

## Chapter 9: City of Longmont

US287 is 4.8 miles long within the City of Longmont. US287 is known as N 107<sup>th</sup> Street near the north and south boundaries of Longmont, and as S Main Street throughout most of Longmont. The FLEX Boulder Express runs on US287, 9<sup>th</sup> Avenue, Hover Street, and SH 119 in Longmont. SH 119 is 5.9 miles in length within the City of Longmont, known as Ken Pratt Boulevard. The US287 Asset Inventory examines 2.2 miles of SH 119 in Longmont, from US287 on the east to the border of Longmont on the west.

### Road Network

**Figure 9-1** displays the infrastructure along the corridor, including bridges on state-maintained highways, active railroads, and traffic signals. Longmont maintains and operates traffic signals within the City, including those on US287. Bridge maintenance is performed by CDOT. Longmont maintains an active relationship with the railroad companies operating within its boundaries.

There are four bridges on the US287/FLEX corridor in Longmont, none of which are Load Restricted or low clearance. All four bridges are rated in good condition by CDOT.

Of the City of Longmont’s 80 signals, 21 are located along US287. Traffic signals are located along major roads within the City, with the largest concentration in downtown Longmont. Hover Street and Nelson Road/Ken Pratt Boulevard also host a larger number of traffic signals than other arterials in the city.

Two railroads provide service in Longmont as shown in **Figure 9-2**. BNSF Railway operates two routes, both traveling through downtown Longmont. The corridor enters Longmont parallel to US287, before a junction in downtown Longmont continues one route northwest and the other parallel to SH119. There are three at-grade railroad crossings along the US287 / FLEX corridor. The BNSF Railway crosses US287 north of 1<sup>st</sup> Avenue, Hover Street near 3<sup>rd</sup> Avenue, and SH 119 near Nelson Road. Great Western Railway (GWRR) connects to BNSF Railway and operates the other corridor from downtown Longmont eastward parallel to SH119. Many at-grade crossings exist south of downtown Longmont.

Figure 9-1 Longmont Bridges and Traffic Signals

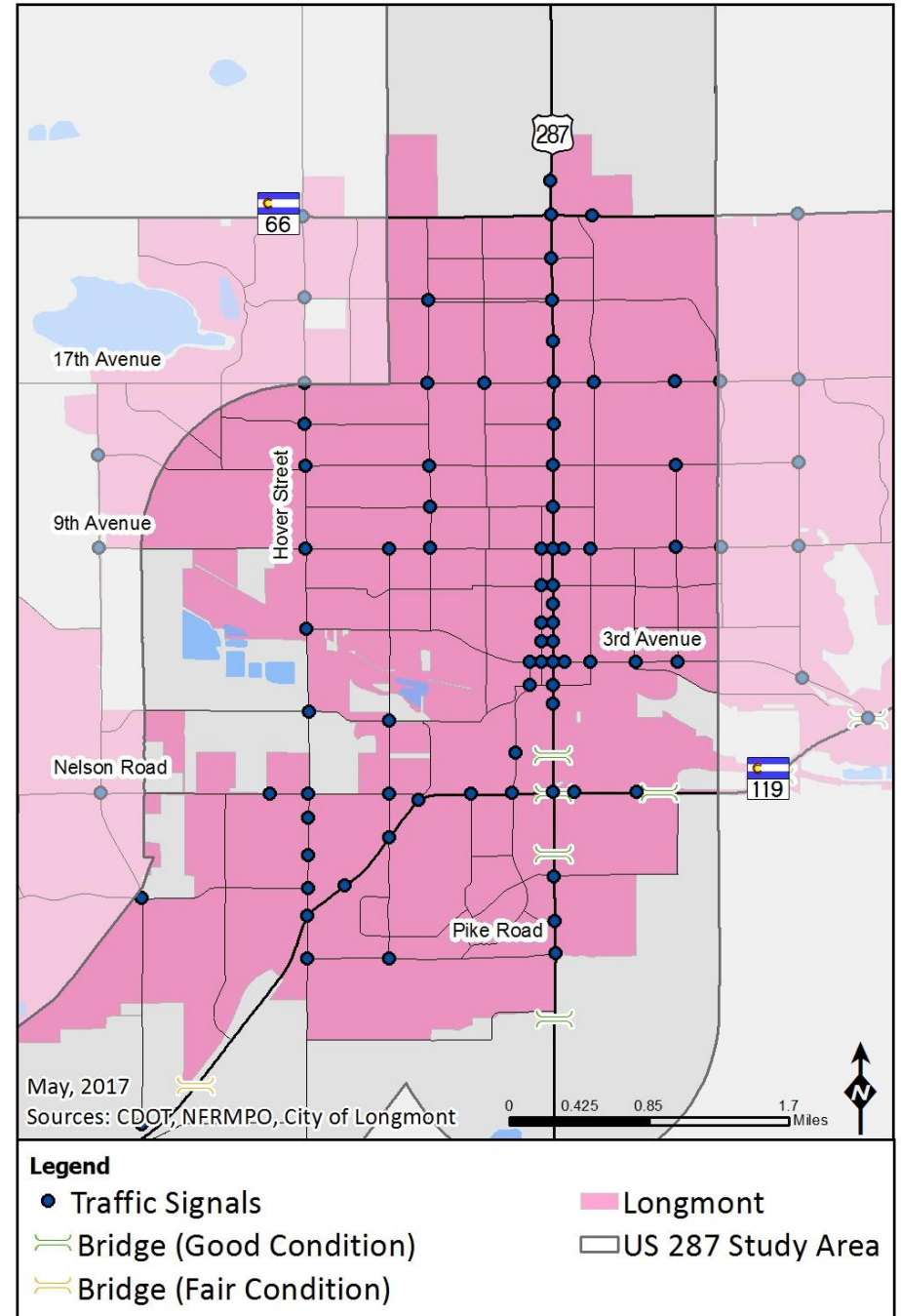


Figure 9-2 Longmont Active Railroads and At-Grade Crossings

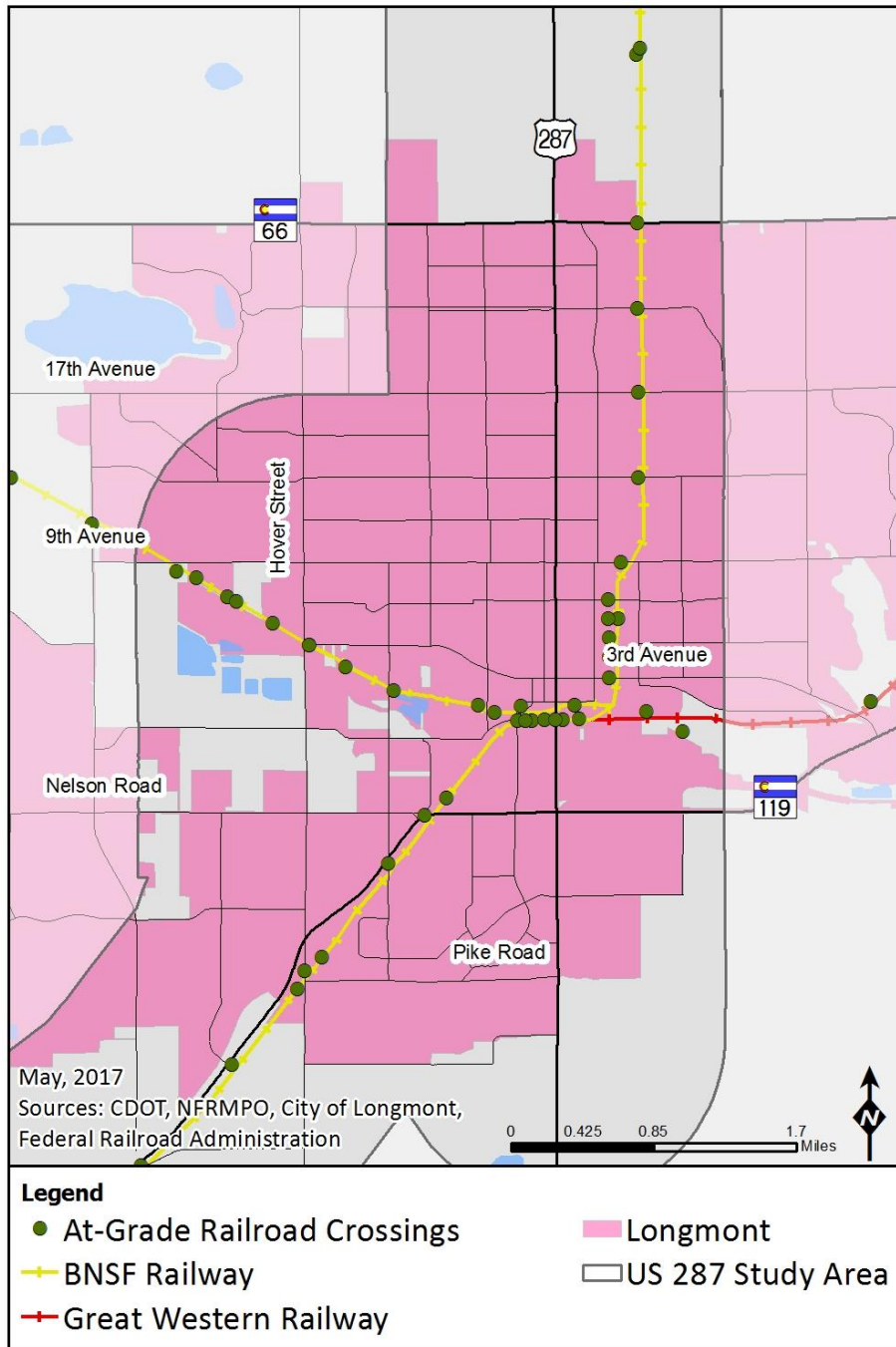


Figure 9-3 shows the 2015 Annual Average Daily Traffic (AADT) along state highways in Longmont. The highest traffic on the corridor occurs on SH119 between Nelson Road and Bowen Street, with an AADT of 41,000 vehicles per day. South of 21<sup>st</sup> Avenue to 9<sup>th</sup> Avenue and from the St. Vrain Creek to SH119 carries the largest amount of traffic on US287 in Longmont.

Figure 9-4 shows truck AADT in Longmont, which gradually increases on US287 closer to the intersection at SH119. SH119 has a larger amount of truck traffic than US287. Truck travel decreases on SH119 until Hover Street, when it increases again toward Boulder and the Diagonal Highway. During peak periods, trucks account for less than 0.4 percent of traffic on US287 and SH119 in Longmont. During off-peak periods, trucks account for 1.5 to 4.4 percent of traffic.

Figure 9-5 shows the number of travel lanes on state highways, US highways, and local roads used by FLEX in Longmont. US287 for its length through Longmont is four lanes. East of the intersection of US287 and SH119, SH119 is five lanes wide. FLEX Boulder Express buses use 9<sup>th</sup> Avenue and Hover Street, traveling through a more residential area and bypassing downtown Longmont. For almost a mile, 9<sup>th</sup> Avenue from Hover Street to Francis Street is two lanes, while Hover Street has four through lanes.

Speed limits are shown on Figure 9-6. Speeds are lowest in downtown Longmont, and highest outside of the City limits.

Figure 9-7 shows Drivability Life for all state highways in Longmont, which is how CDOT measures pavement condition. From north of Longs Peak Avenue to SH66 and south of Plateau Road, US287 is rated a high Drivability Life. Between these two sections, the road is rated a medium Drivability Life. SH119 west of US287 also has a medium Drivability Life, while east of US287 is rated a high Drivability Life.

Figure 9-3 Longmont Annual Average Daily Traffic

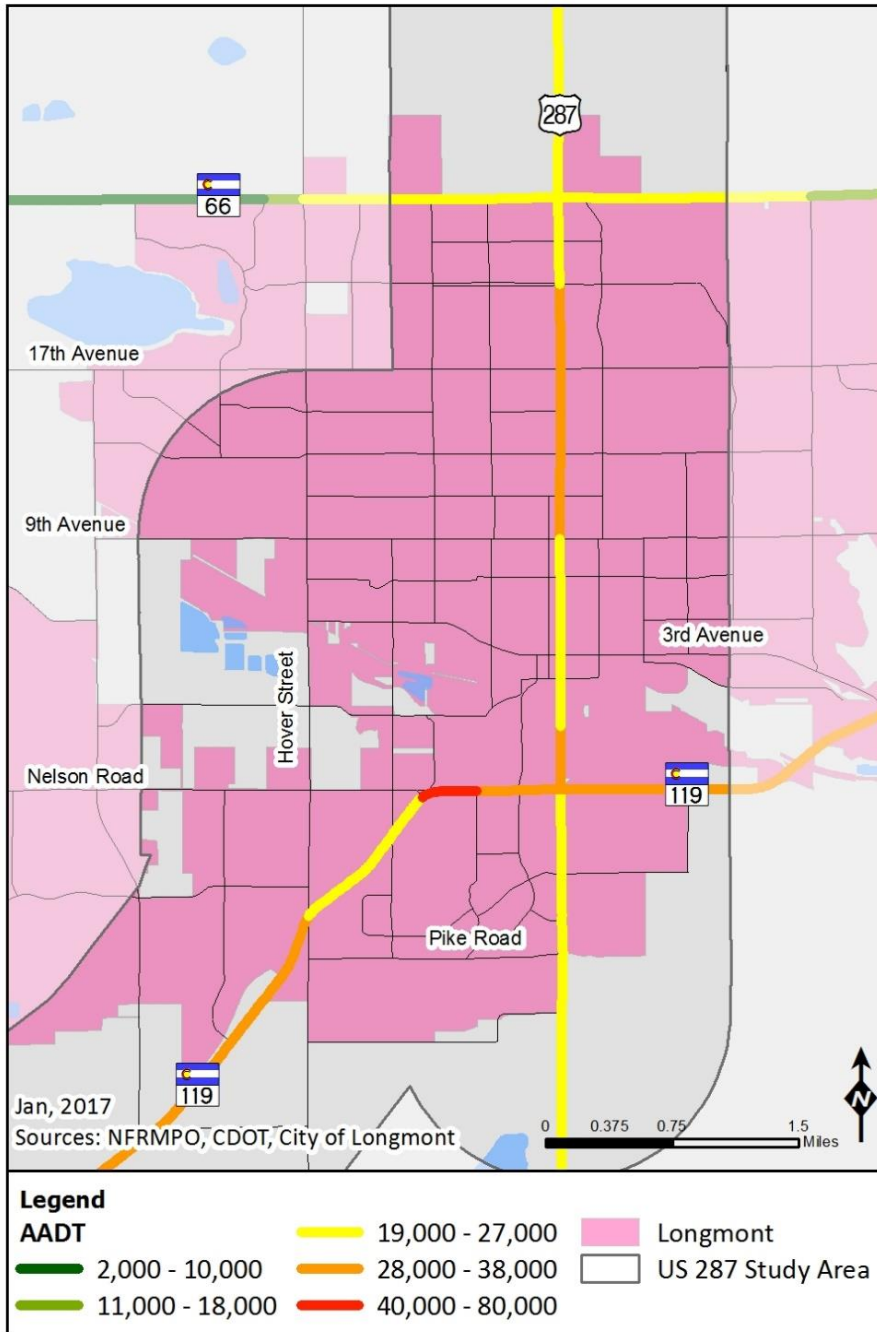


Figure 9-4 Longmont Annual Average Daily Truck Traffic

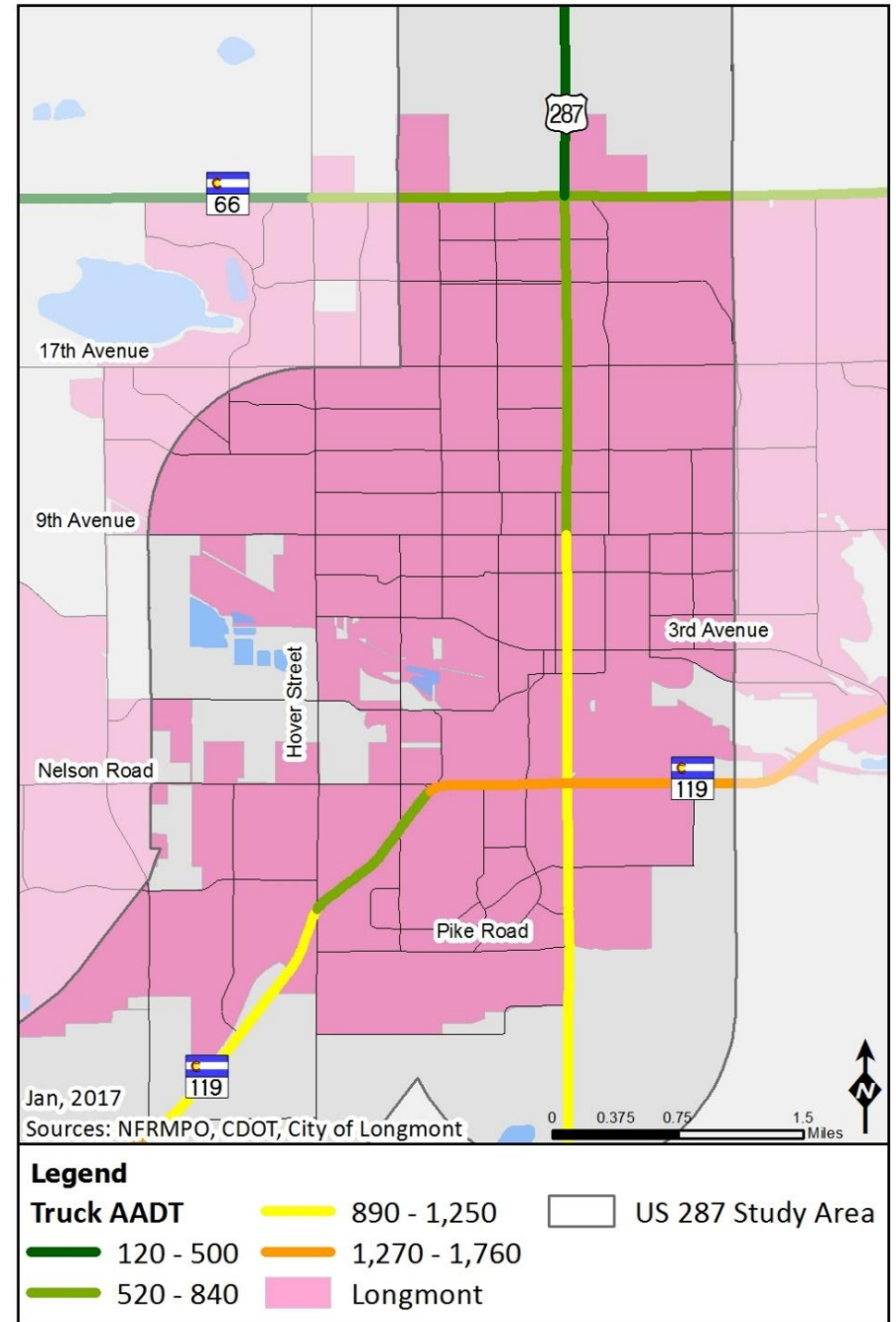


Figure 9-5 Longmont Number of Through Lanes

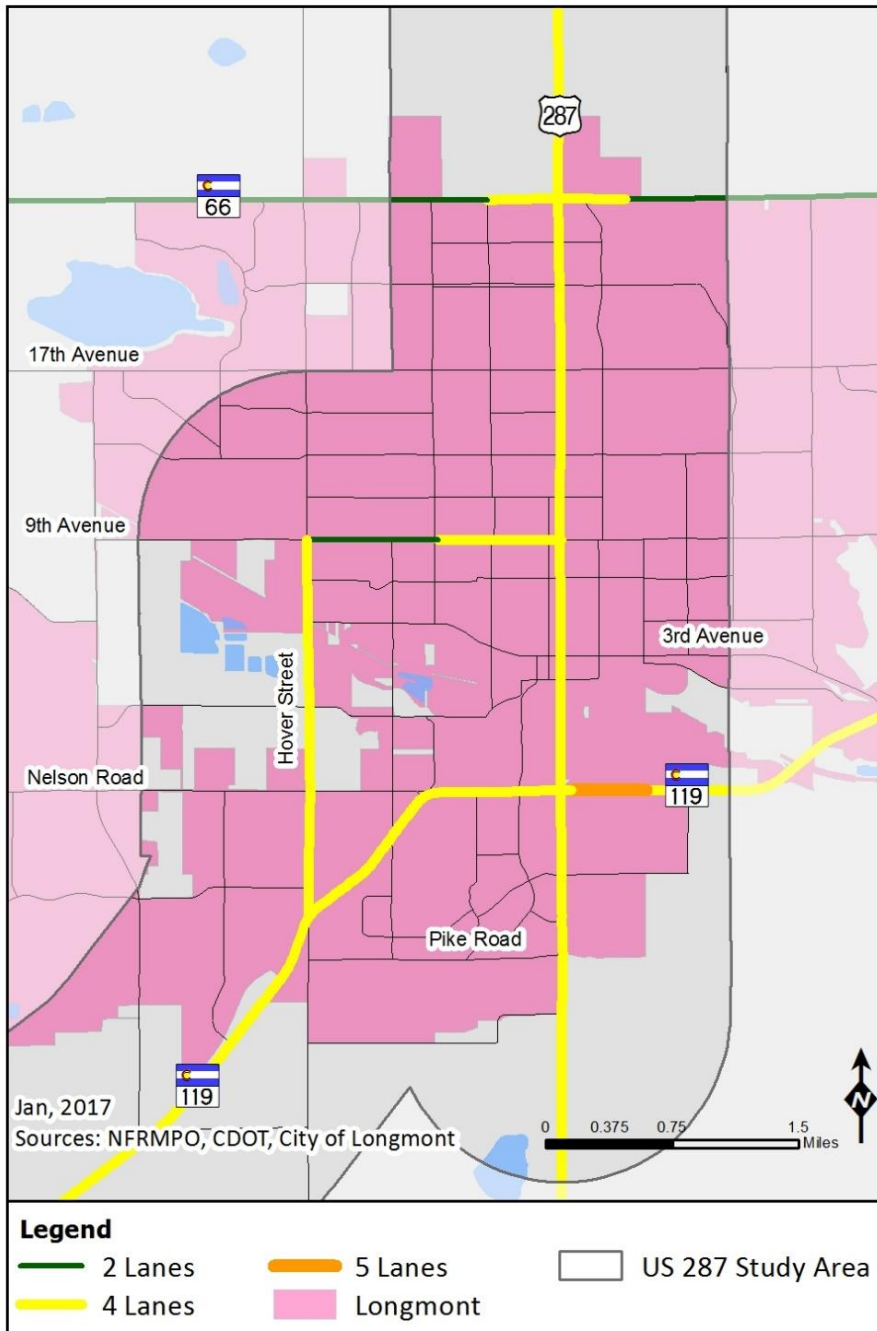


Figure 9-6 Longmont Speed Limits

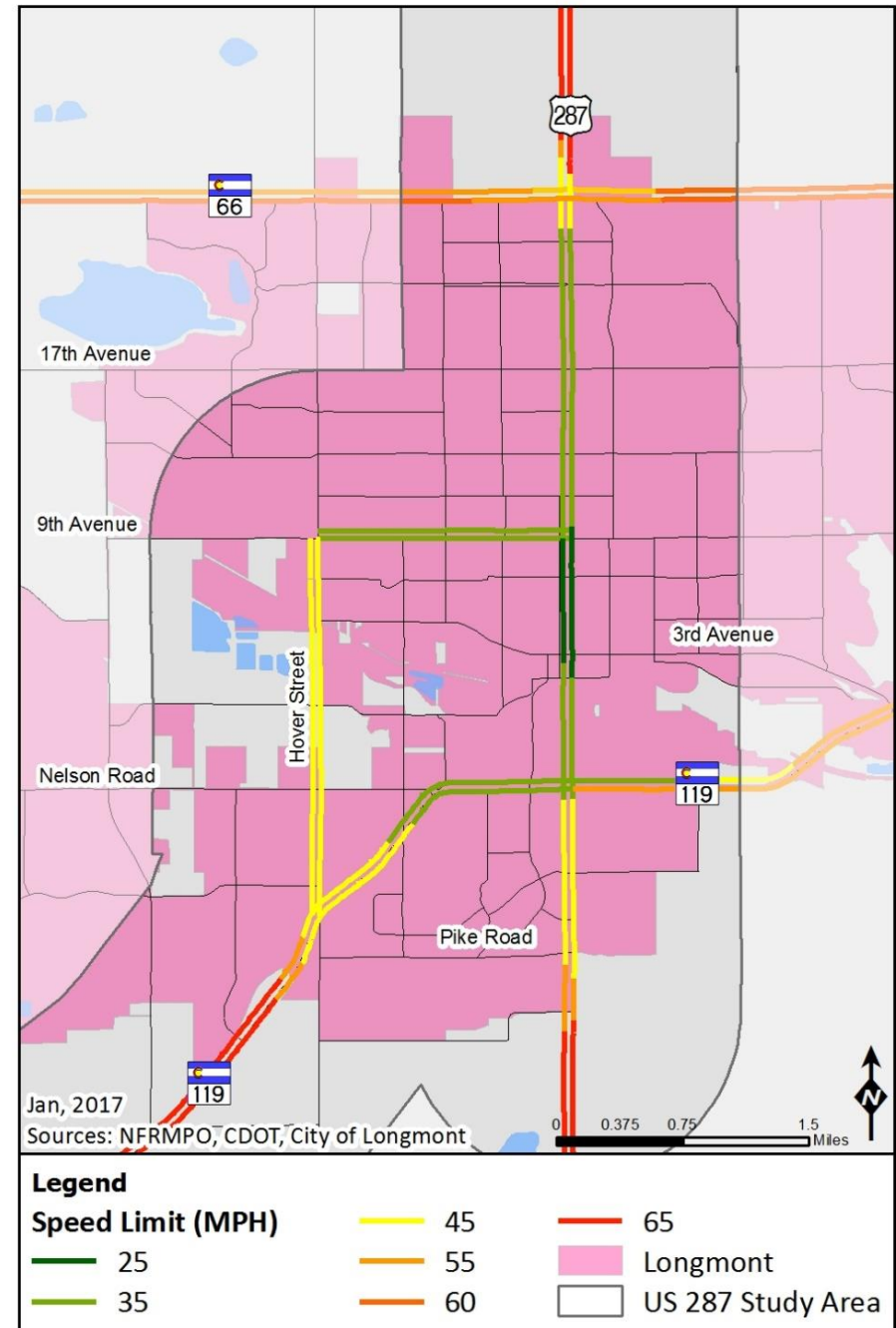
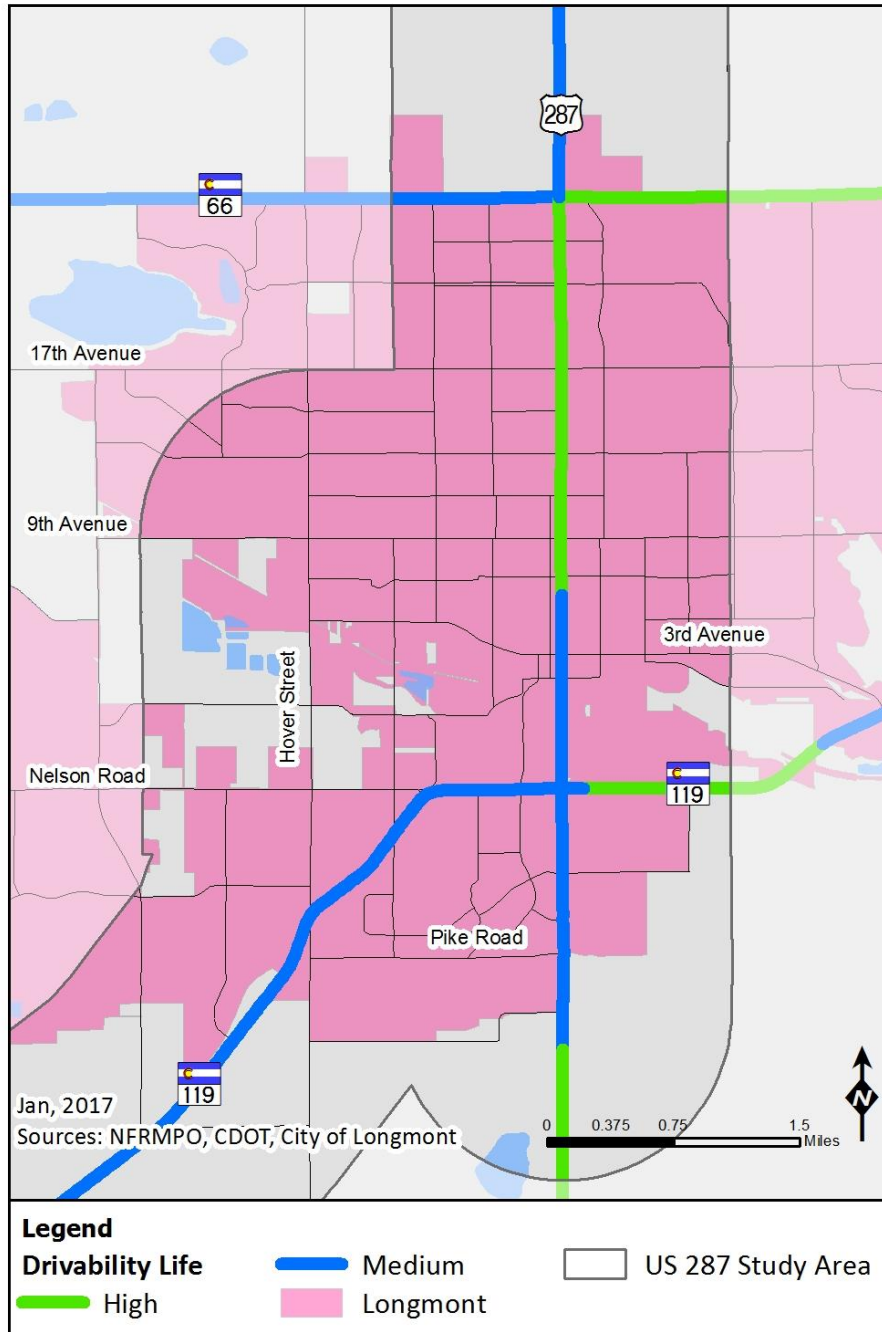


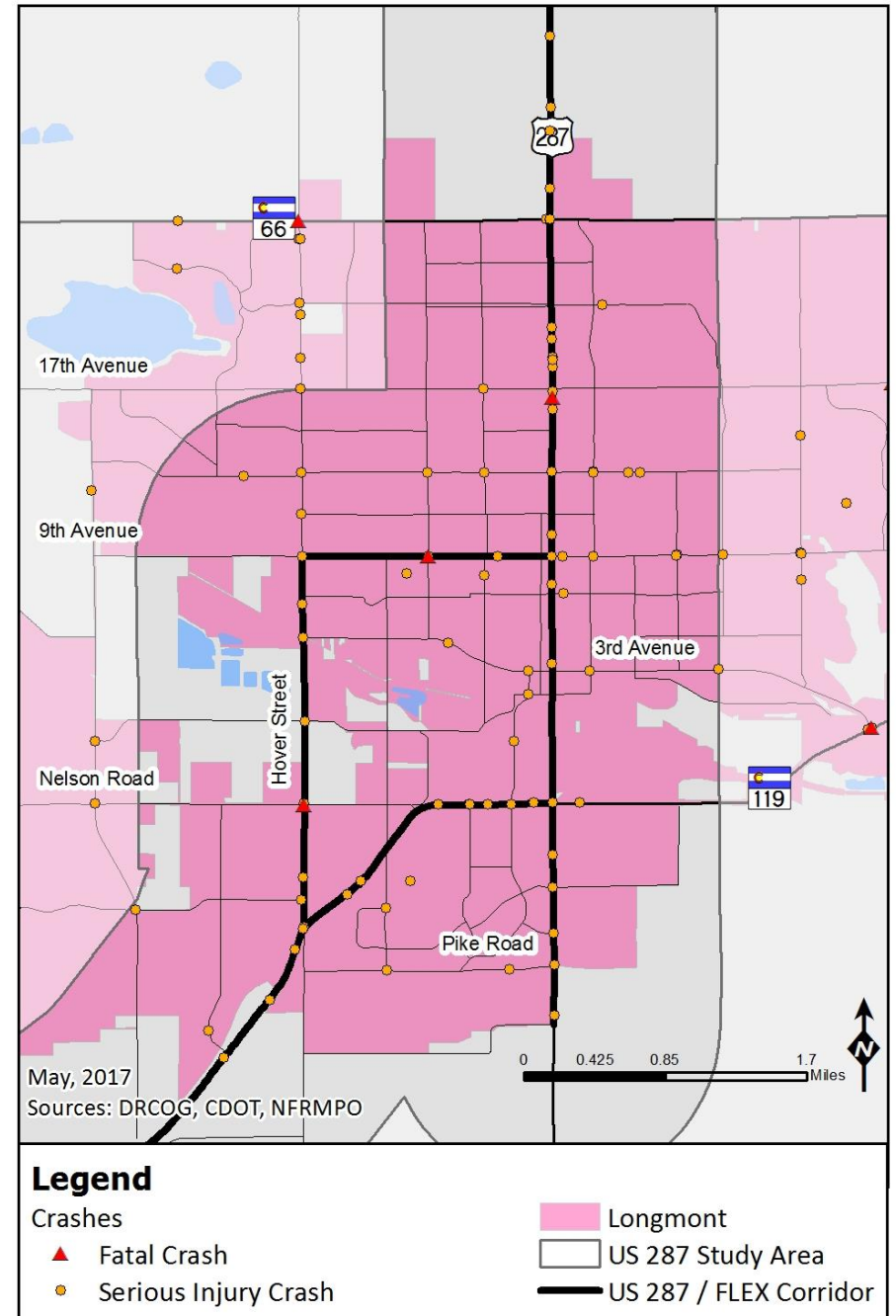
Figure 9-7 Longmont Drivability Life



### Crash Data

**Figure 9-8** shows the serious injury and fatal crashes from 2009 to 2013 in Longmont. There were three fatal crashes and 98 serious injury crashes in the Longmont Study Area.

*Figure 9-8 Longmont Serious Injury and Fatal Crashes (2009-2013)*

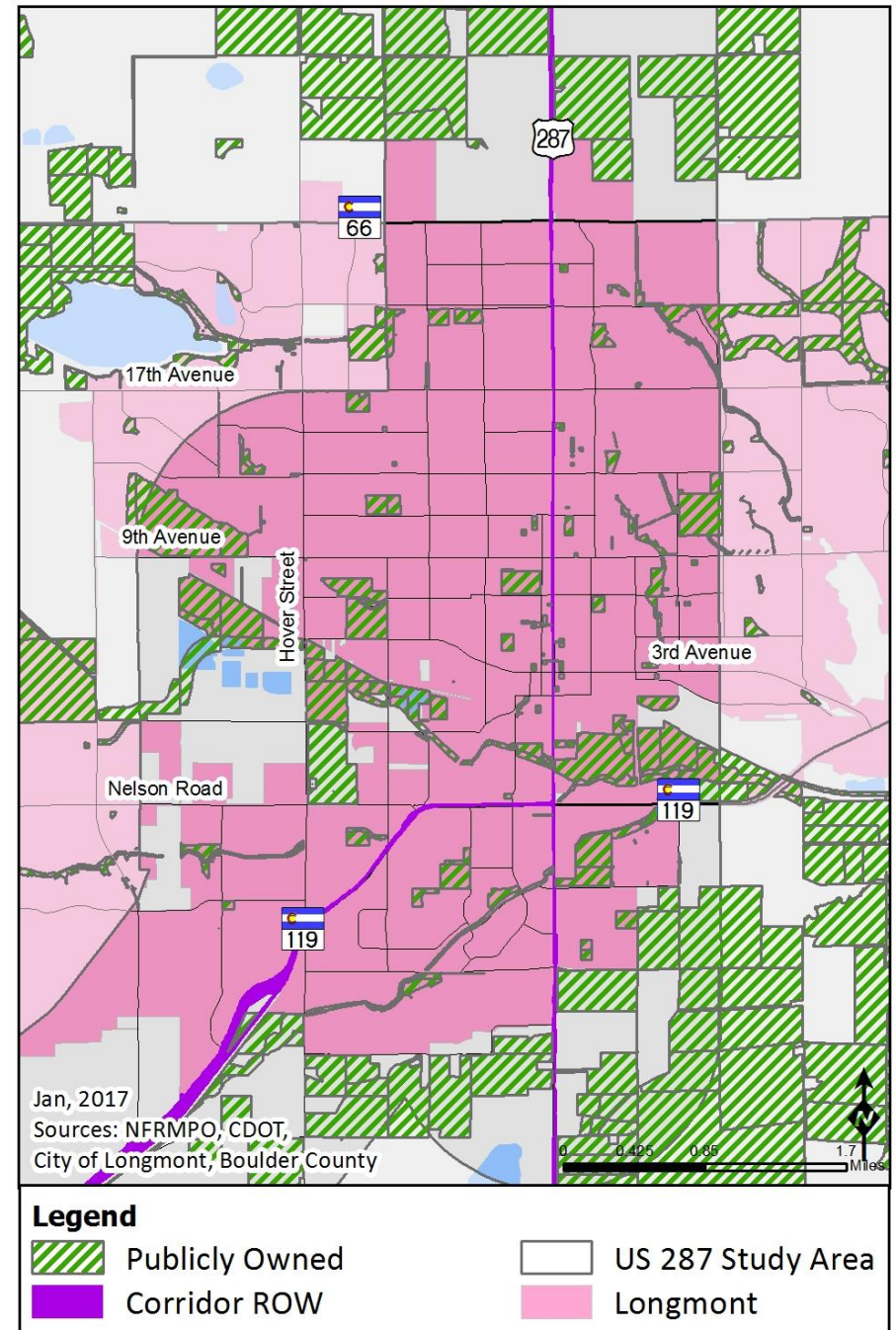


### Right-of-Way

An estimate of US287 right-of-way is shown on **Figure 9-9**. Based on Boulder County parcel data, the right-of-way is colored where there is no existing property owner. The width of the right-of-way estimate along US287 ranges from 101-163 feet in Longmont. Along SH119, the width of the right-of-way estimate ranges from 94-660 feet. Due to the irregular borders of the right-of-way, a general map is presented in the figure. In-depth maps are available upon request.

Also shown is the land owned by the City of Longmont, Boulder County, the State of Colorado, or the US. CDOT is in the process of creating a right-of-way database, which will be available in the future. The expected timeline is three to five years.

Figure 9-9 Longmont US287 Right-of-Way and Publicly Owned Land



### Bicycle and Pedestrian Network

Longmont has a well-developed sidewalk and bicycle network. Investments have been made to the bicycle and pedestrian infrastructure to connect many of the neighborhoods. **Figure 9-10** shows bicycle and pedestrian infrastructure, including trails, sidewalks, and bicycle lanes. Trails and bicycle lanes are demarcated as “facilities” on **Figure 9-9**. Presently no bicycle lanes exist on US287, although there are wide shoulders.

Because of the high density of infrastructure, the map has been split into **Figures 8-10 and 8-11** to provide greater clarity. **Figure 9-11** focuses on the northern section of the City, and **Figure 9-12** focuses on the southwestern portion of the City. As can be seen in the three maps, US287 has a well-developed sidewalk network, which appears complete to the southern City boundary.

Figure 9-10 Longmont Bicycle and Pedestrian Infrastructure

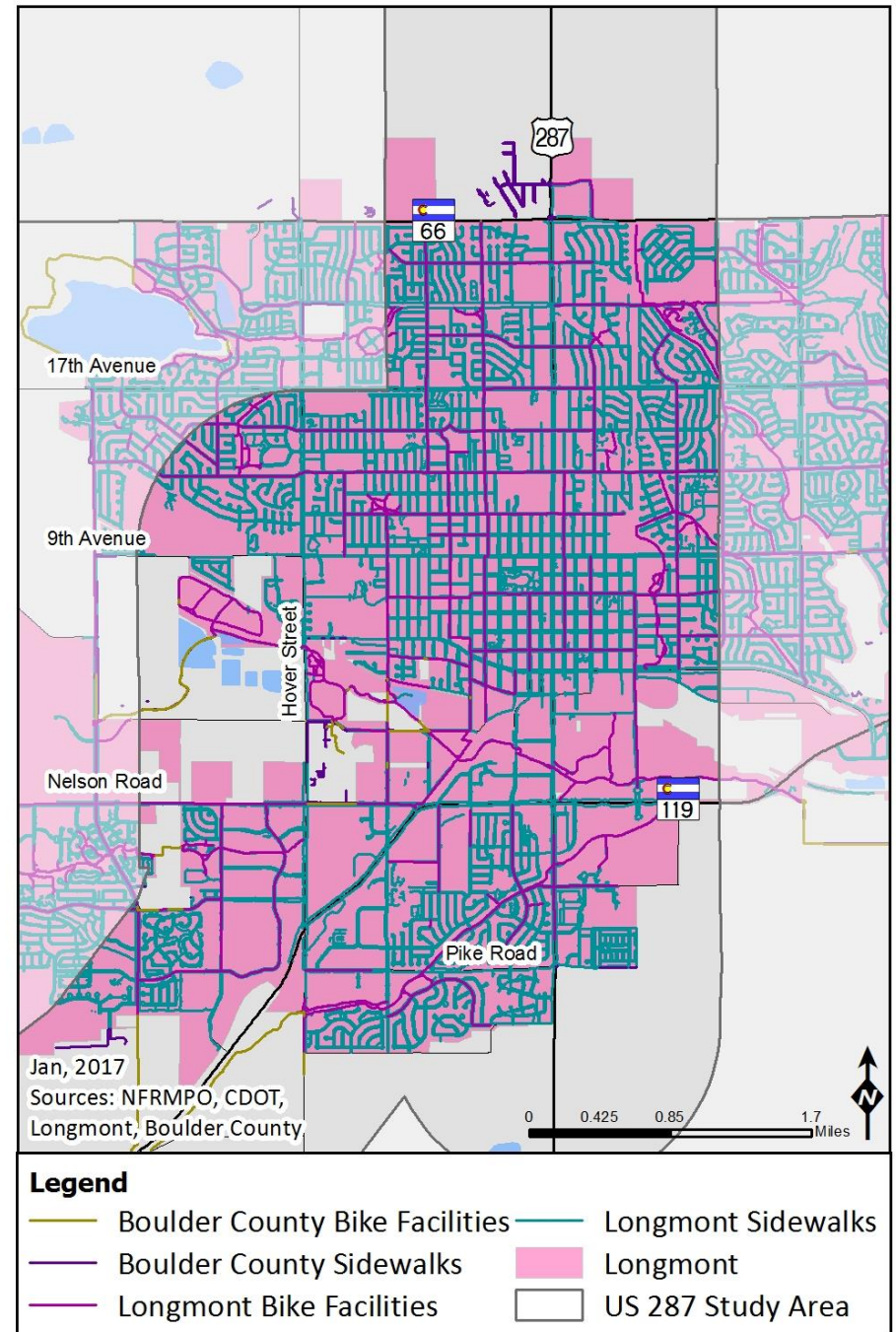




Figure 9-11 North Longmont Bicycle and Pedestrian Infrastructure

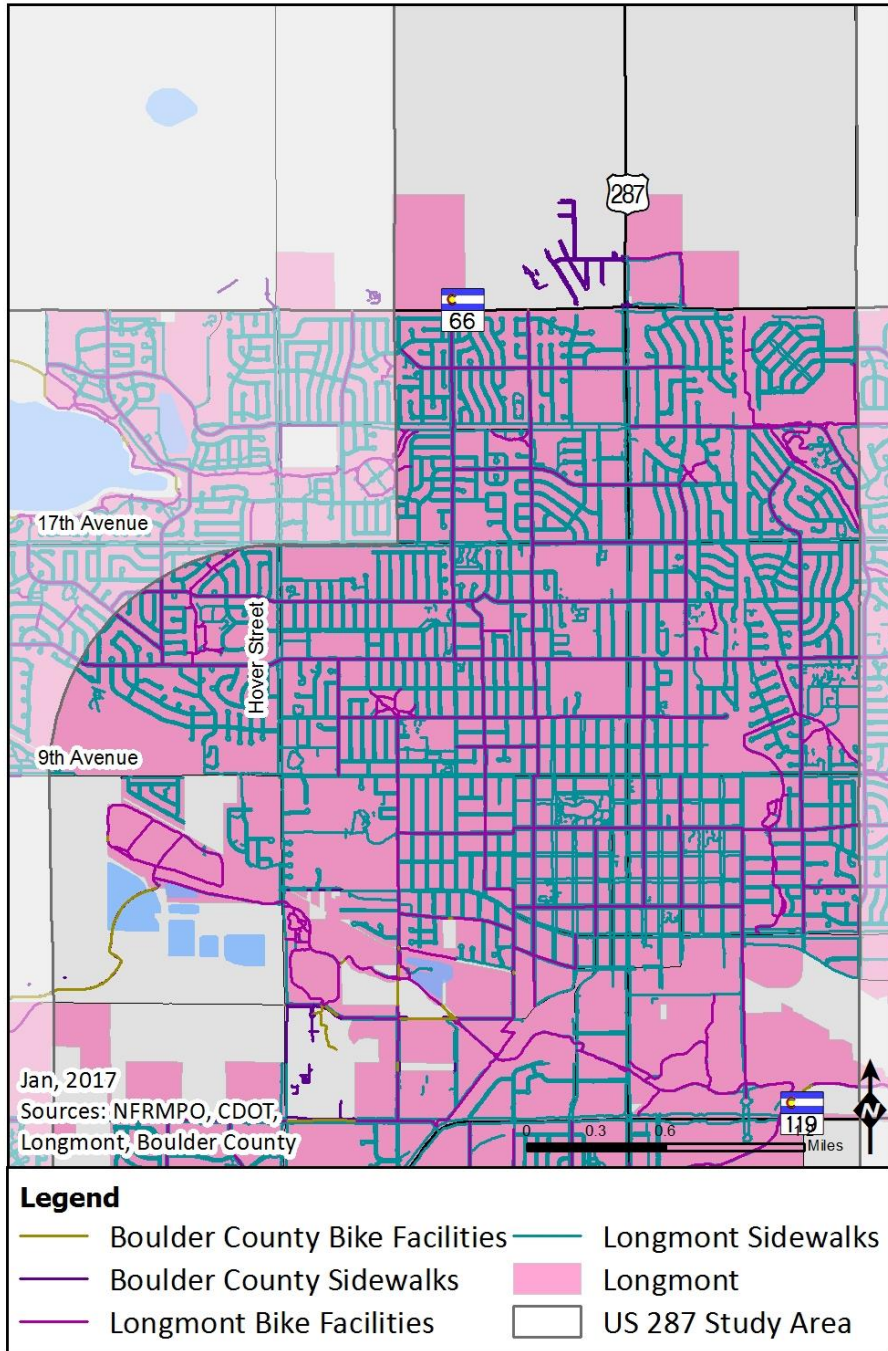
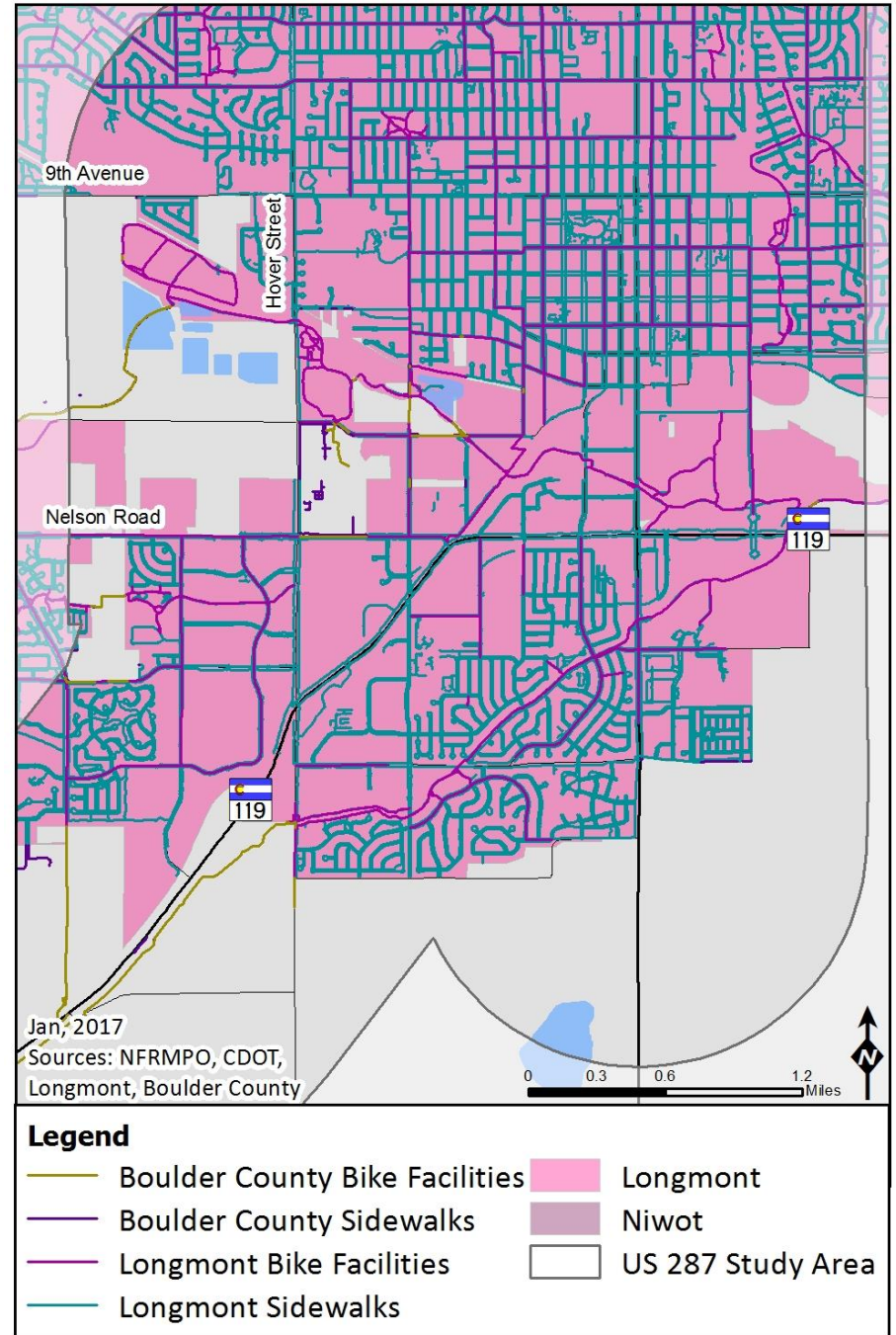


Figure 9-12 South Longmont Bicycle and Pedestrian Infrastructure



## Transit Network

Transit service in Longmont is operated by the Regional Transportation District (RTD). Seven routes operate in Longmont, providing local, regional, and express service within the City, to Boulder, and to Denver. RTD's 'L' route operates multiple routes, providing additional service.

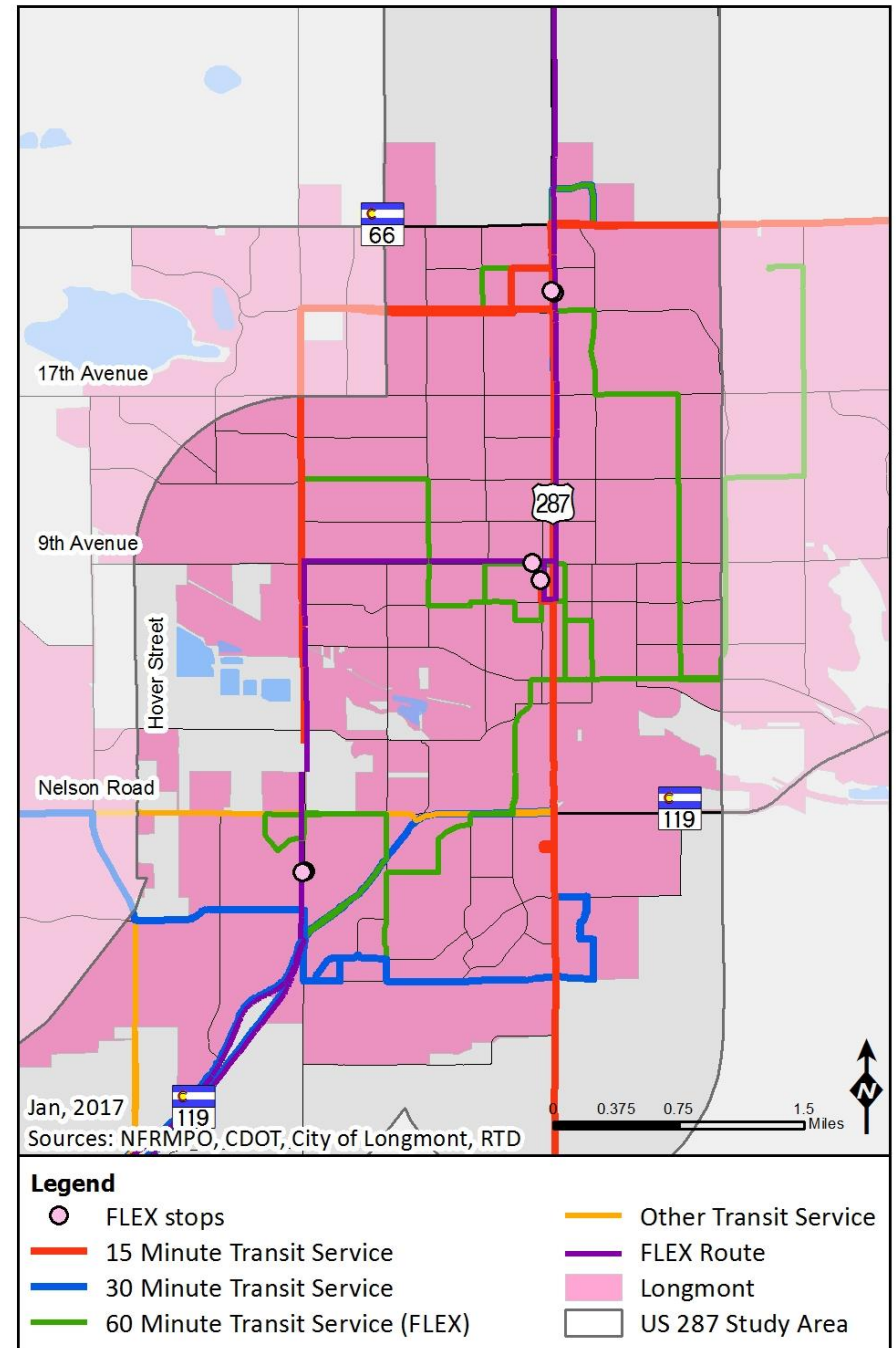
Routes are shown on **Figure 9-13** by peak period frequency: routes in red have a 15-minute frequency during peak hours; blue run every 30 minutes; and green run every 60 minutes or greater. FLEX and other express buses, which operate at irregular frequencies, are represented by purple and gold respectively.

Longmont is the terminus of the FLEX to Longmont route; Longmont has three stops on the FLEX to Boulder route. The two routes both stop in downtown Longmont near 8<sup>th</sup> and Coffman. The FLEX to Longmont route terminates at 8<sup>th</sup> and Coffman before returning north to Fort Collins. The FLEX to Boulder route stops at 9<sup>th</sup> and Coffman, and continues on to Boulder. The stops are located near each other. Another stop is located at Hover Street and Village at the Peaks Mall.

Fares on RTD cost \$2.60 one-way for local routes and \$4.50 one-way for regional and express routes. The "Ride Free Longmont" program subsidizes four RTD routes within the City and no fare is charged. Regional routes connect Longmont to Boulder along SH119/Diagonal Highway. Express service operates to Denver during peak hours.

Information about service and fares for the RTD system can be accessed at [www.rtd-denver.com](http://www.rtd-denver.com).

Figure 9-13 Longmont Transit Routes

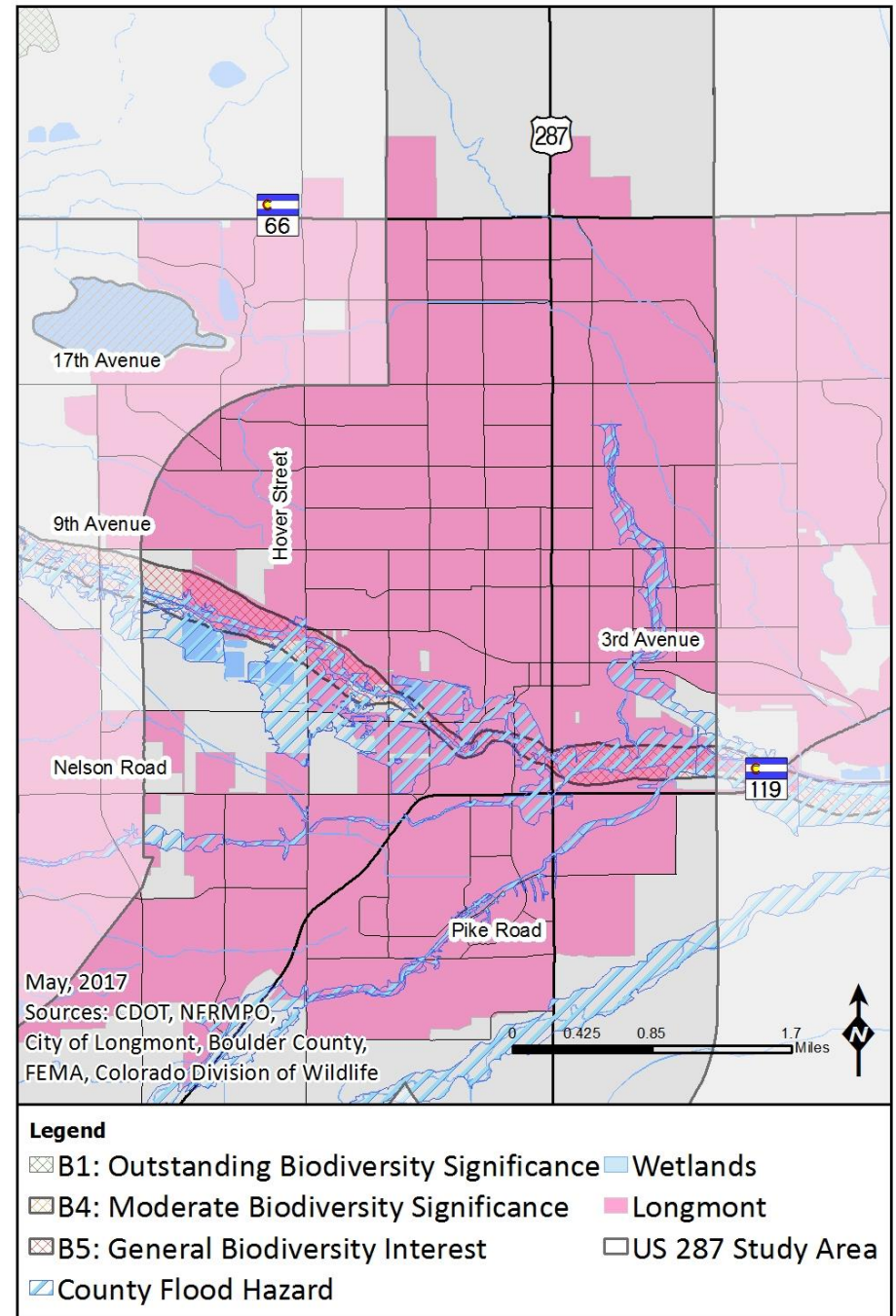


### Environmental Features

**Figure 9-14** displays the environmental features for the City of Longmont. Flood hazards exist along various waterways in Longmont as marked by FEMA. A series of ditches, creeks, and rivers make up the wetlands denoted on the map.

Colorado Division of Wildlife uses a system to define environmentally sensitive areas as part of the Potential Conservation Area (PCA) program. The rating system ranges from general biodiversity to outstanding biodiversity. The only portion of the Study Area in Longmont considered a PCA is the St. Vrain Creek corridor, which is identified as level B5: General Biodiversity Interest.

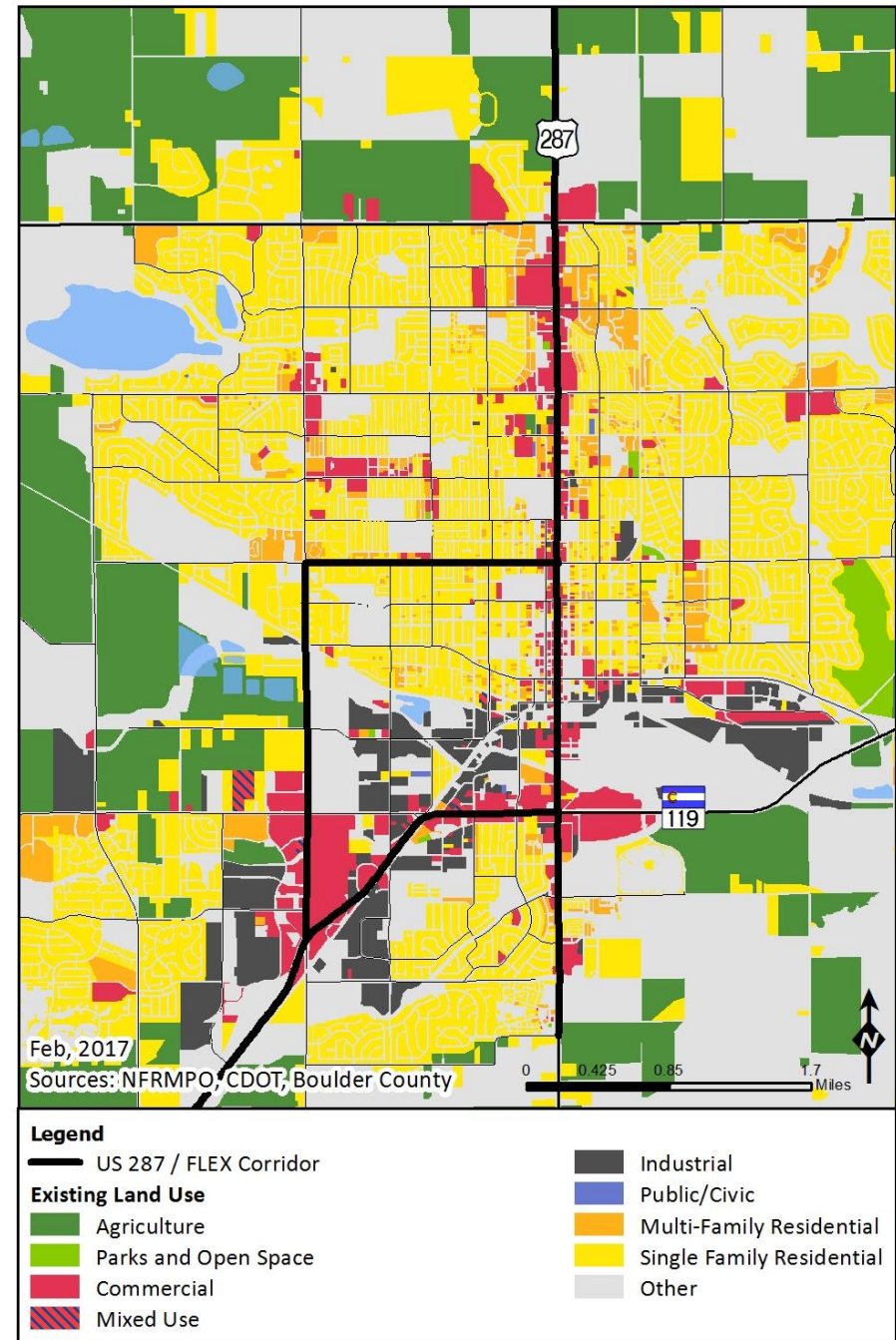
Figure 9-14 Longmont Environmental Features



### Existing Land Use

The land uses displayed on **Figure 9-15** represent 2017 land uses from the Boulder County Assessor’s office. Land uses were consolidated into a smaller number of categories. Parcels categorized as “other” include vacant lots and some parcels exempt from property taxation without a clearly identified land use. The Study Area in Longmont contains a variety of land uses, including Commercial, Industrial, Multi-Family Residential, and Single Family Residential.

Figure 9-15 Longmont Existing Land Use



### Future Land Use

The land uses displayed on **Figure 9-16** represent future land uses consolidated from Boulder County Zoning (as of November 2016) and the City of Longmont’s 2016 Comprehensive Plan, Envision Longmont. The future land uses represent built out conditions identified by local communities, and do not adhere to a specific forecast year. Within the Study Area in Longmont, future land uses primarily include Mixed Use - Commercial, Commercial, Multi-Family Residential, Single Family Residential, Public/Civic, Industrial, and Parks and Open Space land uses.

Figure 9-16 Longmont Future Land Use

