

Where We Have Been



Corridor Background

Multiple studies have identified safety, mobility, and transit service improvements as priority investments for the US 287 corridor.

US 287 Corridor

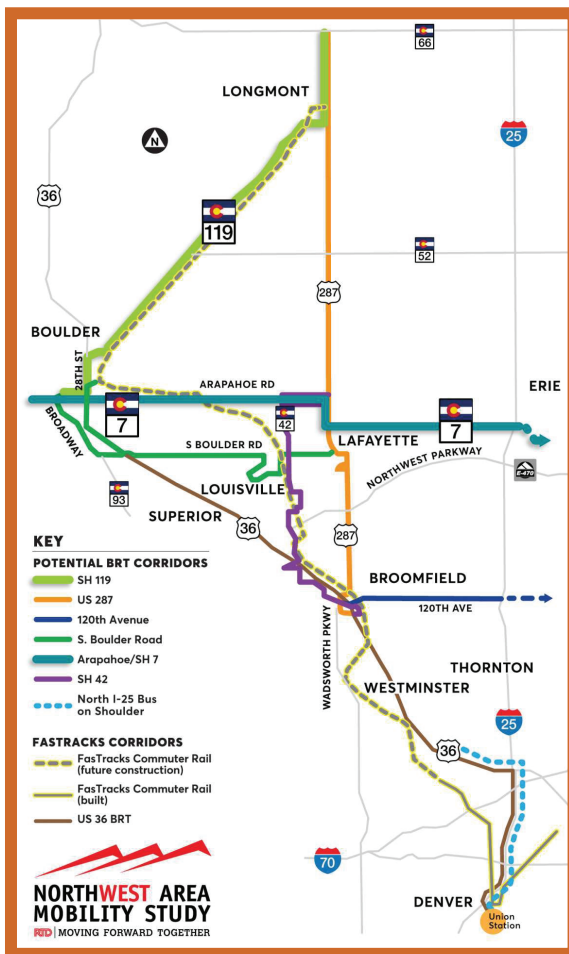
- 24-mile study area
- Vital north-south corridor parallel to I-25
- Five jurisdictions: Boulder County, City and County of Broomfield, Erie, Lafayette, and Longmont
- Identified in the 2014 Northwest Area Mobility Study (NAMS) as having high potential for regional Bus Rapid Transit (BRT)
- Recognized in Boulder County's Vision Zero Action Plan as a high-priority for safety improvements
- Denver Regional Council of Governments (DRCOG) High Injury Network (HIN) and Critical Corridor



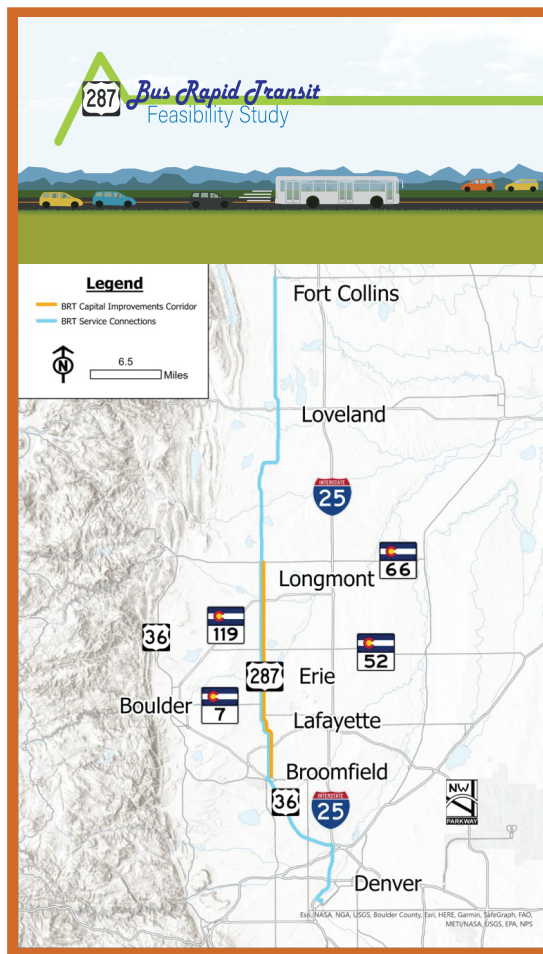
Previous Studies

There have been numerous past planning studies on this corridor

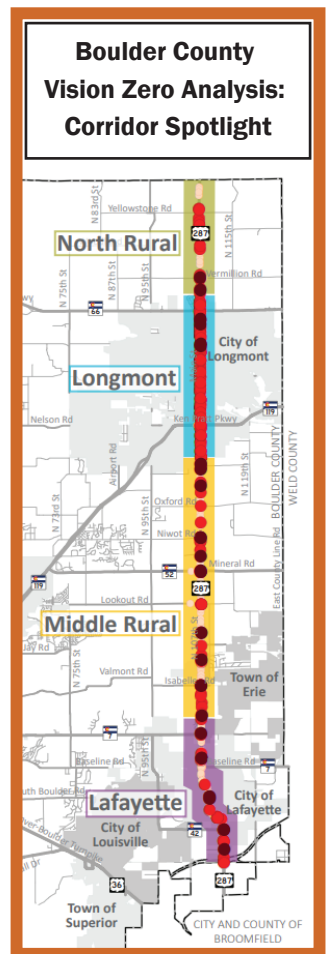
**RTD Northwest Area
Mobility Study**



**287 Bus Rapid Transit
Feasibility Study**



**Boulder County
Vision Zero Analysis**



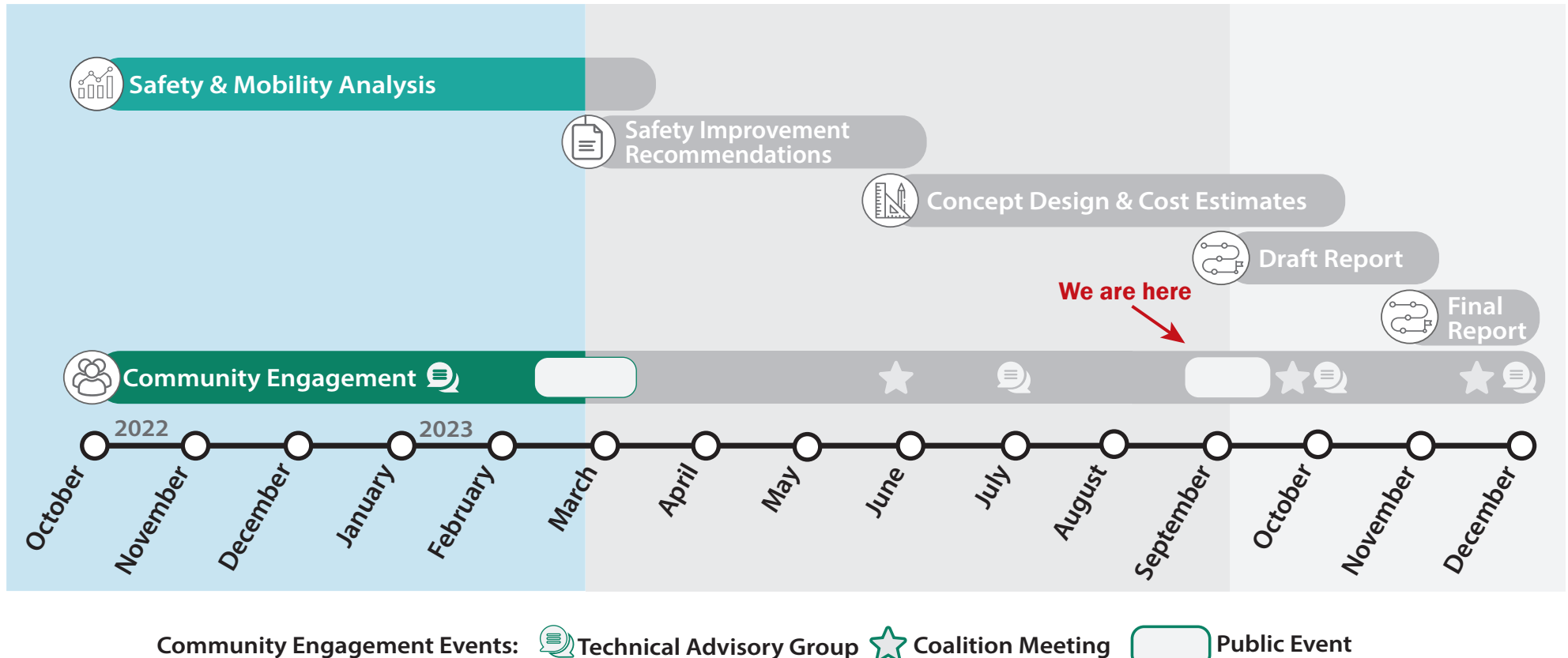
[Click here for more information about previous planning studies.](#)

Project Timeline

Where We Have Been

Where We Are

Where We Are Going



In the first Open House, we presented the results of the safety and mobility analysis, including detailed maps showing existing mobility facilities and where crashes are occurring.



Public Engagement Summary of Input

During the first public engagement outreach 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

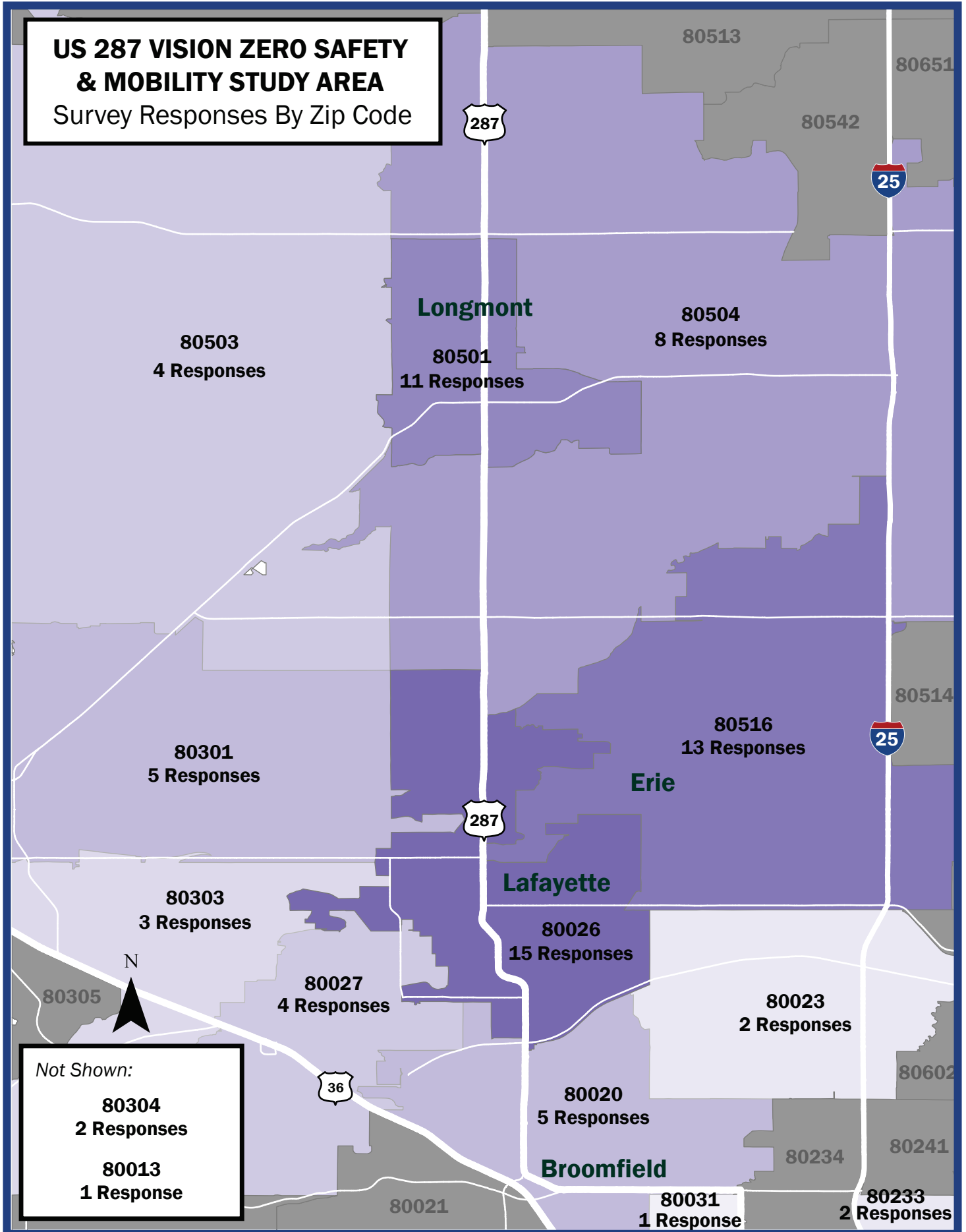
38 purpose and need survey responses

43 map comments **36** likes/dislikes

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



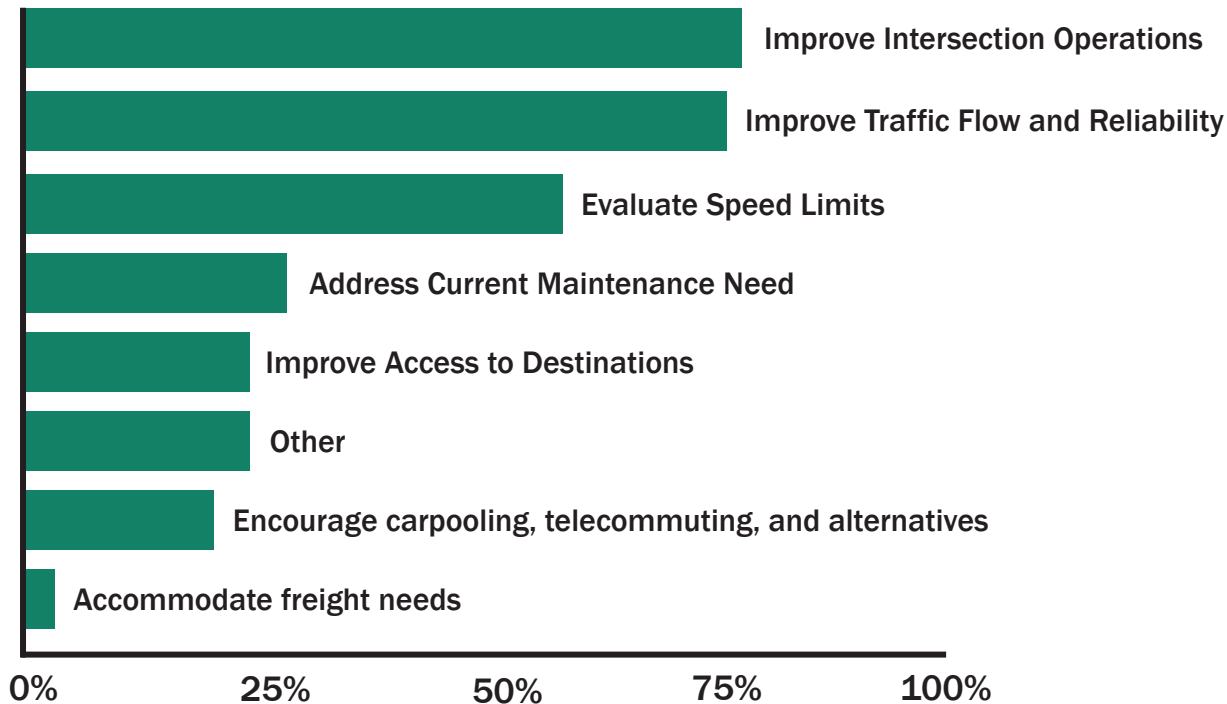
Survey Responses by Zip Code



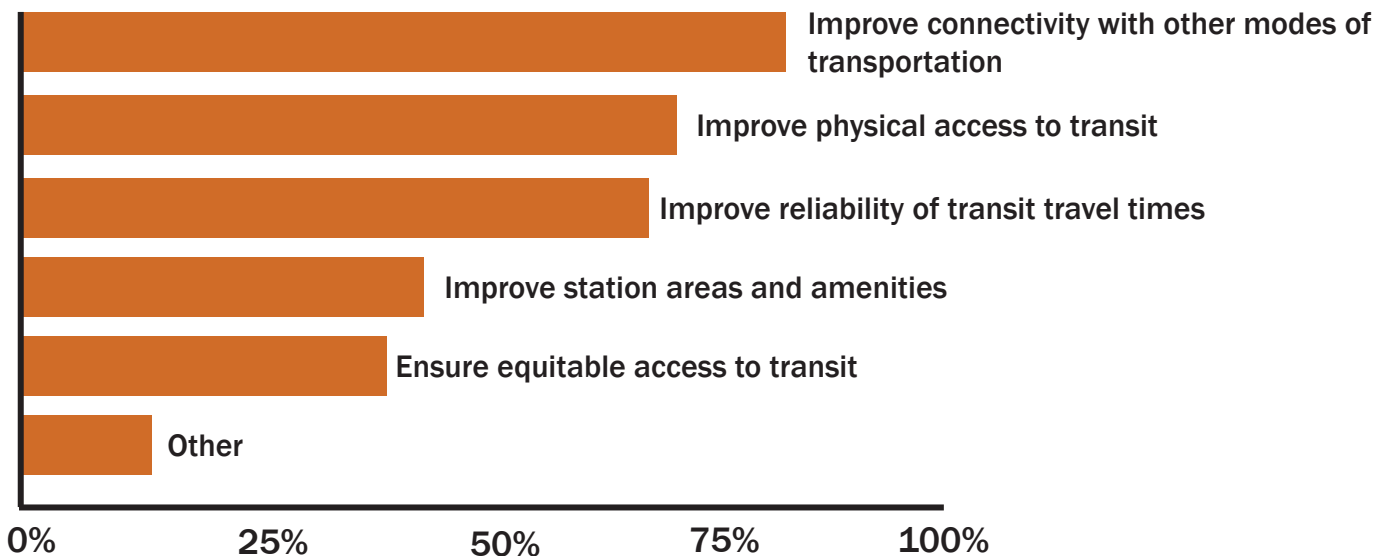
Purpose and Need Survey

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).

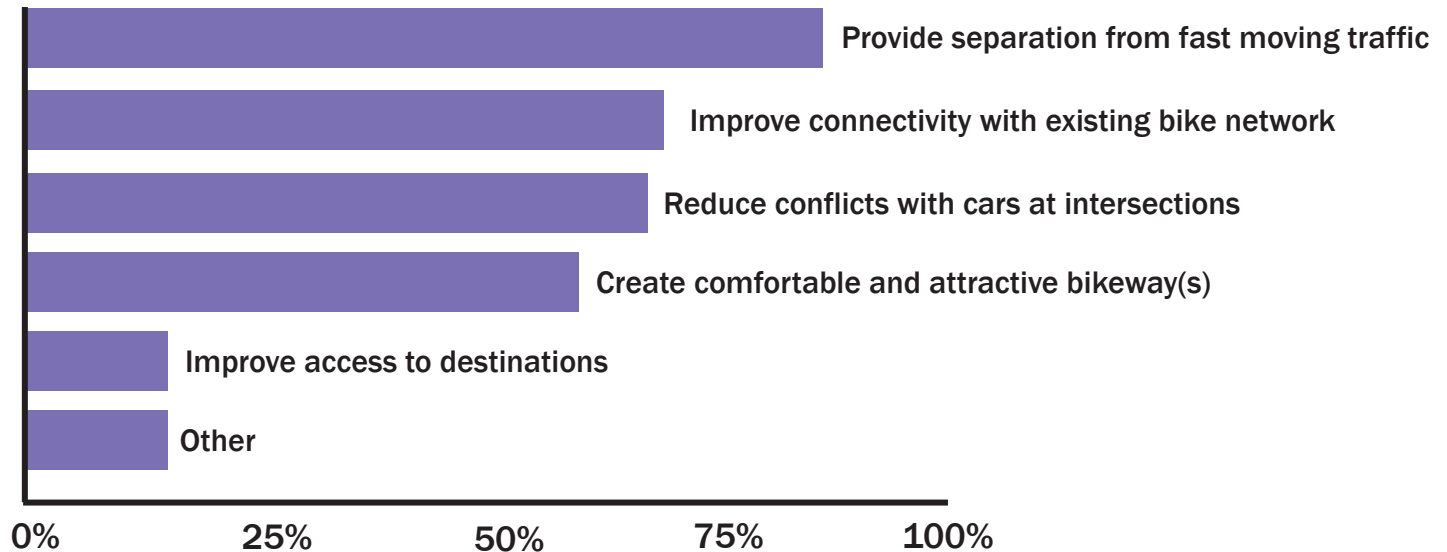


Question 2: The US 287 Bus Rapid Transit Feasibility Study sought transit-related service enhancements and capital investments. The US 287 Vision Zero Safety & Mobility Study will recommend safety improvements. How can the goals of these two studies be integrated? (Please select three).

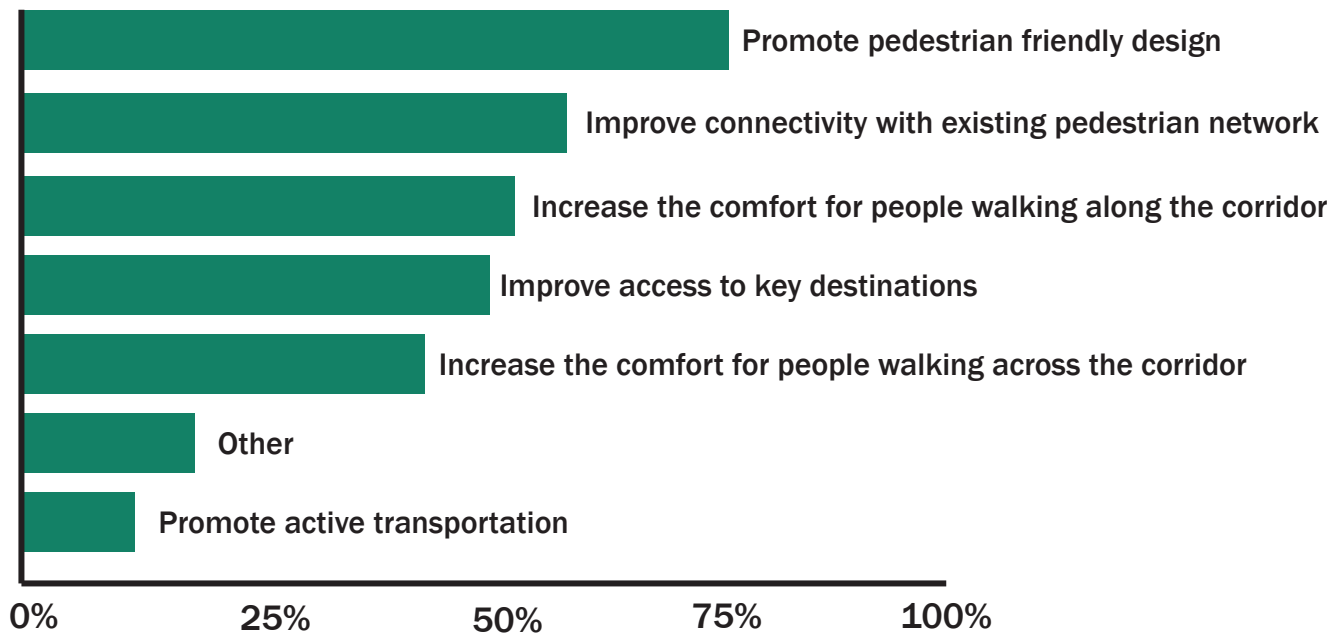


Purpose and Need Survey

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%

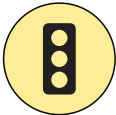


Pedestrian Safety

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

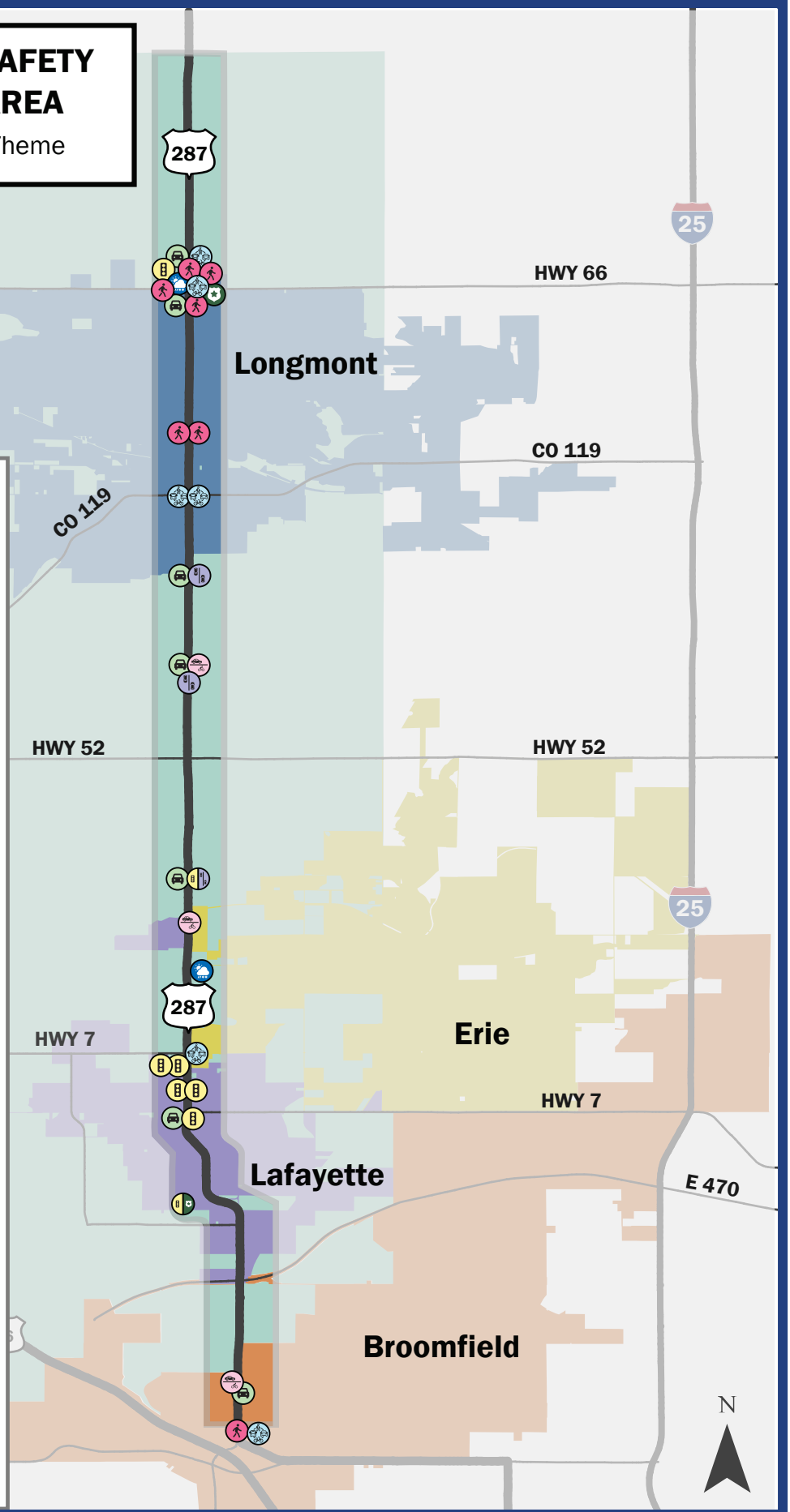


Broomfield



Boulder County

0 2.5 5 Miles



Where We Are



Study Purpose

We are a little more than halfway through the US 287 Vision Zero Safety & Mobility Study.

Why Are We Doing This Study?



Higher than expected number of severe injury and fatal crashes along the corridor.



Respond to public and stakeholder feedback heard during Phase I.



Desire to improve the safety, comfort, and connectivity of pedestrian and bicycle facilities.

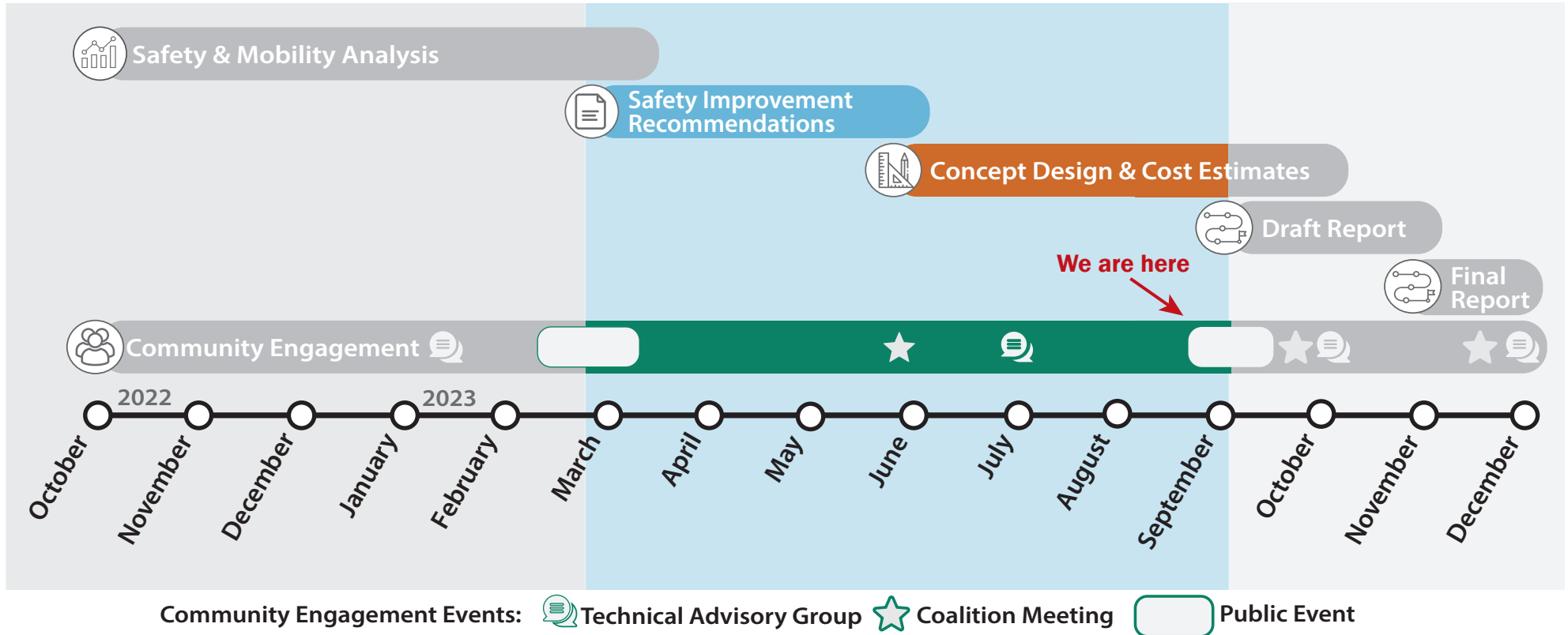
The goal of the study is to recommend safety improvements necessary to eliminate severe injury and fatal crashes and improve the mobility of people using all travel modes.

Project Timeline

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Since the first Open House, we have developed safety improvement recommendations and are studying the feasibility of a walk and bike path, which are part of this Open House.

We are also taking immediate action to improve safety prior to study completion by seeking funding for installation of a median barrier.



Study Outcomes

The study is developing conceptual designs and cost estimates for priority projects. The study is also identifying potential alignment(s) for a US 287 Walk and Bike Path and creating a safety toolbox for local governments and partners.



Identify early action projects that can be completed quickly and with a small budget, such as the addition of traffic signal reflective backplates.



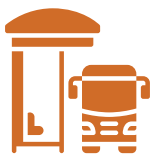
Concept designs and cost estimates to support grants and funding opportunities.



Advance US 287 Walk and Bike Path alignment.



Develop a conceptual design and cost estimate for a median barrier in rural segments to prevent crossover crashes.



Advance the recommendations from the US 287 BRT Feasibility Study.

Now we want to hear your thoughts on the Draft Recommendations presented in this Open House.

Where We Are Going

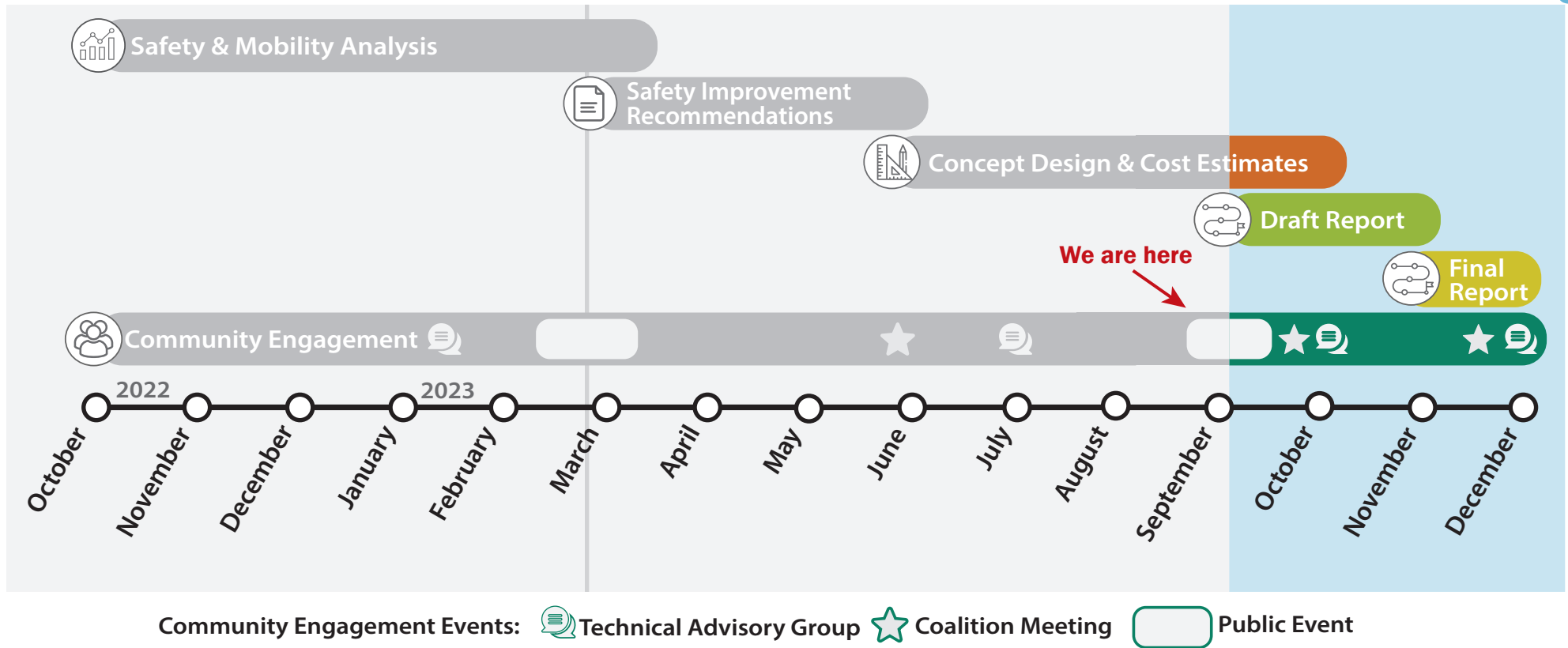


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The draft plan will be available for the public to review at the end of 2023.

Implementation of any of the plan recommendations will occur in the future. The timeline will be based on the types of recommendations that are identified in this plan and securing funding for implementation.

Future Vision

After the Study: Project Implementation Process

