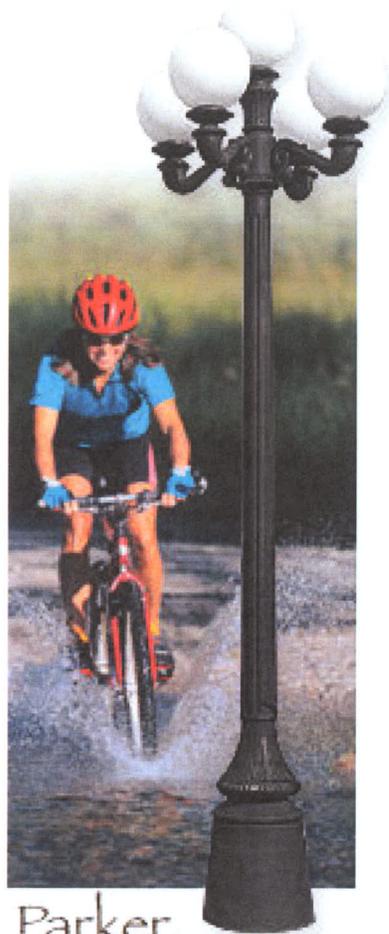


BIKE LANE PLAN



Parker,
Colorado

**An addendum to the Open Space, Trails and Greenway Master
Plan**

July 25, 2005

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Document Summary

The Town of Parker conducted a study to develop an addendum to the *Open Space, Trails and Greenways Master Plan* identifying opportunities for bike lane development in the Town. An inventory of existing conditions, a listing of Goals and Strategies, and recommendations for bike lane planning and development were developed. Public comments were solicited through public workshops identifying important potential bike lane connections and locations. The study identified four levels or Tiers of bike lane/roadway classifications to serve as a guide for implementing bike lane development in the future. Each of these four Tiers identifies specific areas and roadways, both existing and future that can be developed as a part of the **Bike Lane Plan**. Proposed bike lanes associated with these four Tiers are mapped and illustrated on *Map 2: Existing and Recommended Bike Lanes*, found on page 15 of this report. Photographs and representative roadway sections are found in the report illustrating the conditions and requirements necessary for the design of bike lanes in the Town of Parker. References and Appendices are also included with this report listing support publications and a full accounting of the bike lane comments compiled from the public workshops.

Chapter 1: Introduction and Background

One of the goals of the Town of Parker *Open Space, Trails and Greenways Master Plan* (2004) was to develop a Bike Lane Master Plan to enhance bicycle transportation within the Town. Safe travel by bicycle should be an option for all residents of the Town of Parker. The Town of Parker trail system provides a backbone for bicycle movement, however once a bicyclist leaves the trail they must be able to move freely to destinations within the Town. Bike lanes are one of many tools the Town uses to accomplish this.

A **bike lane** as defined in this document is:

- A portion of the paved road (min. 5 feet) that is designated by striping, signing and pavement marking for the preferential or exclusive use of bicycles;
- A wide shoulder (2-4 feet) that allows bicycles to move with traffic; or
- A parallel 8'-10' wide separated lane or trail.

The presence of bike lanes creates a higher level of confidence for bicyclists by providing a portion of the road or transportation corridor that is reasonably safe. On road bike lanes should accommodate intermediate and expert riders, these lanes are not appropriate for young bicycle riders and novice bicycle riders. The Town has an extensive trail system that can be enhanced by providing bike lanes on public streets and parallel trails to allow bicyclists to move safely between trails, public streets and Town destinations. The following Bike Lane Plan will detail where additional bike lanes are needed and how they can be connected to the Town's existing trail system.

This Plan is a continuation of our community's commitment that trails, sidewalks and bike lanes are an integral part of the Town and our transportation system, as well as our commitment to provide a variety of transportation options.

1.1 Purpose

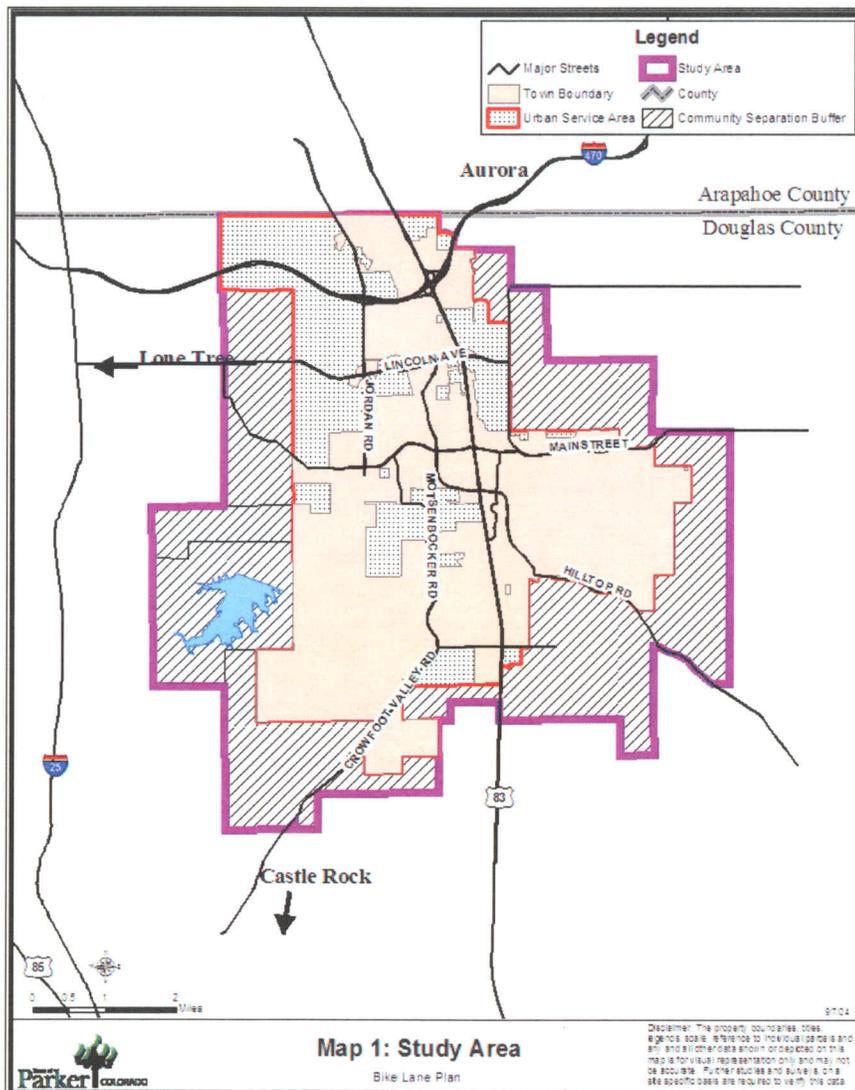
The purpose of this Plan is to:

- Allow** residents the option to use a bicycle as a viable transportation option;
- Provide** residents opportunities to live an active lifestyle;
- Enhance** the linkages between open space, trails and the built environment; and
- Ensure** that bike lane linkages are appropriate, seamless and safe.

This Plan is not intended to address trails or sidewalk facilities specifically, only the interaction between the bike lanes and these facilities. This plan should be used in coordination with the *Open Space, Trails and Greenways Master Plan* as many of the "Missing Trail Connections" may have to be fulfilled through the use of a bike lane due to physical constraints.

1.2 Study Area

In October of 2002, the Town of Parker and Douglas County entered into an Intergovernmental Agreement (IGA) and Comprehensive Development Plan to jointly plan and manage growth in and around Parker. For the purpose of this Plan, the primary study area will encompass the future Urban Service Area and the Community Separation Buffer, as established under the IGA (See Map 1. Study Area). Additionally, the Plan will look beyond the boundaries of the Urban Service Area and the Community Separation Buffer; addressing regional connections in both Arapahoe and Douglas Counties. These connections will be supportive of the components adopted within their master plans.



1.3 Relationship to Other Plans, Studies and Documents

This Plan is an addendum to the *Open Space, Trails and Greenways Master Plan* and is thereby an element of the *Town of Parker Master Plan*.

1.4 How this Plan is Organized

This Plan is organized into three (3) chapters. The first chapter is an introduction to the Plan. The second chapter contains Goals and Strategies regarding the development of future bike lanes in the Town of Parker. The third chapter includes a list of criteria intended to help prioritize the locations of new bike lanes as well as a map of specific routes that are either currently conducive to the development of bike lanes or are desirable future connections. Planning is not a static process and periodically needs updating, particularly in a fast growing community such as Parker. This Plan should be updated in coordination with the *Open Space, Trails and Greenways Master Plan*.

1.5 Assessment of Existing Conditions

An inventory of the most important Town transportation and open space corridors was conducted utilizing existing mapping, Town staff expertise and community resources. Inventories of existing and approved trails and public trailheads, existing bike lanes and town-wide destinations conducted by the Town of Parker are included as text and mapping in the *Open Space, Trails and Greenways Master Plan* (2004).

Trails

The inventory of existing trails provides a base system of circulation routes that future bike lanes can feed into and provide connecting routes to existing destinations (See *Appendix 1: Regional Trails, Trailheads, Destinations and Landmarks*). The existing regional trails are the main arteries for bike travel within and outside the Town of Parker. The Cherry Creek Trail is the “spine” of the trail network and traverses north-south into Arapahoe County on the north and Douglas County on the south. From the Cherry Creek Trail there are a series of existing and future east west connections including the E-470 Trail, East West Trail, Newlin Gulch Trail, Sulphur Gulch Trail, Oak Gulch Trail, Baldwin Gulch Trail and Tallman Gulch Trail. These trails are shown and further described in the *Open Space, Trails and Greenways Master Plan* and can be found on *Map 5: Existing and Approved Trails* and *Map 6: Regional Trails* of the Plan.

Bike Lanes

The one existing onstreet bike lane in the Town of Parker is on Pine Drive, south of Mainstreet to Hilltop (See photograph on the following page). At the present time, this bike lane does not connect with an identified destination. This bike lane can be located on *Map 2: Existing and Recommended Bike Lanes* located on page 15 of this document.

Destinations

Identifying destinations such as commercial centers, government facilities, downtown shopping and parks and recreation areas is an important element in locating bike lanes. Future bike lanes will help interconnect the trail system with public streets to provide access to these types of destinations as well as park-n-Rides, bus stops and trailheads. A map of destinations can be found on *Map 8: Destinations of the Open Space, Trails and Greenways Master Plan*.



PINE DRIVE BIKE LANE TOWN OF PARKER

1.6 Review Current Policies and Programs

Information and criteria from outside entities and agencies was compiled and compared with the Town of Parker's existing roadway standards and used in developing policies, goals and strategies set forth in this Plan. Information sources used in this background review are included as shown in the List of References. Street classifications and roadway criteria used in designing bike lanes in other areas was used to provide a framework for proposing similar standards for the Town of Parker (See Appendix 2).

1.7 Community Involvement

Public outreach included two public workshops that solicited input on proposed bike lane locations and on critical issues regarding biking conditions within and outside the Town of Parker. Flyers and e-mail notices were distributed which sought public comment on specific bike lane location needs, missing trail connections and directions for Goals and Strategies of the Bike Lane Plan. The workshop participants were encouraged to write and draw on the mapping provided to indicate their preferences for bike lanes, trail connections, and any other issues related to bicycling in and around the Town. The comments from these two public workshops, which were conducted on May 17 and 18, 2005, can be found in their entirety in Appendix 3. These comments have been summarized and presented along with mapping illustrating the identified linkages and conditions in Chapter 3.

Chapter 2: Goals and Strategies

Vision

Integrate bike lanes into the existing and future transportation network of the Town allowing residents to use their bicycles as a safe and efficient transportation option.

The Goals and Strategies stated below are the guiding framework of this Bike Lane Plan. Included in this outline are Short Term Action Items that were developed to take advantage of immediate opportunities. The recommendations presented in Chapter 3 of this Plan focus on these strategies as the methods by which the Town of Parker will accomplish the advancement and promotion of safe bicycle travel.

2.1 Overall Goals

Goal 1: Develop long-range policies that promote bicycle connectivity, access, and safety.

Goal 2: Create connectivity between trails, sidewalks and bike lanes allowing for safe and efficient bicycle movement.

Strategy 2.1 Use this Plan in coordination with the *Open Space, Trails and Greenways Master Plan* in the review of future developments.

Strategy 2.2 Use this Plan in coordination with the *Open Space, Trails and Greenways Master Plan* in the design of future roadway construction or reconstruction.

Strategy 2.3 Plan and develop bike lanes that access destinations such as:

- a. Public facilities
- b. Commercial centers
- c. Trailheads, parks, or open space parcels
- d. RTD park-n-Ride facilities
- e. Other important destination

Strategy 2.4 Create bikeway systems that are accessible without auto use for initial access.

Goal 3: Provide a safe opportunity for bicyclists to move around Town.

Strategy 3.1 Develop design standards that meet generally accepted safety standards.

Strategy 3.2 Use Town publications to increase awareness of bike safety and bike lane rules and regulations.

2.2 Short Term Action Items

Action Item 1 Amend *Roadway Design and Construction Criteria* road sections to optional bike lane “add-ons” where appropriate.

Action Item 2 Stripe bike lanes on roads noted as Tier 1 future bike lanes as indicated on *Map 2: Existing and Recommended Bike Lanes*.

Chapter 3: Future Bike Lane Connections

3.1 Policies

A review of the Town of Parker's current policies and programs included the 2002 Revision of Residential Street Standards which specified reducing lane widths, constructing detached sidewalks, requiring subdivisions with more trail and sidewalk connections, and installation of street trees for additional amenities. Under the new standards, local residential streets provide for lower speeds that comfortably accommodate bicycles on streets in shared spaces. Collector streets typically allow higher speeds, which may require separate lanes or parallel facilities to safely accommodate bicyclists.

The Roadway Design and Construction Criteria (2001) was also used as a guide in identifying existing street standards and identifying opportunities for improving and updating streets to include bike lanes. These current documents were used as a baseline for developing changes to the existing roadway sections that include striped bike lanes. Adding bike lanes to the typical roadway sections as described in the Roadway Design and Construction Criteria (2001) produces new sections that include 5 and 6 foot wide striped bike lanes (See Figure 1).

As an example, the following outline illustrates minimum standard for biking facilities for the roadways as found in the Town of Parker. These minimum standards were developed from criteria presented in the New Jersey DOT Bicycle Facilities Design Guide (1996), in the City of Portland Oregon Bicycle Master Plan (2005) and Federal Highway Administration standards.

Proposed Minimum Standards for Biking Facilities

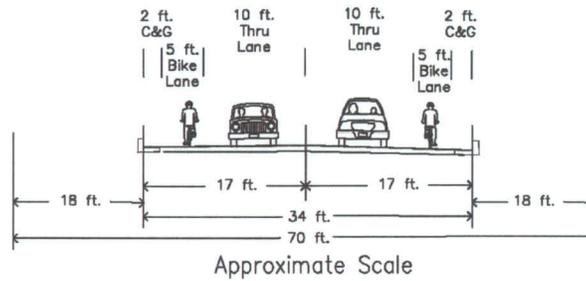
1. Street Design Guidelines
 - i. Local Streets
 1. Normal lanes with no bike lanes necessary
 - ii. Collector Streets (Residential and Non-Residential)
 1. Normal lane with low traffic (less than 3,000 ADT)
 2. Bike lane with heavier traffic (more than 3,000 ADT)
 - iii. Collector Streets (Residential Boulevard)
 1. Bike lane
 - iv. Arterial Streets
 1. Bike lane or detached trail
 - v. Parker Road
 1. Bike lane or detached trail
 - vi. E-470
 1. Detached trail

* Average Daily Traffic (ADT)

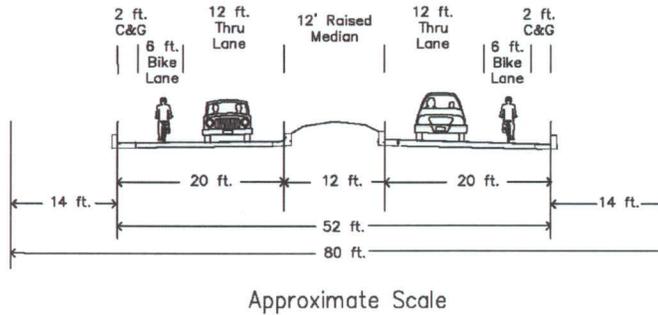
Figure 1. Representative Roadway Sections with Bike Lanes
 (For representation purposes only, please refer to *Town of Parker Roadway Design and Construction Criteria* for regulatory requirements)

ROADWAY SECTIONS WITH BIKE LANES – ADD-ON/RESTRIPE
 RESIDENTIAL AND NON-RESIDENTIAL COLLECTOR STREETS

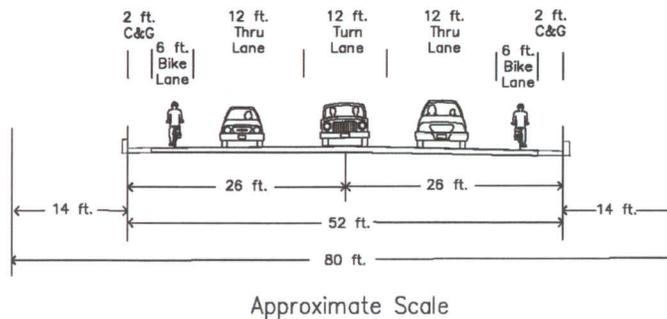
PROPOSED ADD-ON – BIKE LANE
 RESIDENTIAL COLLECTOR



PROPOSED RESTRIPE – BIKE LANE
 RESIDENTIAL BOULEVARD COLLECTOR

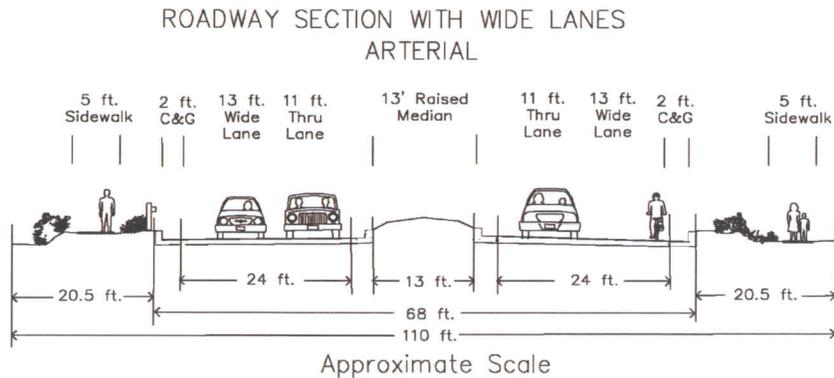
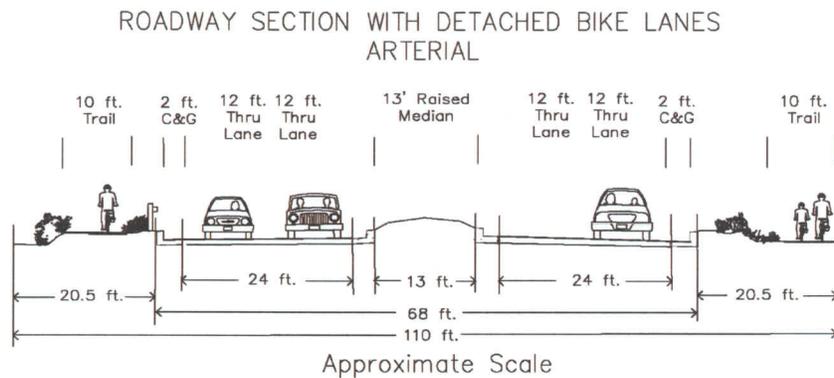


PROPOSED RESTRIPE – BIKE LANE
 NON-RESIDENTIAL COLLECTOR



Arterial streets such as Parker Road and major roadways such as E-470 carry a large volume of motor vehicle traffic with higher speeds. Two types of additional bike lane options for this type of roadway include a wider lane for the outside travel lane to provide more room for bicyclists or a detached bike lane that functions as a separate trail away from the roadway. Each has advantages and limitations for providing safe and efficient bike travel. Additional right-of-way is generally not required to accommodate these alternatives. The following illustration (Figure 2) depicts both a detached bike lane and a wide lane as on a typical arterial roadway sections as described in the Roadway Design and Construction Criteria (2001).

Figure 2. Representative Arterial Roadway Sections with Detached Bike Lanes and Wide Lanes. (For representation purposes only, please refer to Town of Parker Roadway Design and Construction Criteria for regulatory requirements)



3.2 Bike Lane Design Considerations

Shared Roadways/Local Streets

Striped 6 foot bike lanes should only be used in areas where “encouraging” more bike use is wanted. Residential collectors, residential boulevard collectors and non-residential collectors that have limited access and that connect with major and regional bike trails can be striped to encourage users who can navigate bike lanes that are immediately adjacent to roadways. Bike lanes on local streets are generally not needed nor appropriate due to low traffic levels.

On-street Parking

On-street parking creates conditions for conflicts by forcing bicyclists to ride between moving traffic and parked cars. Parking widths can be narrowed to 7 foot adjacent to a bike lane but should have parking cross striping installed to indicate the envelope for the car and door opening. The bike lane should be a minimum of 5 feet to allow motorists to open car doors without forcing bicyclists to swerve out into traffic. This makes a minimum total width of 12 feet for a bike lane and parking lane. If on-street parking is necessary for new construction it is recommended to use parking cut-outs to accommodate parking along the street.

Intersections

Bike lane locations and bike lane striping at intersections is dependent on the type of intersection that is crossed, the types of turns allowed, center turn lane characteristics and the location of pedestrian crosswalks. The residential collector and residential boulevard collector streets that are identified in this study for potential bike lanes have a variety of intersection conditions. Bike lane striping to direct bicyclists through these intersections should follow the standard safety guidelines as presented in the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* (1999).

Access Management

On collector streets where bike lanes are proposed it is recommended that driveways with access to the street should be limited and/or consolidated to protect bicyclists from side entering traffic. Replacing center-turn lanes with raised or landscaped medians is also recommended as a means of providing clear and safe turn lanes for bicyclists as is provided in the standard section for residential boulevard collectors in the *Parker Roadway Design and Construction Criteria* (2001).

3.3 Bike Lane Connections

The information collected for this study was compiled and applied to the specific conditions found in the Town of Parker. This includes previous data indicating potential missing connections, public workshop comments, and existing roadway classifications and characteristics. Illustrated in *Map2: Existing and Recommended Bike Lanes* (next page), four levels of classification have been identified to serve as a guide for implementing bike lane

Tier 1. Immediate Bike Lane Striping

In Tier 1, roadway re-striping can be implemented on existing roadways that meet bike lane criteria and can be re-striped for bike lanes with minimal cost and disruption of existing services. Areas such as portions of Canterbury Parkway, Riva Ridge Drive, and the roadways between Mainstreet and the park-n-Ride at Long's Way (Victorian Way, Summerset and Long's Way) have suitable width for adding bike lanes and are a first priority for installing bike lanes (See *Map 2: Existing and Recommended Bike Lanes*). A 6 foot striped bike lane can be installed on both sides of the roadway on these Tier 1 roads to make connections to the Sulphur Gulch Trail system that runs east of Parker Road. Proposed re-striping should occur in residential boulevard collectors and non-residential collectors which have a minimum of 52 foot distances curb to curb.

Tier 2. Intermediate Connections and Linkages with Appropriate Roads

Tier 2 bike lane improvements are proposed for areas within the Town of Parker where existing roadways have the potential to connect with other roadways that have the appropriate shoulders and designated bike facilities. Planned connections can be made where roadways can be widened, re-striped with bike lanes or a parallel trail added, either as a part of future maintenance and construction improvements on existing roads or where new roads are proposed. Existing arterial roadways that can be improved with added bike lanes as a part of future construction include Lincoln Avenue, Mainstreet, and Pine Drive (See *Map 2: Existing and Recommended Bike Lanes*). These arterial streets have the potential to connect with destinations within and outside of the Town.

Future Tier 2 bike lane improvements may include add-ons to those existing residential collectors which are now 24 foot distances curb to curb. Two 5 foot bike lanes should be constructed by adding 10 feet to increase the curb to curb distance from 24 foot to 34 foot. New and proposed roadways that have not been engineered and designed yet should be required to include bike lanes as a part of new development. Where appropriate, bike lanes can be established as a part of the Tier 2 bike lane improvements on future new roadway design and construction. In many cases a re-striping of roads creating a wider outside lane or the construction of a parallel trail may be more appropriate. The type of bike lane appropriate for each of these roads will vary depending on access, speed and other safety factors.

Tier 3. Future Connections that Require Cooperative Jurisdictions

Tier 3 areas are those identified as requiring cooperation and coordination between adjoining jurisdictions outside the Town of Parker Urban Service Area such as Arapahoe and Douglas Counties, the cities of Castle Rock and Aurora, and the E-470 Authority and Colorado Department of Transportation. Tier 3 bike lane development targets roadway connections that would go outside the Town of Parker to connect with other bike lanes and trails that are either existing or proposed by other agencies and entities to ensure bike lane connectivity and destinations for public use.

A list of Tier 3 potential connections includes the following:

- Pine Drive north to Inspiration Drive and Douglas County and into Arapahoe County
- Jordan and Parker Roads north into Arapahoe County
- Mainstreet west into Douglas County
- Hess southwest to Reuter-Hess in Douglas County
- Stroh west into Douglas County and east through Douglas County to Canterbury Parkway and Hilltop Road
- Chambers south into Douglas County

Tier 4. Parker Road

Parker Road (State Highway 83) is the major north-south arterial running through the Town of Parker creating a barrier for east-west crossings by bicyclists and an unfriendly and unforgiving environment for bike users trying to use the roadway for north-south connections. Due to the volume and speed of motor vehicle traffic on Parker Road and the existing right-of-way limitations it will require improvements in either the section profile (wider right-of-way for attached or detached bike lane) or a separate bike trail parallel to the roadway.

As Parker Road is classified as a state highway it is within the jurisdiction of the Colorado Department of Transportation it will require more extensive coordination efforts. Parker Road would likely not get bike lanes until future construction takes place for widening and/or rebuilding.

3.4 Timing

Achieving the Goals as outlined in Chapter Two will require design changes to existing roadways and planning criteria for future developments to accommodate the addition of bike lanes in the Town of Parker. Existing residential boulevard collectors have the necessary roadway width to allow restriping for bike lanes which, in conjunction with the appropriate signage and roadway markings, will provide bike access to existing trails and destinations. These roadways are the first and highest priority for bike lane designation (Tier 1) as they achieve the highest ratings in regard to the best return compared to the cost of the improvements. These Location Considerations include factors related to connectivity, access, safety, public support, and price. Re-striping Tier 1 streets fulfills the intent of Action Item 2 as stated in the Chapter Two Goals and Strategies and 2.2 Short Term Action Items.

Streets and roadways in the Tier 2 category are those existing streets that could function as important bike ways with the addition of bike lanes but which, due to the existing road width and/or right-of way characteristics, typically cannot be re-striped for a bike lane designation or parallel trail without reconstruction. These streets may not get bike lanes until they can be rebuilt and widened to accommodate bike lanes. Action Item 1 in the

2.2 Short Term Action Items will be met by amending the existing roadway standards to include an additional 10 feet of road width for the Tier 2 streets, a wide shoulders plan, or a parallel trail. The design standards and characteristics for landscaping and sidewalks in the adjoining right-of-ways of future developments should consider future bike lanes where appropriate.

Arterials and collector streets that connect to other county, city and state roadways in the Tier 3 category also require rebuilding or reconstruction to allow bike lanes to be installed as well as cooperation with the entities and agencies that have jurisdiction for the connecting linkages. Tier 3 roadways will generally require longer time periods for bike lane implementation due to the complexity and multiplicity of planning, decision making, and funding. Implementing bike lanes on the Tier 4 major arterial, Parker Road, is an even more complex task due to the multiple jurisdictions, the limited right-of-ways, and the volume of traffic which this road carries.

3.5 Summary

Integrating bike lanes into the existing and future transportation network of the Town of Parker will increase the connectivity, access and safety of residents who use their bicycles for recreation and transportation. Current and interim adjacent trails will remain and be improved in conjunction with the goals and strategies of the Bike Lane Plan and the *Open Space, Trails and Greenways Master Plan*. The combination of existing and proposed trails and bike lanes can ensure that linkages between destinations are appropriate, seamless and safe, and that this network can allow residents to live an active and healthy lifestyle.

Future planning efforts can include innovations and opportunities for regional linkages that allow residents to expand their horizons beyond the Town of Parker to take advantage of destinations in the surrounding area and to give bicyclists from outside the Town the opportunity to experience destinations within Parker. An integral part of these planning efforts is the inclusion of educational opportunities that provide information about the use and benefits of bike travel on the Town's trails and bike lanes. This type of education can give residents the means to take advantage of the transportation network that is planned and desired for the Town of Parker.



TOWN OF PARKER GROUP BIKE DAY 2005

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LIST OF APPENDICES

Appendix 1. Existing bikeways, Trailheads, Destinations and Landmarks.

Appendix 2. Examples of Speed-Volume Charts with Suggested Bike Facilities.

Appendix 3. Public Workshop Comment Forms.

APPENDIX 1. REGIONAL TRAILS, TRAILHEADS, DESTINATIONS AND LANDMARKS (*Open Space, Trails and Greenways Master Plan, 2004*).

Regional Trails:

1. Cherry Creek Trail
2. E-470 Trail
3. Sulphur Gulch Trail
4. Tallman Gulch Trail
5. East West Trail (future)
6. Oak Gulch Trail (future)

Public Trailheads:

1. Cottonwood Trailhead
2. Challenger Park/Recreation Center
3. Bar Triple C
4. East Bank (Country Meadows)
5. Stroh Soccer Park
6. Norton Farm (Proposed)
7. Town Hall (Proposed)

Town-wide Destinations:

1. Major Parks and Open Space
2. Major Commercial Areas
3. Government Facilities
4. Historic Sites and Landmarks

APPENDIX 2. EXAMPLES OF SPEED-VOLUME CHARTS WITH SUGGESTED BIKE FACILITIES

SPEED-VOLUME CHART - New Jersey DOT Bicycle Facilities Design Guide, 1996

M. King, UNC-HSRC Pedestrian and Bicycle Information Center

| <u>VOLUMES</u> | <u>AT < 35 MPH</u> |
|--------------------|-----------------------------|
| < 1200 | No Bike-specific Facilities |
| 1200-10,000 | Wide Curb Lane |
| > 10,000 | Bike Lane |

| <u>VOLUMES</u> | <u>AT > 40 MPH</u> |
|------------------|-----------------------|
| < 1200 | Wide Curb Lane |
| > 1200 | Bike Lane |

NORTH AMERICAN (NA) AND WORLDWIDE (WW) SPEED-VOLUME CHARTS

M. King, UNC-HSRC Pedestrian and Bicycle Information Center

| <u>NA or WW</u> | <u>VOLUMES</u> | <u>Normal Lane</u> | <u>Wide Lane</u> | <u>Bike Lane Or Shoulder</u> | <u>Separated Lane or Path</u> |
|---------------------|----------------|--------------------|-------------------|----------------------------------|-----------------------------------|
| NA | 15 MPH | <6,800 | <11,000 | >11,000 | |
| WW | 15 MPH | <7,600 | <10,000 | <11,200 | >11,200 |
| NA | 20 MPH | <6,800 | <11,000 | >11,000 | |
| WW | 20 MPH | <6,800 | <8,400 | <10,600 | >10,600 |
| NA | 25 MPH | <4,900 | <7,600 | >7,600 | |
| WW | 25 MPH | <5,500 | <7,600 | <11,000 | >11,000 |
| NA | 30 MPH | <2,100 | <8,700 | >8,700 | |
| WW | 30 MPH | <3,200 | <9,300 | <10,300 | >10,300 |
| NA | 35 MPH | <2,100 | <8,700 | >8,700 | |
| WW | 35 MPH | <2,200 | <7,600 | <10,400 | >10,400 |
| NA | 40 MPH | <1,700 | <4,500 | >4,500 | |
| WW | 40 MPH | <1,700 | <4,500 | <11,100 | >11,100 |

APPENDIX 3. PUBLIC WORKSHOP COMMENT FORMS



BIKE LANE MASTER PLAN PUBLIC WORKSHOP

May 17, 2005

Attendees were asked two things:

- 1. Edit the draft bike lane plan adding necessary connections.**
 - 2. Add any additional comments or concerns that you may have regarding bike lanes in the Town of Parker.**
-

Missing Connections and Bike Lanes (see map for clarification)

- Sulphur Gulch Trail to the North side of Main Street (2 responses).
- O'Brien Park, the Post Office, the Library and the Bar Triple C trailhead (2 responses).
- Pine Drive from Mainstreet north to Inspiration and make connection to Mainstreet better - Connection from Pine Drive along Pine Lane to connect with development at SE E-470 and Parker.
- Need bike lane striping along Riva Ridge Road (2 responses).
- Mainstreet from Pine Drive east and then make connection south to Canterbury Pkwy.
- Improve Plaza Street for bike lane with a crossing of Parker Road to make a good connection east to west across downtown.
- Make connection east from Salisbury Park across Parker Road and east to Hilltop - Slemmer Barn/Hidden River area.
- Connection to county roads from Stroh Road.
- Needs access to Mainstreet from south side from Cherry Creek Trail.
- Continuation of Stroh Road west - make connections to Reuter-Hess Reservoir and Chambers Road.
- A connection on Chambers Road further south to Bayou Gulch Road would expand trail beyond the Town of Parker to Franktown.
- Motsenbocker Road to Stroh Road to Crowfoot Valley Road the connection further.
- Bike Lane Bridge to Motsenbocker Road would be good.
- Need connection in Stonegate residential area (SW) from local road to existing trail to Chambers Road.
- Not very good connections and routes north to Denver through Arapahoe County.

Important Bike Lanes (already shown on the map)

- Hilltop from Parker Road all the way east and south as far as possible.

- Canterbury Pkwy.
- Twenty Mile from Parker Road south to intersection with Parker and across to Hilltop.
- Twenty mile is good route north-south and away from Parker Road.
- A bike path ON Parker Road would allow faster commute.
- Jordan Road is good in general for fast and direct route with bad section of roadway (pavement condition) from Lincoln south to Main Street and then Main Street east to Cherry Creek Trail.
- A bike trail on Crowfoot Valley Road would be great and expand the trail into Castle Rock.
- Half the people would like to have Chambers Road bike trail separate but adjacent from the road. The other half would prefer to have a designated bike path on the road to allow for faster commute.
 - Chambers Road bike lanes would be great north-south connection and keep away from Parker Road.
 - Chambers Road north of E-470 is a good 4-lane into bike lane in Arapahoe County and ends at Bronco's Parkway.
- If Stroh Road is expanded further west, a bike trail connection could be made to Chambers, the Reuter-Hess Reservoir trail and continue to I-25.
- Cottonwood Road is bad for bikes from Parker Road west across bridge to end at Jordan Road, good opportunity to make next section from Jordan to Chambers a better bike profile.

Bike Lane Related Comments and Concerns

- Request for 4-way stop at intersections with button and 30 second delay for diagonal crossing of major intersections.
- Need bike access to Park n Rides from residential areas.
- Need bike storage at Park n Rides for commuters (shells w/locks, safe storage).
- Add an additional turn light just for bicycles at intersections. This could be added to the pedestrian crossing signal. DON'T add a light....it would cause more confusion to the vehicular traffic.
- Continue the bike path striping through the intersection, changing the striping from a solid line to a dashed line. There are examples of this type of striping in Highlands Ranch near the Wildcat High School and off of McCarthy's Ranch.
- The bike lane on the road should be marked with striping and 'bike' stencil to remind vehicular traffic to pay attention.
- Parker needs cycling safety classes for riders.
- Use dotted lines for bike lanes when right turn auto lanes need to cross bike lanes and make right-turn only.
- Need additional bike lane marking signs.
- No bikes on roads keep them on side pathways.
- Concerned about safety of bicyclist on roads.
- Concerned that bicycles on Roads will slow down traffic movement.

- Need better east to west bicycle connections across the downtown area as Main Street is NOT a good facility for bikes.
- Jordan and Lincoln intersection crossing is long and bad.
- NO bike path on Parker Road.
 - Since Cherry Creek Trail runs adjacent to Parker Road, this trail is sufficient for north-south access (2nd response).

Other Comments Concerns

- Repair tunnel light and drainage across Parker at O'Brien Park (or Main Street from Plaza?).
- Connect Salisbury Equestrian Park, existing equestrian trails and adjacent residential areas. If an underpass were built with a connection to the Cherry Creek Trail, this would expand
- A connection from Stroh Road to the Cherry Creek Trail would make sense. The best connection would be a bridge from the Stroh Soccer Park trail head over to the Cherry Creek Trail.
- E-470 Trail east, needs Parker Crossing with better connections to Cherry Creek Trail and east to new development on SE corner of E-470 and Parker and on to Pine Lane.
- Need a separated grade crossing at Parker, north of E-470 interchange to make crossing for E-470 trail to continue east.
- All intersections with lights and traffic are not good for crossings, need under/overpasses to avoid major street crossings.
- Equestrian trails from Salisbury Equestrian Park and connection from Cherry Creek Trail SW to the east and west trail along the south side of Hess Road.
- The rules of the trail as well as trail mapping should be posted in multiple areas of the bike trail.
- The Town of Parker should host 'trail etiquette and rules of the trail' classes.
- "You are here" signage needs to be posted along major trails for emergency access and information.
- Keep the posted speed limit high.



BIKE LANE MASTER PLAN PUBLIC WORKSHOP

May 18, 2005

Attendees were asked two things:

- 1. Edit the draft bike lane plan adding necessary connections.**
 - 2. Add any additional comments or concerns that you may have regarding bike lanes in the Town of Parker.**
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Missing Connections and Bike Lanes (see map for clarification)

- Extend E-470 to Northeast with connection over/under Parker Rd.
- Victorian Way, Summerset, Longs Way and Park Glenn Way would be good North-South route parallel to Parker Rd. and can either make connection across Parker Rd. to Plaza Dr. and Twenty Mile or north farther and across Parker Rd. to Meadows Pkwy.
- Mainstreet from Pine Drive east and then make connection south at Riva Ridge and Canterbury Pkwy.
- Improve Plaza Street for bike lane with a crossing of Parker Road to make a good connection east to west across downtown.
- Access/connection from Stroh Soccer Park to Cherry Creek Trail.
- Continuation of Stroh Road west - make connections to Reuter-Hess Reservoir and Chambers Road. Add bike lanes to existing and proposed roadway that will create east-west access.
- Connection at Tallman Dr. between Hilltop Rd. and Pine Dr.
- Connection off Tallman Dr. at Ridgeview east to existing trails west of Canterbury.
- Not very good connections and routes north to Denver and northeast to Buckley through Arapahoe County, finish Cherry Creek Trail!
- Bike access trail off of Sulphur Gulch to Walmart.
- Bike access trail off of Parker Rd. to Target.
- Jordan Rd. is used by bike commuters and needs to have a bike lane, not a separate path that is shared with "others". Road is used for access to Denver Tech Center, Park Meadows, and Meridian.
- Parker Rd. has limited options to a bike commute to the north and has heavy traffic during the week between Main Street and Stroh Road.

Important Bike Lanes (already shown on the map)

- Hilltop from Parker Road all the way east and south as far as possible.
- Canterbury Pkwy.
- Twenty Mile from Parker Road south to intersection with Parker and across to Hilltop, Twenty mile is good route north-south and away from Parker Road.
- Dransfeldt Rd. is flat and straight, good for bike lanes.

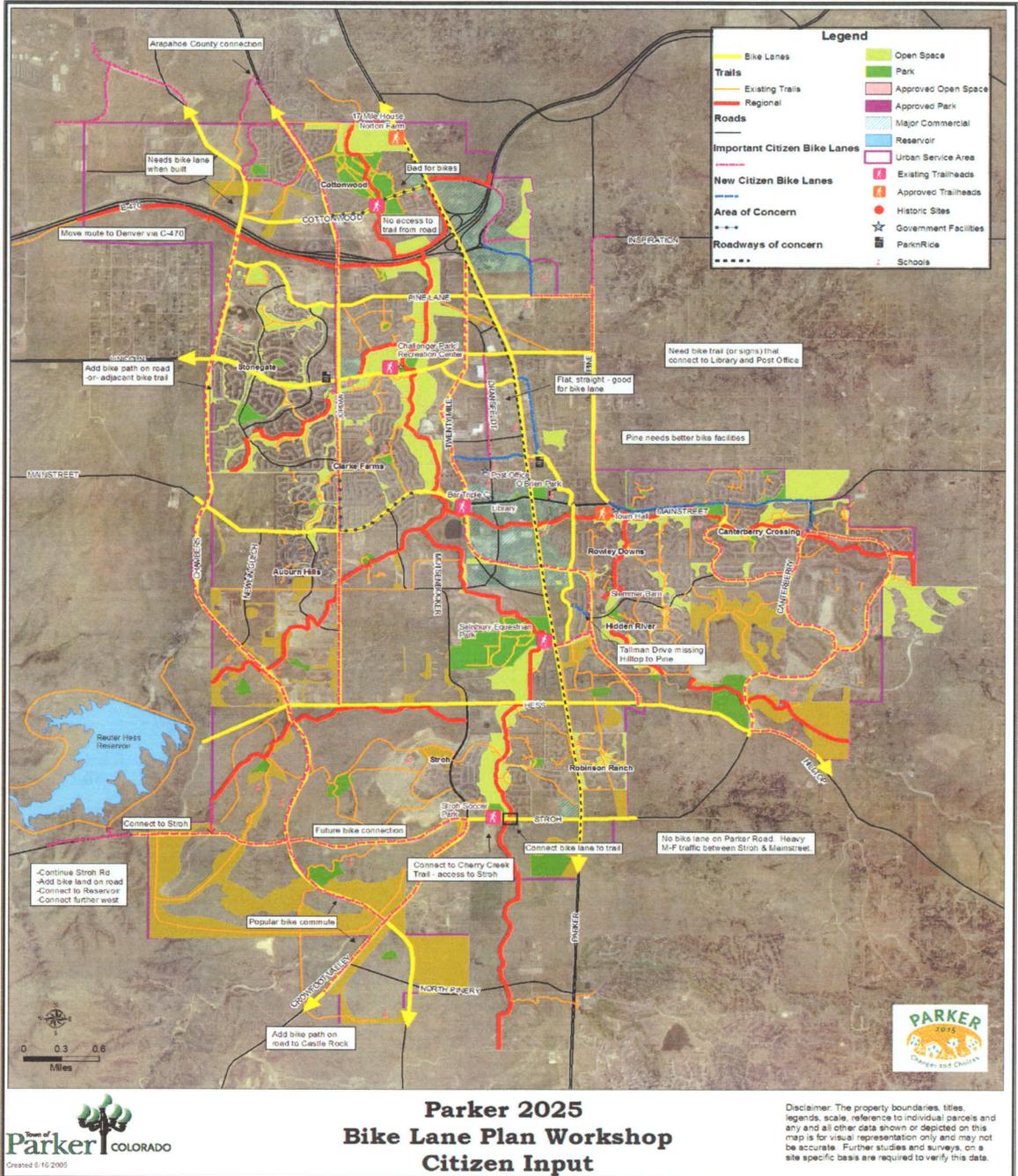
- If Stroh Road is expanded further west, a bike trail connection could be made to Chambers, the Reuter-Hess Reservoir trail and continue to I-25.
- Cottonwood Road is bad for bikes from Parker Road west across bridge to end at Jordan Road.
- Confusing sets of trails and street access through Cottonwood Development.

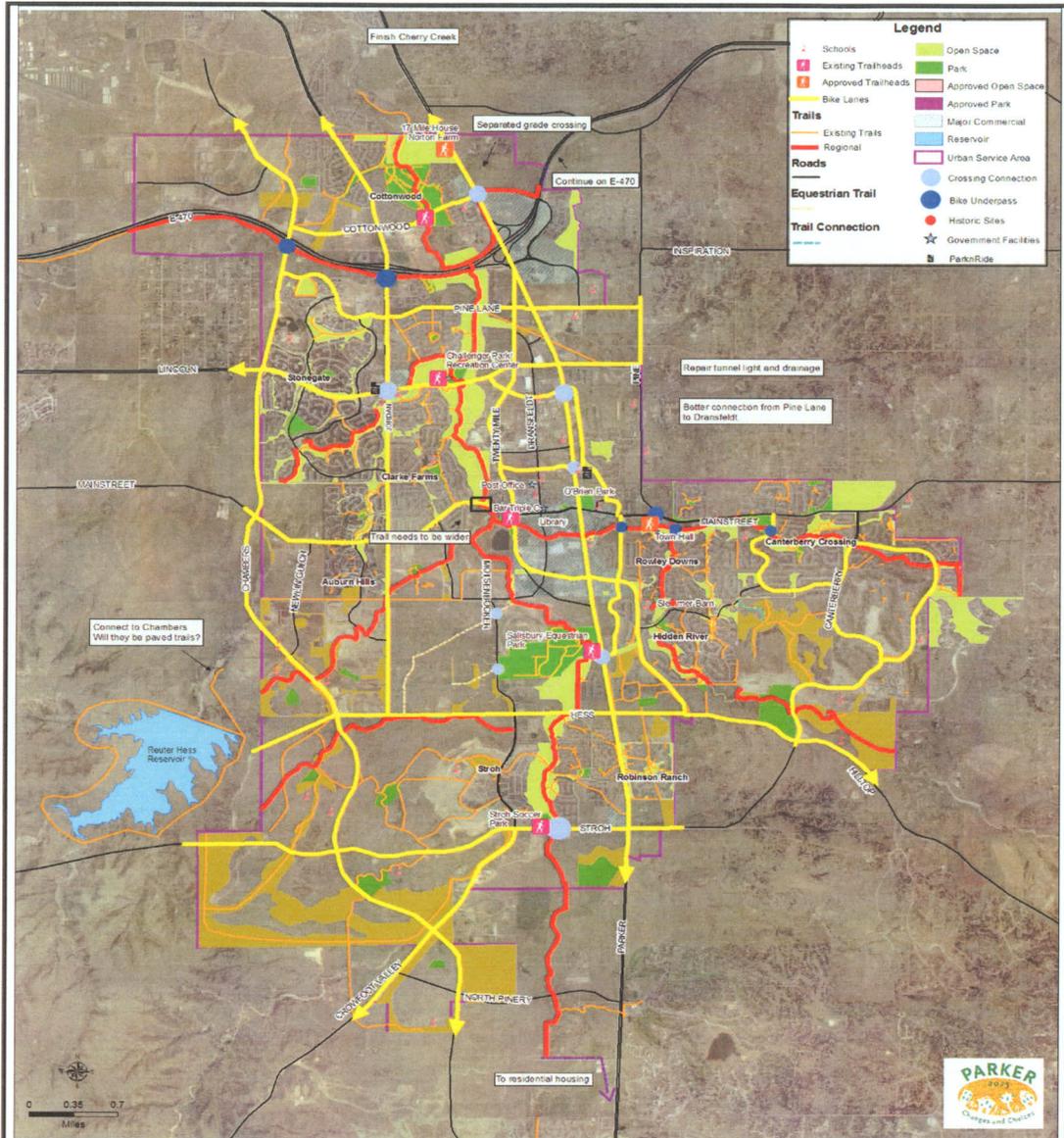
Bike Lane Related Comments and Concerns

- Need bike access to Park n Rides at Jordan/Lincoln area and at Summerset downtown.
- Will the bike lanes be cleaned of debris after 6 months and during snow removal and sanding?
- The bike lane on the road should be marked with striping and 'bike' stencil to remind vehicular traffic to pay attention.
- Chambers Rd. is excellent opportunity for bike lanes with new roadway development planned and a bike lane is better than separate bike path.
- Chambers Rd. is a popular bike commute near the south to Pradera.
- Crowfoot Valley is a popular ride to Castle Rock because of the existing shoulders.
- Main Street is a difficult stretch of road for even experienced bikers. Traveling this road on the weekends is fairly safe, but heavy traffic during the weekdays makes this a safety hazard. A striped bike lane would ease the stress.

Other Comments Concerns

- New Assisted Living/Retirement Center is going in at Motsenbocker. Question arose as to whether or not motorized scooter/chairs are allowed on trails such as Cherry Creek Trail which is off limits to motorized vehicles.
- Bike underpasses or bike crossing lights are suggested for three areas along Sulphur Gulch trail, at Riva Ridge, Stonehenge Way, and Pine Drive. Trail is used by children and families in vicinity of Elementary School and parks around the Riva Ridge area.
- Bike underpasses also suggested at E-470 for Jordan Rd. and Chambers Rd. (2 responses).
- Repair tunnel across Parker Rd. at O'Brien Park.
- A connection from Stroh Road to the Cherry Creek Trail would make sense. The best connection would be a bridge from the Stroh Soccer Park trailhead over to the Cherry Creek Trail.
- Need a separated grade crossing at Parker, north of E-470 interchange to make crossing for E-470 trail to continue east.
- All intersections with lights and traffic are not good for crossings, need under/overpasses to avoid major street crossings.
- The newer restrictive laws limiting teenagers in cars with other teens might increase ridership.
- Public meeting could identify what type of bike riders are in attendance, commuters, recreational, or family/leisure?





**Parker 2025
Bike Lane Plan Workshop
Non Bike Lane Citizen Input**

Disclaimer: The property boundaries, titles, legends, scale, reference to individual parcels and any and all other data shown or depicted on this map is for visual representation only and may not be accurate. Further studies and surveys, on a site specific basis are required to verify this data.