



FREQUENTLY ASKED QUESTIONS

What is the US 287 Vision Zero Safety & Mobility Study?

This study looks at US 287 from Midway Boulevard in Broomfield to Horseshoe Circle at the border of Boulder and Larimer counties. The study is seeking to eliminate traffic-related fatalities and serious injuries, while addressing multimodal needs and opportunities. The US 287 Vision Zero Safety & Mobility Study was completed in December 2023.

What is the US 287 Bus Rapid Transit Feasibility Study?

US 287 BRT Feasibility Study describes the north-south mobility needs along US 287 and recommends specific capital investments and transit service enhancements for the corridor. The US 287 Bus Rapid Transit Feasibility Study was completed in April 2022.

How are the US 287 Bus Rapid Transit Feasibility Study and US 287 Vision Zero Safety & Mobility Study connected?

US 287 Bus Rapid Transit Feasibility Study is considered Phase I of overall planning on the US 287 corridor. The US 287 Vision Zero Safety & Mobility Study is Phase II. Together the studies align recommendations for safety and mobility with those proposed for Bus Rapid Transit capital investments and service improvements.

What is Vision Zero?

Vision Zero is a transportation strategy to eliminate all traffic fatalities and serious injuries for people using all modes of transportation while increasing safe, healthy, equitable mobility for all. Vision Zero recognizes that humans make mistakes and therefore the transportation system should be designed to minimize the consequences of human error. Boulder County has a Vision Zero goal to **eliminate serious injury and fatal crashes for people using all modes of travel in unincorporated Boulder County by 2035.**

Who are the key stakeholders?

The effort is led by Boulder County in partnership with the Colorado Department of Transportation (CDOT), Denver Regional Council of Governments (DRCOG), the municipalities along this corridor - City and County of Broomfield, City of Lafayette, Town of Erie, City of Longmont - the consultant team, Commuting Solutions, and members of the traveling public.

What type of safety improvements are proposed as part of the project?

Engineering safety improvements include traffic signal improvements, signage improvements, turning movement improvements, access management, pedestrian and bicycle improvements, and a center median barrier. Non-engineering recommendations include the remaining “Es” of a holistic safety approach of enforcement, education, evaluation, and equity.

What type of multimodal improvements are proposed as part of the project?

The existing and planned walking and bicycling facilities along the corridor in Boulder County, City and County of Broomfield, City of Lafayette, Town of Erie, and City of Longmont were analyzed in conjunction with key destinations along the corridor to identify gaps in the walk-bike network. A cohesive network of walking and biking facilities is planned within the municipalities along the corridor. However, analysis revealed missing multimodal links between Longmont, Erie, and Lafayette and between Lafayette and Broomfield. A walk-bike path was proposed for these two segments.

Are bicycles and pedestrians proposed to be traveling on the US 287 roadway in the rural segments between communities?

Due to the high vehicle volumes and speeds, an off-street, separated facility is recommended along US 287 from Pike Road to Arapahoe Road and Dillon Road to Miramonte Boulevard to discourage people walking and people biking from traveling on the shoulder along US 287. Based on public feedback, it is recommended that a proposed walk-bike path be separated from US 287 as far as possible from the roadway. In segments where there are right-of-way constraints, it is recommended that a physical, vertical barrier be installed to protect people walking and people biking on the walk-bike path from potential conflicts with vehicles.





US 287 Vision Zero Safety & Mobility Study



Did this study address excessive speeding or improvements to signal timing along the corridor?

The study recommended addressing both speeding and signal timing improvements along the corridor. In Fall 2024, CDOT completed a speed study to evaluate the possibility of reducing posted speed limits along US 287 through Lafayette. The results of the study should be available in early 2024. In the near term, coordinating traffic signal timing to the posted speed limit in urban areas is recommended. Other signal timing updates were recommended such as improving left-turn operations. Additionally, enforcement of speeds and red-light running was recommended.

What is the purpose of a center median barrier?

The crash analysis revealed two segments that had an overrepresented number of fatal and serious injury crashes. In these areas, the majority of the fatal and serious injury crashes were caused by vehicles crossing over the centerline into the opposite direction of traffic resulting in head-on crashes or sideswipe (opposite direction) crashes. The median barriers will save lives.

How will I be affected by a center median barrier? Will I be able to turn into my driveway when a center median barrier is installed?

These crash types are occurring along rural areas where the highway is undivided with high posted speed limits, including the areas from (1) Pike Road to Arapahoe Road and (2) Park Ridge Avenue to the Boulder County/Larimer County border. The center median barrier is recommended in these two segments to improve safety and mitigate crossover crashes. The center median barriers will require patrons using private driveways to drive to the nearest public road to make a U-turn or choose a more convenient alternate route. At intersections with public roads (signalized and unsignalized), there will be a gap in the median to allow for normal turning movements. It may take longer to get home, but it will be a safer trip.

What is the timeline for the safety improvements?

Implementation of the recommendations from the US 287 Vision Zero & Mobility Study Plan will require additional funding and on-going partnerships. The timeline will be based on the types of recommendations that are identified in this plan and securing funding for implementation. Boulder County and our project partners are committed to actively pursuing grant funding to advance all the additional study recommendations. The US 287 safety improvements dovetail with the recommendations from the US 287 Bus Rapid Transit Feasibility Study. Securing the funds and maintaining strong inter-agency partnerships to achieve the combined safety and multimodal mobility improvements are critical for the US 287 corridor as well as the inter-connected Northwest Area Mobility Study (NAMS) system. The next steps working towards implementation of US 287 safety and mobility recommendations will require our agency partners to continue to emphasize the improvements and leverage creativity, determination, and commitment to this critical corridor. Additionally, there are four intersections in Longmont along US 287 at 23rd Avenue, 17th Avenue, Mountain View Avenue, and 9th Avenue that are currently underway for design of pedestrian and bicycle improvements. Construction of the improvements is anticipated in late 2025 or 2026.

How did community feedback inform the Final Report of the Vision Zero Safety & Mobility Study?

Community engagement occurred throughout the study, through a project website, project email, project hotline, community organization presentations, and information distributions. Additionally, there were two virtual open houses and a final virtual engagement survey as part of the project. The first community open house confirmed study goals, gathered feedback, identified key destinations along the corridor, and identified safety and mobility concerns along the corridor. The second open house provided information from the public on safety recommendations and informed design of the walk-bike path along segments in unincorporated Boulder County. The third touchpoint, a community survey, provided feedback on the draft report.

