



DAVID EVANS
AND ASSOCIATES INC.

MEETING NOTES

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| PROJECT: | Arapahoe Road Corridor Study, I-25 to Parker Road |
| PURPOSE: | Community Resource Panel - Bicycle/Pedestrian/Trails Focus Group Meeting |
| DATE HELD: | 1/30/07 |
| LOCATION: | Arapahoe County Public Works |
| ATTENDING: | See attached sign-in sheet |
| COPIES: | Attendees, EC, TAC, Project Team |

Summary of Discussion:

1. Following description of the preliminary recommendations for I-25 interchange, Arapahoe Road corridor, context sensitive design elements and parallel roadway improvements, and for recommended transit services, pedestrian/bicycle improvement recommendations were described.
2. Grade crossing improvements of Arapahoe would occur in conjunction with the recommended Corridor alternative.
 - The grade separations would remove the barrier that Arapahoe Road now causes for north/south bike routes.
 - The cross-section of north/south streets where grade separated should consider bike lanes in lieu of the current left turn lanes and/or medians.
 - Pedestrian accessibility along Arapahoe Road and potentially across the bridges along Arapahoe is yet to be determined.
 - Good pedestrian connection to transit stops is needed (need RTD input/ideas).
3. Median, Shoulder and Sidewalks:
 - Consistent design elements to reflect the design speed are key to corridor character.
 - The width of the outside shoulder along Arapahoe Road at a 45 mph design speed was questioned. [Subsequently confirmed that there are no plans for an outside shoulder with 45 mph design. Plans are for the outside lane to be bordered with curb and gutter, which would be followed by a landscaped area and detached multi-use path where ROW allows.]
 - The shoulder would not be a designated bike lane, but bicycles would not be banned from using the shoulder.
 - The study is recommending a 10 – 12' detached sidewalk on at least one side of Arapahoe Road, which would be designated as a multi-use path.
4. Bike Paths/Lanes:
 - A path along Cottonwood Creek (by others) with a grade separated crossing under Arapahoe Road is planned.

- Since Broncos/Easter is recommended to be a 6 lane corridor, a detached bike path would be recommended, instead of an on-street bike lane.
- Bike routes are cleaned by auto movements and normal roadway sweeping. Detached bike paths require separate maintenance.
- Parallel detached paths (with few intersecting drives) are different than detached sidewalks with crossings of multiple driveways.
- Detached sidewalks generally don't work well as bike paths. A detached trail or bike lane on the road is preferred.
 - The benefit versus cost of adding five more feet, new curb and gutter and increased ROW for bike lanes needs to be considered.
 - Retrofit versus new construction also needs to be considered.
 - Recreational users would be more tolerant of stopping on a detached sidewalk for driveway and road crossings than commuter bicyclists.
- A soft path would be the default surface through Cherry Creek State Park. A hard surface trail would require a variance/approval.

5. Cherry Creek Trail Connection:

- The trail along the south side of Arapahoe between Jordan and Cherry Creek would be at the base of the roadway retaining wall with the preliminary corridor improvements. The median width could be narrowed and no turn lanes are needed just east of Jordan, which would provide room for the trail without need for ROW acquisitions (shown in the attached handout as Crossing Option #1).
- The Cherry Creek Trail could possibly be extended along the north side of Arapahoe Road instead of the south side between Jordan and Cherry Creek.
- Arapahoe County Parks Department is investigating the Cherry Creek Trail connection.
- A water quality dam is being discussed at Cherry Creek just north of Arapahoe Road, with a path connection.

6. Signage:

- Signs and pavement markings are recommended, as appropriate (noting some private roads in the area). Details of signage will be looked at during implementation of the recommendations.
- A sign route numbering system was discussed as a detail that could be worked out at a later date.
- Liability of signing a bike route without capital improvements to the roadways was questioned.
- Signs are preferred by CRP members over lane striping (striping can wear off and needs more maintenance).
- Bike route signs have been used in Denver to create driver awareness that a signed street is used by cyclists as a popular route in the area (on roads that may not have bike lanes).
- Bicyclist wayfinding signage is very important and is needed at key decision points/intersections for such destinations as Cherry Creek Trail, transit stations, DTC, Inverness, Airport.
- Bike lane signs are usually placed at the end of each block. Destination signs are usually at decision points or every few intersections.

- Colors and symbology of most signs are regulated, but destination text signs have flexibility.
- Signage could be an early, low cost improvement with a consistent theme to create a distinct corridor identity.
- Linkage to Denver's system could be considered. A signing standard is needed for the region.
- DRCOG should set a bike signage standard for the area. A committee has been formed to come up with ideas of how to implement DRCOG's recently adopted bike route master plan. (Steve Cook is the contact.)

7. Design and Posted Speed Limits:

- The study is recommending 45 mph along the corridor. This recommendation will add more consistency between aesthetics, roadway design, safety and context of the corridor, and be consistent with speed limits on the segments of Arapahoe Road west of I-25 and east of Parker Road. The combination of traffic signals and grade separations will help align the design and posted speeds.

8. Implementation of Plan:

- The recommended improvements would be constructed in phases, due to limited funding.
- A discussion was held of implementation steps for the ped/bike recommendations.
 - Bike route connections to roadway overpasses will be a priority.
 - Peoria is a key route, but not wide enough to be a desirable bike facility.
- Centennial and Arapahoe County need to incorporate this study's bike/ped recommendations into their plans. An agreement between agencies is needed to ensure consistent implementation and funding for the recommended improvements, and that land development proposals recognize the adopted plan.
- Funds exist for trail/bike routes through Arapahoe County Open Space, Centennial Parks and Recreation and Greenwood Village.
- The corridor study is meant to serve as documentation of the overall plan of corridor improvements with subsequent environmental clearance of individual projects as funding is obtained.

9. Next Steps:

- Additional CRP comments on primary bike routes can be sent via email to lamu@deainc.com.
- The next public meeting will be held in June. The date will most likely be announced in May.

ACTION ITEMS:

1. Add recommendation for which segment/roads would have bike lanes versus bike paths (for streets north and south of Arapahoe Road).
2. Cross-sections for Easter/Broncos, Briarwood and Peakview improvements need to address possible bike lanes or separated paths/sidewalks.
3. Line up a meeting with RTD to get their input/ideas on pedestrian connections to transit stops.