

# **What We Have Learned**



# Safety Overview

**US 287 is a high crash corridor.  
How can we increase safety for  
people traveling on US 287?**

**830** crashes annually with **4%** resulting in a severe injury or fatality

**30+** crashes per mile

**29%** of all fatal crashes in Boulder County were on US 287 (2021-22)

**34** people died and 311 persons were severely injured (2011-20)

**24** more loved ones have lost their lives on the corridor since 2021



# Safety Overview

The total number of crashes, severe injuries, and fatal crashes is growing each year.

**We must act quickly.**

*Our team is not waiting to implement strategies until the study is completed. We are acting where possible concurrently with the study.*

**THE PROJECT** Boulder County seeks federal investment to:

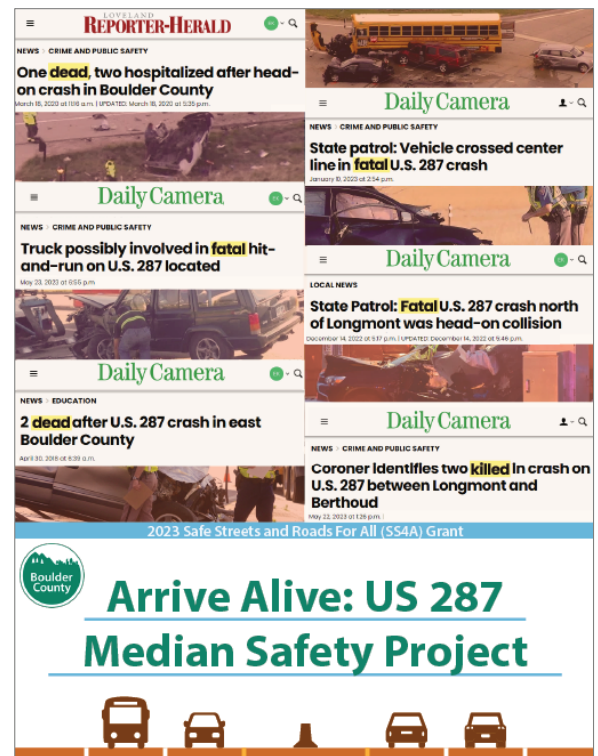
 **Construct** 

**12.1 miles of median barrier on US 287**

This project would have prevented **22 fatalities** since 2012 and saved the region approximately **\$21 million** annually (in 2021 dollars) due to the economic loss of life.

**\$16.8 million**

Boulder County is requesting \$16.8 million to leverage \$4.2 million in local funds to deliver these safety improvements.



In July 2023, the project team submitted an application for grant funding for the construction of median barriers in the rural segments to the north and south of Longmont to reduce severe injury and fatal crossover collisions.

**Visit the Median station at this Open House to learn more.**

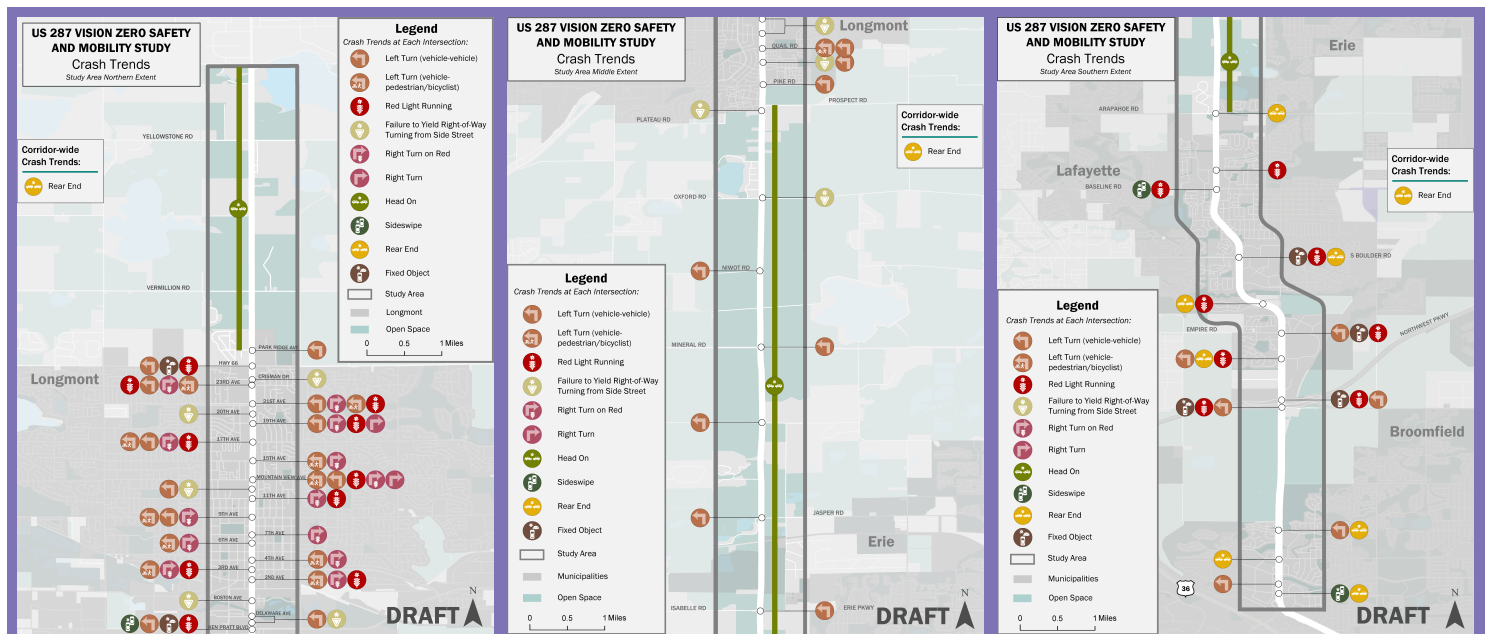


# Corridor Crash Trends

Crash analysis has revealed that there is a high potential for reducing serious injury and fatal approach turn crashes.

## US 287 Corridor Wide Crash Trends:

- Broadside
- Left Turn
- Head On
- Pedestrian-involved
- Bicycle-involved
- Fixed Object
- Rear End



# **What We Recommend**



# Study Outcomes

**1.**

**Recommendations for all intersections and roadway segments with identified crash trends that can be mitigated**

Some recommendations can be implemented in the near term, such as improving signing and pavement striping or installing reflective back plates for signals. Others require further analysis and identification of funding sources, such as implementing speed radar enforcement, evaluating intersections for new traffic signals or adjusting turn lane geometry.

**2.**

**Planning-level concepts and cost estimates for specific locations**

Concept designs and cost estimates are being completed for locations that are well-positioned to be eligible for grant funding or where safety improvements align with a near-term planned project.

**3.**

**Safety Improvement Toolbox**

Information about the most common traffic crash types and recommendations including engineering, enforcement, education, encouragement, and equity countermeasures. This toolbox will serve as a resource for decisionmakers throughout the region.

# Trends & Improvements

## US 287 Corridor-Wide Crash Trends:

- Broadside
- Left Turn
- Head On
- Pedestrian-involved
- Bicycle-involved
- Fixed Object
- Rear End



## US 287 Key Safety Improvements:

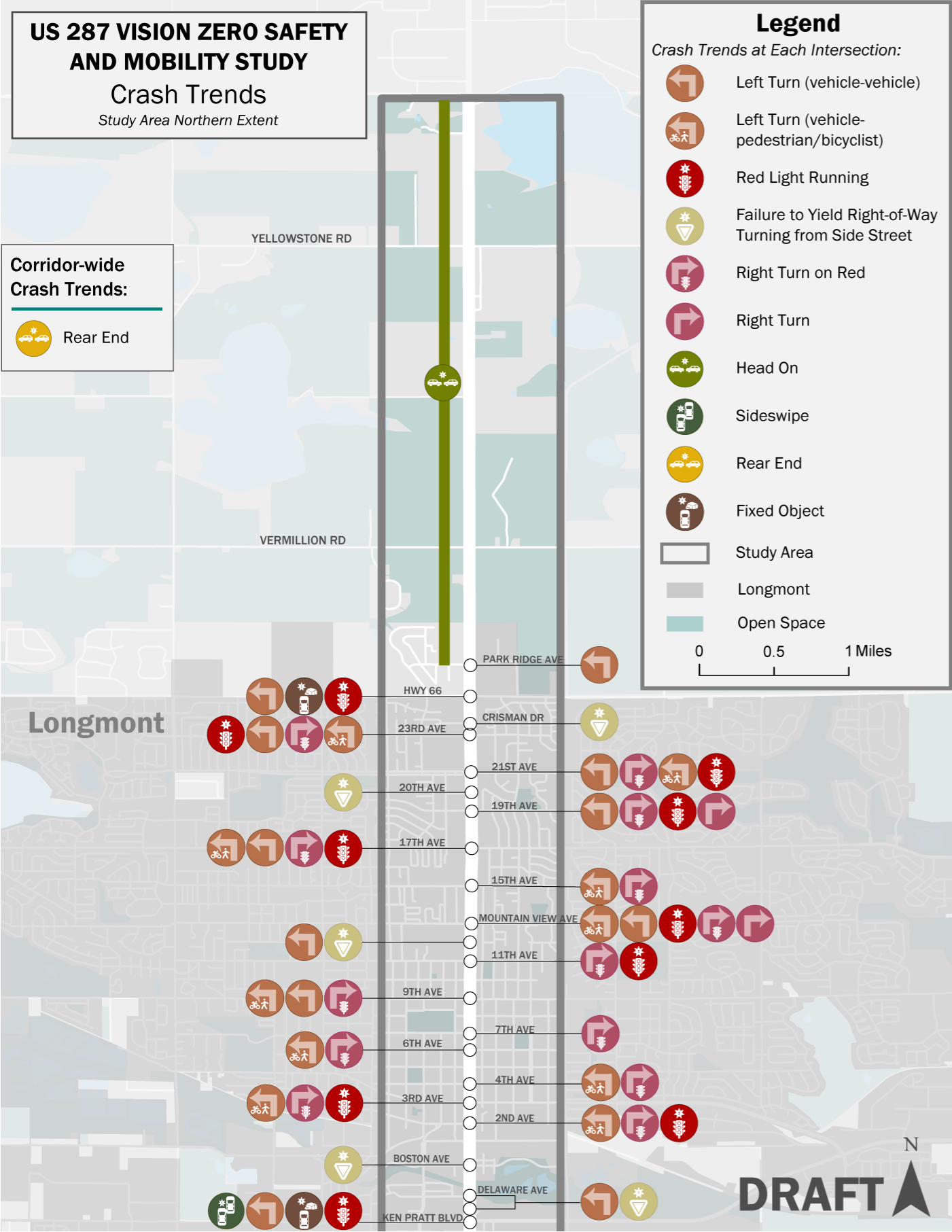
*See Safety Toolbox to learn more about each recommended safety improvement*

- Traffic Signal Improvements
- Signage Improvements
- Turning Movement Improvements or Restrictions
- Access Management
- Pedestrian & Bicycle Improvements
- Center Median Barrier

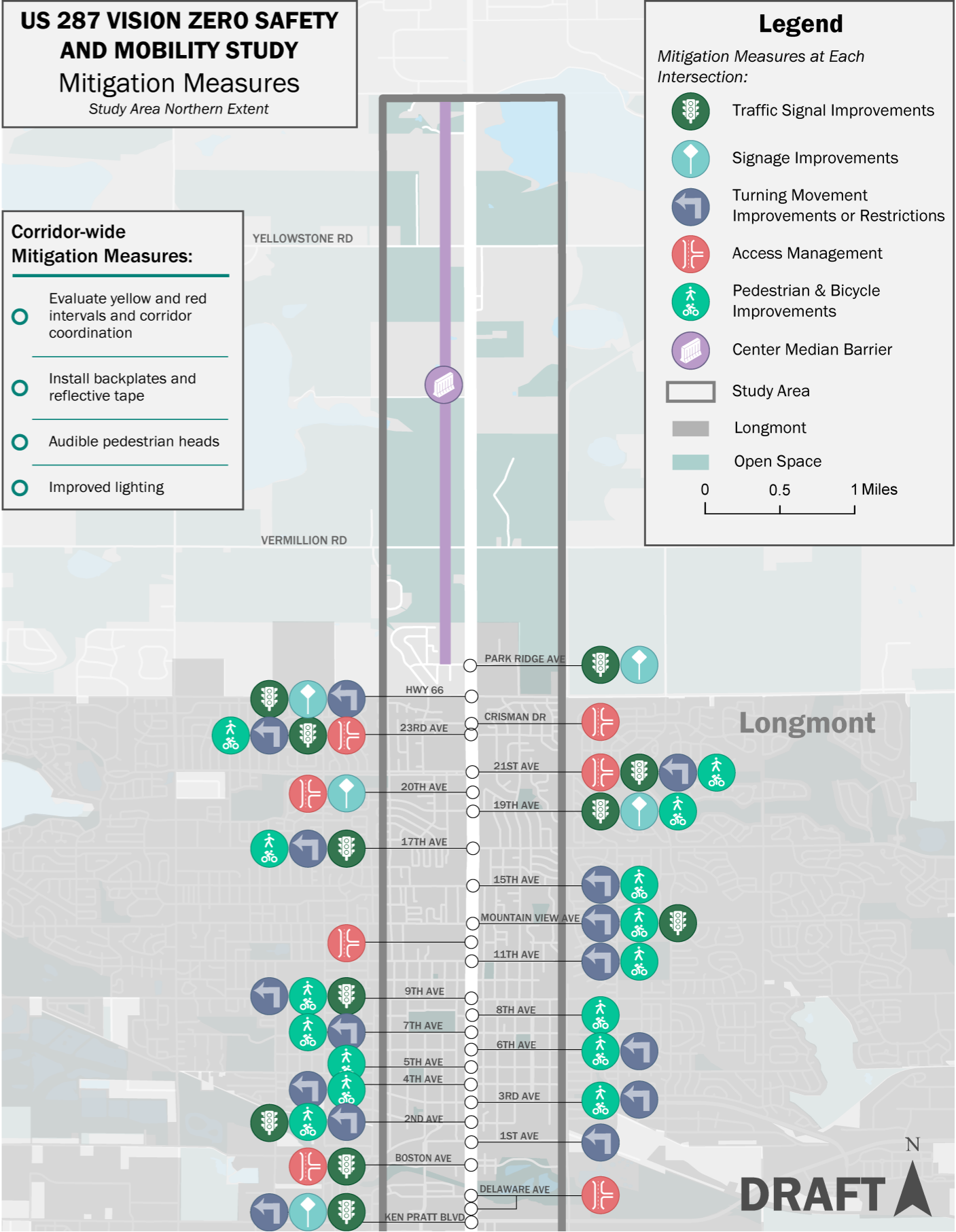


**The next pages provide an overview of crash types and draft mitigations along the corridor. For more information about each intersection and to share your thoughts, see the map survey at this station.**

# Crash Types

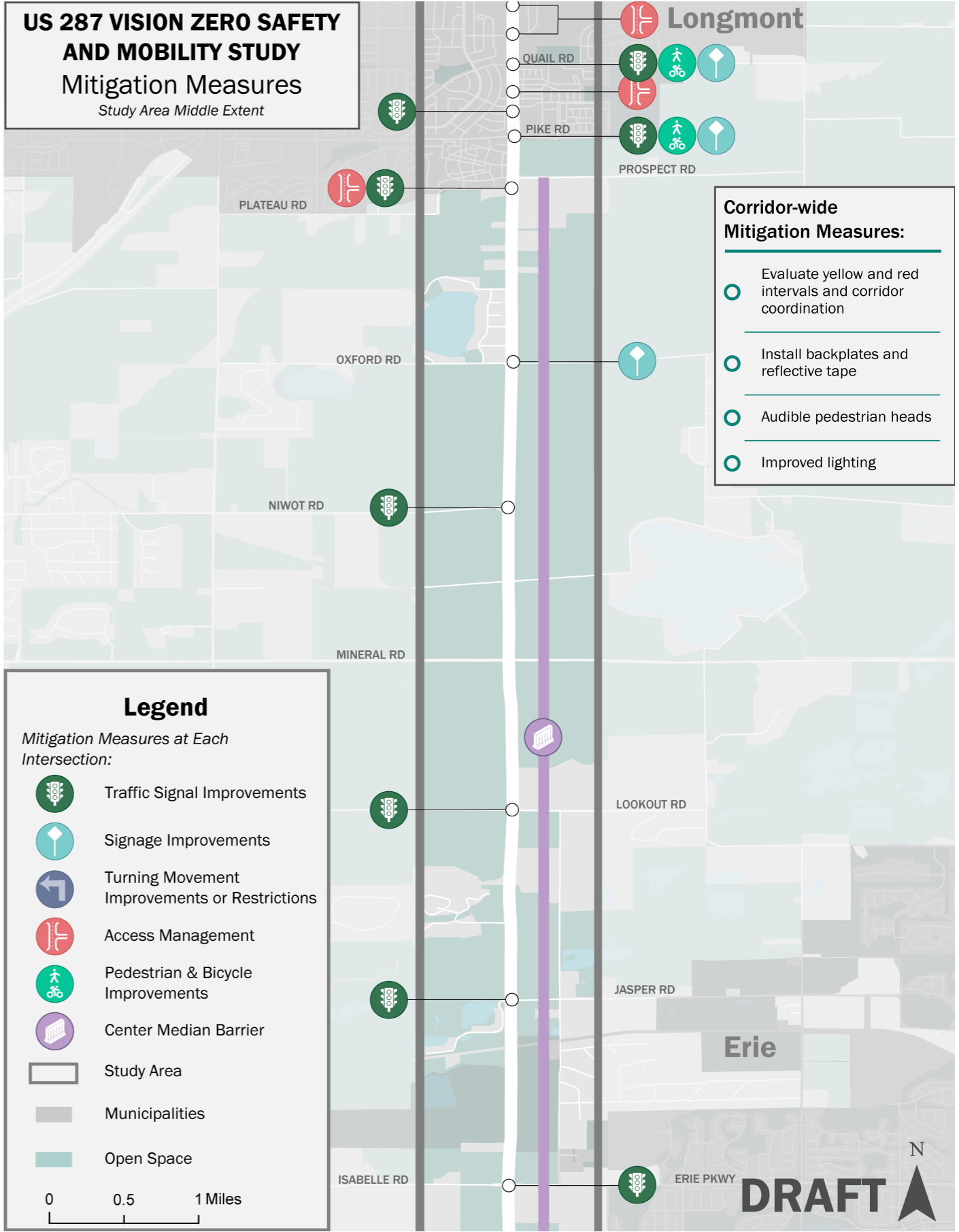


# Mitigations



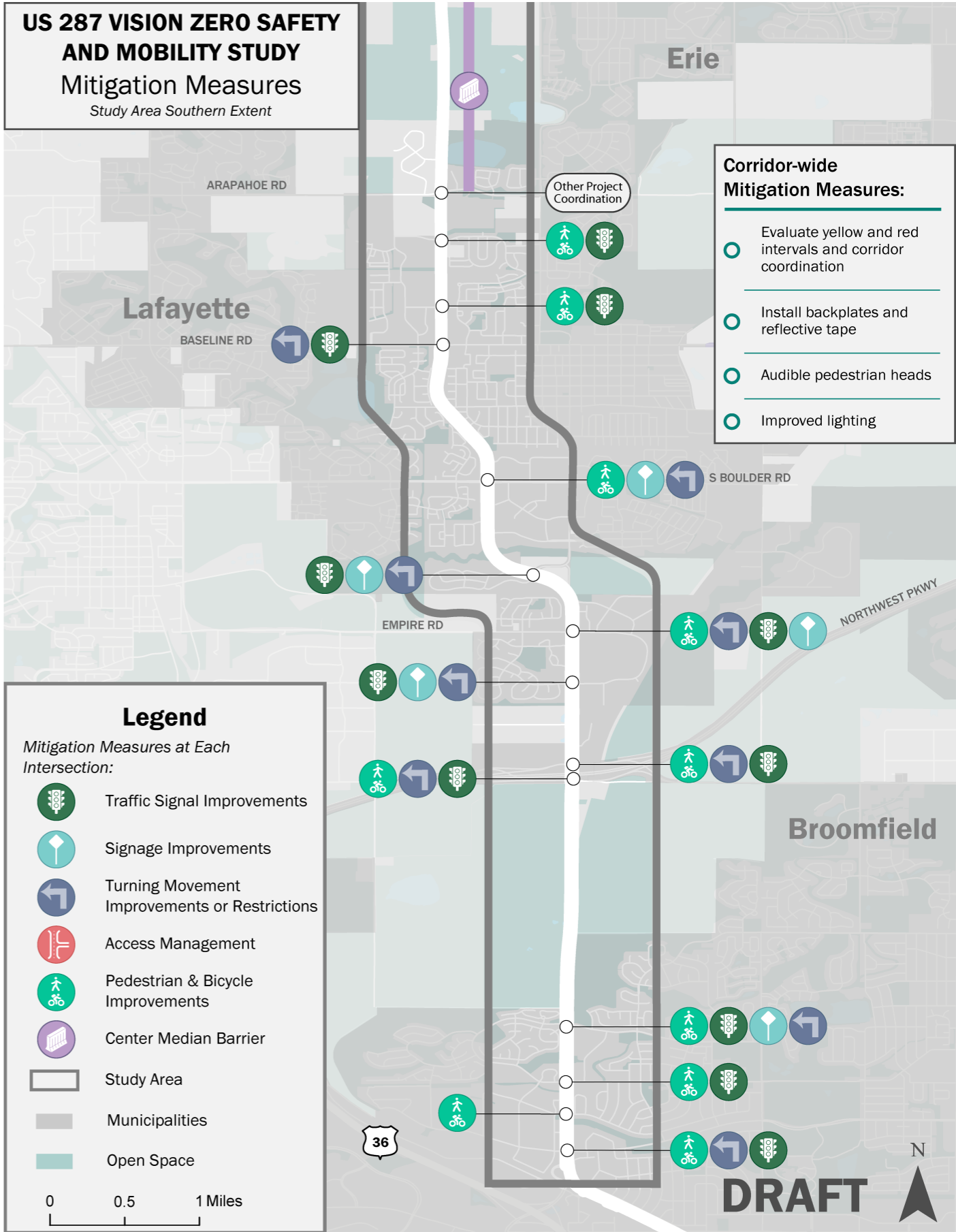
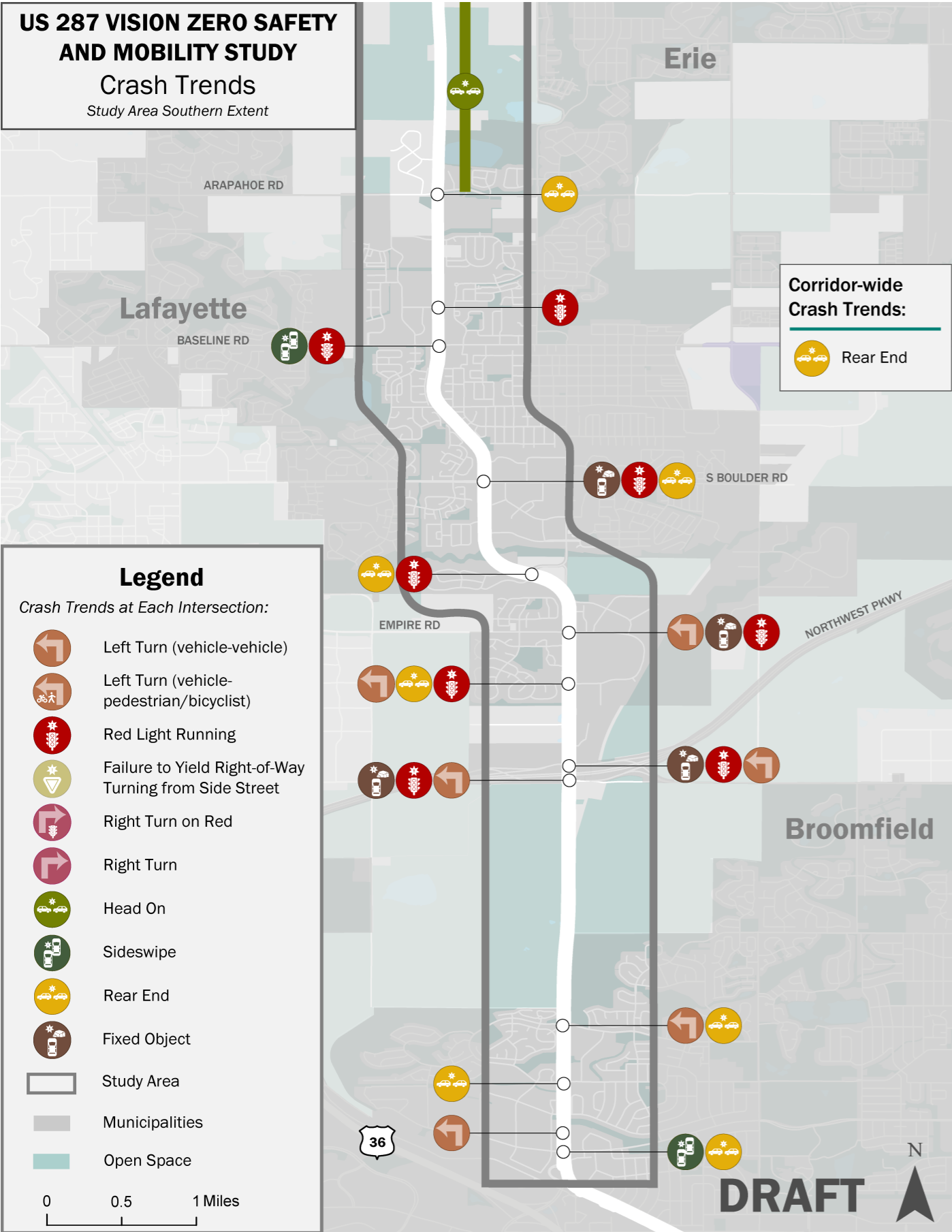
# Crash Types

# Mitigations



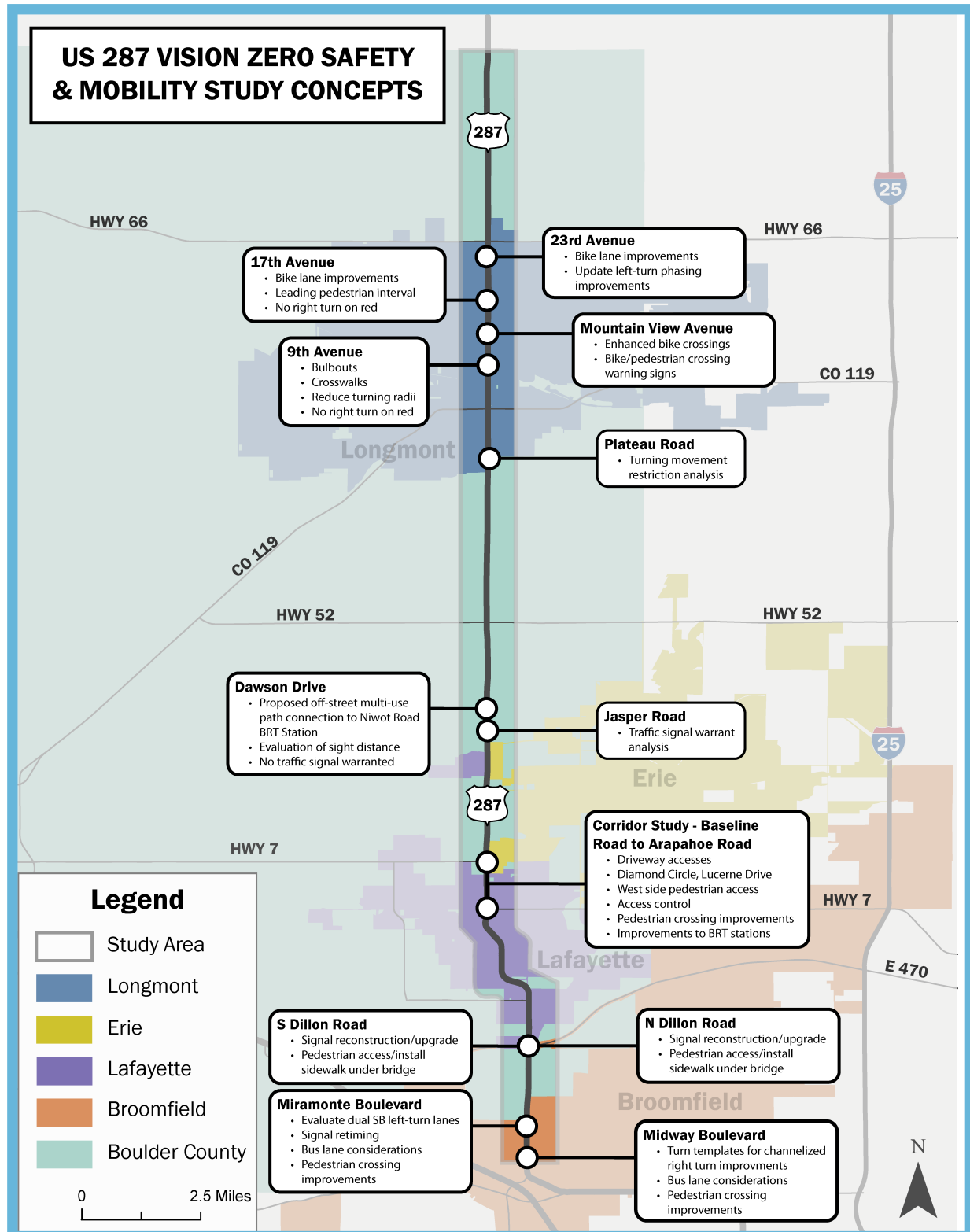
# Crash Types

# Mitigations



# Concepts

These 12 locations were identified for concept development of safety improvements. The map below illustrates key recommendations at each location. The concepts will be available for review in the draft plan released at the end of 2023.



# Safety Toolbox

This Safety Toolbox includes information about the crash types that are the most frequent on US 287 and supporting countermeasures. It is important to note that the assortment of crash types in this toolbox is not a complete list of crash types that may be found in other locations.

The full Safety Toolbox can be viewed at this station.



## Restrict Right-turn on Red



SAFETY BENEFIT



COMPLEXITY

### DESCRIPTION

Eliminates conflict between right-turning vehicles failing to yield right-of-way to a pedestrian or bicyclist crossing perpendicular who has the right-of-way.

### OTHER CONSIDERATIONS

Restricting right-turn on reds should be reinforced with education and enforcement to be effective.

### BENEFITS

Separates pedestrian/bicycle movements from vehicle movements.

### EXAMPLE IMAGE



Source: The San Francisco Chronicle

