



DAVID EVANS  
AND ASSOCIATES INC.

---

## MEETING NOTES

<b>PROJECT:</b>	Arapahoe Road Corridor Study, I-25 to Parker Road
<b>PURPOSE:</b>	Community Resource Panel - Bicycle/Pedestrian/Trails Focus Group Meeting
<b>DATE HELD:</b>	08/22/06
<b>LOCATION:</b>	Arapahoe County Public Works
<b>ATTENDING:</b>	See attached sign-in sheet
<b>COPIES:</b>	Attendees, EC, TAC, Project Team

### Summary of Discussion:

1. Following self introductions, a PowerPoint presentation was used to provide an overview of the land use, market study, travel forecasts and improvement options. Improvement options have been refined since the first CRP meeting held in April with input from the June public meeting and subsequent local agency comments.
2. Initial Screening of Improvement Options:
  - Options that were eliminated during the Level 1 screening were reviewed.
  - All options currently considered as viable are being put through Level 2 screening, and interactions between the options are being considered.
  - The DRCOG Fiscally Constrained Plan identified over \$40 M for the corridor and I-25 Interchange improvements. Part of this study effort is to identify phasing and funding for the improvements. After the preferred improvements are identified, environmental clearances would be needed, then design and ROW acquisition would occur. Therefore, constructed improvements are quite a few years out (operational improvements may occur sooner).
3. Arapahoe Road Improvement Options:
  - Widening Arapahoe Road to include shoulders is not the best solution for cyclists due to the debris that can collect on the shoulder. Because no traffic travels this area, traffic does not clean debris off the shoulder.
  - Widening for shoulders also will cause driver frustration since they can't use it as an extra lane. Impatient drivers could cut into the shoulder, which would cause safety issues for bicyclists using the shoulder.
  - A 10-12' wide detached path for peds and bikes is desirable on one side of Arapahoe Road.
4. Parallel/Intersecting Road Improvement Options:
  - Parallel routes would serve shorter trips along the corridor and are preferred by bicyclists.
  - More ROW is need for the Broncos/Easter parallel route concept.

5. I-25/Arapahoe Road Interchange Improvement Options:

- The diverging diamond option has been screened out due to its incompatible design for the high volume and speed on Arapahoe Road.
- The Costilla/Yosemite connection has good potential for taking traffic off of Arapahoe Road. Also provides a less congested option for bicyclists and pedestrians.
- Could consider adding a Peakview connection under I-25 to create an east/west route from Quebec to Potomac. Although this would be very close to the Yosemite overpass, Yosemite is primarily a north/south route, whereas Peakview would serve the east/west traffic.
- The single point urban interchange could provide excess ROW for development on the southeast corner of the interchange.

6. Transit Improvement Options:

- RTD is now planning a park-n-Ride at Lewiston and Arapahoe on the northeast corner.
- The frequent fixed route shuttle option expands beyond existing call-n-Ride boundaries and stretches the user base for LRT. This route would supplement or replace the planned call-n-Ride and existing Route 66 along Arapahoe.

7. Cherry Creek Trail connection:

- The existing bridge is not considered to be “deficient” by CDOT. Widening and raising the bridge (rebuilding) would most likely be included in the ultimate recommended improvements resulting from this project. However, the high cost of this option has led the team to explore other means to safely and conveniently carry trail users across Arapahoe Road that could be implemented sooner. (Ideally, adjusting the bridge is the best option, but this is around 10 – 20 years out most likely, so interim options are being considered.)
- It would be preferred to continue the trail through the golf course if the access is ever granted.
- Using the Cornerstar access intersection for crossing is an interim consideration.
- An optional crossing over Arapahoe Road could be a short-term option until the bridge is rebuilt. A grade separation at Jordan could take advantage of the existing topography and would be the preferred location, since this is already the most frequently used route by pedestrians and cyclists.
- The trail along Jordan Road north of Arapahoe Road is very inadequate (insufficient ROW).
  - With the Jordan Road closure through the park, there is much less traffic on Jordan Road north of Arapahoe Road.
  - Jordan Road pavement is being removed south of Orchard Road to the State Park gate. The section of pavement is being removed because of parking issues, maintenance issues, and it is parallel to the adjacent trail in the park.
  - The sidewalk along the south side of Arapahoe Road between Jordan Road and Cherry Creek is also inadequate.
- If the bridge over Cherry Creek was rebuilt to accommodate bikes underneath, the sidewalk could be improved along the north side of Arapahoe Road rather than the south side as noted above.
- Equestrians would prefer the underpassing of Arapahoe Road.
  - The electrical substation would need adjustment.

- Pumping the underpass and maintenance would be an issue because debris would accumulate.
- A meeting participant noted that the bridge restricts the 100 year floodplain. Arapahoe Road may be overtopped in a five year storm, so the bridge should be raised if ever rebuilt.
- Consideration of a new improved path across State Park lands from Peoria east to the Piney Creek Trail was mentioned. This would allow use of Peakview/Caley for east/west access to the Arapahoe Road LRT Station.

8. Pedestrian/Bicycle Improvements:

- Grade-separated crossings:
  - At the west end of the corridor, Dayton would be the preferred grade separation for cyclists (rather than Clinton). Dayton is a major north/south route for commuter cyclists.
  - The Arapahoe/Parker interchange project plans a grade-separated crossing of Parker Road.
- Signage would help cyclists find the best routes, and this could be combined with any improvements. This is a low cost improvement, compared to the benefit. Better signage should be considered the minimum improvement for the corridor. Signage also helps alert motorists that bicyclists could be on the road. (Standard signing from MUTCD with city or County branding if warranted.)
- Enhancements at signalized intersections for bicyclists and pedestrians would be recommended.
  - Need more time for pedestrians to cross Arapahoe at grade, especially if the road is going to be widened. Consider shorter crossing distances, if possible.
  - Bike detection at signals should be considered.
- Need to consider the future land use/development of the area. If Inverness is developed heavily, cyclists will no longer choose routes through the office park. The next most logical route to improve would be Peoria.
- Peakview and Caley are not likely wide enough to stripe for a bike lane unless the roadways are widened.
- This study will recommend a detached, multi-use sidewalk along Arapahoe Road, unless there are ROW constraints. It is likely that one side of the road would have a normal width sidewalk, and the other side would be a wider trail (10-12 ft) that could be used for mixed use. If detached, the standard sidewalk is 5 ft; if it is attached, 8 ft is normal. When multiple uses are accommodated, 10 – 12 ft is standard.
- The range of bike related improvements will attempt to accommodate all user types (both commuter and recreational users).
- Timing of when improvements would be built would vary by type of improvement.

ACTION ITEMS:

1. Add the improved Arapahoe/Parker interchange plan to the PowerPoint.
2. Move the legend on the bike/ped graphic to the lower left and show the County Park and the existing bike lanes on Chambers south of Broncos Parkway.