

Engagement Summary

**Public Outreach
Spring 2023**



Public Engagement Summary of Input

During the first public engagement campaign of the US 287 Vision Zero Safety & Mobility Study, a virtual meeting room was available from February 28 – March 19, 2023 for the public to learn about the study's background, goals, timeline, and safety and mobility analysis results to-date. The meeting also collected public feedback through a comment form, survey, and interactive map.

Primary Engagement Goals

- ▶ Identify public priorities for eliminating fatal and serious accidents
- ▶ Gather feedback on locations and types of multimodal safety concerns
- ▶ Understand key destinations along the US 287 corridor

PUBLIC INPUT & ENGAGEMENT

91 open-ended responses

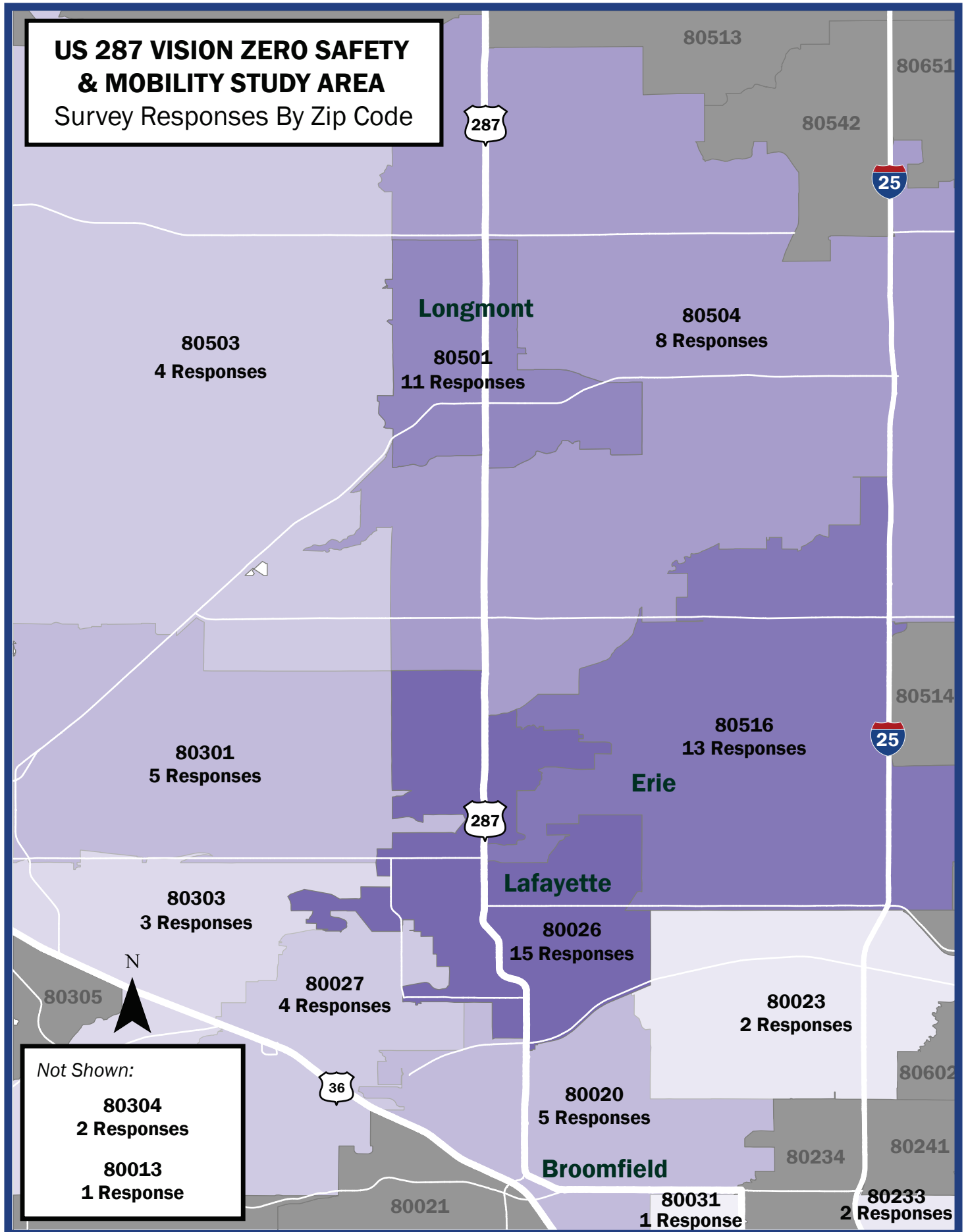
38 purpose and need survey responses

43 map comments **36** likes/dislikes

14 zip codes represented
Top three zip codes: 80026, 80516, 80501



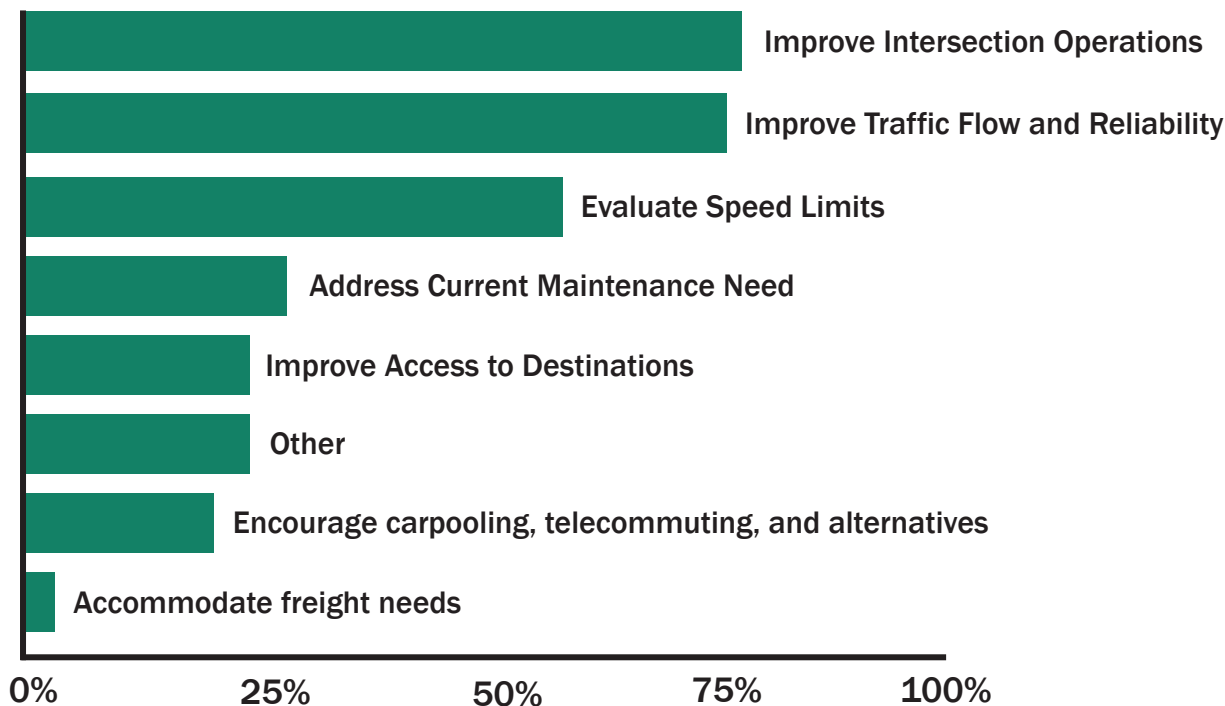
Survey Responses by Zip Code



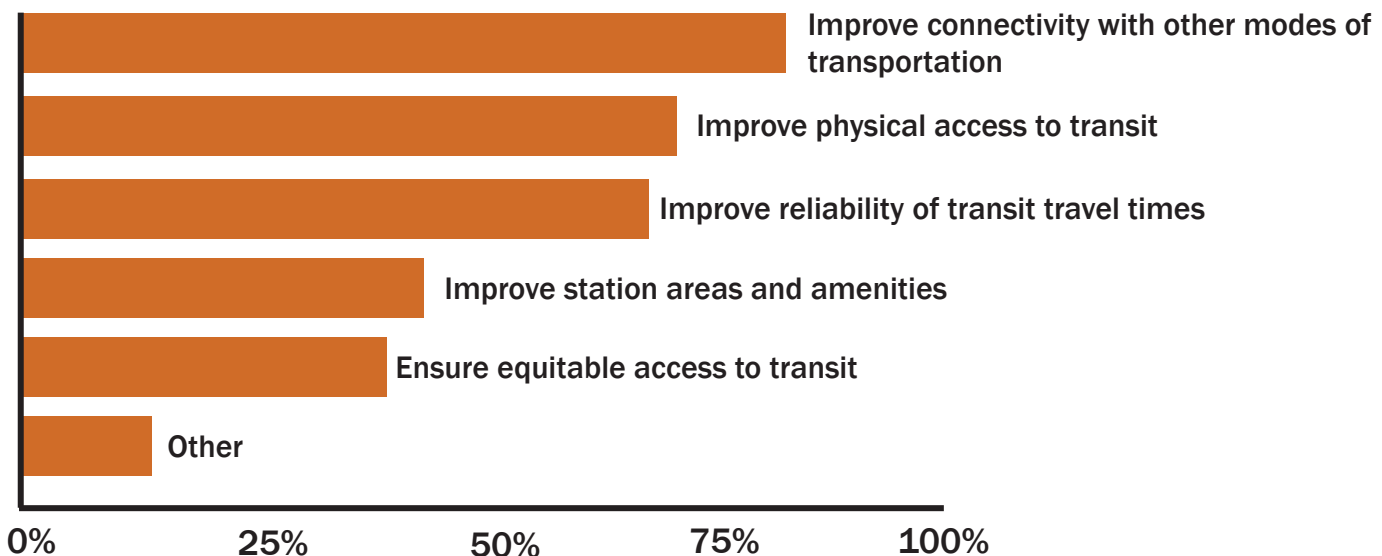
Purpose and Need Survey

A survey was administered to gather feedback on safety improvements needed to support people walking, driving, rolling, taking transit, and driving on US 287. Responses will inform the project's Purpose and Need Statements, which are required on applications for federal grant opportunities and construction funding.

Question 1: Regarding motorized traffic (cars, trucks, freight), what are the best ways to eliminate fatal and serious injury crashes? (Please select three).

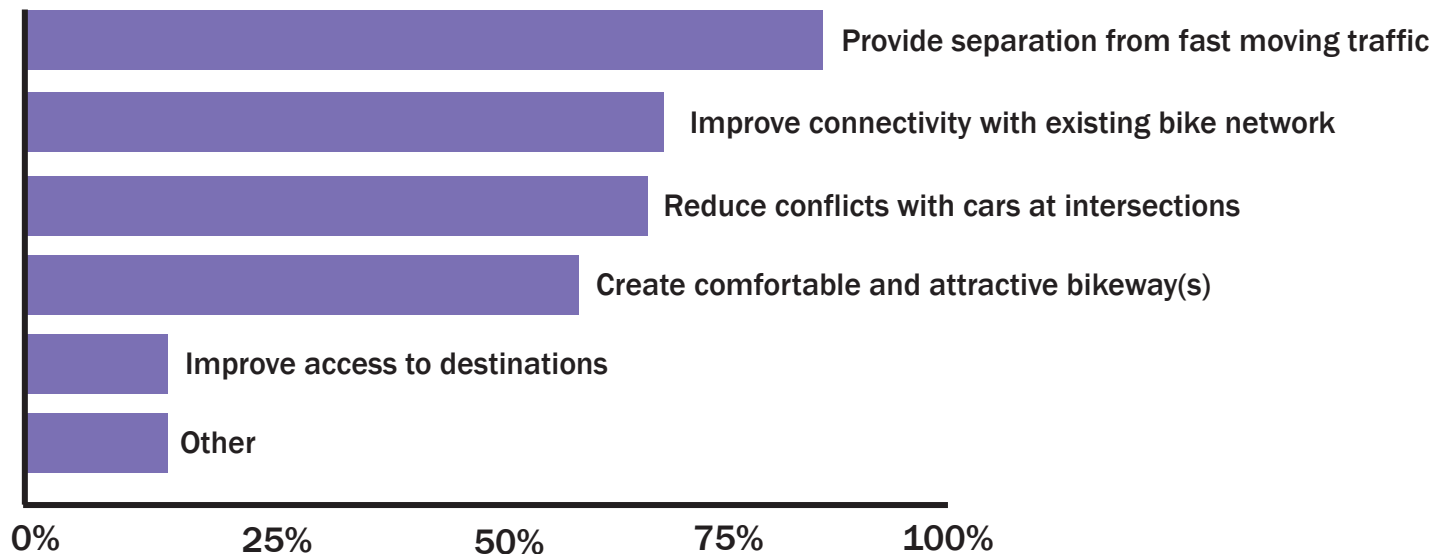


Question 2: The US 287 Bus Rapid Transit Feasibility Study sought transit-related service enhancements and capital investments. The US 287 Vision Zero Safety & Mobility Study will recommend safety improvements. How can the goals of these two studies be integrated? (Please select three).

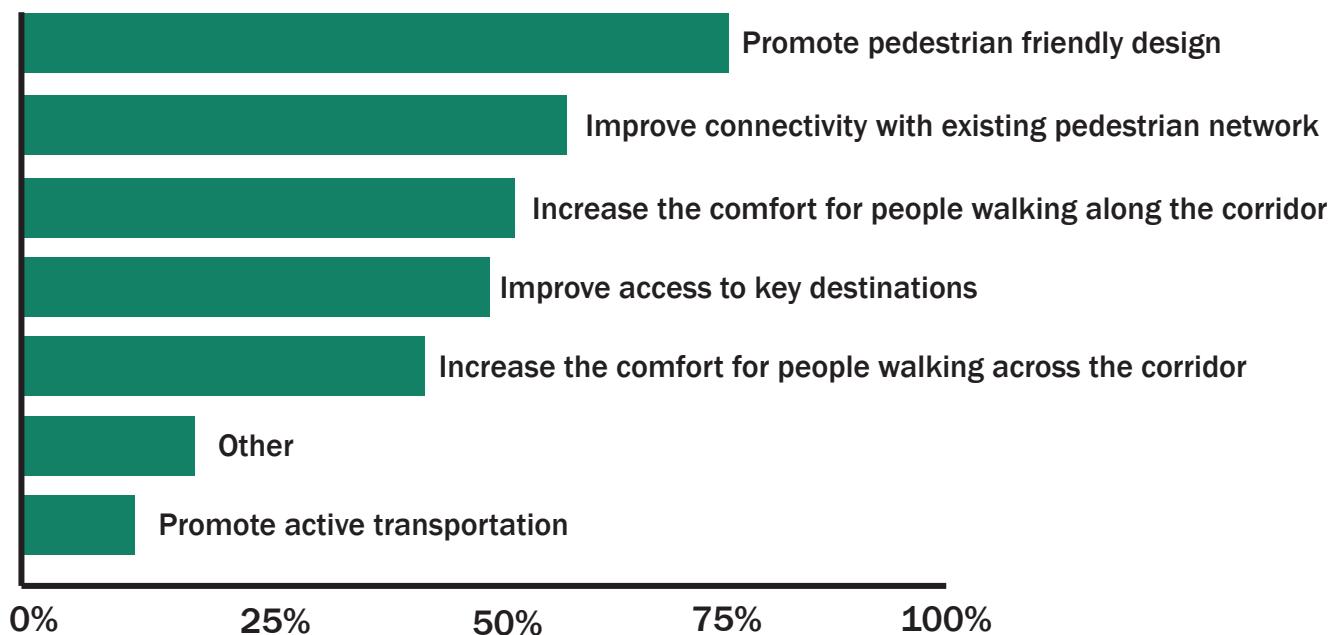


Purpose and Need Survey

Question 3: How can we best eliminate fatal and serious crashes for bicyclists? (Please select three).



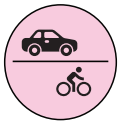
Question 4: How can we best eliminate fatal and serious crashes for people walking and rolling along the corridor?



Public Input Themes

Public feedback was submitted through the comment form, survey, interactive map, and direct outreach to project staff. The input was categorized into 10 themes to track community sentiment around improvement priorities. The distribution of comments by theme is organized from highest to lowest percentage on the following two pages (some comments touched on multiple themes and were sorted into more than one theme category). Comments submitted through the interactive map were also organized into the themes and shown on a map at the end of the summary.

15%



Separated Multimodal Facility

The most regularly mentioned theme from the community comments was a desire for separated facilities for multimodal travelers, creating a buffer from high-speed traffic along the corridor.

"When speeds are above 45...I feel uncomfortable being on a road shoulder no matter how wide it is. It needs to be a physically separate bike path at that point."

14%



Speed Limit Enforcement

Along many sections of the corridor, speed limits are not adhered to, which many feel leads to more dangerous conditions.

"Support safety by consistently enforcing speed limits and traffic rules."

14%



Median

Emphasis was placed on the importance of a median or barrier to separate northbound and southbound lanes on US 287.

"The most efficient means of separating the oncoming traffic would be rumble strips and concrete lane barriers."

13%



Multimodal Connectivity

Requests were made to increase multimodal connectivity along the corridor, such as through providing safe and comfortable connections to destinations.

"There is no sidewalk on the west side of Highway 66 to the businesses on the southwest corner of Highway 287. This forces walkers to cross 287 twice at intersections where the speed limit is 60 miles per hour."

Public Input Themes

12%

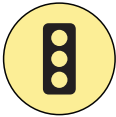


Pedestrian Safety

There was a desire for increased pedestrian safety using solutions such as grade separated crosswalks and accessibility enhancements at intersection crossings.

"Any crosswalk that crosses 287 HAS to have lights, sound, or a signal of some kind."

12%



Traffic Signal Operations

Better signal timing was cited for its potential to improve traffic flow and reduce dangerous driving conditions along the corridor.

"Reduce 'yellow light speed up' syndrome."

12%



Vehicular Operations

Specific safety concerns along the corridor and at/or approaching intersections were shared, highlighting unclear driver expectations and unsafe driver behaviors, such as at locations where lanes merge.

"Left turning traffic out of Walmart on 287 at Parkridge Ave frequently turns wide, hitting traffic coming out of the Willis heights neighborhood."

4%



Education

Public education could help reduce the dangerous behaviors that most commonly lead to crashes.

"Some of it seems cultural - humans behaving recklessly and without regard for anyone else's life or safety."

4%



Roundabouts

A handful of respondents stated the potential value of replacing signalized intersections with roundabouts.

"Selective use of this option [roundabouts] would be most effective at a few undeveloped intersections."

2%



Weather Impacts

Site specific safety concerns related to weather were identified.

"Snow is consistently plowed into the sidewalks preventing pedestrian traffic without using the busy highway."

Map Survey Responses

US 287 VISION ZERO SAFETY & MOBILITY STUDY AREA

Map Survey Responses by Theme

Legend

Survey Response Theme:



Median



Speed Limit Enforcement



Traffic Signal Operations



Weather Impacts



Pedestrian Safety



Separated Multimodal Facility



Vehicular Operations



Multimodal Connectivity



Study Area



Longmont



Erie



Lafayette



Broomfield



Boulder County

0 2.5 5 Miles

