



# Community Planning & Permitting

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## CO 119 BIKEWAY 100% DESIGN PROJECT

Updated: November 2021

### PUBLIC INPUT & RESPONSES

The CO 119 Bikeway 100% Design Project commenced in Summer 2021. During the first phase of public engagement, community input indicated significant interest for the project, providing Boulder County and the Project Team with comments and questions across a range of topics. The following FAQ aggregates the public input received from the *Public Meeting - August 30, 2021*; *Wufoo Form (an online data collection tool)*; and *public surveys* to date with corresponding commentary and responses provided by the Project Team.

### MAJOR PUBLIC INPUT THEMES

**Safety and Comfort** - Public input highlighted the importance of safety and comfort as a priority for users, both generally and at a variety of specific locations. Potential users have expressed the need to feel safe and comfortable throughout their trips, from point of origin to final destination. This includes enhanced safety measures at vehicle intersections and crossings, during weekends, and at busy times for all modes of travel, as well as visibility (i.e., minimal blind corners and at night). The Project Team will continue to prioritize safety considerations for the duration of the design process. Specific design features to address and enhance safety include: providing controlled (signalized) crossings at primary entrance/exits points to the bikeway, ensuring path width can accommodate a variety of user types, adding underpasses and overpasses where possible, adding lights at key locations, and providing adequate signage for users and vehicles.

**Accessibility and Connectivity** - Public input highlighted an interest in ensuring the Bikeway is accessible from various communities along the route and integrated with key connection points. The Project Team is evaluating the existing infrastructure to provide the most connectivity possible. This includes identifying connections to other bikeways and paths (e.g., Foothills Parkway and Cottonwood Trail) and transit stops. The Public Survey results shed light on locations of public interest. These include Airport Road, Jay Road, 63rd Street, Lobo Trail, CO 52 intersection, Niwot Road, Iris Avenue, Mineral Road, and Cottonwood Trail.

**Direct and Efficient Travel** - Public input highlighted the desire for the Bikeway to be direct and efficient. To meet this interest, the proposed route largely follows the route of CO 119 (“The Diagonal Highway”), which is direct and avoids unnecessary curvature. The design also features a path that is wide enough (typical width of 12' and wider in high activity areas) to be shared by users of different speeds so that efficiency can be enhanced while maintaining user comfort.

**Matt Jones** County Commissioner   **Claire Levy** County Commissioner   **Marta Loachamin** County Commissioner

**Construction and Cost** - Public input highlighted an interest in the timing of construction and the cost of the work. The project funding is broken up into two parts: (1) Design and (2) Construction. While only the design portion of the project is currently funded, a majority of the public who have provided input appear eager for construction to be funded and for work to get underway as soon as possible. The county and its partners are actively pursuing various funding opportunities.

#### **ADDITIONAL THEMES**

- **Multi-use facilities for different user types and modes** - The public emphasized the need for a bikeway that can be utilized by different modes and different types of users. The Project Team has prioritized a multi-use bikeway design and is actively working on ways to best meet this interest.
- **Preference for a paved path** - Public input highlighted an interest in a paved path. The current plan is for the path to be paved.
- **Importance of education for Bikeway users (etiquette, safety, and speeds)** - The public communicated an interest in education regarding bikeway etiquette, safety, and speeds. The Project Team is considering design and programmatic elements to promote education among users.
- **Environmental interests (protecting wetlands and trees along the route)** - The public conveyed interest in preserving the natural environment along the route. The Project Team is working with environmental planners to develop a bikeway that is as environmentally friendly as possible.
- **Prioritize maintenance (path upkeep, snow removal, and de-icing)** - The public noted a need for a path that, once built, can be adequately maintained, and cared for amid all seasonal weather changes. The Project Team is analyzing both design elements and maintenance protocols to meet this interest.

#### **KEY PUBLIC SURVEY RESULTS**

- Total participants: 1,135 (English language); 12 (Spanish language)
- The largest percentage of participants categorized themselves as “Somewhat Confident” (45%), followed by “Highly Confident” (32%), and “Interested but Concerned” (21%). (NOTE: Studies have shown that “Highly Confident” riders make up a smaller percentage of the general population than was sampled here.)
- Most participants anticipate using the Bikeway a few times per month (37%) or a few times per year (33%).
- Most participants anticipate using the Bikeway for “serious recreational riding” (35%). The second most selected responses were “casual recreational riding” (24%) and “commuting by bicycle” (23%).

- Almost a quarter (23%) of participants anticipate using an e-bike on the Bikeway.
- There was a strong preference among participants for a divided bikeway with a “Casual Zone” (81%).
- Users tend to prefer routes that are 1) further from traffic, 2) have better connectivity with existing paths and infrastructure, 3) have better access to communities along the route, and 4) have fewer at-grade crossings.

## FREQUENTLY ASKED QUESTIONS (FAQ)

- [Safety and Comfort](#)
- [Construction and Cost](#)
- [Maintenance](#)
- [Design Elements at Specific Locations](#)

SAFETY & COMFORT	
<p><b>What are the County’s plans for ensuring that the CO 119 Bikeway is safe and comfortable for all types of users?</b></p>	<p>The County is committed to <a href="#">“Vision Zero,”</a> the idea that even a single traffic death is one too many. Based on this principle, the CO 119 Bikeway design and concept development prioritizes safety as a paramount consideration. Multiple design approaches will be evaluated for each at-grade crossing. The evaluation will consider variables like traffic volumes, traffic speeds, light distance, length, and type of crossing and available right-of-way.</p>
<p><b>How is the Project Team planning to address lighting, air quality, and noise?</b></p>	<p>The Project Team will consider issues related to lighting, air quality, and noise within the parameters of the project.</p> <ul style="list-style-type: none"> <li>● The current plans call for lighting at underpasses, bridge locations, trail connections, and BRT station access at 63rd St., and Niwot Road.</li> <li>● Currently, there are no plans for a “green buffer” (e.g., trees to block sound and fumes), but the project team will continue to explore options to mitigate sound and air quality concerns.</li> <li>● CDOT is conducting a noise study as a part of the CO 119 Mobility project. Results are not available currently.</li> </ul>

CONSTRUCTION & COST	
<p><b>What is the timing of construction?</b></p>	<p>Construction will be dependent on funding; the project may be built in phases. The county is</p>

	working closely with CDOT and RTD on a “touch once” approach so that one area of the road and bikeway are under construction simultaneously and only once, pending funding availability.
<b>What is the current cost and budget for the Project?</b>	The project funding is broken up into two parts: (1) Planning and (2) Construction. The Conceptual Plan was funded by the Colorado Department of Transportation (CDOT). The preliminary and final design is fully funded through a Denver Regional Council of Governments (DRCOG) plus funds from the county. The design is expected to cost approximately \$2.5 million. Construction for the project is not yet funded and is estimated to cost \$30- 35 million. The county is looking at every possible funding source for the construction funds.

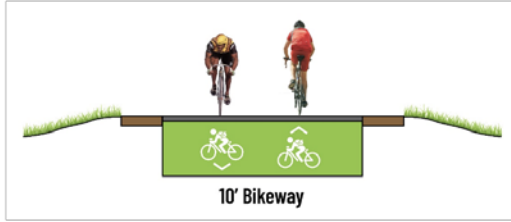
<b>MAINTENANCE</b>	
<b>What is the maintenance approach for the bikeway, particularly given Colorado’s winter weather patterns? This includes snow and ice removal, and flooding at underpasses.</b>	<p>The Project Team is planning for ice, snow, and excess precipitation in a number of ways:</p> <ul style="list-style-type: none"> <li>● Considering the use of a crown or slope and curb and gutter similar to the way roads are constructed so snowmelt and rain can drain quickly.</li> <li>● Snow removal on the bikeway will likely follow similar protocols as the US 36 Bikeway, which is plowed after 1 inch of snow and before 7:00am</li> <li>● Drainage at each underpass will be evaluated and the bikeway will be designed so that each underpass will be able to drain small storm events.</li> </ul>

<b>DESIGN ELEMENTS &amp; SPECIFIC LOCATIONS</b>	
<b>What are the expected design specifications for the Bikeway?</b>	<p>The bikeway is still in the initial design phase. However, there are some design assumptions and specifications:</p> <ul style="list-style-type: none"> <li>● The Project Team is planning for a variety of bikeway users with large speed differentials. There are design concepts</li> </ul>

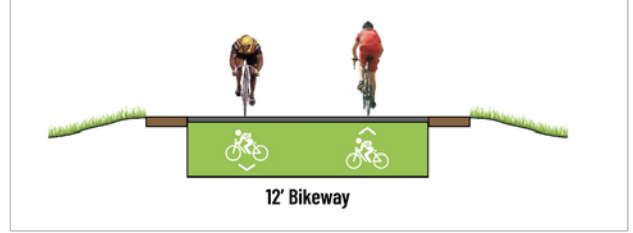
	<p>for either a widened bikeway or a “casual zone” in high-activity areas (see the <i>Typical Cross Section Concept</i> image below).</p> <ul style="list-style-type: none"> <li>● The bikeway width will vary along the corridor with a typical width of 12' and wider widths in high activity areas.</li> <li>● The surface will be concrete.</li> <li>● Underpass size will vary between 16' wide x 10 feet tall and 16' wide by 8' tall depending on project constraints.</li> </ul>
<p><b>What information is available about specific locations along the proposed route(s) or in their vicinity?</b></p>	<ul style="list-style-type: none"> <li>● <i>Underpasses:</i> Underpasses have been identified at the following intersections: Jay Road, 63rd Street, State Highway 52, Niwot Road, and Airport Road.</li> <li>● <i>LoBo Trail:</i> Improvements to the LoBo trail are outside the scope of this project. The Lobo Trail is a separate project and will not be deprioritized in favor of the 119 Bikeway.</li> <li>● <i>Transit Station Parking:</i> There will be transit station parking at Niwot Road, Colorado Highway 52 and 63rd Street. These parking areas will also be used as trailhead access parking.</li> </ul>

**Typical Cross Section Concept**

**Standard Width Bike Path**



**Proposed Width for CO 119 Bike Path**



**Wider Path Options in High-Activity Areas**

