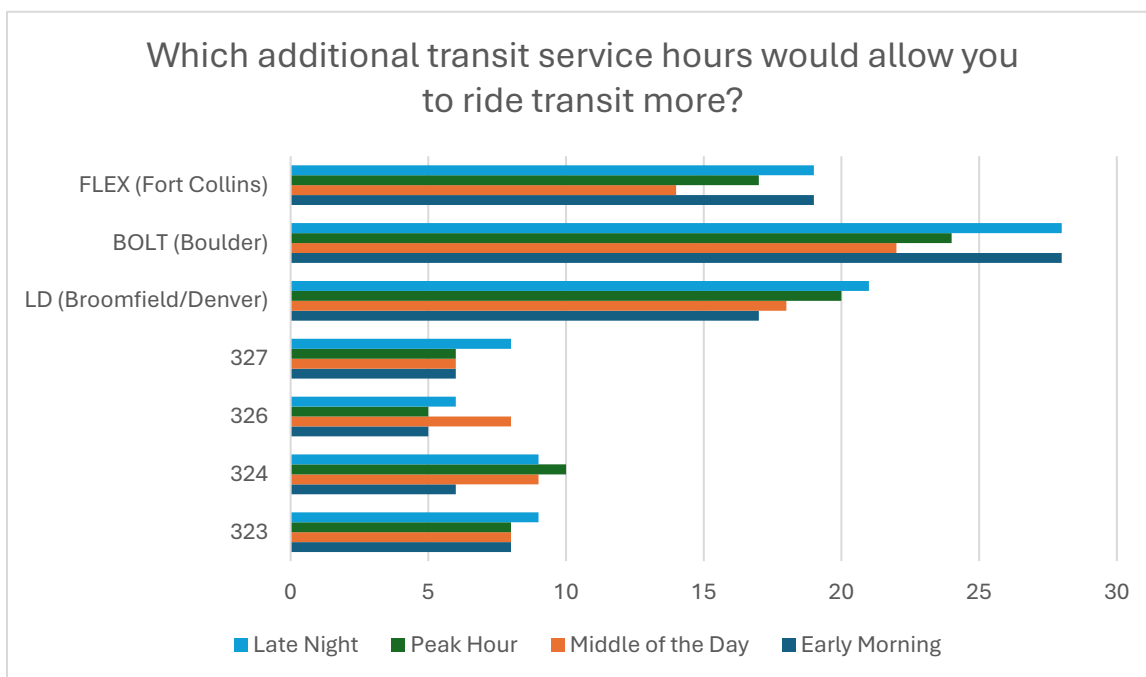
*“I believe that Longmonters would appreciate the benefits of safety, health, and connectivity of streets, particularly residential and smaller-sized corridors, as a result of ample facilities for bicycling and slower-moving cars and trucks...”*

*“North/south travel on a bike or on foot is disjointed and feels difficult/dangerous. There's no good route, and any route often has you crossing high vehicle traffic areas, and that is scary/dangerous...”*

## Transit

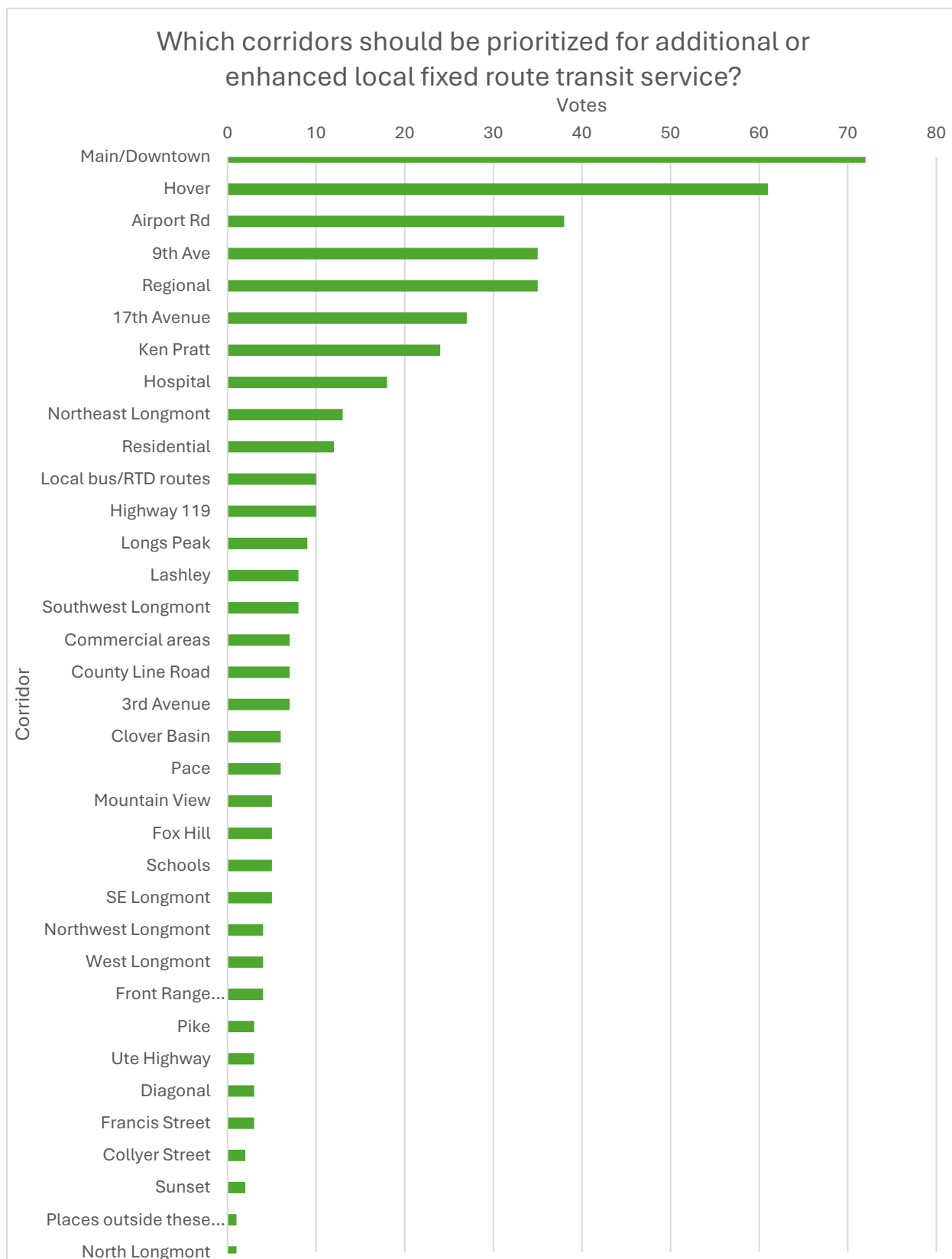
*Which additional transit service hours would allow you to ride transit more?*

	323	324	326	327	LD (to Broomfield / Denver)	BOLT (to Boulder)	FLEX (to Fort Collins)
Early Morning	8	6	5	6	17	28	19
Middle of the day	8	9	8	6	18	22	14
Peak hour	8	10	5	6	20	24	17
Late Night	9	9	6	8	21	28	19



*Which corridors should be prioritized for additional or enhanced local fixed route transit service?*

	Priority 1 (x5)	Priority 2 (x4)	Priority 3 (x3)	Priority 4 (x2)	Priority 5 (x1)	Total
Main/Downtown	40	12	15	4	1	72
Hover	25	32	3		1	61
Airport Rd	25	4	9			38
9 <sup>th</sup> Ave	20	8		4	3	35
Regional	15	8	12			35
17th Avenue		12	6	6	3	27
Ken Pratt	15	4	3	2		24
Hospital	10	8				18
Northeast Longmont	10		3			13
Residential		12				12
Local bus/RTD routes	10					10
Highway 119	5		3	2		10
Longs Peak	5	4				9
Lashley	5		3			8
Southwest Longmont			6	2		8
Commercial areas		4	3			7
County Line Road		4	3			7
3rd Avenue			3	4		7
Clover Basin	5				1	6
Pace	5				1	6
Mountain View	5					5
Fox Hill	5					5
Schools	5					5
SE Longmont	5					5
Northwest Longmont		4				4
West Longmont		4				4
Front Range Community College		4				4
Pike			3			3
Ute Highway			3			3
Diagonal			3			3
Francis Street			3			3
Collyer Street				2		2
Sunset				2		2
Places outside these corridors					1	1
North Longmont					1	1



### Quotes about Transit

*“Increasing frequency would make me way more likely to use the bus more to get to work. If I miss the bus and it's half an hour to the next one, I will regret not just driving.”*

*“All areas of Longmont could benefit from greater access to transit. Primary barriers to accessing transit for people with disabilities are 1) unsafe street crossings to access nearby bus stops and 2) the need to take multiple buses/transfers to get to final destinations which makes trips take an excessively long time compared to driving. Having a bus stop in a location doesn't do any good if a person can't get to that bus stop safely. This is particularly true for people with vision impairments.”*

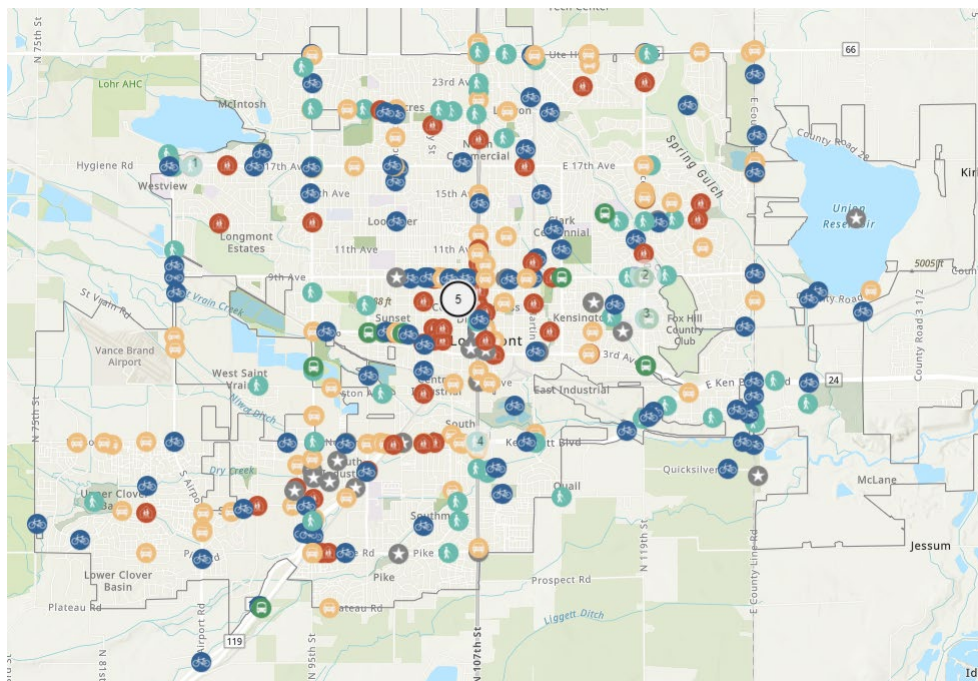
*“Longmont still feels very car friendly. There need to be more transit-oriented developments and more bike lanes to break the car addiction. There also needs to be growth in options like bike share and car share.”*



## Participation and Reach

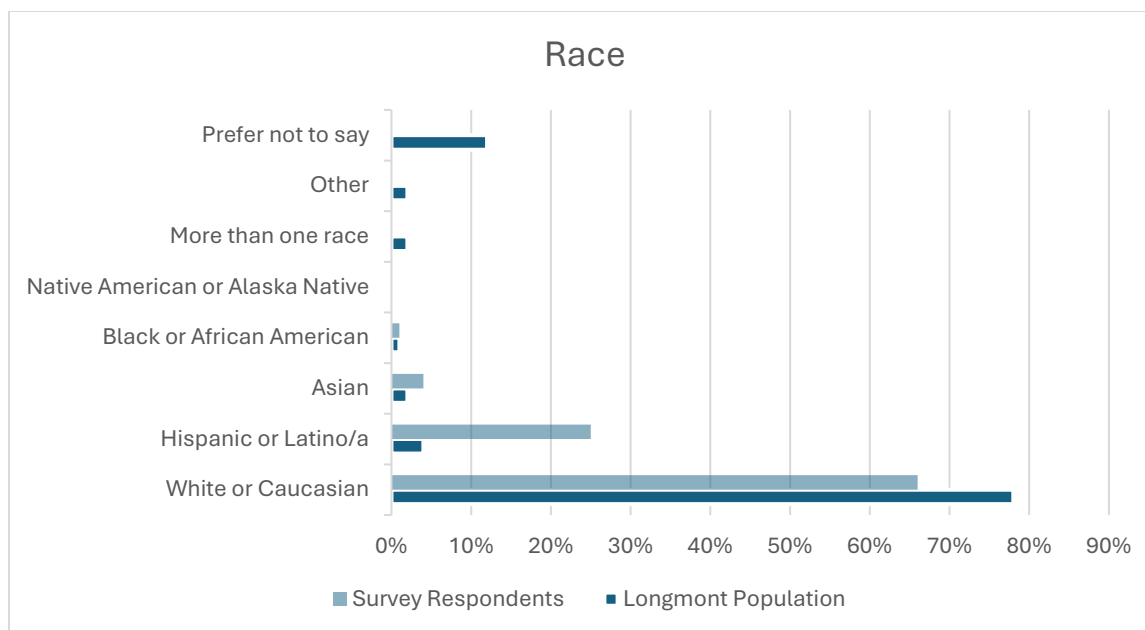
### Demographics

The first survey drew comments about mobility concerns from throughout Longmont.



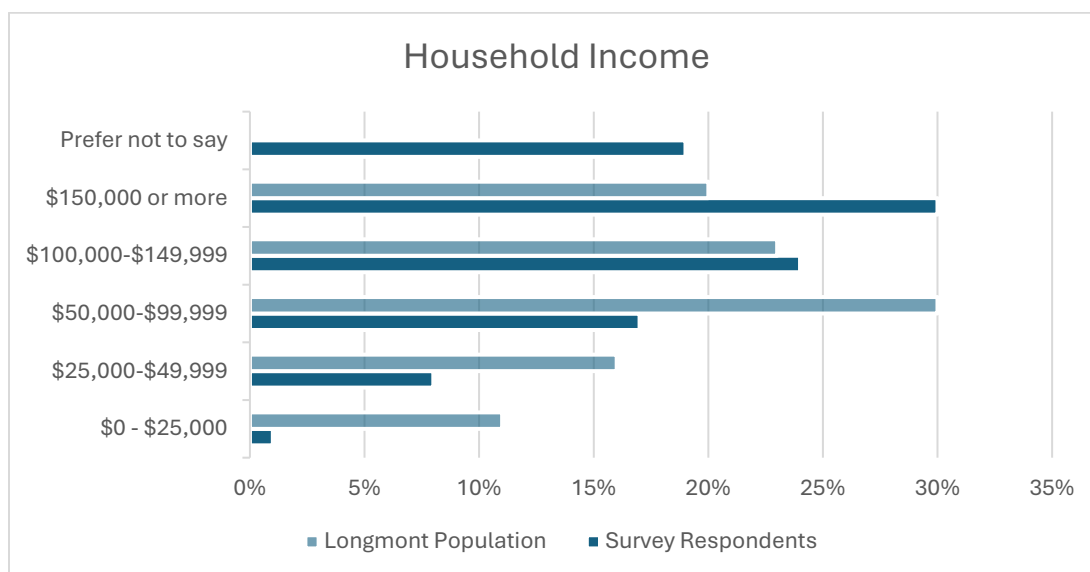
### Race

All respondents to the online survey said their preferred language is English. The White/Caucasian demographic was overrepresented in the two engagement surveys, while all other demographic groups were underrepresented. To counter underrepresentation, the project team supplemented outreach with pop-ups and intercept events at the Our Center, Boulder County Latino Chamber of Commerce, and the Senior Advisory Board.



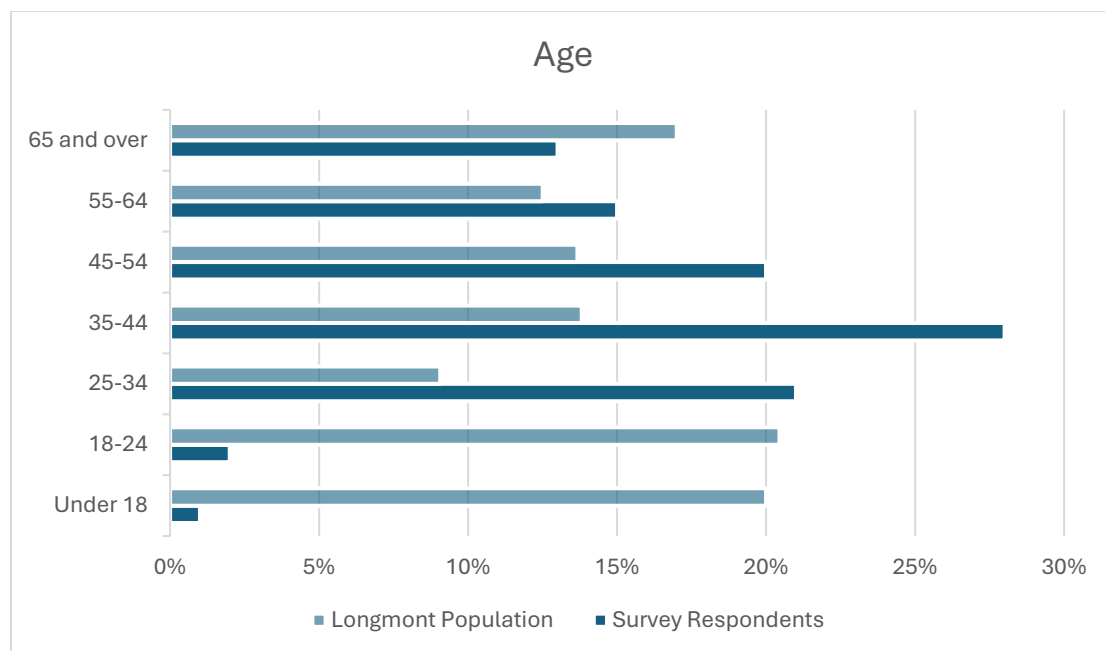
### Household Income

The highest-income earners in Longmont were overrepresented in the two community surveys in this phase of engagement, and the lowest earners were underrepresented.



### Age

While 18-24 year-olds and seniors were underrepresented in the community surveys, residents between the ages of 25 and 64 were overrepresented. The second survey did not ask if respondents were under the age of 18, and the second age category in the first survey was “24-34”, instead of “25-34”.



## Phase II Open-ended Survey Comments

### Open-Ended Survey Comments about Pedestrian Improvements

*Do you have any other comments on pedestrian infrastructure improvements and investment in Longmont?*

- Please finish the bike path on Boston near Left Hand Brewery. Those of us who start at the Lykins Gulch path cannot safely connect to downtown or further. It has been years. The city does not appear to prioritize the west side of Longmont for walking/biking or new parks (that aren't private pocket parks), but ironically has focused on building a lot of high density housing off of Airport Rd without planning for this connectivity.
- Due to Longmont's westward sprawl the last 20+ years, pedestrian connectivity options are limited due to low-density zoning decisions made back then. Not sure how you correct that for pedestrians who want to walk to downtown but the walk is >5 miles. Better interconnectivity with reliable, convenient transit options would be one way of solving the general distance & connectivity issue, especially as not everyone is able to ride a bike or has access to a bike.
- I live in southwest Longmont and I don't see myself ever walking to downtown but I would go to downtown and walk around there. I think there is a very tight interaction between transit and walk ability to drive use of both by improving the other.
- A pedestrian crossing is needed across 17th Ave at Lakeshore Dr in northwest Longmont. This crossing is very unsafe because the cars are at high speeds and there is a rise in the road so pedestrians can't see the cars coming from the east. Must add a stoplight or flashing lights to safely connect the neighborhoods to the south.
- Again, if a safe bridge on 17th to access McIntosh Lake from the south, maybe better signage/speed limits to help bikes and pedestrians cross safely - applies to other main artery streets, like Hover. It feels like a death-defying feat just crossing, even at crosswalks/with lights. There's increasing density housing in this area, it seems like a priority for public safety for lots of folks.
- Stop builders from irresponsibly building overcrowded housing and communities. We need more greenspace, parks, and even space between residential homes.
- I think overall pedestrian infrastructure in Longmont is good compared to most cities. One of the biggest issues I come across when walking around Longmont is traffic, I feel the city should invest in more traffic calming measures like slower/narrower streets, roundabouts, more crosswalks, All Way Stop intersections, raised crosswalks, more crosswalks, etc.
- Invest in keeping underpasses clear of debris and safe for pedestrians.
- I sometimes have to drop off/pick up my car at the auto shop by running between Main/19<sup>th</sup> Street and my home in SW Longmont. There are sections of road where the curb just ends (eg. the north curb along Nelson between Gooseberry and Peck). Also, I would really love more trees along the roads (and trails!). The lack of shade is punishing in summer. Overall, I am pleased with the amount of sidewalks in Longmont.
- We have a good system of sidewalks now. Improving disconnects and attempting to add shade would take it to a great system. Think of the Rough and Ready trail and the sidewalk

along 17 between the train tracks and county line. Nice wide sidewalk, greenspace between it and the road in most spots, plenty of trees from the hot sun.

- Please add some sidewalks from the hospital down 119 to other amenities, or a safe bike line (preferably both!). We are trapped in this neighborhood near the hospital unless we want to drive as cycling/walking down the side of 119 is asking for a trip back in the direction of the hospital as it is now.
- Destinations are located too far apart to make walking feasible a lot of time, especially during the winter when daylight hours are limited and the sidewalks are covered in snow and ice. I realize that there may not be much the City can do about that since neighborhoods and buildings are set where they are, but I think that's why better bus connections are very important. I feel like it's also important to consider that many single women like myself are less comfortable walking alone and many parents aren't comfortable letting their kids walk to school alone even if they live close to the school.
- There definitely needs to be an emphasis on access to transit. Longmont is too long for most people to walk from the north to the south. FRCC is currently away from many other facilities or easy transit access. Places need to be connected for pedestrians, mobility users, and cyclists.
- We need more lighted or attention grabbing crosswalks...drivers do not stop.
- In Longmont, I live in an isolated community development not connected to bus routes or greenways, just 3 miles from core downtown. Please connect me.
- Prioritize walking safety around schools over vehicle convenience. Our elementary parents have been advocating for simple things like marked crosswalks and stop signs and the city traffic engineers push back hard for no reason other than to keep cars moving. This has to change.
- Is there a plan to eventually divert heavy traffic away from main Street? I am glad that main Street in downtown has medians and narrow lanes to slow traffic, but for anyone who is just passing through it would be amazing to avoid downtown in the first place.
- The sidewalks to Longmont United Hospital along Mountain View on the northside of the street are not separated from the road and very narrow. I do not feel safe walking there. The curb ramps to the road and back up to the sidewalk also not safe for someone using a mobility scooter (my mom uses one).
- Please actively reach out to a statistically representative sample of our population for input on this survey - not via surveys that can be biased by special interests. I believe the latest city customer satisfaction survey will have a tool for this type of thing, please reach out to the city customer satisfaction team. Bike and pedestrian lanes need to be physically separate from auto traffic. This will not only make our bike lanes safer, but will attract more user because they are safe - send a few people involved in this study and design to some enlighten parts of the globe that have been using bikes and walking for decades and really know how to do this. Fire staff that think transportation is about moving cars as fast as possible. Thank you for asking and listening.
- I sometimes feel unsafe walking in Kenzington and Collyer Parks, as I have a vision impairment and there are some suspicious and drug-related activities around there.
- Can more native/indigenous shade tree species be planted along the St Vrain trail. its nice to be along the river but difficult on hot sunny days.

- Where possible, please build and retrofit sidewalks to have a landscaped buffer between where people walk and the moving vehicles on the street because a separated sidewalk feels safer and more comfortable to use.
- More bridges/underpasses. One multi-crossings (like CA) rather than having to walk one direction at a time to cross roads.
- I live in Old Town, on the west side, and am generally very happy with the sidewalks and walkability in our neighborhood. I would like to see similar safe sidewalks in all neighborhoods, and ensure sidewalk upgrades (like have happened on Longs Peak Ave and elsewhere in Old Town this summer) occur in all neighborhoods based on need.
- Walk lights to cross a street come on before the light turns green for cars, but cars often go through the red light as the pedestrian light comes on traffic must be made to stop at least by the yellow
- Provide signalized crosswalks where trails cross arterials or connectors.
- Walking in more dense areas is best, people will not likely walk to destinations in Longmont. Neighborhoods for exercise and downtown areas seem like the most appropriate walkable. Riding e-bikes on sidewalks should not be allowed in Longmont, they're motorized vehicles and should be on the street or dedicated lanes in a bike path with speed limits.
- This needs to be a top priority!
- There are still a ton of areas with missing sidewalks, and it is very difficult to walk places when key areas require you to cross 5+ lanes of traffic to get where you need to go.
- With only 3 choices I left off schools mostly because they are generally located next to parks, and should continue to be.
- My neighborhood is pretty walkable. The areas that could use a continuous sidewalk or pedestrian enhancements are 9th and Boston, between Airport and Hover.
- Investing in pedestrian infrastructure will improve the happiness of the city. There is something special about not needing a personal vehicle in order to get around in a town. It is important we invest in it now so we do our part to lower emissions and advocate for physical activity.
- There are some areas of Hover that don't even have a sidewalk that makes walking impossible. Other areas have sidewalks but they are narrow and in poor condition right next to an extremely busy road.
- Reduce transients living under bridges. Graffiti watch and clean up.
- Improve pedestrian crossings, with flashing signals etc.
- Infrastructure away from cars and busy roads would be wonderful (i.e. 9th is miserable to walk down due to road noise)
- Prioritize new development that encourages walkable amenities. When a neighborhood is built, leave space for coffee shop, grocery store, restaurant, etc. Steer away from the eye-sore buildings like Casa-Lou that seem to be popping up everywhere.
- Tighter, taller future construction with mobility considered into the designs is a must. Really would love more separated/elevated bike pathways that prioritize bike traversal. More bike parking/bike racks would be great as well. Realistically, busses and trams would be awesome. A tram that went from main, the upcoming Collyer transit corridor and the future sugar mill site would be terrific.

- Though I didn't select schools, kids having the ability (convenience and safety) to walk or bike to school should also be top priority. Walking is the base to which mobility is scaled and stacked. People should be able to walk comfortably and safely to most of their needs which ties into land use and development.
- We do need a bus route on the south end of town, as well as better sidewalks
- Need walking trails to connect areas like parks, recreation etc that do not require walking along a busy traffic congested road such as Ken Pratt Blvd or City Roads.
- Finish the bike path that goes along the river. The current options to continue are dangerous
- More shaded benches for resting along the way would help.
- More emphasis on signage and visibility for pedestrian areas so it's clear and comfortable for people to walk. Additional ways (tunnels/overpasses) to allow pedestrians and non car transport to cross motorways without being put in harm's way.
- Making sure we can cross, especially busy, streets safely, and that our kids can is a main priority. Drivers in Longmont drive fast and often without any regard to pedestrians (and bikers).
- Perhaps stop allowing so many apartments to be built in the city and we won't have so much congestion.
- More crosswalks at intersections, especially downtown, as in our experience vehicles do not often stop for pedestrians waiting to cross the road unless there's a marked crosswalk with signage, which makes crossing Kimbark north of 4th Ave (or the whole intersection at Collyer & 4th) more difficult than it needs to be.
- Please separate sidewalks from roadways and parking lots. Pay special attention to vehicle crossings where vehicles often pay no attention to non-cars (i.e. Target, Home Depot area on Hover.)
- Connect all the existing paths
- It is almost impossible to safely cross 119 either at Main St or Terry. The Terry street bridge is impossible to easily access by bike and there are no safe places to ride from there into north Longmont. I cannot safely ride my bike from Pike and Main to Mountain View and Main where I work.
- Additional focus needs to be given to maintaining walking infrastructure that currently exists. Things like trimming trees that block large percentages of the sidewalks, fixing uneven sidewalks, and filling holes would do greatly for improving the walking experience.
- Most places I walk in Longmont are near home with my dog
- I live near 17th and Moonlight/ Sundance and it is such an unsafe intersection. Bikes and pedestrians are always trying to cross as there is no crosswalk or underpass nearby. the city put a crosswalk about 1/2 mile east right next to the underpass, but there needs to be a safety feature like a stoplight or crosswalk at 17th and Sundance.
- Teach drivers to STOP at stop signs and look both ways for pedestrians before turning right. I have almost been hit so many times by drivers turning right when they look left and turn without looking right. Frightening.
- Make it easier to request and receive audible pedestrian signals for people with vision impairments.

- Crossing lights not long enough for wheelchair crossing, especially at Our Center (3<sup>rd</sup> and Collyer).
- Pedestrian connection in STEAM area (east of Main and south of 3<sup>rd</sup>).

## Open-Ended Survey Comments about Transit Improvements

### *Do you have any other comments on improving transit in Longmont?*

- It's hard to answer all of these questions when you ask about specific RTD & other routes without digging out scheduling info. Questions need to be phrased better so it's easier to answer for those who can't use transit right now due to the horrid levels of service in Longmont and aren't familiar with the various routes & options.
- If I carry bicycle tools, and water bottles to a court appearance, I have nowhere to store my gear. Walking or riding a bus also probably puts a backpack on my back. If I'm to use alternate transportation, then I'd like to see some accommodations for my gear. Lockers maybe. Also many private businesses in town won't allow customers to carry backpacks due to thefts. How will I go shopping on foot, if I am going to have to surrender my bag everywhere?
- Address airborne disease prevention on public transit.
- Increased service times/better weekend service would be an excellent start. I do not find it fair that the earliest 323 arrives at my work at 9 AM, and last 323 leaves my work at 5 PM, plus no Sunday service!! I can't have more flexible hours because of this, unless I drive or bike. I would also like more service on the Longmont - Denver corridor, I commute between Denver and Longmont a lot, and it would be a real lifesaver if we reinstated all day LD1 service again, or any all-day service between the two cities.
- Do whatever we can to increase the frequency of service and extend the schedule of service for the current local bus routes. Especially the 323 and the 324.
- I'd like the city to join the fight to get the train we've been promised since I moved here in 2012 (or at least it's been talked about it since then). I don't like buses, I don't like getting my bike on them. I have used a train and that feels faster. I'd bike to a train station and ride that to Boulder.
- If we continue to provide so much for the “un-homed”, then increasing transit area could bring more in complicating our existing issue.
- I think improving out-of-city connections would be really great for attracting businesses to Longmont. Right now Longmont is kind of a bedroom community without a lot of big employers outside of healthcare and retail/restaurants. Better service to cities like Broomfield, Firestone, Frederick, Erie, Mead, Berthoud, and Loveland would be great for employees commuting to/from Longmont. Also if Longmont can't get a bus to the airport then can you please try to make transferring to Boulder more feasible? The airport bus doesn't stop at any park-n-rides close to Longmont either. It would be great to have an airport bus at the Niwot Rd park-n-ride or the new stop at I25 and 119. As for local routes, many of the buses terminate at the Walmart on north Main St which is not somewhere I really need to get to.



- I'm not familiar with the bus routes because there's not access near my house. My daughter will ride FLEX to Ft. Collins and we have to drive her into town.
- I'm interested to see how Longmont does with on demand transit. This seems to be the more useful proposal right now. I don't see many riders on buses within Longmont, more use the regional transit.
- Increasing frequency would make me way more likely to use the bus more to get to work. If I miss the bus and it's half an hour to the next one, I will regret not just driving.
- A lot of development is happening at the east end of Hwy 119 and there is no transit out there, these high density residential developments should have access to transit. How we let all that happen without proper transportation options is beyond me and poor planning on the City's part. I realize this is out of the RTD district reach but now the city needs to step up and provide transit services.
- Right now, I don't need to ride the bus. I have often thought of how bus routes are quite a long walk for seniors. Many of these people can't walk long distances. They also can't stand out in bad weather - cold, rain, etc to wait.
- To reduce traffic congestion, pedestrian accidents and deaths, only put high density housing (RMN and higher density) within 1/4 mile of transit hubs - follow the city plan - its all there.
- I love taking transit--Access-a-Ride especially--in Longmont! I'm very grateful for RTD's vigilance in our safety and accessibility!
- Adding connections to transit lines in Longmont with bike share/e-scooters might be a strategy to consider.
- Reduce traffic lights use roundabouts!
- Since COVID, RTD reduced service to boulder and Denver too much. i used to ride the bus nearly every day to work in boulder and Denver, but haven't taken the bus in 4 years. would love to see service expanded, and express routes reinstated. feels like RTD abandoned Longmont. Pre COVID commuter use was high.
- Add a transit station on the north side to help reduce traffic driving through Longmont during peak hours.
- increase bus routes to connect residential areas (for example there are no buses going say to Mountain View west of Hover Airport Road (despite the fact there is a middle school there)). Not everything is centered around downtown.
- Leave RTD and add a local transit option. We are better off prioritizing walking and bikes than to continue to work with a dysfunctional RTD.
- Improve micro transit in the city instead of large buses that have only a couple of passengers. There is not really a high commute location from one place to another in the city.
- We need service every 10 minutes on all routes. With at least 3 times the routes.
- The free busses are unrideable due to drug use and violence.
- The quality of bus stops is really lacking. There are few shelters and often no place to sit. Some stops are not even connected to the sidewalk and require you to wait in the grass

- I commute to Boulder every day. Hover is awful. The Diagonal is awful. If buses didn't have to sit in traffic (dedicated bus lanes) I would be more willing to ride a bus. As it is now, it takes significantly longer to ride the bus to work than to drive.
- 30 minute frequency is not considered convenient. Again, if the goal is to encourage more use of transit and acquire increased ridership, frequency and routes need to be improved. Transit needs to be at least every 15 minutes and take people where they want or need to go.
- The buses aren't frequent enough or clean enough to warrant riding them regularly.
- Starting a bus route that connects E County line road and east 17th Ave. A lot of apartment buildings being built on the east side of Longmont before connecting to Hwy 66, that could benefit from bus transport.
- Make Firestone/Fredrick connect
- We need a bus to union lake from downtown
- All areas of Longmont could benefit from greater access to transit. Primary barriers to accessing transit for people with disabilities are 1) unsafe street crossings to access nearby bus stops and 2) the need to take multiple buses/transfers to get to final destinations which makes trips take an excessively long time compared to driving. Having a bus stop in a location doesn't do any good if a person can't get to that bus stop safely. This is particularly true for people with vision impairments.
- Nothing services east of Pace. Most of the neighborhoods between Pace and County Line road are over a mile to the nearest stop. (a senior can't walk that far in the heat/cold). There is no way to get to Longs Peak Hospital except to drive. The Walmart and Sandstone Ranch areas are across dangerous highway to try to walk, even if the distance was not enough.
- Before COVID my husband and I took the L buses fairly often to Denver to get to our daughter's house in Englewood. We knew the route and how to catch the D train to Englewood from Union Station and were happy to show others how to do that to avoid driving in Denver. After COVID it became more difficult with no direct buses from Longmont to Union Station from mid-morning S and returning N 4:00 p.m. or so. Transferring makes us nervous with the Broomfield transfer spot out in the open and no bathrooms. Driving to Boulder to get the direct bus to Union Station causes us anxiety because of traffic. I have macular degeneration and do not feel comfortable driving in unfamiliar high traffic areas.
- Stations to re-fill air on bike tires or tire repair stations around the city.
- I love the bikeway/lanes but can we also consider bike under passes for high traffic intersections (ex. Hover/Ken Pratt)?
- Every bus stop should have shelter.
- [4% of people using public transit] seems like a lowball number. I ride public transport, and it is often full.
- Bus from southeast Longmont to Skyline Highschool for kids
- Fixed route on main arterials.
- No RTD bus access to Longs Peak Hospital.
- There's no RTD bus service between Longmont downtown and Walmart or the Hospital (LPH).
- How will the train impact BRT and 1<sup>st</sup> and Main?

- BRT/Trolley/Light Rail → more reliable/easy regional options (Boulder, Denver, and Nederland)

## Open-Ended Survey Comments about Bike Improvements

### *Do you have any comments on the proposed bikeway system?*

- Too many cars speed, turn right on red without looking for bike/pedestrians, run red lights and drive distracted by cell phones. Longmont probably cannot change this behavior without increasing police and serious law enforcement throughout the city. It is just too dangerous for bicycles. Thus, the city should look to build separate bike paths that are not on the street. Each new development should be required to build their piece of the pathway and the city should work to develop connectivity.
- Spray and pray is not a viable solution as I often see drivers veer into painted bike lanes, making me feel unsafe in using them properly. That often forces me to divert onto multi-use paths, of which, not all are wide enough to accommodate mixed use traffic. There also needs to be better education & signage on how to properly use multi-use paths via all modes of transport so it's safer for everyone. That's increasingly important as the number of higher speed e-bikes appear on streets & trails. (Many of those bikes are often silent & can startle walkers or hit walkers quickly due to high approach speeds & no signaling.)
- I strongly believe that trying to mix bikes and cars is dangerous no matter what protection you add and will always limit the use of bikes. I like to ride my bike on trails and sidewalks but I stay off of roads and a protected bike lane won't change that. Some things to consider: Bike trails are safe for kids and adults alike. There is only an interaction with pedestrians which is far safer than cars. Protected bike lanes don't protect bikes at turn lanes or intersections where the real danger exists. Would you let a child ride their bike on them? Probably not. Bikeways seem like they're more likely to distract cars from people riding bikes as the drivers try to navigate the obstacles. What is the point of putting bikes on the road. Why not widen a few alms where needed and keep pedestrians and bikes safely separated from car traffic. Please focus on separate trails, which are both fun, useful, and safe.
- Focusing on multi use trails and side paths should be the focus of any bicycle initiative. Expanding and/or marking existing sidewalks to create a dedicated bike lane would be much safer and more pleasant for bicyclists as well as save the city money and congestion. Drivers are already not careful enough around bikes and taking a lane from them will not improve their usual hostility. The proposed road measures will slow traffic, encourage further congestion, and hamper emergency response where expanded sidewalks would not. Given proper signage and markings, pedestrians and bicyclists can easily share the same space and the city can consolidate funds to hit both goals in one while expanding the reach of walking paths to more scenic areas, making the city even more of a destination. If nothing else, take note of how badly Louisville implemented their bike system and learn from their mistakes.
- We live in a city where biking isn't comfortable 9 months of the year. City of Longmont needs to work on reducing the vehicle traffic first, by fixing light timing and stop allowing so

many homes to be built. The roads can't handle it. Work bike improvements in areas cars can't go as much as you can.

- City needs to better connect neighborhoods to the greenways. A connection for northwest Longmont to the St Vrain greenway trail should be a high priority. There is no access from Macintosh area to the greenway. The multi-use trail from Golden Ponds to Airport Rd is the highest priority.
- As an older, casual neighborhood bike rider, I usually just ride on the sidewalks, when they aren't too slanted - about 1/2 the time the angle is hard for me to navigate when cars are parked next to the curb. The painted-only bike lanes would be great if somehow the parking lane were on the traffic flow side, as in: street/lane ->parking lane->bike lane->curb. That's probably not logistically possible, but it would be so much safer for bicyclists instead of riding with traffic less than 3 ft beside you. Connecting walking/bike paths off streets throughout town like St. Vrain Greenway would be the best solution for everyone, if someday possible.
- If I carry bicycle tools, and water bottles to a court appearance, I have nowhere to store my gear. Walking or riding a bus also probably puts a backpack on my back. If I'm to use alternate transportation, then I'd like to see some accommodations for my gear. Lockers maybe. So many private businesses in town won't allow customers to carry backpacks due to thefts. How will I go shopping on foot, if I am going to have to surrender my bag everywhere?
- Stop builders from irresponsibly building overcrowded housing and communities. Require buildings and residences to have appropriate parking built-in, rather than overflowing into streets.
- Traffic is already horrible in Longmont. Don't take away areas for driving for biking
- Needs to not further impede the travel and vehicle congestion.
- I am all for reducing traffic lanes and parking spots to make way for more bicycle infrastructure. Longmont is the perfect city for a bicycle haven, it's not too big, things are close by, the weather is typically nice, and it's just beautiful around here, how could one not want to bike around Longmont?
- All bike lanes should be protected bike lanes. If we meet the goal of keeping active transportation separate from automobiles as much as possible, this is will be more attainable. More off street connectors to multi-use paths will be needed. There is no safe way for bicyclists to ride in an unprotected lane with traffic.
- I don't bike, so I'm mildly indifferent, even though I generally support more healthy modes of transportation. With that said, we need more roundabouts (and more education for the huge majority of people who don't have a clue how to drive them). And while I find those planned speed bumps in bikeways really annoying, we have a massive speeding problem in Longmont (and in Colorado in general). Speed bumps would be a net positive. Turn lanes are dangerous, and lead clueless (Colorado) drivers to believe they have the right of way or a dedicated lane (I've witnessed or been part of many near-crashes from cars turning east on red from Main onto Ken Pratt). Right-turn on red is the real issue here, but that's another discussion entirely. Just remove turn lanes (and that goes for roundabouts, as well—make people learn how to properly negotiate roundabouts instead of the convoluted lane system used in American roundabouts).

- The map isn't super clear, but will it be easy if I am going south down Coffman then turn right on first and then turn south to get to the greenway? You can ride that now, but everything south of 3rd is very uninviting and it's not clear that you can get to the greenway from there. You have to take the sidewalk on the wrong side of the road on that weird one way section under the bridge. You can also cross over to Terry and take the bridge's sidewalk across, but Terry ends at Roosevelt park from that direction so isn't very direct for anyone north of there. I think it would be wonderful to have a nice clean, safe way to get from the top of Coffman all the way to the greenway without having to zigzag your way through. Also, it would be absolutely wonderful to extend the greenway all the way to the state park. :)
- Just make sure every road has a bike lane. They did this system in Boulder and I haven't seen more bikes. Just harder to drive. My issue biking is that I go from bike lane to side walk to bike lane in many places in Longmont. Make sure every street has a bike lane first. THEN ask yourself if we needed protected bike lanes.
- Cyclists should not be permitted on roads with speed limits 35 or greater it not only puts their lives at risk but the lives of the drivers avoiding/giving them adequate space.
- It would be great to get the Sandstone Ranch paths to connect more readily with the northerly routes. Right now it travels south and west, but it's hard to get to the north bike paths that go off 3rd or through Stephen Day Park.
- Wherever possible, it is great to have consistency in a type of bike lane. A quiet residential street could be good for the neighborhood bikeway, but not if it's character changes to a busy street elsewhere. A protected bike lane should have protection for the majority of a segment and not break into a different style
- Clover Basin west of Airport Rd needs to be a protected bike lane.. and install lit crosswalks as well as more turnabouts or speed bumps...Clover Basin is high traffic we have three schools off Clover Basin and drivers do not drive with care.
- Slow down bikes ebikes, scooters on multi-purpose greenways
- Excited to see protected bikeways under consideration
- Hover street seemingly surprisingly neglected from the plan. Being a busy street, have a protected lane would be amazing. Love that 9th is getting a protected lane
- I couldn't open the map on my phone but it's striking that there aren't a lot of protected bike lanes proposed. Definitely a lack of them running north/south. The demand for biking is here - be more bold and propose a transformative network that kids and older folks can use!
- Not every road has to "do it all" and be the best for both bikes and cars. In my dreams for Longmont, there are higher speed arterial routes for cars and dedicated bike paths with low-to-no car traffic. When riding my bike, I'm so much happier when there are no cars or slow cars. Side paths are better than nothing but are still not ideal when adjacent traffic moves fast and the side path has many intersection where cars could speed through. I do not feel safe biking on the 17th Ave or airport side paths, because cars can't see me well at intersections.
- I know people like their cars, and it likely won't stop them from driving-- I say this as a nondriver, but I also know it is important for bikers to be safe!!!
- safer roads and a bikeway system would be great. ideally also traffic calming measures on roads to slow vehicles down when entering Longmont. for example, cars going westbound

on 17th from E County Line Rd towards Main Street are typically speeding 5-15mph over the posted speed limit

- I believe that Longmonters would appreciate the benefits of safety, health, and connectivity of streets, particularly residential and smaller-sized corridors, as a result of ample facilities for bicycling and slower-moving cars and trucks. Also, Longmont might need to beef up the bike share program.
- Mark all bike lanes with Green band and allow for parked cars to open door with out knocking off cyclists.
- I support safe/high comfort bikeways, and removing vehicle lanes and parking on enough streets to create a few key, protected North/South & east/west corridors. I prefer bike paths, but understand it may not be feasible to add more paths in the city center. I prefer buffered bike lanes over protected bike lanes b/c i am comfortable on buffered bike lanes, and I imagine (but don't know) protected lanes require more space and money, but if protected lanes will materially increase use of the lanes by making more people comfortable, then i'd be for more protected lanes. but only if there is data demonstrating protected lanes (a) increase use materially, and (b) increase safety materially.
- Consider narrowing vehicle lanes to slow traffic and provide room for bike lanes.
- I'm only in support of removing on-street parking for bike lanes, but not traffic lanes.
- This is a major improvement for bike connectivity! I would if 17th/9th was a protected bike way all the way through. Can Mountain View Ave be upgraded to a protected bike way as well? Main St is lacking any bike routes. S Hover needs to include a protected bike to enable connection to businesses and between the 3 trails that intersect it. S Martin needs to also have a protected bike route as well to connect St Vrain to Spring Gulch.
- Please reopen the greenway across town. It's been way too long and community access should be prioritized.
- We NEED safer biking options that don't require bikers to add several miles to their trip just to stay safe. Wider sidewalks/multiuse trails are my preferred bikeway, since those are grade separated from vehicles and can also have pets safely with them. A dog can't go in a bike lane on the road, even if protected.
- It would help to see a comparison with the current bikeway system. Based on the map, it's impossible to discern how the proposed bikeway is different than the current system.
- Keeping bike ways of all kinds clean is critical, so the separated bike ways should only be done if this can be accomplished. The pilot on pike Rd was a failure mostly for this reason.
- I am an avid cyclist who hates protected bike lanes like the one on Folsom in Boulder. If there are obstacles in the bike lane, you are trapped and don't have an option for moving around glass, tree debris, etc. The barriers make it impossible to do any street sweeping as well. I couldn't tell if any improvements are planned for Sunset. The biggest challenge is a lack of a middle of the city north-south route for cyclists. I feel like the city has done a great job of building east-west infrastructure.
- How will Protected Bikeways be made accessible after snow storms. How will they be cleared & made safe
- Repairing and completing planned regional bike lanes have taken a back seat in funding priorities relative to department budget growth. I'd like to see the money put to infrastructure rather than more city jobs.

- An easier route to connect north side neighborhoods to southside trails, like the green belt
- I live in old town (8th and Bowen) and I'm curious how you'll slow down traffic in neighborhoods to ensure safety as people will drive down Bowen at 40mph nearly everyday
- Bike paths that are concrete side-walk style paths are horrible to ride a bike on. Asphalt bike paths are great.
- Prioritizing bikes is huge. Would love to see elevated bike pathways, or additional under-road transit options, especially options for crossing large roads, like 119 and main (in more locations than currently exist.)
- Painted lines for "Bike Lane" and "Buffered Bike Lane" should no longer be considered sufficient. If the goal is to encourage more cycling, making the experience more convenient and safe (comfortable), the new bare minimum standard should include bollards for which can be plastic. Even though they won't stop a car, it creates a barrier that drivers want to avoid. They also help narrow the motor vehicle lanes creating a vertical perspective for which narrowing is probably the most effective traffic calming method as well. The addition of plastic bollards to "Bike Lane" and "Buffered Bike Lane" types should not break the bank either.
- Not sure I understand what they want to do to the existing roads, but I just want to be sure the new construction areas all have plenty of bikeway already built in
- I would like a safer transition from Hover and 119 to the lobo bike path. I would also like the st.vrain greenway to be finished!
- As seniors we highly value using or pedal assist bikes on the paths. We don't presently bike to downtown as we don't have a safe way to secure our bikes from being stolen. We also think speed limits of 15 mph must be implemented and enforced for the safety of all!
- We prefer to bike, but often don't feel , especially with kids. Riding on sidewalks with extra care as to not scare anyone still angers people, who will tell us it's against the law to bike on a sidewalk. (Even with a preschooler on their own bike going slower than a jogger you'll get people tell you that we belong on a busy, high speed street. It's bananas.) More north south routes west of Main/east of Airport would be greatly appreciated. Hover and Francis are far from ideal when going from 3rd up to 21st. Even with the light, crossing Gay at 9th is awkward. Main is just too busy, even on the sidewalks. For reference, we live near 3rd and Sunset in Old Town.
- Having a connected bikeway (and multi-modal by the way) is one of the most important continued improvements we can make for our infrastructure and to make a wonderful friendly usable city. Even with the challenges a multi-use path bring (esp with ebikes) the dangers are much less than leaving non-cars to attempt to navigate our roadways with aggressive, angry, and just not nice motorists.
- We have had too many cyclist injuries & deaths in Longmont. Please ask the cycling community what they need too?
- North/south travel on a bike or on foot is disjointed and feels difficult/dangerous. There's no good route, and any route often has you crossing high vehicle traffic areas, and that is scary/dangerous. While I've said I am supportive of protected bike lanes, and I'm generally in favor of lots of additional bike options to get around town, I don't feel like it's the best way design bike travel corridors. Bikes don't travel at the same rate as car, and lowering dangerous interactions should be the biggest priority. Separated travel is ideal. I love our

greenway system, but really desire it to be something that's easier to connect to population centers to promote biking to destinations around town. While you can get most of the way to the mall or shopping centers on hover on bike paths, it's a nightmare trying to navigate getting across Hover/Nelson areas and feels like it's taking a big risk to do so. Similarly, you can't get downtown or to other restaurants around without using main.

- As an avid cyclist, I ride my bicycle to the gym 3-5 times a week from 17th & Pace to Planet Fitness off of Ken Pratt - To NOT fear for my life - I have to either stay on the sidewalk or on the St. Vrain Greenway. The two main intersections I cross are 9th & Pace/3rd & Martin. 90% of the time, the car-driving population absolutely is either not paying attention to "distraction factors" or is not looking at the crosswalk signs. I feel that we really should be looking at the "Protected Bike Lane" as the best option, as the removal of vehicle travel lanes all together in my opinion, is not going to help with our traffic congestion issues but will enable safety for bicyclists.
- E-W travel is generally well accommodated, including the excellent St. Vrain greenway, lefthand creek trail (connecting to LoBo), and bike lanes in north Longmont. Connecting these E-W arteries for N-S travel (esp. across Ken Pratt and the St. Vrain) remains difficult between Hover and Pace.
- Finish the greenway!
- I currently bike a lot in Longmont and have noticed that traffic lights at busy streets (Pace, Ken Pratt, etc.) take a very long time to change if I'm not in the main flow of traffic. I often have to get off my bike, get onto the sidewalk, and hit the pedestrian walk sign to make the light change, which is confusing for me and I assume for cars re: do I ride on the road or do I cross in the crosswalk? It's also very difficult to make left-hand turns at intersections without 4-way stop signs or traffic lights. Will there be additional considerations for this in the new plan?
- I live on Gay Street and am very against removing parking south of 9th for a buffered bike lane (my reading of the map above). So many people use the street parking on our block and I worry about access, especially for those with mobility issues as so many of the driveways and alleyways (which not everyone has!) were built many decades ago. I believe there are other ways to keep the parking on Gay St. Why does Gay have a higher speed limit than other streets in the area? Overall, I am supportive of a city that offers multiple modalities of transportation but this is a major issues for residents on this road. Please reconsider.
- I prefer to ride off the streets as I feel they are not safe at all - more and more people are NOT paying attention while they drive. I support multi-travel trails as a way to commute/get exercise.
- It will be controversial, but it needed for a sustainable and equitable transportation system that supports more than just car travel. I want to feel safe walking or biking and I want my kids to be safe!
- Keep e-bikes and motorized bikes off the multi-use trails. They speed an buzz past pedestrians making it unsafe for pedestrians.
- More comfortable with removing travel lanes or on-street parking than turn lanes.
- More is better in my view. A campaign to introduce people to e-bikes as a primary mobility solution would likely reap rewards as well.



- Please connect the paths! There are so many great sections of paths that have no connections to other paths. My neighborhood near Nelson/Hover/Willow Farm Park has no bike/walk connection to the St. Vrain Greenway or the Lefthand Creek Greenway.
- Prioritize kids getting to school
- The City has not kept up with population growth. Removing traffic lanes will only exacerbate the current traffic problems. I am in favor of a bike friendly community but creating more traffic congestion isn't a viable option.
- The intersection of Ken Pratt Parkway and Ken Pratt Boulevard is extremely dangerous for bikes. The bike lanes just disappear. This needs to be improved.
- Would be nice to connect McIntosh to other parts of the St. Vrain Greenway network with multi use trail
- You cannot bike from south Longmont to downtown safely. There is no convenient or easy way to cross 119.
- Would protected bike lanes be able to be kept clean by street sweepers?
- Not enough paved bike paths. Road bikes should not be on gravel.
- Connect those of us in unincorporated Longmont to downtown. No safe ways in County Roads
- Safe bike routes for those of us in unincorporated Longmont to get to town.
- Make it easier to bike into downtown/1<sup>st</sup> and Main.
- Bike facility on Main, south of 11<sup>th</sup>.
- Protected bike lane along county line road.
- Need an east-west connection between 17<sup>th</sup> and 9<sup>th</sup> to connect the east side of town to downtown.
- Access to Longs Peak Hospital requires biking on Ken Pratt when coming from south Longmont/St. Vrain trail. Connector would be great.

### Other Open-Ended Comments

*After you review all the topic areas, do you have any general comments you'd like the project team to know about the future of transportation in Longmont?*

- It's not very healthy for bicyclists to travel on busy roads, as they have to suck in all the car exhaust. Also, **bus stops** should be located in places that are reasonable and safe to walk to. (ie: bus stops in the middle of nowhere on 119 are an example of a dangerous location - although not in your jurisdiction). Also a bench and some protection from elements should always be provided.
- We need to revisit **high-density development** in Longmont wherever possible & position transit options around that, especially over the protests of single-family NIMBY neighborhoods that get disproportionately loud at this kind of development (e.g. objections to Kanemoto development). And if we can change the zoning & priorities for development in Longmont, we MUST deliver on the transit portion. Transit-focused-development will only work if the transit actually comes (e.g. FastTracks failure to serve Longmont, in spite of the high-density development done at South Main in anticipation of RTD services).

- I like the idea of more transit but the **walkability** portion probably needs to be solved first. I'm not sure if we have heated bus shelters but they would be important to in order to keep people inclined and safe to use transit in the winter.
- I strongly encourage you to consider just expanding our **sidewalk system** to comfortably accommodate both pedestrians and bicyclists. They are much better companions than bikes and cars and funds can go to the same purpose instead of being spread out. Also, given the sprawl of the city, a tram would serve Main Street and 119 much better than the current propositions.
- It sounds really scary for a resident and parent who has lived here for 9 years and watched the traffic continue to get worse. Trying to drive to the library, the hospital, the grocery stores. Ken Pratt/119 you hit every red light. The first six options sounded very similar to me, it would have helped to have the difference highlighted. I would **prioritize reducing car traffic with lights first**.
- **More cross walks** for pedestrians. Curb extensions are dangerous for cars and are not effective for pedestrian safety. Careful review of where these are installed is necessary - i.e. do not put them in shady areas where cars can not see them.
- Prioritize **multi-use trails** that connect neighborhoods to the greenways trails, and more greenway trails. Too much emphasis is on public transit that is not used. This is not Denver, we don't need buses everywhere.
- With electric and manually powered bikes increasingly in use here, it is not just a "wouldn't it be great" issue, but a "we need it now and even more in the future" issue to **make Longmont a pedestrian and biking-safe city** for our health, environment and happiness - Providing pedestrians and cyclists with safe and connected ways to move through our city, to its parks, stores and residences would really improve the quality of life. We keep voting for funds to allocate these improvements because it's the best and most optimistic choice for Longmont's current and future citizens. Thanks for asking for our feedback!
- I believe the City of Longmont should invest heavily on its **bicycle/walkable infrastructure**, as well as make public transportation more accessible. Cars really do make the city more unpleasant than it has to be, and we are in a great position to shift away from car infrastructure for the future of the environment, and our own health.
- Thank you to the project team for all your work. This is an important project.
- Bus routes need to be modified so SW residents can **access King Soopers** as a bus stop.
- I've found it difficult to plan routes around Longmont. I used to hail a ride to the car shop while I was nursing an injury (when drivers would even pick up in Longmont), and now I just run. I enjoy running, so it's not an issue, but when I've tried to figure out if I could take the bus, it was hard to find where I could look up and plan routes, and then the website was just too confusing to bother, when I could simply run the 6 miles and get my exercise in.
- I'm not technically opposed to "traffic calming" set up, but I don't think that Longmont has done a good job of them in the past and I'm a bit wary of them. For example, I think it's on Collyer street there are some curbs that extend into the road and a little concrete island thing. I assume this was put in to encourage slower driving etc. But the curb cuts right into the bike lane so bikes have to squeeze into the road to cross the intersection there. It's this sort of **lack of attention to detail** that has me worried.

- **More walking trails** is a great initiative. More bike lanes is a great initiative. Protected bike lanes are stupid and just infuriate drivers, especially at the expense of bike lanes everywhere. Buses (eh)... Trains service to Boulder (please do).
- **Most schools in the city are not served by RTD buses** which further limits school transportation options. I would also urge the city to think about people who can't ride bikes due to being disabled or otherwise not having the skills to ride. Bike riding can also be expensive even if it's not as pricey as car maintenance (base cost of a bike/helmet/lights as well as constantly fixing flats!). Walkers need attention as well and I think it's more universal than biking.
- I live in unincorporated Weld County with a Longmont address, so I know that I'm not an official resident. However, I do all my shopping, worshipping, and recreating in Longmont, so feel invested in the city. My kids and I would love to have **better biking or public transportation access to safely get into Longmont**. We currently have to cross over Hwy 119 and bike along roads to access the trail at Sandstone Ranch to then bike into Longmont. We like to do that and visit shops or bike to parks. My CSU student rides FLEX to/from Ft. Collins for visits and we have to rely on a car to get her to/from the bus stop. I love all the paths in Longmont. I'd love to see more connections. Thank you for prioritizing this and allowing me to fill out this survey.
- **Longmont still feels very car friendly**. There need to be more transit oriented developments and more bike lanes to break the car addiction. There also needs to be growth in options like bike share and car share.
- **Light Rail**....We need the Light Rail to come to Longmont
- As the town grows, I hope there are **multimodal transit requirements for new developments**. I know of a new neighborhood which is planned to be built north of hwy 66 and I worry new places like that will be quickly isolated if the city doesn't push for under/over passes. Long term, I would love to see Longmont have dedicated byways for cars (like foothills in Boulder). Not every road should be shared and giving cars a few fast routes takes traffic off of the slow roads and gives it back to pedestrians and cyclists.
- Do not let traffic congestion complaints get in the way of **desperately needed housing** and keep focused on developing a true transit and multi modal network. Longmont has almost everything a person needs in town people of all ages and abilities and income levels just need better ways to get there. Consider a City of Boulder HOP type community circulator system.
- Increased access to the **future diagonal bike path**. Additional underpasses through Ken Pratt.
- Work with your planning department to **build housing and shopping near transit** - this does not seem to be happening now. Thank you for asking for input.
- I don't think you all can fix this, but I have a disability and get nervous taking public buses and walking around/waiting at stops... the 7-11 on Lashley, and Lashley in general feels way too fast and very unsafe to me. I had my phone stolen at that 711 and the area is not super safe... also the bus stop bench that someone painted by hand keeps getting tagged by gangs, and also the fence by my house. Hoping we can figure out some **safety solutions** for this soon.

- **Alternative transportation modes to vehicles** that are quick, reliable and convenient would be most appreciated. interesting to compare/contrast TMP that adjacent communities and within Boulder County have done.
- What can be done to raise the level of safety, perceived and real, of our transportation network so that everyone can feel welcomed and comfortable regardless of the travel mode. The introduction of a **Vision Zero traffic safety initiative** is exciting to consider. Thank you city staff for all you're doing to make improvements.
- My perfect end state is a **city that is safely bike-able** for recreation, commuting, and just getting around town. I think there is a decent infrastructure already, but we need more safe bike lanes north/south for sure at various places across town. I'd love good connections to Lyons like we have to Boulder via the Lobo.
- **Keep busses free**
- **Consider speed reduction**
- Developing and maintaining a **convenient, reliable public transportation system to connect neighborhoods and regional centers** is a very effective way to build community and ease traffic issues as well as environmental issues related to CO2 emissions. Pedestrian and bike paths/lanes and infrastructure help also in those efforts as well as maintaining a healthy community. The focus should be in developing a viable well managed and thought out transportation system with well defined goals. The current situation is neither and dismal -- we are still waiting for FastTrack and paying for it.
- **RTD is a net negative** for Longmont and the City Council should be prioritizing leaving the special district.
- **Reroute highway 287 out of the downtown corridor** so that traffic can get through town faster. The same with Ken Pratt Bl, too many signals and the railroad tracks can really create traffic delays.
- This is all a big step forward for transportation in Longmont. I look forward to seeing this come to fruition.
- RTD needs to **provide more service to Denver**, and direct service to Denver. The free busses need to be cleaned up so people will use them. My son feels unsafe on the free busses. The green belt has been closed for far too long!
- I am really excited to see the **train to Denver** come to fruition.
- **The St. Vrain Creek trail needs to be completed between Price and Boston.** It's ridiculous that it's taking 10 years to open this section of the trail. East 9th Avenue needs a local bus route. Longmont needs regional bus routes to Lyons, Estes Park, Frederick/Firestone, and Greeley.
- Also **complete the St Vrain Greenway in both directions** for regional recreational and tourism.
- Any improvements that allow alternate transportation to avoid or **get around railroad tracks** would also help encourage use. Seeing a cyclist or pedestrian take an underpass while you are stuck in a car might inspire others to try a different mode of transport.
- By Vehicle- **Left turns** on major streets do Not have Protective Arrow Turns Or are too short for locals to get to their homes due to high pass through traffic. Such as on Main St. I support bicycle travel but it is useless when you cannot leave your costly investment safely locked outside a business.

- **Expanding the bus system** and making it easy to use/understand will help lower the barriers to public transportation. Having a trolley or ongoing bus system for major streets ie main, 9th, and Ken Pratt can help individuals navigate a grid style of system instead of winding routes.
- I wish we had the police force available to **enforce speed limits** and other traffic laws.
- I would like to see more **off road bike lanes** connecting other towns.
- Increased traffic patrolling to **enforce traffic laws and prevent speeding**, even lowering speed limits on Main St and Hover St.
- Is there a plan to try to police street racing? **People driving too fast** is a common issue. Camera tickets?
- **Light rail** from FoCo to Longmont to Boulder to Denver.
- Local biking is a huge win, but having **really easy to use and understand transit** would be a huge win. An app for planning routes, like Amsterdam's 9292 app, and showing necessary connections would be really helpful as other systems are being rolled out. IMO the most important part is making it something usable, because if it's convenient but difficult to navigate or understand, it's unlikely people will go the distance to figure it out.
- Missing priority corridor information under Transit - maybe the map is supposed to include? Convenience, convenience, convenience! **Convenience** is a general term in the context of mobility that includes efficiency of time, reliability, and safety. The financial burden of a car is easy to beat therefore convenience is the target and is proven to be the key factor in volume of ridership. Most people drive because its the fastest way to get around and practically is the only way to get where you want or need to go. If people have convenient alternatives, more people will ditch the car, at least for more and more trips as the system develops and improves.
- Need **sidewalks** that connect the south end of town all the way to Sandstone Ranch, Union Reservoir and to the bike trails. The sidewalk path ends on the property across from Sugar Mill and becomes dangerous to pass through.
- Please, please, please take actions to make our **roads less congested and safer**. Do yellow/red lights mean stop anymore? Are speed limits important? How about a city bypass route to allow rush hour commuters to bypass Longmont to/from Boulder?
- Does Longmont police even care about traffic infractions? Haven't seen anyone pulled over in ages. How about street resurfacing to reduce potholes? As a 40+ year resident of Longmont I'm scared every time I have to go out. Sometimes it feels like Mad Max Fury Road out there. It gets worse every year. Regards
- **Speed limits need to be enforced** for public safety. Cameras are needed at intersections on main roads since we do not have the police force to monitor speeds. The cost may be high but safety is important.
- There do not appear to be any neighborhood access around Fox Hill to public transit for seniors. Many retirees live in this area and need public access to shops, retail, senior/rec centers, govt, Post Office, etc. It isn't safe to bike from here and it isn't great to drive and too far to walk. Why isn't there an e-scooter or e-bike service in Longmont? Trolling, free or low cost trolleys would encourage ridership. No one is going to pay \$2.50 to ride a bus 1-2 miles but that is a huge percentage of auto trips.

- There is a large volume of pedestrian traffic on Northwestern/Lake Shore Drive that cross 17th Ave. **Automobile traffic westbound on 17th is traveling at such high speed** and, due to the raised median, it is not possible to see the traffic. A traffic light or flashing pedestrian crossing light (such as at Mountain View and Harvard), would improve safety. Due to the sign, “no stop for right turn “ on Airport Road (northbound) at 17th Ave. bicycles Eastbound on 17th are left trapped between two active traffic lanes. Would it be possible to add an additional sign “Right turn yield to bikes”? I have seen this in many other areas of the country.
- Tried to get west to east on the north side of town once and I could walk there faster than the bus. Nice idea **but network is too limited**
- We chose to buy in Old Town so that we bike more. It surprised us how even in Old Town there are some **tricky spots** to cross to get to school where cross traffic runs fast due to no stop signs, like 6th at Francis and 6th at Bowen. One really tricky intersection is 5th and Gay, which is also where Central Elementary's bike parking is located. It really needs a 4 way stop. Going to the crossing guard between 4th and 5 to turn around and walk back with bikes has them going upstream through walkers heading into school on a narrow, heavily used sidewalk. We also tried going up to Longs Peak even though we live off 3rd, but Bowen and Gay have so many people speeding. The new 3 way stop at 3rd and Francis has done a great job of calming traffic, but the pedestrian islands on 3rd dangerously force bikes into cars. Intersection visibility is also poor in many area due to trees, large shrubs and solid fences, completely obstructing the view, like turning east onto 6th from Sumner.
- We know we have to continue to maintain and expand infrastructure for cars, but that is a losing battle. We need to **support multi-modal alternatives** (already doing a great job) and ensure these paths are connected locally and regionally. Even though ebikes are a pain and cause more issues (I don't ride one), they are an important enabler for a wider population to use alternative transport. It is important to remember - 1) When I drive may not consider bikes and peds as much as I should so getting them off the roadway as much as possible is important. 2) When I bike, I am scared to death of cars and it's only a matter of time before I get hit. Always avoiding death everyday. 3) When I walk, I get passed by bikes and ebikes and they tend to startle me. So, knowing we won't solve all of the newer issues out of the gate, I believe we need to keep building and keep connecting everything as fast as possible, and adopt (not exclude) newer forms of transportation to fit in.
- We need **safer streets for cars as well as pedestrians and cyclists**- there are far too many accidents. We need train services to other regions - that would be a game changer.
- We need the train we paid for. We need to be looking ahead, so thank you for asking!
- We need to continue finding ways to improve our infrastructure for motor vehicles as well to ensure we can cut down on congestion. Some of our **traffic lights are timed very poorly** (anyone who's been stopped in a left turn lane on Clover Basin and Airport knows this well). We also need to address high congestion areas, the worst of which is the intersection of Main St. (287) with Ken Pratt. While I want to see more projects to improve walking, biking, and public transit, I also think we need to be thoughtful about how reducing regular traffic congestion is important for all other modes of travel as well.
- While I wish there was **more feasible regional mobility**, that seems to be a bit of a red herring in this. I just don't know how to make it work when you don't really have a mass of

the population that reliably wants to move regionally (at least from my experience). I just hope efforts are focused on reducing barriers and improving experience of biking/walking around the city. Longmont really is not that large, and should be easily traversable by bike, but the experience is often off putting. Especially when trying to do day-to-day tasks like go to the grocery store.

- **I would use the transit system if it weren't so far to walk to the nearest bus stop.** Now, as a senior, I must bum a ride or risk driving my old car. I feel trapped sometimes.
- I'd love to **have better biking options on the west side of town** to connect the north and south parts of the town. Hover is not very connected.
- Keep investing in **improvements along Left Hand and St Vrain and connecting downtown and the village** as core use cases. I think we have a great start in biking and walking infrastructure and would like to see it continue to improve and maintain for a long time.
- Longmont needs a **south bypass road to reduce congestion along Ken Pratt Blvd**. A lot of the traffic is just passing thru Longmont to get to I25, Frederick, Firestone. An opportunity was missed to have an exit off the Diagonal to Pike. Could have headed east to CR1 to tie back to 119. Now you should be looking at Plateau or Oxford.
- Missed your last meeting. Wondered if RTD will have buses going to the **UC hospital area** from the downtown hub?
- **More bike trails!** Improve all public transportation routes. Light rail to/from Boulder and Denver!
- Thank you for working on all these problems. I think Longmont is a good place to live for seniors.
- Hover is full of potholes from 3<sup>rd</sup> to 17<sup>th</sup>.
- Reduce speeds between Main and Walmart on Ken Pratt.
- Do something to reduce car speed on Martin between 3<sup>rd</sup> and Ken Pratt.
- Mac Lake biking has become dangerous. Please post speed limits.