



DAVID EVANS
AND ASSOCIATES INC.

MEETING NOTES

PROJECT:	Arapahoe Road Corridor Study, I-25 to Parker Road
PURPOSE:	Community Resource Panel - Emergency Provider Focus Group Meeting
DATE HELD:	1/31/07
LOCATION:	Arapahoe County Public Works
ATTENDING:	See attached sign-in sheet
COPIES:	Attendees, EC, TAC, Project Team

Summary of Discussion:

1. Following an overview of the study purpose and preliminary recommendations for the I-25 Interchange, Arapahoe Road Corridor, Context Sensitive Design, Parallel Roads, Transit Services, and Pedestrian/Bicycle improvements, input was requested from emergency providers.
2. American Medical Response (AMR) services overview:
 - AMR has a station at Jordan and Hinsdale with service 24 hours a day, 7 days a week.
 - AMR covers the entire area and takes patients to any area hospital, including the Centennial Medical Center (had a full service ER, but has scaled back recently).
 - AMR picks up/drops off patients at Centennial Airport 3-4 times daily.
3. Broncos Parkway speed limit with 6 lane improvements was questioned.
 - Speed limit is posted at 45 mph east of Potomac. West of Potomac will likely be 40 mph.
 - Sheriff recommends 40 mph throughout the corridor due to driveway and sight distance issues. This would help improve consistency of speed along the entire corridor and prepare for future development. For example, on Smoky Hill Road, a major reduction in accidents was seen immediately following the implementation of consistent speed limits throughout that corridor.
 - Improvements are planned for summer 2007 at Broncos Parkway/Peoria to make more of a "T" intersection.
 - Center median sight distance issues along Broncos were noted and will be addressed. Median improvements would be included as part of the intersection improvements at Broncos/Peoria. (South Suburban Metro District maintains that median, and will decide on an approach for the median redesign by mid February.)
 - Landscaping recommendations involve xeriscape and spot planting sensitive to sight distance issues.
4. Median emergency breaks were discussed.
 - The median at some right turn only (RTO) access points may be designed to allow for left turn in movement, resulting in a median break. Left turn in opportunity should only be considered with speed reduction to 45 mph.

- Need for emergency break in medians about every half-mile, wide enough for a fire truck to turn. (Interstate breaks are 30' wide and function well.)
- Use different pavement material to distinguish the break.
- Place breaks where there is no purpose for general traffic to use it as a turn-around.

5. Accidents and illegal movements were discussed.

- This stretch of Arapahoe Road accounts for 40% of all accidents in Centennial, and 45% of them are rear-end collisions. (Noted by Arapahoe County Deputy Sheriff)
- Problems were noted at turn lanes on the west end of the corridor. Traffic goes wrong way in existing left turn-in-only, due to poor design (needs to be addressed).
- Eliminating u-turns at existing signalized intersections by construction of grade separations – good safety improvements.
- Slip ramps should eliminate many rear end accidents since traffic will have decel/accel ramps at intersections.
- A head-on cross-over collision occurred in February 2006 at Joliet – raised center median would reduce/eliminate head on collisions.
- A raised center median would also eliminate current illegal turning issues.
- Existing median is refuge for accidents. In the future, the shoulder and accel/decel lanes will provide for this.
 - Proposed outside shoulder width was questioned (6 – 8' recommended at 45 mph)
- A fire station exists on the SW corner of Briarwood and Peoria.
 - This is a drive-thru station; trucks don't need to back into the station.
 - Median shown west of Peoria would need to be painted with "Do Not Block" signs.
 - Briarwood connection would benefit fire access to west.

6. Implementation of Plan:

- The recommendations would be constructed in phases, due to limited funding.
 - Ramp connections and parallel road improvements would likely be constructed first. Traffic would be diverted to one side of Arapahoe Road at a time, and may be only 2 lanes in each direction for periods of time.
- \$40 M of federal funds have been identified for the Arapahoe Road corridor from I-25 to Potomac (not including the interchange) over the next 30 years. The recommended improvements will cost more than double these available funds. Local jurisdictions will need to participate in funding as well.
- A partnership of agencies is critical to accomplish the recommended improvements.

7. Next Steps:

- Any additional comments 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.