

# LONGMONT MULTI-USE CORRIDOR SURVEY SUMMARY

APRIL 2018



## Background

The City of Longmont established Enhanced Multiuse Corridors with the adoption of the Envision Longmont Multimodal and Comprehensive Plan. Enhanced Recreation Connections were also established in the Parks, Recreation, and Trails Master Plan. While there was a general understanding of the goals and intent of the designated corridors in both the Parks, Recreation and Trails Master Plan and Envision Longmont, additional work needed to be completed to better understand the optimal locations, design, function, and prioritization for these multi-use corridors. So, in early 2017, the City retained Fehr & Peers to assist in developing a plan that would evaluate, prioritize and provide initial design concepts for Longmont's Enhanced Multiuse Corridor network. An important component to this planning process was to gather community input.

## Community Input

The community provided a lot of ideas and suggestions around multimodal transportation options and active recreation during the Envision Longmont planning process and throughout the Parks, Recreation, and Trails Master Plan update. This input was used as the basis for this effort; however, the project team, consisting of City staff from Planning and Development Services, Natural Resources, and Engineering, and the consultants from Fehr & Peers and Kimley Horn, recognized that additional, specific outreach would need to be conducted as part of this process. City staff took the lead on the public outreach effort, which is summarized below.

## Stakeholders

A number of stakeholders were identified for this project. These include: residents, employees, business owners, property owners, bicycle advocates, park and trail users, elected officials, members of several advisory boards, the Regional Transportation District (RTD), and City staff – particularly staff responsible for snow removal, landscaping maintenance, and concrete and roadway maintenance. Stakeholders were contacted and notified through press releases, direct emails, social media, and community events and meetings.

## Website

A project website was developed early on to provide information to the community:

<https://longmontcolorado.gov/departments/departments-n-z/planning-and-development-services/transportation-planning/enhance-multi-use-corridor-plan>. A *bit.ly* was also developed to assist in easily and quickly navigating to the main project website: <http://bit.ly/enhanced-corridor-plan>

## Social Media

Press releases, and survey notices were shared through the City's Facebook, Twitter and NextDoor accounts. Information about the project, including notices for community meetings was also shared on social media

## Community Surveys

The project team developed surveys to gain an understanding of preferences and concerns from the community. Surveying was done on-line and in person at community events. Information on the project, including definitions, was provided on the survey instrument and on the project website.

### *On-line Surveying*

The City used several on-line surveys to reach a wide variety of project stakeholders.

The first survey was conducted during the initial phase of the project to gather baseline information. Six multiple choice questions were asked. Respondents were asked to pick from a list of choices or indicate their preferences using photos. Opportunities to provide additional information was included for all questions. The survey was advertised on the project website, in the City's e news, as well as on Facebook and Twitter. The survey ran for approximately 6 weeks and over 1,500 responses to the survey were received; see attachment 1 for full survey results. In addition, several general comments on the project were received via Facebook when notice on the survey was posted; these further informed the project team; see attachment 2 for Facebook comments.

After the community meeting was held in November 2017, a simple prioritization survey was also distributed. This survey asked respondents to prioritize corridors and share any other relevant information. The purpose of this short on-line survey was to allow people who could not attend the community meeting as opportunity to weigh in on the corridor prioritization.

After the draft document was created, the project team began collecting additional, corridor specific information. This more detailed survey asks questions about parking, safety, and preference on design, among other things. This survey collection effort is still underway and will conclude during the 2<sup>nd</sup> quarter of 2018. In order to gather this more detailed information, the City partnered with LiveWell Longmont, a local community based organization focused on healthy eating and active living in Longmont. LiveWell Longmont provided support through several community partners that worked to collect survey responses within the corridors. Some surveys were collected going door to door, while others were collected at events, meetings or other locations throughout the community. Information about this broad survey was also posted on the City's website and advertised through social media. As of early March over 1,000 responses to this survey have been received.

### *Visual Preference Surveys*

At several community events and meetings, staff prepared a visual preference survey board to get information on what type of corridor treatments people were most interested in for arterials vs. collector and local streets. An example of the actual board is shown here:

**City of Longmont Enhanced Multiuse Corridor Plan**

Enhanced Multi-Use Corridors are street corridors that provide a safe, comfortable, low-stress bicycle and pedestrian facility, much like a multi-use trail, to provide connectivity within the City's trail system and multi-modal transportation network. These facilities can look different depending on the characteristics of the street and the right-of-way available. The City wants to know what options you think might work in Longmont...



**Which of these Enhanced Multiuse Corridor examples would you like to see on/along major streets (arterials) in Longmont (select as many as apply):**

	Traditional on-street bike lanes with sidewalks
	Buffer separated bikeways with sidewalks
	Wider multiuse "sidepaths" for walking, jogging and slower biking
	Walkways and bikeways detached and separated from the street

**Provide Additional Feedback**

- Attend a community event in July
- Take our on-line survey: <http://bit.ly/multiuseurvey>
- Come to a workshop this fall

**Preliminary Schedule**

2017  
Complete  
the Plan

➔

2018 and Ongoing  
Acquire  
Funding

➔

2019 and Beyond  
Design and  
Construction

**Which of these Enhanced Multiuse Corridor examples would you like to see on/along minor streets (collectors/locals) in Longmont (select as many as apply):**

	Bike Boulevard—primarily for bike use and shared with other vehicles
	Physically separated (i.e. raised from the street level) bike facility from other vehicles
	Buffer separated bike facility within the street

**\*\*Sign up for project updates and information\*\***

### Community Events and Meetings

The project team participated in several community events and meetings to provide information about the project and gather input.

The team conducted visual preference surveys and collected sign up information from participants at the Bike to Work Day breakfast station at the Longmont Civic Center. City staff estimate that approximately 125 people visited this station; many engaged in conversations about the project with the project team and participated in the visual preference survey. The summarized results from the facility preference type survey are shown in the table below.

### Enhanced Multiuse Corridors – Preference for Possible Facility Types from Bike to Work Day

Facility Type	Total Votes
Arterial - Traditional on-street bike lanes with sidewalks	37
Arterial - Buffer separated bikeways with sidewalks	23
Arterial - Wider multiuse "sidepaths" for walking, jogging and slower biking	14

Arterial - Walkways and bikeways detached and separated from the street	50
Collector/Local - Bike Boulevard—primarily for bike use and shared with other vehicles	11
Collector/Local - Physically separated (i.e. raised from the street level) bike facility from other vehicles	29
Collector/Local - Buffer separated bike facility within the street	27

The project team also participated in Rhythm on the River, which took place July 7, 2017. Staff estimates approximately 40 people were directly engaged at this event and provided input on the visual preference survey. The results from this event are shown in the table below.

**Enhanced Multiuse Corridors – Preference for Possible Facility Types from Rhythm on the River**

Facility Type	Total Votes
Arterial - Traditional on-street bike lanes with sidewalks	8
Arterial - Buffer separated bikeways with sidewalks	11
Arterial - Wider multiuse “sidepaths” for walking, jogging and slower biking	7
Arterial - Walkways and bikeways detached and separated from the street	21
Collector/Local - Bike Boulevard—primarily for bike use and shared with other vehicles	5
Collector/Local - Physically separated (i.e. raised from the street level) bike facility from other vehicles	13
Collector/Local - Buffer separated bike facility within the street	18

A focus group of cycling advocates was brought together to review information and provide initial feedback in early fall 2017. Subsequent one-on-one meetings with individuals from this group took place throughout the project.

A community-wide open house took place on November 14, 2017. This meeting was attended by approximately 60 community members. The project team provided an overview of the project; participants reviewed the overall network, evaluated preferred options for the specific corridors, and provided feedback about prioritization. They were also able to ask general questions of the project team. The corridors receiving the most support from the open house, and follow up survey, were Mountain View Avenue, followed by 21<sup>st</sup> Avenue and Gay Street.

Elected and Appointed Officials

The project team initially presented information to the Transportation Advisory Board (TAB) and the Parks and Recreation Advisory Board (PRAB) in July 2017. Survey links and project updates were provided to each of these groups throughout the planning process.

In March 2018, the project team presented the draft plan to the TAB and PRAB for a recommendation. Both boards voted to recommend City Council accept the plan unanimously.

#### Staff Outreach

City staff has also been consulted on this project. As mentioned previously, a diverse project team made of up staff from Planning and Development Services, Natural Resources, and Engineering met at least monthly to review specific items, offer input, and provide recommendations. In addition, specific staff were consulted around maintenance and snow removal considerations. Finally, leadership from Public Works and Natural Resources, as well as Planning and Development Services, were engaged to provide high level feedback on the overall network and preferred options for specific corridors.

In 2016, the Longmont City Council adopted the Envision Longmont plan, which in part set into motion the idea of Enhanced Multi-Use Corridors, which are areas in Longmont given special attention in terms of improving biking, walking, jogging and other forms of active transportation. The purpose of these EMUCs is to connect Longmont's existing trail networks. Still in the planning stage, the City of Longmont joined forces with Livewell Longmont, a community non-profit which promotes the well-being and health of Longmont denizens. The joint project took the form of took on a survey project to collect data regarding on how to best improve pathways for bicyclists and pedestrians in Longmont. Five Community Outreach Partners were deployed to collect 2000 surveys over the course of two months. City planners will use this data to inform decisions on potential infrastructure improvements.

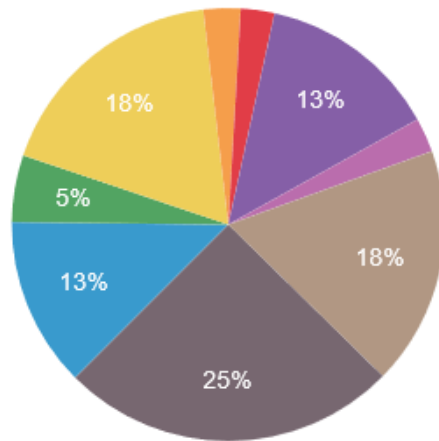
The Longmont Multi-Use Corridor Survey, active in February and March of 2018, exceeded its goal of 2000, ultimately garnering 2,462 surveys. We used a multi-modal approach collecting the survey. First, five Community Outreach Partners targeted the priority corridors—21<sup>st</sup> Ave., Mountain View Ave., Lamplighter Dr., and Gay St.—via door-to-door surveying and targeting community hubs. For instance, on 21<sup>st</sup> Avenue, Community Outreach Partners targeted all businesses at the intersection of 21<sup>st</sup> and Main St., as well as parks along the corridor such as the City of Longmont Dog Park #1, Carr Park, and Rough and Ready Park. We repeatedly tried to gain access to churches along the corridor (i.e. Calvary Church, the Church of Latter-Day Saints and Four-Square Church) without success.

Door-to-door surveying had relatively a low rate of success (people by and large refused to answer their doors) and it became increasingly apparent that surveying at community hubs garnered many more responses. We sought contacts at community hubs that were near the priority corridors and/or drew in active community members and/or attracted lower-income community members who disproportionately relied on walking or biking for their primary modes of transportation. Community hubs that met at least one of the aforementioned criterion included the OUR Center, the Youth Center, Centennial Pool, Community Food Share drop-off sites, the Memorial Center, the Recreation Center, Dizzy's, the Longmont Public Library, and parks (such as Thompson Park). In addition, we attended sundry community events that targeted our priority community members; we surveyed people at a Left Hand Brewery event for Longmont bike enthusiasts, a running event at Shoes and Brews, and a City of Longmont neighborhood leadership meeting. We made many attempts to access student opinions (since they, too, are a population that disproportionally bikes and walks for transportation) but after speaking with the SVVSD Communications Director, Planner, and ultimately Superintendent Dr. Haddad, we were ultimately told that no outside surveys were allowed.

In mid-March City of Longmont planners sent out a mass communication to Longmont neighborhood NextDoor subscribers. This netted a considerable amount of surveys in addition to the surveys already collected, and as we approached the 2000 survey goal it was decided that any additional surveys taken by our Community Outreach Partners needed to be gathered by going door-to-door to target the priority corridors. While attempts were made to go door-to-door, it again proved to be an inefficient means of collecting surveys; the vast majority of participants did not open their doors to the Community Outreach Partners, and most surveys gathered in this manner were garnered by approaching people who happened to be outside on their front lawns.

The data shows that there are clear consistencies across corridors insofar as biking and walking habits, predilections, and opinions; the aggregate data can for the most part be generalized to the individual corridors (some corridors, such as Emery, had a much smaller sample size, which made the data predictably somewhat less consistent; however, they still generally followed the larger trends). For this reason, the following data comes from the whole survey rather than discrete corridor survey data. A total of 35.65 percent of the survey takers reported living in or using the priority corridors of 21<sup>st</sup> Ave., Mountain View Ave., and Gay St.

What corridor do you currently live closest to or use most frequently?



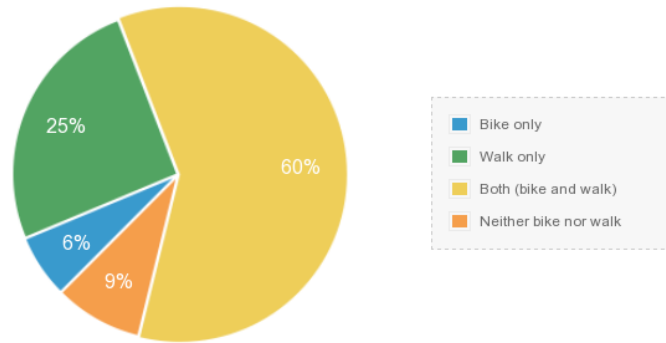
	Response Percent	Response Count
21st Avenue	12.68%	312
Gay Street	5.0%	123
Mountain View Avenue	17.97%	442
Emery Street	2.76%	68
1st/2nd Avenue	2.52%	62
3rd Avenue	13.5%	332
Oligarchy Ditch/Lamplighter Drive	2.56%	63
I don't identify with a specific corridor	17.85%	439

The majority of survey respondents reported being active; only 8.66 percent said that they neither biked nor walked, and the majority said they did both:



Do you currently bike or walk for transportation, recreation or exercise in Longmont?

Answered: 2460 Skipped: 1



The chief reasons for not walking or biking were “Other,” not having enough time, having physical limitations, and not having a bike (for the non-bikers).

Please specify why you do not currently use a bike (select all that apply):

	Response Percent	Response Count
I don't have time	15.41%	96
I don't have a bike	38.04%	237
I don't feel safe	17.01%	106
I have physical limitations that impact my ability to ride a bike	13.16%	82
Adequate routes or facilities don't exist	8.35%	52
Other (Please Specify)	23.6%	147

Please specify why you do not currently walk (check all that apply):

	Response Percent	Response Count
I don't have time	43.51%	67
I don't feel safe	3.25%	5
I have physical limitations that impact my ability to walk	10.39%	16
Adequate routes or facilities don't exist	9.09%	14
Other (Please Specify)	42.21%	65

Please specify why you do not bike or walk (check all that apply):

	Response Percent	Response Count
I don't have time	37.26%	79
I don't feel safe	12.74%	27
I have physical limitations that impact my ability to walk	22.17%	47
Adequate routes or facilities don't exist	11.79%	25
Other (Please Specify)	33.96%	72

Most bicyclists reported biking one to several times and week and most walkers reported walking at least once a day to a few times a week. In terms of feeling safe, the majority of bicyclists rated feeling a 3 or 4 out of 5 (with 5 feeling the safest) in Longmont generally, and a 4 or 5 out of five in their neighborhoods.

Insofar as actual or desired destinations, greenways (75%), parks (57%), downtown (46%), the grocery store (37%), work (26%), and school (18%) were the top picks for bikers. Similarly, walkers chose parks (63%), greenways and trails (61%), downtown (37%), the grocery store (33%), school (20%) and work (14%) as their top destinations.

When asked what their singular top choice was for feeling safer when biking, cyclists rated being completely separated from cars on a sidewalk or side path (40%), having a designated bike lane with pavement striping and signage (22%), and being separated from cars with some type of physical barrier (16%) as their top priorities. When they were able to choose any answer that applied in feeling safer, people who bike responded this way, with more sidewalks, side paths, and off-road trails (53%) at the top, followed by wider sidewalks, side paths, and off-road trails (41%), increased separation from cars (39%), and more trees and landscaping (35%):

Which of the following items would make you feel safer riding your bike in Longmont?  
(select all that apply)

	Response Percent	Response Count
Being completely separated from cars on a sidewalk or side path	64.41%	1001
Being separated from cars with some type of physical barrier (e.g. a protected bike lane)	47.23%	734
Having a designated bike lane with pavement striping and signage	55.15%	857
Reduced speed for cars I'm sharing the road with	22.65%	352
Being separated from pedestrians	19.63%	305
Having better road and railroad crossings and intersections	31.34%	487
Having more signage	21.88%	340
Having more education for cyclists	22.65%	352
Having more education for drivers	37.52%	583
Other (Please Specify)	11.07%	172

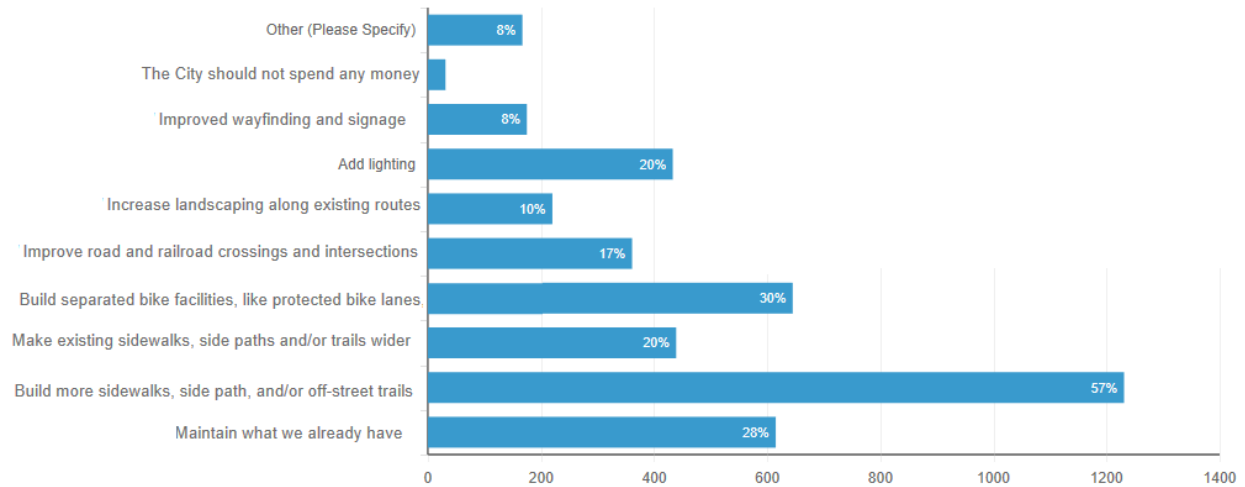
Surveyed walkers (choosing as many of these options as they wanted) would want to walk more frequently if the City of Longmont implemented more sidewalks, side paths, and off-street trails (53%), wider sidewalks, side paths, and off-street trails (41%), increased separation from cars (39%) and more trees and landscaping (35%):

Which of the following items would make you want to walk more in Longmont?  
(select all that apply)

	Response Percent	Response Count
Wider sidewalks, side paths, and off-street trails	40.57%	611
More sidewalks, side paths, and off-street trails	52.79%	795
More trees and landscaping	35.46%	534
Increased separation from cars	38.58%	581
Separation from bikes	16.47%	248
Better road and railroad crossings and intersections	19.12%	288
Benches	14.34%	216
More lighting	31.87%	480
I don't want to walk more	3.85%	58
Other (Please Specify)	10.29%	155

All survey respondents who reported walking and/or biking were asked if the City were to invest money to make improvements for pedestrian and bicyclists, where the money would best be spent. They were able to choose their top two priorities, and this is how they responded:

If the City were to invest money to make improvements for pedestrians and bicyclists, where do you think the money would best be spent? (select top two)



When asked if the City decides to repurpose the existing right of way to make improvements for pedestrians and bicyclists, which of the following would be the most important, respondents prioritized the provision of bike and pedestrian facilities on both sides of the street (47%), existing ROW landscaping be enhanced (35%) and existing ROW landscaping be preserved (23%):

If the City decides to repurpose the existing right-of-way (ROW) (which typically includes the street, sidewalks and tree lawns and/or landscaping strips) to make improvements for pedestrians and bicyclists, which of the following would be most important? (select top two)

	Response Percent	Response Count
Existing ROW landscaping be preserved	23.21%	545
Existing ROW landscaping be enhanced	34.67%	814
On-street parking be maintained on both sides of the street	17.67%	415
On-street parking be maintained on one side of the street	15.03%	353
Vehicular travel not be impacted	19.89%	467
Bicycle and pedestrian facilities be provided on both sides of the street	46.51%	1092
The City should not make improvements for pedestrians and bicyclists	2.94%	69
Other (Please Specify)	7.88%	185

The second portion of the survey addressed food security and access issues in Longmont. The majority of respondents (69%) reported being able to buy all the food they need in terms of produce, and this was fairly stable across all corridors. The biggest deterrent to eating fruits and vegetables was the cost of fruits and vegetables (18%), followed by time to shop for and/or prepare fruits and vegetables (8%).

Which of the following, if any, stops your family from eating the fruits and vegetables you need and/or want? (check all that apply)

	Response Percent	Response Count
Cost of fruits and vegetables	18.27%	429
Knowledge of how to prepare fruits and vegetables	4.86%	114
I and/or members of my family don't like fruits and vegetables	2.34%	55
Time to shop for and/or prepare fruits and vegetables	8.05%	189
Stores/Markets are too far or hard to get to	3.36%	79
Nearby stores stores/markets do not offer fresh fruits and vegetables	2.39%	56
Nothing – I/we can purchase all the food we need	69.85%	1640
Other (Please Specify)	6.22%	146

Which of the following food assistance programs, if any, have you or members of your household used in the last year? (Check all that apply.)

	Response Percent	Response Count
SNAP, also known as food stamps	6.98%	164
Food banks / food pantries/mobile pantries	8.26%	194
WIC	2.3%	54
Elder Share	0.64%	15
Charitable meal program or Charitable organization that provides meals	3.49%	82
Free or reduced school lunch and/or breakfast program	4.64%	109
Free summer meals for children at a local school, park, or church	1.96%	46
Nutrition program for the elderly, like Meals on Wheels	1.28%	30
None of the above	80.62%	1893
Other (Please Specify)	4.17%	98

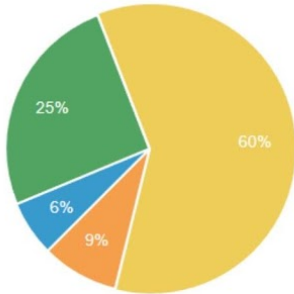
In terms of food assistance programs, the majority of respondents (81%) reported not using any of the listed programs. The most common assistance used were food banks/pantries and mobile pantries (8%), SNAP (7%), and free or reduced school lunch/breakfast (5%). It should be noted that since some survey respondents filled the survey out with the aid of a Community Outreach Partner, some participants may have reported not receiving assistance when in fact they do out of embarrassment. In numerous cases, for example, people who were at a food bank receiving assistance responded that they were not receiving assistance. Also, many who marked that they did receive assistance also replied that they did not have any barriers buying all the food they needed. It is not known why they answered inconsistently.

Because the City of Longmont is looking at ways to improve connections for bicycles and pedestrians in northeast Longmont, including along Lamplighter Dr. and the Oligarchy Ditch, there was an addendum survey for participants on this street. It found that 90% of participants in that area use their sidewalks, 55% did not think safety improvements were needed for bicyclists and pedestrians (45% did), and 65% of respondents would support changes to the street/sidewalk areas (ROW). In terms of satisfaction with on-street parking, 45% of Lamplighter respondents said they were satisfied, 15% would like more on-street parking, 10% said there was too much on-street parking, and 10% said they don't use on-street parking.

In summary, Longmont participants are an active group; 91% of participants surveyed reported biking, walking, or both, 64% of cyclists bike at least once a week, and 87% of pedestrians walk at least once a week. Participants make great use of our Greenways and parks but also walk and bike for transportation to downtown, parks, grocery stores, and schools. Respondents generally feel comfortable biking and walking in their neighborhoods but feel less safe ambulating in Longmont in general. When asked what their top choice was for feeling safer when biking, cyclists rated being completely separated from cars on a sidewalk or side path (40%), having a designated bike lane with pavement striping and signage (22%), and being separated from cars with some type of physical barrier (16%) as their top priorities. If the City were to invest money to make improvements for pedestrians and cyclists, the majority of respondents wanted more sidewalks built, followed by building protected bike lanes, then maintaining what we have. Most Longmont participants reported having enough money to buy all the fruits and vegetables desired, but many said that the cost of produce kept them from buying as much as they desired. The majority of Longmont respondents reported not receiving assistance, but food banks and SNAP were the two most used assistance programs.



# Walking & Biking in Longmont



We are active.



91 percent bike and/or walk

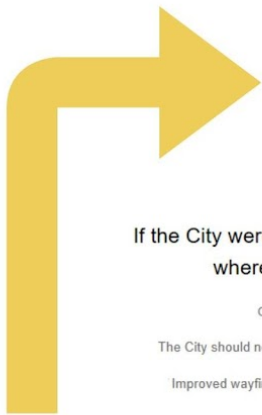
64 percent of cyclists bike at least once a week

87 percent of pedestrians walk at least once a week

We make great use of our Greenways and local parks but also walk and bike for transportation to downtown, parks, grocery stores, and school.

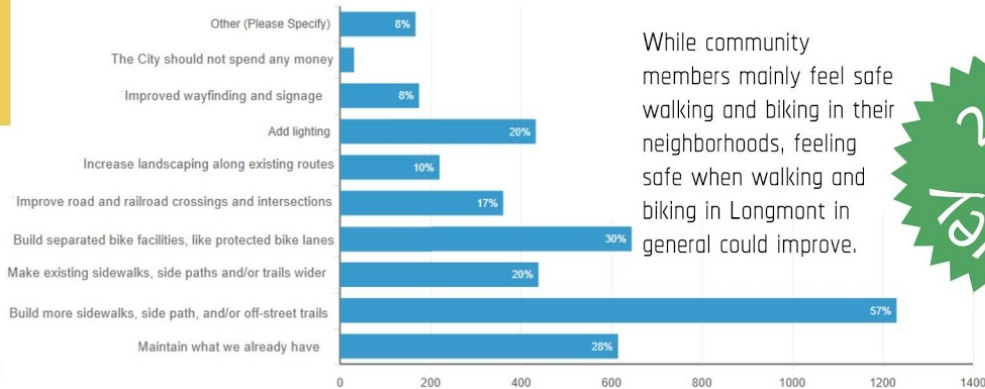
	Cyclists	Pedestrians
Greenway	75%	61%
Parks	57%	63%
Downtown	46%	37%
Grocery Stores	37%	33%
Work	26%	14%
School	18%	20%

When asked what their singular top choice was for feeling safer when biking, cyclists rated being completely separated from cars on a sidewalk or side path (40%), having a designated bike lane with pavement striping and signage (22%), and being separated from cars with some type of physical barrier (16%).



When improving ROW, having cyclist and biking facilities on both sides of the street and enhancing landscaping were the two top choices.

If the City were to invest money to make improvements for pedestrians and bicyclists, where do you think the money would best be spent? (select top two)



While community members mainly feel safe walking and biking in their neighborhoods, feeling safe when walking and biking in Longmont in general could improve.

