



**AGENDA - TRANSPORTATION ADVISORY BOARD  
MONDAY, August 10, 2020, 6:00 – 8:00 P.M.  
WebEx Virtual Meeting**

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TAB members - please contact Tyler Stamey at (303) 651-8737 or [Tyler.Stamey@longmontcolorado.gov](mailto:Tyler.Stamey@longmontcolorado.gov) if you cannot attend this meeting.

**CALL TO ORDER**

**ROLL CALL**

**WELCOME NEW MEMBERS**

**2020 ELECTION OF OFFICERS – Chair & Vice Chair**

**APPROVE MINUTES OF PRECEDING MEETING – July 2020 Meeting Minutes \***

**COMMUNICATIONS FROM STAFF**

**PUBLIC INVITED TO BE HEARD**

Public participation is an integral part of any government and deeply valued by Longmont's elected officials. If you wish to provide comments prior to the meeting, please send them to [tyler.stamey@longmontcolorado.gov](mailto:tyler.stamey@longmontcolorado.gov). Additional information will be provided on the Transportation Advisory Board webpage regarding public comment during the meeting.

Join by phone: +1-415-655-0003 US Toll  
Access code: 133 94 12976

**ACTION ITEMS**

- 2021 Proposed Capital Improvement Program

**INFORMATION ITEMS**

- Work Plan Update
- Front Range Passenger Rail

**COMMENTS FROM BOARD MEMBERS**

**COMMENTS FROM CITY COUNCIL LIAISON**

**INFO ON UPCOMING TRANSPORTATION RELATED MEETINGS**

**ITEMS FOR UPCOMING AGENDAS (Next scheduled meeting is September 14, 2020)**

- Traffic Safety Fund
- County Wide Sales Tax
- Front Range Passenger Rail
- Neighborhood Traffic Mitigation



- 2019 High Crash Report

### **ADJOURN TAB Meeting**

\*Attachments

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**IF YOU NEED SPECIAL ASSISTANCE TO ATTEND THIS MEETING, PLEASE CONTACT STACY DEPE  
AT (303) 651-8309 PRIOR TO THE MEETING TO MAKE ARRANGEMENTS**

**Si necesita interpretación , servicios especiales u otra asistencia adicional para participar en alguna  
reunión, comuníquese con 48 horas de anticipación al 303-651-8330 para así hacer los pertinentes  
arreglos.**

**ACTION MINUTES  
TRANSPORTATION ADVISORY BOARD  
July 13, 2020**

**1. CALL TO ORDER**

Chairperson Lurie called the July 13, 2020 meeting of the Transportation Advisory Board to order at 6:00 p.m., via WebEx.

**2. ROLL CALL**

Board members present were Neil Lurie, David Droege, Jacques Livingston, Courtney Michelle and Sandra Stewart.

City staff present were Tyler Stamey, Phil Greenwald, Ben Ortiz, Jane Madrid and Recording Secretary, Stacy Depe. Council Liaison Joan Peck was also present.

**3. APPROVE MINUTES OF PRECEDING MEETING**

**BOARD MEMBER DROEGE MOVED TO APPROVE THE MARCH 9, 2020 MEETING MINUTES. BOARD MEMBER MICHELLE SECONDED THE MOTION. MOTION APPROVED 5-0.**

**4. COMMUNICATIONS FROM STAFF**

Tyler Stamey/Phil Greenwald

- Meetings will take place through WebEx due to COVID-19. It was requested attendees mute themselves when not speaking and utilize the 'raise hand' feature and wait to be called upon to speak.
- Board Member Burgess' term ended in June, 2020 and she opted not to re-apply. Board appointments will be coming up in July to fill vacancies.
- Over the last couple of months, information being provided is being shared to Board Members via emails. Feedback is welcomed with the format of any of this information
- Response to public feedback from the March 9, 2020 meeting:
  - West bound Clover Basin approaching Fordham. The lane drop sign causing confusion between Dry Creek and Fordham was reviewed. Lane drop markings to reflect merge lanes will be added to assist with clarification.
  - A traffic light was requested at Ken Pratt Blvd/Sherman St intersection. One of the CIP projects is Ken Pratt widening from Nelson to South Pratt Pkwy. This would not include a signal but restrict some of the movement at the intersection. This option may help with solving the crash problem, but not the access issue.
- Main street lane closure delays are being reviewed. Currently showing no major impact and less than expected travel times through the corridor. Traffic delays during peak and off peak times between 1<sup>st</sup> and 9<sup>th</sup>, Main Street, Coffman, Kimbark, Terry and Emery were streets compared to quantify during the lane closures.

## **Transportation Advisory Board**

**July 13, 2020**

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Board Member Livingston asked if we are looking as far as Hover Street for any increase during rush hour times. Mr. Stamey indicated they will look at Hover and a couple of other intersections that have counters to be able to get a daily count. He will confirm if he can also get travel time information in that data.

Board Member Droege asked if there was feedback from any businesses along 3<sup>rd</sup> Street that have the extended coverage. Mr. Stamey replied that some of the businesses initial response has been positive. A few bike racks and some tables have been moved into the space but opportunity is available for a lot more utilization. Mr. Stamey and Mr. Greenwald are both working with Kimberlee McKee at the Longmont Downtown Development Authority (LDDA) to determine how to better utilize the space and communicate to the businesses it is available to them. Mr. Greenwald added some are not excited about street closure. We are working with them to address any questions or concerns and how we can make less impactful to them.

Council Member Peck asked if any feedback has been received from cyclists or motorist and if it is working for them. Mr. Greenwald responded they are enjoying getting into the closed area but not seeing a benefit of traveling quickly through those areas. The liquor laws and alcohol sales are creating some issues as those areas need to be fenced off so people and cyclists are not able to get through. Work continues to assist with these challenges.

Chairperson Lurie asked what impacts are being seen, due to COVID-19, specifically on the current year and next year's budget and the projects discussed in previous TAB meetings. Mr. Angstadt said with the COVID-19 closures to restaurants and bars, the area showing the biggest impact for Public Works would be the street fund, sales and use tax, as well as the general fund. As it was unfolding, the city took a conservative stance and held off any position shifts. Capital for this year's street fund was cut back until could determine overall impact. May 2020 numbers are still pending but early projections also show not as bad as predicted. In anticipation of a downturn in April and May for the street fund than originally projected, the budget is being adjusted accordingly. The capital budget will be presented to the Council in August. Mr. Angstadt also indicated the Railroad quiet zones had to be accelerated from the 4 to 5 year plan to be done over a 3 year timeframe due to the Grant received. Smaller scale projects, road resurfacing and safety programs have continued during this time.

Board Member Livingston asked when they could receive a revised plan of the projects. Mr. Angstadt said he would put a plan together for next Board meeting. He indicated he would address next year's budget and include four years beyond that. Board Member Livingston also asked about impacts to this year. Mr. Angstadt said he can include the short term from this year in addition to the overall 5 year plan in that presentation. Board Member Livingston said it sounded as if the impact isn't necessarily what we are feeling currently. Mr. Angstadt replied that there is a lot going on right now that is continuing on. Some adjustments are being made with staffing challenges and majority of the engineering staff is working remotely as much as possible

Board Member Stewart asked about update on RTD from last meeting. Due to COVID-19, RTD was making changes. How has that impacted service here? Mr. Greenwald indicated he would respond to that question at the end of meeting.

### **5. PUBLIC INVITED TO BE HEARD**

None

## 6. ACTION ITEM

- Climate Action Task Force Transportation Recommendations – (Lisa Knoblauch) Francie Jaffe, Abby Bohannan & Sarah Davis

City Council passed a resolution declaring a climate emergency. A task force was created to address the climate crisis. The Climate Action report was presented over two sessions where City Council requested relevant advisory boards provide feedback on recommendations. These six primary topic areas will be brought back to City Council to inform the prioritization of Climate Action Recommendations. Topics, Votes on Transportation related Action Recommendations, Questions and Concerns as follows:

1. Adaptation & Resiliency
  - AR.1) Public Health—**No Comments**
  - AR.2) Water Conservation – **Approved as written (5 TAB members)**
  - AR.3) Flooding Mitigation and Preparedness Education—**No Comments**
2. Building Energy Use—No Comments
  - BE.1) Building Codes
  - BE.2) Electrification
  - BE.3) Commercial Building Benchmark
  - BE.4) Commercial Efficiency and Rebates
  - BE.5) Increase Residential Efficiency Works Program Utilization
  - BE.6) Expand Low-Income Residential Efficiency Program
  - BE.7) Climate Action Fund Program & Staff
3. Education & Outreach—No Comments
  - EO.1) Comprehensive Workforce Development
  - EO.2) “Big Picture” Climate Lectures Series
  - EO.3) Climate Change Article Series
  - EO.4) Longmont Museum Teaching Exhibit
  - EO.5) Community Sustainability Liaison Program
4. Land Use & Waste Management
  - LW.1) Extending Agricultural Zoning—**No Comments**
  - LW.2) Commercial & Residential Composting—**No Comments**
  - LW.3) Downtown Pay for Parking –  
**Approved as written (3 TAB members)**  
**Approved with noted consideration – Support the goal dependent upon timeline. Impact to business owners is significant currently. In agreement with recommendation in future. (2 TAB members)**
5. Renewable Energy—No Comments
  - RE.1) Smart Meters
  - RE.2) Home Energy Management Systems (HEMS)
  - RE.3) Energy Savings Program
  - RE.4) Carbon-Intensity Signaling Protocols
  - RE.5) Distributed Energy Resources

6. Transportation

T.1) Increase Effectiveness of Public Transit System: Checkpoint/Flexible Bus Services –

**Approved as written (4 TAB members)**

**Approved with noted consideration – Concerns with no solid plan moving forward. Important to factor in ADA and Access-A-Ride requirements. (1 TAB member)**

T.2) Electric Vehicle Charging Infrastructure -

**Approved as written (5 TAB members)**

**Comments: Businesses supporting presence of charging infrastructure should be part of it. City should not pay for 'free' charging. Twenty charging stations seem low unless multiple can charge at each station.**

T.3) Connected Bikeways

**Approved as written (5 TAB members)**

T.4) Alternative Work Schedules

**Approved as written (5 TAB members)**

Council Member Peck asked if the Connected Bikeways plan is in alignment with staff's overall plan of the 20 to 30 year timeline accomplishment for climate action. Mr. Greenwald responded this proposed plan shows significant work to be done next 10 years but not part of work plan, currently. These are recommendations to go to Council and determinations would need to be made to put into budget. Council Member Peck also commented regarding the Downtown Pay to Park for Board to look at determining if the buses be integrated and aligned with that plan. Also, she recommends the City should sell the electricity for the Electric Vehicle Charging Stations due to cost.

Board Member Michelle asked if there were studies from other cities with Pay to Park that have shown reduction in parking downtown. If so, have they reflected an increase use of shuttles/public transportation or only allow those that have the funds to use it do so? Mr. Greenwald responded and indicated looked at lots of studies and referred to "The High Cost of Free Parking" by Donald Shoup. Studies show adding a cost to parking is more efficient and allows for 15% of parking to always remain open. The monies charged go back, in this case, into the Downtown Development Authority. Talked with Council recently, it was restated that no charges or restrictions are imposed on people with a disabled person placard. Low income was also discussed and determined shuttles were the best quick and low cost option to be able to come downtown area, as well as improvements to bicycle and pedestrian access.

Board Member Livingston asked if utilizing the Coffman redesign for a north/south transportation for the shuttle had been considered. He also spoke to the Flex-Ride option and expressed concerns that disabled people may not be able to walk the ½ mile distance to a fixed stop. Has this been thought about as a requirement for this plan? Mr. Greenwald said the rule on the ADA is that there must be an accessible ride, in this case Access-A-Ride with RTD, within a ½ mile radius of the fixed stop. Longmont does cover the cost under the Ride Free Longmont program. The City would need to look at all the legal requirements to determine any changes for fixed stops. Discussion has been ongoing about enhancing integration of the overall system.

## Transportation Advisory Board

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He added, both Coffman and Kimbark have been discussed and do make a lot of sense for the shuttle routes.

Board Member Droege asked if we were only discussing Main, Kimbark, Coffman or other parts of town for parking. Mr. Greenwald added that due to COVID-19, parking has not been an issue. The plan is area wide in the long term with likely a phased approach.

Board Member Droege also asked about the water reduction impacts and how greenspace may be affected. Ms. Knoblauch indicated the goal of the task force was to reduce city wide water usage by 35% to 40%. Various options could be looked at regarding city wide water use but would require financial resources and a significant redesign to parks, golf courses, right of ways and grassy areas with a focus on implementing xeriscaping and native, draught resistant plants that would utilize less water. Board Member Droege inquired if there was a way to measure the percentage used to determine cost impact. Ms. Jaffe indicated it would be difficult to get accurate information as a lot of the golf courses and parks utilize raw water rather than treated water. Residential usage with treated water is highest and easiest to track.

- JTP - Transition Plan Committee Recommendations. (Francie Jaffe)
  1. Equity Assessment Recommendations
    - EA.1) Provide a foundation on equity and climate action
    - EA.2) Apply an equity lens to the climate action
    - EA.3) Focus on frontline communities most impacted by climate change
    - EA.4) Equitable access to jobs
  2. Overarching Equitable Climate Action Recommendations
    - ECA.1) Marketing and Outreach
    - ECA.2) Use data and research to further understand frontline communities
    - ECA.3) Identify barriers and increase program access
    - ECA.4) Equitable Access to Jobs
    - ECA.5) Understand and improve health and safety
    - ECA.6) Understand and address the financial burdens of low-income households
    - ECA.7) Build self-reliance and access to resources within communities and neighborhoods
    - ECA.8) Identify alternative funding mechanisms for climate action

Sarah Davis, Founder and CEO of SRDC Consulting and Abbey Bohannon, A & B Consulting CEO and Co-Founder outlined the goals for the Equitable Carbon-Free Transportation Roadmap. Overall goal is to promote and ensure equitable access for all modes of transportation. The effort is funded by the Boulder County Sustainability Tax and being led by Longmont (LPC/PWNR) staff. This project builds off of much of the work the City has already been doing for several years with a focus on providing an implementation path forward on following:

1. Reduce transportation related emissions
2. Increase electrification and air quality
3. Reduce single occupied vehicle miles traveled

Target is to give proposal of goals to City Council for approval September 2020.

Their team is looking at all aspects of goals. An online questionnaire/survey will be available to provide feedback available in English and Spanish once the report is ready to review by City Council.

Chairperson Lurie commented he didn't see survey or analysis in the presentation for peer community's best practices. With potential to reinventing the wheel is information available from other communities? Ms. Davis responded the project team was selected as they bring vast combined experience on EV industry readiness plans and networks for surrounding areas.

## **7. INFORMATION ITEMS**

- None

## **8. COMMENTS FROM BOARD MEMBERS**

Board Member Livingston suggested if converting buildings from natural gas to electricity, the Energy Assistance Program should be utilized as a benefit for the electric bill.

Board Member Stewart thanked the Transportation staff for their hard work during the pandemic. Much of what they have done has been noted in newspaper, including widening on Pike Road, 9<sup>th</sup> Street, from Airport to Hover Street, on Weld County Rd 1.

Board Member Droege shared he had driven on Main Street a couple of times and was pleasantly surprised with ease of getting through for both cars and pedestrians. Only concern, would like to see more businesses taking advantage of the lane closures during the day with lots of empty space. Also, with social distancing requirements, passing through businesses in middle of block may cause patrons to be somewhat intimidated.

Board Member Michelle shared that she lives on Emery Street and seeing 18 wheelers utilize that street was "interesting". She also expressed her thanks to climate group for putting together the extensive list of goals shared in the presentation, as well as their hard work.

Chairperson Lurie asked that the work plan topic of neighborhood traffic mitigation improvements, previously talked about, be an item of discussion for a future upcoming agenda.

## **9. COMMENTS FROM CITY COUNCIL LIAISON**

Council Member Peck said was great to see everyone. Thanked the task force for the incredible job. The Governor and Senators Faith Winters and Matt Gray have been charged with having an accountability committee to review everything from financial, ridership and restructure of RTD. They have asked for nominees to assist. Matt Jones expressed interest of being on committee. Council Member Peck wrote in, nominating him and will report back with progress. Both she and Mr. Greenwald have been on committee.

Lastly, she wanted to remind TAB that Advance Longmont 2.0. has been working on alternatives for RTD. She has received a couple of emails with feedback regarding only one lane open on Main Street. It has created difficulty for those that need to assist elderly family into restaurants.

**10. INFO ON UPCOMING TRANSPORTATION RELATED MEETINGS**

Mr. Greenwald indicated new RTD study with Highway 119 into Boulder with difficulties getting to some areas. No meetings scheduled regarding this however, surveys to come out that will allow for good input.

Also, as follow up to an earlier question, Mr. Greenwald stated that RTD went to Saturday service with not much impact except that the 324 bus went from every half hour to every hour. Ride-Free Longmont is still in place. Discussion will need to take place regarding how charged. Some other routes to Boulder were lost so we are working with RTD as people come back to work and need increases.

**11. ITEMS FOR UPCOMING AGENDAS (Next scheduled meeting is August 10, 2020)**

- Election of Officers
- Work Plan Update
- County Wide Sales Tax
- 2021 Budget
- 2021 Capital Improvement Program
- Traffic Safety Fund
- Front Range Passenger Rail

**CHAIRMAN LURIE MOVED ADJOURNMENT OF MEETING. NO ONE WAS OPPOSED. THE MEETING WAS ADJOURNED AT 7:48 P.M.**

Respectfully Submitted,

TAB Chairperson/Vice Chairperson  
/sd



## TRANSPORTATION ADVISORY BOARD COMMUNICATION

**Meeting Date:** August 10, 2020

**Subject:** Proposed 2021-2025 Capital Improvement Program (CIP)

**Type of Item:** Action                      **Time for Presentation:** 30 Minutes

**Presented By:** Jim Angstadt, Director of Engineering Services  
Tyler Stamey, Transportation Engineering Administrator

**Suggested Action:** Recommendation to City Council for approval of the Capital Improvement Program (CIP)

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### **Background – Capital Improvement Program (CIP)**

Each year the City updates the five year Capital Improvement Program (CIP). This process is currently underway for the 2021 – 2025 CIP that is anticipated to be adopted by City Council in late October, 2020. The first year of the CIP, in this case 2021, is included in the City's Annual Operating Budget, and the remaining four years (2022, 2023, 2024 and 2025) are planning years that are reviewed annually during upcoming CIP cycles.

The primary funding source of the Street Fund is the ¾ cent Street Fund Sales and Use Tax which was previously approved by Longmont Voters for a ten year extension in the November 2014 election. Longmont voters approved this tax as a permanent tax with no sunset year.

Attached are the individual project sheets for transportation related projects with funding from the Street Fund and the Transportation Community Investment Fee Fund. These projects are Funded, Partially Funded, and Unfunded. Final review of these projects is on-going with possible revisions prior to final submission to Council. A presentation to Council has not been scheduled but is anticipated to be held during early September. Based on this schedule, recommendations from the TAB should be made at the August 10th TAB meeting.

It is anticipated that Council will have public hearings on the CIP on September 29th and on October 6th. Council is scheduled to adopt the budget and CIP ordinances with a first reading on October 13th and a second reading on October 27th.

The 5 year Street Fund and Transportation Community Investment Fee Fund summaries that identify revenues and expenditures have been included with this communication.

Staff will present the 2021-2025 CIP with a focus on funded and partially funded transportation related projects and will be available to answer questions at the meeting.

**CIP Recommendation Options for the TAB include:**

- 1) Recommend City Council adopt the funding from the Street Fund and Transportation Community Investment Fee Fund for Transportation Projects as presented by staff in the Draft 2021 – 2025 CIP.
- 2) Recommend City adopt the funding from the Street Fund and Transportation Community Investment Fee Fund for Transportation Projects as presented by staff in the Draft 2021 – 2025 CIP with revisions recommended from the TAB.

City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Spring Gulch #2 Drainage & Greenway Improvements**  
 Year First Shown in CIP: **2010**

Project #: **DRN028**  
 Funding Status: **Unfunded**

**PROJECT DESCRIPTION:**

This project addresses Drainage, Open Space and Transportation issues by designing and constructing a greenway and drainage connection along Spring Gulch No. 2 from west of County Line Road at Stephen Day Park, southeast to Union Reservoir & Sandstone Ranch Park.

Phase 1 was completed in 2014. Phase 1 included construction of a sidewalk along the north side of SH119 from the 3rd Avenue and Ken Pratt Boulevard intersection east to Spring Gulch No. 2 and construction of a box culvert/pedestrian underpass of SH 119 which is designed to pass a 100 year storm flow and create a grade separated pedestrian crossing.

Construction for Phase 2 includes the greenway trail and drainage improvements from Stephen Day Park southeast to the Union Reservoir Recreation Area (Weld County Road 26). Included will be a pedestrian underpass/drainage culvert under County Line Road. Construction started 2019.

Design for 3 is anticipated to be complete in 2020. Additional RR coordination required. Construction for Phase 3 will include the greenway trail and drainage improvements from the Union Reservoir Recreation Area (Weld County Road 26) to Highway 119. Included in this phase will be a pedestrian underpass of the Great Western Railroad.

**PROJECT JUSTIFICATION:**

This project improves drainage and bicycle/pedestrian safety and connections along Spring Gulch No. 2. The project supports the following Envision Longmont Guiding Principles:

- Guiding Principal 1: Create an integrated and quality parks, recreation, greenway, and open space system.
- Guiding Principal 2: Provide a transportation system that offers safe, healthy, and reliable mobility for people of all ages, income levels, and abilities.
- Guiding Principal 3: Provide residents with a range of community amenities, including parks, open spaces and recreational opportunities
- Guiding Principal 4: Support healthy and active lifestyles among residents of all ages.
- Guiding Principal 5: Recognize and enhance the ecological functions of the City's system of parks, open space, greenways, waterways and urban forest.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

- GP1: Livable Centers, Corridors & Neighborhoods
- GP2: Complete, Balanced & Connected Transp Sys
- GP3: Housing, Services, Amenities & Oppt for All
- GP4: A Safe, Healthy, and Adaptable Community
- GP5: Responsible Stewardship of Our Resources
- GP6: Job Grwth & Economic Vitality-Innov & Col
- Sugar Mill / Highway 119 Gateway
- St. Vrain Creek Corridor
- Hover Street Corridor
- Midtown / North Main
- Area of Change
- Downtown / Central Business District (CBD)

Other Related Plans:

Related CIP Projects: MUW-177 Union Pumpback Project  
 T-11 TSM

**PROJECT COSTS:**

	Year 1	Year 2	Year 3	Year 4	Year 5	Project TOTAL
	2,648,930	0	0	0	0	2,648,930

**SOURCE OF FUNDS:**

	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
<b>Unfunded</b>						
Water - Operating	397,940	0	0	0	0	397,940
Storm Drainage	186,850	0	0	0	0	186,850
Street	485,000	0	0	0	0	485,000
Park Improvement	234,320	0	0	0	0	234,320
Open Space	890,820	0	0	0	0	890,820
Conservation Trust	454,000	0	0	0	0	454,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Resilient St Vrain Project**  
 Year First Shown in CIP: **2013**

Project #: **DRN039**  
 Funding Status: **Partially Funded**

**PROJECT DESCRIPTION:**

The Resilient St. Vrain Project includes two reaches of the St. Vrain Creek in Longmont - City Reach and Sandstone Ranch Reach. The Sandstone Ranch Reach extends from County Line Road on the upstream end to the confluence of Boulder Creek on the downstream side. The City Reach extends from Airport Road on the upstream end to the confluence of Left Hand Creek on the downstream side. Project goals for the Sandstone Ranch Reach include restoration of damage to the St. Vrain Greenway and stabilization of the creek in its post 2013 flood location adjacent to roads and other infrastructure to protect them from future damage. The Sandstone Ranch Reach is complete and the Greenway Trail re-opened to the Sandstone Ranch District Park in the summer of 2018.

Project goals in the City Reach focus on reestablishment of the St. Vrain Greenway; channel improvements to protect people, property and infrastructure from future flood risks; and to complete these improvements in the most environmentally sensitive manner possible. City Reach improvements are a multi-year project that is being constructed in phases. Construction on City Reach 1 (Main Street to Left Hand Creek) is complete. Construction of City Reach 2A (Colorado Way to Main Street) is also complete. City Reach 2B (upstream of the BNSF Railroad Bridge to Colorado Way) is scheduled to be complete in 2020. Funding for these sections comes from several sources including: FEMA Disaster Recovery funds, FEMA Hazard Mitigation Grant Program funds, Community Development Block Grant Disaster Recovery funds, Longmont voter approved Storm Drainage Bond funds, and voter approved Street Fund Sale Tax funds for replacement of various bridges crossing the Creek. Final design for the next reach, Izaak Walton Reach 1 (Boston Ave to upstream of the BNSF RR Bridge), will be complete in 2020 and construction is anticipated to begin in 2020.

Final design and construction of the remaining phases from upstream of the Boston Avenue Bridge to Airport Road are dependent on future funding. The City is currently working with the US Army Corp of Engineers (USACE) on an effort to include the next phase from Izaak Walton Reach 1 to Sunset Street in their 205 Program Funding. This program has a maximum project cost of approximately \$15 million with the USACE share at approximately \$10 million and the local match at approximately \$5 million. The City's local match share for the USACE project would consist of approximately \$750,000 for final design, credit for the land and right-of-way owned by the City along the St. Vrain Creek, acquisition of additional land and right of way required for the project, and replacement of the Boston Avenue Bridge identified in CIP Project TRP118, Boston Avenue Bridge over St. Vrain Creek.

The City is currently working on grant funding options for a future phase upstream of Sunset Street which is referred to as the Hover Road Reach (Hover Road to Sunset Street). The Hover Road Reach is estimated to cost approximately \$20 million. Federal grant funding could cover up to half of the project costs or approximately \$10 million. The Hover Road Reach includes bridge improvements at Hover Road identified in CIP Project TRP117, Hover Street Bridge Over St. Vrain Creek which accounts for approximately \$5 million of the total \$20 million costs. CIP Project TRP117 is currently unfunded.

Project improvements upstream of Hover Road remain in the storm drainage master plan and are currently unfunded.

**PROJECT JUSTIFICATION:**

Improvements to the St. Vrain Creek channel are required to protect the community from future flood events. The capacity of the St. Vrain Creek channel prior to the 2013 flood was approximately 5,000 cubic feet per second (cfs). Following the 2013 flood, with the debris and material deposited in the creek, the capacity of the channel has been reduced to approximately 3,500 cfs. A new study completed by the Colorado Dept. of Transportation and the Colorado Water Conservation Board updated the hydrology report for the St. Vrain Creek Watershed, and that report has significantly increased 100-year flood flows from the previous 100-year flow rate of 10,000 cfs to 15,500 cfs at Main Street in Longmont. Increased flow rates will increase the extent of the floodplain through the core of the City. Completion of this project would not only restore the St. Vrain Greenway through the City and Sandstone Ranch, but would significantly improve public safety and reduce the risk of damage to public and private infrastructure from future flood events. Completion of the project would reduce the 100-year floodplain through the City, removing over 800 acres of the City from the floodplain, protecting that land and infrastructure from future flood risks.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

- GP1: Livable Centers, Corridors & Neighborhoods
- GP2: Complete, Balanced & Connected Transp Sys
- GP3: Housing, Services, Amenities & Oppt for All
- GP4: A Safe, Healthy, and Adaptable Community
- GP5: Responsible Stewardship of Our Resources
- GP6: Job Grwth & Economic Vitality-Innov & Col
- Sugar Mill / Highway 119 Gateway
- St. Vrain Creek Corridor
- Hover Street Corridor
- Midtown / North Main
- Area of Change
- Downtown / Central Business District (CBD)

Other Related Plans:

Related CIP Projects: TRP118 Boston Avenue Bridge over St. Vrain Creek  
 TRP117 Hover Street Bridge over St. Vrain Creek

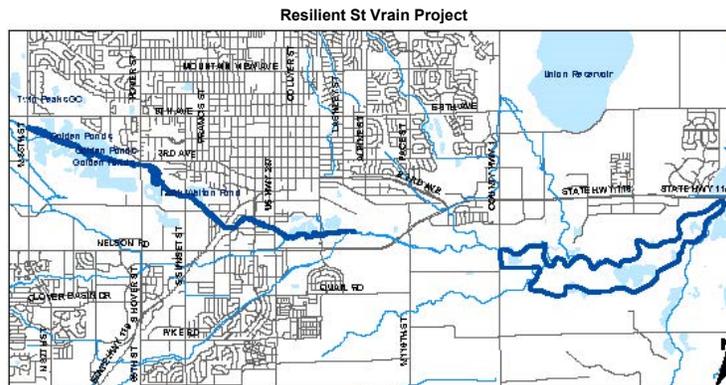
**PROJECT COSTS:**

	2021/Yr1	2022/Yr2	2023/Yr3	2024/Yr4	2025/Yr5	Project TOTAL
	60,000	5,060,000	10,000,000	0	41,000,000	56,120,000

**SOURCE OF FUNDS:**

Funded	2021	2022	2023	2024	2025	2021-2025 TOTAL
Storm Drainage	30,000	30,000	0	0	0	60,000
Street	30,000	30,000	0	0	0	60,000
Unfunded	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
Storm Drainage	0	5,000,000	10,000,000	0	41,000,000	56,000,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Operations & Maintenance Building/Site Improvement**  
 Year First Shown in CIP: **2012**

Project #: **PBF192**  
 Funding Status: **Unfunded**

**PROJECT DESCRIPTION:**

Phase 1 site study and program development completed in 2013. Phase 2 work completed in 2015 included most east site improvements; site and drainage work, vehicle storage building, fuel island. Phase 2 work completed in 2019 included a new salt storage and anti-icing building. The western portion of the site will include site paving, drying shed, vehicle wash bay, covered storage, landscaping, fencing, administrative building addition and the remodel of two existing structures. Shared employee facilities in Building 1 were remodeled in 2017, including locker rooms, lunch room and training room. Many future improvements are dependent on relocation of the existing dog park currently located on the western side of this site, therefore it is imperative that efforts be made to finalize a new location and transfer the dog park as soon as practical. Addition of facilities for vehicle washing, heated vehicle storage, and increased material storage. The project will also include construction of structures for drying of ditch cleaning and street sweeping spoils. This capital project is expected to be completed by 2022. 2021 improvements include: Decanting station construction; construction of new debris storage building; west side site work/paving/utilities; construction of new truck wash building; covered storage relocation; St. Vrain Rd landscaping, sidewalks, curb & gutter. 2022 improvements include: miscellaneous improvements and project closeout.

**PROJECT JUSTIFICATION:**

The consolidation of operations and maintenance services for water, sewer, storm sewer, streets and sanitation at the Airport Road Maintenance Facility have created significant improvements in operational efficiencies for the City and have generated operational cost savings. With the consolidation of services, crews and equipment have been moved from the Utility Center on S. Sherman to the Airport Road facility which is now the workspace for approximately 60-70 staff as well as equipment providing services for street, water, sewer, storm sewer, and traffic signal operations. New federal regulations for water quality and materials handling have created the need for improvements in winter chemical handling and debris-drying at the facility.

This project supports Envision Longmont Guiding Principle #1 by providing, maintaining, and enhancing public infrastructure, facilities, and services to meet the changing needs of the community. Investing in existing infrastructure and facilities as necessary to extend their useful life and meet the changing needs of the community enhances operations and maintenance ability to better serve the community. This project supports Envision Longmont Guiding Principle #5 by being stewards of City resources and encourages the creative use of sustainable development practices in all public development projects, focusing on practices with the ability to minimize the short and long-term impacts of future growth on the natural environment and improve the efficiency of City operations in measurable ways, such as: use of water or energy-conserving fixtures; use of Low Impact Development (LID) principles; promoting the use of LEED or other green building standards; and other techniques as applicable to new construction or the rehabilitation of existing buildings or facilities.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

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- Sugar Mill / Highway 119 Gateway
- St. Vrain Creek Corridor
- Hover Street Corridor
- Midtown / North Main
- Area of Change
- Downtown / Central Business District (CBD)

Other Related Plans:

Related CIP Projects:

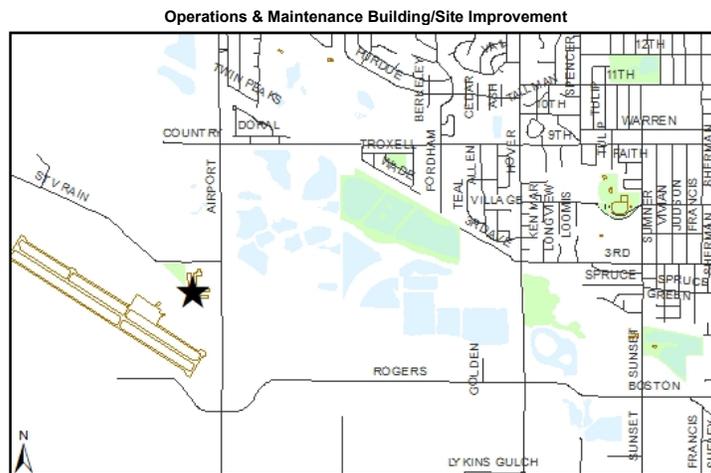
**PROJECT COSTS:**

	Year 1	Year 2	Year 3	Year 4	Year 5	Project TOTAL
	3,724,162	193,248	0	0	0	3,917,410

**SOURCE OF FUNDS:**

Unfunded	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
Water - Operating	990,457	67,872	0	0	0	1,058,329
Sewer - Operating	471,317	29,088	0	0	0	500,405
Storm Drainage	675,438	29,088	0	0	0	704,526
Street	1,586,950	67,200	0	0	0	1,654,150

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Public Building Efficiency Improvements**  
 Year First Shown in CIP: **2021**

Project #: **PBF218**  
 Funding Status: **Unfunded**

**PROJECT DESCRIPTION:**

Energy and resource efficiency improvements for various City buildings to reduce the City's greenhouse gas emissions, support environmental stewardship, offset the City's utility usage with a renewable energy resource and help meet the goals outlined in the Sustainability Plan and Climate Emergency Resolution. A Building Envelope Energy Audit Report was completed in 2020 that recommended several improvements to the building envelopes of the Service Center (\$68,600 - 39% Electric, 28% Broadband, 10% Water, 10% Streets, 9% Sewer, 4% Storm Fund Splits), Utility Center (\$50,200 - 26% PIF, 25% Broadband, 24% Electric, 12% Street, 5% Water, 4% Sewer, 4% Storm Fund Splits), Senior Center (\$44,200 - 100% PIF) and Memorial Building (\$37,600 - 100% PIF). Year 2021 shows \$200,600 including a contingency for these recommended improvements. Additional building energy efficiency improvements may be pursued in future years as funding allows. Another study related to building electrification feasibility is planned to be completed in 2020 that will recommend one City building for implementation. Since a recommendation has not been made at the time of CIP budget entry, an assumption has been made for including \$800,000 in 2021 to electrify the Service Center building (see previous fund split for Service Center). Additional buildings may be included in future years depending on funding availability. Another project related to energy and resource efficiency improvements is the installation of solar photovoltaic system and storage at a City building. Since a study has not been completed at the time of CIP budget entry, an assumption has been made to include \$400,000 in 2021 to procure and install a solar with storage system at the Service Center building (see previous fund split for Service Center). The allocation of project costs to City Department funding resources is for illustration purposes and will be adjusted accordingly based on external funding, solar feasibility and electrification study results, cost/benefit, and other relevant criteria. Projects are shown as unfunded at this time. Staff will research grant and public/private partnership opportunities in order to secure funding, until and unless additional City funds become available.

**PROJECT JUSTIFICATION:**

On October 8, 2019, the Longmont City Council passed a resolution declaring a climate emergency, establishing Longmont's intent to take immediate and accelerated action to address the climate crisis. This is a resident-initiated resolution that was passed by a unanimous vote of the Council. This action shows the City's commitment to reducing greenhouse gas emissions. A Building Envelope Energy Audit Study was completed in 2020 that recommended improvements/repairs to several existing facilities' building envelopes to increase energy efficiency of City facilities, thereby reducing greenhouse gas emissions from municipal operations. More studies are planned in 2020 to evaluate building electrification and solar and storage opportunities. As part of the Longmont Sustainability Plan, strategy E-1 focuses on reviewing energy efficiency improvement and renewable energy generation opportunities for municipal facilities. This strategy not only serves to reduce operating costs of municipal facilities through conservation measures, but provides an opportunity for the City to lead the community in championing resource conservation and greenhouse gas reduction.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

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Other Related Plans: Solar Photovoltaic Feasibility Study  
 Building Envelope Energy Audit Study  
 Electrification Study

Related CIP Projects: PBF221 - Solar Photovoltaic System Installation

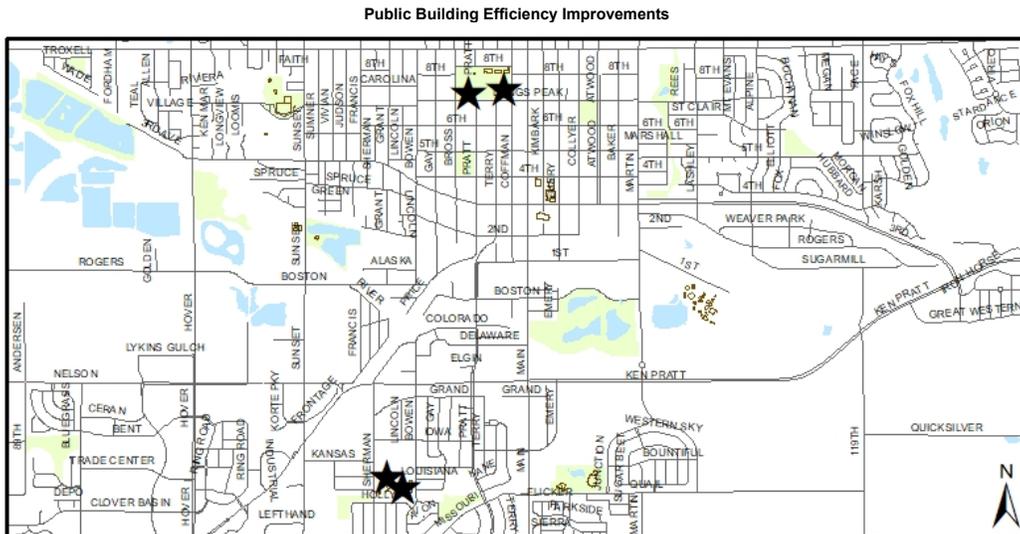
**PROJECT COSTS:**

	Year 1	Year 2	Year 3	Year 4	Year 5	Project TOTAL
	1,400,600	0	0	0	0	1,400,600

**SOURCE OF FUNDS:**

Unfunded	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
Electric	506,802	0	0	0	0	506,802
Broadband	367,758	0	0	0	0	367,758
Water - Operating	129,370	0	0	0	0	129,370
Sewer - Operating	116,182	0	0	0	0	116,182
Storm Drainage	52,752	0	0	0	0	52,752
Public Improvement	94,852	0	0	0	0	94,852
Street	132,884	0	0	0	0	132,884

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Solar Photovoltaic System Installation**  
 Year First Shown in CIP: **2021**

Project #: **PBF221**  
 Funding Status: **Unfunded**

**PROJECT DESCRIPTION:**

Design and construction of solar photovoltaic energy systems in one or more locations in the City to reduce the City's greenhouse gas emissions, support environmental stewardship, offset the City's electrical usage with a renewable energy resource and help meet the goals outlined in the Sustainability Plan and Climate Emergency Resolution. A solar photovoltaic feasibility study will be completed in 2020 that will recommend installation types and locations. Since these recommendations have not been made at the time of CIP budget entry, assumptions have been made. These assumptions for solar installation are: two land/field installations using a fixed tilt system (100% Electric Fund - \$1,500,000) and two roof mounted installations using a fixed tilt system; one at the Waste Services Site (100% Sanitation Fund - \$375,000) and one at the Airport Road Facility (30% Water, 30% Sewer, 30% Street, 10% Storm Funds - \$375,000). The allocation of project costs to City Department funding resources is for illustration purposes and will be adjusted accordingly based on external funding, solar feasibility results, cost/benefit, and other relevant criteria. The project is shown as unfunded at this time. Staff will research grant and public/private partnership opportunities in order to secure funding, until and unless additional City funds become available.

**PROJECT JUSTIFICATION:**

On October 8, 2019, the Longmont City Council passed a resolution declaring a climate emergency, establishing Longmont's intent to take immediate and accelerated action to address the climate crisis. This is a resident-initiated resolution that was passed by a unanimous vote of the Council. This action shows the City's commitment to reducing greenhouse gas emissions. One method that the City would like to evaluate to reduce the City's carbon footprint is solar photovoltaic energy generation. A feasibility study will evaluate several possible locations and installation types in 2020.

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  - Midtown / North Main
  - Area of Change
  - Downtown / Central Business District (CBD)
- Other Related Plans: Solar Photovoltaic Feasibility Study
- Related CIP Projects:

**PROJECT COSTS:**

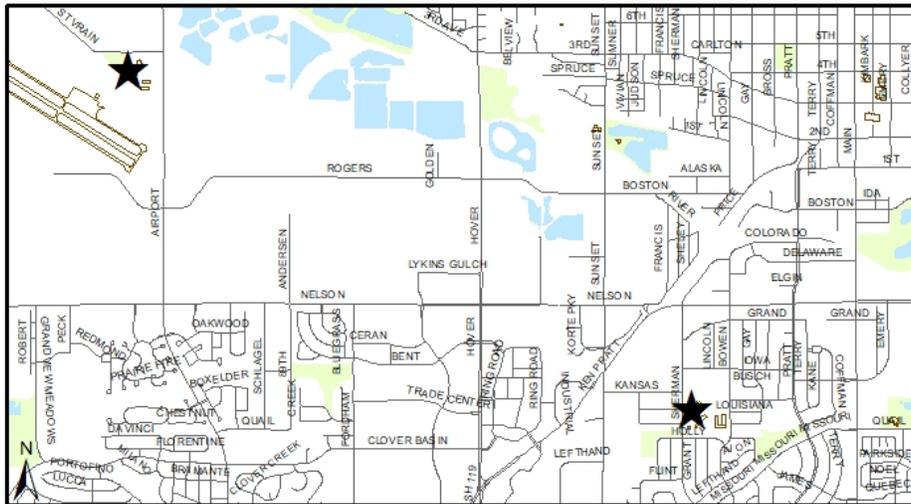
	Year 1	Year 2	Year 3	Year 4	Year 5	Project TOTAL
	2,250,000	0	0	0	0	2,250,000

**SOURCE OF FUNDS:**

	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
<b>Unfunded</b>						<b>375,000</b>
Sanitation	375,000	0	0	0	0	375,000
Electric	1,500,000	0	0	0	0	1,500,000
Water - Operating	112,500	0	0	0	0	112,500
Sewer - Operating	112,500	0	0	0	0	112,500
Storm Drainage	37,500	0	0	0	0	37,500
Street	112,500	0	0	0	0	112,500

**LOCATION MAP:**

Solar Photovoltaic System Installation



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **St. Vrain Greenway**  
 Year First Shown in CIP: **1992**

Project #: **PRO05B**  
 Funding Status: **Funded**

**PROJECT DESCRIPTION:**

The St. Vrain Greenway trail is an existing 8 mile system with Phases 1 - 10 complete (Golden Ponds to Sandstone Ranch). Phase 11 (Dickens Farm Nature Area) was funded in another CIP. Phase 12 is the completion of the trail on the western end of Longmont to Boulder County lands west of Airport Road.

Phase 13 will complete the trail from Sandstone Ranch to Saint Vrain State Park. Phase 13 is will be designed to avoid Bald Eagle nest sites and avoid additional property acquisitions. Phase 13 will coordinate with Colorado Parks and Wildlife to extend the underpass below Hwy 119 and into St. Vrain State Park. This will complete the St. Vrain Greenway Trail in Longmont. DRCOG funds in the amount of \$1,500,000 were secured for this project in 2019 from the SW Weld County TIP funds (this is shown as Street funding below). GOCO grants will continue to be pursued. Design is planned in 2019-2020 with construction starting in 2021. (SAR)

**PROJECT JUSTIFICATION:**

The St. Vrain Greenway trail is part of the State approved Colorado Front Range Trail Plan. Longmont's portion of this inter-jurisdictional, multi-phase trail project runs from Boulder County's planned trail route at Airport Road to Boulder Creek Estates and St Vrain State Park. This plan is also part of the adopted Longmont St. Vrain Greenway Master Plan and Boulder County's St. Vrain Trail Master Plan. The St. Vrain Greenway is a primary element of the City's open space plan, as well as the "backbone" of the off-street bicycle system in the Longmont Multi-Modal Transportation Plan. It is also supported in the Parks, Recreation & Trails Master Plan. It will benefit all residents of the St. Vrain Valley by connecting Longmont and Boulder and Weld county trails and parks to the statewide Front Range Trail, St. Vrain State Park and Longmont's parks and trails system.

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Other Related Plans:

St. Vrain Greenway - East Corridor Update 2001,  
 Parks Recreation & Trails Master Plan, RSVP  
 Front Range Trail Plan.  
 St. Vrain River Redevelopment Study

Related CIP Projects:

T-105, Missing Sidewalks; D-39, St Vrain Improvement Project  
 MUW-151 St Vrain Riparian Protection Program

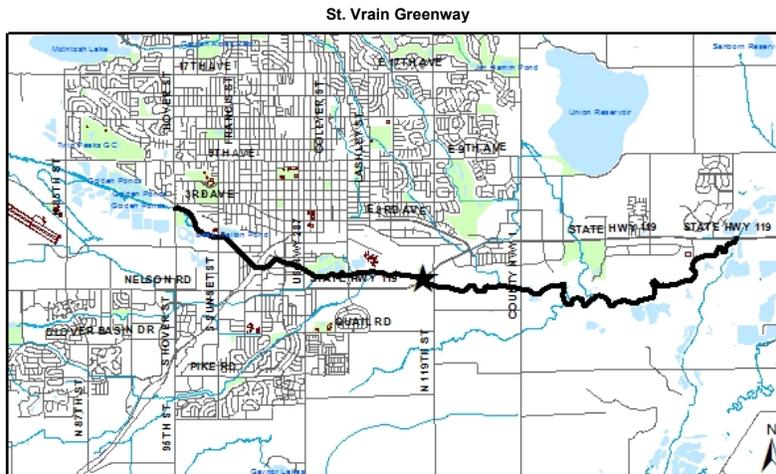
**PROJECT COSTS:**

	2021	2022	2023	2024	2025	2021-2025 TOTAL
	1,300,000	3,630,000	703,500	0	0	5,633,500

**SOURCE OF FUNDS:**

Funded	2021	2022	2023	2024	2025	2021-2025 TOTAL
Street	0	1,500,000	0	0	0	1,500,000
Conservation Trust	1,300,000	2,130,000	703,500	0	0	4,133,500

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Primary and Secondary Greenway Connection**  
 Year First Shown in CIP: **1994**

Project #: **PRO083**  
 Funding Status: **Partially Funded**

**PROJECT DESCRIPTION:**

In accordance with the policies of the Multi-Modal Transportation Plan, this long term program will design and construct various gaps or deteriorated trails in the City's primary and secondary greenway trail system. This project also includes sidewalk, trail and related improvements that improve access to the City's greenway trail system. Some sections are partially complete, while others have no improvements. Work on any one section may include installation or widening of the bikeway, reconstructing pavement sections, landscaping, irrigation systems, rehabilitation of the pavement surface, addition of secondary greenway paths and other related improvements. Examples of trail sections that need to be completed are: Sections of the Oligarchy Ditch Greenway and Spring Gulch Greenway; a trail between Village at the Peaks and S. Sunset St; a trail connecting Mill Village to the St Vrain Greenway; trails adjacent to the Mill Ditch and Rough and Ready Ditch Greenway, the Trend Homes Subdivision frontage and internal trail, several trail connections near schools, other primary and secondary greenways, and several parks that have deteriorated or missing sections of bike path that would improve connection to a trail outside of the park. (SAR)

**PROJECT JUSTIFICATION:**

Some segments of the primary greenway system remain incomplete. These connections will not be completed by developers because development has already occurred adjacent to the greenway, development is unlikely, or development will not occur in time to meet user demand (in which case reimbursement from future development would be pursued). This program will complete the missing links to create continuous bikeway segments that are functional and safe for the off-street transportation system and for children traveling to school and recreation areas and would enhance the aesthetic appearance of these greenways. The completion of these off-street trail segments are specific policy goals within the newly adopted Multi-Modal Transportation Plan. Funding is identified from the Street Fund to reflect transportation related improvements and from the Conservation Trust Fund, Open Space Fund and Public Improvement Fund for other greenway amenities.

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Other Related Plans:

Multi-Modal Transportation Plan; Enhanced Multi-Use Corridor Plan; Envision Longmont

Related CIP Projects:

D-37, Oligarchy Ditch Improvements, T-105, Missing Sidewalks, T-11, Transportation System Management Program

**PROJECT COSTS:**

	2021/Yr1	2022/Yr2	2023/Yr3	2024/Yr4	2025/Yr5	Project TOTAL
	1,938,200	1,060,000	1,569,500	970,000	350,000	5,887,700

**SOURCE OF FUNDS:**

	2021	2022	2023	2024	2025	2021-2025 TOTAL
<b>Funded</b>						
Public Improvement	361,200	0	0	0	0	361,200
Conservation Trust	330,000	0	300,000	420,000	350,000	1,400,000
<b>Unfunded</b>	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>	<b>Unfunded TOTAL</b>
Street	197,000	0	765,000	550,000	0	1,512,000
Open Space	550,000	1,060,000	504,500	0	0	2,114,500
Conservation Trust	500,000	0	0	0	0	500,000

**LOCATION MAP:**

VARIOUS LOCATIONS

City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Street Rehabilitation Program**  
 Year First Shown in CIP: **1988**

Project #: **TRP001**  
 Funding Status: **Partially Funded**

**PROJECT DESCRIPTION:**

The Pavement Management Program includes contracted asphalt overlay, pavement reconstruction, asphalt recycling, patching, concrete curb, gutter and sidewalk replacement, standard bridge and structure rehabilitation and preventative maintenance treatments such as chip seal and crack seal. Crack sealing was historically covered under an Operations & Maintenance project fund. The number of streets included in this annual program varies with the nature of the work and system needs. Also included in this program is a portion of the City's work toward meeting requirements of the Americans with Disabilities Act for curb access ramps and driveway curb cuts on existing streets. Each year's projects are selected based on street system priorities.

Major roadways requiring rehabilitation in the next few years include: 17th Avenue, Collyer Street to Lashley Street; Pace Street, Mountain View Avenue to 17th Avenue; Main Street, 11th Avenue to 15th Avenue; 3rd Avenue, Terry Street to Main Street; Nelson Road, N 75th Street to Grandview Meadows Drive; Airport Road, Nelson Road to 9th Avenue; E 17th Avenue, Whitehall Drive to County Line Road.

**PROJECT JUSTIFICATION:**

This program is the major component of the City's pavement management plan. Pavement management is critical to the maintenance of the street system, and the service that it provides to the citizens of Longmont. Timely maintenance and rehabilitation of pavements (such as crack sealing, chip sealing, and overlays) provides citizens with high quality streets to travel on. It is more cost effective to complete timely maintenance than to delay the necessary repairs until the pavements require more extensive reconstruction. The Street Rehabilitation Program was specifically mentioned in the June 1986 ballot question that established the Street Fund's 3/4 cent Sales and Use Tax, and was a major part of the renewal of the Street Fund Sales Tax in 1990, 1994, 2000, 2005 and 2009. In November 2014, Longmont voters approved a 10-year extension of the existing tax and in 2019 voters approved a permanent extension of the 3/4 cent Street Fund Sales and Use Tax.

This project supports Envision Longmont Guiding Principle #1 by enhancing community livability through investments in local transportation systems. It also supports Envision Longmont Guiding Principle #2 and Guiding Principle #4 by upgrading existing streets to include multi-modal and transit improvements that will provide better mobility, connectivity and active & passive recreation opportunities. This project aligns with Envision Longmont Guiding Principle #6 by supporting an acceptable transportation system level of service performance through constant evaluation and improvements to existing street assets.

Funding levels for 2021 - 2025 are reduced due to the economic challenges associated with COVID-19 and the prioritization of other projects within the transportation system. Funding at this level is insufficient to maintain the street system at its current level of performance. Deferred maintenance will lead to noticeable deterioration.

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Other Related Plans:

Related CIP Projects: MUW-66 Water Distribution Rehab & Improvements, MUS-53 Sanitary Sewer Rehab, and D-21 Storm Drainage Rehab & Improvements

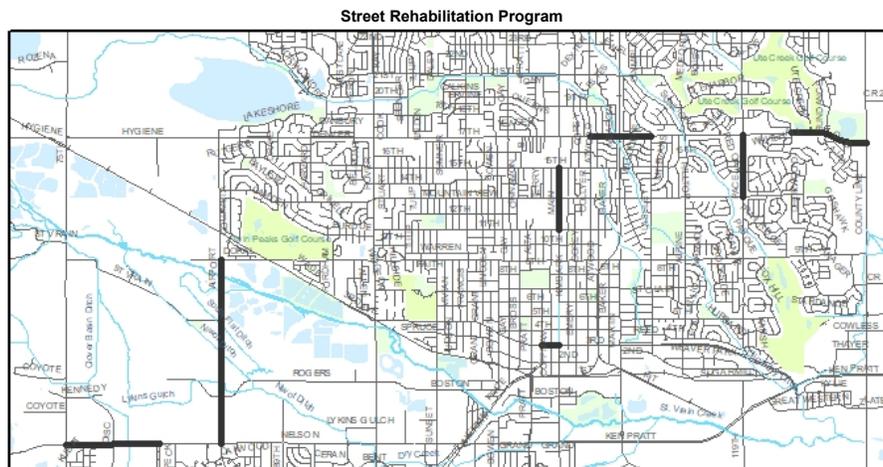
**PROJECT COSTS:**

	2021/Yr1	2022/Yr2	2023/Yr3	2024/Yr4	2025/Yr5	Project TOTAL
	7,360,000	7,728,000	8,115,000	8,521,000	8,947,000	40,671,000

**SOURCE OF FUNDS:**

Funded	2021	2022	2023	2024	2025	2021-2025 TOTAL
Street	5,924,000	5,924,000	5,924,000	5,924,000	5,924,000	29,620,000
Unfunded	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
Street	1,436,000	1,804,000	2,191,000	2,597,000	3,023,000	11,051,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Transportation System Management Program**  
 Year First Shown in CIP: **1988**

Project #: **TRP011**  
 Funding Status: **Partially Funded**

**PROJECT DESCRIPTION:**

The annual Transportation System Management (TSM) program includes a variety of citywide transportation projects. Typical TSM projects may include the following types of improvements: installation of traffic signals, school safety improvements, safety improvements at high accident locations, railroad crossing protection and surface crossing improvements, intersection improvements that address safety and capacity issues, sidewalk connections, projects to advance the use of alternative modes, neighborhood traffic mitigation and installation of ADA & curb ramps improvements. Project needs and locations may change in response to changing Citywide priorities.

Citywide TSM needs include the following projects:

- \* Design and construction of the S. Sunset Street Road Diet improvements from Kansas Avenue to Nelson Road which will change the four-lane section in to a three-lane section with bike lanes. The project also includes Ken Pratt Blvd & Sunset Street intersection improvements along with various pedestrian improvements.
- \* Installation of multi modal/bike lane improvements on 9th Avenue from Hover Street to Coffman Street.
- \* Design and construction of intersection improvements at 3rd Avenue & Alpine Street.
- \* Design and construction of intersection improvements at 17th Avenue & Airport Road.
- \* Design and construction of intersection improvements at 3rd Avenue & Martin Street.
- \* Design and construction of 9th Avenue & Spring Gulch #1 pedestrian bridge improvements to replace the existing structure that has reached the end of its service life.
- \* Design and construction of Plateau Rd & Hover St intersection improvements.
- \* Design and construction of County Line Road shoulder & bike lane improvements from 17th Avenue to SH 66.

**PROJECT JUSTIFICATION:**

The TSM program improves the function and safety of the City's transportation system; removes accessibility barriers in accordance with the Americans with Disabilities Act; assists residents with traffic concerns on residential neighborhood streets and improves multi-modal opportunities. The TSM program works within the policies of the Multi-Modal Transportation Plan to promote bicycle and pedestrian use as alternatives to single occupancy vehicles. The Street Fund's 3/4 cent Sales and Use Tax is the primary funding source for the TSM program.

This project supports Envision Longmont Guiding Principle #1 by maintaining and enhancing public infrastructure to meet the changing needs of the community. It also supports Envision Longmont Guiding Principle #2 by constructing multi-modal and transit improvements that will provide better mobility and connectivity throughout Longmont. This project aligns with Envision Longmont Guiding Principle #6 by supporting a transportation network that facilitates movement of goods and people in designated employment areas and offers workers the ability to commute using a variety of transportation modes.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

- |                                                                                     |                                                                                    |                                                                                    |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> GP1: Livable Centers, Corridors & Neighborhoods | <input checked="" type="checkbox"/> GP2: Complete, Balanced & Connected Transp Sys | <input type="checkbox"/> GP3: Housing, Services, Amenities & Oppt for All          |
| <input type="checkbox"/> GP4: A Safe, Healthy, and Adaptable Community              | <input type="checkbox"/> GP5: Responsible Stewardship of Our Resources             | <input checked="" type="checkbox"/> GP6: Job Grwth & Economic Vitality-Innov & Col |
| <input checked="" type="checkbox"/> Sugar Mill / Highway 119 Gateway                | <input type="checkbox"/> St. Vrain Creek Corridor                                  | <input checked="" type="checkbox"/> Hover Street Corridor                          |
| <input checked="" type="checkbox"/> Midtown / North Main                            | <input checked="" type="checkbox"/> Area of Change                                 | <input checked="" type="checkbox"/> Downtown / Central Business District (CBD)     |

Other Related Plans:

- Related CIP Projects:
- TRP001 Street Rehabilitation Program
  - ELE091 Street Lighting Program
  - TRP105 Missing Sidewalks
  - PRO083 Primary and Secondary Greenways

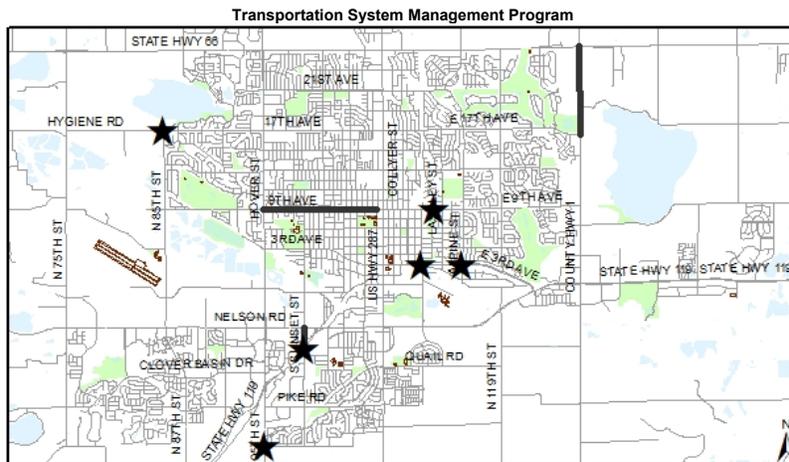
**PROJECT COSTS:**

	2021/Yr1	2022/Yr2	2023/Yr3	2024/Yr4	2025/Yr5	Project TOTAL
	1,800,000	1,750,000	1,750,000	1,750,000	1,750,000	8,800,000

**SOURCE OF FUNDS:**

	2021	2022	2023	2024	2025	2021-2025 TOTAL
<b>Funded</b>						
Street	1,800,000	450,000	750,000	1,250,000	1,750,000	6,000,000
<b>Unfunded</b>	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>	<b>Unfunded TOTAL</b>
Street	0	1,300,000	1,000,000	500,000	0	2,800,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Boston Avenue Connection - Price To Martin**  
 Year First Shown in CIP: **2007**

Project #: **TRP092**  
 Funding Status: **Funded**

**PROJECT DESCRIPTION:**

The current Longmont Comprehensive Plan identifies Boston Avenue as a collector roadway. This project included the design and construction of the first phase of this project from Main Street (US 287) eastward connecting to Martin Street. Phase 1 work was completed in 2016.

Phase 2 of this project will improve and extend Boston Avenue improvements from South Pratt Parkway to Price Road via an at grade roadway crossing of the BNSF Railroad. A traffic signal at Boston Avenue and Main Street (US 287) is expected to be installed when traffic warrants have been met. The 1st/Main transit station development and Phase 2 extension of Boston Avenue will help warrant the need for the new traffic signal. Boston Avenue is the preferred local route for Bus Rapid Transit (BRT) improvements currently being planned within Boulder County.

**PROJECT JUSTIFICATION:**

This project was reviewed as part of the most recent Transportation Master Plan completed during 2014 and Phase 2 will include connecting Boston Avenue from just west of S. Pratt Parkway to Price Road. Primary projects benefits include relief of traffic congestion, enhanced multimodal improvements and improved economic development opportunities within this area of change. The new at grade railroad crossing will require approval of the Colorado Public Utility Commission and coordination with BNSF Railway. This new roadway will provide improved access to the 1st and Main redevelopment area and improved east-west connectivity for pedestrians, bikes and vehicular traffic.

This project supports Envision Longmont Guiding Principle #1 (Livable Centers, Corridors and Neighborhoods), Guiding Principle #2 (A Complete, Balanced and Connected Transportation System) and Guiding Principle #6 (Job Growth and Economic Vitality Through Innovation and Collaboration). This project will enhance roadway safety and efficiency, supports transit oriented development, and multimodal improvements associated with this project will provide better mobility and connectivity along this collector roadway.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

- GP1: Livable Centers, Corridors & Neighborhoods
- GP2: Complete, Balanced & Connected Transp Sys
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- GP6: Job Grwth & Economic Vitality-Innov & Col
- Sugar Mill / Highway 119 Gateway
- St. Vrain Creek Corridor
- Hover Street Corridor
- Midtown / North Main
- Area of Change
- Downtown / Central Business District (CBD)

Other Related Plans:

Envision Longmont  
 Longmont Roadway Plan (2014)

Related CIP Projects:

MUE-91, Street Lighting Program  
 TRP-076, S Pratt Parkway Bridge Replacement

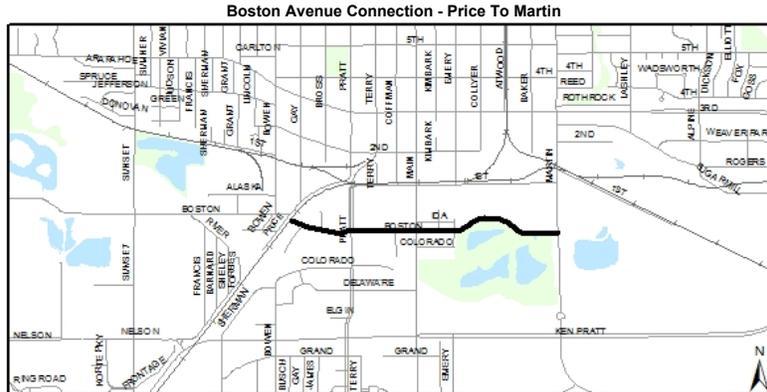
**PROJECT COSTS:**

	2021	2022	2023	2024	2025	2021-2025 TOTAL
	475,000	2,265,000	0	0	0	2,740,000

**SOURCE OF FUNDS:**

Funded	2021	2022	2023	2024	2025	2021-2025 TOTAL
Broadband	0	15,000	0	0	0	15,000
Street	0	750,000	0	0	0	750,000
Transportation CIF	475,000	1,500,000	0	0	0	1,975,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Railroad Quiet Zones**  
 Year First Shown in CIP: **2008**

Project #: **TRP094**  
 Funding Status: **Funded**

**PROJECT DESCRIPTION:**

Construction of supplemental safety measures required to implement quiet zones along the BNSF Railroad main line through the City. The requirements and costs for implementing a quiet zone can vary significantly at different crossings depending on the site specific conditions and existing conditions at individual crossings. Costs continue to increase annually and current estimates indicate that required improvements at each crossing could exceed \$800,000. Longmont has 17 crossings of the BNSF main line in Longmont.

The crossing at Emery Street is included in Project T-127, 1st and Emery Intersection Improvements, related to the redevelopment 150 Main Street. The improvements being constructed as part of that project include approved supplemental safety measures necessary to implement a quiet zone, though an actual quiet zone cannot be created until all crossings within 1/4 mile are improved.

The remaining 16 crossings from Hover Street to Highway 66 (Hover St, Sunset Street, Terry Street, Coffman Street, Main Street, 3rd Avenue, 4th Avenue, 5th Avenue, 6th Avenue, Longs Peak Avenue, 9th Avenue, Mt. View Avenue, 17th Avenue, 21st Avenue and Highway 66) are part of this project.

At the Councils direction, staff has continued to refine the design of improvements for each individual crossing and prepare a plan to fund and implement quiet zones. In 2019 City Staff applied for federal funding through the Consolidated Rail Infrastructure and Safety Improvements. In 2020, staff was notified that our application was successful and we are set to receive \$4 million in federal funding towards this project.

Crossings in the Historic East Side Neighborhood present a unique challenge, in that they are closely spaced and would all have to be improved in order to achieve a quiet zone through this area. This group includes the crossings of; 3rd Avenue, 4th Avenue, 5th Avenue, 6th Avenue, and Longs Peak Avenue. This group of crossings is estimated to cost around \$4 million to complete, and anticipates a closure of 5th Avenue.

Much of the construction work for this project relies on BNSF and therefore, is anticipated to take several years to complete.

TRP120 Ken Pratt Boulevard/SH 119 improvements S Pratt to Nelson will include SSM s in order to achieve a quiet zone at that crossing.

**PROJECT JUSTIFICATION:**

Current federal regulations for safety at railroad crossing of streets require trains to sound their horn as they approach each at-grade street crossing to warn pedestrians and vehicles of the approaching train. The Quiet Zone program allows for the requirement to sound the warning to be eliminated if specific safety improvements to completely limit access across the tracks are installed. While the improvements are costly, the benefit would be the elimination of the horn noise particularly in residential areas. Train horn noise impacts the livability of residential areas in areas closer to the railroad tracks. Concerns have been raised by adjacent property owners of health impacts based on the loud noise from train horns and the increasing number of trains.

This project supports Envision Longmont Guiding Principle #1 by contributing to quality of life in established neighborhoods through reduced noise impacts of train horns which can occur throughout the day and night. Guiding Principle #2 specifically identifies measures to reduce noise due to railroads through the use of Quiet Zones. Establishing Quiet Zones also supports Guiding Principle #5 by minimizing excessive and disturbing noise.

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- Hover Street Corridor
- Midtown / North Main
- Area of Change
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Other Related Plans:

Related CIP Projects: T-92, Boston Ave Conn-Price to Martin  
 T-127, 1st Ave & Emery Intersection Improvements

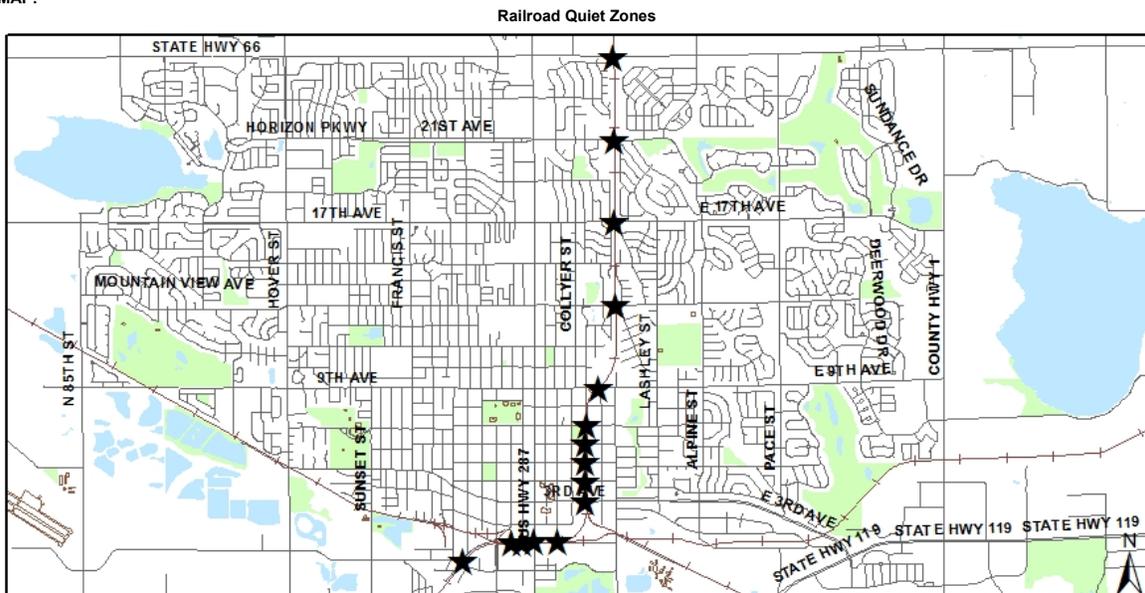
**PROJECT COSTS:**

	2021	2022	2023	2024	2025	2021-2025 TOTAL
	2,175,000	4,000,000	1,000,000	0	0	7,175,000

**SOURCE OF FUNDS:**

	2021	2022	2023	2024	2025	2021-2025 TOTAL
Funded						
Street	2,175,000	4,000,000	1,000,000	0	0	7,175,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **State Highway 66 Improvements - Hover to US 287**  
 Year First Shown in CIP: **2009**

Project #: **TRP098**  
 Funding Status: **Unfunded**

**PROJECT DESCRIPTION:**

This project is identified in the Longmont Roadway Plan (August 2014) and includes the reconstruction and widening of State Highway 66 between Hover Street and US 287 (Main Street). Improvements to this section of the highway are needed to provide a well-connected system that serves all modes of travel as well as ensures continued operation of the transportation system at a safe and acceptable level of service.

CDOT is finalizing a Planning and Environmental Linkage (PEL) Study that includes this section of State Highway 66. The PEL study will develop alternatives and provide recommendations for the ultimate roadway needs to accommodate future traffic volumes, multi-modal transportation improvements and transit needs through this corridor. CDOT's PEL study will recommend phased improvements to optimize operations and safety. Anticipated improvements include reconstruction and widening of SH 66 to include two travel lanes in each direction, on-street bike lanes, detached sidewalk along the south side of the road, center raised median, left turn lanes and acceleration/deceleration lanes at appropriate locations.

**PROJECT JUSTIFICATION:**

State Highway 66 is a major regional corridor between Lyons and I-25. It is designated a regional arterial in the Envision Longmont Transportation System Plan. These improvements are necessary to address limited connectivity for pedestrians and bicyclists, safety concerns and continued traffic growth along this corridor. This is a multi-jurisdictional project that will provide significant regional transportation benefits. The proposed improvements with this project will reduce congestion, improve operations and enhance roadway safety for this regional corridor.

This project supports Envision Longmont Guiding Principle #1 by maintaining and enhancing public infrastructure to meet the changing needs of the community. It also supports Envision Longmont Guiding Principle #2 by constructing multi-modal and transit improvements that will provide better mobility and connectivity along this regional corridor.

As part of the Boulder County DRCOG Subregional Forum, the City applied for and received Federal and State funding (\$550,000) in 2020 for design of the improvements. Boulder County also listed this as a priority project in their 2007 Transportation Sales Tax Extension and has identified construction funding for the improvements in 2023. The City is also budgeting funds in this year to serve as matching resources for state/federal grants. Additional State, Federal, or developer funds will be needed (beyond the City/Boulder County funding) to construct this project.

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- Hover Street Corridor
- Midtown / North Main
- Area of Change
- Downtown / Central Business District (CBD)

Other Related Plans: CDOT SH 66 PEL Study  
 Longmont Roadway Plan

Related CIP Projects:

**PROJECT COSTS:**

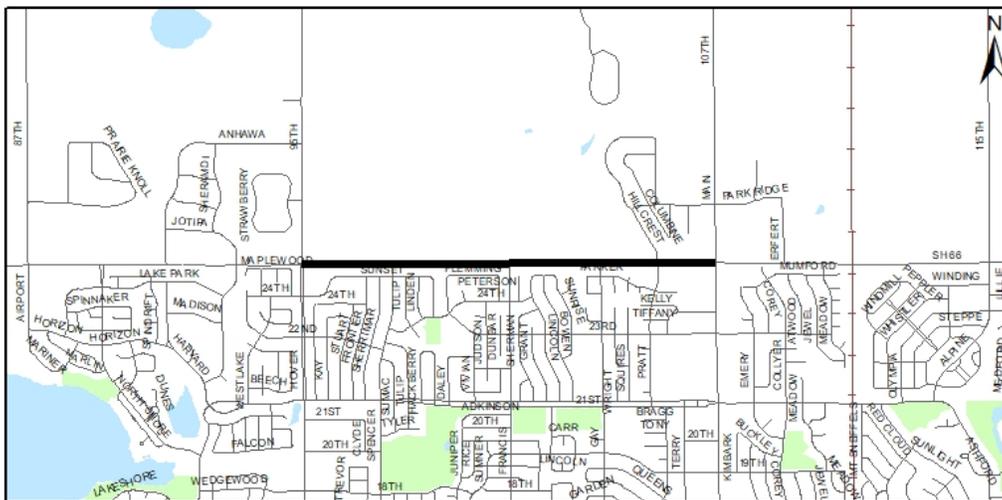
	Year 1	Year 2	Year 3	Year 4	Year 5	Project TOTAL
	0	0	8,070,000	0	0	8,070,000

**SOURCE OF FUNDS:**

Unfunded	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
Electric	0	0	70,000	0	0	70,000
Street	0	0	8,000,000	0	0	8,000,000

**LOCATION MAP:**

State Highway 66 Improvements - Hover to US 287



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Missing Sidewalks**  
 Year First Shown in CIP: **2010**

Project #: **TRP105**  
 Funding Status: **Unfunded**

**PROJECT DESCRIPTION:**

The City's Transportation Design Standards includes typical sections for all street types that prescribes the need for sidewalks. Through-out Longmont there are missing sidewalk segments and one goal of Envision Longmont is to fill these gaps with sidewalks that best fit the street layout as funding becomes available or as development occurs. The project goal is to design and construct various sidewalks in the identified gaps that comply with the Americans with Disabilities Act and City Design Standards. Where the City installs sidewalks along street frontage in advance of potential development on adjacent properties, construction costs will be recorded and reimbursement will be required from future developers in accordance with City policy.

Project locations may change in response to changing Citywide priorities and funding levels.

Upcoming priorities for 2021 include:  
 Construction - 17th Avenue, Cook Court to Lincoln Street

Other identified missing sidewalk sections that are currently unfunded include:  
 Price Road - 2nd Avenue to the St. Vrain Greenway  
 Nelson Road (south side) - Hover Street to Sunset Street  
 Iowa Avenue - Sherman Street to Bowen Street  
 Harvard Street - Lake Park Drive to Horizon Parkway  
 9th Avenue - Pace Street to Wolf Creek Drive  
 Airport Road - St Vrain Creek to Mountain View Avenue  
 Hover Street - Allen Drive to south of 9th Avenue  
 S. Bowen Street - Ken Pratt Boulevard to Iowa Avenue  
 S. Sherman Street - Iowa Avenue to Kansas Avenue

**PROJECT JUSTIFICATION:**

This project would improve the function and safety of the City's transportation system by constructing critical missing links of sidewalk. Providing a complete sidewalk/multi-use path system removes accessibility barriers in accordance with the Americans with Disabilities Act and provides better connectivity between residential neighborhoods, recreational opportunities and commercial centers. Completing sections of the sidewalk/multi-use path system also promotes bicycle and pedestrian use as alternatives to single occupancy vehicles.

This project supports Envision Longmont Guiding Principle #1 & #2 by providing sidewalks and multi-use paths to accommodate pedestrian connectivity and improve multimodal options throughout the City.

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- Midtown / North Main
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Other Related Plans:

Related CIP Projects: PRO083 Primary and Secondary Greenway Connection  
 TRP011 Transportation System Management Program

**PROJECT COSTS:**

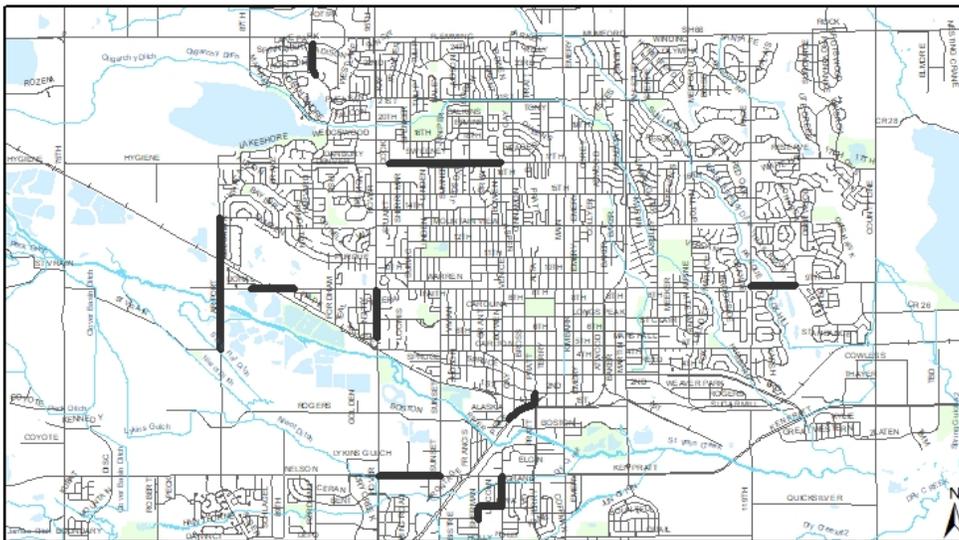
	Year 1	Year 2	Year 3	Year 4	Year 5	Project TOTAL
	800,000	500,000	500,000	500,000	500,000	2,800,000

**SOURCE OF FUNDS:**

Unfunded	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
Street	800,000	500,000	500,000	500,000	500,000	2,800,000

**LOCATION MAP:**

Missing Sidewalks



**PROJECT INFORMATION**

Project Name: **Hover Street Rehabilitation**  
 Year First Shown in CIP: **2010**

Project #: **TRP106**  
 Funding Status: **Unfunded**

**PROJECT DESCRIPTION:**

The rehabilitation project will improve the structural condition and smoothness (ride-ability) of aging Hover Street concrete pavement from Pike Road to SH 66. This project includes the assessment, design and implementation of a variety of preventative maintenance, rehabilitation and reconstruction strategies that may include techniques ranging from the replacement of deteriorated concrete panels to profile grinding to improve roadway smoothness.

**PROJECT JUSTIFICATION:**

Maintenance, rehabilitation and reconstruction of the concrete pavement will provide a higher level of service for the traveling public. It is more cost effective to complete maintenance and rehabilitation than delaying the necessary repairs until the concrete requires more expensive reconstruction for suitable segments of Hover Street. This project aligns with Guiding Principles 2 & 4 of Envision Longmont by maintaining a heavily used arterial roadway ensuring the continued safety of the traveling public.

This project has been unfunded due to the economic challenges associated with COVID-19 and the prioritization of other projects within the transportation system. Deferred maintenance will lead to noticeable deterioration.

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Other Related Plans:

Related CIP Projects:

MUW-66 Water Distribution Rehab & Improvements, MUW-79 Water Distribution System Improvements, MUS-53 Sanitary Sewer Rehab, MUS-128 Collection System Improvements, D-15 Minor Storm Drainage Improvements and D-21 Storm Drainage Rehab & Improvements

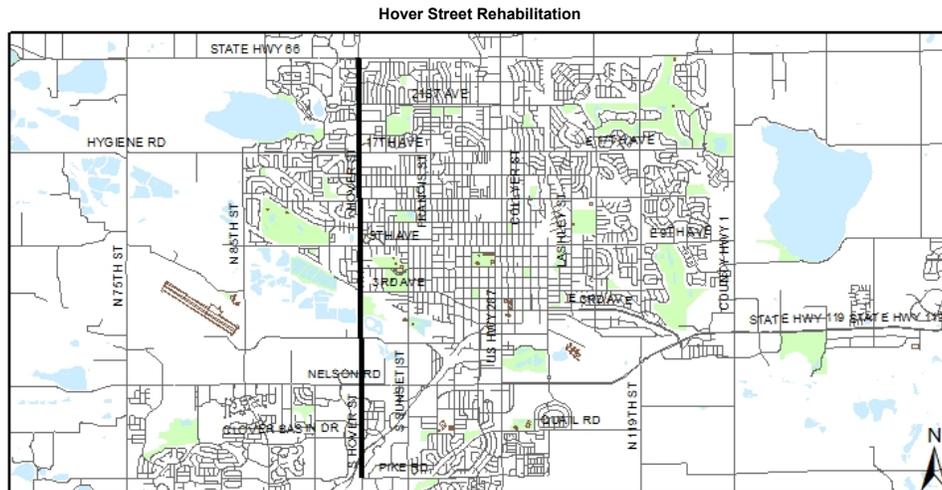
**PROJECT COSTS:**

	Year 1	Year 2	Year 3	Year 4	Year 5	Project TOTAL
	350,000	7,000,000	0	0	0	7,350,000

**SOURCE OF FUNDS:**

Unfunded	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
Street	350,000	7,000,000	0	0	0	7,350,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Bowen Street Bridge over Lefthand Creek**  
 Year First Shown in CIP: **2014**

Project #: **TRP114**  
 Funding Status: **Unfunded**

**PROJECT DESCRIPTION:**

This Project includes replacement of the aging Bowen Street bridge with a larger structure that would pass 100 year storm flows and facilitate a pedestrian underpass. Associated channel improvements would be completed within CIP# DRN041.

**PROJECT JUSTIFICATION:**

This project would (along with CIP# DRN041) reduce the 100 year floodplain area further to remove additional homes (about 28) from the footprint of the 100 year floodplain of Left Hand Creek. Multi-modal transportation opportunities would be enhanced by the construction of a grade separated pedestrian underpass.

This project supports Envision Longmont Guiding Principle #1 - Invest in existing infrastructure and facilities as necessary to extend their useful life and meet the changing needs of the community. It also supports Envision Longmont Guiding Principle #2 by constructing multi-modal improvements that will provide better mobility and connectivity along this greenway corridor. This project also supports Guiding Principle #5 (Responsible Stewardship of our Resources) - Enhance existing and future greenways to accommodate multiple functions.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

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- Midtown / North Main
- Area of Change
- Downtown / Central Business District (CBD)

Other Related Plans:

Related CIP Projects: D-41, Lefthand Creek Channel Improvements, Phase 2

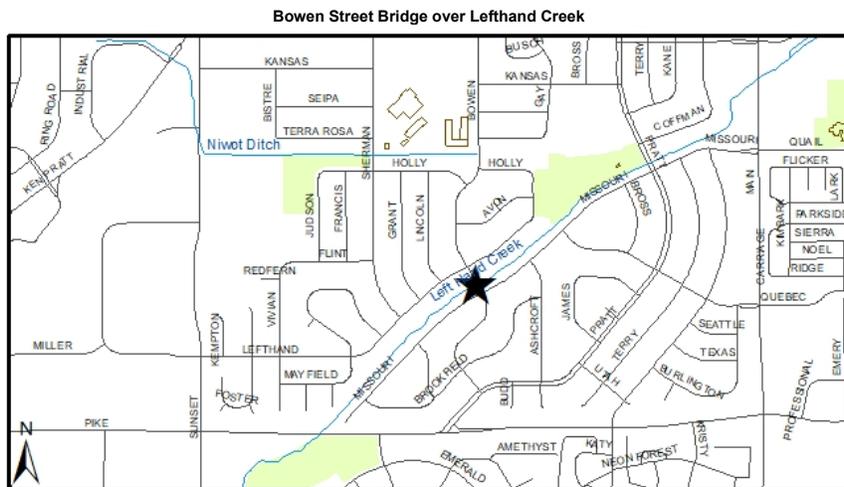
**PROJECT COSTS:**

	Year 1	Year 2	Year 3	Year 4	Year 5	Project TOTAL
	175,000	1,800,000	0	0	0	1,975,000

**SOURCE OF FUNDS:**

Unfunded	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
Street	175,000	1,800,000	0	0	0	1,975,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Hover Street Bridge over St Vrain Creek**  
 Year First Shown in CIP: **2015**

Project #: **TRP117**  
 Funding Status: **Unfunded**

**PROJECT DESCRIPTION:**

This existing Hover Street Bridge over St. Vrain Creek, originally constructed in 1960 and rehabilitated with a new deck in 2001, does not currently have adequate hydraulic capacity to pass the 100-year storm event. However, due to out of bank flooding upstream not all of the 100-year storm flows reach the existing bridge. Overtopping of Hover Street occurs south of the bridge during large storm events due to the out of bank flooding. This project will be coordinated with the City's Resilient St. Vrain Project (RSVP) identified in CIP Project DRN039.

RSVP has completed a preliminary level design/master plan for St. Vrain Creek which includes two design alternatives for St. Vrain Creek improvements at Hover Street: 1) replacement of the existing bridge with channel improvements along the main stem of the creek upstream and downstream of the bridge, and 2) a split flow channel through the Fairgrounds Pond at Rogers Grove Nature Area and a new box culvert or bridge approximately 1,800 feet south of the existing Hover Street Bridge. RSVP improvements upstream of S. Sunset Street are currently unfunded and Hover Street Bridge improvements will be coordinated with the final design approach determined with the Resilient St. Vrain Project.

**PROJECT JUSTIFICATION:**

Hover Street Bridge improvements, in conjunction with upstream and downstream channel improvements identified in CIP Project DRN039, will increase the flood flow capacity along St. Vrain Creek through Longmont to reduce road overtopping and damage from future flood risks.

This project supports the following Envision Longmont Guiding Principle #2: Provide a transportation system that offers safe, healthy, and reliable mobility for people of all ages, income levels, and abilities.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

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Other Related Plans:

Related CIP Projects: DRN039 St. Vrain Channel Improvements

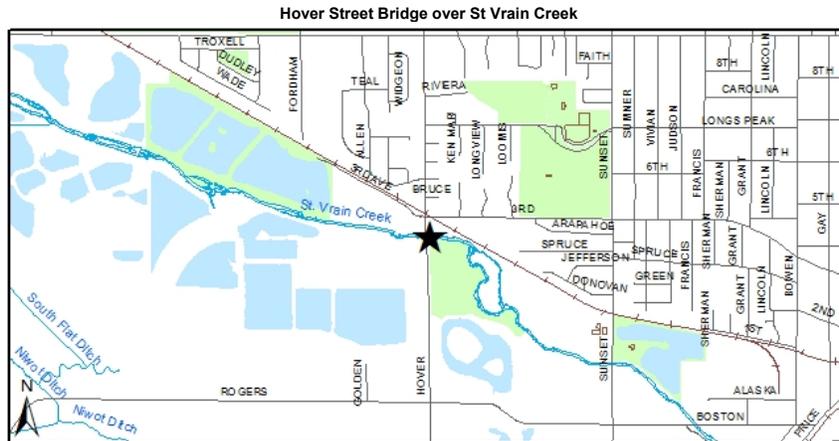
**PROJECT COSTS:**

	Year 1	Year 2	Year 3	Year 4	Year 5	Project TOTAL
	0	800,000	0	4,585,000	0	5,385,000

**SOURCE OF FUNDS:**

Unfunded	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
Electric	0	0	0	75,000	0	75,000
Broadband	0	0	0	10,000	0	10,000
Street	0	800,000	0	4,500,000	0	5,300,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Boston Avenue Bridge over St Vrain River**  
 Year First Shown in CIP: **2015**

Project #: **TRP118**  
 Funding Status: **Funded**

**PROJECT DESCRIPTION:**

This project will replace the existing bridge with a longer bridge that has increased hydraulic capacity. The bridge will be designed to pass the 100-year storm flows for the St. Vrain Creek which are not passed by the current structure. Improved pedestrian and bicycle access will be included in the project.

This project will serve as a significant portion of the City's local match for the US Army Corp of Engineers (USACOE) 205 Program Project which the City is working on to extend the next reach of the City's Resilient St. Vrain Project (CIP Project No. DRN039) upstream from City Reach 2B of the Resilient St. Vrain Project. This project funding, along with the \$250,000 of funding identified in 2018 in the Resilient St. Vrain Project (DRN039), and the City owned right of way along St. Vrain Creek, would account for the City's local match against approximately \$10 million in USACOE funding for their 205 Program Project.

Those who live and work in Longmont would receive the primary benefits of this project. Acquisition of right-of-way necessary to construct the Bridge would be included in this project.

**PROJECT JUSTIFICATION:**

The construction of a larger structure, in conjunction with upstream and downstream channel improvements (CIP # DRN039), will increase the flood flow capacity of the St. Vrain creek through Longmont to reduce damage from future major storm events.

Pedestrian access will be improved by the addition of wider sidewalk sections. Additional lane width across the bridge will allow for on street bike lanes improving bicycle access along the Boston Ave corridor which is planned to eventually connect to the 1st and Main Transit Site and the St. Vrain Greenway.

This project supports Envision Longmont Guiding Principle #1 - Invest in existing infrastructure and facilities as necessary to extend their useful life and meet the changing needs of the community. It also supports Envision Longmont Guiding Principle #2 by constructing multi-modal improvements that will provide better mobility and connectivity along this transportation and greenway corridor. This project also supports Guiding Principle #5 (Responsible Stewardship of our Resources) - Enhance existing and future greenways to accommodate multiple functions.

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Other Related Plans:

Related CIP Projects: D-39 St. Vrain Channel Improvements

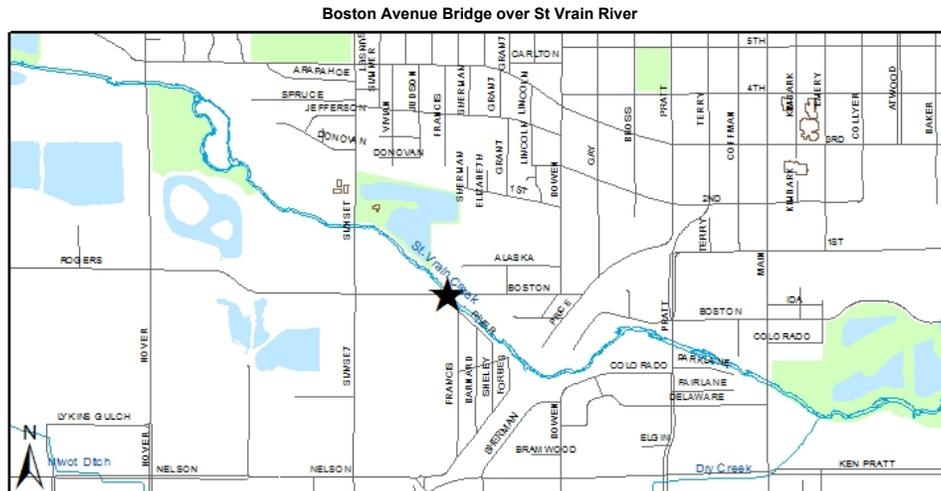
**PROJECT COSTS:**

	2021	2022	2023	2024	2025	2021-2025 TOTAL
	6,017,500	0	0	0	0	6,017,500

**SOURCE OF FUNDS:**

Funded	2021	2022	2023	2024	2025	2021-2025 TOTAL
Electric CIF	7,500	0	0	0	0	7,500
Broadband	10,000	0	0	0	0	10,000
Street	4,875,000	0	0	0	0	4,875,000
Park and Greenway Flood	125,000	0	0	0	0	125,000
Transportation CIF	1,000,000	0	0	0	0	1,000,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **3rd Avenue Westbound Bridge Rehabilitation**  
 Year First Shown in CIP: **2015**

Project #: **TRP119**  
 Funding Status: **Funded**

**PROJECT DESCRIPTION:**

The 3rd Avenue Bridge over the Great Western Railroad is a divided structure. The concrete bridge deck (with an asphalt wearing surface) for the west bound direction of the structure is exhibiting various distresses. The structural integrity of the concrete deck has been compromised through years of water and salt intrusion and is approaching the end of its useful life. The scope for this project will be determined from preliminary engineering analysis but is anticipated to include the removal and replace the bridge deck, a portion of the abutments, expansion joints along with guard and bridge railing. Also included in the scope is the design of all needed improvements.

**PROJECT JUSTIFICATION:**

Reduce long term bridge maintenance requirements and ensure structural adequacy of the City's bridges. This project aligns with Guiding Principles 2 & 4 of Envision Longmont by maintaining a critical piece of City infrastructure and ensuring the continued safety of the traveling public.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

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Other Related Plans:

Related CIP Projects: T-1, Street Rehabilitation Program  
 MUE 91 (Street Lighting Program)

**PROJECT COSTS:**

	2021	2022	2023	2024	2025	2021-2025 TOTAL
	0	200,000	0	0	1,260,000	1,460,000

**SOURCE OF FUNDS:**

Funded	2021	2022	2023	2024	2025	2021-2025 TOTAL
Electric CIF	0	0	0	0	10,000	10,000
Street	0	200,000	0	0	1,250,000	1,450,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Ken Pratt Blvd/SH119 Imprvmnt - S Pratt to Nelson**  
 Year First Shown in CIP: **2015**

Project #: **TRP120**  
 Funding Status: **Unfunded**

**PROJECT DESCRIPTION:**

This project would add capacity to the most important east/west corridor in the City, which currently carries nearly 40,000 vehicles per day. Proposed improvements include widening Ken Pratt Boulevard (SH 119) to a full 6-lane facility between Nelson Road and South Pratt Parkway, where it ties into the improvements that were completed in 2014/2015 between Main Street and South Pratt Parkway. The additional lanes would reduce congestion through the heart of Longmont.

State and Federal transportation funding will be requested from CDOT and DRCOG for this project.

**PROJECT JUSTIFICATION:**

The proposed improvements were identified as the top priority in the 2014 Transportation Master Plan Update based on several objective scoring criteria which included but are not limited to: 1) improving near term congestion, 2) improving safety, and 3) enhancing multimodal transport.

Currently, three of the top 9 high crash signalized intersections and one of the top 10 high crash unsignalized intersections fall within this corridor. A large proportion of these crashes are attributable to congestion on Ken Pratt that leads to rear-end crashes.

This project supports Envision Longmont Guiding Principle #1 by maintaining and enhancing public infrastructure to meet the changing needs of the community. It also supports Envision Longmont Guiding Principle #2 by constructing multi-modal and transit improvements that will provide better mobility and connectivity along this regional corridor. This project aligns with Envision Longmont Guiding Principle #6 by supporting a transportation network that facilitates movement of goods and people in designated employment areas and offers workers the ability to commute using a variety of transportation modes.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

- GP1: Livable Centers, Corridors & Neighborhoods
- GP2: Complete, Balanced & Connected Transp Sys
- GP3: Housing, Services, Amenities & Oppt for All
- GP4: A Safe, Healthy, and Adaptable Community
- GP5: Responsible Stewardship of Our Resources
- GP6: Job Grwth & Economic Vitality-Innov & Col
- Sugar Mill / Highway 119 Gateway
- St. Vrain Creek Corridor
- Hover Street Corridor
- Midtown / North Main
- Area of Change
- Downtown / Central Business District (CBD)

Other Related Plans:

2014 Longmont Roadway Plan  
 Southwest Longmont Operations Study

Related CIP Projects:

T-109, Main Street & Ken Pratt Boulevard Intersection Improvements

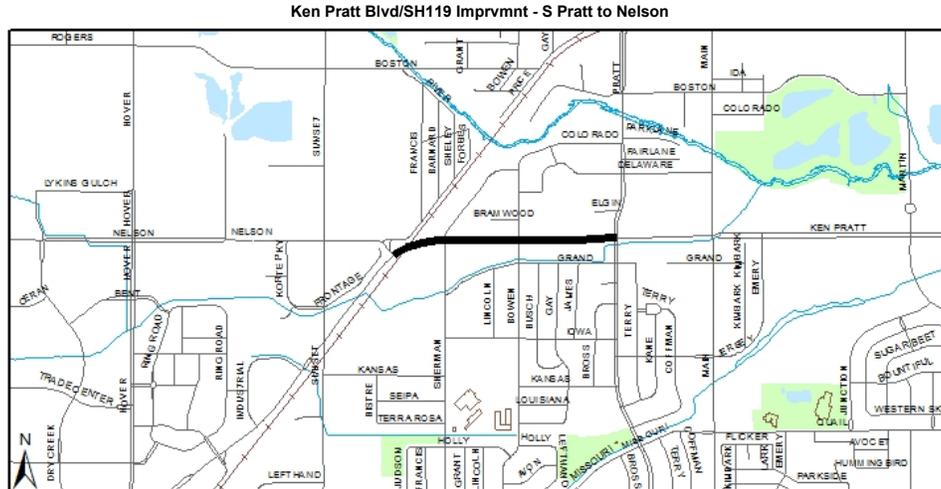
**PROJECT COSTS:**

	Year 1	Year 2	Year 3	Year 4	Year 5	Project TOTAL
	250,000	5,500,000	0	0	0	5,750,000

**SOURCE OF FUNDS:**

Unfunded	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
Street	250,000	5,500,000	0	0	0	5,750,000

**LOCATION MAP:**





City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Hover St Imprmnt - Ken Pratt Blvd to Boston Ave**  
 Year First Shown in CIP: **2015**

Project #: **TRP122**  
 Funding Status: **Unfunded**

**PROJECT DESCRIPTION:**

This project will provide safety and traffic capacity improvements along a section of Longmont's principal north-south transportation corridor. The proposed improvements include the design and construction of a widened roadway to increase corridor capacity. The NB and SB travel lanes would be increased from two to three lanes in each direction. Improvements would extend from SH 119 (Ken Pratt Blvd.) northward to Boston Avenue. Minor widening and modifications to the traffic signal poles and channelizing islands would be required at various locations along the Hover Street corridor.

Conceptual and final design for the Hover Street corridor, including improvements at the Hover Street and Nelson Road intersections is included under this project; however, construction of the intersection improvements are included under TRP124.

Phased construction of the Hover Street improvements is anticipated to match available funding and needs of the transportation system.

**PROJECT JUSTIFICATION:**

The proposed improvements were identified as a top priority in the Longmont Roadway Plan (August 2014) based on several objective scoring criteria which included but are not limited to: improving near-term congestion and improving safety.

Hover Street currently carries over 36,000 vehicles per day in this section and this volume is anticipated to continue to grow to nearly 46,000 vehicles per day in the next 20 years. Two of the City's high crash locations for signalized intersections are within this corridor. Many of those accidents are rear end crashes that are attributable to congestion on Hover Street.

The locally preferred alternative for the SH 119 Bus Rapid Transit route uses this section of Hover Street. The proposed widening will provide additional capacity along this busy corridor and improve the overall travel time and transit service reliability along Hover Street. This project will also implement pedestrian and bicycle improvement recommendations from the Southwest Longmont Operations Study.

This project supports Envision Longmont Guiding Principle #1 by maintaining and enhancing public infrastructure to meet the changing needs of the community. It also supports Envision Longmont Guiding Principle #2 by constructing multi-modal and transit improvements that will provide better mobility and connectivity along this regional corridor. This project aligns with Envision Longmont Guiding Principle #6 by supporting a transportation network that facilitates movement of goods and people in designated employment areas and offers workers the ability to commute using a variety of transportation modes.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

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- St. Vrain Creek Corridor
- Hover Street Corridor
- Midtown / North Main
- Area of Change
- Downtown / Central Business District (CBD)

Other Related Plans:

Longmont Roadway Plan (August 2014)  
 Southwest Longmont Operations Study

Related CIP Projects:

TRP121 SH 119 (Ken Pratt) & Hover St Intersection Improvements  
 TRP124 Nelson Rd & Hover St Intersection Improvements

**PROJECT COSTS:**

	Year 1	Year 2	Year 3	Year 4	Year 5	Project TOTAL
	0	0	0	3,892,500	0	3,892,500

**SOURCE OF FUNDS:**

Unfunded	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
Electric	0	0	0	135,074	0	135,074
Broadband	0	0	0	7,426	0	7,426
Street	0	0	0	3,750,000	0	3,750,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Nelson Rd Impr - Grandview Meadows Dr to Hover St**  
 Year First Shown in CIP: **2015**

Project #: **TRP123**  
 Funding Status: **Partially Funded**

**PROJECT DESCRIPTION:**

This project would provide traffic capacity improvements to a major east-west arterial corridor which extends from Grandview Meadows Drive to Hover Street. The proposed improvements would include the design and construction of a widened roadway cross-section to increase corridor capacity by construction of additional WB lanes and providing pedestrian connections along the north side of Nelson Road. Improvements to this corridor would require an additional EB lane on the west leg of the Nelson Road and Airport Road intersection. Acquisition of additional ROW along the north side of Nelson Road would be required.

**PROJECT JUSTIFICATION:**

The widening of Nelson Road from two lanes to four lanes was identified as a top priority in the 2014 Transportation Master Plan Update. Nelson Road currently carries over 16,000 vehicles per day and the southwest area of Longmont is experiencing significant growth. Several new residential developments are currently under construction and more are in the development review process. Additionally, the redevelopment of the Twin Peaks Mall in 2015 draws regional traffic to the area.

Widening Nelson to four lanes will help to improve traffic operations at the intersections of Hover/Nelson and Nelson/Dry Creek. The current configuration of Nelson Road, with the westbound lane drop at Dry Creek Drive, creates significant lane imbalance at these intersections and degrades intersection level of service.

This project supports Envision Longmont Guiding Principle #1 by maintaining and enhancing public infrastructure to meet the changing needs of the community. It also supports Envision Longmont Guiding Principle #2 by constructing multi-modal improvements that will provide better mobility and connectivity along this important arterial connection. This project aligns with Envision Longmont Guiding Principle #6 by supporting a transportation network that facilitates movement of goods and people in designated employment areas and supports an acceptable transportation system level of service performance.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

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- Hover Street Corridor
- Midtown / North Main
- Area of Change
- Downtown / Central Business District (CBD)

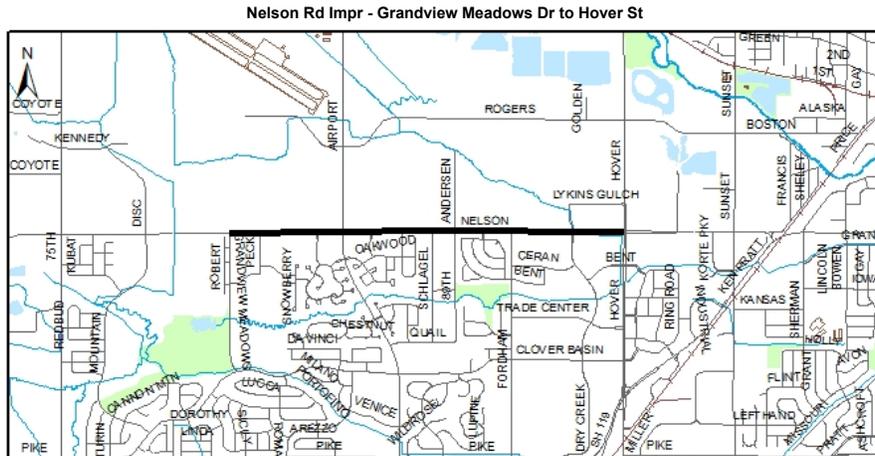
Other Related Plans:

Related CIP Projects:

**PROJECT COSTS:**

	2021/Yr1	2022/Yr2	2023/Yr3	2024/Yr4	2025/Yr5	Project TOTAL
	0	0	250,000	1,075,000	3,249,000	4,574,000
<b>SOURCE OF FUNDS:</b>						
<b>Funded</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2021-2025 TOTAL</b>
Transportation CIP	0	0	250,000	500,000	0	750,000
<b>Unfunded</b>	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>	<b>Unfunded TOTAL</b>
Electric	0	0	0	0	215,000	215,000
Broadband	0	0	0	0	20,000	20,000
Street	0	0	0	575,000	3,014,000	3,589,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Nelson Rd & Hover St Intersection Improvements**  
 Year First Shown in CIP: **2015**

Project #: **TRP124**  
 Funding Status: **Partially Funded**

**PROJECT DESCRIPTION:**

This project would include intersection traffic capacity improvements at one of the busier intersections in Longmont. The proposed improvements would include the minor widening of Nelson Road to provide for bike lanes. Hover Street would be widened to provide for three travel lanes NB and SB, and double left turn lanes. The additional travel lanes and left turn lanes would significantly reduce queuing and delays at this intersection during AM and PM peak periods. Modifications to the existing traffic signal poles and addition of channelizing islands would be required. Acquisition of additional ROW would also be required.

Conceptual and final design costs are included under TRP-122 Hover Street Improvements to ensure a seamless design approach to the Hover Street corridor from Ken Pratt Blvd to Boston Avenue.

**PROJECT JUSTIFICATION:**

The proposed improvements would address capacity and safety concerns at this busy intersection. The intersection of Hover Street and Nelson Road has the 5th highest intersection traffic volumes in the City, with more than 45,000 vehicles per day driving through the intersection. As a result, several individual movements at this intersection exceed the City's level of service benchmark and PM peak hour volumes are near the maximum capacity of this intersection. The eastbound left turn often experiences cycle failure during the PM peak hour, which is when it takes more than one cycle to clear the queue. The southbound left turn and the eastbound through movements also currently exceed the City's Level of Service benchmark. Much of this is caused by the heavy north and southbound through movements on Hover Street that require the majority of the available green time.

This intersection has also been identified as having a high potential for crash reduction. A large proportion of the crashes are rear-end crashes that are attributable to congestion on Hover Street. Bicycle crashes also fall just short of a crash pattern definition threshold, however, bicycle crashes have a high probability of injuries.

Converting the existing northbound right turn lane into shared through/right lanes and adding a third southbound through lane to provide a total of six through lanes on Hover Street will significantly increase the capacity of the intersection and will allow more green time to be allocated to the movements on Nelson Road that currently exceed LOS benchmarks. Additionally, the reduction in congestion on Hover Street would help to decrease some of the rear-end crashes at the intersection.

This project supports Envision Longmont Guiding Principle #1 and Guiding Principle #2 by maintaining and enhancing public infrastructure to meet the changing needs of the community. It also supports Envision Longmont Guiding Principle #4 by improving commuter safety through decreased vehicular accidents resulting from increased intersection capacity. This project aligns with Envision Longmont Guiding Principle #6 by supporting a transportation network that facilitates movement of goods and people in designated employment areas and supports an acceptable transportation system level of service performance.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

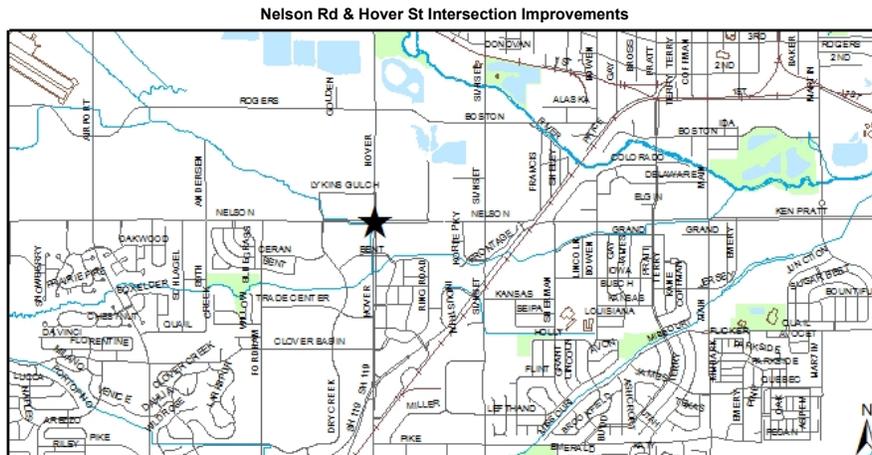
- GP1: Livable Centers, Corridors & Neighborhoods
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- Midtown / North Main
- Area of Change
- Downtown / Central Business District (CBD)

Other Related Plans: Southwest Longmont Operations Study  
 Related CIP Projects: TRP122 - Hover Street Improvements

**PROJECT COSTS:**

	2021/Yr1	2022/Yr2	2023/Yr3	2024/Yr4	2025/Yr5	Project TOTAL
	0	0	0	0	3,000,000	3,000,000
<b>SOURCE OF FUNDS:</b>						
<b>Funded</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2021-2025 TOTAL</b>
Transportation CIF	0	0	0	0	1,000,000	1,000,000
<b>Unfunded</b>	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>	<b>Unfunded TOTAL</b>
Street	0	0	0	0	1,500,000	1,500,000
Transportation CIF	0	0	0	0	500,000	500,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **County Rd 26 & Trail Improvements**  
 Year First Shown in CIP: **2017**

Project #: **TRP128**  
 Funding Status: **Unfunded**

**PROJECT DESCRIPTION:**

This 2-phase project improves Weld County Road 26 from County Line Road to the east limits of City ownership just east of Union Reservoir. Phase 1 improvements include widening and upgrading the deteriorated chip seal access road from County Line Road to the Union Reservoir entrance to a full hot-mix asphalt pavement roadway. The minor roadway widening will support paved shoulders and bike traffic. The remainder of WCR 26 from the Union Reservoir entrance to the east limits of City ownership would be addressed in Phase 2 of the project. Phase 2 would be a collaborative effort between Engineering Services and the Parks & Open Space Department. Preliminary design concepts include a minor realignment of WCR 26 to the south to support a new looped trail connection along the south side of Union Reservoir. Improvements to WCR 26 may include minor drainage improvements and installation of a hot mix asphalt surface on the roadway. Design and construction costs for both the PRO-010 trail and WCR 26 improvements are included under this CIP. The Park Improvement Fund is responsible for all costs to build the trail connection. All other costs to realign and construct the actual roadway are captured by the Street Fund.

Modifications to ROW would be required although all property necessary for the realignment is already owned by the City.

**PROJECT JUSTIFICATION:**

Both Phase 1 and 2 of this project support local and regional access to one of Longmont's principle recreational facilities. The current roadway configuration from County Line Road does not offer sufficient bike traffic facilities to Union Reservoir. The addition of paved shoulders will increase cyclist safety from the current configuration. In addition, the pavement condition from County Line Road to the Union Reservoir entrance and dirt road from the Union Reservoir entrance to the east limits requires frequent maintenance effort from the City's Operations & Maintenance Department. The proposed improvements will reduce the frequency of these ongoing maintenance needs.

This project supports Envision Longmont Guiding Principle #1 by enhancing community livability through investments in local transportation systems. It also supports Envision Longmont Guiding Principle #2 and Guiding Principle #4 by upgrading existing streets to include multi-modal improvements that will provide better mobility, connectivity and active & passive recreation opportunities. This project aligns with Envision Longmont Guiding Principle #6 by supporting an acceptable transportation system level of service performance.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

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Other Related Plans:

Union Reservoir Master Plan

Related CIP Projects:

PRO-010

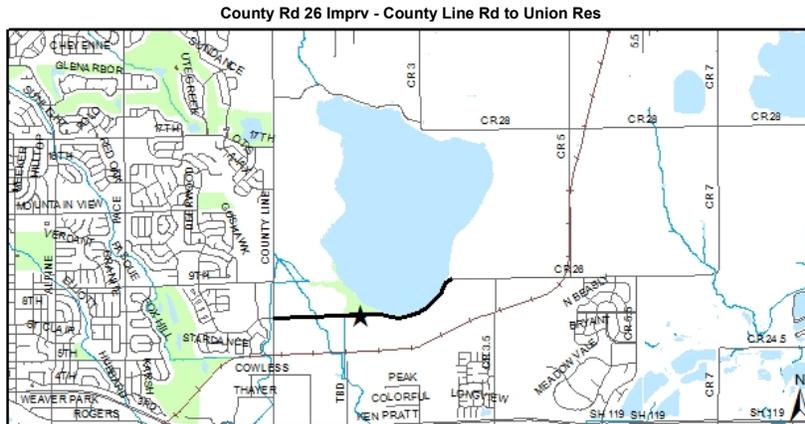
**PROJECT COSTS:**

	Year 1	Year 2	Year 3	Year 4	Year 5	Project TOTAL
	0	0	0	224,000	2,765,900	2,989,900

**SOURCE OF FUNDS:**

	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
Street	0	0	0	112,000	2,473,000	2,585,000
Park Improvement	0	0	0	112,000	292,900	404,900

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Enhanced Multi-Use Corridor Improvements**  
 Year First Shown in CIP: **2019**

Project #: **TRP132**  
 Funding Status: **Unfunded**

**PROJECT DESCRIPTION:**

Enhanced Multi-Use Corridors (EMUC's) are street corridors that provide safe, comfortable, low-stress bicycle and pedestrian facilities, much like multi-use trails, and provide connectivity within the City's trail system and multi-modal transportation network.

The Enhanced Multi-Use Corridor (EMUC) Plan, accepted by City Council in March 2018, is a planning-level document that proposes designs for various corridors that have been identified for improvements. The highest priority segments include: 21st Avenue between Francis Street and Main Street; and Mountain View Avenue between Hover Street and Emery Street. A phased implementation of the EMUC improvements is anticipated along the various corridors, with on-street bike improvements implemented prior to widening existing sidewalks.

**PROJECT JUSTIFICATION:**

EMUC's further the City's goal towards providing safe, connected multi-modal transportation opportunities. EMUC's also support the transportation network identified in the Parks, Recreation & Trails Master Plan and the Envision Longmont Multimodal & Comprehensive Plan.

This project supports Envision Longmont Guiding Principle #2 (A Complete, Balanced and Connected Transportation System) by constructing multimodal improvements that provide better mobility and safer transportation options for the identified street corridors.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

- GP1:Livable Centers,Corridors & Neighborhoods
- GP2:Complete, Balanced & Connected Transp Sys
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Other Related Plans:

Envision Longmont  
 Parks, Recreation & Trails Master Plan

Related CIP Projects:

TRP001 - Street Rehabilitation Program  
 PRO083 - Primary and Secondary Greenway Connection

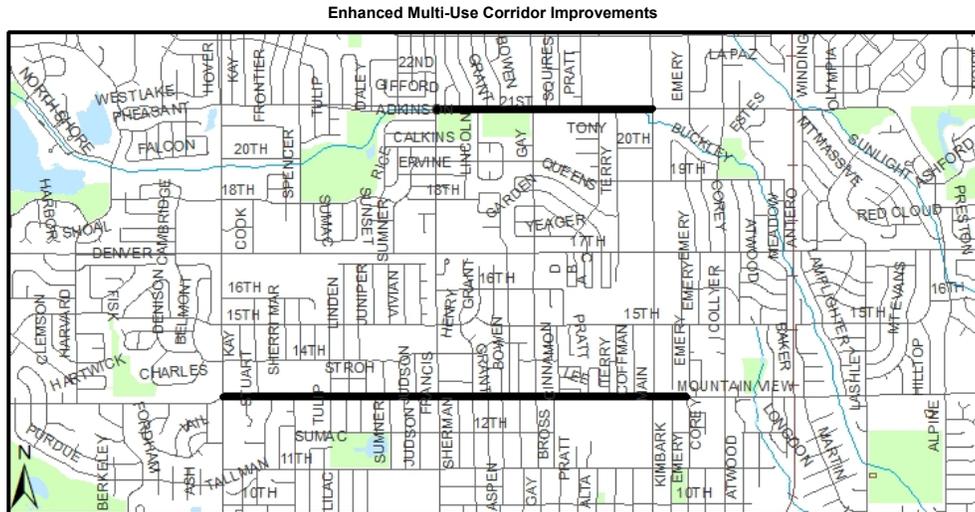
**PROJECT COSTS:**

	Year 1	Year 2	Year 3	Year 4	Year 5	Project TOTAL
	75,000	75,000	75,000	75,000	75,000	375,000

**SOURCE OF FUNDS:**

	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
Unfunded						
Street	75,000	75,000	75,000	75,000	75,000	375,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Coffman St Busway Improvements**  
 Year First Shown in CIP: **2020**

Project #: **TRP135**  
 Funding Status: **Funded**

**PROJECT DESCRIPTION:**

The Coffman Street Busway Improvements Project includes the design and construction of a dedicated, center-lane busway on Coffman Street between 2nd and 9th Avenues. The conceptual design for this corridor assumes a full rebuild of the street, sidewalk, and landscaping to maximize the existing right-of way and achieve the desired multimodal improvements including widened sidewalks, protected bike lanes, on-street parking, one travel lane in each direction, and center-running bus lanes.

A Regional Funding application via the 2020-2023 DRCOG TIP process was approved for the Coffman Street Busway project 8/2019. Federal funding for construction of the project is available starting Oct 2022.

**PROJECT JUSTIFICATION:**

This project is a component of the State Highway 119 Bus Rapid Transit (BRT) Enhancements Project which seeks to optimize regional mobility between Longmont and Boulder by providing multimodal improvements that result in faster, safer, and more reliable transit travel. Center-running bus lanes are the fastest, most efficient facility for busses as they eliminate conflict points and delays that are commonly experienced with bus stops on the outside of the street. The Coffman Street Busway Improvements Project will also provide a comfortable, low-stress environment for pedestrians and bicyclists with wider sidewalks and protected bike lanes.

This Project aligns with Guiding Principle 1,2,3,4 and 6 of Envision Longmont by: enhancing pedestrian and bicycle connectivity within Downtown and to adjacent neighborhoods; improves a transportation system that offers safe, healthy, and reliable mobility for people of all ages, income levels, and abilities; strengthens regional connections; encourages active transportation modes such as pedestrian and bicycle travel; and supports a transportation network that facilitates the orderly movement of goods and people and offers workers the ability to commute using a variety of transportation modes.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

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Other Related Plans:

Related CIP Projects:

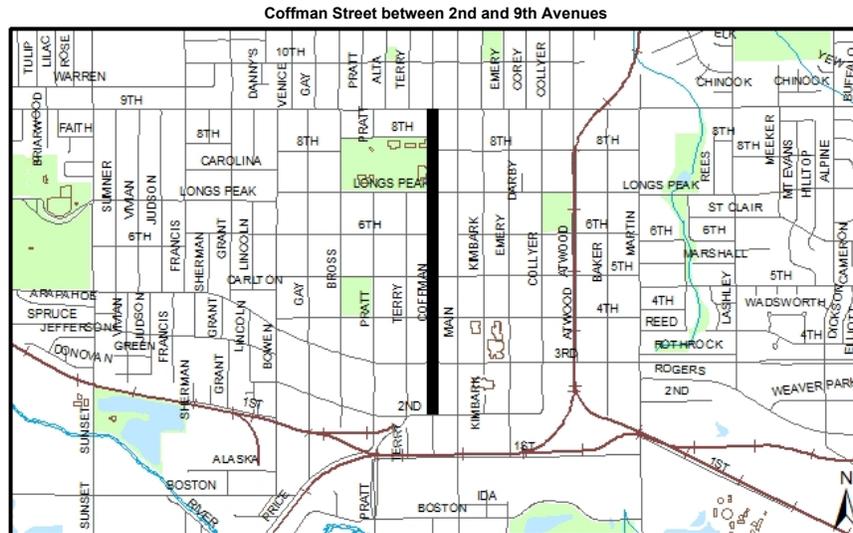
**PROJECT COSTS:**

	2021	2022	2023	2024	2025	2021-2025 TOTAL
	0	6,395,000	0	0	0	6,395,000

**SOURCE OF FUNDS:**

Funded	2021	2022	2023	2024	2025	2021-2025 TOTAL
Electric	0	222,000	0	0	0	222,000
Broadband	0	23,000	0	0	0	23,000
Street	0	6,150,000	0	0	0	6,150,000

**LOCATION MAP:**



City of Longmont, Colorado

2021-2025 Capital Improvement Program

**PROJECT INFORMATION**

Project Name: **Clover Basin Dr Improvements - Airport to Fordham**  
 Year First Shown in CIP: **2020**

Project #: **TRP136**  
 Funding Status: **Unfunded**

**PROJECT DESCRIPTION:**

This project includes improvements that will enhance safety, multimodal opportunities, and traffic operations along this arterial corridor which extends from Airport Road to Fordham Street. The project includes improvements at the South Fordham Street and Clover Basin Drive intersection.

**PROJECT JUSTIFICATION:**

Clover Basin Drive is designated as a minor arterial roadway in Envision Longmont and as a multimodal corridor in the Multimodal Transportation Implementation Plan. These improvements are necessary to address future roadway capacity issues with the continued traffic volume increases in this area as the Longmont Planning Area builds out on the west side of the City.

This project supports Envision Longmont Guiding Principle #1 by enhancing community livability through investments in local transportation systems. It also supports Envision Longmont Guiding Principle #2 and Guiding Principle #4 by upgrading existing streets to include multi-modal improvements that will provide better mobility, connectivity and active & passive recreation opportunities. This project aligns with Envision Longmont Guiding Principle #6 by supporting an acceptable transportation system level of service performance.

**SUPPORTING ENVISION LONGMONT GUIDING PRINCIPLES AND FOCUS AREA ALIGNMENT:**

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- GP5: Responsible Stewardship of Our Resources
- St. Vrain Creek Corridor
- Area of Change
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- GP6: Job Grwth & Economic Vitality-Innov & Col
- Hover Street Corridor
- Downtown / Central Business District (CBD)

Other Related Plans:

Related CIP Projects: TRP001 Street Rehabilitation Program  
 TRP011 Transportation System Management Program  
 ELE091 Street Lighting Program

**PROJECT COSTS:**

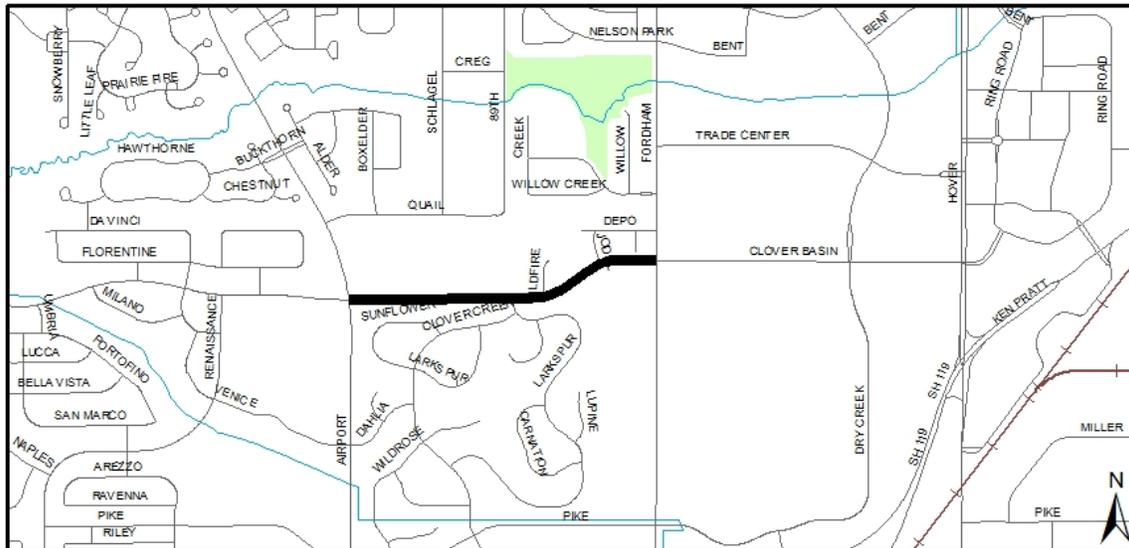
	Year 1	Year 2	Year 3	Year 4	Year 5	Project TOTAL
	365,000	3,650,000	0	0	0	4,015,000

**SOURCE OF FUNDS:**

Unfunded	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded TOTAL
Street	365,000	3,650,000	0	0	0	4,015,000

**LOCATION MAP:**

Clover Basin Dr Improvements - Airport to Fordham



**CIP Summary for Street Improvement Fund (560)**

**Funded Projects**

Project #	Description	Funding Status	2021	2022	2023	2024	2025	2021-2025 Funded
DRN039	Resilient St Vrain Project	Partially Funded	30,000	30,000	0	0	0	60,000
PBF080	Municipal Buildings Boiler Replacement	Funded	0	0	0	0	51,750	51,750
PBF082	Municipal Buildings HVAC Replacement	Funded	0	1,853	0	36,792	6,325	44,970
PRO05B	St. Vrain Greenway	Funded	0	1,500,000	0	0	0	1,500,000
TRP001	Street Rehabilitation Program	Partially Funded	5,924,000	5,924,000	5,924,000	5,924,000	5,924,000	29,620,000
TRP011	Transportation System Management Program	Partially Funded	1,800,000	450,000	750,000	1,250,000	1,750,000	6,000,000
TRP092	Boston Avenue Connection - Price To Martin	Funded	0	750,000	0	0	0	750,000
TRP094	Railroad Quiet Zones	Funded	2,175,000	4,000,000	1,000,000	0	0	7,175,000
TRP118	Boston Avenue Bridge over St Vrain River	Funded	4,875,000	0	0	0	0	4,875,000
TRP119	3rd Avenue Westbound Bridge Rehabilitation	Funded	0	200,000	0	0	1,250,000	1,450,000
TRP135	Coffman St Busway Improvements	Funded	0	6,150,000	0	0	0	6,150,000
			<b>14,804,000</b>	<b>19,005,853</b>	<b>7,674,000</b>	<b>7,210,792</b>	<b>8,982,075</b>	<b>57,676,720</b>

**Unfunded Projects**

Project #	Description	Funding Status	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded Total
DRN028	Spring Gulch #2 Drainage & Greenway Improvements	Unfunded	485,000	0	0	0	0	485,000
DTR030	Downtown Alley Planning	Unfunded	0	50,000	250,000	250,000	250,000	800,000
PBF192	Operations & Maintenance Building/Site Improvement	Unfunded	1,586,950	67,200	0	0	0	1,654,150
PBF218	Public Building Efficiency Improvements	Unfunded	132,884	0	0	0	0	132,884
PBF221	Solar Photovoltaic System Installation	Unfunded	112,500	0	0	0	0	112,500
PRO083	Primary and Secondary Greenway Connection	Partially Funded	197,000	0	765,000	550,000	0	1,512,000
TRP001	Street Rehabilitation Program	Partially Funded	1,436,000	1,804,000	2,191,000	2,597,000	3,023,000	11,051,000
TRP011	Transportation System Management Program	Partially Funded	0	1,300,000	1,000,000	500,000	0	2,800,000
TRP098	State Highway 66 Improvements - Hover to US 287	Unfunded	0	0	8,000,000	0	0	8,000,000
TRP105	Missing Sidewalks	Unfunded	800,000	500,000	500,000	500,000	500,000	2,800,000
TRP106	Hover Street Rehabilitation	Unfunded	350,000	7,000,000	0	0	0	7,350,000
TRP114	Bowen Street Bridge over Lefthand Creek	Unfunded	175,000	1,800,000	0	0	0	1,975,000
TRP117	Hover Street Bridge over St Vrain Creek	Unfunded	0	800,000	0	4,500,000	0	5,300,000
TRP120	Ken Pratt Blvd/SH119 Imprvmnt - S Pratt to Nelson	Unfunded	250,000	5,500,000	0	0	0	5,750,000
TRP121	Ken Pratt Blvd/SH119 Imprvmnt - Hover St Intersect	Unfunded	0	0	1,000,000	1,000,000	18,250,000	20,250,000
TRP122	Hover St Imprvmnt - Ken Pratt Blvd to Boston Ave	Unfunded	0	0	0	3,750,000	0	3,750,000
TRP123	Nelson Rd Impr - Grandview Meadows Dr to Hover St	Partially Funded	0	0	0	575,000	3,014,000	3,589,000
TRP124	Nelson Rd & Hover St Intersection Improvements	Partially Funded	0	0	0	0	1,500,000	1,500,000
TRP128	County Rd 26 & Trail Improvements	Unfunded	0	0	0	112,000	2,473,000	2,585,000
TRP132	Enhanced Multi-Use Corridor Improvements	Unfunded	75,000	75,000	75,000	75,000	75,000	375,000
TRP136	Clover Basin Dr Improvements - Airport to Fordham	Unfunded	365,000	3,650,000	0	0	0	4,015,000
			<b>5,965,334</b>	<b>22,546,200</b>	<b>13,781,000</b>	<b>14,409,000</b>	<b>29,085,000</b>	<b>85,786,534</b>

CIP Summary for Transportation Community Investment Fee Fund (620)

**Funded Projects**

Project #	Description	Funding Status	Project Status	Account #	2021	2022	2023	2024	2025	2021-2025 Funded
TRP092	Boston Avenue Connection - Price To Martin	Funded	Director Submitted		475,000	1,500,000	0	0	0	1,975,000
TRP118	Boston Avenue Bridge over St Vrain River	Funded	Director Submitted		1,000,000	0	0	0	0	1,000,000
TRP123	Nelson Rd Impr - Grandview Meadows Dr to Hover St	Partially Funded	Director Submitted		0	0	250,000	500,000	0	750,000
TRP124	Nelson Rd & Hover St Intersection Improvements	Partially Funded	Director Submitted		0	0	0	0	1,000,000	1,000,000
<b>Total Funded:</b>					<b>1,475,000</b>	<b>1,500,000</b>	<b>250,000</b>	<b>500,000</b>	<b>1,000,000</b>	<b>4,725,000</b>

**Unfunded Projects**

Project #	Description	Funding Status	Project Status	Account #	Year 1	Year 2	Year 3	Year 4	Year 5	Unfunded Total
TRP124	Nelson Rd & Hover St Intersection Improvements	Partially Funded	Director Submitted		0	0	0	0	500,000	500,000
<b>Total Unfunded:</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>500,000</b>



## TRANSPORTATION ADVISORY BOARD COMMUNICATION

**Meeting Date:** August 10, 2020

**Subject:** 2020 Work Program Update

**Type of Item:** Info                      **Time for Presentation:** 5 minutes

**Presented By:** Tyler Stamey, Transportation Engineering Administrator

**Suggested Action:** N/A

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Attached is the 2020 TAB Work Program. This work program was discussed and approved at our February 2020 meeting. The work program includes several items that are brought to the TAB on a regular basis, as well as items we have heard requested from the board throughout the year. As always, this is not a hard and fast list; new topics are usually added during the year, and a few listed topics end up not being addressed during the year.

Staff is providing this work program primarily to get new members up to speed. Staff also welcomes discussion on any key items that the Board would like to discuss for the remainder of this year, as our regular meeting schedule has been impacted by COVID.

The following is attached:

- 2020 Work Program

## 2020 Proposed TAB Work Plan & Schedule

Updated 6 Feb 2020

Work Plan Items	Timeframe / Quarter	Comments
<b>1. Regional (RTD, DRCOG, CDOT, County, Other Agencies &amp; Jurisdictions)</b>		
Boulder County	ongoing	Monitor Countywide Transportation Sales Tax
CDOT	ongoing	Monitor progress of various regional studies involving state highways, regional bike & transit activities
	2020	SH 52 Planning & Environmental Linkage (PEL) Study
DRCOG	ongoing	Regional Transportation Plan updates
	Q1	Transportation Improvement Program (TIP) updates/amendments, Project Status updates
North Front Range (FLEX Bus/Transfort)	ongoing	Continue to improve transit service between Longmont and North Front Range communities
RTD Transit	ongoing	FasTracks planning activities; continue to monitor & pursue rail service to Longmont
	ongoing	1st & Main Transit Station/TOD planning & construction with \$17M FasTracks dollars
	Q1	SH 119 BRT Study, Boulder to Longmont (RTD)
	Q1	US 287 BRT Study (RTD)
	ongoing	Review local and regional service improvements, including impacts of free local fares & route improvements through ridership data
	ongoing	Evaluate system & potential improvements for Local, Regional, & Call n Ride service; review ridership data on regular basis, pursue Longmont to Airport service
<b>2. Envision Longmont and Transportation Resources Implementation Plan (Supplement)</b>		
Enhanced Multi-use Corridor Plan	2020	Projects implemented in 2019 & planned for 2020
Nelson Road / Hover Street / Ken Pratt Boulevard Area Study	2020	Evaluate Transportation Needs in this Sub-Area
Comp Plan / Land Use Amendments	ongoing	Review requests - transportation related impacts
Roadway Plan Update	3rd Q	Discuss needed updates to roadway plan
<b>3. Capital Improvement Program (CIP)</b>		
Candidate Projects for 2021-2025 Capital Improvement Program (CIP)	2nd Q	Annual review of proposed 5 Year CIP, provide recommendations to Council
Current 2020 CIP projects	2nd Q	Annual Review of CIP projects (roadway, bicycle, pedestrian, Transportation System Management (TSM), Street Rehabilitation, other)
Coffman St	as needed	Bus lanes
Projects and Studies	as needed	Review as needed
Bicycle and Pedestrian	as needed	Review issues & potential improvements as needed
<b>4. Other</b>		
TAB Work Plan & Annual Report	1st Q & 3rd Q	Work Plan for new year, previous year Annual Report
2021 Budget	1st Q	TAB input for 2021 budget items
Bicycle Code	ongoing	Review of current bicycle code & traffic laws
Climate Emergency	1st Q	Discuss action plan and take action
Crash Report	3rd Q	Discuss Crash Report and safety issues
Quiet Zones	as needed	Design, construction, other issues
Traffic Safety Fund	3rd Q	Annual program review
Annual Meeting	3rd Q	Elect officers after Council appoints members
City Design Standards	as needed	Review when updated by City staff
Overall City Wide Bike/Ped Plan	as needed	
St Vrain Greenway Updates	as needed	Closure/detour updates as project progresses
EV Infrastructure	as needed	
Neighborhood Traffic Mitigation Program		Discuss potential updates to NTMP
Operating Budget - Local Bus Fare Buyout	as needed	