



DAVID EVANS
AND ASSOCIATES INC.

MEETING NOTES

PROJECT:	Arapahoe Corridor Study – I-25 to Parker Road
PURPOSE:	Community Resource Panel - Bicycle Advocacy Focus Group Meeting
DATE HELD:	04/11/2006
LOCATION:	Arapahoe County Public Works
ATTENDING:	see attached sign-in sheet
COPIES:	Attendees, EC, TAC, Project Team

Summary of Discussion:

1. Bryan Weimer kicked-off the meeting explaining the four focus groups that comprise the Community Resource Panel (CRP). Self introductions were made and the agenda for the meeting was reviewed.
2. Multi-modal elements of the study include transit services, bicycle and pedestrian improvements for not only Arapahoe Road but also parallel and connecting corridors.
3. The goal of the project is to identify the best improvements to wisely use the limited funds available for construction and improvements implementation.
4. Existing corridor conditions were reviewed. Details of existing traffic conditions are available on the project web site.
5. Input from this bicycle advocacy group is important as the study is soon to initiate development of alternatives.
6. Early phased improvements are anticipated at the I-25 interchange. Improvements at Parker Road are underway, including drainage, ramps and Parker Road bridge over Arapahoe Road.
7. Chris Vogelsang provided an overview of the corridor issues regarding bicycles/pedestrians (including a map with bike routes and sidewalks highlighted).
 - A logical route through the project area is not available. Safe, continuous routes east/west do not exist for bicyclists.
 - A gap exists along Caley at Cherry Creek and along the Cherry Creek Trail at Arapahoe Road and at the Valley Club Golf Course.
 - Few bike lanes exist on study area streets. There are more trail facilities in Greenwood Village.
 - Other north/south routes leading to and from Cherry Creek State Park need to be considered.
8. Attendees provided input on bicycle and pedestrian needs and concerns in the project area.

General

- It was generally agreed by attendees that due to Arapahoe Road volume and speed of vehicular traffic, the Arapahoe Road corridor itself is not a safe route for on-street bicycle use.

- Both recreation and commuter bicyclists' needs should be considered. Recreational bicyclists prefer trails, but commuting bicyclists want the most direct route.
 - Grade separated trails are preferred for recreational riders.
 - Commuters prefer safe, logical, direct routes with many cross-connections.

Schools/Children

- School access west of Parker Road and along Orchard, and the alternative school south of Arapahoe Road needs to be examined. Schools on the east side of Parker Road are hard to access from the west.
- Different considerations need to be made for children and near schools (they can't ride on streets with high speed limits).

Cherry Creek Trail

- The Country Club has repeatedly said that the Cherry Creek trail shall not extend through the golf course along the creek, but rather west to Jordan Road then south to Arapahoe Road then back to Cherry Creek. A grade separation under Arapahoe Road is the ultimate goal. Prior to a grade separated crossing, bike access could be accommodated at the future half mile signalized intersection.
- Future development of the Alberta property needs to accommodate the Cherry Creek trail. Bicycle Aurora keeps involved with the City of Aurora to ensure that developers accommodate trails and connections.
- Jordan Road abandonment could be used for commuter bicycle travel to the DTC area. The gates at each end are not currently bike friendly, but can be accessed. [Potential recommendation to discuss with State Parks – the Park owns a portion of Jordan Road.]
- Bike trails through the Cherry Creek State Park could be considered as an Orchard connection.
- Greenwood Village plans to build trails along the segments of Belleview where they have built traffic calming.
- Equestrian accommodation through the Windmill Creek development provide north/south connections into Cherry Creek. Piney Creek accommodations are also being planned to Cherry Creek.

Bike Lanes/Sidewalks

- Wide outer lane for bikes needs to be considered.
- Orchard is a wide roadway facility but only functions as two lanes and can safely accommodate bikes.
- The Arapahoe County Transportation Plan calls for new roadway facilities to accommodate on-street and off-street bicyclists. Retro-fit rebuild is more difficult due to ROW constraints.
- Meandering sidewalks are not bike friendly (can cause drifting into oncoming traffic).
- Also, need to ensure on-street bike lanes are not taken over for other uses after a period of time.
- Bike parking required in Greenwood Village code (about 5%).

Road Crossings/Intersections/Interchanges

- Crossing of wide Arapahoe Road is dangerous.
- The limited number of access points along Arapahoe Road is causing safety issues for bicyclists and pedestrians.
- A large portion of bike/vehicle accidents occur at detached trails with unsafe intersection crossings. Crossings need to be safe and logically connected to traffic flow.

- Bike accommodations at intersections are critical (Quincy/Parker used as a bad example, Parker/Hampden used as a good example).
- Need to adjust signal timing to allow bicyclists and pedestrians ample crossing time.
- Important to improve interchange crossings at I-25 and Parker Road. Currently working with the Town of Foxfield on alternatives to get pedestrians and bikes through the Arapahoe/Parker interchange.

Routes/Maps

- The concept of numbered routes is good if you have a map and the route is consistently signed. Route designations are needed to help the non-frequent or new area bikers.
- "Bicycling the Greater Denver Area" route map (2006 Mapsco) provides route designations in the entire metro area.
- Aurora is in the process of updating a route map that will be out in a few months.

Transit Connections

- Neighborhoods near the new Arapahoe at Village Center park-n-Ride would more likely ride their bikes to transit if they had a safe route.
- Transit connections with trails should be considered.

Commuting

- Need to talk to area employers about offering incentives to those who bike to work (showers, bike racks/storage)
- Typical bike commute is 3-5 miles, with 5-10 mile commutes being less frequent.
- The streets that are currently bike-friendly in the area are expected to carry more traffic, and could soon be dangerous routes. (e.g., Briarwood has more vehicular traffic now that Wal-Mart is open.)
- Easter Avenue now provides a new parallel route south of Arapahoe Road, but no continuous parallel route exists north of Arapahoe Road.
- Bike lanes exist on new connecting routes to south into Douglas County.

9. Origins and destinations were discussed (and will be mapped):

- The Arapahoe LRT Station & Dry Creek LRT
- Recreation center on Peoria south of Arapahoe Road
- Arapahoe Justice Center
- Schools (especially middle schools with the most bike riders)
- Cherry Creek corridor
- Major employers
- Connections to E-470 trail

10. Barriers for bikes were identified

- I-25
- Arapahoe Road

- Interchanges along I-25
- Centennial Airport
- Parker Road
- E-470
- Valley Country Club
- Fedders property
- Yosemite bridge
- Arapahoe Road between hotels and restaurants is a pedestrian barrier.

11. Next Steps

- Documentation of:
 - Origin-destination (commuting)
 - Barriers (recreation)
 - Future potential for commuter, recreation and short errand-type trips
- Consideration for future land use in the corridor.
- Initial recommendations for ideas to reduce barriers and enhance bicycle routes along and parallel to the corridor will be discussed (recreation and commuter alternatives).
- Meeting notes will be distributed along with sign-in sheet containing contact information of attendees.
- The PowerPoint presentation will be posted for attendee referral.