North Foothills Bikeway Project Update: Fall 2026

The following pages show:

- Purpose of the project.
- Public engagement.
- Technical information collected.
- Design for each of the four important connection areas.

The decision-making process for the four important connection areas included feedback from the public, discussions with our project partners at the City of Boulder, Town of Lyons, County Parks and Open Space and CDOT.

Thank you to everyone who commented though the online survey, at the public open house or directly through email. Your input helped guide the decisions.

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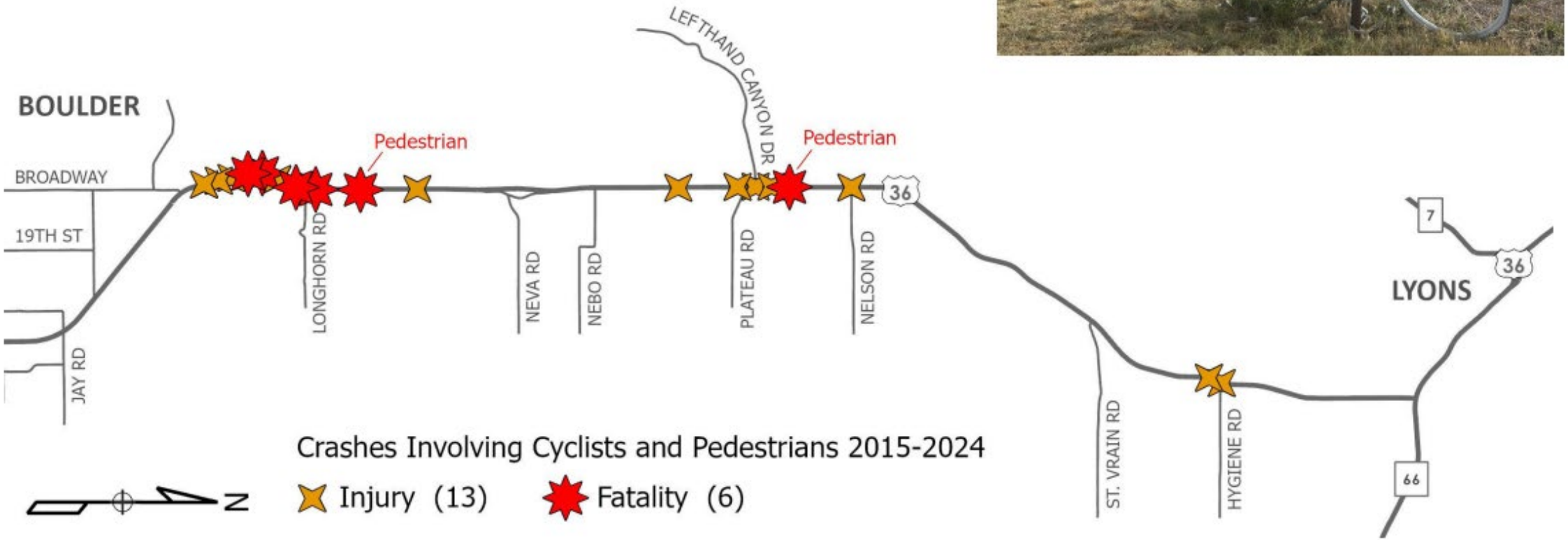


Project Purpose: Prevent future deadly and severe crashes by providing a bikeway that separates cyclists and walkers from fast moving motorized traffic

Crash Data (2015–2024)

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

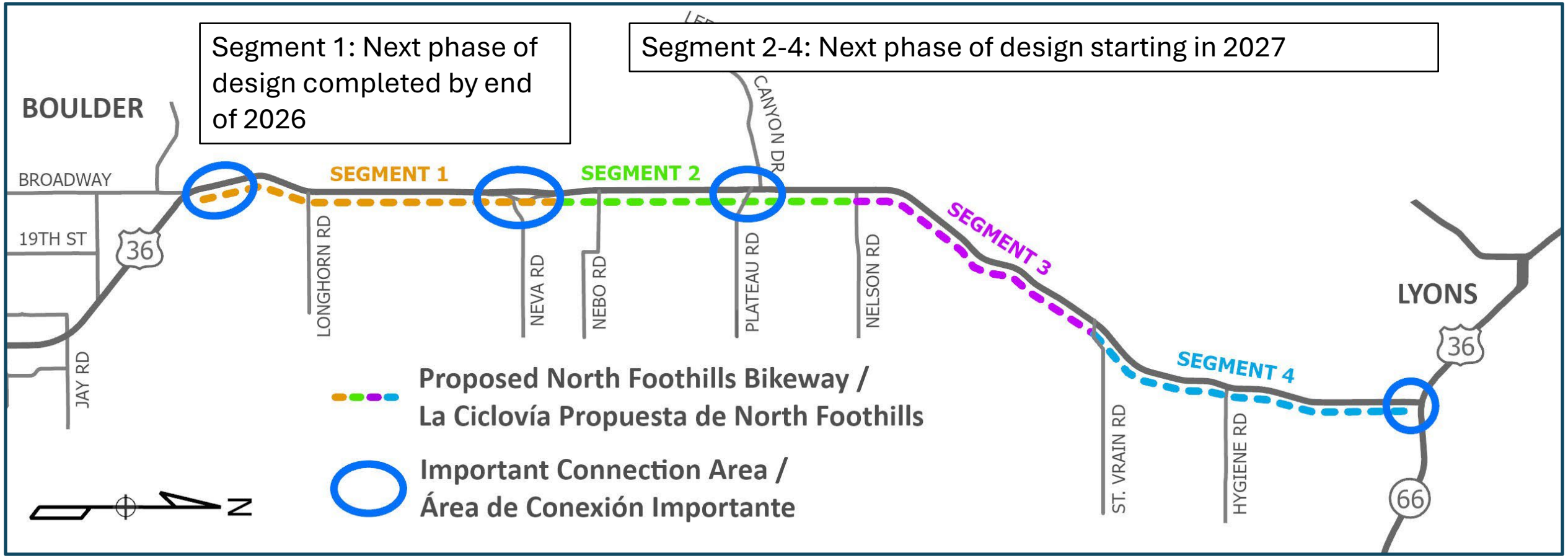




Bikeway Location

Located on CDOT-owned land on the east side of US 36. The east side placement was selected during the feasibility study due to:

- More CDOT owned land.
- Connections to roads.
- West side is steeper and would require a lot more retaining walls than the east side.



Public Engagement Spring 2026

Public Engagement

- Public open house was attended by approximately 60 people
- 500 color 5 x7 postcards mailed to addresses within a ¼ mile of US 36
- Community Advisory Committee meetings
- Small group meetings with bike safety advocates and bike clubs
- Tabled at NoBo First Friday event
- Online survey with more than 800 responses
- Tabled at Seward Mobile Home Park in Lyons
- Communications to many landowners requesting permission to enter for survey and informing them of project
- Extensive attempts to communicate with residents of mobile home parks close to the bikeway in Boulder







Technical information collected

Right-of-Way Survey
Map the public and private land boundaries

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

Environmental Survey
Collect information on sensitive plant and wildlife habitats

Utility Locates
Map above and below ground utilities

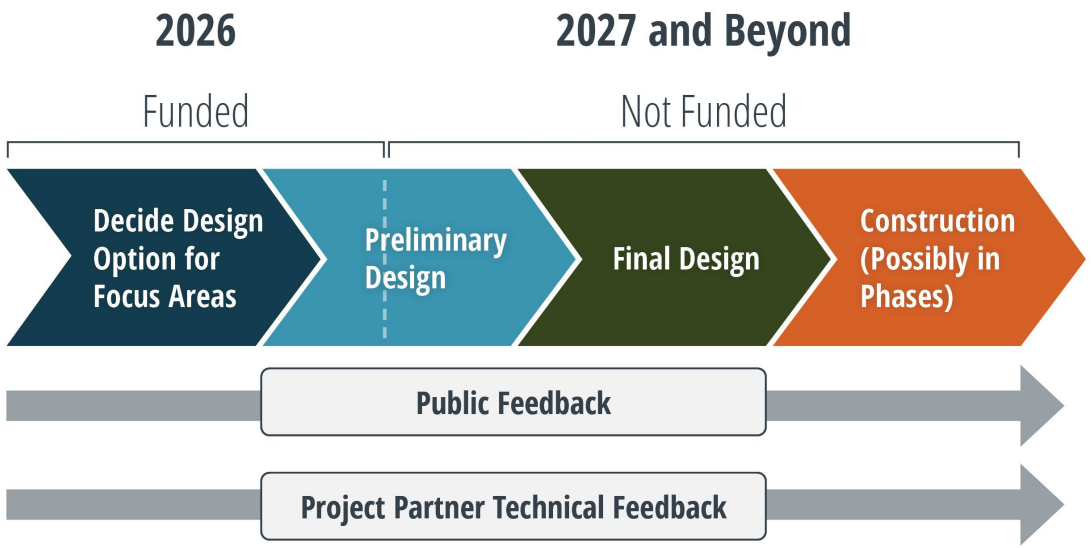
Soil Testing
Test soil strength to design a durable bikeway

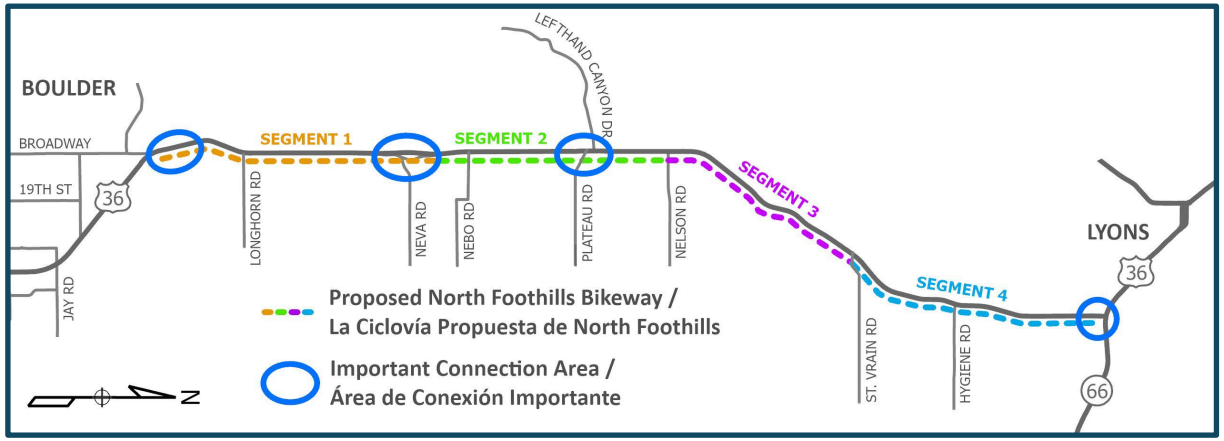
Development of Design Options
Some project locations required more intensive evaluation of multiple design options.

Next Steps and Funding

2026: Complete Preliminary Design for Segment 1

2027: Complete Preliminary Design for segments 2-4





Funding:
2024 Feasibility Study : federal transportation improvement grant and local matches from County and project partners.

2025- 2027 Design: County Transportation Sales Tax.

Future: County is actively applying for federal grants to fund final design and construction.

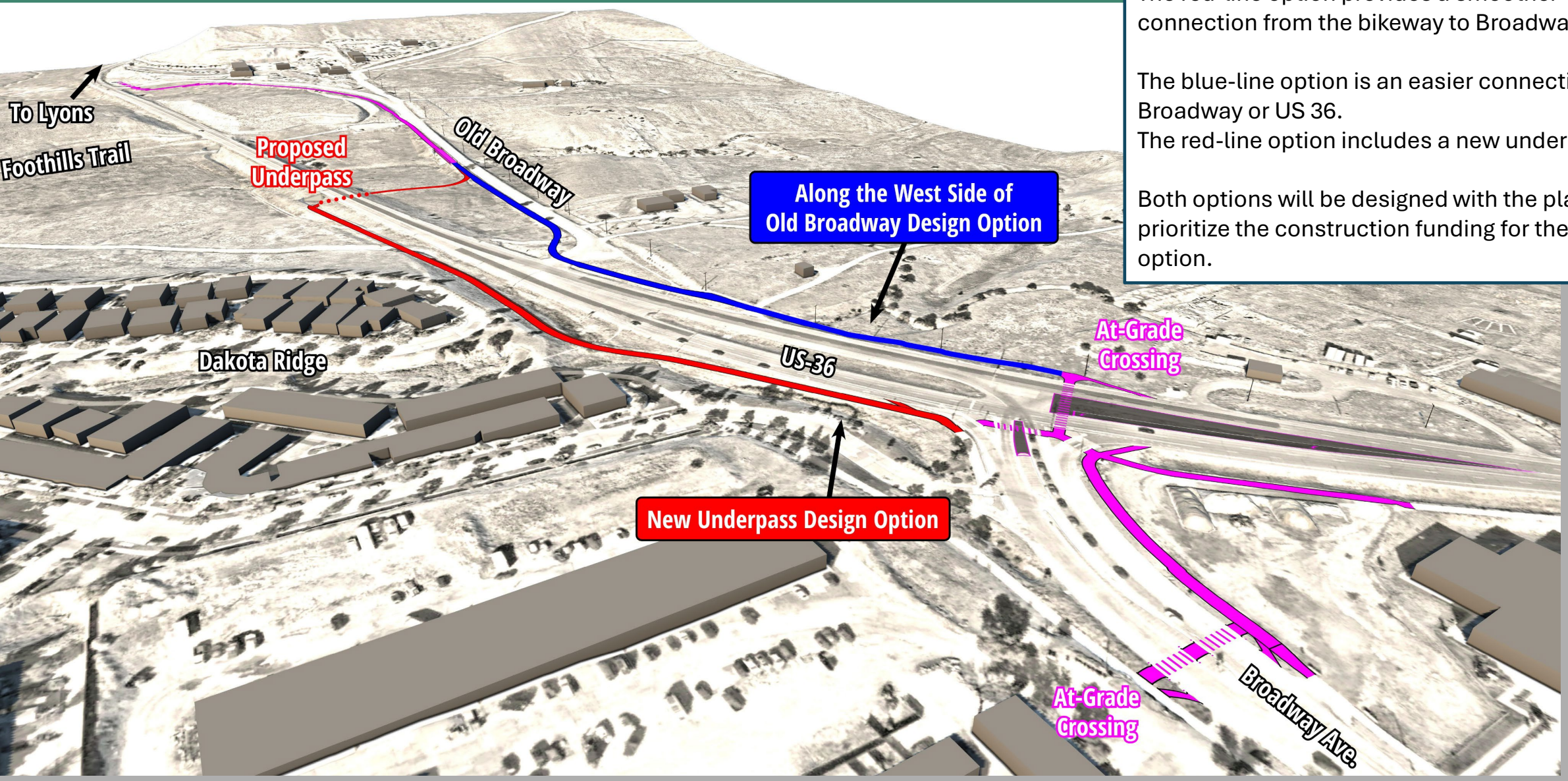
Connection Area: South end

Two design options were considered during public engagement.

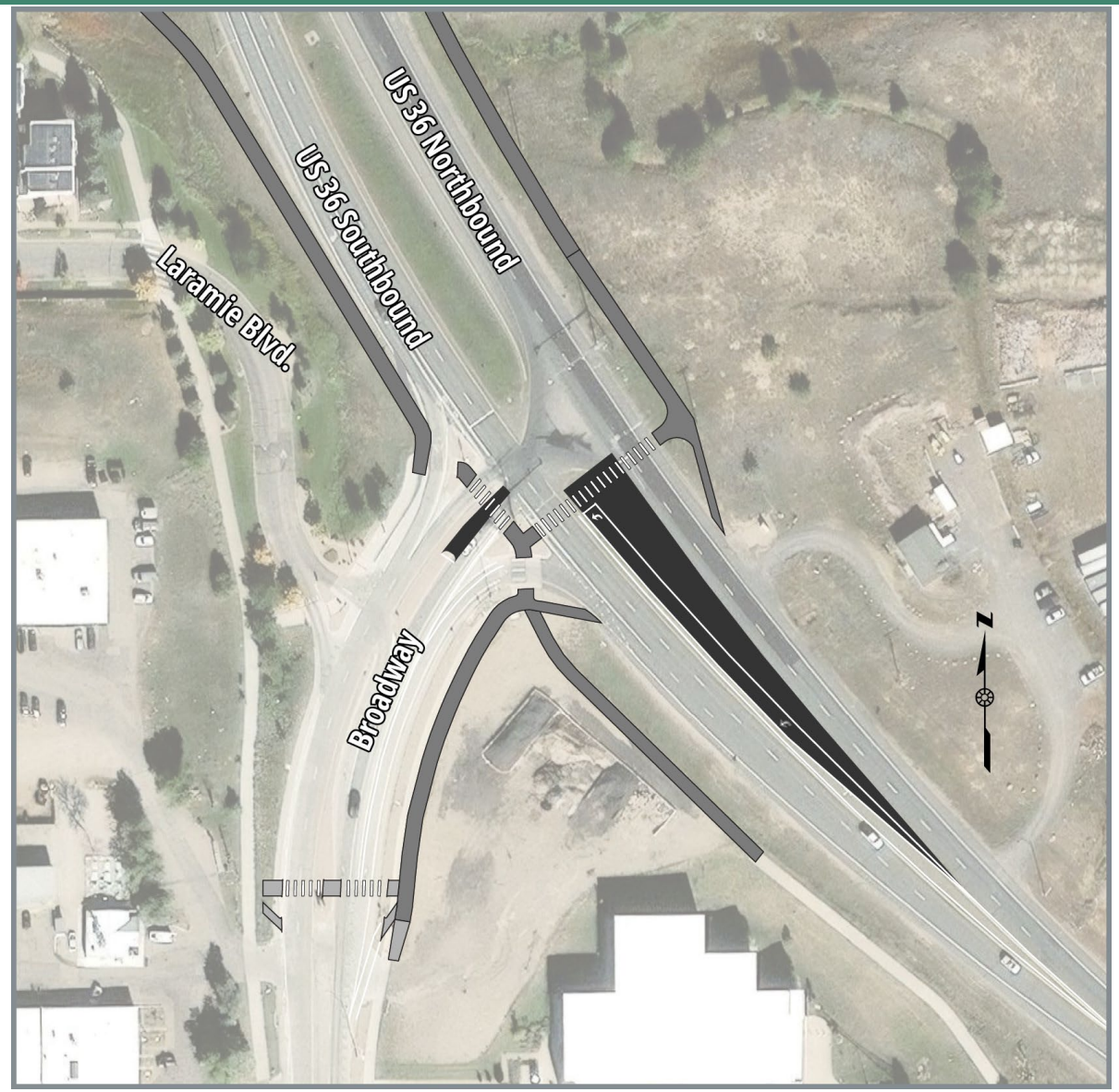
Feedback showed that both are needed:
The red-line option provides a smoother connection from the bikeway to Broadway.

The blue-line option is an easier connection from Broadway or US 36.
The red-line option includes a new underpass.

Both options will be designed with the plan to prioritize the construction funding for the blue option.



Detail of South end Crossing Improvements



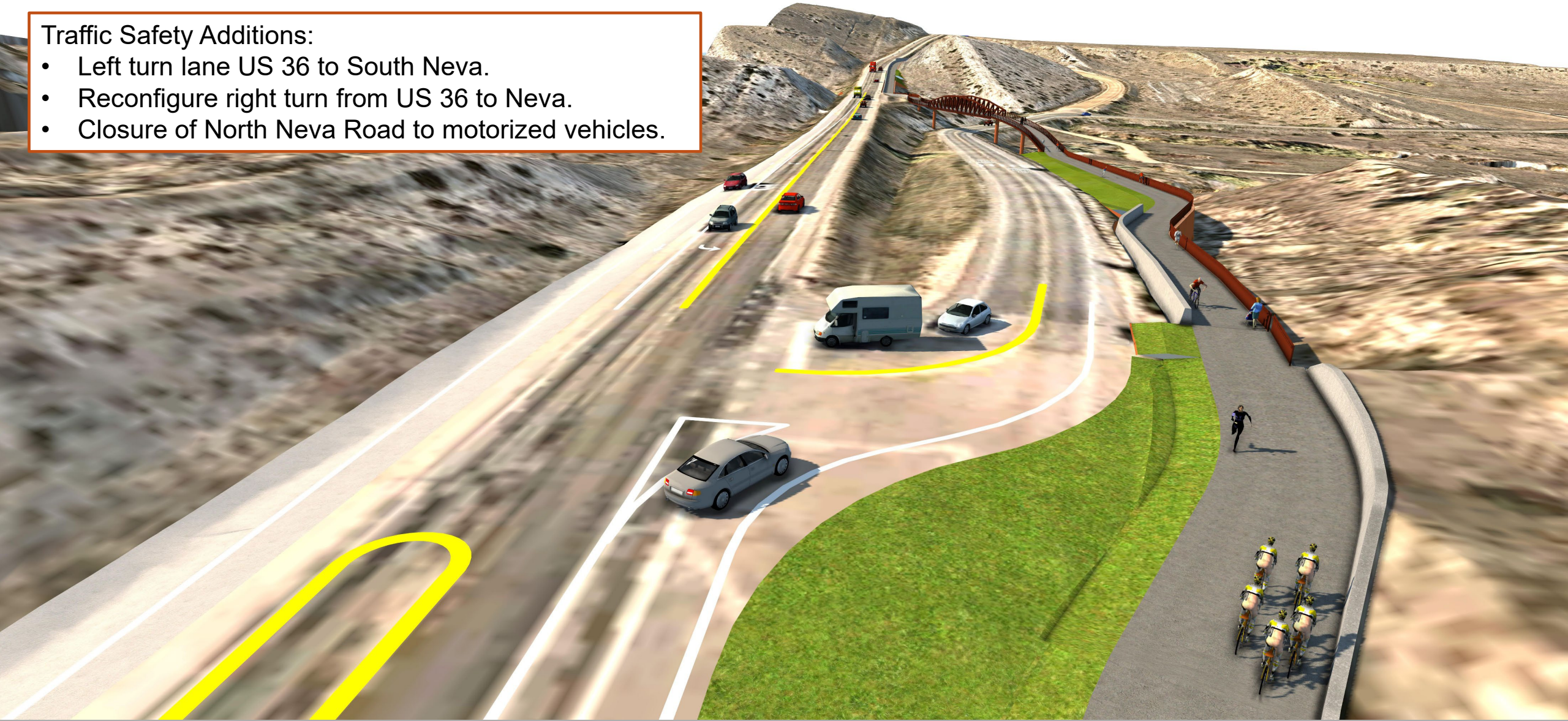
Detail of Crossing Improvements:

- Changing the right turn lanes to slow down traffic
- Painted crosswalks with pedestrian buttons

Connection Area: Neva Road

Traffic Safety Additions:

- Left turn lane US 36 to South Neva.
- Reconfigure right turn from US 36 to Neva.
- Closure of North Neva Road to motorized vehicles.



Connection Area: Lefthand Canyon Drive



The design option that was favored by the public and the project partners is for a road crossing between the bikeway and Lefthand Canyon Drive.

US 36 is owned by CDOT. The project team is submitting a signal warrant study to CDOT to propose a full signal with pedestrian buttons

Connection Area: North end

Improvements include:

- Raised crossings and refuges
- Separate bike bridge
- Improved turn lanes to slow traffic
- Access to existing Lyons trail
- Access to existing shoulders
- An underpass was not considered due to lack of CDOT-owned land

