

# Mobility



# Mobility Overview

**The need for safe and comfortable north-south routes for walking and biking was identified during the US 287 BRT Feasibility Study.**

Existing and planned facilities along the corridor were analyzed in conjunction with key destinations and multimodal links to identify gaps in the walking and biking network.

The analysis revealed that a cohesive network of walking and biking facilities are planned within the municipalities along the corridor. The maps on the following pages show the locations of these existing and planned facilities, including connections to future BRT routes and stations.

**We have identified a missing link between Longmont, Erie, and Lafayette that requires additional planning and is being evaluated as part of this study. Visit the Walk and Bike Path Feasibility boards in the next section for more information.**

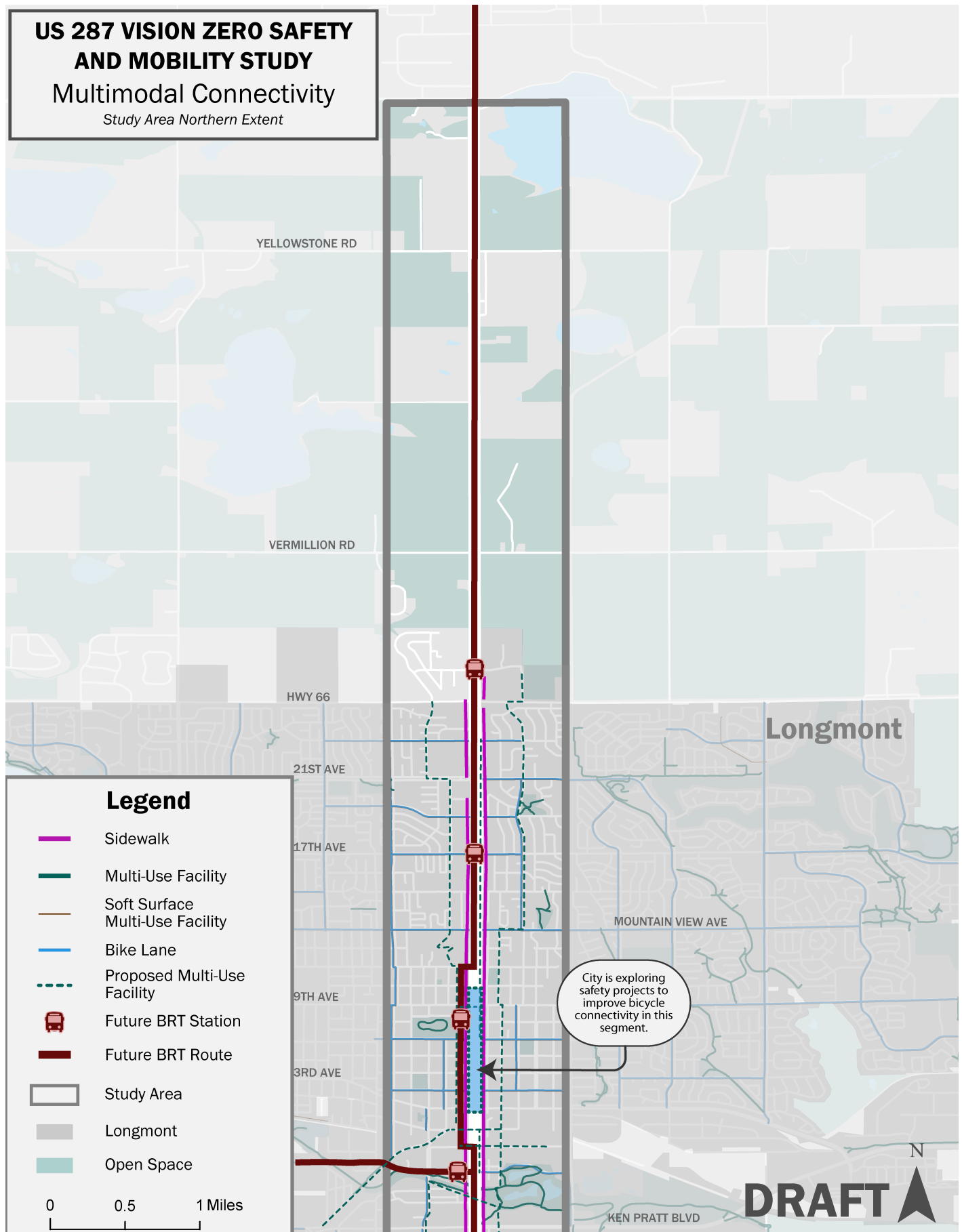


# Mobility

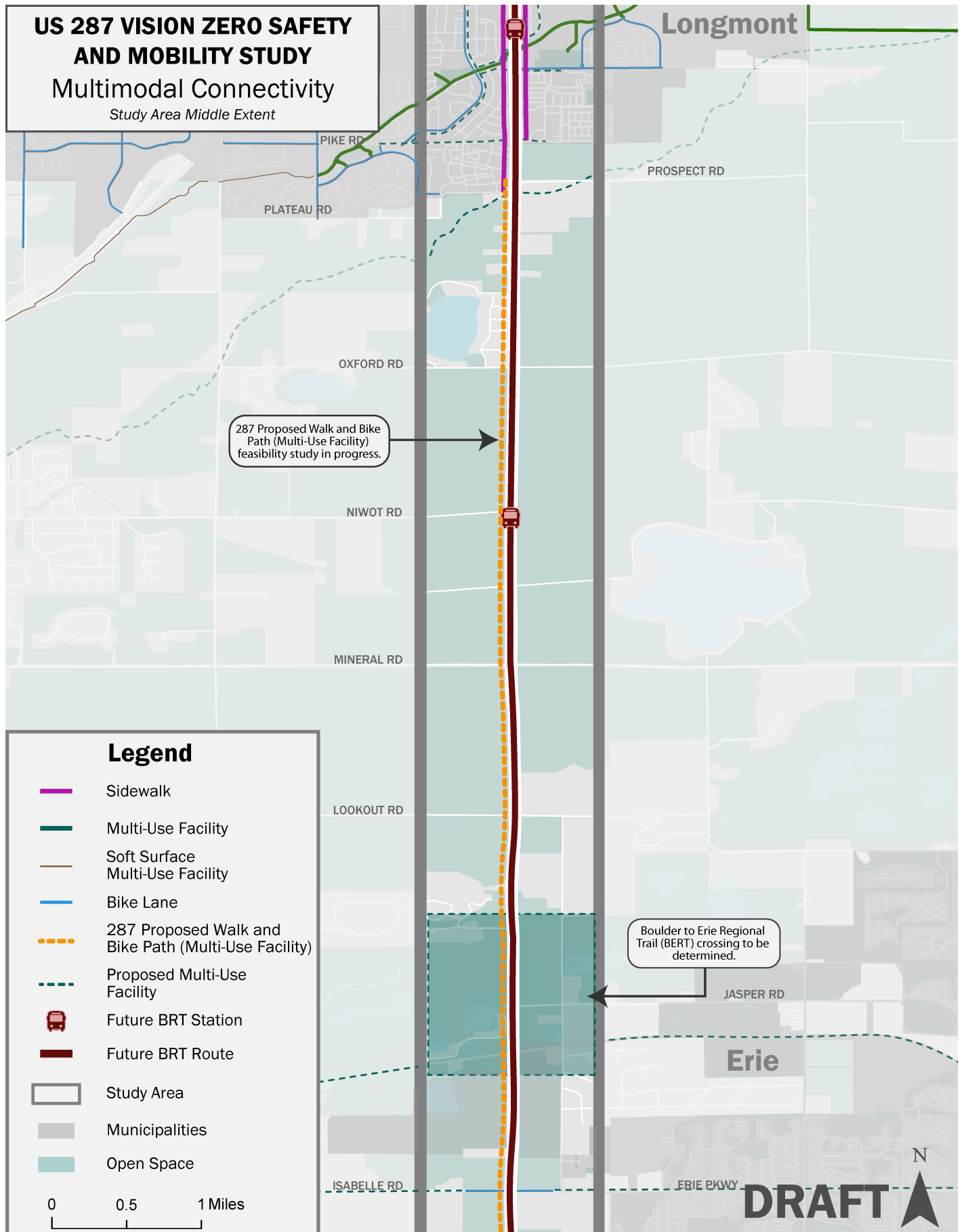
## US 287 VISION ZERO SAFETY AND MOBILITY STUDY

### Multimodal Connectivity

Study Area Northern Extent



# Mobility

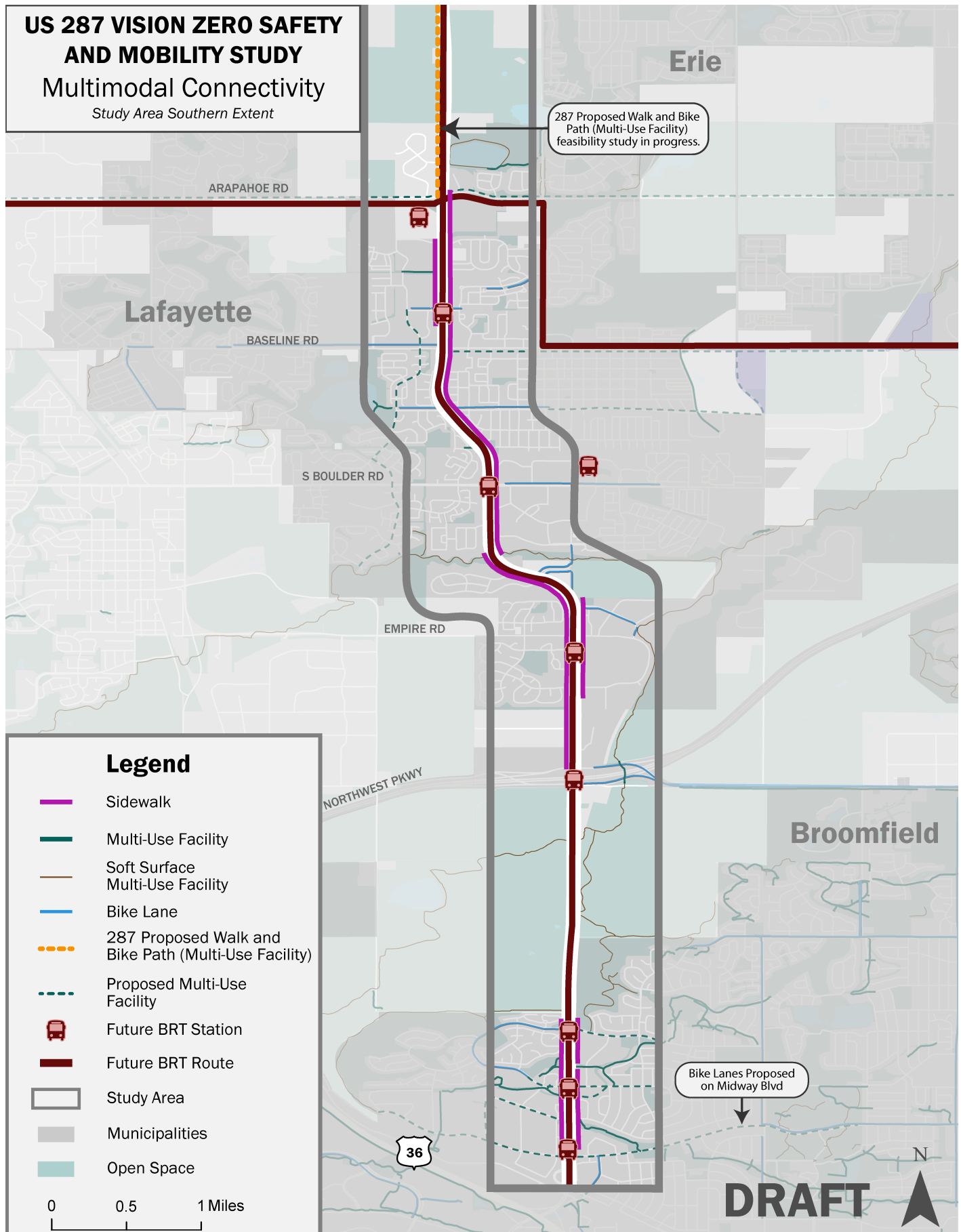




# Mobility

## US 287 VISION ZERO SAFETY AND MOBILITY STUDY Multimodal Connectivity

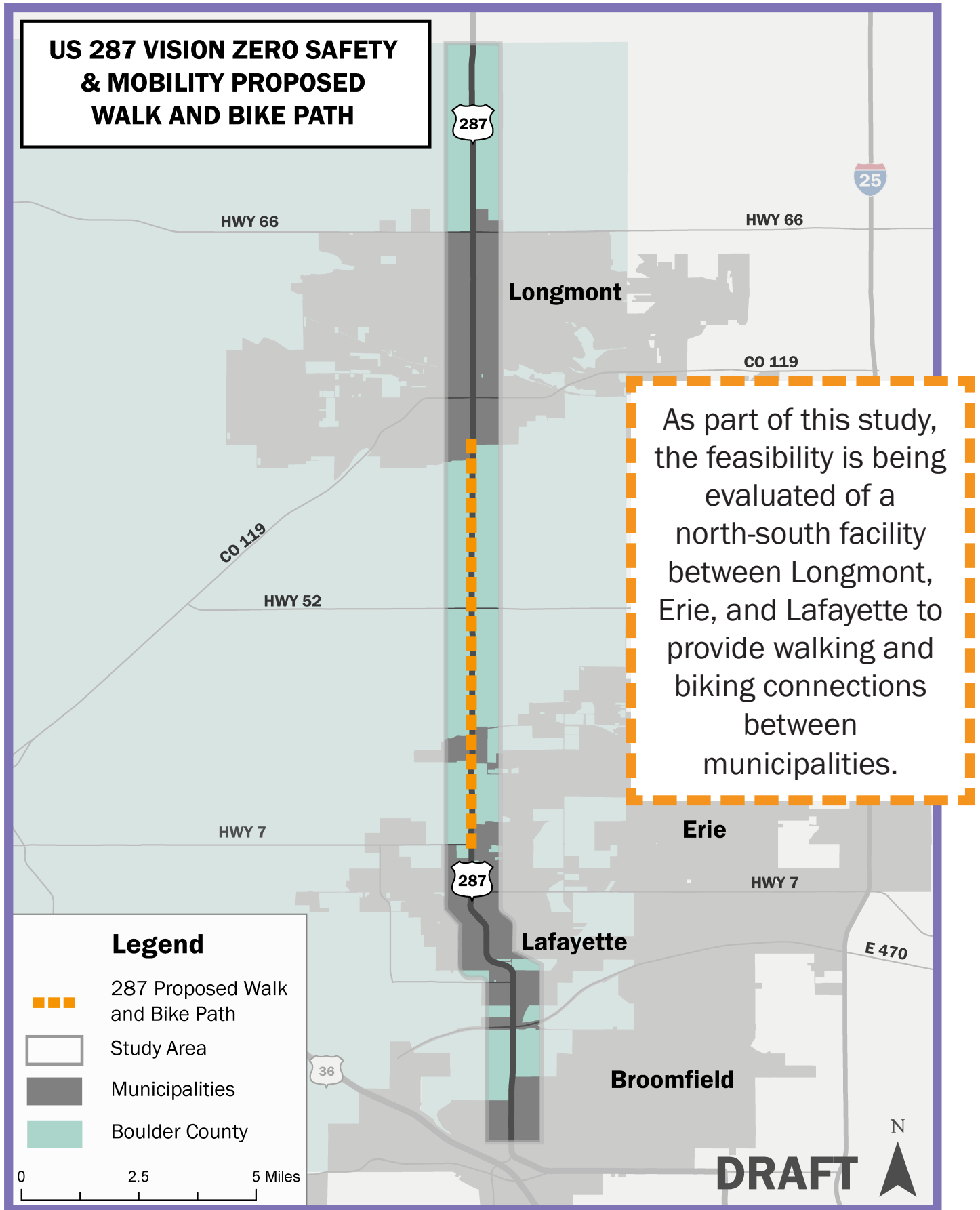
Study Area Southern Extent



# **Walk and Bike Path Feasibility**



# US 287 Walk and Bike Path



# Walk and Bike Path Planning

**Goal: Determine preferred path type, alignment, and considerations for proposed north-south Walk and Bike Path.**

## Constraints:

- **Right of Way (ROW):** Does the proposed path fit within the existing ROW or will additional ROW need to be purchased?
- **Environmental:** Would the proposed path impact any protected species or natural areas?
- **Historic Sites:** Are there any historic sites along the proposed route which would need to be avoided?
- **Topography:** Are there topographical challenges to placement of the proposed path such as steep banks, hills, or water crossings?
- **Utilities:** Would the proposed path conflict with any existing or planned utility or irrigation infrastructure?
- **Land Use Considerations:** How will the proposed path best serve a wide variety of users and integrate with existing land uses?

## Connections:

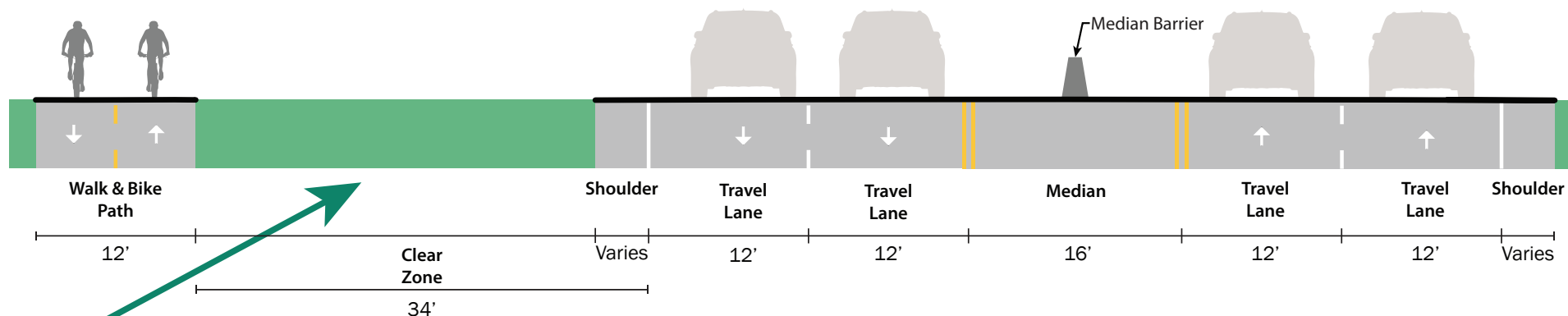
- **Key Destinations:** How can side of the roadway and access points best provide safe and comfortable connections to key destinations such as locations of employment, schools, medical facilities, shops, and restaurants?
- **Multimodal Facilities:** How can the proposed path connect to existing and future transit stations and other bike and pedestrian facilities?

## Assumptions:

- **Hard Surface**
- **Maintained Year Round**
- **12 Foot Width**
- **Bi-Directional**
- **Separated From Roadway**

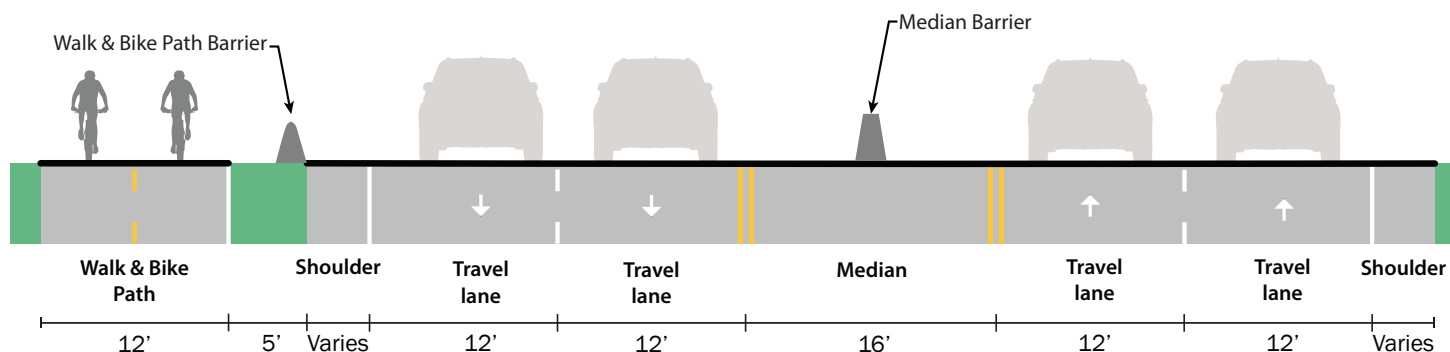
# Walk and Bike Path Cross Sections

## US 287 Walk and Bike Path with Clear Zone Cross Section



A Clear Zone is an unobstructed area that allows a driver to stop safely or regain control of a vehicle that has left the road.

## US 287 Walk and Bike Path with Barrier Cross Section



**ROW varies throughout the corridor, so based on best practices two cross section designs were developed to accommodate adequate safe protection from vehicles for bicycles and pedestrians.**

# Walk and Bike Path Planning

**Key Takeaway:** The bikeway is likely to be parallel to US 287, but there are several side of road considerations such as physical buildings, fences, and overhead utilities that will determine the location of the Walk and Bike Path. It is also important to consider safety (such as by minimizing crossings) and construction timelines of concurrent projects.



**Next Steps:** Implementation of a walk and bike path is a large undertaking that will require further engineering, design, environmental analysis, and funding sources. We are excited to be taking these first steps, and your support will help to develop proposed alignments and ultimately construct the path.

Please share your thoughts about the proposed Walk and Bike Path by taking the survey at this station.