



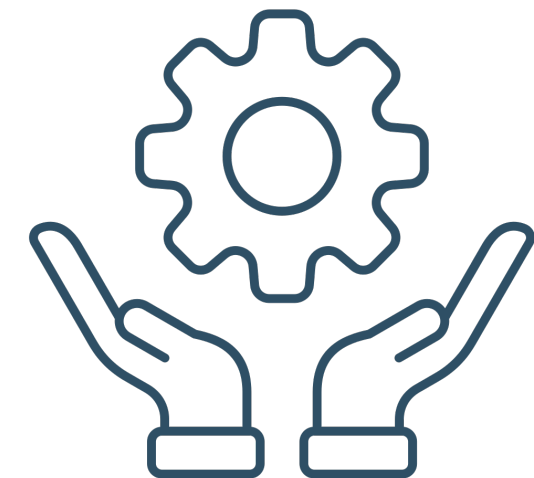
North Foothills Bikeway Design Project

May 2026 Public Feedback Welcome

Meeting Purpose:



Share Project Information



Explain the Evaluation Process



Present Design Options Under Further Consideration



Gather Public Input to Inform Design Process



Project Partners

Project partners work together to plan, review, and guide the bikeway design. Each partner brings different expertise and perspectives to the design process.





North Foothills Bikeway Project Area

The Feasibility Study, conducted in 2024, identified four focus areas that required additional analysis. The following boards show the potential design options for each focus area and the evaluation results of each. Some design options were considered but dismissed. Others are under further consideration.

Your feedback and ideas on the design options under further consideration will help design a useable and accessible bikeway for all types of cyclists. Scan the QR code to the right to provide feedback via a brief survey.



Scan to take the survey



Focus Areas

South End: Identify an option with safe connections across multiple roads.

Neva Road: Identify an option with safe connections that accomodate steep hills.

Left Hand Canyon: Identify an option with safe connections to Lefthand Canyon Drive.

Ute Highway / CO 66: Determine details for an at-grade crossing at the intersection of US 36 and CO 66 (Ute Hwy) with safe connections to bike lanes and the Lyons multi-use trail.





Project Overview

Project Purpose

The North Foothills Bikeway is a proposed 11-mile separated, hard-surface bikeway connecting Boulder and Lyons along US 36. The project will create a safer and more comfortable route for people biking and walking while improving regional connections.

Project Objectives:

- Improve safety along a corridor with a history of bicycle crashes.
- Provide a dedicated facility separated from motor vehicle traffic.
- Improve connections between Boulder, Lyons, and regional trails.
- Expand access for both transportation and recreation.

52,000 Cyclists Per Year

US 36 is a very popular road for cycling. The numbers below were collected from a non-motorized CDOT traffic counter. This information is publicly available at dtdapps.codot.gov/bikeped.

- **Approximately 52,000 cyclists per year**
- Total cyclists on US 36 in the month of January 2026 = **5,124**

Project Cost

- **Preliminary and Final Design Cost:** Approximately \$7 million
- **Current Design funding from the Transportation Sales Tax:** \$2.2 million
- **Construction:** \$95 million (The county is actively pursuing grant funding. Construction may occur in segments.)





US 36 Wildlife Crossings Project

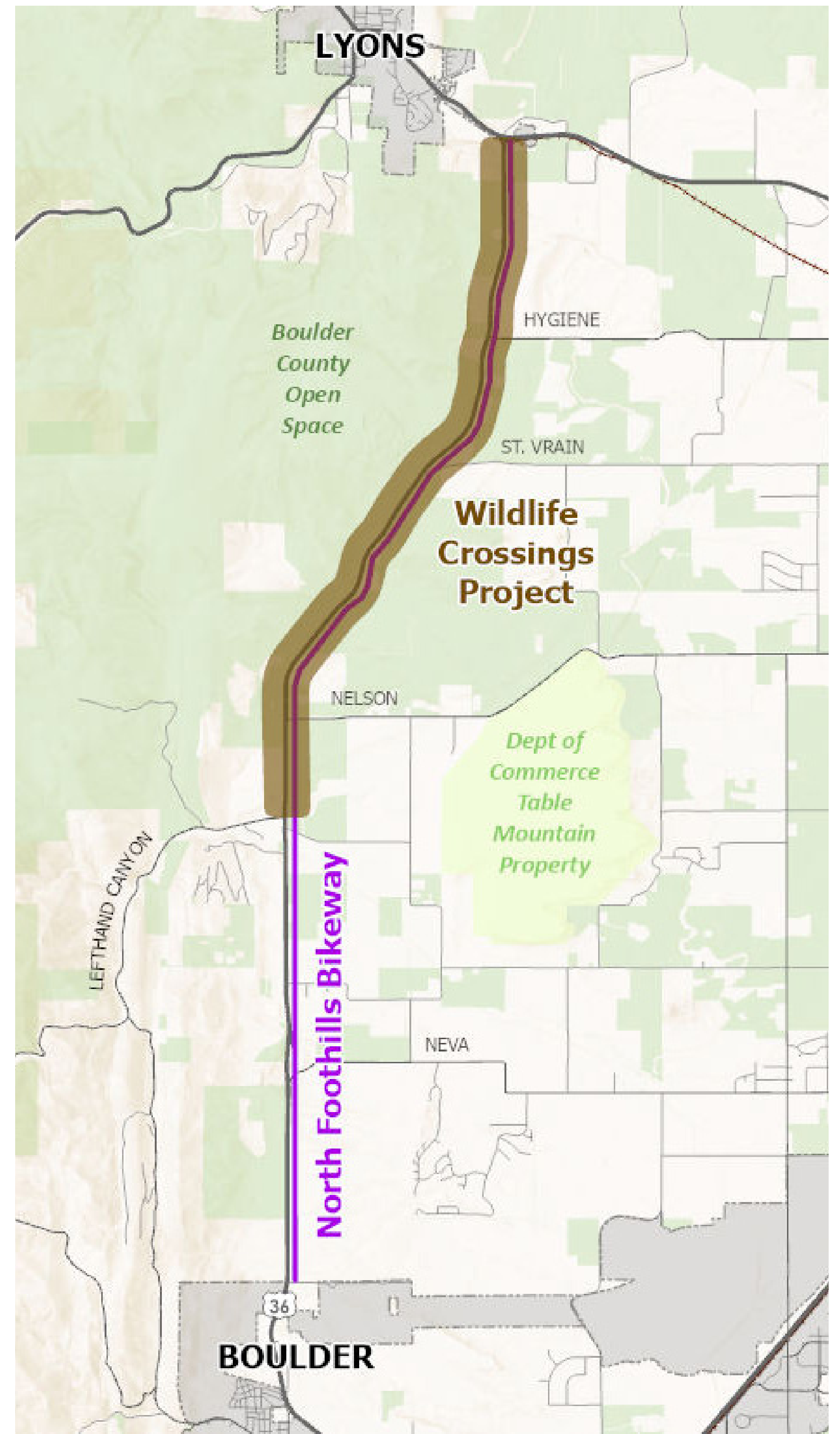
Project Overview

US 36, between Left Hand Canyon and Hygiene Road, has been identified by Colorado Parks and Wildlife (CPW) and the Colorado Dept of Transportation (CDOT) in the top 5% roads segments statewide for wildlife-vehicle conflict. **Forty percent (40%) of all wildlife-related crashes in Boulder County occur in this short stretch of roadway.**

Boulder County's Parks and Open Space Department has been working closely with CDOT and CPW to develop plans for a comprehensive wildlife crossing system to increase both public safety and wildlife connectivity. Wildlife crossings help reduce collisions between vehicles and wildlife, and make it easier for animals to move around the area.

Planning for the North Foothills Bikeway is incorporating these wildlife considerations to ensure transportation improvements are aligned with safety, ecological connectivity, and long-term conservation goals.

The renderings below show potential designs for the US 36 Wildlife Crossing project.



Learn More

Visit the project website by scanning the QR code to the right to learn more about the US 36 Wildlife Crossings Project.

Please direct questions to Susan Spaulding, Senior Environmental Resources Specialist, Boulder County Parks & Open Space

sspaulding@bouldercounty.gov | 303-579-8984



boco.org/US36WildlifeCrossings

North Foothills Bikeway Design

boco.org/NorthFoothillsBikeway

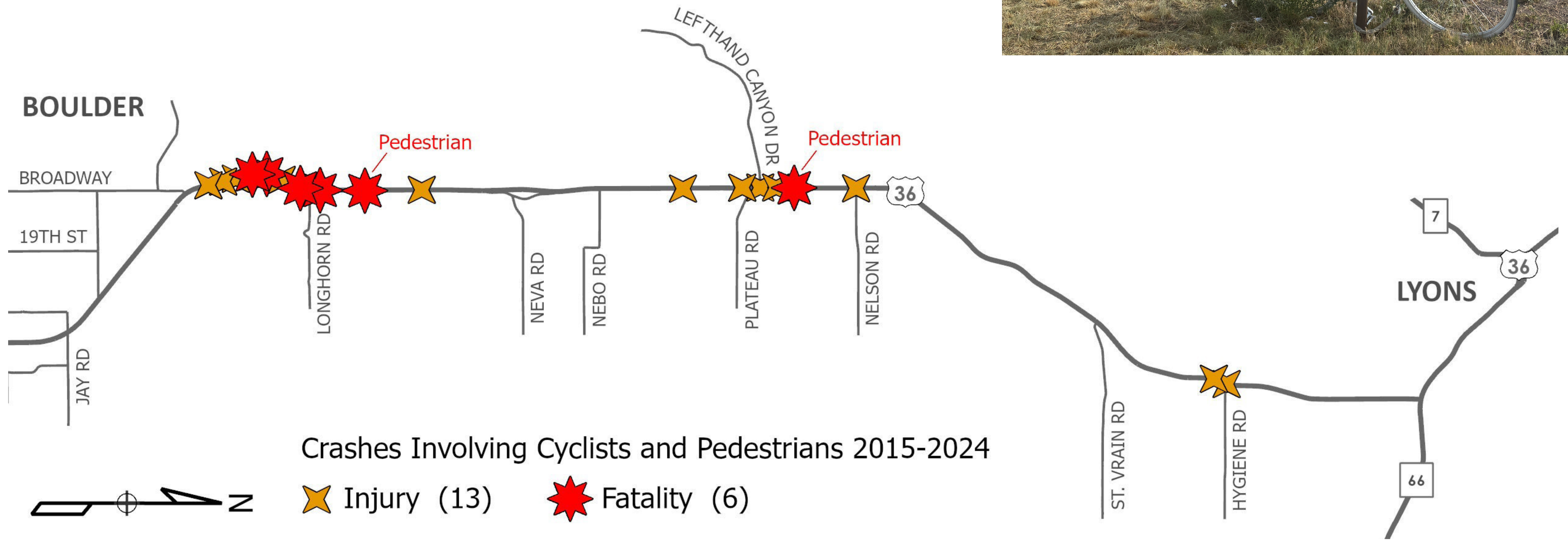




North Foothills Bikeway Design Project

Crash Data (2015–2024)

US 36 has been the site of 18 crashes involving cyclists and pedestrians in the ten years between 2015 and 2024. Crashes resulted in six fatalities and 13 injuries. **The goal of this project is to create a safer separated path to decrease crashes involving pedestrians and cyclists and to relieve drivers' stress passing cyclists.**

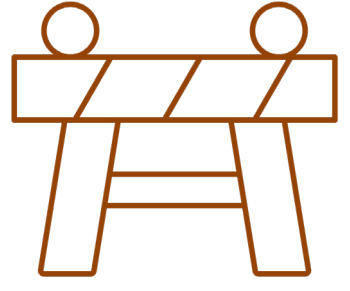




Technical Process

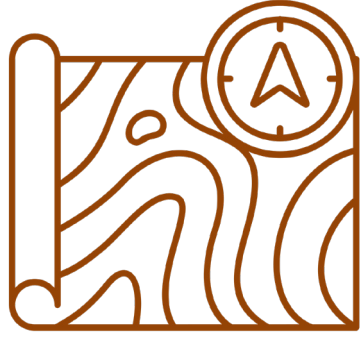
Data Collection & Technical Analysis Process

The project team is collecting technical data to inform bikeway design, understand constraints, and refine options. What's been done and what's happening now:



Right-of-Way Survey

Map the public and private land boundaries



Topographic Survey

Survey the hills and valleys to identify locations where walls and railings will be needed



Environmental Survey

Collect information on sensitive plant and wildlife habitats



Utility Locates

Map above and below ground utilities



Soil Testing

Test soil strength to design a durable bikeway

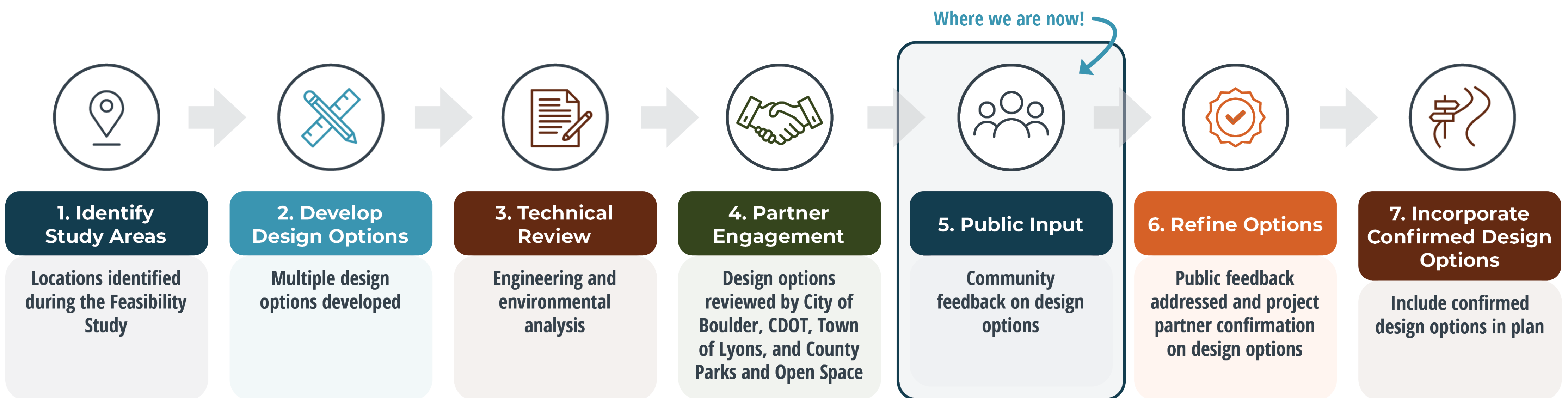


Development of Design Options

Some project locations required more intensive evaluation of multiple design options.

Design Option Development & Evaluation Process

Each design option is undergoing a comprehensive process to determine the option that is best.





Bikeway Adjacent to Slopes

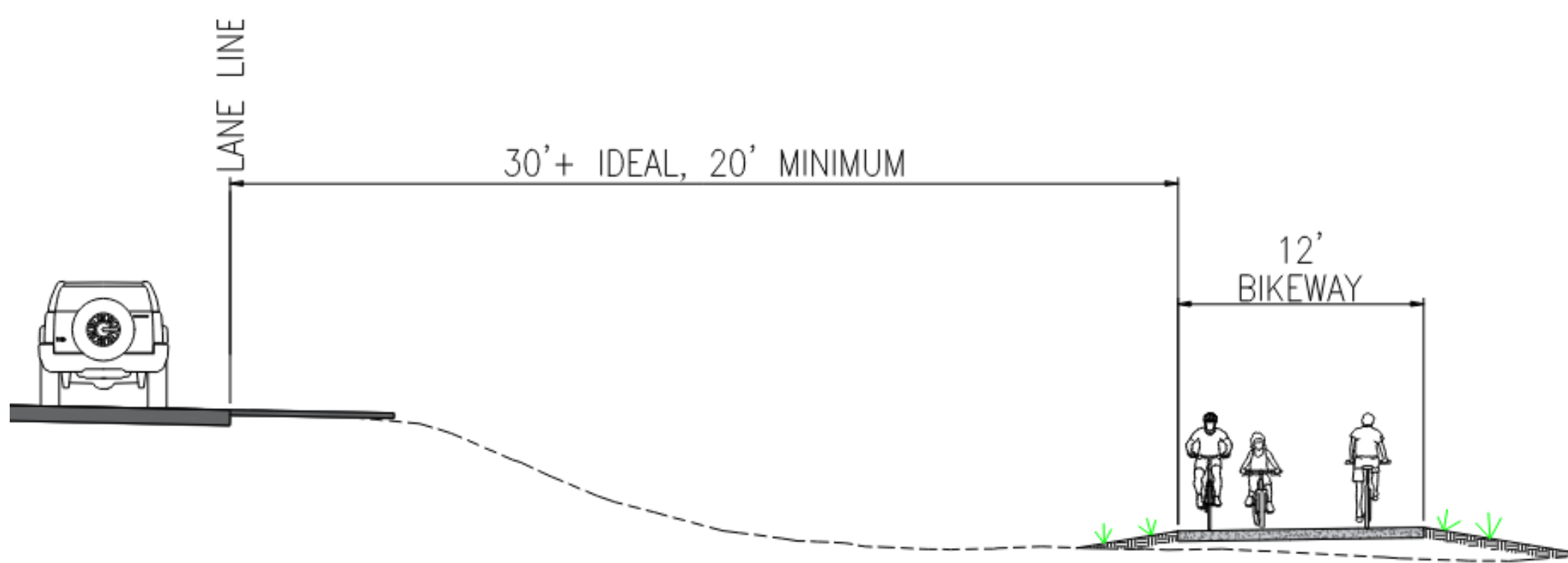
Bikeway Sections

The 2024 North Foothills Bikeway Feasibility Study determined that the best bikeway route is along the east side of US 36, primarily within CDOT right of way. The majority of the bikeway will maintain a distance of 20 to 30 feet between US 36 and the bikeway with minimal impacts to the surrounding area.

Because of the topography of the corridor, some sections of the bikeway will be near steep hills or downward slopes. These areas require different designs to accommodate the landscape.

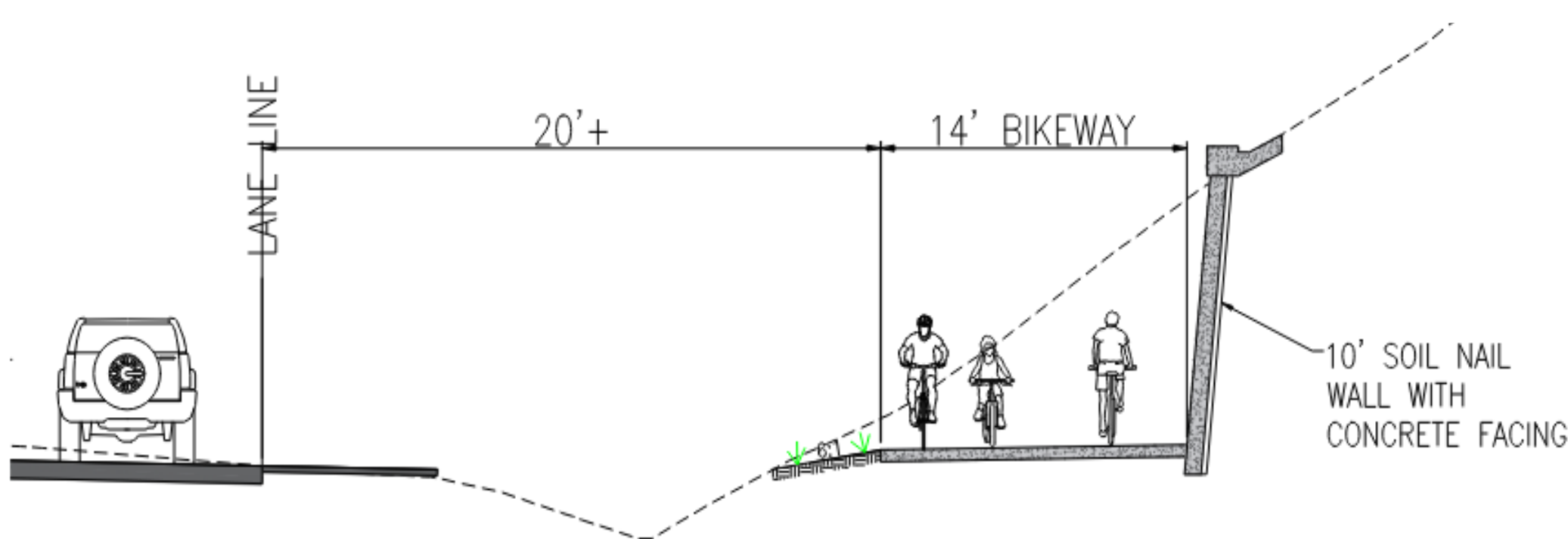
Ideal Section

Ideal sections have 20 to 30 feet of separation between the 12-foot wide bikeway and US 36.



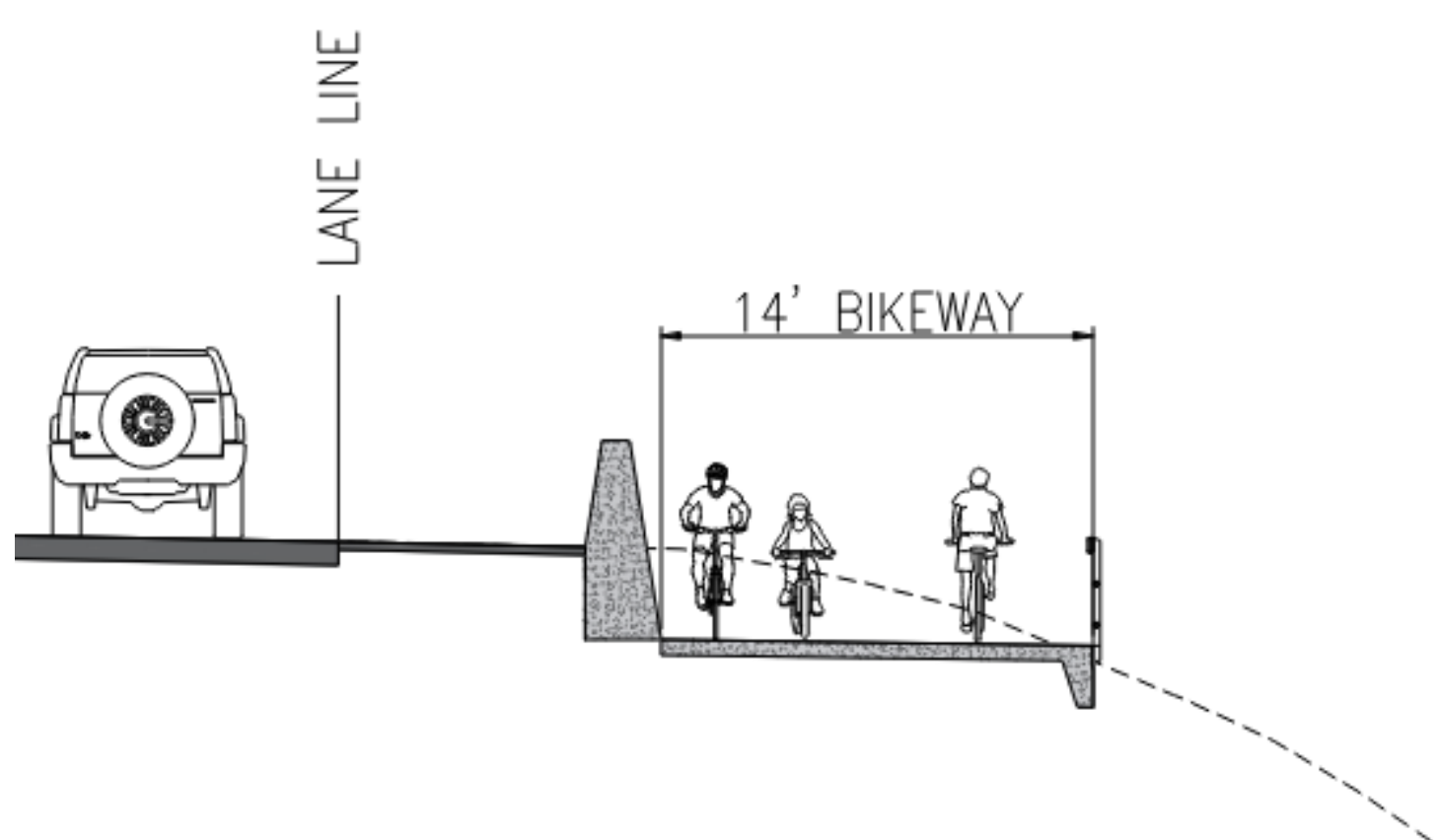
Steep Hill Section and Limited Right of Way

Adjacent to steep upward slopes, the area between US 36 and the bikeway will be approximately 20 feet with a retaining wall and a slightly wider path to increase distance from wall.



Steep Downward Slope Section and Limited Right of Way

Adjacent to steep downward slopes, a barrier will separate bikeway users from the road. The path is 14 feet wide in these sections.





Bikeway Crossings

Typical Crossings

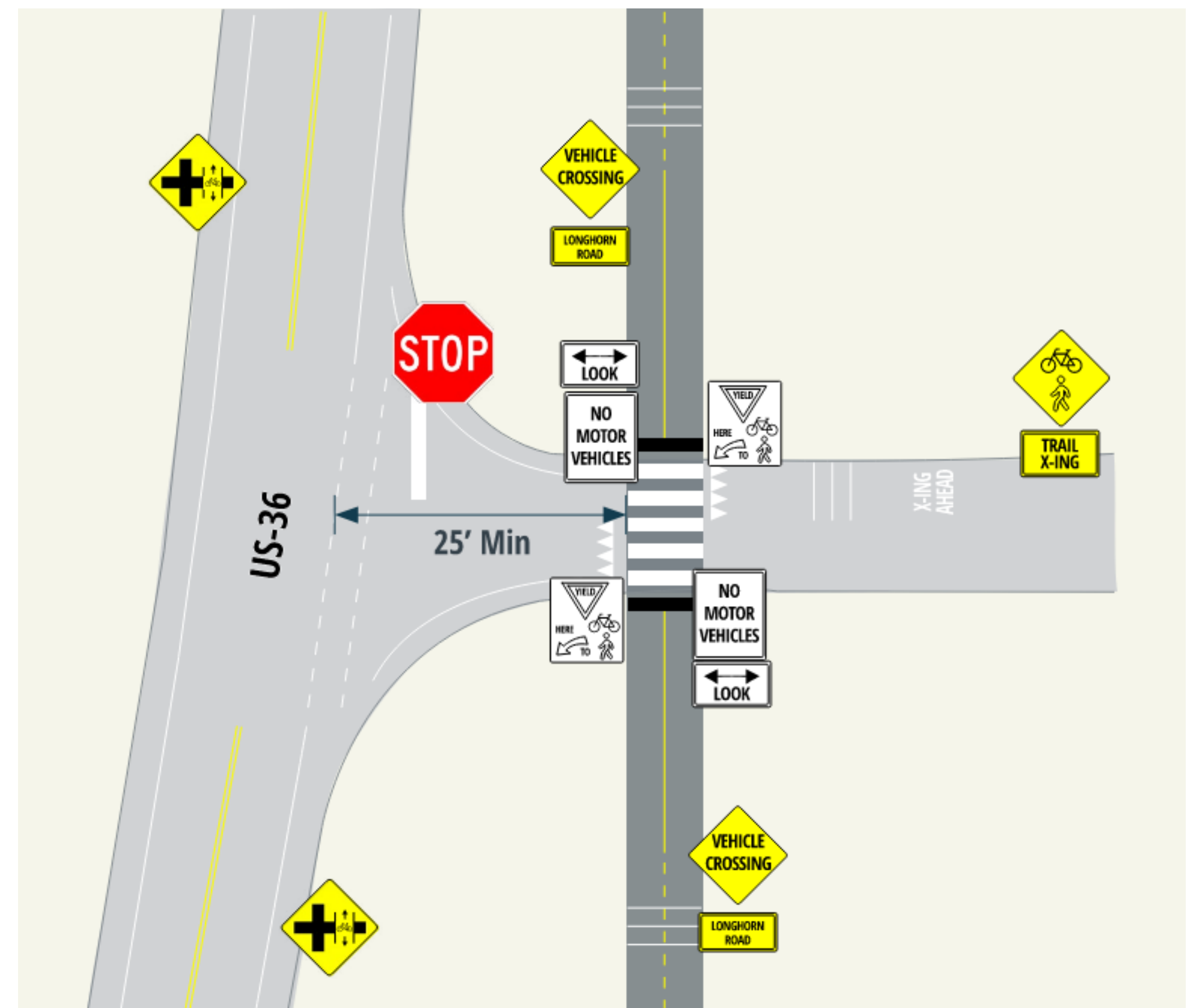
Bikeway crossings at local roads and driveways will be locations of potential conflict between bikeway users and vehicles. Vehicles will be required to yield to bikeway users per Colorado State Law. Where possible, crossings will be placed at a minimum of 25 feet from US 36 to provide turning vehicles with space between the highway and the bikeway for crossing bikeway users.

Advanced warning signs and pavement markings on both the roadway and bikeway will be erected to warn drivers and bikeway users of crossings.

Local Road Crossings

Bikeway crossing warning signs will be placed on US 36 to warn turning vehicles before crossing the adjacent bikeway. Advance crossing warning signage will also be provided on the local road.

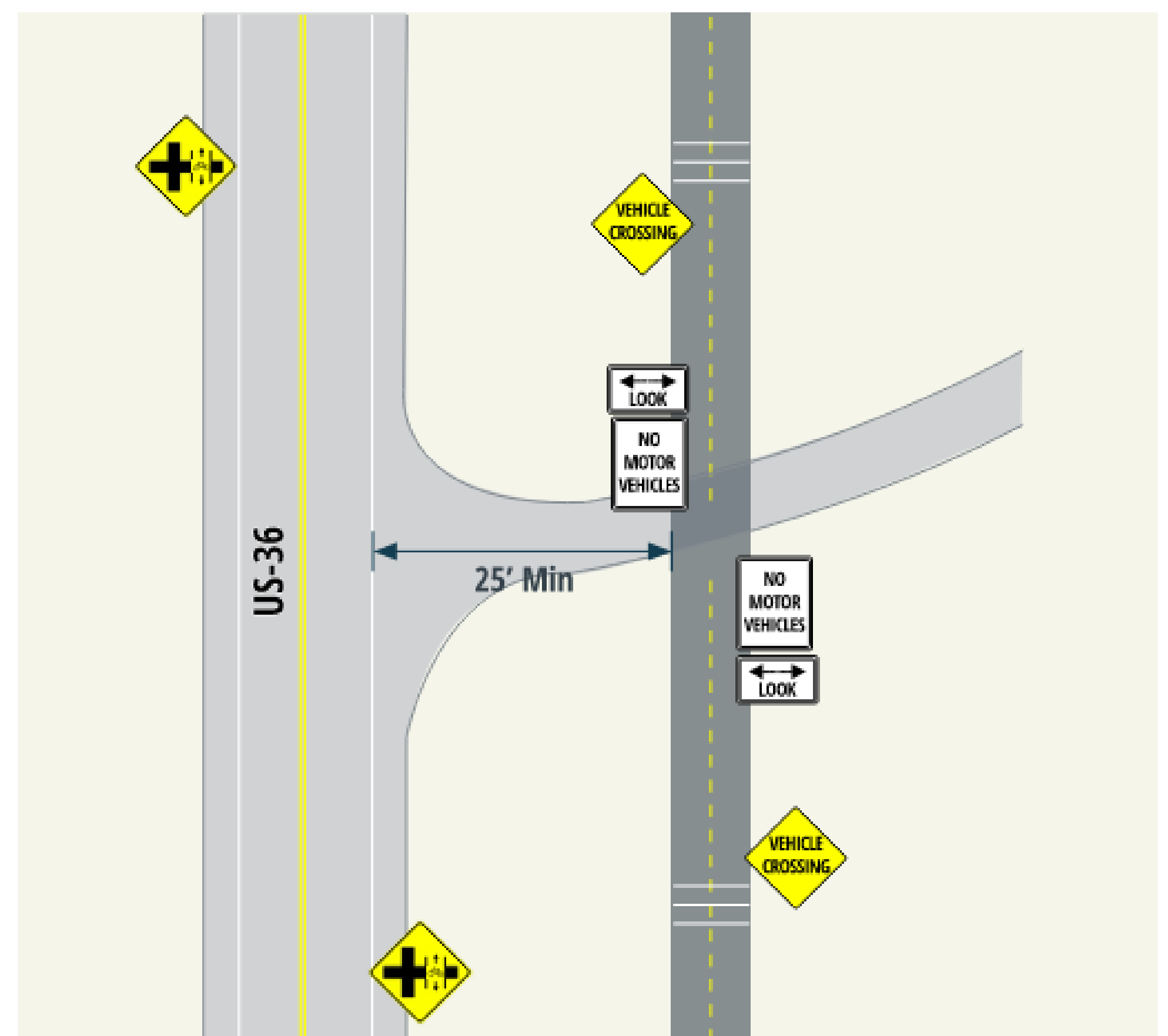
Crosswalk striping, yield lines, and yield signs will be provided at the road-bikeway crossing location. Advance crossing warning signs, transverse warning stripes, solid centerline striping, and "Look!" signs will be erected along the bikeway to alert bikeway users of the upcoming road crossing.



LOCAL ROAD

Driveway Crossings

Bikeway crossing warning signs will be placed on US 36 to warn turning vehicles before crossing the adjacent bikeway. Advance crossing warning signs, transverse warning stripes, dashed centerline striping, and "Look!" signs will be erected along the bikeway to alert bikeway users of the upcoming driveway crossing.



DRIVEWAY



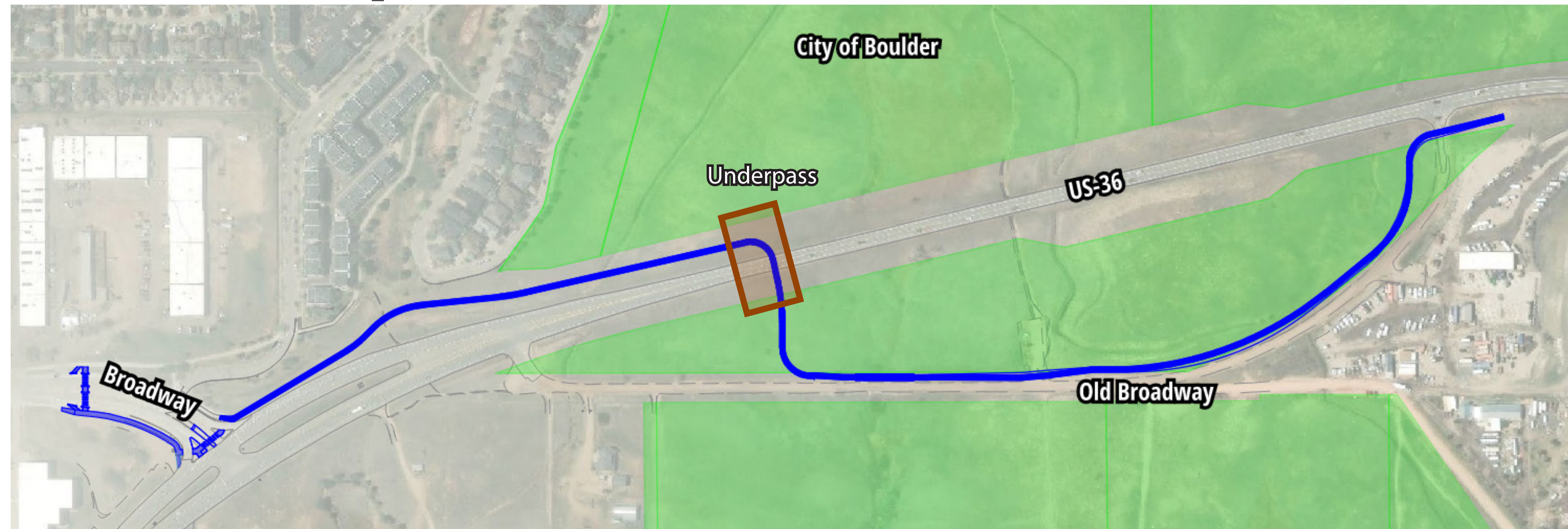
Design Option

Evaluation

Description

Considerations

New Underpass

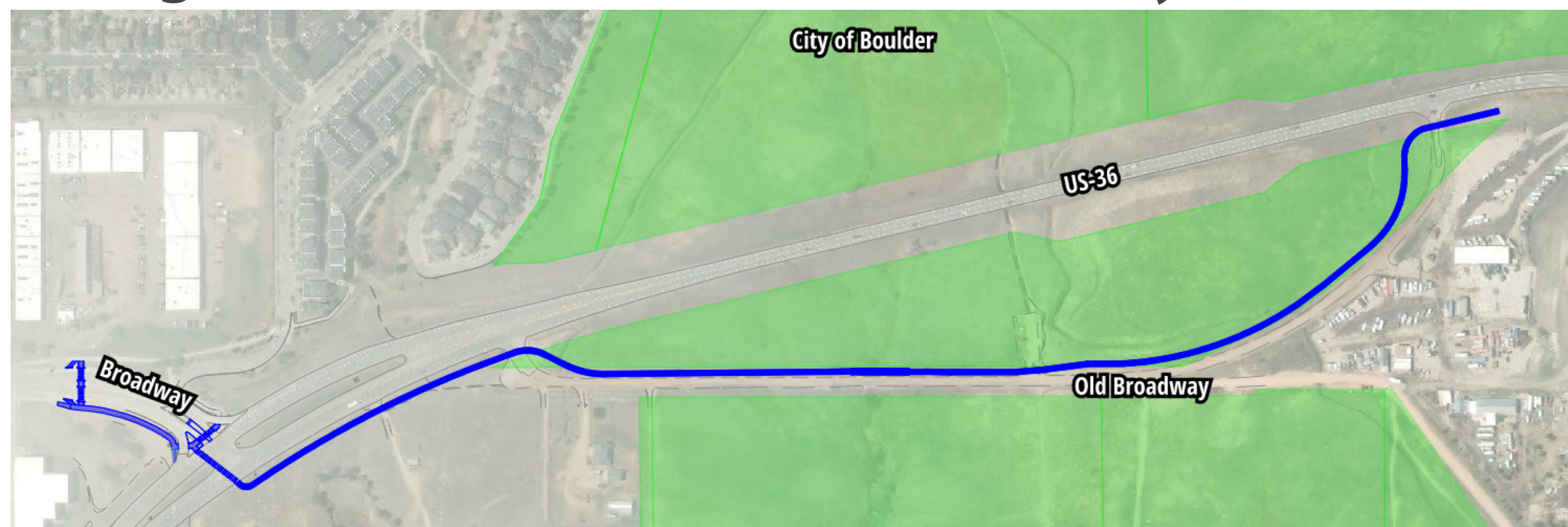


Under Further Evaluation

Crosses under US 36 via a new underpass. Bisects Open Space and Mountain Parks (OSMP) land and continues on Old Broadway.

- Underpass provides safety and comfort
- Avoids wetland impacts
- Avoids rare plant species
- Allows for connections to existing trail network

Along the West Side of Old Broadway

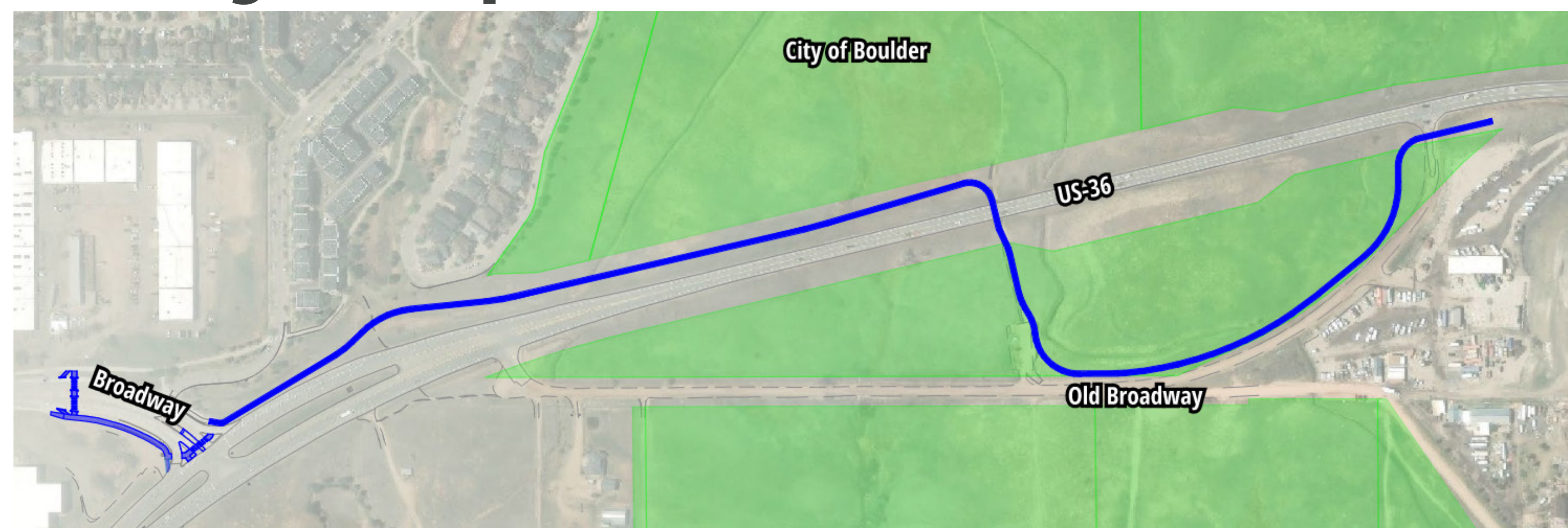


Under Further Evaluation

Crosses US 36 at Broadway via an at-grade crossing. Follows west side of Old Broadway.

- Avoids rare plant species
- Lowest impact to wetlands
- Least costly design option
- Allows for connections to existing trail network

Existing Underpass

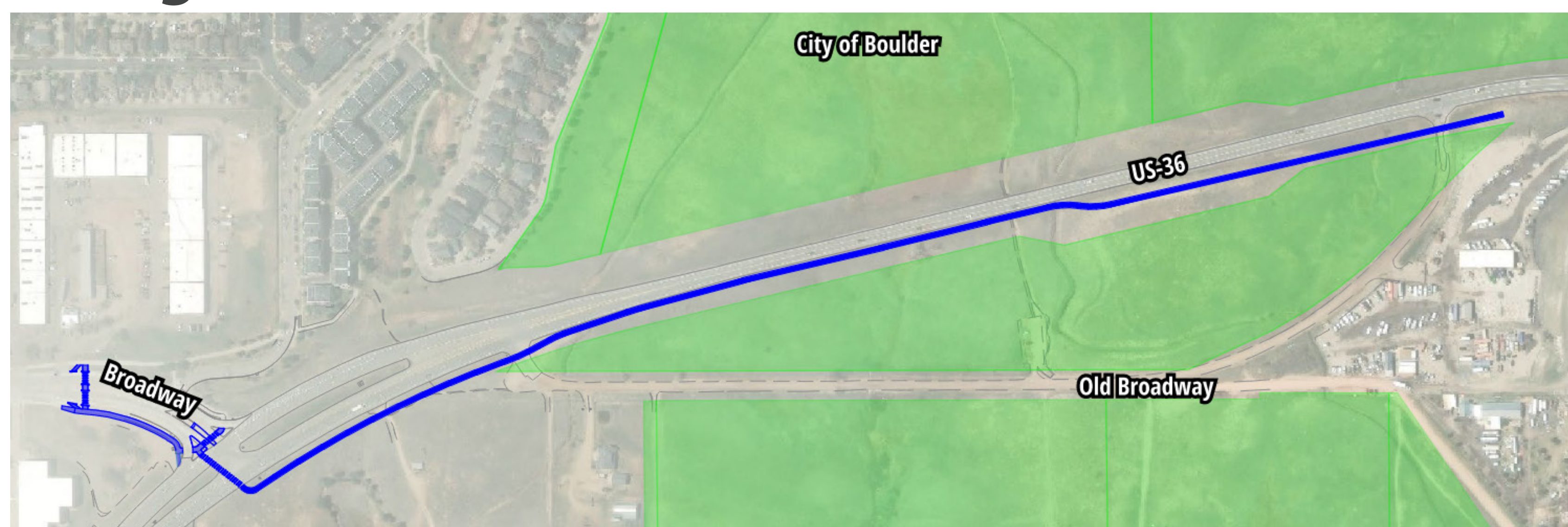


Considered But Dismissed

Navigates through the existing underpass location to connect users west of US 36 to Old Broadway, impacting wetlands.

- Impacts to wetlands
- Allows for connections to existing trail network

Along the East side of US 36



Considered But Dismissed

Navigates the bikeway adjacent to US 36 on the eastern side of the highway, impacting rare plant species in the area.

- Impacts to rare plant species
- Safety and comfort concerns near US 36
- Limited connections to existing trail network





South End Design Option Renderings

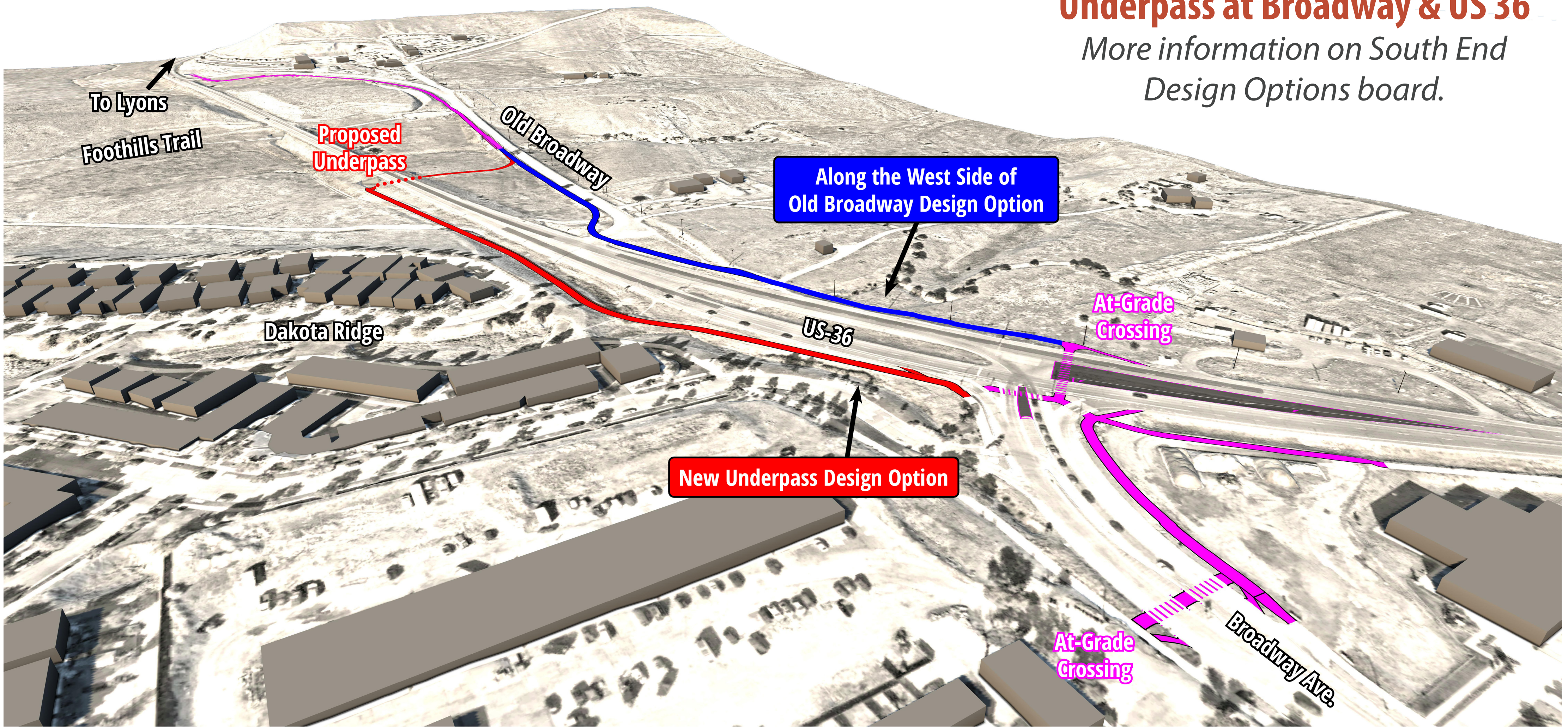
South End Design Options Under Further Evaluation

Below are two renderings of the South End Design Options classified as “Under Further Evaluation”: **New Underpass** and (West Side of) **Old Broadway**.

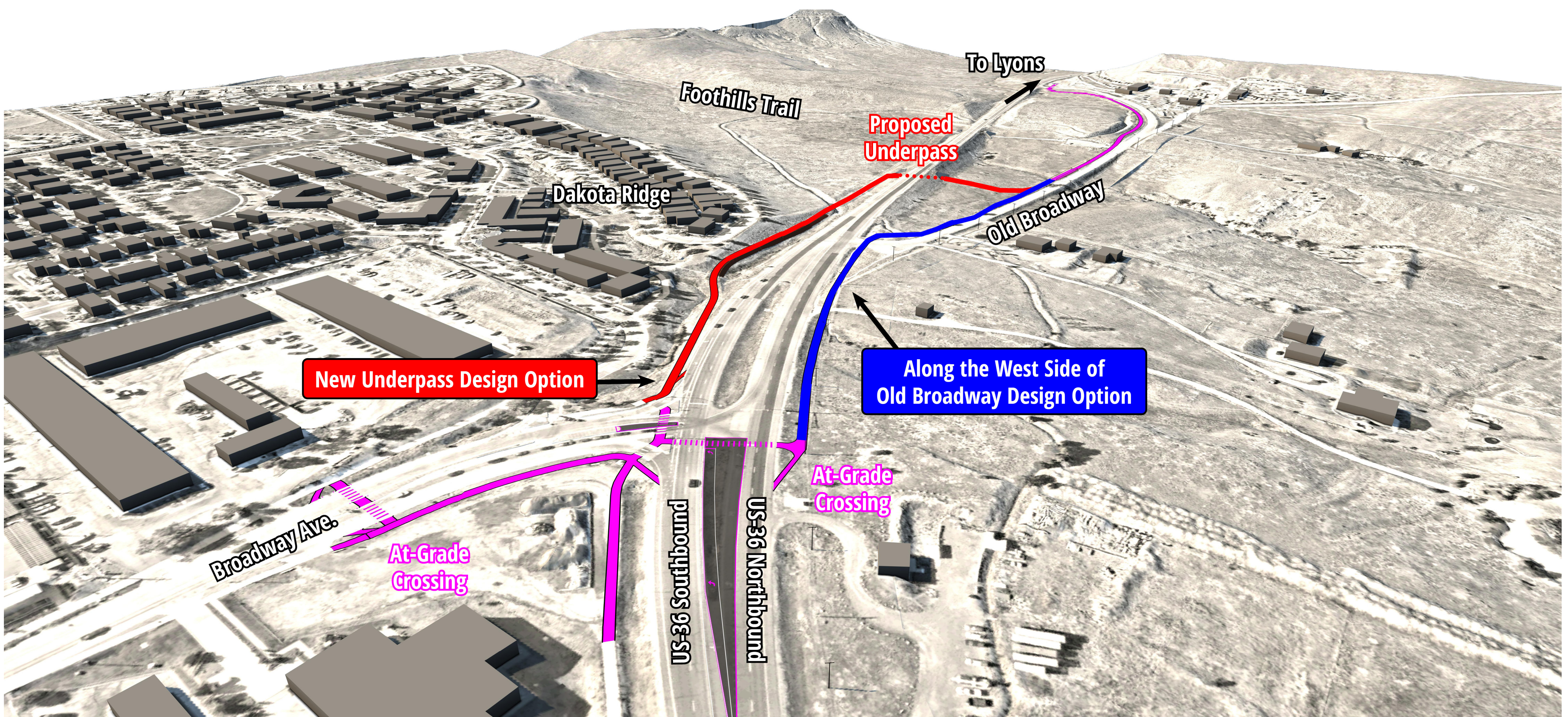
Perspective: Looking northeast from Broadway Avenue

Dismissed During Design: New Underpass at Broadway & US 36

More information on South End Design Options board.



Perspective: Looking northbound on US 36





Overview of South End Design Options

South End Area Overview

The South End focus area (from the intersection of North Broadway and US 36 to a quarter mile north) is complex because cyclists and pedestrians are arriving from all directions. This is the most biked section of the road and the area with the highest number of crashes involving cyclists and pedestrians.

South End Design Options

- New Underpass
- Along the West Side of Old Broadway
- Existing Underpass
- Along the East Side of US 36

Dismissed During Design: New Underpass at Broadway & US 36

The option for a new underpass at the intersection of Broadway and US 36 was considered but dismissed due to significant impacts to utility infrastructure and an uncomfortably long underpass with limited sight distances entering and exiting the underpass.

✓✓ = BEST
✓ = BETTER
■ = GOOD
✗ = IMPACTFUL
✗✗ = VERY IMPACTFUL

CATEGORY	SOUTH END DESIGN OPTIONS			
	New Underpass	Along the West Side of Old Broadway	Existing Underpass	Along the East Side of US 36
Cost	✗	✓✓	✗	✓
Wetland Impacts / Buffer Impacts	■	■	✗✗	✗
Rare Plant Impacts	✓✓	✓✓	✓✓	✗✗
Bike and Pedestrian Safety / Connectivity <i>(From Broadway Northbound)</i>	■	✗	■	✗
Bike and Pedestrian Safety / Connectivity <i>(From US-36 Northbound)</i>	■	✓	✗	✓
Separation from US 36	✓✓	✓✓	✓✓	✗
RECOMMENDATION	Under Future Consideration	Under Future Consideration	Considered But Dismissed	Considered But Dismissed



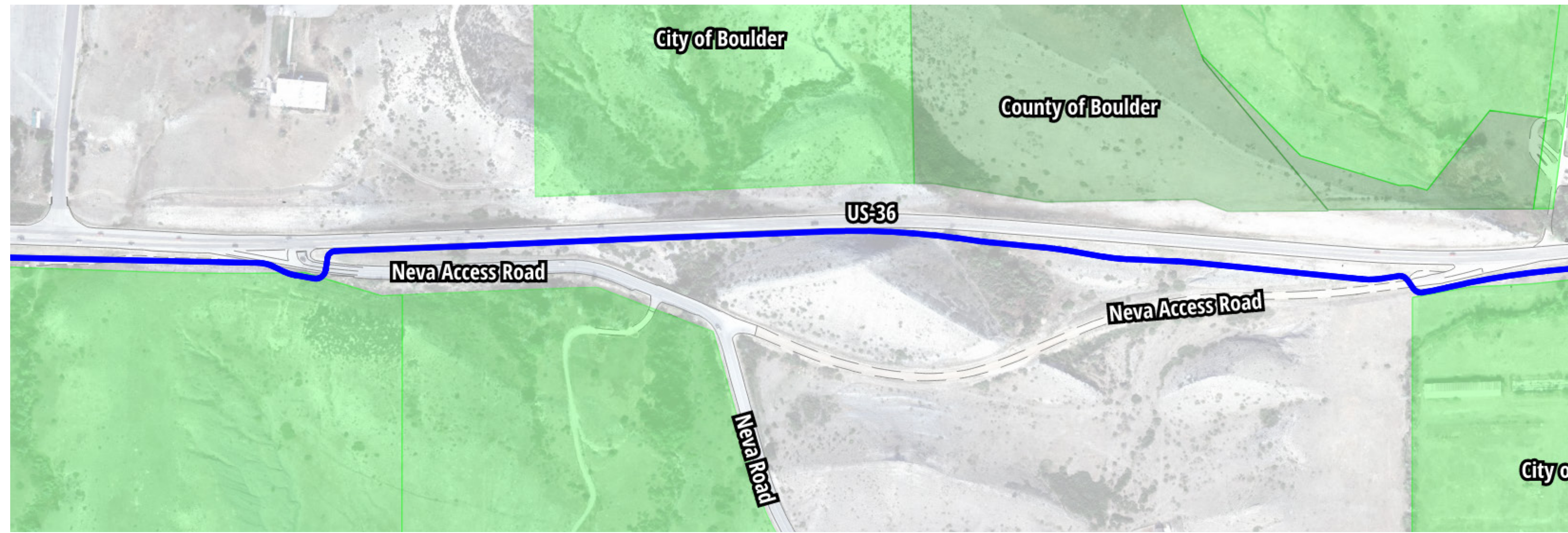
Design Option

Evaluation

Description

Considerations

Along US 36 with At-Grade Crossings

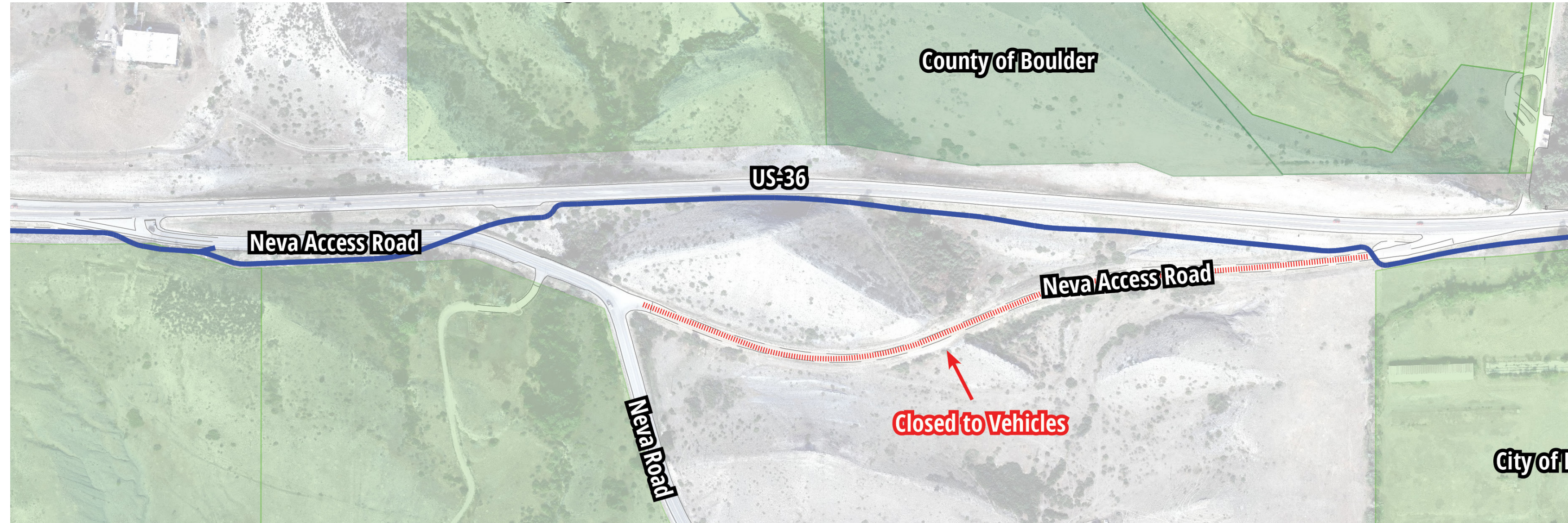


Under Further Evaluation

Incorporates two at-grade crossings at the north and south access points to Neva Road. Follows US 36 rather than detouring bikeway to Neva Road. The bikeway would stay under desired grade (<5%).

- Additional raised crossing for user safety
- Minimal costs

Overpass and Neva North Access Closure

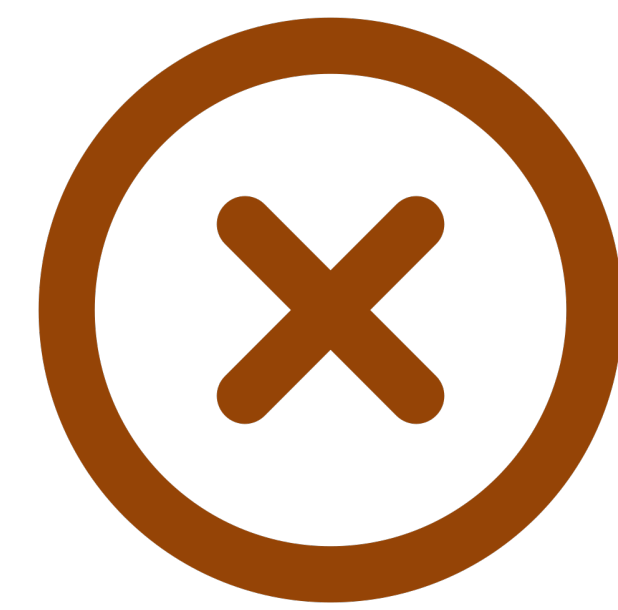
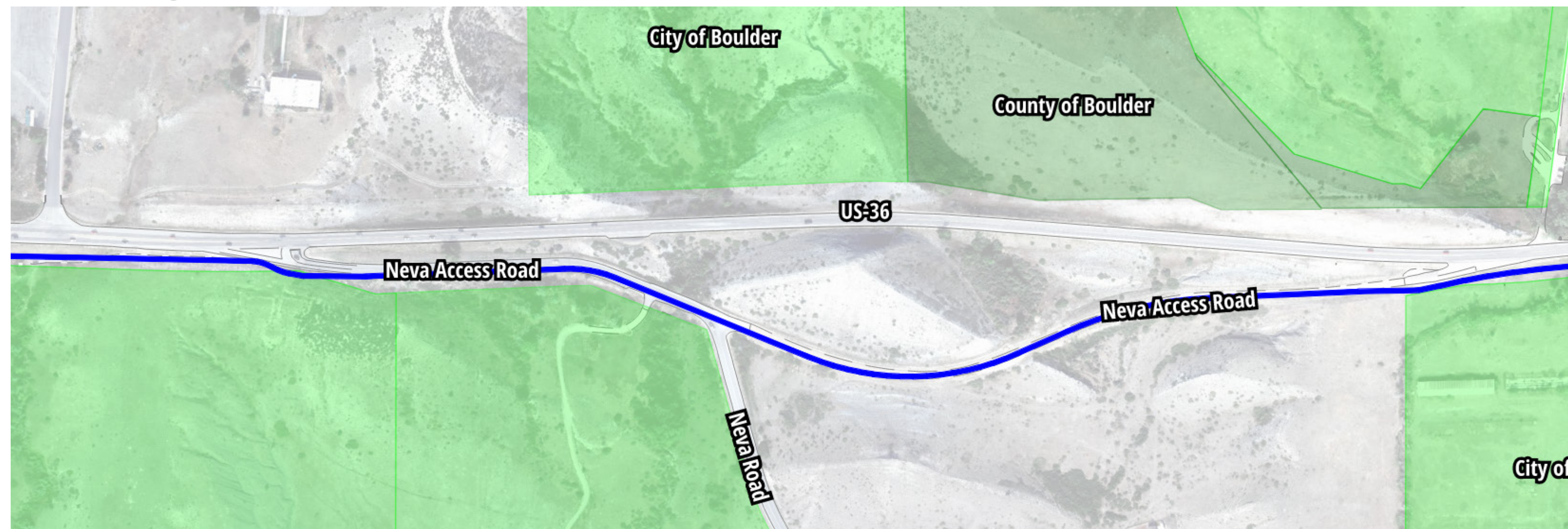


Under Further Evaluation

Neva Road northern access is closed. Bikeway runs adjacent to US 36 until Neva Road southern access. Here, an overpass bridge allows bikeway users to cross over Neva Road with grade separation from vehicular traffic.

- Safest (Least potential conflict between bikeway users and vehicles)
- Most comfortable and direct path
- Meets grade regulation (<5% grade)
- Higher costs (construction and maintenance)

Along Neva Road



Considered But Dismissed

This design option considered three potential bikeway routes: **Along East Side of Neva Road, Along West Side of Neva Road, and Neva As One-Way Road.**

- Greater than recommended bikeway grade (5%)
- Moderate impact on wildlife connectivity





Neva Road Design Option Renderings

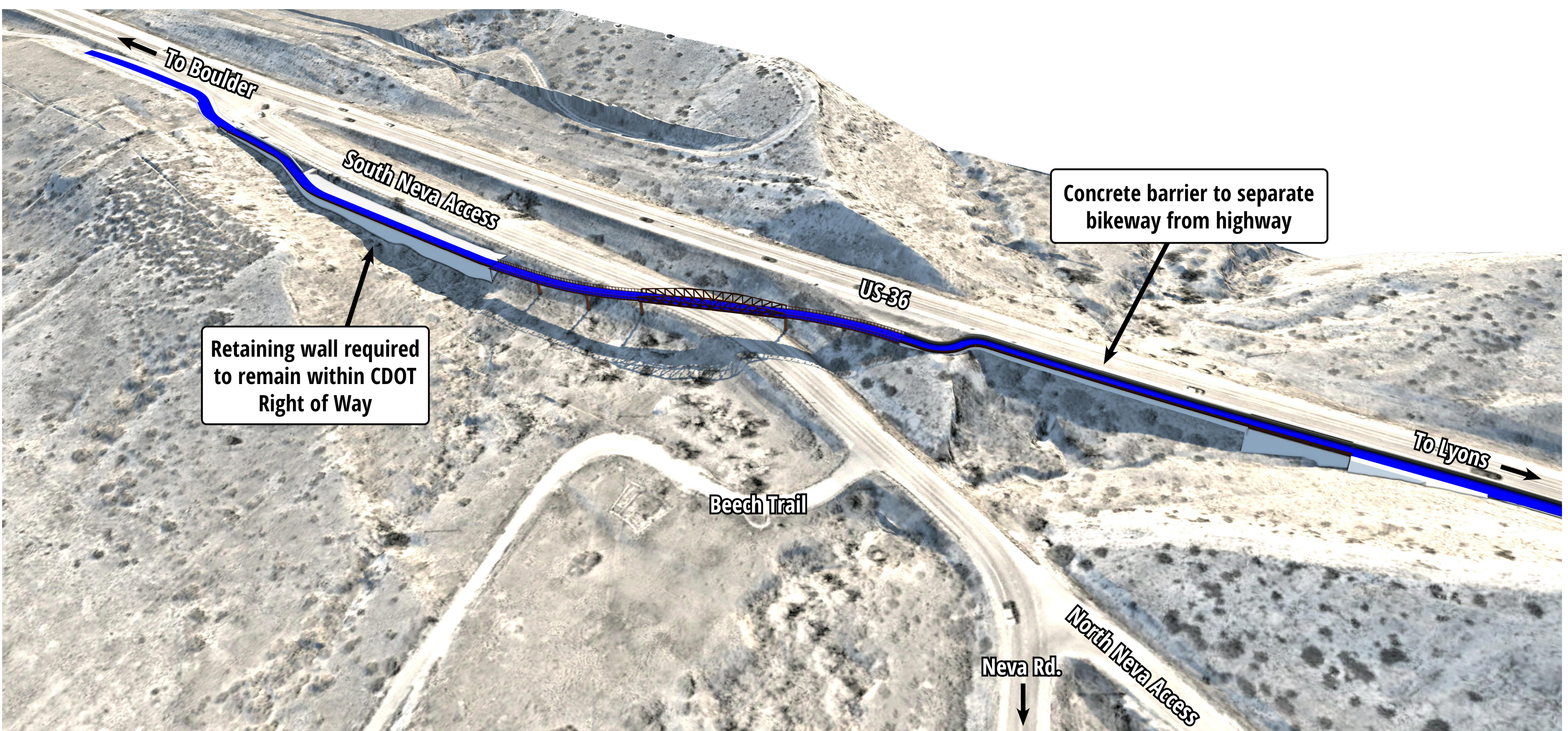
Neva Road Design Options Under Further Evaluation

Below are two renderings of the Neva Road Design Options classified as "Under Further Evaluation": **Along US 36 with At-Grade Crossings (top)** and **Overpass and Neva North Access Closure (bottom)**.

Along US 36 with At-Grade Crossings Perspective: Looking north from US 36



Overpass and Neva Road North Access Closure Perspective: Looking from above US 36 and Neva Road





Overview of Neva Road Design Options

Neva Road Overview

The Neva Road design options are considering safe ways for the bikeway to cross the South Neva Access and the North Neva Access while traversing the varying terrain in the area.

Neva Road Design Options

- Along US 36 with At-Grade Crossings
- Overpass and Neva North Access Closure
- Along Neva Road

✓✓ = BEST
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CATEGORY	NEVA ROAD DESIGN OPTIONS				
	At-Grade Crossings	Separated Crossing with Bridge	Along Neva Access Road: East Side	Along Neva Access Road: West Side	Along Neva Access Road: One Way
Cost	-	✗	✗	✗✗	✓
Bike and Pedestrian Safety / Connectivity	✓	✓✓	✗	-	✗
Separation from US 36	✗	✓✓	✓	✓	✗
Directness / <5% Slopes	✓	✓✓	✗	✗	✗
Impacts to Traffic	-	✓	-	-	✗
Private Property Impacts	-	-	✗✗	✗✗	✗✗
Wildlife Connectivity*	✗	✗	-	-	-
Environmental Impacts*	✗	✗✗	✗	✗	✗
RECOMMENDATION	Under Future Consideration	Under Future Consideration	Considered But Dismissed	Considered But Dismissed	Considered But Dismissed

*Requires additional analysis



Design Option

Evaluation

Description

Considerations

Cross Under Existing Bridge

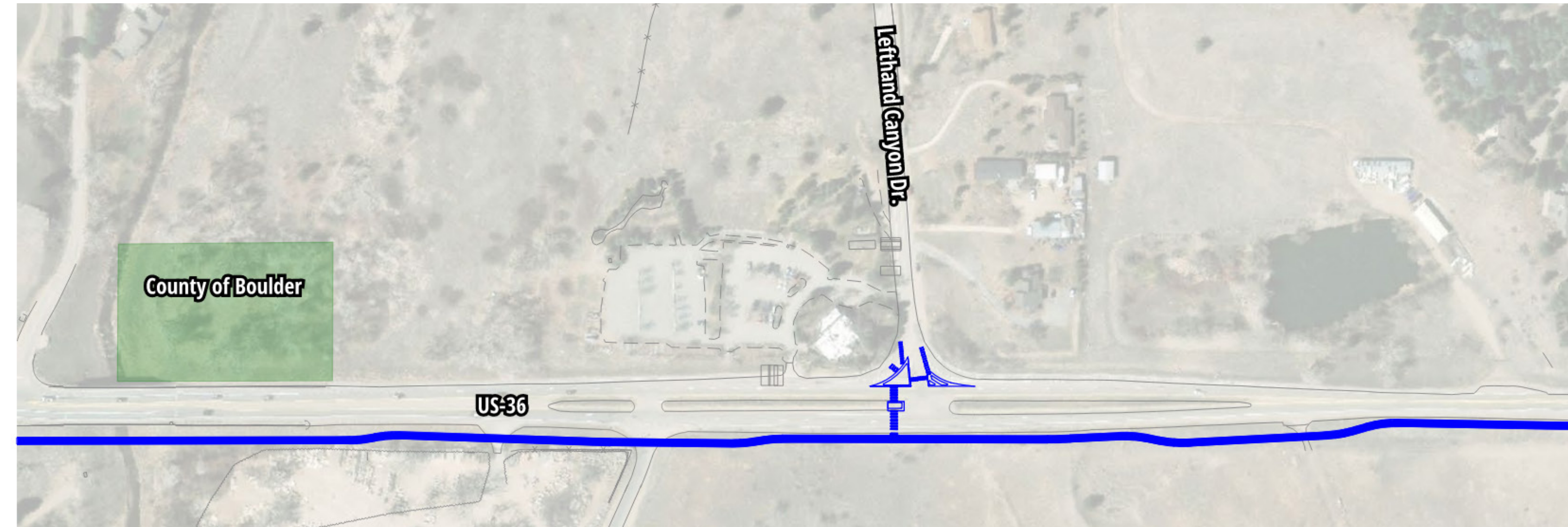


Under Further Evaluation

Utilizes area under the existing bridge over Left Hand Creek (south of Lefthand Canyon Drive) to allow bikeway users to cross under US 36, avoiding potential vehicular conflict points at the intersection.

- Separated access to Lefthand Canyon Dr.
- Mid block at-grade crossing on Lefthand Canyon Drive
- Impacts to riparian habitat and wildlife connectivity/movement
- Potential bikeway closure during James Creek high water events

At-Grade Crossing



Under Further Evaluation

Introduces a new full signal at the intersection of US 36 and Lefthand Canyon Drive, allowing bikeway users to cross the highway to access Lefthand Canyon Drive.

- Protected crossing with new signal and raised islands
- Minimal costs

New Underpass

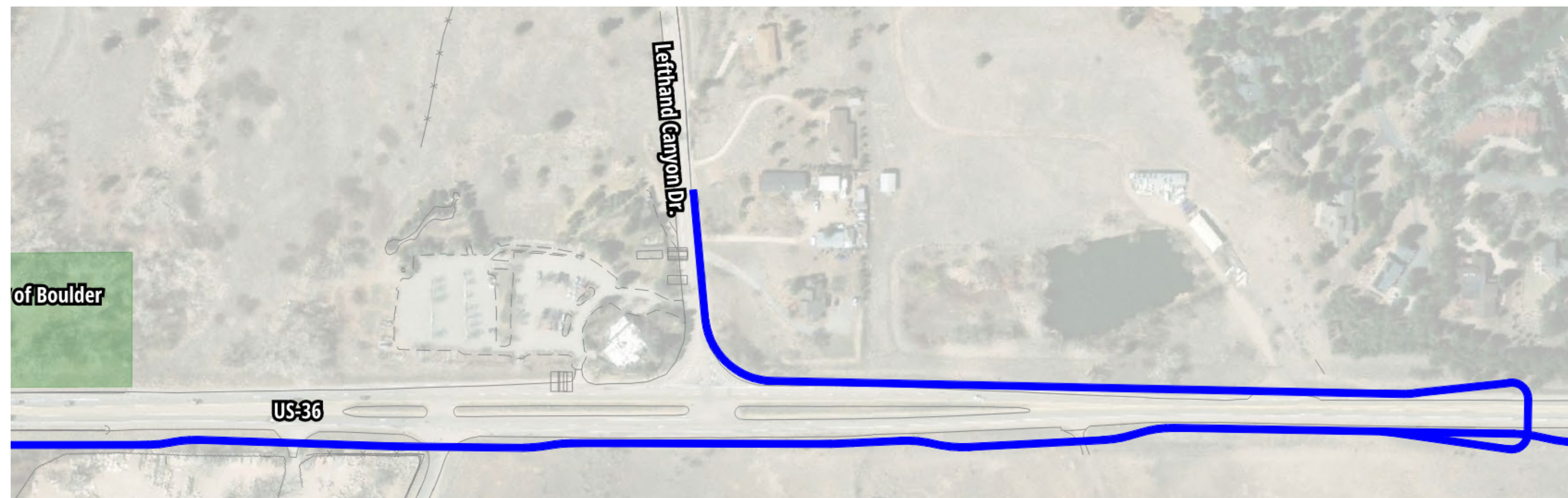


Considered But Dismissed

Introduces a new underpass for bikeway users to cross under US 36 at Lefthand Canyon Drive.

- Poor sight lines
- High costs
- Significant private property impacts

New Overpass



Considered But Dismissed

Introduces a new overpass bridge for bikeway users to cross over US 36 at Lefthand Canyon Drive.

- Circuitous routing
- High costs
- Significant private property impacts





Overview of Left Hand Canyon Design Options

Left Hand Canyon Overview

The Left Hand Canyon design options are considering safe connection options to Lefthand Canyon Drive, a popular cycling road with access to Jamestown and Ward.

Left Hand Canyon Design Options

- Cross Under Existing Bridge
- At-Grade Crossing
- New Underpass
- New Overpass

✓✓ = BEST
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CATEGORY	LEFT HAND CANYON DESIGN OPTIONS			
	Cross Under Existing Bridge	At-Grade Crossing	Underpass	Overpass
Cost	✓	✓✓	✗✗	✗✗
Private Property Impacts	✗	-	✗✗	✗✗
Bike and Pedestrian Safety / Connectivity	✓✓	-	✓✓	-
Separation from US 36	✓	-	✓	✓
Impacts to Traffic	✓	✗	✓	✓
Wildlife Connectivity*	✗✗	✓✓	✓	✓
Environmental Impacts*	✗✗	✓✓	✓	✓
RECOMMENDATION	Under Further Consideration	Under Further Consideration	Considered But Dismissed	Considered But Dismissed

*Requires additional analysis





Overview of Ute Highway Design Option

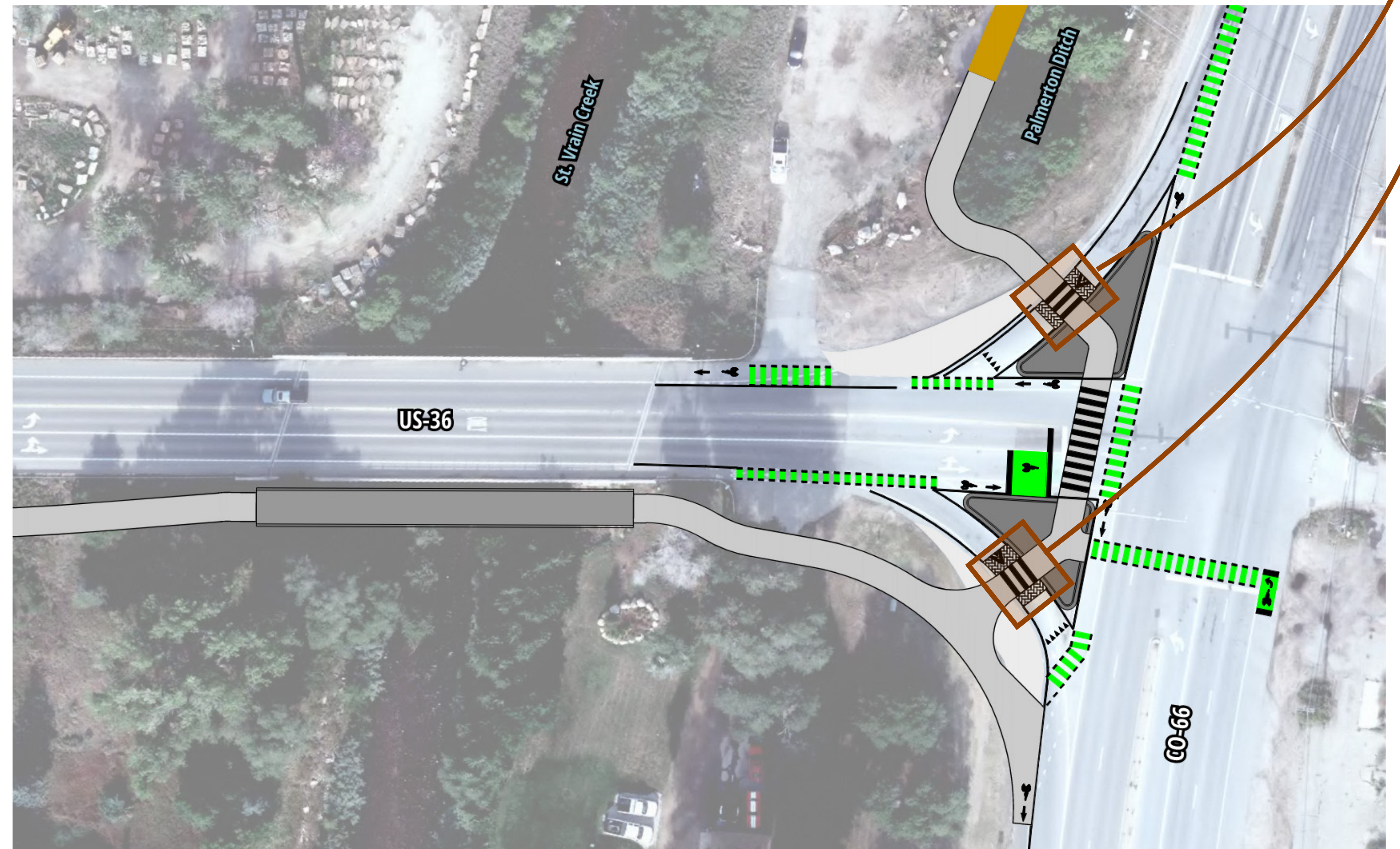
Ute Highway / CO 66: At-Grade Crossing Overview

The bottom right graphic shows the design option Under Further Consideration: **Ute Highway At-Grade Crossing**.

Intersection Improvements

The current intersection infrastructure will be improved to increase bike and pedestrian safety via construction of new crossing features and traffic-calming elements including:

- Raised Crossings and crossing refuges.
- Improved slip lanes to reduce vehicular speeds.
- Access to the existing Lyons multi-use trail.
- Access to on-street bike lanes (for eastern travel).



Top: Photo of a raised crossing.

Bottom: Rendering of the Ute Highway At-Grade Crossing





Next Steps

Please Give Us Your Input

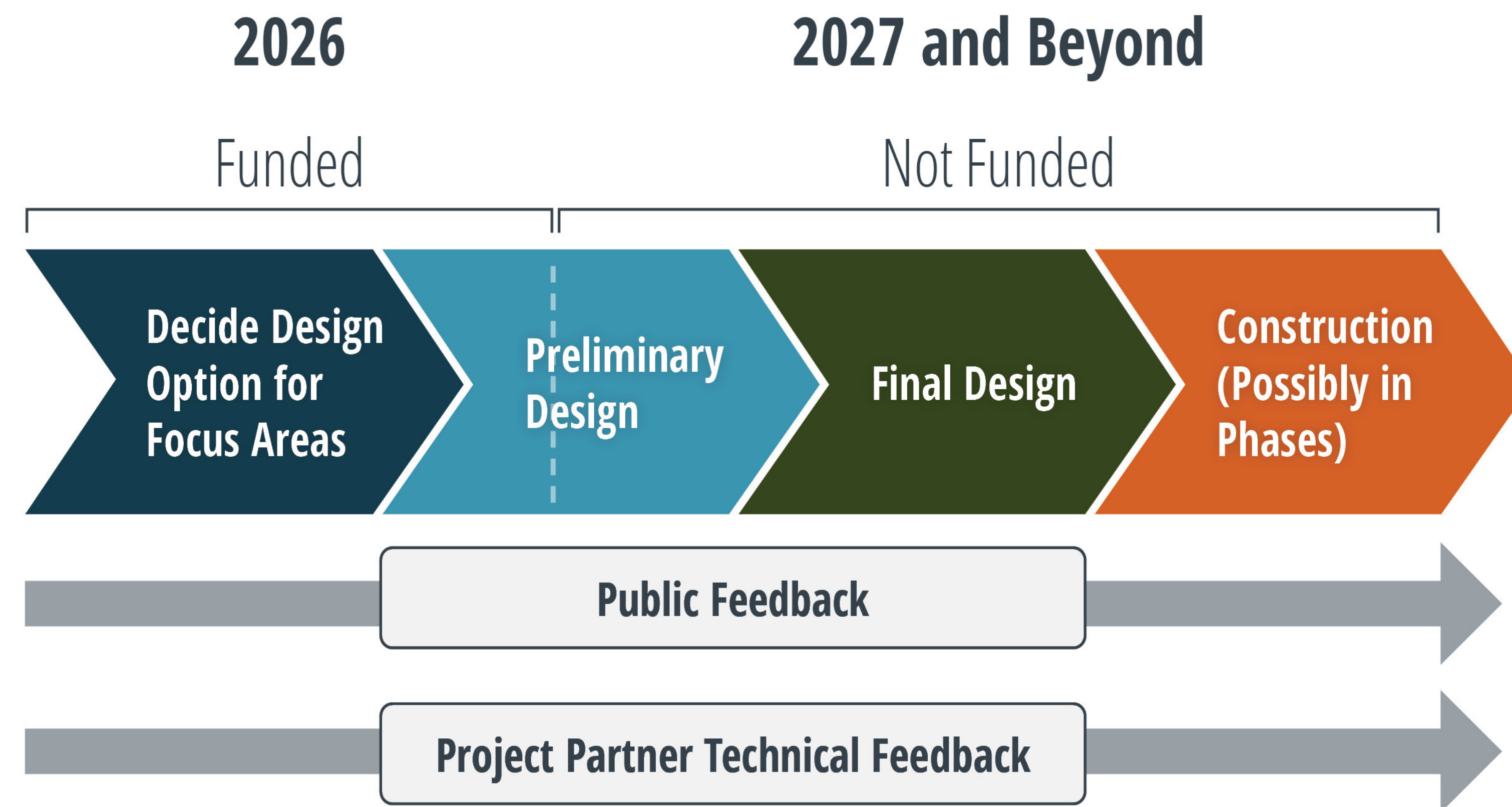
Share input on the design options as well as your preferences, priorities, and concerns by taking the brief survey.

Next Steps & Project Timeline

Public input will be considered with technical analysis and feedback from project partners to determine the chosen design option for each focus area.



Scan to take the survey



Contact The Project Team

Please direct questions to Alexandra Phillips, Project Manager, Boulder County Transportation Planning Division
aphillips@bouldercounty.gov | 303-441-4520

