



Comments Received at Public Meeting #3 November 2, 2006

Arapahoe Road Corridor

- Need more lanes, and flyover intersections (several)
- Eliminate lights on Arapahoe Road – keep traffic free-flowing.
- Please protect the long-term residents who live adjacent to Arapahoe Road (Algonquin Acres on Arapahoe between Jordan and Potomac). We need a high solid barrier wall.
- I like the widening perspective.
- Consider widening Arapahoe Road between Lima and Peoria to serve Briarwood “gap”.
- HOV lanes along Arapahoe Road would be impractical, especially enforcement/monitoring.

I-25 Interchange

- We support the partial cloverleaf option, which provides for southbound I-25 off-ramp access directly south into the existing retail area. This retail area has never been successful because of poor access. We also feel that this will provide some traffic relief for the Arapahoe/Yosemite intersection.
- Prefer Partial Cloverleaf option at the Arapahoe/I-25 interchange.
- Single point urban looks good, and Peakview/Yosemite (with I-25 intersection similar to Dry Creek).
- Do not take all traffic to single point (example I-25 & Garden of God in CO Springs). If you have southern bypass (Briarwood Avenue) and connect it to intersection at Havana & Easter you will already have a parallel rout all the way to Parker!!
- Avoid the Arapahoe Road/I-25 interchange and use Orchard and/or Dry Creek instead.
- I like idea of access from off of I-25 to Arapahoe to continue to Costilla.
- I like the Costilla under I-25 idea. The single point interchange is virtually impossible to navigate every where in the metro area: Santa Fe/Belleview, Santa Fe/Evans, University/I-25, Alameda/I-225. As the population ages they will create even more havoc.
- Far prefer the “partial cloverleaf” interchange (with optional Costilla underpass). Single point urban interchange is highly confusing.
- Oppose Costilla/Yosemite interchange. It is too far off of the Arapahoe through route, will damage existing quality neighborhoods and only benefit commercial areas surrounding that interchange. It really does nothing for Arapahoe Road business under I-25.
- One option shows a single lane from westbound Arapahoe to northbound I-25. Not only do we need the current 2 lanes, but they should be extended east to at least Dayton or beyond. Traffic is almost backed up to Havana with the current single lane that extends from Boston.
- Reconsider pavement markings on partial cloverleaf on Arapahoe WB- solid white needs break thru NB ramp intersection, etc.
- Costilla underpass is a good idea.
- Consider elimination of north leg of NB off-ramp.

Arapahoe Road

corridor study

- Need to make the WB approach to the NB ramp intersection an optional lane thru/or right onto the loop ramp and extend this as a 4th lane through to Clinton Street.
- Concern with the Costilla/Yosemite connection resulting in cut-thru traffic in Walnut Hills.
- Concern with too many intersections along Costilla slowing this route down and reducing its effectiveness.

Intersection

- I support the grade separated interchange at Havana in addition to the interchange improvements at I-25 and Parker Road. At-grade intersection improvements at other locations are appropriate given the high cost of grade separation and flyovers.
- Havana Tight Diamond, Lima, Peoria Junior, Revere Junior, Potomac Center Turn, Jordan Flyover are all good choices.
- Center of Arapahoe through lanes could be elevated between Jordan and I-25 (with rail transit suspended under).
- Build the Arapahoe/Parker fly-over interchange now!
- Junior grade separated intersections need to look at roundabouts on underneath local streets and consolidation of existing accesses on Arapahoe.
- I think it is important to begin looking at development that has been completed in the last year at Arapahoe & Lima, and development scheduled for completion in the next year in that intersection. Considerable traffic is now frequenting the restaurants & shops now open on the site, as well as Wal-Mart at Lima and Briarwood. While the Arapahoe, Lima Center FDP contemplated eventual widening of Arapahoe Road, it did not specifically address widening of Lima or a fly over from Arapahoe Road to Lima. Another FDP has been approved for "Centennial Corners" on the Southwest corner and it already includes plans for widening Lima Street, as well as introducing a right in, right out entrance/exit on Lima between Arapahoe Road and Briarwood.
- Grade separation options appear to be costly and may create hardship on those businesses located at those intersections.
- No roundabouts/circles (They do not work well above 25 mph) – Dayton south from Arapahoe could be "no" if Easter/Broncos is widened to four of five lanes.
- Use more free-rights, stay with the lower-cost solutions.
- Use lights for cross traffic – not on Arapahoe Road.
- The "flyovers" on all or part of interchanges seem expensive and inappropriate for the residential/low rise commercial in the area. It doesn't seem to gain much ground in most areas. (One exception may be Peoria Street, but the Junior Interchange is far better).
- Dayton – add bike lanes approaching and thru intersection, especially in consideration of return lanes like elevated/grade separated approach – keeps cars moving thru intersections.
- The current acceleration lane from southbound Jordan to westbound Arapahoe needs to be maintained in any planned changes.
- Arapahoe and Jordan Road going north needs better signage indicating it is NOT a thru street to eliminate unnecessary traffic.
- NO FLYOVERS!
- Look to place the Center Turn Interchange concept at Jordan Road.
- SPUI at Jordan & Arapahoe preferred

Arapahoe Road

corridor study

- Opposed to grade separations along corridor. Feels that the grade separations along the 5 mile stretch only benefit thru traffic & overlooks the local residents who already know how to get around the traffic. Prefers the parallel/intersecting roadway alternatives and frontage roads versus the visual & lighting impacts of the grade separations that would change the character of the corridor and only benefit businesses and thru traffic.
- Consider flash mode after peak hours.
- Revere, Lima, Arapahoe - Bridge over Roundabout
- Skip left turn phases after peak.
- Havana Interchange changes character of area from suburban to urban, with noise impacts to neighborhoods.
- At-grade improvements at Havana are better because it keeps more existing access open.
- Roundabouts – Bad idea
- Roundabouts – good Idea
- Concern if Potomac was elevated with noise & visual impact. Could Arapahoe go under Potomac?
- Junior interchanges are a good idea.
- Consider underpass at Potomac.
- Jordan Road and Arapahoe Road needs a better noise wall at the Algoniquin acres neighborhood.

Parallel/Intersection Roads

- No roundabouts/circles (They do not work well above 25 mph) – Dayton South from Arapahoe could be “no” if Easter/Broncos is widened to four or five lanes.
- Make the Easter/Broncos Parkway connection without the sweeping curves at Havana. Use free-right turns at northbound Havana and signature signage.
- I like the idea of Briarwood continuing from Havana to Jordan onto Arapahoe Road.
- The Peakview connection is wonderful, but needs to go farther. Broncos Parkway needs to be the preferred roadway as it rounds Easter. Briarwood should go thru farther.
- Briarwood Avenue through the golf course will be a major challenge, but will be necessary sooner than later.
- Only good for short hops, which most of us already use to keep off Arapahoe. Arapahoe is used to “get there”.
- Yes on expanding the number of lanes on Broncos Parkway. Recommend separating it from Peoria with a straight thru connect to Easter utilizing an overpass or intersection.
- Use combination frontage roads and just enough traffic lights that can be timed well.
- Potomac now only 2 lanes north of Arapahoe Road? Bike lane took out a lane.
- Should we consider a decent road around the south end of the Airport?
- Westbound left at Parker/Broncos signal is dangerous with shared left/thru and signal phasing. Southbound left u-turns are also a problem.
- Like the Dry Creek/Easter/Broncos Parkway route.
- Dry Creek/Easter/Broncos as parallel road looks good.
- Also need a parallel route south of the airport. No way to get from the east part of the study area to south I-25 without paying the toll on E-470.
- Need to coordinate signals along Easter – signals favor north/south movements.

Transit

- Has there been any discussion about the lack of north/south transit to Arapahoe Road? Seems that riders close to Arapahoe Road traveling east and west are served, but those potential riders north and south are not.
- Move all stops out of traffic lanes and make them at least two buses in length. Need connecting shuttles (20 passenger) to serve residential and retail north and south of corridor. Ped/bike trail connections to transit route needed.
- Yes! Make the bus circulator system on both sides of Arapahoe operational on November 17, 2006.
- Bus should have its own lane to be rapid transit!
- For the millions proposed in intersection or possible interchange construction, I believe light rail could be built for less (with shuttles running north and south of Arapahoe Road or call-n-Rides).
- Light Rail down Arapahoe would be the best alternative – funnel traffic to business/residents.
- Park-n-Ride at Lewiston is a very negative impact to the CCE neighborhood!
- Concern about ability of call-n-Ride service to meet all of the transit demand for LRT access.
- Keep shuttle off of Arapahoe Road due to congestion - circulate on roads to south.
- Consider transit access along one route only to/from Arapahoe Station (Yosemite/Boston) use priority along single pattern.
- Much interest in new bus connection from Smoky Hill park-n-Ride to Arapahoe Road via Piccadilly.
- Charter school at Caley and Dayton could use transit access. Route option for Limited Stop or Frequent Shuttle.
- Not enough north/south transit service across Arapahoe Road corridor.

Other Improvement Elements

- Greatly improve the pedestrian accessibility on Arapahoe Road and at major Streets (Havana, Lima, Peoria, Potomac, Jordan).
- Improve existing noise barriers and add more along residential areas.
- Bike lanes along parallel roadways are great.
- Pressure needs to be put on DRCOG to designate grade separated crossings at major arterials that are intersected by regional trails. This is the first step that will justify TIP funding for these critical improvements. There are development applications under consideration in Aurora for the northeast area of Arapahoe Road and Jordan Road. Development of this property will have an impact on the design options for the Cherry Creek Trail crossing of Arapahoe Road.
- Please make sure the intersection alternatives are safe and convenient for bikes and peds.
- Consider pedestrians crossing Arapahoe Road (signal timing).

Arapahoe Road

corridor study

General Comments

- Complete roads serving auto, bicycles, peds, transit.
- I am a board member of the Southgate at Centennial Metropolitan District which includes the area south of Arapahoe Road from Yosemite to I-25. The retail area south of Arapahoe Road has been hampered by poor access and heavy traffic at the Arapahoe/Yosemite intersection. Our District Board supports the improvements as discussed on the other side of this form under "I-25 Interchange". (Partial Cloverleaf)
- I appreciate the efforts and thought that Arapahoe County, Douglas County, City of Centennial, Greenwood Village, City of Aurora, CDOT and RTD have made on this study.
- I'm very impressed and look forward to seeing action!!!
- The vacant area at the northwest corner of Arapahoe & Jordan Road could be developed as a wonderful and much needed open space/park with a bike/ped trail connecting to the proposed new development at east Arapahoe & Jordan Road – near Valley County Club. Please remember all the families, children, pets, etc. that have lived in this area for many years before Jordan was even paved!
- Does wind enter as a factor in the noise readings?
- Factors in noise mitigation – wall height – topo, traffic, road grade.
- Noise during construction – could noise mitigation be first before construction?
- What is the time table for purchase of the property in the southeast corner of the Arapahoe/Parker interchange?
- What commercial stores will go in the development in the southwest corner of the Arapahoe/Parker Interchange?
- New development in the southwest corner of the Lima intersection in FDP process.