



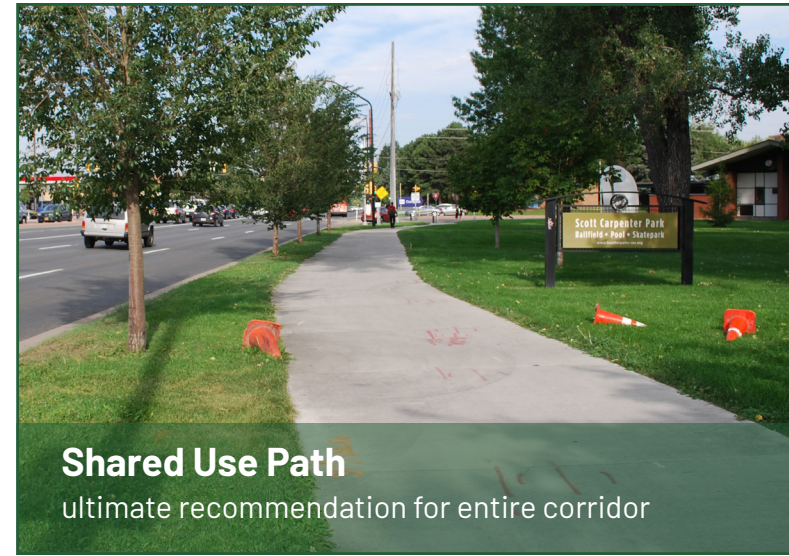
CO 7 Multimodal Corridor Brighton to Boulder

Bikeway and Pedestrian Corridor Recommendations

Colorado State Highway 7 (CO 7), between the City of Brighton (US 85) and the City of Boulder (28th Street), is a rapidly growing and increasingly congested part of the northwest region. Current corridor conditions often do not provide a consistent and comfortable bicycle and pedestrian experience. To address that concern, the CO 7 Coalition, along with RTD and CDOT, is planning a series of multimodal transportation improvements along the entire corridor, which will focus on the following:

- Improving regional connectivity and mobility
- Providing a comfortable bicycle and pedestrian experience
- Improving safety, multimodal access, and creating faster and more reliable travel times

The ultimate recommendation for the entire corridor is an off-street shared use path in both directions. A bikeable shoulder has also been identified as a near-term (before the ultimate facility is implemented) or supplemental recommendation in some areas. The details of the ultimate bicycle facility will likely be modified as specific locations move into final design.



Shared Use Path
ultimate recommendation for entire corridor

This view represents the ultimate corridor recommendation for along CO 7 with an off-street shared use path in both directions. Near-term improvements may still exist until project funding and right-of-way is available to construct the ultimate condition.

Recommended Ultimate Corridor-wide Concept (Vehicle and transit lanes will vary)



Near-Term and/or Supplemental Recommendations

Since the ultimate recommendation may not always be possible to construct given design constraints such as limited ROW, near-term and/or supplemental recommendations have been made as well and include: bikeable shoulder (in rural areas), one-way protected bike lane (in sections of Boulder) and bicycle boulevard (for a small stretch in Lafayette just south of CO 7 on Geneseo Street).



Bikeable Shoulder (near-term or supplemental) buffered when possible



One-way Protected Bike Lane
within sections of Boulder

Frequently Asked Questions (FAQs)

What are the project limits?

Planned improvements extend along CO 7 between the City of Brighton (US 85) and the City of Boulder (28th Street).

What information was used to make recommendations?

A bicycle level of traffic stress (LTS) analysis was completed to examine the level of comfort for bicyclists along this corridor. Most of the corridor was scored the lowest (or worst) comfort level for bicyclists, which indicates high stress for bicyclists along this corridor. This analysis identified a clear need to improve conditions for bicyclists.

The project team examined existing and projected conditions, previous planning study recommendations, and the Federal Highway Administration (FHWA) Bikeway Selection Guide to make recommendations.

- Previous Planning Study Recommendations: Protected bike lanes, shared use paths, bikeable shoulders, and bike lanes.
- FHWA Bikeway Selection Guide: Identifies a separated bike lane or shared use path as the preferred bikeway type based on future traffic volumes.

What additional multimodal improvements are anticipated along the CO 7 Corridor?


The following elements are identified as highly compatible with this type of roadway as it relates to bicycle infrastructure:

- **Pedestrian elements:** sidewalks, lighting
- **Transit elements:** transit lanes, transit stops, transit signal priority
- **Intersection and crossing elements:** curb ramps, signalization, median refuge islands

Questions or Comments?

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