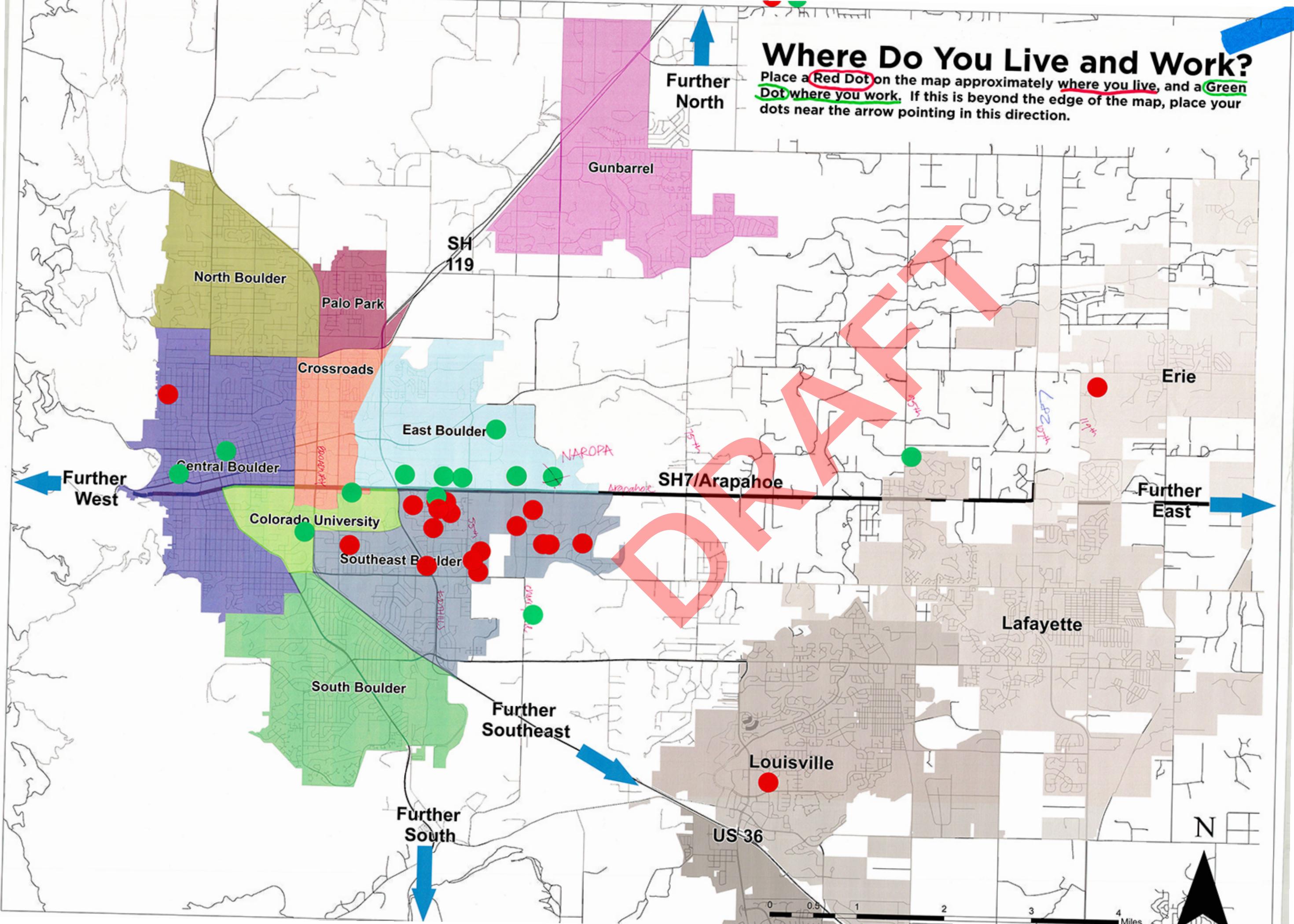


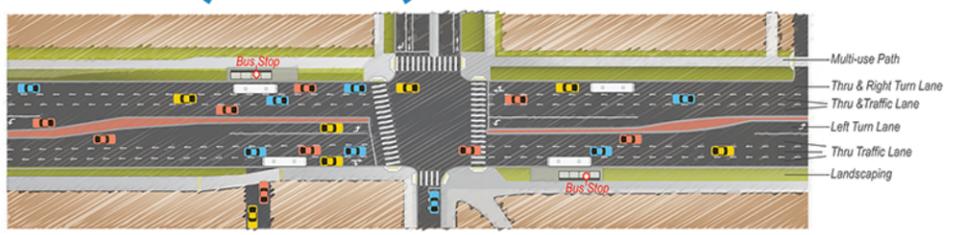
Where Do You Live and Work?

Place a Red Dot on the map approximately where you live, and a Green Dot where you work. If this is beyond the edge of the map, place your dots near the arrow pointing in this direction.



Conceptual Design Alternatives

Baseline (No-Build) Side-running bus with three general purpose lanes in each direction and existing pedestrian and bicycle facilities and landscaping.



Description	Level of New Investment	Lane Repurposing	Roadway Widening (Right-of-Way Expansion)	Bike/Ped Facility Design Treatment	Exclusive BRT Lane	Other BRT Elements	Streetscape Elements
3 general traffic lanes + multi-use path	None	No	No	Off-street: existing multi-use path (with gaps)	No	Existing buses, stops, and shelters	Existing landscaping

Strengths Weaknesses

Table 2:

- Good views
- Efficiency (LOS)
- Save Money

Table 2:

- Safety
- Ugly
- Limited bike (ped)
- Bottleneck at 63rd
- Crossing as ped is difficult
- Too many driveways

Table 3:

- No improvement to bike facility

Alternative A Enhanced bus in mixed-traffic with three general-purpose lanes and a completed multi-use path for pedestrians and bicycles



Description	Level of New Investment	Lane Repurposing	Roadway Widening (Right-of-Way Expansion)	Bike/Ped Facility Design Treatment	Exclusive BRT Lane	Other BRT Elements	Streetscape Elements
3 general traffic lanes + side running Enhanced Bus in mixed traffic + multiuse path	Low	No	No	Off-street: complete gaps in multi-use path	No	Off-board fare payment, high-quality shelters, stylized vehicles with multiple door boarding, branded vehicles and stations	Existing landscaping

Strengths Weaknesses

Table 1:

- Maintains Capacity and Additional Capacities
- All modes - completes multi-use path
- Inexpensive

Table 2:

- Complete bike-ped gaps
- Enhance bus stops

Table 3:

- Finish multi-use path
- Keeps autos moving

Table 1:

- Need buses to come by more often than the current schedule
- Doesn't allow for modal shift
- Can't deal with increased trip making
- Doesn't support transit, bike use - or expansion of that (too car-centric in future)

Table 2:

- Short-sighted
- Does not address growth
- No dedicated lane for transit
- Doesn't improve capacity
- No separation of bike-ped

Table 3:

- Requires ROW which will impact businesses - Loss of FAR

Alternative B Side-running BRT in a semi-exclusive business-and-transit (BAT) lane (allows right turns) with two general-purpose lanes, an on-street bikeway, and a completed multi-use path



Description	Level of New Investment	Lane Repurposing	Roadway Widening (Right-of-Way Expansion)	Bike/Ped Facility Design Treatment	Exclusive BRT Lane	Other BRT Elements	Streetscape Elements
2 general traffic lanes + side running BAT lane + on-street bike facility + multi-use path	Medium	Partial (outside lane becomes BRT + right turn only lane)	Yes	On-street + off-street	Semi-exclusive	Same as Alternative A	Enhanced landscaping in median and along both sidewalks

Strengths Weaknesses

Table 1:

- Congestion leads to mode shift

Table 2:

- Trees
- Dedicated bus lane
- Ped refuge in center
- Promote transit use

Table 3:

- Bus lanes can be shared with cars some times of day

Table 4 (individual responses, no facilitator):

- Prefer on street bike lane to multi-use paths - would be so FAST to get downtown with on street bike lane
- 1 less vehicle lane incentives bike and bus use

Table 1:

- Congestion is politically challenging
- Two lanes not enough for cars (specifically hospital traffic)

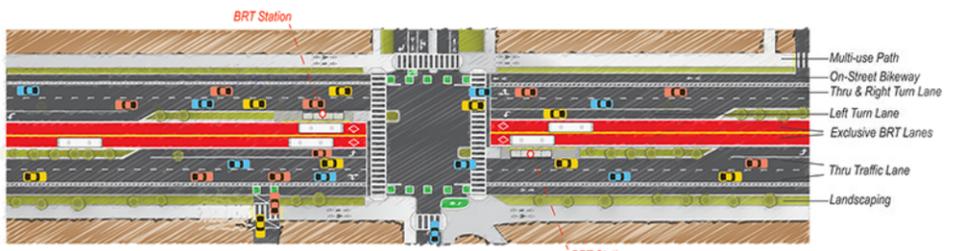
Table 2:

- Loss of view
- Loss of car through lanes
- More congestion
- Concern about snow removal
- Redundancy of cycling facilities

Table 3:

- Requires ROW which will impact businesses - Loss of FAR
- Requires investment by other communities (Park-N-Ride, last mile solutions to the east)
- Not psyched about right-of-way expansion - street is already huge

Alternative C Center-running BRT in an exclusive transit lane with two general-purpose lanes, an on-street bikeway, and a completed multi-use path



Description	Level of New Investment	Lane Repurposing	Roadway Widening (Right-of-Way Expansion)	Bike/Ped Facility Design Treatment	Exclusive BRT Lane	Other BRT Elements	Streetscape Elements
2 general traffic lanes + center running BRT lane + on-street bike facility + multi-use path	High	Yes	Yes	On-street + off-street	Yes	Same as Alternative A	Enhanced landscaping in median (and along both sidewalks)

Strengths Weaknesses

Table 1:

- Good transit

Table 2:

- "Light-Rail feel" - Pleasing to the eye
- Multi-modal function
- No conflict with transit for right turning vehicles
- Reduce conflict

Table 3:

- Best aesthetics

Table 1:

- Bus in middle needs a huge mind shift
- Challenges at unsignalized intersections
- 2 vehicle lanes not enough
- Buses in center lane requires strange turns

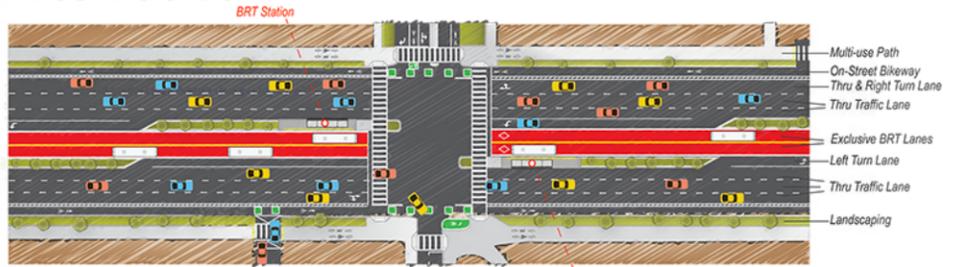
Table 2:

- Access of peds to BRT
- More congestion
- No landscaping in center

Table 3:

- Requires ROW which will impact businesses - Loss of FAR
- Cost
- Business Access - Left turns

Alternative D Center-running BRT in an exclusive transit lane with three general-purpose lanes, an on-street bikeway, and a completed multi-use path



Description	Level of New Investment	Lane Repurposing	Roadway Widening (Right-of-Way Expansion)	Bike/Ped Facility Design Treatment	Exclusive BRT Lane	Other BRT Elements	Streetscape Elements
3 general traffic lanes + center running BRT lane + on-street bike facility + multi-use path	Highest	No	Yes	On-street + off-street	Yes	Same as Alternative A	Enhanced landscaping in median (and along both sidewalks)

Strengths Weaknesses

Table 1:

- Good balance

Table 2:

- Highest capacity
- Multi-modal function
- Green pavement marking

Table 3:

- Best aesthetics

Table 4 (individual responses, no facilitator):

- Excellent traffic flow
- "Bikeability"
- reduced car traffic from commuters thanks to bus option and bike option

Table 1:

- Feasible?
- Expensive!
- Significant impact to property owners
- Not good for neighbors - noise

Table 2:

- Cost
- Wide ROW
- Big city feel
- Disruption of businesses during construction
- Crossing distance increased
- Left turning vehicle is difficult
- Signal timing investment

Table 3:

- Requires ROW which will impact businesses - Loss of FAR
- Cost
- Business Access - Left turns

Table 4 (individual responses, no facilitator):

- Cost, presumably
- Challenges with ROW expansion (private landowners)

CRITERIA	Which 5 Criteria Are Most Important to You?		
PEDESTRIAN & BIKE COMFORT AND ACCESS	Place Your Dots Below		
Perceived Ease of Access or Comfort for Walking Along or Across the Corridor	1		TOTAL 1
Perceived Ease or Comfort for Bicycling Along/Across the Corridor	6	3	9
SAFETY			
Safety Evaluation		2	1
Access Management	3		3
TRAVEL MODE SHARES			
Estimated Pedestrian, Bicycle, Transit, Auto Mode Share	3		1
TRANSIT OPERATIONS			
Transit Travel Time and Service Reliability	7	1	4
Transit Ridership	2		3
Transit Mode Share in Corridor		1	1
Transit Operating Costs			
VEHICLE OPERATIONS			
Auto Travel Time and Level of Service (LOS)	2	3	1
Auto VMT	1		1
Auto Mode Share in Corridor	2		2
Freight Impacts		2	2
CAPITAL COSTS / IMPLEMENTATION			
Capital Costs and Right of Way	2	3	5
Cost-Effectiveness	3		2
Ability to Phase Improvements / Complexity	3		3
COMMUNITY SUSTAINABILITY			
Streetscape Quality	2		1
GhG Emissions from Transportation	3		3

What, if anything, did we miss?

Economic Vitality

4

4

Additional Comments

- Short Term
- Need to focus on things now
- Don't know if RTD will commit
- "We have bus route now – Bus is slow transit!"
- Why is this plan so bus centric? There are not a lot of bus riders today
- Why is landscaping needed when this increases the roadway size?
 - Can't bus lanes be added without parking the R/W?
- It is hard to say which is the best option without hard and fast dollar figures
- Bus lanes don't need to be exclusive all day
- ROW expansion hurts landowners – reduces things like FAR potential when a lot shrinks.
- Would love 1 less car lane to encourage transit/bike use and slow existing traffic
- Would love an on-street bike lane could be downtown in less than 10 minutes from 55th with a direct east/west bike lane
- Hesitate to be in favor of ROW expansion as the street is already huge

East Arapahoe Transportation

- Q. What is the problem we are trying to address with BRT on Arapahoe?
- A. Busses stuck in traffic during the peak commuting hours. We want to make commuting by bus safe, fast and pleasant. BRT dedicates a traffic lane to busses (and sometimes right turning vehicles) forcing increased congestion for general traffic in the remaining lanes. Amenities are usually added as improved bus stops shelters, next bus electronic displays, etc.
- Q. Is there a way to accomplish this without taking a whole traffic lane 24 hours a day?
- A. Yes, it's been done in Denver on Lincoln and Broadway for over 30 years. The right lane is restricted to busses and right turns only during the peak hours when there is enough traffic and enough busses to warrant dedicating a lane to transit. The same amenities can be added without punishing general purpose traffic. You solve the problem only when the problem exists. As the demand for transit builds over the years and more busses are added then the length of time the lane is restricted can be easily increased.



Submitted by

