

Goals and Criteria for Downtown Main Street Improvements

Following are criteria and goals that can help identify how well potential transportation improvements meet the needs of the transportation system, downtown Longmont, and the whole community.

Meets Local and Regional Transportation Needs

Meets local travel needs of Longmont citizens

Maintains traffic capacity for regional travel along US 287 corridor

Current CDOT policy is to not increase length of State Highway system

Provides safe and effective travel for all modes of transportation – car, transit, bike, pedestrian

Supports downtown businesses and activities

Provides good access to downtown parking and businesses

Adequate supply of safe and convenient parking

Safe and convenient pedestrian connections between businesses, neighborhoods and parking areas

Adequate delivery access to businesses

Integrates well with the overall community

Minimize traffic and parking impacts to nearby residential streets

Supports businesses on Main Street north and south of downtown

Plays integral role in supporting a well connected community

Cost Effectiveness and Ease of Implementation

Cost effective and can be reasonably funded

City maintains control of improvement and implementation

Can be implemented in a timely manner

Minimal negative impacts to privately owned property

LDDA Master Plan Goals

Develop easy and effective walking and biking connections south to the 1st and Main Transit Station and to nearby parks and open spaces, including Roosevelt Park, the St. Vrain Greenway, and Dickens Farm Park.

MAINTAIN A SAFE AND ENJOYABLE WALKING ENVIRONMENT FOR PEDESTRIANS OF ALL AGES AND ABILITIES.

- A. Improve pedestrian connectivity and wayfinding throughout and between Downtown and major surrounding destinations/neighborhoods.
- B. Ensure that sidewalks are ADA accessible, easily traversable and have a clear walk zone.
- C. Enhance and expand the alleyscape projects and incorporate elements to further activate and promote their use, while ensuring that a clear zone is provided during delivery truck access times.
- D. Ensure that midblock crossings allow high visibility of pedestrians crossing Main Street during both day and night.
- E. Support and encourage building and site design that enhances safety through attention to visibility, access, lighting, etc.
- F. Work with the City, CDOT, and other experts to implement safety enhancements for pedestrians including those that encourage automobile compliance with posted speed limits.

Things to consider:

Updated infrastructure on Coffman Street and I 25 corridor
Investments in alternative transportation

Would like to “test” concepts if possible

Would like the ability to host festivals/events on the streets