

Walking & Bicycling



Walking & Biking

People walking and bicycling are the most vulnerable travelers on the roadway.



All trips start and end with walking - whether you drive, take transit, or bicycle to your destination. Everyone is a pedestrian at some point in their travel journey.



The decision to walk or ride a bicycle is impacted by various factors such as the physical environment, individual preferences, recreational opportunities, a desire for physical activity and cost savings.



The rural areas along US 287 do not have dedicated walking and bicycling facilities. Plans to improve the comfort and safety of these modes of transportation within municipalities have been developed.

Traffic crashes involving a person bicycling or walking account for 3% of all crashes and 16% of all severe injury and fatal collisions on US 287.



Walking & Bicycling Next Steps

This study will identify feasible alignments of safe and comfortable bicycle facilities along the corridor, focusing on connections to existing and planned bicycle facilities and to key destinations.

The maps in the following pages present the existing walking and bicycling facilities in the US 287 corridor. Key observations from the analysis include:



Phase I public feedback emphasized the need for more comfortable crossings along the corridor.

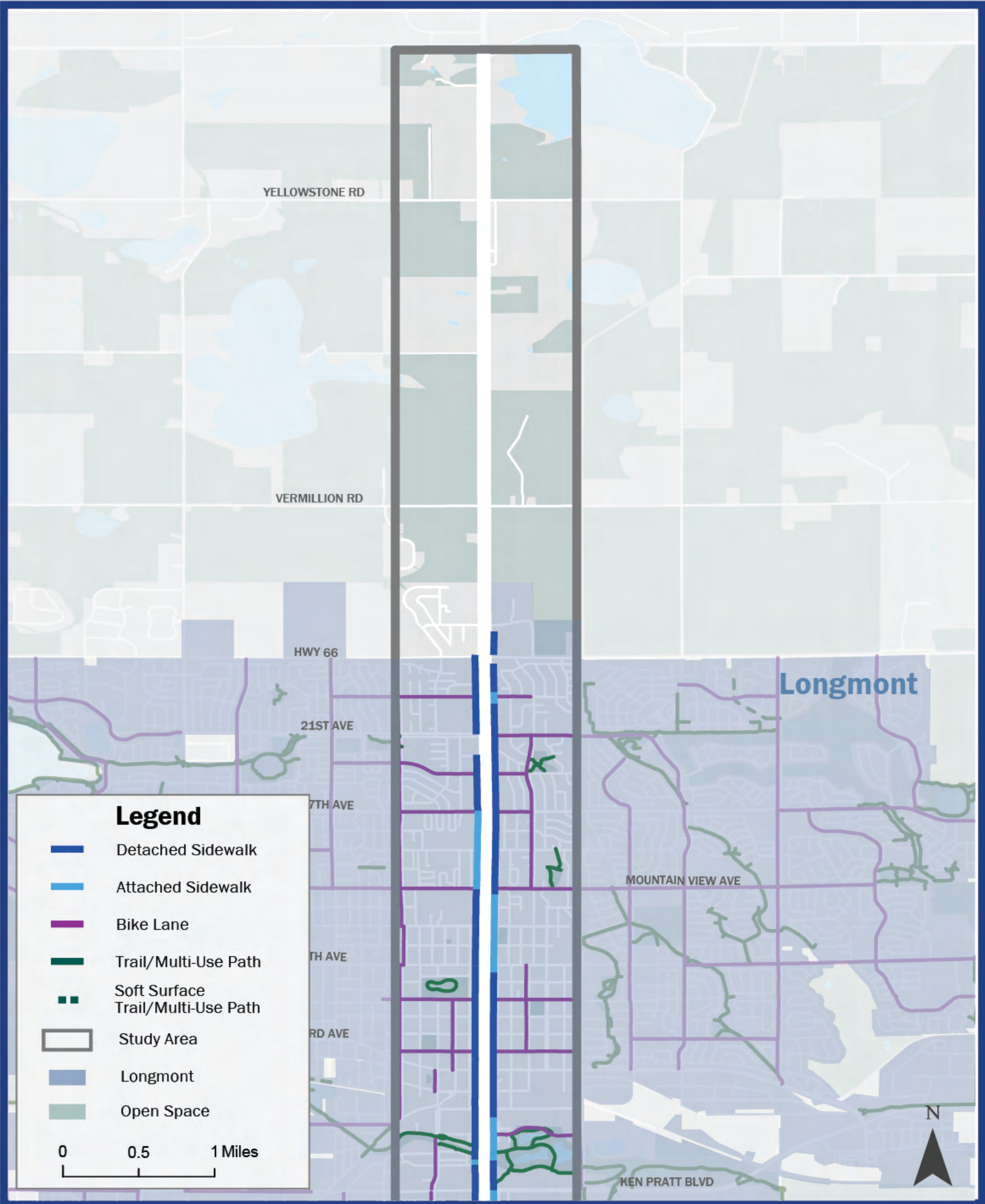


Sidewalks can be found in most of the urban sections of the corridor, however, many lack a landscaped or paved buffer between the travel lane and walking area.

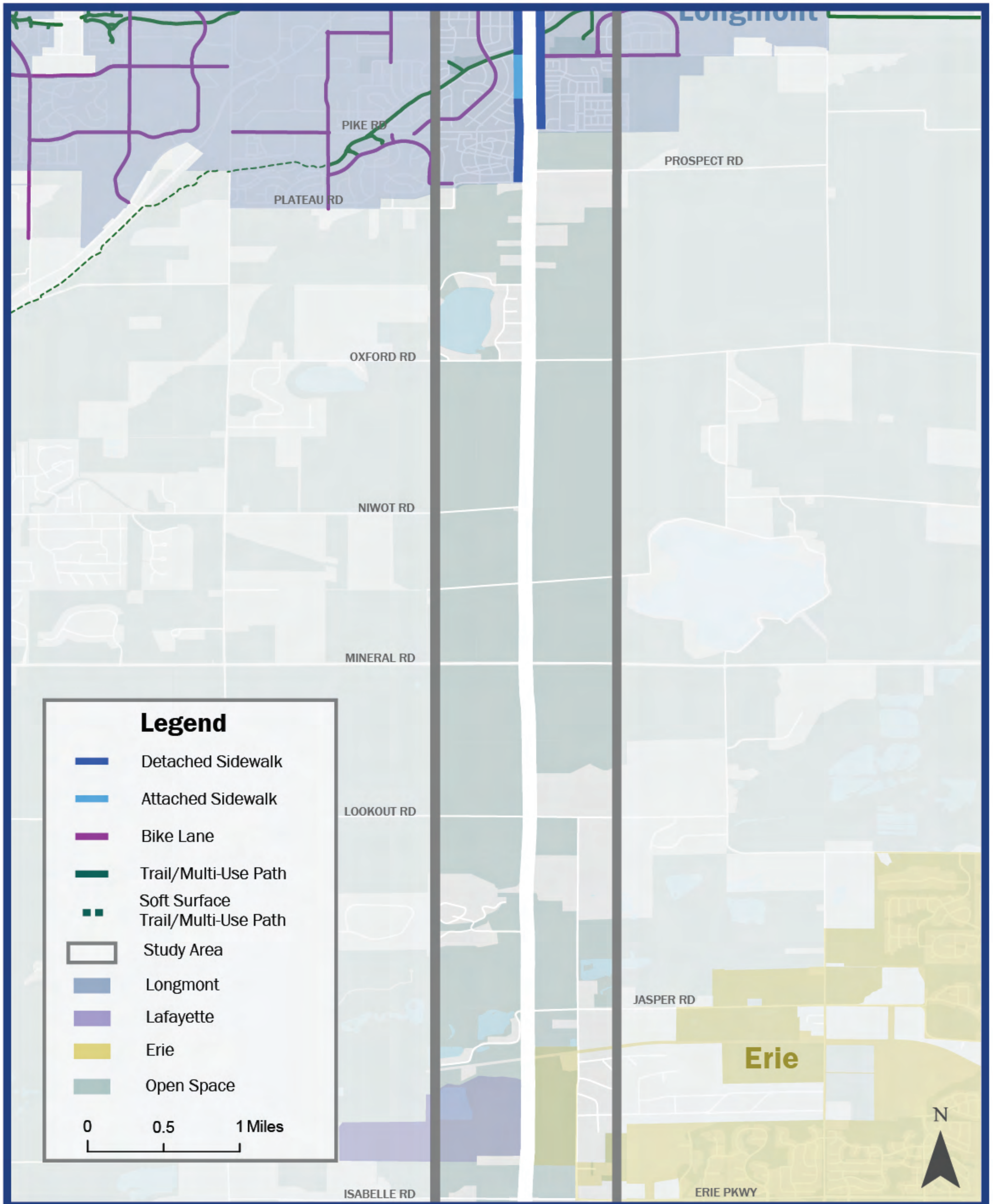


There are few north-south bicycle facilities along US 287 in the study area and members of the public, technical staff and elected officials expressed a desire for a separated pathway along the corridor.

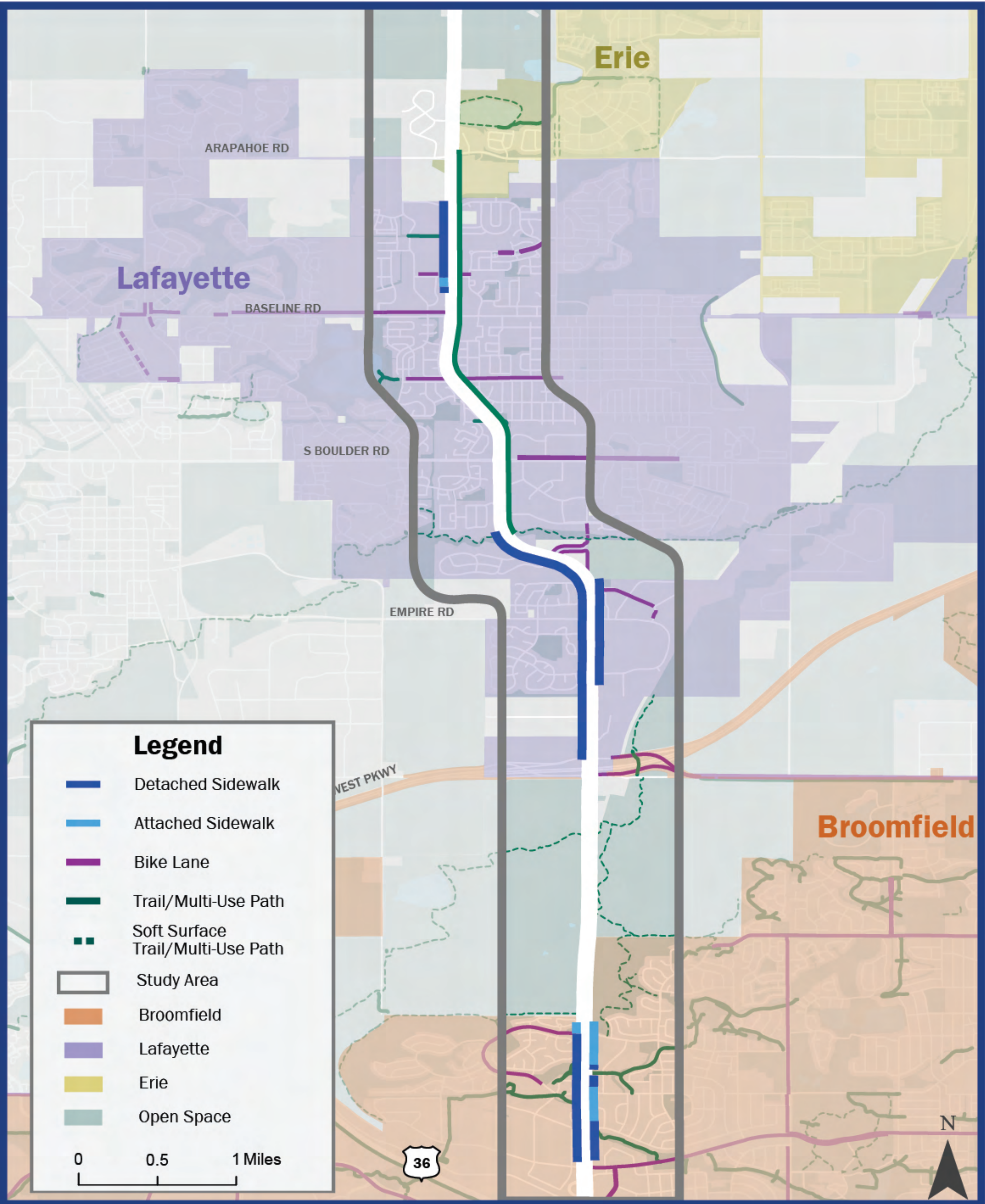
Ped & Bike Map: Northern Extent



Ped & Bike Map: Middle Extent



Ped & Bike Map: Southern Extent



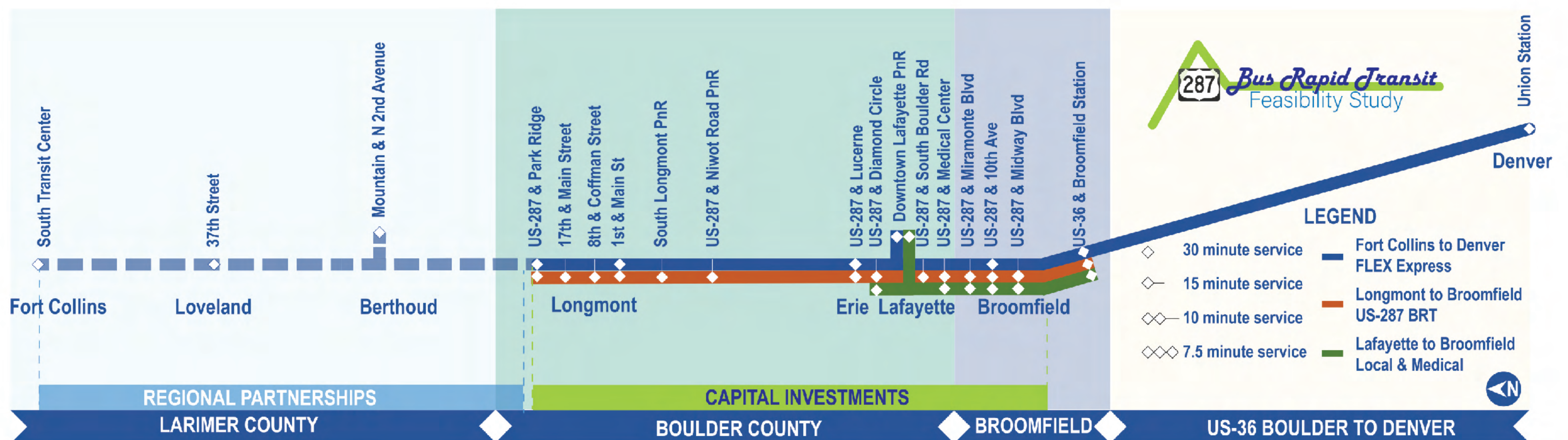
Transit



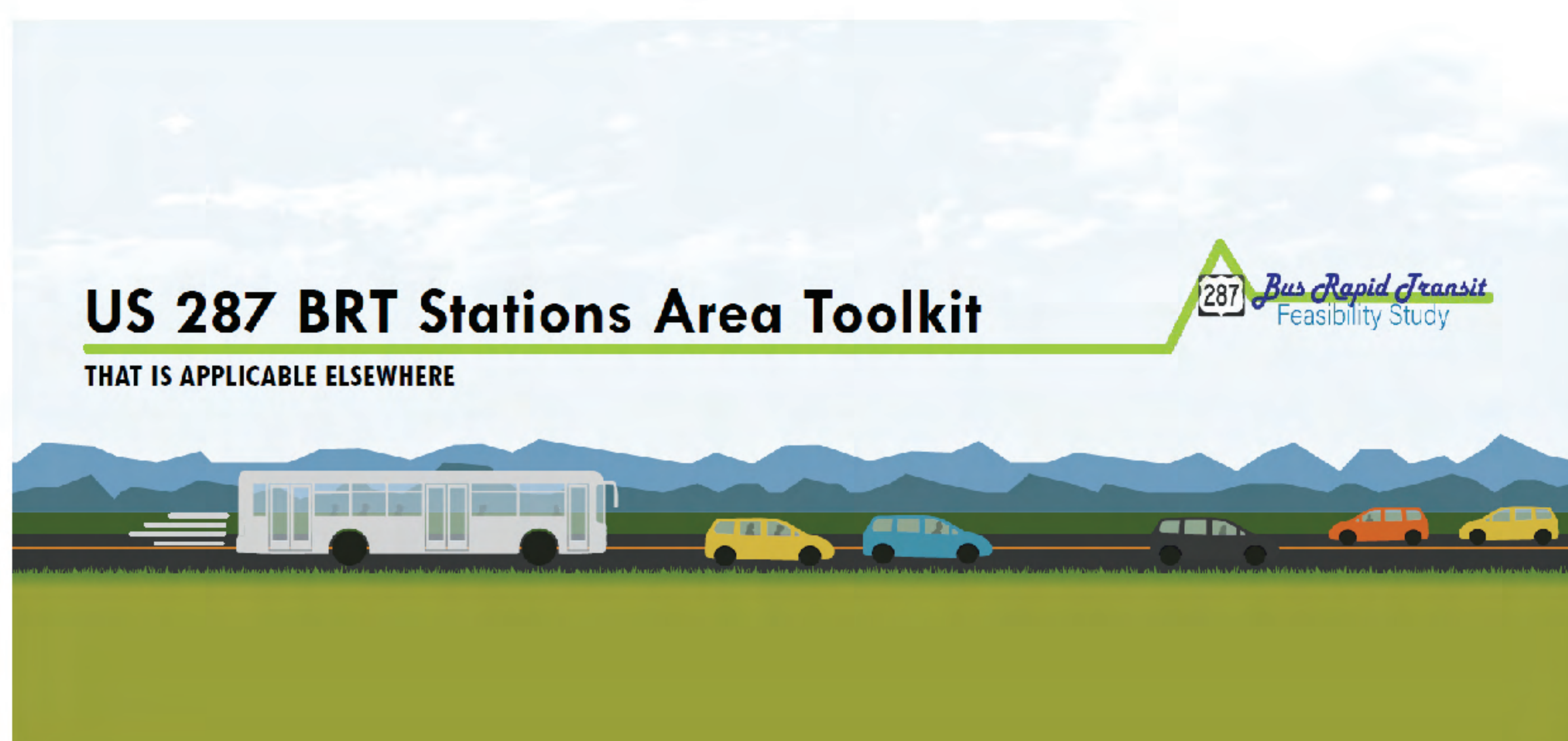
Transit Recommendations

The US 287 Bus Rapid Transit (BRT) Feasibility Study established a foundation for the current phase.

The study recommended three transit service patterns, depicted in the subway-style map below. *Note: North is to the left.*



The study suggested upgrading transit stations and developed a Stations Area Toolkit as a resource for future design considerations.



The study identified the need for intersection improvements for buses to avoid congestion, making riding transit more time competitive with driving a car. These recommendations will be integrated into the intersection safety recommendations developed in this study.

Transit Next Steps

The findings of the US 287 BRT Feasibility Study indicate that, with the appropriate investments, ridership could increase threefold from 2019 levels.



This study will conduct an evaluation of the First and Final Mile, with a focus on enhancing the safety and accessibility of the beginning and ending stages of a transit journey.



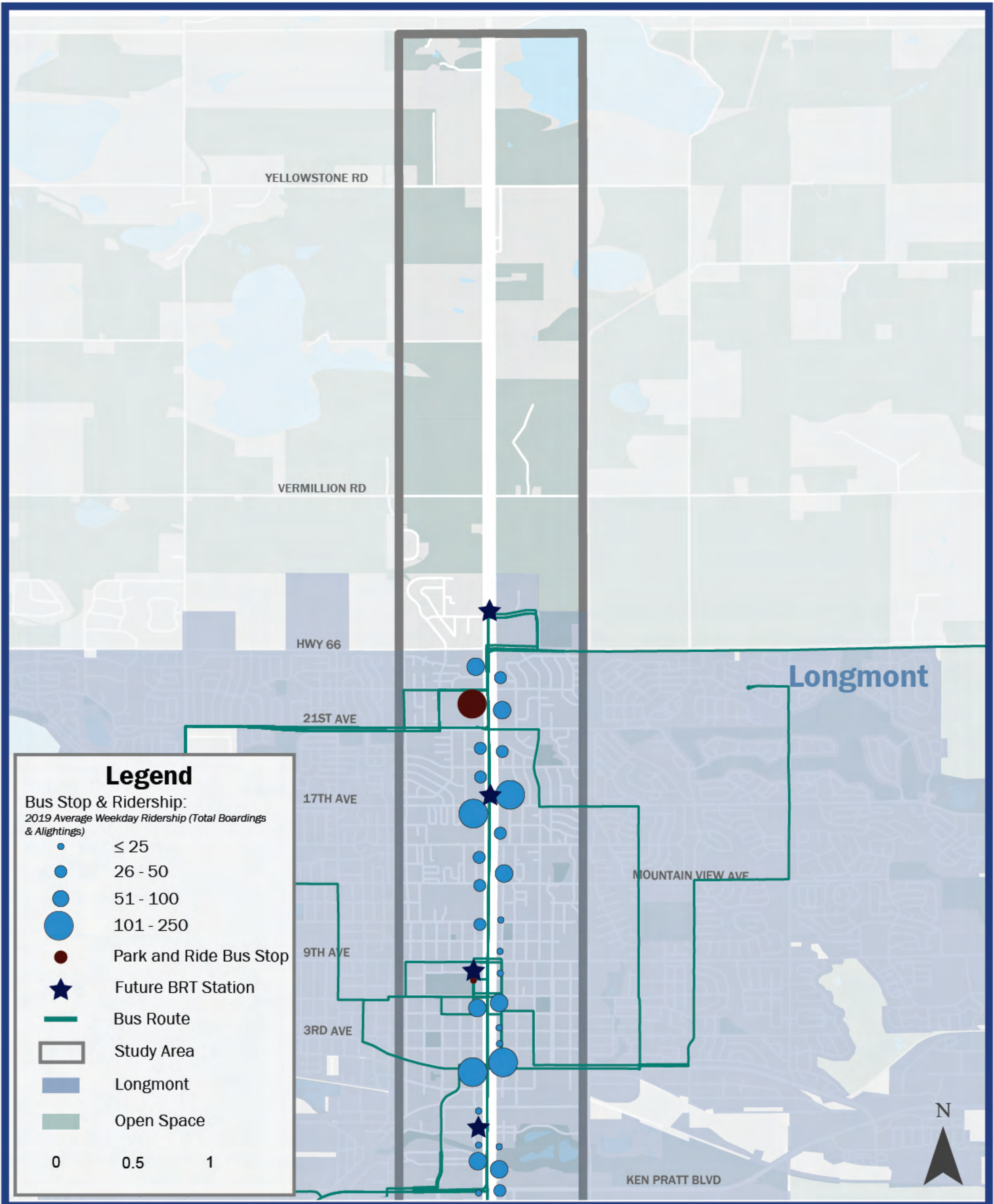
The evaluation will look at how people walking and bicycling are able to comfortably travel to and from transit stops and destinations.



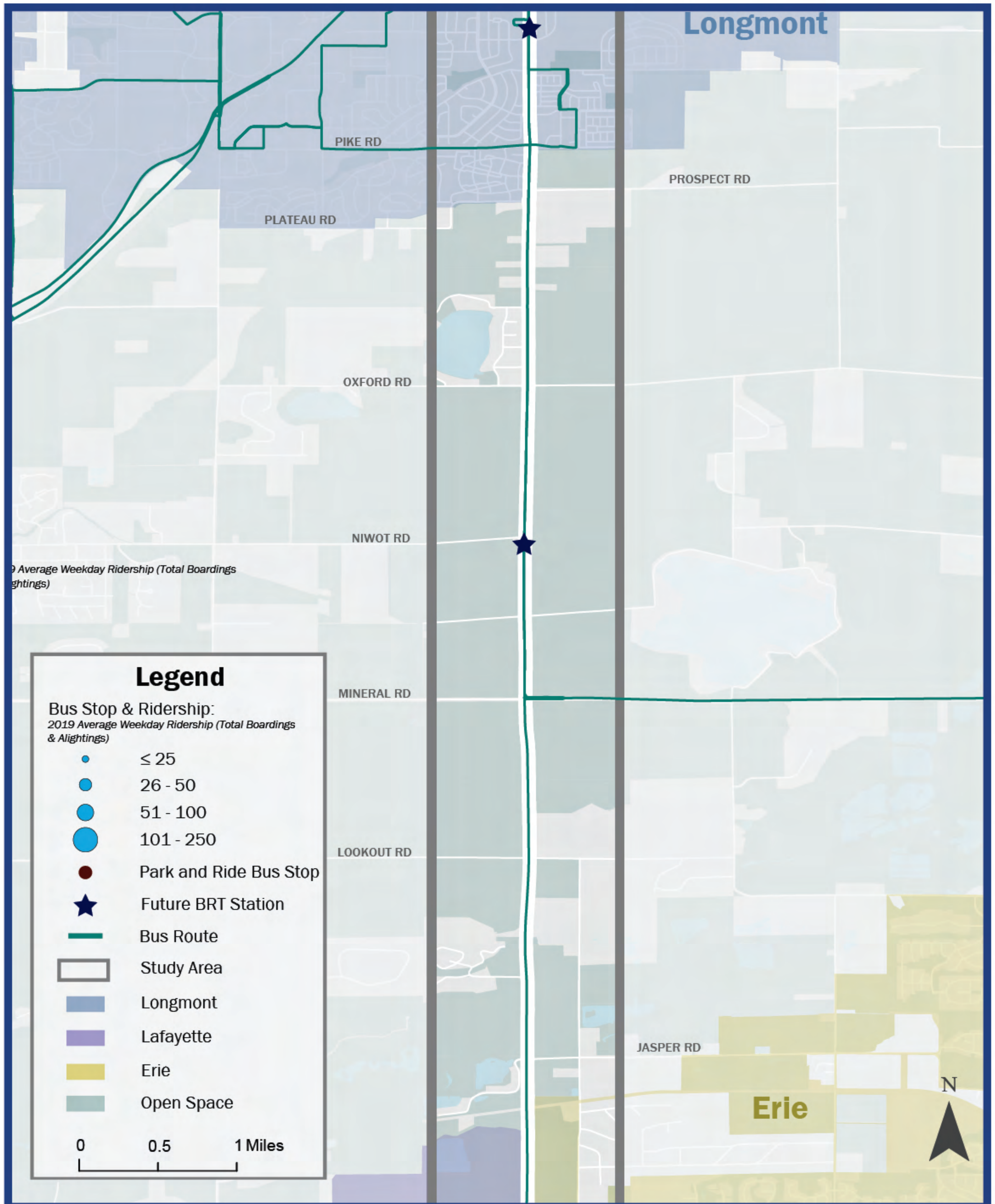
Projects that align with the goals of enhancing safety, optimizing operations, and improving transit will be prioritized for implementation.

The maps on the next pages show information about transit along US 287, including existing transit stops and routes, and the locations of planned BRT stops.

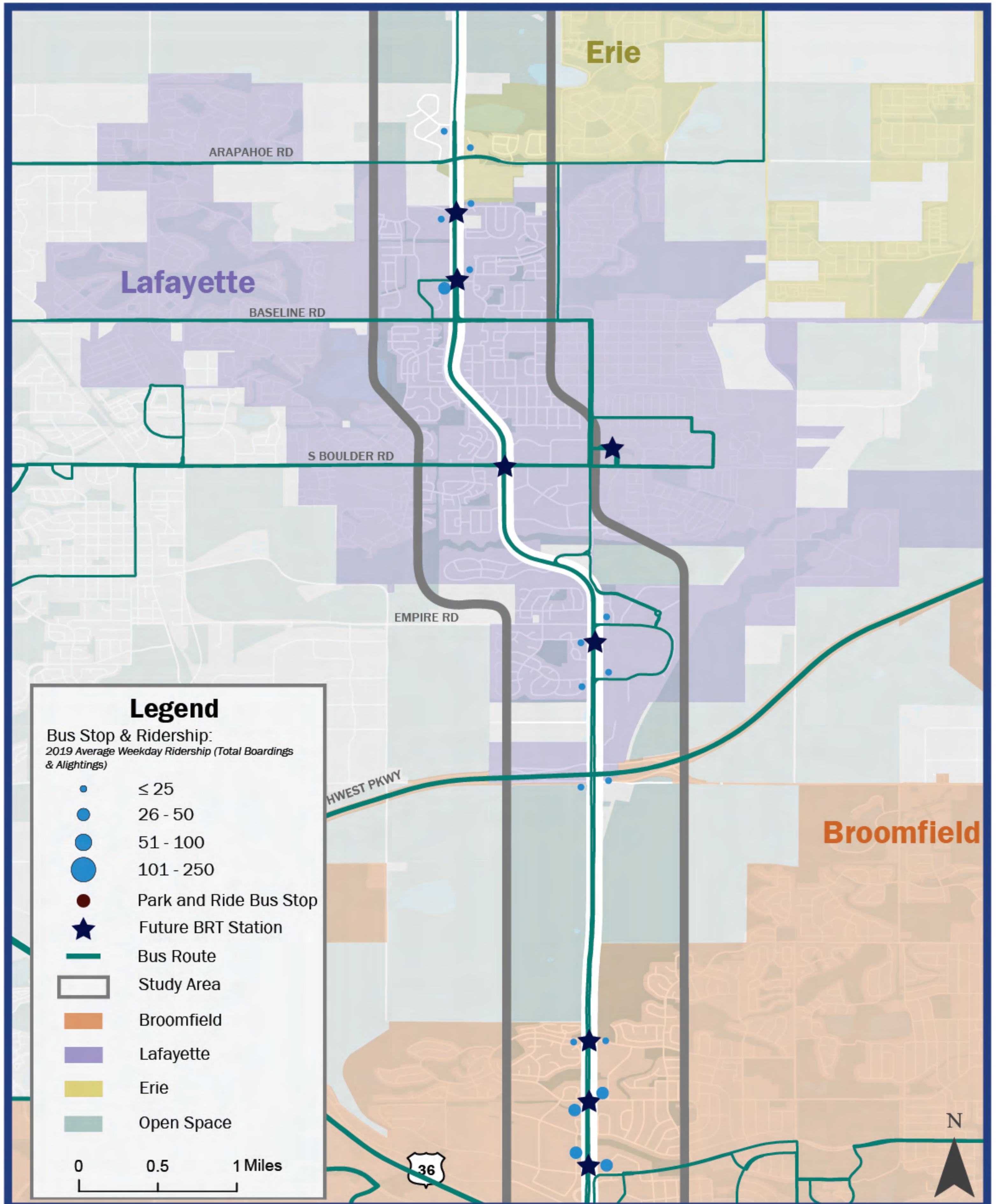
Transit Map: Northern Extent



Transit Map: Middle Extent



Transit Map: Southern Extent



Driving

US 287 is frequently traveled by vehicle. However, it's crucial to acknowledge that vehicles play a significant role in traffic crashes along the corridor.



There are 87 intersections in the study area.



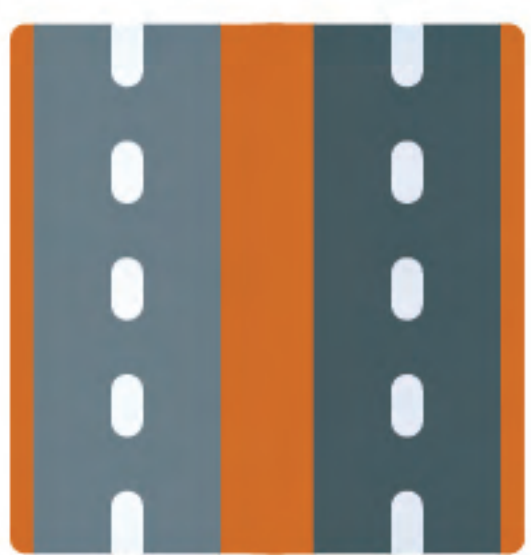
39 of the intersections are signalized.



48 of the intersections are controlled by a stop sign.



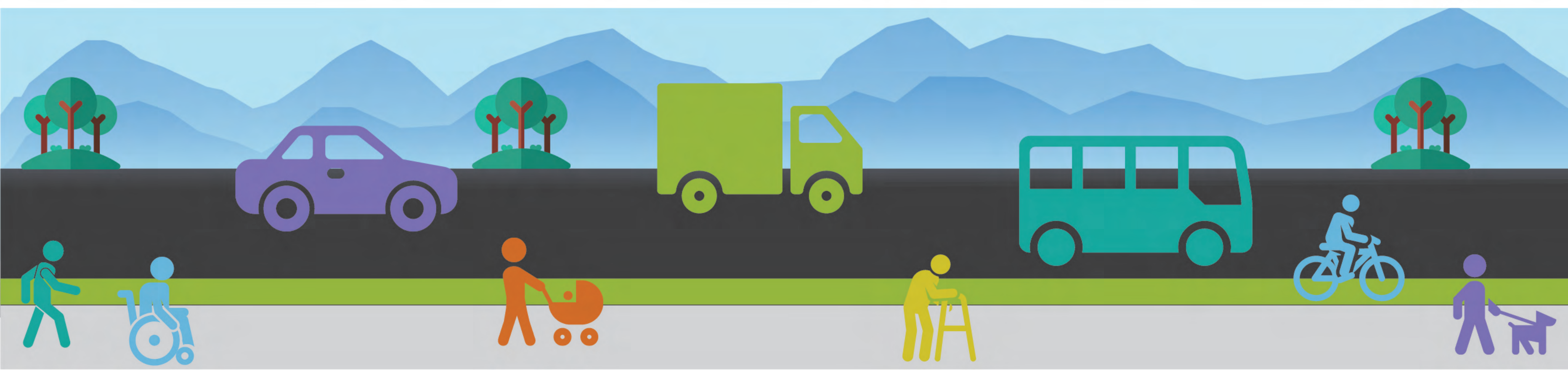
The daily traffic volume along US 287 ranges from 25,000 vehicles at its northern end to nearly 48,000 vehicles at its southern end.*



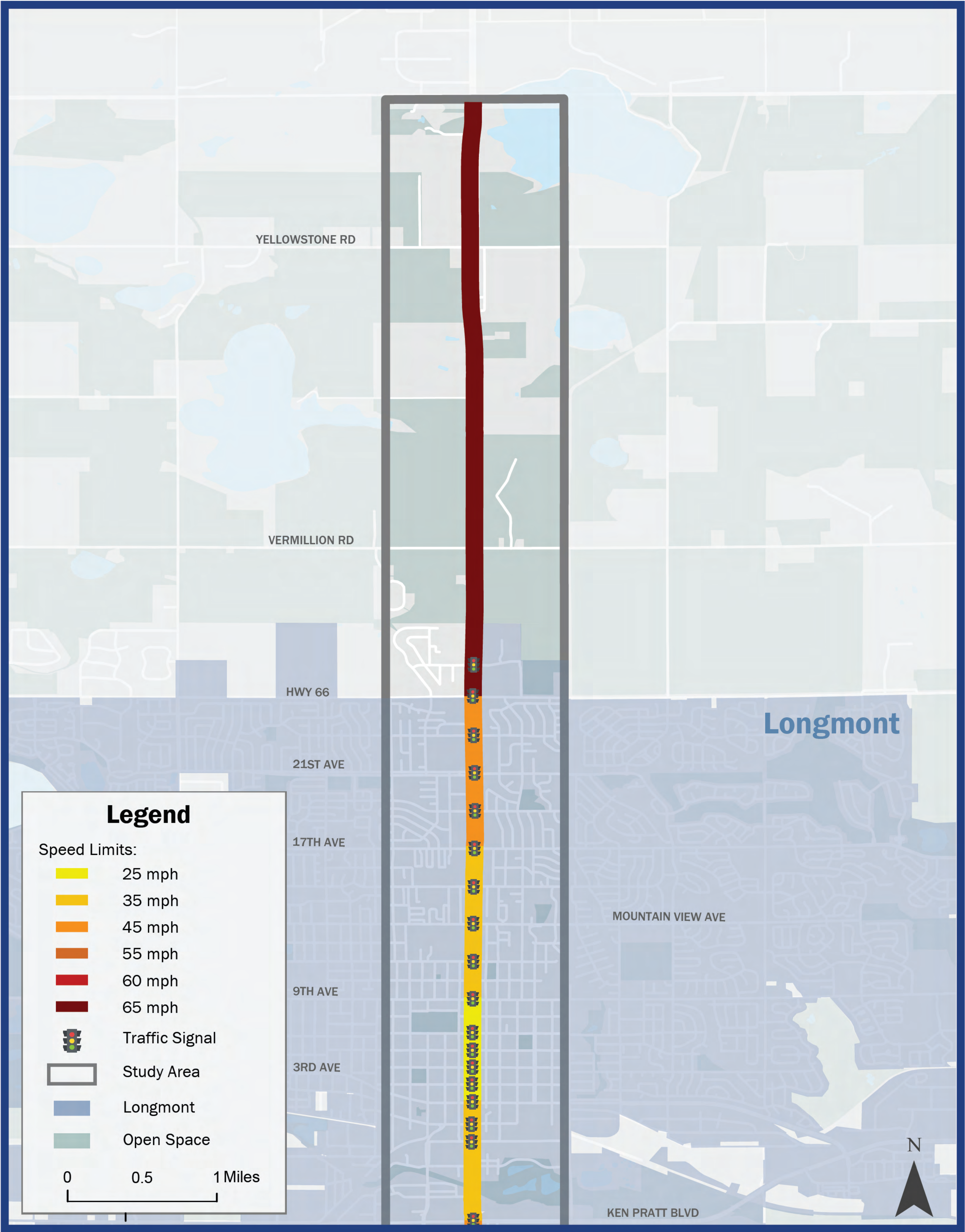
Approximately 7 miles, or 30 percent, of the 24 mile study area along US 287 has a median separating the northbound and southbound traffic.

* Source: Colorado Department of Transportation (CDOT), Average Annual Daily Traffic (2017-2019).

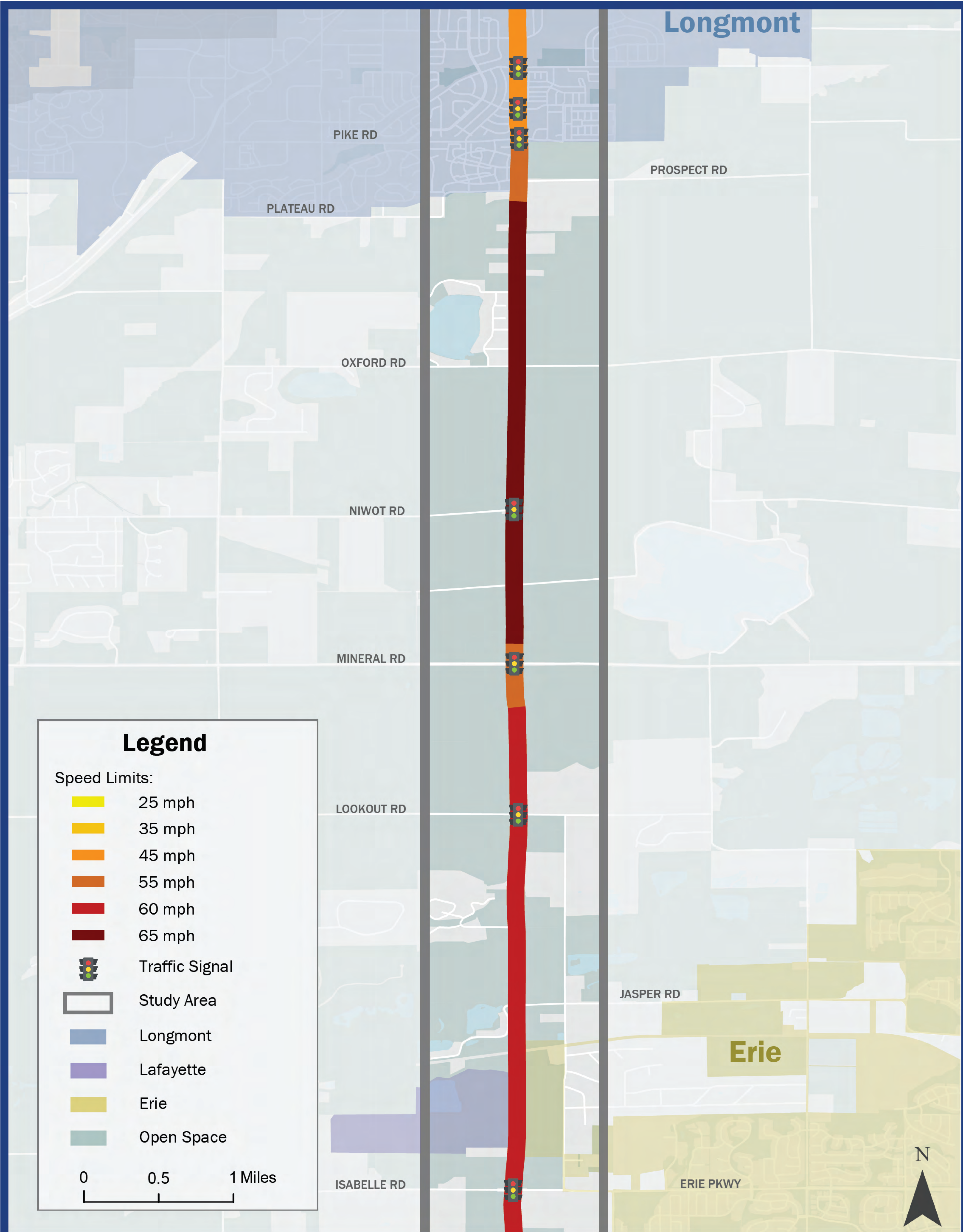
Driving



Signals & Speeds: Northern Extent



Signals & Speeds: Middle Extent



Signals & Speeds: Southern Extent

