Otak







North Foothills Bikeway

Alternatives Analysis Report

Submitted to:

Boulder County Community Planning and Permitting
2045 13th St
Boulder, CO 80302

Prepared by:

Otak, Inc.
371 Centennial Parkway
Suite 210
Louisville, CO 80027

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Section 1. Executive Summary

The North Foothills Bikeway Project will create an approximately 11-mile paved, separated multi-use pathway along the US 36 corridor between Boulder and the Town of Lyons. The project will provide a safe, low-stress transportation and recreation facility for cyclists and pedestrians of all ages and abilities while reducing conflicts with motor vehicle traffic on one of Boulder County's most popular cycling corridors. The project supports Boulder County's Vision Zero goals and enhances regional multimodal connectivity. The project is being led by Boulder County Community Planning and Permitting with support and coordination from project partner agencies including Boulder County Public Works and Parks and Open Space, the City of Boulder Open Space and Transportation Departments, the Colorado Department of Transportation (CDOT), the Town of Lyons, and other community partners.

Building on the recommendations of the 2024 North Foothills Bikeway Feasibility Study, the alternatives analysis focused on four focus areas where additional evaluation was required before advancing into preliminary design: the South End near Broadway, the Neva Road area, the Lefthand Canyon Drive intersection, and the North End connection at US 36 and CO 66. Alternatives were evaluated using criteria including safety, accessibility, connectivity, user experience, environmental impacts, right-of-way requirements, wildlife considerations, constructability, maintenance, traffic operations, and cost. Partner and community advocacy group input and public engagement were also incorporated into the evaluation process.

Public engagement activities included a public open house, community working group meetings, and an online survey that received approximately 855 responses. Feedback consistently emphasized the need and support for safety improvements, separation from vehicle traffic, environmental stewardship, and long-term durability of the bikeway. Public input was considered alongside technical and environmental analyses to inform recommendations but was not used as the sole basis for the alternative recommendations.

Recommended Alternatives

Based on the evaluation criteria, technical analysis, partner agency coordination, and public input the following alternatives are recommended for advancement to preliminary design:

- **South End:** New Underpass and Along the West Side of Old Broadway
- **Neva Road:** Overpass with closure of the North Access Road
- **Lefthand Canyon Drive:** At-Grade Crossing with signalized control
- **North End (US 36 and CO 66):** At-Grade Crossing with intersection safety improvements

These alternatives provide the best overall balance of safety, connectivity, user experience, environmental considerations, constructability, and long-term feasibility while supporting the project's goals and objectives.

Overview of Recommended Alternatives

South End (Broadway to Old Broadway)

The Design Team recommends advancing both the New Underpass and West Side of Old Broadway alignments to preliminary design. These options provide the best balance of user comfort, connectivity, environmental stewardship, and long-term flexibility. If funding constraints arise, the West Side of Old Broadway alignment, combined with intersection improvements at Broadway and US 36, is recommended as the initial construction priority, with the underpass proposed as a future enhancement.

Neva Road

The recommended alternative for the Neva Road area is a grade-separated overpass near the south Neva Road access point, coupled with closure of the north access road. Although the overpass increases original project cost estimates by approximately $3.8 million compared with an at-grade crossing, it provides the highest level of safety, limits the potential for cyclist-motorist crashes, improves user comfort, and has better wildlife connectivity than the at-grade option. Public feedback also indicated a preference for the overpass. The cost estimate does not include any associated roadway improvements on US 36 for turning vehicles, which could be pursued separately from the bikeway project and would provide important safety improvements at the intersection, independent of the bikeway.

Lefthand Canyon Drive

The recommended alternative for the intersection at Lefthand Canyon Drive is an at-grade crossing with a new traffic signal and intersection improvements. While grade-separated options have greater safety benefits, these options would require substantial right-of-way acquisition, result in more environmental impacts, wildlife concerns, and higher costs due to structures, grading and route length. The signalized crossing provides the best overall balance of safety, feasibility, limited environmental impacts, and cost-effectiveness. A signal warrant study is required to confirm if a signal is allowable at this intersection. If the signal warrant study does not recommend a signalized crossing, alternative designs, as a mid-block crossing, may be considered.

North End (US 36 and CO 66)

The recommended alternative for the North End is an at-grade connection combined with intersection safety enhancements. Grade-separated options were determined to be impractical due to significant private property acquisition requirements and environmental impacts. The at-grade option offers strong connectivity while remaining feasible and cost effective.

Section 2. Introduction

Project Description

The North Foothills Bikeway Project (Project) is a proposed 11-mile paved bi-directional bikeway along US 36 between Boulder and Lyons. The project is led by Boulder County Community Planning and Permitting (CPP). The bikeway will improve safety and comfort for cyclists of all ages and abilities along one of the county's most popular cycling routes. The project is currently moving towards preliminary design. The project extends from milepost 21.8 to 32.4 along US 36 North Foothills Highway.

As part of the design process, an alternatives analysis was completed for four focus areas that were initially identified in the US 36 North Foothills Feasibility Study (2024) as requiring further evaluation that was beyond the scope of the Feasibility Study. This report documents the alternative analysis process that has been completed as part of the preliminary design phase and provides recommendations for each focus area based on the evaluation criteria, public input and project partner feedback.

The proposed bikeway is primarily located within the existing Colorado Department of Transportation (CDOT) US 36 highway right-of-way (ROW). The Project will provide critical safety improvements for all modes traveling along US 36 while supporting the County's Vision Zero goals to reduce traffic fatalities and serious injuries.

Although the County is leading the design of the bikeway project, it must also comply with CDOT's design standards and criteria because it will be located within CDOT ROW. Additionally, the bikeway design will conform to the following design standards and requirements:

- CDOT Standard Specifications for Road and Bridge Construction
- American Association of State Highway Transportation Officials (AASHTO) "A Policy on Geometric Design of Highways and Streets"
- AASHTO "Roadside Design Guide"
- Public Right-of Way Accessibility Guidelines (PROWAG)
- National Association of City Transportation Officials (NACTO)
- CDOT Project Development Manual, CDOT M&S Standards
- CDOT Design Guide
- CDOT Construction Manual
- Manual on Uniform Traffic Control Devices
- Highway Capacity Manual
- Additional applicable State, federal, and Local guidelines including the County's Multimodal Transportation Standards.

Project History & Need

US 36 is a popular route for cyclists in Boulder County. There are, on average, over 50,000 cyclists recorded annually traveling on US 36 North Foothills Highway. The documented safety hazards along this section of US 36 make it one of the most dangerous roads in Boulder County; this road has more fatal crashes between cyclists and motorized vehicles than any other road in unincorporated Boulder County. In 2024, the Feasibility Study recommended a 12-foot-wide concrete bikeway alignment. A separated bikeway would greatly increase safety for cyclists and motorists, and improve access to trails, open space and other popular cycling routes within northern Boulder County.

Because the scope of the Feasibility Study was limited, four alternative "focus areas" were identified for further analysis (

Figure 1):

- South End (Broadway to the North end of Old Broadway)
- Neva Road
- Lefthand Canyon Dive
- North End (US 36 and CO 66 intersection and connection to Lyons)

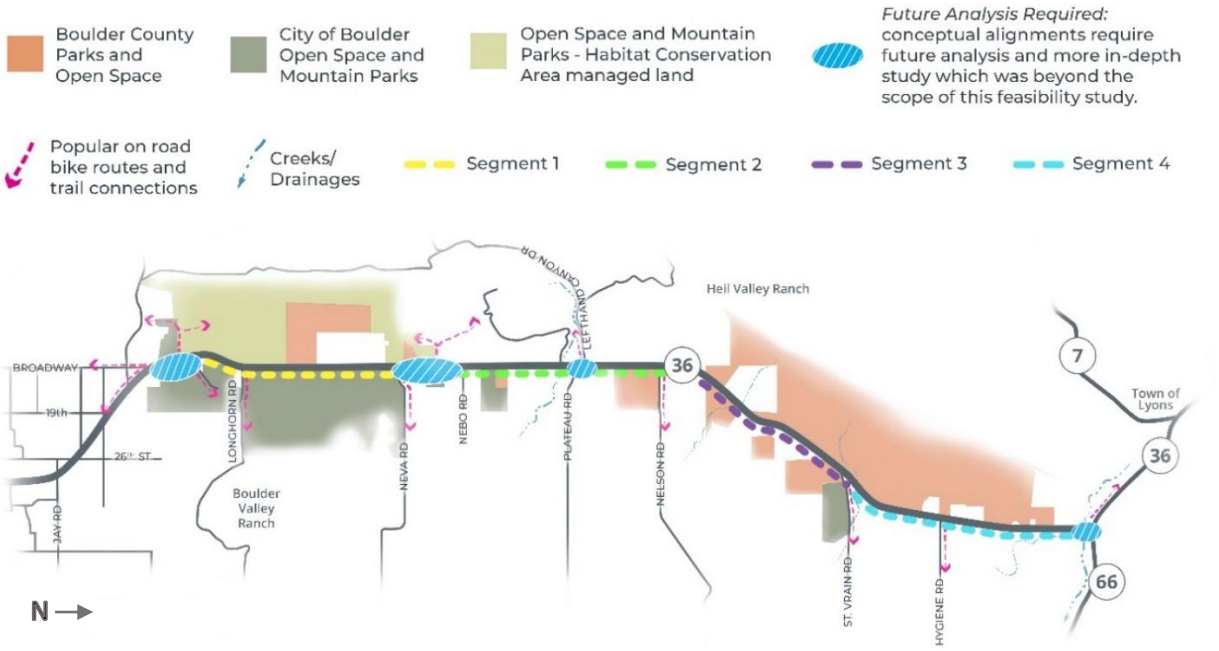


Figure 1. North Foothills Bikeway Feasibility Study (focus areas shown in blue)

Boulder County considers the US 36 highway from Boulder to Lyons a Safety-for-All concept, which includes safety considerations for humans and wildlife. The County has applied for a US Department of Transportation Safe Roads and Streets for All (SS4A) grant to fund a portion of the first segment of the project (Segment 1), which extends from the intersection of Broadway and US

36 through the intersection at Longhorn Road. The Project will also share and incorporate information with Boulder County Parks and Open Space (BCPOS) department's Wildlife Crossing Project as design progresses.

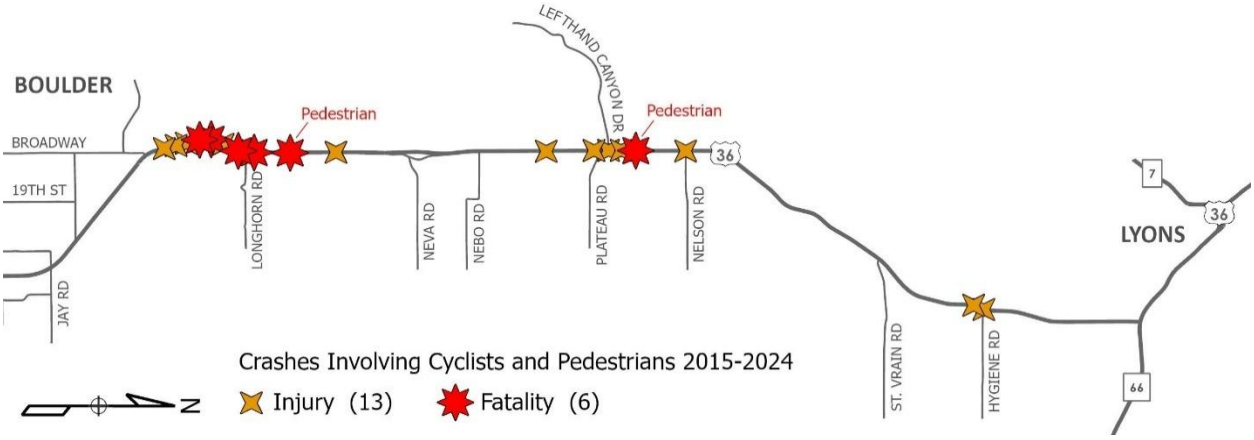


Figure 2. Project Map with Crash Locations (2015-2024)

Existing Conditions

US 36 serves as a vital highway corridor, linking the City of Boulder to the northern communities of Boulder County, Estes Park, and Rocky Mountain National Park. The highway is a popular route for recreational and commuting cyclists, but existing bike infrastructure is limited to narrow roadway shoulders and there are no dedicated or separated facilities for cyclists and pedestrians. The combination of high vehicle speeds, constrained roadway geometry on challenging topography (rolling hills), and a lack of separation between motor vehicles and vulnerable roadway users create stressful conditions for people traveling outside of a vehicle, which currently discourages many people from riding along US 36.

The existing safety issues are well documented through previous planning efforts, public input, and State and County crash data. There have been 13 documented cyclist or pedestrian injuries and six fatalities between 2015 and 2024 (Figure 2). In 2025, there were 2 additional cyclist fatalities in the project area. Public feedback consistently highlighted concerns regarding traffic speeds, limited shoulder width, and the lack of a comfortable facility for users of varying ages and abilities.

Project Goals & Objectives

The goals of the project were initially identified during the Feasibility Study and revisited at the beginning of the current phase of the project in the summer of 2025. The updated project goals include:

- Be compatible with the goals identified in the Boulder County's Transportation Master Plan (TMP) and US 36 North Foothills Highway Bikeway Feasibility Study (2024)
- Prioritize safety for people using all modes of travel

- Enhance County identity as a place that is welcoming to bicycling and walking
- Provide a low-stress and safe bicycling and walking connection between Lyons and Boulder
- Reduce vulnerable road user fatalities and help meet the County Vision Zero goal
- Increase travel options by providing connections from the Bikeway to the Lyons Flyer bus stops
- Provide a quality facility that is durable over time and minimizes maintenance costs
- Be accessible by cyclists and pedestrians of all ages and abilities
- Designed using national best practices
- Consider potential future technologies in the design, such as the increasing use of electric bicycles
- Compatibility with the Parks and Open Space US 36 Wildlife crossing study recommendations

While the bikeway will be designed to encourage users to travel on the bikeway instead of the roadway shoulder, the Team acknowledges that there will be some users who ultimately prefer to ride on the roadway shoulder. The roadway shoulder will not be restricted as a result of the bikeway construction.

Partner Coordination & Governance Structure

The Project is led by the Boulder County Community Planning and Permitting Department (CPP), who is working closely with partner agencies including CDOT, Boulder County Parks and Open Space, Boulder County Public Works, City of Boulder Open Space and Mountain Parks (OSMP), City of Boulder Transportation and Mobility, and the Town of Lyons Community Programs and Relations Department. Each of these project partners has been engaged in the design process and has had the opportunity to provide input through the alternative analysis in accordance with the project governance structure outlined below (Figure 3).

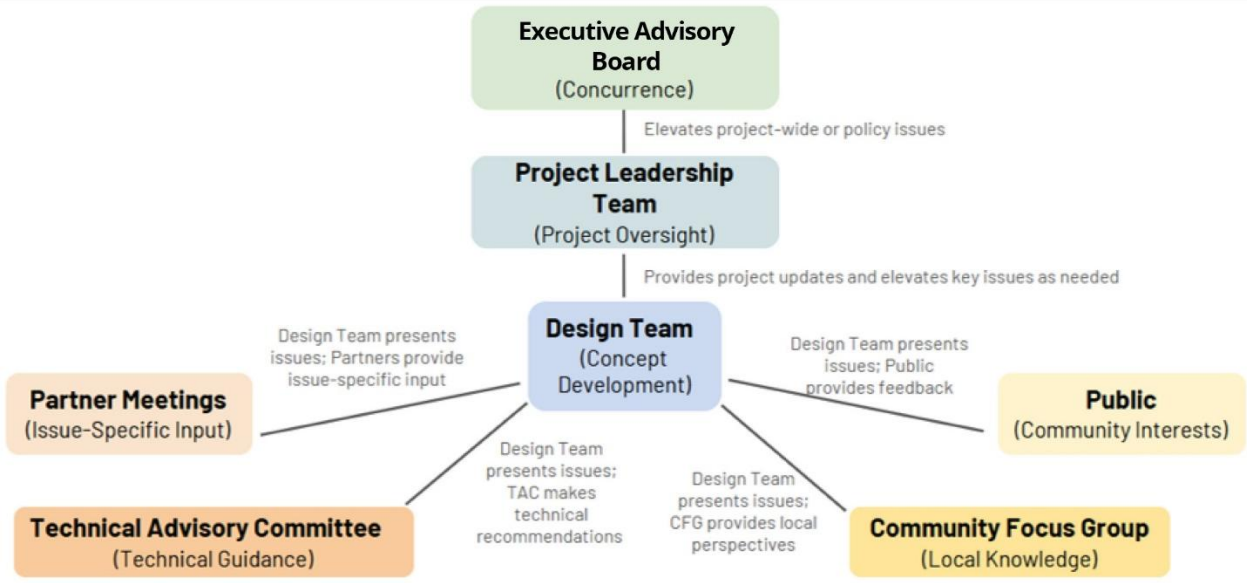


Figure 3. Project Governance Structure

The project governance structure was established to provide an agreed upon partner engagement and decision-making process for the numerous design decisions expected throughout the project's development. Governance is structured around four primary teams: the Executive Advisory Board (EAB), Project Leadership Team (PLT), Technical Advisory Committee (TAC), and Design Team (DT). The TAC, PLT and EAB are composed of various staff from the project partner agencies. The Design Team comprises the design consultant team and select staff from Boulder County, including the Project Manager. Each team operates at a different level of leadership and responsibility to support cohesive and effective project delivery.

- **Executive Advisory Board:** The EAB provides executive-level policy guidance and decision-making. It also resolves issues escalated by the PLT that require higher-level intervention.
- **Project Leadership Team**: The PLT reviews and approves key project recommendations, procedural updates, and communications strategies developed by the Design Team and the TAC. It is also responsible for resolving project issues that cannot be addressed at the TAC or Design Team level.
- **Technical Advisory Committee**: The TAC offers subject-matter expertise and technical guidance to support project decisions.
- **Design Team**: The DT is responsible for managing day-to-day project tasks, for elevating key issues and recommendations to the TAC and PLT as needed, and for working with project partners and the public to address identified concerns.

The considerations and recommendations presented in this report are based on the input from the project partners received in accordance with the established governance structure.

Evaluation Criteria and Review

During the Feasibility Study, an alternative analysis matrix was developed for each alternative analysis area to evaluate potential design options. These matrices were revisited and updated as part of this phase of the project to reflect the refinements to the design, results of additional field investigation, partner and public input, and other new information that became available after the completion of the Feasibility Study. Each area was evaluated using criteria intended to support the overall project goals of balancing safety, accessibility, constructability, environmental considerations, and cost. Not all criteria were applicable to each alternative analysis area; therefore, criteria were applied based on the relevance to the specific site and unique design considerations in each location. The following evaluation criteria were used:

- PROWAG/AASHTO Guideline Conformance
- Safety/Connectivity
- Route Directness
- Comfort/User Experience
- Site Considerations
- Right-of-Way

- Environmental/Site Impacts
- Impacts to Wildlife Connectivity
- Visual Impacts
- Maintenance
- Impacts to Traffic
- Cost

For each of the evaluation criteria, the design options were scored using a qualitative ranking of Highly Favorable, Favorable, Neutral, Unfavorable, and Highly Unfavorable, represented by colors ranging from red to yellow to green. Rather than using a numeric scoring system, the ratings are used to help differentiate the alternatives for each area – they are not used to make a decision but to inform the decision. The matrices are used in combination with partner and public feedback as well as technical design feasibility.

Evaluation Process

The overall evaluation process included time for design refinement, review, and public comment. The following is an overview of the process that occurred from approximately summer of 2025 until present, including future review and approval:

1. Develop alternative designs
2. Evaluate alternatives against the applicable criteria in the Alternative Analysis Matrix
3. Present alternative matrices and conceptual designs to the project partners
4. Share the refined alternatives with the public to solicit feedback
5. Consolidate and synthesize feedback from project partners and the public
6. Refine alternatives and update evaluation matrices (if needed)
7. Obtain concurrence of the selected alternative with each agency's Project Leadership Team representative
8. Obtain concurrence of the selected alternative with each agency's Executive Advisory Board representative
9. Present the findings and recommended alternatives to the Boulder County Commissioners for consideration and approval of this report to proceed to preliminary design

The following sections summarize the design options considered for each alternative area, the evaluation results, partner and public feedback received, and a recommendation for the preferred alternative that will advance to preliminary design upon approval of the Boulder County Commissioners. Public comments and survey results were not used as the sole basis for alternative selection but were considered alongside the other criteria for each recommended alternative.

Section 3. Alternative Evaluation

South End Alternative Area

Description of Area

Several alignments were considered at the south end of the Project during the Feasibility Study. The South End area includes the intersection of US 36 and Broadway and portions of the bikeway that extend towards Broadway, Old Broadway (Broadway Street) and Jay Road. Boulder County and OSMP agreed that the primary bikeway alignment should be located on the east side of US 36 to avoid impacts to OSMP lands to the west that are designated as the North Foothills Habitat Conservation Area, which begins at the Foothills North Trail and extends north. A portion of the proposed bikeway could be feasible on the west side of the highway if it is located south of the existing Foothills North Trail, avoiding impacts to the Habitat Conservation Area. Locating a portion of the bikeway on the west side of US 36 means that there would need to be an underpass to access the main bikeway on the east side of US 36, which could be done by utilizing the existing underpass that is part of the Foothills North trail or by constructing a new underpass. On the east side, the existing steep embankment adjacent to US 36 and north of the Old Broadway intersection is also conducive to a bikeway underpass. Both options would require that the bikeway east of the highway to be located on OSMP land.

The Design Team also assessed the feasibility of extending the bikeway south from the Broadway and US 36 intersection to Jay Road. When analyzing this area of US 36 it became apparent that bikeway users would be accessing/utilizing the North Foothills Bikeway from all directions – northbound along US 36 from Jay Road, eastbound users from Broadway, and from the neighborhoods in North Boulder, as well as utilizing the bikeway to access adjacent open space. Because of the challenges present on both the east and west side of US 36 between Broadway and Jay Road, the Design Team determined that the final location of the bikeway extension to Jay Road would have no significant impact on the South End alignment and therefore the extension location was not a determining factor when evaluating the South End alternatives.

Because the South End will likely be the busiest section of the bikeway due its proximity to connections in all directions, it is the first priority segment for construction.

Description of Alternatives (under further consideration, considered but dismissed)

Four alternatives (Figure 4) were identified for initial evaluation as part of the Feasibility Study. All but one alternative requires that a segment of the bikeway be located on OSMP land. The Design Team also reviewed the potential for a new underpass, located closer to the Broadway intersection, but this was ultimately determined to be infeasible due to ROW constraints and the presence of a wider existing roadway section that would require tall walls, a longer underpass structure, and poor sight lines on the bikeway. Because of this, this option was dismissed and was not included in the alternative analysis presented in this section.

As a part of the alternative analysis, the Design Team collected more detailed topographic survey, environmental delineations, and surveyed cultural resources to help determine impacts of each option. The Design Team also worked with the project partners to analyze possible connections from the US 36 and Broadway intersection to the bikeway to help determine the optimal alignment for connectivity to adjacent destinations. Ultimately, the following four alternatives were considered further, but two were dismissed prior to the public engagement phase beginning (Figure 5):

- **New Underpass** (under further evaluation): Bikeway starts on west side of US 36 at the Broadway intersection and crosses under US 36 via a new underpass between the intersection of Broadway and US 36 and the existing North Foothills Trailhead underpass.
- **Along the West Side of Old Broadway** (under further evaluation): Bikeway starts on east side of US 36 at the Broadway intersection and continues along the west side of Old Broadway (includes at-grade crossing at the intersection).
- **Existing Underpass** (considered but dismissed): Bikeway starts on west side of US 36 at the Broadway intersection and crosses under US 36 via a new underpass meeting current design standards at the existing North Foothills Trailhead underpass location.
- **Along the East Side of US 36** (considered but dismissed): Bikeway starts on east side of US 36 at the Broadway intersection and stays withing CDOT ROW (includes at-grade crossing at the intersection).

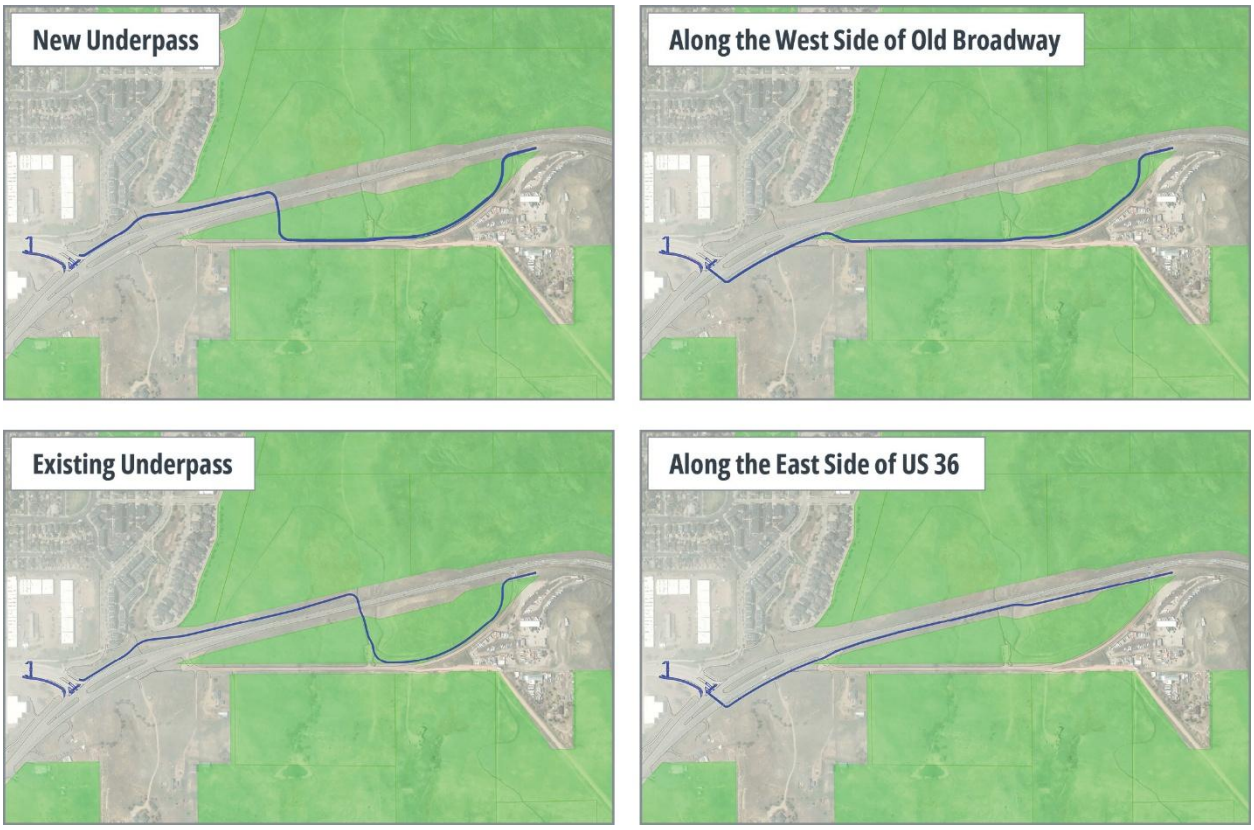


Figure 4. South End Alternatives

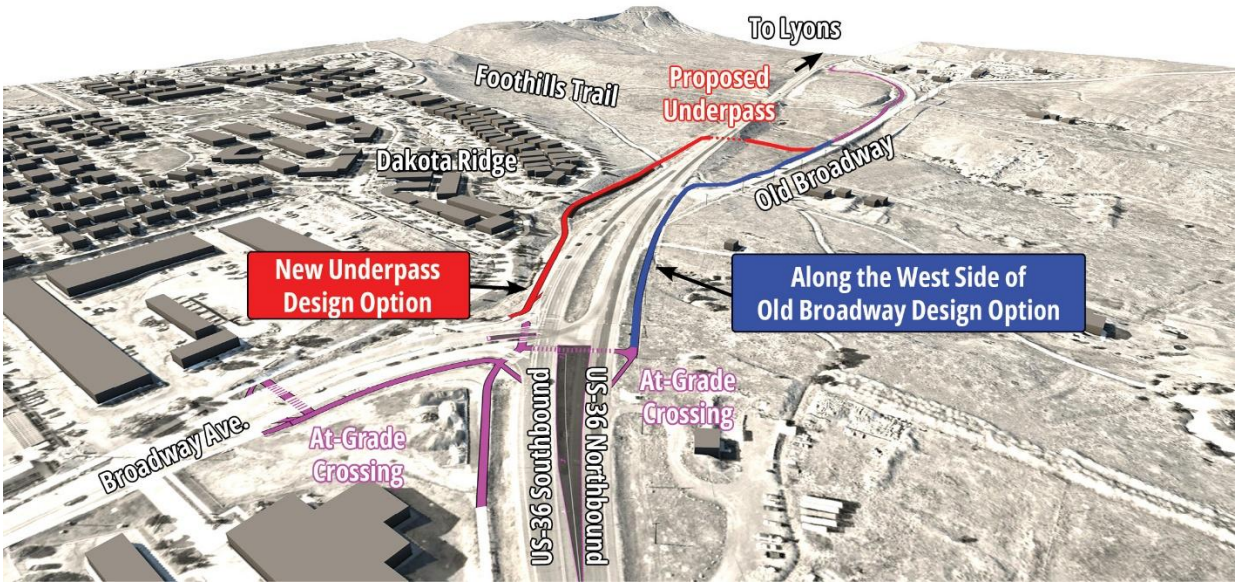


Figure 5. South Area Options Under Further Evaluation

Alternative Analysis Discussion

Safety/Connectivity

All options require some users to cross US 36 and/or Broadway, depending on their direction of travel. If the bikeway is constructed along the west side of US 36, users traveling north from Broadway or US 36 (red arrows in Figure 6) would use the at-grade crossing of Broadway to access the bikeway. If the bikeway is constructed along the east side of US 36, users traveling north from Broadway would cross US 36 at-grade to access the bikeway, as well as users on the bikeway continuing south on to Broadway (blue arrows in Figure 6). The safest option would be to have an alignment that starts on the west in combination with an alignment that starts on the east. This combination provides the most connectivity and would allow all users the option of avoiding crossing US 36 at-grade. Intersection improvements were considered to help facilitate these movements and generally improve the intersection with safety for all in mind. Suggested intersection improvements are listed below and are depicted in Figure 6:

- Mid-block crossing across Broadway just south of intersection including roadway changes to reduce the number of lanes crossed.
- Pedestrian and bike crossing at south and west leg of US 36 and Broadway intersection including potential geometric changes to reduce vehicle turning speeds.
- Reconfiguration and/or protected left turn phasing of northbound left turn lane from US 36 to Broadway.
- Additional section of bikeway to connect mid-block crossing to intersection.
- Additional section of bikeway extending south from intersection to connect to existing path along west side of US 36.

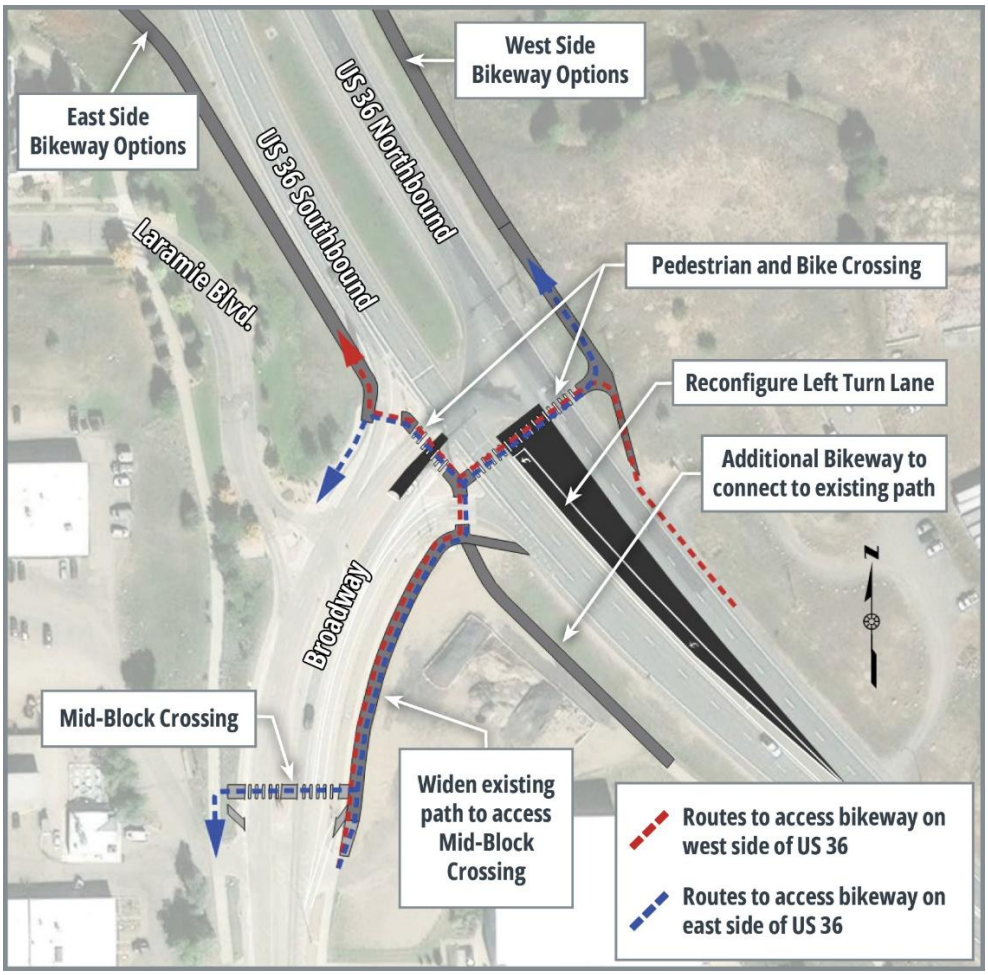


Figure 6. Proposed At-Grade Crossings and Intersection Improvement at US 36 and Broadway

Directness

While all options provide a relatively direct route for bikeway users, the route along the east side of US 36 is the most direct alignment for users traveling north on US 36. Both underpass options are a longer route by 600 feet but are more direct for those coming from the Dakota Ridge neighborhood or Broadway, allowing for a spur connection from the bikeway into the neighborhood.

Comfort/User Experience

Since all options will require an at-grade crossing at some point to connect bikeway users traveling from all directions, the Design Team prioritized separation from the highway and openness when considering user comfort and experience. All options except for Along the East Side of US 36 have good separation from the highway and feel relatively open, allowing for more favorable sight lines. Both underpass options utilize existing steep embankments for the approach, which limits the need for new walls. The Design Team did consider an underpass located closer to the intersection; however, this would require a relatively long underpass due to the roadway width; this underpass would be approximately 130 feet long and require tall walls at the underpass approach, which would create a tunnel-like experience.

Site Considerations

Due to the challenges presented by the existing topography, all options will require grading and some retaining walls so the bikeway can remain within the existing ROW. The Existing Underpass and Along the East Side of US 36 options would require more extensive retaining walls to mitigate impacts to wetlands and steep fill slopes.

Right of Way

All options can avoid private property. Along the East Side of US 36 is the only option that is located completely within the existing CDOT ROW. The New Underpass and Existing Underpass options bisect OSMP property and require approximately 43,500,000 square feet of grading, plus a management and maintenance agreement. The Along West Side of Old Broadway option does not bisect OSMP property and would require approximately 50,000 square feet of grading on OSMP property, which may also require a management and maintenance agreement. This grading impact would be short-term, enough time to construct the bikeway and reestablish native vegetation.

Environmental / Site Impacts

Wetlands: There are three general areas within the South End area where wetlands are present: along the west side of US 36 near the intersection with Broadway, along the west side of US 36 near the existing underpass, and on either side of Old Broadway just south of the existing trailhead. All options except for Along the East Side of US 36 impact one or more of these wetlands. The sensitive wetland west of US 36 near the existing underpass would be impacted by the Existing Underpass option. The New Underpass option crosses under US 36 south of this wetland and avoids impacts. Impacts to the wetland next to Old Broadway can be mitigated by spanning over it with a pedestrian bridge. Both options that start on the west side of US 36 will have some impact to the wetlands within CDOT ROW near the Broadway intersection. The alignments, if progressed to preliminary design, would be optimized to minimize impacts to these wetland areas.

Rare Plants: There is a community of rare plants within the CDOT ROW that would be destroyed with the Along the East Side of US 36 option. All other options avoid this plant community completely. There is an additional rare plant community located on the west-facing hillside along the edge of the CDOT ROW (near the northern intersection with Old Broadway) that all options would impact during construction due to grading and other ground-disturbing activities.

Irrigation: All options would impact the Silver Lake Ditch. Culvert extensions are not anticipated to negatively impact water delivery.

Maintenance

All options except Along East Side of US 36 include structures such as a bridge and/or an underpass which will need to be maintained after construction. They will also require some barriers along US 36 which would be maintained by CDOT after construction.

Cost

The Along East Side of US 36 option is the only option that does not require the construction of a new structure, making it the lowest-cost option. The two underpass options have higher anticipated costs due to the construction of new underpasses. The Along West Side of Old Broadway and New Underpass both require a new pedestrian bridge that would span the wetlands adjacent to Old Broadway, further increasing the cost for these options.

South End Alternative Area Recommendations and Next Steps

The Design Team proposes that both the New Underpass and the Along the West Side of Old Broadway options, along with the intersection improvements mentioned above, be advanced to preliminary design. Both alignments have the lowest expected impact on the surrounding area while providing the most connectivity and comfort for bikeway users. Because advancing two options is more expensive the Design Team recommends that, if funding becomes an issue, the West Side of Old Broadway option and intersection improvements will be prioritized for construction with the understanding that the New Underpass segment can be constructed when funding is available.

Neva Road Alternative Area

The bikeway segment that intersects both of the Neva Road access points and connects the two access roads was identified in the Feasibility Study as an especially challenging area due to the steep grades adjacent to US 36, the skewed geometry at both the north and south intersections of Neva Road and US 36, and the presence of an important geologic formation both within and beyond the ROW which limits sight lines for vehicles turning onto US 36 from Neva Road, and vice versa. The Neva Road alternative area begins at approximately MM 29.3 and extends to MM 30.

Description of Alternatives

Four alignments were evaluated during the feasibility study. Three of the alignments were ultimately dismissed (see below), leaving at-grade crossings of both Neva Access Roads as the preferred alternative, with future evaluation recommended to refine the design and address concerns regarding safety and site impacts. The preferred alignment identified in the Feasibility Study includes an at-grade crossing at the intersection of the South Neva Access Road and US 36 and continues along the west side of US 36.

During a Partner Meeting in January 2026, Boulder County Public Works suggested an additional alternative: a bikeway overpass at the South Neva Access Road. The overpass option was initially deemed feasible and as a result, both the at-grade crossing and the overpass were advanced for further evaluation as part of the alternatives analysis.

The Design Team did consider locating the bikeway along the west side of US 36 through this section of the corridor. However, this alternative was dismissed for several reasons. The west side of US 36 has limited right-of-way (approximately 30 feet). Second, there is a City of Boulder Habitat Conservation Area (HCA) to the west of US 36, and an existing Memorandum of Understanding

(MOU) states that the bikeway will not be located in this area to avoid impacts to the HCA. Locating the bikeway on the west side of US 36 through this area would require two underpasses and an additional segment of bikeway on the east side of US 36 to provide connectivity to Neva Road, resulting in out-of-direction travel between Neva Road and the bikeway to the north. Finally, the terrain on the west side is similar to that on the east side, resulting in a comparable need for retaining walls and barriers. It was determined that the west-side alignment offers no design advantage over the east-side alternative and has several disadvantages.

Alignments that were considered but dismissed in the Feasibility Study included (1) the bikeway following the west side of the Neva Access Road; (2) the bikeway following the east side of the Neva Access Road; and (3) converting the Neva Access Road to a one-way road to reallocate a vehicle lane and accommodate the bikeway within the existing roadway cross section. When looking at the overpass option, the team also discussed routing the bikeway along the Neva Access Road to the northeast and crossing Neva Road (east of the access roads) with an overpass. This suggestion was ultimately dismissed because it would require significantly more retaining walls and a longer structure than an overpass at the Neva South Access Road. During the alternatives analysis phase, Otak reviewed opportunities to optimize the preferred at-grade crossing and refine the alignment for an overpass. Ultimately three alternatives were under further evaluation when presented to the public:

- **Along US 36 with At-Grade Crossings**: Bikeway adjacent to US 36 with at-grade crossings of South Neva Access Road and North Neva Access Road (Figure 7).
- **Along US 36 with At-Grade Crossing and North Access Road Closure**: above option, plus closure of North Neva Access Road, eliminating the at-grade crossing at the north intersection.
- **Overpass and North Access Closure**: Bikeway adjacent to US 36 with an overpass of South Neva Access Road and closure of North Neva Access Road, eliminating both at-grade crossings (Figure 8).



Figure 7. Proposed At-Grade Crossing of the South Neva Access Road

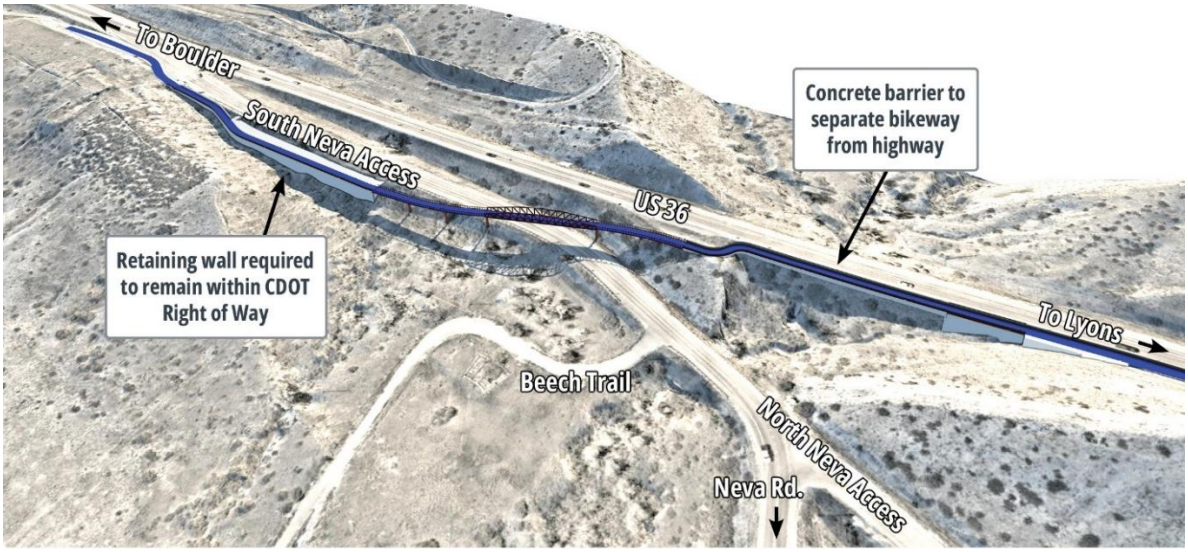


Figure 8. Proposed Overpass over the South Neva Access Road

Alternative Analysis Discussion

The three alternatives were evaluated against the established alternative analysis criteria described in Section 1. A detailed matrix is included in Appendix A. A summary of the evaluation is presented below.

PROWAG/AASHTO Guidelines

All three options meet the PROWAG and AASHTO guidelines for shared used paths. The bikeway can be designed so that it does not exceed a 5% grade.

Safety/Connectivity

An overpass would significantly reduce the potential for crashes involving drivers and cyclists or pedestrians at the south intersection while providing a more direct route for cyclists and pedestrians. Closing the North Neva Access Road to vehicles was also suggested as an option to remove the need for an at-grade crossing at the north intersection, further eliminating the potential for crashes involving motorists and cyclists.

The overpass option includes a connecting ramp on the east side of South Neva Access Road and a crosswalk to connect bikeway users traveling west from Neva Road to the bikeway as well as access to Beech Trail (Figure 9). This ramp would be located approximately 365 feet northeast of the intersection at US 36 on Neva Road. Bikeway users can leave the bikeway and proceed east on Neva Road, without having to cross the road. The at-grade crossing/striped crosswalk will be provided for cyclists traveling westbound on Neva Road to access the bikeway. This at-grade crossing is different than that of the proposed at-grade alternative included in the first design option because it will not be the primary route for the bikeway; this at-grade crossing is intended for users to access the bikeway if they are traveling west along Neva Road and entering the bikeway at the ramp, as well as users connecting to/from Beech Trail. The distance from the intersection to the proposed at-grade crossing included in the Overpass Option is also significantly further back,

about 250 feet, than the crossing in the At-Grade Crossing option; this will provide for improved safety and visibility of the crossing by being separated from the highway intersection.

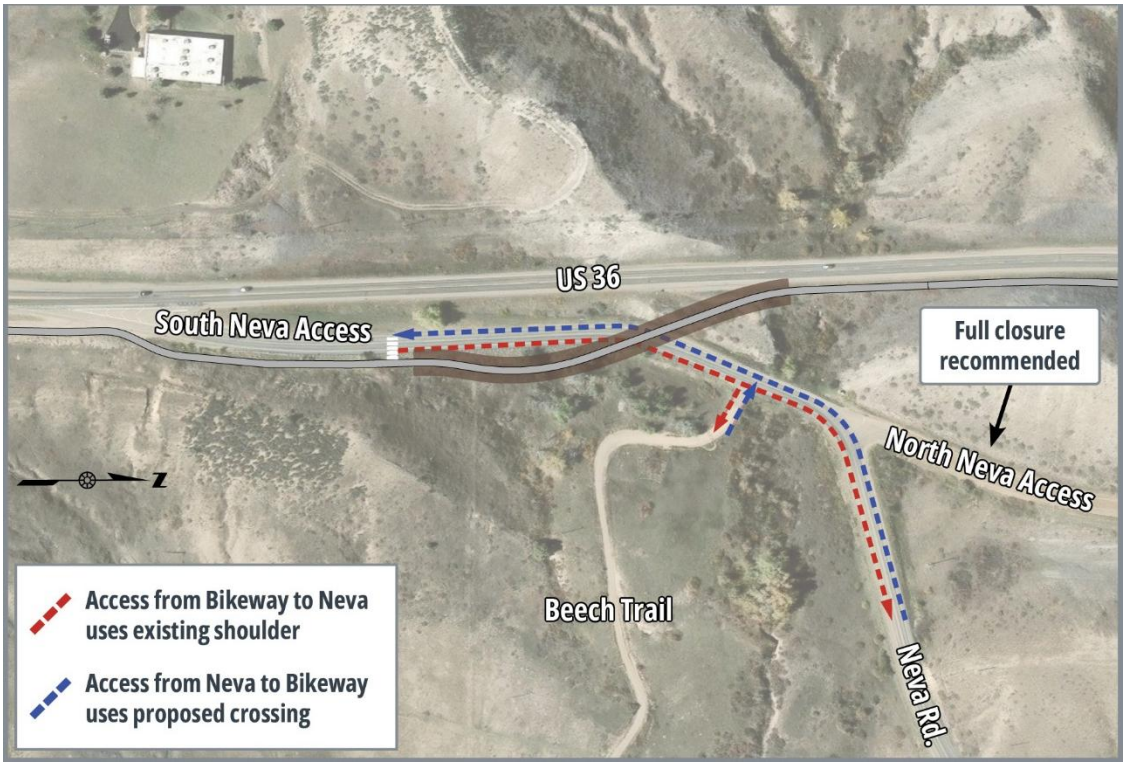


Figure 9. Neva At-Grade Crossing

Directness

While all options provide a direct route, the overpass is preferred because it avoids the need to stop at an at-grade crossing, both for vehicles and cyclists. The At-Grade Crossing option has sharp curves at both ends of the bikeway crossing that align the bikeway with the roadway to improve sight distance and shorten the crossing. Public feedback responded negatively to the potential need for cyclists to slow down ahead of crossing or even stop if vehicles are present or are blocking the crossing. Navigating sharp turns as cyclists approach the crossing was also a concern for those who may want to maintain a consistent speed along the bikeway. Sharp curves approaching the bikeway were also viewed negatively compared to options with a more direct path. Members of the public expressed concern that cyclists might attempt to take the shortest path by cutting through the crossing to avoid the sharp turns.

Comfort/User Experience

The overpass is the preferred option for user comfort because it eliminates the potential for crashes between drivers and those on the bikeway. During the public meetings, participants expressed concern over whether motorists would stop for and yield to cyclists using the at-grade crossing, or situations where the first motorist would stop but the next motorist would continue,

crashing into the first. The potential for motorist frustration being directed at cyclists using the at-grade crossing was another reason for supporting the overpass.

Site Considerations
All options are constrained by steep grades adjacent to the highway, requiring retaining walls to construct the bikeway on top of and around the challenging topography.

Right of Way
All options would require an OSMP management and maintenance agreement or land disposal at a pinch point where the southern end of the Neva Access Road abuts OSMP property. At this location approximately 320 square feet of OSMP property would be impacted by the bikeway and construction activities. The remainder of the bikeway within the Neva Road alternative area will be located within the CDOT ROW.

Additionally, access to the drainage must be maintained or relocated for Raytheon's groundwater mitigation work. Currently access is via a two track off Neva, but such access must be considered in project design. Both sides of US 36 have existing contamination or environmental issues related to the Raytheon ground water mitigation work that prevent things like drinking wells. However, the project team previously confirmed that trails are allowed, but if caissons or other structural features are required, the team will coordinate with the Colorado Department of Public Health and Environment that such structures are also allowed.

Environmental/Site Impacts
The Overpass option spans a riparian ecosystem between US 36 and the Neva Access Road. Construction fill for any option may affect drainage on adjacent OSMP-managed lands. Permanent impacts will be limited as much as possible, using walls to reduce grading and keeping the bikeway within CDOT ROW except for at the pinch point mentioned above. At the pinch point, the proposed design will include walls to limit grading onto OSMP property. Any areas temporarily impacted by construction will be restored through seeding and reestablishing native seeding following an application of topsoil upon completion of work. Impacts from construction staging could occur within the undisturbed area. Project features such as caissons or other structural elements would potentially disturb or destroy resources. All options will also impact the unique geological formation, known as The Six-Mile Fold, which likely contains evidence of marine fossils. Impacts to this area will mostly be within areas of previous disturbance but construction monitoring will be considered. There are known rare plant communities closer to the North Neva Access within CDOT ROW that will be impacted by either design.

Wildlife Considerations
The design team has worked closely with Boulder County Parks and Open Space to better understand impacts to wildlife in the area of Neva Road due to the significant amount of documented animal crossing activity.

Both options would require concrete barriers and retaining walls along US 36 and/or Neva Road. Generally, the overpass is expected to provide better wildlife connectivity compared to the at-grade crossing because the at-grade crossing would require longer barriers and walls along US 36. The overpass structure would provide a clear passage for wildlife beneath it, which is more favorable. Additionally, the retaining walls required for the overpass would be located along Neva Road, which is better than being on or near US 36 because US 36 has higher vehicle volumes and speeds and vehicle/animal incidents would be more likely. The design and impacts to wildlife connectivity would be the same for both alternatives north of the proposed overpass location. The County Parks and Open Space Wildlife Crossings team and the Design Team plan to look for modifications and refinements of the overpass design to limit impacts to wildlife in the area. The Transportation Planning Division is committed to continuing to work with the County Parks and Open Space Wildlife Crossing project to strengthen and enhance positive outcomes for both projects.

Visual Impacts

The at-grade options place the bikeway at the same level as the highway but require concrete barriers along the highway to provide enhanced separation between the bikeway and the highway, which may be considered an unfavorable visual impact. The overpass has some visual impacts to open space but will largely remain at the same elevation as US 36 due to the grade differences between US 36 and the Neva Access Road. Structural materials and aesthetics for the Overpass option will be considered as part of the design, taking into account potential environmental impacts, blending in with the surrounding landscape to reduce the amount of visual contrast, public opinion and cost.

Maintenance

All options will require concrete barriers and retaining walls. The Overpass option would be an additional structure for Boulder County to maintain.

Impacts to Traffic

As part of the analysis, the Design Team met with Boulder County Public Works to assess the feasibility of closing the North Neva Access Road to vehicles. It was determined that, in combination with some roadway improvements along US 36, this option would be feasible. Proposed roadway improvements along US 36 include (Figure 10):

- A dedicated right turn lane for northbound US 36 traffic to decelerate before turning onto South Neva Access Road with reduced turning radii intended to reduce vehicle speed prior to turning (previously assumed as part of Alternative 1).
- A dedicated left turn deceleration lane for southbound US 36 vehicle turning left onto South Neva Access Road accomplished by widening US 36 to add a left turn lane.

At this time, it is undetermined whether these roadway improvements would be included with the North Foothills Bikeway Project or be a separate project under CDOT or County ownership. The addition of the left turn lane is considered to be a needed traffic safety improvement for this intersection and should be pursued regardless of the development of the bikeway.

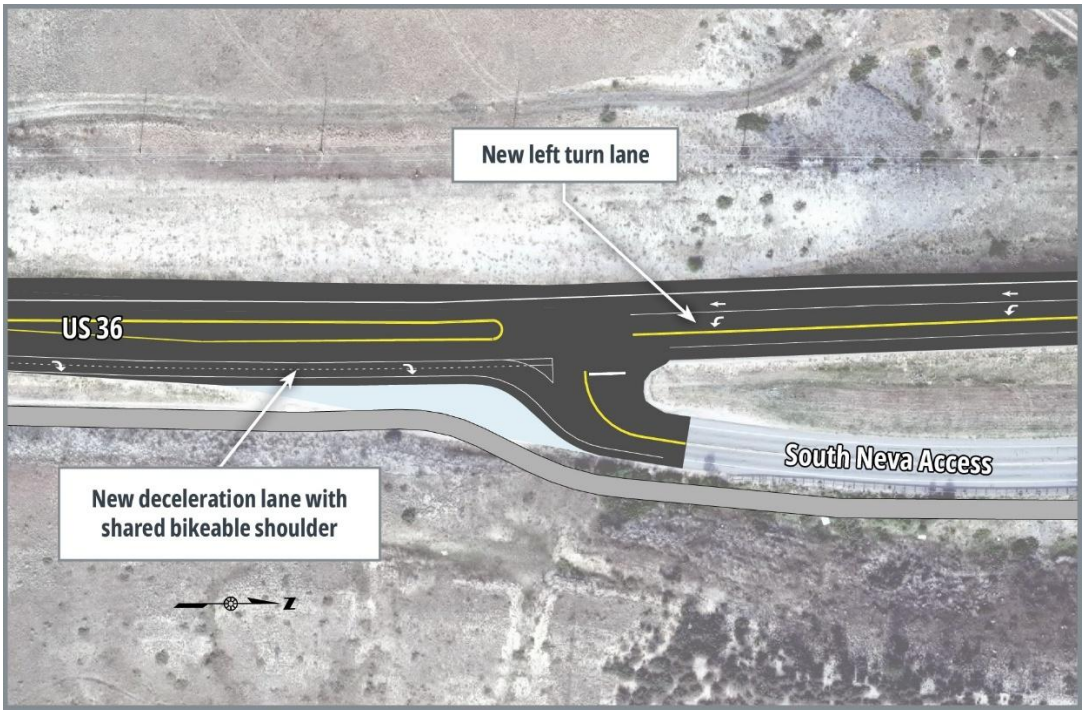


Figure 10. US 36 Roadway Improvements at Neva Road

Cost

Otak developed a preliminary cost estimate to compare the At-Grade Crossing and the Overpass over the south Neva Access Road alternative. Cost estimates were not prepared for other dismissed alternatives. The overpass would result in a construction cost increase of $3.8M over an at-grade crossing. A detailed cost estimate is included in Appendix C. The cost estimate did not include the associated roadway and intersection improvements along US 36 mentioned above. The proposed roadway improvements are estimated to cost approximately $900k (see Appendix C for detailed estimate).

Neva Road Alternative Area Recommendations and Next Steps

While the overpass is the more costly option, particularly with the inclusion of proposed roadway improvements, it provides the greatest benefit to overall safety of cyclists, pedestrians and motorists in one of the most challenging areas along the bikeway. Additionally, it has far less impact on wildlife. Therefore, it is the recommended alternative for the Neva Road area.

The Design Team proposes that the overpass option be advanced to preliminary design, with an understanding that a decision about the associated roadway improvements is yet to be determined. Further discussion with CDOT and the County is needed.

The overpass also provides connectivity to adjacent cycling routes and open space within the County. The Design Team will continue to work closely with project partners to enhance connectivity to Joder Ranch and coordinate with OSMP to provide safe connections to the proposed Coyote Trailhead.

Lefthand Canyon Alternative Area

Description of Area

Lefthand Canyon Drive is a key destination and regional bike route connection for cyclists traveling on US 36. This intersection was identified as an important focus area during the Feasibility Study because of the need to improve access, connectivity and safety for cyclists, pedestrians and motorists. The area presents several challenges, including the fact that it is an unsignalized intersection with multiple travel and turn lanes, high vehicle speeds on US 36, constrained right-of-way near adjacent properties, and proximity to Left Hand Creek just south of the intersection. The Lefthand Canyon Alternative area extends from approximately MM 27.5 to MM 28.0.

US 36 widens to two thru lanes in each direction at Lefthand Canyon and has additional turn lanes for each direction of travel on US 36. The additional thru lane results in reduced ROW width between existing edge of asphalt and adjacent properties, and is particularly constrained at the southwest corner, adjacent to the Greenbriar Inn, where the existing fence and building is very close to the property line. This area is also the only opportunity for vehicles to pass along US 36 between Boulder and Lyons which can create situations where vehicles are traveling faster than the posted speed limit and makes it difficult for cyclists and vehicles turning on to or from Lefthand Canyon to find gaps in traffic to turn safely.

Description of Alternatives (considered, considered but dismissed)

Both at-grade and grade-separated concepts were considered (Figure 11):

- **Cross Under Existing Bridge:** Utilize the existing bridge over Left Hand Creek and construct a grade separated crossing for the bikeway under the bridge. After crossing under the bridge this option would be adjacent to US 36 on the west side and connect to Lefthand Canyon Drive.
- **At-Grade Crossing**: Cross US 36 with an at-grade crossing at the intersection of US 36 and Lefthand Canyon Drive. Intersection improvements include raised islands, crossing markings, revised intersection geometry, and a full signal.
- **New Underpass:** Cross under US 36 with a new underpass at the Lefthand Canyon Drive intersection.
- **New Overpass:** Cross over US 36 with an overpass located north of the intersection. After crossing over the bridge this option would be adjacent to US 36 on the east side and connect to Lefthand Canyon Drive.

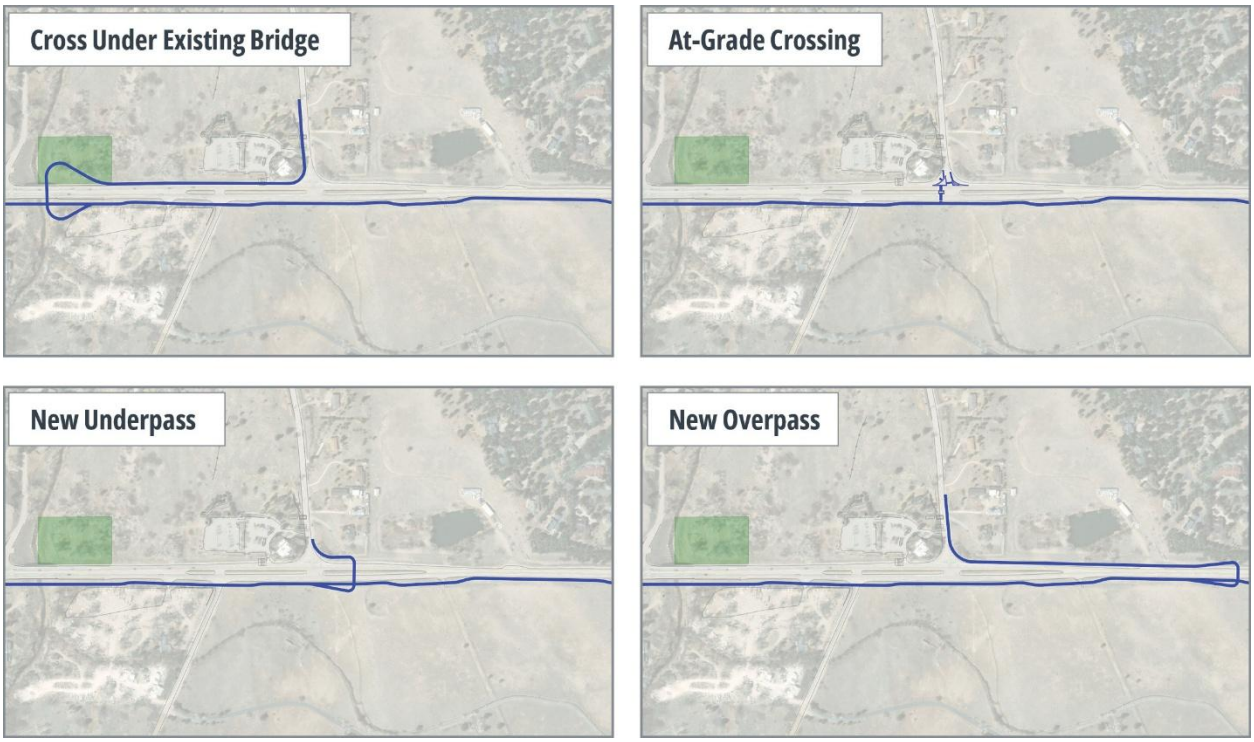


Figure 11. Lefthand Canyon Design Options

Alternative Analysis Discussion

Safety/Connectivity

The grade separated alternatives – Cross under Existing Bridge, New Underpass, and New Overpass – all minimize the potential for crashes because they eliminate the need to cross US 36 at the intersection. However, all of these options would require users to cross Lefthand Canyon Drive at-grade to access the bikeway depending on the option and direction of travel. The New Underpass option provides the most direct grade-separated route because it's located at the Lefthand Canyon intersection.

The Cross under Existing Bridge and New Overpass options minimize potential for crashes but require circuitous travel for one direction of travel. The At-Grade Crossing option is the most direct route but would not be feasible without adding a signalized crossing. The Design Team recommends a full signal for all three legs of the intersection and will perform a signal warrant study to confirm this as a viable option.

Comfort/User Experience

Crossing under Existing Bridge and New Overpass options provide the most comfortable user experience. Both alignments are separated from the highway and have an open feeling. The At-Grade Crossing option would provide a similar experience to the existing condition, but with significant improvements in safety because of the installation of a signal.

While the New Underpass provides the most direct route, limited ROW constrains the approaches resulting in poor sight lines and tall retaining walls on either side creating a tunnel effect.

Site Considerations

Routing the trail under the existing bridge over Left Hand Creek is feasible from an alignment perspective, but during flood events, this option would likely need to be closed due to high water, and no detour route would be available for bikeway users. The New Overpass option was originally proposed because of its ability to integrate with the naturally occurring side slopes that are adjacent to US 36, limiting the need for extensive fill. Constructing the New Underpass also compliments the existing topography on the east side of US 36 because there are steep downward slopes; however, the opposite conditions exist on the west side of US 36, which presents several challenges when connecting to the bikeway and road grade. Finally, because the At-Grade Crossing option would be constructed at the roadway grade, site impacts and constraints are minimal.

Right of Way

The southwest corner of the Lefthand Canyon Drive intersection is partially located outside of CDOT ROW, so all four options will require coordination with private property owners to facilitate construction and restore any disturbed areas. Three of the four options, Crossing under Existing Bridge, New Overpass, and New Underpass, require private property acquisition for the proposed bikeway alignments. The Crossing under Existing Bridge option utilizes a Boulder County Parks and Open Space parcel just north of Left Hand Canyon Creek.

Environmental / Site Impacts

Of the four options, only the Crossing Under the Existing Bridge is anticipated to have environmental impacts. The Left Hand Canyon Creek area has high quality wetlands and riparian environments, so introducing a bikeway under the bridge would displace this vegetation and likely impact the Preble's Meadow Jumping Mouse, a federally threatened species. In addition, Left Hand Canyon Creek is mapped by FEMA as a Zone AE floodplain. Constructing the bikeway under the bridge would likely cause a rise in the floodplain, resulting in additional floodplain modeling to confirm feasibility and permitting requirements.

Impacts to Wildlife Connectivity

Three out of four options have no identified adverse impacts to wildlife. Boulder County has documented this area as a significant crossing as well as a habitat for several species of bats. The Crossing under Existing Bridge option would require this area to be a shared space between bikeway users and wildlife and would have a direct impact to the wildlife currently using this space. It's possible that wildlife displaced from moving under the bridge may seek other crossing locations resulting in increased crashes with wildlife on the highway. The existing Left Hand Canyon Creek bridge was rebuilt in 2019, after the 2013 floods. CDOT's rebuild replaced the existing double box culverts with larger spanning bridge design to improve wildlife connectivity and floodplain impacts.

Maintenance

The At-Grade Crossing option requires the least future maintenance compared to the other three options. The New Underpass and New Overpass options both have proposed structures that would require maintenance and the Crossing under Existing Bridge option would require regular cleaning as the bikeway would likely be impacted by covered dirt and debris from flooding events.

Cost

The At-Grade Crossing is expected to be the lowest-cost option, with the biggest cost being a new signal and minor roadway changes. The Crossing Under Existing Bridge and New Overpass options require a longer bikeway section to connect to Lefthand Canyon Drive after crossing the highway, which increases construction costs further. The structures and associated retaining walls required for both the New Underpass and New Overpass options make these the costliest.

Lefthand Canyon Recommendations and Next Steps

The Design Team recommends advancing the At-Grade Crossing option to preliminary design, which would include a new traffic signal at the intersection of US 36 and Lefthand Canyon Drive. A signal warrant study and additional coordination with CDOT is required because a signalized intersection ultimately needs to be approved by CDOT. The potential private property, wildlife and environmental impacts outweighed any potential benefits of the other three options.

North End Alternative Area

Description of Area

The North End Alternative area is the connection to the Town of Lyons and the northern terminus of the bikeway. Connectivity to both the Town of Lyons trail, which travels along the north bank of St. Vrain Creek, and the existing bike lanes on CO 66 were considered as part of this analysis. Alternatives included grade separated and at-grade options that would enhance safety at the signalized intersection and improve access to existing bicycle infrastructure. The existing US 36 bridge over the St. Vrain Creek has sufficient vertical clearance to accommodate a bikeway connection beneath the bridge at the north abutment. However, constructing an underpass would require private property acquisition on both sides of the creek adjacent to the bridge.

Description of Alternatives (under further evaluation, considered but dismissed)

Three alternatives were evaluated at the North End for providing a connection point to CO 66 and the Town of Lyons (Figure 12):

- **Crossing under Bridge – South** (considered but dismissed): Bikeway crossing under the existing St. Vrain Creek bridge next to the south abutment and loop around on the west side of US 36 to get back up to road grade. Once on the west side, the bikeway would cross the creek with a new pedestrian bridge and connect into the Town of Lyons' existing trail.
- **Crossing under Bridge – North** (considered but dismissed): Bikeway would cross over the St. Vrain Creek with a new pedestrian bridge and loop around on the east side of US 36 to get down under the existing bridge on the north side of the creek. Once on the west side of the highway the bikeway would connect into the Town of Lyons' existing trail.

- **At-Grade Crossing** (under further evaluation): Bikeway would stay on the east side of US 36, cross the St. Vrain Creek with a new pedestrian bridge adjacent to the existing vehicular bridge and connect into the intersection at the southeast corner. Intersection improvements would include raised islands, new bike lane pavement markings, and improved right turn geometry with raised crossings.

Only the At-Grade Crossing option was presented to the public. The grade separated options required private property acquisitions that would have significant impact on the private property to make them feasible. The At-Grade Crossing option does not limit any future grade-separated option from being added, in fact, even if a grade separated alternative did become possible, the at-grade crossings would be needed to increase the connectivity.



Figure 12. CO 66 Bikeway Alternatives

Alternative Analysis Discussion

Safety/Connectivity

All three options have strong connectivity. The Crossing under the Bridge North and South options provide grade separation from US 36, but anyone traveling on west CO 66 to the bikeway would still need to cross at the intersection of CO 66 and US 36 to access the bikeway. The At-Grade Crossing provides direct connectivity to users coming from all directions but still requires navigating the signalized intersection, which is a risk. If an at-grade crossing is selected, additional intersection improvements to protect cyclists and pedestrians would improve safety, such as:

- Crossing refuge islands to provide protection and shorten the crossing.
- Improved slip lane geometry with raised crossings to reduce vehicular speeds.
- Pavement markings to more clearly demarcate areas for bikes.

Comfort/User Experience

All of the options would create a comfortable bikeway connection. The underpass alternatives provide separation from highway traffic, while the At-Grade Crossing has clear sightlines and a direct route. The at-grade option may be more intuitive for less confident users because it avoids extended grades, curves and underpass conditions.

Site Considerations

Because the At-grade option would follow the existing grade, there are minimal to no site impacts. Both underpasses would also have minimal site impacts at the bridge because there is enough room to create a bench under the bridge for the bikeway; however, the presence of steep side slopes would require significant grading as the bikeway traversed from road grade down to under the bridge.

Right of Way

The At-Grade option would be constructed completely within the existing ROW. Both underpass options would require private property acquisition. As part of this analysis, the Design Team contacted private property owners, who indicated that they were not interested in property acquisition, because the amount of private property required for the underpasses would have significant impacts to the private properties.

Environmental / Site Impacts

There are no expected environmental impacts from the At-Grade option. The Underpass options would affect wetland and riparian areas adjacent to St. Vrain Creek, which is designated as a Zone AE floodplain by FEMA. The bikeway would be in the effective flow area under the bridge and would likely cause a rise, requiring additional floodplain modeling and mitigation. Additionally, flooding events could periodically cause the bikeway to close, which would ultimately require at-grade treatments at the intersection as a detour route.

Maintenance

The At-Grade option would require minimal maintenance beyond routine roadway and intersection upkeep. The underpass options would be subject to periodic sediment, debris, and vegetation accumulation following flood events, resulting in increased maintenance requirements over the at-grade option.

Cost

The At-Grade Crossing is the least costly option, involving minor roadway improvements and striping. Both the Crossing under Bridge North and South options main cost driver is the private property acquisition and additional bikeway improvements required to get from roadway to creek grade.

North End Recommendations and Next Steps

The Design Team recommends advancing the At-Grade Crossing option. This option provides a feasible and cost-effective design that has positive outcomes for safety and connectivity while avoiding the need for private property acquisition. The intersection of CO 66 and US 36 experiences high traffic volumes, high vehicle speeds and, in its existing condition, limited space for cyclists. The At-Grade option would address the current challenges. Finally, the At-Grade improvements could integrate well with future bikeway connections, whether at-grade or grade-separated.

Section 4. Public Engagement

This section provides a summary of the public engagement completed as part of the alternative analysis. The Engagement Report is included in Appendix B. The engagement process included various phases of agency and stakeholder coordination, community outreach, a public meeting and an online survey.

A detailed public engagement plan was developed by the County and the Design Team. The plan included gathering input from a broad range of bikeway users, residents, adjacent property owners, partner agencies, and community organizations, including traditionally underserved populations. Engagement goals included:

- Ensuring public input informed key project decisions
- Fostering transparent communication
- Identifying community priorities related to safety, access, environmental resources, and user experience.

The primary public engagement period occurred between May and June 2026. Public engagement activities included:

- **Community Advisory Committee Meetings**: intended to gather specific feedback on design options and public materials. This group met once prior to the public meeting and once after discussing survey results and further feedback on recommendations.
- **Community Advocacy Group Meetings**: intended to gather specific feedback on things like riding in pelotons, continued use of the roadway shoulder, and connectivity to certain destinations.
- **Public Open House:** held on May 19, 2026, at the Boulder Main Library. The goal of the open house was to solicit feedback on the four alternative areas. It was attended by approximately 60 people.
- **Online Survey**: the online survey received 855 responses.

Section 5. Conclusion and Next Steps

Recommendations

Based on the evaluation criteria, technical analysis, partner agency coordination, and public input, the following alternatives are recommended for advancement to preliminary design:

- South End: New Underpass and Along the West Side of Old Broadway
- Neva Road: Overpass with closure of the North Access Road
- Lefthand Canyon Drive: At-Grade Crossing with signalized intersection improvements
- North End (US 36 and CO 66): At-Grade Crossing with intersection safety improvements

These alternatives provide the best overall balance of safety, connectivity, user experience, environmental considerations, constructability, and long-term feasibility while supporting the project's goals and objectives.

Next Steps

The recommended alternatives advance Boulder County and the project's goal of creating a safe, accessible, and regionally significant bikeway along one of the most dangerous roads for cyclists in the County. The recommendations prioritize safety, improve multimodal connectivity, support wildlife and environmental objectives where feasible, and balance project benefits against construction and maintenance costs.

Upon approval of the alternatives, the next phase of the project is to complete preliminary design for Segment 1 of the bikeway. The County and the Design Team will continue to coordinate regularly with the project partners as the designs progress.

Following the Boulder County Commissioners acceptance of the selected alternatives and this report, the recommended alternatives will advance to preliminary design. At this time, the County has funding to advance Segment 1, Broadway to Neva Road, of the bikeway to a full preliminary design level. Preliminary design will focus on refining the recommended concepts, advancing remaining environmental data collection and analysis, preparation for environmental permitting, right-of-way evaluations, coordinating with partner agencies, and developing updated cost estimates.

Key activities anticipated during preliminary design include:

- Refinement of the recommended alternatives
- Environmental review and permitting coordination
- Right-of-way and land agreement coordination
- Continued coordination with CDOT, Parks and Open Space, and project partners
- Signal warrant analysis for the proposed Lefthand Canyon Drive signal

- Additional evaluation and refinement of the Neva Road overpass concept and associated roadway improvements
- Updated cost estimates and project phasing recommendations
- Ongoing public and stakeholder engagement

Outstanding Considerations for Preliminary Design

The Design Team will complete additional analysis during preliminary design for several outstanding items required to advance design for the recommended alternatives, including:

- Final feasibility confirmation and refinement of the Neva Road overpass.
- Determination of whether roadway improvements on US 36 associated with the Neva Road area will be incorporated into the bikeway project or advanced separately.
- Completion of a signal warrant study and coordination with CDOT regarding signal approval at Lefthand Canyon Drive.
- Further coordination with Boulder County's Wildlife Crossing Project to identify opportunities to improve wildlife connectivity and habitat protection.
- Evaluation of potential project phasing and funding strategies.

Appendix A:

Alternative Area Evaluation Matrices

NORTH FOOTHILLS BIKEWAY

South End (Broadway to Old Broadway)

ALTERNATIVE ANALYSIS

Update - 2026-08-12

	Highly Favorable
	Favorable
	Neutral
	Unfavorable
	Highly Unfavorable

Category	Evaluation Considerations	New Underpass SIMILAR TO ALT 1, WITH NEW UNDERPASS LOCATION FURTHER SOUTH		Along the West Side of Old Broadway EAST SIDE ALONG OLD BROADWAY		Existing Underpass WEST SIDE TO EXISTING UNDERPASS LOCATION THEN ALONG OLD BROADWAY (Considered but Dismissed)		Along the East Side of US 36 EAST SIDE IN US 36 ROW (Considered but Dismissed)	
		value	Comment	Value	Comment	value	Comment	Value	Comment
SAFETY / CONNECTIVITY	North Foothills Bikeway connection to Broadway and US36		Access to bikeway from NB Broadway requires crossing the right turn slip lanes with large radii from and to Broadway, as well as the permissive left movement from NB US36 to SB Broadway via the east-west cross walk. SB access from the bikeway to SB Broadway bikelane is intuitive and direct.		Access from NB Broadway requires at-grade crossing. Access to SB Broadway requires crossing the right turn slip lanes with large radii from and to Broadway, as well as the permissive left turn movement from NB US36 to SB Broadway via the east-west crosswalk.		Access to bikeway from NB Broadway requires crossing the right turn slip lanes with large radii from and to Broadway, as well as the permissive left movement from NB US36 to SB Broadway via the east-west cross walk. SB access from the bikeway to SB Broadway bikelane is intuitive and direct.		Access from NB Broadway requires at-grade crossing. Access to SB Broadway requires crossing the right turn slip lanes with large radii from and to Broadway, as well as the permissive left turn movement from NB US36 to SB Broadway via the east-west crosswalk.
	US36 Northbound Connection		Access to bikeway from NB US36 shoulder is intuitive and direct via connection along Old Broadway.		Access to bikeway from NB US36 shoulder is intuitive and direct.		Access from NB US36 shoulder requires at grade crossing of US36.		Access to bikeway from NB US36 shoulder is intuitive and direct.
	Dakota Ridge Neighborhood		Circuitous routing along Laramie Blvd to connect to bikeway mainline		Circuitous routing along Laramie Blvd and two-stage at-grade crossing of North Broadway and US36		Circuitous routing along Laramie Blvd to connect to bikeway mainline		Circuitous routing along Laramie Blvd and two-stage at-grade crossing of North Broadway and US36
	Foothills North Trail		Indirect connection to Foothills North via existing underpass.		Indirect connection to Foothills North via Old Broadway trailhead		Direct connection to Foothills North.		No direct connectivity to Foothills North. Indirect connectivity via Old Broadway
	Trail Intersection Conflicts		Generally keeps bikeway use separate from trailhead and Foothills North Trail.		Generally keeps bikeway use separate from trailhead and Foothills North Trail.		Potential for user conflict between bikeway users and Foothills North users		Generally keeps bikeway use separate from trailhead and Foothills North Trail.
	At-Grade Crossing Improvements		Crossing improvements will make access to the bikeway more intuitive and safer than exsiting conditions		Crossing improvements will make access to the bikeway more intuitive and safer than exsiting conditions		Crossing improvements will make access to the bikeway more intuitive and safer than exsiting conditions		Crossing improvements will make access to the bikeway more intuitive and safer than exsiting conditions
DIRECTNESS	Efficiency of Mainline Travel		Additional 600 ft compared to 2.		Additional 300 ft compared to 2		Additional 600 ft compared to Alt 2		Straight shot
COMFORT / USER EXPERIENCE	Separation from roadways		Well separated from the highway throughout.		Close proximity at the south end, then well separated.		Well separated from the highway throughout.		Close proximity to the highway.
	Sight-lines and feeling of confinement		Short 40' long underpass with minimal approach retaining walls		No underpass or confinement between retaining walls		Short 40' long underpass with minimal approach retaining walls to replace exisitng substandard underpass		No underpass or confinement between retaining walls.
SITE CONSIDERATIONS	Topographic Constraints		Requires some grading and potentially small retaining walls.		Requires some grading and potentially small retaining walls.		Requires grading and potentially retaining walls to minimize impacts to wetlands on CDOT ROW		Extensive grading / retaining walls required along steep fill and cut sections in CDOT ROW.
RIGHT OF WAY	OSMP Land		Stays in CDOT ROW west of US 36. Bisects OSMP land in a new location east of 36, south of Foothills Trailhead. Requires OSMP land.		Encroachment of OSMP along Old Broadway. Requires OSMP land.		Stays in CDOT ROW west of US 36. Bisects OSMP property east of 36 at a current natural surface trail location west of Foothills Trailhead. Requires OSMP maintenance agreement or land disposal.		Stays within CDOT ROW - No OSMP ROW needed.
	Private Property ROW acquisition		Avoids private properties.		Avoids private properties.		Avoids private properties.		Avoids private properties.
ENVIRONMENTAL / SITE IMPACTS	Wetlands Impacts		Same square footage of impacts to buffer as Alt 3, impacts are only on buffers, still requires mitigation		Bisects wetlands east of US 36 within OSMP ROW. Assuming the alignment will only affect the buffer of wetlands along Old Broadway.		Potential for wetlands impact within CDOT ROW. Impacts in CDOT ROW may be minimized or avoided with retaining walls.		Impacts actual wetlands
	Rare Plant Impacts (Non-T&E)		Avoids Bells Twinpod (CNHP-tracked rare plant species) valued by OSMP as high value habitat (within CDOT ROW).		Avoids Bells Twinpod (CNHP-tracked rare plant species) valued by OSMP as high value habitat (within CDOT ROW).		Avoids Bells Twinpod (CNHP-tracked rare plant species) valued by OSMP as high value habitat (within CDOT ROW).		Bisects Bells Twinpod (CNHP-tracked rare plant species) valued by OSMP as high value habitat (within CDOT ROW).
	Agriculture		No Impacts		No Impacts		No Impacts		No Impacts
	Irrigation		Additional piping of Silver Lake Ditch Required - extensions don't adversly effect water delivery.		Additional piping of Silver Lake Ditch Required - extensions don't adversly effect water delivery.		Additional piping of Silver Lake Ditch Required - extensions don't adversly effect water delivery.		Additional piping of Silver Lake Ditch Required - extensions don't adversly effect water delivery.
MAINTENANCE	Use of CDOT Guardrail and new structures		New guardrail at beginning of alignment until able to pull away from highway. New guardrail at underpass. Second underpass structure added approx. 600' south of exisitng underpass. Maintenance at bridge required to span wetlands along Old Broadway.		Only new guardrail at the beginning of alignment prior to splitting off onto old Broadway. No new structures.		New guardrail at beginning of alignment until able to pull away from highway. New guardrail at underpass. New underpass structure replaces existing underpass.		Guardrail needed at existing underpass and new guardrail at the beginning of alignment prior to splitting off onto old Broadway. New structure to span wetlands along Old Broadway.
COST	Basic Infrastructure Construction Cost		New underpass, but mostly trail at grade, some walls at south end. Requires ped bridge to span wetlands at Old Broadway.		Some guardrail at south end, but mostly at grade. Requires ped bridge to span wetlands at Old Broadway.		New underpass, but mostly trail at grade, some walls at south end.		Extensive grading and guardrail and extension of existing culvert / underpass.
Value Definition		**Colors are intended to provide a relative comparison between alternatives. Considerations are based on conceptual level design and initial field inspections of existing conditions.**							

Otak

NORTH FOOTHILLS BIKEWAY
NEVA ROAD SECTION
ALTERNATIVE ANALYSIS
Updated 8/12/26

Category	Evaluation Considerations	Along US 36 with At-Grade Crossings **Alt 1** Adjacent to US36 (Advanced from feasibility study)		Along US 36 with At-Grade Crossing and North Access Closure **Alt 1A** Same as Alt 1 but with the addition of closing the North Access		Overpass and North Access Closure **Alt 5** Adjacent to US36, overpass over south access, and close north access		Along Neva Access Road: East Side **Alt 2** Adjacent to Neva - East Side (Considered but Dismissed)		Along Neva Access Road: West Side **Alt 3** Adjacent to Neva - West Side (Considered but Dismissed)		Along Neva Access Road: One Way Northbound **Alt 4** On Neva / Neva One Way (Northbound) (Considered but Dismissed)	
		value	Comment	value	Comment	value	Comment	value		value	Comment	value	Comment
PROWAG/AASHTO GUIDELINES	Guidelines state that the bikeway should be no steeper than 5% wherever feasible.		Meets guidelines. Bikeway does NOT exceed 5% as recommended by PROWAG and AASHTO Guide for the Development of Bicycle Facilities.		Meets guidelines. Bikeway does NOT exceed 5% as recommended by PROWAG and AASHTO Guide for the Development of Bicycle Facilities.		Meets guidelines. Bikeway does NOT exceed 5% as recommended by PROWAG and AASHTO Guide for the Development of Bicycle Facilities.		In order to meet existing grades at the Neva intersection and at the Beech Property Access grades exceed the maximum 5%. The south leg reaches about 5.8% and the north leg reaches about 6.4%.		Due to geographically constraints grades exceed the maximum 5%. The south leg reaches about 5.6% and the north leg reaches about 5.9%.		This option utilizes the existing roadway which exceeds the maximum 5%. The south leg reaches about 7.3% and the north leg reaches about 7.6%.
SAFETY / CONNECTIVITY	Neva Road		Existing condition remains the same		Existing condition remains the same		No improved connection.		Direct connection.		Improved connection.		Improved connection.
	OSMP Trail System		Existing condition remains the same		Existing condition remains the same		No improved connection.		Direct connection.		Improved connection.		Improved connection.
	At-Grade Roadway Crossings		At-grade crossing at both Neva Access Roads		At-grade crossing at south Neva Access Road		Avoids crossing at-grade with overpass for south access and north access would be closed to vehicles		At-grade crossing of Neva Road at the bottom of a steep downhill decent.		At-grade crossing of both Neva Access Roads and at Neva Road to go east		At-grade crossing of both Neva Access Roads and at Neva Road to go east. Would cross Neva Road at the bottom of a steep decent.
	Access / Driveway Crossings		No driveways		No driveways		No driveways		At-grade crossing of Beech Trailhead access driveway		No driveways		At-grade crossing of Beech Trailhead access driveway
DIRECTNESS	Efficiency of Mainline Travel		Bikes stay on mainline with no significant grade changes		Bikes stay on mainline with no significant grade changes		Bikes stay on mainline with no significant grade changes		Bikes veer off of mainline and require additional climbing compared to Alt 1.		Bikes veer off of mainline and require additional climbing compared to Alt 1.		Bikes veer off of mainline and require additional climbing compared to Alt 1.
COMFORT / USER EXPERIENCE	Separation from roadways		Bikeway along mainline is close to and separated from travel lane/shoulder by guardrail/barrier. Close proximity to roadway due to topographic challenges.		Bikeway along mainline is close to but separated from travel lane/shoulder by guardrail/barrier. Close proximity to roadway due to topographic challenges. Eliminates crossing at north intersection.		Bikeway along mainline is close to but separated from travel lane/shoulder by guardrail/barrier. Close proximity to roadway due to topographic challenges. Eliminates at-grade crossings at south and north accesses.		Bikeway along access road is close to & separated from travel lane by concrete barrier and benched into hillside adjacent to retaining wall. While the bikes won't be along the highway, they will be directly adjacent to traffic traveling on Neva. Would be grade separated by CE barrier and walls.		Bikeway along access road is close to & separated from travel lane by concrete barrier and benched into hillside adjacent to retaining wall. While the bikes won't be along the highway, they will be directly adjacent to traffic traveling on Neva. Would be grade separated by CE barrier and walls.		One vehicle lane of access road converted to bikeway and separated from one-way southbound vehicle lane by concrete barrier or minimal vertical separation. While the bikes won't be along the highway, they will be directly adjacent to traffic traveling on Neva. Bikes will be on same grade as road with minimal vertical protection. Adjacent SB bikeway traffic is traveling in opposing direction to vehicular traffic.
SITE CONSIDERATIONS	Topographic Constraints		Constrained by steep grades adjacent to highway. Retaining walls will be required to fit the bikeway in the steep cut slope adjacent and also steep fill slope adjacent to highway.		Constrained by steep grades adjacent to highway. Retaining walls will be required to fit the bikeway in the steep cut slope adjacent and also steep fill slope adjacent to highway.		Constrained by steep grades adjacent to highway. Retaining walls will be required to fit the bikeway in the steep cut slope adjacent and also steep fill slope adjacent to highway.		Constrained by steep slopes down to OSMP property and steep adjacent road profile. Retaining walls required to limit to adjacent wetlands east of Neva Road.		Constrained by the steep roadway side slopes and steep adjacent road profile. Retaining walls required along steep cut and fill sections adjacent to road.		The existing running grade of Neva Access Roads is greater than 7% grade. Existing pavement width is 32', 16' pavement width required for a one way road. Only 16' remaining for bikeway, shoulders, and barriers.
RIGHT OF WAY	ROW acquisition		Requires OSMP maintenance agreement or land disposal at pinch point of southern Neva Access Road and OSMP property. If the area proposed on open space requires a conveyance of ROW to CDOT or Boulder County (and actual ROW deed), then it will require a disposal.		Requires OSMP maintenance agreement or land disposal at pinch point of southern Neva Access Road and OSMP property. If the area proposed on open space requires a conveyance of ROW to CDOT or Boulder County (and actual ROW deed), then it will require a disposal.		Requires OSMP maintenance agreement or land disposal at pinch point of southern Neva Access Road and OSMP property. If the area proposed on open space requires a conveyance of ROW to CDOT or Boulder County (and actual ROW deed), then it will require a disposal. Both sides of the highway have contamination/environmental issues that prevent things like drinking wells. We've confirmed previously that trails are allowed, but if caissons or other structural features are required, it's worth checking with CDPHE what would be allowed. Additionally, access to the drainage must be maintained or relocated for Raytheon's groundwater mitigation work. Currently access is via a two track off Neva. Access via the path or via the two track and across to the path is adequate, but such access must be including/considered in project design.		May require disposal of city open space land or maintenance agreement. Will need ROW at pinch point of southern Neva Access Road and OSMP property, may also need grading and/or construction easements using significant walls between on the south leg along the Beech property.		May require disposal of city open space land or maintenance agreement. Will need ROW at pinch point of southern Neva Access Road and OSMP property		Can avoid easements/disposal unless needed to improve highway intersection geometry
ENVIRONMENTAL / SITE IMPACTS	Wetlands Impacts		Avoids Impacts		Avoids Impacts		The proposed alignment intersects areas mapped as riparian (Cowardin Class: Rp1SS; LUWW Class: Ecological System: Riparian Woodland and Shrubland). These features are possibly jurisdictional if there is an associated ephemeral or intermittent stream. Additionally, construction fill may affect drainage on adjacent OSMP-managed lands.		Avoids Impacts		Avoids Impacts		Avoids Impacts	
	Grasslands		Impacts to CNHP-tracked, rare grasslands on open space lands at ROW pinch point		Impacts to CNHP-tracked, rare grasslands on open space lands at ROW pinch point		Impacts to CNHP-tracked, rare grasslands on open space lands at ROW pinch point		Impacts to CNHP-tracked, rare grasslands on open space lands at ROW pinch point and within ROW along the south Neva Access Road		Impacts to CNHP-tracked, rare grasslands on open space lands at ROW pinch point		Avoids Impacts
	Rare Plant Impacts (Non-T&E)		Impacts to rare plant species habitat and rare plant communities are expected to occur within the ROW where the northern point of the proposed overpass rejoins the highway corridor.		Impacts to rare plant species habitat and rare plant communities are expected to occur within the ROW where the northern point of the proposed overpass rejoins the highway corridor.		Impacts to rare plant species habitat and rare plant communities are expected to occur within the ROW where the northern point of the proposed overpass rejoins the highway corridor.		Avoids Impacts		Avoids Impacts		Avoids Impacts
	Other Vegetation		Significant impact to existing riparian shrubs to cut/fill slopes and construction.		Significant impact to existing riparian shrubs to cut/fill slopes and construction.		Significant impact to existing riparian shrubs due to cut/full slopes and construction.		Did not evaluate for other vegetation because alternative had been considered but dismissed		Did not evaluate for other vegetation because alternative had been considered but dismissed		Did not evaluate for other vegetation because alternative had been considered but dismissed
	Rare and T&E Wildlife		Assuming a hard barrier between road and bike path (i.e. jersey barrier), every proposed alternative will impact animals' ability to move through the landscape. Since both sides of the highway are open space for a majority of the span between Boulder and Lyons, this is a real concern that will require mitigation consideration. The use of the bikeway (human presence, high-powered lights used at night) and the protective barrier will affect or impede movement of larger mammals like deer and elk, but will especially impact movement of smaller-bodied animals like snakes, lizards, and badgers. Mitigative measures to consider include: retrofitting culverts into underpasses in select locations and maintaining some sections of the bikeway free of barriers. Use of the bikeway and the associated protective barrier will affect or impede movement of larger mammals like deer and elk, but will especially impact movement of smaller-bodied animals. Badgers known to inhabit the Beech property and experience road mortalities.		Use of the bikeway and the associated protective barrier will affect or impede wildlife movement, although closing Neva would allow animals easier movement into Lykins Gulch riparian area, a known movement corridor. Badgers known to inhabit the Beech property and experience road mortalities.		The presence of large infrastructure, including the bridge over Neva and associated structures, will impede wildlife movement at that location by causing animals to avoid crossing US36, which is currently an important location for crossing between Joder Ranch and Beech Open Space properties. Badgers known to inhabit the Beech property and experience road mortalities.		Use of the bikeway and the associated protective barrier will affect or impede movement of larger mammals like deer and elk, but will especially impact movement of smaller-bodied animals.		Use of the bikeway and the associated protective barrier will affect or impede movement of larger mammals like deer and elk, but will especially impact movement of smaller-bodied animals.		Use of the bikeway and the associated protective barrier will affect or impede movement of larger mammals like deer and elk, but will especially impact movement of smaller-bodied animals.
	Cultural Resources		Avoids Impacts		Avoids Impacts		Impacts to a previously recorded historic site [5BL.2667] could occur, depending on extent of APE required for this alternative. If Alternative 5 moves forward, a full re-recording of site 5BL.2667 should be performed by the contractor as part of the Class III cultural resource survey. The re-recording should include testing of the two features with archaeological potential and any others with similar potential if they could be physically impacted directly or indirectly by the overpass construction.		Avoids Impacts		Avoids Impacts		Avoids Impacts	
	Sensitive Geologic Features		Impacts would occur mostly within areas of previous disturbance		Impacts would occur mostly within areas of previous disturbance		Impacts from construction staging could occur within undisturbed area. Project features such as caissons or other structural elements would potentially disturb or destroy resources.		Impacts would occur mostly within areas of previous disturbance		Impacts would occur mostly within areas of previous disturbance		Impacts would occur mostly within areas of previous disturbance
IMPACTS TO WILDLIFE CONNECTIVITY	Wildlife Crossing and Movement		Retaining walls create significant challenges to connectivity. Mitigation needed.		Retaining walls create significant challenges to connectivity. Mitigation needed.		Retaining walls and bridge piers create significant challenges to connectivity. Mitigation needed.		Did not evaluate for wildlife impacts because alternative had been considered but dismissed.		Did not evaluate for wildlife impacts because alternative had been considered but dismissed.		Did not evaluate for wildlife impacts because alternative had been considered but dismissed.
	Wildlife-vehicle collisions / Safety		Retaining walls could force wildlife to cross US36 elsewhere, creating a collision hazard. Mitigation needed.		Retaining walls could force wildlife to cross US36 elsewhere, creating a collision hazard. Mitigation needed.		Retaining walls and bridge piers create significant challenges to connectivity. Mitigation needed. Decommissioning North Access road could be aligned with a future wildlife crossing at this location, to mitigate impacts.		Did not evaluate for wildlife impacts because alternative had been considered but dismissed.		Did not evaluate for wildlife impacts because alternative had been considered but dismissed.		Did not evaluate for wildlife impacts because alternative had been considered but dismissed.
VISUAL IMPACTS	Impacts to Views		Stays at-grade with walls adjacent to steep slopes		Stays at-grade with walls adjacent to steep slopes		Bridge structure at US-36 grade, has visual impacts to open, natural landscape. Open Space values and viewsheds need consideration.		Significant walls		Significant walls		Stays at-grade
MAINTENANCE	Use of Barrier		Requires 1600 LF of Concrete Barrier Type 9, Style CE along US 36.		Requires 1600 LF of Concrete Barrier Type 9, Style CE along US 36.		Requires 1600 LF of Concrete Barrier Type 9, Style CE along US 36 and may require additional barrier to limit impacts of OSMP property south of Neva Access Road intersection.		Requires approximately 1400 LF of Concrete Barrier, Type 9, Style CE along Neva Access Roads and may require additional barrier to limit impacts of OSMP property south of Neva Access Road intersection.		Requires approximately 1200 LF of Concrete Barrier, Type 9, Style CE along Neva Access Road and may require additional barrier to limit impacts of OSMP property south of Neva Access Road intersection.		Requires approximately 3000 LF of Concrete Barrier, Type 9, Style CE along Neva Access Road.
	Use of Wall		Extent and mitigation need to be determined in future design phase. Walls needed to contain steep cut slope adjacent to US 36.		Extent and mitigation need to be determined in future design phase. Walls needed to contain steep cut slope adjacent to US 36.		Extent and mitigation need to be determined in future design phase. Walls needed to contain steep cut slope adjacent to US 36.		Will need large fill walls to avoid OSMP property		Will need fill walls along the north Neva Access Road and cut walls on either side of bridge		No Walls
	Bridges		No Bridges		No Bridges		Overpass proposed over south access		No Bridges		Will need about a 200' pedestrian bridge to span a deep drainage		No Bridges
IMPACTS TO TRAFFIC	Impacts to existing traffic patterns		None other than Reduces the radius of existing NB to EB right turn		Would close north access forcing vehicles to use the more visible south access		Would close north access forcing vehicles to use the more visible south access		None other than educes the radius of existing NB to EB right turn		None other than reduces the radius of existing NB to EB right turn		SB/EB traffic would now need to travel out of direction to south leg.
	Turning Movements		Reduction in right in radius only		Reduction in right in radius only		Reduction in right in radius only		Reduction in right in radius only		Reduction in right in radius only		Left turn out of out of Neva more problematic at North leg
COST	Basic Infrastructure Construction Cost		Requires barrier and walls		Requires barrier and walls		Requires barrier, extensive walls, and a bridge		Requires lots of walls and barrier, and the reconstruction of North Neva Access Road		Requires a pedestrian bridge, walls, and barrier and the reconstruction of North Neva Access Road		Just re-striping, barriers and reconstruction of North Neva Access Road
Value Definition		**Colors are intended to provide a relative comparison between alternatives. Considerations are based on conceptual level design and initial field inspections of existing conditions.**											

Otak

NORTH FOOTHILLS BIKEWAY
Lefthand Canyon
ALTERNATIVE ANALYSIS
Update - 2026-08-12

	Highly Favorable
	Favorable
	Neutral
	Unfavorable
	Highly Unfavorable

Category	Evaluation Considerations	Crossing Under Existing Bridge UTILIZE EXISTING BRIDGE LOCATION TO CROSS UNDER HIGHWAY		At-Grade Crossing CROSS HIGHWAY AT INTERSECTION USING AT-GRADE CROSSING		New Overpass CROSS OVER HIGHEWAY WITH OVERPASS LOCATED NORTH OF INTERSECTION (Considered but Dismissed)		New Underpass CROSS UNDER HIGHWAY WITH UNDERPASS NEAR INTERSECTION (Considered but Dismissed)	
		value	Comment	Value	Comment	Value	Comment	value	Comment
SAFETY / CONNECTIVITY	North Foothills Bikeway connection to Lefthand Canyon Drive		Provides a grade separated option for users to access Lefthand Canyon Dr		Today people access Lefthand Cayon Dr using the intersection, this will be same. This alt provides the most direct connectivity.		While providing the grade separation, most users are coming from the south and this would be more out of their way		This would the most direct access to Lefthand Canyon Drive
	Safety		Grade separated from intersection		This option will provide some definition for users accessing Lefthand Canyon Dr but will maintain the current conflicts between bikes and vehicles		Grade separated from intersection		Grade separated from intersection
COMFORT / USER EXPERIENCE	Separation from roadways		Grade separation provided - bikeway needs to be directly adjacent to highway along west side		Utilize existing intersection for at-grade access. Add raised island for additional protection.		Grade separation provided - bikeway needs to be directly adjacent to highway along west side		Grade separation provided - bikeway needs to be directly adjacent to highway along west side
	Sight-lines and feeling of confinement		Utilize existing bridge at Left Hand Creek, will have good sight lines approaching and leaving the bridge area and be able to grade out to limit walls		Same as existing conditions		The overpass will allow the best sight lines, but will be elevated for a while - could create feeling of confinment		Would require many walls in order to limit impact to private property which will result in poor sight lines and feeling like a tunnel
SITE CONSIDERATIONS	Topographic Constraints		The highway is already elevated at the creek allowing for a straightforward connection for the bikeway to descend from roadway grade to creek grade. Bikeway would likley be cloased due to high water with no viable detour except for what exists today.		Same as existing conditions		The location of the overpass was picked because of natrually higher side slopes relative to the higheway		Existing side slopes on the east are favorable for an underpass, however grade climbs on the west making an underpass difficult
RIGHT OF WAY	CDOT Impacts		Will require guardrail to protect bikeway adjacent to highway on east side		May introduce median refuge or require a reduced roadway footprint		Guardrail may be required to protect the structure		This option is only feasible if we can reduse the roadway footprint. There will be guardrail required at the structure
	Private Property ROW acquisition		Requires private property - have had initial conversations with property owners and they seem willing to work with design team		Will require working with private property at Southwest corner as the existing road is outside ROW. Have had initial conversations with property powner and they seem willing to work with design team.		Will require private property but will be at grade.		Requires considerable private property, one of which is next to a residence.
	Boulder County Open Space Impacts		Has impacts and would require permanent disposal		No impacts		No impacts		No impacts
ENVIRONMENTAL / SITE IMPACTS	Wetlands Impacts		Likely impacts to wetlendsand riparian restoration investment going under the extisting bridge		No impacts to wetlands		No impacts to wetlands		No impacts to wetlands
	Rare Plant Impacts (Non-T&E)		No rare plants found in the area		No rare plants found in the area		No rare plants found in the area		No rare plants found in the area
	Other Vegetation		Riparian and upland vegetation will be remove/impacted permanently. Impacts to connectivity for wildlife.		No impacts		Upland vegetation impacts		Upland vegetation impacts
	Floodplain		Bikeway is in the effective flow of the floodplain		Avoids floodplain		Avoids floodplain		Avoids floodplain
	Rare and T&E Wildlife		Area is suitable for Preble's, state special status bats, and nesting Red-tailed Hawks.		No impacts		No impacts		No impacts
IMPACTS TO WILDLIFE CONNECTIVITY	Wildlife crossing and movement		Direct and indirect impacts to wildlife currently using existing bridge as a wildlife crossing. This location is integral to the system of crossings, and ensuring adequate spacing between structures.		No impacts		No impacts		No impacts
	Wildlife-vehicle collisions / Safety		Wildlife displaced from moving under the existing bridge may seek other paths across the highway right-of-way, causing collisions. This location is integral to the system of crossings for wildlife, and will contribute significantly to WVC reductions along the corridor.		No impacts		No impacts		No impacts
MAINTENANCE	Use of CDOT Guardrail and new structures		New guardrail would be required along the east side of the highway where the bikeway is directly adjacent to road. Regualr sediment removal will be required under the bridge.		No new guardrail		Guardrail may be required where bikeway is directly adjcent to roadway, and new bridge		New guardrail will be required at structure, and new underpass
COST	Basic Infrastructure Construction Cost		Will have minor walls and guardrail. Requires additional bikeway on the west side of US36.		This will option can range in cost from very minimal to expensive depending on roadway reconstruction		Will require overpass and walls		Will require underpass and walls
Value Definition		**Colors are intended to provide a relative comparison between alternatives. Considerations are based on conceptual level design and initial field inspections of existing conditions.**							

NORTH FOOTHILLS BIKEWAY

North End

ALTERNATIVE ANALYSIS

Update - 2026-08-12

	Highly Favorable
	Favorable
	Neutral
	Unfavorable
	Highly Unfavorable

Category	Evaluation Considerations	Crossing Under Bridge - South UTILIZE EXISTING BRIDGE LOCATION TO CROSS UNDER HIGHWAY - Cross on south side of the river (Considered but Dismissed)		Crossing Under Bridge - North UTILIZE EXISTING BRIDGE LOCATION TO CROSS UNDER HIGHWAY - Cross on north side of the river (Considered but Dismissed)		At-Grade Crossing CROSS HIGHWAY AT INTERSECTION USING AT-GRADE CROSSING	
		value	Comment	value	Comment	Value	Comment
SAFETY / CONNECTIVITY	North Foothills Bikeway connection to Lyons trail		Able to tie directly into the Lyons trail		Able to tie directly into the Lyons trail		Able to tie directly into the Lyons trail
	Safety		Grade separated from intersection. But still requires users from NB CO66 to navigate intersection.		Grade separated from intersection. But still requires users from NB CO66 to navigate intersection.		This option will provide definition for users navigating the CO66 intersection but will maintain the current conflicts between bikes and vehicles
COMFORT / USER EXPERIENCE	Separation from roadways		Grade separation provided		Grade separation provided		Utilize existing intersection for at-grade access. Add raised islands and crossings for additional protection.
	Sight-lines and feeling of confinement		Utilize existing bridge at St Vrain Creek, will have good sight lines approaching and leaving the bridge area and be able to grade out to limit walls		Utilize existing bridge at St Vrain Creek, will have good sight lines approaching and leaving the bridge area and be able to grade out to limit walls		Same as existing conditions
SITE CONSIDERATIONS	Topographic Constraints		The highway is already elevated at the creek allowing for a straightforward connection for the bikeway to descend from roadway grade to creek grade, however steep side slopes will require significant grading.		The highway is already elevated at the creek allowing for a straightforward connection for the bikeway to descend from roadway grade to creek grade, however steep side slopes will require significant grading.		Same as existing conditions
RIGHT OF WAY	CDOT Impacts		No additional CDOT infrastructure		No additional CDOT infrastructure		Will introduce median refuge and raised crossings in the right turn lanes
	Private Property ROW acquisition		Requires significant private property - have had initial conversations with property owners and they don't seem willing to work with design team		Requires significant private property - have had initial conversations with property owners and they don't seem willing to work with design team		Within in CDOT/Town of Lyons ROW
ENVIRONMENTAL / SITE IMPACTS	Wetlands Impacts		Likely impacts to wetlends going under the extisting bridge		Likely impacts to wetlends going under the extisting bridge		No impacts to wetlands
	Rare Plant Impacts (Non-T&E)		No rare plants found in the area		No rare plants found in the area		No rare plants found in the area
	Floodplain		Bikeway is in the effective flow of the floodplane		Bikeway is in the effective flow of the floodplane		Avoids floodplain
	Wildlife		Wildlife habitats exist near the St Vrain creek. Possible mitigation may be needed.		Wildlife habitats exist near the St Vrain creek. Possible mitigation may be needed.		No impacts to wildlife
MAINTENANCE	Maintenance of the trail		Trail will likely flood in minor events and need to be cleaned		Trail will likely flood in minor events and need to be cleaned		Trail can be maintained as usual with the additional street plowing
COST	Basic Infrastructure Construction Cost		Will require more extensive grading and mitigation near the creek		Will require more extensive grading and mitigation near the creek		This will option would be the least expensive - requiring minor roadway work
Value Definition		**Values are intended to provide a relative comparison between alternatives for a Category based on the Evaluation Consideration, are based on conceptual level evaluation, and will be reviewed for refinement during a future design phase that considers field inspection of existing conditions, impacts, mitigation needed and costs**					

Appendix B:

Public Engagement Report

North Foothills Bikeway Design

Community Engagement Report

August 2026



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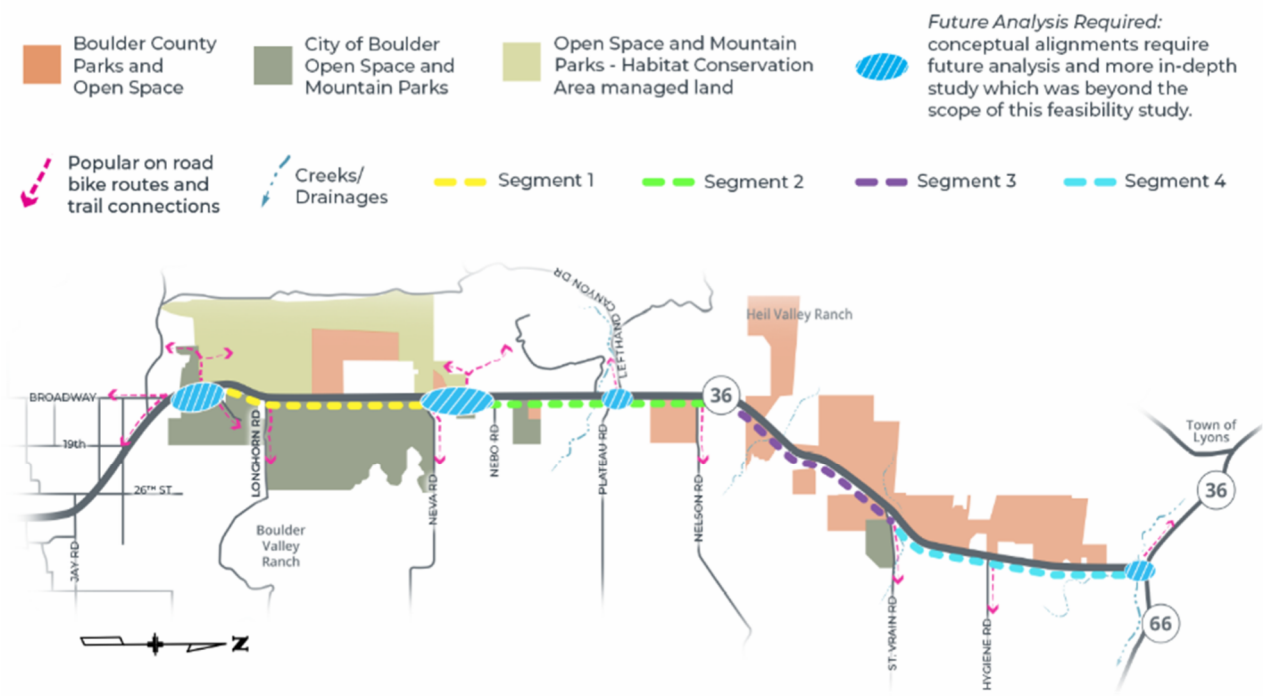
Engagement Overview

Project Overview

The goal of the North Foothills Bikeway project is to create a safe, multi-use bikeway along the North Foothills corridor (along US 36 between Boulder and Lyons) that reflects the diverse needs of Boulder County residents, cyclists, potential bikeway users, and others. Project engagement strived to reach current cyclists as well as individuals who are interested but do not currently ride along US 36, underrepresented voices, including non-English speakers, and a broad range of ages.

Project Objectives:

- Reduce severe and fatal injury crashes involving cyclists and pedestrians.
- Provide a dedicated facility separated from motor vehicle traffic.
- Improve connections between Boulder, Lyons, and regional trails.
- Expand access for both transportation and recreation.

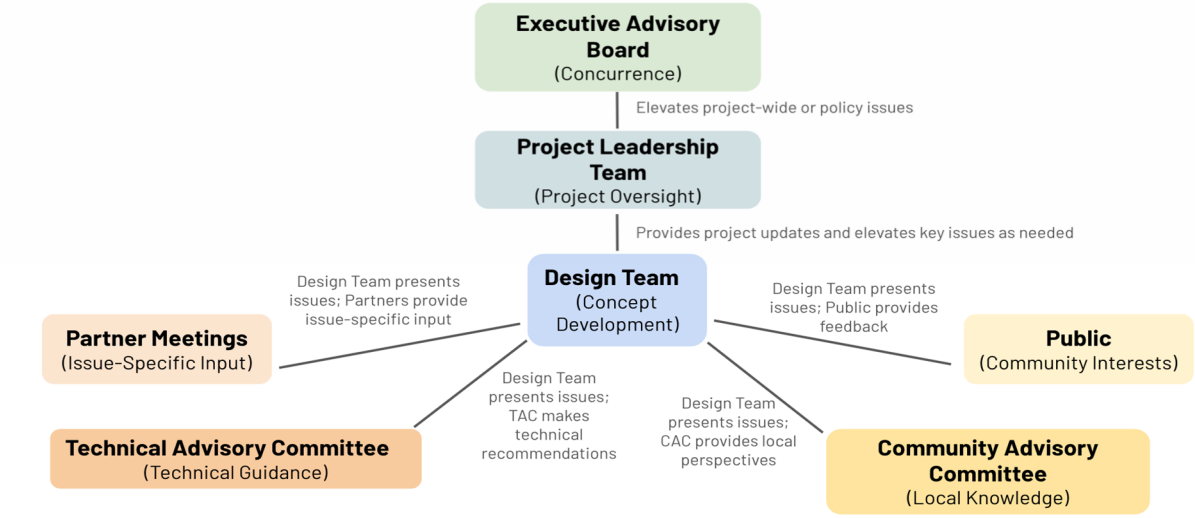


Engagement Goals:

- Engage a broad and inclusive range of community members
- Ensure public input informs key project decisions
- Reflect a broad range of community interests in the design
- Foster trust through transparent communication
- Maximize accessibility and convenience of engagement opportunities
- Maintain a flexible, iterative engagement process

Partner Groups & Decision-Making Structure

The project consisted of four groups with varying levels of decision-making authority. The groups met virtually and in-person at differing frequencies throughout the project to provide input.



Team	Executive Advisory Board (EAB)	Project Leadership Team (PLT)	Technical Advisory Committee (TAC)	Design Team
Decision-Making Authority	Concur	Approve	Advise	Develop
	• Executive policy-level guidance and decision making	• Key Issues • Technical components • Process changes • Communications • Milestones	• Technical components	• Day-to-day project tasks • Reviews partner meeting input
Represent-ation	• Boulder County Commissioners • Colorado Dept. of Transportation (CDOT) • Town of Lyons • City of Boulder	• Boulder County Transportation • Boulder County Parks and Open Space • City of Boulder Open Space and Mountain Parks • City of Boulder Transportation and Mobility • Town of Lyons • CDOT	• Boulder County Transportation • City of Boulder Transportation and Mobility • CDOT • Town of Lyons • City of Boulder Open Space and Mountain Parks • Boulder County Parks and Open Space • Boulder County Public Works	• Boulder County staff • Otak Consultant Staff
Meeting Dates	• March 6, 2026	• January 14, 2026	• November 20, 2025 • June 25, 2026	• Approximately monthly meetings between November 2025 and

Public Engagement Activities

The project team conducted a series of activities to engage the general public, including:

- Boulder County Project Website: Project information was shared via the county's Project Website. Open House materials and the online survey were published on the webpage between May 19 and June 1.
- Community Advisory Committee: A Community Advisory Committee was organized and consisted of thirteen community members. The purpose of the group was to provide community member feedback and ideas, review materials, and serve as liaisons between the project and community by sharing relevant project information with their networks. The group had two meetings.
- Online Survey: An online survey was distributed in English and Spanish. Between May 19 and June 1, the English version received 853 responses and the Spanish version received two responses (although one response was incomplete).
- In-person Public Meeting: An in-person open house was hosted at the Main Boulder Public Library's Boulder Creek room, located at 1001 Arapahoe Avenue on May 19 and received approximately 60 participants.
- Boulder County E-Newsletters and Media Releases:
    - Newsletter and media release seeking community members to apply for the community advisory committee sent Feb. 6, 2026
    - Newsletter and media release announcing the public open house and online survey sent May 8, 2026
    - The Denver Gazette article "Vision shaping for long-sought bike path off scenic, deadly highway in Colorado" published by Seth Boster on May 20, 2026
- Social Media: Coalition 4 Cyclists posted on Facebook to encourage people to fill out the survey, attend the open house and generally support the project. They also posted in support of wildlife crossings. Community Cycles posted on Facebook to encourage people to fill out the survey.

Targeted Community Outreach

Advocacy Groups Outreach

Alexandra Phillips, the county's project manager, conducted small group meetings with cycling safety advocacy organizations in April and May 2026 including Community Cycles, Coalition 4 Cyclists (C4C), and Venus Bike Club. Each group was engaged to discuss and provide feedback and suggestions on the design options to make the bikeway safe, accessible, and useable.

Landowner Outreach

Postcards in English and Spanish announcing the May 19 Open House and the online survey were sent to the 500 addresses within a quarter mile of US 36. Most postcards were postmarked on May 8.



Transportation Planning Division
P.O. Box 471
Boulder, CO 80306

Learn more about the North Foothills Bikeway Design Project and provide your feedback at the Public Open House.

Aprenda más sobre el proyecto de la ciclovía North Foothills y dé su opinión en la reunión pública.

Public Open House Details
Detalles de la reunión pública

When: Tuesday, May 19, 4:00–6:45 p.m.

Cuando: Martes, el 19 de majo, 4:00–6:45 p.m.

Where: Boulder Main Library (1001 Arapahoe Ave) Boulder Creek Room

Donde: Biblioteca central de Boulder (1001 Arapahoe Ave) Sala de Boulder Creek

Stay Informed!
¡Manténgase informado!

Learn more at boco.org/NorthFoothillsBikeway

Más información en boco.org/NorthFoothillsBikeway

Boulder County

In addition to the postcard, the county sent out over 40 letters to landowners with a short description of the project and requested permission to enter to complete topographic, utility and other surveys. Many of the letters were followed up by emails and phone calls. The design team met with five separate landowners to gauge the landowner's openness to selling land to the county for the project.

North Boulder (NoBo) First Friday Art Walk

The county's project manager, Alexandra Phillips, staffed an information table at the May 1st North Boulder First Friday Art Walk, which is held within 1/8 of a mile of the south end of the project. The table provided community members with an overview of the project and gather feedback on the proposed design options for the south end. Approximately forty people visited the table and asked questions and gave feedback.





Outreach to Spanish Speakers and Undeserved Groups

All public-facing project materials were available in Spanish and English met accessibility standards before publishing on the project website. Spanish interpreters were available and interacting with attendees during the public meeting and had Spanish handouts of the public meeting boards available.

There are three mobile home parks within one mile of the project. One park is located in the Town of Lyons and two are located in North Boulder. Project staff collaborated with the county's Mobile Home Communities Coordination group, the City of Boulder's community engagement specialists, and the county's Wildfire Partners to reach out to mobile home park residents to inform people about the project and gather feedback.

Project staff communicated with park managers and the manager of the Bus Stop rental apartments. The team was informed that in-person activities would not be well received due to the current federal polices directed at immigrants and people of color which were causing well-founded fear.

Although an in-person opportunity was not available, the park and rental managers distributed text and WhatsApp messages to residents. Project staff also posted fliers in Spanish (shown on the following page) about the project, the open house, and the survey at several locations including the Carniceria La Zacatecana Mexican Grocery Store, North Boulder Library, North Boulder Recreation Center, Moxie Bread Company, and Lucky's Bakery.

Diseño de la ciclovia de North Foothills

North Foothills Bikeway Design

¡El proyecto de diseño de la ciclovía North Foothills está abierto a las opiniones del público!

Asista a la reunión pública el 19 de mayo a la biblioteca publica de Boulder (las 4 a las 6:45) y rellene la encuesta en línea.

¿Qué es la ciclovía North Foothills?

- Una ciclovía separada de 11 millas (18 km) con superficie dura, que conectará Boulder y Lyons
- La ciclovía ofrecería una experiencia más segura y cómoda para peatones y ciclistas que viajan a lo largo de la US 36

¡Escanea el código para dar sus opiniones en la encuesta!



The North Foothills Bikeway Design project is open for public feedback!

Attend an open house on May 19 at the Boulder Main Library (4-6:45 pm) and complete an online survey.

What is the North Foothills Bikeway?

- A proposed 11-mile separated, hard-surface bikeway between Boulder and Lyons
- The bikeway will provide a safer, more comfortable experience for people walking and biking along US 36

Scan to give your feedback by taking our brief survey!

Project staff made many attempts to contact and provide outreach to the Meadows and Ponderosa mobile home parks (located in North Boulder). The property manager at Ponderosa mentioned that in-person events, such as tabling, might not be well attended. He offered to send a text message to all residents. The following message was sent to residents in late April:

> *El Condado de Boulder está diseñando un camino pavimentado que correrá a lo largo de la carretera US 36 (la carretera hacia Lyons) e incluirá mejoras de seguridad* ***para ciclistas y peatones en la intersección de US 36 y Broadway****. El condado quiere diseñar el carril para bicicletas de manera que sea útil y acogedor para todos. Estamos buscando la opinión de personas que quizás no caminen ni usen la bicicleta mucho ahora, ya sea porque no hay opciones seguras o porque los caminos no se sienten acogedores. Si usted ya anda en bicicleta o camina, su opinión también sería de gran ayuda.*
>
> *Alexandra, del condado, le gustaría platicar directamente con usted en persona o hablar por teléfono para conversar sobre el camino y las mejoras de seguridad. Por favor, comuníquese con Greg si quiere participar. Muchas gracias de antemano.*
>
> *The county is designing a paved path that will run along the side of US 36 (the road to Lyons) and will include safety improvements for bikers and walkers at the intersection of US 36 and Broadway. The county wants to design the bikeway so that it is usable and welcoming to you and anyone who may not walk or bike much now because there are not safe options or because paths do not feel welcoming to you. If you already bike or walk your feedback would also be really helpful.*
>
> *Alexandra from the county would like to meet with you in person or on the phone to chat with you about the path and safety improvements. Please contact Greg if you would like to participate. Thank you very much in advance.*

Project staff experienced a similar situation at Meadows Mobile Home Park. After numerous email interactions with management, the team was discouraged from hosting in-person meetings, but the following message was sent via WhatsApp to residents on June 10:

> *El Condado de Boulder está diseñando un carril de 11 millas con superficie dura que conectará Boulder y Lyons. El proyecto creará una ruta más segura y cómoda para los ciclistas y los peatones viajando a largo de US 36, e incluirá mejoras de seguridad en la intersección de US 36 y Broadway. *¡Estamos buscando opiniónes* para diseñar un carril que sea útil y cómodo para todos! Dé su opinión participando en la encuesta o enviando un correo electrónico a Alexandra Phillips aphillips@bouldercounty.gov.*
>
> *Boulder County is designing a hard-surfaced 11-mile path that will connect Boulder to Lyons.The project will create a safer, more comfortable route for cyclists and pedestrians traveling along US 36 and will include safety improvements to the US 36 & Broadway intersection.*We want your feedback* to design a path that will be useful and welcoming for all! Please share your input by taking our survey or sending an email to Alexandra Phillips aphillips@bouldercounty.gov.*
>
> *https://www.surveymonkey.com/r/WK5MVQX*

Additional survey responses were not received.

Online Public Survey

Overview

The online survey was conducted using the SurveyMonkey platform and collected detailed feedback on the four “Focus Areas” (i.e. South End, Neva Road, Lefthand Canyon Drive, and the US 36/CO 66 intersection) to understand community priorities and preferences and to ensure that the North Foothills Bikeway is accessible and comfortable for all users. Community input was considered alongside technical analyses and insights from key partners to determine the best design option for each Focus Area.

The survey asked community members for their preference, input, and ideas on the design options determined "Under Further Evaluation” for each Focus Area (each had two design options except for the US 36/CO 66 intersection, which had only one design option).

The survey was officially opened on May 19 and closed on June 1. Survey links were active until June 12 to allow people from the mobile home parks to participate after text messages were shared. All questions were optional.

Survey Promotions

The survey was promoted alongside information about the in-person Public Meeting. Promotional avenues included information on the project website, a county media release, an e-newsletter (sent to 6,814 recipients), 500 mailed postcards, printed fliers (with a QR code linking directly to the survey), and tabling events.

Survey Results

The survey received a total of 855 responses (853 in English and two in Spanish).

Survey Respondent Demographics

Participants were asked to provide information about their location, gender, ethnicity, and age.

Residence (Figure 1)**:**

- Boulder: 44%
- Unincorporated Boulder County: 16%
- Along highway US 36: 8.3%
- Lyons: 6.4%
- The remaining 25% lived in an unlisted town including Longmont, Louisville, Lafayette, and other nearby communities

Gender:

- 56% respondents identify as male
- 37% respondents identify as female

- 1% nonbinary or gender non-conforming
- Other respondents did not respond to this question

Ethnicity:

- 91% White
- 4% Latino/a/e
- 2% Asian/Asian American
- 1% Black
- The remaining 1% were other ethnicities.

Age (Figure 2):

- 25% 65 years or older
- 24% 55-64 years old
- 18% for both age groups 35-44 and 45-54 years old
- 13% 25-34 years old
- Youth 18-24 years old were the minority (2%)

Figure 1: Residence

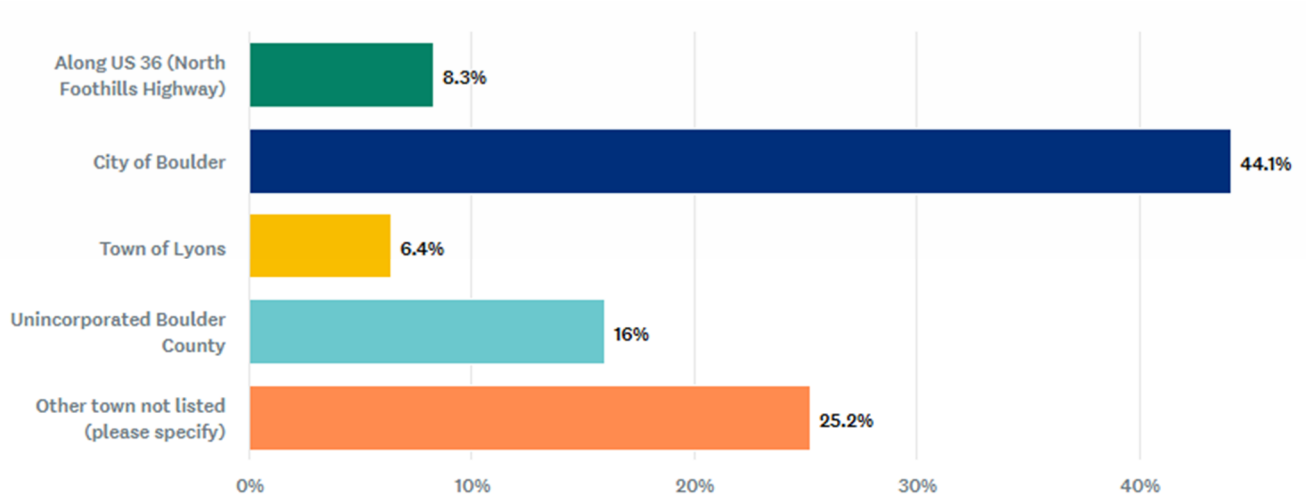
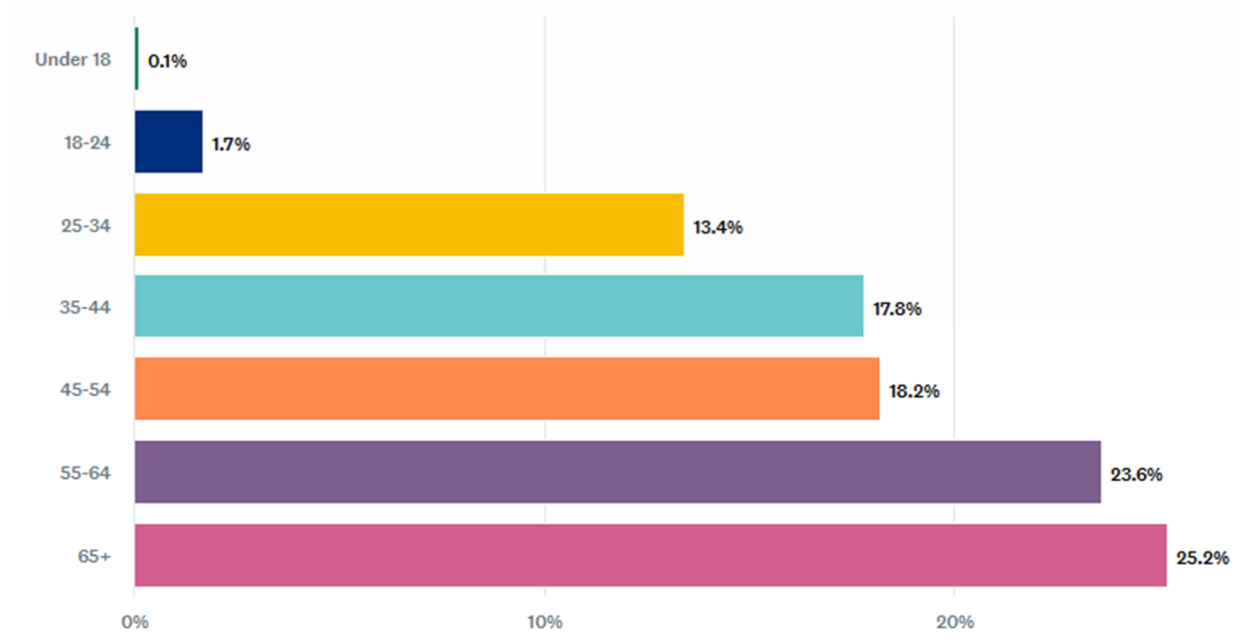


Figure 2: Age



Biker Confidence Levels

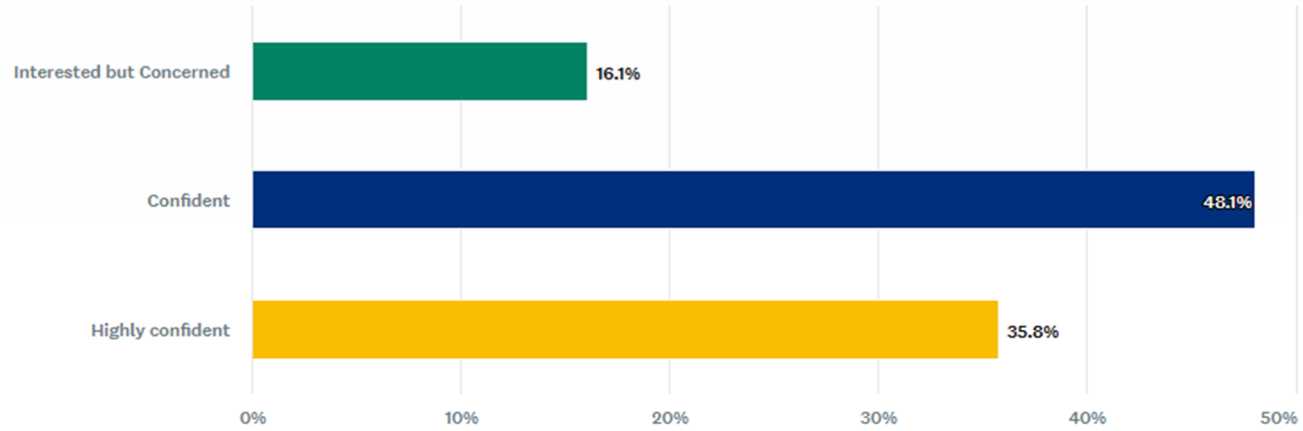
Respondents were asked to specify their Biking Confidence Level ("biking style" in survey question) out of the following three categories:

- **Interested but concerned:** I usually only ride on bike paths. Typically, I am not comfortable riding in bike lanes. I might decide not to bike if bike paths are not provided.
- **Confident:** I am comfortable riding in some bike lanes and wide shoulders, but I usually prefer bike paths.
- **Highly confident:** I will ride on roads with no bike lanes and minimal shoulders.

The question allowed the project team to better understand respondents' current level of comfort, which would inform survey analysis. (Figure 3)

- 48% "Confident"
- 36% "Highly Confident"
- 16% "Interested but Concerned"

Figure 3: Biking Confidence Level



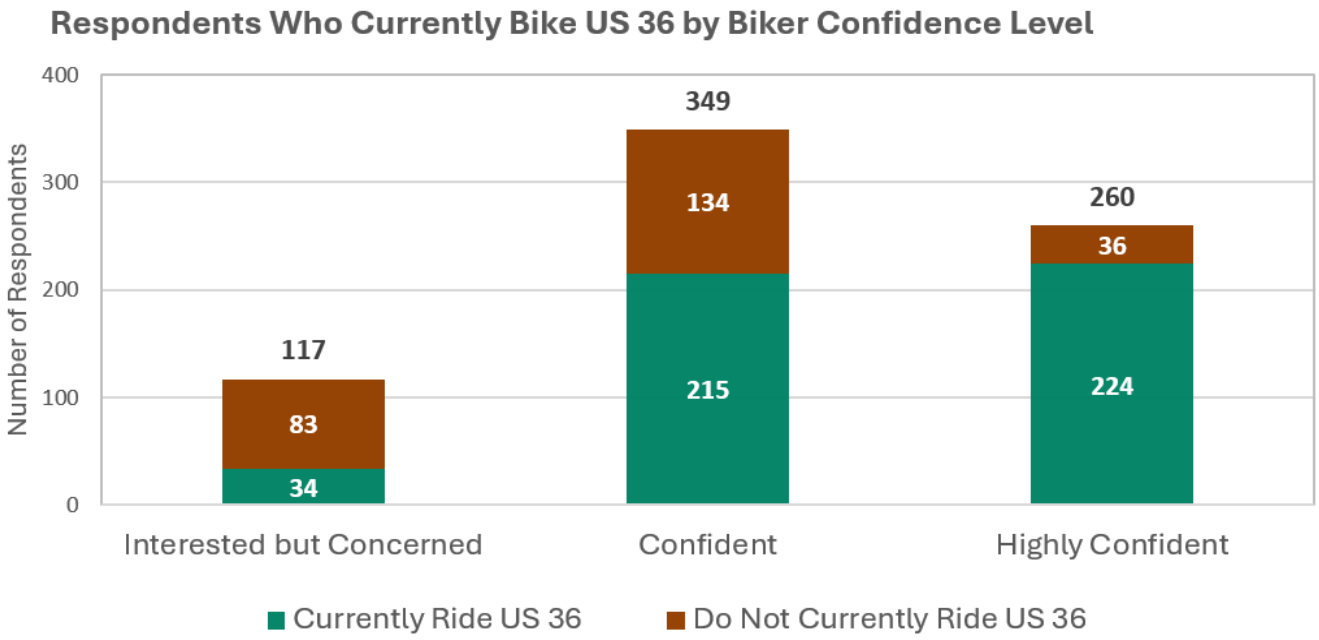
The survey asked if respondents currently bike along the shoulder of US 36; **62% of respondents currently ride along the shoulder of US 36**.

When separated into Biker Confidence Levels:

- 86% of "Highly Confident"
- 62% of "Confident," and
- 29% of "Interested but Concerned"

currently ride along the shoulder of US 36. (Figure 4)

Figure 4: Biker Confidence Level & Current Biking Use of Us 36 Shoulder



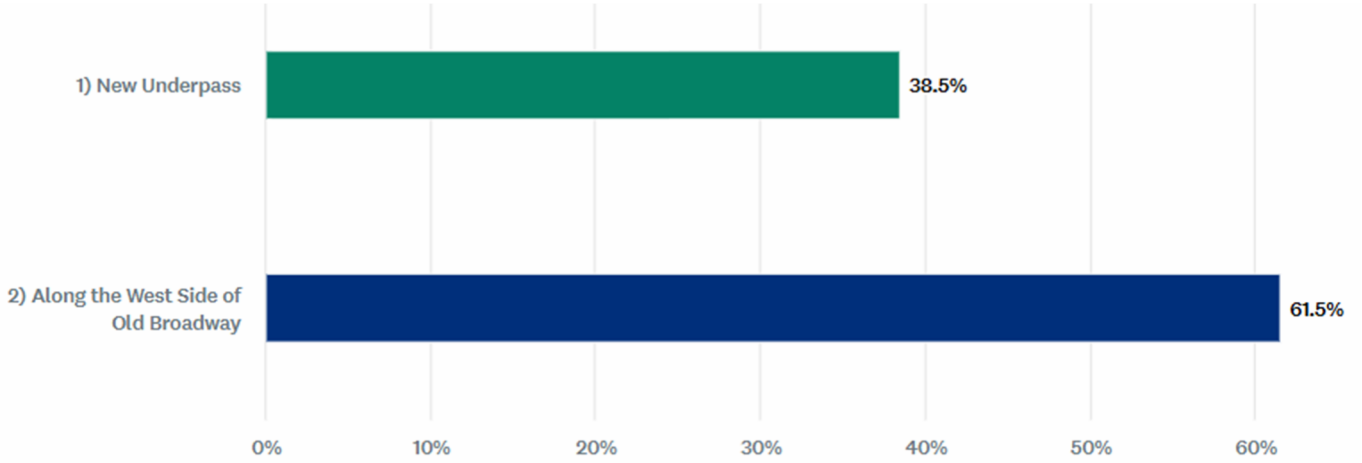
Design Options

Three of the Focus Areas – South End, Neva Road, and Lefthand Canyon Drive – each included two design options for survey respondents to choose from. Participants were asked to select their preferred option and a subsequent open-ended comment question asked them to provide reasoning for their preference. The fourth priority area, the intersection of Ute Highway (CO 66) and US 36, provided an overview of the singular anticipated design and asked participants to give suggestions and feedback.

South End

For the South End, 62% chose Along the West Side of Old Broadway as the preferred design option (Figure 5). 29 participants skipped this question.

Figure 5: South End Preferred Design Option (All Respondents)



Answer Choices	Percentage	Responses
1) New Underpass	38.5%	317
2) Along the West Side of Old Broadway	61.5%	507
Total		**824**

This preference was consistent across genders (female/male) and biker confidence levels.

"Interested but Concerned" respondents:

- 56% preferred the Along the West Side of Old Broadway option
- 44% preferred the New Underpass

Based on comments, support for the Old Broadway option mainly focused on cost savings with approximately half of respondents who preferred this option noting cost or affordability and many mentioning use of existing infrastructure.

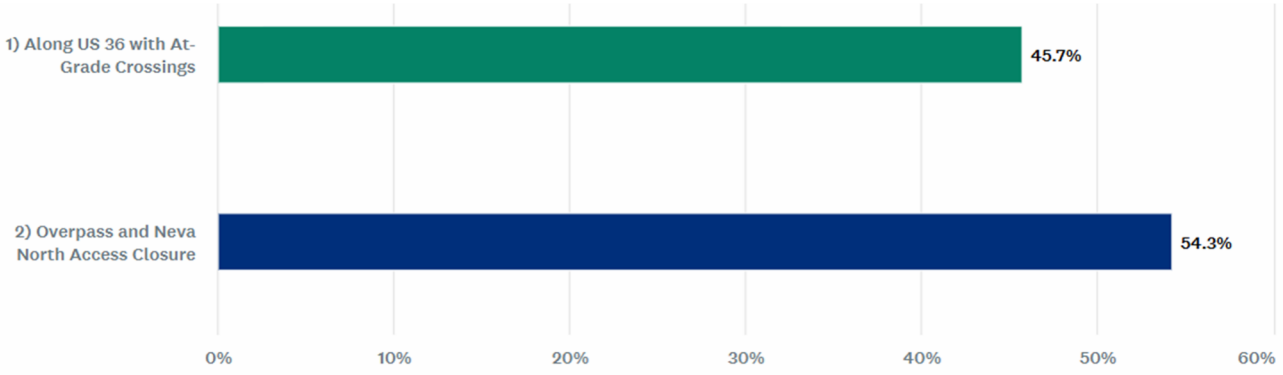
The majority of participants who chose New Underpass noted support for safety/a safer crossing or separation from traffic. Others mentioned the benefit of continuous travel (not waiting for the traffic signal) and questioned the use of the existing nearby underpass instead of construction of a new underpass.

Neva Road

For Neva Road, 55% of respondents preferred the Overpass and Neva North Access Closure option (Figure 6). Preference was consistent across genders (female/male) and biker confidence levels, with females and "Interested but Concerned" bikers having a slightly stronger preference (58% of females; 61% of IBC bikers) than the full sample.

69 participants skipped this question.

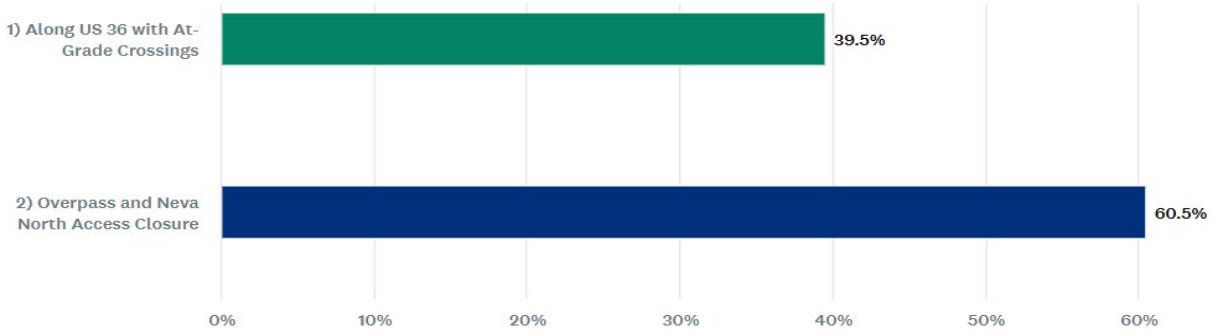
Figure 6: Neva Road Preferred Design Option (All Respondents)



Answer Choices	Percentage	Responses
1) Along US 36 with At-Grade Crossings	45.7%	358
2) Overpass and Neva North Access Closure	54.3%	426
Total		784

Figure 6 (next page) shows results from "Interested but Concerned" respondents.

Figure 6: Neva Road Preferred Design Option ("Interested But Concerned" Respondents Only)



Answer Choices	Percentage	Responses
1) Along US 36 with At-Grade Crossings	39.5%	45
2) Overpass and Neva North Access Closure	60.5%	69
Total		114

The majority of participants who chose the Overpass option noted safety/safer crossings, separation from vehicles and reduced conflict points. These themes were noted in 315 of 709 total comments (44% of all comments). Participants who preferred the Overpass option advocated that the overpass would be the safer long-term solution, avoiding crossing at a busy, high-speed intersection with low visibility.

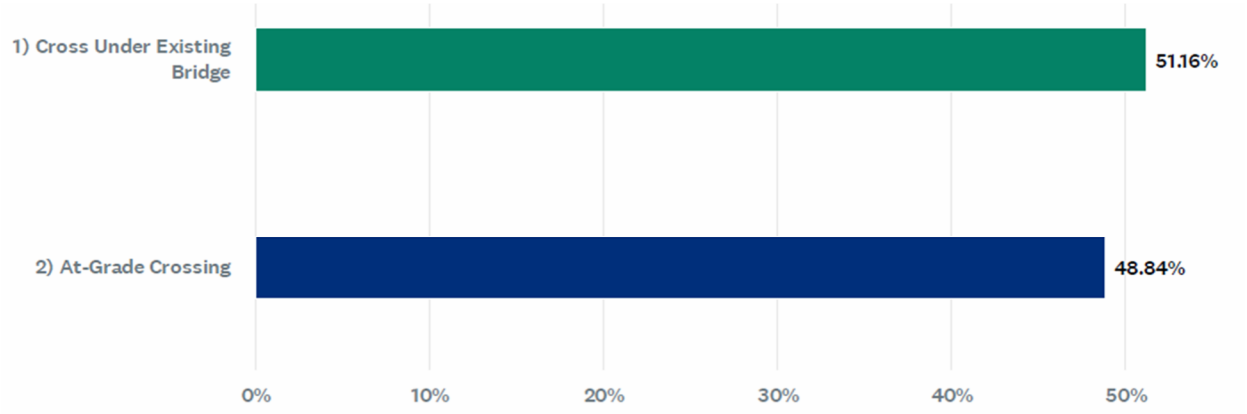
Of the participants who chose the At-grade Crossings option, the most frequent themes mentioned included cost/affordability, access to roadways, faster/simpler construction, and reduced environmental impact.

Lefthand Canyon Drive

Unlike the other priority areas, preference for the Lefthand Canyon Drive design options varied greatly by gender and biker confidence level. When considering the full sample (all results, Figure 7), the difference in preference is less than 2.5%, with a small majority preferring Crossing Under the Existing Bridge.

79 participants skipped this question.

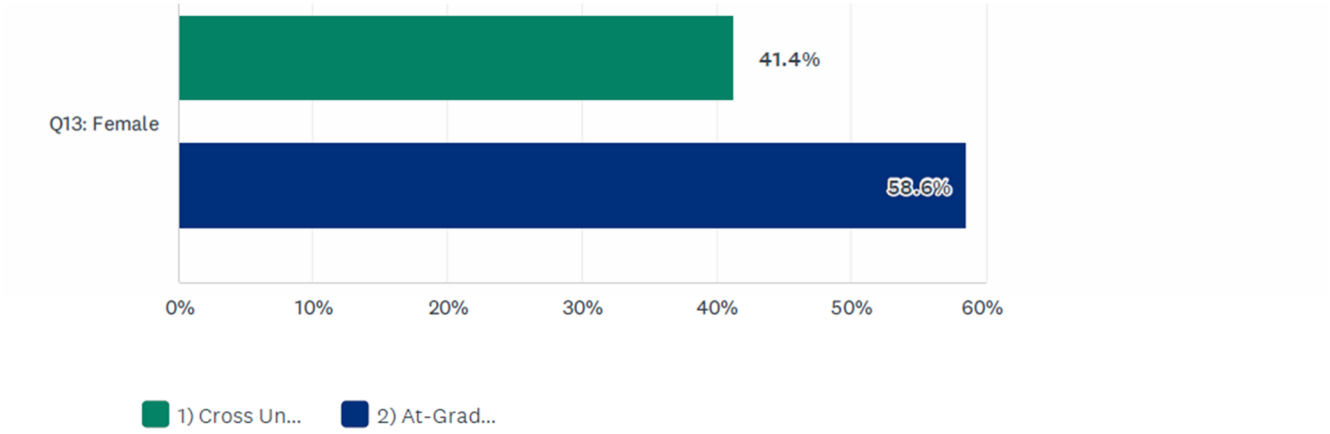
Figure 7: Lefthand Canyon Drive Preferred Design Option (All Respondents)



Answer Choices	Percentage	Responses
1) Cross Under Existing Bridge	51.16%	396
2) At-Grade Crossing	48.84%	378
Total		774

However, for females, the margin of difference jumps to 17%, with 59% preferring the At-Grade Crossing (Figure 8). “Highly Confident” bikers also prefer the At-Grade Crossing (4% majority difference). When separated, women who chose the At-Grade Crossing were more likely to comment on safety (with upgraded crossing infrastructure), reduced environmental impact (to habitat/wetlands/wildlife), and affordability.

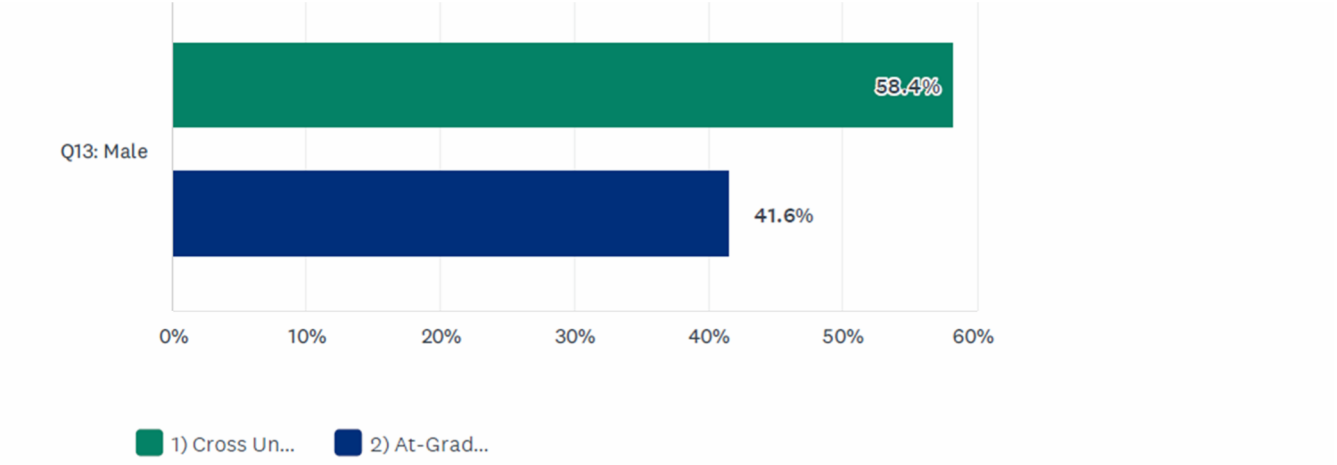
Figure 8: Lefthand Canyon Drive Preferred Design Option (Female Respondents Only)



1) CROSS UNDER EXISTING BRIDGE	2) AT-GRADE CROSSING	TOTAL
41.4% 115	58.6% 163	100.0% 278

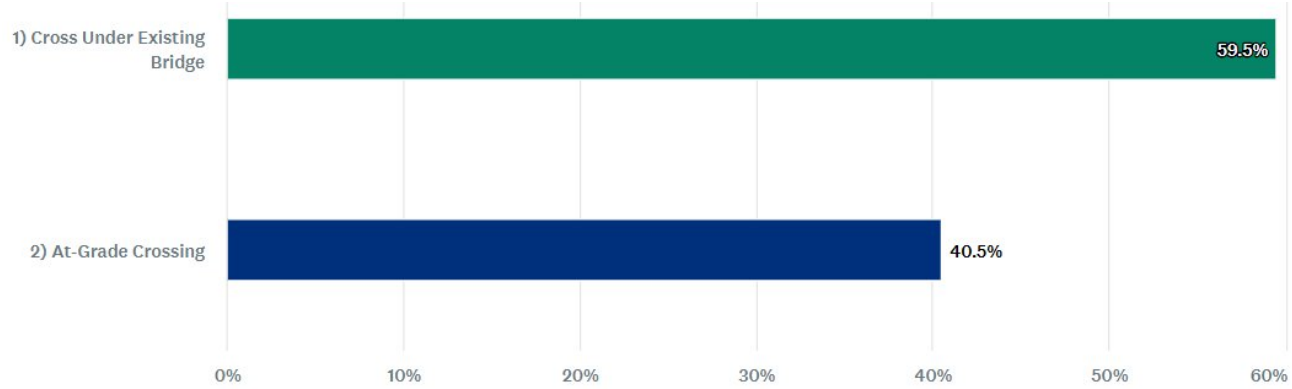
For men and less confident biker groups ("Confident" and "Interested but Concerned"), the preference switched: 58% of men (Figure 9) and 60% of "Interested but Concerned" (Figure 10) bikers preferred the Under Existing Bridge Option. Men who chose this option were more likely to comment on safety (avoiding vehicle conflicts) and continuous travel and flow (no stopping required).

Figure 9: Lefthand Canyon Drive Preferred Design Option (Male Respondents Only)



1) CROSS UNDER EXISTING BRIDGE	2) AT-GRADE CROSSING	TOTAL
58.4% 244	41.6% 174	100.0% 418

Figure 10: Lefthand Canyon Drive Preferred Design Option ("Interested But Concerned" Respondents Only)



Answer Choices	Percentage	Responses
1) Cross Under Existing Bridge	59.5%	69
2) At-Grade Crossing	40.5%	47
Total		116

Ute Highway At-Grade Crossing

About half of survey participants (416) provided feedback/suggestions on how to improve the Ute Highway At-Grade Crossing Design. Many advocated for improving crossing controls (i.e. bike-activated crossing signals, beacons, and driver warning systems). Other popular suggestions included reduced speed limits and traffic calming measures, separation between bikes and vehicles (i.e. grade separation or barriers), and improved visibility/sightlines to augment user safety.

Approximately one fifth of the comments expressed general support for the proposed design while others expressed concern that this priority area did not have more than one option. Some respondents wanted an underpass instead of an at-grade crossing. Several respondents had questions about how the bikeway will safely connect to the Lyons multiuse path.

Ute Highway At-Grade Crossing Selected Survey Quotes:

- *"A lot of drivers don't pay attention. Speed limits need to be reduced and enforced."*
- *"Extremely dangerous especially with heavy tourist traffic and many lanes to cross."*
- *"We need to see more options as at-grade at this crossing in particular is unsafe. It's a blind turn and cars turn the corner at full speed. The speed bump is not enough."*

Design Features That Would Deter Use of Proposed Bikeway

Participants were asked about design features that would deter them from using the proposed bikeway. Top themes included safety concerns (specifically, insufficient separation from traffic), frequent

stops/slowdowns/indirect routing, user congestion, at-grade crossings with potential vehicle-cyclist conflict points, and conflict between user types.

Selected Survey Quotes:

- Safety: *"If it's not fully protected or separated from cars, I'd probably not use those portions. I currently only use small portions of 36 for biking because it's too exposed."*
- Slowdowns: *"Generally features that constantly slow you down would deter me or crossings where you have to stop and wait for a signal." // "The path should be designed to allow cyclists to maintain the same, or similar, speed as riding on US 36."*
- Stops: *"Too many points at which bikes must come to a full stop. Riding consistently is important."*
- Indirect Routing: *"A path that meanders causing extra effort and time will not be well received."*
- User Congestion: *"I am concerned that the path will be too narrow for 2-way bike/pedestrian traffic."*
- At-Grade Crossings: *"At-grade crossings do nothing for safety, and the whole point of this project was to make a safer route."*
- Conflict between user types: *"The path has to be wide enough to accommodate two-way traffic (cyclists, pedestrians with wandering dogs and kids, e-bikes, scooters...)."*

General Ideas and Feedback

General comments about the full proposed bikeway focused on several themes, with the most common being support for preventing fatalities/serious injuries along the US 36 corridor by improving safety. The second most common theme was advocacy for environmental protection (e.g. habitat conservation and wildlife connectivity). Many commenters also expressed concerns about project cost and value to user groups other than avid cyclists. Several respondents mentioned use/improvement of existing shoulders/infrastructure rather than building a new bikeway.

Less frequent comments focused on support for the project to be built quickly, advocacy for the bikeway to be built as a direct route for cyclists, support for maintaining access points and connectivity to other roads/trails, and desire for future public engagement opportunities. Approximately 10% of respondents expressed opposition to the project.

Exemplary Quotes:

Project Support

- *"This corridor has been dangerous for decades. We need a separated facility before more people are injured or killed."*
- *"The sooner this gets built, the sooner people will have a safer option."*

Wildlife & Environmental Concerns

- *"Please include wildlife underpasses and preserve habitat connectivity throughout the corridor."*
- *"Prioritize integrating wildlife crossings identified for the Hwy 36 Wildlife Crossings Project and ensuring the bikeway does not compromise them."*
- *"Wildlife needs to be considered as carefully as cyclists."*

Cost Concerns

- *"This is an awful lot of money for a relatively small group of users."*
- *"Use existing infrastructure wherever possible rather than building entirely new facilities."*

Spanish Survey Responses

The Spanish version of the survey collected two responses. One respondent only answered the first question (South End Design preference). The second respondent completed the survey. This respondent identified as a male Boulder resident "Highly Confident" biker in the 55-64 age group, who currently rides along the US 36 shoulder.

This respondent's preferences were consistent with the English survey majorities, (as well as being consistent with responses of males and "Highly Confident" bikers):

- South End: Along the West Side of Old Broadway
    - Reasoning: Use of existing infrastructure (traffic light and crossing)

    **Note: the other Spanish-speaking respondent who only answered this question preferred the New Underpass option.*

- Neva Road: Overpass and Neva North Access Closure
    - Reasoning: Less complicated

- Lefthand Canyon Drive: Cross Under Existing Bridge
    - Reasoning: Less costly

Regarding general comments, the respondent said: "*Es urgente, los accidentes son muchos y serios, pero los "near misses" son muchos tambien."* (Translation: *"It is urgent, the accidents are many and serious, but the 'near misses' are also many.")*

In-Person Public Meeting

Meeting Promotion

Promotions for the in-person May 19 Public Meeting included 500 postcards mailed to residences within a quarter mile of US 36, a public media release and newsletter to 6,814 recipients in English and Spanish sent by Boulder County's Public Information Officer, and printed fliers posted the North Boulder Library, North Boulder Recreation Center, and cafes. All promotional materials were shared in English and Spanish.

Note: Promotions and information sharing for the public meeting and survey were combined.

Media Coverage:

- Boulder Reporting Lab (article published May 11, 2026): "Boulder County to begin designing long-anticipated North Foothills Bikeway as soon as this year"
- The Denver Gazette (article published May 20, 2026): "Vision shaping for long-sought bike path off scenic, deadly highway in Colorado"



Meeting Outcomes

The meeting was hosted on the afternoon of Tuesday, May 19 at the Boulder Main Library. It was a success, with approximately 60 community members in attendance. The majority of participants had a general understanding of the project and had attended the meeting to gain a deeper understanding of project details, ask questions, and provide in-person feedback.

Participants represented a variety of user groups including confident cyclists who currently bike along US 36, "Interested but Concerned" cyclists who may not currently bike along US 36, equestrians, adjacent landowners, youth, Audubon Society members, advocates of the wildlife crossings, and other interested community members.




Road Design Option Renderings

Lessons Learned & Recommendations for Future Engagement

Engagement Successes

Advisory team coordination, including the Technical Advisory Committee, Project Leadership Team, and Executive Advisory Board, was a key strength of the process. Structured, facilitated meetings provided consistent opportunities for input at major project milestones, and participants contributed feedback that improved project communication and helped resolve areas of conflicting interest.

Public engagement outcomes were also strong. The public meeting and survey achieved high participation and broad representation across interest and user groups.

Key Challenges & Lessons-Learned

The project team had limited success engaging Spanish-speaking community members and mobile home residents in the Ponderosa and Meadows neighborhoods. Earlier and continued coordination with the City of Boulder Community Connectors may benefit future phases to support proactive project promotion and in-person engagement opportunities for feedback.

Next Steps

Engagement results (e.g. survey results) will be shared with the public to communicate how input has informed this phase of the North Foothill Bikeway Design project.

Additionally, a Frequently Asked Questions (FAQ) document will be posted on the project website to address key questions and concerns noted in the survey (via comments) and in-person public meeting.

Project updates for North Foothills Bikeway Design, such as grant awards, and updates to related projects (Wildlife Crossings Project) will also be posted on the project website when available.

Appendices

APPENDIX 1. Frequently Asked Questions (English)

APPENDIX 2. Frequently Asked Questions (Spanish)

APPENDIX 3. Survey Questions (English)

APPENDIX 4. Survey Questions (Spanish)

APPENDIX 5. Survey Results Summary

APPENDIX 6. Raw Survey Data (Spreadsheet)

Appendix C:

Neva Road Cost Estimate

Otak, Inc.
371 Centennial Parkway,
Suite 210
Louisville, CO 80027

T:303-444-2073

otak.com

NORTH FOOTHILLS BIKEWAY

Project No. 21958 — Checked by: Scott Belonger

Bikeway Overpass vs At-Grade Crossing Cost Comparison at Neva Road — Check date: 1/28/2026

Date: 2026-01-30

		At-Grade Crossing of Neva - Sta 1134+00 - Sta 1144+00				Overpass of Neva				Notes
Bid Item	**Description**	**Quantity**	**Units**	**Unit Price**	**Total**	**Units**	**Unit Price**	**Total**		
203-00000	Unclassified Excavation	815	CY							
206-00000	Structure Excavation (Walls)		CY	$ 29.76	$ -	0	CY	$ 29.76	$ -	
206-00000	Structure Excavation (Bridge)		CY	$ 45.19	$ -	13	CY	$ 45.19	$ 587.47	
206-00100	Structure Backfill (Class 1)		CY	$ 68.14	$ -	2173	CY	$ 68.14	$ 148,068.22	
206-00360	Mechanical Reinforcement of Soil		CY	$ 12.10	$ -	981	CY	$ 12.10	$ 11,870.10	Used 119 @63rd, added one approach span pier
304-06007	Aggregate Base Course (Class 6)	204	CY	$ 95.40	$ 19,433.33	0	CY	$ 95.40	$ -	
403-00720	Hot Mix Asphalt (Patching)(Asphalt)	131	TN	$ 323.60	$ 42,440.95		TN	$ 323.60		
420-00000	Geomembrane		SY	$ 21.49	$ -	606	SY	$ 21.49	$ 13,022.94	
503-00036	Drilled Caisson 36-Inch Bridge		LF	$ 776.96	$ -	146	LF	$ 776.96	$ 113,436.16	
503-00042	Drilled Caisson 42-Inch Bridge		LF	$ 789.39	$ -	228	LF	$ 789.39	$ 179,980.92	Used 119 @63rd, added one approach span pier
503-00310	CROSS SONIC LOGGING TESTING		EA	$ 2,000.00	$ -	11	EA	$ 2,000.00	$ 22,000.00	Used 119 @63rd, added one approach span pier
504-04420	Precast Panel Facing		SF	$ 119.29	$ -	5000	SF	$ 119.29	$ 596,450.00	
504-00000	Retaining Wall		SF	$ 150.00	$ -	0	SF	$ 150.00	$ -	measured graphically in cad using a top of wall and bottom of wall
509-00000	Structural Steel		LB	$ 5.47	$ -	8056	LB	$ 5.47	$ 44,066.32	
512-00102	Bearing Device		EA	$ 1,774.01	$ -	8	EA	$ 1,774.01	$ 14,192.08	
513-00606	Bridge Drain		EA	$ 10,387.66	$ -	7	EA	$ 10,387.66	$ 72,713.62	
514-00200	Pedestrian Railing (Steel)		LF	$ 187.86	$ -	954	LF	$ 187.86	$ 179,218.44	walls are 300' versus 150' for 119 @ 63rd
514-00201	Pedestrian Railing (Steel)(Side Mount)	900	LF	$ 325.00	$ 292,500.00		LF	$ 325.00		
518-01004	Bridge Expansion Device (0-4 Inch)		LF	$ 585.55	$ -	56	LF	$ 585.55	$ 32,790.80	
601-03040	Concrete Class D (Bridge)		CY	$ 1,612.76	$ -	347	CY	$ 1,612.76	$ 559,627.72	Used 119 @ 63rd, this is the same total length
601-03050	Concrete Class D (Wall)		CY	$ 1,462.63	$ -	124	CY	$ 1,462.63	$ 181,366.12	
601-40300	Structural Concrete Coating		SY	$ 1.60	$ -	15053	SY	$ 1.60	$ 24,084.80	
602-00020	Reinforcing Steel (Epoxy Coated)		LB	$ 1.23	$ -	72460	LB	$ 1.23	$ 89,125.80	
606-00940	Guardrail Type 9 (Style CE)	900	LF	$ 363.97	$ 327,573.00	0	LF	$ 363.97		
608-00026	Concrete Bikeway (6 Inch)	1589	SY	$ 69.06	$ 109,728.67	233	SY	$ 69.06	$ 16,114.00	
608-00007	Concrete Thickened Edge	900	LF	$ 85.00	$ 76,500.00	0	LF	$ 85.00	$ -	
613-00000	Bridge Lighting		LS	$ 100,000.00	$ -	1	LS	$ 100,000.00	$ 100,000.00	
614-00000	Signing and Striping	1	LS	$ 30,000.00	$ 30,000.00		LS		$ -	
614-85130	Impact Attenuator (Quadguard II)	2	EA	$ 45,000.00	$ 90,000.00	0	EA	$ 45,000.00	$ -	
618-01992	Prestressed Concrete Box (Depth Less than 32 Inches)		SF	$ 78.65	$ -	3576	SF	$ 78.65	$ 281,252.40	Used 119 @ 63rd, this is the same total length
628-00180	Bridge Girder & Deck Unit (140 to 145 Feet) Signing and Striping		EA	$ 659,201.28	$ -	1	EA	$ 659,201.28	$ 659,201.28	Used 119 @ 63rd, reduced portionally for 140 vs 180. **Cost per linear foot**
630-00000	Work Zone Traffic Control	1	LS	$ 100,000.00	$ 100,000.00	1	LS	$ 25,000.00	$ 25,000.00	
	Total Major Construction Items				**$ 1,088,175.95**				**$ 3,364,169.19**	**Cost per linear foot**
	Erosion Control			3.00%	$ 32,645.28			1.00%	$ 33,641.69	
	Construction Survey			1.50%	$ 16,322.64			1.00%	$ 33,641.69	
	Mobilization			8.00%	$ 87,054.08			8.00%	$ 269,133.54	
	Contingencies			10.00%	$ 108,817.59			10.00%	$ 336,416.92	
	TOTAL CONSTRUCTION COST (2026)				**$ 1,333,015.54**				**$ 4,037,003.03**	
	TOTAL CONSTRUCTION COST INCREASE								**$ 2,703,987.49**	
	Cost Escalation			12.00%	$ 130,581.11			15.00%	$ 504,625.38	
	TOTAL ESCALATED CONSTRUCTION COST (2029)				**$ 1,463,596.65**				**$ 4,541,628.40**	
	TOTAL ESCALATED CONSTRUCTION COST INCREASE								**$ 3,078,031.75**	
	Design			10.00%	$ 133,301.55			12.00%	$ 484,440.36	
	Construction Engineering			12.00%	$ 175,631.60			12.00%	$ 544,995.41	
	TOTAL PROJECT COST				**$ 1,772,529.80**				**$ 5,571,064.17**	
	TOTAL PROJECT COST INCREASE								**$ 3,798,534.37**	
	DESIGN COST INCREASE								**$ 351,138.81**	