

Appendix A:
**REALIGNMENT
MEMORANDUM**



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MEMORANDUM

Date: May 24, 2017
To: Phil Greenwald, City of Longmont
From: Charles Alexander & Carly Sieff, Fehr & Peers
Subject: **Enhanced Multi-use Corridor Realignment**

DN17-0559

This technical memorandum summarizes the assessment and potential realignment of proposed Enhanced Multi-use Corridors from *Envision Longmont* for the City of Longmont.

Envision Longmont proposed a network of Enhanced Multi-use Corridors that would provide both recreational and transportation opportunities by serving as low stress facilities for people biking and walking. In order to ensure that this network of facilities provides safe, comfortable, connected and convenient access to key destinations throughout the City, the proposed corridors were analyzed based on their comprehensiveness, alignment, connectivity to the rest of the network, and feasibility.

ACCESS TO KEY DESTINATIONS

The first stage of the assessment analyzed how close key destinations are to the network of proposed Enhanced Multi-use Corridors (EMUC) and existing multi-use trails. This analysis applied key destinations that were identified by the public in *Envision Longmont* and other planning processes, which consisted of grocery stores, schools, recreation centers, Park-n-Rides, parks and other community facilities. **Figure 1** shows the distance as the crow flies (or Euclidean distance) of each key destination from the closest EMUC corridor or trail. The majority of destinations are within ¼ mile of a low stress facility, with a handful of destination between ¼ and ½ mile and only two destinations more than ¾ mile from a low stress facility. This assessment reveals that the network of Enhanced Multi-use Corridors are effectively placed throughout the City.



However, in order to reduce out of direction travel, it is important to ensure that facilities provide adequate coverage of the City, with both north-south and east-west Enhanced Multi-use Corridors. **Figure 1** shows that there is a scarcity of north-south running corridors, especially on the east and west sides of the City. This lack of north-south corridors has been echoed by the public as well. The following section identifies additional proposed EMUCs and missing links to create a comprehensive network of corridors.

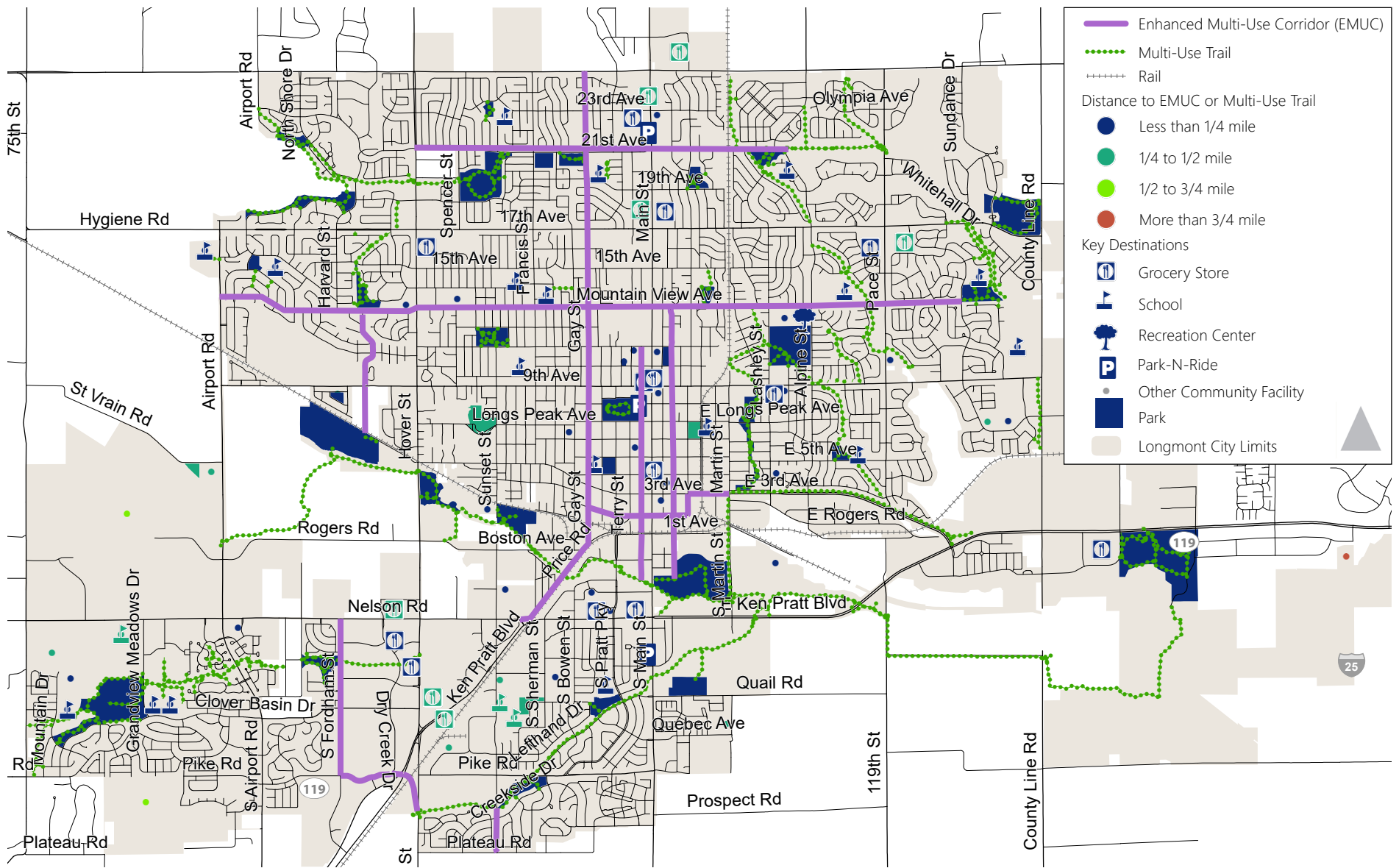


Figure 1: Distance to Enhanced Multi-Use Corridors and Multi-Use Trails





PROPOSED REALIGNMENTS

We analyzed the alignments of the Enhanced Multi-use Corridors to ensure that the proposed alignments offered the most intuitive, low stress and feasible route. **Figure 2** shows the set of corridors initially proposed by *Envision Longmont*, in addition to the proposed realignment for select corridors and additionally proposed corridors. Proposed realignments put users on lower volume, lower speed roadways. **Figure 2** shows these corridors as a part of the complete network—in the context of the existing and proposed bicycle and trail facilities. **Figure 3** shows the Enhanced Multi-use Corridors with proposed realignments with the multi-use trails that create a network of low stress, continuous facilities.

21ST AVENUE

A road diet is being considered on 21st Avenue, making this corridor ideal for an Enhanced Multi-use Corridor. This corridor will be considered for design along the same alignment as proposed in *Envision Longmont* between Hover Street and Alpine Street.

MOUNTAIN VIEW AVENUE

An alternative alignment with lower traffic volumes and speeds to Mountain View Avenue is 15th Avenue. The recommended alternative alignment is primarily on 15th Avenue from Airport Road to Fall River Elementary School and Spring Gulch Trail, with connections onto neighborhood streets on the east and west sides of these extents. Both 15th Avenue and Mountain View Avenue will move forward for analysis; the preferred alignment using one or a combination of these corridors will be determined following the analysis of both alignments.

2ND AVENUE → COLLYER STREET → 3RD AVENUE

The series of corridors from 2nd Avenue to Collyer Street to 3rd Avenue are recommended to be considered as proposed in *Envision Longmont*. These corridors provide a connection between the Gay Street and Coffman Street Enhanced Multi-use Corridors and the multi-use trail along 3rd Avenue.



FORDHAM STREET

Due to the lack of north-south connections proposed on the west side of the City in *Envision Longmont*, a series of key connections is proposed to create a connected Enhanced Multi-use Corridor from Highway 119 to 21st Avenue. These connections close key gaps between existing and proposed multi-use trails in the western portion of the City. Proposed new connections to create a complete north-south connection on the west side of the City consist of an EMUC on Fordham Street between Pike Road and Highway 119, connecting to Fordham Street over Golden Ponds Park, an EMUC on Fordham Street between 9th Avenue and Mountain View, and an EMUC on Wedgewood Avenue and Harvard Street to connect to the trail along the Oligarchy Ditch. This corridor would require a grade-separated crossing of the railroad.

GAY STREET

The alignment for an Enhanced Multi-use Corridor on Gay Street between Price Road and Highway 66 recommended in *Envision Longmont* are recommended to move forward for analysis in this study. This corridor provides the most direct north-south connection through the center of the City.

COFFMAN STREET

The *Envision Longmont* corridor on Coffman Street is proposed from 1st Avenue to Longs Peak Avenue. This corridor is recommended for study as an Enhanced Multi-use Corridor, along with an extension from Longs Peak Avenue to 11th Avenue, without impacting the cemetery. An extension of Coffman Street is proposed to the south from the St. Vrain multi-use trail to 1st Avenue.

PACE STREET → KEN PRATT

A new alignment is proposed on Pace Street between 3rd Avenue and the St Vrain trail. This corridor provides a key connection between two east-west running multi-use trails. A new alignment is also proposed on Ken Pratt Boulevard from Pace Street to 3rd Avenue.

MISSING LINKS

A number of short on-street connections are proposed to address missing links within the multi-use trail network. A number of these missing connections come together to create a continuous,



low stress connection on the west side and east side of the City. Some segments already have an 8' sidewalk/multi-use path. These facilities will be analyzed to determine if the existing conditions are adequate or a wider facility is feasible and necessary to create a low stress connection. These missing links create a connected set of facilities, providing an alternative to fully on-street corridors such as Pace Street or Pike Road.

CONNECTION TO DOWNTOWN FROM THE SOUTH

Proposing a set of corridors between the area to the south of Highway 119 and north to destinations in and around Downtown addresses an important and challenging connection. There is currently a gap in low stress facilities in this area of the City, with an additional challenge of providing a crossing of the railroad. Two options are proposed to create this connection through the completion of a network of low stress corridors.

Option 1

Option 1 proposed a connected route that consists of an Enhanced Multi-use Corridor on Price Road to Ken Pratt Boulevard, and then a multi-use trail west to South Fordham Street to Dry Creek Drive. The facility will cross SH 119 at the currently proposed undercrossing and the railroad at an at-grade crossing. The facility will continue onto Hover Street and then connect with Lefthand Trail.

Option 2

Option 2 extends the proposed Enhance Multi-use Corridor from Price Road to Ken Pratt Boulevard until a connection across the railroad connects the facility with Lefthand Trail.

Both of these options propose eliminating the proposed EMUC on Grand Avenue because of the proposed sidepaths along Highway 119 that are nearby and adjacent to this facility.

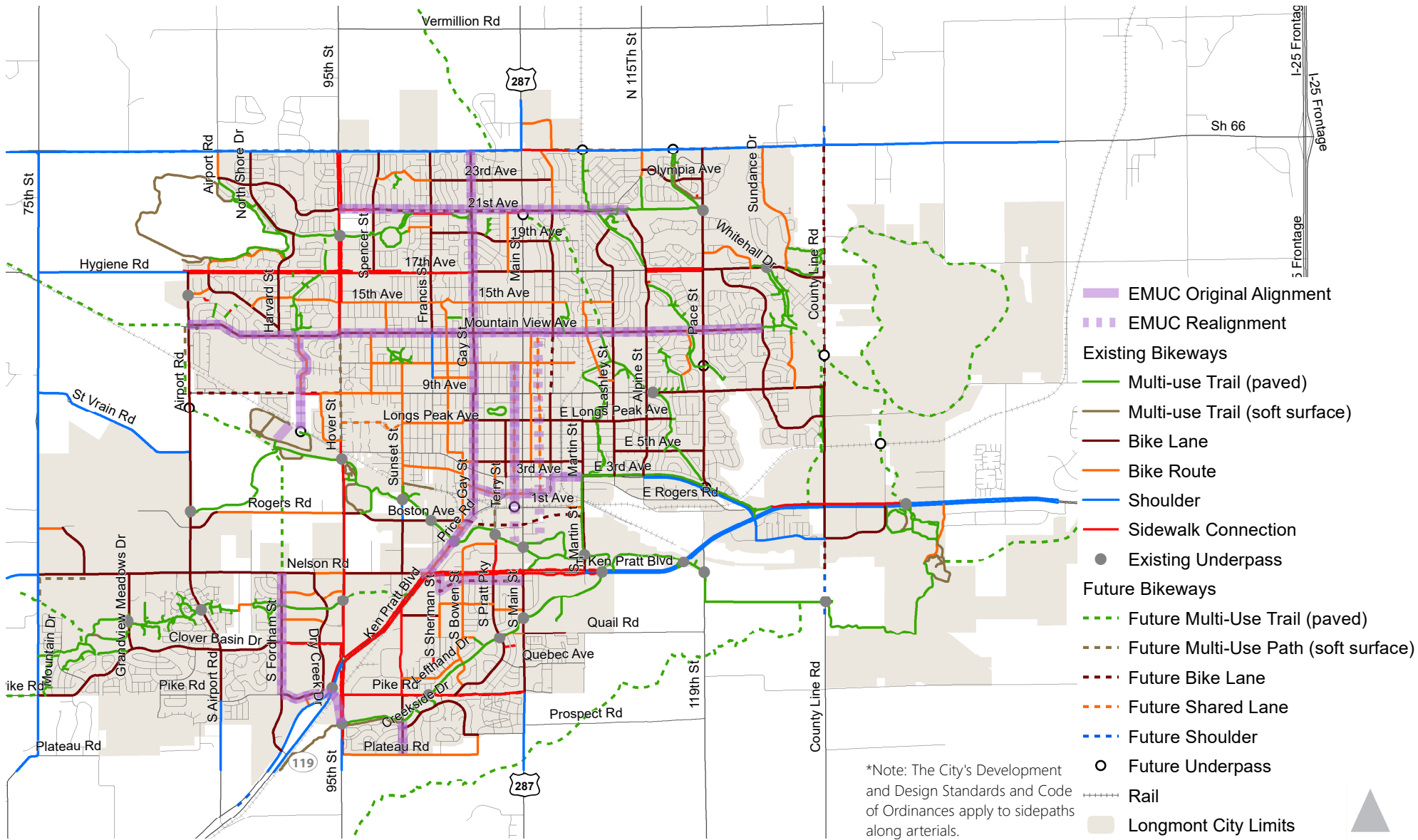
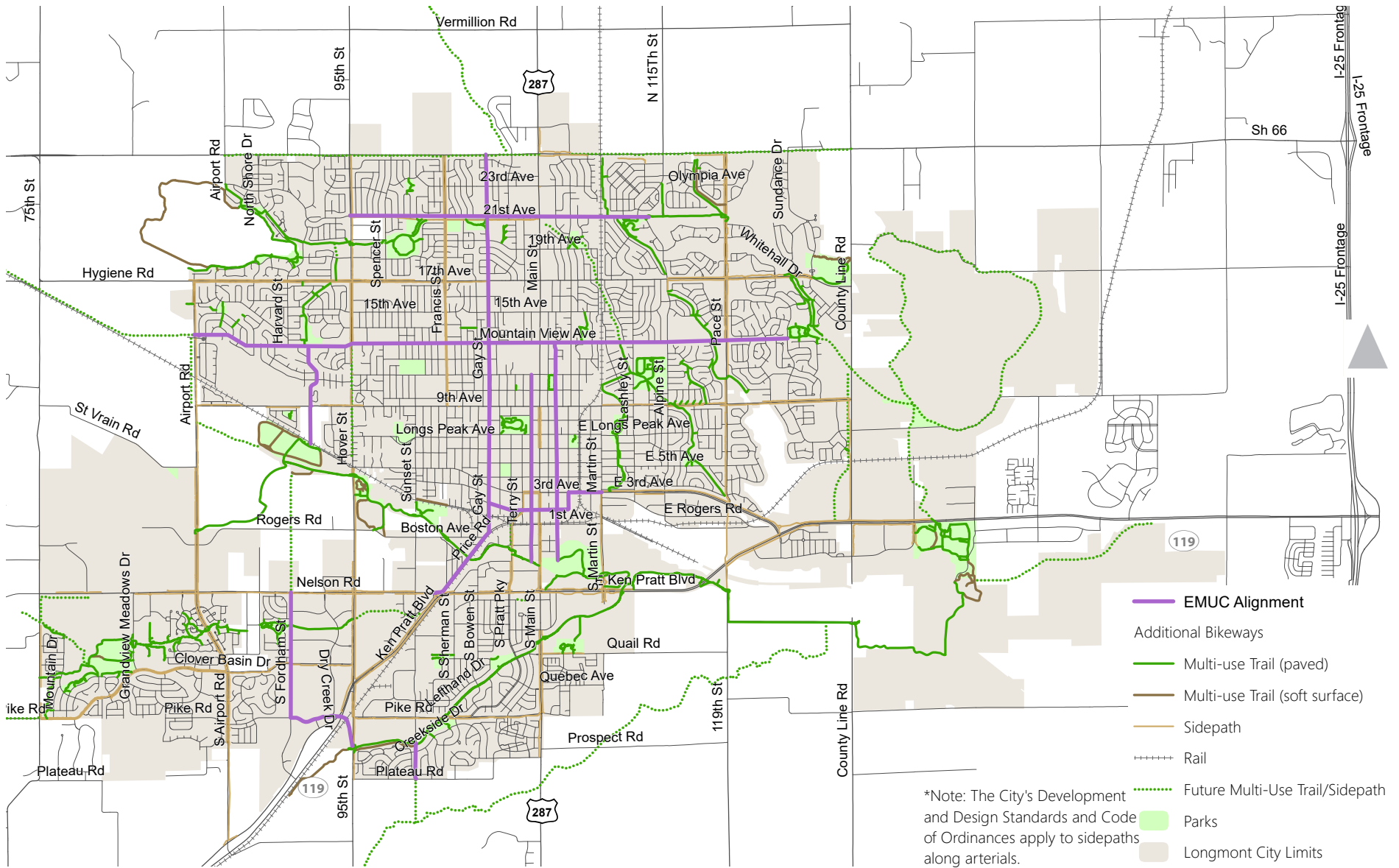


Figure 2: EMUCs and Realignment with All Facilities





Proposed Enhanced Multi-use Corridor and Trail Network