



DAVID EVANS
AND ASSOCIATES INC.

MEETING NOTES

PROJECT:	Arapahoe Road Corridor Study, I-25 to Parker Road
PURPOSE:	Community Resource Panel - Homeowner Association Focus Group Meeting
DATE HELD:	08/16/2006
LOCATION:	Arapahoe County Public Works
ATTENDING:	See attached sign-in sheet
COPIES:	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.
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 improvements were first tested to see if they would work operationally. The next step is to examine impacts that the improvements may have. If the impacts are too severe, then the option would be screened out in Level 2. If residential units would be impacted, after a further level of evaluation, the potentially impacted residents would be contacted.
 - Components of options could be combined to provide the greatest benefit to traffic operations along Arapahoe Road.
3. Arapahoe Road Improvement Options:
 - Reversible lanes were eliminated because there are no definitive directional flows in either direction along Arapahoe Road. From Jordan Road to Parker Road at the east end of the corridor there are directional flows, but it would not make sense to have reversible lanes for such a short distance.
 - A double left turn lane at Jordan Road serving the hospital would be beneficial.
 - Concern was noted with the roadway being too close to residential units by Jordan Road if widening occurs.
 - The benefit of the boulevard concept was questioned. Driver confusion could cause safety issues with this concept, and this concept would be difficult to implement in an already developed area. Maintenance of this frontage-like road would also be an issue (CDOT would not likely want to maintain this and the main through lanes).
 - Concern that frontage road concepts would still require traffic to stop at signals, and the goal is to keep regional traffic moving while providing for local access.

4. Havana/Peakview parking concern:

- Taking parking off of Peakview would be an impact to homes to the north that use this street for parking. Removal of parking is not proposed at this time until Greenwood Village completes the Dayton/Peakview improvements. The purpose of these improvements is to provide more lanes for the turning movement traffic.
- Temporary no-parking signs now in place will be removed when the Greenwood Village Havana/Peakview intersection improvements are finalized.
- Regulating parking in the area has multiple options. May be able to allow parking on one side of the road, or the parking could be regulated according to time periods (most likely from 6AM to 6PM) or by permit only. The street will be signed no parking from Havana west to the first development drive, regardless of these regulated parking options.
- Parking was removed as part of the ROW negotiations on the section that has become 4 lanes.
- The Planning Department now has standards to decide how much parking a development should be allowed. When the development along Peakview was approved, parking was allowed on-street. Today, developers are not allowed to use on-street parking, they are required to put the parking that is needed within the development itself.

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

- Concern was noted about cars stacking on the Single Point Urban interchange ramps.
- The Costilla connection could be combined with many other interchange options.

6. Transit/Pedestrian/Alternative Mode Options:

- A park-n-Ride was planned at the southwest corner of Arapahoe and Parker, but RTD has since shifted its preference for the park-n-Ride location. It is now planned northeast of Arapahoe and Lewiston.
- Sanctuary on the Park HOA has many older residents who could walk to the proposed transit shuttle bus route loop just west of Jordan north of Arapahoe. Problems were noted with the gated neighborhood blocking public streets near Caley.
- The Jordan Road stop on Route 66 is being eliminated once the Southeast Corridor LRT opens. If a bus stop on Arapahoe Road and Jordan is in the improvement plans to benefit the neighborhood northwest of Jordan and Arapahoe, it may be more beneficial for a stop to be located on the east side of Jordan Road due to the location of retail/commercial developments.
- The limited stop overlay bus route could omit deviation off of Arapahoe Road.
- Rather than the Enhanced Route 66 bus route ending at Lewiston, the route should be expanded to at least Buckley Road to include The Farm development.

7. The next public meeting is tentatively scheduled for November 2nd.