



# CO 7 Multimodal Corridor Brighton to Boulder



## Bikeway & Pedestrian Corridor Recommendations

The Colorado State Highway 7 (CO 7) Multimodal Corridor extends from US 85 in Brighton to 28th Street in Boulder and 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 this concern, the CO 7 Coalition, 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 recommendation for the entire corridor is an off-street multi-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.



**Separated Multi-Use Path - ultimate recommendation for entire corridor**

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



This view represents the ultimate corridor recommendation along CO 7 with a separated multi-use path in both directions. Near-term improvements may still exist until project funding and ROW is available to construct the ultimate condition.

## Near-Term and/or Supplemental Recommendations

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



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



**One-way Protected Bike Lane within sections of Boulder**



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## Frequently Asked Questions (FAQs)

### What are the project limits?

Planned improvements extend along CO 7, commonly referred to as Arapaho Road or Arapaho Avenue in the west end of the Corridor, between the City of Brighton (US 85) and the City of Boulder (28th Street).

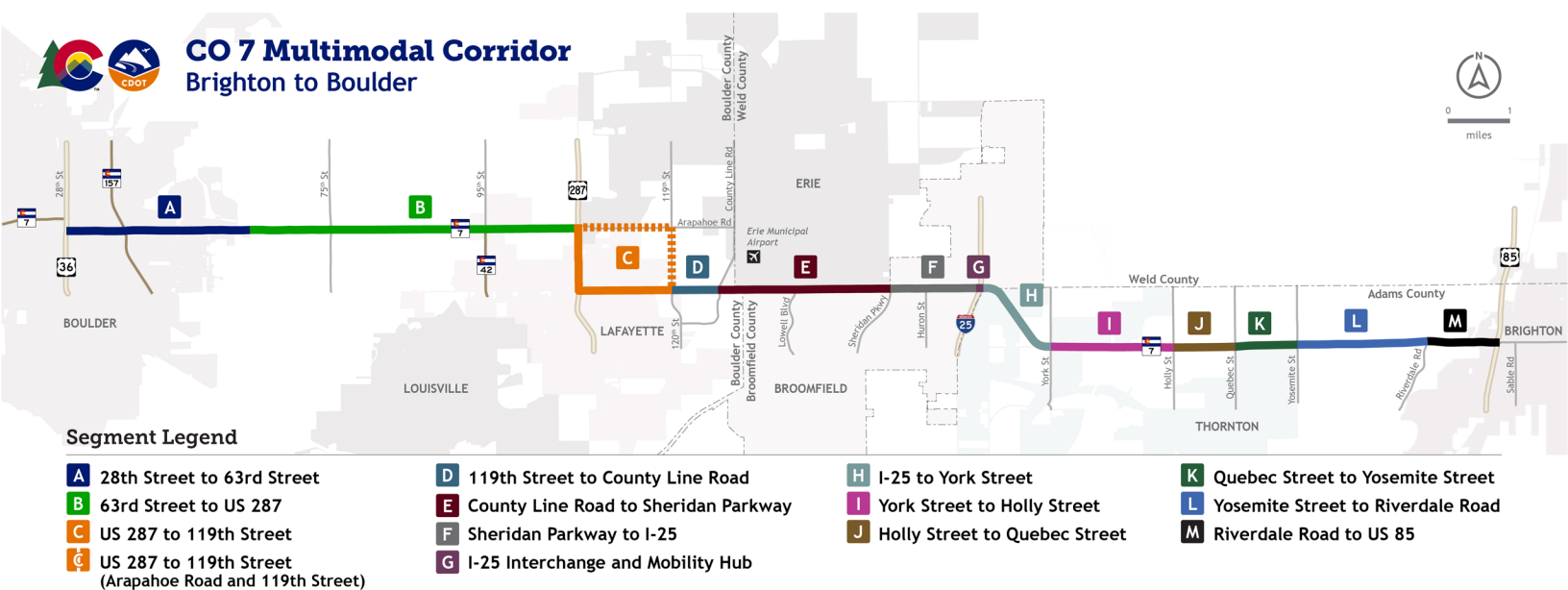
### What information was used to make recommendations?

- 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, pedestrian bridge (near I-25)
- **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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