



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 - Business/Metro District Focus Group Meeting
<b>DATE HELD:</b>	2/14/07
<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. An overview of preliminary recommended improvement elements was described. Operational differences of the concepts were also discussed.
2. Cost and funding of improvements were outlined:
  - \$52.1 M has been allocated for the Arapahoe/Parker interchange in the 2030 Regional Fiscally Constrained Plan. (\$22.4 M of that amount is not yet in a current TIP.)
  - \$23.2 M has been allocated for I-25 interchange improvements.
  - \$40 M has been allocated for Arapahoe Corridor improvements from I-25 to Potomac.
    - The preliminary recommended improvements along the Arapahoe Road corridor have an estimated cost of \$63 - \$113 M, including ROW.
  - Parallel road improvements (to Easter and Broncos Pkwy) would likely be funded by local jurisdictions and Metro Districts.
    - Total recommended parallel road improvements are estimated at \$25 - \$29 M, including ROW (includes Peakview, Briarwood and Broncos/Easter improvements). Peakview and Briarwood improvements may qualify for Federal Funding if closely linked to Arapahoe Corridor interchange operations of junior interchanges.
  - This study's recommendations will be requested to be added to the Fiscally Constrained Plan, which will make the improvements eligible for federal funding.
3. Timing of improvements:
  - Possible phasing would include first finishing the Arapahoe/Parker interchange construction (2-5 years), then improvements at I-25/Arapahoe (5-10 years), followed by improvements along the corridor.
  - Parallel road improvements and slip ramps would likely be constructed prior to Arapahoe Road widening, due to their traffic operations benefits during construction of Arapahoe Road intersection improvements. Grade separations would be constructed last.
  - It is premature to predict which intersections along Arapahoe Road would be improved first.

- Some smaller projects, such as turn lanes at certain intersections, could potentially be funded and constructed in the next few years.
4. Criteria used to decide locations of grade separated (versus at-grade) intersections included:
    - Traffic volumes at intersections
    - Adjacent property access needs
    - Spacing of grade separated interchanges along the corridor
  5. ROW impacts of the preliminary recommended alternative have been considered:
    - The preferred alternative can generally fit within the existing ROW of Arapahoe Road (curb to curb for 6 lanes).
    - Sidewalks are recommended on at least one side of Arapahoe Road. Easements would be needed for sidewalks, landscaping and grading.
    - Where ROW is not available, the size of the median could be reduced (planned at 30') to prevent loss of buildings or parking lots.
    - ROW would need to be obtained for slip ramps at junior interchanges.
  6. Alternative 1 – 8 Lanes with Signalized Intersections was not chosen as the preferred alternative due to multiple factors.
    - Increased ROW impacts
    - Worse operations than other alternatives (greater travel time and poor level of service)
  7. Parallel road improvements:
    - Parallel roads provide good option for short trips.
    - Just widening Broncos Parkway doesn't solve the problem of poor Arapahoe Road operations.
    - Concern that Dry Creek west of Yosemite creates a restriction on east-west traffic movement for the general Broncos/Easter Corridor.
    - Improvements needed on Havana - right turn lanes.
    - Realignment of Havana/Easter continuity to encourage east-west travel was explored by Arapahoe County and issues identified.
    - Drainage improvements would be included with parallel roadway corridor projects.
    - Briarwood connection across the golf course is desirable with slip ramps and is being explored with the Airport Authority and South Suburban.
    - An early action project being implemented by Arapahoe County is the realignment of Broncos/Peoria and 6 lanes on Broncos.
    - Some drivers may not be aware of the Easter Avenue connection.
      - ITS message boards could be added to suggest alternative routes.
      - TDM programs will also be discussed with the EC.
  8. I-25 Interchange alternatives:
    - The Partial Cloverleaf alternative is forecasted to operate at LOS E (delays of 70 seconds).
      - Local access opposite the ramps on the cloverleaf ramps may reduce intersection LOS.

- The Single Point Urban interchange alternative is forecasted to operate at LOS D.
- With No Action, the interchange is forecasted to operate at LOS F (delays of over 100 seconds).
- Businesses looking to relocate to this area are avoiding the I-25/Arapahoe interchange area.

9. Removing tolls on E-470 was explored early in the project:

- A meeting was held with the E-470 Authority and it was determined that the magnitude of funds needed to cover E-470 debt service was substantially greater than the rest of corridor improvements, many of which would be needed regardless of subsidized tolls.
- Removing the tolls did increase traffic forecasts on E-470. Traffic was reduced on most major area roads, but not a significant reduction on Arapahoe Road.

10. Grade separation details:

- It would take about ¼ mile for grade separations to get back to existing grade.
- Taking the intersecting streets over Arapahoe limits access to parcels near Arapahoe Road. If Arapahoe is elevated, the access to those parcels could be increased on the intersecting streets.
- Slightly lowering cross-street elevation would be considered to limit overpass height.

11. Environmental clearances required for improvements were discussed:

- No fatal flaws have been identified that would preclude the options being discussed.
- The NEPA process must be followed in order to use state/federal funds for the improvements.
- Wetlands impacts mitigation and noise mitigation near residences would be included.
- As individual projects along the corridor gain funding, the next level of NEPA process would be pursued.
- This study is linking the planning studies and NEPA to streamline environmental clearances for individual projects that will be constructed in phases.

12. Transit improvements were outlined:

- RTD is finding better ridership on call-n-Rides than on Frequent Fixed Route Shuttles. RTD prefers the Limited Route Overlay on Route 66.
- The exact route/stops for the Limited Route Overlay would depend on future development.
- Additional transit route service on Easter/Broncos and replacing previous service on Jordan Road will be considered in lieu of the Fixed Route Shuttle.

13. Concern of economic impact on corridor with the grade separations.

- Some corridors with grade separations have been impacted: Santa Fe through Englewood and Sheridan
- Others have been successful: Flatirons Crossing, Santa Fe at Belleview and Prince
- Differing levels of retail development at Flatirons Crossing versus along Arapahoe Road were noted.
- The market study showed this corridor as primarily service businesses, instead of retail.
- Concern for property value impacts as well as non-retail business impacts (visibility of businesses from elevated segments of Arapahoe Road).
- Alternative 3 balances mobility, accessibility and economic vitality.

- A comment was made that Alternative 1 is a more “predictable” known quantity – easier to imagine by looking at other example corridors
- Concern that if it takes too many turns to get to a business, customers will avoid it and go to a more convenient location. (Retailer’s perspective on impact of out-of-direction travel versus severe congestion is needed.) .
  - Example of difficult access: Restaurants on SW corner at I-25/Arapahoe

14. Question if other options could be explored that would maintain the at-grade signalized intersections?

- The slip ramps would be constructed first. Could examine function of traffic operations once this is constructed before constructing grade separations.
- Slip ramps can be shifted to benefit retail access.