

- Bike/ped crossing improvements (ped button, ADA ramp, etc.)
- Bike/ped connections
- New park-n-Ride within business park

Mid Term Priorities – 3-4 Years

- Queue jumps at intersection (north and southbound)
- LOBO Trail

Highway 52

Short Term Priorities – 1-3 Years

- Queue jumps at intersection (north and southbound)
- Traffic operations improvements
- Bus stop enhancements (bus shelter)
- Bike/ped crossing improvements (ped button, ADA ramp, etc.)
- Bike/ped connections
- Continuous southbound bikelane through IBM intersection

Mid Term Priorities – 3-4 Years

- Elevated or split-level interchange
- LOBO Trail

Long Term Priorities – 5+ years

- Transit park-N-Ride/multimodal center
- Provisions for potential commuter rail
- Transit access enhancements (slip ramp to PnR)

Niwot Road

Short Term Priorities – 1-3 Years

- Bus stop enhancements (east side shelter and pad)
- Call-n-Ride system

Mid Term Priorities – 3-4 Years

- Queue jumps at intersection (north and southbound)
- LOBO Trail

Hover Street

Short Term Priorities – 1-3 Years

- Bus stop enhancements
- Bike/ped crossing improvements (ped button, ADA ramp, etc.)
- Left Hand bridge- add shoulder and bike lanes NB

Mid Term Priorities – 3-4 Years

- LOBO Trail

Long Term Priorities – 5+ years

- park-N-Ride

Additional comments from the City of Boulder, submitted July 6, 2004:

City of Boulder Issues and Concerns

- All improvements and planning should be consistent with the Diagonal Consensus agreement between Boulder County and the cities of Boulder and Longmont. This agreement envisions developing the Diagonal into a multimodal corridor through intersection improvements with provisions for queue jumps, park-n-rides, enhanced bus transit stops, potential commuter rail stops, and Longmont-Boulder bicycle path.
- Corridor-wide improvements should include a high-frequency, community-designed transit system that includes transit operational and capital improvements for the Diagonal, integrates with the existing transit service on both ends of the corridor, and is supported with an appropriate marketing and education program.
- Assure long-term success and support for BOLT and J services.
- Any potential transit improvements should be supported by a comprehensive Transportation Demand Management (TDM) program for the corridor.
- Assure that BRT technology is given equal consideration and design detail as rail service.
- Minimize overall environmental impacts and specifically impacts to city or county open space and to floodplains.
- Ensure that the technology and location of improvements is consistent with each community's comprehensive plan [and] sub-area plans and will be supported by surrounding land uses and appropriate urban design.
- Improvements on the Diagonal need to provide a transportation connection to other regional improvements on US 36 and north I-25.
- Consider connections to the existing transportation system on both ends of the Diagonal and to all the modes.

- Provide perspective on the fit of the Longmont-Boulder segment of rail in the overall front-range rail connection (Ft. Collins to Pueblo).
- Consider the Gunbarrel Community Plan.
- Provide convenient connections to the three main activity centers in Boulder: CU campus; 30th/Pearl, and downtown.

Written Comments from Individuals

Train Station on the East side of 1st & Main

Proposal for a location, by Alex Laguna – July 12, 2004

Julie,

It was a treat to participate at your meeting last Friday 7/9.

The project sparked many thoughts in me and I could not help to keep thinking about it. From my experience living on the North-East end of town, knowing many people in the community, and from former co-workers who commute from communities North of this town, I came up with some ideas.

Another source of inspiration is my experience, as a user, when the subway system was installed in Mexico City.

I also used to have a large Lionel train set, which I re-configured every so often!

If this plan is indeed for 10 to 20 years into the future, it just seems natural to me to think about possible expansions of the system.

With all this in mind, please find attached a file with some ideas for the project.

Thank you very much for your attention.

Sincerely,
Alex Laguna.

Advantages

- The railroad switch at First Ave. due North and East is a natural intersection for future extension of services. On the East to the Tri-Cities, and on the North to Berthoud, Loveland, and Fort Collins.
- That is why this proposal is for locating the Station on the East side of First Ave. and Main Street.
- The spur track going East is a natural location for storage as an end-of-line terminal, while allowing for future expansions. A future second Terminal in Longmont could be located at Highway 66.
- Bus service along (North) Main and South on 287 is a natural feed for the Station
- Bus depot (temporarily shut) at South Main would naturally relocate to the terminal, as people have been used to it, for years.
- A parking structure is needed in this area of town. Parking can be shared with several organizations. Users would be the Police Station, City Offices, ConAgra Plant, Station users/commuters, Bus terminal, and public in general. In addition, public events along Main could be more easily attended as parking around the downtown area has become scarce.
- Land along Second and First can be refurbished. Along Second Ave, many old buildings could be replaced with the new parking structure. Along First Ave, the land could be used for a second track and the terminal; the traffic currently along First would need a new street south of the new Terminal.
- Feeding arteries for cars and buses. See next few bullets...
 - Many people live on the East side of town, who travel along North-South streets such as Lashley, Pace, Kimbark, Collier, Martin.
 - Commuters from East of Longmont could access the Terminal from the new Bypass, from Rogers Road, and from Third Ave. into Martin Street.
 - Commuters to/from the West side of Longmont can travel along First Ave due West connecting to Boston, or Main to Ken Pratt to Nelson, and Main to Pike Rd. There are several industrial areas on the West end of town.
 - The existing campus for Front Range Community College is not its final site. They might relocate at a later date nearby the Museum on South Main and Quail.
 - From the new Bypass, traffic can turn North on Main toward the Station
 - A large medical facility is on Main and Pike, south of the Station.
 - Commuters from the Tri-Cities could have access from Highway 52 into South Main (287)

Train Station on the East side of 1st & Main

Proposal for a location, by Alex Laguna – July 12, 2004

- The Downtown District (LDDA) might be extended South from Third to Second, making the Station almost part of it. The LLDA extends from about 8th Ave to 3rd Ave, along Main and one or two block on either flanks of Main. It contains two bus terminals, one on 6th & Kimbark, and the other on 8th & Coffman. These terminals attest to the high density of population surrounding the downtown area.
- The neighborhood surrounded by Main, Pike, and Ken Pratt Blvd has a large population that would be users of the Terminal.
- Hispanic population – City officials have maps of population densities for this segment. The group currently comprises at least 25% of the population in town, and is expected to continue growing.

Issues

- A second track along First Ave. can only be laid down south of the existing one, forcing to move the traffic further south, perhaps even behind the proposed terminal building, operating like at airports
- The proposed location is in the 100 year flood region, due to nearness of the river
- Water table is probably high. However, terminal building can be raised.
- If terminal is raised, then a pedestrian overpass can be built to cross the ConAgra plant on the East end, by the railroad switch. The land is a tradeoff with ConAgra in exchange for parking space.
- A pedestrian overpass would be needed at the intersection of First and Main, for people to cross East-West above the vehicle traffic lanes.
- A protective fence at the sidewalk from First to Second, along Main, might be needed for safety of pedestrians moving north.

From: Vicky McLane [mailto:vmclane@nfrmpo.org]
Sent: Thursday, September 30, 2004 1:04 PM
Cc: Julie McKay
Subject: Another alternative for consideration in the North I-25 EIS

I have mentioned this alternative before, but it doesn't seem to have been picked up, and the more I think about it, including this morning's meeting on the Longmont Diagonal Rail Study, the better I think it is.

I would like to see the Great Western Line from Longmont to wherever it goes northeast put into the mix for rail alternatives, and actually, for several other alternatives. The rail line currently goes under the Interstate just east of Mead, which would be the perfect spot for a multi-modal transfer center.

There could be a big park and ride there where people park and then take the train into Longmont and Boulder. They could also meet there for carpools and vanpools, and it is a central (to the NFR) location for the region. Regional bus service could stop there, and maybe someday RTD could meet the NFR regional bus.

In any case, I truly believe that the GW line holds good promise for passenger rail, particularly if there is going to be an end of line station at the Sugar Mill in Longmont. The Longmont Diagonal Rail study is sort of in limbo since DRCOG has yet to produce its 2030 model runs, but when those numbers are available, all indications are that we will see a major increase in trips coming into the Longmont area from both Weld and Larimer counties.

If those trips could be "intercepted" off of I-25 rather than at the end of line station, the entire transportation system would benefit. And our limited experience with GW is that they are very interested in pursuing options of all sorts, so you might be pleasantly surprised by their response.

I would be very interested in discussing this with whomever from the consulting team, so please don't let it disappear. It is a sleeper, but one that would receive huge support from Longmont elected officials, and possibly from NFR elected officials. It is probably the only way we will get passenger rail to the I-25 corridor in the next 15 years.

Thank you too.
I never was able to make any of the meetings, sadly. I would ride the train though. I would like to bring my bicycle when I ride the train. I do ride the Bolt / M route now about 2 times per month, but would be more likely to ride the train because of the convenience of the Pearl Street transit station as planned.

I'd lobby for one train stop in south Longmont near Hover Street, to

intersect with other transit lines & be near major thoroughfares. Otherwise, I'd use a station in the vicinity of 1st or 3rd Streets in Longmont.

I do have an EcoPass, funded by my employer.

Please pass this on to Julie, thanks.

Leland Keller
1509 Donovan Pl.
Longmont 80501

Comments Received by Telephone

7/21/04
Clyde Iorger
22 Main St. #A
Longmont, CO 80501
303-772-6545

Property owner in Longmont (across the street from the Depot, to the south) – mentioned he couldn't refinance due to contamination. Is wondering how this study and its results will affect land use in Longmont.

Missed the July 9 TOD workshop.

He is very interested and will plan on attending the July 29 or Aug. 4 public meetings.

8/4/04
Ayn Dalgof
5720 Mount Sanitas Avenue
Longmont, CO 80503
(303) 682-1910

I couldn't attend the meeting at the Longmont Senior Center on August 4th, but I am very interested and supportive of RTD and the commuter rail service. I live in a new development called Meadow Mountain, at 75th and Nelson. There is currently no bus service to my neighborhood. I would like bus service from my home to connect with other bus routes, rail, and shopping areas. Right now I have to drive a car to get on a bus. I like the rail idea and would like the bus to connect to it.