
Arapahoe Road Corridor Study, I-25 to Parker Road

Public Meeting #2

Meeting Overview

The second public meeting for the Arapahoe Road Corridor Study, I-25 to Parker Road project was held at the Arapahoe Library District's Support Services Building, 12855 E. Adam Aircraft Circle, Englewood, Colorado from 5:00 to 7:30 PM, Thursday, June 1, 2006. A newsletter advertising the meeting was sent via mail and/or email to approximately 1800 stakeholders within the project area. The meeting was advertised on the project website and by variable message sign boards posted along the corridor with a hotline phone number that provided further meeting information. Approximately 60 people attended the meeting.



The meeting was conducted as an open house from 5:00 PM to 7:30 PM, with no formal presentation. The public was able to view exhibits and discuss the project with project team representatives. The findings of the first phase of the project, including a land use and market study analysis, traffic data collection and operational analysis were presented. Initial improvement options were also presented, including options for Arapahoe Road, the I-25 interchange, intersections, parallel/intersecting roads and transit/alternative modes.

Public comments were solicited during conversations with attendees regarding the initial improvement options and the criteria being used to evaluate them. Record of these comments as well as comments received before and after the meeting (in the form of comment sheets, email and website entries) are included in the *Comments Received* section of this document.



Summary of Public Comments
Public Meeting #2
June 1, 2006

Arapahoe Road Options

- Move thru traffic while accommodating cross connections to businesses
- Expressway and underground thru lanes preferred
- Auxiliary turn lanes preferred due to less impact on existing property
- No more than 3 lanes in each direction on Arapahoe
- No expressway
- Investigate elevated thru traffic sections
- Widen for auxiliary lanes/shoulders preferred
- Widen to 8 lanes with auxiliary lanes preferred
- Access road option too hard to follow and too zigzag for use
- Options should not be dismissed initially due expense with no cost comparisons given
- Where are some examples of the Boulevard concept built?
- How often would traffic merge into and out of the Boulevard lanes?

I-25 Interchange Options

- Diverging diamond concept needs to be added for consideration
- Minimum partial cloverleaf preferred due to limited property impacts
- Single point urban preferred due to limited property impacts
- Desirable partial cloverleaf preferred
- 3-Level interchange cost prohibitive

Intersection Options

- Split intersection preferred
- Combine intersection options along Arapahoe Road
- Create an access to the southwest quadrant via interchange ramp
- Improve traffic signal timing
- Junior interchange would have less impact on traffic flow in case of an accident
- Add turn lane to allow Cherry Tree residents into their development
- Reconstruct Arapahoe/Boston/Clinton with a grade separation
- Arapahoe/Peoria intersection is too tight – need grade separation or build right turn lanes from eastbound Arapahoe to southbound Peoria and from northbound Peoria to eastbound Arapahoe. Cut 5 feet off of the current island on Arapahoe (west side).
- Improve traffic flow at Arapahoe/Peoria when soccer fields are in use
- The communities on the northeast side of Arapahoe and Jordan need the left turn lanes going east on Arapahoe
- Double-right turn from Jordan to Arapahoe is imperative
- Improve southbound portion of Jordan at intersection with Arapahoe – all other sides of this intersection have been improved in recent years except this one with much new development
- Need right and left turn lanes on Parker Road northbound at Arapahoe
- Need 2 lanes westbound to northbound on the proposed Arapahoe/Parker interchange (merge to one lane before merge with Parker Road)

Parallel/Intersecting Road Options

- County needs to promote Easter/Broncos Parkway as alternate routes
- Consider Dry Creek extension under Centennial Airport runways to Bronco's Parkway (like option for County Line Road)
- Prefer option with tunnel under runway
- Dry Creek/Havana option not preferred due to many residential impacts
- Peakview and Briarwood would only be viable if connecting to Parker or Arapahoe (via rampway) at their east ends. The eastern terminations shown would discourage use for westbound traffic.
- Take Briarwood thru the Golf Course to provide at least a partial options for east/west traffic
- Briarwood & Peakview must be put thru from Potomac/Jordan west
- Extend Caley East from Jordan Road to Parker on the north side of the Golf Course
- Extend Broncos Parkway thru north end of airport instead of sending traffic north to Easter. The airport doesn't really need the full length of the two runways.
- Extend Broncos Parkway east but plan for future development
- Extend Caley from Potomac to Jordan, but do not increase width of Caley

Transit Options

People were most interested in the frequent fixed-route shuttle option as a way to connect employment centers and residences to the LRT stations. There seems to be a great need for connection routes to LRT. There was also some interest in the BRT option, although there seems to not be as much need for fast through trips on Arapahoe Rd.

- Continue with LRT connectivity
- Communities east of Potomac and north of Arapahoe need a route besides Arapahoe to get to the LRT station
- How will the area on Jordan south of Cherry Creek State Park and north of Arapahoe be served by transit?
- Employees of Oppenheimer (more than 1,000 employees) are advocating for a private shuttle to connect to the LRT station. Oppenheimer is located along the "frequent fixed-route shuttle" option on Briarwood Avenue
- Suggestion to continue LINK service
- Relocate LINK west of I-25
- Concern about locating bus stops near residential areas and suggestion to instead focus them at employment centers. Particular concern was expressed about the noise and clientele of the stop at Jordan/Arapahoe intersection near Algonquin Acres.
- Right-turns from Jordan Road to Arapahoe are impossible when a bus is stopped at the Jordan Road bus stop
- Prefer frequent fixed route shuttle only if high density housing in the area
- Suggestion to look at a fixed-route shuttle that travels north-south along I-25 (perhaps along Clinton/Boston)
- Cornerstone Development (at Parker/Arapahoe) will have a residential component that could be served by the south frequent fixed-route shuttle
- Suggestion to look at the frequent fixed-route shuttle alongside land use and existing service to evaluate potential ridership
- Suggestion for automated arrival/departure information

- Identification of Southlands development (north of Smoky Hill, east of 470) is needed. It will be 1.6 mil sq. ft. at completion and is not served by transit thus far. Suggestion to extend any sort of service past the Smoky Hill park-n-Ride to Southlands
- Need sufficient parking at terminal points for BRT to be successful
- Suggesting to look at BRT in the median with queue jumpers

Pedestrian/Bicycle Options

- Valley Country Club Estates has concerns about Cherry Creek State Park access
- Cherry Creek State Park should provide off-street parking for users of the Jordan Road trailhead
- Some pedestrian/bike trails do exist in discontinuous sections near the golf course (not shown on the bike/ped map)
- Open the section of road connecting Jordan to Belleview to bikes and peds
- Detach all sidewalks on Arapahoe Road
- Add tunnels under Arapahoe at major intersections to allow for continuous pedestrian/bike movement
- Include pedestrian crossings on Arapahoe Road improvement options
- Complete Cherry Creek Trail under Arapahoe Road
- Preserve wetlands north of Arapahoe on Peoria and find a way for people to enjoy it
- Add easy touch switches at intersections for bike detection

Evaluation Criteria

- Include relative cost impact on preliminary designs even if figures are only based on private vs. public property impacts

General Comments

- Need to define the percentage of regional versus local traffic served on Arapahoe and connecting/parallel network
- Sanctuary on the Park residential development is located at the gate to the park and has some traffic and bike/ped access concerns
- Question of when construction at Lima will be completed
- Inquiry about a previous agreement between the County and a developer to pave Peakview at Havana. The section has never been paved and currently makes Peakview discontinuous.
- A complex, lengthy improvement may be obsolete prior to completion
- Would like to see estimated material cost and construction duration for improvement options
- Do not realign Yosemite
- Allow parking from 6 PM to 6 AM on E. Peakview Avenue between Dayton and Havana.
- Residential areas deserve noise abatement – improve Algonquin Acres fence
- Complaints about the gated street between Caley and Jordan which renders residents in that area without any access road besides Jordan
- “Corridor Study” on the project schedule questioned – could use “Study Documentation” as a better description