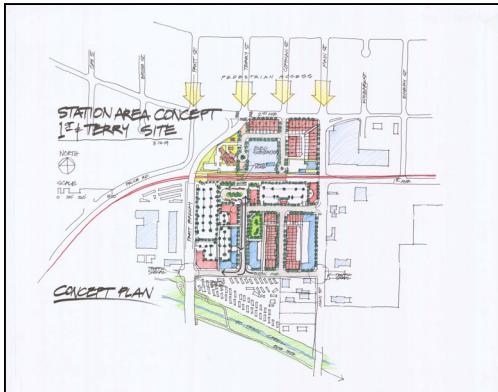
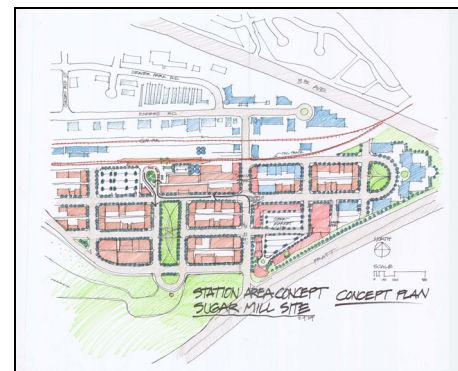
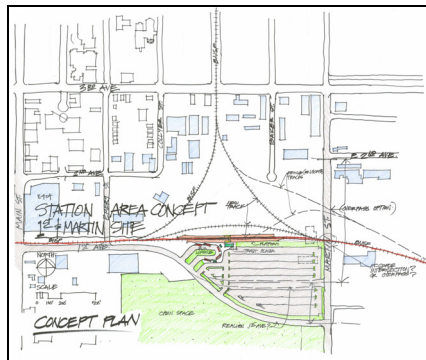


**Table ES-1: Results of Longmont Station Planning Process**

| <b>Station</b>  | <b>Results of 1<sup>st</sup> Station Planning Committee Meeting</b> | <b>Initial Project Team Evaluation/ Recommendation</b>   | <b>Results of 2<sup>nd</sup> Station Planning Committee Meetings</b> | <b>Final Recommendation</b> |
|---|---|--|--|-----------------------------|
| Hover/Pike  | Good connections to FRCC and SH 119; but major congestion issues    | Traffic issues and limited TOD possibilities; eliminate  | No major disagreement  | Eliminate                   |
| 1 <sup>st</sup> /Main West (renamed 1 <sup>st</sup> /Terry Street (Downtown)) | Close to downtown; good potential for TOD                           | Could be urban renewal area; good TOD; retain  | No disagreement  | Retain                      |
| 1 <sup>st</sup> /Main East  | Alternative to West for access to jobs and municipal center         | Extensive trackwork needed to accommodate freight traffic; traffic impacts; limited development potential; eliminate | No disagreement  | Eliminate                   |
| Sugar Mill  | Gateway to city; major redevelopment potential; regional hub        | Good TOD potential; could be icon for city; retain   | No disagreement  | Retain                      |



**Hover/Pike (left)  
1<sup>st</sup>/Terry Street (right)**



**1<sup>st</sup>/Main East (left)  
Sugar Mill (right)**

**Recommendations: Longmont Stations**

The project team initially recommended that the Hover/Pike and 1<sup>st</sup>/Main East candidate stations be eliminated from further consideration, with 1<sup>st</sup>/Main West (renamed 1<sup>st</sup>/Terry Street (Downtown)) and the Sugar Mill carried forward for more detailed analysis in future phases. The project team met with

representatives of Longmont and Boulder County to review the recommendations, which were also reviewed at the project's public meeting in Longmont on August 4, 2004, and at a follow-up station planning committee meeting in Longmont on August 17, 2004. Based on those meetings and additional project team analysis, the following sites are recommended:

- The station site at Hover/Pike is recommended for elimination at this time, primarily because of its impacts on traffic at the already-congested Hover/SH 119 intersection and because its capability for expansion to the south is limited. This site may re-emerge in the future if, for example, Front Range Community College locates a permanent campus in the area (presently, the college is leasing its facility). If the college remains at this location, the Hover/Pike site would be reconsidered and would potentially serve as a third station platform in the Longmont corridor in the future. The City may want to consider methods of preserving space for this potential site. These options can be explored in the future planning and environmental impact reviews for this project.
- The station site at 1<sup>st</sup>/Terry Street (Downtown) is recommended to be carried forward, with further development of its TOD plan and surrounding traffic access.
- The station site at 1<sup>st</sup>/Main East is not recommended for further consideration. The project team's evaluation determined extensive trackwork would be needed to accommodate freight traffic. In addition, there would be numerous traffic impacts and limited development potential.
- The station site at the Sugar Mill is recommended to be carried forward, with further development of its TOD plan and surrounding traffic access.

Consideration was given by the project team to implement the Longmont stations in phases; in other words, the station near downtown at 1<sup>st</sup>/Terry Street could be implemented as an early action end-of-line station, with an extension to the Sugar Mill at a future date when ridership demand warranted. Initial ridership models

did not show a significant net increase in total Longmont area station boardings with the addition of the Sugar Mill station. However, the Longmont members of the Corridor Communities Coordination Team (CCCT) made the following comments at the CCCT meeting on September 30, 2004:

1. Implementation of a single passenger station in downtown Longmont could result in significant traffic impacts, particularly since this would be an end-of-line facility and it could potentially attract significant auto park-n-Ride traffic from areas to the east and north of Longmont; and
2. Implementation of the Sugar Mill station concurrently with the downtown station could alleviate some of those traffic impacts and could provide a significant new redevelopment opportunity in Longmont. The station site is at the junction of two major highways and could ultimately be a major regional park-n-Ride, especially if southwestern Weld County joins the RTD system (which might occur if approved by voters in an election tentatively scheduled for 2005). In addition, 2030 modeling numbers may show growth in travel demand from the north and east, which would positively impact ridership and station boarding results in Longmont.

Therefore, the CCCT recommended implementation of both the 1<sup>st</sup>/Terry Street (Downtown) and Sugar Mill stations concurrently with implementation of the commuter rail line between Longmont and Boulder.

Names of the individual CCCT representatives are found on page A-17.

