

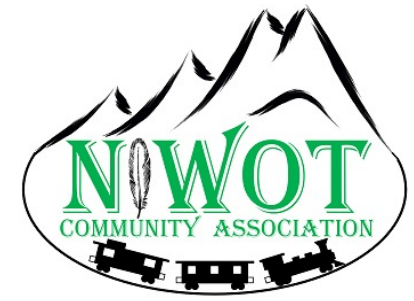


## **Niwot Community Association Niwot Highway 119 Underpass Survey: December 5 – 16, 2024**

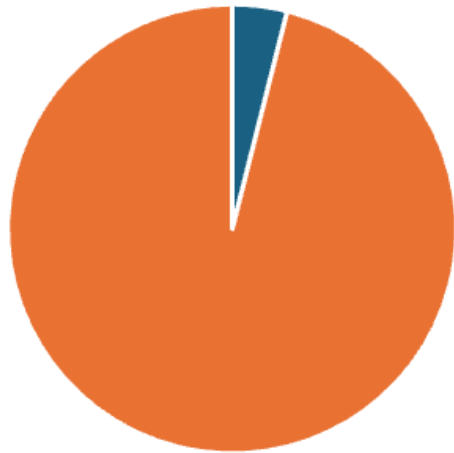
The Niwot Community Association (NCA), in conjunction with the Niwot Local Improvement District (LID), conducted parallel surveys on the topic of a possible underpass to downtown Niwot from the new Niwot Transit Center & Park-n-Ride that is part of the CO 119 Safely, Mobility, and Bikeway Project.

The following survey results are from validated NCA member responses only.

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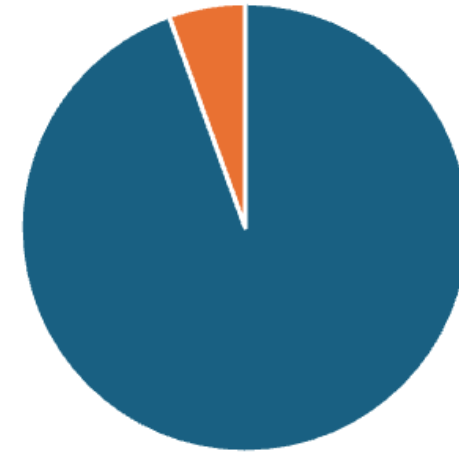


NCA - Are you a Niwot resident?



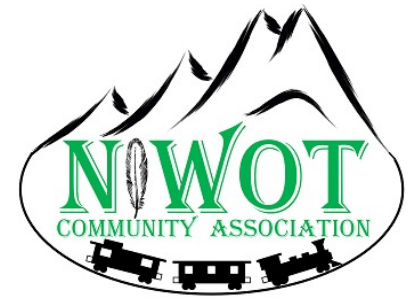
■ No 4% (5) ■ Yes 96% (122)

NCA - Are you a Niwot business owner?



■ No 94% (120) ■ Yes 6% (7)

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NCA -Are you likely to use the underpass as a cyclist?



■ No 44% (56) ■ Yes 56% (71)

NCA - Are you likely to use the underpass as a pedestrian?



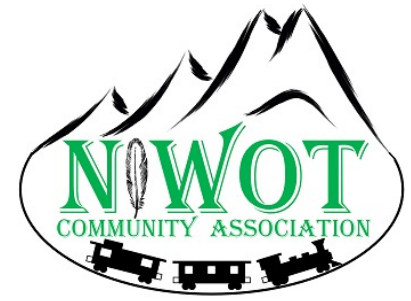
■ No 47% (60) ■ Yes 53% (67)

NCA - Do you anticipate using the underpass to access public transportation?

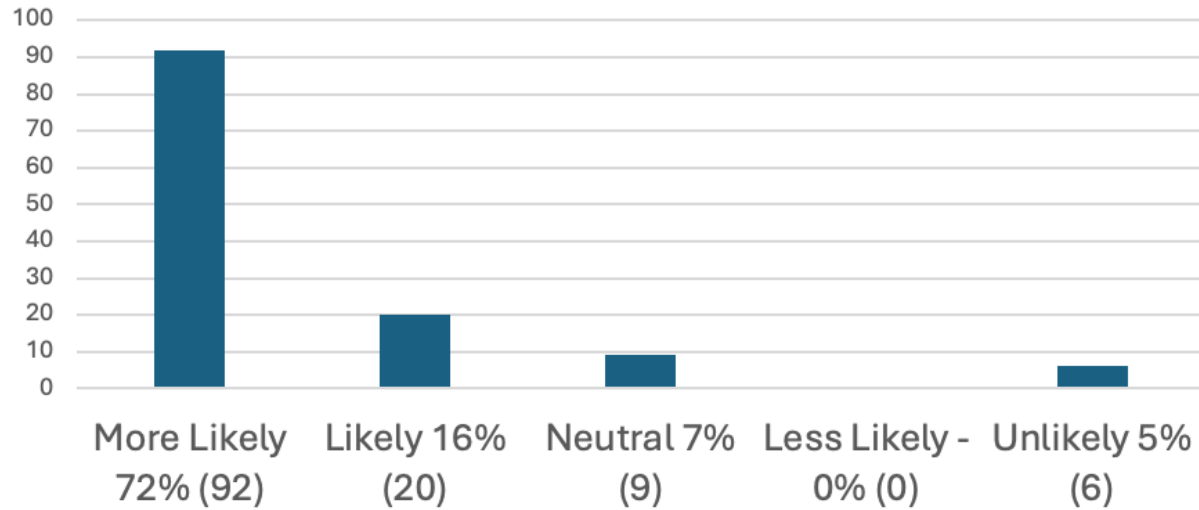


■ No 56% (71) ■ Yes 44% (56)

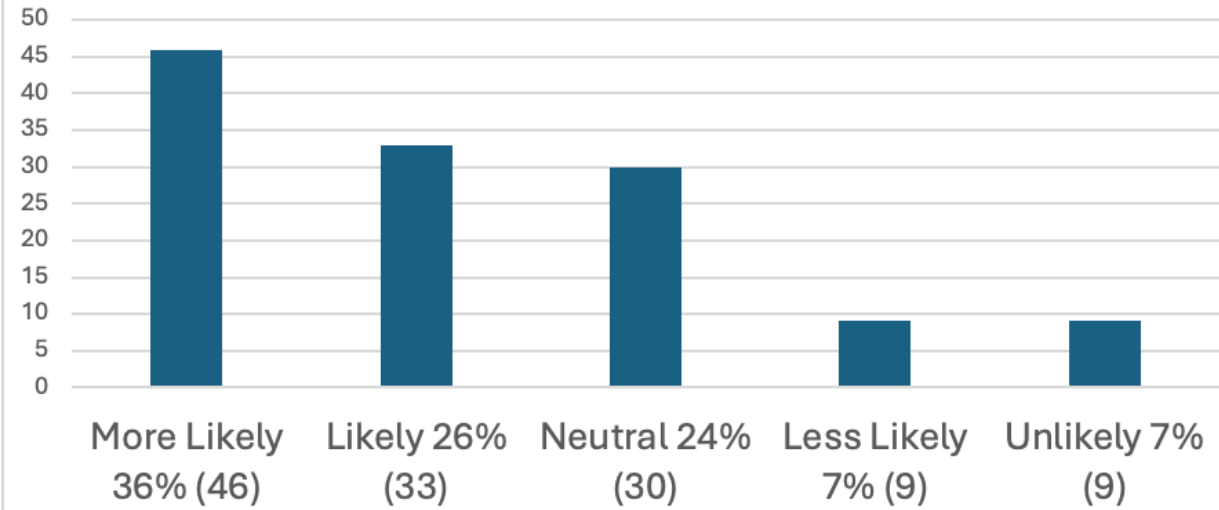
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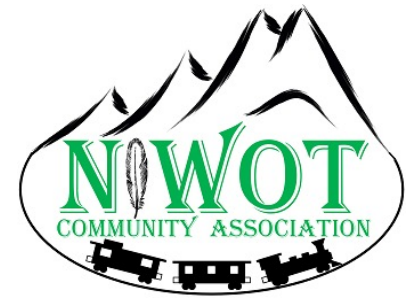
### NCA - Feeling safe on the route



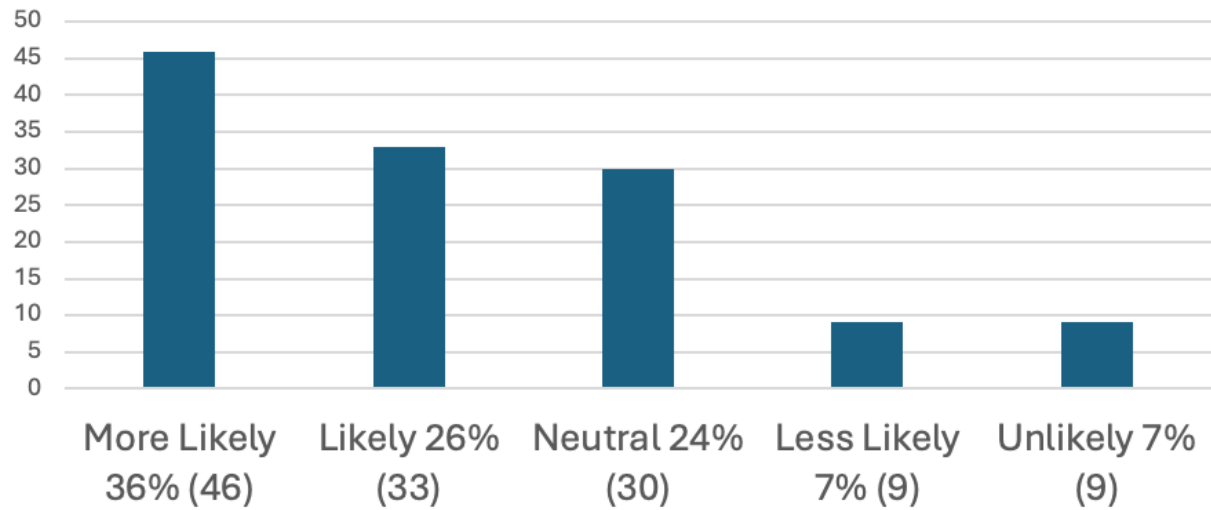
### NCA - Taking the most direct route



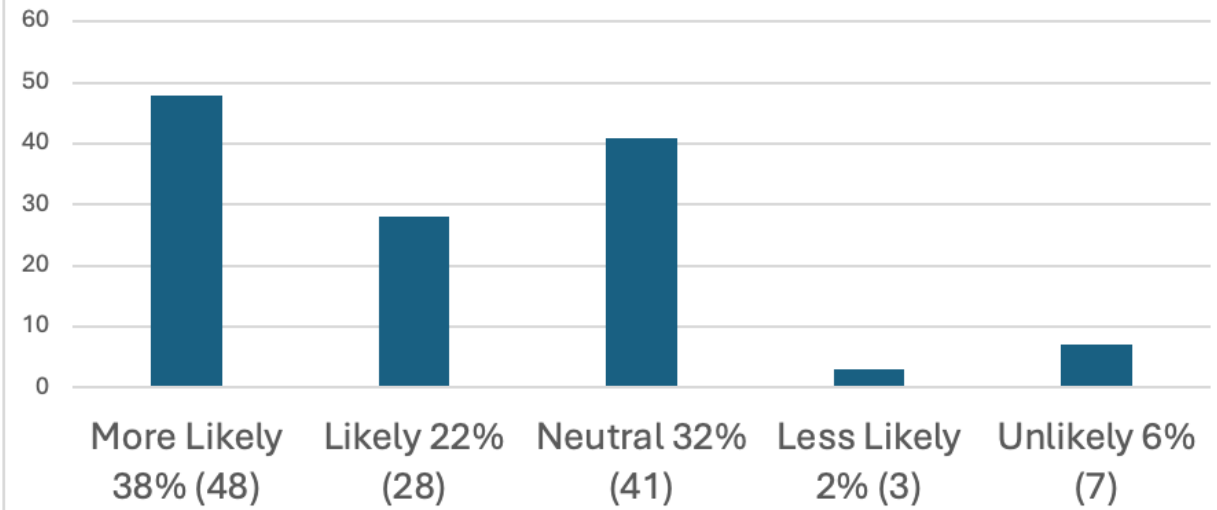
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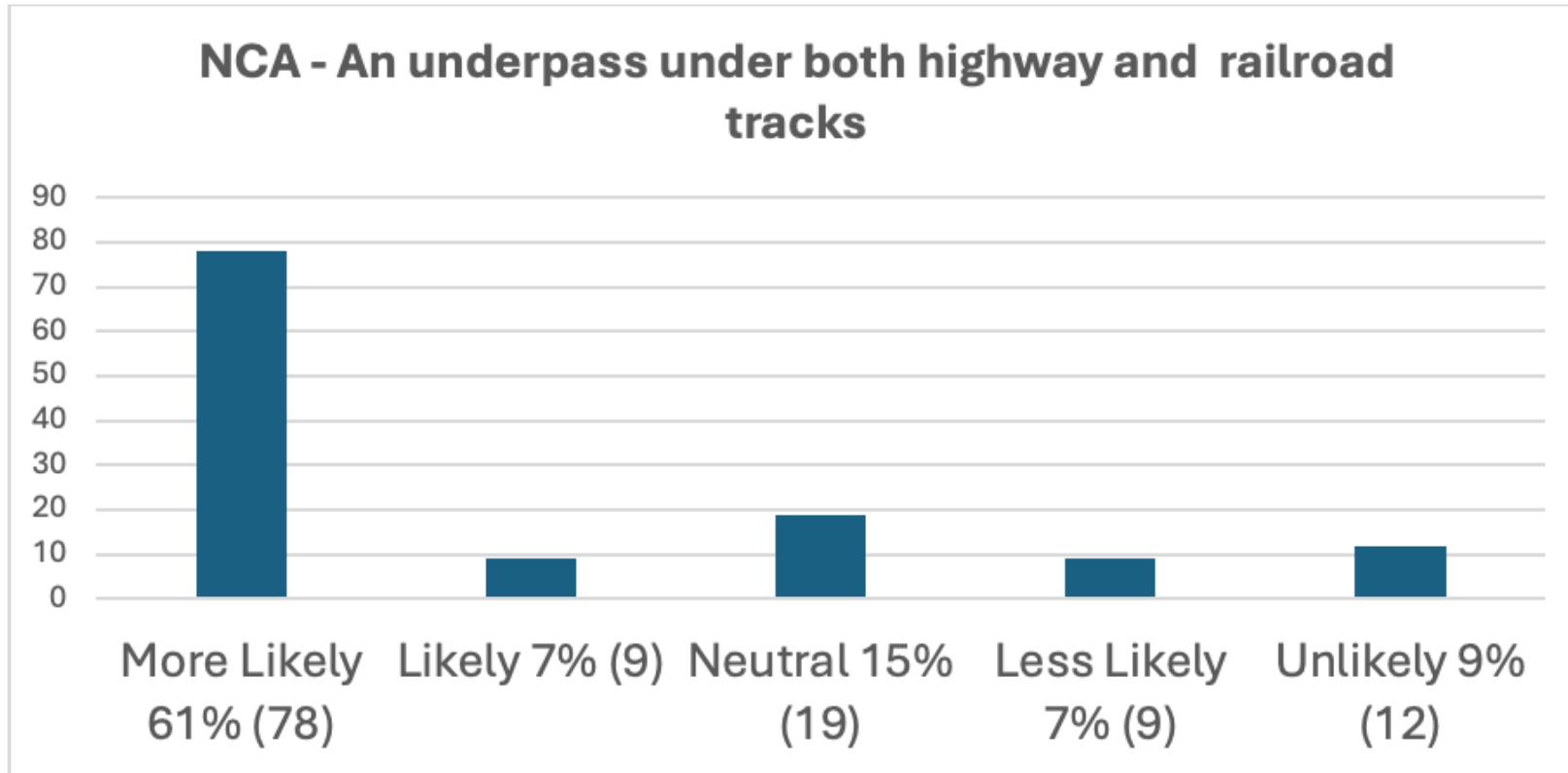
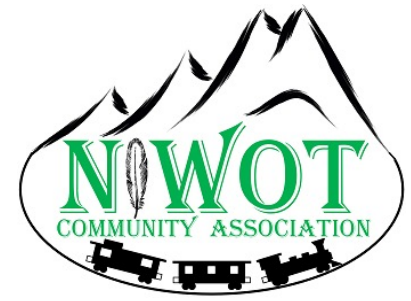
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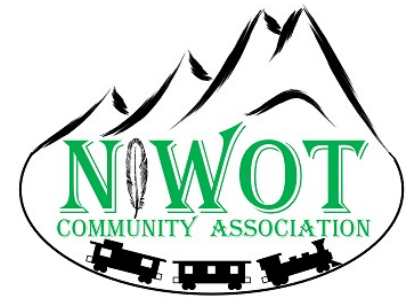
### NCA - Taking the most visually obvious route



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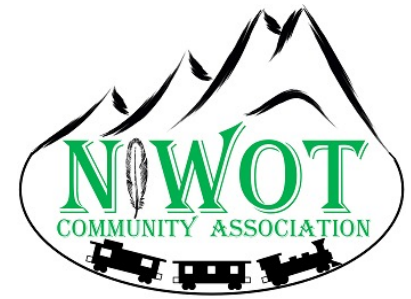


**NCA - If funding can be secured for either option,  
which option do you prefer?**



■ Option 3a : 30% (38) ■ Option 4 : 65% (83)  
■ I don't know - 4% (5)

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I think that building the underpass under both the highway and the train tracks is very important for safety and maximizing its utilization.

I also like the shorter distance of option 4. That should encourage pedestrian and transit users.

Good work on this looking forward to the eventual answer being built.

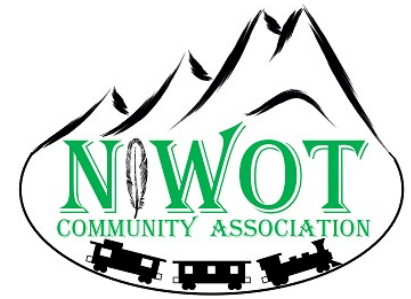
I am an avid bike and walker. I bike more than a 100 miles a week, whistle stop is better visually and safer than car, bike train intersection. crossing tracks on road bike is always an issue.

Please avoid convex mirror, sharp right angle turns into tube and have brighter tunnel lights than airport road tube has ( a horrible design )!

3a seems most visible for cyclist and peds entering Niwot at 2nd Ave. Will keep bike and ped traffic out of 1st Ave neighborhood and kid's park. Will put users directly onto 2nd Ave where shopping and restaurants are available. Train track underpass is unnecessary, there are maybe 4 or 5 trains a day through Niwot, I don't mind waiting 5 mins if there happens to be a train present.



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I know it is more expensive, but I think the best option long term.

I find Second Ave a bit busy as a cyclist because of the vehicles. I like landing at the park and then getting adjusted to cars as I head toward Second ave. It is also easier to head toward Niwot Market from the park.

This entire project, including the project on 119, is dispicably wasteful and unnecesary! I'm astonished at what a boondoggle this whole project is that's been foisted upon us. Just disgraceful!

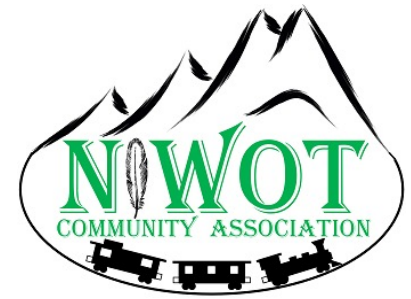
My concern with an underpass is homeless - unhoused living there

It makes more sense to have the underpass go under both the train and road. I also think that it is safer not having to cross the tracks and moving it away from 2nd Ave.

I selected Neutral for the factors because I will not be using any underpass. I think the whole project is a huge waste of taxpayer money.

I feel it is important for an underpass for both railroad and 119.

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I truly believe this entire project is an entire waste of money, and I thought the county had funding for the entire project? They lied to us Boulder County residents.

Prefer the shortest route to Niwot Road. It might be option 3a.

I am concerned about the impact to the WhistleStop Park. The underpass ramp should take away a minimum amount of the park land. I would like to see more details here.

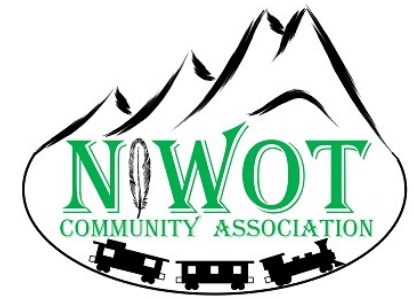
Don't let the perfect be the enemy of the good! Thanks for asking.

Looking for the closest and easiest for older citizens who cannot walk a distance, less negotiating with RR tracks.

Safety has to be the driving factor for all who are crossing to the median. Having pedestrians, cars, and bikes crossing at 2nd Ave seems a poor choice.

I think 4 is a safer route, and it will not add any distance to pedestrians or cyclists.

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I prefer option 3a's entrance onto 2nd avenue which more directly connects cyclists to Niwot's businesses. The crossing at the RR tracks looks like it's at the same place as the car crossing and that feels safe to me. As such the underpass there isn't critical in my opinion.

I don't have a strong opinion and go back and forth. ease avoid convex mirror, sharp right angle turns into tube and have brighter tunnel lights than airport road tube has ( a horrible design )!

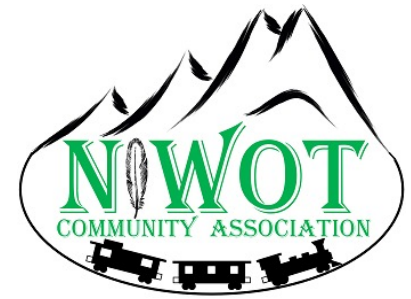
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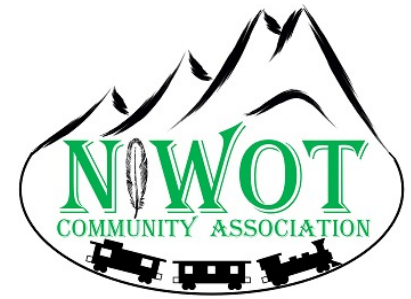
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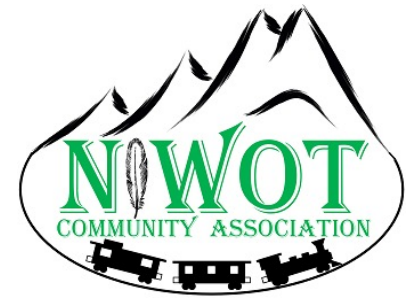
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I don't have a strong opinion and go back and forth.

I think 4 is more direct and would be a nice experience for anyone coming to the some of the events at the park.

My only question on that one is if the increased traffic by the children's park would make the park feel more or less safe. I wouldn't want the children's park to feel less safe but perhaps more traffic might help as there would always be people around.

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The benefit of 3a is it is a really nice continuation of the downtown area which is where we want most of the action. It would also be the most visually obvious place to go and would result in more use as a lot of people would see it over time.

I currently use the surface crossing of Niwot/119 a lot for biking and it is always a challenge to get across the entire interchange safely and in one full attempt. The timing on the traffic lights is also something that should be considered...as it's substantially "green" much longer for the 119 traffic than it is for the Niwot traffic and that tends to promote a lot of running of red lights....none the less an underground passage of 199 and the railroad for bike traffic would go a long way to providing a safe passage for the bike riders while also eliminating another variable for auto traffic to concern themselves with.....

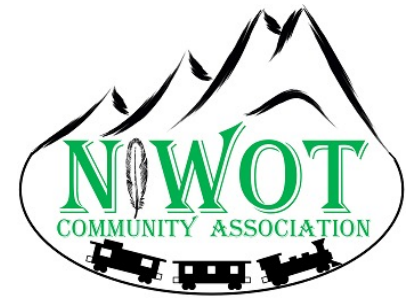
Please plan for keeping water out of the tunnels. Is the plan for light rail over?

Less expensive option is good.

I don't want disruption to Whistle Stop Park.

Either option would be great, 4 being a slight preference for safety but the extra cost makes 3a acceptable, as well! Dropping into the park seems more pleasant, too.

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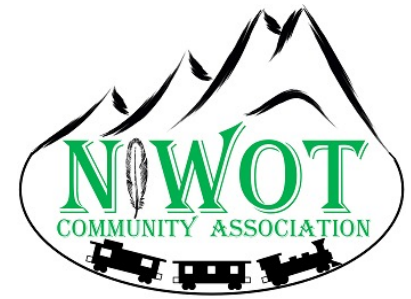
The cost does not justify the expense. Money would be better spent on signage. I know businesses would like to bring foot traffic to 2nd Ave, but that option is not likely to get much traffic. Having an option to get to Whistle Stop Park for concerts is appealing, but 1st Ave cannot really support added congestion for said events. As a cyclist and regular commuter, I do not use the Airport Rd underpass, and putting pedestrians and bikes together adds risk to both (recent fatality in Boulder). I'll take the short path, which is to use the light at 119 to cross 119 (same as my disabled son on the way to/from transit). It would be great if CDOT could add some intelligence to the signals at 119 to better coordinate traffic. The loss of the pushbutton on eastbound Niwot Rd at southbound 119 is a problem for cyclists.

Easier Access to bus transportation is critical for our community.

I personally do not believe an underpass under the railroad tracks is necessary... due to cost, footprint, and the increased traffic near the Whistlestop Park and the Children's Park. Thank you.

I lived in Niwot for 50 years, and this is really needed for safety from cars and trains. "Opt4" will give more safe parking for events in Whistlestop park. It will cost more, but safer. But just keep the taggers away from underpasses. Wish they had this when I lived in Niwot. Good Luck

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I anticipate this underpass being used by cyclists. Moving this cycle traffic away from the 2nd Ave / Diagonal intersection feels safer.

3a looks like it would be very similar functionally to 4a, and thus the lower cost makes sense to me

Prefer trail access closer to downtown for access to businesses. Access point further from the Childrens Park would be safer for park patrons. Park + underpass increases likelihood of homeless encampments. Bikers and pedestrians are unlikely to balk at the slightly longer distance if they have already made the decision to walk or cycle. Also, depending on destination either option could be closer. Longer underpass creates greater safety challenges too.

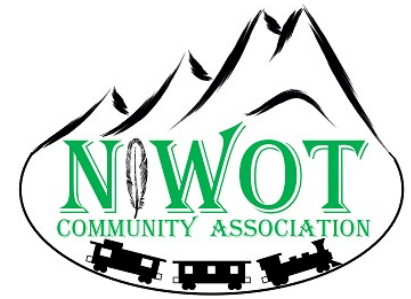
I have young children and would not like the path for everyone coming/going off the bike path to be so close to the Niwot Children's Park for safety reasons and access to children.

While the visual appeal of the route is not a huge factor as a cyclist, as a resident of Niwot, it IS a major factor: hence, Option 4.

4 will be more visually appealing than having safety barriers on the other option ... long term this feels like a better option ....



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A pedestrian crosswalk and traffic signal exists at Niwot Road and Hwy 119. Why spend millions of dollars on an unnecessary underground tunnel. A similar waste of tax payer dollars is at Hwy 119 and Hover Road. I have never seen someone use that tunnel.

My vote would be for option 3a if it passed under the railroad tracks, not across. Not sure why this is not an option

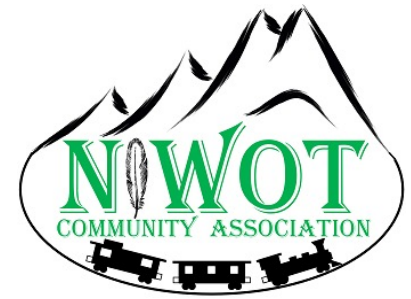
This option 4 seems like the more safe route to pursue. Let's do what is right and not cut corners on the cost!!! We have a great opportunity to create new signage and maps to provide adequate visibility, this option 4 is a fantastic entry way into NIWOT as opposed to where cars are using second avenue.

It will be a great safety upgrade either way!

I like 3A because it is less costly and better for Niwot local businesses.

The whole project will be a waste of money and resources. Very few people use the bases and there are fewer bike riders on the diagonal.

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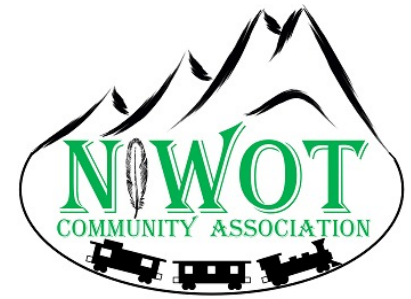
I will generally be using the bikeway so 3a would be a more direct connection to that which I would prefer. 3a will also reduce cyclist/pedestrian conflict when a bus is arriving or departing, again, a better option. 3a is also cheaper.

Unfortunately experience has shown that safety fencing will likely offset all of those by being completely inconvenient. Having to stop, open the fence, drag my bike through, then close it again after is not something I want to deal with on a daily basis. Self closing ones are almost worse because they are constantly trying to bash into your derailleur or your ankle or your child if you have one on a tag-along.

I don't often cycle into Niwot from where I live (Oxford Rd. just west of the Diagonal).

It seems inappropriate to spend more money on this project. I understand that the current overall project is estimated at \$162M which seems to be an irresponsible amount of funds for a nine mile bike path which most likely will never have the bike traffic level to justify the expense and bus stop improvements for buses that are running almost empty now and will most likely not be utilized significantly more in the future. To spend more for Niwot underpasses seems ridiculous. Just have well marked and lighted cross walks at the intersection of Niwot Road and the Diagonal. People are more than capable of waiting for the light to change although bikers will probably run the light when they think they can get away with it.

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without knowing the pros & cons I'm making an uninformed choice. It seems simpler and cheaper is better since there's not a lot of interest in the bike path. Is this something that could be improved later if it turns out to be popular?

3a route is not clearly visible from parking. Too long a walk. Too close to traffic. Too exposed to hot sun and chill winds. Will not really be used by pedestrians.

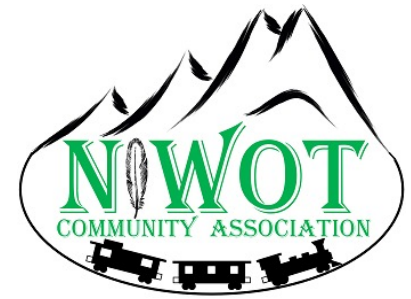
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It's important to have good visibility from one end to the other and what's there. It's creepy if there's homeless camps surprising you at the other end. That will make it unusable.

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I avoid tunnels because law enforcement can't or won't keep transients from camping in them. I have nearly hit them when biking into a dark tunnel on a sunny day. They feel unpredictable and unsafe.

We feel that this whole project is a waste of taxpayer money. The lights and noise of the construction so far, especially the all night work that goes on, is very noisy and disruptive in what was once a quiet town.

Option 4 will serve the Niwot community further into the future. Walking across open railroad tracks is a short term solution and an obvious compromise. I strongly support the dual underpass design of Option 4. Thank you for asking!

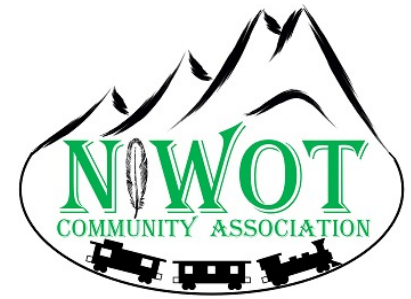
Option 4 looks to be the best option

I occasionally use this park and ride.

I think having access via the main street thru Niwot will be better for all of the businesses as well as being simpler for folks to find / navigate to vs having the access via the park.

I'm not sure which option is better honestly.

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Option 4 provides the most direct and obvious entrance to Niwot and events at Whistle Stop Park.

Option 3 is too long. Public transportation to Rock and Rails would be a big asset to the town. Coming across via Option 4 would draw people both to concerts and downtown.

Safety major factor! Walking across railroad tracks makes no sense. Option 3a likely to Force pedestrians to try to cross the highway at ground level and on foot- the LEAST SAFE CHOICE.

Do not want fencing

Thanks for considering my input