



DAVID EVANS
AND ASSOCIATES INC.

MEETING NOTES

PROJECT:	Arapahoe Road Corridor Study, I-25 to Parker Road
PURPOSE:	Community Resource Panel - Metro Districts Focus Group Meeting
DATE HELD:	04/19/2006
LOCATION:	Arapahoe County Public Works
ATTENDING:	See attached sign-in sheet
COPIES:	Attendees, EC, TAC, PIOs, Project Team

Summary of Discussion:

1. Following self introductions, the project was introduced using a PowerPoint presentation. Handouts were distributed describing the project schedule and study objectives.
2. An overview was provided of existing and forecasted corridor characteristics including transportation conditions, land use and a market analysis of potential development for currently undeveloped lands.
3. The DRCOG plan identifies over \$40 M for corridor improvements through 2030, but these funds will be available in small amounts requiring consideration of project phasing.
4. The project anticipates a focus on the I-25/Arapahoe interchange and the county has obtained funding to move forward, following the Corridor Study and 1601 Interchange Feasibility Study, with an EA. The interchange design is now underway at Arapahoe and Parker Road.
5. The Preliminary estimates of 2030 population were presented.
6. Existing retail uses along the corridor are primarily office with supporting service retail, rather than destination retail.
7. Public involvement opportunities were explained. Additional input ideas were solicited.
8. A primary goal of the study is to identify corridor right of way, access, and future laneage along Arapahoe Road by the end of 2006. Development will continue to occur and the County and cities will utilize the study recommendations to preserve ROW and not preclude the future recommended improvements. Funding opportunities will be explored in the latter phases of the project.
9. The proposed Alberta development is looking to proceed with their own Metro District in Aurora. A tax rebate plan is being discussed with the City.
10. Greenwood Village plans improvements at the intersection of Boston/Clinton and Arapahoe this summer.
11. Comments were provided by attendees and project team members:
 - There will not be a moratorium on development while the study is being completed. However, towards the end of the study when alternatives are identified, Arapahoe County will begin making recommendations to developers taking into consideration the needs of the future improvements this study has identified.

- The Parker/Arapahoe interchange is being funded separately and final design has begun. Some construction may begin late this year.
- Grocery stores have not been aggressive in developing new stores the last few years. This recent trend may change, but the corridor may not be the best location for a new grocery.
- Corridor Vision includes new commercial development along the entire corridor. The Alberta development could serve as a catalyst for other development.
- The high speed of traffic on Arapahoe Road could be preventing people from accessing businesses in the middle of the corridor.
- The Southgate retail and restaurants southwest of the I-25/Arapahoe interchange may have failed because the development has limited direct access and an elevated sight.
- The I-25 interchange complex includes Boston/Clinton and Yosemite Streets. TRES contingency funds may allow additional improvements at the interchange. SEBP coordination is underway on possible improvements.
- Need to improve traffic flow under I-25 through Arapahoe Road. The interchange is confusing for traffic on Arapahoe Road heading west – need advanced signing telling drivers the southbound I-25 intersection ramp access is to the right, and to not turn too soon into the restaurants instead of the I-25 northbound ramp.
- Additional alternative mode considerations are being coordinated with RTD. SPIMD has been contacted and RTD proposes call-n-Ride services expansion with opening of the SE Corridor LRT line. Concern noted that call-n-Ride will not work as well as a regional circulator during peak hours due to overloading. A regularly scheduled peak hour shuttle is not now being considered.
- Shifts in travel patterns are anticipated with opening of the SE Corridor LRT and related park-n-Ride. The park-n-Ride could bring additional vehicles to the area and through the corridor. Possible mitigation could include expanding transit options serving the areas east of Parker Road.
- Water and utility companies will be contacted when alternatives are developed. Utility constraints will not likely limit alternatives development during the early phases of this project. Infrastructure for water/wastewater is being considered as related to land use forecasts for the area.
- Dove Valley has completed about \$10 M worth of improvements that could possibly lead to increased growth in the area. Expectations for future improvements and funding is of interest to each of the Metro Districts.
- Some have suggested regional trips should appropriately travel E-470 rather than Arapahoe Road, and that Arapahoe corridor related travel could therefore be reduced.
 - Comment received that regional travelers will use E-470 more in the future as congestion continues to increase on arterial roads. However, in the short term, daily commuting to Arapahoe Road corridor service related employment is limited on E-470 due to toll costs.
 - E-470 is not very user friendly – time is required to pay tolls without a toll tag, and the facility is somewhat out-of-direction to the heart of the I-25 employment area for travelers from the east.
 - The toll on E-470 may likely be a deterrent for using E-470 as an alternative to Arapahoe Road.

- Growth south in Douglas and Elbert Counties will also add traffic to Arapahoe Road and is being considered during this project.
- Input on pedestrian/bicycle facilities was requested.
- Attendees agreed that it would make sense to combine the Metro District and the Business/Chamber focus groups in the future.