Broomfield Open Space, Parks, Recreation and Trails Master Plan Appendix G

Conceptual Trail and Intersection Improvement Recommendations

PREPARED FOR:
City and County of Broomfield
June 2004

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OSTPR MASTER PLAN
BROOMFIELD TRAIL CONNECTIONS

PLEASE NOTE:

• Completed trail sections are not shown on the Missing Links Map. However the trail improvement I.D. tag, such as LL1, has been removed from the map upon completion of the improvement. The trail improvement does remain in the notebook to document which trails have been built over the years.

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OSTPR Master Plan
Broomfield Trail Connections

BT1: Great Western Reservoir to CO Highway 128 and Walnut Creek to Simms Street

Proposed Location:
CO Highway 128 and Eldorado Boulevard and Southeast along Walnut Creek through the McData Development to Simms Street

Surrounding Land Uses:
City and County Open Space and Commercial (Interlocken)

Current Surface:
Native grasses

Recommended Facility:
10’-12’ concrete pathway with appropriate wayfinding, regulatory signage (see intersection improvement #30)

Trail will connect the Great Western Open Space south of CO Highway 128 to detached sidewalks and on-street bicycle lanes on Eldorado Boulevard north of CO Highway 128.
BT2: INTERLOCKEN UNDERPASS TO RICHARD STEELE PARK

PROPOSED LOCATION:
US Highway 36 underpass to Richard Steele Park

SURROUNDING LAND USES:
Industrial

CURRENT SURFACE:
Soft surface ditch with native grasses and asphalt roadway

RECOMMENDED FACILITY:

*Alternative 1:*
4’ Bike Lanes and 10’ detached sidewalks on Hoyt Street as part of the redesign for the corridor.

*Alternative 2:*
10’-12’ concrete pathway with jogging strip and with appropriate wayfinding and regulatory signage. Grade separation at Railroad Tracks (see intersection improvements #3, #4, and #5).

Develop a connection from the existing underpass at Interlocken to Richard Steele Park. The most direct connection would be a path that is directly north of the existing US-36 underpass (Alt. #1). The alignment could also follow the Community Ditch and provide grade separation over the Railroad tracks (Alt. #2). The grade separation could be located near the east section of the Community Ditch where the Railroad tracks are depressed to minimize grade separation costs.
**BT3: Richard Steele Park to Zang Spur Park**

**Proposed Location:**
South of Cedarcrest apartments north of Lilac Street

**Surrounding Land Uses:**
Medium Density Housing and Industrial

**Current Surface:**
Soft surface ditch with native grasses

**Recommended Facility:**
10’-12’ concrete pathway with jogging strip and appropriate wayfinding and regulatory signage (see intersection improvement #7)

Develop a connection using the existing ditch corridor to link Richard Steel Park to Zang Spur Park.
**BT4: 14\textsuperscript{th} Avenue to Country Estates Park**

**Proposed Location:**
14\textsuperscript{th} Avenue east of Main Street to Community Ditch, and Community Ditch to Aspen Creek Park

**Surrounding Land Uses:**
Single Family Homes

**Current Surface:**
Asphalt and Soft Surface

**Recommended Facility:**
Signed bicycle route on 14\textsuperscript{th} Avenue and 10’ concrete pathway plus jogging strip on the ditch corridor with appropriate wayfinding, regulatory signage (see intersection improvements #16 and #34).

Provide a signed bicycle route on 14\textsuperscript{th} Avenue to the community ditch corridor and a paved connection on the community ditch corridor to Aspen Creek Park.
**BT5: COUNTRY ESTATES PARK TO GLASSER RESERVOIR**

**PROPOSED LOCATION:**
Aspen Street Underpass to intersection of Sheridan Boulevard and 144<sup>th</sup> Avenue

**SURROUNDING LAND USES:**
Single Family Homes and Private Open Land

**CURRENT SURFACE:**
Soft surface ditch with native grasses

**RECOMMENDED FACILITY:**
10’-12’ concrete pathway with jogging strip and appropriate wayfinding and regulatory signage (see intersection improvements #28)

Develop a trail connection along Aspen Street north of the Aspen Creek Subdivision utilizing the ditch corridor that extends northeast to Sheridan Boulevard and 144<sup>th</sup> Avenue.
BT6. GLASSER RESERVOIR TO PREBLE CREEK AND STATE HIGHWAY 7

PROPOSED LOCATION:
Southeast side of Glasser Reservoir to Preble Creek Transportation Center. (Bisects the Wilcox and Schultz Subdivisions)

SURROUNDING LAND USES:
Single family homes and private open lands

CURRENT SURFACE:
Soft surface ditch with native grasses

RECOMMENDED FACILITY:
10’-12’ concrete pathway with jogging strip and appropriate wayfinding and regulatory signage

Picture and description of specific location is not available as this connection segment spans several miles, and this area is subject to significant development and landscape alteration before construction of the trail.
**BT7. Preble Creek to Weld County Trails**

**Proposed Location:**
Realigned Huron Street to Weld County

**Surrounding Land Uses:**
PUD: Regional retail and commercial

**Current Surface:**
Soft and hard surface ditches

**Recommended Facility:**
10’-12’ concrete pathway with jogging strip and appropriate wayfinding and regulatory signage (see intersection improvement #38)

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Continue to develop the Broomfield Trail to the northeast using the existing ditch corridors.
OSTPR MASTER PLAN
LAKE LINK TRAIL CONNECTIONS

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LL1. Lac Amora Trail to Miramonte Boulevard – (Completed, 2003)

PROPOSED LOCATION:
City and County Open Space

SURROUNDING LAND USES:
State Highway (US 287)

CURRENT SURFACE:
Native grasses

RECOMMENDED FACILITY:
10’-12’ concrete pathway with appropriate wayfinding and regulatory signage.
Intersection improvements at US Highway 287 and Miramonte Boulevard.

This trail connection was designed and completed in 2003. Important issues associated with this trail include the connection to the Lac Amora trail, providing adequate crossing at US Highway 287 and the connection to surrounded neighborhoods.
**LL2. RIDGEVIEW TRAIL TO OUTLOOK – (PARTIALLY COMPLETED, 2003)**

**PROPOSED LOCATION:**  
City and County Open Space

**SURROUNDING LAND USES:**  
Single Family Homes

**CURRENT SURFACE:**  
Native grasses

**RECOMMENDED FACILITY:**  
8’-10’ soft surface trail with appropriate wayfinding and regulatory signage

Two alignments have been shown on the map as potential trail connections and at the time of publication the Open Space and Trails department is still working with the surrounding neighborhoods and the public to address concerns and locate the best alignment. The trail will eventually link the first section of the Ridgeview trail to the Outlook neighborhood.
LL3. CRYSTAL PINES TO COUNTRY ESTATES
PROPOSED LOCATION:
City and County Open Space
SURROUNDING LAND USES:
Single Family Homes
CURRENT SURFACE:
Soft surface ditch with native grasses
RECOMMENDED FACILITY:
8’-10’ trail with appropriate wayfinding and regulatory signage. Trail material to be determined.

The existing pathway from the Ridgeview Trail will need to extend across the valley to the existing trail in the Country Estates neighborhood.
**LL4. Legacy High School to Zuni Street Underpass**

**Proposed Location:**
North of 136<sup>th</sup> Avenue and Zuni Street

**Surrounding Land Uses:**
Open Space, High School campus, and McKay Lake

**Current Surface:**
Native grasses and ditch

**Recommended Facility:**
10’-12’ concrete pathway with appropriate wayfinding and regulatory signage

Planned trails in McKay Landing do not provide a connection to the existing underpass on Zuni Street north of 136<sup>th</sup> Avenue. A connection from McKay Landing should be provided on the west side of the underpass and a regional connection should be provided on the east side. For more detail on the east connection see regional connection #4.
OSTPR MASTER PLAN
SOUTHEAST COMMUNITY LOOP TRAIL CONNECTIONS

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SECL1: MIDWAY PARK AND EAST 6TH AVENUE TO BROOKFIELD TRAIL

PROPOSED LOCATION:
6th Avenue and US Highway 287 to East 10th Avenue

SURROUNDING LAND USES:
Single Family Homes

CURRENT SURFACE:
4’ attached sidewalks

RECOMMENDED FACILITY:
10’-12’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements (see intersection improvement #12)

The existing 8’ pathway from Midway Park will need to extend to the pathway on East 10th Avenue that connects into the Broomfield Trail.
SECL2: MIDWAY PARK
PROPOSED LOCATION:
Midway Park near parking areas
SURROUNDING LAND USES:
Office and Medium Density Residential
CURRENT SURFACE:
8’ multi-use pathway
RECOMMENDED FACILITY:
Install curb stops near pathway

The existing 8’ pathway in Midway Park is obstructed in areas by automobiles parking on the pathway. It will be necessary to install concrete curb stops to prevent vehicles from parking on the path. See the picture of curbing on the SECL3 page for application of technique.
SECL3: MIDWAY PARK TO DAVID MILLIMAN BALL FIELDS

PROPOSED LOCATION:
Midway Boulevard and Kohl Street

SURROUNDING LAND USES:
Parks, Schools, and Single Family Homes

CURRENT SURFACE:
4’ detached sidewalk

RECOMMENDED FACILITY:
10’-12’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements (see intersection improvements #13)

The existing 4’ sidewalk near the ball fields will need to be widened to meet the needs of pedestrians and higher speed users such as bicyclists and runners. See “intersection improvement #13” for resolving the conflicts at Midway Boulevard and Kohl Street.
SECL4: EMERALD PARK TO BROOMFIELD CITY/COUNTY COMPLEX

PROPOSED LOCATION:
Main Street to Lamar Street

SURROUNDING LAND USES:
Parks and Open Space

CURRENT SURFACE:
8’ Concrete Pathways

RECOMMENDED FACILITY:
10’-12’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements (see intersection improvement #15). This trail must be coordinated with the Master Plan for the site.

A direct and noticeable connection needs to be provided between the City Complex and the Emerald Park. When providing the connection it will be important to construct improvements at the intersections and allow connection to the retail and recreation opportunities in the area.
SECL5: HIGHLAND PARK

PROPOSED LOCATION:
Sheridan Boulevard north of Highland Park Drive

SURROUNDING LAND USES:
Single Family Homes

CURRENT SURFACE:
Native grasses and ditches

RECOMMENDED FACILITY:
10’- 12’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements (see intersection improvements #18)

A connection should be provided from the west side of Sheridan Boulevard to Highland Park. The existing trails in Highland Park also need stronger connections and existing social trails should be converted to concrete trails.
SECL6: MOBILE HOME PARK TO LOWELL BOULEVARD

PROPOSED LOCATION:
West 122nd Street past Perry Street to Lowell Boulevard

SURROUNDING LAND USES:
Manufactured and Single Family Homes

CURRENT SURFACE:
Native grasses

RECOMMENDED FACILITY:
10’-12’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements (see intersection improvement #22)

Connection from the Country Vista trail near the mobile home park will need to extend to Lowell Boulevard. This alignment should follow the existing ditch corridor and offer connection to the regional connection planned for the east side of Lowell Boulevard at the Metzger property.
SECL7: Lowell Boulevard to Crofton Park

Proposed Location:
120th Avenue and Lowell Boulevard to 124th Avenue

Surrounding Land Uses:
Private Open Land and Single Family Homes

Current Surface:
Roadway shoulder and 4’ detached sidewalks

Recommended Facility:
10’-12’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements (see intersection improvement #23)

This connection will be part of the reconstruction for Lowell Boulevard as specified in the City Master Plan. The reconstruction will also include on-street bicycle lanes. At the time of construction it is recommended that the east sidewalk receive additional 2’ of width to accommodate high and low speed users.
SECL8. 124th Avenue to Columbine Meadows Park

Proposed Location:
South of Columbine Meadows Park

Surrounding Land Uses:
Park and Single Family Homes

Current Surface:
Native grasses and 4’ Concrete path

Recommended Facility:
10’-12’ concrete pathway with appropriate wayfinding, regulatory signage

Connection will provide access from existing trail along 124th Avenue to Columbine Meadows Park and eventually to 128th Avenue.
**SECL9. COLUMBINE MEADOWS PARK TO 128TH AVENUE**

**PROPOSED LOCATION:**
Between Columbine Meadows Park and 128th Avenue

**SURROUNDING LAND USES:**
Single Family Homes

**CURRENT SURFACE:**
4’ Concrete path

**RECOMMENDED FACILITY:**
10’-12’ concrete pathway with appropriate wayfinding, regulatory signage and user activated signal with a mid-block crossing. (See intersection improvement #26)

The Crofton Park Trail/Southeast Community Loop Trail will need a connection north of Columbine Meadows Park. The connection should access the existing ditch pathway running north to 128th Avenue. The existing pathway near the ditch will also require widening.
SECL10, Westlake Middle School to 136th Avenue

Proposed Location:
Behind ball fields at Westlake Middle School to existing pathway to the north

Surrounding Land Uses:
Single Family Homes and Middle School

Current Surface:
4’ detached and attached sidewalk

Recommended Facility:
10’-12’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements

This connection will require the conversion of existing 4’ attached sidewalk to larger and safer facilities for a variety of users. Further studies in this area should be conducted to resolve issues associated with the alleyway fencing, visual barriers, and vandalism.
SECL11, NORTH OF MCKAY LAKE TO BROOMFIELD TRAIL

PROPOSED LOCATION:
144th Avenue and Zuni Street to Wilcox and Schultz Subdivisions

SURROUNDING LAND USES:
Single Family Homes

CURRENT SURFACE:
Native grass and ditches

RECOMMENDED FACILITY:
10’-12’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements (see intersection improvement #29)

North of the 144th and Zuni St. intersection the trail connection should follow the existing ditch corridor. See intersection improvement #29 for resolution of the conflicts at the 144th and Zuni St. intersection.
OSTPR MASTER PLAN
NEIGHBORHOOD TRAIL CONNECTIONS

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• The specific design, trail material and width will be determined when the project is implemented. The trail information provides conceptual recommendations on the design.
NC1. West 136th Avenue to Aspen Creek School

Proposed Location:
136th Avenue between Aspen Street and Sheridan Boulevard

Surrounding Land Uses:
City and County Open Lands, Residential, and School

Current Surface:
Native Grasses

Recommended Facility:
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements

Connection will provide access through the Aspen Creek neighborhood and will link 136th Avenue to the Lake Link Trail to the north.
NC2. Richard Steele Park to Lac Amora Trailhead

Proposed Location:
South of 10th Avenue Place from Hoyt Street to the Lac Amora trailhead.

Surrounding Land Uses:
Single Family Homes and Industrial Uses

Current Surface:
Native Grasses

Recommended Facility:
8’ concrete pathway along the commercial area and a soft-surface trail down into the Lac Amora Open Space (width to be determined) with appropriate wayfinding, regulatory signage and intersection improvements (see intersection improvement #6)
NC3. 10th Avenue Neighborhood to Lac Amora Trail

Proposed Location:
West cul-de-sac of 10th Avenue Place

Surrounding Land Uses:
Single Family Homes

Current Surface:
Native Grasses

Recommended Facility:
4’- 6’ soft surface trail with appropriate wayfinding signage

Provide an improved connection from the neighborhood along 10th Avenue to the Lac Amora Trail.
**NC4. Lac Amora Trail to North Oak Circle**

**Proposed Location:**
Northwest side of Miramonte Boulevard and North Oak Circle

**Surrounding Land Uses:**
Single Family Homes and City/County Open Space

**Current Surface:**
Social trail with native grasses

**Recommended Facility:**
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements.

Construct a pathway offering access to the Lac Amora Trail, and the greater Lake Link Trail.
NC5. SOUTHEAST COMMUNITY LOOP CONNECTION TO COMMERCIAL CENTER

PROPOSED LOCATION:
West Midway Boulevard and US Highway 287

SURROUNDING LAND USES:
Commercial

CURRENT SURFACE:
No sidewalks

RECOMMENDED FACILITY:
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements.

The existing pathway from Midway Park ends near the Garden Center and does not offer connection to, or across, US Highway 287. A connection should be developed as part of the redesign for the Midway Boulevard corridor. This connection should also include on-street bicycle lanes on Midway Boulevard.
NC6. Broomfield Industrial Park to Broomfield Transit Village

Proposed Location:
CO Highway 128 to realigned 112th Avenue

Surrounding Land Uses:
Commercial and Single Family Homes

Current Surface:
Native grasses and ditches

Recommended Facility:
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements.

Provide a trail connection to the northwest of the existing trail west of Main Street along the southern edge of the BIP Ballfield Complex. This connection should provide access to the planned Broomfield Transit Village.
NC7, GREENWAY PARK NEIGHBORHOOD TO MAIN STREET (COMPLETED)

PROPOSED LOCATION:
Easement south of Mulberry Circle and Hickory Street

SURROUNDING LAND USES:
Single Family Homes

CURRENT SURFACE:
Native grasses

RECOMMENDED FACILITY:
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements.

Provide a trail connection using the existing easement behind Greenway Park. The improvement will offer a connection from the existing open space and trail to the east, to Main Street and connections to the Big Dry Creek Trail.
**NC8. McIntosh Avenue to Commercial Center**

**Proposed Location:**
South of McIntosh Avenue and north of the commercial center

**Surrounding Land Uses:**
Commercial and Medium Density Residential

**Current Surface:**
8’ concrete pathway

**Recommended Facility:**
Stairway from the concrete path to provide direct access to the commercial center. This connection should also provide 8’ detached sidewalks that provide direct access to the front side of shopping center and the other sidewalks in the area.

Provide a more direct connection to the commercial center by constructing a stairway/path up the hill. The current alignment wraps around the west of this alignment and would continue to provide ADA access. The existing access to the shopping center does not directly connect, and offers limited pedestrian safety.
**NC9. COMMUNITY PARK TO SOUTHEAST COMMUNITY LOOP TRAIL**

**PROPOSED LOCATION:**
South of Community Park Ball Fields and Skate Park

**SURROUNDING LAND USES:**
City and County Open Space and Parks

**CURRENT SURFACE:**
Native grasses

**RECOMMENDED FACILITY:**
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements.

The enhanced connection would offer access between the Community Park ball fields and skate park. The connection could also provide access to the Southeast Community Loop trail to the north and east.
NC10. HIGHLAND PARK TO EAST MIDWAY BOULEVARD

PROPOSED LOCATION:
West side of Highland Park running north along the ditch corridor

SURROUNDING LAND USES:
City and County Open Space and Parks

CURRENT SURFACE:
Native grasses and ditches

RECOMMENDED FACILITY:
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage (see intersection improvement #19).

Provide a trail connection from the Southeast Community Loop Trail to Midway Boulevard to the north. See intersection improvement #19 and Southeast Community Loop Trail improvement #5 for additional trail connections in this area.
**NC11. BROOMFIELD COUNTY COMMONS TO THE FIELD**

**PROPOSED LOCATION:**
9<sup>th</sup> Avenue and Dover Street
7<sup>th</sup> Avenue (between Ash Street and Birch Street)

**SURROUNDING LAND USES:**
Single Family Homes

**CURRENT SURFACE:**
Asphalt roadway 50’ curb to curb

**RECOMMENDED FACILITY:**
Signed bicycle route

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Directional signage will be needed to facilitate connections between the trails at Broomfield County Commons and the multi-use path on Dover Street.

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Install directional signage to facilitate connections between the multi-use path and The Field.
NC12. BIRCH ELEMENTARY SCHOOL TO THE FIELD AND BROOMFIELD COUNTY COMMONS

PROPOSED LOCATION:
Ditch corridor between Ash Street and Birch Street

SURROUNDING LAND USES:
Single Family Homes and Elementary School

CURRENT SURFACE:
Native grasses and ditch

RECOMMENDED FACILITY:
8’ concrete pathway with appropriate wayfinding, regulatory signage (see intersection improvement #41).

The proposed trail should follow the ditch corridor on the north side of the school. The alignment should stray from the corridor just short of Ash Street and head south to avoid heavy wooded areas along the corridor. This improvement will also require a connection across 10th Avenue and Ash Street offering access to the existing trail west of 10th Avenue.
**NC13. BROOMFIELD TRAIL TO US HIGHWAY 287**

**PROPOSED LOCATION:**
East 10th Avenue to US Highway 287

**SURROUNDING LAND USES:**
Industrial and retail

**CURRENT SURFACE:**
Ditch Corridor

**RECOMMENDED FACILITY:**
8' concrete pathway with jogging path and appropriate wayfinding, regulatory signage and intersection improvements.

Connection will provide access along the community ditch linking East 10th Avenue to US Highway 287. This trail will also provide a direct connection between the Broomfield Trail and the Southeast Community Loop.
NC14. RIDGEVIEW TRAIL TO BROOMFIELD HEIGHTS MIDDLE SCHOOL
PROPOSED LOCATION:
East side of Kohl Street and south side of Ridgeview Avenue
SURROUNDING LAND USES:
Single Family Homes, City/County Open Space, Schools
CURRENT SURFACE:
Native grasses
RECOMMENDED FACILITY:
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements.

Provide a more direct connection to Broomfield Heights Middle School and the Ridgeview Trail. The connection could offer a median refuge for trail users along Kohl Street.
NC15. BRANDYWINE PARK/MOUNTAIN VIEW ELEMENTARY SCHOOL TO SOUTHEAST COMMUNITY LOOP TRAIL

PROPOSED LOCATION:
Perry Street south to Southeast Community Loop Trail using existing City Right-of-Way

SURROUNDING LAND USES:
Single Family Homes and Manufactured Homes

CURRENT SURFACE:
Asphalt and concrete

RECOMMENDED FACILITY:
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage, (see intersection improvement #21).

Develop an off-street connection using the existing right-of-way that connects to the Southeast Community Loop Trail (see Southeast Community Loop Trail improvement #6 for further detail).
**NC16. COUNTRY VISTA TRAIL TO SOUTHEAST COMMUNITY LOOP TRAIL**

**PROPOSED LOCATION:**
123rd Place to Southeast Community Loop using the Tennyson Street easement

**SURROUNDING LAND USES:**
Single Family Homes and Manufactured Homes

**CURRENT SURFACE:**
Native grasses

**RECOMMENDED FACILITY:**
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements.
**NC17. Brandywine Trail to West 128th Avenue**

**Proposed Location:**
Brandywine Trail (between Meade Street and McKenzie Street) west of Lowell Boulevard to 128th Avenue

**Surrounding Land Uses:**
Single Family Homes

**Current Surface:**
Native grasses

**Recommended Facility:**
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements.

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Develop an off-street connection that provides access to Lowell Boulevard and Broomfield County Commons.
**NC18. COTTONWOOD PARK TO SOUTHEAST COMMUNITY LOOP TRAIL**

**PROPOSED LOCATION:**
Ditch corridor from Cottonwood Park to the southeast connecting with the Southeast Community Loop Trail. (South Princess Circle to North Princess Circle)

**SURROUNDING LAND USES:**
Single Family Homes

**CURRENT SURFACE:**
Ditch corridor with native grasses

**RECOMMENDED FACILITY:**
8’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements.

Provide a trail connection from Cottonwood Park to northwest. This connection will allow West Lake residents direct access to the Southeast Community Loop Trail. The trail should follow the existing ditch corridor and provide adequate crossing at Hazel Drive.
**NC19. BRONCO/WILLOW PARK TO SOUTHEAST COMMUNITY LOOP TRAIL**

**PROPOSED LOCATION:**
East section of Bronco Park

**SURROUNDING LAND USES:**
Single Family Homes and City Park

**CURRENT SURFACE:**
Compacted organic trails

**RECOMMENDED FACILITY:**
8’ trail (material to be determined) with appropriate wayfinding, regulatory signage and intersection improvements.

Provide a trail connection in Bronco Park using the existing social trail. This trail should provide a connection to the Southeast Community Loop Trail.
**NC20. BROOMFIELD COUNTY COMMONS TO WESTLAKE TRAILS**

**PROPOSED LOCATION:**
East of Lowell Boulevard on the Norman Property

**SURROUNDING LAND USES:**
Single Family Homes

**CURRENT SURFACE:**
Native grasses

**RECOMMENDED FACILITY:**
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage (see intersection improvement #25).

Provide a trail connection from the existing trails around the pond to the Paul Derda Recreation Center. The existing trails along King Circle also need to be upgraded to facilitate seamless connections. The existing 6’ paths should be widened to facilitate high and low speed users.
NC21. 136<sup>th</sup> Avenue to Westlake Trails

**Proposed Location:**
Southeast of the 136<sup>th</sup> Avenue and Lowell Boulevard Intersection

**Surrounding Land Uses:**
Single Family Homes and Church

**Current Surface:**
Native grasses and ditch

**Recommended Facility:**
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements.

Provide a trail connection from the existing trail to the Lowell Boulevard and 136<sup>th</sup> Avenue intersection. This connection will provide access to Broomfield County Commons.
**NC22. NORTHWEST PARKWAY TRAIL TO WILDGRASS SUBDIVISION**

**PROPOSED LOCATION:**
Northwest corner of Wildgrass subdivision near pumping station

**SURROUNDING LAND USES:**
Single family homes and Northwest parkway

**CURRENT SURFACE:**
Native grasses

**RECOMMENDED FACILITY:**
10’ soft surface trail with appropriate wayfinding, regulatory signage and intersection improvements.

Description and pictures of this improvement are not available as the proposed segment spans several miles and is located in an area subject to significant development and landscape changes prior to trail construction.
**NC23. McKay Landing to 144th Avenue**

**Proposed Location:**
Northeast corner of McKay Landing subdivision to 144th Avenue

**Surrounding Land Uses:**
Single family homes

**Current Surface:**
Native grasses

**Recommended Facility:**
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements. Signed Bicycle Route on Circle Drive should also be provided.

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Develop an off-street connection that provides access to Zuni Street, 144th Avenue, and the Southeast Community Loop Trail. An on-street bicycle route should also be provided to offer access to the Lake Link Trail to the south.
NC24. COUNTRY VISTA PARK TRAILS
PROPOSED LOCATION:
Highland Park to West 125th Avenue
SURROUNDING LAND USES:
City and County Park
CURRENT SURFACE:
Compacted organic trails
RECOMMENDED FACILITY:
8’ concrete pathway with appropriate wayfinding, regulatory signage

Connection will provide access between the existing Southeast Community Loop Trail through Highland Park and the existing neighborhood trail crossing West 125th Avenue.
NC25. Greenway Park to 120th Avenue

Proposed Location:
Greenway Circle south of 120th Avenue

Surrounding Land Uses:
Single and multi family homes

Current Surface:
Native grasses

Recommended Facility:
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements. Signed bicycle route along Greenway Circle

Connection will link Greenway Park to 120th Avenue via the detached sidewalk on Greenway Drive and along the Broomfield/Westminster border south of Ash Street and 120th Avenue.
NC26. "The Field” to Broomfield County Commons.

Proposed Location:
East 10th Avenue from Ash Street to Sheridan Boulevard

Surrounding Land Uses:
Single Family Homes

Current Surface:
50’ Right-of-way

Recommended Facility:
Signed Bicycle Route (See intersection improvements #41 and #42)

Provide a signed on-street bicycle route to connect Broomfield County Commons to The Field.
NC27. COMMERCIAL AREA AT THE SOUTHEAST INTERSECTION OF SHERIDAN BOULEVARD AND 120TH AVENUE

PROPOSED LOCATION:
East 10th Avenue from Ash Street to Sheridan Boulevard

SURROUNDING LAND USES:
Commercial and Medium Density Residential

CURRENT SURFACE:
Native grasses

RECOMMENDED FACILITY:
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage and intersection improvements

Trail will connect Broomfield commercial center to existing trail in Highland Park and to the Southeast Community Loop Trail.
OSTPR MASTER PLAN
REGIONAL TRAIL CONNECTIONS

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OSTPR MASTER PLAN
REGIONAL TRAIL CONNECTIONS

RT1. FLAT IRON CROSSING TO STORAGE TEK DRIVE
PROPOSED LOCATION:
West Flatiron Circle to 96th Street
SURROUNDING LAND USES:
Light industrial and regional retail (Flatiron Crossing)
CURRENT SURFACE:
Soft surface ditch with native grasses
RECOMMENDED FACILITY:
8’-10’ concrete pathway with appropriate wayfinding and regulatory signage (see intersection improvement #1)

Develop a connection from the existing underpass at West Flatiron Circle to the box culvert underpass at 96th Street using the open lands southwest of Storage Tek and northeast of US Highway 36.
RT2. ROCKY FLATS, CITY OF ARVADA, AND CITY OF WESTMINSTER

PROPOSED LOCATION:
North of Great Western Reservoir

SURROUNDING LAND USES:
City and County Open Space

CURRENT SURFACE:
Native grasses and ditches

RECOMMENDED FACILITY:
10’ soft surface trail with appropriate wayfinding and regulatory signage

Provide a connection from the Broomfield Trail across Indiana Avenue to Rocky Flats Wildlife Refuge west of the County boundary. Additional connection should be provided to the north to Interlocken and to the south to allow access to the Walnut Creek Trail in Arvada.
RT3, CITY OF WESTMINSTER
PROPOSED LOCATION:
Metzger Property
SURROUNDING LAND USES:
Open space and commercial retail
CURRENT SURFACE:
Native grasses and open lands
RECOMMENDED FACILITY:
10’ soft surface trail with appropriate wayfinding and regulatory signage (see intersection improvement #22)

Providing a trail connection through the Metzger property would allow a connection to the Big Dry Creek Trail. The connection would offer access to Westminster and Thornton trail systems.
RT4. CITY OF WESTMINSTER
PROPOSED LOCATION:
Northeast of the 136th Avenue and Zuni Street intersection
SURROUNDING LAND USES:
City and County Open Space
CURRENT SURFACE:
Native grasses and open lands
RECOMMENDED FACILITY:
8’-10’ concrete pathway with appropriate wayfinding and regulatory signage (see intersection improvement #28)

Additional connection to the Big Dry Creek Trail should be provided through the ditch underpass on 136th Avenue east of Zuni Street. This connection would provide access to the trail alignment south to 128th Avenue in Westminster. Connection should also be made to the north via the existing underpass on Zuni Street near McKay Landing.
**RT5. CITY OF THORNTON**

**PROPOSED LOCATION:**
Junction of the Broomfield Trail and Trails in Thornton and Adams County

**SURROUNDING LAND USES:**
Private Open Lands

**CURRENT SURFACE:**
Native grasses and ditches

**RECOMMENDED FACILITY:**
8’-10’ concrete pathway with appropriate wayfinding and regulatory signage

| Picture and description of specific location are not available, as this connection segment spans several miles and this area is subject to significant development and landscape consideration before the trail alignment is finalized. |
RT6. BOULDER COUNTY, LOUISVILLE AND LAFAYETTE

PROPOSED LOCATION:
US Highway 287 and Boulder County Open Space

SURROUNDING LAND USES:
Boulder County Open Space

CURRENT SURFACE:
Native grasses and ditches

RECOMMENDED FACILITY:
10’ trail material to be determined with appropriate wayfinding and regulatory signage
(see intersection improvement #11)

Providing a trail connection from the Ridgeview Trail to this underpass at US Highway 287 would provide regional connection to Boulder County Open Space, the Northwest Parkway Trail, and the Rock Creek Trail to Lafayette/Louisville.
RT7, INTERLOCKEN TO SUPERIOR

PROPOSED LOCATION:
CO Highway 128 to McCaslin Boulevard and Great Western Open Space

SURROUNDING LAND USES:
Boulder County Open Space/Light Industrial/Single Family Homes

CURRENT SURFACE:
2’ asphalt shoulders

RECOMMENDED FACILITY:
4’ bicycle lanes

Connection will provide bike lanes along CO Highway 128 and provide a link along Indiana Avenue to the Great Western Open Space connection, and the Rocky Flats Wildlife Refuge (Also see intersection improvement #44).
RT8. PREBLE CREEK TO ERIE AND WELD COUNTY
PROPOSED LOCATION:
Ditch corridors identified in I-25 Sub-Area Plan
SURROUNDING LAND USES:
Open Space/Light Industrial/Single Family Homes
CURRENT SURFACE:
Native grasses and ditches
RECOMMENDED FACILITY:
8’-10’ concrete pathway with appropriate wayfinding and regulatory signage

Picture and description of specific location is not available as this connection segment spans several miles, and this area is subject to significant development and landscape alteration before construction of the trail.
**RT9, BROOMFIELD TRAIL TO WELD COUNTY AND THE BIG DRY CREEK EXTENSION**

**PROPOSED LOCATION:**
Community Ditch intersection with Weld County Road 11

**SURROUNDING LAND USES:**
Open Space/Light Industrial/Single Family Homes

**CURRENT SURFACE:**
Native grasses and ditches

**RECOMMENDED FACILITY:**
8’-10’ concrete pathway with appropriate wayfinding and regulatory signage

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**Picture and description of specific location is not available as this connection segment spans several miles, and this area is subject to significant development and landscape alteration before construction of the trail.**
RT10. CONNECTION FROM FLATIRON PARK AND RIDE TO BOULDER COUNTY OPEN SPACE

PROPOSED LOCATION:
Northeast corner of Park and Ride across RR tracks to Parkway Circle

SURROUNDING LAND USES:
Commercial and Medium Density Residential

CURRENT SURFACE:
Native Grasses

RECOMMENDED FACILITY:
10’ soft surface trail with appropriate wayfinding, regulatory signage and intersection improvements

Provide a trail connection from Boulder County Open Space to Parkway Circle. The connection will require crossing the existing railroad tracks using the underpass built in Parkway Circle. This connection should also provide access to the Flatiron Park and Ride. Brainard and Carbon Roads are proposed to have limited vehicular access and signage to direct pedestrians and bicyclists.
RT11, MIDCITIES DEVELOPMENT TO COALTON ROAD (PARTIALLY COMPLETED)

PROPOSED LOCATION:
Southside of Midcities property just north of Interlocken Golf Course

SURROUNDING LAND USES:
Commercial

CURRENT SURFACE:
Native Grasses

RECOMMENDED FACILITY:
8’-10’ concrete pathway with appropriate wayfinding, regulatory signage, and handrails where terrain is steep.

This connection will provide access from the Interlocken/Flatiron trail system across the southern end of the Midcities property to Rock Creek Circle and down to Coalton Road.
OSTPR MASTER PLAN
INTERSECTION IMPROVEMENTS

PLEASE NOTE:

- Completed trail sections are not shown on the Missing Links Map. However the trail improvement I.D. tag, such as LL1, has been removed from the map upon completion of the improvement. The trail improvement does remain in the notebook to document which trails have been built over the years.

- The specific design, trail material and width will be determined when the project is implemented. The trail information provides conceptual recommendations on the design.
OSTPR MASTER PLAN
INTERSECTION IMPROVEMENTS

Resolving conflicts at intersections and providing grade separation for multi-use pathways is an important component of the planned trail network. To minimize the capital cost of the improvements coordination with roadway re/construction and new development should become paramount. The following guidelines should be applied when evaluating new intersections:

- Roadway intersections should provide an efficient and safe design for on-street bicycle lanes and sidewalks. This should include ground markings and signage for bicyclists and “countdown” crosswalk signals for pedestrians.

- All underpasses should offer a connection to on-street bicycle lanes and sidewalks in a direct and straightforward design. This should include appropriate wayfinding signage and lighting.

- Multi-use pathways that intersect with neighborhood streets at-grade should provide raised pavement and user activated flashing signage. When feasible, grade separations should be provided.

The table below provides an inventory of existing intersections that have been identified as critical to the planned trail network. Included in the description are proposed improvements to specific locations. Further design and analysis are necessary. Additional crossing improvements may be appropriate and should be evaluated in any significant intersection improvement project.

<table>
<thead>
<tr>
<th>MAP KEY</th>
<th>LOCATION</th>
<th>CURRENT CONFIGURATION</th>
<th>PROPOSED IMPROVEMENT</th>
<th>TRAIL CONNECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>96th Street and Parkway Circle</td>
<td>Drainage culvert underpass</td>
<td>Convert culvert to pedestrian underpass with concrete pathway and lighting</td>
<td>Regional connection to Superior and Boulder County (see RT1)</td>
</tr>
<tr>
<td>2</td>
<td>Industrial Lane and Broomfield Trail</td>
<td>N/A</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage <em>(Short Term)</em> Bicycle/Pedestrian underpass as part of the redesign for Industrial Lane/Midway Blvd.</td>
<td>Broomfield Trail from Interlocken to Lac Amora <em>(see BT2)</em></td>
</tr>
<tr>
<td><strong>MAP KEY</strong></td>
<td><strong>LOCATION</strong></td>
<td><strong>CURRENT CONFIGURATION</strong></td>
<td><strong>PROPOSED IMPROVEMENT</strong></td>
<td><strong>TRAIL CONNECTION</strong></td>
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<tr>
<td>3</td>
<td>Union Pacific Railroad Tracks and Broomfield Trail</td>
<td>N/A</td>
<td>Bicycle/Pedestrian overpass at section of depressed Railroad tracks</td>
<td>Broomfield Trail from Interlocken to Lac Amora <em>(see BT2)</em></td>
</tr>
<tr>
<td>4</td>
<td>West Midway Boulevard and Broomfield Trail</td>
<td>N/A</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage <em>(Short Term)</em> Possible Bicycle/Pedestrian underpass as part of the redesign for the Midway Boulevard Corridor if traffic warrants <em>(Long Term)</em></td>
<td>Broomfield Trail from Interlocken to Lac Amora <em>(see BT2)</em></td>
</tr>
<tr>
<td>5</td>
<td>Compton Street and Broomfield Trail</td>
<td>N/A</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage</td>
<td>Broomfield Trail from Interlocken to Lac Amora <em>(see BT2)</em></td>
</tr>
<tr>
<td>6</td>
<td>Hoyt Street and Richard Steele Park</td>
<td>N/A</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage</td>
<td>Broomfield Trail and Lake Link Trail <em>(see NC2)</em></td>
</tr>
<tr>
<td>7</td>
<td>10&lt;sup&gt;th&lt;/sup&gt; Avenue and Zang Spur Park</td>
<td>N/A</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage</td>
<td>Broomfield Trail from Richard Steele Park to Zang Spur Park <em>(see BT3)</em></td>
</tr>
<tr>
<td>MAP KEY</td>
<td>LOCATION</td>
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<td>PROPOSED IMPROVEMENT</td>
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<tr>
<td>8</td>
<td>Nickel Street and West 120th Avenue and Industrial Lane</td>
<td>Signalized intersection with pavement treatments</td>
<td>Complete the network of sidewalks on 120th Avenue and provide a Bicycle/Pedestrian overpass at Industrial Lane and Railroad tracks</td>
<td>Park and Ride access <em>(Short Term)</em> Separation from high frequency RTD commuter trains <em>(Long Term)</em></td>
</tr>
<tr>
<td>9</td>
<td>West Midway and US Highway 287</td>
<td>Signalized intersection with pavement treatments</td>
<td>Enhanced at-grade crossing with accommodation for on-street bicycle lanes and multi-use paths</td>
<td>On-street bicycle connection from “The Field” to Lac Amora trailhead</td>
</tr>
<tr>
<td>10</td>
<td>6th Avenue and US Highway 287</td>
<td>Signalized intersection with pavement treatments</td>
<td>Enhanced at-grade crossing with accommodation for 8-foot multi-use path</td>
<td>Southeast Community Loop Trail from Midway Park to 10th Avenue <em>(see SECL1)</em></td>
</tr>
<tr>
<td>11</td>
<td>Rock Creek Trail and US Highway 287</td>
<td>Drainage culvert underpass</td>
<td>Convert culvert to pedestrian underpass with concrete pathway and lighting</td>
<td>Regional connection to Boulder County Open Space <em>(see RT6)</em></td>
</tr>
<tr>
<td>12</td>
<td>10th Avenue and Southeast Community Loop Trail</td>
<td>N/A</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage</td>
<td>Southeast Community Loop Trail across 10th Avenue to Broomfield Trail <em>(see SECL1)</em></td>
</tr>
<tr>
<td>MAP KEY</td>
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<tr>
<td>13</td>
<td>West of Midway Boulevard and Kohl Street</td>
<td>Signalized intersection with crosswalks</td>
<td>At-grade crossing with raised pavement (user activated lighting already exists) <em>(Short Term)</em> Bicycle/Pedestrian underpass as part of the redesign for the Midway Boulevard Corridor <em>(Long Term)</em></td>
<td>Southeast Community Loop Trail from Midway Park to David Milliman Fields <em>(see SECL3)</em></td>
</tr>
<tr>
<td>14</td>
<td>Kohl Street and Broomfield Trail (south of Miramonte Boulevard)</td>
<td>Pedestrian crossing signage</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage</td>
<td>Broomfield Trail</td>
</tr>
<tr>
<td>15</td>
<td>Main Street and Emerald Park</td>
<td>Signalized intersection with crosswalks</td>
<td>Bicycle/Pedestrian underpass, if drainage culvert is reconstructed</td>
<td>Southeast Community Loop Trail from Emerald Park to Community Center</td>
</tr>
<tr>
<td>16</td>
<td>Main Street and 14th Avenue</td>
<td>Pedestrian crossing signage</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage</td>
<td>Broomfield Trail connection to Eagle Trace neighborhood <em>(see BT4)</em></td>
</tr>
<tr>
<td>17</td>
<td>Main Street and West 136th Avenue</td>
<td>N/A</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage</td>
<td>The Ridgeview Trail to 136th Avenue and the Broomfield Trail</td>
</tr>
<tr>
<td>18</td>
<td>Sheridan Boulevard and Highland Park</td>
<td>Drainage culvert underpass</td>
<td>Convert culvert to pedestrian underpass with concrete pathway and lighting</td>
<td>Southeast Community Loop Trail from Country Vista/Highland Park <em>(see SEC L5)</em></td>
</tr>
<tr>
<td><strong>MAP KEY</strong></td>
<td><strong>LOCATION</strong></td>
<td><strong>CURRENT CONFIGURATION</strong></td>
<td><strong>PROPOSED IMPROVEMENT</strong></td>
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<tr>
<td>19</td>
<td>Midway Boulevard west of Sheridan Avenue</td>
<td>N/A</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage <em>Short Term</em> Bicycle/Pedestrian underpass as part of the redesign for the Midway Boulevard Corridor <em>Long Term</em></td>
<td>Connection to Broomfield County Commons and “The Field” (see NC10)</td>
</tr>
<tr>
<td>20</td>
<td>Sheridan and West 144&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass as part of the reconstruction of the intersection</td>
<td>Broomfield Trail from Aspen Creek and the Wottge Property to Glasser Reservoir (see BT5/6)</td>
</tr>
<tr>
<td>21</td>
<td>Perry Street and Southeast Community Loop Trail</td>
<td>N/A</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage</td>
<td>Southeast Community Loop Trail across Perry Street (see NC15)</td>
</tr>
<tr>
<td>22</td>
<td>Lowell Boulevard near 120&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass as part of the redesign for the Lowell Boulevard Corridor</td>
<td>Southeast Community Loop Trail to Big Dry Creek Trail (see RT3)</td>
</tr>
<tr>
<td>23</td>
<td>Lowell Boulevard and 124&lt;sup&gt;th&lt;/sup&gt; Avenue</td>
<td>Signalized intersection</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage</td>
<td>Southeast Community Loop Trail across 124&lt;sup&gt;th&lt;/sup&gt; Avenue (see SECL7)</td>
</tr>
<tr>
<td><strong>MAP KEY</strong></td>
<td><strong>LOCATION</strong></td>
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<tr>
<td>24</td>
<td>Lowell Boulevard and Westlake Drive</td>
<td>Signalized intersection</td>
<td>Enhanced at-grade crossing or if feasible, a Bicycle/Pedestrian underpass</td>
<td>Broomfield County Commons to Westlake neighborhood</td>
</tr>
<tr>
<td>25</td>
<td>Lowell Boulevard and Westlake Trail Extension</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass as part of the redesign for the Lowell Boulevard</td>
<td>Broomfield County Commons to Westlake neighborhood</td>
</tr>
<tr>
<td>26</td>
<td>128th Avenue between Lowell Boulevard and Zuni Street</td>
<td>Landscape Median</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage</td>
<td>Southeast Community Loop Trail across 128th Avenue</td>
</tr>
<tr>
<td>27</td>
<td>Zuni Street and 136th Avenue</td>
<td>Signalized intersection</td>
<td>Enhanced at-grade crossing with accommodation for multi-use path</td>
<td>Southeast Community Loop Trail across 136th Avenue</td>
</tr>
<tr>
<td>28</td>
<td>136th Avenue east of Zuni Street</td>
<td>Drainage culvert underpass</td>
<td>Convert culvert to pedestrian underpass with concrete pathway and lighting</td>
<td>Regional connection to the Big Dry Creek Trail <em>(see RT4)</em></td>
</tr>
<tr>
<td>29</td>
<td>Zuni Street and 144th Avenue</td>
<td>N/A</td>
<td>At-grade crossing with raised pavement and user activated flashing signal <em>(Short Term)</em> Bicycle/Pedestrian underpass as part of the reconstruction of the intersection <em>(Long Term)</em></td>
<td>Southeast Community Loop Trail to the Broomfield Trail</td>
</tr>
<tr>
<td>MAP KEY</td>
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<td>PROPOSED IMPROVEMENT</td>
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<tr>
<td>30</td>
<td>CO Highway 128 and Eldorado Boulevard</td>
<td>Signalized Intersection</td>
<td>Enhanced at-grade crossing with accommodation for multi-use path; future underpass may be warranted</td>
<td>Broomfield Trail from Great Western Reservoir to Interlocken (see BT1)</td>
</tr>
<tr>
<td>31</td>
<td>Simms Street and Walnut Creek Trail</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass</td>
<td>Regional connection to Walnut Creek Trail</td>
</tr>
<tr>
<td>32</td>
<td>Sheridan Boulevard north of 144th Avenue</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass as part of the Wildgrass subdivision</td>
<td>North Community Link Trail to Broomfield Trail</td>
</tr>
<tr>
<td>33</td>
<td>Lowell Boulevard north of 144th Avenue</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass as part of the reconstruction of Lowell Boulevard</td>
<td>North Community Link Trail to Broomfield Trail</td>
</tr>
<tr>
<td>34</td>
<td>136th Avenue east of Aspen Street</td>
<td>N/A</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage <em>(Short Term)</em> Bicycle/Pedestrian underpass as part of the redesign for the Aspen St./W. 136th Ave. Intersection Design <em>(Long Term)</em></td>
<td>Eagle Crest neighborhood to the Broomfield Trail</td>
</tr>
<tr>
<td>35</td>
<td>Sheridan Boulevard east of Lowell Boulevard</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass as part of the Sheridan Boulevard and Preble Creek construction</td>
<td>Northwest Parkway Trail to Broomfield Trail</td>
</tr>
<tr>
<td>MAP KEY</td>
<td>LOCATION</td>
<td>CURRENT CONFIGURATION</td>
<td>PROPOSED IMPROVEMENT</td>
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<tr>
<td>36</td>
<td>Sheridan Boulevard and Lowell Boulevard</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass as part of the Sheridan Boulevard and Lowell Boulevard reconstruction</td>
<td>North Community Link Trail to Broomfield Trail</td>
</tr>
<tr>
<td>37</td>
<td>Northwest Parkway Station #275 (West of Wildgrass)</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass as part of the Northwest Parkway</td>
<td>Northwest Parkway Trail to Broomfield Trail (See NC22)</td>
</tr>
<tr>
<td>38</td>
<td>State Highway 7 northwest of Sheridan Boulevard</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass as part of the Interstate-25 Sub Area Plan</td>
<td>Preble Creek to Thornton trail system to the east</td>
</tr>
<tr>
<td>39</td>
<td>East Midway Avenue and Lamar Street</td>
<td>N/A</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage (Short Term) Bicycle/Pedestrian underpass as part of the redesign for the Midway Boulevard Corridor (Long Term)</td>
<td>The Field to the City and County Complex</td>
</tr>
<tr>
<td>40</td>
<td>Main Street north of 112th Avenue – Completed 2004</td>
<td>N/A</td>
<td>Enhanced at-grade crossing with light and user-activated flashing signage</td>
<td>Greenway park HOA to future Broomfield Urban Transit Village (See NC7)</td>
</tr>
<tr>
<td>MAP KEY</td>
<td>LOCATION</td>
<td>CURRENT CONFIGURATION</td>
<td>PROPOSED IMPROVEMENT</td>
<td>TRAIL CONNECTION</td>
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<tr>
<td>41</td>
<td>West of 10th Avenue and Ash Street intersection</td>
<td>Pavement Markings</td>
<td>At-grade crossing with raised pavement and user-activated flashing signage <em>(Short Term)</em> Possible Bicycle/Pedestrian underpass as part of the redesign for the Midway Boulevard Corridor <em>(Long Term)</em></td>
<td>Connection between The Field and Broomfield County Commons</td>
</tr>
<tr>
<td>42</td>
<td>Sheridan Boulevard and Le Gault Reservoir</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass</td>
<td>Connection to Broomfield County Commons at Le Gault Reservoir <em>(See NC12)</em></td>
</tr>
<tr>
<td>43</td>
<td>136th Avenue between Sheridan Boulevard and Aspen Street</td>
<td>N/A</td>
<td>At-grade crossing with raised pavement and user-activated signage</td>
<td>Eagle Trace neighborhood to middle school</td>
</tr>
<tr>
<td>44</td>
<td>Indiana Avenue south of CO Highway 128</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass</td>
<td>Great Western Reservoir to Rocky Flats Wildlife Refuge</td>
</tr>
<tr>
<td>45</td>
<td>Rock Creek Trail and Northwest Parkway</td>
<td>In Construction</td>
<td>Lighting and Signage</td>
<td>Northwest Parkway trail to Rock Creek Trail</td>
</tr>
<tr>
<td>46</td>
<td>Industrial Lane and Parkway Circle Project</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass retrofitted in culvert beneath railroad tracks</td>
<td>Northwest Parkway Trail/ Lake Link Trail</td>
</tr>
<tr>
<td><strong>MAP KEY</strong></td>
<td><strong>LOCATION</strong></td>
<td><strong>CURRENT CONFIGURATION</strong></td>
<td><strong>PROPOSED IMPROVEMENT</strong></td>
<td><strong>TRAIL CONNECTION</strong></td>
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<tr>
<td>47</td>
<td>TOD village and NC 6 (near US Highway 36)</td>
<td>N/A</td>
<td>Bicycle/Pedestrian overpass/underpass as part of the construction of 112th Avenue</td>
<td>TOD village to Big Dry Creek Trail</td>
</tr>
<tr>
<td>48</td>
<td>112th Avenue/BIP Ballfields</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass beneath railroad tracks</td>
<td>TOD village to Big Dry Creek Trail/BIP Ballfields</td>
</tr>
<tr>
<td>49</td>
<td>Wadsworth Boulevard and TOD trail</td>
<td>N/A</td>
<td>See US 36 interchange plans for improvement</td>
<td>See US 36 interchange plans for improvement</td>
</tr>
<tr>
<td>50</td>
<td>CO Highway 128 and Wadsworth Boulevard</td>
<td>N/A</td>
<td>See US 36 interchange plans for improvement</td>
<td>See US 36 interchange plans for improvements</td>
</tr>
<tr>
<td>51</td>
<td>US Highway 36 and Wadsworth Boulevard</td>
<td>N/A</td>
<td>See US 36 interchange plans for improvement</td>
<td>See US 36 interchange plans for improvement</td>
</tr>
<tr>
<td>52</td>
<td>Wadsworth Boulevard and Nickel Street connection</td>
<td>N/A</td>
<td>See US 36 interchange plans for improvement</td>
<td>See US 36 interchange plans for improvement</td>
</tr>
<tr>
<td>53</td>
<td>Interstate 25 north of State Highway 7</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass at one of two locations along Interstate 25</td>
<td>Broomfield Trail west to Big Dry Creek Trail</td>
</tr>
<tr>
<td>54</td>
<td>US Highway 36 south of intersection with US Highway 287</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass with the construction of Broomfield Transit Village</td>
<td>Broomfield Industrial Park to Broomfield Transit Village</td>
</tr>
<tr>
<td>55</td>
<td>Interstate 25 north of Weld County Road 6</td>
<td>N/A</td>
<td>Bicycle/Pedestrian underpass at one of two locations along Interstate 25</td>
<td>The Broomfield Trail to Town of Erie trails</td>
</tr>
<tr>
<td>Map Key</td>
<td>Location</td>
<td>Current Configuration</td>
<td>Proposed Improvement</td>
<td>Trail Connection</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------</td>
<td>-----------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>56</td>
<td>120&lt;sup&gt;th&lt;/sup&gt; Avenue and Main Street</td>
<td>N/A</td>
<td>Unspecified underpass or intersection crossing improvement</td>
<td>Broomfield Center to the 120&lt;sup&gt;th&lt;/sup&gt; Avenue corridor and the Big Dry Creek Trail</td>
</tr>
<tr>
<td>57</td>
<td>1&lt;sup&gt;st&lt;/sup&gt; Avenue and Sheridan Boulevard</td>
<td>N/A</td>
<td>Unspecified underpass or intersection crossing improvement</td>
<td>The City and County Complex to the Southeast Community Loop Trail</td>
</tr>
</tbody>
</table>
OSTPR MASTER PLAN
Draft U.S. 36/Wadsworth Interchange Proposed Bike Improvements

PLEASE NOTE:

• The following U.S. 36/Wadsworth Interchange Proposed Bike Improvements Plan is a DRAFT. As the planning process progresses, further refinements will be made to these proposed improvements.