# Town of Parker TRANSPORTATION MASTER PLAN

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## ACKNOWLEDGEMENTS

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# ACRONYM LIST

| | |
|---|---|
| AASHTO | American Association of State Highway Transportation Officials |
| ACCP | Arapahoe County Community Park |
| ACPAA | Arapahoe County Public Airport Authority |
| ADA | Americans with Disabilities Act |
| ADT | Average Daily Traffic |
| BRT | Bus Rapid Transit |
| CDOT | Colorado Department of Transportation |
| CIP | Capital Improvement Plan |
| CSS | Context Sensitive Solutions |
| DCTS | Douglas County Transit Solutions |
| DIA | Denver International Airport |
| EPS | Economic & Planning Systems |
| FHWA | Federal Highway Administration |
| GID | General Improvement District |
| HCM | Highway Capacity Manual |
| ITE | Institute of Transportation Engineers |
| ITS | Intelligent Traffic System |
| LCC | Local Coordinating Council |
| LID | Local Improvement District |
| LOS | Level of Service |
| LRT | Light Rail Transit |
| MMLOS | Multi-modal Level of Service |
| NACTO | National Association of City Transportation Officials |
| PACE Center | Parker Arts, Culture, and Events Center |
| PCI | Pavement Conditions Index |
| PID | Public Improvement District |
| PnR | Park-n-Ride |
| RDCCM | Roadway Design and Construction Criteria Manual |
| RIRO | Right-in-right-out |
| ROW | Right-of-Way |
| RTD | Regional Transportation District |
| RTOR | Right-turn-on-red |
| SH | State Highway |
| SID | Special Improvement District |
| TMP | Transportation Master Plan |
| TSM | Transportation System Management |
| URA | Urban Renewal Area |
| V/C | Volume to Capacity Ratio |
| VMT | Vehicle Miles Traveled |

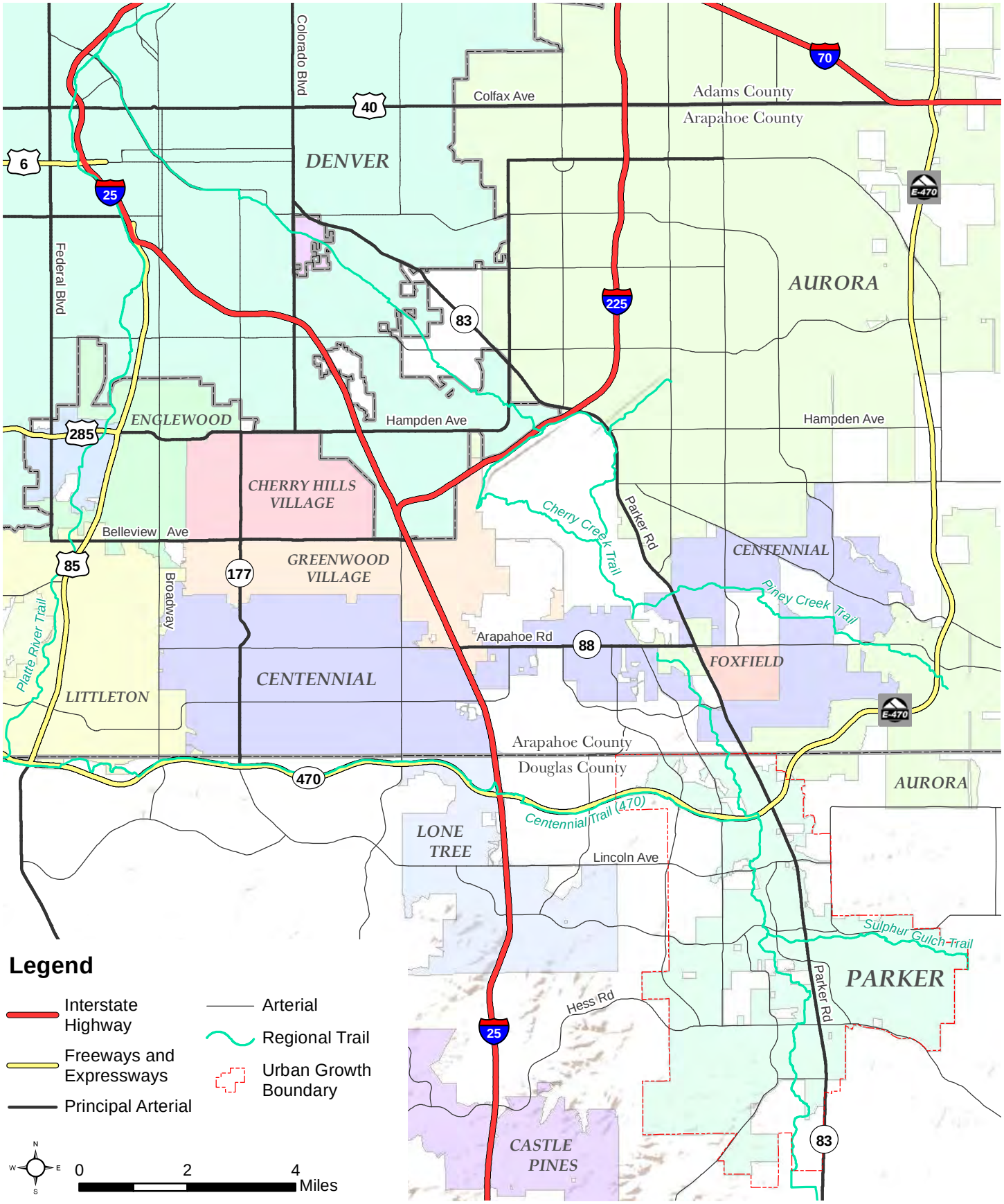
# CHAPTER 1: INTRODUCTION

## COMMUNITY

The Town of Parker is located in northern Douglas County, approximately 20 miles southeast of Denver, Colorado and encompasses 21.2 square miles and is a fast growing suburban community that offers easy access to I-25 and E-470, as well as to Denver International Airport, Centennial Airport, the Denver Technology Center, and downtown Denver.

The Town was incorporated in 1981 and has experienced rapid growth and development since it was incorporated. The population in 1981 was approximately 285 residents and the current population is approximately 48,000 people within the incorporated Town boundaries. The street network and the resulting land development pattern are the result of this rapid growth and development. Parker is well planned and provides an integrated transportation system that serves the needs of residents, local businesses and visitors.


*Parker's Old Town is an example of successful integration of land use and transportation equally supporting pedestrian and vehicular travel.*

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Sources: ESRI, USGS, CDOT, DRCOG, Town of Parker

# Parker Regional Connectivity

**MAP 1-1**

Demographically, Parker is younger, more affluent, and has higher levels of education than the rest of the Denver metro. The average household size in Parker is larger than that of the region. Rates of homeownership are higher than the regional average, while the prevalence of multifamily dwellings is below average. Due to Parker's location at the fringe of the Denver metro, a majority of Parker residents drive alone to work; however, an above average number of residents work from home. The top commuting destinations for workers include Denver, Parker, Douglas County, Centennial, and Aurora. Top origins for those commuting to Parker include Aurora, Denver, Centennial, Lone Tree, and Douglas County.

*Table 1-1: Parker Demographics, 2013 DRCOG Community Profile*

| | Parker | Region |
|---|---|---|
| Population | 45,297 | 2,798,757 |
| Employment | 23,681 | 2,798,757 |
| Median Age | 34 | 38 |
| Percent of Housing Built Prior to 1980 | 4% | 48% |
| Mean Earnings | $97,371 | $82,986 |
| Median Household Income | $92,917 | $56,360 |
| Poverty Rate | 3% | 19% |
| Percent of Population Over Age 25 with a Bachelor's Degree or Higher | 48% | 41% |
| Percent of Population with High School Diploma Only | 14% | 21% |

# BACKGROUND AND PURPOSE

The goals of the Town Council are for Parker to be a destination community where people live, work, shop and play; a place where businesses want to locate. In addition, roadways are an important part of the public realm and make up a significant percentage of our community's public space. Therefore, thoughtful planning and regulation of our roadway system is crucial to ensure we maintain and enhance our quality of life, economic vibrancy and public safety that Parker residents and visitors enjoy.

In the spring of 2013, the Town of Parker embarked on the creation of a new Transportation Master Plan (TMP) to assist the Town in successfully addressing transportation issues through the development of strategies for operating, managing, maintaining and financing the transportation system in order to advance a community's long term land use, economic, engineering and recreation goals. Transportation Master Plans (TMP) are widely used by jurisdictions as a foundation policy document that guide transportation decisions to improve and expand a community's transportation system. These plans typically contain goals, policies, guidelines, criteria, funding and implementation strategies that ensure citizens and businesses have access to a high quality transportation system. The primary purpose of a TMP is to guide future development of a town-wide multimodal transportation system integrated with land use plans, economic development goals, and other Town services.

This is the Town's first TMP, the Town also has several individual plans and documents that address elements of the transportation network - but not in a comprehensive coordinated way. Parker's transportation system is essential in continuing to shape the quality of life and economic health of the

community. Development of this TMP allows the consolidation of these documents into one comprehensive long range plan that will ensure that the Town continues to strategically promote balance between travel efficiency and quality of life for the citizens.

The TMP serves as the Town's long-range plan for travel and mobility. This TMP provides policy guidance and articulates overall transportation policies, goals, strategies and priorities that were developed through a public process informed by technical expertise. This TMP will be used to align transportation decisions with future development impacts and analyze how transportation capacity aligns with a community's land use and economic development goals. Finally, this TMP offers a framework for regulatory changes that may be needed to align with the plan vision.

The relationship between land use and transportation played a key role in helping identify five focus areas for the Parker TMP:

- Cottonwood Drive & Parker Road
- Dransfeldt Road Industrial Area
- Mainstreet West of Parker Road
- Old Town Parker
- Salisbury North

These areas were identified because of their unique character of existing land uses or potential for future development/redevelopment and are further described in Chapter 2 of this document.

The TMP is recognized as a living document that will evolve over time as results, experiences and priorities change.

## RELATIONSHIP OF THIS PLAN TO OTHER PLANS, STUDIES, AND DOCUMENTS

This Plan is an element of the *Parker 2035 Master Plan* adopted June 4, 2012, as amended.

A number of cross-jurisdictional reports, studies and plans have previously been completed by the Town that recommend policies or actions relevant to transportation planning within the greater Parker area. In particular, these reports and plans provided guidance for developing goals and policies in this document. These documents have helped to create the foundation for this Plan and should be considered as references to the Plan.

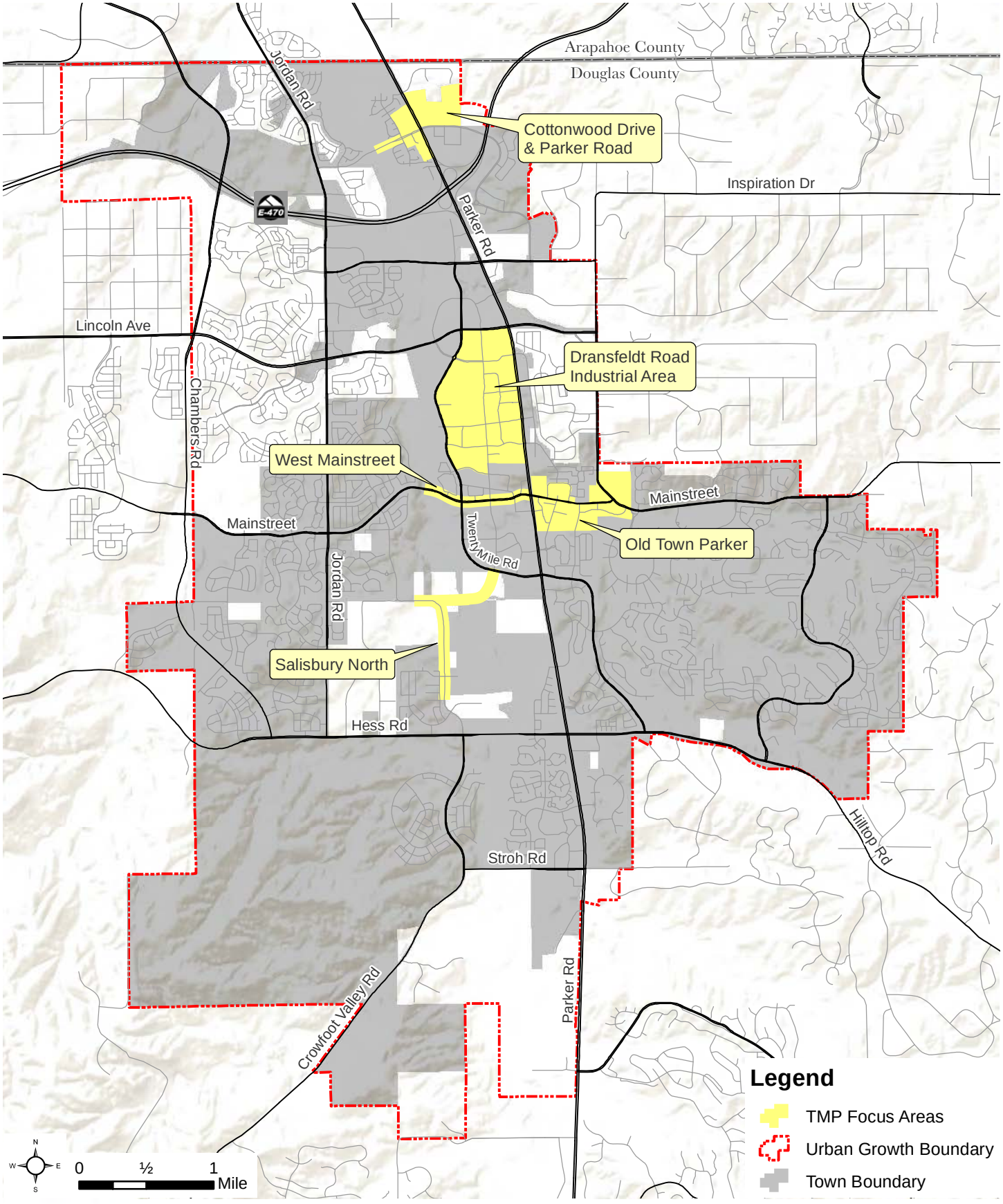
# PROCESS

This TMP, Parker's first, takes much of its direction from the transportation vision, goals and strategies of the Transportation chapter in the Parker 2035 Master Plan: Changes and Choices, updated in 2012, and builds upon other existing Town plans, regulations and guidelines.

The Plan was managed by the Community Development Department and included an interdisciplinary team of key staff from the Public Works, Economic Development, Parks and Recreation, the Police Department and the Town Administrator's Office.

A Project Advisory Committee was developed which included diverse representation of Town Council and Planning Commission members, representatives of Town departments and partner agencies, and a cross-section of Parker stakeholders such as business owners, residents, seniors and students to provide project oversight and guidance. The Project Advisory Committee provided unique perspectives, helped to promote public engagement efforts and offered strategic guidance for the planning process.

Additionally, community involvement was an integral part of the planning process. Numerous opportunities for public participation were offered throughout the planning process and are discussed in detail in this TMP.

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# Transportation Master Plan Focus Areas

Sources: ESRI, USGS, CDOT, DRCOG, Arapahoe County, Douglas County, Town of Parker

**MAP 1-2**

# ORGANIZATION OF THE PLAN

The steps to the transportation planning process are summarized below and presented in more detail in subsequent chapters of this Plan.

### CHAPTER 1: INTRODUCTION

This chapter includes an introduction to the TMP, its purpose, relationship to other plans and an overview of the planning process.

### CHAPTER 2: PLAN REVIEW, INVENTORY AND DATA COLLECTION

Work began on the TMP in March 2013 with the collection of existing condition data and inventorying Parker's library of plans, policies, standards, criteria, guidelines and other regulatory documents.

### CHAPTER 3: VISION, GUIDING PRINCIPLES AND POLICIES

The Plan kick-off was held in April 2013 with the launch of the Plan website, presentation at a joint meeting of Town Council and Planning Commission and the creation of the Project Advisory Committee. Principles, policies and goals for the plan were drafted through the review of existing planning, regulatory and policy documents, analysis of existing conditions, and input from community leaders. Strategies were developed to implement the broader policies and goals of the TMP.

### CHAPTER 4: KEY TRANSPORTATION ISSUES

Existing and future transportation deficiencies/opportunities were identified based on findings from data collection and through extensive public involvement. Opportunities for public involvement in this phase included: floor aerial exercises at public workshops, web-based business survey, interviews with major employers, and a telephone survey of 400 Parker-area households. In addition, the consultant team, Town staff, and the Project Advisory Committee conducted a walking tour of a one-mile stretch of Mainstreet east and west of Parker Road to identify areas to improve pedestrian and bicyclist facilities. Parker's existing and future transportation demands were also analyzed with a specific focus on economic goals. This task culminated with a meeting between the TMP team, Project Advisory Committee and Town Staff to discuss feedback from the community and identify additional transportation needs.

### CHAPTER 5: TRANSPORTATION NETWORK VISIONING

The TMP Network Visioning process included a review of the Town's current roadway network, evaluation of current roadway classifications and options for future street typologies in Parker that support engineering, safety, community development-planning, recreation, and economic development goals. The team also began to think about modal prioritization during this step. Lastly, the TMP team shared ideas for new types of roadways, street design elements, and pedestrian and bicycle facilities with the public to get their feedback at a TMP open house. Collectively, these steps helped to solidify a vision for the future of Parker's roadways.

### CHAPTER 6: PROJECT IDENTIFICATION

An important component of the TMP is to evaluate existing transportation projects while proposing new projects based on the community outreach, employer interview, input from the project advisory community, input from Town staff, and input from Town officials. A general list of projects recommended by stakeholders is included, as well as the process by which staff added to and ranked this list of projects.

### CHAPTER 7: IMPLEMENTATION AND FUNDING STRATEGIES

A transportation plan is only useful if it can be implemented. This chapter is the result of analyzing previous tasks and identifying transportation planning improvements such as roadway network design

guidelines, performance measures, access management and estimated costs and funding sources. This chapter also prioritizes projects and provides near term and midterm action items to provide concise direction and next steps towards implementing this TMP. Last in this document are a series of performance measures to help the Town track and understand the level success of implementation of the TMP over time.

# COMMUNITY INVOLVEMENT

One of the most important elements of a transportation master plan is the community involvement process which provides residents the opportunity to express their concerns on current transportation facilities and provide ideas for the future. A summary of the public involvement process is below.

## PUBLIC OUTREACH

The public involvement process began in May 2013 and included numerous opportunities such as:

- Two public workshops and two open houses
- A website where visitors could receive updates and leave comments
- A telephone survey of 400 Parker-area households
- A survey of two dozen Parker businesses
- A bicycle and pedestrian safety audit; and
- Interviews with major employers in Parker

## COMMUNITY KICK-OFF WORKSHOPS

A set of kick-off workshops for the Parker community were held the first two Saturdays in May 2013. The purpose of these workshops was to introduce the community to the TMP process, solicit input about Parker's transportation network and to discuss challenges and potential solutions to the transportation issues facing the Town. At each of these workshops, stakeholders were presented with a large vinyl aerial map and asked to identify where they live, where they work, their favorite destinations and areas of major concern with regards to transportation. Both meetings were held in areas of high pedestrian traffic – the first meeting at the Parker Library, the second at the Parker Farmers' Market in Old Town Parker. Between the two meetings, approximately 75 community members stopped by to learn about the project, draw on the aerial map and express their concerns and opinions.

## PROJECT WEBSITE

Early in the planning process a website was developed for the Parker Transportation Master Plan. The website, www.parkertransportationplan.org, provided information on: the latest project news, the planning process, a calendar of public events, links to related information, and a forum to leave comments for the project managers.

*Conversations with community members at community kick-off workshops.*

*Image of the floor aerial, dots represent areas of importance and concern for stakeholders. Blue dots represent places where participants live, red where they work, and green a favorite destination. .*

## BUSINESS INTERVIEWS

To determine the transportation related needs of Parker's business community, door-to-door drop-in interviews were conducted with various businesses near Old Town (downtown) and the Parker Marketplace Center, a retail center on the northwest corner of Lincoln Avenue and Parker Road. Businesses were asked to estimate the percentage of employee and customers that utilized various modes transportation as well as identify ways that the Town could improve access to and from their businesses.

In addition to the drop-in interviews, three major Parker businesses provided formal interviews regarding their businesses' transportation related requirements. Parker Adventist Hospital, Woodhawk Development (owner of the Parker Marketplace Center) and Medtronic Perfusion Systems were asked a series of questions to gauge their opinion of Parker's existing transportation system and the types of improvements that they felt the town should undertake to improve access to their business.

## TELEPHONE SURVEY

To gain a better understanding of the community's values, the consultant team conducted a statistically significant telephone survey in mid-May, 2013. This survey polled 400 community members within the greater Parker area. Therefore, the results include feedback from those both inside and outside of the town boundary. The survey included people outside of Town limits who also use Parker services and facilities, drive on Town roads, use Town trails and patronize Town businesses. See Appendix A for the map of survey respondent locations.

## BICYCLE AND PEDESTRIAN SAFETY AUDIT

On May 23, 2013 the project team, Town staff and the Project Advisory Committee conducted a bicycle and pedestrian safety audit within Old Town Parker and areas adjacent to Old Town. The audit consisted of a walking tour of a one-mile stretch of Mainstreet east and west of Parker Road with a focus on pedestrian and bicyclist comfort. Participants were supplied with a map of the audit route with stop locations, a bike and pedestrian safety checklist, and a safety toolbox that described roadway traffic calming treatments. With the help of these tools, Town staff and the Project Advisory Committee made suggestions as to which traffic calming techniques should be further analyzed to address problem areas within the study area. A summation of audit observations can be found in Map 1-1. The safety checklist and toolbox can be found in Appendix B.

*Bike and Pedestrian Safety Audit*

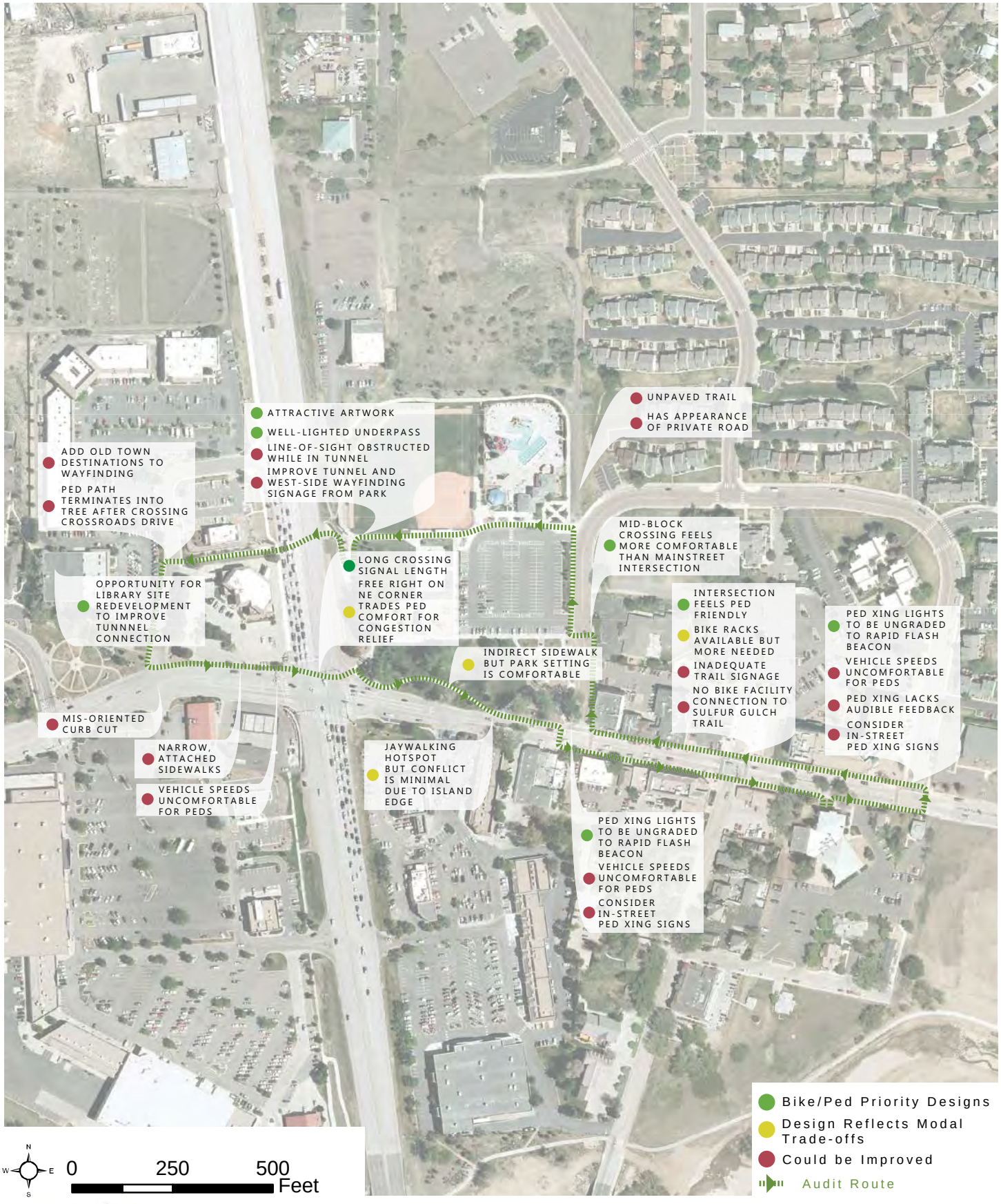
## COMMUNITY OPEN HOUSE ON MULTI-MODAL NETWORK VISIONING

The community open house on multi-modal network visioning shared ideas for possible new types of roadways, street design elements, and treatments for pedestrian and bicycle infrastructure (Appendix C). The open house included interactive discussions with the consultant team and Town planning staff on 1) new types of street design elements; 2) options for multimodal solutions; and 3) options for bike facilities on Mainstreet. Feedback from the community open house was used to provide guidance on street design elements and new street typologies in Parker. Proposed street design elements included:

- Buffered (protected) bike lanes,
- rapid flash beacons for pedestrian crossings
- in-street pedestrian crossing signs

## COMMUNITY OPEN HOUSE ON KEY CHOICES

The final public open house was used to evaluate and prioritize projects identified through the planning process (Appendix C). Proposed improvements were displayed on map boards for each of the five identified Town focus areas as well as other identified town-wide improvement projects. The highest community priority projects were identified as bicycle and pedestrian projects focused on all of Parker.

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# Bike and Pedestrian Audit Observations

Sources: Town of Parker

**MAP 1-3**

# CHAPTER 2: PLAN REVIEW, INVENTORY, AND DATA COLLECTION

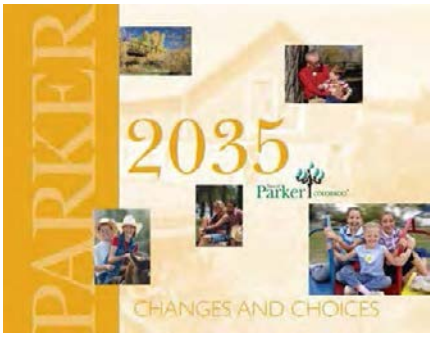
To understand how the transportation system operates in Parker today, an inventory of those elements comprising the existing transportation system was conducted. The Transportation Master Plan (TMP) incorporates and builds upon the concepts and recommendations from previous planning efforts. The TMP data collection process began with a review of Parker's existing plans, studies, policies, standards, guidelines and other rules and regulations pertaining to transportation. Next, information about current conditions in Parker such as current roadways, safety conditions and options for active transportation was collected. This section presents findings of the existing inventory, review and data collection phases of the planning process. It should be noted that the following documents remain as relevant plans and are referenced in this TMP as additional planning resources.

## PLAN REVIEW

The TMP data collection process began with a review of Parker's existing plans and studies. A summary of the review and findings is below.

### *Town Master Plan: Parker 2035 Changes and Choices (2012)*

Parker's Master Plan is a policy framework for decisions that affect the physical, social and economic environment of the Town. Transportation is a key theme of Parker's Master Plan and the document sets forth specific goals for transportation such as:




Chapter 7 - Community Appearance and Design - promotes excellence in appearance and design, including relevant Goal 1: *Our community's streets and walkways will be planned, built and maintained as safe and attractive public spaces.*

Chapter 10 - Transportation - supports a multimodal transportation system and includes the following five key transportation related goals:

1. *The Town will plan for transportation and land use in an integrated, safe and efficient manner.*
2. *Ensure connectivity and adequate circulation throughout the Town with connections to the regional roadway network.*
3. *Promote, encourage, and actively participate in the development of a transit service that serves the local needs of our community as well as provides safe and convenient access to the regional public transportation system.*
4. *Provide an interconnected system of bikeways, walkways, and trails within Town and to the regional network to encourage non-driving modes of transportation.*
5. *Work with the Colorado Department of Transportation (CDOT) and the E-470 Authority to minimize the negative impacts from, and maximize the economic viability of, State Highway 83 and E-470 on our community.*

Additionally, the Parker 2035 Master Plan contains the *Roadway Network Plan* that depicts Parker's primary roadway network (state highways, arterials and major collectors) through 2035. The goal of the

Roadway Network Plan is to anticipate the build out of the major street network and to provide through-travel capacity as Parker continues to grow and develop. The priority and timing is just one of several factors that are considered for the construction of new roads. Other factors include current and projected travel demand, development and redevelopment, community priorities and budgeting.

### *Open Space, Trails, and Greenways Master Plan (2010)*

The Mission of the Town of Parker Open Space, Trails and Greenways Plan is to provide an integrated and cohesive open space and trails system that fulfills the recreational, non-motorized movement, ecological and aesthetic needs of the Town.

This plan embodies visions for the trails and open space programs in Parker. The plan contains a strong vision for the implementation of an off-street transportation network and includes trail development criteria and a missing trail connections map to aid in continued trails planning and development efforts. The key goals and strategies of the trails program are articulated below:


1. Improve connectivity of the trail system within the Town and to the regional trail system.
2. Integrate trails and trail access into residential and commercial developments.
3. Strive to develop trail and trail facilities that meet multiple trail user needs where possible.
4. Work with neighboring governments to accomplish mutual trail goals.
5. Integrate the needs of diverse user and modes of transportation within the trail system.
6. Provide adequate infrastructure at trailheads, rest areas and along the trail system.
7. Provide a safe and well maintained trail system.
8. Develop trail loops throughout the Town using a combination of trails, sidewalk systems and bike lanes, where appropriate.
9. Educate the community about the value of trails.

Parker has an extensive trail network and the Open Space, Trails and Greenways Plan contains a strong vision for furthering this off-street transportation system.

### *Bike Lane Plan (2005)*

In 2004, Parker conducted a study to identify opportunities for bike lane development in the Town. This study resulted in Parker's Bike Lane Plan, adopted in 2005 as an addendum to the 2004 Open Space, Trails and Greenways Master Plan. An inventory of existing conditions, a list of Goals and Strategies, and recommendations for bike lane planning and development were created. Additionally, the study identified four tiers of bike lane/roadway classifications to serve as a guide for implementing bike lane development in the future.

The goals of the Bike Lane Plan are:

1. Develop long-range policies that promote bicycle connectivity, access, and safety.
2. Create connectivity between trails, sidewalks and bike lanes allowing for safe and efficient bicycle movement.
3. Provide a safe opportunity for bicyclists to move around Town.

The Town recently updated its Roadway Design and Construction Criteria Manual to include bike lanes on its residential collector streets and wider outside lanes on arterials but did not include bike lanes on non-residential collector street sections. The Town has also successfully implemented the first tier of striping recommendations on some existing roadways. Implementing recommendations from subsequent tiers has been more challenging since they often rely on infrastructure improvements or right-of-way acquisition and consequently are more costly. The Bike Lane Plan's second tier of recommendations for arterials along with its third: connections through adjoining jurisdictions; and fourth: Parker Road, have not been implemented.

### *Capital Improvement Plan Roadway Construction (2013-2020)*

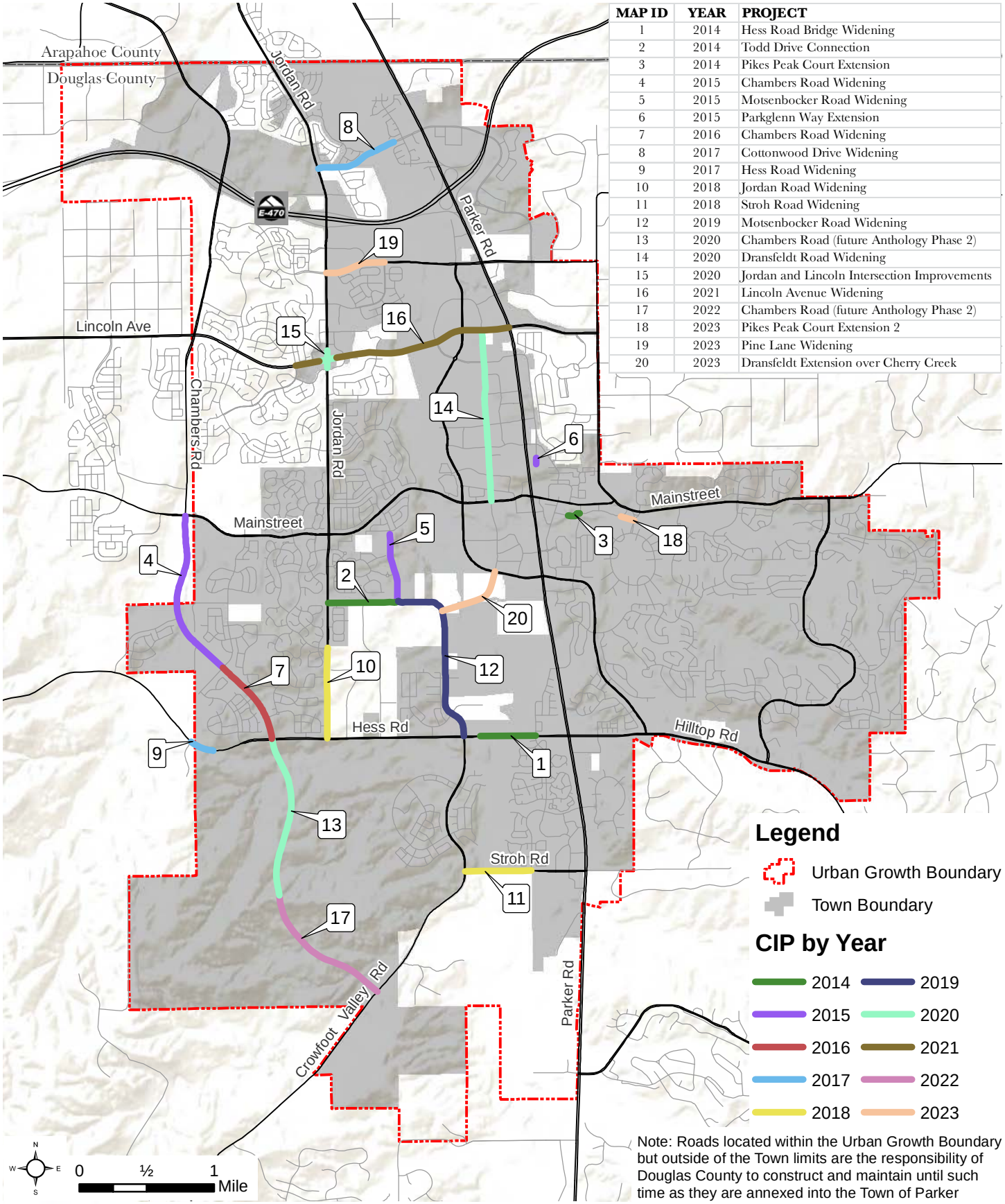
A Capital Improvement Plan (CIP) is a plan for constructing new roadways and improvements to existing roadways. The CIP identifies funding for each year of a project and provides a link between strategic plans and the Town's annual budget. Additionally, the CIP provides a short range plan for implementing projects identified in Transportation Master Plans. The 2013-2020 Capital Improvement Plan has budget planned for the following roadway improvements:

- Widen the Hess Road Bridge (over Cherry Creek) from 2 lanes to 4
- Extend Parkglenn Way to the Brownstown Drive alignment (tied to O'Brien North Park improvements)
- Widen Chambers Road from 2 to 4 lanes between Mainstreet and Hess Road (jointly with Douglas County)
- Widen Cottonwood Drive from 2 to 4 lanes between Jordan Road and Cottonwood Lane
- Widen Hess Road from Great Plain Street to the Town Boundary in coordination with the County widening of Hess Road to I-25
- Widen Jordan Road from 2 to 4 lanes between Mainstreet and Hess Road
- Widen Stroh Road from 2 to 4 lanes between J. Morgan Boulevard and Motsenbocker Road
- Widen Motsenbocker Road to be a consistent residential boulevard collector street design from Clarke Farms Drive to Stroh Road
- Add a second southbound lane on Dransfeldt Road between Lincoln Avenue and Mainstreet
- Extend Chambers from Hess Road to the Stroh Road alignment (tied to development of Anthology)
- Improve intersection at Jordan Road/Lincoln Avenue
- Todd Drive extension west to Jordan Road

The CIP also includes the following trail improvements:

- Extension of East/West Trail from Jordan Road to Chambers Road
- Extension of Newlin Gulch Trail from Mainstreet to East/West Trail

All projects listed in the CIP are shown in Map 2-1.




| MAP ID | YEAR | PROJECT |
|---|---|---|
| 1 | 2014 | Hess Road Bridge Widening |
| 2 | 2014 | Todd Drive Connection |
| 3 | 2014 | Pikes Peak Court Extension |
| 4 | 2015 | Chambers Road Widening |
| 5 | 2015 | Motsenbocker Road Widening |
| 6 | 2015 | Parkglenn Way Extension |
| 7 | 2016 | Chambers Road Widening |
| 8 | 2017 | Cottonwood Drive Widening |
| 9 | 2017 | Hess Road Widening |
| 10 | 2018 | Jordan Road Widening |
| 11 | 2018 | Stroh Road Widening |
| 12 | 2019 | Motsenbocker Road Widening |
| 13 | 2020 | Chambers Road (future Anthology Phase 2) |
| 14 | 2020 | Dransfeldt Road Widening |
| 15 | 2020 | Jordan and Lincoln Intersection Improvements |
| 16 | 2021 | Lincoln Avenue Widening |
| 17 | 2022 | Chambers Road (future Anthology Phase 2) |
| 18 | 2023 | Pikes Peak Court Extension 2 |
| 19 | 2023 | Pine Lane Widening |
| 20 | 2023 | Dransfeldt Extension over Cherry Creek |

Note: Roads located within the Urban Growth Boundary but outside of the Town limits are the responsibility of Douglas County to construct and maintain until such time as they are annexed into the Town of Parker

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# Proposed 10 Year CIP (2013)

Sources: ESRI, USGS, CDOT, DRCOG, Arapahoe County, Douglas County, Town of Parker

**MAP 2-1**

### *Town of Parker Roadway System Evaluation (2013)*

The Town conducted a roadway system evaluation in order to prepare travel demand forecasts based on current household and employment forecasts. The evaluation determined the appropriateness of the Town's 2014-2020 Capital Improvement Program (CIP) to accommodate forecasted travel demands.

The traffic forecasts and network evaluations showed that the Town of Parker's current Capital Improvements Program is anticipated to generally accommodate future demands.

The projects included in the CIP and the alternatives identified in this evaluation were considered and incorporated into the preliminary list of transportation improvements in Chapter 6: Focus Area Key Choices.

### *Transit Feasibility Study (2004)*

Prior to the opening of the T-REX Southeast Corridor project, Parker conducted a study to examine options to provide enhanced transit options to the Town's residents and employees. The study had three specific objectives:

1. Determine options for connections to the regional transit system.
2. Determine options for bringing employees and visitors to Parker.
3. Determine the feasibility of local bus service.

The study recommended the following three-stage plan to implement transit in the Parker area:

1. Prior to T-REX (2004–2006)
    a. Enhance local service by re-routing the local Route 66 and 153 to Dransfeldt Road instead of Parker Road.
    b. A connection to Aurora will be possible via the Route 153. The 153 will be routed along Parker Road beginning in January 2004.
2. T-REX Opening (2006) - a local feeder route, temporarily labeled by RTD as the 410, will provide a transit connection between the Lincoln LRT station and the Parker area.
3. Long Term (20+ years)
    a. Mainstreet would be developed as a transit corridor with either Bus Rapid Transit (BRT) or Light Rail Transit (LRT).
    b. The rapid transit service would connect Parker's downtown commercial core with Lone Tree's proposed RidgeGate City Center.

### *Fixed Guideway Transit Study (2005)*

In 2005, Parker adopted a Fixed Guideway Transit Study recommending a Bus Rapid Transit (BRT) system in a dedicated lane adjacent to Mainstreet connecting Downtown Parker with Lone Tree's future RidgeGate Parkway end-of-line station along the Southeast light rail line. The study identified a number of stops along the proposed route, which would alternatively terminate at Town Hall and in Franktown along Parker Road operating in mixed traffic. However, the timing of RTD's RidgeGate light-rail extension is uncertain.

### *SH 83-86 Corridor Optimization Study (2004)*

While Parker Road today handles between 30,000-50,000 vehicles a day through Parker today, it is forecast to have daily volumes approaching 80,000 in the vicinity of the E-470 interchange by 2035.

There is limited right-of-way to expand Parker Road, so future improvements will have to be focused on operations.

The SH 83-86 Corridor Optimization Study was conducted to assess strategies to meet long-term future travel demand along State Highway 83 (Parker Road). The Plan describes the relationship between three strategic elements; transportation, land use and funding. Parker remains committed to implementing the Plan to integrate land use and transportation planning by adopting policies that support and contribute to the mobility and quality of life in the community.

The study explored options for increasing the capacity of Parker Road through central Parker via three options: widening (insufficient ROW width), a one-way couplet paired with Twenty Mile Road, and parallel parkways of Parker and Twenty-Mile Road. The study recommended the two alternatives utilizing Twenty Mile Road to supplement north-south capacity through Parker. One would operate Parker Road and Twenty Mile as paired couplets between Downtown Parker and E-470 with Parker Road being redesigned as a north-bound one-way street and Twenty Mile as a southbound. The other proposed Parker Road and Twenty Mile as parallel parkways utilizing an Intelligent Traffic System (ITS) to steer motorists to the faster route based on real time traffic information.

Beyond limited acceleration/deceleration lanes Colorado Department of Transportation (CDOT) is currently constructing, the state has no identified budget to implement this study.

### *Greater Downtown District Vehicular Connectivity Plan (2003)*

The Greater Downtown District Vehicular Connectivity Plan depicted the general location of desired future vehicular connections in Greater Downtown Parker which encompasses the Downtown Core (including Old Town), East Downtown Gateway and much of the Central Commercial District. Its goal was to create a more robust street network to promote better business access and circulation, but a number of subsequent development decisions have made several of that plan's recommendations out of date. As a result, both Old Town and Mainstreet west of Parker Road are key focus areas for the TMP.

### *Parker Downtown Strategic Action Plan (2002)*

The Parker Downtown Strategic Action Plan developed a preliminary list of action items and estimated associated costs for projects in order to inform capital improvements programming. The plan had many pertinent recommendations related to transportation that are discussed below.

One recommendation was to improve parts of Mainstreet east of Parker Road to conform to the "historic heart" streetscape. The Town implemented this recommendation by adding pedestrian amenities, i.e. trees, pedestrian lights and landscaped medians from Parker Road to Pine Drive. These modifications required a non-conforming street design since this treatment is not part of the roadway design guidelines for arterials. This TMP will bridge the topic of creating unique street designs for Old Town and reflect the zoning and built environment for the area.

The Plan had additional recommendations related to more street connectivity and pedestrian improvements.

Since this Plan was intended to serve as a short-term guiding document, many of the proposed improvements have been implemented.

### *Dransfeldt/Commerce District Access & Circulation Plan (2004)*

This Plan was developed to provide direction to internal staff in development review and public infrastructure improvement of properties and roadways located in the Commerce District. The Town of Parker Commerce District is bounded approximately by Lincoln Avenue on the north, Pony Express on the south, Twenty Mile Road to the west and Parker Road to the east. Dransfeldt Road functions as the spine of the Commerce District. The plan proposes the following roadway connections:

- Access to Dransfeldt Road west to Twenty Mile Road
- Apache Dr. extension from Twenty Mile east to Dransfeldt Road
- Progress Way extension directly north to the proposed Lincoln Meadows Parkway extension
- Lincoln Meadows Parkway extension from Dransfeldt Road east to Parker Road to intersect with Parkglenn Way (completed)
- North-south roadway connecting the proposed Lincoln Meadows Parkway extension to the Walgreens entrance located off Lincoln Ave. between Parker Road and Dransfeldt Road (dependent on future development)
- East-west connections between Dransfeldt Road and Twenty Mile south of Walgreens

### *Salisbury Estates Neighborhood Objective (2004)*

A study was completed by the Town for a large unincorporated subarea that is surrounded by the Town and currently consists of large lot residential and agricultural parcels. The area is generally bound by Hess Road on the south, Motsenbocker Road on the east, the Xcel power lines on the north and Jordan Road on the west. The Salisbury Estates Neighborhood Objective serves as a long-range plan that will coordinate the future development of parcels within the Salisbury Estate area. The Plan proposes a rectilinear street network based on the current roadway network and uses a traditional street classification system. The Plan considers new connections to Jordan Road and Motsenbocker Road, which was considered in developing this TMP.

The Plan also plans for trail extensions and connectivity throughout the area including connections to the Oak Gulch, Cherry Creek and the East West Regional Trails.

### *Old Town Creative District Plan (2013)*

In early 2012, the Town of Parker was honored with the designation as an Emerging Creative district by the state's Colorado Creative Industries Division. A requirement of the designation was to develop a Creative District Strategic Plan. The Old Town Creative District Plan was developed to establish strategic steps to move the community towards its vision of a successful Old Town Parker, coordinate efforts between a variety of organizations, businesses and artists and solidify Old Town's role and value to the community as a destination and gathering place. The plan calls for the development of a Parker downtown master plan and includes specific recommendations for walkability, establishing higher density development and coordinated streetscape and signage.

# ADJACENT ENTITY PLAN REVIEW

The following plans from neighboring governmental entities (Map 2-2) were reviewed to identify potential impacts to the Town of Parker transportation network and to promote an integrated multimodal regional planning process. A summary of the plans reviewed is below.

## *City of Centennial Transportation Master Plan (2011)*

The City of Centennial is located in Arapahoe County, north of the Town of Parker. The Town of Parker is connected to Centennial via Parker Road (SH83), which extends northward from Parker into Centennial. The TMP identified the need for a multi-use path on one side of Parker road from Orchard Road to Valley High Dr. and a minimum 8-foot sidewalk on the remaining side. Due to the close proximity of the southern boundary of this improvement-,Orchard Road to Parker's urban growth boundary, the Town of Parker should consider implementing a similar treatment to Parker Road south of Orchard Road to provide continuity. The Plan did not provide any recommendations for roadway improvements to Parker Road

## *Arapahoe County 2030 Transportation Plan (2010)*

The northern border of Parker's urban growth boundary abuts Arapahoe County and Parker Road (SH 83), the major north-south arterial running through the Town, and extends northward into Arapahoe County. In 2010, Arapahoe County developed a unified multimodal updated transportation plan that was used to develop the County's 10-year CIP.

A proposed project that will impact the Town of Parker is the extension of Aurora Parkway from Gartrell Road to Parker Road. This roadway is planned as a 6-lane facility that will provide an alternate east-west connection to the Town. The Plan also proposes implementing an interim at-grade intersection with an ultimate new interchange for Parker Road (SH 83)/Aurora Parkway.

Other improvements that have the potential to impact Parker's transportation network are identified below:

- Safety and capacity improvements at the Parker Road (SH 83)/ Broncos Parkway intersection
- Transit route improvements identified for Parker Road between I-225 and E-470

## *Douglas County 2030 Transportation Plan (2009)*

Douglas County's 2030 Transportation Plan identifies future transportation needs and estimates short-term and long-term capital improvements needed to accommodate future growth. This Plan is relevant to the Town because Parker is located within Douglas County.

The Town will be impacted by the widening of E-470 from 6 to 8 lanes between I-25 and Parker Road Additionally, the following joint Douglas County and Town of Parker projects were recommended:

- Widen Jordan Road from 2 to 4 lanes between Mainstreet and Hess Road
- Widen Hilltop from 2 to 4 lanes between Canterberry Pkwy. and Singing Hills
- Extend Stroh Road from Parker Road (SH 83) east then north to Hilltop Road at Canterberry Parkway
- Widen East Parker Rd/CR 8 (Mainstreet turns into E Parker Road east of Town) from 2 to 4 lanes between Canterberry Pkwy. and Tomahawk Road

- Widen Crowfoot Valley from 2 to 4 lanes between Knobcone Dr. (North of Founders Pkwy) and Stroh Road

## *City of Aurora Comprehensive Plan (2009)*

The City of Aurora abuts Parker's northeastern boundary. Aurora's 2009 Comprehensive Plan contains a chapter called 'Creating Aurora's Future Transportation System' that was reviewed to determine if the plan identified improvements that would affect the Town's transportation network.

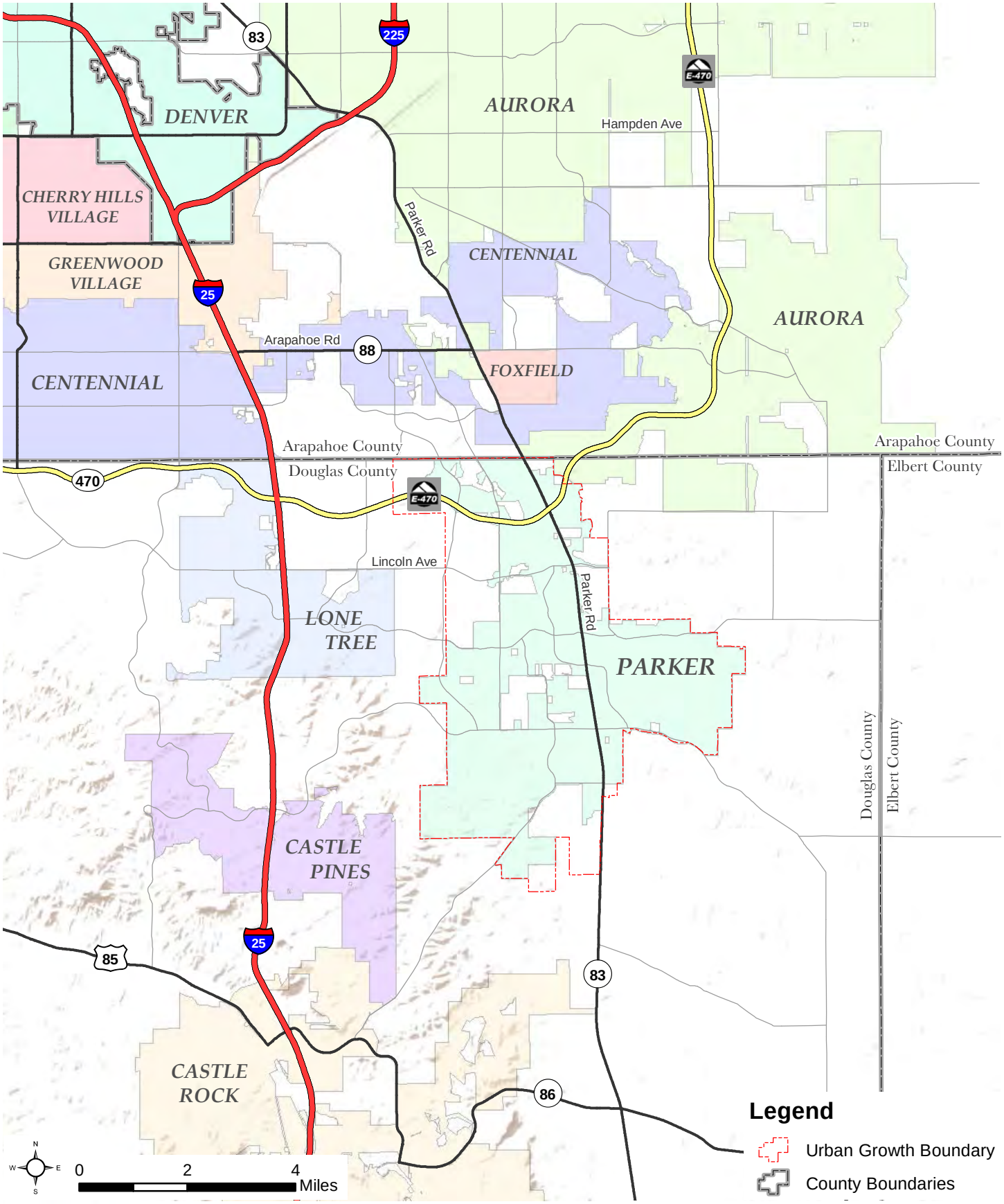
The Plan contains a vision for the Parker Road Corridor and addresses the Parker Road Corridor Study that was completed in 2009.The Study assesses the ability of the Corridor to meet the needs of the businesses, residents and the communities it serves. The following recommendations for the corridor were developed through a technical public process:

- Roadway Elements, including recommended travel lanes, intersection improvements, barrier medians and design speed for the corridor
- Transit Elements, including enhancements to transit facilities and pedestrian amenities, transit preferential treatments at congestion locations, new bus service recommendations and future park-n-ride locations
- Pedestrian/Bicycle Elements, including new sidewalk and multi-use paths and bike network improvements to provide multi-modal connections
- System Management Elements, including a number of upgrades to Intelligent Transportation System (ITS) components, such as enhanced signal detection, video monitoring and variable message signs

The improvements for the Parker Road corridor identified above were considered in the TMP process in order to ensure continuity.

## *Aurora Southeast Area Transportation Study Update (2007)*

The Aurora Southeast Area Transportation Study supplements Aurora's Comprehensive Plan. This plan was reviewed because the interchange at E-470 and Parker Road (in Parker) is the southwestern boundary for the study area. The study shows the extension of Aurora Parkway from Gartrell to Parker Road which is also included in Arapahoe County's 2030 Transportation Plan. Since the City updated its Comprehensive Plan in 2009, more credence was given to that review.

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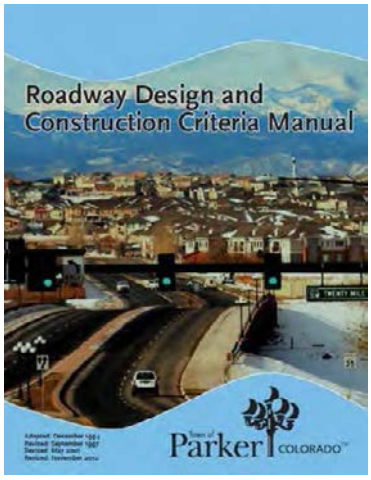
# Jurisdictions Adjacent to the Town of Parker

Sources: ESRI, USGS, CDOT, DRCOG, Town of Parker

**MAP 2-2**

# REGULATORY REVIEW

Parker's policies, standards, guidelines and other rules and regulations pertaining to transportation were reviewed in order to understand how the Town's regulatory framework influences transportation decisions.




## *Roadway Design and Construction Criteria Manual (2012)*

Parker's Roadway Design and Construction Criteria Manual was most recently updated in November 2012, just prior to the TMP. It divides Parker's streets into a hierarchy of three primary classifications:

1. **Arterials**, with a primary purpose of efficient and continuous movement of through traffic
2. **Collectors**, which function to direct traffic between local streets and arterial streets
3. **Local streets**, which function to provide vehicular access to adjacent property

The design criteria further sub-classifies *collectors* into:

- Residential Collectors
- Residential Boulevard Collectors
- Non-residential Collectors

*Local* streets are sub-classified into:

- Residential Local
- Non-residential Local

The design criteria differentiate collectors and local streets by their predominant land-use context. This is not the case for arterials. Mainstreet through Old Town is zoned Greater Downtown District- Historic Center, which supports the existing development patterns in the area. Although East Mainstreet through Old Town has on-street parking, fewer travel lanes and closer signal spacing than specified in the arterial design criteria, it is classified as an arterial. The roadway design criteria do not acknowledge Old Town's unique context and this segment of East Mainstreet is treated as a grandfathered condition. As a result, the roadway classification of Mainstreet in Old Town does not reflect the zoning and built environment.

Some of the questions that the TMP addresses are:

- Does the design criteria need to be revised to address different types of streets and contexts?
- Do existing street classifications meet Parker's current and future mobility and access needs?
- How does the Town want to prioritize various modes of travel?

## OFF-STREET PARKING REQUIREMENTS

Parker's Land Development Ordinance regulates off-street parking requirements by use regardless of zoning district. However, the Pikes Peak Center and Historic Center sub-districts within the Greater Downtown zoning district are exempt from any off-street parking requirements. Reductions in off-street parking are possible. Shared parking agreements are a parking management tool available in the Land Development Ordinance. The ordinance also requires off-street bicycle parking by use.

### *Land Development Ordinance*

Parker's Land Development Ordinance was enacted to encourage and facilitate the orderly growth and expansion of the Town. The Ordinance combines zoning and subdivision ordinances into a single land development ordinance to cover phases of development. The Ordinance addresses transportation-related topics such as: parking requirements, off-street bicycle parking space requirements, land dedication requirements for trails and transportation considerations required for site plan review.

The permitted land uses within the existing zone districts provide for a wide variety of uses that can have a wide variety of impacts on the transportation system. These variations in land uses can make planning for transportation facilities challenging.

# EXISTING CONDITIONS INVENTORY

Below is a summary of Parker's transportation system and land use. These are further detailed in Chapter 4.

## ROADWAYS

Parker's roadway network consists primarily of arterials, collectors and local roadways. E-470, a controlled access toll-road, bisects the northern portion of Parker and provides access to communities to the north such as Aurora and Centennial as well as Denver International Airport. Additionally, Parker Road, the major north-south regional highway running through the Town of Parker, is a state highway (SH 83) that meets regional, state and strategic transportation needs as well as connects to numerous local roads and other principal arterials. Map 2-3 presents Parker's current roadway classifications. Chapter 5 of this Plan analyzes current roadway classifications and provides additional options.

***Arterial Streets***

The primary purpose of an arterial street is the efficient and continuous movement of through vehicular traffic. An arterial provides major vehicular movement within the area and connections to the rest of the roadway network. Hess Road, Lincoln Avenue and Twenty Mile Road are examples of arterials in Parker that move automobile traffic between activity centers. Arterials in Parker carry both local and through traffic. Currently, Parker does not sub-classify the arterials based on volume or land use.

***Collector Streets***

A collector street is a street that distributes vehicular traffic between arterials and local streets within neighborhoods). Parker sub-classifies collectors into three types based on land use:

1. *Residential Collectors* (only in residential subdivisions), with a primary purpose of moving motorists, bicyclists and pedestrians between local streets and arterial streets and providing access to parks and schools that serve residential neighborhoods.
2. *Residential Collector Boulevards* have the same location and purpose as residential collectors but have a median.
3. *Non-residential Collectors*, with a primary purpose of moving motorists, bicyclists and pedestrians between local streets to arterial streets as well as providing access to adjacent commercial and non-residential properties.

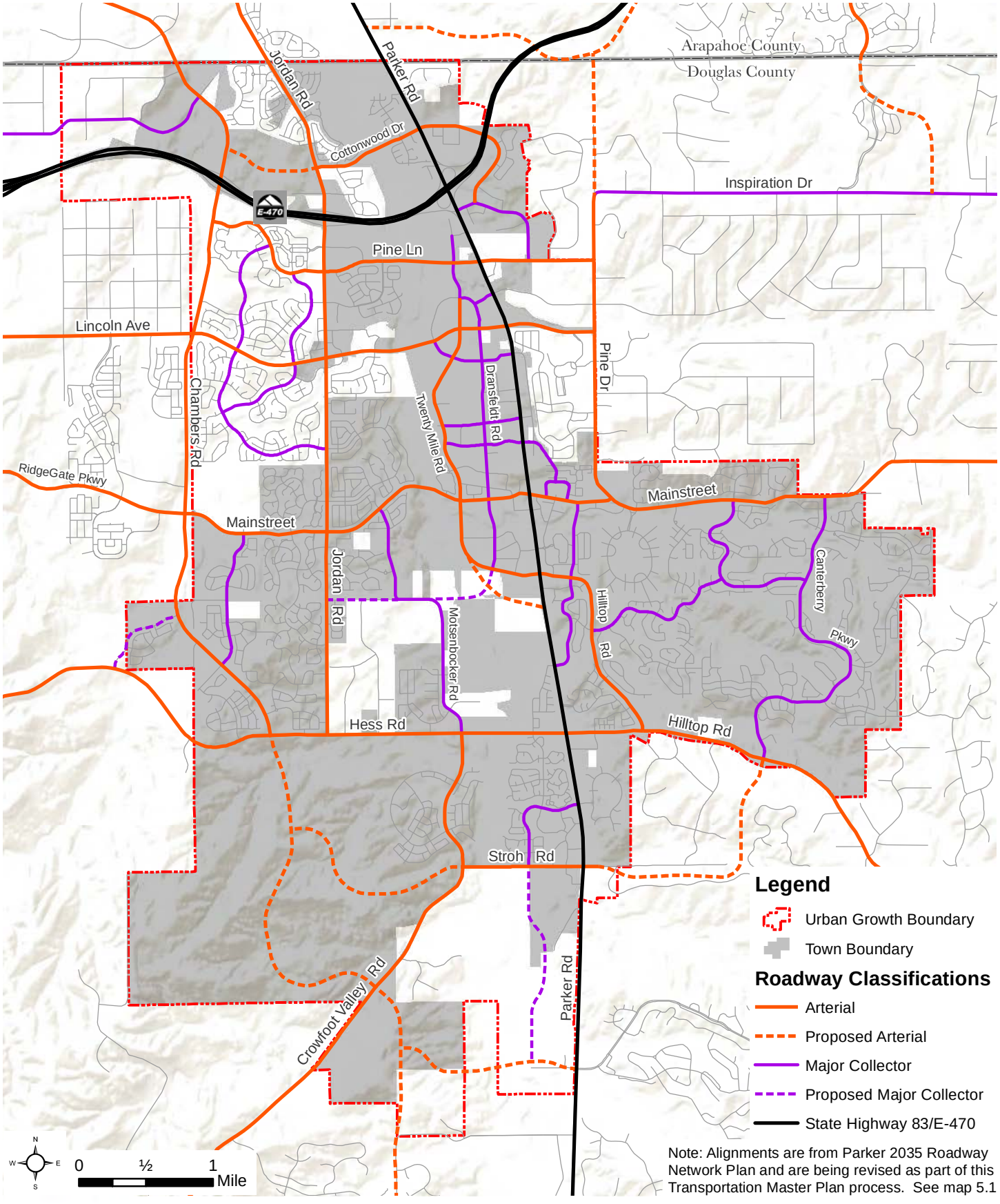
Bradbury Ranch Drive and Club Drive are classified as residential collectors. Pine Drive south of Mainstreet is an example of a residential boulevard collector. South Dransfeldt Road and Plaza Drive are examples of non-residential collectors in Parker.

***Local Streets***

Local streets provide more vehicular access to adjacent properties and are not permitted to intersect with arterial roads. Two types of local streets exist within Parker based on land use and are described below:

1. *Residential Local Streets*, with a primary purpose of providing access to abutting land and private residences.
2. *Non-residential Local Streets*, with a primary purpose of providing access to non-residential parcels.

Parker has a large number of residential local streets that provide movement through Parker's neighborhoods. Non-residential local streets such as Progress Way are less common.

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# Roadway Classifications (Roadway Network Plan 2012)

Sources: ESRI, USGS, Arapahoe County, Douglas County, Town of Parker

**MAP 2-3**

## TRANSIT

The Town of Parker is served by the ***Regional Transportation District (RTD)*** transit system. RTD operates two local bus routes in Parker: 153, 410 and a regional route P. Call-n-Ride, RTD's demand response service is offered in the northeast portion of the Town.

Route P: Parker runs from the Pinery Park-n-Ride (PnR) to Civic Center Station in downtown Denver. This regional bus runs at 20 minute intervals during the weekday peak periods.

Route 153: Chambers Road runs from the Parker PnR to the Montbello PnR in Aurora with stops at Parker Adventist Hospital. This regional bus service runs at 1 hour intervals during weekday peak periods. Though Route 153 maintains Saturday and Sunday/Holiday services, Parker is not served on weekends.

Route 410: Lincoln Ave / Parker runs from The Pinery PnR to Lincoln Station, which provides light rail access. This local bus provides bus services runs at 30 minute intervals during weekday peak periods.

A limited portion of Parker is served by RTD's Call-n-Ride service on weekdays between 5:30am and 6:00pm inside of the delineated boundary. This service requires patrons to call in a ride two hours in advance, but provides the flexibility more akin to a taxi service.

| Route | Boardings Per Day (Fall 2012 Average) |
|---|---|
| P - Northbound | 276 |
| P - Southbound | 2 |
| 153 - Northbound | 42 |
| 153 - Southbound | 4 |
| 410 - Northbound | 31 |
| 410- Southbound | 2 |
| Call-n-Ride | 41.5 |

There are three Park-n-Ride facilities that serve the Parker area: Lincoln/Jordan Park-n-Ride, Parker Park-n-Ride and Pinery Park-n-Ride. The Lincoln/Jordan Park-n-Ride has the fifth-highest capacity utilization percentage in the entire RTD District. The Parker Park-n-Ride also exhibits high utilization, ranking 13$^{th}$ in the district for percent of capacity utilized. Table 2-1 below depicts amenities and utilization of these Park-n-Rides. Parker is currently not serviced directly by Light Rail but residents can access the Lincoln Station via the 410. DRCOG's MetroVision 2035 identifies two corridors, Mainstreet and E-470, which could be considered for future rapid transit expansion. Map 2-4 depicts current transit services in Parker.

*Table 2-1: Town of Parker Park-n-Ride Facts*

| Park-n-Ride | Parking Spaces | Bike Racks | Bike Lockers | Routes | Utilization as % of Capacity |
|---|---|---|---|---|---|
| Lincoln/Jordan | 102 | 0 | 6 | 410, P | 93% |
| Parker | 173 | 2 | 6 | 153, 410, P | 68% |
| Pinery | 79 | 0 | 0 | 410, P | 34% |

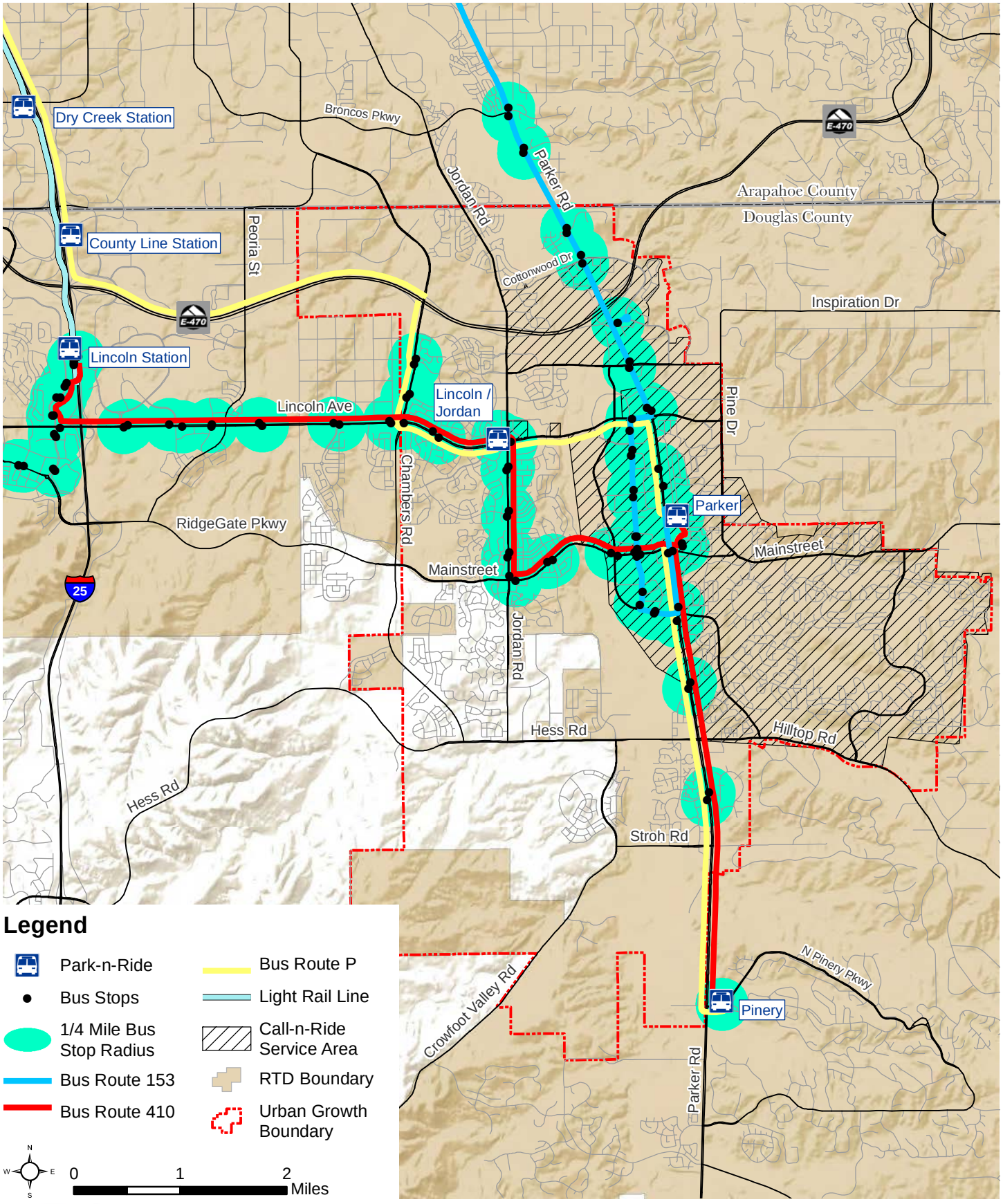
Parker area residents also often drive to and park at light rail station Park-n-Rides such as the Lincoln Station, County Line Station and Nine Mile Station to access the light rail system.

Parker is a member of the ***Douglas County Transit Solutions (DCTS)*** Local Coordinating Council (LCC). A LCC is a formal, multi-purpose, long-term alliance of community organizations, individuals and interest groups that work together to achieve common goals regarding public transportation for low and moderate income residents in Douglas County. DCTS's purpose is to reduce redundancy and improve efficiency and mobility countywide. DCTS is made up of jurisdictional representatives, community based organizations and service providers from the County. DCTS currently operates a call center that provides information on transportation in Douglas County and assists customers in finding the best transportation options to meet their needs. Also, transportation services are available for persons with disabilities and for employment related transportation needs for low income residents.

Parker will continue to partner with the Denver Regional Council of Governments (DRCOG) and other nearby jurisdictions to coordinate local and regional transit planning efforts.

## PEDESTRIAN AND BICYCLE TRANSPORTATION

The Town of Parker maintains an extensive trail system that offers approximately 65 miles of trails for both recreation and non-motorized transportation. The Town also maintains 8.4 miles of off-street bicycle lanes. Most trails in Parker are multi-use corridors allowing for various activities such as walking and running, bicycling, skateboarding, rollerblading and other non-motorized activities including equestrians. Almost all streets in Town have sidewalks and pedestrians in Parker can get around Town by either using the trail or sidewalk network. Map 2-5 shows pedestrian facilities, trails and sidewalks (only collectors and arterial sidewalks are shown) in Parker. Bicyclists can use Parker's trail system and the existing on-street bike lanes. Map 2-6 shows Parker's current on-street bike facilities and their connections to trails.

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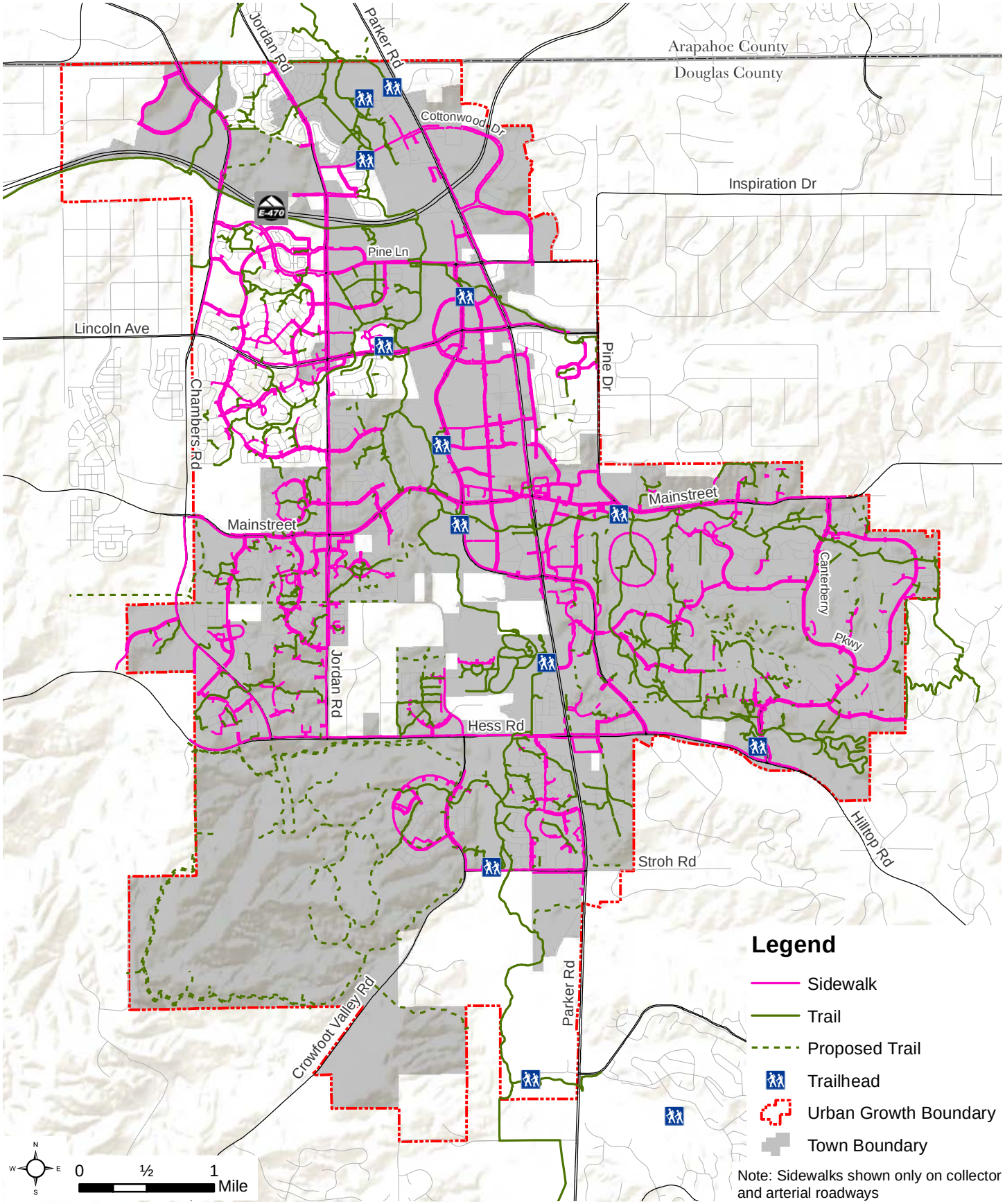
# Transit in the Greater Parker Area

Sources: ESRI, USGS, CDOT, RTD, Arapahoe County, Douglas County, Town of Parker

**MAP 2-4**

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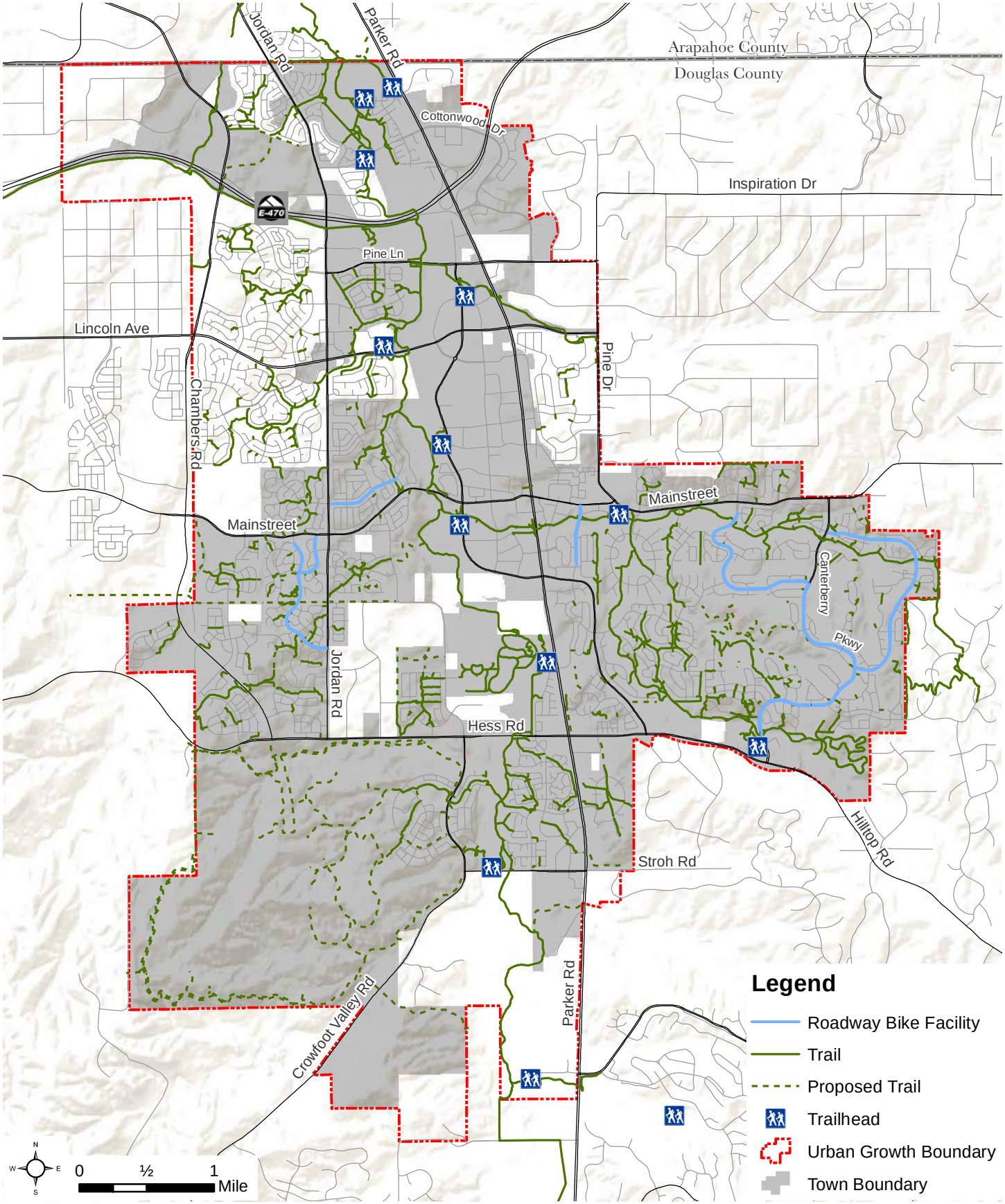
Sources: ESRI, USGS, Town of Parker

# Pedestrian Facilities

**MAP 2-5**

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Sources: ESRI, USGS, Town of Parker

# Bicycle Facilities

**MAP 2-6**

## LAND USE, TRANSPORTATION AND PROJECT FOCUS AREAS

Land use refers to the activity associated with a given area of land at a particular time. Categories generally include commercial, industrial, residential, parks/open space, schools, and mixed use. Land uses can change over time particularly when vacant land is developed or when developed land is redeveloped.

Transportation systems and land use patterns influence each other. Roadways shape land use decisions and land use patterns affect travel behavior. Low-density development is almost exclusively serviced by the automobile while higher-density development encourages transit facilities, walking and biking.

Considering land use when making transportation investments can ensure new projects and land use plans support one another and achieve a shared vision.

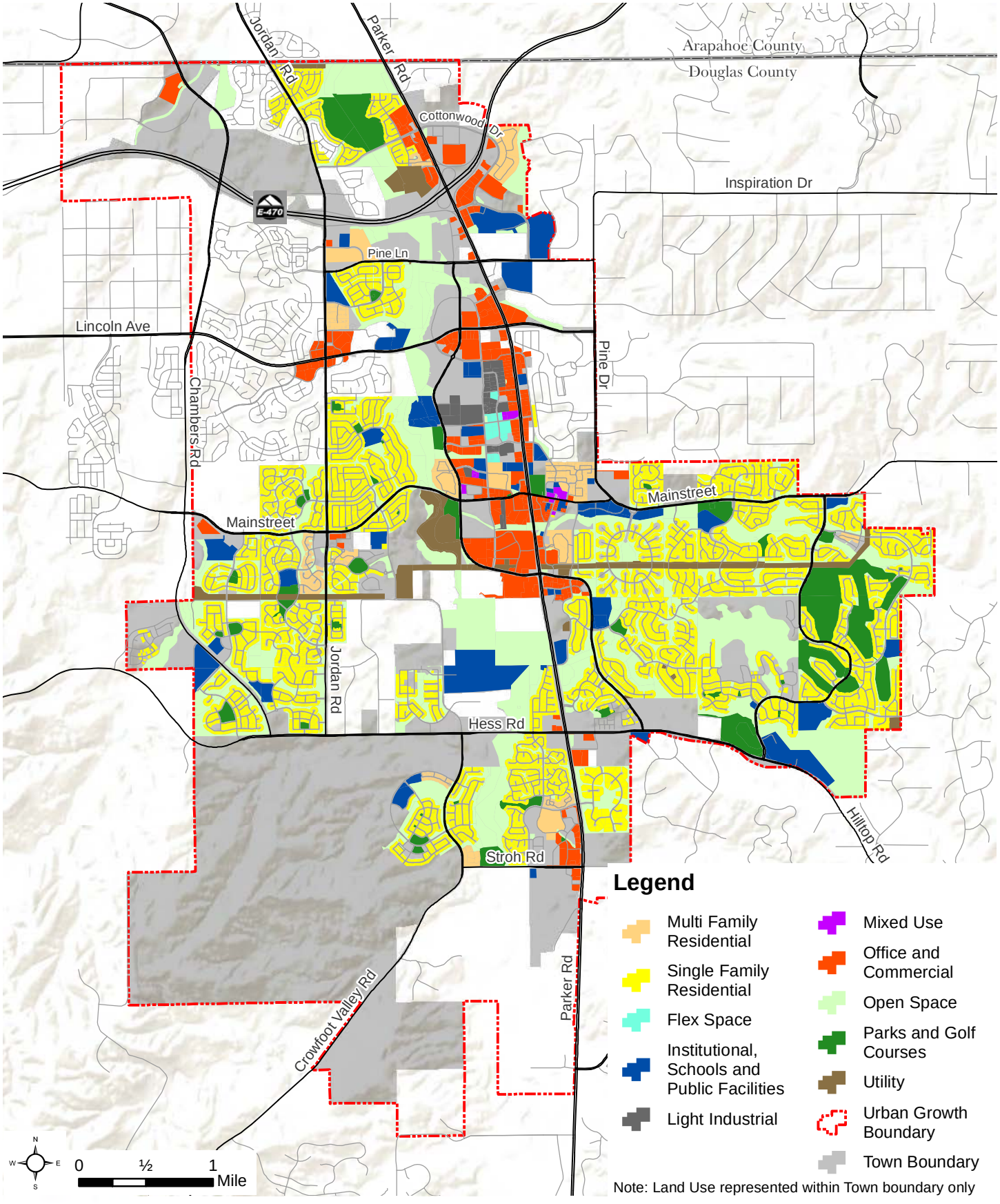
The Town has Euclidian zoning districts as well as a number of Planned Development (PD) districts that allow for a wide range of land uses on specific parcels. This uncertainty between what is permitted and what will be built creates difficulty in roadway and access planning. It is recommended in Chapter 7, Implementation and Funding Strategies, that the Town make efforts to amend the Land Development Ordinance regarding zoning and ensure that new PD's have permitted land uses with less variability of impacts and demands on the transportation system.

The relationship between land use and transportation played a key role in helping identify five focus areas for the Parker TMP. These areas were identified because of their unique character of existing land uses or potential for future development/redevelopment. The focus areas include:

1. *Cottonwood Drive and Parker Road* - The area around Cottonwood Drive and Parker Road serves as the northern gateway to the Town and is planned for higher-density residential uses, mixed-use commercial and is an employment district that takes advantage of E-470 access.
2. *Dransfeldt Road Industrial Area* - The Dransfeldt Road industrial area is an employment area that supports manufacturing needs and includes truck delivery and has recreation destinations.
3. *Mainstreet West of Parker Road* -The Mainstreet area between Parker Road and Cherry Creek is a major part of Parker's Central Commercial District Character Area as designated in the Parker 2035 Master Plan. This corridor acts as a transition from the single family residential neighborhoods west of Cherry Creek to Old Town east of Parker Road.
4. *Old Town* Parker - Old Town and the eastern gateway to Downtown is a vibrant pedestrian-oriented destination.
5. *Salisbury North* – The Salisbury North area, is envisioned as a major park destination emphasizing pedestrian and bicycle access.

Maps 1-2 and 2-7 identify the Parker TMP five focus areas and the Town of Parker's land use map.

The relationship of land use and transportation is further explored in Chapter 4.

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# Town of Parker Existing Land Use

Sources: ESRI, USGS, Arapahoe County, Douglas County, Town of Parker

**MAP 2-7**

# DATA COLLECTION

In addition to reviewing the relevant Parker regulatory and planning documents cited above and initial existing conditions, the TMP team compiled and analyzed the following quantitative, qualitative, and spatial data:

- Roadway network
- Speed limits
- Average daily traffic
- Truck routes
- Transit facilities and service
- Pedestrian and bicycle facilities
- Population density
- Jobs density

*Chapter 4: Key Transportation Issues* presents an analysis of the data collected in this phase and identifies current transportation deficiencies and opportunities.

# CHAPTER 3: VISION, GUIDING PRINCIPLESAND POLICIES

The purpose of goal setting and visioning is to develop a framework for the TMP. Goals and a vision for the TMP were developed through a series of workshops with Town Staff, the Project Advisory Committee, Planning Commission and Town Council. The TMP flows first from the overall Town vision and is steered by the guiding principles and the Town's Master Plan.

This chapter identifies the Town's Vision and Guiding Principles which helped develop the recommendations for the overall Transportation Master Plan for the Town of Parker as well as the five focus areas.

## VISION

The vision statement for the Transportation Master Plan is taken from the Transportation chapter of the Parker 2035 Town Master Plan:

***Parker will develop and sustain a safe, convenient, and efficient transportation system incorporating various modes of travel including automobiles, public transportation, bicycles, and pedestrians.***

## GUIDING PRINCIPLES

The Guiding Principles, originally called the plan goals, took their direction from the transportation chapter of the 2012 update of the Parker 2035 Master Plan.

The Guiding Principles of the TMP are:

- **Provide a safe and efficient transportation system that provides circulation within Town and connections to the region**
- **Find the right balance between mobility needs and access needs**
- **Respect the context of Parker's built and natural environments**
- **Integrate transportation infrastructure investment with land use**
- **Ensure public investment decisions support economic development**
- **Create a multi-modal network that allows people of any age or ability to be comfortable driving, walking, biking or using transit**
- **Mitigate impacts and leveraging benefits of Parker Road and E-470**

# POLICIES, GOALS, AND STRATEGIES

The following Policies, Goals and Strategies are intended to provide the framework, guidance and implementation steps for the Town as it continues to improve the transportation system. The above referenced vision statement was used to develop the following Transportation Master Plan policies:

1. *Integration - Coordinate land use planning, transportation planning and management, economic initiatives and capital investments to result in a transportation system and land uses that support and enhance each other*
2. *Multi-Modal - Provide a multi-modal transportation system that maximizes mode choice and mobility for all users*
3. *Interconnected - Create an interconnected local and regional roadway network that provides efficient and convenient mobility and access*
4. *Design & Maintenance - Plan, design, build and maintain a high-quality, cost-effective transportation system*
5. *Health - Provide a transportation system that offers opportunities for physical activity and healthy lifestyles*
6. *Safety - Plan, design and implement transportation infrastructure that affords safe travel for all users*

Implementation of these Town transportation policies, goals and strategies will be a coordinated interdepartmental effort including Public Works, Community Development, Economic Development and Parks & Recreation.

## Policy 1 - Coordinate land use planning, transportation planning and management, economic initiatives, and capital investments to result in a transportation system and land uses that support and enhance each other

Goal 1.1 - Support and coordinate local and regional transportation planning decisions and capital investments with the Town's land use vision as established in the Parker 2035 Master Plan

Strategy 1.1.1 - Update the Roadway Design and Construction Criteria Manual Variance section 3.11 to include a multidepartment review committee to make a recommendation to the Public Works Director in coordination with the Community Development Director and Economic Development Director

a. - Create an multidepartment working committee to make annual CIP recommendations and develop the 10-year CIP

b. - Provide committee with a process to review and make recommendations to the Public Works Director who will make a final determination in coordination with the Community Development Director regarding transportation infrastructure and landscaping design projects

Strategy 1.1.2 - Develop Access Management Documents for important commercial areas, TMP focus areas and corridors

Strategy 1.1.3 - Periodically (minimum of 5 years) update the Roadway Design and Construction Criteria Manual to ensure that Town standards continue to meet community values, new modes of travel, and new technical standards

Strategy 1.1.4 - Seek ways to minimize impacts of sight distance requirements on landscaping and land use site plan and subdivision design

Goal 1.2 - Promote the Transportation Master Plan vision in land use and economic development planning activities

Strategy 1.2.1 - Update the Land Development Code's zoning permitted land uses regarding permitted uses to create better predictability of impacts on the transportation system and landscape design standards

Strategy 1.2.2 - Update the Land Development Ordinance's landscape design standards to better integrate with right-of-way and street standards

Strategy 1.2.3 - Review permitted land uses in both existing and new Planned Development Guides (PDs) and consider amendments to create less variability better predictability of future impacts and demands on the transportation system

Strategy 1.2.4 - Promote a mix of land uses and activity centers that can maximize walkability and bikeability

Strategy 1.2.5 - The Town will seek to partner with Douglas County School District to develop joint procedures on future school siting decisions

Goal 1.3 - Design transportation infrastructure that will be sensitive to the surrounding land use, environmental, scenic, aesthetic, and historic contexts

a. - Incorporate Context Sensitive Solution/design (CSS/D) principles in the planning, design and development of transportation projects that will support the use of innovative, flexible and creative infrastructure where the established street design or land use pattern prevent conformance with the current street standards, allow for alternative contextual design

b. - Context Sensitive Solutions/design (CSS/D) will incorporate public involvement and an inclusive planning process

c. - Update the Roadway Network Plan (Master Street Plan) to include Context sensitive design areas

d. - The Director of Public Works shall adapt, develop and adopt departmental policies, design criteria, standards, and guidelines based upon recognized best practices in street design, construction and operations including but not limited to the latest editions of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets; AASHTO Guide for Planning, Designing, and Operating Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and Urban Street Design Guide; U.S. Access Board Public Right-of-Way Accessibility Guidelines; Highway Capacity Manual and Highway Safety Manual. In doing so, the Public Works Department shall consider methods of providing development flexibility within safe design parameters, such as context-sensitive design solutions. The Public Works Department shall also attempt to employ all solutions consistent with and sensitive to the context of the project.

e. - Consider the development feasibility and viability of remaining parcels and where applicable, the Town should not retain excess right-of-way

f. - Provide for pedestrian and bicycle facilities when designing, rebuilding or re-striping streets based on the context of the existing and planned land development and the function of the street using principles of context sensitive solutions/design

Strategy 1.3.2 - Design, construct and maintain streets, trails, intersections, and sidewalks as attractive public spaces

Improve and retrofit existing roadways as necessary to meet current and future needs and design standards

Goal 1.4 - Make transportation investments as development occurs to accommodate increased travel demand.

Strategy 1.4.1 - Continue to conduct a Traffic Model on a regular basis to inform future CIP decisions (approximately every 5-years)

Strategy 1.4.2 - Maintain a 5- year CIP which is updated every 2 years

Strategy 1.4.3 - Develop mechanisms to also track pedestrian and bicycle usage along with auto counts

Goal 1.5 - Manage parking supply and demand to optimize land use through coordination of land use and transportation planning

Strategy 1.5.1 - Commission a parking study for Old Town Parker to evaluate the current condition and future parking needs

Strategy 1.5.2 - Maximize on-street parking and public parking in Old Town

Strategy 1.5.3 - Evaluate our Land Development Code's current parking standards and amend as necessary to meet current best practices

Goal 1.6 - Mitigate the impacts and leverage benefits of existing and proposed arterial roads, Parker Road and E-470

Strategy 1.6.1 - Continue to work with E-470 and surrounding jurisdictions to implement construction of the extension of the E-470 Trail across Parker Road and continuing north and east

Strategy 1.6.2 - Recognize Parker Road as a regional corridor and partner with CDOT to accomplish the following:

a. - Implement the State Highway 83 - 86 Corridor Optimization Plan, as amended, when needed and the State Highway 83 Access Control Plan, as amended

b. - Improve access through providing targeted access to important land uses and consolidating other accesses where appropriate

c. - Continue to seek safety improvements

d. - Retrofit Parker Road to increase multi-modal capacity and bicycle/pedestrian safety including constructing continuous detached shared-use bike/ped paths along Parker Road

e. - Work with CDOT to implement Context Sensitive Solution design (CSS/D) principles throughout the Parker Road corridor including achieving a boulevard design from Lincoln Avenue south to Twenty Mile Road

f. - Complete median improvements along the entire length of Parker Road within the Town

g. - Coordinate with surrounding jurisdiction and CDOT to explore options to implement Intelligent Transportation Systems (ITS)

Strategy 1.6.3 - Amend the Roadway Design and Construction Criteria Manual to establish Context Sensitive Solution design (CSS/D) standards for key commercial areas throughout Town such as Neighborhood Centers or Community Centers, that allow for enhanced access for automobiles, pedestrians, bicyclists and transit riders

Strategy 1.6.4 - Ensure that roadway character and design create a sense of arrival to the Town at important gateways into the Town

## Policy 2 - Provide an integrated multi-modal transportation system that maximizes mode choice and mobility for all users

Goal 1.7 - Create a multi-modal transportation system that provides safety and flexibility for all Town residents

Strategy 1.7.1 - Integrate bicycle and pedestrian LOS measurements into the Roadway Design and Construction Criteria Manual

Strategy 1.7.2 - Improve existing pedestrian and bicycle facilities and connections between neighborhoods, commercial, retail and services so that physically active modes of transportation are a desirable and convenient choice

Strategy 1.7.3 - New roadways will be sited, designed and constructed to meet the Town's multi-modal Level of Service (performance measurement)

Goal 1.8 - Create a **bicycle** network that maximizes safety, convenience and comfort for bicyclists of all ages and skill levels

Strategy 1.8.1 - The needs of bicyclists will be included in the planning, design and operation of all transportation facilities

Strategy 1.8.2 - All collector and arterial roadways will have on street bike facilities that are designed to national standards(bike lanes)

Strategy 1.8.3 - Where street improvement and drainage projects coincide with desired bikeways, provisions for bicycle and pedestrian travel should be explicitly addressed before the project proceeds and upheld throughout the project development, construction and operation

Strategy 1.8.4 - Update the Roadway Design and Construction Criteria Manual to include standards for bicycle facilities

a. - Allow for on street design flexibility when retrofitting existing roads

Strategy 1.8.5 - Update and implement the Town's Bike Lane Plan

Strategy 1.8.6 - Amend Municipal Code to permit bicycles to ride on sidewalks except where signed otherwise

Strategy 1.8.7 - Improve and expand bike facilities around Town

Strategy 1.8.8 - Use unique bike treatments in Old Town because of Old Town's land use context and character

Strategy 1.8.9 - Identify and implement solutions to enhance bike safety and connectivity

Strategy 1.8.10 - Investigate a bike share program

Strategy 1.8.11 - Ensure bike and pedestrian connections and off-street bicycle parking facilities are provided for during the Development Review process and considers security, placement, quality of facilities and provision of way finding signage directing bicyclists to the parking facilities

Strategy 1.8.12 - At actuated traffic signal locations, consider provisions to allow bicycles to be detected or to easily allow a bicyclist to activate a green signal where needed

Strategy 1.8.13 - Support the use of traffic calming devices to improve safety for pedestrian and bicycle travel

Goal 1.9 - Create a **pedestrian** network that maximizes safety, convenience and comfort for pedestrians of all ages

Strategy 1.9.1 - The needs of pedestrians will be included in the planning, design and operation of all transportation facilities

Strategy 1.9.2 - Identify and implement solutions to enhance pedestrian safety and connectivity

Strategy 1.9.3 - Prioritize the walkability and pedestrian activity in Old Town

Strategy 1.9.4 - Amend the Roadway Design and Construction Criteria Manual to include pedestrian crossings that are appropriately designed, located and provide safety and convenience for pedestrians

Strategy 1.9.5 - Amend the Roadway Design and Construction Criteria Manual to include consistent design standards for mid-block pedestrian crossings

Strategy 1.9.6 - Pedestrian facilities will comply with Americans with Disabilities Act (ADA) standards

Strategy 1.9.7 - Continuous sidewalks will be provided on both sides of all streets and roadways (except Freeways),, and preferably detached from the roadway The Town will continue to build missing sidewalks on State Highway 83 (Parker Road) and all other Parker streets incrementally or as private development occurs

Strategy 1.9.8 - Ensure bike and pedestrian connections and bike parking are provided through the Development Review process

Strategy 1.9.9 - Support the use of traffic calming devices to improve safety for pedestrian and bicycle travel

Strategy 1.9.10 - Consider reductions of speed limits on Mainstreet in Old Town (between Parker Road and N. Pine Drive) and on residential local roads

Strategy 1.9.11 - Consider impacts of automobile speed limits based on the context of collector roads, arterial roads and Parker Road

Strategy 1.9.12 - Roadway lighting will be provided at pedestrian crossings and other locations where conflicts could arise between drivers and pedestrians

Strategy 1.9.13 - Multi-use sidewalks/trails will have connections to the local street system and with residential, employment, commercial, recreational and school sites and be a minimum width of 10 feet wide, provide instructional signage and adequate lighting in underpasses and other dark areas

Goal 1.10 - Implement the missing trail connections and use the criteria from the Open Space, Trails and Greenways Master Plan to determine additional trail improvements

Strategy 1.10.1 - Focus on constructing regional trail connections

a. - East West Trail
b. - E-470 Trail extension
c. - Newlin Gulch Trail
d. - Oak Gulch Trail
e. - Future trail connections to Reuter Hess Reservoir

Strategy 1.10.2 - The Town shall continue to collaborate with developers on building trail links connecting new commercial and residential developments

Goal 1.11 - Strive to attain a zero injury rate from automobile conflicts for school children walking or biking to and from school

Strategy 2.5.1 - Continue to work with the Douglas County School District to encourage manned crosswalks at all schools

Goal 1.12 - Seek to achieve the Denver metro average for the percentage of trips using transit with high-quality service and infrastructure

Strategy 1.12.2 - Continue to work with RTD to increase service hours and frequency of bus service for routes 410, 153 and P

Strategy 1.12.3 - Work with RTD to expand the Call-n-Ride service

Strategy 1.12.4 - Continue to work with advertisers to construct bus shelters at all bus stops

Strategy 1.12.5 - Continue to work with RTD to ensure that Park-n-Rides are adequately located and sized to meet the needs of the growing community

Strategy 1.12.6 - Include development within the Town's Urban Growth Boundary into RTD's service area

Strategy 1.12.7 - Explore E-470 as a transit corridor

Strategy 1.12.8 - Work with RTD to change Route 153 to connect Parker to the 9-Mile light rail station

Goal 1.13 - Create a vehicular network that maximizes safety, convenience, and comfort for drivers of all ages and abilities

Strategy 1.13.1 - Preserve right-of-way for future capacity enhancements

Strategy 1.13.2 - Choose appropriate roadway classification based on the street's role in the roadway network and adjacent land uses

Strategy 1.13.3 - Explore and implement appropriate Transportation System Management (TSM) to mitigate congestion, optimize infrastructure investments and promote travel options

Strategy 1.13.4 - Explore and implement appropriate Intelligent Transportation Systems (ITS) to increase transportation safety, efficiency and mobility

## Policy 3 - Create an interconnected local and regional roadway network that provides efficient and convenient mobility and access

Goal 1.14 - Provide a complete and connected roadway network that expands the arterial and collector system

Strategy 1.14.1 - Update the Roadway Design and Construction Criteria Manual to include the following new and revised roadway sections

a. - Add a new, **6-lane principal arterial** street classification that includes a striped bike lane and a detached, minimum 10-foot wide, multi-use sidewalk/trail on both sides of the street with multiple pedestrian and bike safety enhancements

b. - Modify the **4-lane arterial** to include a striped bike lane and a detached, minimum 10-foot wide, multi-use sidewalk/trail on both sides of the street

c. - Add a new, **4-lane major collector** that allows for business access and includes striped bike lanes

d. - Revise existing non-residential collector and non-residential local roadway sections to include attached and detached sidewalk options and on-street parking

Strategy 1.14.2 - Development will provide a system of collector streets that offer safe and convenient alternative routes to arterials

Goal 1.15 - Provide a complete and connected roadway network that expands the local and private street system

Strategy 1.15.1 - Coordinate with adjacent property owners to improve private access and circulation within shopping centers to enhance public roadway network functionality

Strategy 1.15.2 - Neighborhood streets will be interconnected, but designed to protect the neighborhood from excessive cut through traffic

Goal 1.16 - Provide adequate commercial access to support economic goals.
- Strategy 1.16.1 - Amend the Roadway Design and Construction Criteria Manual to modify access requirements in a manner that creates a structure to consider land use access demands with through traffic demands

Goal 1.17 - Provide for the movement of trucks and goods in and through the community
- Strategy 1.17.1 - Maintain and enforce a truck route plan with designated truck routes to provide commercial access
- Strategy 1.17.2 - Provide clear and consistent truck route signage
- Strategy 1.17.3 - Truck routes will be designed to minimize truck travel through Old Town and residential neighborhoods

Goal 1.18 - Effectively manage the transportation system with state-of-the practice techniques and methods
- Strategy 1.18.1 - Continue to track changes in average daily traffic (ADT) for arterial and major collector roads
- Strategy 1.18.2 - Identify new technologies that can enhance the quality and efficiency of transportation facilities and services and thoughtfully implement through demonstrations of such innovations
- Strategy 1.18.3 - Invest in technology to implement a program to track bicycle and pedestrian usage of trail and sidewalks and roadway intersection crossings
- Strategy 1.18.4 - Work with CDOT to plan for and coordinate the installation of Intelligent Transportation Systems (ITS) infrastructure on Parker Road including variable message signs, real-time traffic information and signal priority for buses
- Strategy 1.18.5 - Manage traffic congestion through Transportation System Management (TSM), Intelligent Transportation Systems (ITS) and other system optimization strategies
- Strategy 1.18.6 - Develop and implement a localized wayfinding static signage system

Goal 1.19 - Introduce a gridded roadway network where appropriate.
- Strategy 1.19.1 - Future development will be designed with direct through collector road connections paralleling arterial roads where possible

Goal 1.20 - Coordinate with surrounding jurisdictions to support the local and regional transportation networks
- Strategy 1.20.1 - Continue to work with the Denver Regional Council of Governments to influence future planning efforts to positively affect regional transportation issues
- Strategy 1.20.2 - Continue to work with nearby municipalities and jurisdictions to identify, improve and mitigate the regional transportation patterns affecting the Town of Parker
- Strategy 1.20.3 - Continue to work with nearby municipalities and jurisdictions to coordinate transportation infrastructure improvements, maintenance and operations e.g. traffic light timing

### Policy 4 - Plan, design, build and maintain a high-quality, cost-effective transportation system

Goal 1.21 - Transportation infrastructure will be aesthetically designed and constructed to the high level of quality expected by our citizens.

Strategy 1.21.1 - Design, construct and maintain streets, trails, intersections, and sidewalks as attractive public spaces

Strategy 1.21.2 - Periodically update the Roadway Design and Construction Criteria Manual to ensure that Town standards continue to meet community values, new modes of travel, and new technical standards

Strategy 1.21.3 - Where the established street design or land use pattern prevent conformance with the current street standards, allow for alternative contextual design

Strategy 1.21.4 - Improve existing roadways as necessary to meet current and future needs and design standards.

Strategy 1.21.5 - Aesthetically improve the appearance of existing streets and rights of way with the use of landscaping materials, upgraded median design, lighting, decorative hardscape, etc.

Goal 1.22 - Coordinate transportation infrastructure design to serve multiple public functions when possible

Strategy 1.22.1 - Continue to seek opportunities to include stormwater facilities and other utility improvements during planning and design of transportation infrastructure

Strategy 1.22.2 - Continue to seek opportunities to incorporate public spaces during planning and design of transportation infrastructure where appropriate

Strategy 1.22.3 - Continue to seek opportunities for additional landscaping and landscape design elements during planning and design of transportation infrastructure to improve aesthetics

Goal 1.23 - Maintain transportation infrastructure components to minimize life-cycle cost

Strategy 1.23.1 - Continue to conduct a computer based Pavement Condition Test on all streets in Town every 5 years

Strategy 1.23.2 - Continue to fund the annual roadway maintenance at an adequate level to maintain an average Pavement Conditions Index (PCI) of 75

Strategy 1.23.3 - Continue to fund the annual Concrete Repair Program to ensure safe and comfortable multimodal movement

Strategy 1.23.4 - Support physically active transportation by maintaining bike lanes, sidewalks, trails, lighting, and facilities for easy and safe use

Goal 1.24 - The Town will be a fiscally responsible steward of available resources in funding transportation capital improvements

Strategy 1.24.1 - Continue to appropriate funding through the annual budget process for operating and maintenance costs related to transportation capital

Strategy 1.24.2 - Minimize costs by optimizing investment choices and pursuing cost-effective investment and management strategies, such as collaboration and partnering with neighboring governments to leverage resources and improve efficiency

Strategy 1.24.3 - Continue to reinvest in the Town's existing infrastructure, utilizing current available resources and/or sustainable long-term funding

Strategy 1.24.4 - Utilize the Town's 10 Year Capital Improvement Plan to ensure that financial and revenue strategies are adequate to finance, maintain, and replace existing infrastructure

Strategy 1.24.5 - Continue to seek and explore opportunities to secure short term and sustainable long-term funding for future capital projects, operating, and maintenance costs

Strategy 1.24.6 - Continue to identify and pursue new and innovative funding strategies and partnerships

### Policy 5 - Provide a transportation system that offers opportunities for physical activity and healthy lifestyles

Goal 1.25 - Through land use and transportation planning, provide for pedestrian and bicycle connections from the trail and sidewalk network to new development, redevelopment, parks, facilities, and other destinations

Strategy 1.25.1 - Implement the Land Development Code regarding pedestrian and bicycle connectivity

Strategy 1.25.2 - Implement the Open Space, Trails and Greenways Master Plan to construct missing trail links

Goal 1.26 - Create a bicycle network that maximizes safety, convenience, and comfort for bicyclists of all ages and skill levels

Strategy 1.26.1 - Identify and remove physical barriers to an active lifestyle

Strategy 1.26.2 - Ensure neighborhood and community design encourages physical activity by establishing easy access to parks and trails

Goal 1.27 - Create a pedestrian network that maximizes safety, convenience, and comfort for pedestrians of all ages

Strategy 1.27.1 - Identify and remove physical barriers to an active lifestyle

Strategy 1.27.2 - Ensure neighborhood and community design encourages physical activity by establishing easy access to parks and trails

### Policy 6 - Plan, design, and implement transportation infrastructure that affords safe travel for all users

Goal 1.28 - The transportation system should reflect Complete Streets principles

Strategy 1.28.1 - Update the Roadway Design and Construction Manual to reflect Complete Street principles

Goal 1.29 - The safety of the most vulnerable mode of travel should be taken into account when considering improvements

Strategy 1.29.1 - Update the Roadway Design and Construction Criteria Manual to reflect Parker MMLOS strategies to improve the safety of pedestrians and bicyclists

Goal 1.30 - Streets will include sidewalks and parkways that are designed in context with surrounding and future land uses and will have well-defined crosswalks

Strategy 1.30.1 - Update the Roadway Design and Construction Manual street sections to address the potential for different sidewalk and amenity zone options depending on the context of the roadway

Strategy 1.30.2 - Identify and implement additional crosswalk options from the Parker MMLOS within the context of the surrounding land uses

Goal 1.31 - Provide pedestrian, bicyclist and motorist education and training through on-going enforcement and public education programs

Strategy 1.31.1 - The Town and other outside agencies will develop educational programs to inform residents about health benefits of bicycling and bicycle and motorist safety

Strategy 1.31.2 - Utilize education and law enforcement to minimize rates of accidents and injuries of all modes of travel

# CHAPTER 4: KEY TRANSPORTATION ISSUES

In order to better understand Parker's existing and future transportation needs and issues, the TMP process included community engagement exercises and thorough technical analysis of existing conditions. The purpose of this process is to identify and assess deficiencies in the Town's current transportation network and to identify opportunities based on the results of the analysis and the ascertained community values.

This chapter identifies existing deficiencies in the roadway network, the transit network, the bicycle and pedestrian networks, the truck route network, and aviation. This chapter also includes a section on economic development and transportation which looks at the potential future development in the Town of Parker for different land use scenarios and specific areas within the Town of Parker. The relation between land development and vehicular access is discussed in this chapter.

## EXISTING AND FUTURE NETWORK DEFICIENCIES

The project team performed a quantitative analysis across a variety of existing conditions. In particular, existing roadway, transit, truck routes and aviation conditions were examined using GIS data provided by the Town, Douglas County, DRCOG and CDOT. Additionally, the team used ArcGIS' Network Analyst to perform an analysis of existing bicycle and pedestrian conditions.

### ROADWAY LEVEL OF SERVICE

*Level of Service (LOS) is a vehicular intersection and roadway delay rating system established in the Highway Capacity Manual.* Roadway LOS is different from Intersection LOS in that the roadway segment (typically between signalized intersections) is analyzed to determine the roadway's capacity instead of the intersection capacity. Parker's current evaluation system identifies the capacity and performance of unsignalized and signalized intersections and is generally based on signal timing, geometric conditions, traffic conditions and vehicular gaps.

The roadway Level of Service (LOS) analysis provides a means to assess a large number of urban streets in a region or jurisdiction quickly to determine which facilities need to be assessed more carefully to ameliorate existing or pending problems.

Roadway level of service (LOS) was estimated by following methodology in the 2010 Highway Capacity Manual (HCM) for Urban Street Facilities (p. 16-26):

1. For roadways with a posted speed between 30-45 mph, the table of Generalized Daily Service Volumes for Urban Street Facilities (Exhibit 16-14) was used
    - LOS was estimated by applying current and projected traffic volumes, as well as the K-factor and D-factor. The K-factor, which is a ratio of the peak hour to annual average daily traffic was 0.90. The D-factor, which is the percentage of traffic in the peak direction, was assumed to be 0.60. These assumptions were verified through field count data; at the segments of Parker Road from Lincoln Avenue to Mainstreet and Lincoln Avenue from Jordan Road to Twenty Mile Road.
2. For roadways with a posted speed greater than 45 mph, McTrans Highway Capacity Software (HCS) was used. The HCS is based on the 2010 HCM, applying the same estimation for LOS based upon roadway speed, volumes and characteristics.

To determine the operational status of existing roadways, the Level of Service (LOS) was calculated for major roadways in Parker (Map 4-1). LOS characterizes the operational conditions of a roadway's

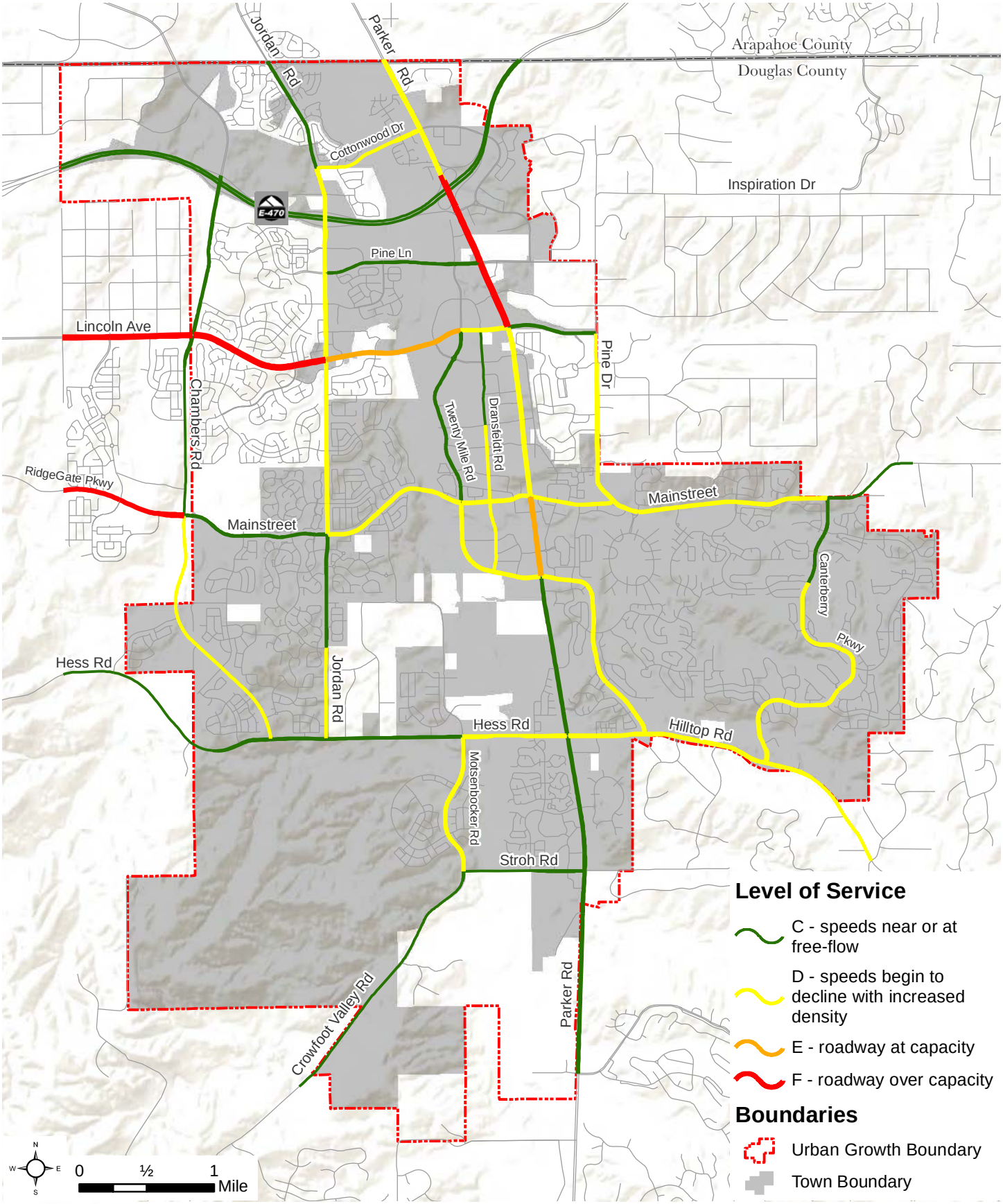
vehicular traffic flow at peak hours using a rating system, ranging from LOS A (indicating free flow traffic conditions with no delay) to LOS F (representing over-saturated conditions where traffic flows exceed the design capacity, resulting in long queues and delays). These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. LOS, typically analyzed during an a.m. or p.m. peak periods and not reflective of a constant state, can be further defined as:

- LOS A – Free flow: The average spacing between vehicles is about 550 feet or 27 car lengths
- LOS B – Reasonably free flow: The average spacing between vehicles is about 330 feet or 16 car lengths
- LOS C – Stable flow: Minimum vehicle spacing is about 220 feet or 11 car lengths
- LOS D – Approaching unstable flow: Speeds slightly decrease as traffic volume slightly increases. Vehicles are spaced about 160 feet or 8 car lengths
- LOS E – Unstable flow, operating at capacity: Irregular flow and varying speeds. Vehicle spacing is about 6 car lengths
- LOS F – Forced or breakdown flow: Every vehicle move in lockstep with the vehicle in front of it, with frequent slowing required. Travel time is unpredictable.

Although LOS A through C are desired levels, LOS D is considered acceptable in urban conditions. The Town criterion currently calls out LOS D as the minimum acceptable LOS for new developments. Traffic conditions with LOS E or F represent significant travel delay, increased accident potential and inefficient motor vehicle operation. It is important to note that LOS A-F ratings are not the same as a school grading system.

Looking at Parker's LOS for current year operating conditions, few roadway segments are over capacity. The two roadways exhibiting capacity issues, portions of Lincoln Avenue and Parker Road, are both roadways that provide regional connectivity. Examining 2035 conditions under a no-build scenario, Parker's roadway network exhibits signs of increased stress. Town growth leads to increased stress on arterials Lincoln Avenue and Parker Road, extending the portions of the roadway that are over capacity. In addition to these major roadways, portions of Chambers Road, Cottonwood Drive, Crowfoot Valley Road and Stroh Road exhibit capacity issues (Map 4-2).

Exploring a 2035 scenario in which the Todd-Dransfeldt connection is completed, Hess Road is widened to four lanes between Chambers Road and I-25, and Lincoln Avenue is widened to six lanes between Jordan Road and Parker Road, much of the congestion through the heart of Parker is reduced. Even with these improvements, Parker Road, Crowfoot Valley Road and Lincoln Avenue west of Jordan Road, exhibit capacity issues (Map 4-3).

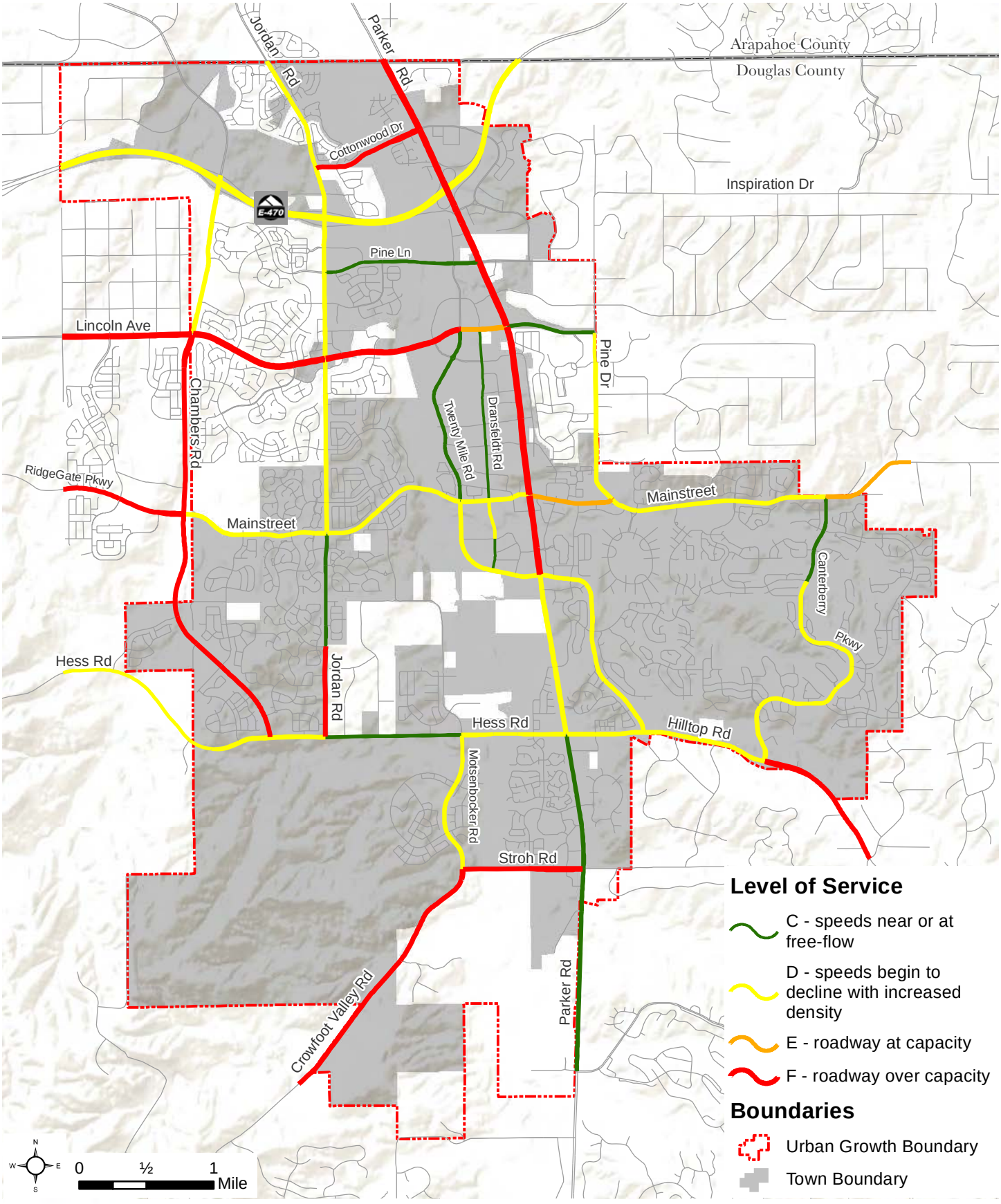



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Roadway Level of Service: 2012

Sources: ESRI, USGS, Arapahoe County, Douglas County, Town of Parker, Fehr & Peers

**MAP 4-1**

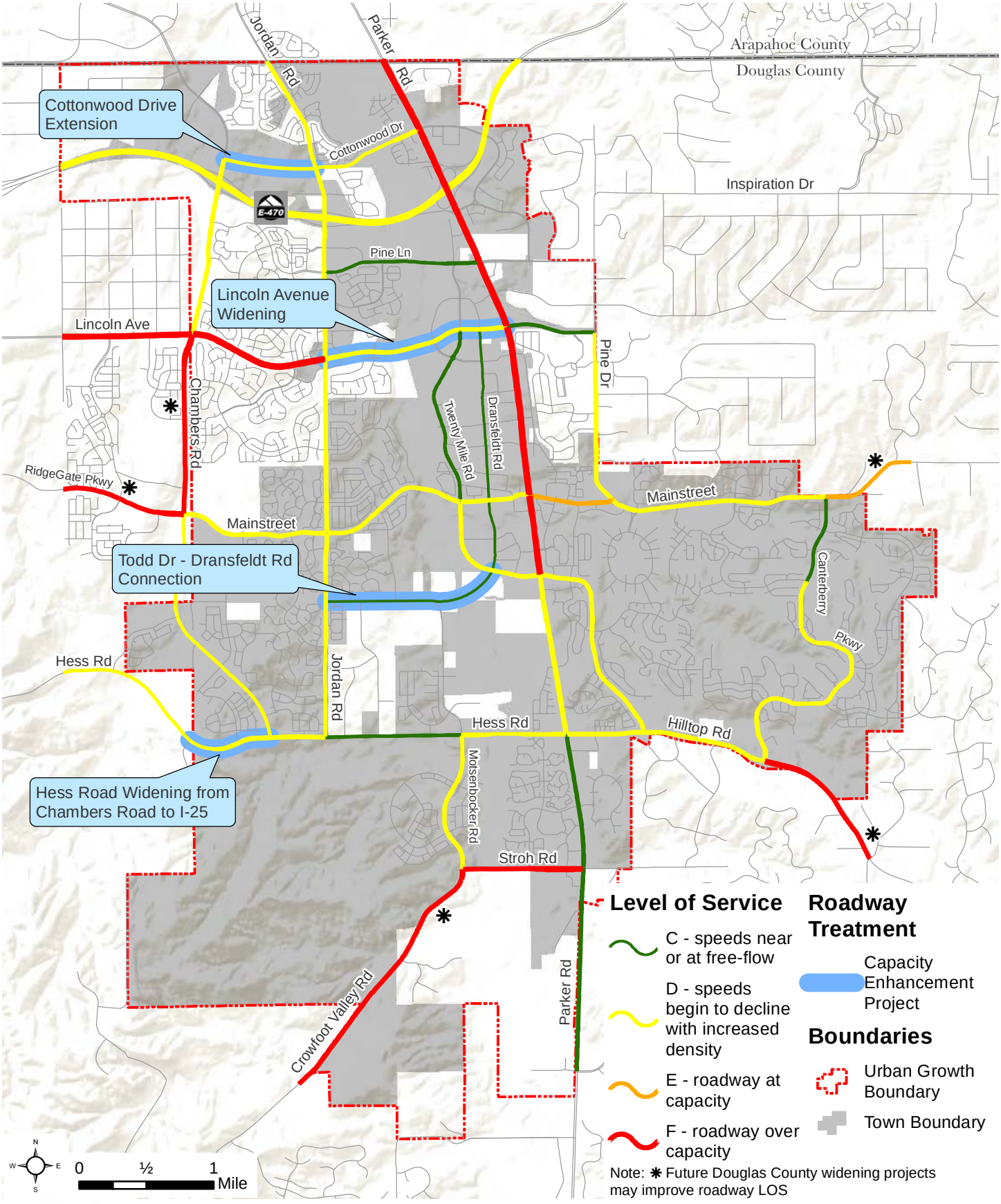



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Roadway Level of Service: Conditions in 2035 with no Change to the 2012 Roadway Network Plan

Sources: ESRI, USGS, Arapahoe County, Douglas County, Town of Parker, Fehr & Peers

**MAP 4-2**




Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Roadway Level of Service: Conditions in 2035 with Select Roadway Enhancements

Sources: ESRI, USGS, Arapahoe County, Douglas County, Town of Parker, Fehr & Peers

**MAP 4-3**

## TRANSIT

Transit service in the Town of Parker is provided by the Regional Transportation District (RTD). RTD's jurisdiction provides light rail (Map 4-4) and bus services (Map 4-5) to eight counties that encompass more than 2,340 square miles, providing service to more than 2.7 million people in the greater Denver area. The Town of Parker is served by the following bus routes:

Route P: Parker runs from the Pinery Park-n-Ride (PnR) to Civic Center Station in downtown Denver. This regional bus runs one way commuter routes at 20 minute intervals during the weekday peak periods.

Route 153: Chambers Road runs from the Parker PnR to the Montbello PnR in Aurora with stops at Parker Adventist Hospital. This local bus service runs at 1 hour intervals during weekday peak periods.

Route 410: Lincoln Ave / Parker runs from The Pinery PnR to Lincoln Station, which provides light rail access. This regional bus provides bus services runs at 30 minute intervals during weekday peak periods.

Call-n-Ride, serves a limited portion of Parker with service on weekdays between 5:30am and 6:00pm inside of the delineated boundary. This service requires patrons to call in a ride two hours in advance, but provides the flexibility more akin to a taxi service.

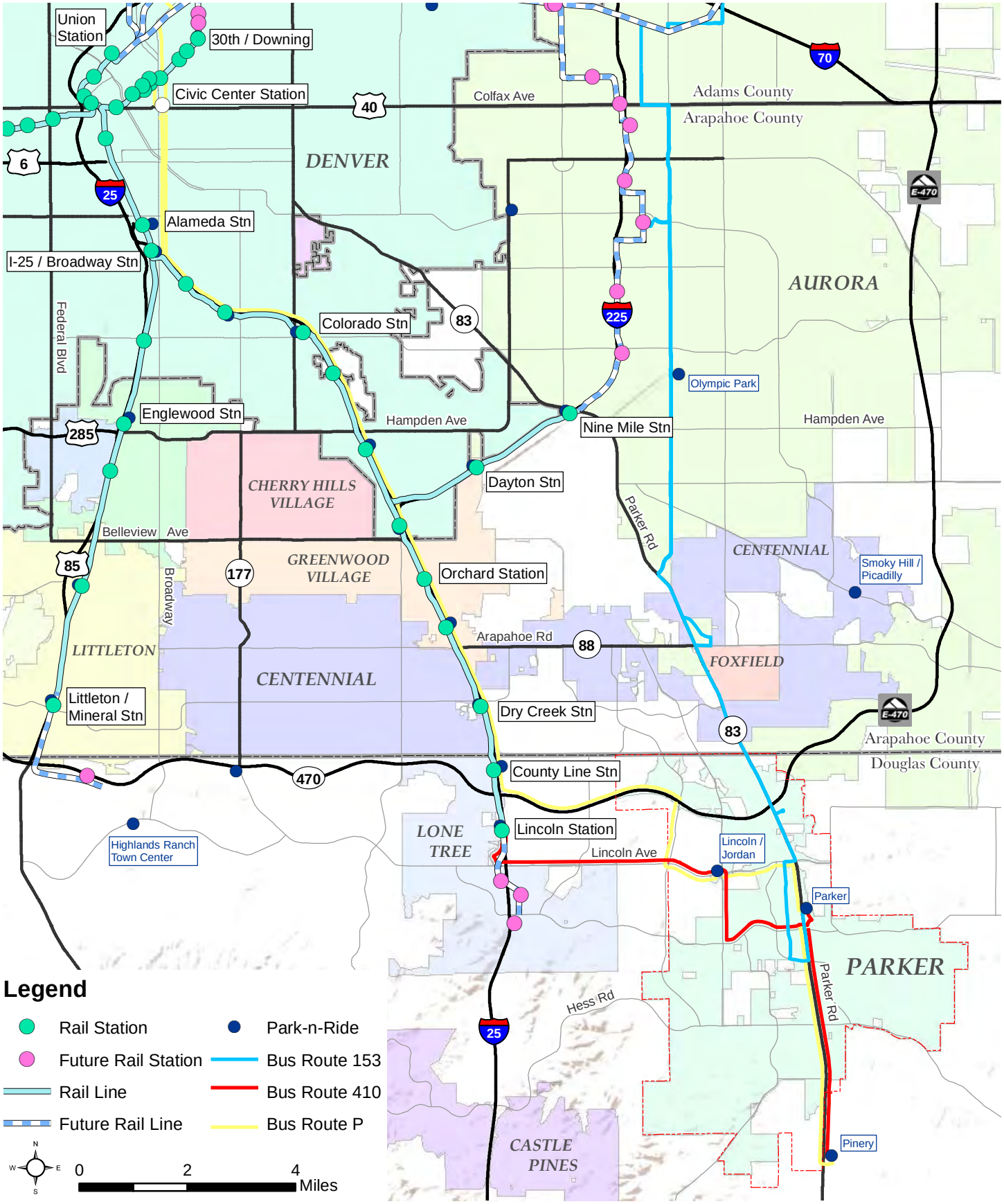
Access-a-Ride serves disabled residents of the Town of Parker that do not have access to traditional forms of mass transit. This service is limit to residents living within ¾ of a mile from an existing fixed-route stop and operates only for approved passengers with 1-3 days' notice. Access-a-Ride is only available during the service times of the 410 and 153, Monday through Friday mornings and afternoons. Further, one-way fares are double the price of standard transit fares.

RTD does not provide transit service on weekends, during the middle of the day nor evenings. As a consequence, the bus routes provide traditional regional commuter access (home to work for traditional office hours) but do not circulate passengers throughout the Town and therefore do not serve Town destinations adequately. Much of this is due to the lack of demand for short transit trips within the community reflecting the demographic makeup of the resident population as well as their access to and ease of travel by car. The demand for transit will change as the community ages and as reverse commuting to low and moderate paying jobs in Parker increases.

Though nearly 34% of all Town residents live within ¼ mile of a bus stop, a comfortable walking distance, bus riders primarily board buses at Park-n-Rides.

The nearest light rail station is the Lincoln Station - the current end of line station for the Southeast Rail line which is located approximately 6 miles from Town. The Lincoln Station can be accessed by car, by bike via the E-470 Trail or by the Route 410 bus. The FasTracks Southeast Rail Extension project will extend the line by approximately 2.3 miles, with a new end of line station at RidgeGate Parkway. Studies have identified RidgeGate Parkway/Mainstreet alignment as a location for a lane-separated Bus Rapid Transit (BRT) upon completion of the RidgeGate Parkway light rail station.

The DRCOG 2035 MetroVision Regional Transportation Plan shows both the RidgeGate Parkway/Mainstreet corridor and the E-470 corridor on the 2035 Metro Vision Rapid Transit Map as 'Conceptual Preservation Corridors.'

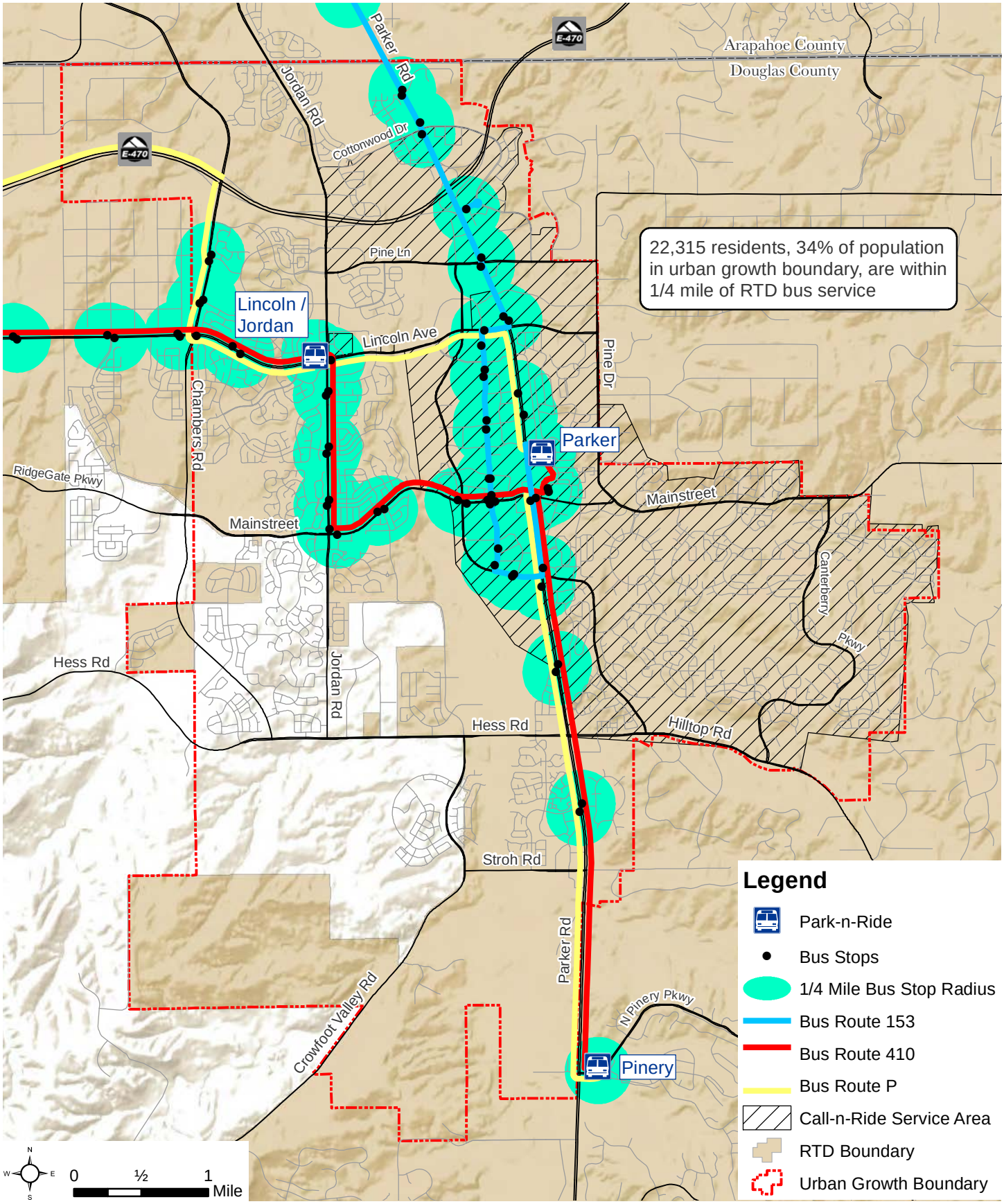



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Existing and Planned Rail near the Town of Parker

Sources: ESRI, USGS, CDOT, DRCOG, RTD, Town of Parker

**MAP 4-4**




Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

## Transit Service in Parker

Sources: ESRI, USGS, CDOT, RTD, Arapahoe County, Douglas County, Town of Parker, Fehr & Peers

**MAP 4-5**

## BICYCLE AND PEDESTRIAN

Understanding areas in which Parker is and isn't bicycle and pedestrian friendly ensures that funding is targeted towards projects that will have substantial results. To better understand this, bike and pedestrian sheds were mapped using GIS. Bike and pedestrian sheds are the coverage areas in which the average person would be able to reach a specified destination in a reasonable time period. A description of the methodology used to identify places that are walkable and bikeable for the average person from major town destinations follows.

To develop the Town's bike sheds to destinations and areas that are easily accessible by bike, a few assumptions about the typical cyclist were made to form the basis for the bicycle network:

- The average cyclist would ride, on average, 10 miles per hour.
- The average cyclist would have two trip lengths that would be deemed appropriate for trips of different contexts – 10 minutes and 30 minutes.
- Most cyclists would feel comfortable riding on local streets, trails, sharrows, and bike lanes.

For future network analysis, proposed facility enhancements (regional and local trails) were added to the existing network to form the basis for future year analysis. Analysis of the results shows that:

- Most town facilities are currently more than a 30 minute bike ride away from most origins south of Mainstreet and west of Parker Road. Proposed facility enhancements (such as new regional trails, bike lanes, and shared use-paths) dramatically increase service area.
- Most of Parker's residents south of E-470 are within a 10 minute bike ride of a school. Residents north of E-470 have up to a 30 minute bike ride. Proposed facility enhancements will allow nearly the entire community to access a school within a 30 minute bike ride, but will not drastically improve access north of E-470.
- Most Parker residents have access to at least one retail destination within a 30 minute bike ride. However, many of the large retailers located near Parker Road and Mainstreet as well as those located off Twenty Mile Road have limited accessibility by bicycle. However, with the addition of new bike lanes and sidewalk/trail connections better accessibility can be achieved.
- Most Parker residents enjoy easy access to parks. Proposed future enhancements provide greater connectivity. This increased connectivity gives residents quick access to multiple parks.

To develop the Town's pedestrian sheds to destinations and the areas that are easily accessible on foot, the following assumptions were made:

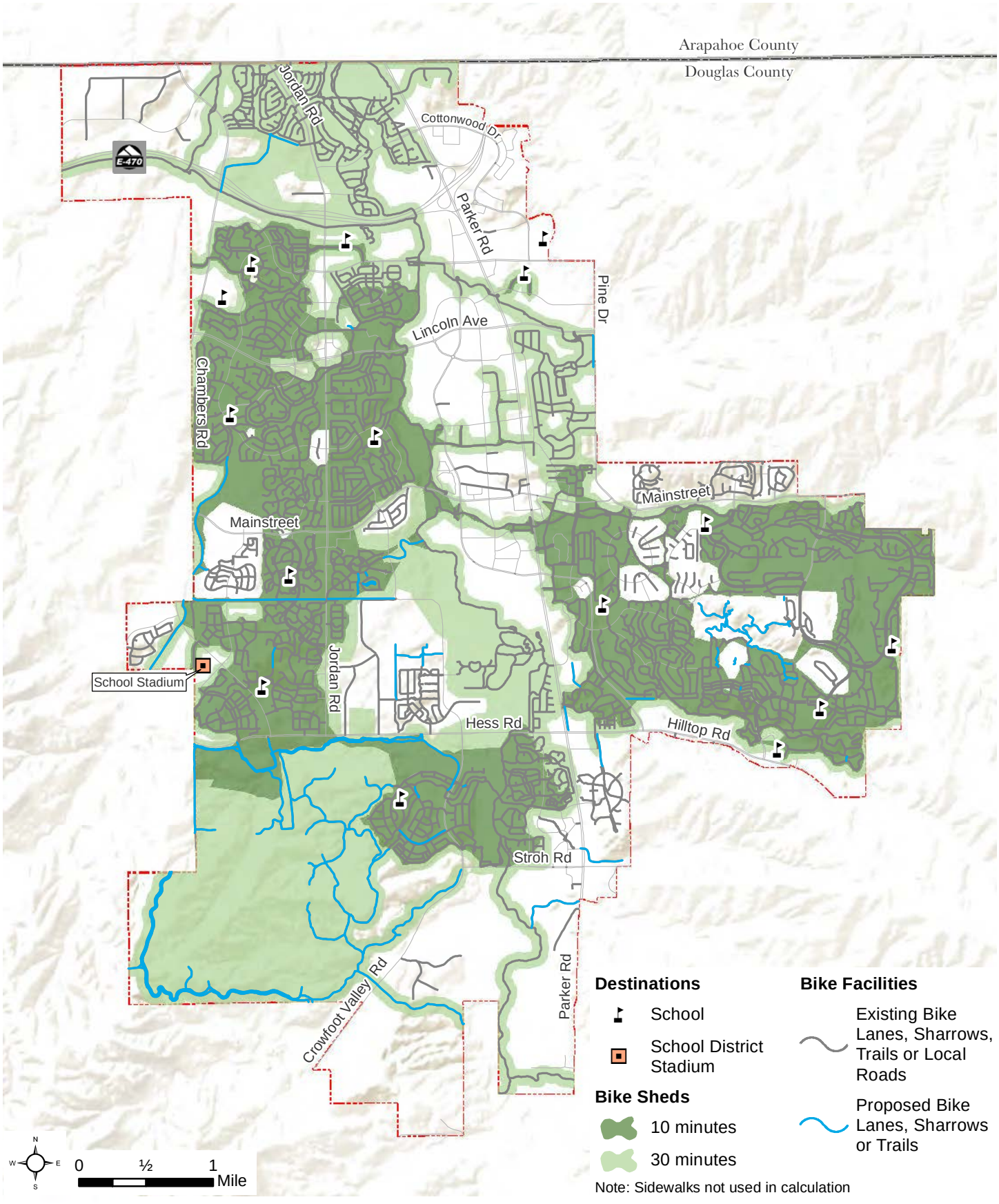
- The average pedestrian can comfortably walk 3.1 miles per hour.
- Most pedestrians would deem a 5 or 15 minute walk a comfortable walking distance. (distances within these timeframes were analyzed).
- Pedestrians would feel comfortable walking on local streets, trails and sidewalks which form the basis for the pedestrian network.

Like the future bicycle network, future year analysis includes proposed regional and local trails added to the existing network. Analysis of the results shows that:

- Town facilities are currently unavailable to most residents within a 15 minute walk and this does not change with the proposed facility enhancements. The main reason that facilities are inaccessible to residents is that the facilities are clustered tightly together with the exception of the Recreation Center, Fieldhouse and Police Department.

- Most residents south of E-470 have access to a school within a 15 minute walk of their house. Residents living directly north of Old Town and north of E-470 lack access to schools within a 15 minute walk.
- Some Parker residents enjoy a 15 minute or less walk to a retail destination. Residents in Bradbury Ranch, Stroh Ranch (west of Cherry Creek), and all subdivisions east of Rowley Downs lack pedestrian access to retail destinations regardless of existing and proposed facilities. This is a result of a lack of retailers in these and adjacent areas. Future commercial development in proximity to these neighborhoods may increase walkability and bikability.

The above is a quantitative (numbers) evaluation of walking and biking within the Town. This analysis and the maps do not address the qualitative values of these bike and walking trips. The Town has a wide variety of walking and biking experiences ranging from trails which provide a high quality experience to crossing arterial intersections which is a lower quality experience for the user. At the time of this Plan, the Town does not track pedestrian and bicycle usage nor does the Town utilize multi-modal level of service. As a result of this TMP planning process, the Town will begin to track pedestrian and bicycle usage and implement multi modal LOS as further described in Chapter 5.

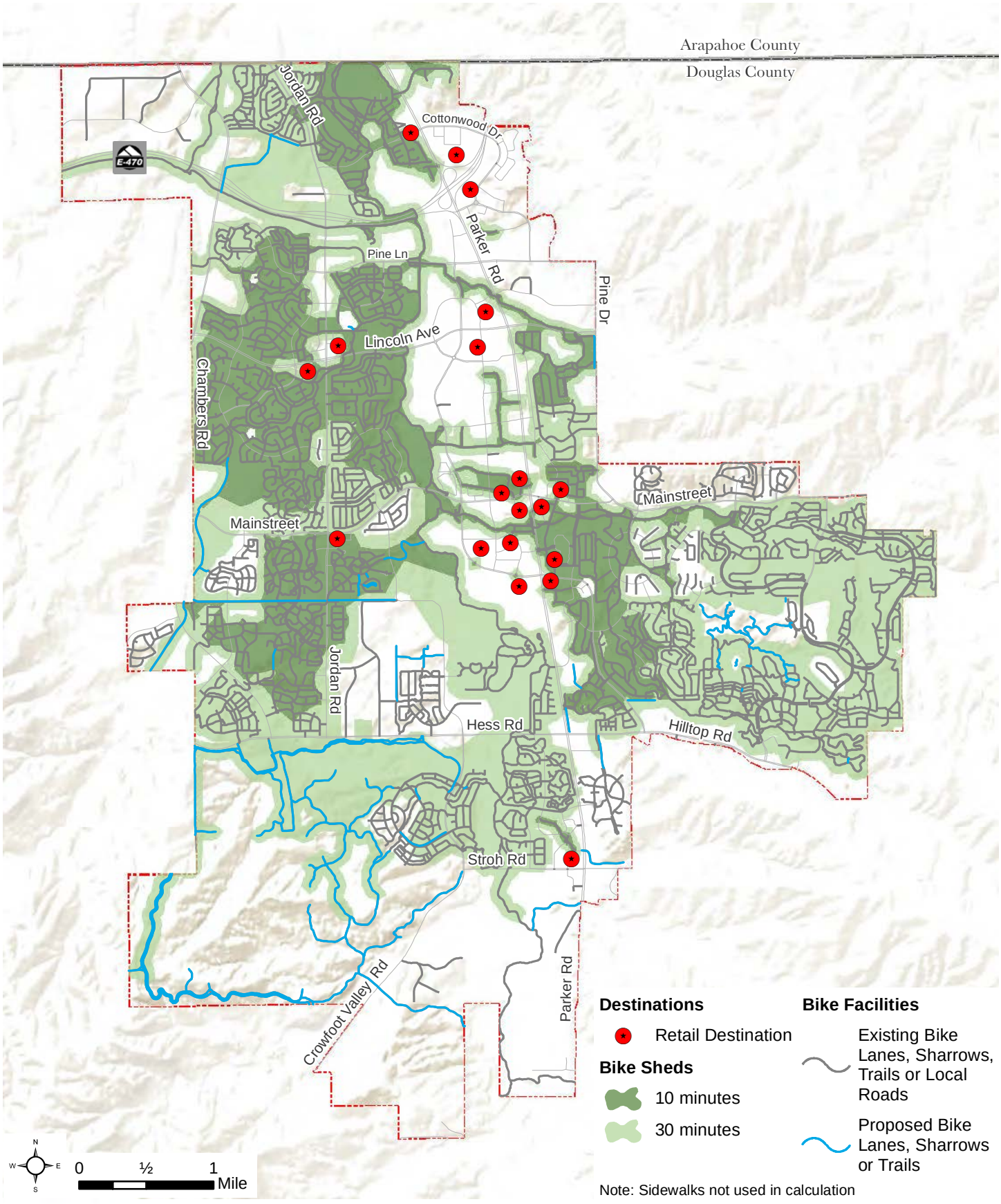



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Biking Distance of Existing Schools Utilizing Existing and Proposed Bicycle Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP 4-6**

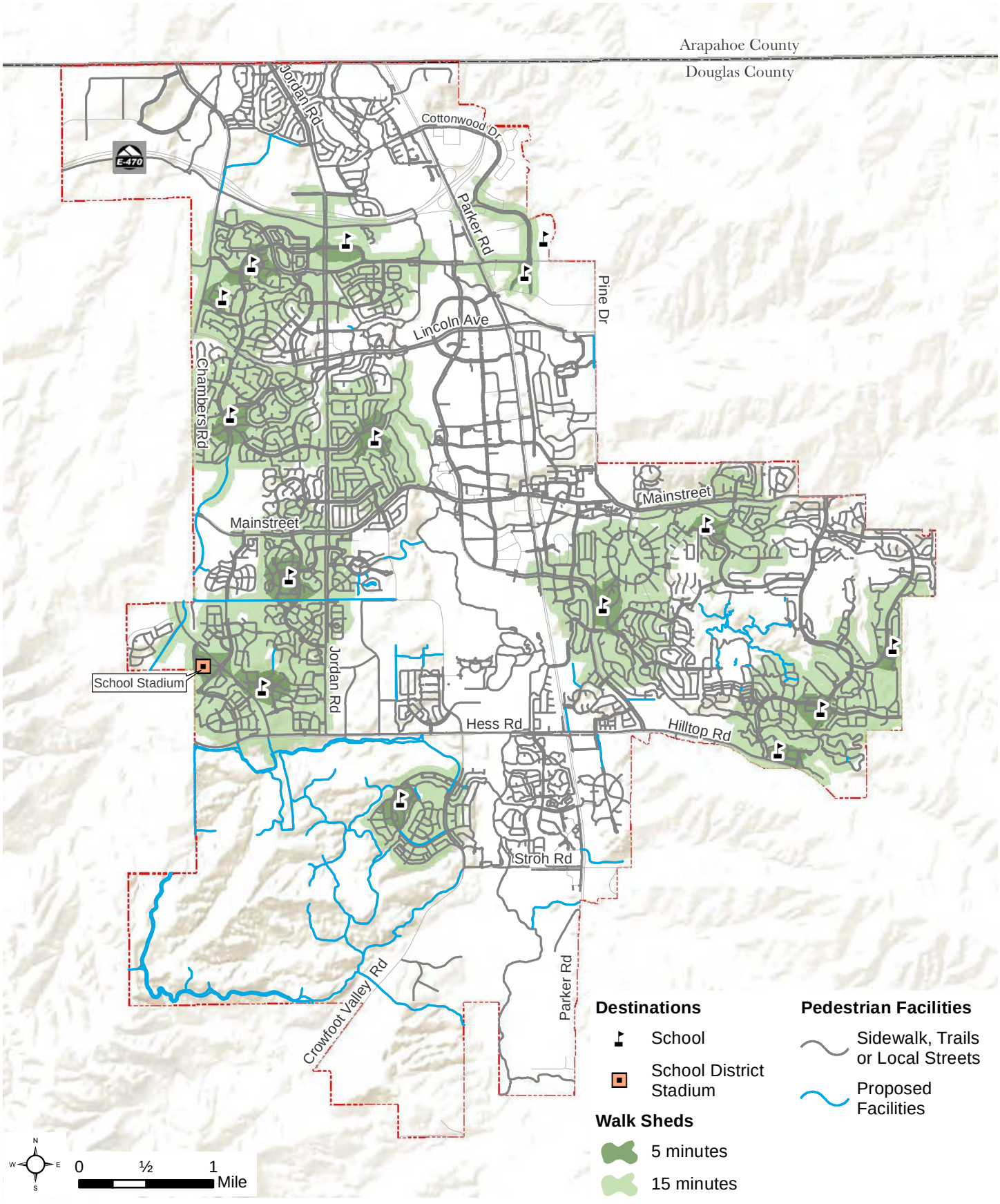



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Biking Distance of Existing Retail Destinations Utilizing Existing and Proposed Bicycle Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP 4-7**

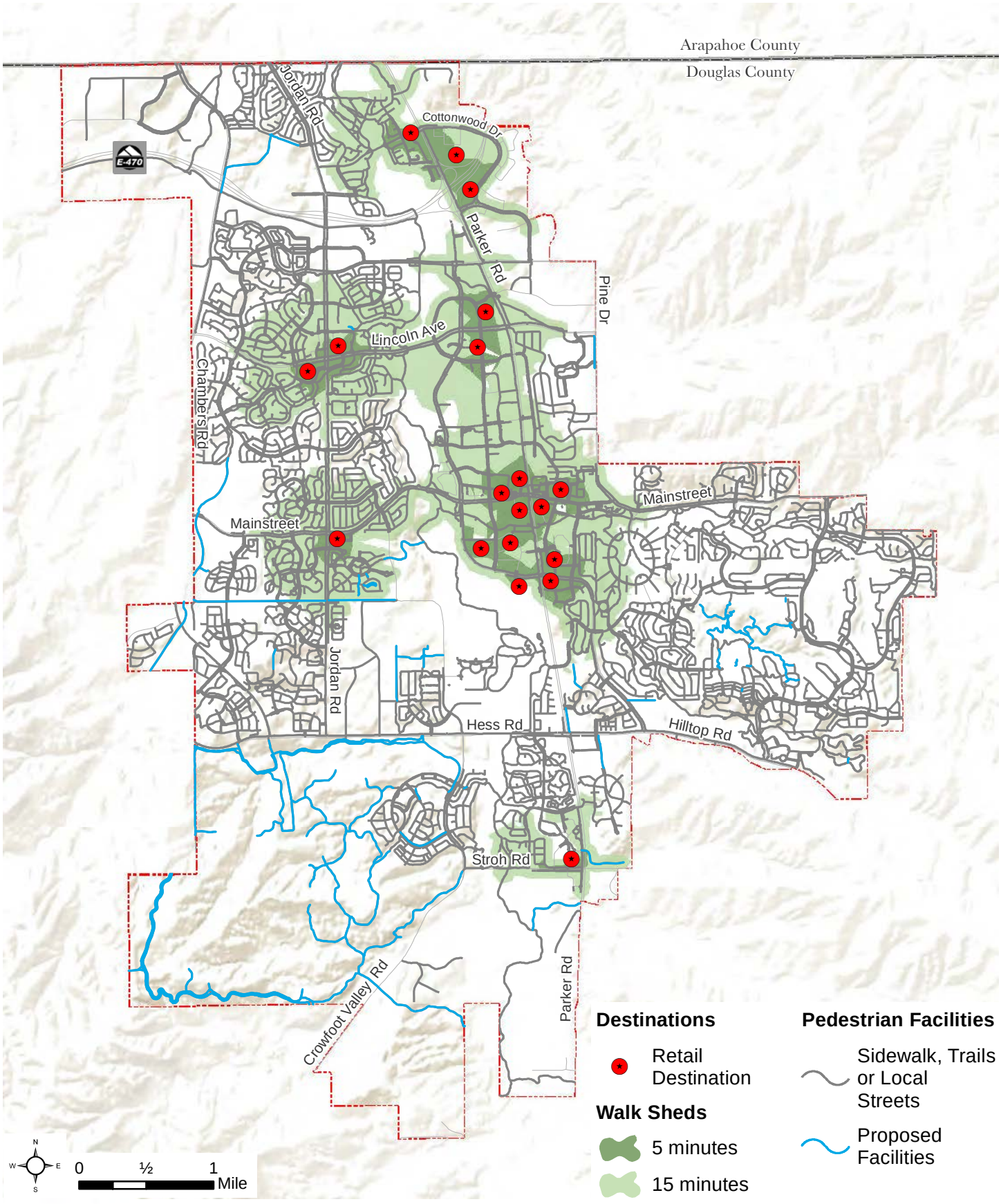



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Walking Distance of Existing Schools Utilizing Existing and Proposed Pedestrian Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP 4-8**




Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Walking Distance of Existing Retail Destinations Utilizing Existing and Proposed Pedestrian Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP 4-9**

## TRUCK ROUTES

Trucks move throughout Parker via a number of routes including E-470, Parker Road (State Highway -83), major arterials such as Lincoln Ave and Mainstreet/RidgeGate Parkway and non-residential collectors such as Dransfeldt Road. The Town has designated most of the arterial roads and Dransfeldt Road as truck routes with the exception of Mainstreet in Old Town and Hilltop Road.

The Town does not track the percentage of truck traffic on Town streets. Truck traffic on Parker Road varies from 1.5-3% of all traffic and 4.5% of all traffic on E-470 is truck traffic (Map 4-10). Parker's accessibility to the regional truck routes of E-470 and Parker Road(State Highway -83) is an important amenity that may attract businesses to Parker.

The Town of Parker is not served by rail freight lines.

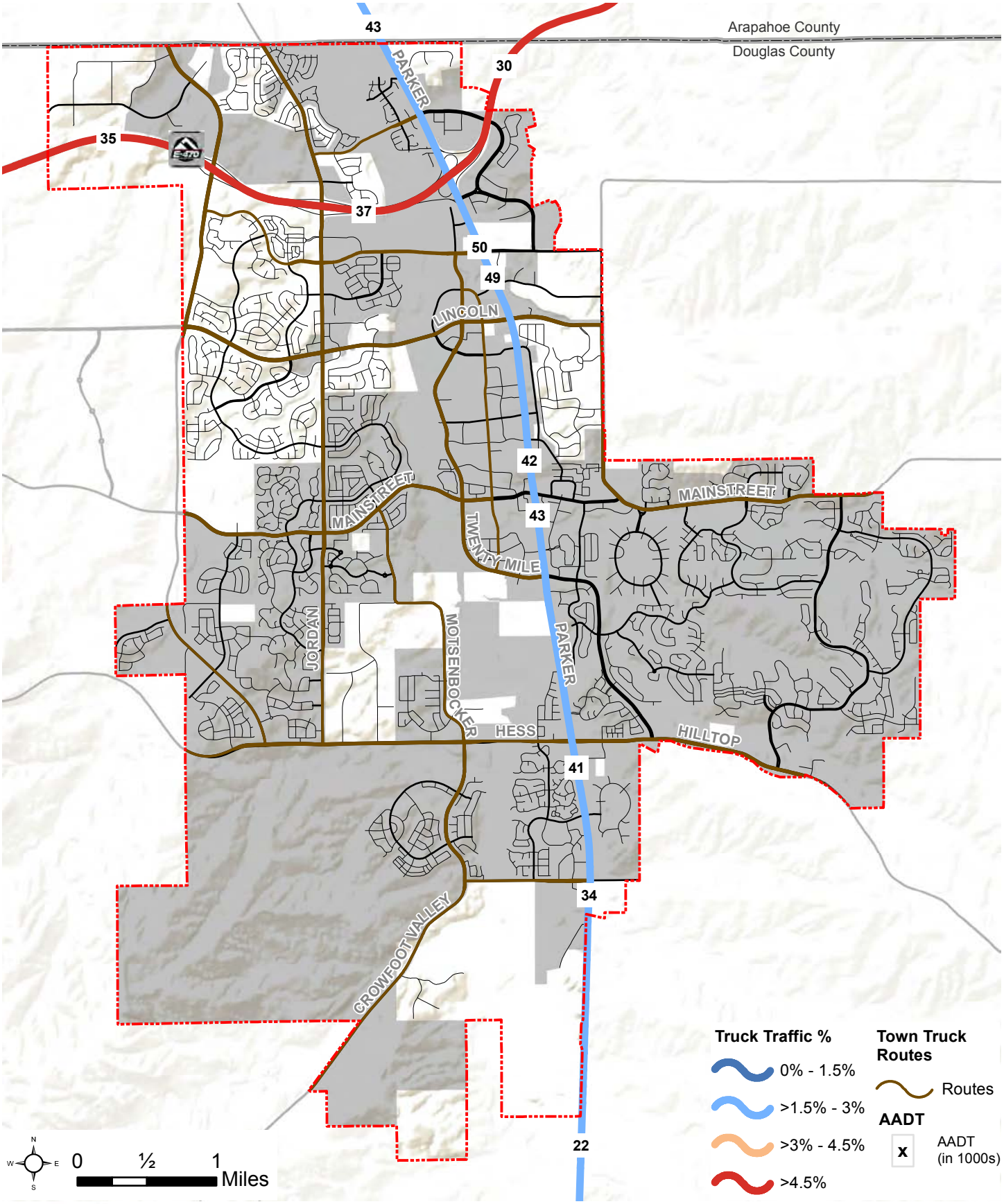
## AVIATION

The Town of Parker is located within close proximity of two airports – Centennial Airport and Denver International Airport (DIA). The proximity of these airports allows business travelers to access the community with relative ease. Further, it gives Parker the ability to attract businesses that require frequent travel from a major international airport.

Centennial Airport, located in unincorporated Arapahoe County, is the third busiest general aviation airport in the country and is among the 25 busiest of all types of airports. Centennial Airport, owned by Arapahoe County Public Airport Authority (ACPAA), provides aviation services for private business travel, flight schools, charter services and various medical flights. Old Town Parker is located roughly 8 miles from Centennial Airport and is easily accessible by automobile – roughly a 16 minute drive. Centennial Airport is inaccessible by transit – the nearest transit stop is nearly two and a half miles from the airport.

DIA, located in the northeastern portion of Denver, is the largest airport in the United States in terms of total area, and the fifth busiest passenger airport in the country. E-470 provides easy access to DIA from Parker by automobile – a roughly 30 mile, 30 minute drive. Transit access to DIA from Parker, under optimal conditions, requires one bus transfer with a trip that lasts more than two hours, taking the route 153 and SkyRide route AT. Residents can also access the SkyRide route AT at the Nine-Mile and Arapahoe Light Rail stations. During off-peak hours, such trips may not be possible or may require as many as four transfers and last more than three hours (Map 4-11). RTD's East Line rail project is currently under construction, which adds a commuter rail line from Denver Union Station to DIA. Beginning in 2016, Parker residents will be able to transfer from Route 153 to the East Line at the Airport Blvd. & 40$^{th}$ Ave. Park-n-Ride, increasing the speed and efficiency of a transit commute. Additionally, various shuttle, taxi and limousine companies provide direct, or nearly direct, service to DIA and Centennial Airport.

Everitt Airfield is a privately owned and operated airstrip with two runways located approximately seven miles east of the Town of Parker.



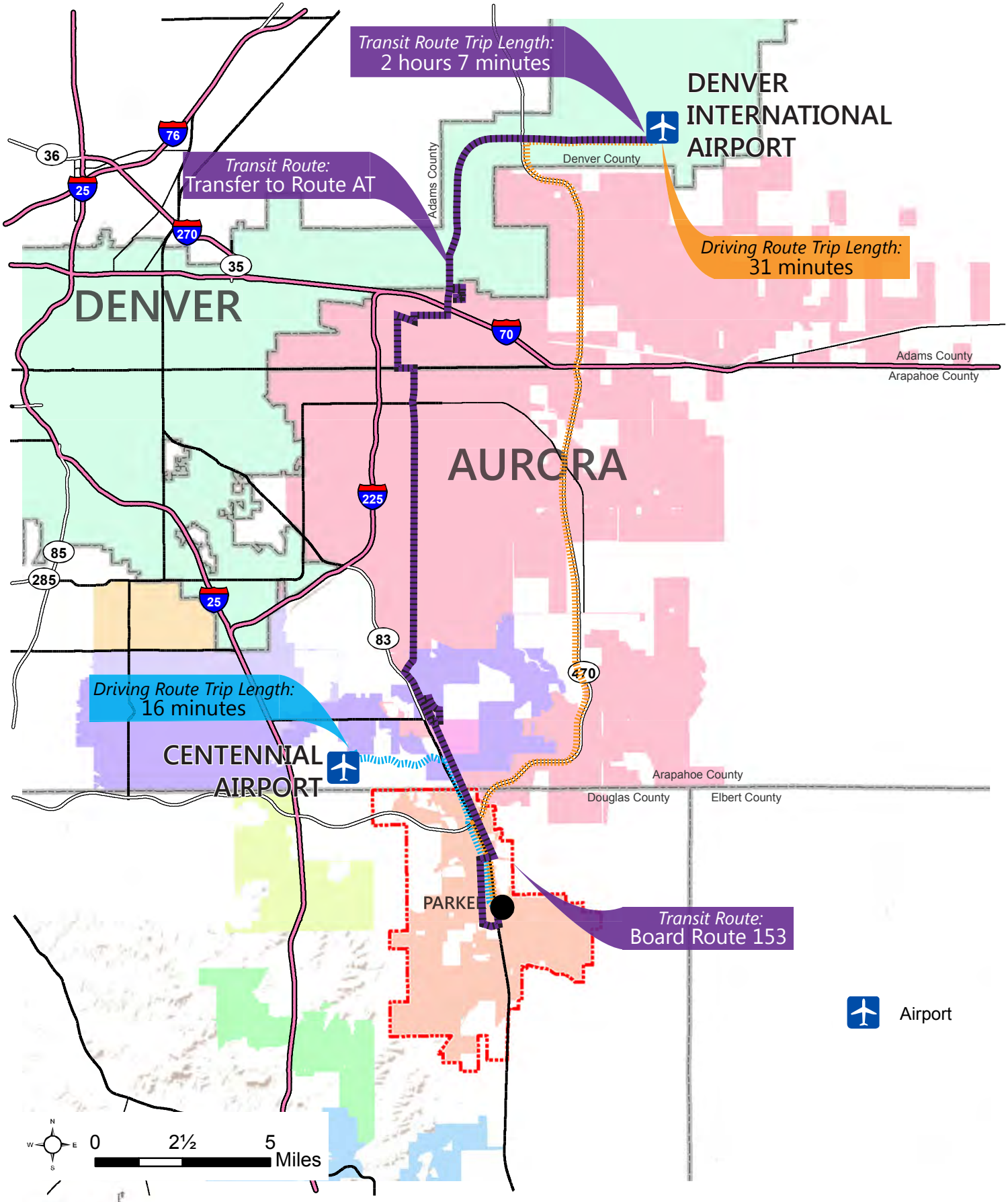

Town of Parker TRANSPORTATION MASTER PLAN

FEHR & PEERS

## Truck Routes and Percentages

Sources: USGS, CDOT, Arapahoe County, DRCOG, Douglas County, Town of Parker

**Map 4-10**




Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

**Travel Time to Regional Airport - Auto vs. Mass Transportation**

Sources: Esri, USGS, CDOT, DRCOG, Town of Parker

**Map 4-11**

# ECONOMIC DEVELOPMENT AND TRANSPORTATION

The Parker 2035 Master Plan vision for economic development is:

"Our Parker community has a strong economy that attracts quality businesses, provides essential community services and offers a variety of employment opportunities."

The Town is committed to targeting new opportunities that diversify our economic base and continue to provide for the fiscal health of our community. In order to accomplish this, the Town aspires to the following:

- Increased primary employment opportunities in Town
- Reduction of retail leakage
- Encourage and support retail and services with an emphasis on local businesses
- Redevelopment of aging and underutilized parcels

The transportation system and access to the system are key components of a business' site selection process.

This section is the results of an economic analysis completed by the consulting firm Economic & Planning Systems (EPS), Inc. and summarizes real estate and economic trends in Parker. These trends may have implications for the type and size of transportation projects that the Town pursues. Infrastructure design and project prioritization can also impact the economic trends and real estate market in a community. Understanding these trends and conditions will help the Town make informed, prudent decisions about how to target transportation funds and design and prioritize transportation projects. The following is a brief summary of the general economic conditions in the Town of Parker. A more in-depth analysis of market trends can be found in Appendix E.

This section also provides a discussion of issues related to the Town's roadway standards and siting and access preferences for commercial development. Attracting new commercial development is important to the Town's economic base, economic diversity and major revenue sources including sales tax. Additional analysis and discussion on this topic can be found in Appendix F, transportation, access, land use, and economic development discussion points. The Town has experienced issues and conflicts when the access preferences from commercial property developers and tenants do not align with the Town's roadway design and access policy standards.

## OFFICES AND INDUSTRIAL PARKS

Parker has a relatively small but strong market for small office and industrial-flex tenants. There are approximately 1.88 million square feet of office space in the Town with the inventory growing by about 70,500 square feet per year (Table 4-1: Parker Office Market Trends, 2000-2013), although no new inventory has been added since 2010 due to the recession. The average building size is relatively small at 11,700 square feet, reflecting the Town's mix of small businesses. The town-wide vacancy rate for office space is between 10 and 12 percent – strong given the size of the community and size of office users (less than 25,000 square feet). Office tenants in Parker are typically small professional service businesses and are located throughout the Town but primarily along Parker Road, Dransfeldt Road and in Old Town.

*Table 4-1: Parker Office Market Trends, 2000-2013*

| Description | 2000 | 2005 | 2010 | 2011 | 2012 | 2013 2Q | Change 1999-2012 Total | Ann. | Ann. % |
|---|---|---|---|---|---|---|---|---|---|
| # Bldgs | 108 | 129 | 158 | 158 | 158 | 158 | 50 | --- | 3.1% |
| Total Sq. Ft. | 968,632 | 1,301,119 | 1,850,292 | 1,850,292 | 1,850,292 | 1,850,292 | 881,660 | 70,533 | 5.3% |
| Average Building Size (Sq. Ft.) | 8,969 | 10,086 | 11,711 | 11,711 | 11,711 | 11,711 | | | |
| Vacancy Rate | 6.1% | 10.0% | 17.1% | 14.6% | 11.3% | 11.0% | 4.9% | --- | --- |
| Avg. Rent/Sq. Ft./Yr. | $21.03 | $24.69 | $22.45 | $21.84 | $21.62 | $23.05 | $2.07 | --- | 0.7% |

Source: CoStar; Economic & Planning Systems

Flex industrial buildings are a strong market segment in Parker. These buildings typically have office or showroom space in the front with light assembly or warehouse space in the back. They can also be used as retail or office space when fitted with the appropriate tenant finishes. The industrial vacancy rate in Parker is low at 2.6 percent indicating a tight supply and high demand for these types of spaces. The nearby Centennial industrial submarket, east of Centennial Airport between Arapahoe Road and E-470, also has a low vacancy rate of 2.5 percent further suggesting that the southeast metro area has a strong market for flex industrial space. Since 2000, Parker has added 162,000 square feet of flex space (approximately 12,500 square feet per year), compared to 2.5 million square feet of growth in the larger Centennial submarket. Tenants in Parker's flex industrial buildings include precision manufacturers for the medical device and aerospace industries as well as building trades businesses, medical testing facilities and some offices.

*Table 4-2: Parker Industrial Market Trends, 2000-2013*

| Description | 2000 | 2005 | 2010 | 2011 | 2012 | 2013 2Q | Change |
|---|---|---|---|---|---|---|---|
| **Town of Parker** | | | | | | | |
| # Bldgs | 22 | 26 | 31 | 31 | 31 | 31 | 9 |
| Total Sq. Ft. | 492,067 | 560,775 | 654,265 | 654,265 | 654,265 | 654,265 | 162,198 |
| Average Building Size (Sq. Ft.) | 22,367 | 21,568 | 21,105 | 21,105 | 21,105 | 21,105 | |
| Vacancy Rate | --- | 5.7% | 15.8% | 9.3% | 4.8% | 2.6% | --- |
| Avg. Rent/Sq. Ft./Yr. | --- | $10.46 | $6.10 | $7.87 | $10.00 | $11.22 | --- |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Centennial Industrial** | | | | | | | |
| # Bldgs | 89 | 118 | 133 | 133 | 134 | 134 | 45 |
| Total Sq. Ft. | 3,175,701 | 4,738,838 | 5,415,085 | 5,415,085 | 5,424,195 | 5,424,195 | 2,248,494 |
| Average Building Size (Sq. Ft.) | 35,682 | 40,160 | 40,715 | 40,715 | 40,479 | 40,479 | |
| Vacancy Rate | --- | 8.4% | 6.4% | 6.9% | 5.2% | 2.5% | --- |
| Avg. Rent/Sq. Ft./Yr. | --- | $5.51 | $7.04 | $6.89 | $6.95 | $7.03 | --- |

Source: CoStar; Economic & Planning Systems

The Parker Urban Growth Area also has three major business parks that have a substantial amount of remaining development capacity – Stonegate, Crown Point and Compark. These are master planned business parks with wide street cross sections to facilitate truck traffic and are largely separated from residential and retail development and traffic. There are also nearly 60 acres of undeveloped land zoned for light industrial uses between Progress Way and Lincoln Avenue along Dransfeldt. The retail and commercial development that is occurring in the core commercial area of Parker will likely result in pressure for retail/commercial development on these industrial sites.

### FUTURE OPPORTUNITIES

Parker's primary opportunities for additional office development are in Crown Point, Old Town, Compark Office and Industrial Park and the Central Commercial District identified in the Parker 2035 Master Plan. Crown Point has the potential to attract the largest tenants due to its large parcel sizes, proximity to E-470 and the presence of the Parker Adventist Hospital as a strong anchor. Office development in Old Town Parker and the Central Commercial District is likely to be from continued growth in small professional service firms and entrepreneurs as the community grows and matures. Longer term, it is possible that the industrial development along Dransfeldt could redevelop to office, retail or even housing if the Town does not make appropriate zoning amendments.

Stonegate, in unincorporated Douglas County but within Parker's Urban Growth Area, has 70 acres remaining for employment uses but has to date only attracted a skilled nursing senior living facility, leaving a question of whether or not Stonegate is competitive as a business park. The proximity to the residential neighborhood suggests that office development would be more appropriate than light industrial. At the same time, Stonegate is not proximate to daytime amenities and services desired by office workers.

Compark has experienced slow absorption due to a combination of factors such as competition from other class-A office sites closer to the I-25 corridor as well as water and power infrastructure limitations for industrial development. If utility constraints can be resolved, it will be competitive for additional flex-industrial development such as data centers, small manufacturing, wholesale distribution, medical services and laboratories. Compark may be less competitive for office development due to its distance from the I-25 corridor which offers greater labor pool access and complementary daytime amenities such as dining, shopping and recreation. As noted above, Compark and Stonegate are important employment center serving Parker residents and businesses.

## RETAIL/COMMERCIAL MARKET

A community's retail inventory can affect quality of life – being able to purchase necessities close to home – and the community's municipal budget, as most Colorado cities and towns are highly reliant on

sales tax to fund government services. If a Town or City does not have enough retail to serve resident's needs, they will have to travel to other communities to shop, resulting in a "leakage" of sales and sales tax revenue to other jurisdictions.

Parker has a well-developed inventory of retailers in the convenience goods, general merchandise, eating and drinking and home improvement goods category. Parker is therefore capturing a large portion of its residents spending and sales tax dollars. Most of the major national retailers that dominate these store categories have a presence in Parker. Along with national retailers, numerous local, regional and national chain restaurants are located in Parker. Retail brokers have indicated that any further expansion of major anchors is unlikely in Parker.

With the planned completion of the new King Soopers Marketplace at Cottonwood Drive and Parker Road, the Town will have four traditional supermarkets (one Safeway and three King Soopers), plus two natural foods grocers, Sprouts and Natural Grocers by Vitamin Cottage. All of the existing grocers are either on Parker Road or west of Parker Road. This contributes to the east-west bottlenecks and congestion in Parker's road network. Attracting a grocer to a site east of Parker Road would better serve residents on the east side of Parker and also draw customers from northwest Elbert County.

### RETAIL/COMMERCIAL DEMAND AND RESIDENTIAL GROWTH

The growth of three large residential areas in the Parker area, Sierra Ridge, Meridian International Business Center (MIBC) and the future Anthology development will contribute to retail and commercial development demand in west and southwest Parker. Sierra Ridge is located in unincorporated Douglas County just west of Chambers Road from approximately Lincoln Avenue to just north of RidgeGate Parkway, and is zoned for approximately 1,600 dwelling units. The residential portion of MIBC is located just to the west of Sierra Ridge and is zoned for approximately 5,100 units. No homes have been constructed yet in Sierra Ridge although 289 lots have been platted. In MIBC, 2,400 units have been built, leaving 2,700 yet to be built. At build-out, these two projects will add 7,800 units, enough to support a new grocery store.

In southwest Parker, the Anthology development is planned for 6,120 housing units. This is a large project that will take many years to fully develop. In addition, the project is encumbered by lawsuits which are delaying its development. The Town's current travel demand model assumes that Anthology would begin to develop in 2020.

In the multifamily (apartment) market there are 1172 units planned on sites west of Parker Road and closer to E-470. These sites offer greater access and visibility that is preferred by the lenders and developers who build investment grade apartments. One developer noted that the demand for new multifamily units in Parker will be satisfied for the next 10 years with the construction of the additional 900 units. The market for vertical for-sale multifamily development (e.g. condominiums) in Parker is very limited. Also approved are 306 additional apartment units near Mainstreet and Twenty Mile.

To evaluate the potential for future retail growth, Economic & Planning Systems (EPS) prepared a long range retail demand projection for the Parker Trade Area defined as the Town's Planning Area plus Sierra Ridge and the residential portion of MIBC. EPS has estimated that 450 units (and households) will be added to the Parker trade area on average each year resulting in a projection of 11,250 new units (and households) in the Parker trade area by 2035 as shown in Table 4-3. This construction would also generate approximately 67,000 new trips based on ITE trip generation rates. A portion of these trips would impact Parker depending on the pattern of shopping and employment trips coming from new development.

*Table 4-3: Household Growth Projection, 2010-2035*

| | 2010 | 2020 | 2035 | Change | Ann. Change [1] | Growth Rate |
|---|---|---|---|---|---|---|
| Households | 21,423 | 25,923 | 32,673 | 11,250 | 450 | 1.7% |

[1] 2000-2012 average residential construction was 446 units per year.

Source: Town of Parker; Economic & Planning Systems

### RETAIL GROWTH OPPORTUNITIES AND TRANSPORTATION NEEDS

The growth in household income, associated with the growth of housing and those who occupy the housing, is converted to retail spending potential and then to square feet of retail demand. EPS' Retail demand projection estimates that Parker's residential growth will support just under 1.0 million square feet of new retail space over the next 25 years. In the convenience goods category, an additional 260,000 square feet of demand could be supported which is equivalent to two to three new supermarkets (approx. 60,000 sq. ft. each). In the general merchandise category, the 169,000 square feet of projected demand is equivalent to a new supercenter such as a Target, Wal-Mart, or a warehouse club such as Costco or Sam's Club. The projections also show demand for 250,000 square feet of shoppers' goods stores (e.g. clothing, accessories, furniture, and home furnishings). This estimate should be viewed conservatively due to the proximity of existing retail competition at Park Meadows Mall and surrounding retail. Parker will also compete with RidgeGate for new retail/commercial development.

The majority of the new retail demand and development potentials will be related to the residential growth in the southwest portion of the Town in and near Anthology and around major arterial corners near these large planned residential developments. The Town should be proactive and work with developers and land owners on site planning and access and transportation planning ahead of commercial development. It would be beneficial to establish plans and agreements for non-residential (commercial) collectors and access plans ahead of development so that conflicts with access from arterials can be avoided. Another major opportunity is the potential to attract a grocer to a location east of Parker Road. The Town's property at Pine Curve has been identified as a potential site for a grocery anchored shopping center. Siting a grocer east of Parker Road would help to mitigate the east-west traffic bottlenecks in Parker, especially on Mainstreet, as all grocers are currently located on or west of Parker Road.

## OLD TOWN MARKET CONDITIONS

Old Town Parker on Mainstreet extends over a five block area between Parker Road and Town Hall. Fronting Mainstreet, there are approximately 330,000 square feet of development with roughly 87,000 square feet of street level space. From a walking tour of Mainstreet in Old Town, EPS estimates that 30 percent of the ground floor space (54,000 sq. ft.) is occupied by restaurants, 50 percent (90,000 sq. ft.) is occupied by office and service businesses and 20 percent is retail stores (36,000 sq. ft.). The buildings on the Parker Road end are oriented perpendicular to Mainstreet, parallel to Parker Road, and do not reinforce the pedestrian environment along Mainstreet.

The recently developed three-story Parker Station building is over 90 percent occupancy on the second and third floor office spaces. Tenants include medical and related offices, and professional offices. The ground floor spaces contain a mix of restaurants, services and real estate offices. There has been high turnover among the retail and restaurant businesses, and the landlord is reportedly considering transitioning the ground floor space to all office and service space as retailers and restaurant spaces turn

over. This is a strong indication that retailers in downtown are struggling. EPS's observations and conversations with local brokers and property owners indicate the following challenges in Old Town Parker:

- **Congestion –** Mainstreet is one of the limited places where one can cross Parker Road at a signalized intersection. Some avoid Mainstreet and its congestion out of habit.
- **Retail Competition –** The expansion of suburban style retail in the Core Commercial Districts competes with downtown retailers and restaurants.
- **Parking –** In Downtown environments, retailers and restaurants rely on frequent turnover of street parking spaces. There are no time limits on street parking in Old Town and employees of the office and service businesses often use street spaces for the duration of the work day.
- **Critical Mass –** While there are an estimated 87,000 square feet of space fronting Mainstreet, the business mix is weighted towards office and service businesses, and there are buildings with blank facades with few windows. There is not a large enough "critical mass" of restaurant and retail space to create a strong and competitive shopping and dining destination where customers can comparison shop different choices and visit multiple businesses - extending their visit time and generating more street level activity.
- **Connections and Active Spaces –** The Parker Arts, Culture and Events (PACE) Center is located along Mainstreet one block east of Parker Station in Old Town. The perceived distance, however, is greater as there is a larger vacant parcel between Parker Station and the PACE Center. In addition, the Pace Center is set back from Mainstreet behind the PACE parking lot and two vacant parcels between the PACE parking lot and Mainstreet. Developing or activating the land north of the PACE center parking would help to decrease the perceived distance to the PACE center, as would developing the property at the southwest corner of Pine Drive and Mainstreet.

### OLD TOWN PARKER OPPORTUNITIES AND TRANSPORTATION NEEDS

The Town owns three properties on the eastern edge of Old Town. In addition, there are four additional undeveloped sites within walking distance to Old Town (Map 4-12). EPS and Town staff estimated the build out of each site using previous development proposals and the Town's zoning regulations for Old Town as guides.

Site #1 is being considered as a possible location for a new grocery anchored shopping center totaling 158,500 sq. ft. This new store would fill a gap as there are no grocery stores east of Parker Road. Site #2 and Site #3 are possible locations for a new Douglas County Library, additional mixed use development or multifamily development. A project of approximately 100,000 square feet combining each of these land uses could also be possible on Sites #2 and #3. Site #4 has been considered for a small office development, but the developer's desire for dedicated on-site parking constrains the size of a building that is feasible on this site. A mixed use building with 5,000 square feet of ground floor office and 40 upper floor dwelling units are possible on this site.

The Town will extend Pikes Peak Court east to connect with Pine Drive, which will provide more access to sites #5 and #6 and create a more walkable street grid in Old Town. Site #5 could be developed with approximately 40,000 square feet of commercial space and 12 residential units. Site #7 has been proposed for residential development with a concept plan for 70 townhome units.

Site #9, located in front of the PACE Center, does not have a development program at this time but is contemplated for future mixed use development.

In total, the Old Town area could add 263,500 square feet of retail/commercial development, another 50,000 square feet of civic development and 140 dwelling units. These projects will generate additional trips, on and off-street parking needs and additional pedestrian and bicycle trips throughout Old Town.

Some specific transportation investments and policies needed to support downtown development were identified during the process:

- **Street Design Standards** – The Town will consider adopting different street standards for Downtown to reinforce urban design and the "feel" and perception of distance from the pedestrian perspective. Narrow streets, shallow building setbacks, and sidewalks are recommended. Narrow streets will also assist with traffic calming, and although somewhat counterintuitive, better support bicycle and pedestrian safety by slowing vehicular traffic.
- **Bicycle and pedestrian connections** – Downtown would benefit from improved pedestrian and bicycle connections with the neighborhoods to the north, south, and east. Improving the sidewalk and pedestrian environment between Mainstreet, the PACE Center, Town Hall, and Pine Curve when it is developed is also recommended.
- **Vacant Development Sites** – The Town should ensure that future development on the vacant sites in and around Downtown supports street level activity and an inviting pedestrian environment.
- **Short Term Parking** – Short term parking (e.g. 2 hours) limits would benefit retail and restaurant businesses by creating more frequent turnover of parking spaces. Currently, many street parking spaces are used by office employees for the duration of the day.


Town of Parker TRANSPORTATION MASTER PLAN
FEHR PEERS

Sources: Town of Parker

**Downtown Area Development Catalyst Sites**

**Map 4-12**

# VEHICULAR ACCESS AND LAND USE

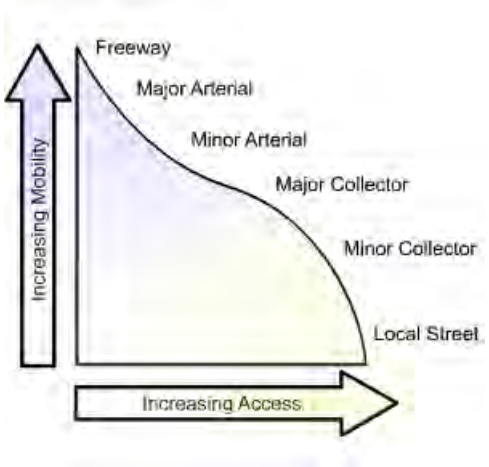
Vehicular access is important for commercial and industrial properties alike. Poor access can lead to adverse impacts on business activity, deliveries, parking and ultimately the value of an affected property. Additionally, vehicular access can have a dramatic impact on traffic delay and incidents. Access management and policy is also important to economic development and sales tax generation in Parker. Retail, office and industrial businesses prefer certain types of access in order to serve their customers, employees and business operations. Retailers in particular prefer high traffic and high visibility locations which are often on arterial roadways. Since the Town and development community have not focused on building non-residential collectors, arterials are sometimes the only possible access points for development which conflicts with Town, State and Federal Highway Administration (FHWA) guidelines and, in turn, discourage direct access to and from arterials.

Recognizing the importance of access, agencies at all levels of government have developed access management policies to identify appropriate vehicular access on the roads that serve businesses. This section summarizes the basics of access management and references FHWA guidance for standard treatments included in access management. Recommendations for addressing Access Management can be found in Chapter 7.

## WHAT IS ACCESS MANAGEMENT?

Access management is the proactive management of vehicular access points to land parcels adjacent to roadways. Management is achieved through adequate planning and a regulatory framework that can guide roadway design based on street typology. Good access management policies improve traffic flow, reduce the number of vehicle conflicts and ultimately reduce the number of crashes. The techniques utilized in access management policy generally include:

- Access Spacing – fewer driveways and street connections allow for more orderly merging of traffic, fewer conflict points and can reduce congestion
- Safe Turning Lanes – dedicated turn lanes can reduce congestion and improve safety in heavily traveled corridors
- Median Treatments – treatments such as raised medians can regulate access and reduce crashes
- Right-of-Way (ROW) Management – effective management can improve safety by providing adequate sight lines while preserving ROW for future capacity increases
- Access Traffic Control – ensuring properly spaced, warranted traffic controls are in place can improve traffic flow, improve safety and reduce disobedience of control devices (Federal Highway Administration, 2009)




As a general rule, a decrease in access leads to an increase in mobility. Access management ensures that roadways have adequate mobility and access based on their function in the transportation network. Addressing access spacing, utilizing turning lanes and applying median treatments can greatly increase the safety and efficiency of busy corridors. These treatments work to ensure that roads allow for efficient and safe ingress and egress to businesses safe and efficient movement of traffic.

## ACCESS POLICY IN PARKER

The Town of Parker has developed roadway access policies as part of its Roadway Design and Construction Criteria Manual. The manual follows a traditional roadway functional classification system and identifies types of accesses allowed based on street typology. Roadways in Parker are classified hierarchically and divided into three primary classifications: arterial, collector and local. Access in Parker is based on the following premises:

- *Arterials* are streets whose primary purpose is the efficient and continuous movement of through traffic. Access is secondary to moving vehicles.
- *Collector* streets shall collect traffic from local streets and channel it to arterials and vice versa. Collectors also provide more access than arterials.
- *Local* streets provide for direct access to abutting properties and channel traffic to collectors.

A comparison of Parker's access policy to neighboring jurisdictions can be found in Table 4-4.

## ACCESS CONFLICTS IN PARKER

Vehicular access can have a major impact on how retail and employment land uses (especially national retails or major regional chains) view the desirability of a property. In suburban markets like Parker, this sort of development is generally contingent upon having at least one signalized access point with the potential for additional accesses depending on the size of the project. Historically the Town and development community have focused primarily on developing a network arterial roads to serve regional mobility purposes. The Town and development community have built a limited number of non-residential collector roads. Appropriately designed supporting non-residential collector roads can allow for increased business access.

Commercial centers are traditionally located at major intersections because retailers desire highly visible locations and require the larger roadway capacity to meet increased vehicle demand.

As a result, the Town has planned for and zoned most commercial centers at the intersections with major arterial roadways. This has led to many new commercial developments requesting access from major arterials at or near intersections. However, Town access guidelines specify that direct access onto arterials from adjacent parcels of land will normally be prohibited but may be allowed with an approved traffic study and that approved access locations may require restricted movements. These requests place their roadways in a precarious situation – one in which a mobility focused roadway must provide access to parcels. This problem is magnified when a parcel is located fronting Parker Road – a CDOT facility that requires CDOT clearance for access decisions.

Commercial real estate brokers view Parker to be a tertiary market in which retailers are less likely to compromise their siting and access needs in order to locate to the community. Prospective businesses examine the access and site conditions of competitors in the markets and seek sites with better access and visibility equal to or better than their competitors. Depending on the access of competitors, right-in-right-out (RIRO) access may be acceptable so long as the constraints are shared among all businesses. Business parks prefer signalized intersections, adequate turning radii for trucks and a homogeneity of land uses (i.e. no residential and retail).

Access recommendations for the Town of Parker can be found in Chapter 7.

*Table 4-4: Minimum Roadway Access Spacing in Parker, CO and Other Agencies*

| | | Functional Classification | | | | |
|---|---|---|---|---|---|---|
| **Agency** | **Type of Access** | **Local** | **Residential Collector** | **Residential Boulevard Collector** | **Non-Residential Collector** | **Arterial** |
| **Parker, CO** | Driveways | 100' | 200' | 200' | 200' | N/A |
| | Full Movement - Signalized | N/A[1] | 0.25 mi | 0.25 mi | 0.25 mi | 0.5 mi |
| | Full Movement - Not Signalized | 250' | 425' | 660' | 1050' | 0.25 mi |
| | Restricted | 125' | 250' | 305' | 305' | 500' |
| **Douglas County** | **Type of Access** | **Local** | **Commercial & Industrial** | **Urban Collectors** | **Minor Arterial** | **Major Arterial** |
| | Driveways | 50' | Shared Driveway Required | N/A | N/A | N/A |
| | Full Movement[2] | 150' | 150'/200' Local | 330' | 0.25 mi +/- 100' | 0.5 mi +/-200' |
| **Arapahoe County** | **Type of Access** | **Local** | **Minor Collectors** | **Major Collectors** | **Minor Arterial** | **Major Arterial** |
| | Driveways | 20' | N/A[3] | N/A[3] | N/A | N/A |
| | Full Movement | 200' 150' Local | 330'** | 660' | 0.25 mi +/- 100' | 0.5 mi +/- 200' |
| **Castle Rock, CO** | **Type of Access** | **Local** | **Minor Collectors** | **Major Collectors** | **Minor Arterial** | **Major Arterial** |
| | Driveways | 20' Corner 35' Residential 50' Commercial | N/A | N/A | N/A | N/A |
| | Full Movement | 150' Local 200' Collector | 330' 400' Local to Arterial | 660' | 0.25 mi +/- 200' | 0.5 mi +/-200' |
| **CDOT** | **Type of Access** | **NR-C** | **NR-B** | | **NR-A** | |
| | Full Movement | 1 per parcel | 0.5 mi | | 0.5 mi | |

1. N/A denotes not applicable as in the case where private access points or signalized intersections are not allowed.
2. Full Movement was assumed when intersection type was not provided.
3. Access for existing residences considered if no other options are available.
4. 250' if vehicles per day are less than 2500.

# CHAPTER 5: TRANSPORTATION NETWORK VISIONING

The purpose of the TMP's transportation and roadway network visioning process was to evaluate Parker's current network and envision and define the future of Parker's roadways and transportation system. This Chapter provides a brief history of roadway systems planning introduces the Institute of Traffic Engineer's (ITE) core principles for roadway systems planning and identifies opportunities to enhance the Town's Roadway Design and Construction Criteria Manual in order to ensure that roadways are planned and designed in consideration of all users. Different roadway typologies allow for flexibility to the traditional use of functional classification and incorporate context, function and balance between different modes to roadway design. Three approaches to roadway typologies are discussed: layered networks, modified functional classification and context sensitive solutions. These approaches were used to develop recommendations for future street typologies in Parker, discussed in Chapter 7. This chapter also discusses a new Multi-modal Level of Service (MMLOS) for bicycles and pedestrians in Parker.

Lastly, this chapter illustrates the future roadway, trail and bike lane systems on maps 5-1, 5-2 and 5-3.

## ROADWAY NETWORKS

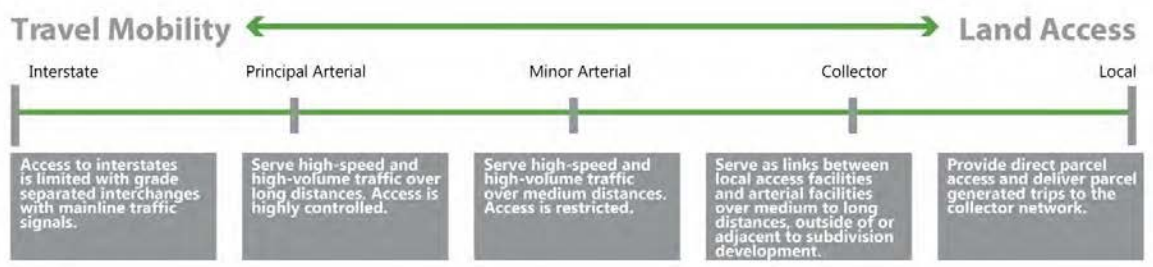
Roadways presently make up the core of Parker's transportation system. The streets and highways allow automobiles and trucks to travel within, to and throughout Parker. These roadways can also serve as pedestrian, bike and transit routes. The roadway network is based on a range of different types of transportation facilities with varying characteristics that, when combined, make up the roadway system. These facilities serve all modes of travel and range from state highways, which serve high speed, longer-distance trips, to local streets that are designed for lower speeds and shorter trip lengths. A single street or highway in Parker has no function without the connection to, and support of, the rest of the system and the land uses they serve.

Roadway systems are highly complex, serving a variety of different modes, user groups and trip purposes. These systems interact with and impact adjacent land uses. Over time, these land uses, demographics and the economy will change requiring the Town to respond and make modifications to the transportation system. Because Parker is a growing community its roadway network is not yet completed. This provides an opportunity to enhance existing design standards for future roadways.

## TRADITIONAL ROADWAY SYSTEMS PLANNING

Historically, roadway systems planning centered on a hierarchical classification of roadway function. Functional classification is the process by which roadways are grouped into classes, or systems, according to traffic mobility objectives and land access needs. By providing mobility, roads allow people and goods to move within and between areas. At the same time, roads must also provide access to land because the land adjacent to the roadway network is either the origin or destination of trips. The figure that follows provides an overview of how the functional classifications function to support the movement of people and goods versus access to property.

*Figure 5-1: Relationship between Travel Mobility and Land Access*




The conventional roadway network became popular after WWII, serving new suburban, pod-pattern development. This network provided a clear distinction in roles between the various roadway types. The resulting functional classification system established that the primary purpose of arterials and freeways is to provide mobility in urban roadway networks while that of local streets is to provide land access. Collectors serve an intermediate role, providing more access than arterials and more mobility than local streets. While these distinctions were not meant to be absolute, this classification scheme has been the model used for system-level roadway planning and design for more than 50 years.

In contrast, under a traditional highly connected grid network, there are many opportunities for local travel through an interconnected network of local and collector roadways. This pattern results in lower burdens on arterials. Parker was primarily developed in the pod pattern. As a consequence, its collector roadways are essentially missing, placing a significant additional burden on arterials.

Though still useful, the traditional use of functional classification is not broad or flexible enough to serve as a primary basis for modern roadway systems planning.

## COMPREHENSIVE ROADWAY SYSTEMS PLANNING

A comprehensive roadway system planning takes a big picture view of the entire community. It looks at the network as the sum of its parts and understands the relationship between those parts and the capability, impacts and effectiveness of the system as a whole. In a comprehensive roadway system plan, the context and function of the roadway are considered along with the appropriate balance between different modes of transportation. The Institute of Traffic Engineers (ITE) Recommended Practice for Planning Urban Roadway Systems includes six core principles for roadway systems planning. According to ITE, effective urban roadway systems should:

1. Consist of a multimodal network that serves pedestrian, bicyclists, transit, the automobile and trucks;
2. Be planned as layered networks serving all modes of passenger travel, plus a truck routes/good movement network;

3. Have a high degree of connectivity to help provide multiple routing options for all users;
4. Have a network density appropriate to the land use patterns and urban form that are served;
5. Be planned with recognition of the role of roadways as public spaces that help shape urban environments; and
6. Be planned with consideration of environmental, social and economic issues.

These principles provide a framework for developing a comprehensive roadway system and were used along with considering Parker's unique urban context, travel needs and community values to develop Roadway System Design Guidelines for Parker. It is recommended that Parker incorporate these guidelines, shown in Table 5-1, into the RDCCM in order to ensure that roadways are planned and designed with consideration of the entire system.

*Table 5-1: Town of Parker Roadway System Design Guidelines*

| | |
|---|---|
| **Balanced Multi Modal System Based on:**<br><br>*ITE Principle 1*<br>*&*<br>*TMP Policy 2* | • Define the roadway network to handle the existing and future volumes of traffic safely and efficiently – providing convenient routes for both through traffic and traffic accessing major land uses<br>• Develop the roadway system so that most roadways can provide a multimodal environment for pedestrians, bicyclists and transit users<br>• Provide a system of bicycle facilities and routes s<br>• Provide direct connections to activity centers for transit<br>• Balance the roadway system plan to meet the need for all modes of transportation. Ensure comprehensive vehicle, bicycle and pedestrian networks.<br>• Use the land use context and urban form in determining the relative importance of each mode on each roadway in the network |
| **Connectivity Based on:**<br><br>*ITE Principle 3*<br>*&*<br>*TMP Policy 3* | • Plan a roadway system that includes redundancy in the network to offer more than one direct route between points<br>• Develop networks with more frequently spaced roadways, as opposed to sparse networks of wide arterials<br>• Avoid concentration of traffic at bottleneck intersections and rely on connectivity improvements to reduce congestion<br>• Provide convenient access to regional transportation corridors (Parker Road, E-470)<br>• Provide high levels of roadway connectivity to afford more options for local trips and less dependence on arterials for short trips<br>• Provide multiple roadway connections throughout neighborhoods to provide alternative routing, improve emergency response times and reduce demand on arterial system |
| **Appropriate Network Density Based on:** | • Size the roadway network to complement the design and character of the surrounding community.<br>• Integrate the planned roadway system with the area's land use plan so that it serves as a total and integrated multimodal |

| | |
|---|---|
| *ITE Principle 4 & TMP Policy 1* | system.<br>• Provide a roadway network conducive to pedestrians by planning small block sizes, high roadway connectivity (especially for local streets) and complete sidewalk systems |
| **ROW = Public Realm Based on:**<br><br>*ITE Principle 5 & TMP Policies 1& 4* | • Recognize the multiple roles of major urban roadways in access, place-making and economic development<br>• Treat roadways as public spaces that influence and shape urban environments<br>• Plan transportation facilities to be aesthetically attractive and compliment the surrounding environment |
| **Sustainable Based on:**<br><br>*ITE Principle 6 & TMP Policies 1& 4* | • Plan the roadway system to encourage development that reduces average trip lengths and is conducive to travel by transit, bicycle or by walking<br>• Bring origins and destinations closer together through higher densities and appropriately mixed land use<br>• Plan the roadway system within reasonable financial capabilities of the community; develop a long term financing plan to ensure implementation of the urban roadway system |

Not addressed in the ITE policies above, yet important to this TMP are also health and safety described below:

| | |
|---|---|
| **Health Based on:**<br><br>*TMP Policy 5* | • Design multimodal roadway systems that interconnect with the trail system to increase the opportunities for residents to use walking and biking as a healthier option to driving |
| **Safety Based on:**<br><br>*TMP Policy 6* | • Design and maintain roadways to be safe for all users<br>• Design and maintain roadways that minimize rates of injuries and accidents for each transportation mode to the greatest extent feasible<br>• Ensure that the roadway system accommodates emergency responders needs to respond to emergencies |

## EVOLVING ROADWAY SYSTEMS PLANNING

One way to incorporate context and function into designs for functional classification is by establishing roadway types or typologies. Functional classification is the process by which roadways are grouped into classes, or systems, according to traffic mobility objectives and land access needs. By contrast, roadway types or typologies further define roadways by relating them to the adjacent land use and their function for pedestrians, bicyclists and transit. Table 5-2 shows the relationship between roadway typologies and functional classification. While many of these typologies are similar to the functional classifications, they go further into describing the roadways in the context of how they are used within the overall system.

A growing number of communities have developed roadway typologies and design standards that use the traditional functional classification system as a foundation but add new distinctions based on the intended

level of service for different types or modes of travel. Designers recognize the need for greater flexibility in applying design criteria, based on context and the need to create a safe environment for all modes of travel. The RDCCM will be modified to include roadway typologies in addition to functional classification. The section that follows presents three approaches to roadway typologies to create a complete streets network:

- Layered networks
- Modified functional classification
- Context sensitive solutions

These approaches were used as lenses to develop concepts for future street typologies in Parker, discussed in Chapter 7.

*Table 5-2: Roadway Types and Functional Classification*

| Functional Classification | Roadway Types | | | | |
|---|---|---|---|---|---|
| | Freeway Parkway Expressway | Suburban Arterial | Boulevard | Avenue | Street |
| Principal Arterial | | | | | |
| Minor Arterial | | | | | |
| Collector | | | | | |
| Local | | | | | |

*Source: Adapted from Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, An ITE Recommended Practice, 2009*

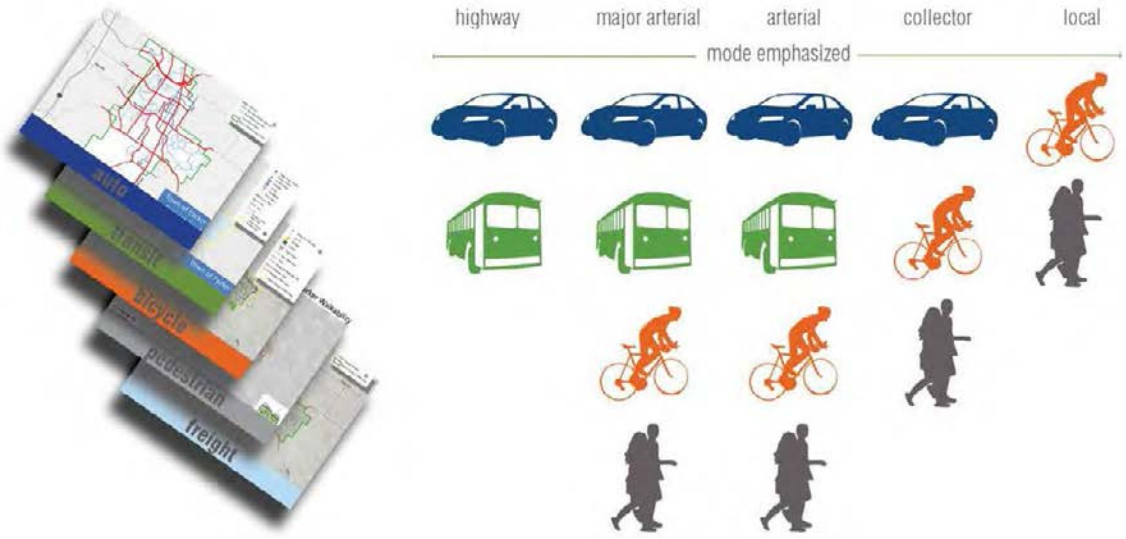
***COMPLETE STREETS PLANNING AND DESIGN***

*Recent policy guidance from the Federal Highway Administration emphasizes the "complete streets" approach where roadway rights-of-way should be able to accommodate all modes of travel (pedestrians, bicyclists, transit, trucks, private auto). The term "complete streets" describes a comprehensive approach to the practice of mobility planning. The complete street concept recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., driving, biking, walking and taking transit). Adjacent land use influences the functionality and character of the street environment. A well-integrated street system considers the complementary relationship between land use, local and regional travel needs and the context that it serves. Complete streets apply equally to downtown main streets and high-capacity commercial corridors and they consider the range of users, including children, the disabled and seniors.*

## I. LAYERED NETWORK

It is often a challenge for a single roadway to meet all the demands and expectations of the different, diverse roles of roadways. In these cases, a layered network approach that considers each mode of travel as a system with the roadway network is more appropriate. Providing priority to a particular mode can improve the efficiency or safety on a roadway. Figure 5-2 illustrates the layered network concept.

*Figure 5-2: Layered Network Concept*




## II. MODIFIED FUNCTIONAL CLASSIFICATION WITH MODAL OVERLAYS

Most communities develop roadway types and design standards that use the traditional functional classification system as a foundation, but add new distinctions based on the intended level of service for different types or modes of travel. In addition to lanes and width, other factors are considered such as desired speed, block length, on-street parking and pedestrian environment.

## III. CONTEXT SENSITIVE SOLUTIONS AND DESIGN

Context sensitive solutions and design (CSS/D) is an approach to roadway design that considers the total context within which a transportation improvement project will exist. With CSS/D, roadway design varies along a corridor to accommodate different traffic volumes and activities based on adjacent land use – preserving the scenic, aesthetic, historic and environmental resources of the corridor. Mainstreet in Parker is an example of context sensitive solutions. The look and "feel" of Mainstreet varies with adjacent land uses as shown in Figure 5-3 below. The most significant variation is that parking is permitted on the portion of Mainstreet through Old Town – the only instance of on-street parking on an arterial in Parker.

CSS/D will also apply to new development in which roadway typologies may need to be modified to respond to future land uses.

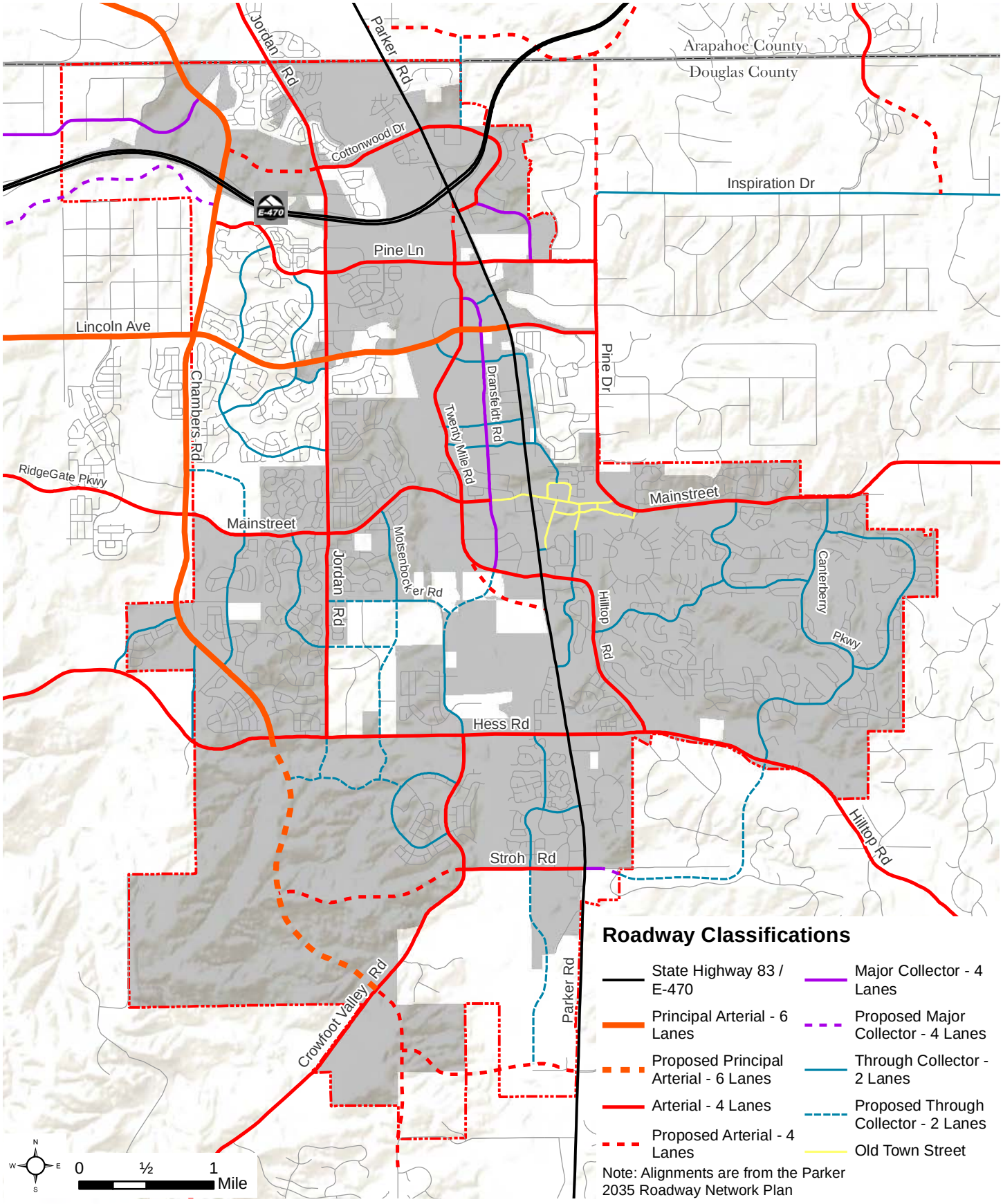
*Figure 5-3: Context Sensitive Solutions for Mainstreet in Parker*


## LEVEL OF SERVICE (LOS): TRADITIONAL ROADWAY EVALUATION

As described in Chapter 3, Level of Service (LOS) is a vehicular intersection and roadway delay rating system established in the Highway Capacity Manual. Traditional LOS measures traffic flow and driver comfort and convenience, which means that considerations for pedestrians or bicyclists using the same facility are not incorporated. This auto LOS has historically encouraged car-centric development creating wider, faster roads negatively impacting pedestrians and bicyclists with increased crossing distances, higher speeds and limited pedestrian facilities. Currently, the Town of Parker evaluates its roadway performance solely on auto intersection LOS.

## FUTURE ROADWAY NETWORK

The Parker 2035 Master Plan includes the Roadway Network Plan developed to respond to future land use and regional transportation demands on the Town's arterial and collector roadway system. Map 5-1 shows Parker's roadway locations and functional classification.




Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

Sources: ESRI, USGS, Arapahoe County, Douglas County, Town of Parker

# Roadway Network Plan

**MAP 5-1**

## MULTI-MODAL LOS (MMLOS): COMPREHENSIVE ROADWAY EVALUATION

In order for the Town to provide for the transportation needs of pedestrians, bicycles and transit the LOS for all users (MMLOS) should to be implemented for more comprehensive and balanced transportation planning. Multi-modal LOS is an evaluation tool that analyzes the experiences of all roadway users including pedestrians, bicyclists and transit. While Level of Service (LOS) is a vehicular intersection and roadway delay rating system established in the Highway Capacity Manual, pedestrian and bicycle LOS evaluates perceived safety and comfort while traveling in a roadway corridor. MMLOS indicators (rating systems) can help identify transportation problems such as the degradation of walking and cycling conditions. These indicators or rating systems can also be used to establish Performance Standards; an example might be that all walking and cycling facilities should have at least a B LOS rating.

There are several MMLOS approaches in practice around the country. The Town has determined that an MMLOS approach that analyzes intersection performance for pedestrian and bicyclist would best integrate with the Town's current auto LOS methodology. However, the Town's MMLOS will not evaluate transit since transit is controlled by RTD – an outside agency.

This methodology of Multi-Modal LOS will assess the inclusion or absence of design features that impact pedestrians and bicyclists crossing intersections and be used as a tool for the Town to assess and improve pedestrian and bicyclist levels of comfort and safety through certain design features. The MMLOS results will be evaluated with those for auto LOS of an intersection. Any resulting improvements to intersection designs will balance auto LOS and MMLOS using this TMP's Policies. The Town of Parker MMLOS will consider the following:

### BICYCLE LOS

Bicycle LOS examines auto speeds, intersection geometry, signalization, space allocated to bicycles and conflicts with turning vehicles. Bicycle LOS includes but is not limited to:

- width of bicycle travel way
- speed of adjacent traffic
- signal features (i.e., left-turn phasing)
- right-turning vehicle conflicts
- right-turn on red
- crossing distance
- stop bar location

### PEDESTRIAN LOS

Pedestrian LOS examines intersection geometry, signalization, pedestrian treatments and conflicts with turning vehicles. Pedestrian LOS includes but is not limited to:

- crossing distance
- signal phasing and timing
- corner radius
- right-turn on red
- crosswalk treatment
- median refuges
- stop bar location

### CALCULATING LOS

LOS for both pedestrians and bicycles is calculated based on a point system. For the factors above, the Town will utilize a table assigning points for the presence of certain characteristics. The sum of the points accumulated for each mode establishes the LOS, with LOS A receiving a high number of points and LOS F receiving a low number of points. An interactive spreadsheet to calculate bike and pedestrian LOS will be used by the Town.

### LOS THRESHOLDS

Each letter score in a LOS is associated with a range of values. The upper-limit to the values is called a threshold. The bike/ped LOS thresholds are determined based on two factors: auto volume to capacity (V/C) ratios and type of facilities at the intersection. The V/C ratio is calculated by dividing the roadway capacity, determined by functional classification, by roadway volume, determined by traffic counts. Each functional classification has unique LOS thresholds based on capacity and volume of the roadway and roadway facilities. The following functional street classifications apply to Parker:

- Local – Residential and Non-Residential
- Collector – Residential, Non-Residential, Residential Boulevard
- Old Town Mainstreet
- Arterial

An example of desirable MMLOS scores is depicted in Table 5-3. As the Town develops the MMLOS, the objectives may vary from the example based on local conditions.

*Table 5-3: Example of LOS Calculations Based on Types of Intersecting Streets and Auto V/C Ratios*

| Street Type | Pedestrian LOS Objective | Bicycle LOS Objective |
|---|---|---|
| Local | B | B |
| Collector | B | B |
| Old Town Mainstreet | B | B |
| Arterial | D | C/D |

*Modeled from Charlotte USDG*

### DATA REQUIREMENTS

- Signal phasing
  - Right Turn on Red
  - Left-turn conflicts
  - Pedestrian phasing
  - Countdown timer
- Traffic Speeds
- Intersection measurements:
  - Crosswalks
  - Lane widths
  - Curb radii
  - Presence and width of bicycle lanes

### ADVANTAGES

- Relatively few data inputs required
- Focuses on street geometry and design
- Intersection-level analysis improves comparison with auto LOS

### DISADVANTAGES

- Does not address transit LOS
- Not all bicycle and pedestrian travel is at intersections

**APPLICATIONS**

- Development review
- Transportation Master Plans
- Capital Improvement Projects
- Bicycle/ Pedestrian Master Plans
- General Plans

The Town will adopt a MMLOS tool as described in Chapter 7.

## FUTURE TRAIL NETWORK

The Open Space, Trails and Greenways Master Plan (OSTGMP) focuses on three desirable qualities for the trail system: recreation, transportation and amenities. In order for the trail system to achieve its role as transportation option it requires interconnectivity to the roadway network.

To ensure that the Town continues to plan and construct our trail network as an alternative mode of transportation, the OSTGMP provides guidance in the form of policies, goals and strategies regarding trail development. Also included in the OSTGMP is Map 3 Missing Trail Connections as a guide to help make Capital Improvement Program decisions for trail construction.

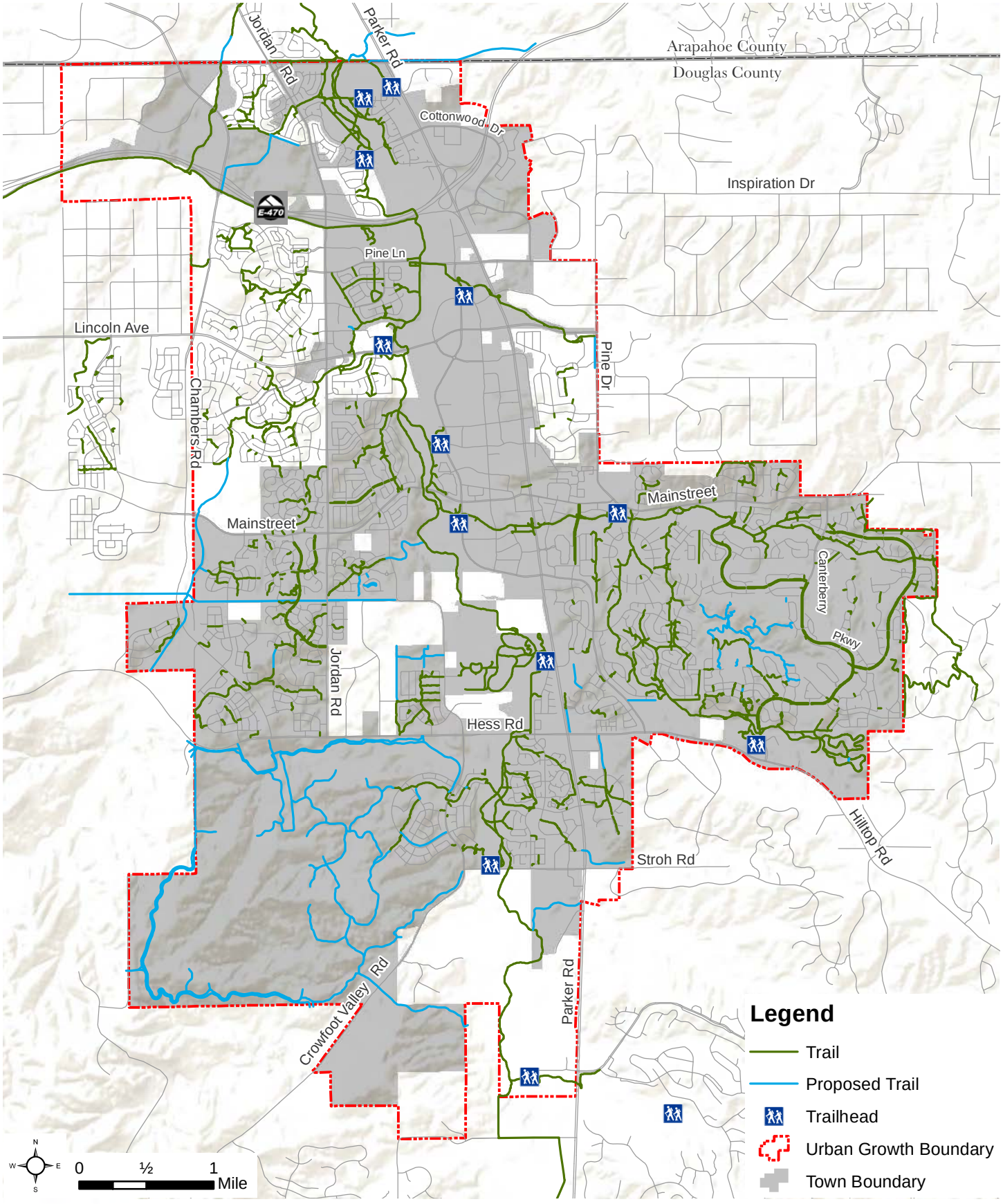
Map 5-2 depicts the existing and approved (but not built) local and regional trail network in Town.

## FUTURE BIKE LANE NETWORK

Beyond developing goals and strategies for enhancing the bikability of Parker, the Bike Lane Plan described in Chapter 2 also focused on developing a bike lane network throughout the Town. The Plan divided existing and future roadways into a tiered construction program ranging from Tier 1 projects which were generally bike lane striping projects (inexpensive and not complicated) to Tier 4 projects which entailed making changes to Parker Road and coordinating with CDOT (expensive and more complicated).

The Plan also laid out the Town's long term desire to have no bike lanes on local roads, striped on-street bike lanes on collector roads and detached off-street bike lanes on arterial roads and Parker Road.

Map 5-3 depicts the existing bike lanes and future bike lanes. What is not shown in this map are all of the future arterial roads which will have bike lanes as shown in the roadway typologies in this TMP.

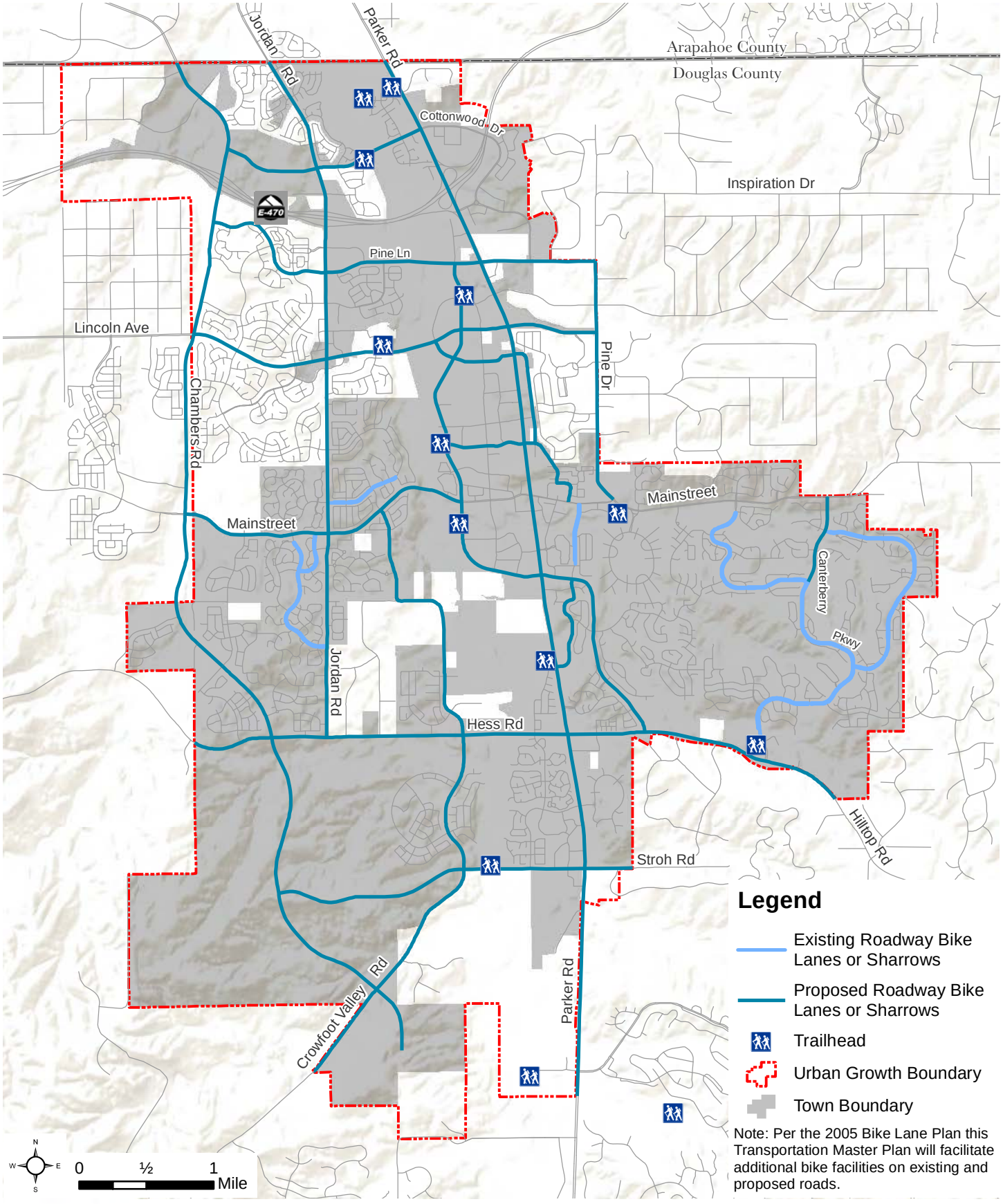



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

Sources: ESRI, USGS, Town of Parker

# Existing and Future Trail Network

**MAP 5-2**




Town of Parker TRANSPORTATION MASTER PLAN
FEHR PEERS

# Existing and Future Bike Lane Network

Sources: ESRI, USGS, Town of Parker

**MAP 5-3**

# CHAPTER 6: PROJECT IDENTIFICATION

Determining the projects the Town should focus on through 2035 is an important component of the TMP. To identify projects and determine which projects were most important for the Town, a number of community open houses were held in order to solicit feedback from stakeholders. Once the values of community members were determined, the list of project ideas was synthesized into a survey for staff feedback. Finally, the synthesized list of projects was evaluated along with travel demand models to develop the final prioritized list. This list can be found in Chapter 7.

## COMMUNITY MEMBERS' PROJECT IDEAS

Community involvement is an important aspect of any TMP. Understanding the values of a community can divert transportation dollars to projects that the community needs and cares about. A number of community workshops and open houses were held in an effort to determine the types of projects the community wants. In addition to the workshops and open houses, the TMP website and emails helped collect project ideas. The following is a list of project ideas developed throughout this process, organized by TMP focus area (Map 2-7). The community input and projects were one of several factors used to develop the prioritized transportation project list found in Chapter 7 (Table 7-2):

**Cottonwood Drive & Parker Road Focus Area**

*Roadway Improvements*

- Extend Cottonwood Drive to Chambers Road

*Bike/Ped Improvements*

- Partner with Parker Adventist Hospital to build direct connection to E-470 trail
- Fill in missing sidewalks along Parker Road

*Transit Improvements*

- Improve access to bus stops on Parker Road
- Improve transit service between major employers and light rail stations

**Dransfeldt Road Industrial Focus Area**

*Roadway Improvements*

- Increase roadway capacity of Lincoln Avenue between Parker Road and Jordan Road

*Bike/Ped Improvements*

- Complete sidewalk network on Progress Way
- On-street bicycle facilities on Lincoln Meadows Pkwy (including roundabout intersection with Twenty Mile)
- On-street bicycle facilities from Sulphur Gulch Trail to Baldwin Gulch Trail
- Widen sidewalk along Lincoln Avenue.

*Transit Improvements*

- Direct and more frequent bus service from Dransfeldt Road to light rail stations including nights and weekends.

**Mainstreet West Focus Area**

*Bike/Ped Improvements*

- Build consistent detached shared use paths on Mainstreet
- Improve trail signage along Mainstreet
- Improve connections and signage to Keiffer's Crossing

**Old Town Focus Area**

*Roadway Improvements*

- Signage to promote automobile use of Pine Drive as a bypass for Old Town
- Time limits for on-street parking in Old Town
- Construct a parking garage in Old Town to alleviate event parking problems.

*Bike/Ped Improvements*

- Construct a shared-use path on east side of Parker Road
- Add additional bike racks in Old Town
- Improve wayfinding signage from Old Town to surrounding trails.
- Add on-street bicycle infrastructure to Mainstreet
- Improve safety of trail crossing on Pikes Peak Drive
- Improve safety of pedestrian crossing on Mainstreet (in-street signs, etc.)

*Transit Improvements*

- Increase frequency of local bus service. Add weekend bus/circulator service

**Salisbury North Focus Area**

*Roadway Improvements*

- Construct new Cherry Creek Bridge

*Bike/Ped Improvements*

- Construct a shared use path across Cherry Creek Bridge when complete
- Construct trail connections from Salisbury Park to and around Rueter-Hess Reservoir

**Areas outside of Focus Areas**

*Roadway Improvements*

- Increase capacity of Chambers Road between Mainstreet and Hess Road
- Increase capacity of Jordan Road between Mainstreet and Hess Road
- Coordinate with Douglas County to increase capacity of RidgeGate Parkway between Chambers and I-25
- Create consistent wayfinding and signage system for drivers to major destinations

*Bike/Ped Improvements*

- Continue to evaluate traffic calming measures for use throughout the community

*Transit Improvements*

- Annex southwest Parker into RTD service area
- Work with RTD to create Call-n-Ride flex route to serve as local circulator to in-town supplement service provided by routes 410 and 153
- Build shelters at all bus stops in Parker along arterials and collector streets

## STAFF PROJECT IDENTIFICATION AND EVALUATION

The project list developed through community members' feedback was then used a catalyst for staff discussion and feedback. Town staff added projects to this list based on their professional experience and local knowledge. Each project was ranked based on its ability to fulfill the following TMP guiding principles:

- Providing a safe and efficient transportation system that provides circulation within Town and connections to the region
- Finding the right balance between mobility needs and access needs
- Respecting the context of Parker's built and natural environments
- Integrating transportation infrastructure investment with land use
- Ensuring public investment decisions support economic development
- Creating a multi-modal network that allows people of any age or ability to be comfortable driving, walking, biking or using transit
- Mitigating impacts and leveraging benefits of Parker Road and E-470

In addition to the above principles, projects in specific focus areas were ranked based on their ability to reinforce the desired character of each area as provided in the Parker 2035 Master Plan. These ranking criteria included rating whether the projects would:

- Reinforce the Cottonwood Focus Area as a higher-density, mixed-use commercial and employment district,
- Reinforce the Dransfeldt Focus Area as an employment area that supports manufacturing needs,
- Reinforce the Mainstreet West Focus Area as a central commercial district,
- Reinforce the Old Town Focus Area as a pedestrian-oriented destination, and
- Reinforce the Salisbury Park Focus Area as a major park destination emphasizing pedestrian and bicycle access

The staff projects list was also one of several factors used to develop the prioritized transportation project list found in Chapter 7 (Table 7-2). Table 6-1 presents the most desired projects by Town of Parker Staff, not listed in a specific order, based on the evaluation survey.

*Table 6-1: Town of Parker Staff Highly Ranked Projects*

| Project | Notes |
|---|---|
| **Roadway Improvements** | |
| Extend Cottonwood Drive from Jordan Road to Chambers Road | Timed with new development |
| Widen Cottonwood Drive between Parker Road and Jordan | Timed with new development |
| Construct Dransfeldt/Motsenbocker Extension Bridge over Cherry Creek | |
| Extend Chambers Road and Stroh Road through Anthology and create collector street network throughout area | Timed with new development |
| Widen Lincoln Avenue between Parker Road and Jordan Ave | |
| **Bicycle and Pedestrian** | |
| Construct a direct connection to E-470 trail and Cherry Creek Trail | Potential partnership with Parker Adventist Hospital |
| Construct a consistent 8-foot wide, detached shared-use bike/ped sidewalk on both sides of Mainstreet between Parker Road and Twenty Mile | Work with and partner with adjacent property owners |
| Widen sidewalk connection to Keiffer's Crossing along Crossroads Dr. and provide signage and wayfinding to Old Town destinations. | |
| **Transit Improvements** | |
| Improve and expand transit service between Parker employment centers and light rail stations | Work with RTD |
| Provide circulator bus serving Old Town, including weekends | Work with RTD |
| Expand call-n-ride area and to add a flex-route to supplement lack of in-town and weekend service | Work with RTD |

Full survey text can be found in Appendix H.

# CHAPTER 7: IMPLEMENTATION AND FUNDING STRATEGIES

Using the information gathered through the community participation process, existing conditions and document review and analysis, the project team developed recommendations for roadway typologies, multi-modal level of service, access management and network performance measures. These recommendations were incorporated into this chapter and includes a near and midterm action items list, a prioritized list of transportation capital projects and transportation funding options that can be used to craft transportation policy changes.

## ROADWAY TYPOLOGY

New and revised roadway typologies were formulated through the network visioning process documented in Chapter 5. This process consisted of:

- Consideration of three different approaches to roadway typologies: a layered network, modified functional classification, and context sensitive solutions
- Identifying areas of opportunity for different roadway typologies
- Developing options for future roadway typologies in Parker that support Public Works, Planning, Recreation and Economic Development goals
- Sharing ideas for new roadway typologies, street design elements and pedestrian and bicycle infrastructure with the community and obtaining public input

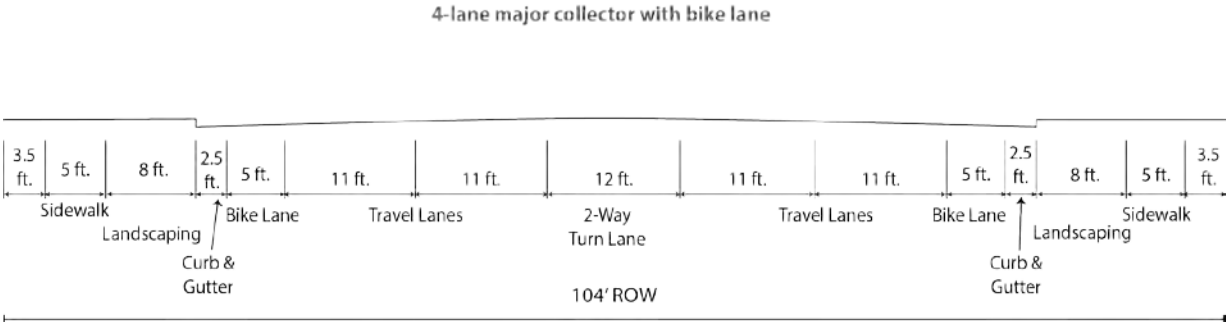
While some of these roadway cross-sections adhere to current ROW standards found in Parker's Roadway Design and Construction Criteria Manual for the corresponding street type, others propose widening ROW to accommodate additional travel lanes or multi-modal facilities. Designs were developed balancing the need for safe multimodal transportation while trying to minimize the amount of ROW necessary. Also, beyond the typologies listed below, the Town will add bike lanes to non-residential collectors and will consider adding alleys as a roadway typology option.

### NEW ROADWAY TYPOLOGY

A new 4-lane **major collector** (illustrated in Figure 7-1) that allows for mobility and additional business access and includes on-street bike lanes and detached sidewalks has been recommended as a result of the network visioning process. The purpose of the major collector is to provide more travel lane capacity over our 2 lane roadway collectors and provide more access and slower speeds (maximum 35 mph) over an arterial road, while also providing the on-street bike lanes and increased mobility of a collector. This street type would allow commercial driveway access spaced to match current standards for all collector roads. Travel lanes were narrowed to 11-feet, like the design for Parker's Residential Collector, to slow automobile traffic which will potentially provide safer conditions for cyclists. The road may include a median or center turn lane depending on access needs.

On street parking may be added to this roadway section where the adjacent land use requires additional parking flexibility.

*Figure 7-1: Cross-section of New Street Typology: 4-lane Major Collector*




## MODIFIED ROADWAY TYPOLOGY

The visioning process revealed the opportunity for and support of accommodating bicycles on arterials. The 2012 RDCCM arterial roadway sections show a 5-foot detached sidewalk which is suited for pedestrians, but doesn't support cyclists. It's often difficult for cyclists to find parallel routes of travel. Parker has a good system of recreational trails but lacks on-street bike facilities. The 2012 RDCCM street design guidelines have bike lanes on residential collectors. Implementing bicycle facilities on arterials and non-residential collectors will provide for a better connected network that can accommodate bike users in Parker. The cross-section in Figure 7-2 represents a modification to the 4-lane **arterial** that includes a bike lane and a separated, 8-foot, multi-use bike/ped sidewalk on both sides of the street. AASHTO's updated 2012 Guide for the Development of Bicycle Facilities, Fourth Addition articulates support for bike lanes and shared use paths where volumes and speeds are higher and also provides guidance on the design of these facilities. The NACTO Urban Bikeway Design Guide also provides recommendations on the design of bike lanes. A cross-section of a 6-lane principal arterial with a bike lane and 8-foot multi-use sidewalk/Trail is presented in

Figure 7-3.

*Figure 7-2: Cross-section of Modified Street Typology: 4-Lane Arterial with Bike Lane and Multi-use Sidewalk/Trail*

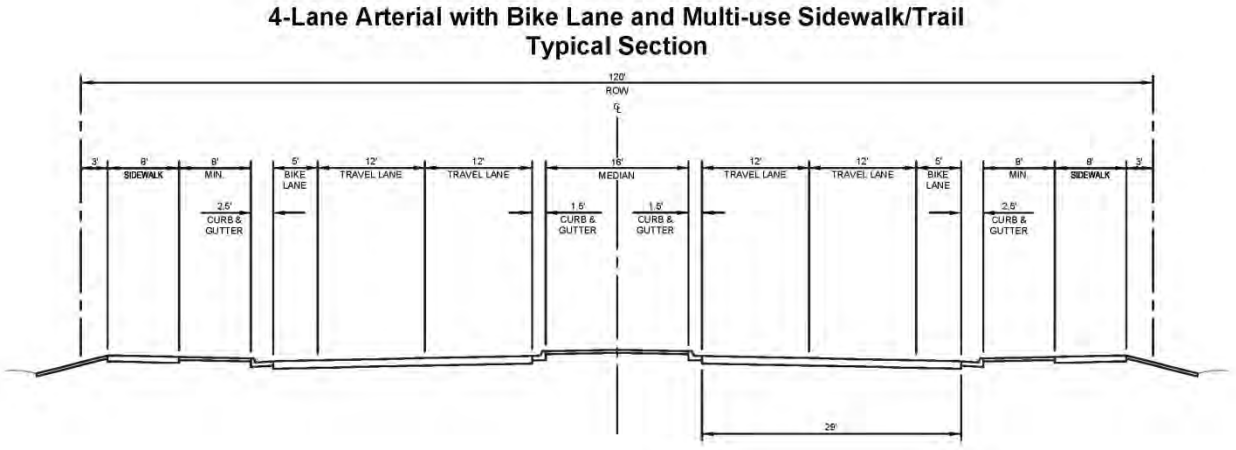
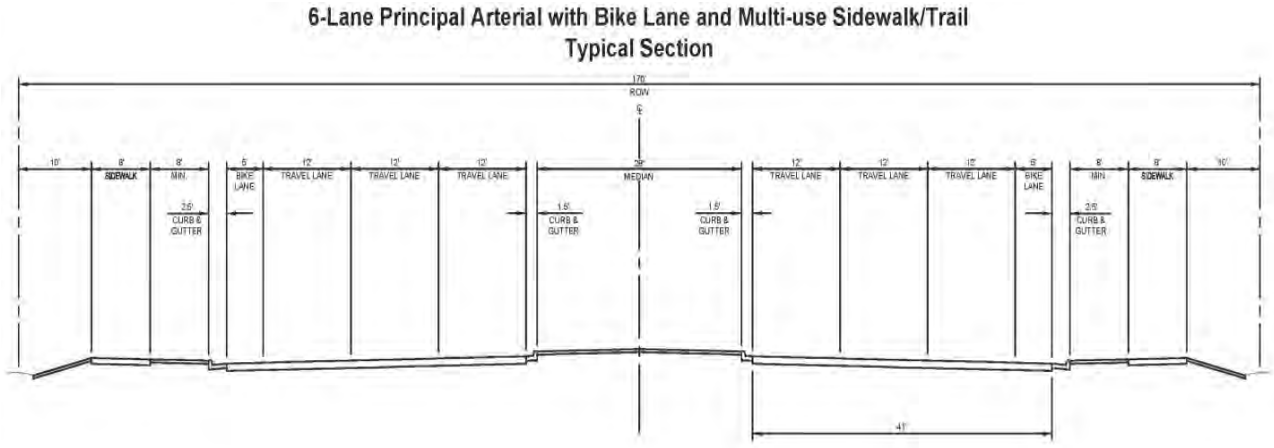


*Figure 7-3: Cross-section of Modified Street Typology: 6-Lane Principal Arterial with Bike Lane and Multi-use Sidewalk/Trail*




## NEW ROADWAY TYPOLOGIES FOR OLD TOWN

Mainstreet through Old Town is currently designated as an arterial roadway; however the current roadway has a custom design that reflects the unique context of Mainstreet through Old Town Parker. This section of Mainstreet has on-street parking, fewer travel lanes and closer signal spacing than specified in the arterial design criteria. The Town will adopt a new Mainstreet roadway typology that acknowledges Old Town's unique context and establishes a replicable design standard. Also, existing sections of Mainstreet from North Pine Drive to South Pine Drive are an extension of the existing Old Town character and this roadway will seek to have similar characteristics to Old Town's Mainstreet west of South Pine Drive. This roadway section will require special consideration when future development occurs or roadway changes are contemplated such as on street parking, wide sidewalks with amenity zones, traffic calming measures (e.g. narrower 10' lanes), maintaining or shortening pedestrian crossing distances and including no additional vehicle lanes or acceleration/deceleration lanes.

*Mainstreet through Old Town Parker has on-street parking, fewer travel lanes and closer signal spacing than specified in the arterial design criteria. This section also contains street-facing businesses with wide sidewalks that accommodate pedestrians.*

Additionally, while cyclists have the ability to safely travel on the nearby Sulphur Gulch trail, the Town will consider new roadway typologies for other roads in Old Town to accommodate bicycles. Examples may be buffered or protected on-street bike lanes, sharrows or shared-use sidewalks. Bringing cyclists to the heart of Parker will further encourage a pedestrian oriented atmosphere.

## MULTI-MODAL LEVEL OF SERVICE (MMLOS)

One of the guiding principles of this Transportation Master Plan is to "*create a multi-modal network that allows people of any age or ability to be comfortable driving, walking, biking or using transit"*. To achieve this principle, the Town will take the following steps to integrate a Multi-Modal Level of Service tool:

1. Integrate bicycle and pedestrian LOS measurements into the Town of Parker Roadway Design and Construction Criteria Manual.
2. Calculate bicycle and pedestrian LOS in order to understand the future impacts of capital improvement projects and development related changes to intersections where auto improvements are planned. If two or more nearby intersections are identified for possible changes, the scope of the analysis is broadened to include the appropriate corridor or area. The Town will show preference to solutions that improve and do not degrade pedestrian and bicycle LOS. If proposed auto improvements degrade pedestrian and bicycle LOS, then the Town will mitigate impacts and pursue alternative capacity enhancements as a part of the project.
3. Use bicycle and pedestrian LOS to determine needed improvements to existing intersections.

## BICYCLE FACILITIES

The bike system including trails, bike lanes and multi-use sidewalks/trails should be planned to be an interconnected system allowing users to travel between residential neighborhoods and major local and regional destinations by bike. Bike lanes will be constructed with new roads anticipating the future planned interconnected trail, bike lane and multi-use sidewalk system. Design standards, approved in 2012, for bicycle facilities in roadway ROW are limited to: on-street bike lanes for residential and residential boulevard collectors. Design standards have not been established for other roadway types. Guidelines for bike facilities (bikeways) are outlined in Table 7.1 below and were used to develop recommendations for bicycle facilities on other roadway types and evaluate the standards for bike facilities (on collectors) that Parker already has in place.

## BIKE FACILITIES ON COLLECTORS

As previously mentioned, Parker already has design guidelines for 5-foot on-street bike lanes on residential and residential boulevard collectors. Based on the guidelines presented below, a bike lane is appropriate for the roadway functional classification, traffic volumes and speeds on residential and residential boulevard collectors. The Town will also amend the RDCCM to include bike lanes for non-residential collector roads. The Town should also consider traffic calming measures on collectors with on-street bike lanes to slow vehicular traffic in order to provide a more comfortable environment for cyclists.

## BIKE FACILITIES ON ARTERIALS

Parker's RDCCM functional classification summary indicates that arterials in Parker carry over 12,000 (vpd) with a posted speed of 40 mph. Also, the Parker 2035 Master Plan proposes major land uses at the intersection of arterial roads. Therefore, the Town will add bike lanes to our arterial roadway typologies based on the AASHTO American Association of State Highway and Transportation Officials (AASHTO) - Guide for the Development of Bicycle Facilities 2012, Fourth Edition recommendation that bike lanes are appropriate on these types of major roads that provide direct, convenient and quick access to major land uses.

The AASHTO minimum width for a bike lane on a curbed arterial is 5-feet. Designs of bike lanes may vary depending on the context of the adjacent road. The Town may consider striped buffered bike lanes or wider bike lanes where on street parking exists or where higher traffic volumes or traffic speeds exist. In some instances, such as roadway retrofits, severe physical constraints limit the roadway's ability to accommodate cyclists with recommended bicycle facilities. When opportunities for parallel routes do not exist, and all other options have been pursed such as narrowing travel lanes to accommodate preferable bike facilities, a wide outside travel lane with a striped shoulder *may* be considered on a case-by-case basis.

*Table 7-1: General Considerations for Different Bikeway Types*

| Type of Bikeway | Best Use | Motor Vehicle Design Speed | Traffic Volume | Classification or Intended Use | Other Considerations |
|---|---|---|---|---|---|
| ***Shared lanes (no special provisions)*** | Minor roads with low volumes, where | Speeds vary based on location (rural or urban) | Generally less than 1,000 vehicles | Rural roads, or neighborhood or local streets | Can provide an alternative to busier highways or streets. May be circuitous, |

| | | | | | |
|---|---|---|---|---|---|
| | bicyclists can share the road with no special provisions | | per day | | inconvenient or discontinuous. |
| ***Shared lanes (wide outside lanes)*** | Major roads where bike lanes are not selected due to space constraints or other limitations | Variable. Use as the speed differential between bicyclist and motorists increases. Generally any road where the design speed is more than 25 mph | Generally more than 3,000 vehicles per day | Arterials and collectors intended for major motor vehicle traffic movements | Explore opportunities to provide marked shared lanes, paved shoulder or bike lanes for less confident bicyclists |
| ***Marked shared lanes*** | Space constrained roads with narrow travel lanes or road segments upon which bike lanes are not selected due to space constraints or other limitations | Variable. Use where the speed limit is 35 mph or less | Variable. Useful where there is high turnover in on-street parking to prevent crashes with open car doors | Collectors or minor arterials | May be used in conjunction with wide outside lanes. Explore opportunities to provide parallel facilities for less confident bicyclists. Where vehicles allowed to park along shared lanes, place markings to reduce potential conflicts with opening car doors. |
| ***Paved shoulders*** | Rural highways that connect town centers and other major attractions | Variable. Typical posted rural highway speeds (generally 40-55 mph). | Variable | Rural roadways; inter-city highways | Provides more shoulder width for roadway stability. Shoulder width should be dependent on characteristics of the adjacent motor vehicle traffic, i.e. wider shoulders on higher speed and/or higher volume roads |
| **Type of Bikeway** | **Type of Bikeway** | **Motor Vehicle Design Speed** | **Traffic Volume** | **Classification or Intended Use** | **Other Considerations** |
| ***Bike Lanes*** | Major roads that provide | | | | |

| | | | | | |
|---|---|---|---|---|---|
| | direct, convenient quick access to major land uses. Also can be used on collector roads and busy urban streets with slower speeds. | | | | |
| ***Bicycle Boulevards*** | Local roads with low volumes and speeds, offering an alternative to, but running parallel to, major roads. Still should offer convenient access to land use destinations | Use where the speed differential between motorists and bicyclists is typically 15 mph or less. Generally, posted limits of 25mph or less. | Generally less than 3,000 vehicles per day | Residential roadways | Typically only an option for gridded street networks. Avoid making bicyclists stop frequently. Use signs, diverters and other treatments so that motor vehicle traffic is not attracted from arterials to bicycle boulevards. |
| ***Shared use path: independent right-of-way*** | Linear corridors in greenways or along waterways, freeways, active or abandoned rail lines, utility tights-of-way. May be a short connection, such as a connector between two cul-de-sacs, or a longer connection between cities. | N/A | N/A | Provides a separated path for non-motorized users. Intended to supplement a network of on-road bike lanes, shared lanes, bicycle boulevards and paves shoulders. | Analyze intersections to anticipate and mitigate conflicts between path and roadway users. Design path with all users in mind, wide enough to accommodate expected usage. On-road alternatives may be desired for advanced riders who desire a more direct facility that accommodates higher speeds and minimizes conflicts with intersection |

| | | | | | |
|---|---|---|---|---|---|
| | | | | | and driveway traffic, pedestrians and young bicyclists. |
| ***Shared use path: adjacent to roadways (i.e. sidepath)*** | Adjacent to roadways with no or very few intersections or driveways. The path is used for a short distance to provide continuity between sections of path on independent rights-of-way. | The adjacent roadway has high-speed motor vehicle traffic such that bicyclists might be discouraged from riding on the roadway. | The adjacent roadway has very high motor vehicle traffic volumes such that bicyclists might be discouraged from riding on the roadway | Provides a separated path for nonmotorized users. Intended to supplement a network of on-road bike lanes, shared lanes, bicycle boulevards, and paved shoulders. Not intended to substitute or replace on-road accommodations for bicyclists, unless bicycle use is prohibited. | Several serious operational issues are associated with this facility type. See Sections 5.2.2 and 5.3.4 for additional details |

*Source: American Association of State Highway and Transportation Officials (AASHTO) - Guide for the Development of Bicycle Facilities 2012, Fourth Edition*

## BIKE FACILITIES ON LOCAL STREETS

As Figure 7-4 illustrates, Residential Local Streets in Parker have low enough volumes and speeds so that bicyclists can share the roadway with vehicles without any markings needed. However, as traffic volumes exceed 2,000 vpd on Non-Residential Local Streets, the Town should consider marking the roadway with sharrows, shared use bike symbols. Guidance for bicycle facility markings can be found in the MUTCD in the *Traffic Control for Bicycle Facilities* chapter. Supplemental guidance can also be found in the above referenced AASHTO Guide for the Development of Bicycle Facilities 2012and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Second Edition.

## ADDITIONAL GUIDELINES FOR BIKE FACILITIES

The following references provide additional guidance on design for bike facilities.

**MUTCD**
2009 Edition Part 9. Traffic Control for Bicycle Facilities:
http://mutcd.fhwa.dot.gov/htm/2009/part9/part9_toc.htm

**AASHTO**
*Guide for the Development of Bicycle Facilities 2012, Fourth Addition*

**CDOT**
*Roadway Design Guide*, Chapter 14 Bicycle and Pedestrian Facilities:
http://www.coloradodot.info/programs/bikeped/design-information.html

**Chicago DOT**
Chicago's Bike Lane Design Guide:
http://www.downtowndevelopment.com/pdf/chicagosbikelanedesignguide.pdf

# ACCESS MANAGEMENT RECOMMENDATIONS

With Parker's current roadway pattern, arterials now provide two functions: the regional mobility function for which they were designed, and a local access function. These two functions are in conflict. Providing too much local access from an arterial not only slows travel times, it increases accident rates. Adding access along arterials can also result in a strip development pattern which is aesthetically undesirable.

The Parker 2035 Master Plan General Land Use Plan depicts the future land use pattern for the Town. The Plan from a broad perspective has three large planning components, the central core area (including the Downtown Core, Light Industrial, East Downtown Gateway and Central Commercial Areas), the E-470 corridor and the residential areas of Town. The residential areas of Town contemplate a nodal development pattern with Neighborhood Centers and Community Centers at arterial intersections. Neighborhood and Community Centers are areas of commercial activity and higher density residential uses. Nodal development patterns are more efficient to serve with infrastructure and services, and create opportunities for better site planning and better economic synergies when complementary land uses are located in close proximity. This can also assist in achieving improved balance of access and mobility. Within a nodal development pattern, an internal collector network can be built to serve commercial development, with a more functional signalized access point to the arterial rather than movement directly to parcels.

A variety of design guidelines, revised access standards, and revised roadway functional classifications should be used to reinforce the Master Plan's land use patterns. New roadway classifications will ensure that access is consistent for new roadways. Revised access standards can provide flexibility for specific scenarios such as:

- *Primary Employment* – A development project that brings economic base, high wage or non-retail jobs to Parker could be a candidate for flexibility in access standards. Employers in Parker's targeted industries should be viewed favorably, especially health care, professional, and financial services, medical and health products manufacturing and marketing, and precision manufacturing.
- *Net New Sales Tax* – Like nearly all Colorado Communities, Parker is highly dependent on retail sales tax for its fiscal stability. However, not all retail development projects have the same sales tax impact on the Town. Retail or restaurant types that are competitive with or similar to other existing businesses generate less new sales tax, as a portion of their sales come from erosion or "cannibalization" from existing businesses through natural market competition. However, new businesses that would be new or unique to Parker or new in the region, will generate more net new sales tax. There is therefore a stronger economic rationale for flexibility in access standards for new and unique business types.
- *Redevelopment* – There is beginning to be some interest in the redevelopment or conversion of older industrial and obsolete commercial properties. As individual properties are assembled into larger redevelopment sites, the access configurations may need to be changed. Since it is more efficient to provide services in existing developed areas than on the periphery of the Town, allowing some flexibility in access standards for redevelopment would be one way of promoting redevelopment.

- *Infill Development* – There are vacant infill properties located in Town that may have additional development challenges, including access. Allowing some flexibility in access standards for redevelopment would be one way of promoting infill development.
- *Other Community Benefits* – There may also be situations in which a development project is meeting a general community need or providing a needed community benefit as described in the TMP's policies. Some examples of community benefit include creating a gridded or interconnected street network, preserving natural topographical features or responding to the context of existing and future land use. These cases may also have justification for flexible access standards.

This focus on form, access, and roadway functional classification can be the basis for encouraging a nodal development pattern.

The Town must support the planned development patterns as described in the Parker 2035 Master Plan and determine access needs based on land use, safety and economic vitality. For example, the Parker Road, Dransfeldt Road and 20 Mile Road corridors between 20 Mile Road on the south and Lincoln Avenue on the north is the retail, business, and light industrial hub of the Town. This area has a different economic function than the rest of the Town, and consequently has different access needs. The Town will evaluate changing the roadway classification in specific districts such as this one, to allow to more access to support economic development.

In addition to examining the needs of specific districts, the Town should identify key opportunity sites for economic development and address any access and zoning challenges ahead of development. This will allow the community to make targeted access modifications ahead of development, to increase development or redevelopment interest. A way to accomplish this is to create transportation and access management documents for commercial nodes in the community. Creating transportation and access management documents will allow for the evaluation of access needs on a site-by-site basis. The current process for evaluating access requests can diminish the economic value of development sites. A more proactive approach should include:

- Involvement from land owners
- Analysis of existing zoning
- Trip generation analysis (transportation impact study) and capacity evaluation
- A multi-property access plan
- A financing and cost sharing plan (e.g. metro district, improvement district, special assessment, tax increment financing) between the land owners and the Town.

The Town has numerous vacant sites zoned for commercial development on its major arterial corners. The Town should examine the viability of these sites from a market feasibility and demand perspective, and from a physical design and access perspective. Access management documents (and cost sharing approaches with property owners) for the best sites should be created ahead of development.

Finally, the Town will focus on increasing interdepartmental collaboration throughout the planning and development review process. By exploring additional ways to collaborate across departments, the Town will be able to better support broad community goals.

# IMPLEMENTATION STRATEGY

Understanding the types of projects that will benefit the community most will ensure the success of the Town's future transportation network. The following implementation strategy has been divided into two categories; *action items* such as planning and policy strategies and *capital transportation projects*. Action items reflect some of the strategies described in Chapter 3 as well as the recommendations from this chapter. A list of capital transportation projects was developed incorporating the Town's existing Capital Improvement Plan (CIP), community feedback and staff guidance. The transportation CIP list was then prioritized based on a variety of metrics.

## ACTION ITEMS

To ensure this TMP will be effective, the Town is committed to implementing the strategies, whether short term or longer term to accomplish the desired plan outcomes. This requires some of those strategies to be prioritized into action items. Implementation of these, or any action item, should tie directly back to the plan's vision, principles, policies and goals.

The following strategies have been organized into near term and mid-term action items. Near term action items are to be accomplished in 3 years or less and mid-term action items should be accomplished in 3-10 years.

**Near Term Action Items (1-3 years):**

I. Amend the RDCCM to include the following changes:

1. Strategy 1.1.1: Amend variance process to include an interdepartmental review team to make a recommendation to the Public Works Director who will make a decision in coordination with the Community Development Director and the Economic Development Director in order to ensure transportation, land use and economic impacts and goals are considered together in the decision making process
2. Strategy 1.1.2: Develop Access Management Documents for the five focus areas and other important commercial areas and corridors (e.g. arterial/arterial intersections) through an interdepartmental process
3. Strategy 1.1.4: Seek ways to minimize impacts of sight distance requirements on landscaping and land use site plan and subdivision design
4. Strategy 1.6.3: Establish Context Sensitive Solutions (CSS) based roadway design standards for key commercial areas throughout Town, such as Neighborhood Centers or Community Centers, that allow for enhanced access for automobiles, pedestrians, bicyclists and transit riders
5. Strategy 1.6.6: Amend the Roadway Design and Construction Criteria Manual to establish Context Sensitive Solutions (CSS) based roadway design standards for the five focus areas to reflect their unique character of existing land uses and potential for future development/redevelopment
6. Strategy 2.1.1: Integrate bicycle and pedestrian LOS measurements into the Roadway Design and Construction Criteria Manual
7. Strategy 2.1.3: New roadways will be sited, designed and constructed to meet the Town's multi-modal Level of Service (performance measurement)

8. Strategy 2.2.2: Update the Roadway Design and Construction Criteria Manual to include standards for bicycle facilities
9. Strategy 2.2.6: Use unique bike treatments in Old Town because of Old Town's land use context and character
10. Strategy 2.3.3: Amend the Roadway Design and Construction Criteria Manual to include pedestrian crossings that are appropriately designed, located and provide safety and convenience for pedestrians
11. Strategy 2.3.4: Amend the Roadway Design and Construction Criteria Manual to add consistent design standards for mid-block pedestrian crossings including the use of pedestrian hybrid beacons that cycle through a red phase where appropriate
12. Strategy 2.3.8: Support the use of traffic calming devices to improve the pedestrian environment
13. Strategy 3.1.1: Amend and add the following additional roadway sections :
    a. 6-lane Principal Arterial - Add a new 6-lane principal arterial street classification that includes a detached, minimum 8-foot wide shared use multi use sidewalk on both sides of the street with multiple pedestrian and bide safety enhancements
    b. 4-lane arterial - Modify the 4-lane arterial to include a striped shoulder on the 14'wide outside lane and a detached, minimum 8-foot wide multi use sidewalk on both sides of the street
    c. 4-lane Major Collector – Add a new 4-lane major collector that allows for business access and includes on-street bike lanes
    d. Revise existing non-residential collector and non-residential local roadway sections to include attached and detached sidewalk options, bike lanes and an on-street parking option
    e. Adopt new Old Town street standards that can be replicated in Town as appropriate
14. Strategy 3.3.1: Amend the Roadway Design and Construction Criteria Manual to modify access requirements in a manner that creates a structure to consider land use access demands with through traffic demands
15. Strategy 4.1.3: Where the established street design or land use pattern prevent conformance with the current street standards, allow for alternative contextual design
16. Strategy 6.1.1: Update the Roadway Design and Construction Manual to reflect Complete Street principles
17. Strategy 6.2.1: Update the Roadway Design and Construction Criteria Manual to reflect Parker MMLOS strategies to improve the safety of pedestrians and bicyclists
18. Strategy 6.3.1: Update the Roadway Design and Construction Manual street sections to address the potential for different sidewalk and amenity zone options depending on the context of the roadway

II. <u>Amend the Municipal Code/Land Development Ordinance to:</u>

1. Strategy 1.2.1: Update the Land Development Code's zoning permitted land uses to create better predictability of impacts on the transportation system and landscape design standards to improve the interface between the roadway and the developed land use
2. Strategy 1.2.2: Update the Land Development Ordinance's landscape design standards to better integrate with right-of-way and street standards
3. Strategy 2.2.4: Amend Municipal Code to permit bicycles to ride on sidewalks except where signed otherwise

III. CIP
1. Amend the CIP process to include a multi departmental team to develop the 10 year CIP
2. Amend the CIP project design process to include a multi departmental review process

IV. Other Projects
1. Strategy 2.3.8: Reduce speed limits in Old Town
2. Strategy 1.4.3: Develop mechanisms to also track pedestrian and bicycle usage along with auto counts
3. Strategy 3.4.2: Provide clear and consistent truck route signage
4. Strategy 2.1.4: Wayfinding signage along arterial roads and in Old Town
5. Strategy 1.5.1: Commission a parking study for Old Town Parker to evaluate the current condition and future parking needs

**Mid Term Action Items (3-10 years):**

1. Strategy 1.5.3: Evaluate our Land Development Code's current parking standards and amend as necessary to meet current best practices
2. Strategy 2.2.8: Investigate a bike share program
3. Strategy 2.7.3: Explore and implement appropriate Transportation System Management (TSM) to mitigate congestion, optimize infrastructure investments and promote travel options
4. Strategy 2.7.4: Explore and implement appropriate Intelligent Transportation Systems (ITS) to increase transportation safety, efficiency and mobility
5. Strategy 3.5.2: Identify new technologies that can enhance the quality and efficiency of transportation facilities and services and thoughtfully implement through demonstrations of such innovations
6. Strategy 3.5.3: Invest in technology to implement a program to track bicycle and pedestrian usage of trail and sidewalks and roadway intersection crossings
7. Strategy 6.3.2: Identify and implement additional crosswalk options from the Parker MMLOS within the context of the surrounding land uses
8. Strategy 2.2.3: Update and implement the Bike Lane Plan
9. Strategy 1.2.5: Seek opportunities to amend existing planned development (PD) zone district's permitted land uses to create better predictability of impacts on the transportation system
10. Strategy 2.3.11: Develop a town wide pedestrian plan

## PRIORITY CAPITAL TRANSPORTATION PROJECTS

As a component of the TMP, identifying projects of high-priority will aid when making decisions about Parker's future transportation network. Projects were identified through community workshops, Town staff feedback, transportation modeling, and professional recommendations from the consultant team. Projects that are in the Town's Capital Improvements Projects list are incorporated into this list. Table 7-2 presents the prioritized capital transportation project lists by mode.

## CAPITAL TRANSPORTATION PROJECTS - PRIORITIZATION PROCESS

The initial transportation projects list was compiled from Town CIP projects, community feedback, and staff guidance contained roadway projects, bike/pedestrian transportation projects, and transit projects. This list of projects was cross-referenced with previous plans to ensure completeness, and divided by project type. From there, prioritization was developed by project type.

*Roadway Projects*

Roadway projects were rated based on level of service (LOS), accidents, roadway classification and feasibility. The following is a brief explanation of the rating.

- Level of Service (LOS) Score – Examining the existing LOS, projects were assigned scores based on their levels of congestion. Projects on roadways with an LOS of A through C were given a score of 1, LOS D and E a score of 5 and LOS F a score of 10.
- Safety Score – DRCOG collects accident data for roadways within the Denver Metropolitan area and provides them to regional governments in GIS format. This information joined to Parker roadway centerline files in GIS. With this complete, accident rates were derived by determining the number of accidents per vehicle mile along Parker roads. Accident rates were divided into three quantiles and given a score based on whether the number of accidents was low, medium and high for the community. Roadways with a low accidents rate we give a score of 2, roadways with a moderate accident rate a score of 7 and roadways with a high accident rate a score of 15.
- Roadway Classification Score – Projects were assigned a rating based on the capacity of the roadway being constructed. Arterials were assigned a score of 7, collectors a score of 4 and local streets a rating of 1. All other projects were given a score of 0.
- Feasibility Score – Projects were assigned a rating of low, medium or high based on the financial, physical and political constraints associated with its construction. Projects with a rating of low were assigned a score of 1, medium a score of 4 and high a score of 7.

Scores were totaled for each of the projects. Projects with a score of 26 or higher were given a high priority rating. Projects with scores ranging from 18-25 were given a medium priority rating. Any projects scoring 17 or below were given a low priority rating. Future capital roadway projects will be rated on the above criteria as well as the guiding principles, policies and goals of this Plan.

*Bike/Pedestrian Transportation Projects*

Active transportation projects were rated based on safety, access improvement, multi-modal connectivity, facility classification and construction feasibility.

- Safety Score – Projects in areas with a high incidence of accidents were given a score of 15. Projects in all other areas were given a score of 0.
- Access Improvement Score – Projects that will enhance access to key destinations were given a score of 10. Projects that to not enhance access were given a score of 0.
- Multi-Modal Score – Projects that enhance multi-modal connectivity were given a score of 8. Projects that do not enhance multi-modal connectivity were given a score of 0.
- Roadway Classification Score – Projects were assigned a rating based on the roadway classification the facility would supplement. Project on arterials were given a score of 8. Project on collectors a score of 6, off-street facilities a score of 5 and crossing improvements a score of 4. All other projects were given a score of 0.
- Feasibility Score – Projects were assigned a rating of low, medium or high based on the financial, physical and political constraints associated with its construction. Projects with a rating of low were assigned a score of 1, medium a score of 5 and high a score of 10.

Scores were totaled for each of the projects. Projects with a score of 40 or higher were given a high priority rating. Projects with scores ranging between 21 and 39 were given a medium priority rating. Any projects scoring 20 or below were given a low priority rating.

*Transit Projects*

Transit projects were not prioritized during this planning effort; however, a list of projects that the Town should pursue has been included. This is due to the nature of transit implementation, and the need to coordinate with RTD to implement projects. Town staff should use best judgment when determining a timeframe to begin coordination of the projects.

*Table 7-2: Prioritized Capital Transportation Projects List by Mode*

*Roadway Projects*

| Item | Start | End | <3 Years | 3-10 Years | 10+ Years | Cost | Priority | Notes |
|---|---|---|---|---|---|---|---|---|
| Stroh Road Widening* | J. Morgan Pkwy | Crowfoot Valley | | x | | High | High | Partially tied to future development |
| Pikes Peak Court Extension (Phase 2)* | S. Pine Drive | Stonehenge Way | | | x | High | High | |
| Stroh Road Western Extension | Motsenbocker Road | Chambers Road | | x | | High | High | Tied to future development |
| Dransfeldt Extension over Cherry Creek* | Twenty Mile Road | Motsenbocker Road | | x | | High | High | Partially tied to future development |
| Lincoln Avenue Widening* | Jordan Ave | Parker Road | | x | | High | High | |
| East Mainstreet Improvements | N. Pine Drive | S. Pine Drive | x | | | Medium | High | Timed with construction of new library |
| Dransfeldt Road Widening* | Lincoln Avenue | Mainstreet | | x | | High | Medium | Partially tied to future development |
| Cottonwood Drive Extension | Chambers Road | Jordan Road | | x | | High | Medium | Tied to future development |
| Motsenbocker Road Rebuild to Residential Boulevard Collector (phase two)* | Todd Drive | Hess Road | | x | | High | Medium | Partially tied to future development |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Public Parking Garage in Old Town | Mainstreet | S. Pine Drive | | | x | Medium | Medium | Tied to future development |
| Todd Drive Connection to Jordan Road* | Motsenbocker Road | Jordan Road | x | | | High | Medium | |
| Cottonwood Drive Widening* | Jordan Road | Cottonwood Way | | x | | High | Medium | Partially tied to future development |
| Crowfoot Valley Road Widening | Stroh Road | Urban Growth Boundary | | | x | High | Medium | Partially tied to future development |
| Reconstruction of Crown Crest Roundabout | N/A | N/A | | | X | Low | Medium | |
| Motsenbocker Road Rebuild to Residential Boulevard Collector (phase one)* | Paoli Way | Todd Drive | | x | | High | Medium | |
| Chambers Road Widening (phase one)* | Newlin Gulch Boulevard | Mainstreet | | x | | High | Medium | |
| Parker Road Medians | Parker Town limit on north` | Parker Town limit on south | | x | | Medium | Medium | Strategy 1.6.2f |
| Arterial Road Medians | Parker Town limits | Parker Town limits | x | | | Medium | Medium | |
| Jordan and Lincoln Intersection Improvements* | Jordan Road | Lincoln Avenue | x | | | Medium | Low | |
| Chambers Road Widening (phase two)* | Hess Road | Newlin Gulch Boulevard | | x | | High | Low | Tied to future development |
| Chambers Road Anthology Extension (phase one)* | Hess Road | Stroh Road | | x | | High | Low | Tied to future development |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Chambers Road Anthology Extension (phase two)* | Stroh Road | Crowfoot Valley Road | | x | | High | Low | Tied to future development |
| Jordan Road Widening* | Hess Road | Bradbury Parkway | | x | | High | Low | Tied to future development |
| J Morgan Boulevard Extension | Stroh Road | N. Pinery Parkway | | | x | | Low | Tied to future development |
| Stroh Road Eastern Extension | Parker Road | Canterberry Parkway | | | x | High | Low | Requires Douglas County coordination |
| Pine Lane Widening* | Jordan Road | S. Wintergreen Parkway | | x | | High | Low | |
| N. Pinery Parkway Extension | Parker Road | Chambers Road | | | x | High | Low | Tied to future development |
| Brownstone Drive | Longs Way | Parker Road | x | | | Low | Low | Tied to Development |
| Parkglenn Way Extension* | Parkway Glen | Brownstone Drive | x | | | Low | Low | |
| Parallel Parkway North (Twenty Mile Road) Extension | Pine Lane | E-470 | | | x | High | Low | |
| Future traffic signals<br>• Parker Road/ Parkglenn<br>• Parker Road/ Longs Way<br>• Pine Drive/ Summerset Ln | N/A | N/A | x | | | Medium | Low | Traffic signal construction timing tied with warrants or safety as determined by the Town |

* Denotes item in CIP

** Low Cost: $0-250,000; Medium Cost: $250,000-$500,000; High Cost: $500,000+

*** All roadway improvements will include MMLOS scoring and implementation

*Bicycle and Pedestrian*

| Item | Start | End | Ongoing | <3 Years | 3-10 Years | 10+ Years | Cost | Priority | Notes |
|---|---|---|---|---|---|---|---|---|---|
| Construct on-street bike facilities on collectors | Town wide | Town wide | x | | | | High | High | |
| Todd Drive Trail (Portion of E/W Trail) | East West Trail | Salisbury Park Expansion | | x | | | Low | High | |
| Cottonwood Commercial Trail Connection | Parker Road | Cherry Creek Trail | | x | | | Low | High | Partner with Cottonwood Metro District |
| Cottonwood Residential Trail Connection | Jordan Road | Cherry Creek Trail | | x | | | Low | High | |
| Construct a shared-use bike/ped sidewalk across Dransfeldt Extension Bridge (once constructed) | Cherry Creek Trail/Salisbury Park/E-W Trail | Sulphur Gulch Trail | | | x | | Low | High | |
| Build connection between E-470 Trail and Parker Adventist Hospital | Cherry Creek Trail | Parker Adventist Hospital | | | x | | Low | High | Partner with Parker Adventist for funding/planning. |
| Complete sidewalk network on Parker Rd. | Northern Urban Growth Boundary | Southern Urban Growth Boundary | x | | | | High | High | |
| N. Pine Drive Trail | Sulphur Gulch Trail | Baldwin Gulch Trail | | | | x | Medium | Low | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Construct bicycle facilities along each side of Mainstreet in Old Town | N. Pine Drive | Parker Road | | x | | | Low | Medium | Sharrows, buffered bike lanes, or designate shared-use sidewalks |
| Add additional bike racks in Old Town | Old Town | Old Town | | x | | | Low | Medium | Strategically place at the end of trails and near key destinations |
| S. Pine Drive Bike Lane | Hilltop Drive | East Bank Park | | | x | | Medium | Medium | |
| Wal-Mart Trail Connection | Home Depot Trail end | Twenty Mile Road | | x | | | Low | Medium | |
| Parker Park-n-Ride Trail | Sulphur Gulch Trail | Parker Park-n-Ride | | x | | | Low | Medium | Parallel to Parker Road |
| Complete sidewalk network on Mainstreet west of Parker Rd. | Parker Road | Jordan Road | x | | | | Low | Medium | Tied to development |
| Improve connections to Kieffers Crossing by widen sidewalk on Crossroads Drive | Kieffers Crossing | Mainstreet | | | x | | Low | Medium | |
| Construct bicycle/pedestrian safety improvements for Sulphur Gulch trail crossing of Pikes Peak Drive | Pikes Peak Drive | Sulphur Gulch Trail | | x | | | Low | High | |
| Trail parallel to Crowfoot Valley Rd | Stroh Rd | Southern Urban Growth Boundary | | | | x | High | Low | Tied to development. Partner with Douglas County |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Install signage for trail connections to Sulphur Gulch and Cherry Creek along Mainstreet | Mainstreet | Mainstreet | | x | | | Low | Medium | |
| Stroh/Ironston Trail Connection | Cherry Creek Trail | Stroh Commercial Area | | x | | | Low | Medium | Tied to development |
| Hilltop Road Trail | Proposed S. Pine Drive Trail | Southeastern Urban Growth Boundary | | | | x | High | Medium | |
| Kinney Creek Trail | Parker Road | Cherry Creek Trail | | | | x | Low | Medium | Tied to development |
| Bradbury Ranch Trail | Jordan Road | Proposed Newlin Gulch Trail | | | | x | Medium | Medium | Trail between Bradbury Ranch and Stonegate |
| Cherry Creek Highlands Trail Connections | Cherry Creek Highland Neighborhood | Salisbury Park Expansion | | | | x | High | Medium | Tied to development |
| East West Trail | Jordan Road | Western Urban Growth Boundary | | x | | | Medium | High | |
| Collaborate with E-470 Public Highway Authority and neighboring jurisdictions to build out E-470 Trail | N/A | N/A | x | | | | High | High | Partner with E-470 Authority |
| Rowley Down | Willow Creek Trail | Siebert Circle sidewalk | | | x | | Low | Low | |
| Reata North Trail | Tallman Drive | Proposed northly Reata North Trail | | | | x | Low | Medium | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Newlin Gulch Trail | Rueter-Hess Reservoir | Bradbury Ranch Trail | | | x | | Medium | Medium | Work with Douglas County to extend Newlin Gulch Trail to Town limit |

* Denotes item in CIP

** Low Cost: $0-250,000; Medium Cost: $250,000-$500,000; High Cost: $500,000+

*Transit*

| Item | Ongoing | <3 Years | 3-10 Years | 10+ Years | Cost |
|---|---|---|---|---|---|
| Provide circulator bus serving Old Town and business core, including weekends. | | | x | | Medium |
| Work with RTD to expand call-n-ride area and to add a flex-route to supplement lack of in-town and weekend service | | | x | | Low |
| Work with RTD to improve and expand transit service between Parker employment centers and light rail stations | x | | | | Low |
| Work with private partners to ensure that bus stops have appropriate pedestrian amenities and quality bus shelters | x | | | | Low |
| Coordinate with RTD to implement a BRT service to RidgeGate Parkway Station (upon completion) | | | | x | Low |
| Work with RTD to annex the rest of the Parker Urban Growth area into the RTD district | x | | | | Low |
| Explore E-470 as a transit corridor | | | x | | Low |
| Work with RTD to relocate the Parker Park-n-Ride to a new location that provides opportunity for transit oriented development and increased ridership as well as better access for all modes of transportation | | | x | | Low |
| Work with RTD to create more capacity at the Lincoln and Jordan Park-n-Ride or consider relocation or other solutions | | x | | | Low |

** Low Cost: $0-250,000; Medium Cost: $250,000-$500,000; High Cost: $500,000+

## FUNDING AND FINANCIAL RESOURCES

The Town has several options and tools that can be used to pay for or finance the priority projects identified in the Plan. Possible funding or financing sources and tools have been identified with each priority project for consideration in capital budgeting and planning. The Town's major budget funds are

described below, including their application to funding transportation projects. Public financing and public-private partnership tools are also described.

### TOWN BUDGET AND FUNDS

The **Public Improvements Fund** (within the Capital Projects Funds) is for streets capital projects and is primarily funded by 75 percent of the 0.4 percent county sales and use tax that is collected within the Town and shared back to the Town, as well as a 2.5 percent Town use tax on building construction materials. Streets capital projects include Town-constructed road and bridge additions, extensions and expansions, traffic signal installations and median landscaping. Project examples in the 2013 adopted budget include sidewalk gap closures ($100,000), median landscaping ($300,000), and the Hess Road widening over Cherry Creek ($400,000 in design budgeted for 2013, construction in 2014).

The **Parks and Recreation Fund** is primarily supported by the Town's 0.5 percent sales and use tax which are dedicated to parks, trails, open space and recreation purposes. Major activities that are funded through this revenue stream include planning, design and construction of parks, trails and recreation facilities. Other uses include land acquisition, repayment of debt issued and special studies and analysis related to the overall operation, functionality and implementation of park and recreational facilities. The East-West Regional Trail is included in the 2014 budget, with $800,000 allocated.

The Town's **General Fund** is the Town's operating fund for general government services and some maintenance functions. General fund dollars could be allocated to special projects, although special projects are more typically handled in the capital budgeting process in the Capital Projects and Public Improvements Funds.

### PUBLIC AND PUBLIC-PRIVATE FINANCING TOOLS

There are a variety of mechanisms available to local governments for the financing of public improvements. Colorado statutes enable four types of improvement districts distinguished by the type of government that organizes them (county or municipality), their primary means of raising revenue (taxation or assessment), and whether they provide for construction of facilities and/or operations and maintenance.

### URBAN RENEWAL

The **Parker Authority for Reinvestment** is the Town's Urban Renewal Authority and collects incremental property and sale tax revenue (tax increment) above the base revenue established in each Urban Renewal Area (URA). The Parker Central Area Reinvestment Plan covers the Old Town, West Main Street, and the west side of South Parker Road from approximately Lincoln Avenue to Hilltop are just south of 20 Mile Road. In 2014 this district produced approximately $300,000 in annual tax increment revenue that can be used for capital projects. The Cottonwood Commercial Area Urban Renewal Plan generally covers the four corners of Cottonwood Drive and Parker Road. This area was adopted in 2014 and will not produce tax increment revenue until projects are initiated.

## TAXING DISTRICTS

A **general improvement district (GID)** is a separate legal entity formed by a city to pay for a specified set of public improvements. Although formed by the Town, it is a separate jurisdiction with its own board

of directors, and the Town is not liable for the district's debt. A GID has the ability to levy taxes to pay for improvements. GIDs can also levy assessments which allow for a varied fee structure to address differential benefits based on, for example, proximity to an intersection, proximity to a roadway, or differences in trip generation. A disadvantage is that the fees are levied against all properties whether they are ready to be developed or not.

### ASSESSMENT DISTRICTS

A **Special Improvement District (SID)** is a subset of a local government and not a separate governmental entity like a GID. The SID can charge an assessment (as distinguished from a tax levy) against the properties which can be paid as a lump sum or over time. The district can assess all or part of the improvement costs against the properties that benefit from the improvements. A SID may be initiated by the Town or by the property owners. If more than 50 percent of the property owners object to the district, the Town can assess up to 50 percent of the cost of the improvements back to the property owners.

- A SID would be useful for funding access improvements such as signals, constructing new access points, or internal collector or circulator roads for commercial projects. Roads constructed by a SID may or may not be dedicated to, or accepted by the Town. The SID would be responsible for the maintenance of the road if it was not accepted by the Town.

## SPECIAL DISTRICTS

Special districts are autonomous units of local government having an array of powers with the ability to determine their own objectives, finance improvements, perform services, and control their own budgets. Special districts are designed to address multiple projects and/or to provide services over a period of time. The most applicable and most widely used special district is a Title 32 Metropolitan District (Metro District).

A **Metro District** is a separate and independent unit of government and must include two or more improvement projects or services. It is most commonly used by developers of large projects to help fund and finance on and off-site infrastructure costs (e.g., water and sewer, streets, parks and recreation, fire protection, or public transportation). The metro district can levy and collect ad valorem taxes for capital construction and operations. Metro districts are formed by petition of the property owners, which in many cases is initially one entity. Metro districts can be organized in a county, one or more municipalities, or in a county and a municipality.

- Metro Districts are best used in new development projects in which a limited number of property owners can establish the district ahead of development. Since metro districts require a voter approval from the majority of affected property owners, they are more difficult to form when there is existing development and population.

### OTHER METHODS

The Town can also enter into development agreements with developers/property owners which specify which improvements must be built in order for a development project to precede, and the costs for which each party is responsible. Developer agreements and other negotiated cost sharing arrangements need to

be addressed early in the planning and development process, and are best suited to larger projects that are capable of carrying higher infrastructure costs.

## PERFORMANCE MEASURES

Establishing performance measures and targets are crucial to monitor and evaluate the performance of the transportation system. Accurately assessing the mobility outcomes in Parker will enable the Town to measure its progress toward meeting transportation goals. The monitoring approach described here will provide feedback to residents and policymakers on whether the policies in the plan are helping to achieve their vision.

Generally speaking, monitoring programs with a few key high-quality indicators are more effective than those that include dozens of indicators of variable quality. The monitoring program can expand over time as other indicators are identified.

One tool that the Town of Parker could utilize to evaluate the performance of the transportation system is the biennial Citizen Survey that rates the quality of life and satisfaction with community amenities, services, and local government. Several aspects of the Town's transportation are evaluated by residents in the current survey including:

- Ease of car travel
- Ease of bus travel
- Ease of bicycle travel
- Ease of walking
- Availability of paths and walking trails
- Traffic flow on major streets
- Overall ease of getting to the places you usually visit
- Traffic enforcement
- Trails maintenance
- How frequently households used public transit

The Citizen Survey forms a good base for the TMP performance measures. The Town may also consider adding questions to the Survey that will further assess progress toward achieving TMP guiding principles. The TMP performance measures listed below build on existing metrics from the 2013 Citizen Survey and include recommendations for new measures and targets for each TMP guiding principle. In most instances, the 2013 Citizen Survey results were used as a benchmark. The Town should strive to achieve or improve upon the targets/current benchmarks indicated for each measure. However, it is important to view the data holistically and from a long term perspective to ensure objective and fiscally responsible decision making. Short term spikes may be the result of temporary economic or transportation conditions. The performance measures should be reviewed and updated every four years at a minimum.

Guiding Principle 1: Providing a safe and efficient transportation system that provides circulation within Town and connections to the region

| Measure | Data Source | Target/Current Benchmark |
|---|---|---|
| **Vehicle Miles Traveled (VMT) per person/day** | Front Range Travel Counts Survey<br><br>(2013) | Equal to or less than 19.7 miles per person/day |
| **Crash rate/ fatality rate per ADT** | Town of Parker | Equal to or less than 5 year average |
| **Ease of car travel** | Citizen Survey | 75% of total respondents rate excellent or good |

Guiding Principle 2: Finding the right balance between mobility needs and access needs

| Measure | Data Source | Target/Current Benchmark |
|---|---|---|
| **Overall ease of getting to the places you usually have to visit** | Citizen Survey | 81% of total respondents rate excellent or good |

Guiding Principle 3: Respecting the context of Parker's built and natural environments

| Measure | Data Source | Target/Current Benchmark |
|---|---|---|
| **Arterial LOS** | Town of Parker | LOS D or better |
| **Arterial MMLOS (for peds and bikes)** | Town of Parker | LOS D or better |

Guiding Principle 5: Ensuring public investment decisions support economic development

| Measure | Data Source | Target/Current Benchmark |
|---|---|---|
| **# of jobs within the Parker Urban Growth Boundary** | US Census | 2% year-over-year increase |
| **Sales Tax Revenue** | Town of Parker | 2% year-over-year increase |
| **Commercial/Office/Industrial Square Footage** | Town of Parker | 1% year-over-year increase |

Guiding Principle 6: Creating a multi-modal network that allows people of any age or ability to be comfortable driving, walking, biking or using transit

| Measure | Data Source | Target/Current Benchmark |
|---|---|---|
| **Transit ridership (Park-n-Ride Utilization)** | RTD | Parker PnR – 68%<br>Pinery PnR – 34%<br>Lincoln & Jordan – 93% |
| **Public transportation usage (# of trips)** | Citizen Survey | 14% of total respondents use the bus at least once a year, 56% of total respondents use the light rail at least once a year |
| **Bike lane miles** | Town of Parker | 10.25 miles |
| **Annual number of crashes involving pedestrians** | Town of Parker | Less than 5 year average |
| **Annual number of crashes involving bicycles** | Town of Parker | Less than 5 year average |
| **Ease of bus travel** | Citizen Survey | 37% of total respondents rate excellent or good |
| **Ease of bicycle travel** | Citizen Survey | 81% of total respondents rate excellent or good |
| **Ease of walking** | Citizen Survey | 79% of total respondents rate excellent or good |
| **Availability of path and walking trails** | Citizen Survey | 88% of total respondents rate excellent or good |
| **Percent of all trips by bicycle** | Citizen Survey | 2% of respondents |
| **Percent of all trips by walking** | Citizen Survey | 4% of respondents |

Guiding Principle 7: Mitigating impacts and leveraging benefits of Parker Road and E-470

| Measure | Data Source | Target |
|---|---|---|
| **Tax collections from businesses within a 2 mile radius of the interchange** | Town of Parker | Year-over-year rise in revenue |
| **Linear feet of side walk/shared use paths on Parker Road** | Town of Parker | Year-over-year increase in length until completion |
| **Number of jobs within ½ mile of the corridor** | US Census | Year-over-year increase |

Town of Parker
TRANSPORTATION
MASTER PLAN

# APPENDIX

March 2014

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# CONTENTS

# APPENDIX A: COMMUNITY PHONE SURVEY

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| | | | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | OVERALL | Live inside of the growth boundary | Live outside of the growth boundary |
| Which of the following best reflects your recent experience getting around Parker? | I can get where I need to go easily nearly all the time | 46% | 49% | 38% |
| | It's easy to get around except during peak travel times | 49% | 46% | 57% |
| | Find it challenging getting where I need to go most of time | 5% | 5% | 5% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 398 | 263 | 135 |

31 May 13
Source: RRC Associates

## PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| How frequently do you travel to shopping, dining, entertainment or other non-work destinations by: Driving | Daily | 75% | 77% | 71% |
| | Weekly | 23% | 22% | 25% |
| | Monthly | 0% | 0% | 1% |
| | Annually | 1% | | 2% |
| | Never | 1% | 1% | 1% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 400 | 264 | 136 |
| How frequently do you travel to shopping, dining, entertainment or other non-work destinations by: Taking RTD | Daily | 2% | 3% | |
| | Weekly | 4% | 3% | 4% |
| | Monthly | 6% | 5% | 7% |
| | Annually | 11% | 12% | 9% |
| | Never | 77% | 76% | 80% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 398 | 262 | 136 |
| How frequently do you travel to shopping, dining, entertainment or other non-work destinations by: Bike | Daily | 2% | 2% | 0% |
| | Weekly | 12% | 11% | 12% |
| | Monthly | 14% | 16% | 8% |
| | Annually | 11% | 13% | 4% |
| | Never | 62% | 57% | 75% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 399 | 263 | 136 |
| How frequently do you travel to shopping, dining, entertainment or other non-work destinations by: Walking | Daily | 8% | 9% | 3% |
| | Weekly | 11% | 13% | 7% |
| | Monthly | 21% | 24% | 13% |
| | Annually | 8% | 9% | 3% |
| | Never | 53% | 44% | 74% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 399 | 263 | 136 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| Do you have school-age children? | Yes | 49% | 51% | 46% |
| | No | 51% | 49% | 54% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 400 | 264 | 136 |
| (If yes) How do they usually get to school? | By car | 84% | 82% | 87% |
| | School Bus | 22% | 18% | 32% |
| | Walk | 17% | 22% | 2% |
| | Bicycle | 4% | 4% | 4% |
| | RTD's Call-n-Ride | 1% | 1% | 2% |
| TOTAL | | 128% | 128% | 127% |
| | n = | 142 | 100 | 42 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| How frequently do you use the trail system for: Recreation (biking, hiking, walking, etc.) | Daily | 12% | 16% | 4% |
| | Weekly | 34% | 38% | 23% |
| | Monthly | 26% | 21% | 39% |
| | Annually | 12% | 12% | 13% |
| | Never | 16% | 14% | 22% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 400 | 264 | 136 |
| How frequently do you use the trail system for: Transportation to shopping, dining, entertainment, or work destinations within Parker | Daily | 3% | 3% | 3% |
| | Weekly | 10% | 10% | 8% |
| | Monthly | 16% | 19% | 11% |
| | Annually | 10% | 12% | 5% |
| | Never | 61% | 56% | 73% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 400 | 264 | 136 |
| How frequently do you use the trail system for: Transportation to destinations outside of Parker | Daily | 0% | 1% | |
| | Weekly | 8% | 8% | 5% |
| | Monthly | 10% | 9% | 15% |
| | Annually | 10% | 11% | 5% |
| | Never | 72% | 71% | 74% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 400 | 264 | 136 |

**31 May 13**
**Source: RRC Associates**

## PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *Which changes/improvements would make you more likely to BIKE in Parker?* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| More bike lanes or other improved on-street bike facilities | 1=Not at all likely | 32% | 30% | 36% |
| | 2 | 11% | 11% | 11% |
| | 3 | 17% | 17% | 17% |
| | 4 | 14% | 15% | 11% |
| | 5=Extremely likely | 26% | 26% | 26% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 2.9 | 3.0 | 2.8 |
| Median | | 3.0 | 3.0 | 3.0 |
| n = | | 396 | 261 | 135 |
| Additional off-street trails | 1=Not at all likely | 21% | 19% | 27% |
| | 2 | 10% | 9% | 13% |
| | 3 | 20% | 20% | 19% |
| | 4 | 18% | 19% | 15% |
| | 5=Extremely likely | 31% | 33% | 26% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 3.3 | 3.4 | 3.0 |
| Median | | 3.0 | 4.0 | 3.0 |
| n = | | 394 | 259 | 135 |
| Better connections to schools or other destinations | 1=Not at all likely | 32% | 28% | 44% |
| | 2 | 10% | 10% | 8% |
| | 3 | 22% | 20% | 25% |
| | 4 | 15% | 18% | 7% |
| | 5=Extremely likely | 22% | 24% | 15% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 2.8 | 3.0 | 2.4 |
| Median | | 3.0 | 3.0 | 2.0 |
| n = | | 392 | 258 | 134 |

**31 May 13**
**Source: RRC Associates**

## PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *Which changes/improvements would make you more likely to BIKE in Parker?* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| Additional car parking at trailheads | 1=Not at all likely | 35% | 35% | 35% |
| | 2 | 13% | 13% | 13% |
| | 3 | 23% | 21% | 29% |
| | 4 | 13% | 15% | 8% |
| | 5=Extremely likely | 16% | 16% | 16% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 2.6 | 2.6 | 2.6 |
| Median | | 3.0 | 3.0 | 3.0 |
| n = | | 396 | 261 | 135 |
| Additional bike parking facilities at destinations | 1=Not at all likely | 31% | 28% | 38% |
| | 2 | 12% | 12% | 10% |
| | 3 | 27% | 27% | 26% |
| | 4 | 13% | 15% | 8% |
| | 5=Extremely likely | 17% | 18% | 17% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 2.8 | 2.8 | 2.6 |
| Median | | 3.0 | 3.0 | 3.0 |
| n = | | 395 | 260 | 135 |
| A bike-share program | 1=Not at all likely | 60% | 57% | 68% |
| | 2 | 9% | 11% | 4% |
| | 3 | 15% | 15% | 13% |
| | 4 | 7% | 8% | 5% |
| | 5=Extremely likely | 9% | 8% | 10% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 1.9 | 2.0 | 1.9 |
| Median | | 1.0 | 1.0 | 1.0 |
| n = | | 383 | 250 | 133 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *Which changes/improvements would make you more likely to BIKE in Parker?* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| For biking, which of these changes or improvements is your single highest priority to be added, expanded, or improved in Parker? | Additional off-street trails | 37% | 36% | 39% |
| | More bike lanes or other improved on-street bike facilities | 26% | 25% | 29% |
| | Better connections to schools or other destinations | 19% | 20% | 17% |
| | A bike-share program | 9% | 10% | 6% |
| | Additional bike parking facilities at destinations | 6% | 7% | 2% |
| | Additional car parking at trailheads | 4% | 3% | 7% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 341 | 227 | 114 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *Which changes/improvements would make you more likely to WALK in Parker?* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| **Sidewalks in my neighborhood (if you don't have them)** | **1=Not at all likely** | 41% | 42% | 39% |
| | **2** | 9% | 9% | 8% |
| | **3** | 12% | 12% | 11% |
| | **4** | 11% | 13% | 8% |
| | **5=Extremely likely** | 27% | 24% | 33% |
| **TOTAL** | | 100% | 100% | 100% |
| **Average** | | 2.7 | 2.7 | 2.9 |
| **Median** | | 3.0 | 2.0 | 3.0 |
| **n =** | | 319 | 197 | 122 |
| **Wider or detached sidewalks (with landscaping between the walk and the street)** | **1=Not at all likely** | 30% | 29% | 32% |
| | **2** | 12% | 11% | 12% |
| | **3** | 19% | 19% | 21% |
| | **4** | 20% | 23% | 13% |
| | **5=Extremely likely** | 19% | 18% | 23% |
| **TOTAL** | | 100% | 100% | 100% |
| **Average** | | 2.9 | 2.9 | 2.8 |
| **Median** | | 3.0 | 3.0 | 3.0 |
| **n =** | | 396 | 260 | 136 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *Which changes/improvements would make you more likely to WALK in Parker?* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| **Additional off-street trails** | **1=Not at all likely** | 20% | 21% | 20% |
| | **2** | 12% | 11% | 16% |
| | **3** | 23% | 25% | 18% |
| | **4** | 19% | 19% | 18% |
| | **5=Extremely likely** | 25% | 24% | 28% |
| **TOTAL** | | 100% | 100% | 100% |
| **Average** | | 3.2 | 3.1 | 3.2 |
| **Median** | | 3.0 | 3.0 | 3.0 |
| **n =** | | 395 | 259 | 136 |
| **Better sidewalk connections to schools, businesses or other destinations** | **1=Not at all likely** | 23% | 20% | 32% |
| | **2** | 10% | 11% | 7% |
| | **3** | 20% | 22% | 16% |
| | **4** | 22% | 24% | 16% |
| | **5=Extremely likely** | 25% | 23% | 30% |
| **TOTAL** | | 100% | 100% | 100% |
| **Average** | | 3.2 | 3.2 | 3.1 |
| **Median** | | 3.0 | 3.0 | 3.0 |
| **n =** | | 394 | 258 | 136 |

**31 May 13**
**Source: RRC Associates**

## PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *Which changes/improvements would make you more likely to WALK in Parker?* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| For walking, which of these changes or improvements is your single highest priority to be added, expanded, or improved in Parker? | Better sidewalk connections to school/businesses/other | 34% | 35% | 32% |
| | Additional off-street trails | 33% | 33% | 33% |
| | Wider/detached sidewalks (landscaping between walk & street) | 25% | 25% | 23% |
| | Sidewalks in my neighborhood (if you don't have them) | 8% | 7% | 12% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 352 | 237 | 115 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *Which changes/improvements would make you more likely to SHOP in Parker?* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| More stores where I like to shop located here | 1=Not at all likely | 16% | 13% | 23% |
| | 2 | 8% | 9% | 6% |
| | 3 | 16% | 15% | 20% |
| | 4 | 21% | 22% | 21% |
| | 5=Extremely likely | 38% | 41% | 30% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 3.6 | 3.7 | 3.3 |
| Median | | 4.0 | 4.0 | 4.0 |
| n = | | 397 | 262 | 135 |
| More stores are located along my work commute route | 1=Not at all likely | 34% | 32% | 39% |
| | 2 | 13% | 14% | 11% |
| | 3 | 19% | 20% | 18% |
| | 4 | 18% | 17% | 19% |
| | 5=Extremely likely | 15% | 16% | 13% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 2.7 | 2.7 | 2.6 |
| Median | | 3.0 | 3.0 | 2.7 |
| n = | | 387 | 256 | 131 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *Which changes/improvements would make you more likely to SHOP in Parker?* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| **More vehicular access points into shopping districts from major roads (even though this would slow down traffic and increase the chances for accidents)** | **1=Not at all likely** | 44% | 44% | 44% |
| | **2** | 18% | 16% | 22% |
| | **3** | 18% | 19% | 16% |
| | **4** | 9% | 10% | 6% |
| | **5=Extremely likely** | 11% | 11% | 12% |
| **TOTAL** | | 100% | 100% | 100% |
| **Average** | | 2.3 | 2.3 | 2.2 |
| **Median** | | 2.0 | 2.0 | 2.0 |
| **n =** | | 392 | 259 | 133 |
| **More direct ways to access shopping districts by biking or walking from my home** | **1=Not at all likely** | 33% | 29% | 45% |
| | **2** | 18% | 19% | 17% |
| | **3** | 16% | 17% | 14% |
| | **4** | 20% | 21% | 17% |
| | **5=Extremely likely** | 12% | 15% | 7% |
| **TOTAL** | | 100% | 100% | 100% |
| **Average** | | 2.6 | 2.7 | 2.3 |
| **Median** | | 2.0 | 3.0 | 2.0 |
| **n =** | | 397 | 263 | 134 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *Which changes/improvements would make you more likely to SHOP in Parker?* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| **For shopping, which of these changes or improvements is your single highest priority to be added, expanded, or improved in Parker?** | **More stores where I like to shop located here** | 57% | 55% | 61% |
| | **More direct ways to access shopping by biking/walking** | 23% | 25% | 20% |
| | **More stores are located along my work commute route** | 11% | 12% | 8% |
| | **More vehicular access points into shopping districts** | 9% | 8% | 11% |
| **TOTAL** | | 100% | 100% | 100% |
| | **n =** | 367 | 242 | 125 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| What is the top reason you visit Old Town/Downtown Parker? | Entertainment/Dining | 48% | 48% | 48% |
| | Special events (Farmers Market, Performing Arts) | 30% | 30% | 29% |
| | Shopping | 7% | 7% | 6% |
| | Don't go there | 7% | 5% | 11% |
| | Other | 4% | 4% | 2% |
| | Professional business services | 2% | 2% | 3% |
| | Work | 2% | 3% | |
| | Classes or group/organizations meetings | 1% | 1% | |
| TOTAL | | 100% | 100% | 100% |
| | n = | 400 | 264 | 136 |
| What is the primary way you travel to Old Town? | By car, alone | 10% | 8% | 15% |
| | By car, with family | 67% | 66% | 70% |
| | By car, with friends | 9% | 9% | 9% |
| | Walk | 11% | 14% | 4% |
| | Take RTD Call-n-Ride bus | 0% | 0% | 0% |
| | Ride bicycle | 2% | 3% | 1% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 370 | 244 | 126 |
| Once you get to Old Town, how far are you willing to walk to your destinations? | Less than 5 minutes | 14% | 16% | 6% |
| | About 5 minutes | 25% | 24% | 28% |
| | Between 5 and 10 minutes | 34% | 33% | 36% |
| | About 10 minutes | 12% | 12% | 12% |
| | More than 10 minutes | 15% | 14% | 18% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 370 | 244 | 126 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| How frequently do you cross Parker Road as a pedestrian near Mainstreet? | Daily | 3% | 4% | 0% |
| | Weekly | 7% | 7% | 6% |
| | Monthly | 13% | 14% | 12% |
| | Annually | 32% | 34% | 29% |
| | Never | 44% | 41% | 52% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 371 | 245 | 126 |
| Do you know about the Kieffers Crossing tunnel under Parker road north of Mainstreet connecting to O'Brien Park? | Yes | 80% | 82% | 75% |
| | No | 20% | 18% | 25% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 225 | 163 | 62 |
| Which of the following ways of crossing Parker Road as a pedestrian do you most prefer to use? | Crosswalks | 41% | 38% | 51% |
| | Kieffers Crossing tunnel | 41% | 44% | 34% |
| | Sulphur Gulch Trail | 13% | 15% | 8% |
| | Don't know/refused | 4% | 3% | 8% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 226 | 163 | 63 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| What would make you more likely to visit Old Town/Downtown Parker? | More destinations | 74% | 76% | 67% |
| | Easier to get there | 20% | 19% | 24% |
| | Absolutely Nothing/Don't know/Refused | 6% | 5% | 9% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 400 | 264 | 136 |

31 May 13
Source: RRC Associates

## PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *If more destinations, how important would each of the following be:* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| More shops | 1=Not at all important | 6% | 6% | 6% |
| | 2 | 8% | 8% | 8% |
| | 3 | 32% | 33% | 31% |
| | 4 | 20% | 21% | 17% |
| | 5=Extremely important | 34% | 32% | 38% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 3.7 | 3.6 | 3.7 |
| Median | | 4.0 | 4.0 | 4.0 |
| n = | | 279 | 189 | 90 |
| More restaurants | 1=Not at all important | 4% | 4% | 5% |
| | 2 | 6% | 8% | 2% |
| | 3 | 12% | 11% | 16% |
| | 4 | 32% | 34% | 28% |
| | 5=Extremely important | 45% | 44% | 49% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 4.1 | 4.0 | 4.2 |
| Median | | 4.0 | 4.0 | 4.0 |
| n = | | 280 | 189 | 91 |
| More events | 1=Not at all important | 8% | 9% | 6% |
| | 2 | 10% | 9% | 12% |
| | 3 | 25% | 25% | 26% |
| | 4 | 35% | 36% | 33% |
| | 5=Extremely important | 22% | 22% | 23% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 3.5 | 3.5 | 3.6 |
| Median | | 4.0 | 4.0 | 4.0 |
| n = | | 280 | 189 | 91 |

**31 May 13**
**Source: RRC Associates**

## PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *If easier to get there, how important would each of the following be:* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| More parking spaces | 1=Not at all important | 9% | 10% | 7% |
| | 2 | 9% | 13% | 2% |
| | 3 | 7% | 5% | 11% |
| | 4 | 23% | 9% | 52% |
| | 5=Extremely important | 51% | 62% | 29% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 4.0 | 4.0 | 3.9 |
| Median | | 5.0 | 5.0 | 4.0 |
| n = | | 80 | 51 | 29 |
| More bus service | 1=Not at all important | 41% | 41% | 41% |
| | 2 | 22% | 22% | 23% |
| | 3 | 18% | 19% | 17% |
| | 4 | 9% | 9% | 8% |
| | 5=Extremely important | 10% | 9% | 12% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 2.3 | 2.2 | 2.3 |
| Median | | 2.0 | 2.0 | 2.0 |
| n = | | 77 | 48 | 29 |
| Easier to ride a bike or walk | 1=Not at all important | 19% | 14% | 28% |
| | 2 | 12% | 13% | 9% |
| | 3 | 19% | 18% | 21% |
| | 4 | 19% | 23% | 12% |
| | 5=Extremely important | 31% | 32% | 30% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 3.3 | 3.5 | 3.1 |
| Median | | 3.7 | 4.0 | 3.0 |
| n = | | 80 | 51 | 29 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| Which of these changes or improvements is your single highest priority to be added, expanded, or improved in Old Town Parker? | More restaurants | 33% | 32% | 36% |
| | More events | 20% | 22% | 16% |
| | More shops | 16% | 17% | 16% |
| | More parking spaces | 16% | 15% | 20% |
| | Easier to ride a bike or walk | 7% | 8% | 6% |
| | Better roadway connections | 4% | 4% | 4% |
| | More bus service | 3% | 3% | 2% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 385 | 253 | 132 |

**31 May 13**
**Source: RRC Associates**

## PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *Rate importance of transportation spending priorities* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| Roads (such as additional lanes, new connections) | 1=Not at all important | 11% | 11% | 12% |
| | 2 | 13% | 12% | 16% |
| | 3 | 24% | 21% | 30% |
| | 4 | 25% | 28% | 15% |
| | 5=Extremely important | 28% | 28% | 27% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 3.4 | 3.5 | 3.3 |
| Median | | 4.0 | 4.0 | 3.0 |
| n = | | 399 | 264 | 135 |
| Sidewalks improvements | 1=Not at all important | 15% | 13% | 18% |
| | 2 | 15% | 14% | 15% |
| | 3 | 33% | 32% | 35% |
| | 4 | 19% | 21% | 13% |
| | 5=Extremely important | 19% | 19% | 19% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 3.1 | 3.2 | 3.0 |
| Median | | 3.0 | 3.0 | 3.0 |
| n = | | 398 | 263 | 135 |
| Trails and trail connections | 1=Not at all important | 11% | 9% | 15% |
| | 2 | 15% | 12% | 21% |
| | 3 | 29% | 29% | 27% |
| | 4 | 25% | 28% | 17% |
| | 5=Extremely important | 21% | 22% | 20% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 3.3 | 3.4 | 3.0 |
| Median | | 3.0 | 3.0 | 3.0 |
| n = | | 399 | 264 | 135 |

**31 May 13**
**Source: RRC Associates**

## PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *Rate importance of transportation spending priorities* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| Additional local transit bus services | 1=Not at all important | 33% | 33% | 36% |
| | 2 | 18% | 18% | 20% |
| | 3 | 18% | 20% | 12% |
| | 4 | 16% | 16% | 14% |
| | 5=Extremely important | 15% | 14% | 17% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 2.6 | 2.6 | 2.6 |
| Median | | 2.0 | 2.0 | 2.0 |
| n = | | 399 | 263 | 136 |
| Special needs services (e.g., for children, disabled or elderly) | 1=Not at all important | 21% | 22% | 20% |
| | 2 | 15% | 15% | 13% |
| | 3 | 21% | 21% | 21% |
| | 4 | 19% | 18% | 20% |
| | 5=Extremely important | 25% | 24% | 26% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 3.1 | 3.1 | 3.2 |
| Median | | 3.0 | 3.0 | 3.0 |
| n = | | 396 | 260 | 136 |
| Maintenance (roads & sidewalks) | 1=Not at all important | 6% | 5% | 7% |
| | 2 | 11% | 11% | 12% |
| | 3 | 20% | 20% | 20% |
| | 4 | 32% | 34% | 27% |
| | 5=Extremely important | 31% | 30% | 34% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 3.7 | 3.7 | 3.7 |
| Median | | 4.0 | 4.0 | 4.0 |
| n = | | 398 | 264 | 134 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *Rate importance of transportation spending priorities* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| For transportation spending priorities, which of these changes or improvements is your single highest priority to be added, expanded, or improved in Parker? | Roads (such as additional lanes, new connections) | 27% | 30% | 22% |
| | Maintenance (roads & sidewalks) | 26% | 24% | 32% |
| | Trails and trail connections | 17% | 17% | 19% |
| | Additional local transit bus services | 12% | 13% | 8% |
| | Special needs services (for children, disabled or elderly) | 12% | 12% | 11% |
| | Sidewalks improvements | 6% | 5% | 8% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 389 | 257 | 132 |

**31 May 13**
**Source: RRC Associates**

## PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *How likely would you be to use bus service based on the following improvements?* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| More frequent bus service | 1=Not at all likely to use bus service | 38% | 37% | 41% |
| | 2 | 9% | 10% | 7% |
| | 3 | 23% | 24% | 20% |
| | 4 | 12% | 11% | 15% |
| | 5=Much more likely to use bus service | 18% | 18% | 17% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 2.6 | 2.6 | 2.6 |
| Median | | 3.0 | 3.0 | 3.0 |
| n = | | 394 | 262 | 132 |
| More direct routes between destinations | 1=Not at all likely to use bus service | 36% | 34% | 40% |
| | 2 | 10% | 11% | 8% |
| | 3 | 16% | 14% | 21% |
| | 4 | 16% | 16% | 18% |
| | 5=Much more likely to use bus service | 22% | 25% | 14% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 2.8 | 2.9 | 2.6 |
| Median | | 3.0 | 3.0 | 3.0 |
| n = | | 394 | 259 | 135 |
| Additional local bus routes in Parker | 1=Not at all likely to use bus service | 39% | 38% | 41% |
| | 2 | 12% | 13% | 9% |
| | 3 | 14% | 15% | 11% |
| | 4 | 15% | 14% | 16% |
| | 5=Much more likely to use bus service | 21% | 20% | 23% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 2.7 | 2.7 | 2.7 |
| Median | | 2.0 | 2.0 | 2.6 |
| n = | | 392 | 257 | 135 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *How likely would you be to use bus service based on the following improvements?* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| Nicer bus stops/shelters with sidewalk connections | 1=Not at all likely to use bus service | 38% | 38% | 39% |
| | 2 | 15% | 16% | 12% |
| | 3 | 22% | 22% | 23% |
| | 4 | 14% | 15% | 12% |
| | 5=Much more likely to use bus service | 11% | 10% | 14% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 2.4 | 2.4 | 2.5 |
| Median | | 2.0 | 2.0 | 2.0 |
| n = | | 399 | 263 | 136 |
| More transit parking | 1=Not at all likely to use bus service | 43% | 43% | 42% |
| | 2 | 17% | 18% | 14% |
| | 3 | 18% | 17% | 20% |
| | 4 | 13% | 14% | 13% |
| | 5=Much more likely to use bus service | 10% | 9% | 12% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 2.3 | 2.3 | 2.4 |
| Median | | 2.0 | 2.0 | 2.0 |
| n = | | 393 | 259 | 134 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| *How likely would you be to use bus service based on the following improvements?* | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| **For bus service, which of these changes or improvements is your single highest priority to be added, expanded, or improved in Parker?** | **More direct routes between destinations** | 32% | 35% | 24% |
| | **Additional local bus routes in Parker** | 26% | 26% | 26% |
| | **More frequent bus service** | 21% | 22% | 18% |
| | **Nicer bus stops/shelters with sidewalk connections** | 13% | 9% | 21% |
| | **More transit parking** | 9% | 9% | 10% |
| **TOTAL** | | 100% | 100% | 100% |
| | **n =** | 344 | 230 | 114 |

**31 May 13**
**Source: RRC Associates**

**PARKER TRANSPORTATION MASTER PLAN SURVEY 2013**
**Final Results**

| | | | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | OVERALL | Live inside of the growth boundary | Live outside of the growth boundary |
| How many years have you lived in Parker? | Less than 1 year | 2% | 2% | 0% |
| | 1 | 4% | 5% | 1% |
| | 2 | 3% | 3% | 5% |
| | 3 | 4% | 5% | 3% |
| | 4 | 6% | 5% | 8% |
| | 5 | 4% | 4% | 2% |
| | 6 | 6% | 5% | 6% |
| | 7 | 8% | 9% | 8% |
| | 8 | 9% | 11% | 5% |
| | 9 | 5% | 7% | 1% |
| | 10 | 9% | 7% | 15% |
| | 11 | 3% | 4% | 0% |
| | 12 | 6% | 7% | 2% |
| | 13 | 4% | 4% | 3% |
| | 14 | 3% | 3% | 3% |
| | 15 | 3% | 3% | 2% |
| | 16 | 1% | 1% | 1% |
| | 17 | 3% | 4% | 2% |
| | 18 | 3% | 2% | 3% |
| | 19 | 0% | 0% | 1% |
| | 20 | 5% | 4% | 6% |
| | 21 | 1% | 1% | 1% |
| | 22 | 0% | 0% | 0% |
| | 23 | 1% | 0% | 1% |
| | 24 | 1% | 1% | 2% |
| | 25 | 1% | 1% | 3% |
| | 26 | 1% | | 3% |
| | 27 | 1% | 0% | 2% |
| | 28 | 1% | 1% | 3% |
| | 29 | 0% | 0% | |
| | 30 | 1% | 0% | 2% |
| | 31 | 0% | | 0% |
| | 32 | 0% | 0% | 1% |
| | 33 | 0% | 0% | 1% |
| | 35 | 0% | | 1% |
| | 37 | 0% | 0% | 1% |
| | 38 | 0% | | 0% |
| | 40 | 0% | 0% | |
| | 49 | 0% | | 1% |
| | 50 | 0% | | 0% |
| | 55 | 0% | | 0% |
| | 82 | 0% | 0% | |
| | 98+ years | 0% | 0% | |
| TOTAL | | 100% | 100% | 100% |
| Average | | 11.2 | 10.3 | 13.5 |
| Median | | 9.0 | 9.0 | 10.0 |
| n = | | 397 | 261 | 136 |

**31 May 13**
**Source: RRC Associates**

## PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| Are you of Hispanic origin? | Yes | 8% | 8% | 6% |
| | No | 92% | 92% | 94% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 400 | 264 | 136 |

31 May 13
Source: RRC Associates

## PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| 3. What is your race? | American Indian, Eskimo or Aleut | 1% | 1% | |
| | Asian or Pacific Islander | 2% | 1% | 4% |
| | Black or African American | 1% | 0% | 3% |
| | White or Caucasian | 92% | 93% | 89% |
| | Other | 5% | 5% | 4% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 392 | 261 | 131 |

31 May 13
Source: RRC Associates

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| Gender | Male | 51% | 54% | 43% |
| | Female | 49% | 46% | 57% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 400 | 264 | 136 |
| Which of these categories best applies to your household? | Single, no children | 12% | 13% | 9% |
| | Single with children at home | 7% | 7% | 6% |
| | Single, children no longer at home (empty nester) | 2% | 1% | 5% |
| | Couple, no children | 12% | 11% | 13% |
| | Couple with children at home | 55% | 57% | 50% |
| | Couple, children no longer at home (empty nester) | 13% | 11% | 17% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 399 | 263 | 136 |

**31 May 13**
**Source: RRC Associates**

# PARKER TRANSPORTATION MASTER PLAN SURVEY 2013
## Final Results

| | | OVERALL | WHERE DO YOU LIVE? | |
|---|---|---|---|---|
| | | | Live inside of the growth boundary | Live outside of the growth boundary |
| Age of respondent | 18 - 24 | 10% | 11% | 7% |
| | 25 - 34 | 20% | 22% | 14% |
| | 35 - 44 | 31% | 34% | 24% |
| | 45 - 54 | 22% | 20% | 27% |
| | 55 - 64 | 11% | 8% | 17% |
| | 65 - 74 | 5% | 4% | 9% |
| | 75 or older | 1% | 2% | 1% |
| TOTAL | | 100% | 100% | 100% |
| Average | | 42.6 | 41.1 | 46.1 |
| Median | | 41.0 | 39.0 | 46.7 |
| n = | | 384 | 255 | 129 |
| Which of these categories best describes your household's total gross income before taxes in 2012? | Less than $25,000 | 3% | 3% | 4% |
| | $25,000 to $49,999 | 10% | 11% | 10% |
| | $50,000 to $74,999 | 14% | 15% | 9% |
| | $75,000 to $99,999 | 16% | 16% | 16% |
| | $100,000 to $124,999 | 22% | 24% | 17% |
| | $125,000 to $149,999 | 15% | 16% | 12% |
| | $150,000 or more | 20% | 16% | 32% |
| TOTAL | | 100% | 100% | 100% |
| | n = | 313 | 214 | 99 |

**31 May 13**
**Source: RRC Associates**

**Is there anything what would make you more likely to ride a bicycle in Parker?**

- A BETTER TRAIL SYSTEM THAT WAS PAVED. PROXIMITY TO SHOPPING FOR EX: BEING ABLE TO GET TO SHOPPING FACILITIES EASY TO SHOPPING.
- A CONTINUOUS RAIL
- A MIRACLE
- A SECURE PLACE I CAN LEAVE MY BIKE UNATTENDED
- A SHOWER AT MY WORK PLACE
- ACCESSIBILITY, SO YOU DON'T HAVE TO HAUL YOUR BIKE BETWEEN SYSTEMS
- ALACK OF CONNECTION FROM MY NEIGHBORHOOD TO THE MAIN TRAIL
- BEING IN BETTER PHYSICAL SHAPE.
- BEING MOTIVATED
- BETTER ACCESS ACROSS PARKER ROADS AT DIFFERENT INTERSECTIONS, TUNNELS
- BETTER CONNECTION OF THE TRAILS ... THERE ARE GAPS IN THE TRAIL SYSTEM
- BETTER CONNECTIVITY TO THE TRAILS.
- BETTER DEFINED BIKE LANES ON THE STREETS, LIKE ON BRONCO PKWY.
- BETTER HEALTH
- BETTER WEATHER
- BETTER WEATHER
- BIKE LANES
- BIKE LANES
- BIKE LANES
- BIKE LANES ARE NEEDED.
- BIKE LANES BUT NOT ON THE SAME ROAD, BIKE TRAIL PROBABLY
- BIKE LANES EAST ON MAIN STREET, AND A BICYCLE LANE ON DELBERT LN
- BIKE LAWS
  BIKE PATHS BETTER
  LESS SECLUSION
- BIKE PATHS
- BIKE TRAILS FOR THE RURAL AREA
- BUYING A BICYCLE
- BUYING A BICYCLE.
- CHERRY CREEK TRAIL RUNS SOUTH TO PARKER THERE IS A GAP BTW ARAPAHOE AND CHERRY CREEK

- CLOSER SHOPPING
  THE TRAIL SYSTEM IS GOOD, BUT WHERE I LIVE IT'S HARDER TO GET TO A GROCERY STORE.
- CONNECT CHERRY CREEK TRAIL FROM NORTH TO SOUTH SIDE OF ARAPAHOE ROAD
- CONNECT THE TRAILS TO NEWER PARTS OF PARKER
- CONNECTING TRAILS
- CONNECTING TRAILS
- CONTINUE TO MAKE BIKE TRAILS
- DESIGNATED BIKE LANES
- DIRECT TRAILS WEST TO EAST
- DON'T FEEL SAFE BECAUSE OF THE COMPETITION BIKERS VERSUS CASUAL BIKERS.
- DON'T FEEL SAFE CROSSING PARKER ROAD
- EASIER ACCESS TO TRAILS FROM MY HOUSE
- EASIER ACCESS, MORE ROADS BUILT.
- EVENTS

**Is there anything what would make you more likely to ride a bicycle in Parker?**

- EXERCISE
- EXTENSION OF TRAIL SYSTEM
- FEWER HILLS
- GET A BIKE
- GET EXERCISE
- GETTING A BIKE
- GETTING A BIKE
- GOOD SAFE TRAILS NOT ON THE STREETS
- GOOD WEATHER
- I DON'T LIKE BIKE RIDING
- I LIKE THE TRAILS, BUT DON'T USE IT TO GO TO THE STORE OR ANYTHING
- I LIVE AT THE VERY SOUTH SIDE OF PARKER SO THAT MAKES IT DIFFICULT
- I MEAN IT'S SO FAR AWAY, I DON'T GO TO PARKER I GO TO DENVER. MAYBE IF THEY HAD MORE ENTERTAINMENT AND SHOPPING. FOCUSING MORE ON YOUNGER PEOPLE THAN OLDER PEOPLE.
- I NEED TO FIX MINE
- I RIDE A LOT I DON'T NEED ANY MORE
- I WOULD SAY MORE SAFETY ITS NOT REALLY ALL THAT SAFE MAYBE HAVING SIDEWALKS AND STUFF

- IF A HAD A BIKE OR ACCESS TO ONE
- IF BIKES WHERE MORE COMFORTABLE
- IF EVERYTHING WAS CLOSER, MORE BIKE LANES
- IF HE WON THE LOTTO
- IF I LIVED CLOSER TO TOWN
- IF I COULD PUT STUFF ON MY BIKE SO I COULD CARRY STUFF
- IF I COULD RIDE AND BE ON THE TRAIL AND SOME HOW CONNECT TO THE SHOPPING YOU CANT GET EAST OF THE TRAIL EASILY
- IF I DIDN'T LIVE SO FAR FROM EVERYTHING
- IF I DIDN'T LIVE SO FAR PARKER
- IF I FELT SAFE ON THE ROAD
- IF I GOT A NEW BIKE
- IF I HAD A BETTER BIKE
- IF I HAD A BICYCLE
- IF I HAD A BICYCLE
- IF I HAD A BIKE
- IF I HAD A BIKE
- IF I HAD A BIKE, I WOULD DEFINITELY RIDE A BIKE
- IF I HAD A BIKE.
- IF I HAD A NICE BIKE
- IF I HAD A THREE WHEEL BIKE YA
- IF I HAD ONE
- IF I LIVED CLOSER
- IF I LIVED CLOSER TO DOWNTOWN PARKER
- IF I LIVED CLOSER TO THE TRAILS
- IF I LOST A LOT OF WEIGHT, I FIND IT DANGEROUS
- IF I OWNED ONE
- IF I OWNER ONE

**Is there anything what would make you more likely to ride a bicycle in Parker?**

- IF I WAS CLOSER TO TOWN,
- IF I WAS IN A PLACE THAT I COULD HAVE A BIKE. BECAUSE I LIVE ON 3RD FLOOR
- IF I WAS LESS BUSY I WOULD DO IT OFTEN GLAD WE HAVE THE TRAILS
- IF I WAS YOUNGER
- IF I WERE 20 YRS. YOUNGER
- IF MY HUSBAND WOULD GO WITH ME
- IF SOME OF THE TRAILS GOT EXPANDED TO EAST SIDE OF PARKER ROAD
- IF THE COMPLETED THE TRAIL TO CHERRY CREEK RESERVOIR
- IF THERE WAS MORE TRAILS OR SIDEWALKS THAT GET TO MY NEIGHBORHOOD
- IF THERE WERE BETTER CONNECTIONS.
- IF THERE WERE MORE BIKE SHOPS CLOSER
- IF THERE WERE MORE TRAILS, TO GET FROM MY HOUSING AREA
- IF THERE WERE TRAILS FROM HER NEIGHBORHOOD
- IF THEY AHD A BIKE SHARE PROGRAM
- IF THEY CONNECTED ALL THE TRAILS
- IF THEY HAVE A BIKE LANE IT WOULD BE NICE .. IM AFRAID TO CROSS THE STREET
- IF THEY PUT TRAILS OUT TO DELBERT ROAD
- IF THINGS WERE CLOSER TO MY END, PART OF MY TRAIL CUTS OFF AND DOESN'T GET ALL THE WAY THERE
- IF YOU HAD ONE
- I'M IN ELBERT COUNTY JUST EAST OF PARKER. IF THERE WERE TRAILS
- IM NOT VERY COMFORTABLE RIDING WITH TRAFFIC ON A BIKE
- IMPROVE MORE TRAILS  FOR BIKES
- INCREASED SAFETY ON MAIN ROADS
- IT WOULD BE NICE IF THERE WAS BIKE STANDS IN FRONT OF BUSINESSES
- IT WOULD BE NICE TO HAVE BIKE LANES
- JUST HAVING THE TRAILS MARKED WELL
- JUST THE MOTIVATION.
- LESS HILLS
- LESS TRAFFIC AND BETTER TRAILS
- LESS TRAFFIC BETTER DRIVERS
- LIVING CLOSER TO TOWN
- LIVING DOWNTOWN
- LIVING IN PARKER
- MAP SYSTEM
- MAYBE IF I HAD A BIKE.
- MAYBE IF THEY HAD BETTER PLACES TO SECURE YOUR BIKE WHILE YOU'RE RIDING THEM.  SOMETIMES IT'S HARD TO FIND A SPOT TO SECURE THEM.
- ME BEING IN BETTER SHAPE
- MORE ACCESS TO PUBLIC TRANSPORTATION
- MORE BIKE LANES
- MORE BIKE LANES
- MORE BIKE LANES. I THINK WE HAVE SOME BUT NOT THAT MANY.
- MORE BIKE PATHS, ESPECIALLY GOING NORTH AND SOUTH
- MORE BIKE TRAILS
- MORE BIKING LANES

**Is there anything what would make you more likely to ride a bicycle in Parker?**

- MORE OUTSIDE ACTIVITY SUCH AS FESTIVALS AND THINGS LIKE THAT. MORE OUTDOOR ATTRACTION.
- MORE PATH ACCESS
- MORE PLACES YOU CAN LOCK YOUR BIKE UP
- MORE TIME
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS FROM NEIGHBORHOODS
- MORE WIDER BICYCLE TRAILS
- MOST OF THE TRAILS I SEE AROUND HAVE NO LIGHTS & THERE IS NOTHING AROUND & I DON'T FEEL SAFE FOR MY DAUGHTER TO BE OUT RIDING BY HERSELF
- MOVING OFF THE TOP OF A HILL
- NO IM JUST OLD
- NO ITS NICE I JUST DON'T DO IT
- NO THE TRAILS ARE EXCELLENT I JUST DON'T LIKE TO RIDE A BIKE.
- NO TRAILS NEAR WHERE I LIVE
- NO, IT'S PERFECTLY FINE AS IT IS. I THINK OUR TRAIL SYSTEMS ARE GOOD. NOT TOO MUCH TRAFFIC HERE.
- NO, WE LIVE TO FAR OUT IN THE COUNTRY. WE LIVE ABOUT 8 MILES OUTSIDE OF PARKER.
- NOT AWARE OF TRAIL SYSTEM THOUGHT OF AS RECREATIONAL NOT FOR COMMUTING.
- NOT BEING LAZY
- ONCE MY KIDS ARE BIGGER THAN WE COULD
- PARKER ROAD IS NOT THE SAFEST ROAD TO TRAVEL BY BIKE IF THERE WAS A BETTER BIKE LANE I WOULD SAY YES
- PROBABLY IF I LIVED IN PARKER, IT'S A TEN MIN DRIVE TO PARKER RIGHT NOW. I DO MOST OF MY WORK OUT ACTIVITIES IN THE PINOARY.
- PROBABLY IF THE SHOP'S WERE CLOSE I MIGHT.
- PROBABLY IF WE LIVED IN A DIFFERENT AREA
- SAFER BIKING LANES
- SAFETY ENFORCEMENTS
- SIDEWALKS
- SPECIAL STREETS
- THAT THE TRAIL COMES FURTHER OUT TO WHERE SHE LIVES ... THE TRAIL MUST BE PAVED
- THE PURCHASE OF A BICYCLE
- THE TRAFFIC HAS GOTTEN TO THE POINT WHERE I DO NOT FEEL SAFE RODE RIDING I USED TO RIDE MY BIKE DOWN 2 LANE PARKER ROAD IN 1992 I HAVE BEEN HIT IN MY CAR 3 TIMES BY TRUCKS OR LARGER VEHICLES I DO NOT RIDE ON THE PATHS SINCE THERE IS A SPEED LIMIT I CAN EXCEED. MAYBE I WOULD RIDE ON A LIMITED BASIS TO WAL-MART

**Is there anything what would make you more likely to ride a bicycle in Parker?**

- THE TRAIL THAT GOES OUT TO PARKER WAS NEVER FINISHED BC OF SOME ENDANGERED BEATLE, IT GOES TO FRANKTOWN.
- THINGS ARE SPREAD OUT IF THEY WERE CLOSER TOGETHER
- TIME
- TIME
- TO HAVE A BICYCLE
- TRAIL SYSTEMS SEPARATED APART FROM THE STREETS
- TRAIL TO SKYLAGE
- TRAIN STATION
- WE LIVE ABOVE SALISBURY EQUESTRIAN PARK, AND THERE IS NO SIDEWALK. IF YOU ARE TRYING TO GO IN WHEN THERE ARE LOTS OF PEOPLE, IT IS HARD TO GET AROUND. NO SIDEWALK ACCESS.

- WEATHER
- WEATHER
- WHEN MY KIDS GET OLDER AND CAN RIDE BIKES
- YOU COULDN'T PAY ME TO RIDE ON A ROAD IN COLORADO WITH A BICYCLE, UNLESS THEY'RE CONCRETED IN AND YOU CANT GET OTHER CARS TO YOU, I AM NOT DOING IT. I RIDE ON THE SIDEWALKS IN THE SUBDIVISION IF THAT TELLS YOU ANYTHING CAUSE I DON'T TRUST THE CRAZIES

**Is there anything that would make you more likely to walk in Parker?**

- A LITTLE BIT WIDER
  MORE/BETTER MARKINGS FOR BIKERS AND WALKERS
- A NICER TRAIL FROM THE PINERY TO PARKER
- ADDITIONAL TRAILS
- AN OVERPASS (WALKING) OVER PARKER RD.
- AREA WHERE YOU CAN TAKE THE DOGS
- AT NIGHT BETTER LIT TRAILS
- BETTER ACCESS TO SAFER ROUTS
- BETTER CONNECTIONS
- BETTER LIGHTING AT NIGHT
- BETTER MAINTENANCE
- BETTER PARKING ARES IN PARKER TO GET IN PARKER
- BETTER PATHS
- BETTER PEDESTRIAN CROSSWALK
- BETTER PEDESTRIAN WALKWAYS-NOT WALK IN TRAFFIC
- BETTER SIDEWALKS SIDEWALKS THAT CONNECT WE LIVE ON THE SOUTH SIDE AND YOU CANT WALK ANYWHERE FROM HERE
- BETTER STORES NEAR HOUSE.
- BETTER TRAIL CONNECTIONS
- BETTER WEATHER
- BETTER WEATHER
- CLOSER SHOPPING
- CONNECT NEWER NEIGHBORHOODS
- CONNECTED MORE SIDE WALKS
- CONNECTED SIDEWALKS
- CONNECTIONS
- COST OF DRIVING
- DEPENDS ON WHERE I AM GOING AND THE TIME FRAME I HAVE
- DO THE SAME THING-IF EXPAND ON THE BIKE STUFF-LIKE THE QUESTIONS OUTLINE IN THE SURVEY, IT WILL MAKE IT EASIER FOR PEOPLE TO WALK ALSO
- FIND A JOB IN PARKER
- GET ALL THE TRAILS CONNECTED
- GOOD WEATHER
- HAD TWO SURGERIES ON MY KNEES, BESIDES THAT JUST GETTING IN BETTER SHAPE. I DON'T KNOW WHAT IT WOULD BE.
- HAVE A BETTER CAR PARKING SYSTEM. BETTER PUBLIC TRANSPORTATION
- HAVING THE TIME
- HAVING THINGS A LITTLE BIT CLOSER SO I CAN WALK TO.
- I LOVE TO WALK. THE TRAILS FOR MY PURPOSES WORK GREAT.
- I NEED TO KNOW HOW TO CONNECT THE TRAILS WITHOUT GOING ONTO MAIN STREET (MAPPING OR CONNECTIONS)
- I WALK A LOT IN MY NEIGHBORHOOD. SO IF THE ROADS CONNECTED I WOULD MORE LIKELY WALK

- IF GAS GOES TO $10 A GALLON
- IF I HAD MORE THINGS NEAR MY CONDO
- IF I LIVED CLOSER TO STORES, LIBRARY, ETC

**Is there anything that would make you more likely to walk in Parker?**

- IF I LIVED CLOSER TO TOWN
- IF I WAS CLOSER THAN 7 MILES THEN I WOULD
- IF I WAS HOME MORE
- IF IT WAS LESS CONGESTED, MORE BRIDGES FOR WALKING OVER CARS, ETC. NO VEHICLE AREAS. MORE LINKS ACROSS PARKER ROAD
- IF MAIN STREET WASN'T SO BUSY
- IF MY HUSBAND WOULD GO WITH ME I WALK WHEN I CAN
- IF PLACES WERE CLOSER TO MY HOUSE
- IF THE TOWN LOOKED NICER THE REST IS UGLY AS ALL GET OUT
- IF THERE WERE MORE TRAILS FOR HORSES AND MORE ACCOMMODATIONS THE TRAIL HEADS THAT WOULD MAKE ME WALK
- IF THEY EXPANDING THE DOWNTOWN AREA AND MAKE MORE RESIDENTIAL
- IF THEY WOULD TURN THE WATER BACK ON THEY TURNED OFF,
- IF WE WERE CLOSER TO STUFF
- IT WAS HARD TO GET TO ONE SIDE OR THE OTHER, BUT ONCE YOU GET THERE IT'S PRETTY EASY EXCEPT FOR PARKER ROAD AND SOMETIMES DURING THE DAY IT'S HARD TO GET OVER THE ROAD, MAYBE SOMETHING OVER THE TOP OF THE ROAD OR UNDER LIKE AN OVERPASS OR BIKE TRAIL.

- ITS A DISTANCE THING
- JUST TO GO DOWNTOWN
- LESS BIKES ON THE PATH
- LESS CONGESTION
- LESS DISTANCE, EVERYTHING IS SO SPREAD OUT IN PARKER
- LESS TRAFFIC
- LIVED CLOSER TO MORE BUSINESS IN PARKER
- LIVED CLOSER TO TOWN
- LIVING CLOSER
- LIVING CLOSER TO TOWN, MORE AREAS TO WALK BETWEEN PLACES
- LIVING IN PARKER. ADDITIONAL SIDEWALKS AND PLACES. SIDEWALKS TO DESTINATIONS AND THINGS LIKE THAT.
- LOCATION
- MAIN STREET SECTION WHERE THE PARK IS, IF THAT SECTION OF STREET WAS MADE A WALKING AREA ONLY
- MAKING MAIN STREET A WALKING STREET AND CLOSED TO AUTOS
- MAKING TRAILS MORE ACCESSIBLE
- MAYBE BETTER PARKING NEAR MAIN STREET
- MOE OFF ROAD TRAILS
- MORE  TRAILS
- MORE ACTUAL CROSSWALKS, MAIN ST EAST OF PARKER ROAD.. NEED TO ENFORCE YIELDING FOR PEDESTRIANS.
- MORE BARS
- MORE CONNECTIONS TO THE EAST SIDE OF PARKER ROAD
- MORE DIRECT ACCESS; TRAILS SOMETIMES REQUIRE YOU TO GO TOO FAR PAST DESTINATIONS
- MORE DOWN TOWN AREA
- MORE LEVEL TRAILS
- MORE MIXED RESIDENTIAL AND COMMERCIAL AREAS - A MINI MALL IN THE NEIGHBORHOOD

**Is there anything that would make you more likely to walk in Parker?**

- MORE OFF STREET TRAILS
- MORE OFF STREET TRAILS-BETWEEN SHOPS-MADE TO ACCOMMODATE WHEEL CHAIRS
- MORE OUTDOOR RESTAURANTS ESPECIALLY PLACES WHERE WE COULD TAKE OUR DOGS
- MORE OUTSIDE ACCOMMODATIONS.
- MORE PARKING SO YOU CAN WALK.
- MORE PARKS WITH TREES AND FLOWERS
- MORE PATHS
- MORE REST ROOM FACILITIES ALONG TRAILS MORE BENCHES SHADED BENCHES TO STOP AND REST AT

- MORE SIDEWALK
- MORE SIDEWALKS
- MORE SIDEWALKS
- MORE SIDEWALKS AND LIGHTS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS
- MORE TRAILS ALSO
- MORE TRAILS AND MORE DOWNTOWN PARKING
- MORE TRAILS EASILY ACCESSIBLE AWAY FROM PARKER
- MORE TRAILS TO DESTINATIONS
- MORE TRAILS-WE LOVE TRAILS
- MORE WALK PATHS
- MORE WALKING TRAILS
- MORE WALKING TRAILS IN THE SOUTHERN AREA
- MOVING CLOSER TO DOWNTOWN.
- MUCH CLOSER CONNECTING AREAS . SHOPPING AREAS, HOUSING
- NEED A SEPARATE WALING LANE ON THE SIDEWALK
- NEVER WALKED 12 MILES AND I DON'T WANT TO AND THE BUS DOES NOT COME OUT HERE
- NICER TRAILS
- NO NOT I DON'T THINK SO..... BETTER LIGHTING IT GET DARK AT NIGHT IN SOME SPOTS
- NO SIDEWALKS DOWN PARKER ROAD FOR LOTS OF IT
- NO, I THINK WALKING IS JUST FINE IN PARKER.
- NOT A PEDESTRIAN SAFE PLACE. MAKE MORE SAFE, DOESN'T HAVE PEDESTRIAN THOROUGHFARES

- OFF STREET BICYCLE TRAILS
- OFF STREET TRAILS
- OFF STREET TRAILS
- OFF STREET TRAILS SO I WOULDN'T BE BREATHING IN AL L THE FUMES AND BUSINESSES CLOSER TOGETHER

- OFF STREET TRAILS TO DESTINATIONS

**Is there anything that would make you more likely to walk in Parker?**

- ONLY IF I RELOCATED THE THING. WE DON'T HAVE AND ALWAYS NEEDED WE DON'T HAVE A TOWN SQUARE M YOU ALMOST NEED A CAE IN D TOWN PARKER.
- PARKER NEEDS TO GET THE DOWNTOWN AREA BETTER FOR WALKING AROUND
- PEDESTRIAN WALKWAY FROM STROUGH RANCH NORTH OF PARKER RD. AN EFFICIENT WAY A NON ROAD WAY PATH TO MAIN STREET PARKER WITHOUT WINDING AROUND 20 MILE RD
- PRIVATE TRAILS THAT MAKE IT CONVENIENT
- PROBABLY EASY ACCESS TO OFF STREET WALKING-MEANING DON'T HAVE TO WALK ON STREET'S OR IN THE PARKING LOT'S OF APARTMENT'S FOR EXAMPLE
- PROBABLY IN SOUTHLANDS MORE OUTDOOR MALLS AND CENTERS IS ATTRACTIVE
- PROBABLY NOT, EVERYTHING'S FAR AWAY, BUILD THE CITY TO DRIVE, SUBURBIA.
- PUT A STARBUCKS AT END OF THE TRAIL, CLUBS FOR WALKERS.
- SHUTTLE BUSES
- SIDEWALKS
- SIDEWALKS CANT TRAVERSE THE HIGHWAY
- SIDEWALKS I GUESS DOWN SOUTH
- SIDEWALKS WHERE THERE ISN'T ANY
- SIDEWALKS, BETTER MAINTAINED, HANDICAPPED ACCESSIBLE
- SIDEWALKS. I MEAN I LIVE IN STROH RANCH, AND AS FAR AS I KNOW THERE'S NO WAY TO GET TO KOHL'S OR THE RESTAURANTS I GO TO ALMOST EVERYDAY.
- THE LOCATION WHERE I LIVE IS FAR OUT. I WOULD WALK MORE IF I LIVED CLOSER TO TOWN.
- THE LOTTO
- THINGS BEING CLOSER
- THINGS BEING CLOSER TOGETHER
- TIME
- TO BE ABLE TO HAVE A SEPARATE WALKING TRAIL ASIDE FROM BIKERS BECAUSE THEY GO SO FAST

- TRAIL SYSTEM AROUND THE NEW RESERVOIR
- TRAILS, EASIER ACCESS, MORE OF THEM, MIGHT HAVE TO WALK TO FAR TO GET TO TRAIL
- UNLESS YOU CAN MOVE MY HOUSE
- WELL IF I LIVED THERE IN THE CITY.
- WIDER AND MORE SIDEWALKS W/ DESTINATIONS TO ENTERTAINMENT
- WIDER SIDEWALKS
- WIDER SIDEWALKS
- YEAH, IF I LIVED NEAR IT. IF I LIVED CLOSE TO TOWN I'D PROBABLY USE IT BUT I LIVE 15 MILES AWAY.

**Is there anything that would make you more likely to shop in Parker?**

- 5 STAR QUALITY RESTAURANTS
- A BOOK STORE
- A BOOKSTORE
- A CENTRAL TOWN SQUARE WITH COFFEE SHOPS AND BOOK STORES.
- A MACY'S OR DILLARD'S OR A BIG DEPARTMENT STORE
- A MALL
- A NICE MALL LIKE PARK MEADOWS, MORE ANTIQUE SHOPS
- A REGULAR DEPARTMENT STORE OF SOME KIND, PENNY'S, SEARS, SOMETHING WHERE THERE'S A LITTLE BIT OF COMPETITION WITH KOHL'S. A BIGGER DEPARTMENT STORE
- A SHOPPING CENTER OR MALL
- A TJ MAX OR NORDSTRUM RACK DISCOUNT
- ADDI8TIONAL STORES
- ADDITIONAL BUSINESS
- ADDITIONAL GROCERY STORES AND OTHER SERVICES
- ADDITIONAL STORES
- AGAIN MAKING MAIN STREET A WALKING STREET. CONNECTING THE BUSINESSES ON THE WEST SIDE OF MAIN STREET AND MAKING IT EASIER TO CROSS PARKER ROAD
- ANTIQUE STORES
- BARS
- BETTER ACCESS TO STORES
- BETTER ACCESS WITH SIDEWALKS AND TRAILS BETWEEN STORES
- BETTER ADVERTISEMENT
- BETTER DEPARTMENT STORE
- BETTER DOWN TOWN AREA
- BETTER DOWN TOWN AREA CLOSED OFF OUTDOOR WALKING MALL
- BETTER MASS TRANSIT
- BETTER MORE EXPANDED MAIN STREET, LIKE 16TH ST. MALL.
- BETTER PARKING
- BETTER PARKING
- BETTER PARKING IN THE DOWNTOWN AREA/INCREASED AVAILABILITY OF STORES/REMOVAL OF ALL ROUND-A-BOUTS
- BETTER PARKING&MORE SHOPS
- BETTER PARKING. ITS KIND OF HARD TO FIND PUBLIC PARKING.
- BETTER PRICES
- BETTER QUALITY AND DIVERSE SHOPS
- BETTER RESTAURANTS
- BETTER RESTAURANTS
- BETTER RESTAURANTS, HEALTHIER DINING. BETTER CLOTHING RETAIL STORES
- BETTER SELECTIONS
- BETTER SELECTIONS OF STORES
- BETTER STORES
- BETTER STORES
- BETTER STORES AND BETTER ACCESS FROM ROADS
- BETTER STORES BETTER VARIETY OF STORES
- BETTER STORES, BETTER QUALITY OF STORES AND MORE PLACES TO SHOP

**Is there anything that would make you more likely to shop in Parker?**

- BETTER TRAFFIC PATTERNS, BETTER TRAFFIC FLOW, MORE TURN LANES SO YOU CAN MORE SAFELY AND EASILY GET TO THE SHOPPING
- BETTER VARIETY OF BUSINESS TO SHOP FROM
- BIGGER MAGNET STORES & MORE & BETTER RESTAURANTS.
- BIGGER VARIETY OF STORES
- BOOKSTORE
- BRIDGES ACROSS THE MAIN STREETS FOR WALKING
- BRING THE PRICES DOWN
- CLOSER SHOPS.
- DO AWAY WITH THE TAXES, ESPECIALLY ON THE FOOD
- DOWNTOWN PARKER NEEDS BETTER PARKING OFF STREET PARKING IS VERY LIMITED
- EASIER BIKE TRAILS .. MORE ACCESSIBILITY
- FEW MORE STORES TO BE ADDED
- FEWER SHOPPING CENTERS
- GET RID OF THE PARKER FOOD TAX-3%
- GET RID OF THE THREE PERCENT SALES TAX
- HAVE MORE UNIQUE BOUTIQUES INSTEAD OF BIG CHAINS
- HIGHER END STORES
- HOMETOWN FEEL
- I CAN'T THINK ANYTHING OFF-HAND, I SHOP IN PARKER A GREAT DEAL.
- I DO SHOP IN PARKER. I DON'T WANT DEPARTMENT STORES.
- I DON'T GO OUT AND SHOP I DO IT BY PHONE OR WALK OVER.
- I GUESS MORE RESOURCEFUL RETAIL STORES
- I GUESS STORES THAT ARE MORE FOR YOUNG ADULTS, KOHL'S PLACES LIKE THAT
- I ONLY SHOP IN PARKER
- I SHOP IN PARKER QUITE A BIT ALREADY
- I SPEND PRACTICALLY ALL MY MONEY IN PARKER. MAYBE MORE BIG NAME STORES. WE DON'T HAVE A LOT OF THEM. BETTER RESTAURANTS, MORE SELECTIONS. WE HAVE TO GO INTO LONG TREE OR CENTENNIAL/DENVER. THERE'S NOT A RED LOBSTER HERE. THERE'S A JOE'S CRAB SHACK, BUT THAT'S NOT VERY GOOD. THEY GOT RID OF THE BLACK EYED PEAS AND APPLEBY'S. YOU HAVE TO GO INTO CASTLE ROCK OR DENVER FOR THOSE.
- I THINK THE SHOPPING IS FINE THE WAY IT IS
- I WOULD LIKE A TRADER JOES
- I WOULD LIKE MORE SMALLER STORES AND OPEN, NON STRIP STYLE MALL.
- I WOULD SAY WE DO 95% OF OUR SHOPPING IN PARKER
- IF EVERYTHING WERE MORE CENTRALIZED
- IF IT WERE EASIER TO GET TO EH STORES
- IF STREET ACCESS FROM PARKER RD WAS EASIER TO NAVIGATE
- IF THE BUSINESS WERE CLOSER TOGETHER MORE STORES THAN JUST ONE OR TWO MAYBE
- IF THE TAX RATES AND THE RENT FOR RETAIL SHOPS WERE CHEAPER IT WOULD MAKE IT EASIER TO RUN A SHOP IN PARKER
- IF THEY HAD ANY DECENT STORES
- IF THEY HAD BETTER STORES WITH DEPARTMENT AND SPECIALTY STORES
- IF WE GOT AN ARMADILLO HERE
- IF WE HAD A NAME BRAND OR UPSCALE STORE
- IF WE HAD A WHOLE-FOODS

**Is there anything that would make you more likely to shop in Parker?**

- IN SOME AREAS, FEWER HANDICAPPED PARKING SPACES-TOO MANY-WE HAVE TO WALK TOO FAR & WE ARE ELDERLY
- INCREASING ACCESSIBILITY TO THE STORES
- KEY STORES LIKE MACYS TOP SELLING STORES
- LARGER VARIETY OF RETAIL OUTLETS
- LESS CHAINS -MORE FAMILY FRIENDLY STORES
- LESS CONGESTED TRAFFIC DURING PEAK HOURS
- LESS INCOME TAXES OR SALES TAX.
- LESS TRAFFIC
- LESS TRAFFIC
- LOWER SALES TAX
- LOWER SALES TAX
- LOWER SALES TAX
- LOWER SALES TAX
- LOWER SALES TAX
- LOWER SALES TAX
- LOWER SALES TAX
- LOWER SALES TAX
- LOWER SALES TAX
- LOWER SALES TAX RATE
- LOWER SALES TAX RATE
- LOWER SALES TAX.
  BETTER VARIETY OF RESTAURANTS
- LOWER TAX
- LOWER TAX RATE
- LOWER TAXES
- LOWER TAXES
- LOWER THE TAX RATE
- LOWER THE TAX RATE
- LOWERING THE TAX RATE' IF I HAD ACCESS TO A BETTER VARIETY OF GOODS AND SERVICES
- MAKE SHOPPING EASIER
- MORE ATTRACTIVE SALES TAX, REDUCED SALES TAX
- MORE AVAILABILITY
- MORE BARS AND RESTAURANTS CLOSER TO MY HOME
- MORE BIG BOX STORES
- MORE BIG BOX STORES AND MORE RESTAURANTS
- MORE BOOK STORES, AND A DENNY'S RESTAURANT, OR MORE BREAKFAST STYLE RESTAURANTS.
- MORE BOUTIQUE TYPE STORES - FEWER BIG BOX STORES
- MORE CHOICES
- MORE CLOTHING STORES
- MORE DIVERSE SHOPS
- MORE DIVERSITY IN THE KINDS OF SHOPS
- MORE HEALTH FOOD STORES, DO MOST SHOPPING IN PARKER AND MORE HEALTH FOOD STORES WOULD BE AN ADVANTAGE THAT'S THE MAIN THING
- MORE HIGH END DEPARTMENT STORES LIKE NORDSTROM'S
- MORE HIGH-END RETAIL, THEY COULD ADD SOME BARS AND STUFF,
- MORE HORSE STORES

**Is there anything that would make you more likely to shop in Parker?**

- MORE LOCAL ON-SHELF STORES; (SMALLER STORES)
- MORE LOCAL SHOPS WITH MORE VARIETY
- MORE MAIN STREAM STORES
- MORE MAJOR STORES SUCH AS RETAIL STORES.
- MORE MONEY
- MORE OPPORTUNITIES. MORE DIFFERENT TYPES OF SHOPPING OFFERS
- MORE OPTIONS FOR SHOPPING
- MORE OUTDOOR SHOPPING
- MORE RESTAURANTS
- MORE RESTAURANTS IN THE DOWNTOWN AREA
- MORE RESTAURANTS, MORE CHAIN RESTAURANTS TO WHERE I DON'T HAVE TO LEAVE PARKER.
- MORE RESTAURANTS, MORE SHOPS, BOWLING ALLEY, AND MOVIE THEATER
- MORE SHOPPING
- MORE SHOPPING AVAILABILITY
- MORE SHOPPING CENTERS
- MORE SHOPPING CENTERS, ENTERTAINMENT AND RESTAURANTS
- MORE SHOPPING, A MALL
- MORE SHOPPING, MORE NAME BRAND RETAILERS.
- MORE SHOPS
- MORE SHOPS
- MORE SHOPS
- MORE SHOPS
- MORE SHOPS ON MAIN STREET
- MORE SMALL LOCAL BUSINESSES.
- MORE STORES
- MORE STORES
- MORE STORES
- MORE STORES
- MORE STORES
- MORE STORES
- MORE STORES .. A MALL WOULD BE NICE
- MORE STORES AN VARIETY OF STORES AND RESTAURANTS
- MORE STORES AND ADD MORE SHOPPING ON MAIN STREET, RESTAURANTS AND ENTERTAINMENT TOO ... KEEP THE SAME QUAINT ATMOSPHERE
- MORE STORES LIKE SHOE STORES AND CLOTHING SHOPS
- MORE STORES TOGETHER
- MORE STORES.
- MORE UNIQUE SHOPPING OPTIONS, BOUTIQUE SHOPPING WITH LOCAL MERCHANTS WITH MORE DENSITY
- MORE VARIETY
- MORE VARIETY
- MORE VARIETY
- MORE VARIETY
- MORE VARIETY OF BUSINESS. SPECIALTY SHOPS. MOM AND POP TYPE NON CORPORATE SHOPPING.

- MORE VARIETY OF BUSINESSES, MORE ENTERTAINMENT OPTIONS

**Is there anything that would make you more likely to shop in Parker?**

- MORE VARIETY OF SHOPS
- MORE VARIETY OF STORES
- MORE VARIETY OF STORES
- MORE VARIETY OF STORES LIKE WHOLE FOODS
- MORE VARIETY OF STORES, CITY GOVERNMENT LIGHTEN UP ON SMALL BUSINESSES
- MORE VARIETY.
- NEEDS A MALL
- NEWFANGLED OUTDOOR TYPE MALLS
- NICER RESTAURANTS
- NO I DON'T THINK SO
- NORDSTROM, NO CAUSE AGAIN THERE ISA PARK MEADOWS MALL
- PARKER HAS GOTTEN TO THE POINT WHERE IT HAS JUST EVERYTHING YOU NEED. NO, NOTHING I CAN THINK OF. OTHER THAT DOWNTOWN MAIN ST PARKING IS GOOD EVERYWHERE.
- PARKING
- PROBABLY NOT. DON'T WANT THE MALL HERE. I LOVE DOWNTOWN PARKER AND THE LITTLE SHOPS. COSTCO AND SAFEWAY ARE CLOSE.
- PROBABLY PRIVATELY OWNED STORES VERSUS THE WAL-MART'S
- REDUCE SALES TAX
- RESTAURANTS ARE TO SPREAD-OUT
- RUINED THE DOWNTOWN, KEEPING RENTS MORE REASONABLE FOR BUSINESSES IN DOWNTOWN

- SEE MORE PLACES LIKE 'SOUTHLANDS'
- SHOPPING IS NOT THAT GREAT
- SIDEWALKS FROM BUSINESS TO BUSINESS IN A NETWORK SO THAT YOU DON'T HAVE DEAD ENDS
- SOMETHING MORE LIKE PEARL STREET MALL
- THE TAX RATE COULD BE LESS
- THE TYPE OF COMMERCE AVAILABLE, THE TYPE OF BUSINESS AVAILABLE. I FIND BOOKSTORES INCREASINGLY LACKING.
- THERE NEEDS TO BE SOME MORE CLOTHING STORES CLOSER THAN THE MALL
- THERE'S A COMPUTER PART SHOP THERE
- THEY NEED A SAM'S CLUB
- THEY NEED TO LOWER THE SALES TAX - THEY AREN'T COMPETITIVE
- TO HAVE A BIG R OR SHEPPERS OR RUDIS
- TO SUPPORT THE LOCAL COMMUNITY
- UM I CANT THINK OF ANY THING
- VARIETY OF STORES
- WE NEED A BARNES & NOBLE
- WE NEED MORE SHOPS AND RESTAURANTS WE NEED MORE RESTAURANTS THAT CAN STAY OPEN NOT FAST FOOD JOINTS
- WELL, ACTUALLY IT'S VERY GOOD, BUT IT WOULD BE NICE TO HAVE A FEW MORE HIGHER END RESTAURANTS. MY WIFE MENTIONED THERE'S A FEW SOUP OR SALADS OR THE LIKE, BUT IT SEEMS LIKE A LOT OF TIMES YOU HAVE TO LEAVE TOWN TO GO TO ONE.
- WHOLE FOODS OR TRADER JOES
- WHOLE FOODS WOULD BE NICE
- WOULD BE NICE IF WE DEVELOPED A MALL IN THE CASTLE ROCK AREA

**Is there anything else you would like to mention that would increase the likelihood you would visit Old Town/Downtown Parker?**

- A BASEBALL COMPLEX - WE LIKE GO TO THE GAMES IN PARKER
- A BETTER BAR
- A COURT YARD FOR SEATING
- A LITTLE MORE HANDICAPPED PARKING
- A NEW LIBRARY WOULD BE NICE
- A WAY TO HIGHLIGHT THE WAYS AND VARIOUS MODES TO GET TO OLD TOWN SHOWING THE ADVANTAGES OF DIFFERENT WAYS TO GET DOWNTOWN
- ANTIQUE SHOPS
- ATHLETIC FACILITIES
- AVOID PARKER WHEN THE STREETS ARE ROPED OFF
- BETTER ACCESS TO GO TO THAT LOCATION. THE WAY IT IS NOW IS A NIGHTMARE. I WOULD VISIT MORE OFTEN IF IT HAD MORE SHOPS AND EVENTS.
- BETTER FROM SURROUNDING COMMUNITIES
- BETTER NIGHT LIFE/MORE THINGS GOING ON DOWN THERE/MORE EVENTS
- BETTER PARKING
- BETTER SHOPPING, MORE SPECIAL EVENTS, I DON'T EAT IN A LOT OF RESTAURANTS IN OLD TOWN, I DON'T MIND GETTING THERE IF IT'S THERE! I ENJOY SPECIAL EVENTS
- BETTER TRAFFIC AND SPEED CONTROL
- BETTER TRAFFIC FLOW
- BETTER VARIETY
- BOCCE BALL COURTS
- BRING BACK MOUNTAIN MAN
- BUILD A NEW LIBRARY
- CLOSE MAIN STREET AND MAKE IT A WALKING MALL, ALSO IMPROVE PARKING
- CONSISTENT BUS TRANSPORTATION IN THE TOWN OF PARKER
- EASE OF GETTING THERE BY MAIN STREET-THERE'S ONLY ONE LANE
- EASIER ACCESS
- EASIER PLACES TO PARK
- EVENTS
- EVENTS THAT TAKE PLACE OFF OF OLD TOWN PARKER AND OBRIEN PARK
- EVERY TIME I GO BACK TO PARKER THE STOPLIGHTS ARE NOT WELL TIMED YOU HIT CONSECUTIVE LIGHTS DOESN'T SEEM TO EVER CHANGE
- GET BUS SYSTEM OR LIGHT RAIL OUT EAST-THAT WOULD BE A GOOD THING
- GETTING MOVING OF THE FARMERS MARKET INSTEAD OF BLOCKING ROADS
- HAVE MORE EVENTS THAT AREN'T ON SUN. AND MORE, BETTER RESTAURANTS
- HAVING A VIBRANT COMMUNITY
- I PURCHASED-I WOULD LIKE TO IF THEY LOWERED THEIR PRICES-WE GO TO PARK MEADOWS AND SOUTHLANDS
- I REALLY ENJOY GOING THERE, THERE ARE SHOPS I LIKE AND VISIT FREQUENTLY WITH FAMILY, LOVE THE ACTIVITIES, THE WINE WALKS
- I THINK THEIR DOING A GOOD JOB JUST NEED MORE RESTAURANTS
- IF THERE WAS LESS TRAFFIC ON PARKER ROAD
- IF I KNEW THAT THE GOVERNING BODIES WOULD HELP SMALL BUSINESS FLOURISH IN PARKER. IF I KNEW THAT I WOULD RATHER FREQUENT MY FELLOW NETWORKERS. IF I KNEW THAT I WOULD DEFINITELY SUPPORT THAT.

**Is there anything else you would like to mention that would increase the likelihood you would visit Old Town/Downtown Parker?**

- IF IT WAS EASIER FOR ME TO GET THERE EITHER BY BIKING OR WALKING I WOULD GO THERE A LOT MORE
- IF PARKING WAS EASIER ON MAIN STREET WE WOULD GET MORE PEOPLE THERE,
- IF THE POLICE HAD MORE BIKE OFFICERS
- IF THE TOWN WOULD USE THE LOT THAT THEY SPENT $2 MIL TO BUY TO BUILD A PARKING GARAGE (ACROSS FROM TOWN HALL)2 OR 3 STORY, WHATEVER IT TAKES.
- IF THEY CLOSED MAIN ST AND MADE IT A WALKING MALL.
- IF THEY GAVE MORE HORSE TRAIL ACCESS AND PARKING
- IF THEY HAD CONCERTS IN THE PARK ON MONTHLY BASIS
- IF THEY WERE TO OPEN A SAVORY SPICE SHOP, I WOULD BE THERE AT LEAST ONCE A MONTH
- IF TRAFFIC COULD BE DIVERTED TO NORTH OR SOUTH OF TOWN
- IMPROVE THE TRAFFIC LOW, MORE PARKING SPACES,
- IMPROVING THE CURRENT THE SHOPS AND RESTAURANTS THERE
- INCREASE ACCESSIBILITY
- INTERSECTION OF PARKER RD AND MAIN STREET. CAN WE GET MORE UNDERPASSES? CAN TURN MAIN STREET INTO A PEDESTRIAN MALL?
- IT WOULD BE NICE TO HAVE A NICE BAR WITH DANCING FOR MY WIFE AND A DEFINITELY DJ
- ITS A ATTRACTIVE VENUE
- ITS HARD TO GET PEOPLE IN THERE AND BE ABLE TO SUSTAIN THEMSELVES (HIGH RENT). THEY WANT THE SMALL TOWN FEEL, BUT THE SMALL BUSINESS OWNER CANT MAKE IT WITH SUCH HIGH RENT

- JUST MORE ENTERTAINMENT
- JUST PUT MORE SHOPS AND RESTAURANTS
- LESS MOTOR TRAFFIC SO IS SAFER TO CROSS THE STREET (MAIN STREET)
- LESS PEOPLE
- LIKE I SAID, WE JUST LOVE IT. THAT'S WHY WE MOVED HERE TO BEGIN WITH.
- LOWER THE SALES TAX
- MAYBE A NIGHTCLUB.
- MAYBE MORE RESTAURANTS
- MORE ADVERTISING OF EVENTS, MARKETING AWARENESS
- MORE BARS
- MORE BARS AND NIGHT LIFE CLOSED OFF STREETS AND SHOPS
- MORE COMMUNITY INVOLVEMENT
- MORE CONCENTRATION PARKER IS SO SPREAD OUT
- MORE CULTURAL EVENTS
- MORE CUTE LITTLE AND /OR HIGH END SHOPS
- MORE DECENT RESTAURANTS, LESS FAST FOOD.
- MORE EVENTS AND ADDITIONAL RESTAURANTS
- MORE EVENTS ON THE WEEKENDS
- MORE EVENTS THEN WHAT THEY HAVE NOW. BUT THEY ARE PRETTY GOOD NOW
- MORE EVENTS--CHRISTMAS PARADE, SUMMER TIME ACTIVITIES AROUND THE GAZEBO
- MORE FREE EVENTS
- MORE FUNCTIONS AVAILABLE .. MORE FESTIVAL AND ART EVENTS
- MORE INDIVIDUAL DRESS SHOPS
- MORE KID-FRIENDLY RESTAURANTS AND SHOPS
- MORE NIGHT LIFE.

**Is there anything else you would like to mention that would increase the likelihood you would visit Old Town/Downtown Parker?**

- MORE OUTDOOR RESTAURANTS - LIVE MUSIC
- MORE OUTSIDE ACTIVITIES
- MORE PARKING
- MORE PARKING
- MORE PARKING
- MORE PARKING SPACES. THERE ARE NOT ENOUGH.
- MORE PARKING-ALONG WITH STORES AND RESTAURANTS-MORE PARKING!
- MORE PROMOTION OF THE INDEPENDENT BUSINESS' AND COUPONS AND MORE SUPPORT
- MORE RESTAURANTS
- MORE RESTAURANTS
- MORE RESTAURANTS AVAILABLE
- MORE RESTAURANTS MORE CHOICE MORE LOCALLY OWNED
- MORE SHOPS AND LOWER TAXES
- MORE SHOPS AND PARKING
- MORE SHOPS AND RESTAURANTS
- MORE SHOPS LIKE GOLDEN
- MORE SHOPS LIKE SOMETHING THAT FITS THE TRADITION OF OLD TOWN/P U/SOUVENIRS/UNIQUE SHOPS THAT REPRESENT THE CITY/A PLACE TO TAKE OUT OF TOWN VISITORS AND CHILDREN

- MORE SHOPS THAT ARE LOCALLY OWNED
- MORE SHOPS, AND REST AND MORE EVENTS
- MORE TRANSPORTATION ON WEEKENDS
- MORE VARIED EVENTS.
- MORE VARIETY OF UNIQUE RESTAURANTS
- MORE WEEKEND EVENTS FOR THE FAMILY
- MORE, BETTER QUALITY RESTAURANTS
- MOVE FARMERS MARKET TO A LOT
- NEED TO CLOSE DOWN MAIN STREET TO EITHER PEDESTRIANS OR VEHICLES. HAVE IT ONE WAY OR THE OTHER
- NO MORE THAN BETTER ITS NOT FUN TO GO TO DOWN TOWN PARKER
- NO, BECAUSE WHEN WE GO WE FIND PARKER, SO IT'S PRETTY GOOD.
- NOT A LOT TO DO THERE BECAUSE OF THE SIZE. IF EXPANDED AND MORE THINGS THEN I WOULD GO MORE OFTEN. LIKE CHERRY CREEK NORTH.
- NOT HAVE THE FAMERS MARKET BLOCK OFF.
- PARKER DAYS
- PARKER STATION ADMINISTRATION ARE RUDE-TRY TO BE FRIENDLY TO TOURISTS
- PARKING IS IMPORTANT-MORE PARKING-CLOSE PARKING-ROADS EASY TO GET AROUND
- PUT MOUNTAIN MEN BACK DOWN THERE.
- QUALITY OF RESTAURANTS
- QUALITY SHOPPING AND QUALITY RESTAURANTS
- REDUCE TAX
- REDUCE THE SALES TAX
- REDUCE TRAFFIC ON PARKER RD
- REMOVE THE ON STREET PARKING

**Is there anything else you would like to mention that would increase the likelihood you would visit Old Town/Downtown Parker?**

- RESTORATION, HISTORIC PARTS AND WOULD LIKE TO STAY PART OF DOWN TOWN, BUILDING'S FOR THE SHOPS...KEEP THOSE
- RUINED OLD MERCHANTS THAT WERE THERE BECAUSE OF HIGHER RENTS
- SAFER FOR PEOPLE TO WALK ON THE SIDEWALKS
- SEEMS LIKE MOST SHOPS ARE CLOSED ON SUNDAY WOULD BE NICE IF THEY WERE OPEN 7 DAYS A WEEK
- SEQUENCING WITH TRAFFIC DURING ROAD CLOSURES
- SMALL TOWN FEEL MORE RESTAURANTS
- SOME SHOPS CLOSE EARLY AND WOULD LIKE TO SEE STAY OPEN A LITTLE LATER
- STOP THE EXPANSION, PARKER IS BLOWN UP
- SUCH A CONGESTED ARE THEY PUT TO MUCH STUFF, OVERLY DEVELOPED
- SUMMER EVENTS, FARMERS MARKET, CAR SHOWS, ETC. HAVE REALLY DRAWN PEOPLE TO THE DOWNTOWN AREA, BUT NOT MANY PEOPLE STAY AFTER THE EVENTS BECAUSE THERE ARE NOT ANYTHING ELSE TO KEEP THEM THERE.
- TAKE THE PARKING OFF THE STREET, YOU DON'T KNOW WHEN SOMEONE IS GOING TO JUMP OUT IN FRONT OF YOU SO YOU HAVE TO DRIVE REAL SLOW AND ALL THE BUMPS.
- TAX RATE THE TAX WITH THE AMOUNT TAT IS CHARGED THE WATER IS VERY EXPENSIVE ALL THIS TRANSLATES TO WHAT THE CONSUMER
- THE ARMADILLO
- THE BEAUTY OF IT AND THE NEW LIBRARY AND ITS PROXIMITY TO THE PACE CENTER
- THE BUSSES THAT WOULD BE CLOSER TO GET PLACES
- THE DRIVING WOULD BE NICE TO FIGURE OUT MAIN STREET AND PARKER ROAD, ITS ALWAYS CLOGGED
- THE NEW LIBRARY
- THE PERFORMING ARTS CENTER HAVING MORE EVENTS OR EVENTS IN GENERAL
- THERE NEEDS TO MORE OF EVERYTHING - DOWNTOWN NEEDS TO BE EXPANDED
- THEY NEED TO HAVE THE TRAFFIC LIGHTS SYNCHRONIZED
- THINK THEY SHOULD CLOSE THE MAIN STREET TO PEDESTRIAN TRAFFIC ONLY.
- THRILLED THAT THEY ARE BUILDING THE NEW LIBRARY THERE
- TOO MANY SOLONS
- TRAFFIC CONTROL
- TRANSPORTATION EASILY ACCESSED
- VARIETY OF SHOPS
- WE GO DOWNTOWN TO GO TO LOCALLY OWNED RESTAURANTS - WE DON'T LIKE THE LARGER CHAIN RESTAURANTS
- WE NEED A DECENT LIBRARY IN PARKER
- WHEN I RETIRE I'LL SPEND MORE TIME IN DOWNTOWN PARKER. WE MAINLY GO TO THE GOLF COURSE IN ELIZABETH, SPRING VALLEY GOLF. THEY REMOVED BLACK EYED PEAS AND APPLEBY'S AS WELL THAT USED TO BE ON LINCOLN NEAR ARMANDO'S AND THE CAR WASH BUT THEY RAISED THE RENT AND NOTHING'S REPLACED THEM.
- WHOLE-FOODS GROCERY STORE
- WOULD INCREASE SIZE OF COFFEE SHOP
- YEAH I WOULD LIKE TO SEE MORE RESIDENTIAL/COMMERCIAL AREAS

**What is the most important physical transportation investment needed in Parker today?**

- A CAR
- A CAR
- A CONNECTION TO THE LIGHT RAIL.
- A SIDEWALK ALONG PARKER ROAD
- A TRAIN FROM LINCOLN ALL THE WAY TO THE LIGHT RAIL FROM PARKER TO LINCOLN IT MIGHT BE MINERAL, LINCOLN AND I25
- ACCEPTABILITY OF STOPS AND MORE FREQUENT BUS ROUTES
- ACTUALLY I THINK IT WOULD BE SIDEWALKS,
- ADDING LANES TO CONGESTED ROADS
- ADDITIONAL BUS SERVICE
- ADDITIONAL BUS SERVICE
- ADDITIONAL BUS STOPS MORE FREQUENT BUS STOPS
- ADDITIONAL ROAD LANES
- ADDITIONAL ROADS
- ADDITIONAL ROADS AND MORE BIKE LANES
- ADDITIONAL SERVICE FOR TRANSPORTATION SERVICE, E.G. ELDERLY AND CHILDREN TRANSPORTATION, SOMETHING THAT WOULD CLEAN UP THE CONGESTION
- ADDITIONAL TRAFFIC LANES
- ADDITIONAL TRAILS
- AUTOMOBILE
- BETTER ACCESS TO ROADS SO WE DON'T HAVE TO DEPEND ON PARKER ROAD AND LINCOLN
- BETTER BUS ROUTES
- BETTER BUS SERVICE
- BETTER BUS SERVICE
- BETTER CONDUCTIVITY AND TRAILHEADS
- BETTER MAINT OF THE ROADS
- BETTER ROADS
- BETTER ROADS
- BETTER ROADS AND BETTER TRANSPORTATION ALTERNATIVES
- BETTER TRAFFIC ENGINEERING
- BETTER TRAFFIC SIGNALS AN ADDITIONAL TRAFFIC LIGHT AT LONG SWAY AND PARKER ROAD
- BETTER/MORE ROADS OUT OF TOWN
- BIGGER LANES
- BIKE TRAILS
- BIKE'S PATHS
- BLACKTOP OVER THE CONCRETE ROADS WHICH ARE TERRIBLE
- BUS
- BUS AND MORE AND FREQUENT STOPS TO BE ABLE TO BE ABLE TO GET TO POINT A TO POINT B.
- BUS FROM HERE TO DIA
- BUS ROUTE BETWEEN OLD TOWN AND OTHER SHOPPING
- BUS ROUTS TO LIGHT RAIL
- BUS SERVICE
- BUS SERVICE
- BUS SERVICE
- BUS SERVICE
- BUS SERVICE

**What is the most important physical transportation investment needed in Parker today?**

- BUS SERVICE
- BUS SERVICE FOR MOVING PEOPLE IN AND OUT OF PARKER
- BUS SERVICE, RTD
- BUS STOPS
- BUS SYSTEM
- BUS TRANSPORTATION
- BUSES
- BUSES
- BUSES
- BUSES
- BUSES
- BUSES
- BUSES
- BUSSES
- BUSSES
- BUSSES
- BUSSES
- BUSSES AND BUSSES TO LIGHT RAIL
- CAR, KIDS ARE SO LITTLE
- CARS
- CARS
- CONNECTED TO TRAIN STATION
- CONNECTION BETWEEN LITE RAIL AND PARKER
- CONTINUE THE MAINTENANCE STRUCTURE
- CONTINUED INVESTMENTS IN INFRASTRUCTURE ON THE ROADS AND BRIDGES THE COMPLETIONS OF HETHS BRIDGE OVER TO CHERRY CREEK INTO 4 LANES
- CONTINUED MAINTENANCE OF THE ROADS
- DOWN TOWN PARKING
- DOWNTOWN COMMUTE PEOPLE OUT OF PARKER RD, COMMUTE ROUTES
- EASE THE CONGESTION
- EASIER ACCESS TO BUSES. YOU HAVE TO DRIVE DOWNTOWN TO GET TO THE BUS.
- EASIER ACCESS TO EVERYTHING BY BIKE FOOT OR TRANSPORTATION
- EASIER NON-STOP BUS ACCESS TO DOWNTOWN FOR PEOPLE WHO WORK DOWNTOWN
- EXPANDED HOURS FOR THE BUSSES
- EXPANDING LINCOLN
- EXPANDING THE BUS ROUTES
- FEWER POLICE CARS
- FOR BICYCLE
- GET THE LIGHTS TIMED PROPERLY
- GOOD ROADS, JUST OUR QUALITY OF LIFE DEPENDS ON THE NICE THINGS THAT WE PUT INTO PARKER.

- HANDICAP NEEDS
- HAVE A LIGHT RAIL COME OUT HERE
- HUMAN RESOURCES
- I DON'T KNOW

**What is the most important physical transportation investment needed in Parker today?**

- I DON'T KNOW HOW MANY HANDICAP ACCESSIBLE BUSES THEY HAVE, ESPECIALLY FOR SCOOTERS.

- I DON'T KNOW IM NOT SURE
- I DON'T KNOW THEY KEEP UP WITH EVERYTHING  I CANT THINK OF ANYTHING OFF HAND
- I GUESS THE ROAD MAINTENANCE
- I SAY PROBABLY A GOOD BUS SYSTEM TO GET TO THINGS IN AND OUT OF PARKER
- I THINK IT WOULD BE NICE TO GET LIGHT RAIL INTO PARKER
- I THINK LOCAL TRANSPORTATION (RATHER BUS OR OTHER) THAT CONNECTS TO OTHER TRANSPORTATIONS OUTSIDE OF PARKER, OTHER THAN LIGHT RAIL THAT HAS THE RIGHT FREQUENCY AND IS EASY TO USE.
- I THINK RIDGE GATE NEEDS TO BE FOUR LANES
- I THINK THE ROADS IN THE WINTER ARE BAD
- I THINK THE TRAFFIC JAM WHEN YOU GO EAST ON PARKER. HAVE A SHUTTLE SERVICE TO THE LODO AREA FOR ENTERTAINMENT AND SAFE TRAVEL
- I THINK WE NEED MORE ROADS, MORE LANES
- I WOULD HAVE TO SAY MORE WALKING
- I WOULD JUST SAY MORE LANES CONNECTING TO I-25, THEY GOT LINCOLN AND RIDGE GATE NOW, IF THEY MADE RIDGE GATE A 2 LANE ROAD IM SURPRISED THEY DIDN'T MAKE IT AT LEAST A 4 LANE ROAD. ITS GOING TO BECOME A MAIN ARTERY TO GET FROM PARKER TO I-25, THERE'S GOING TO BE A TON OF PEOPLE USING THAT ROAD TO GET ACCESS TO I-25 SO,  MORE LANES ON RIDGE GATE

- I WOULD LIKE A LIGHT RAIL. I GO TO LINCOLN STATION AND USE LIGHT RAIL
- I WOULD LIKE TO SEE THEM BRING THE LIGHT RAIL OUT HERE A CONNECTION TO THE AIRPORT
- I WOULD MORE TO DESTINATIONS IF THERE WERE SAFER CONTINUED ROUTES
- I WOULD SAY IT'S THE MASS PUBLIC TRANSPORTATION
- I WOULD SAY PROBABLY OFF ROAD TRAILS
  SO YOU CAN BIKE AND WALK
- I'D LIKE TO SEE THE LIGHT RAIL COME TO PARKER
- ID SAY CALL IT MORE IN INTO DESTINATIONS IN PARKER
- IF YOU ESTABLISH WHERE PEOPLE ARE TRYING TO GO BACK AND FORTH A TRANSIT SYSTEM MIGHT BE HELPFUL
- IF YOU GOT KIDS CROSSING CROSS WALKS WITH PEOPLE RUNNING AROUND ALMOST RUNNING YOU OVER, WHY WOULD YOU LET YOU OR YOUR KIDS CROSS THIS STREET
- IMPROVE ROADS ALONG WITH BETTER TRAFFIC FLOW
- IMPROVE THE ROAD ACCESS DURING DROPPING OFF AND PICKING UP KIDS TO THE MIDDLE SCHOOL IN PINE DRIVE.
- IMPROVE THE ROADS -PARKER ROAD IS ALWAYS TORN UP
- IMPROVED AND EXPANDED ROADS AND ACCESS POINTS (LINCOLN ROAD SHOULD BE 3 LANES)
- IMPROVED ROADS AND I GUESS LIKE AN EXPANDED TRAIL SYSTEM THE TRAILS ONE DIMENSIONAL

- IMPROVEMENT TO THE BUS STOP
- IMPROVING PARKING AND PARKING ACCESS FOR MASS TRANSIT
- IMPROVING ROADS
- IMPROVING THE VEHICLE PART, MAKING IT EASIER TO GET AROUND PARKER WHEN ITS BUSY
- IMPROVING THINGS FOR BIKES, BIKE EXCHANGE AND PARKING, ENCOURAGE PEOPLE TO BE ON BIKES MORE

**What is the most important physical transportation investment needed in Parker today?**

- INCREASE CAPACITY ON THE EXISTING ROADS
- INCREASE SERVICES FOR THE HANDICAPPED
- IT HAS TO BE PARKING MORE ACCESS AVENUES
- IT WOULD BE NICE IF WE DIDN'T HAVE ALL THESE CHARTERS WITHOUT BUS SERVICES AND MAKES IT TERRIBLE TO DRIVE IN PARKER
- IT WOULD BE NICE TO HAVE A LIGHT RAIL CONNECTION THAT GOES DOWNTOWN. WE WOULD DEFINITELY RIDE THAT
- IT WOULD BE THE LIGHT SYSTEM FOR VEHICLES. NEED UPGRADED AND CENSORS AT NIGHT WERE THEY'RE SET FOR HWY 83 AND FOR SIDE ROADS AND HAVE LIGHTS SET FOR A CENSOR INSTEAD OF GOING THROUGH A TIME SEQUENCE.
- IT'S JUST CONGESTED, BUT ITS PRETTY GOOD
- IT'S THE ROADS, KEEP THE ROADS NICE. NO POTHOLES. THAT'S ONE THING THAT CAN HELP US ALL.
- JUST MORE TRAIL ACCESS AND THAT'S FOR HORSES
- JUST THE ROADS GET'S HARDER BECAUSE OF LESS AND NOT A LOT OF OPTIONS TO GET IN AND OUT. MORE PEOPLE MOVING INTO PARKER
- KEEP THE ROADS GOING-ROADS WIDE ENOUGH-MAIN STREET TO I-25 NEW AND ALREADY JAMMED-BUILD THEM CORRECTLY THE FIRST TIME
- LARGER BUSSES.
- LESS GOVERNMENT SPENDING ON THINGS
- LESS RUSH HOUR CONGESTION LESS BACK UPS
- LIGHT RAIL
- LIGHT RAIL
- LIGHT RAIL
- LIGHT RAIL
- LIGHT RAIL
- LIGHT RAIL
- LIGHT RAIL
- LIGHT RAIL
- LIGHT RAIL ACCESS
- LIGHT RAIL CONNECTING TO DENVER, MORE FREQUENT BUS STOPS, MORE BUSES
- LIGHT RAIL CONNECTION TO THE LINCOLN STATION
- LIGHT RAIL TO DOWNTOWN
- LIGHT RAILS
- LIGHT RAILS
- LIKE TO SEE LIGHT RAIL-IF IT WAS THERE YOU WOULD USE IT MORE, CONNECTION TO ONE OF THE OTHER LINES, WE COULD GO DOWNTOWN MORE/AIRPORT TOO.
- LITE RAIL
- LOCAL BUS SERVICE
- LOCAL BUS SERVICES
- LOCAL RTD BUS SERVICE
- LOCAL SMALL BUSES
- MAIN STREET AND PARKER ROAD IMPROVED - AND FOR RIDGE GATE WIDEN THE ROAD
- MAINT OF WHAT WE HAVE AND KEEPING IT IN SHAPE.
- MAINTAINING THE CURRENT TRANSPORTATION SYSTEM
- MAINTAINING THE SIDEWALKS AND STREETS

**What is the most important physical transportation investment needed in Parker today?**

- MAINTENANCE FOR ROADS AND SIDEWALKS AND NO NEED TO EXPAND
- MAINTENANCE OF ROADS
- MAINTENANCE OF ROADS
- MAINTENANCE OF TRAFFIC
- MAKING IT EASIER FOR BIKES TO GET AROUND
- MAYBE MAINTENANCE FOR THE ROADS
- MONORAIL, MORE BUS SERVICES
- MORE  LANES
- MORE ACCESS FOR PUBLIC TRANSPORTATION
- MORE ACCESS OR MORE ROADS, WIDER ROADS
- MORE ACCESS TO BUSINESS ALONG PARKER RD
- MORE ACCESS TO BUSINESS FROM THE TRAILS
- MORE ACCESS TO I-25
- MORE ACCESS TO THE HIGHWAY
- MORE AUTOMATION OF THE STOP LIGHTS
- MORE BIKE ACCESS
- MORE BIKE LANES
- MORE BIKE LANES
- MORE BIKE TRAILS
- MORE BIKE TRAILS
- MORE BIKE TRAILS TO DESTINATIONS
- MORE BRIDGES ACROSS CHERRY CREEK
- MORE BUS ROUTES
- MORE BUS ROUTES
- MORE BUS SERVICE
- MORE BUS SERVICE
- MORE BUS SERVICE
- MORE BUS SERVICE
- MORE BUS SERVICE
- MORE BUS SERVICE
- MORE BUS SERVICE
- MORE BUS SERVICE AND STOPS
- MORE BUS SERVICE-MORE STOPS
- MORE BUS STOPS, MORE CONNECTING TRAILS
- MORE BUSES
- MORE BUSES
- MORE BUSES
- MORE BUSES
- MORE BUSSES
- MORE BUSSES
- MORE BUSSES
- MORE CAPACITY
- MORE DESTINATIONS
- MORE DIAL A RIDE TO APPOINTMENTS
- MORE DOWNTOWN PARKING
- MORE EASY PICKUP SPOTS IN NEIGHBORHOODS

**What is the most important physical transportation investment needed in Parker today?**

- MORE FREQUENT BUS OPTIONS
- MORE FREQUENT BUS SERVICE USING SMALLER VEHICLES I.E. VAN SERVICES
- MORE FREQUENT BUSES
- MORE FREQUENT REGIONAL BUSES TO DENVER
- MORE FUNDING FOR ROUTES
- MORE LANES
- MORE LANES ON THE ROADS
- MORE LANES ON THE ROADS AND ADDITIONAL ROADS
- MORE LOCAL BUS ROUTES.
- MORE LOCAL BUSSES
- MORE OPPORTUNITIES FOR TRANSPORTATION FOR DINERS WHO GO OUT TO EAT AND DRINK TO AVOID DRINKING AND DRIVING
- MORE PARKING
- MORE PARKING IN OLD TOWN AND DOWNTOWN
- MORE PERSONAL BUS SERVICE FOR INDIVIDUALS IN PARKER
- MORE PUBLIC BUS SERVICE
- MORE ROADS
- MORE ROADS CONNECTING FROM PARKER EAST TO PAST OLD TOWN PARKER
- MORE ROADS CONNECTING ROADS,
- MORE ROADS WITH BIGGER
  LANES, EX: MORE LNS AND DIRECT ROADS
- MORE ROADS/BETTER ROADS
- MORE ROUTES
- MORE ROUTES AND SERVICES
- MORE RTD DIRECT ROUTES
- MORE RTD WOULD LIKE PUBLIC TRANSPORTATION TO AND FROM WORK THE SERVICE TO THE NEAREST LIGHT RAIL A BUS THAT WENT THERE. TAKE A 5 MINUTE WALK TO A BUS STOP AND THEN GO TO A LIGHT RAIL.
- MORE SHUTTLE BUSES AND MORE HANDICAP SERVICE
- MORE SHUTTLES ANYWHERE NEED SHUTTLES TO TAKE YOU AROUND TO TAKE YOU DIFFERENT PLACES

- MORE SIDEWALKS
- MORE TRAILS
- MORE TRAILS
- MORE TRANSPORTATION LANES
- MORE WALKING TRAILS
- NEED LIGHT RAIL IN PARKER
- NEED LOWER TOLL ON E470
- NEED MORE TIMED LIGHTS FOR EX: I GO TO WORK AND 18 STOP LIGHTS B4 WORK
- NEED TO RUN MORE BUSES-MORE FREQUENT BUSES
- NEW ROADS
- NOTHING
- ONE THING THAT WOULD BE NICE IS TO HAVE MORE BUS ROUTES AT LATE NIGHTS FOR PEOPLE COMING FROM BARS
- OVERALL IMPROVEMENTS-ADDITIONAL LANES -PARKER ROADS-ADDITIONAL ACCESS
- PARKER ROAD INFRASTRUCTURE

**What is the most important physical transportation investment needed in Parker today?**

- PARKER ROAD IS HEAVILY TRAVELED SO IF THERE WHERE ADDITIONAL ROUTES TO OTHER AREAS IN PARKER IF COULD LESSEN THE CONGESTION
- PARKING
- PEOPLE TO STOP JAY WALKING PARKER IS JUST GREAT AT ACCOMMODATING PEOPLE ITS A WONDERFUL PLACE TO BE
- PERSONAL CAR
- PHYSICAL ROADS
- POSSIBLY LIGHT RAIL
- PROBABLY A MORE FREQUENT BUS SERVICE.
- PROBABLY A PEDESTRIAN BRIDGE ON MAIN STREET GOING ACROSS PARKER
- PROBABLY MORE DIRECT ROUTES. I LIVE OUT IN WEST PARKER THERE'S PRETTY MUCH LINCOLN AND THEN THAT NEW ROAD TO CUT ACROSS SO THOSE ARE THE ONLY 2 WAYS TO GET INTO ACTUAL PARKER FROM WHERE I LIVE
- PROBABLY MORE ROADS AND MORE LANES
- PROBABLY PUBLIC TRANSPORTATION SO BUS ROUTES
- PROBABLY ROAD MAINTENANCE
- PROBABLY ROADS.
- QUICK WAY TRO AIRPORT
- REALLY HARD TO NAVIGATE THROUGH PARKER GOING EAST/WEST ESPECIALLY AROUND MAIN ST
- RESOLVING THE MAIN STREET/PARKER RD INTERSECTION
- ROAD EXPANSIONS AND CONNECTIONS TO I -25
- ROAD IMPROVEMENT
- ROAD IMPROVEMENT
- ROAD IMPROVEMENT
- ROAD MAINT
- ROAD MAINTENANCE
- ROAD MAINTENANCE
- ROAD MAINTENANCE
- ROAD MAINTENANCE
- ROAD MAINTENANCE
- ROAD MAINTENANCE
- ROAD MAINTENANCE
- ROAD MAINTENANCE
- ROAD MAINTENANCE
- ROAD REPAIR
- ROAD REPAIR
- ROAD WAYS AND WALK WAYS
- ROADS
- ROADS
- ROADS
- ROADS
- ROADS
- ROADS
- ROADS
- ROADS
- ROADS

**What is the most important physical transportation investment needed in Parker today?**

- ROADS BIKE LANES
- ROADS MAINTENANCE
- ROADS- MORE LANES-CHAMBERS AND RIDGE GATE-HESS-WEST OF CHAMBERS
- ROADS, ADDITIONAL LANES
- ROADS.
- ROADS. EXTENDING AND WIDENING
- RTD .. PEOPLE IN MY NEIGHBORHOOD WOULD BENEFIT FROM THAT'S
- SELF TRANSPORTATION
- SIDEWALKS
- SIDEWALKS AND BIKE PATHS
- SIDEWALKS AND TRAILS
- SOME OF THE TURN LANES
- SOME WHERE BETWEEN BIKE TRAILS AND BUS TRANSIT
- STILL WITH CARS-ROAD IMPROVEMENTS-TRAFFIC LIGHTS SYNCHRONIZED
- STREET WIDENING
- SYNCHRONIZING STREET LIGHTS TO REDUCE OIL AND GAS CONSUMPTION AND IMPROVE TRAFFIC FLOW
- TAXI SERVICE
- TAXI SERVICE
- TELEPORTERS.
- TH TRAIL IS ONLY ON THE CREEK BUT NOT ON ANY OTHER PLACES AND THEY NEED TO EXPAND IT
- THAT REALLY GETS BACK INTO THE ROADS AND THE CONGESTION AROUND OLD TOWN AND SUCH CAUSE IT GETS NUTTY OVER THERE. THERE'S CERTAIN TIMES OF THE DAY YOU JUST DON'T GO THERE.

- THE ADDING OF THE LANES
- THE BUS MEANING NEED MORE BUSSES
- THE BUS SYSTEM
- THE BUS TRANSIT
- THE INFORMATION ABOUT THE BUS SERVICES
- THE LIGHT RAIL SYSTEM BEING EXPANDED
- THE ROADS
- THE ROADS AND TRAFFIC
- THE ROADS FOR EX:  MORE LANES AND HIGHER SPEED LIMITS ON CERTAIN ROADS TO GET QUICKER COMMUTE TIMES
- THE ROADS NEED TO BE FIXED
- THE ROUTES EXITING TOWN
- THE TRAILS
- THE TRAILS FOR ME PERSONALLY
- THEY NEED TO HAVE PEOPLE GETTING OFF EASY EXITS AND ENTRANCES, MULTIPLE WAYS INTO PARKER, POST MORE SIGNS TO SLOW DOWN
- TIMING OF STREET LIGHTS, AND MAKE THE PEDESTRIAN BUTTONS WORK AT CROSS WALKS.
- TIMING OF THE RED LIGHTS
- TO CONTINUE THE MAINTENANCE OF THE ROADS AND EVERYTHING LIKE THAT.
- TO IMPROVE TRAFFIC ON MAIN ST IN OLD TOWN PARKER IN PEAK RUSH HOURS.
- TRAFFIC IS JUST TOO MUCH
- TRAFFIC LIGHTS SEQUENCED MORE
- TRAILS

**What is the most important physical transportation investment needed in Parker today?**

- TRAILS
- TRAILS
- TRAILS AND TRAIL ACCESS, KEEP SOME OPEN SPACE AROUND THE TOWN HALL AND DON'T PUT PARKER FOOD BANK EAST OF TOWN HALL
- TRAILS FOR BIKES AND WALKING
- TRANSPORTATION NEEDED FOR EX: MORE BUSES
- TRANSPORTATION-CONGESTION AT PARKER RD AND MAIN STREET INTERSECTION
- TROLLIES SERVICE AROUND PARKER CITY
- UPKEEP AND MAINTENANCE OF ROADS
- WALKING
- WE BETTER ACCESS IN PARKER TO REACH DESTINATIONS OUTSIDE OF PARKER
- WE NEED DIRECT SERVICE BETWEEN PARKER AND THE COUNTY SEAT. NEED MORE BUS SERVICE TO GET TO CASTLE ROCK.
- WE NEED LESS GOVERNMENT WE SPEND TOO MUCH MONEY ON NONSENSE.
- WE NEED MORE LIGHT RAIL ACCESS.
- WE NEED TRANSPORTATION IT FEELS LIKE PARKER DOES NOT HAVE ANY, DO SOME MORE LITE RAIL NOW THAT HESS AND MAIN ST CONNECT TO I25 COULD EXTEND LITE RAIL DOWN THAT FAR
- WIDEN MAIN ST
- WIDEN THE ROADS, MORE LANES
- WIDENING SOME OF THE ROADS, THE ARTERIAL ROADS NEED TO BE WIDENED AND OF THEM, NEED MORE NORTH AND SOUTH ROADS, MORE DIRECT TYPE ROADS
- WIDENING THE ROADS FOR  RUSH HOUR OR HIGH TRAFFIC PERIODS
- WIDER ROADS
- WOULD LIKE TO SEE IMPROVEMENTS IN WIDENING SIDEWALKS TO MAKE IT NICER FOR WALKING FOR PEDESTRIANS

# APPENDIX B: BICYCLE AND PEDESTRIAN SAFETY AUDIT AND TOOL BOX

# Bicycle/Pedestrian Safety Audit

May 23, 2013 | 3:30pm – 5:30pm

Mainstreet Center | 19650 E. Mainstreet

## Agenda

***Objective***:

To address bicycle and pedestrian safety in Old Town Parker

***Estimated Times:***

3:30pm Welcome and Introductions

3:35pm Review Safety, Walking Route, Checklist

3:45pm Walking Audit


5:15pm Discuss Field Observations and Potential Design Solutions

5:30pm Corridor Considerations & Next Steps

# Pedestrian Safety Audit Checklist

| SIDEWALKS | YES | NO | COMMENTS |
|---|---|---|---|
| Are sidewalks provided and continuous on both sides of the street? | | | |
| What is the general sidewalk condition (in terms of surface and obstructions)? | | | |
| Do the sidewalks connect to key destinations? | | | |
| Do the sidewalks accommodate persons with disabilities (especially at driveways and crosswalks)? | | | |
| Do driveways create frequent conflicts with vehicle traffic? | | | |
| Are there any problems with vehicles parking on the sidewalk? | | | |
| Are the sidewalks wide enough to accommodate pedestrian queuing at transit stops/shared use/mobility aids? | | | |
| Are the sidewalks maintained during the winter months and if so by who? | | | |

| PEDESTRIAN FACILITIES & ACCESSIBILITY | YES | NO | COMMENTS |
|---|---|---|---|
| What types of pedestrian crossings are provided? Is this type of crossing consistent throughout the corridor? | | | |
| Do the pedestrian crossings meet the needs of the pedestrian (in terms of type and location)? | | | |
| Are the crossings signalized, stop controlled or signed if uncontrolled? | | | |
| Are the crossings difficult in terms of signal timing, gaps in traffic, traffic speeds? | | | |
| If signalized, do the crossings include countdown pedestrian signals? | | | |
| Are median refuge islands or curb extensions (bulb outs) present? | | | |
| Are there concerns regarding drainage at the crossings? | | | |
| Are there pedestrian ramps and are they ADA accessible? | | | |
| Are there any pedestrian signal timing/phasing enhancements such as Limited Pedestrian Intervals, lagging left turns, No Turn on Red, protected left turns? | | | |

| CATERING FOR PEDESTRIAN TARGET GROUPS | YES | NO | COMMENTS |
|---|---|---|---|
| What special user groups might be expected (e.g. seniors, children, tourists)? | | | |
| Do pedestrian facilities cater to the needs of these user groups (e.g. high visibility, refuge islands, pedestrian fencing)? | | | |
| Do pedestrians regularly misuse or ignore pedestrian facilities? | | | |

# Pedestrian Safety Audit Checklist

| SIGNING | YES | NO | COMMENTS |
|---|---|---|---|
| Are walking routes clearly signed for pedestrians (through way-finding to key destinations)? | | | |
| Are pedestrian routes and pedestrian facilities clearly signed to motorists (through pedestrian warning signs)? | | | |
| Are street name signs clearly visible at intersections for pedestrians approaching in all directions? | | | |
| Are the signs in adequate working condition for day and night time conditions? | | | |

| PAVEMENT MARKING | YES | NO | COMMENTS |
|---|---|---|---|
| Is the pavement marking for pedestrian crossings in good working condition for day and night time conditions? | | | |
| Is non-slip material used for the pavement markings and/or crossing treatments such as pavers, etc.? | | | |

| LIGHTING | YES | NO | COMMENTS |
|---|---|---|---|
| Is the pedestrian crossing adequately lit? | | | |
| Is the sidewalk adequately lit? | | | |
| Are they any dark locations that pose a personal security issue? | | | |

| VISIBILITY/SIGHT DISTIANCE | YES | NO | COMMENTS |
|---|---|---|---|
| Is driver's sight distance to the pedestrian crossings adequate? | | | |
| Are pedestrians (including small pedestrians) waiting to cross the road visible to motorists? | | | |
| Can pedestrians (including small children) see approaching vehicles? | | | |
| Are there temporary or permanent obstructions near the crossing facilities? | | | |
| Are the sight lines between pedestrians and drivers at conflict points adequate? | | | |

| PEDESTRIAN AMENITIES | YES | NO | COMMENTS |
|---|---|---|---|
| Is the pedestrian environment pleasant? | | | |
| Are there seats and/or rest spots for pedestrians? | | | |
| Are there drinking taps for pedestrians? | | | |
| Does the pedestrian environment provide shelter and shade? | | | |
| Is the pedestrian environment integrated with adjacent land uses? | | | |

# Pedestrian Safety Audit Checklist

| PERSONAL SECURITY | YES | NO | COMMENTS |
|---|---|---|---|
| Are there run down/vacant buildings? | | | |
| Are there any loiterers or suspicious activity in the area? | | | |
| Is there any graffiti or trash along the corridor? | | | |
| Are there any unleashed dogs or aggressive dogs along the corridor? | | | |

| BICYCLE FACILITIES | YES | NO | COMMENTS |
|---|---|---|---|
| Are conflict areas treated with enhanced markings to draw driver and cyclists' attention? | | | |
| What is the width of the bike lane or shoulder? | | | |
| What is the pavement condition within the shoulder/outside travel lane? | | | |
| How are cyclists detected at signalized intersections? | | | |
| Are detection zones marked/stenciled? | | | |
| If present, are detection zone markings visually obvious to bicyclists/motorists; and, positioned to encourage proper bicyclist position at intersections? | | | |
| What travel speed are the traffic signals currently coordinated for? | | | |
| Are off-street shared-use pathways designed consistent with current best practices (or CDOT) standards? | | | |
| Do pathway/street intersections provide adequate sight/stopping distance for bicyclists and motorists? | | | |
| Do pathway/street intersection signs and traffic control devices provide travelers with appropriate warning messages and controls? | | | |
| Are pathways of sufficient width to minimize multiple-use conflicts and provide for safe bicycle travel? | | | |

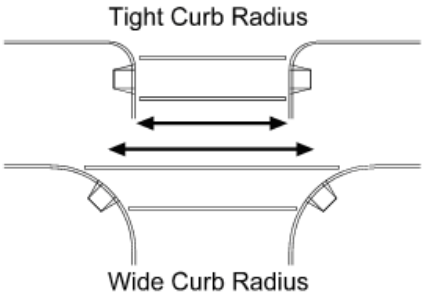
# Pedestrian Safety Audit Checklist

## ADDITIONAL OBSERVATIONS

## Pedestrian Safety Toolbox

| TOOL | DESCRIPTION | BENEFITS | APPLICATION/ CONSIDERATION | COST |
|---|---|---|---|---|
| **Marked Crosswalk**<br>  <br><br>*Image source: www.walkinginfo.org/pedsafe/* | Provide designated pedestrian crossings at:<br>• Pedestrian generators<br>• Crossings with significant pedestrian volumes (at least 15 per hour)<br>• Crossings with high vehicle-pedestrian collisions | Signal a clear "channel" for pedestrian pathways to both pedestrians and vehicles | Marked crosswalks alone should not be installed on multi-lane roads with more than about 10,000 vehicles/ day. | $ |
| **High-Visibility Signs and Markings**<br>  <br><br>*Image source: http://mutcd.fhwa.dot.gov* | Includes a family of crosswalk striping styles such as the "ladder" and the "continental"<br><br>High-visibility colored signs are posted at crossings to increase driver awareness of the pedestrian crossing | Increase driver awareness of unexpected condition or location where drivers need to exercise a higher level of caution based on potential conflicts with more vulnerable road users | Beneficial in areas where drivers might not expect a pedestrian crossing or where a higher level of driver attention is required due to potential pedestrian and bicycle conflicts | $ |
| **Advanced Yield Lines**<br>  <br>*Image source: www.saferoutesinfo.org* | Standard white yield limit lines are placed in advance of marked, uncontrolled crosswalks. | Increases the pedestrian's visibility to motorists<br><br>Reduces the number of vehicles encroaching on the crosswalk<br><br>Indicates to drivers where to stop | Useful in areas where pedestrian visibility is low and in areas with aggressive drivers<br><br>Addresses the multiple-threat collision on multi-lane roads. | $ |

# Pedestrian Safety Toolbox

| TOOL | DESCRIPTION | BENEFITS | APPLICATION/ CONSIDERATION | COST |
|---|---|---|---|---|
| **In-Street Pedestrian Crossing Signs**<br>  <br><br>*Image source: http://mutcd.fhwa.dot.gov* | Regulatory pedestrian signage posted on lane edge lines and road centerlines<br><br>May be used to remind road users of laws regarding right of way at an unsignalized pedestrian crossing | Highly visible to motorists and has a positive impact on pedestrian safety at crosswalks<br><br>Good driver compliance with yielding to pedestrians though compliance decreases on multi-lane roadways | Mid-block crosswalks<br><br>Unsignalized intersections<br><br>Low-speed areas<br><br>Two-lane roadways<br><br>May need to be removed in winter in snowy climates | $ |
| **Curb Extension/ Bulb Outs**<br>  | Traffic-calming measure meant to slow traffic and increase driver awareness<br><br>Consists of an extension of the curb into the street, making the pedestrian space (sidewalk) wider | Narrows the distance that a pedestrian has to cross and decreases pedestrian exposure time<br><br>Increases the sidewalk space on the corners.<br><br>Improves pedestrian visibility<br><br>Lowers vehicle turning speeds | Suitable along most roadways and intersections so long as a parking lane shadows the curb extension<br><br>Need to consider impact on transit service and could provide extended curb extension that extends length of bus stop so long as there is another travel lane to bypass the stopped bus<br><br>Need to consider larger vehicle turning paths | $$ |
| **Reduced Curb Radii**<br>  <br><br>*Image Source: www.ci.austin.tx.us* | The radius of a curb is reduced requiring motorists to make a tighter turn | Narrow the distance pedestrians have to cross<br><br>Reduce traffic speeds and increase driver awareness (like curb extensions) | Beneficial on streets with high pedestrian activity, on-street parking, and no curb-edge transit service<br><br>More suitable for wider roadways and roadways with low volumes of heavy truck traffic | $$$ |

## Pedestrian Safety Toolbox

| TOOL | DESCRIPTION | BENEFITS | APPLICATION/ CONSIDERATION | COST |
|---|---|---|---|---|
| **Raised Crosswalks**  | Marked crosswalks that are raised to act simultaneously as a traffic calming device | Provide superior safety advantage to pedestrians with demonstrated increased yielding by drivers | Appropriate on streets with moderate traffic<br><br>Particularly effective where heavily used trails cross a road | $$ |
| **Median Pedestrian Island**  *Image source: http://thegoodcity.wordpress.com/category/transportation/* | Raised islands are placed in the center of a roadway, separating opposing lanes of traffic with cutouts for accessibility along the pedestrian path, providing a refuge for people crossing | This measure allows pedestrians to focus on each direction of traffic separately, and the refuge provides pedestrians with a better view of oncoming traffic as well as allowing drivers to see pedestrians more easily. It can also split up a multi-lane road and act as a supplement to additional pedestrian tools. | Recommended for multi-lane roads wide enough to accommodate an ADA-accessible median | $$$ |
| **Staggered Median Pedestrian Island**  | Crosswalks in the roadway are staggered such that a pedestrian crosses half the street and then must walk *towards* traffic to reach the second half of the crosswalk<br><br>Must be designed for accessibility by including rails and truncated domes to direct sight-impaired pedestrians along the path of travel. | Increase in the concentration of pedestrians at a crossing and the provision of better traffic views for pedestrians<br><br>Motorists are better able to see pedestrians as they walk through the staggered refuge. | Best used on multi-lane roads with obstructed pedestrian visibility or with off-set intersections<br><br>Must be designed for accessibility by including rails and truncated domes to direct sight-impaired pedestrians along the path of travel | $$$ |

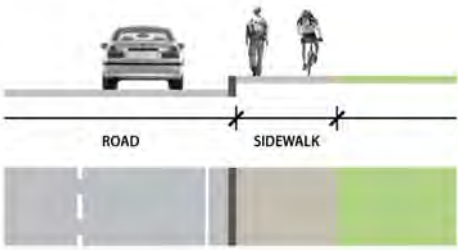
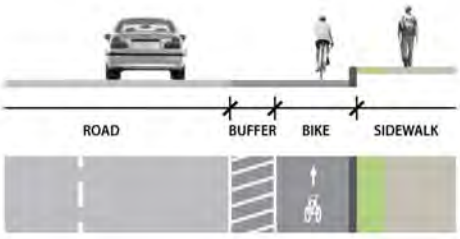
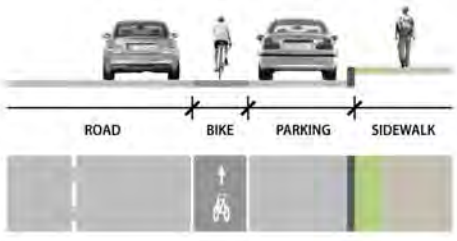
## Pedestrian Safety Toolbox

| TOOL | DESCRIPTION | BENEFITS | APPLICATION/ CONSIDERATION | COST |
|---|---|---|---|---|
| **In-Roadway Warning Lights**<br>  <br>*Image Source: www.tfhrc.gov/* | Both sides of a crosswalk are lined with pavement markers, often containing an amber LED strobe light<br><br>Lights may be push-button activated or activated through passive pedestrian detection | Provides a dynamic visual cue<br><br>Increase effectiveness in low light conditions | Best in locations with low bicycle ridership, as the raised markers present a hazard to bicyclists<br><br>May not be appropriate in areas with accumulating snow due to decreased visibility of lights<br><br>Not as effective in locations with bright sunlight | $$$ |
| **Overhead Flashing Beacons**<br>  <br>*Image source: tti.tamu.edu* | Flashing amber lights installed on overhead signs in advance of the crosswalk or at the crosswalk | Blinking lights during pedestrian crossing times increase the number of drivers yielding for pedestrians and reduce pedestrian-vehicle conflicts<br><br>May also improve conditions on multi-lane roadways. | Best used in places where motorists cannot see a traditional sign due to topography or other barriers | $$$ |
| **Rapid Flash Beacons**<br>  <br>*Image source: mutcd.fhwa.dot.gov* | Replace the traditional slow flashing incandescent lamps with rapid flashing LED lamps<br><br>The beacons may be push-button activated or activated with pedestrian detection | Very effective as measured by increased driver yielding compliance (65-80% compliance)<br><br>Solar panels reduce energy costs associated with the device<br><br>Wireless capabilities reduces installation cost | Appropriate for single and multi-lane roadways<br><br>Effectiveness decreases as the number of travel lanes increases | $$ |

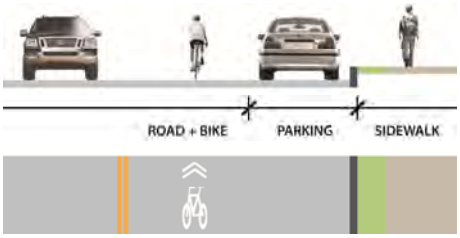
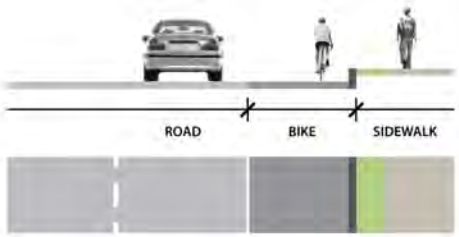
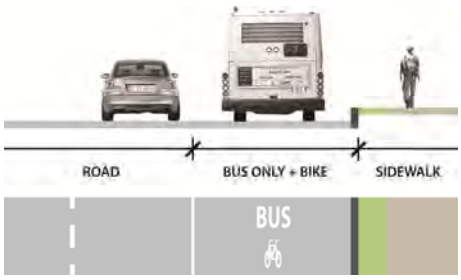
## Pedestrian Safety Toolbox

| TOOL | DESCRIPTION | BENEFITS | APPLICATION/ CONSIDERATION | COST |
|---|---|---|---|---|
| **Pedestrian Hybrid Beacon**<br>  <br>*Image Source: www.tfhrc.gov/* | Pedestrian-actuated beacon that is a combination of a beacon flasher and a traffic control signal<br><br>When actuated, the beacon displays a yellow (warning) indication followed by a solid red light<br><br>During pedestrian clearance, the driver sees a flashing red "wig-wag" pattern until the clearance interval has ended and the signal goes dark | Reduces pedestrian-vehicle conflicts and increases driver compliance with yielding to pedestrians (80-90% compliance)<br><br>Reduces vehicle delay when compared to standard pedestrian traffic signal | Useful in areas where it is difficult for pedestrians to find gaps in automobile traffic to cross safely, but where normal signal warrants are not satisfied<br><br>Based on higher cost, most appropriate for higher speed multi-lane roadways. | $$$<br>$ |
| **Pedestrian Countdown Signs**<br>  <br>*Image source: www.livablestreets.com* | Pedestrian signal head that displays the amount of time remaining during the pedestrian clearance interval | Reduces pedestrian-vehicle conflicts and slows traffic speeds<br><br>Studies have shown it reduces pedestrian versus vehicular crashes by 25% | Required by the MUTCD for all signalized intersections<br>With pedestrian signal heads | $$ |
| **Pedestrian Overpass/ Underpass**<br>  <br>*Image source: omahamidcenturymodern.blogsome.com* | Pedestrian-only overpass or underpass over a roadway<br><br>Provides complete separation of pedestrians from motor vehicle traffic, normally where no other pedestrian facility is available<br><br>Connects off-road trails and paths across major barriers | Allow for the uninterrupted flow of pedestrian movement separate from the vehicle traffic | Most feasible and appropriate in extreme cases where pedestrians must cross roadways such as freeways and high-speed, high-volume arterials<br><br>This measure should be considered only with further study | $$<br>$$$ |

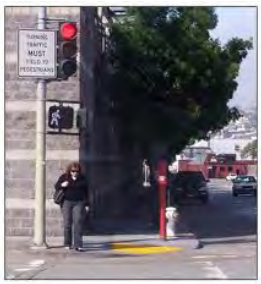
## Bicycle Safety Toolbox

| TOOL | DESCRIPTION | BENEFITS | APPLICATION/ CONSIDERATION | COST |
|---|---|---|---|---|
| **Sidewalk Bikes Permitted**   | Designed for bicycle usage to avoid conflicts between single direction motor vehicle traffic | Sidewalks will include additional signage, ground markings, and special curb cuts to facilitate bicycle travel<br><br>Physical separation between wheeled and non-wheeled users is recommended to minimize potential conflicts between users | Interim solutions that connect two green facilities together<br><br>Should be used only when there is no immediate solution to resolve a connection between two green facilities | $$$ |
| **Buffered or Protected Bike Lane**   | Created by painting a flush buffer zone between a bike lane and the adjacent travel lane<br><br>Buffers may also be provided between bike lanes and parking lanes to demarcate the door zone and discourage bicyclists from riding closely next to parked vehicles | Provides a warning for motorists and bicyclists that the street is multi-purpose<br><br>Buffered bike lanes increase the riding comfort for bicyclists as they increase separation from vehicular traffic and/or parked vehicles | Should be considered at locations where there is excess pavement width or where increased separation is desired | $$ |
| **Bicycle Lane**   | Portion of the roadway designated for preferential use by bicyclists<br><br>One-way facilities that typically carry bicycle traffic in the same direction as adjacent motor vehicle traffic on the right side of the roadway | Provide dedicated space from vehicular traffic<br><br>Reduce stress caused by acceleration and operating speed differentials between bicyclists and motorists | Desirable on collectors and some arterials where traffic volumes and speeds are higher<br><br>Typically installed by reallocating existing street space by narrowing existing lanes, removing travel lanes or parking lanes, and/or reconfiguring parking lanes | $$ |

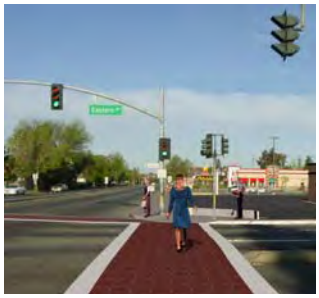
## Bicycle Safety Toolbox

| TOOL | DESCRIPTION | BENEFITS | APPLICATION/ CONSIDERATION | COST |
|---|---|---|---|---|
| **Marked Shared Lane (Sharrow)**   | Marking alerts road users to the lateral position bicyclists are likely to occupy within the traveled way to be most visible to drivers and to help avoid conflicts with parked cars | Provide guidance to bicyclists and motorists in situations where separate bicycle facilities are not provided<br><br>Encourage safer passing practices (including changing lanes, if necessary) | Installed where there is insufficient space to allocate to a dedicated bicycle facility in the right most through travel lane<br><br>Generally used on collector streets where a more comfortable bicycle facility cannot be provided due to right-of-way constraints | $ |
| **Paved Shoulder**   | Hybrid bicycle facilities on roadways where there is additional space between the outer travel lanes and the edge of the right of way<br><br>Paved shoulders are marked with a solid white line | Increase the riding comfort for bicyclists as they increase separation from vehicular traffic<br><br>Do not have ground markings at the intersections to resolve turning conflicts between bicyclists and motorists | Should be considered at locations where there is excess pavement width or where increased separation is desired<br><br>Signage should be installed to warn motorists and bicyclists that the street is multipurpose | $ |
| **Bike/Bus Lane**   | Marking is intended to alert bicyclists and bus drivers that both uses occupy the traveled way<br><br>Special ground markings warn motorists of their presence<br><br>Include special stop designs to allow passing when buses are stopped | Encourage safer passing practices (including changing lanes, if necessary) | Located in arterial corridors where there are bus routes and the need for on-street bicycle connections between destinations | $ |
| **Bicycle Detection Loop**  | Embedded loop detector in roadway surface detects a bicycle | Decreases delay for cyclists at signalized intersection<br><br>Encourages cyclists to wait for signal indication | Should be considered in locations where there is a high number of cyclists or low number of vehicles that would activate the signal | $$ |

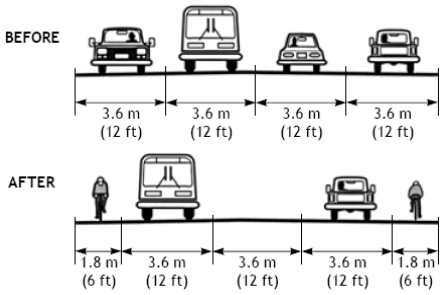
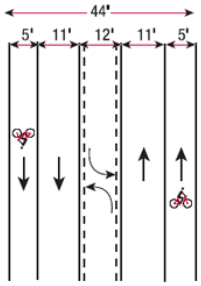
## Consider for all signalized Intersections

| TOOL | DESCRIPTION | BENEFITS | APPLICATION/ CONSIDERATION | COST |
|---|---|---|---|---|
| **Leading Pedestrian Intervals**  | Traffic signal timing that provides pedestrians with a few second head start prior to motor vehicles on the parallel roadway being given the green light | Increases pedestrian visibility for turning vehicles and driver yielding compliance for pedestrians<br><br>Helps reduce conflicts between turning vehicles and pedestrians | Can be applied at most signalized intersections especially where there is a high number of turning vehicles and pedestrians conflicts | $ |
| **Protected Left Turn Phasing**   | Traffic signal phasing that only allows left turning vehicles to enter the intersection | Eliminates conflicts between left turning vehicles and pedestrians which is one of the most common type of crash involving a pedestrian and vehicle | Used primarily on higher volume roadways where the left turning vehicle must cross multiple approach lanes and there is no left turn storage issues | $$$ |
| **No Turn on Red (signs)**   | Posting regulatory signs that restrict vehicles from turning on red signal indications | Eliminates potential conflicts between turning vehicles and pedestrians or bicyclists that might be crossing during the conflicting traffic signal phase. | Should be considered in most urban locations where there are a high number of pedestrians<br><br>Turn restriction can be limited to certain hours when pedestrians are most likely to be present at the intersection | $ |
| **Way-finding signs**   | Posting a series of pedestrian and bicycle way-finding signs that orient pedestrians to walking and biking destinations along a corridor | Encourages more walking and bike trips by providing people with a reference point to a destination | Applied in locations where there are pedestrian and bicycle destination or attractors<br><br>Should be located in areas where will not obstruct the pedestrian walkway or create sign clutter<br><br>Should be scaled to be legible for appropriate user<br><br>Should not be used to promote private businesses | $ |

## Consider for all signalized Intersections

| TOOL | DESCRIPTION | BENEFITS | APPLICATION/ CONSIDERATION | COST |
|---|---|---|---|---|
| **Signal Coordination (bicycle progression)**  | Developing a traffic signal coordination plan that is based around a slower travel speed usually between 12-18mph | Reduces start and stop delay for cyclists<br><br>Promotes a more uniform travel speed for all road users<br><br>Makes for a more comfortable roadway to bike on | Most appropriate on lower volume collector type streets where there are high number of bicyclists | $$ |
| **Lagging Left Turns**  | Changes the sequence of the protected left turn phasing so that the left turn phase occurs after the adjacent through phase is completed instead of before | Reduces delay for pedestrians by providing them the walk phase prior to the left turning phase | Should be considered where there is adequate left turn vehicle storage and will meet driver expectancy. | $ |
| **Retiming Clearance Intervals**  | Modifying the pedestrian clearance intervals at signalized intersections to provide adequate time for a pedestrian to cross the intersection at a slower walking speed that 3.5 ft/s | Increases the comfort level for all pedestrians and reduces the need to rush to cross the street | Should be considered around schools and senior centers where pedestrians with slower walking speeds are anticipated | $ |

## Corridor Treatments

| TOOL | DESCRIPTION | BENEFITS | APPLICATION/ CONSIDERATION | COST |
|---|---|---|---|---|
| **Pedestrian Safety Blitzes**<br>  | Education/enforcement campaign to remind pedestrians and motorists to look out for each other on roadways<br><br>Local police target drivers who fail to yield to pedestrians in crosswalks | Increase driver compliance with yield to pedestrian laws<br><br>Raise the awareness of pedestrian safety issues | Blitzes should occur at or near marked intersections and police should cite drivers if a pedestrian has completely entered the crosswalk<br><br>Initially, warnings should be issued as part of awareness campaign | $$ |
| **Road Diet (aka Lane Reduction)**<br>  | The number of lanes of travel is reduced by widening sidewalks, adding bicycle and parking lanes, and converting parallel parking to angled or perpendicular parking | Good traffic calming and pedestrian safety tool, particularly in areas that would benefit from curb extensions but have infrastructure in the way<br><br>Improves pedestrian conditions on multi-lane roadways. | Roadways with surplus roadway capacity<br><br>Roadways that would benefit from traffic calming measures | $$$ |
| **Lane diets**<br>  | Reducing the width of existing wider travel lanes down to 10-11 feet | Encourages slower travel speeds and allows for the installation of medians, bicycle facilities, and other traffic calming elements | Most appropriate on collector/arterial type streets with identified speeding concerns or a desire to provide bicycle facilities | $$ |

## Consider for all signalized Intersections

| TOOL | DESCRIPTION | BENEFITS | APPLICATION/ CONSIDERATION | COST |
|---|---|---|---|---|
| **Sidewalks**  | All-weather walking surface outside the travel way | Provides pedestrians a safer and more enjoyable location to walk along a roadway | Should be consider along all corridors | $$ |
| **Corridor Lighting**   | Roadway and pedestrian sidewalk lighting to improve driver visibility of pedestrians during low light conditions | Improves driver visibility of pedestrians and provides them more time to react to a potential conflict | Should be considered along all corridors | $$$ $ |
| **Landscape Buffer**  | Providing a 5-8' landscaping strip between the edge of roadway and the pedestrian path | Improves pedestrian walking environment by providing buffer between moving traffic and sidewalk<br><br>Provides area to install street furniture and utilities to help maintain a clear pedestrian walkway<br><br>Provides a good location to store snow in colder climates | Should be considered on most corridors where right-of-way width permits | $$$ |

Town of Parker TRANSPORTATION MASTER PLAN

Town of Parker COLORADO

# Toolbox Survey

Which bicycle & pedestrian safety tools are appropriate for Parker?

| | Appropriate MOST Places | Appropriate SOME Places | NOT Appropriate | Not Sure |
|---|---|---|---|---|
| **Marked Crosswalk** | ☐ | ☐ | ☐ | ☐ |
| **High Visibility Signs and Markings** | ☐ | ☐ | ☐ | ☐ |
| **Advanced Yield Lines** | ☐ | ☐ | ☐ | ☐ |
| **In-Street Pedestrian Crossing Signs** | ☐ | ☐ | ☐ | ☐ |
| **Curb Extension/ Bulb Outs** | ☐ | ☐ | ☐ | ☐ |
| **Reduced Curb Radii** | ☐ | ☐ | ☐ | ☐ |
| **Raised Crosswalks** | ☐ | ☐ | ☐ | ☐ |
| **Median Pedestrian Island** | ☐ | ☐ | ☐ | ☐ |
| **Staggered Median Pedestrian Island** | ☐ | ☐ | ☐ | ☐ |
| **In-Roadway Warning Lights** | ☐ | ☐ | ☐ | ☐ |
| **Overhead Flashing Beacons** | ☐ | ☐ | ☐ | ☐ |
| **Rapid Flash Beacons** | ☐ | ☐ | ☐ | ☐ |
| **Pedestrian Hybrid Beacon** | ☐ | ☐ | ☐ | ☐ |
| **Pedestrian Countdown Signs** | ☐ | ☐ | ☐ | ☐ |
| **Pedestrian Overpass/ Underpass** | ☐ | ☐ | ☐ | ☐ |
| **Sidewalk Bikes Permitted** | ☐ | ☐ | ☐ | ☐ |
| **Buffered or Protected Bike Lane** | ☐ | ☐ | ☐ | ☐ |
| **Bicycle Lane** | ☐ | ☐ | ☐ | ☐ |
| **Marked Shared Lane (Sharrow)** | ☐ | ☐ | ☐ | ☐ |
| **Paved Shoulder** | ☐ | ☐ | ☐ | ☐ |
| **Bike/Bus Lane** | ☐ | ☐ | ☐ | ☐ |
| **Bicycle Detection** | ☐ | ☐ | ☐ | ☐ |
| **Leading Pedestrian Intervals** | ☐ | ☐ | ☐ | ☐ |
| **Protected Left Turn Phasing** | ☐ | ☐ | ☐ | ☐ |
| **No Turn on Red (signs)** | ☐ | ☐ | ☐ | ☐ |

FEHR & PEERS

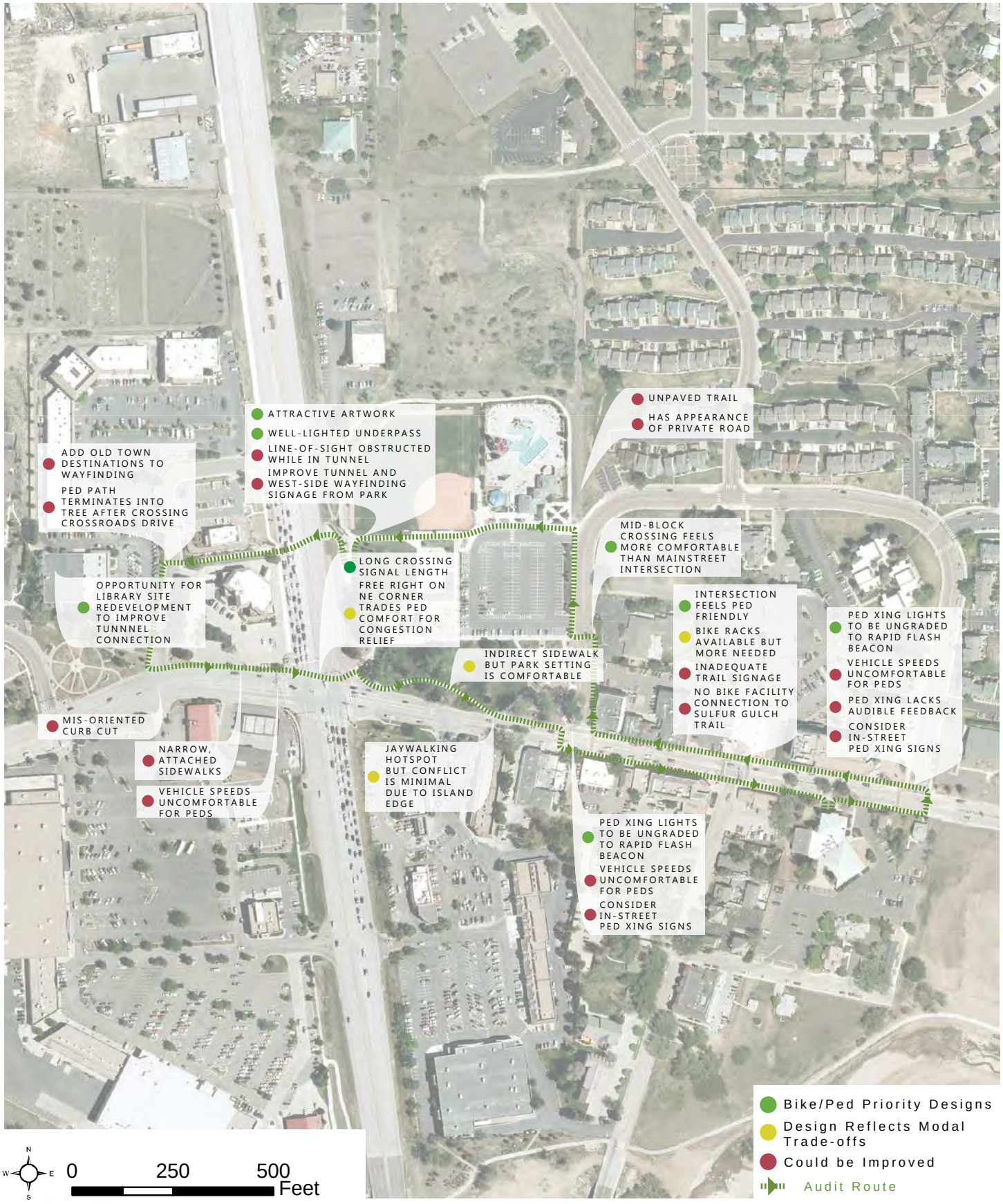
May 2013


## Toolbox Survey

Which bicycle & pedestrian safety tools are appropriate for Parker?

| | Appropriate MOST Places | Appropriate SOME Places | NOT Appropriate | Not Sure |
|---|---|---|---|---|
| **Way-finding signs** | ☐ | ☐ | ☐ | ☐ |
| **Signal Coordination (bicycle progression)** | ☐ | ☐ | ☐ | ☐ |
| **Lagging Left Turns** | ☐ | ☐ | ☐ | ☐ |
| **Retiming Clearance Intervals** | ☐ | ☐ | ☐ | ☐ |
| **Pedestrian Safety Blitzes** | ☐ | ☐ | ☐ | ☐ |
| **Road Diet (aka Lane Reduction)** | ☐ | ☐ | ☐ | ☐ |
| **Lane diets** | ☐ | ☐ | ☐ | ☐ |
| **Sidewalks** | ☐ | ☐ | ☐ | ☐ |
| **Corridor Lighting** | ☐ | ☐ | ☐ | ☐ |
| **Landscape Buffer** | ☐ | ☐ | ☐ | ☐ |
| **Crosswalks (at bus stops)** | ☐ | ☐ | ☐ | ☐ |
| **Shelters** | ☐ | ☐ | ☐ | ☐ |
| **Benches** | ☐ | ☐ | ☐ | ☐ |

**ADDITIONAL OBSERVATIONS**




Town of Parker TRANSPORTATION MASTER PLAN

FEHR & PEERS

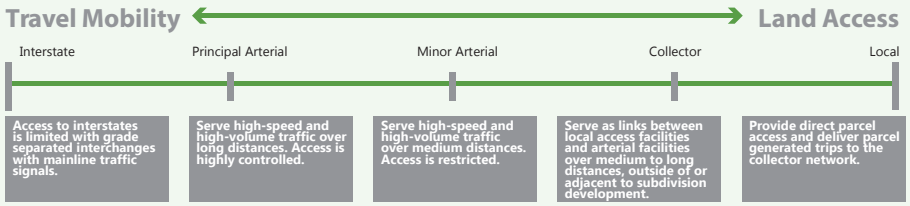
## Bike and Pedestrian Audit Observations

Sources: Town of Parker

# APPENDIX C: PUBLIC MEETING BOARDS

# ROADWAYS 101

## Roadway Classifications & Types




Roadway classifications define how a roadway should function to support movement of people, goods and services versus access to property

Roadway Types are not additional classifications, but provide a more specific definition of the design elements that support the roadway's function and its adjacent land use

| FUNCTIONAL CLASS | ROADWAY TYPE | | | | |
|---|---|---|---|---|---|
| | Residential Roadway | Main Roadway | Mixed-Use Roadway | Commercial Roadway | Industrial Roadway |
| Arterial | • | • | • | • | |
| Collector | • | • | • | | |
| Local | • | • | • | | • |

## Context Sensitive Solutions

roadway design along a corridor varies to accommodate different traffic volumes & activities based on adjacent land use

Old Town Mainstreet

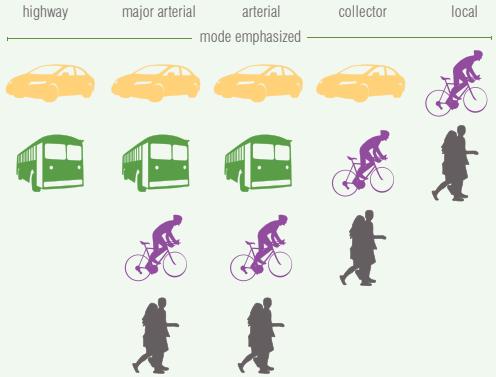
Mainstreet West of Parker Road

Mainstreet at Pine Drive

Mainstreet in Parker is an example of context sensitive solutions

## Layered Network

a network approach which designates modal priority by roadway to create a complete roadway network

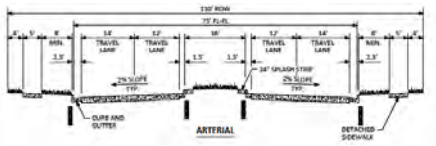



Town of Parker TRANSPORTATION MASTER PLAN

# CROSS SECTIONS & ROADWAYS

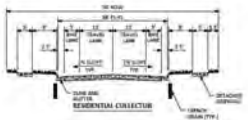
## Existing Cross Sections

### arterial

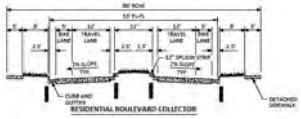



- 4+ lanes
- 110'+ right-of-way
- 40/45 mph
- > 12,000 vehicles per day
- No parking

### residential collectors

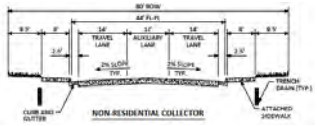



- 2 lanes
- 70' right-of-way
- 30/35 mph
- 2,000 to 8,000 vehicles per day
- Pull-outs required for parking



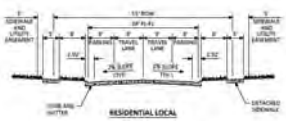

- 2 lanes
- 80' right-of-way
- 35/40 mph
- 2,000 to 12,000 vehicles per day
- Pull-outs required for parking

### nonresidential collector

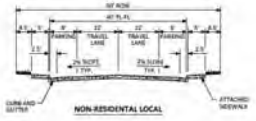



- 2 lanes
- 80' right-of-way
- 35/40 mph
- 3,500 to 12,000 vehicles per day
- No parking

### local streets

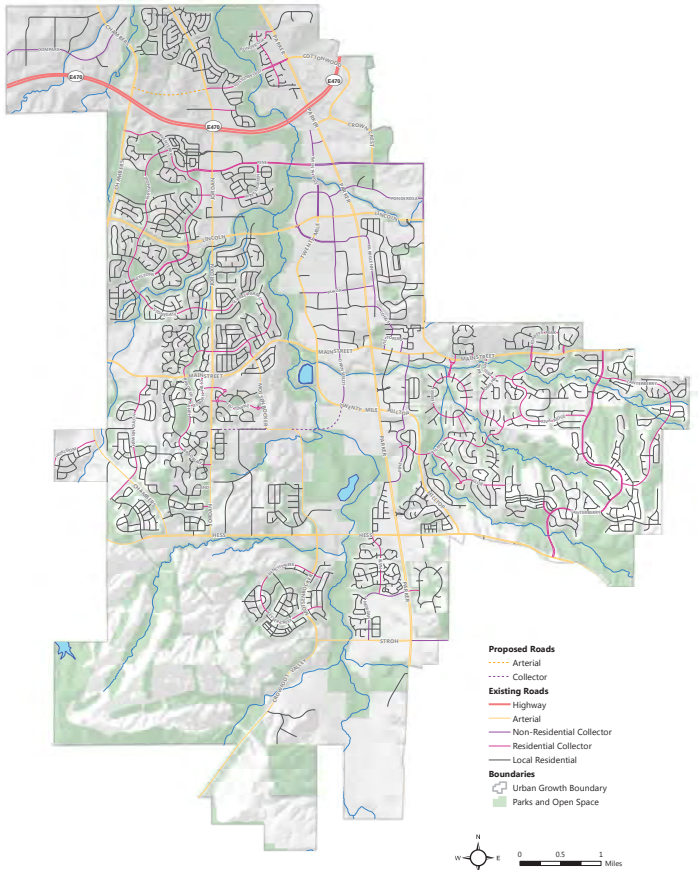



- 2 lanes
- 55' right-of-way
- 25/30 mph
- < 2,000 vehicles per day
- Parking allowed



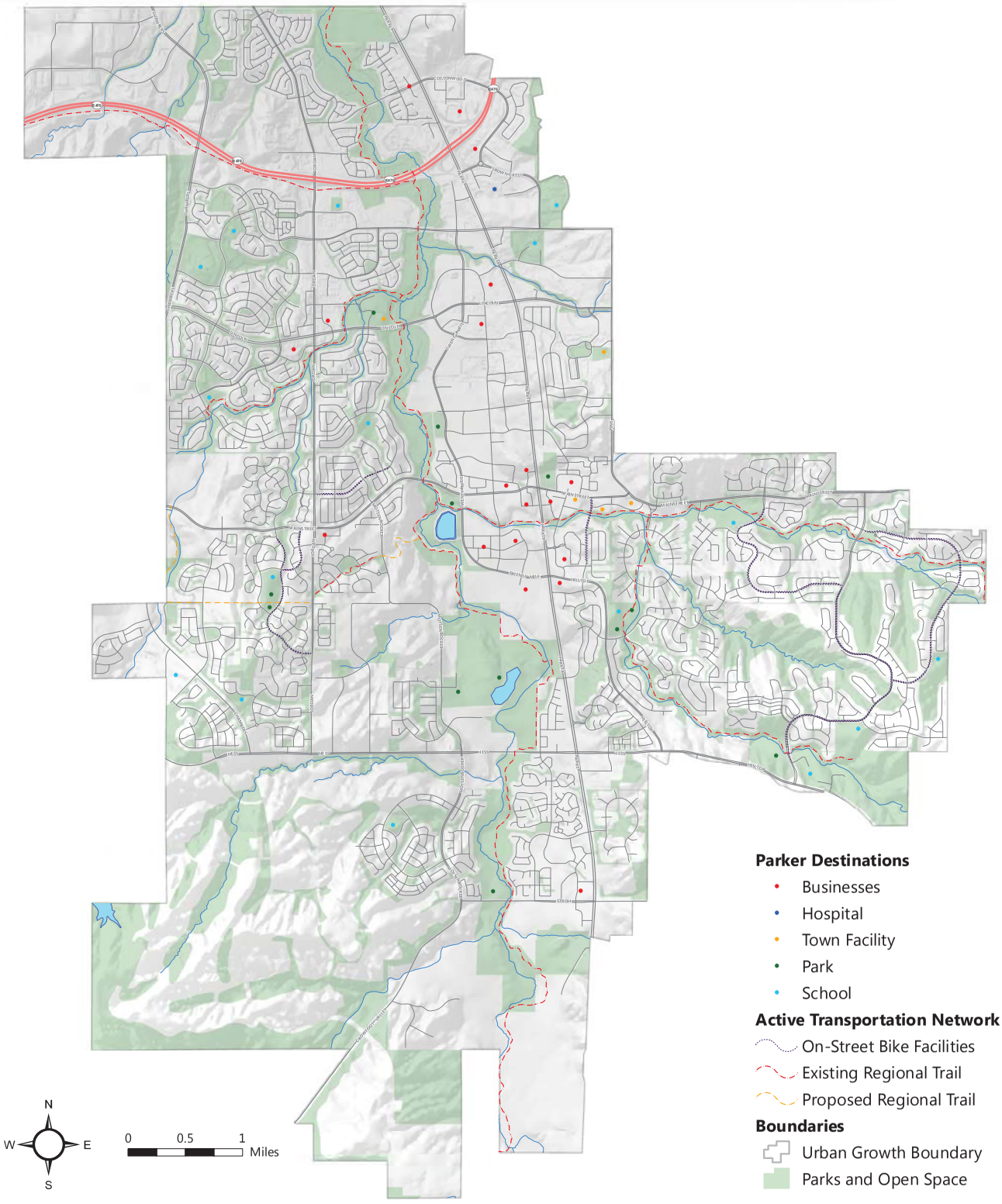

- 2 lanes
- 60' right-of-way
- 25/30 mph
- Less than 3,500 vehicles per day
- Parking allowed

## Existing & Proposed Roadways



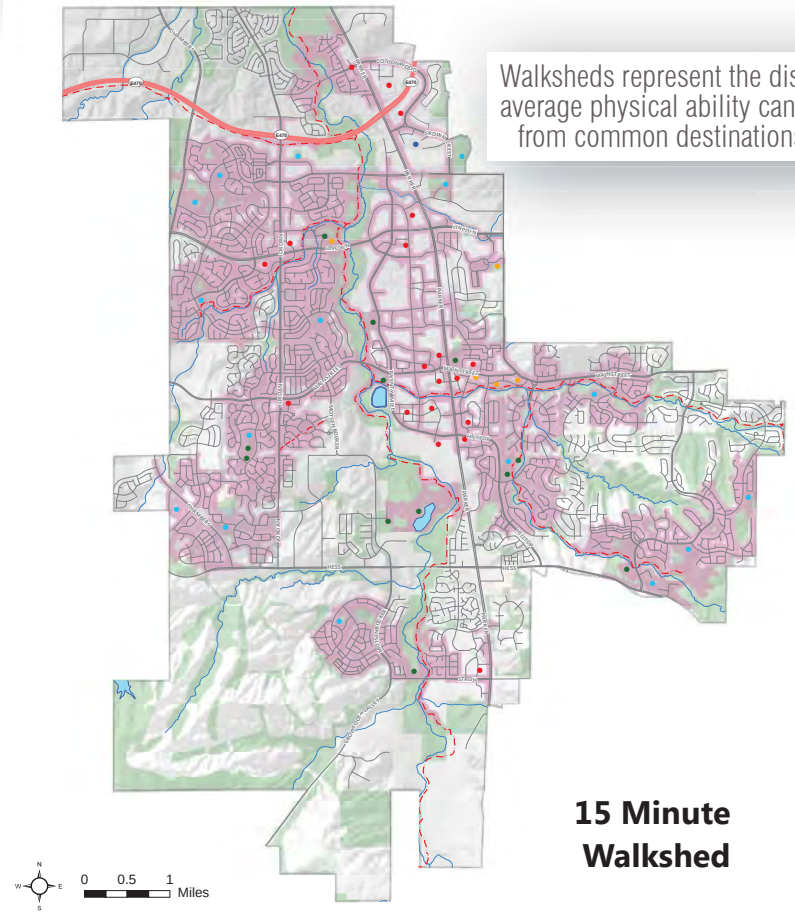
Town of Parker
TRANSPORTATION MASTER PLAN

# ACTIVE TRANSPORTATION NETWORK



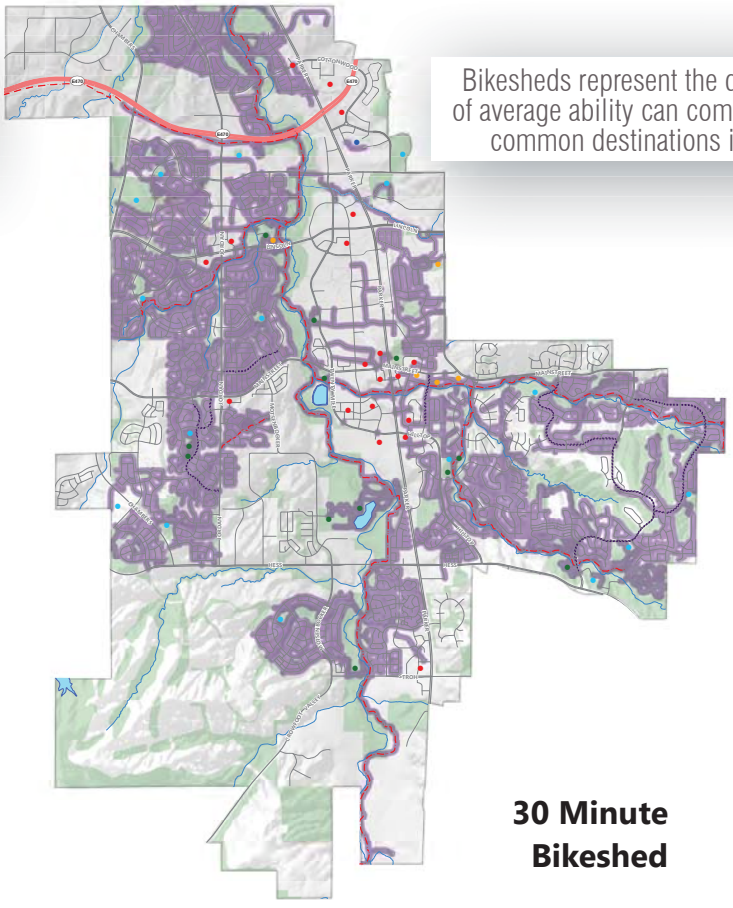
# EXISTING BICYCLE & PEDESTRIAN TRAVEL SHEDS FROM COMMON DESTINATIONS

Walksheds represent the distance a person of average physical ability can comfortably walk from common destinations in 15 minutes.

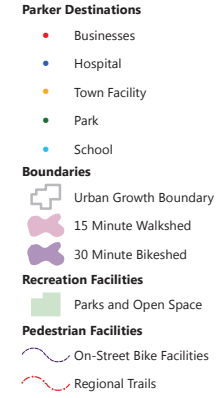


15 Minute Walkshed

Bikesheds represent the distance a cyclist of average ability can comfortably bike from common destinations in 30 minutes.



30 Minute Bikeshed




Town of Parker TRANSPORTATION MASTER PLAN

# STREET DESIGN ELEMENTS

# WHERE MIGHT THESE BE APPROPRIATE IN PARKER?

## In-Street Pedestrian Crossing Signs


Regulatory pedestrian signage posted on lane edge lines and road centerlines

- Highly visible to motorists
- Good driver compliance

## Raised Crosswalks

Marked crosswalks that are raised to act simultaneously as a traffic calming device

- Provide superior safety advantage to pedestrians with demonstrated increased yielding by drivers

## Median Pedestrian Island

Raised island in center of a roadway, separating opposing lanes of traffic with cutouts for accessibility along the pedestrian path, providing a refuge for people crossing

- Proven to reduce pedestrian crashes
- Reduce vehicle speeds on roadway

PLACE POST-ITS HERE

## Staggered Median Pedestrian Island

Crosswalks in the roadway are staggered such that a pedestrian crosses half the street and then must walk towards traffic to reach the second half of the crosswalk

- Motorists are better able to see pedestrians as they walk through the staggered refuge.

## Rapid Flash Beacons

Replace the traditional slow flashing incandescent lamps with rapid flashing LED lamps

- Very effective as measured by increased driver yielding compliance (65-80% compliance)

## Pedestrian Overpass/Underpass

Pedestrian-only overpass or underpass over a roadway

- Provides complete separation of pedestrians from motor vehicle traffic, normally where no other
- Connects off-road trails and paths across major barriers pedestrian facility is available

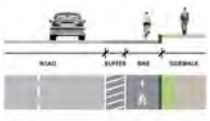
PLACE POST-ITS HERE

## Shared Marked Lane (Sharrow)

Marking alerts road users to the lateral position bicyclists are likely to occupy within the traveled way to be most visible to drivers and to help avoid conflicts with parked cars

- Act as a traffic calming device, increasing riding comfort for bicyclists

## Buffered Bike Lane



Created by painting a flush buffer zone between a bike lane and the adjacent travel lane

- Increase the riding comfort for bicyclists as they increase separation from vehicular traffic and/or parked vehicles

## Way-finding Signs


Posting a series of pedestrian and bicycle way-finding signs that orient pedestrians to walking and biking destinations along a corridor

- Encourages more walking and bike trips by providing people with a reference point to a destination

PLACE POST-ITS HERE

Town of Parker TRANSPORTATION MASTER PLAN

# POTENTIAL ROADWAY BIKE/ PEDESTRIAN TREATMENTS

## WHICH DO YOU PREFER?

### 6-lane arterial



PLACE DOTS HERE

### 4-lane arterial



PLACE DOTS HERE



### 4-lane non-residential collector



PLACE DOTS HERE

Town of Parker TRANSPORTATION MASTER PLAN

# POTENTIAL OLD TOWN MAINSTREET ROADWAY BIKE/ PEDESTRIAN TREATMENTS

# WOULD YOU SUPPORT?

arterial though historic center

## From Parker Road to Victorian Drive (East)




a Additonal bike racks along Mainstreet from Parker Rd. to Victorian Drive?

YES NO

b Bike connections from Mainstreet to Sulphur Gulch Trail via Sharrows on Pikes Peak Drive?

YES NO

arterial through historic center

## From Victorian Drive (East) to N. Pine Drive




a Buffered bike lanes on Mainstreet from Victorian Drive to N. Pine Drive?

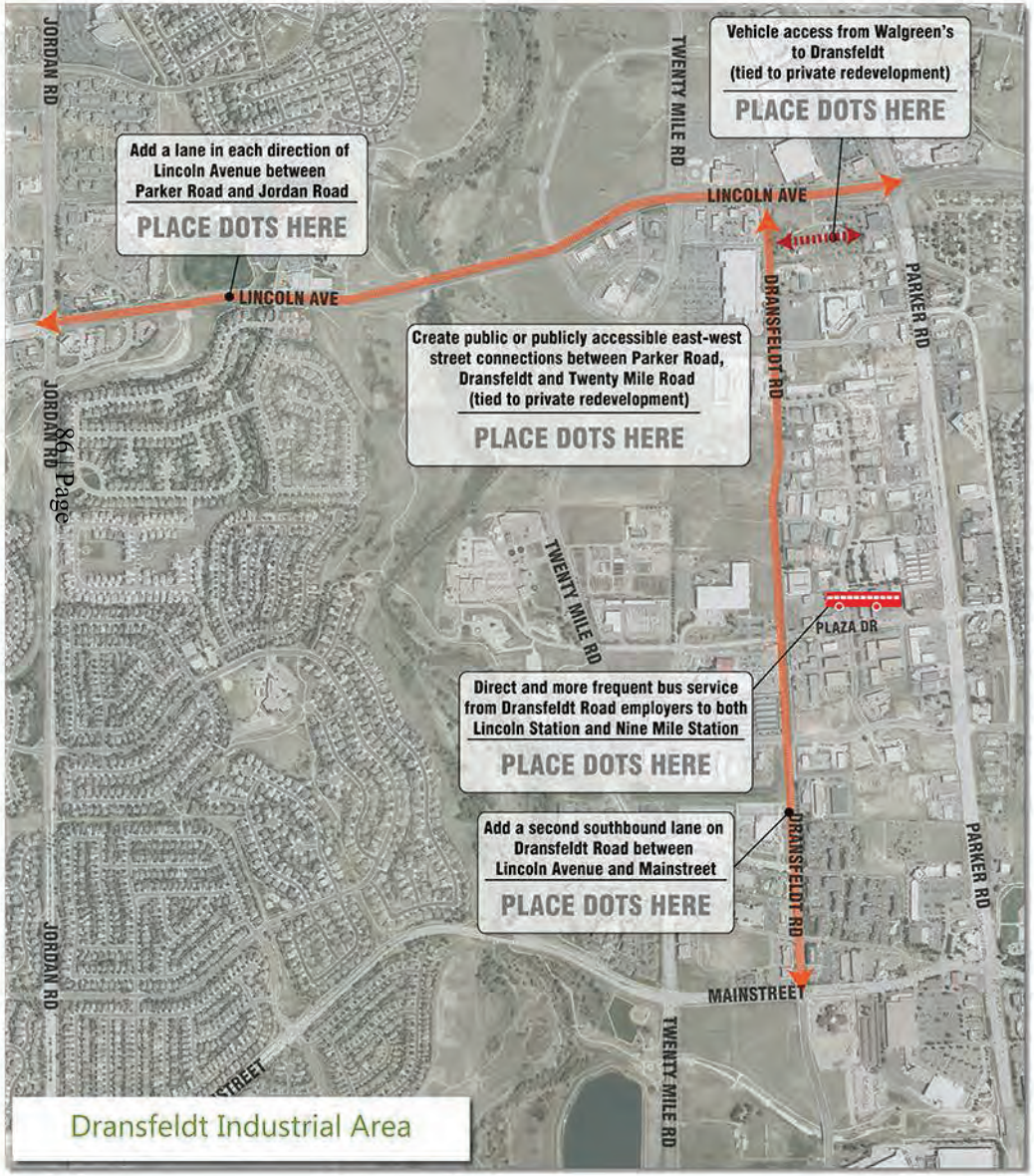
YES NO

b Bike connections from Mainstreet to Sulphur Gulch Trail via sharrows on S. Pine Drive?

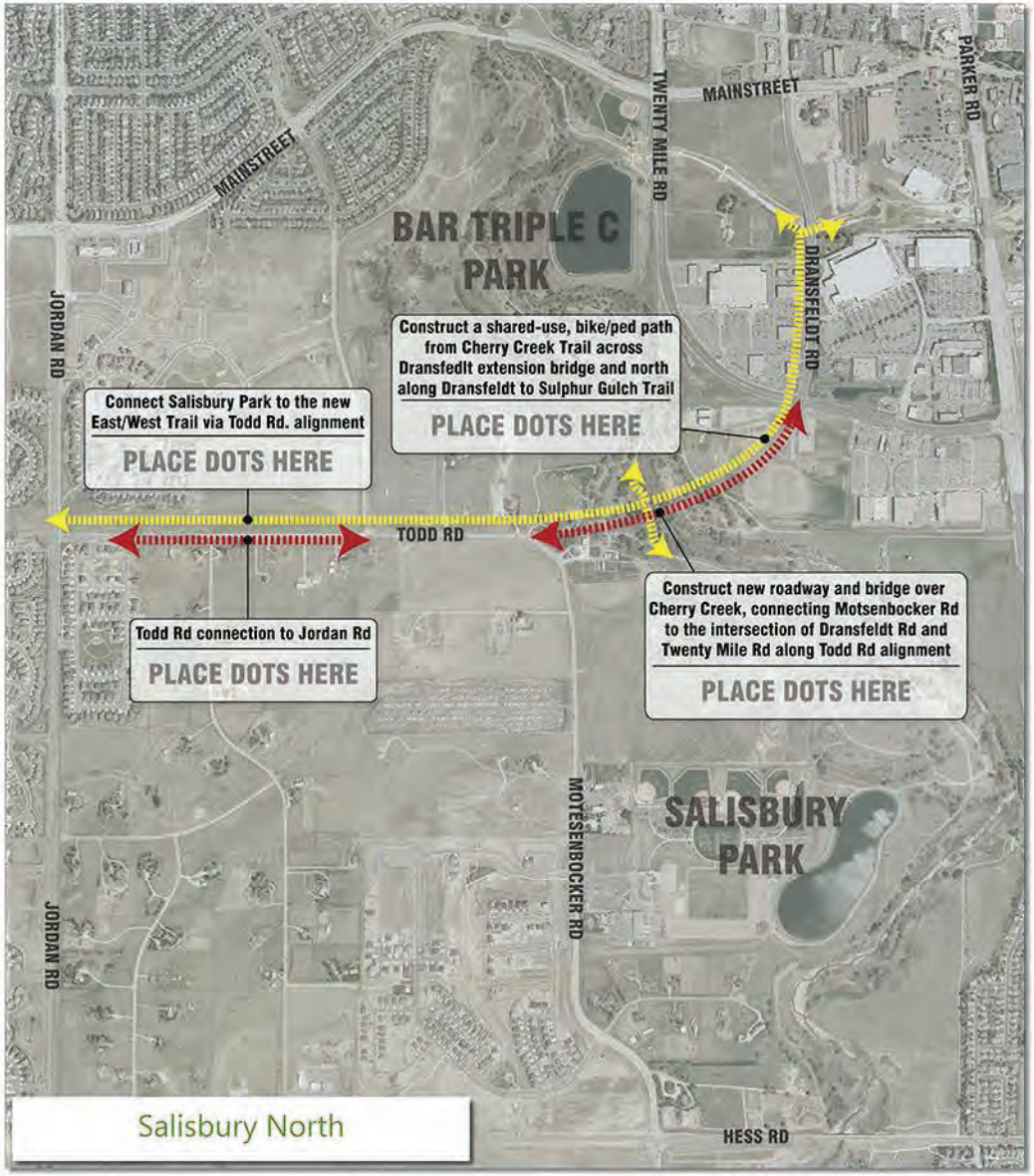
YES NO

Town of Parker
TRANSPORTATION MASTER PLAN

# KEY CHOICES FOR TRANSPORTATION IMPROVEMENTS



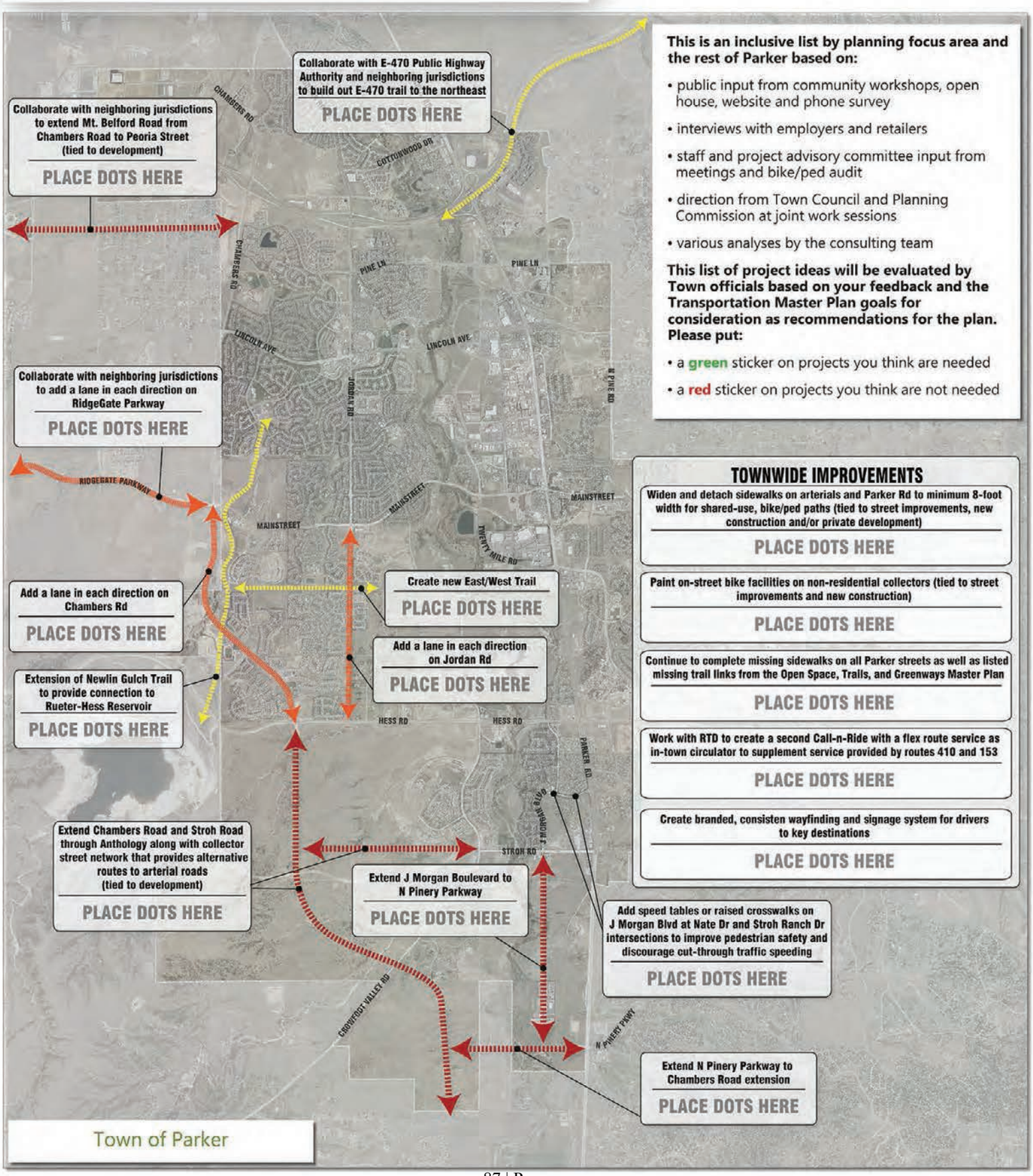

Dransfeldt Industrial Area




Salisbury North

# KEY CHOICES FOR TRANSPORTATION IMPROVEMENTS

town of Parker TRANSPORTATION MASTER PLAN




**This is an inclusive list by planning focus area and the rest of Parker based on:**

- public input from community workshops, open house, website and phone survey
- interviews with employers and retailers
- staff and project advisory committee input from meetings and bike/ped audit
- direction from Town Council and Planning Commission at joint work sessions
- various analyses by the consulting team

**This list of project ideas will be evaluated by Town officials based on your feedback and the Transportation Master Plan goals for consideration as recommendations for the plan. Please put:**

- a **green** sticker on projects you think are needed
- a **red** sticker on projects you think are not needed

## TOWNWIDE IMPROVEMENTS

Widen and detach sidewalks on arterials and Parker Rd to minimum 8-foot width for shared-use, bike/ped paths (tied to street improvements, new construction and/or private development)

PLACE DOTS HERE

Paint on-street bike facilities on non-residential collectors (tied to street improvements and new construction)

PLACE DOTS HERE

Continue to complete missing sidewalks on all Parker streets as well as listed missing trail links from the Open Space, Trails, and Greenways Master Plan

PLACE DOTS HERE

Work with RTD to create a second Call-n-Ride with a flex route service as in-town circulator to supplement service provided by routes 410 and 153

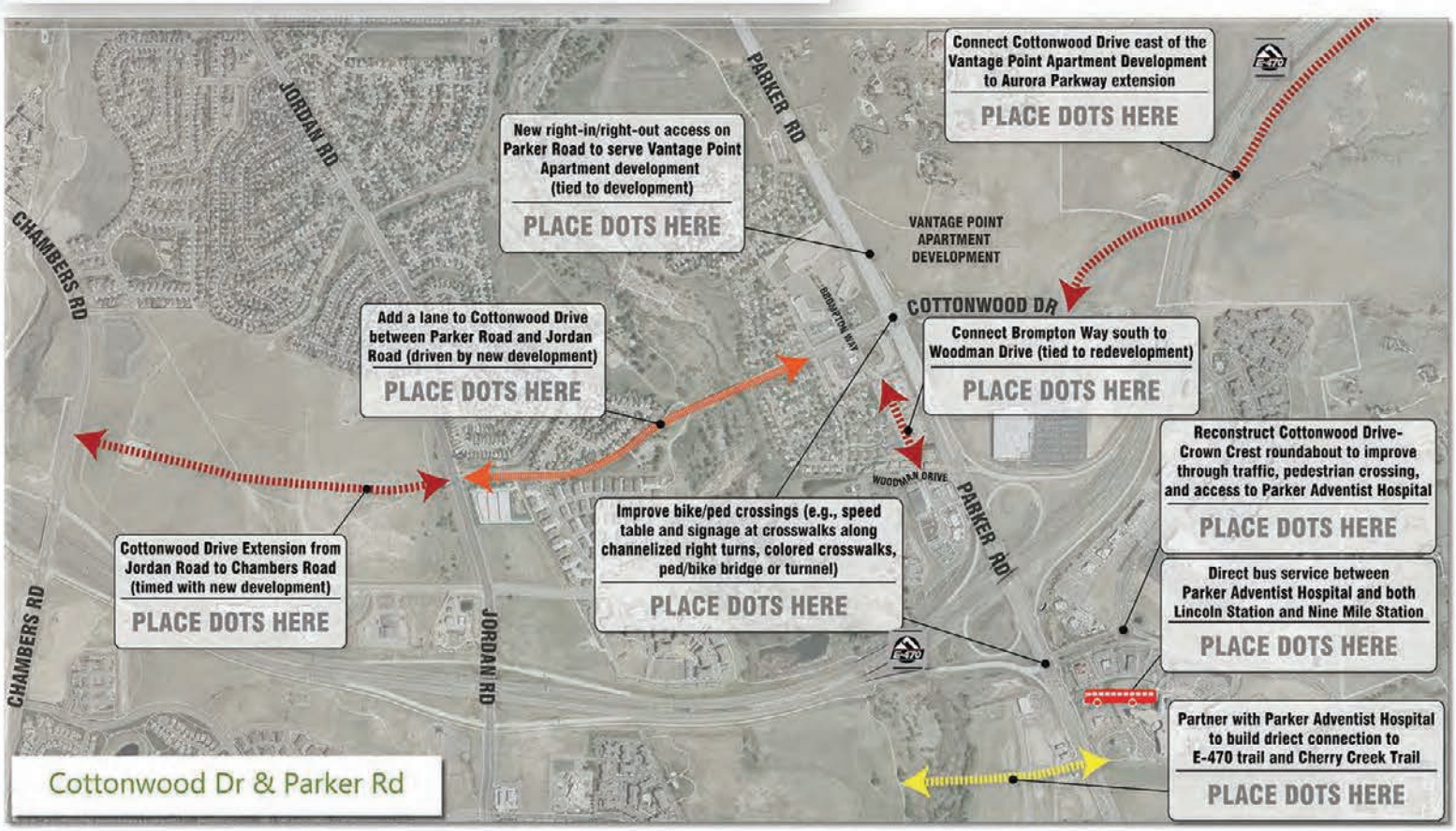
PLACE DOTS HERE

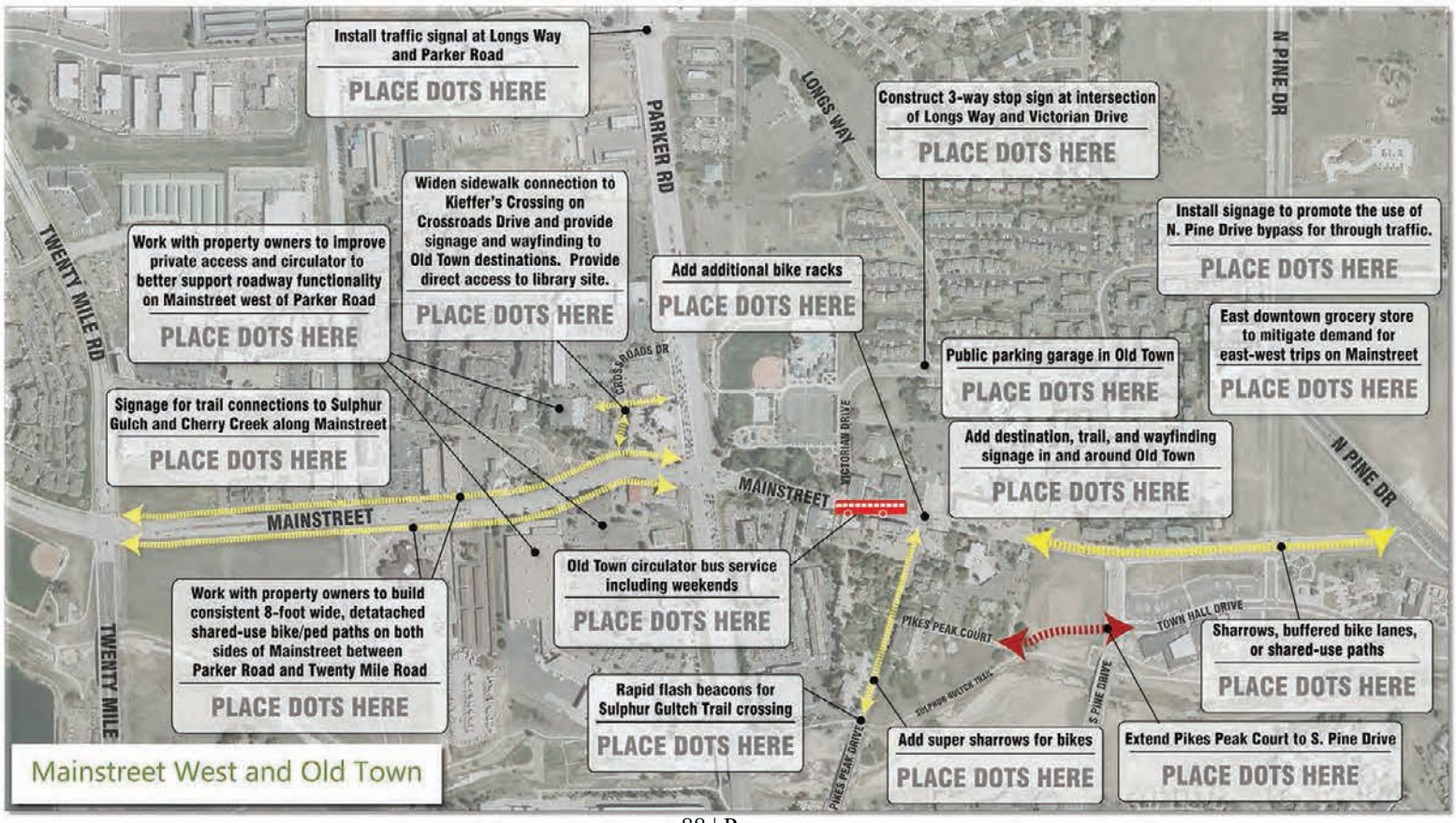
Create branded, consisten wayfinding and signage system for drivers to key destinations

PLACE DOTS HERE

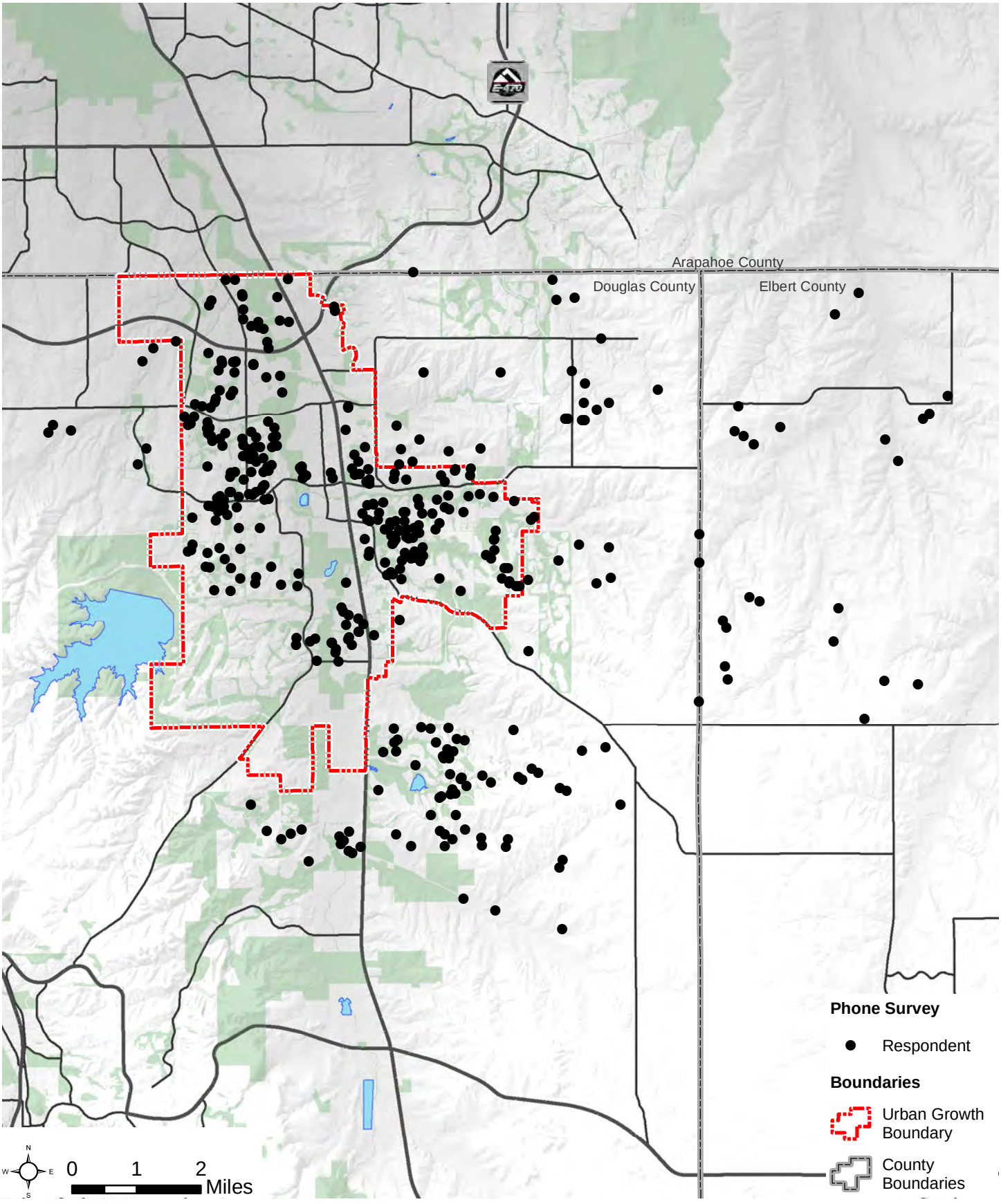
Town of Parker TRANSPORTATION MASTER PLAN

# KEY CHOICES FOR TRANSPORTATION IMPROVEMENTS



# APPENDIX D: MAP BOOK/ANALYSIS



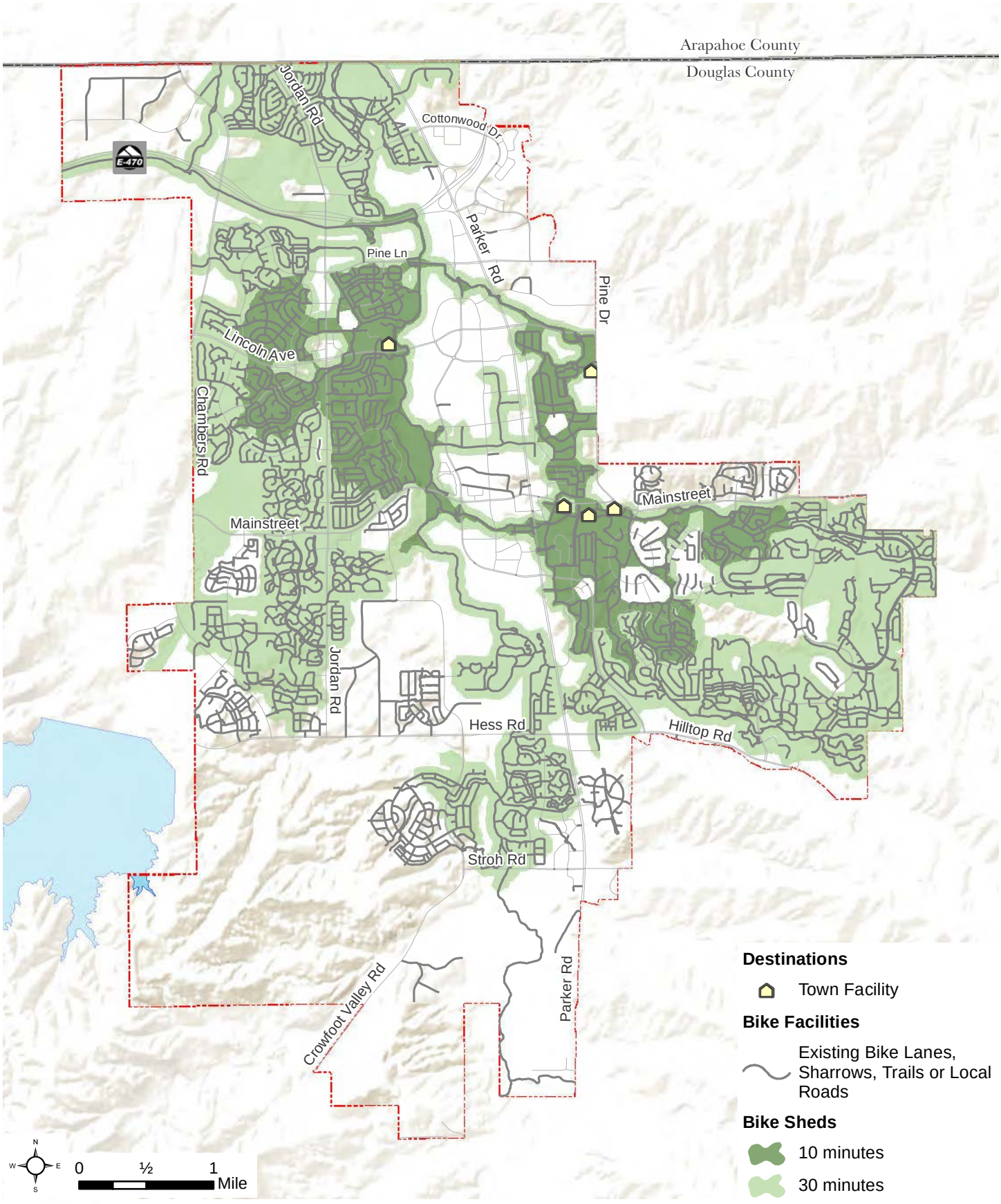

Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

Telephone Survey Respondent Locations

Sources: RRC, USGS, CDOT, DRCOG, Town of Parker



FIGURE A-1

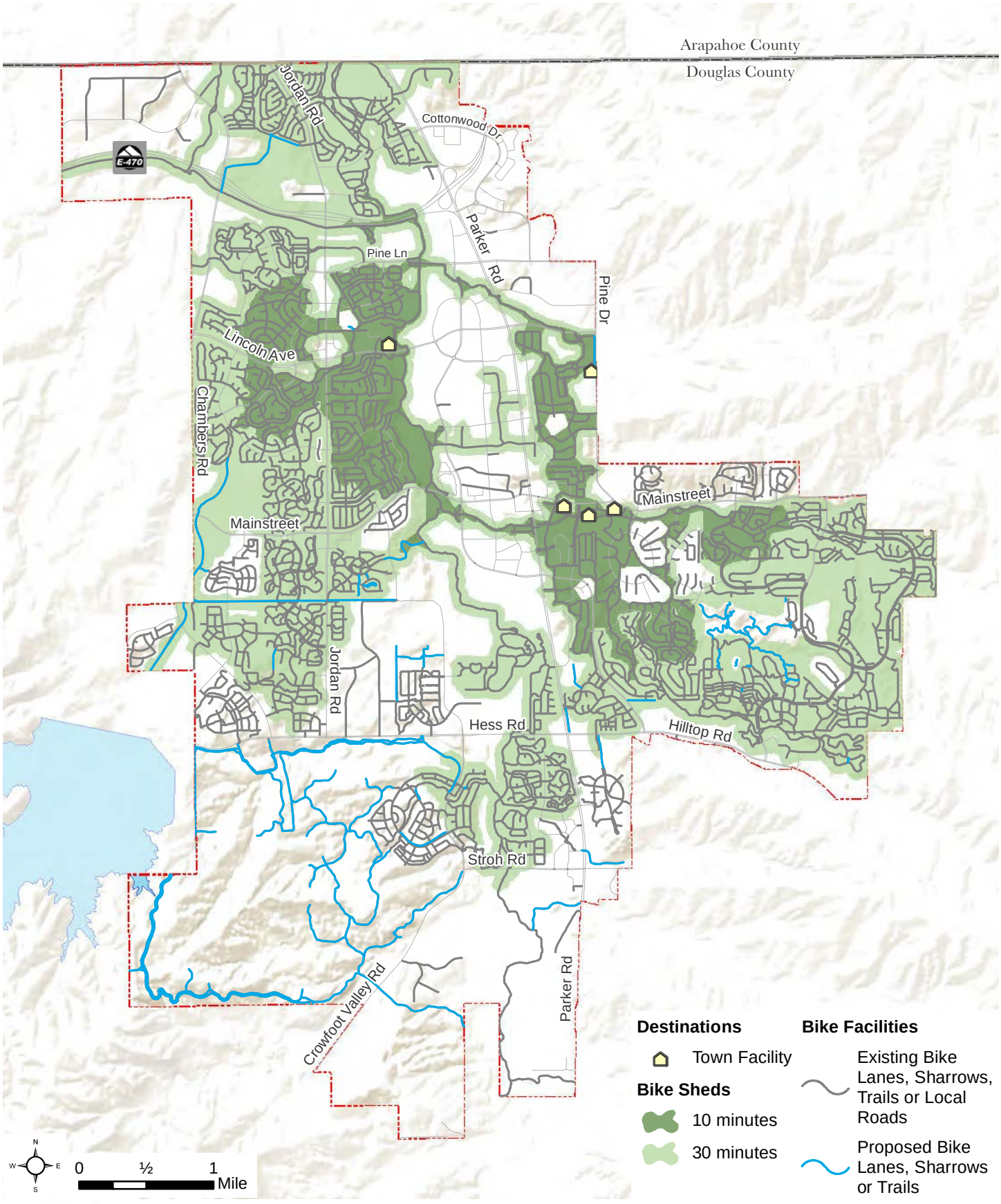



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Biking Distance of Existing Major Town Facilities Utilizing Existing Bicycle Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-2**

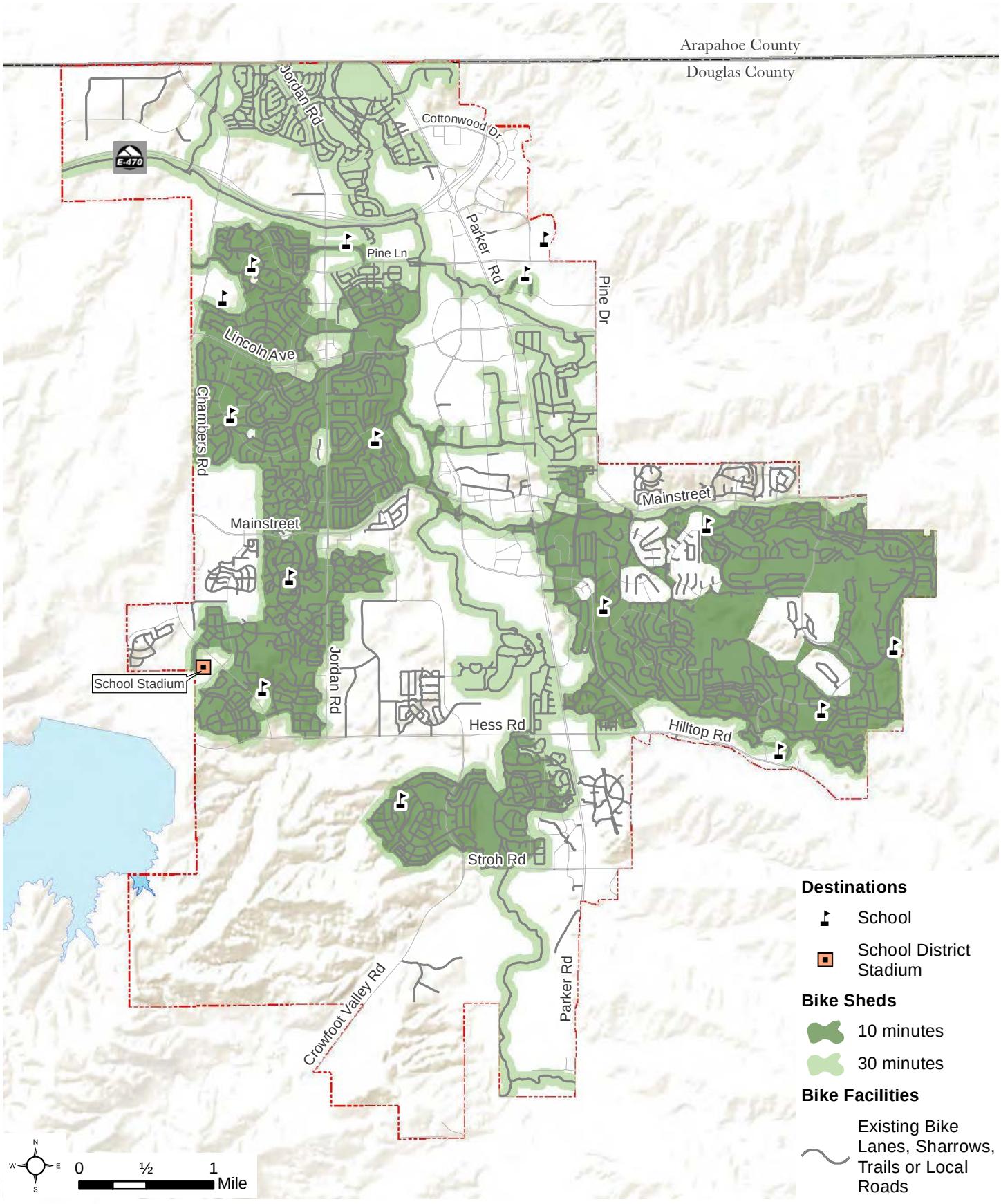



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Biking Distance of Existing Major Town Facilities Utilizing Existing and Proposed Bicycle Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-3**

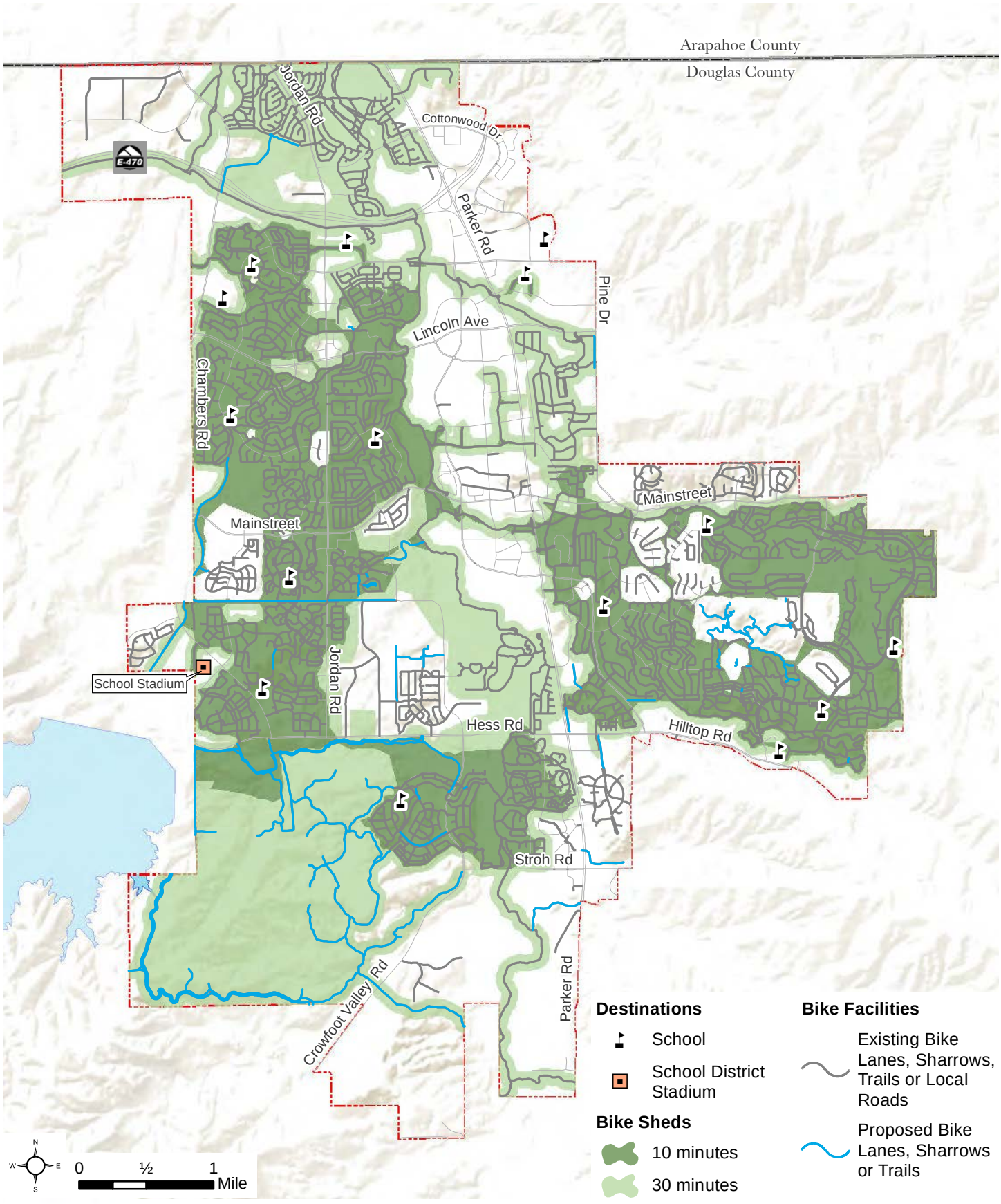



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Biking Distance of Existing Schools Utilizing Existing Bicycle Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-4**

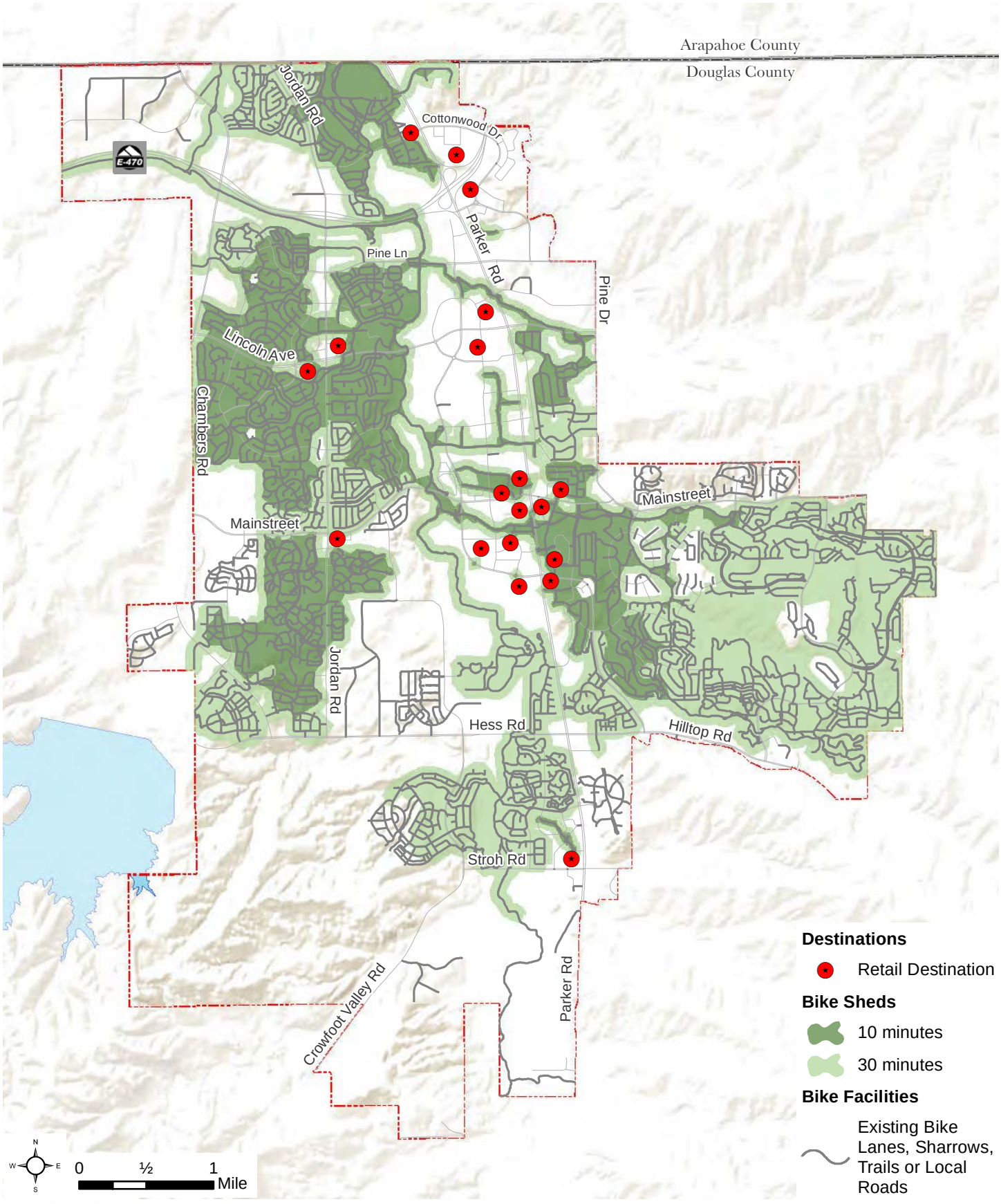



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Biking Distance of Existing Schools Utilizing Existing and Proposed Bicycle Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-5**

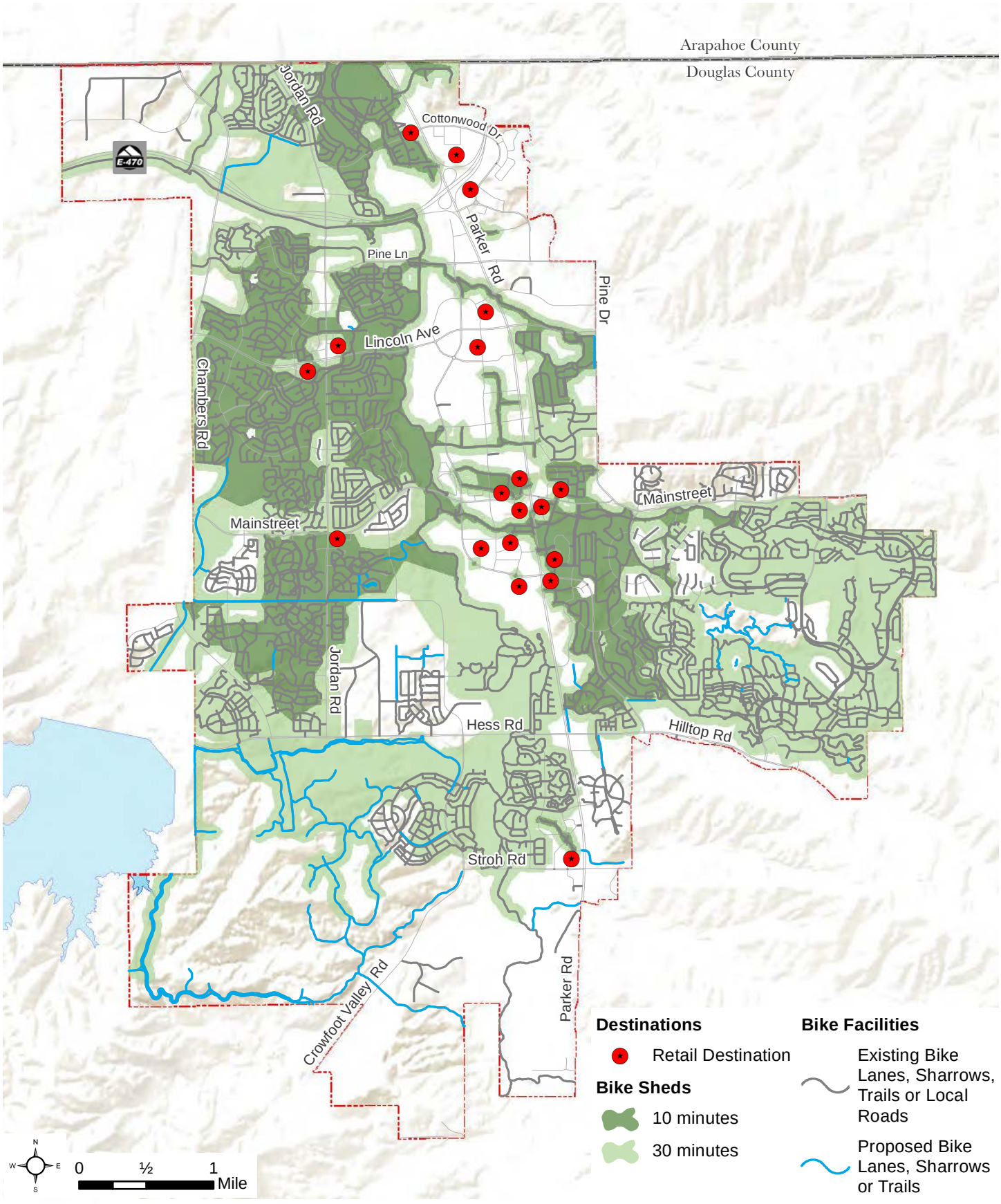



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Biking Distance of Existing Retail Destinations Utilizing Existing Bicycle Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-6**

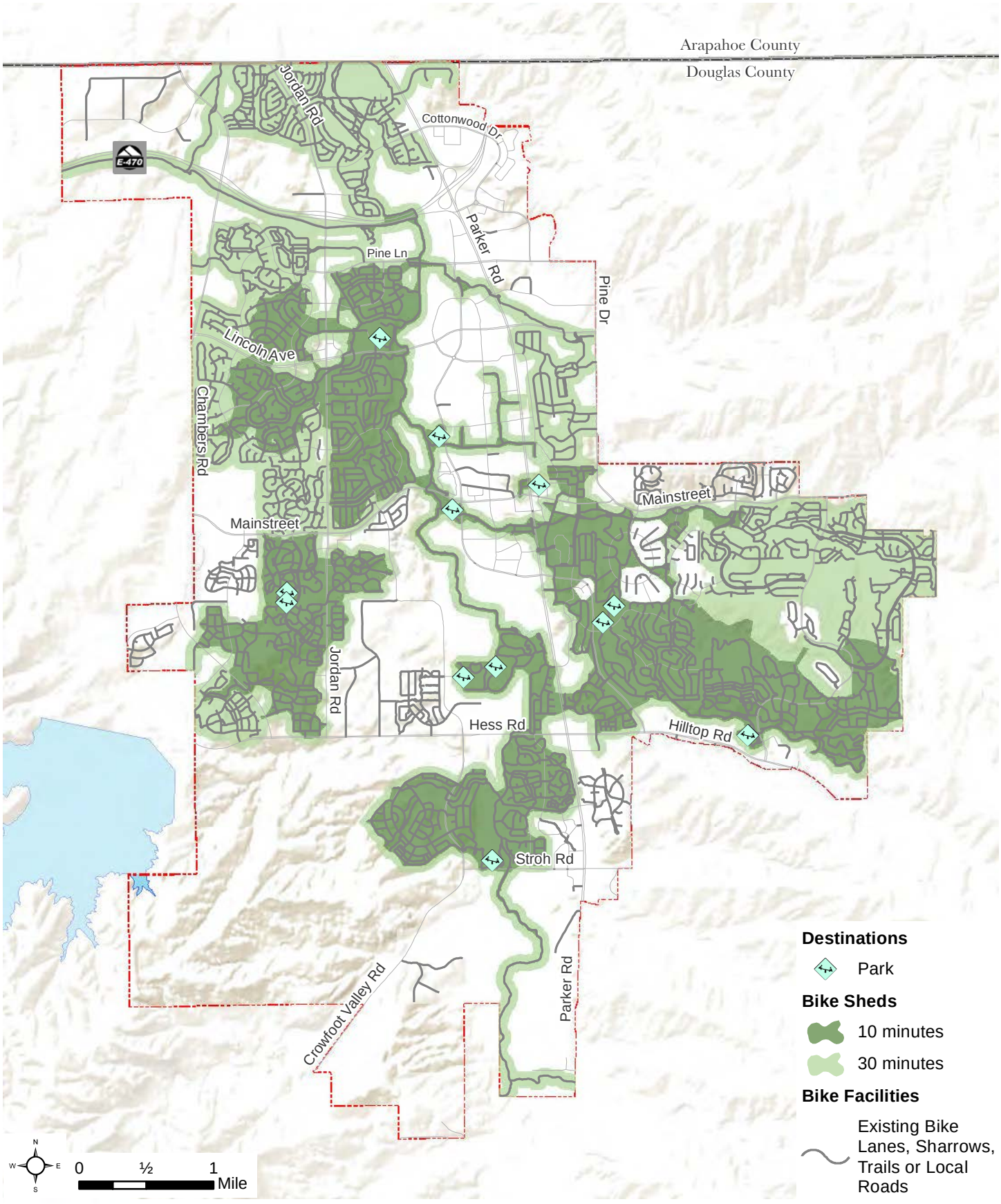



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Biking Distance of Existing Retail Destinations Utilizing Existing and Proposed Bicycle Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-7**

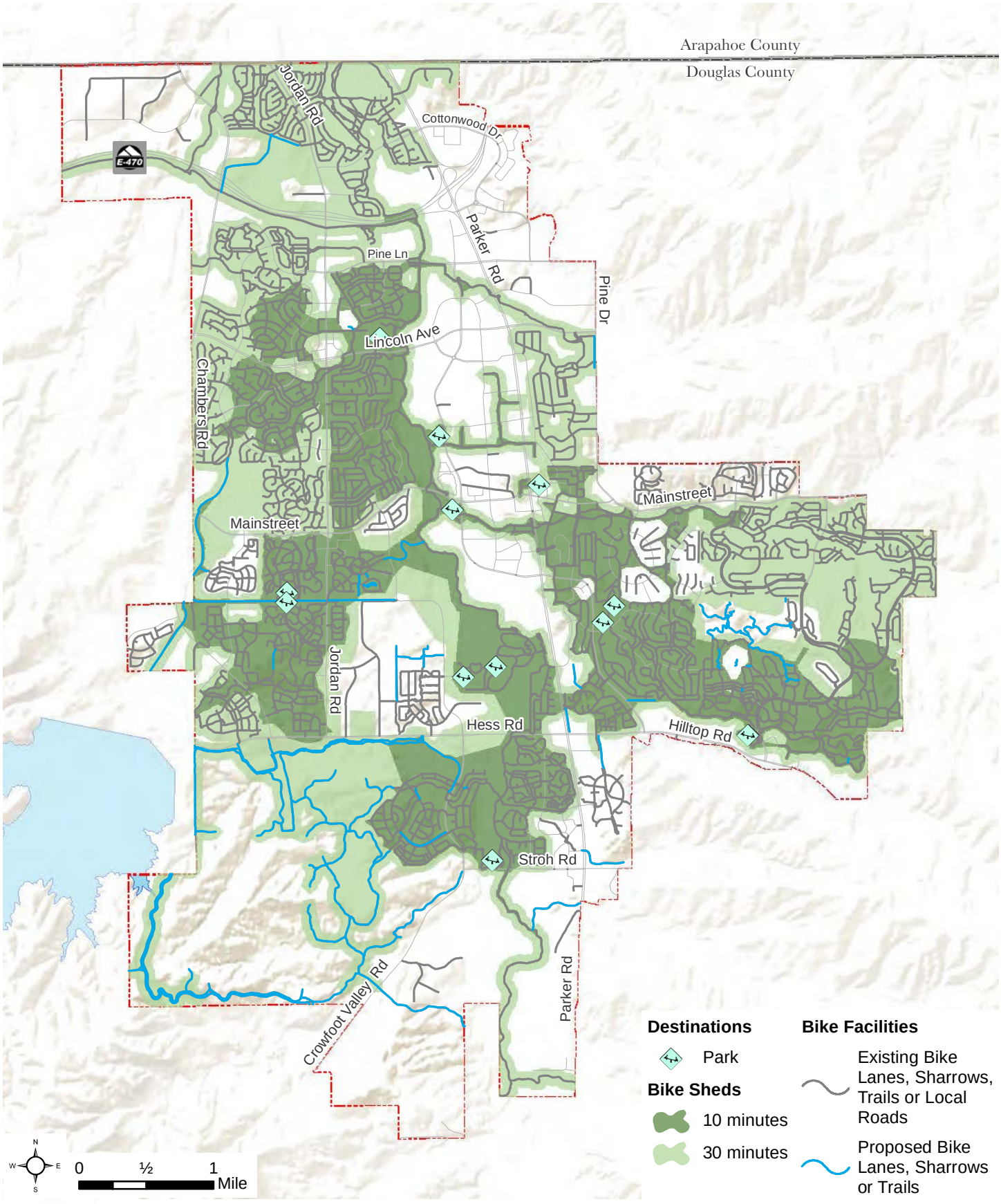



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Biking Distance of Existing Parks Utilizing Existing Bicycle Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-8**

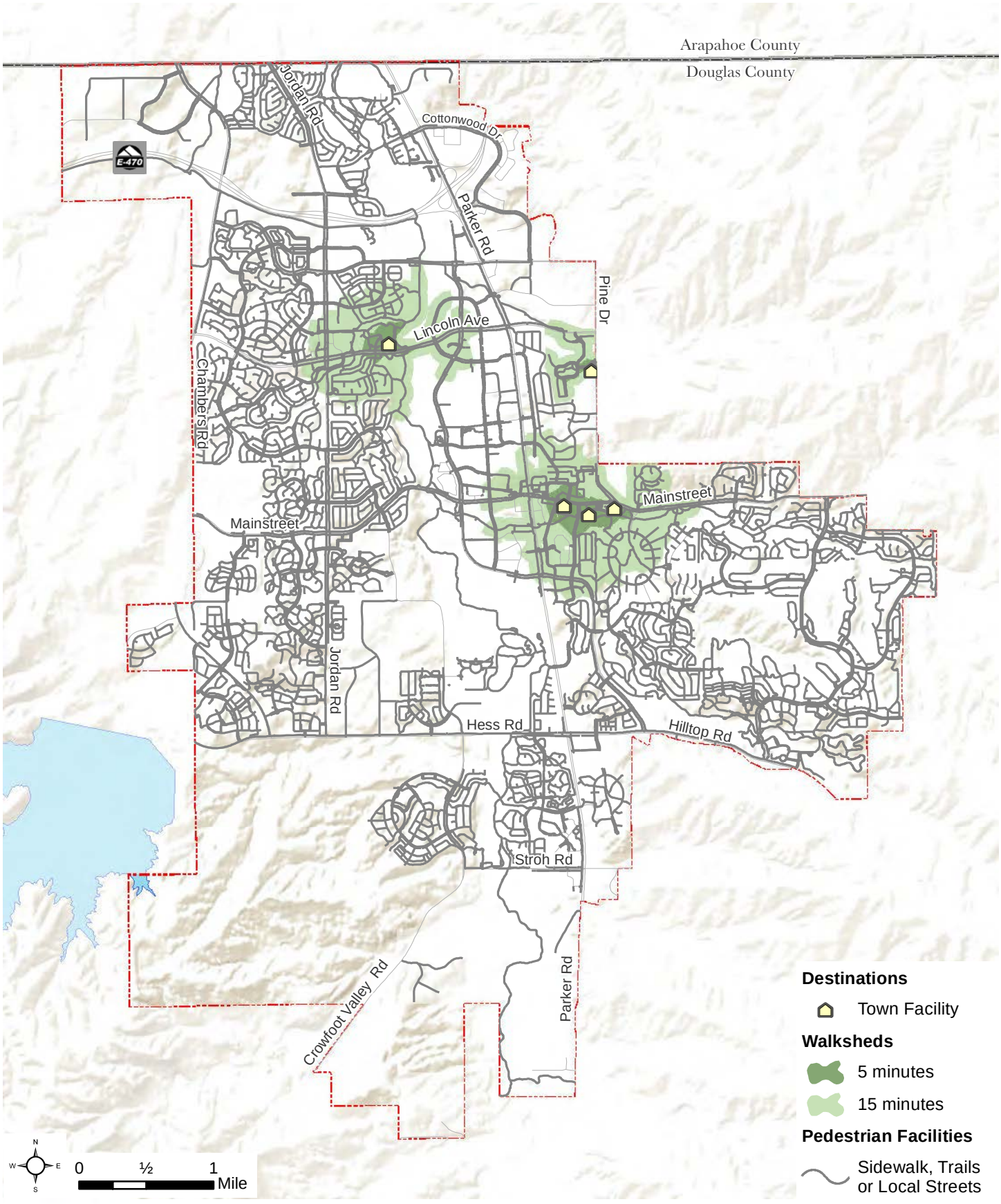



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Biking Distance of Existing Parks Utilizing Existing and Proposed Bicycle Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-9**

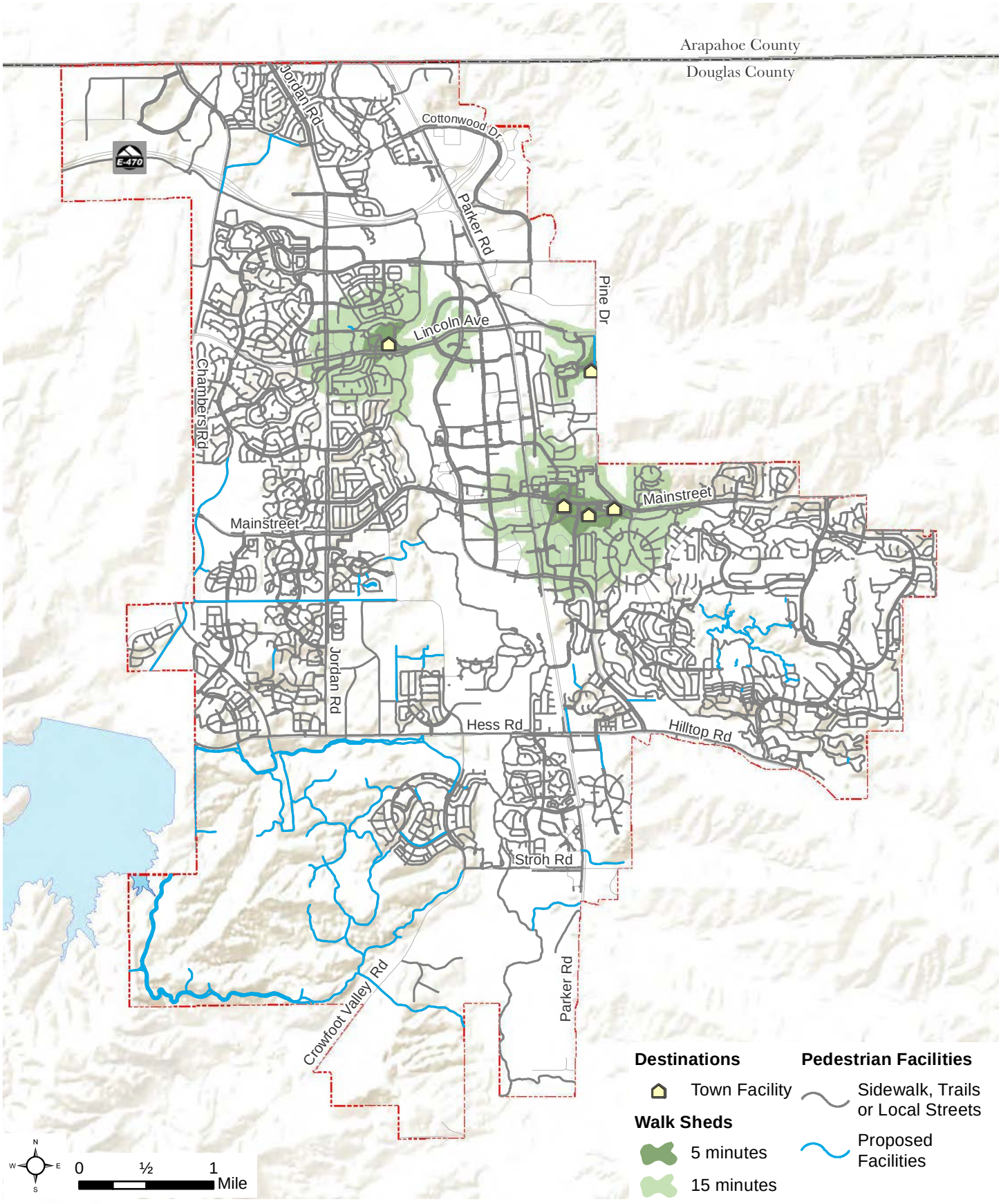



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Walking Distance of Existing Town Facilities Utilizing Existing Pedestrian Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-10**

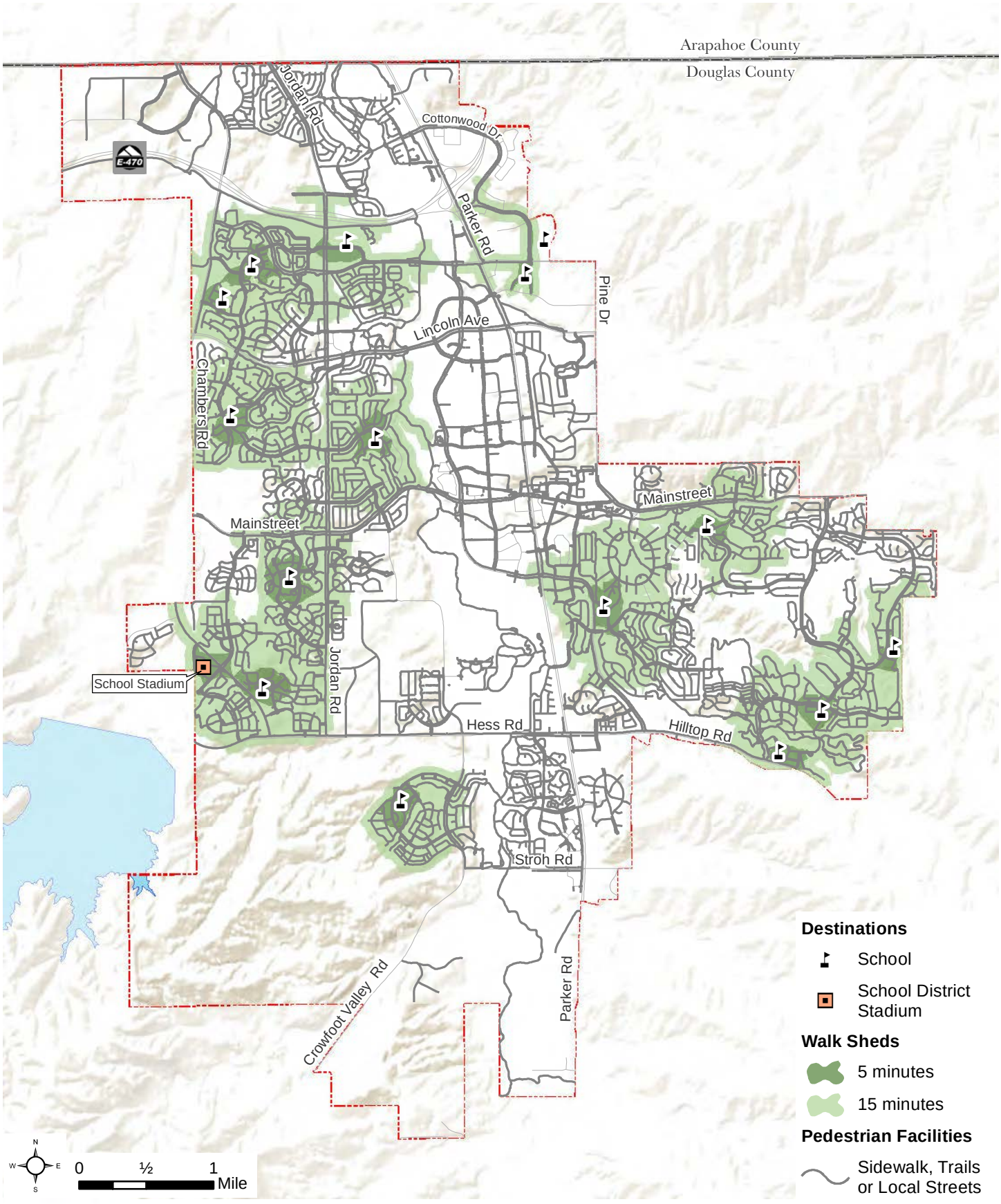



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Walking Distance of Existing Town Facilities Utilizing Existing and Proposed Pedestrian Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-11**

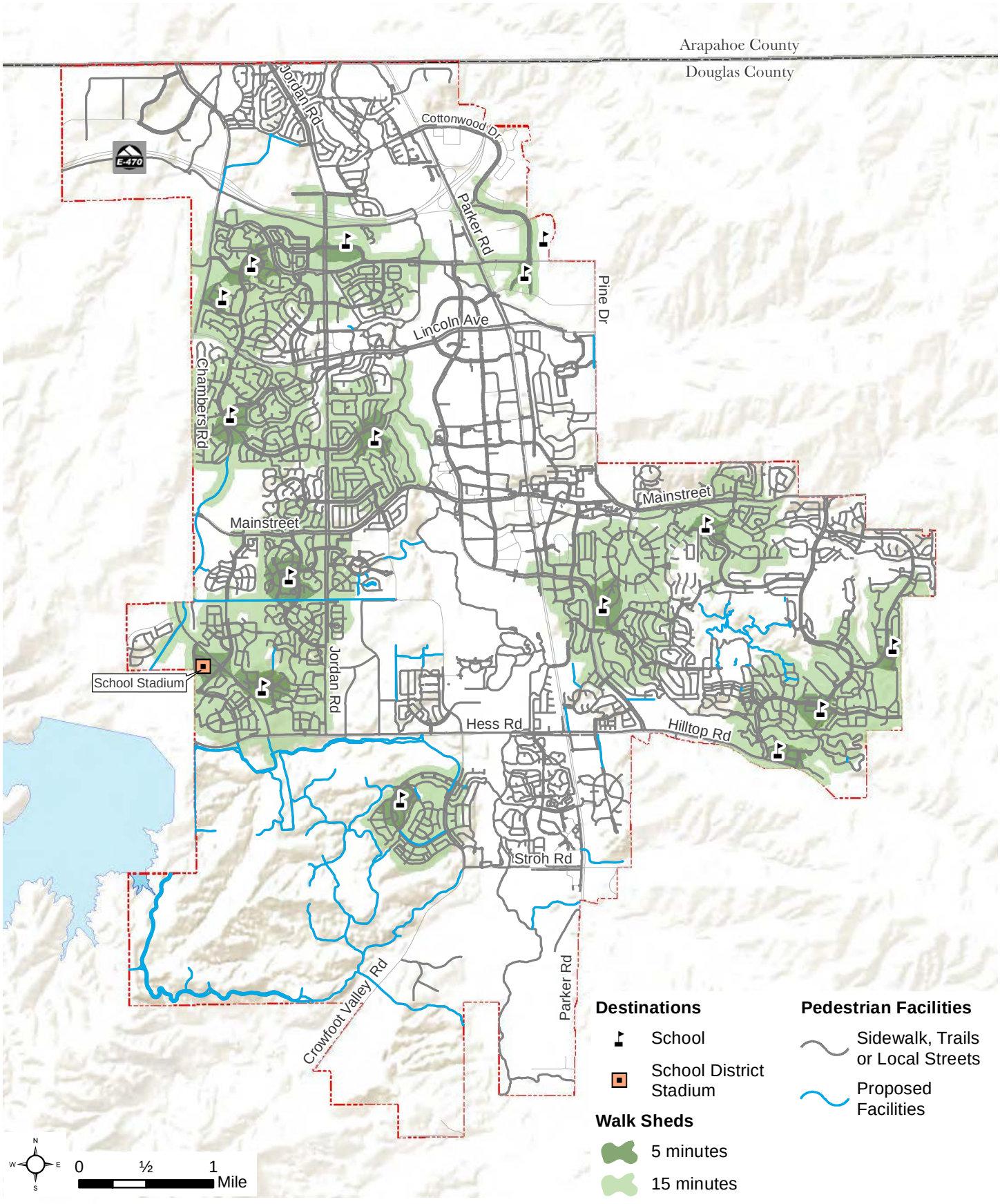



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Walking Distance of Existing Schools Utilizing Existing Pedestrian Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-12**

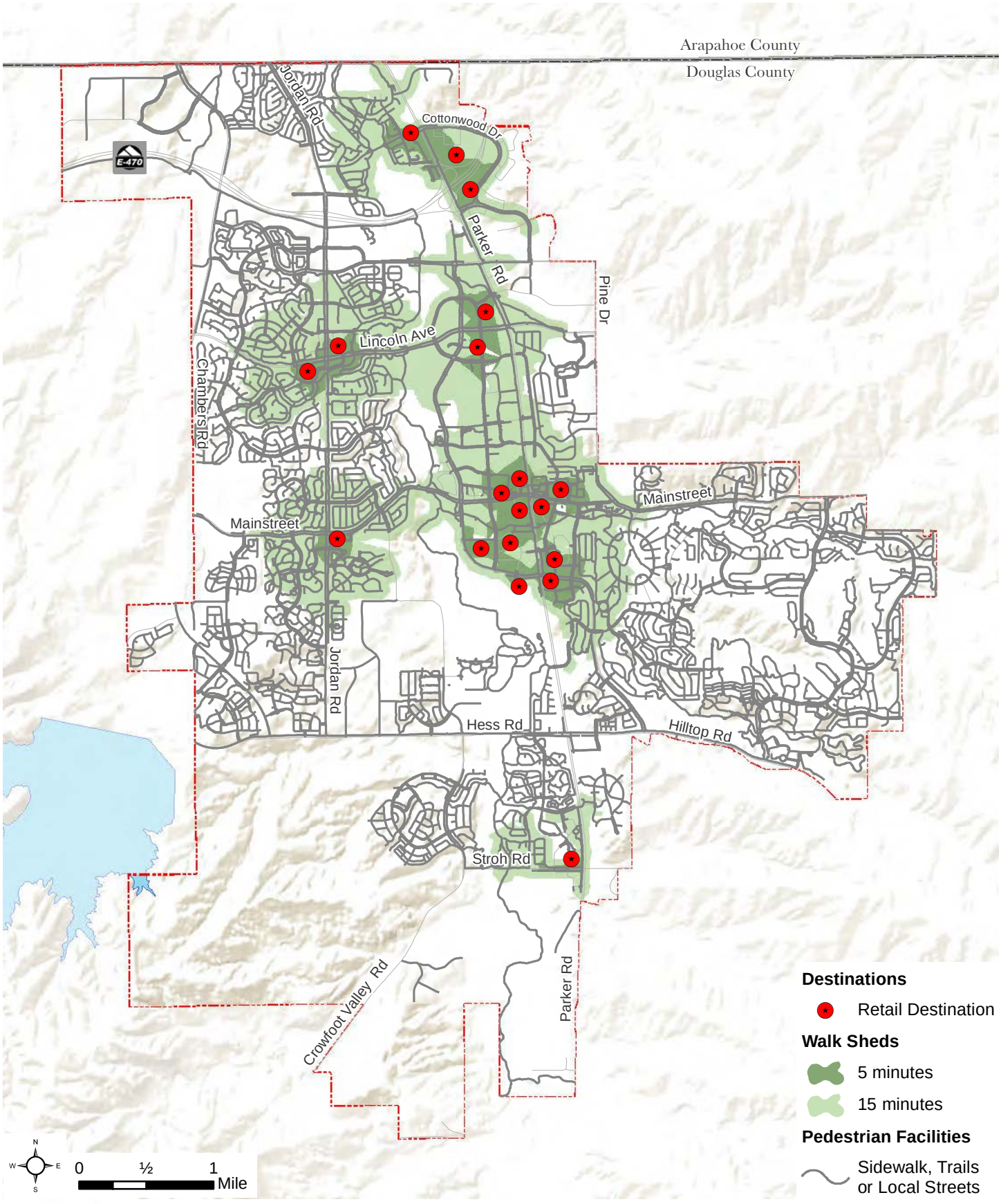



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Walking Distance of Existing Schools Utilizing Existing and Proposed Pedestrian Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-13**

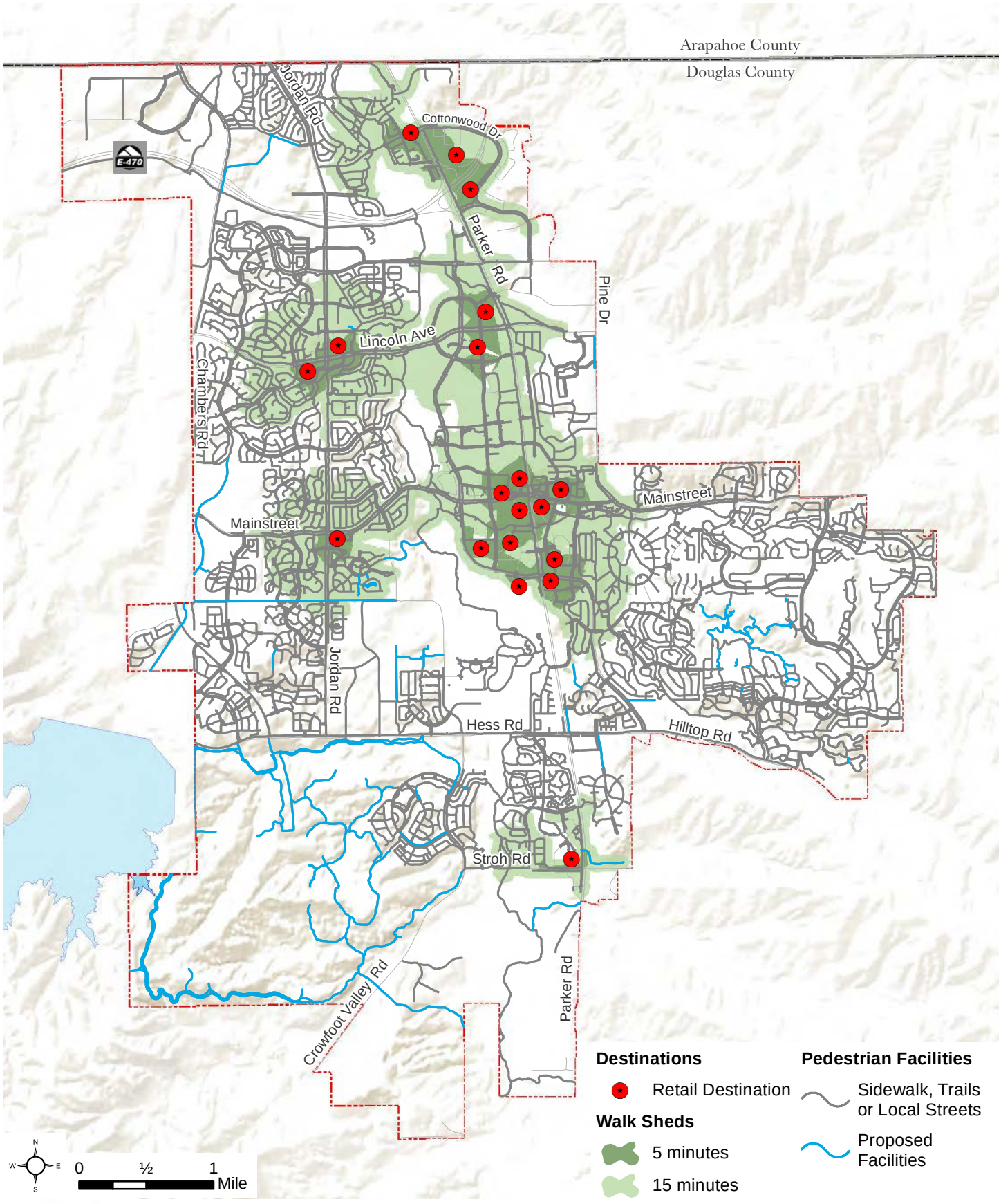



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Walking Distance of Existing Retail Destinations Utilizing Existing Pedestrian Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-14**

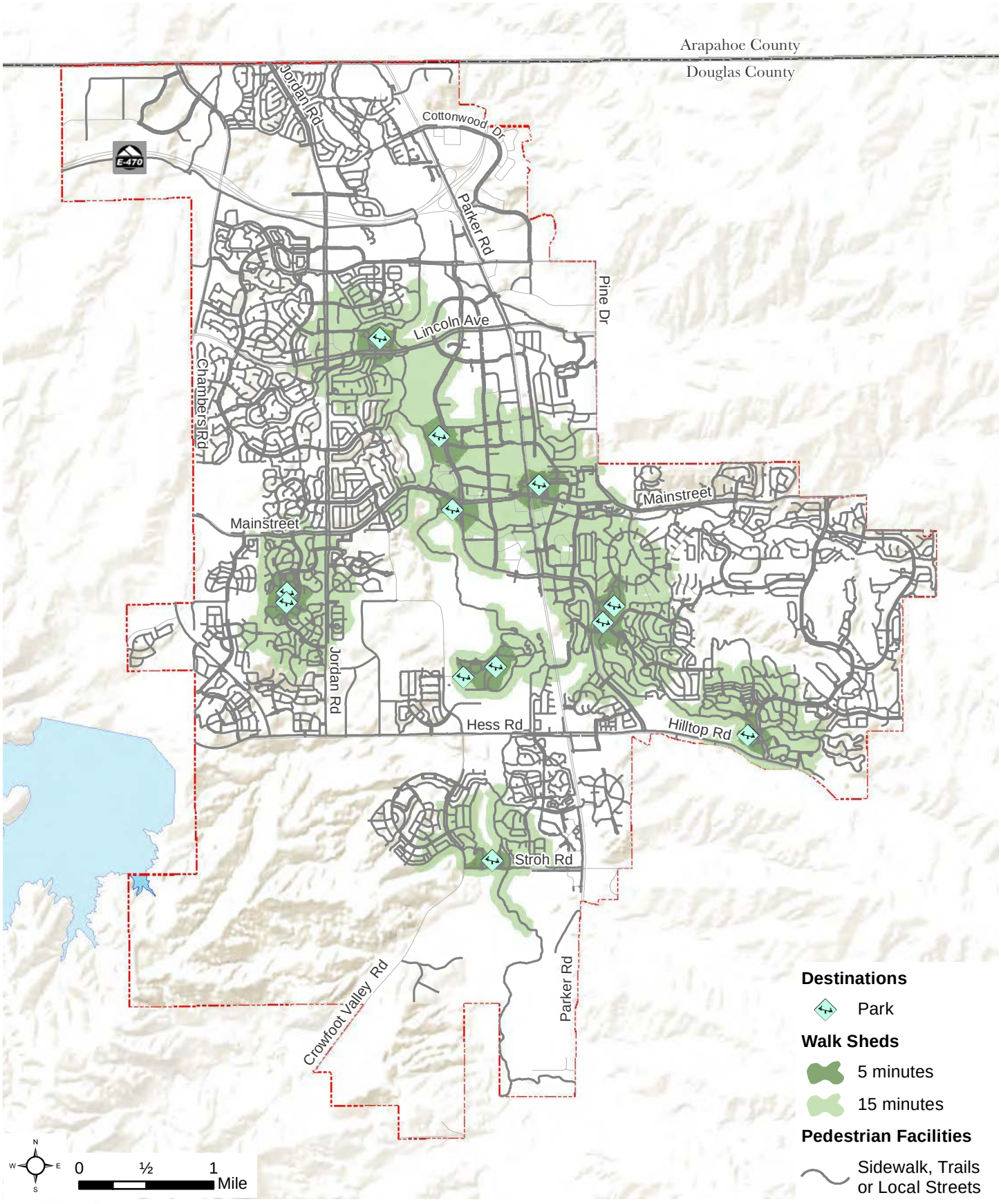



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Walking Distance of Existing Retail Destinations Utilizing Existing and Proposed Pedestrian Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-15**

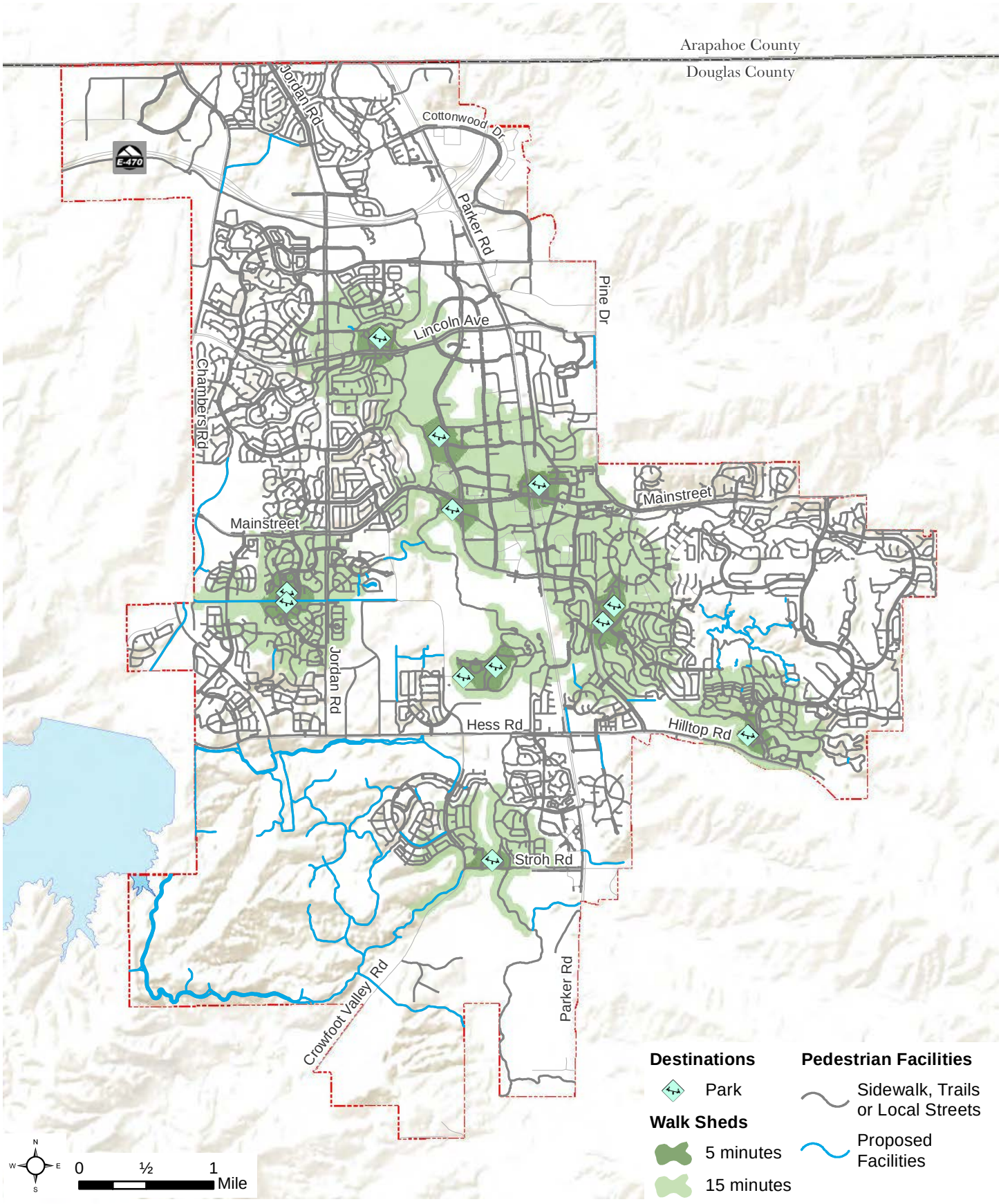



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Walking Distance of Existing Parks Utilizing Existing Pedestrian Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-16**

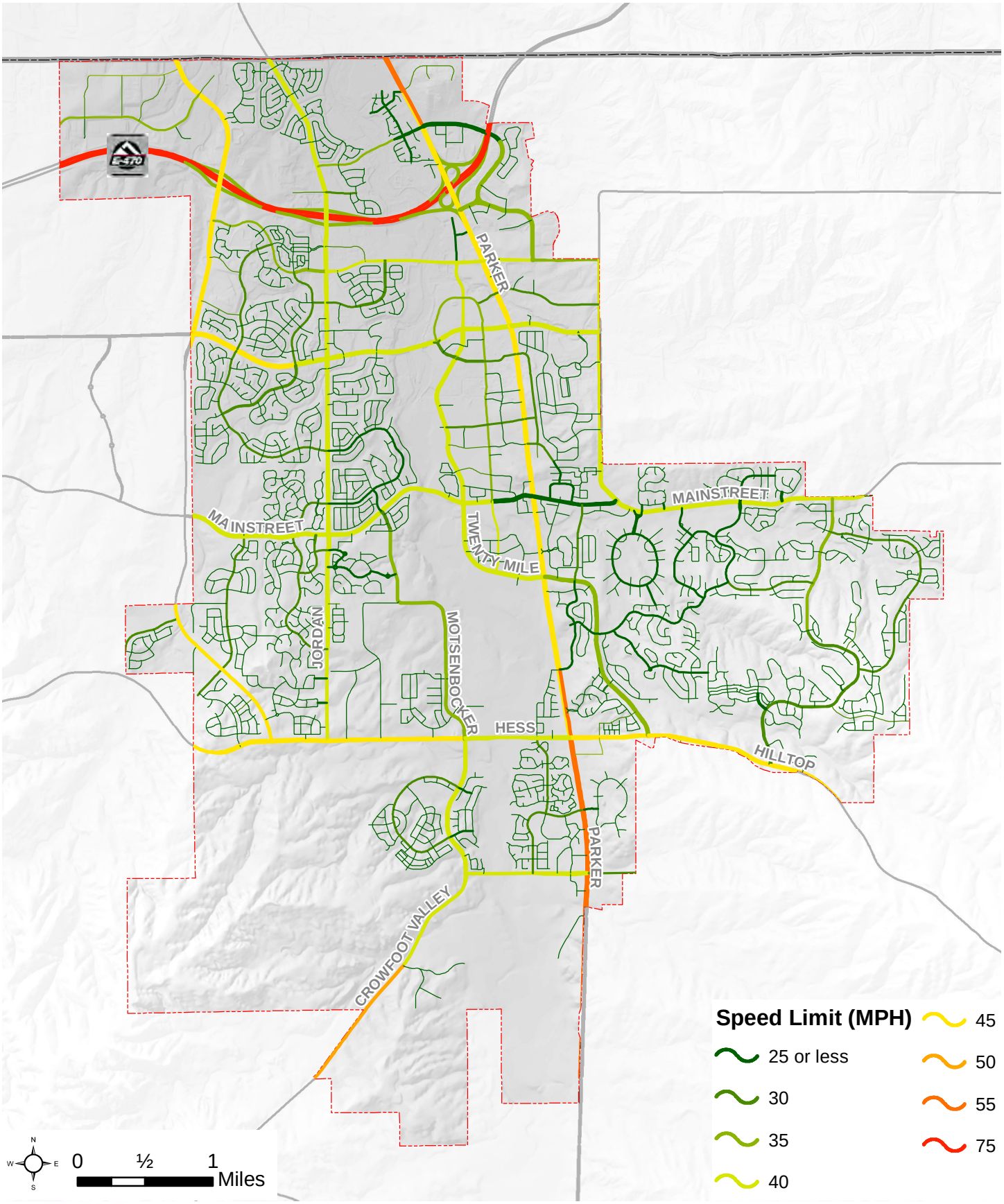



Town of Parker TRANSPORTATION MASTER PLAN
FEHR & PEERS

# Areas Within Walking Distance of Existing Parks Utilizing Existing and Proposed Pedestrian Network

Sources: ESRI, USGS, Town of Parker, Fehr & Peers

**MAP A-17**




Town of Parker Transportation Master Plan

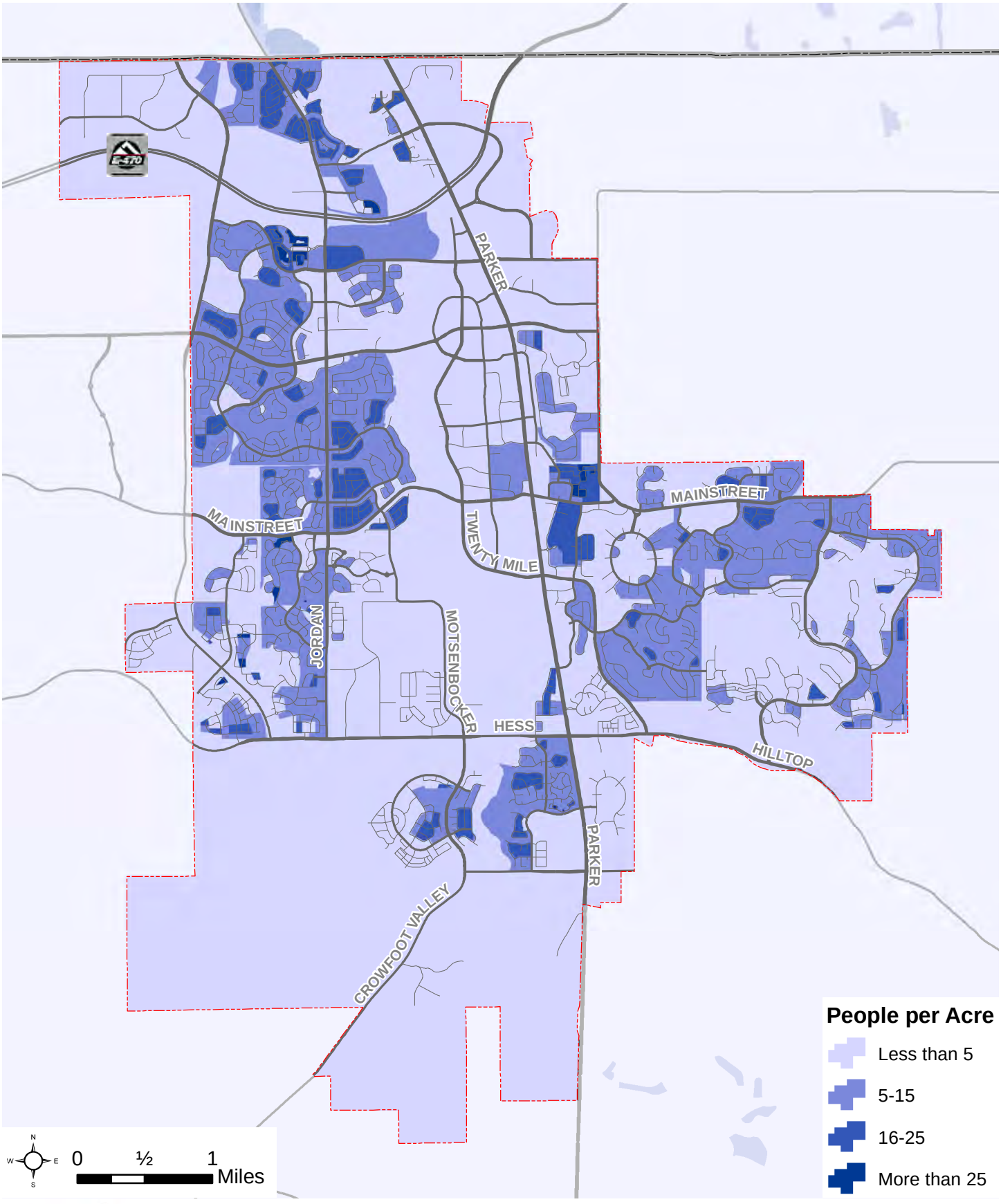
FEHR & PEERS

Town of Parker Speeds Limits

Sources: USGS, CDOT, Arapahoe County, DRCOG, Douglas County, Town of Parker



MAP A-18




Town of Parker TRANSPORTATION MASTER PLAN

FEHR & PEERS

Sources: USGS, CDOT, Arapahoe County, DRCOG, Douglas County, Town of Parker



Population Density

MAP A-18

# APPENDIX E: MARKET ANALYSIS

# 1. PARKER COMMERCIAL REAL ESTATE MARKET

This Chapter/Memorandum provides an overview of real estate development and market trends in the Town of Parker, and its Urban Service Area (USA). The purpose of this discussion is to provide some guidance on how growth and development trends and conditions, and economic development objectives, relate to the Town's transportation needs. Recommendations for the Transportation Master Plan (TMP) are provided at the end of the analysis.

## Office and Industrial Markets

Parker has a relatively small but strong market for small office and industrial-flex tenants. There are approximately 1.88 million square feet of office space in the Town. The office inventory has grown by about 70,500 square feet per year **(Table 1)**, although no new inventory has been added since 2010 due to the recession. The average building size is relatively small, at 11,700 square feet, reflecting the Town's mix of small businesses. The town-wide vacancy rate for office space is 10 to 12 percent. Given Parker's distance from the I-25 employment centers, this is strong for a small community with mostly small office users (less than 25,000 square feet). Vacancy rates in the south metro area submarkets are 5 percent in Meridian, 8.5 percent in Inverness, and 13 percent in the Denver Tech Center. Office tenants in Parker are typically small professional service businesses, and are located throughout the Town, but primarily along Parker Road and Dransfeldt, and in the Mainstreet and Pikes Peak Drive area.

**Table 1**
**Office Market Trends, Parker, 2000-2013**
**Parker Transportation Master Plan**

| Description | 2000 | 2005 | 2010 | 2011 | 2012 | 2013 2Q | Change 1999-2012 Total | Ann. | Ann. % |
|---|---|---|---|---|---|---|---|---|---|
| # Bldgs | 108 | 129 | 158 | 158 | 158 | 158 | 49 | --- | 3.1% |
| Total Sq. Ft. | 968,632 | 1,301,119 | 1,850,292 | 1,850,292 | 1,850,292 | 1,850,292 | 881,660 | 70,533 | 5.3% |
| Average Building Size (Sq. Ft.) | 8,969 | 10,086 | 11,711 | 11,711 | 11,711 | 11,711 | | | |
| Vacancy Rate | 6.1% | 10.0% | 17.1% | 14.6% | 11.3% | 11.0% | 4.9% | --- | --- |
| Average Rent | $21.03 | $24.69 | $22.45 | $21.84 | $21.62 | $23.05 | $2.07 | --- | 0.7% |

Source: CoStar; Economic & Planning Systems

H:\123097-Parker TMP\Data\[123097-Parker Office.xlsx]Table 1

The south metro area submarkets oriented to I-25, C-470, and E-470 include Meridian, Highlands Ranch, Panorama/Highland Park (southwest corner of I-25 and Dry Creek Road), and Parker and Castle Rock. These submarkets have approximately 11.0 million square feet of space, including the 1.85 million square feet in Parker **(Appendix Table 1)**. They have grown by 3.1 million square feet since 2000, with 1.2 million new square feet in Meridian, 880,000 new square feet in Parker and Castle Rock, 640,000 square feet in Highlands Ranch, and 486,000 square feet in Panorama.

# *DRAFT MEMORANDUM*

To: Ann Bowers, Fehr & Peers
Bryce Matthews, Town of Parker
John Hall, Town of Parker

From: Andrew Knudtsen and Brian Duffany, Economic & Planning Systems

Subject: Transportation, Access, Land Use, and Economic Development Discussion Points

Date: October 1, 2013

This memorandum summarizes EPS' initial observations on transportation-land use-economic development issues in Parker as they relate to the Town's Transportation Master Plan (TMP). It is intended to provide input to the discussion of transportation and access policy among Town Staff and the TMP consultants; it is not a 'final' set of recommendations. The observations and initial suggestions presented are based on previous work completed by EPS in 2004 (Land Demand Study), and current work that to date has included touring the Town with Town staff: discussions with Staff; interviews with commercial real estate brokers and developers familiar with the Parker real estate market; and a review of real estate market data for the Parker and South Metro area markets.

EPS is approaching this assignment from the perspective that transportation, land use, and economic development policies and goals should be interrelated and mutually supporting. The right transportation policies and investments support and catalyze economic development, and contribute to overall community quality of life.

*The Economics of Land Use*

*Economic & Planning Systems, Inc.*
*730 17th Street, Suite 630*
*Denver, CO 80202-3511*
*303 623 3557 tel*
*303 623 9049 fax*

*Berkeley*
*Denver*
*Los Angeles*
*Sacramento*

**www.epsys.com**

## Growth and Development Patterns

The Town of Parker is maturing. It evolved rapidly from an agricultural community to an exurban bedroom suburb, and now to a nearly freestanding community. The Town now has its own retail base and captures a large portion of its residents spending and sales tax. The town is also attracting small to mid-sized employers outside of retail/service industries. These include the Parker Adventist Hospital, Oralabs manufacturing, precision and medical device manufacturers, and some professional services.

As a result of the expansion of retail and employment in Parker, trip patterns are shifting. Earlier in the Town's history the dominant travel pattern was during the AM/PM peak commute pattern to and from the I-25 corridor employment and retail centers. Now the Town has more retail and employment in the Parker Road-Dransfeldt area, which generates more trips throughout the day as opposed to the AM/PM peak, and creates a need for more access to businesses.

The Town has focused primarily on building major arterial roads to serve regional mobility purposes. Few residential or commercial collectors have been built. As a result, many new commercial developments are requesting access from major arterials at or near intersections, as many arterial corners have commercial zoning.

- There are constraints in east-west connectivity.
- Roadway speeds and classifications and CDOT/ITE design standards (e.g. signal spacing, curb cuts, turning movements) are creating conflicts with the access requirements, primarily for retailers, and other commercial land uses seeking locations on the Town's arterials.
- The Town does not have an extensive collector road network. This puts pressure on arterials to perform two functions that are in conflict: regional mobility and local access.
- A number of commercially zoned sites at arterial corners have been the subject of re-zoning requests for residential development, including multifamily. If key commercial sites are rezoned to residential, this has the potential to erode the Town's future sales tax base.

## Commercial Development Siting and Access Needs

As shown in the attached **Table 1**, in suburban markets like Parker, most retail and employment land uses (especially national retailers or major regional chains) prefer sites with at least one signalized access point, and additional auxiliary access depending on the size of the project. These are general guidelines from a developer and retailer perspective, as these preferences vary according to the desirability of locating in a particular market, and the access characteristics of a retailers competitors' sites.

- Brokers interviewed stated that Parker is a tertiary market, and retailers are less likely to compromise their siting and access preferences in order to locate in smaller markets. Retailers also examine the site and access conditions for their competitors in a market, and generally will seek sites with access and visibility equivalent to or better than their competitors.
- Right-in-right-out (RIRO) access is acceptable in densely populated affluent markets, which are often more urban in nature, if a competitor has similar access constraints.

- Business parks prefer signalized intersections (depending on surrounding traffic volumes), adequate turning radii for trucks, and generally prefer to not mix with residential and retail traffic.

## Town-Wide Planning and Economic Development

Parker, like most other Colorado municipalities, is highly dependent on sales tax revenue for fiscal sustainability. The TMP, along with other land use policies, can have a role in helping the Town ensure it is capturing its residents' spending and associated sales tax revenue.

As noted in the *Market Conditions* chapter, the more than 10,000 residential units planned or proposed in Anthology, and just west of Chambers in Douglas County will create demand for new retail, including grocery stores, potentially general merchandise stores (e.g. Target, Wal-Mart), and restaurants. There are vacant sites in south, southwest, and west Parker that could be strategic opportunity sites for retail development. These sites could help the Town capture the retail demand generated by the buildout of Anthology and other residential projects in unincorporated Douglas County west of Chambers. These sites will likely require access from arterials unless other collector access points are created that still allow a functional retail development site to be created.

There is a desire from other Town departments to have more integration of road planning and construction decisions with other departments' and community goals. An example is the potential extension of Dransfeldt through Salisbury Park.

When a property owner or developer requests access, the site plan review process determines the allowable access based on the Town's roadway design guidelines. If a variance from this is desired, the process for obtaining a variance is perceived as uncertain with a large amount of discretionary judgment from Public Works. The Public Works Director has the final decision on access permits, and an appeal of this decision requires a hearing in the court system. Local developers and property owners have complained that this process is too rigid and does not allow any flexibility to consider other factors such as economic development, or providing for land uses needed or desired by the community.

## Roadway Functions

With Parker's current roadway pattern, arterials now provide two functions: the regional mobility function for which they were designed, and a local access function. These two functions are in conflict. Providing too much local access from an arterial not only slows travel times, it increases accident rates. Adding access along arterials can also result in a strip development pattern which is aesthetically undesirable in addition to being unsafe.

It is arguable that a nodal development pattern is more economically and aesthetically advantageous than a linear or strip development pattern. It is more efficient to serve with infrastructure and services, and creates opportunities for better site planning, and better economic synergies when complementary land uses are located in close proximity. Within a nodal development pattern, an internal collector network can be built to serve commercial development, with a more functional signalized access point to the arterial rather than right-in-right-out or three-quarter intersection movements.

## Discussion Points for the TMP

- The Parker Road-Dransfeldt-Lincoln-20 Mile-Mainstreet quadrant is the retail and business hub of the Town. This area has a different economic function than the rest of the Town, and consequently has different access needs. Consider changing the roadway classification in certain areas to allow for more access and to support economic development.
- Identify other key opportunity sites for economic development, including retail, and identify access challenges ahead of development.
- Create a process to create an access or transportation subarea plan for commercial nodes rather than evaluating access needs on a site-by-site basis. The current piecemeal approach can diminish the economic value of development sites. A forward thinking approach could include:
    - Involvement from land owners
    - Trip generation analysis (transportation impact study) and capacity evaluation
    - A multi-property access plan
    - A financing and cost sharing plan (e.g. metro district, improvement district, special assessment, tax increment financing) between the land owners and the Town.
- Determine if there needs to be better integration of transportation and land use planning in the Town. Explore ways of increasing collaboration across departments to support broad community goals.

| Land Use | Building Sq. Ft. | Site Size and Location | Preferred Roadway Classification | Access | Signalization |
|---|---|---|---|---|---|
| Retail and Restaurant – fast casual, convenience | <50,000 | • <4 acres<br>• High visibility, high traffic commercial corridor<br>• Often co-locates with larger anchor tenants<br>• >20,000 ADT | • Arterial<br>• Collector with high visibility<br>• Highway | • Min. 1 full movement<br>• Secondary RIRO | • Min. 1 signalized access point |
| Retail – community shopping center with grocery anchor | 150,000 | • 14 acres<br>• Centrally located in residential trade area | • Arterial | • Min. 1 full movement<br>• Secondary RIRO<br>• Drive aisle and access to front door of grocer<br>• Drive aisle and access parallel to front of building | • Min. 1 signalized access point |
| Retail – Power Center / Big Box / Regional | 400,000 | • 35 acres<br>• Hwy. interchange or arterial intersection<br>• Access to 5+ mile trade area | • Arterial<br>• Highway<br>• Proximity to freeway and/or large trade area | • Min. 1 full movement<br>• Secondary RIRO | • Min. 1 signalized access point<br>• More for larger centers |
| Office – Corporate and Class A Multitenant | 250,000 | • 20 acres<br>• Office park or campus<br>• Direct freeway access | • Arterial<br>• Direct freeway access | • Full movement<br>• Monumented entry experience<br>• Arterial or highway | • Site specific<br>• Signalized preferred |
| Office – Professional and Community/ Neighborhood | <20,000 or located with mixed use | • 1.5 acres or less<br>• Downtown/Main Street<br>• Community commercial node | • Arterial<br>• Collector | • Varies depending on site size and location context | • Site specific |
| Industrial – Flex | 50,000 | • 6 acres<br>• Business park<br>• Adequate space for truck maneuvering<br>• Often separated from residential and retail | • Arterial<br>• Commercial Collector<br>• Good highway access | • Full movement intersection for large projects<br>• Site specific | • Site specific |

| Land Use | Building Sq. Ft. | Site Size and Location | Preferred Roadway Classification | Access | Signalization |
|---|---|---|---|---|---|
| Industrial – Manufacturing and Distribution | 200,000 | • 20+ acres<br>• Standalone or business park<br>• Separated from residential and retail land use<br>• Adequate space for truck maneuvering and trailer storage | • Arterial<br>• Collector<br>• Highway | • Depends on site and direction of shipping truck traffic | • Preferred for employee shifts<br>• Not always necessary for deliveries |

Flex industrial buildings are common in Parker. These buildings typically have office or showroom space in the front, with light assembly or warehouse space in the back. They can also be used as retail or office space when fitted with the appropriate tenant finishes. The industrial vacancy rate in Parker is low, at 2.6 percent **(Table 2)**. The nearby Centennial industrial submarket, east of Centennial Airport between Arapahoe Road and E-470, also has a low vacancy rate of 2.5 percent. Since 2000, Parker has added 162,000 square feet of flex space (approximately 12,500 square feet per year), compared to 2.5 million square feet of growth in the larger Centennial submarket. Parker has a smaller average building size, and higher average rents, reflecting the larger concentration of flex industrial space which is built to a higher level of finish than the warehousing and distribution space more common in the Centennial submarket. Tenants in Parker's flex industrial buildings include precision manufacturers for the medical device and aerospace industries, as well as building trades businesses, medical testing facilities, and some offices.

**Table 2**
**Parker Industrial Market Trends, Parker, 2000-2013**
**Parker Transportation Master Plan**

| Description | 2000 | 2005 | 2010 | 2011 | 2012 | 2013 2Q | Change |
|---|---|---|---|---|---|---|---|
| **Town of Parker** | | | | | | | |
| # Bldgs | 22 | 26 | 31 | 31 | 31 | 31 | 9 |
| Total Sq. Ft. | 492,067 | 560,775 | 654,265 | 654,265 | 654,265 | 654,265 | 162,198 |
| Average Building Size (Sq. Ft.) | 22,367 | 21,568 | 21,105 | 21,105 | 21,105 | 21,105 | |
| Vacancy Rate | --- | 5.7% | 15.8% | 9.3% | 4.8% | 2.6% | --- |
| Average Rent | --- | $10.46 | $6.10 | $7.87 | $10.00 | $11.22 | --- |
| **Centennial Industrial** | | | | | | | |
| # Bldgs | 89 | 118 | 133 | 133 | 134 | 134 | 45 |
| Total Sq. Ft. | 3,175,701 | 4,738,838 | 5,415,085 | 5,415,085 | 5,424,195 | 5,424,195 | 2,248,494 |
| Average Building Size (Sq. Ft.) | 35,682 | 40,160 | 40,715 | 40,715 | 40,479 | 40,479 | |
| Vacancy Rate | --- | 8.4% | 6.4% | 6.9% | 5.2% | 2.5% | --- |
| Average Rent | --- | $5.51 | $7.04 | $6.89 | $6.95 | $7.03 | --- |

Source: CoStar; Economic & Planning Systems

H:\123097-Parker TMP\Data\[123097-Parker Meridian Centennial.xlsx]Table 1

Parker also has three major business parks that have a substantial amount of remaining development capacity, as described below. These are master planned business parks with wide street cross sections to facilitate truck traffic, and are largely separated from residential and retail development and traffic.

- **Stonegate** – The Stonegate Business Park is located between South Jordan Road on the east and Chambers Road on the west, bordered on the north by E-470. The business park is located on the outer edge of the Stonegate master planned residential neighborhood in unincorporated Douglas County, but within Parker's Urban Service Area. The business park has approximately 80 acres of land. To date, a senior living facility has been constructed, leaving about 70 acres for additional development.

- **Crown Point** - This project is a 220-acre development located to the north and south of E-470 and Parker Road along Crown Crest Blvd. and East Cottonwood Drive. The development is currently anchored by the 35-acre Parker Adventist Hospital (Centura) which opened in early 2004, and an 85,000 square foot medical office building. Several restaurants have been built, along with a Ramada Plaza Hotel, a Wingate Hotel and a Hampton Inn. A 660 unit apartment project, Stone Canyon, and a 85,000 sq. ft. Lifetime Fitness are also located in Crown Point.

- **Compark** - This is a 490 acre development located in unincorporated Douglas County north of E-470 and south of County Line Road, between Chambers and Peoria. Approximately a third of the land in Compark has been absorbed since the project began in _____ (year). The major tenants in Compark are American Furniture Warehouse, Rocky Vista University College of Osteopathic Medicine, Labcorp, and Cardinal Health (medical equipment supplier). Compark is currently limited by electric power constraints which has slowed its buildout. Until a new substation is built, Compark will not be competitive for heavy power users such as data centers, manufacturers, and large office buildings.

There are also approximately 20 acres of undeveloped land zoned light industrial between Progress Way and Lincoln Avenue, along Dransfeldt. The retail and commercial development that is occurring in this core commercial area of Parker will likely result in pressure for retail/commercial development on these sites.

### Future Opportunities

Parker's primary opportunities for additional office development are in Crown Point, Old Town, and the Central Commercial Districts identified in the comprehensive Plan. Crown Point has the potential to attract the largest tenants due to its large parcel sizes, proximity to E-470, and the presence of the hospital as a strong anchor. Office development in Old Town and the Central Commercial District is likely to be from continued growth in small professional service firms and entrepreneurs as the community grows and matures. Longer term, it is possible that the industrial development along Dransfeldt could redevelop to office, retail, or even housing.

Compark has experienced slow absorption due to a combination of factors such as competition from other class-A office sites closer to the I-25 corridor, as well as water and power infrastructure limitations for industrial development. Stonegate has 70 acres remaining for employment uses but has to date only attracted a skilled nursing senior living facility, leaving a

question of whether or not Stonegate is competitive as a business park. The proximity to the residential neighborhood suggests that office development would be more appropriate than light industrial. At the same time, Stonegate is not proximate to daytime amenities and services desired by office workers.

If the infrastructure issues in Compark can be resolved, it will be competitive for additional flex-industrial development, including data centers, small manufacturing, wholesale distribution, medical services and laboratories. Compark may be less competitive for office development due to its distance from the I-25 corridor which offers greater labor pool access, and complementary daytime amenities such as dining, shopping, and recreation.

In both Compark and Crown Point, the Planned Development (PD) zoning allows a wide variety of residential, retail, and other commercial uses. This flexible zoning is advantageous to developers as it is flexible, but does not Provide the Town with much certainty from a transportation and land use impact perspective, or a fiscal impact perspective.

## Retail/Commercial Market

For analysis purposes, retail stores are often categorized on the shopping and trade area characteristics listed below.

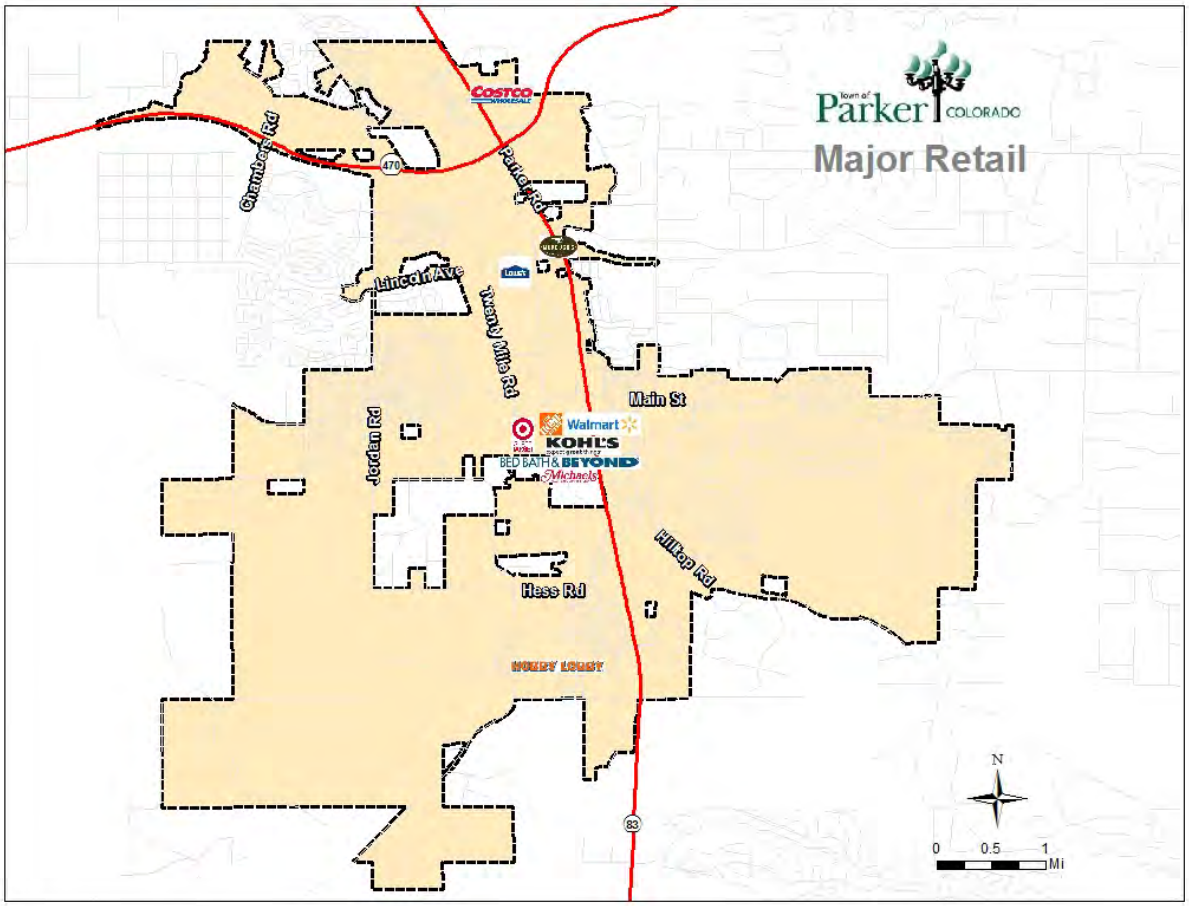
- **Convenience Goods –** Includes supermarkets and other grocery stores, convenience stores, as well as liquor, drug, and other specialty food stores. These stores generally sell frequently purchased, low cost items with little product differentiation. Because these items are most often bought close to home, the primary locations for convenience goods stores are supermarket-anchored neighborhood shopping centers and smaller convenience centers.
- **Shoppers Goods –** Includes general merchandise, apparel, furniture, appliance, and specialty goods stores. General merchandise stores include traditional department stores (such as Macy's and JCPenney) as well as discount department stores (Wal-Mart and Target). The product lines of these stores are generally more expensive, less frequently purchased items. In general, people are more likely to comparison shop for shoppers goods and are often more willing to travel farther to buy them. The primary locations for regional shoppers goods are traditional downtown shopping districts, regional shopping centers, free-standing discount department and membership warehouse stores, and power centers dominated by mass merchandise tenants. Two newer formats – lifestyle centers and mixed use town centers – represent the increasing evolution of regional retail formats.
- **Eating and Drinking Establishments –** This category includes restaurants, such as conventional sit-down and fast food, and bars. Businesses in this category exhibit some of the characteristics of convenience stores in that many restaurant expenditures are made at establishments close to home and on a frequent basis. However, some higher quality restaurants, more unique in the marketplace, can have a regional draw.
- **Building Materials/Nurseries –** This category consists of stores selling building materials, plants and garden supplies, and other home improvement items. Home Depot, Lowe's, and Ace Hardware are examples of stores in this category.

A community's retail inventory can affect quality of life – being able to purchase necessities close to home – and the community's municipal budget, as most Colorado cities and towns are highly reliant on sales tax to fund government services. If a Town or City does not have enough retail to serve resident's needs, they will have to travel to other communities to shop, resulting in a "leakage" of sales and sales tax revenue to other jurisdictions.

***Major Retailers***

Parker has a well-developed inventory of retailers in the convenience goods, general merchandise, eating and drinking, and home improvement goods category. Most of the major national retailers that dominate these store categories have a presence in Parker, as shown in **Figure 1**. Costco is located at Cottonwood Drive and Parker Road. Wal-Mart, Super Target, Kohls, Home Depot, and Bed Bath & Beyond are all located in the Central Commercial District between Parker Road and 20-Mile Road. Along with these retailers, numerous local, and regional and national chain restaurants have also located in this core commercial area. Retail brokers indicate that any further expansion of major anchors like those shown below is unlikely in Parker.

**Figure 1**
**Major Retail Anchors, Town of Parker, 2013**
**Parker Transportation Master Plan**



***Grocers***

With the completion of the new King Soopers Marketplace at Cottonwood Drive and Parker Road, the Town will have four traditional supermarkets (Safeway and King Soopers), and two natural foods grocers, Sprouts and Natural Grocers by Vitamin Cottage. All of the existing grocers are either on Parker Road or west of Parker Road. This contributes to the east-west bottlenecks and congestion in Parker's road network. Attracting a grocer to a site east of Parker Road would better serve residents on the east side of Parker, and also draw customers from northwest Elbert County.

**Figure 2**
**Grocery Stores, Town of Parker, 2013**
**Parker Transportation Master Plan**


## Future Opportunities

The main retail development opportunities and considerations that will affect the TMP are the potential for, and need for a grocer east of Parker Road, and the continued growth of southwest Parker, and Douglas County just west of Chambers. As noted previously, the Town's property on the east side of Pine Curve has been identified as a potential site for a grocery anchored shopping center.

## Old Town Market Conditions

Old Town Parker, on Mainstreet, extends over a three block area between Parker Road and O'Brien Park, and the eastern half of the Victorian Drive loop. Fronting Mainstreet, there are approximately 330,000 square feet of development, with roughly 87,000 square feet of street level space. From a walking tour of Mainstreet in Old Town, EPS estimates that 30 percent of the ground floor space (54,000 sq. ft) is occupied by restaurants; 50 percent (90,000 sq. ft) is occupied by office and service businesses, and 20 percent is retail stores (36,000 sq. ft.). The buildings on the Parker Road end are oriented perpendicular to Mainstreet, parallel to Parker Road, and do not reinforce the pedestrian environment along Mainstreet.

The three story Parker Station building was completed in ____ (year) and is at over 90 percent occupancy in the second and third floor office spaces. Tenants include medical and related offices, and professional offices. The ground floor spaces contain a mix of restaurant spaces, services, and real estate offices. There has been high turnover among the retail and restaurant businesses, and the landlord is reportedly considering transitioning the ground floor space to all office and service space as retailers and restaurant spaces turn over. This is a strong indication that retailers in downtown are struggling. Our observations and conversations with local brokers and property owners indicate the following challenges in Old Town:

- **Congestion –** Mainstreet is one of about 5 places with a signalized intersection with Parker Road where one can cross Parker Road from east to west. Some avoid Mainstreet and its congestion out of habit.
- **Retail Competition –** The expansion of suburban style retail in the Core Commercial Districts competes with downtown retailers and restaurants.
- **Parking –** In Downtown environments, retailers and restaurants rely on the frequent turnover of street parking spaces. There are no time limits on street parking in Old Town, and employees of the office and service businesses often use street spaces for the duration of the work day.
- **Critical Mass –** While there are an estimated 87,000 square feet of space fronting Mainstreet, the business mix is weighted towards office and service businesses, and there are buildings with blank facades with few windows. There is not a large enough "critical mass" of restaurant and retail space to create a strong and competitive shopping and dining destination where customers can comparison shop different choices, and visit multiple businesses, extending their visit time and generating more street level activity.

### Future Opportunities

The Town owns three properties on the eastern edge of Old Town. In addition, there are four additional undeveloped sites within walking distance to Old Town **(Figure 3, Table 2)**. EPS and Town staff estimated the buildout of each site, using previous development proposals and the Town's zoning regulations for Old Town as guides.

Site #1 is being considered as a possible location for a new grocery anchored shopping center totaling 158,500 sq. ft. **(Table 1)**. This new store would fill a gap, as there are no grocery stores east of Parker Road. Site #2 and Site #3 are possible locations for a new Douglas County Library, additional mixed use development, or multifamily development. A project of

approximately 100,000 square feet combining each of these land uses could also be possible on Sites #2 and #3.

Site #4 has been considered for a small office development, but the developer's desire for dedicated on-site parking constrains the size of building that is feasible on this site. A mixed use building with 5,000 square feet of ground floor office, and 40 upper floor dwelling units are possible on this site.

Site #5 is encumbered by some infrastructure cost reimbursement requirements to the Town. The Town is considering partnering with the property owner and removing these cost reimbursement requirements. In addition, the density from Site # 8, owned by the Town, would be transferred to Site #5. The Town may also extend East Pikes Peak Court to connect with Pine Drive, which would open up more access to sites #5 and #6, and create a more walkable street grid around Old Town. Site #5 could be developed with approximately 40,000 square feet of commercial space and 12 residential units (townhomes??). Site #7 has been proposed for residential development, with a concept plan for 70 townhome units.

In total, the Old Town area could add 263,500 square feet of retail/commercial development, another 50,000 square feet of civic development, and 140 dwelling units. These impacts should be considered in the TMP as they will generate additional trips, on and off-street parking needs, and additional pedestrian and bicycle trips throughout Old Town.

***Market Constraints and Opportunities***

Currently, the biggest constraint to expanding Old Town is market demand, and competition, in the retail and residential segments. Retailers are still recovering from the Great Recession, and there is a large amount of vacant space still on the market in Parker. For families, which are a large part of the market in Parker, Old Town is viewed as inconvenient due to the parking limitations. The suburban style restaurants in Parker are generally favored by families.

In the multifamily (apartment) market, there are 900 units planned on sites west of Parker Road and closer to E-470. These sites offer greater access and visibility that is required by the lenders and developers who build investment grade apartments. One developer noted that the demand for new multifamily units in Parker will be satisfied for the next 10 or years. There is no market in Parker for for-sale multifamily development (e.g. condominiums).

The best opportunities in Old Town are for professional and medical office, specialty or "destination" restaurants, and civic or non-profit uses. Site #5 may be the best location for such a development.

**Figure 3**
**Downtown Area Development Catalyst Sites**
**Parker Transportation Master Plan**

**Table 3**
**Potential Buildout of Downtown Area Development Catalyst Sites**
**Parker Transportation Master Plan**

| Site # | Owner | Acres | Current Zoning | Potential Use | Notes | Estimated Development Potential | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | Retail/Comm. Sq. Ft. | Res. Units | Other |
| 1 | Town of Parker | 20.80 | Greater Downtown | Retail | Potential retail anchor site | 158,500 | --- | --- |
| 2 | Town of Parker | 4.63 | Greater Downtown | Mixed Use and/or Civic | Potential library and mixed use site | --- | --- | 50,000 |
| 3 | Town of Parker | 4.85 | Greater Downtown | Mixed Use and/or Civic | Potential library and mixed use site | 50,000 | --- | --- |
| 4 | Private | 1.47 | Greater Downtown | Office and Residential | Development limited by desire for on site parking | 5,000 | 12 | --- |
| 5 | Private | 3.89 | Greater Downtown | Mixed Use | Town to partner with property owner on infrastructure reimbursements | 40,000 | 40 | --- |
| 6 | Private | 2.57 | Greater Downtown | Residential | Concept plan for townhomes | 10,000 | 18 | --- |
| 7 | Private | 5.02 | Greater Downtown | Residential | Potential residential site | --- | 70 | --- |
| 8 | Town of Parker | 3.40 | Greater Downtown | Park / Open Space | Density transferred to site 4 | --- | | --- |
| **Totals** | | | | | | **263,500** | **140** | **50,000** |

Source: Town of Parker, Economic & Planning Systems

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# Retail Demand Forecast

## Housing and Household Forecast

The growth of three large residential areas, Sierra Ridge, Meridian International Business Center (MIBC), and Anthology, will contribute to retail and commercial development demand in west and southwest Parker. Sierra Ridge is located in unincorporated Douglas County just west of Chambers Road from approximately Lincoln Avenue to just north of Ridgegate Parkway, and is zoned for approximately 1,600 dwelling units. The residential portion of MIBC is located just to the west of Sierra Ridge and is zoned for approximately 5,100 units. No homes have been constructed yet in Sierra Ridge although 289 lots have been platted. In MIBC, 2,400 units have been built, leaving 2,700 yet to be built. At buildout, these two projects will add 7,800 units, enough to support a new grocery store.

In southwest Parker, the Anthology development is planned for 6,120 housing units; it was previously zoned for 5,556 units before the golf course was eliminated. This is a large project that will take many years to fully develop. In addition, the project is encumbered by lawsuits which are delaying its development. The Town's current travel demand model assumes that Anthology would begin to develop in 2020.

The town has approximately 6,000 un-built un-platted lots without infrastructure remaining, and 1,700 un-built lots with infrastructure remaining for a total of 6,700 un-built lots at various stages of development and planning. Sierra Ridge, MIBC, and Anthology together could add 13,920 units and corresponding households to Parker's retail trade area, largely in the west and southwest portion of the community.

EPS prepared a high level long range retail demand projection for the Parker Trade Area, defined as its Planning Area plus Sierra Ridge and the residential portion of MIBC. The projection is based on the historical pace of residential construction in Parker. From 2000 through 2012, a period which included two recessions and a financial crisis, the Town permitted an average of 446 new residential units each year. Given on one hand, some economists and market analysts' expectations that residential growth will be slower in future years than during the 2000s, and on the other hand that this forecast encompasses a larger geographic area than the Town boundary, EPS has estimated that 450 units (and households) will be added to the trade area on average each year. This results in a projection of 11,250 new units (and households) by 2035, or 75 percent of the residential development capacity identified in the Town including Anthology, MIBC, and Sierra Ridge **(Table 3)**.

**Table 3**
**Household Growth Projection, 2010-2035**
**Parker Transportation Master Plan**

| | 2010 | 2020 | 2035 | Change | Ann. Change [1] | Growth Rate |
|---|---|---|---|---|---|---|
| Households | 21,423 | 25,923 | 32,673 | 11,250 | 450 | 1.7% |

[1] 2000-2012 average residential construction was 446 units per year.

Source: Town of Parker; Economic & Planning Systems

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## Retail Demand

The growth in household income associated with the growth of housing and the households who occupy the housing is converted to retail spending potential, and then to square feet of retail demand, as illustrated in **Appendix Tables 2 through 5**.

The demand projection estimates that Parker's growth will support just under 1.0 million square feet of new retail space over the next 25 years **(Table 4)**. In the convenience goods category, two to three new supermarkets (approx. 60,000 sq. ft. each) could be supported plus additional convenience retail goods (not including gas stations) to total just under 260,000 square feet of demand. Viewing the general merchandise category in aggregate, the 169,000 square feet of demand is equivalent to a new supercenter (e.g. Target or Wal-Mart), or a new warehouse club such as Costco or Sam's Club.

The projections also show demand for 250,000 square feet of shoppers' goods stores. This estimate should be viewed conservatively however, due to the proximity of existing retail competition at Park Meadows Mall and surrounding agglomeration of retail. In addition, retailers are being more cautious about expanding into smaller suburban markets after the over-expansion that occurred during the early 2000s. We estimate that additional clothing, furniture, sporting goods, and other shoppers goods stores would locate in Parker. However, we do not expect the development of a large retail project such as a lifestyle center or town center style retail project, even though the 255,000 square feet of demand supports such a format.

## Retail Development Formats

As shown in the right hand columns of **Table 4**, we have divided the demand forecast into two major types of development formats: large regional shopping centers, and smaller community, neighborhood, and downtown centers.

### *Regional Centers*

Regional centers or "power centers" are larger shopping centers typically anchored by "big box" retailers or discount department stores (e.g. Target and Wal-Mart). Their store mix is typically weighted towards shoppers' goods, with a lesser amount of convenience goods. Power centers range from approximately 350,000 square feet to over 500,000 square feet. The 500,000 square feet of estimated demand indicates the potential for a new power center with two to three anchor stores, or a smaller power center with one to two anchor store, plus a free standing large format retailer in another location.

In the smaller community, neighborhood, and downtown/mixed use retailer formats, the demand projection estimates 450,000 square feet of demand. Approximately half of this demand, 231,000 square feet, is in convenience goods. The 160,000 square feet of supermarket space translates to two to three new grocery stores. Grocery stores are often located in community shopping centers of 125,000 to 175,000 square feet containing other convenience goods (e.g. beer, wine, and liquor), and personal services.

***Community, Neighborhood, and Downtown Mixed Use***

Community shopping centers, as well as unanchored neighborhood centers, and mixed use downtown environments often attract a mixture of clothing and accessory, furniture, book and music, jewelry, and other miscellaneous stores and eating and drinking establishments. As shown, the demand projection estimates that 100,000 square feet of new space in these "other shoppers goods" categories, plus 82,500 square feet of eating and drinking space could be located in these smaller formats. This includes Old Town Parker, if a suitable site and supporting streetscape, public space, and pedestrian infrastructure can be created.

**Table 4**
**Retail Demand Projection by Development Format, 2010-2035**
**Parker Transportation Master Plan**

| Description | Retail Demand 2010-2035 | Retail Format Allocation | | Sq. Ft. by Format | |
|---|---|---|---|---|---|
| | | Regional | Community, Neighborhood, Downtown | Regional | Community, Neighborhood, Downtown |
| **Convenience Goods** | | | | | |
| Supermarkets and Specialty Grocery Stores | 160,000 | 0% | 100% | 0 | 160,000 |
| Convenience Stores (incl. Gas Stations) | 24,000 | 50% | 50% | 12,000 | 12,000 |
| Beer, Wine, & Liquor Stores | 31,000 | 50% | 50% | 15,500 | 15,500 |
| Health and Personal Care | 43,000 | 0% | 100% | 0 | 43,000 |
| **Total Convenience Goods** | **258,000** | **11%** | **89%** | **27,500** | **230,500** |
| **Shopper's Goods** | | | | | |
| **General Merchandise** | | | | | |
| Traditional Department Stores | 29,000 | 100% | 0% | 29,000 | 0 |
| Discount Department Stores | 33,000 | 100% | 0% | 33,000 | 0 |
| Warehouse clubs & supercenters | 107,000 | 100% | 0% | 107,000 | 0 |
| **Subtotal** | **169,000** | **100%** | **0%** | **169,000** | **0** |
| **Other Shopper's Goods** | | | | | |
| Clothing & Accessories | 67,000 | 65% | 35% | 43,550 | 23,450 |
| Furniture & Home Furnishings | 63,000 | 65% | 35% | 40,950 | 22,050 |
| Electronics & Appliances | 27,000 | 100% | 0% | 27,000 | 0 |
| Sporting Goods, Hobby, Book, & Music Stores | 40,000 | 65% | 35% | 26,000 | 14,000 |
| Miscellaneous Retail | 57,000 | 25% | 75% | 14,250 | 42,750 |
| **Subtotal** | **254,000** | **60%** | **40%** | **151,750** | **102,250** |
| **Total Shopper's Goods** | **423,000** | **76%** | **24%** | **320,750** | **102,250** |
| **Eating and Drinking** | **165,000** | **50%** | **50%** | **82,500** | **82,500** |
| **Building Material & Garden** | **143,000** | **75%** | **25%** | **107,250** | **35,750** |
| **Total** | **989,000** | **54%** | **46%** | **538,000** | **451,000** |

Source: 2007 Census of Retail Trade, Economic & Planning Systems

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# Transportation and Land Use Planning Inputs

This section outlines recommended policies and strategies for inclusion in the TMP as well as the Comprehensive Plan, as appropriate.

## Downtown Development

### *Downtown Parking*

In Downtown environments, retailers and restaurants rely on the frequent turnover of street parking spaces. There are no time limits on street parking in Old Town, and employees of the office and service businesses often use street spaces for the duration of the work day. Restaurant and retail business owners have noted that the lack of on-street parking turnover, and unclear or un-enforced policies about off-street parking for employees hurt business conditions for east Main Street retailers and restaurants.

- Implement a parking time restriction for on-street parking, such as 2 hours during day and evening business hours.
- Provide signage to direct employees and other business patrons to other off-street parking options. Clarify which parking spaces are available to the public and which are dedicated to business employees.

### *Downtown Critical Mass*

As noted above, a large "critical mass" of ground floor retail space has not yet been created in Old Town. There are still several sizeable vacant parcels in the Old Town area, however only three directly front Main Street, Sites #5, #3, and #2 (Figure 3 above). There are other sites that could be considered for redevelopment and would reinforce and extend the mixed use Mainstreet context:

- **NWC of Mainstreet and S. Pikes Peak –** Surface parking lot. The parking would need to be relocated, placed in a structure, or shared with existing parking lots.
- **Parker Water and Sanitation District Building –** Site could be sold for redevelopment, with the sale proceeds contributing to relocating the existing building.
- **Performing Arts Center (PAC) Parcels –** The two narrow parcels fronting Mainstreet, on the north side of the parking lots may be able to accommodate small three to four story mixed use buildings. To offset development costs and to accommodate the physical building footprints, the Town could consider sharing parking with the PAC, or reconfiguring the parking lots and lot lines to create slightly larger development parcels. Alternatively, an outdoor recreation or educational use (e.g. park or other activity center) could be conceived for these properties which would add street activity and an additional destination to Old Town.
- **Pedestrian Infrastructure –** Extending the sidewalk and bicycle lanes to the east will help created a more connected place, between the Town's Pine Curve property, Town Hall, the PAC, and Old Town west of Victorian Drive.
- **Catalyst Site Development -** The Old Town area could add 263,500 square feet of retail/commercial development, another 50,000 square feet of civic development, and 140 dwelling units. These impacts should be considered in the TMP as they will generate

additional trips, on and off-street parking needs, and additional pedestrian and bicycle trips throughout Old Town.

## Future Retail Growth

### *Grocer East of Parker Road*

As noted previously, the Town's property on the east side of Pine Curve has been identified as a potential site for a grocery anchored shopping center. The Town should ensure that adequate access to this site can be created to create an attractive and functional development. The Town could also identify other privately owned sites east of Parker Road in the event that the Pine Curve property is not selected by a prospective grocer. The Town could be pro-active and begin to identify any access or infrastructure needs for other candidate sites in preparation for development.

### *Southwest Parker*

Nearly 14,000 residential units are planned in southwest Parker and unincorporated Douglas County just each of Chambers. This growth alone could support two new grocery anchored community shopping centers.

Parker has several undeveloped sites that are either zoned for retail/commercial development, or identified as Community and Neighborhood Centers in the General Land Use Map. Community Centers include the corners of Hess and Chambers, Stroh and Parker Road, and J Morgan and North Pinery. Community Centers are envisioned as higher density activity centers with 250,000 to 500,000 square feet of retail and/or employment. Higher density residential development (greater than 25 to 30 units per acre), and mixed use all built in a more compact and more walkable form. There are also 11 Neighborhood Centers at arterial corners. Neighborhood Centers are envisioned as supporting neighborhood scale retail and commercial development, such as a grocery anchored shopping center, restaurants, recreation, and small professional offices.

The Centers with the largest developable commercial sites should be seen as strategic sites for future commercial development, especially those in southwest and west Parker. As development in the west and southwest areas of Parker's USA occurs in Anthology and in Douglas County, these sites can help the Town ensure that the retail spending and sales tax generated by these new residents is captured within the Town. It would be advantageous for the Town to begin planning for the transportation and access needs of these future nodes, ahead of development applications for smaller piecemeal projects on individual sites.

Another significant opportunity for the Town is to attract a grocer to a site east of Parker Road. The Town's property at Pine Curve has been identified as a potential site, with a concept plan submitted by a developer with a grocer anchor. The site's topography presents some additional development costs but they are not insurmountable.

**Appendix Table 1**
**Denver Metro Area Office Inventory Trend, 2000-20132Q**
**Parker Transportation Master Plan**

| Submarket (1,000s of Sq. Ft.) | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 2Q | Change 2000-2013 3Q Sq. Ft. | Ann. Sq. Ft. | Ann. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Central Denver and CBD** | | | | | | | | | | | | | | | | | |
| CBD and LoDo | 30,316 | 30,522 | 30,538 | 30,823 | 30,823 | 30,858 | 31,516 | 31,546 | 32,048 | 32,355 | 32,850 | 32,850 | 32,850 | 32,850 | 2,534 | 203 | 0.6% |
| Capital Hill | 5,255 | 5,255 | 5,263 | 5,263 | 5,266 | 5,266 | 5,405 | 5,405 | 5,412 | 5,429 | 5,469 | 5,469 | 5,469 | 5,469 | 215 | 17 | 0.3% |
| Cherry Creek | 2,587 | 2,659 | 2,659 | 2,677 | 2,855 | 2,867 | 2,885 | 2,897 | 2,922 | 2,922 | 2,922 | 2,922 | 2,922 | 2,922 | 336 | 27 | 1.0% |
| Glendale | 4,418 | 4,450 | 4,616 | 4,623 | 4,623 | 4,850 | 4,850 | 4,924 | 4,895 | 4,874 | 4,830 | 4,730 | 4,730 | 4,711 | 293 | 23 | 0.5% |
| Colorado Boulevard at I-25 | 5,299 | 5,311 | 5,311 | 5,311 | 5,311 | 5,313 | 5,346 | 5,348 | 5,368 | 5,368 | 5,368 | 5,368 | 5,368 | 5,368 | 69 | 6 | 0.1% |
| **Subtotal** | **47,874** | **48,196** | **48,387** | **48,696** | **48,878** | **49,154** | **50,003** | **50,121** | **50,645** | **50,948** | **51,440** | **51,340** | **51,340** | **51,320** | **3,447** | **276** | **0.6%** |
| **Other Denver** | | | | | | | | | | | | | | | | | |
| North, N.E., and W. Denver | 22,972 | 24,819 | 25,469 | 26,143 | 26,502 | 26,755 | 27,072 | 27,652 | 27,984 | 28,432 | 28,514 | 28,791 | 29,335 | 29,608 | 6,636 | 531 | 2.1% |
| South Midtown | 2,337 | 2,351 | 2,351 | 2,356 | 2,372 | 2,372 | 2,382 | 2,384 | 2,396 | 2,396 | 2,396 | 2,396 | 2,456 | 2,456 | 119 | 10 | 0.4% |
| Southwest Denver | 8,177 | 8,455 | 8,590 | 8,703 | 8,969 | 9,306 | 9,373 | 9,661 | 9,744 | 9,764 | 9,764 | 9,792 | 9,792 | 9,841 | 1,664 | 133 | 1.5% |
| **Subtotal** | **33,485** | **35,625** | **36,410** | **37,202** | **37,842** | **38,433** | **38,826** | **39,697** | **40,124** | **40,592** | **40,674** | **40,979** | **41,583** | **41,905** | **8,419** | **674** | **1.8%** |
| **East I-70/Montbello** | **1,895** | **2,038** | **2,038** | **2,221** | **2,221** | **2,269** | **2,413** | **2,503** | **2,622** | **2,673** | **2,849** | **2,849** | **2,849** | **2,849** | **953** | **76** | **3.3%** |
| **Aurora** | **7,113** | **7,397** | **7,754** | **7,813** | **7,953** | **8,152** | **8,249** | **8,249** | **8,249** | **8,249** | **8,439** | **8,607** | **8,697** | **8,697** | **1,584** | **127** | **1.6%** |
| **Northwest and US-36** | | | | | | | | | | | | | | | | | |
| Boulder | 9,203 | 9,514 | 9,652 | 9,958 | 10,036 | 10,051 | 10,122 | 10,208 | 10,293 | 10,293 | 10,293 | 10,329 | 10,329 | 10,329 | 1,126 | 90 | 0.9% |
| Boulder County | 964 | 1,032 | 1,036 | 1,056 | 1,094 | 1,104 | 1,118 | 1,118 | 1,135 | 1,135 | 1,135 | 1,135 | 1,135 | 1,135 | 171 | 14 | 1.3% |
| Broomfield County | 4,163 | 5,012 | 5,459 | 5,459 | 5,477 | 5,488 | 5,514 | 5,514 | 5,719 | 5,738 | 6,036 | 6,061 | 6,248 | 6,248 | 2,085 | 167 | 3.3% |
| **Subtotal** | **14,331** | **15,558** | **16,147** | **16,474** | **16,607** | **16,643** | **16,754** | **16,841** | **17,147** | **17,166** | **17,464** | **17,526** | **17,712** | **17,712** | **3,381** | **270** | **1.7%** |
| **Southeast and I-25 Corridor** | | | | | | | | | | | | | | | | | |
| Arapahoe Road | 1,514 | 1,514 | 1,514 | 1,518 | 1,518 | 1,518 | 1,539 | 1,550 | 1,550 | 1,725 | 1,725 | 1,725 | 1,725 | 1,725 | 211 | 17 | 1.0% |
| Centennial | 2,544 | 2,919 | 2,988 | 2,988 | 3,004 | 3,004 | 3,004 | 3,126 | 3,223 | 3,320 | 3,320 | 3,460 | 3,460 | 3,460 | 917 | 73 | 2.5% |
| Denver Tech Center | 10,210 | 10,742 | 10,742 | 10,897 | 10,897 | 10,897 | 10,897 | 11,131 | 11,131 | 11,131 | 11,131 | 11,131 | 11,131 | 11,131 | 921 | 74 | 0.7% |
| East Hampden | 3,539 | 3,539 | 3,539 | 3,539 | 3,545 | 3,591 | 3,591 | 3,591 | 3,591 | 3,591 | 3,591 | 3,591 | 3,591 | 3,591 | 52 | 4 | 0.1% |
| Greenwood Village | 8,179 | 8,444 | 8,444 | 8,444 | 8,444 | 8,296 | 8,296 | 8,296 | 8,437 | 8,671 | 8,664 | 8,664 | 8,657 | 8,657 | 477 | 38 | 0.5% |
| Inverness | 4,497 | 4,912 | 4,966 | 4,981 | 4,981 | 4,993 | 5,026 | 5,026 | 5,129 | 5,225 | 5,225 | 5,225 | 5,225 | 5,225 | 728 | 58 | 1.2% |
| **Subtotal** | **30,484** | **32,069** | **32,193** | **32,367** | **32,391** | **32,300** | **32,354** | **32,721** | **33,062** | **33,664** | **33,657** | **33,797** | **33,790** | **33,790** | **3,306** | **264** | **0.8%** |
| **Southwest and C/E-470 Corridor** | | | | | | | | | | | | | | | | | |
| Meridian | 2,255 | 2,341 | 2,987 | 2,987 | 2,987 | 3,001 | 3,109 | 3,109 | 3,198 | 3,198 | 3,198 | 3,198 | 3,198 | 3,378 | 1,122 | 90 | 3.3% |
| Highlands Ranch | 1,577 | 2,073 | 2,140 | 2,140 | 2,140 | 2,206 | 2,206 | 2,217 | 2,217 | 2,217 | 2,217 | 2,217 | 2,217 | 2,217 | 640 | 51 | 2.8% |
| Panorama/Highland Park | 3,110 | 3,384 | 3,396 | 3,396 | 3,396 | 3,396 | 3,396 | 3,418 | 3,596 | 3,596 | 3,596 | 3,596 | 3,596 | 3,596 | 486 | 39 | 1.2% |
| Parker and Castle Rock | 969 | 1,041 | 1,086 | 1,108 | 1,239 | 1,301 | 1,405 | 1,487 | 1,691 | 1,824 | 1,850 | 1,850 | 1,850 | 1,850 | 882 | 71 | 5.3% |
| **Subtotal** | **7,911** | **8,839** | **9,609** | **9,632** | **9,763** | **9,904** | **10,116** | **10,231** | **10,702** | **10,835** | **10,861** | **10,861** | **10,861** | **11,041** | **3,130** | **250** | **2.7%** |
| **Total Metro Area (1,000s)** | **143,093** | **149,723** | **152,538** | **154,405** | **155,655** | **156,857** | **158,714** | **160,363** | **162,550** | **164,128** | **165,383** | **165,959** | **166,830** | **167,313** | **24,220** | **1,938** | **1.3%** |

Source: CoStar; Economic & Planning Systems

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**Appendix Table 2**
**Total Personal Income, 2010-2035**
**Parker Transportation Master Plan**

| Description | 2010 | 2020 | 2035 | Change 2010-2020 | Change 2021-2035 |
|---|---|---|---|---|---|
| Households | 21,423 | 25,923 | 32,673 | 4,500 | 6,750 |
| Average Household Income | $91,000 | $91,000 | $91,000 | --- | --- |
| **Total Personal Income (TPI) in $000s** | **$1,949,493** | **$2,358,993** | **$2,973,243** | **$409,500** | **$614,250** |

Source: Economic & Planning Systems

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**Appendix Table 3**
**Retail Expenditures by Store Type, 2010-2035**
**Parker Transportation Master Plan**

| Description | % of TPI | Spending Potential 2010 | Spending Potential 2020 | Spending Potential 2035 | New Spending Potential (Change) 2010-2020 | New Spending Potential (Change) 2020-2035 | New Spending Potential (Change) 2010-2035 |
|---|---|---|---|---|---|---|---|
| **TPI in $000s** | | **$1,949,493** | **$2,358,993** | **$2,973,243** | **$409,500** | **$614,250** | **$1,023,750** |
| **Convenience Goods** | | | | | | | |
| Supermarkets and Specialty Grocery Stores | 6.3% | $121,896 | $147,501 | $185,908 | $25,605 | $38,407 | $64,012 |
| Convenience Stores (incl. Gas Stations) [1] | 1.9% | $18,608 | $22,517 | $28,380 | $3,909 | $5,863 | $9,772 |
| Beer, Wine, & Liquor Stores | 0.9% | $17,734 | $21,459 | $27,047 | $3,725 | $5,588 | $9,313 |
| Health and Personal Care | 1.7% | $32,755 | $39,635 | $49,956 | $6,880 | $10,320 | $17,201 |
| **Total Convenience Goods** | **10.8%** | **$190,993** | **$231,112** | **$291,290** | **$40,119** | **$60,178** | **$100,297** |
| **Shopper's Goods** | | | | | | | |
| **General Merchandise** | | | | | | | |
| Traditional Department Stores | 0.7% | $13,899 | $16,818 | $21,197 | $2,919 | $4,379 | $7,299 |
| Discount Department Stores | 1.1% | $21,947 | $26,557 | $33,472 | $4,610 | $6,915 | $11,525 |
| Warehouse clubs, supercenters, other [2] | 5.2% | $101,374 | $122,668 | $154,609 | $21,294 | $31,941 | $53,235 |
| **Subtotal** | **7.0%** | **$137,219** | **$166,043** | **$209,278** | **$28,824** | **$43,235** | **$72,059** |
| **Other Shopper's Goods** | | | | | | | |
| Clothing & Accessories | 2.3% | $44,524 | $53,876 | $67,905 | $9,352 | $14,029 | $23,381 |
| Furniture & Home Furnishings | 1.5% | $30,023 | $36,330 | $45,790 | $6,307 | $9,460 | $15,766 |
| Electronics & Appliances | 1.3% | $26,079 | $31,557 | $39,774 | $5,478 | $8,217 | $13,695 |
| Sporting Goods, Hobby, Book, & Music Stores | 1.4% | $26,735 | $32,351 | $40,775 | $5,616 | $8,424 | $14,040 |
| Miscellaneous Retail | 1.4% | $27,216 | $32,932 | $41,507 | $5,717 | $8,575 | $14,292 |
| **Subtotal** | **7.9%** | **$154,577** | **$187,047** | **$235,751** | **$32,470** | **$48,705** | **$81,174** |
| **Total Shopper's Goods** | **15.0%** | **$291,796** | **$353,090** | **$445,029** | **$61,293** | **$91,940** | **$153,233** |
| **Eating and Drinking** | **5.6%** | **$109,965** | **$133,064** | **$167,712** | **$23,099** | **$34,648** | **$57,747** |
| **Building Material & Garden** | **4.2%** | **$81,879** | **$99,078** | **$124,876** | **$17,199** | **$25,799** | **$42,998** |
| **Total Retail Goods ($000s)** | **35.6%** | **$674,633** | **$816,343** | **$1,028,908** | **$141,710** | **$212,565** | **$354,274** |

[1] Convenience Stores w/Gas (44711) are multiplied by 50% to exclude gas sales

[2] Warehouse Sales and All Other GM not disclosed, estimated by holding 2002 All Other GM constant

Source: 2007 Census of Retail Trade, Economic & Planning Systems

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**Appendix Table 4**
**Retail Supportable Square Feet, 2010-2035**
**Parker Transportation Master Plan**

| Description | New Spending Potential ($000s) 2010-2020 | 2020-2035 | 2010-2035 | Sales per Sq. Ft. | Retail Demand (Sq. Ft.) 2010-2020 | 2020-2035 | 2010-2035 |
|---|---|---|---|---|---|---|---|
| **Convenience Goods** | | | | | | | |
| Supermarkets and Specialty Grocery Stores | $25,605 | $38,407 | $64,012 | $400 | 64,000 | 96,000 | 160,000 |
| Convenience Stores (incl. Gas Stations) | $3,909 | $5,863 | $9,772 | $400 | 9,800 | 14,700 | 24,400 |
| Beer, Wine, & Liquor Stores | $3,725 | $5,588 | $9,313 | $300 | 12,400 | 18,600 | 31,000 |
| Health and Personal Care | $6,880 | $10,320 | $17,201 | $400 | 17,200 | 25,800 | 43,000 |
| **Total Convenience Goods** | **$40,119** | **$60,178** | **$100,297** | | **103,400** | **155,100** | **258,400** |
| **Shopper's Goods** | | | | | | | |
| **General Merchandise** | | | | | | | |
| Traditional Department Stores | $2,919 | $4,379 | $7,299 | $250 | 11,700 | 17,500 | 29,200 |
| Discount Department Stores | $4,610 | $6,915 | $11,525 | $350 | 13,200 | 19,800 | 32,900 |
| Warehouse clubs & supercenters | $21,294 | $31,941 | $53,235 | $500 | 42,600 | 63,900 | 106,500 |
| **Subtotal** | **$28,824** | **$43,235** | **$72,059** | | **67,500** | **101,200** | **168,600** |
| **Other Shopper's Goods** | | | | | | | |
| Clothing & Accessories | $9,352 | $14,029 | $23,381 | $350 | 26,700 | 40,100 | 66,800 |
| Furniture & Home Furnishings | $6,307 | $9,460 | $15,766 | $250 | 25,200 | 37,800 | 63,100 |
| Electronics & Appliances | $5,478 | $8,217 | $13,695 | $500 | 11,000 | 16,400 | 27,400 |
| Sporting Goods, Hobby, Book, & Music Stores | $5,616 | $8,424 | $14,040 | $350 | 16,000 | 24,100 | 40,100 |
| Miscellaneous Retail | $5,717 | $8,575 | $14,292 | $250 | 22,900 | 34,300 | 57,200 |
| **Subtotal** | **$32,470** | **$48,705** | **$81,174** | | **101,800** | **152,700** | **254,600** |
| **Total Shopper's Goods** | **$61,293** | **$91,940** | **$153,233** | | **169,300** | **253,900** | **423,200** |
| **Eating and Drinking** | **$23,099** | **$34,648** | **$57,747** | **$350** | **66,000** | **99,000** | **165,000** |
| **Building Material & Garden** | **$17,199** | **$25,799** | **$42,998** | **$300** | **57,300** | **86,000** | **143,300** |
| **Total** | **$141,710** | **$212,565** | **$354,274** | | **396,000** | **594,000** | **989,900** |

Source: 2007 Census of Retail Trade, Economic & Planning Systems

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**Appendix Table 5**
**Retail Demand by Development Format, 2010-2035**
**Parker Transportation Master Plan**

| Description | Retail Demand 2010-2035 | Retail Format Allocation | | Sq. Ft. by Format | |
|---|---|---|---|---|---|
| | | Regional | Community, Neighborhood, Downtown | Regional | Community, Neighborhood, Downtown |
| **Convenience Goods** | | | | | |
| Supermarkets and Specialty Grocery Stores | 160,000 | 0% | 100% | 0 | 160,000 |
| Convenience Stores (incl. Gas Stations) | 24,400 | 50% | 50% | 12,200 | 12,200 |
| Beer, Wine, & Liquor Stores | 31,000 | 50% | 50% | 15,500 | 15,500 |
| Health and Personal Care | 43,000 | 0% | 100% | 0 | 43,000 |
| **Total Convenience Goods** | **258,400** | **11%** | **89%** | **27,700** | **230,700** |
| **Shopper's Goods** | | | | | |
| **General Merchandise** | | | | | |
| Traditional Department Stores | 29,200 | 100% | 0% | 29,200 | 0 |
| Discount Department Stores | 32,900 | 100% | 0% | 32,900 | 0 |
| Warehouse clubs & supercenters | 106,500 | 100% | 0% | 106,500 | 0 |
| **Subtotal** | **168,600** | **100%** | **0%** | **168,600** | **0** |
| **Other Shopper's Goods** | | | | | |
| Clothing & Accessories | 66,800 | 65% | 35% | 43,420 | 23,380 |
| Furniture & Home Furnishings | 63,100 | 65% | 35% | 41,015 | 22,085 |
| Electronics & Appliances | 27,400 | 100% | 0% | 27,400 | 0 |
| Sporting Goods, Hobby, Book, & Music Stores | 40,100 | 65% | 35% | 26,065 | 14,035 |
| Miscellaneous Retail | 57,200 | 25% | 75% | 14,300 | 42,900 |
| **Subtotal** | **254,600** | **60%** | **40%** | **152,200** | **102,400** |
| **Total Shopper's Goods** | **423,200** | **76%** | **24%** | **320,800** | **102,400** |
| **Eating and Drinking** | **165,000** | **50%** | **50%** | **82,500** | **82,500** |
| **Building Material & Garden** | **143,300** | **75%** | **25%** | **107,475** | **35,825** |
| **Total** | **989,900** | **54%** | **46%** | **538,475** | **451,425** |

Source: 2007 Census of Retail Trade, Economic & Planning Systems

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**Appendix Table 6**

**Parker Transportation Master Plan**

**Appendix Table 7**

**Parker Transportation Master Plan**

# APPENDIX F: ACCESS MARKET STUDY

# *DRAFT MEMORANDUM*

To: Ann Bowers, Fehr & Peers
Bryce Matthews, Town of Parker
John Hall, Town of Parker

From: Andrew Knudtsen and Brian Duffany, Economic & Planning Systems

Subject: Transportation, Access, Land Use, and Economic Development Discussion Points

Date: October 1, 2013

This memorandum summarizes EPS' initial observations on transportation-land use-economic development issues in Parker as they relate to the Town's Transportation Master Plan (TMP). It is intended to provide input to the discussion of transportation and access policy among Town Staff and the TMP consultants; it is not a 'final' set of recommendations. The observations and initial suggestions presented are based on previous work completed by EPS in 2004 (Land Demand Study), and current work that to date has included touring the Town with Town staff: discussions with Staff; interviews with commercial real estate brokers and developers familiar with the Parker real estate market; and a review of real estate market data for the Parker and South Metro area markets.

EPS is approaching this assignment from the perspective that transportation, land use, and economic development policies and goals should be interrelated and mutually supporting. The right transportation policies and investments support and catalyze economic development, and contribute to overall community quality of life.

*The Economics of Land Use*

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## Growth and Development Patterns

The Town of Parker is maturing. It evolved rapidly from an agricultural community to an exurban bedroom suburb, and now to a nearly freestanding community. The Town now has its own retail base and captures a large portion of its residents spending and sales tax. The town is also attracting small to mid-sized employers outside of retail/service industries. These include the Parker Adventist Hospital, Oralabs manufacturing, precision and medical device manufacturers, and some professional services.

As a result of the expansion of retail and employment in Parker, trip patterns are shifting. Earlier in the Town's history the dominant travel pattern was during the AM/PM peak commute pattern to and from the I-25 corridor employment and retail centers. Now the Town has more retail and employment in the Parker Road-Dransfeldt area, which generates more trips throughout the day as opposed to the AM/PM peak, and creates a need for more access to businesses.

The Town has focused primarily on building major arterial roads to serve regional mobility purposes. Few residential or commercial collectors have been built. As a result, many new commercial developments are requesting access from major arterials at or near intersections, as many arterial corners have commercial zoning.

- There are constraints in east-west connectivity.
- Roadway speeds and classifications and CDOT/ITE design standards (e.g. signal spacing, curb cuts, turning movements) are creating conflicts with the access requirements, primarily for retailers, and other commercial land uses seeking locations on the Town's arterials.
- The Town does not have an extensive collector road network. This puts pressure on arterials to perform two functions that are in conflict: regional mobility and local access.
- A number of commercially zoned sites at arterial corners have been the subject of re-zoning requests for residential development, including multifamily. If key commercial sites are rezoned to residential, this has the potential to erode the Town's future sales tax base.

## Commercial Development Siting and Access Needs

As shown in the attached **Table 1**, in suburban markets like Parker, most retail and employment land uses (especially national retailers or major regional chains) prefer sites with at least one signalized access point, and additional auxiliary access depending on the size of the project. These are general guidelines from a developer and retailer perspective, as these preferences vary according to the desirability of locating in a particular market, and the access characteristics of a retailers competitors' sites.

- Brokers interviewed stated that Parker is a tertiary market, and retailers are less likely to compromise their siting and access preferences in order to locate in smaller markets. Retailers also examine the site and access conditions for their competitors in a market, and generally will seek sites with access and visibility equivalent to or better than their competitors.
- Right-in-right-out (RIRO) access is acceptable in densely populated affluent markets, which are often more urban in nature, if a competitor has similar access constraints.

- Business parks prefer signalized intersections (depending on surrounding traffic volumes), adequate turning radii for trucks, and generally prefer to not mix with residential and retail traffic.

## Town-Wide Planning and Economic Development

Parker, like most other Colorado municipalities, is highly dependent on sales tax revenue for fiscal sustainability. The TMP, along with other land use policies, can have a role in helping the Town ensure it is capturing its residents' spending and associated sales tax revenue.

As noted in the *Market Conditions* chapter, the more than 10,000 residential units planned or proposed in Anthology, and just west of Chambers in Douglas County will create demand for new retail, including grocery stores, potentially general merchandise stores (e.g. Target, Wal-Mart), and restaurants. There are vacant sites in south, southwest, and west Parker that could be strategic opportunity sites for retail development. These sites could help the Town capture the retail demand generated by the buildout of Anthology and other residential projects in unincorporated Douglas County west of Chambers. These sites will likely require access from arterials unless other collector access points are created that still allow a functional retail development site to be created.

There is a desire from other Town departments to have more integration of road planning and construction decisions with other departments' and community goals. An example is the potential extension of Dransfeldt through Salisbury Park.

When a property owner or developer requests access, the site plan review process determines the allowable access based on the Town's roadway design guidelines. If a variance from this is desired, the process for obtaining a variance is perceived as uncertain with a large amount of discretionary judgment from Public Works. The Public Works Director has the final decision on access permits, and an appeal of this decision requires a hearing in the court system. Local developers and property owners have complained that this process is too rigid and does not allow any flexibility to consider other factors such as economic development, or providing for land uses needed or desired by the community.

## Roadway Functions

With Parker's current roadway pattern, arterials now provide two functions: the regional mobility function for which they were designed, and a local access function. These two functions are in conflict. Providing too much local access from an arterial not only slows travel times, it increases accident rates. Adding access along arterials can also result in a strip development pattern which is aesthetically undesirable in addition to being unsafe.

It is arguable that a nodal development pattern is more economically and aesthetically advantageous than a linear or strip development pattern. It is more efficient to serve with infrastructure and services, and creates opportunities for better site planning, and better economic synergies when complementary land uses are located in close proximity. Within a nodal development pattern, an internal collector network can be built to serve commercial development, with a more functional signalized access point to the arterial rather than right-in-right-out or three-quarter intersection movements.

## Discussion Points for the TMP

- The Parker Road-Dransfeldt-Lincoln-20 Mile-Mainstreet quadrant is the retail and business hub of the Town. This area has a different economic function than the rest of the Town, and consequently has different access needs. Consider changing the roadway classification in certain areas to allow for more access and to support economic development.
- Identify other key opportunity sites for economic development, including retail, and identify access challenges ahead of development.
- Create a process to create an access or transportation subarea plan for commercial nodes rather than evaluating access needs on a site-by-site basis. The current piecemeal approach can diminish the economic value of development sites. A forward thinking approach could include:
    - Involvement from land owners
    - Trip generation analysis (transportation impact study) and capacity evaluation
    - A multi-property access plan
    - A financing and cost sharing plan (e.g. metro district, improvement district, special assessment, tax increment financing) between the land owners and the Town.
- Determine if there needs to be better integration of transportation and land use planning in the Town. Explore ways of increasing collaboration across departments to support broad community goals.

| Land Use | Building Sq. Ft. | Site Size and Location | Preferred Roadway Classification | Access | Signalization |
|---|---|---|---|---|---|
| Retail and Restaurant – fast casual, convenience | <50,000 | • <4 acres<br>• High visibility, high traffic commercial corridor<br>• Often co-locates with larger anchor tenants<br>• >20,000 ADT | • Arterial<br>• Collector with high visibility<br>• Highway | • Min. 1 full movement<br>• Secondary RIRO | • Min. 1 signalized access point |
| Retail – community shopping center with grocery anchor | 150,000 | • 14 acres<br>• Centrally located in residential trade area | • Arterial | • Min. 1 full movement<br>• Secondary RIRO<br>• Drive aisle and access to front door of grocer<br>• Drive aisle and access parallel to front of building | • Min. 1 signalized access point |
| Retail – Power Center / Big Box / Regional | 400,000 | • 35 acres<br>• Hwy. interchange or arterial intersection<br>• Access to 5+ mile trade area | • Arterial<br>• Highway<br>• Proximity to freeway and/or large trade area | • Min. 1 full movement<br>• Secondary RIRO | • Min. 1 signalized access point<br>• More for larger centers |
| Office – Corporate and Class A Multitenant | 250,000 | • 20 acres<br>• Office park or campus<br>• Direct freeway access | • Arterial<br>• Direct freeway access | • Full movement<br>• Monumented entry experience<br>• Arterial or highway | • Site specific<br>• Signalized preferred |
| Office – Professional and Community/ Neighborhood | <20,000 or located with mixed use | • 1.5 acres or less<br>• Downtown/Main Street<br>• Community commercial node | • Arterial<br>• Collector | • Varies depending on site size and location context | • Site specific |
| Industrial – Flex | 50,000 | • 6 acres<br>• Business park<br>• Adequate space for truck maneuvering<br>• Often separated from residential and retail | • Arterial<br>• Commercial Collector<br>• Good highway access | • Full movement intersection for large projects<br>• Site specific | • Site specific |

| Land Use | Building Sq. Ft. | Site Size and Location | Preferred Roadway Classification | Access | Signalization |
|---|---|---|---|---|---|
| Industrial – Manufacturing and Distribution | 200,000 | • 20+ acres<br>• Standalone or business park<br>• Separated from residential and retail land use<br>• Adequate space for truck maneuvering and trailer storage | • Arterial<br>• Collector<br>• Highway | • Depends on site and direction of shipping truck traffic | • Preferred for employee shifts<br>• Not always necessary for deliveries |

# APPENDIX G: ACCESS ANALYSIS

# VEHICULAR ACCESS

Vehicular access is important for commercial and industrial properties alike. Poor access can lead to adverse impacts on business activity, deliveries, parking, and ultimately the value of an affected property. Additionally, vehicular access can have a dramatic impact on traffic delay and incidents (Federal Highways Administration, 2013). Recognizing the importance of access, agencies at all levels of government have crafted access management policies to improve vehicular access on the roads that serve businesses.

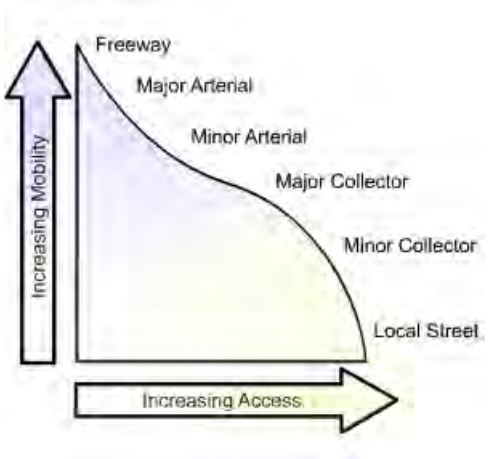
## What is Access Management?

Access management is the proactive management of vehicular access points to land parcels adjacent to roadways. Management is achieved through adequate planning and a regulatory framework that can guide roadway design based on street typology. Good access management policies improve traffic flow, reduce the number of vehicle conflicts, and ultimately reduce the number of crashes (Federal Highways Administration, 2013). The techniques utilized in access management policy generally include:

- Opening Spacing – fewer driveways and street connections allow for more orderly merging of traffic, fewer conflict points, and can reduce congestion
- Safe Turning Lanes – dedicated turn lanes can reduce congestion and improve safety in heavily traveled corridors
- Median Treatments – treatments such as raised medians can regulate access and reduce crashes
- Right-of-Way (ROW) Management – effective management can improve safety by providing adequate sight lines while preserving ROW for future capacity increases
- Access Controls – ensuring property spaced, warranted access controls are in place can improve traffic flow, improve safety, and reduce disobedience of control devices (Federal Highway Administration, 2009)

## Benefits of Access Management

As a general rule, an increase in mobility leads to a decrease in access. Access management ensures that roadways have adequate mobility and access based on their function in the transportation network. Addressing access spacing, utilizing turning lanes, and applying median treatments can greatly increase the safety and efficiency of busy corridors. These treatments work to ensure that roads allow for efficient and safe ingress and egress to businesses.



| Signals Per Mile | Crashes Per Million VMT |
|---|---|
| Under 2 | 3.53 |
| 2 to 4 | 6.89 |
| 4 to 6 | 7.49 |
| 6+ | 9.11 |

### *Access Spacing*

| Signals Per Mile | Increase in Travel Time (%) |
|---|---|
| 2 | - |
| 3 | 9 |
| 4 | 16 |
| 5 | 23 |
| 6 | 29 |
| 7 | 34 |
| 8 | 39 |

Proper access spacing is achieved by balancing signal spacing and driveway spacing. Signal spacing has been shown to have significant impacts on both traffic congestion and safety. Studies of major arterials found that placing more than two singles per mile has a significant impact on both congestion and safety. A study found that for each signal over two per mile, travel time was increased, on average, by six percent (Gluck, Levinson, & Stover, 1999). Another study found increases in travel time as high as 20 percent per signal over two per mile.
(Pant, Ula, & Liu, 1998). A review of crash data found a substantial increase in the rate of crashes with additional signals per mile (Texas Transportation Institute, 2000). Research has proven that there are direct correlations between driveway spacing, highways delay, and vehicle crash rates.

| Driveways Per Mile | Crashes Per Million VMT |
|---|---|
| <20 | 3.24 |
| 20-40 | 5.9 |
| 40-60 | 7.37 |
| >60 | 8.59 |

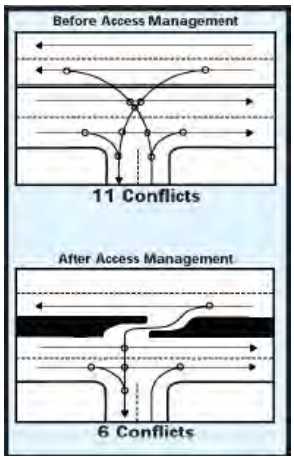
A Transportation Research Board study found that that roadway speeds were reduced by an average of 2.5 miles per hour for every 10 access points added to a road, with a maximum reduction of 10 miles per hour. A high concentration of driveways on arterials had a strong linear correlation to increased crash rates on arterials, as well (Pant, Ula, & Liu, 1998).

### *Auxiliary Turn Lanes*

Turning lanes can have a substantial positive impact on crash rates and congestion. Left-turn lanes, in particular, have been proven to reduce crashes by an average of 50 percent and reduce rear-end collisions between 60 and 88 percent. (Pant, Ula, & Liu, 1998) In addition to reducing the number of accidents, left turn lanes increase the capacity of roadways by an average of 25 percent. (S/K Transportation Consultants, Inc., 2000) Right-turn lanes have a less substantial impact on crash rates due, in large part, to the fact that there are fewer restrictions on right turns. The addition of a right-turn lane improves mainline traffic speaks by allowing turning vehicles to reduce their speed in the auxiliary lane, thus not hindering the through traffic.. The amount of delay increases with each subsequent car making a right hand turn, and can be quite substantial depending on how sharp the turn is. (Pant, Ula, & Liu, 1998)Therefore, a dedicated right-turn lane increases capacity of a roadway.

### *Median Treatments*

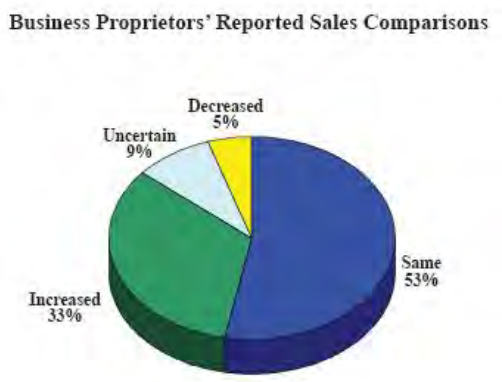
Median treatments have been found to be one of the most effective ways to regulate access to arterial roadways. One of the main reasons for the efficacy of such treatments is the reduction in conflict points associated with restricting full-turning movements. Reducing the number of conflict



points by utilizing median treatments allows drives to better predict the actions of other motorists while providing adequate space to queue while making a turn.

A variety of median treatments can be used to improve road safety and performance. Raised medians, for example, have been found to reduce crashes by over 40 percent (Gluck, Levinson, & Stover, 1999), reduce pedestrian-involved crashes by 45 percent, and reduce pedestrian related fatalities by 78 percent (Parsons, Waters III, & Fincher, 2000).

Though raised medians have been proven to have a profoundly positive impact on decreasing accidents rates, concerns persist by businesses that rely on pass-by traffic. Though there is a perception of that the medians will reduce sales and property values, studies have found that opposite to be true. Studies have found that raised center medians have no detrimental impact on sales. In fact, a study in Iowa found that a majority of businesses impacted by access management projects reported sales similar or better than they were prior to the completion of the projects. In some cases, median treatments have led to an increase property values after their construction (Eisele & Frawley, 1999), (Rees, Orrick, & Marx, 2000).




Some median treatments, such as two-way left-turn lanes have varying degrees of success based on the roadway environment. A study of four states, Arkansas, California, Illinois, and North Carolina, examined the accident rates of undivided roadways before and after the installation of two-way left turn lanes in both urban and rural context. Each of the states examined experienced reduced crash rates on rural roadways, ranging from 17% to 51%, with an average reduction of 36%. Additionally, lane installations reduced rear-end crashes by nearly 47%. While successful in a rural context, two-way left-turn lanes are not as successful in urban areas. In urban areas, effects of installation were ranged from slightly negative to only marginally positive. Accident rates in urban areas increased slightly after installation in California and North Carolina while improving slightly in both Arkansas and Illinois. (Federal Highway Administration, 2008)

## Access Management Standards and Guidance

Understanding access management standards and guidance from the Federal Highways Administration (FHWA), Colorado Department of Transportation (CDOT), and local jurisdictions as well as professional organizations such as the Institute of Transportation Engineers (ITE) can help the Town of Parker craft policy that will ensure safe, efficient vehicular travel throughout business corridors. The following is a brief summary of standards and guidance from various access management authorities.

### Federal Highway Administration

FHWA provides guidance, but not standards, on access management. FHWA guidance explains that the main function of major roads, such as arterials and regional highways, is to move traffic long distances at high speeds. Conversely, minor roads, such as collectors and local streets, function primarily to provide access to land parcels. Because speed is the primary function of major roads, conflict points (such as accesses and traffic signals) should be limited to the minimum number warranted to accommodate adequate traffic flow. In addition to limiting conflict points, FHWA recommends limiting the number of continuous two-way left turn lanes on major roads due to the increased crash rates that are associated with the unrestricted lanes. Rather than unrestricted lanes, FHWA recommends considering left-turn in or U-turn median treatments, which have been shown to reduce crash rates by nearly 40 percent (TRB Committee on Access Management, 2003).

### Institute of Transportation Engineers

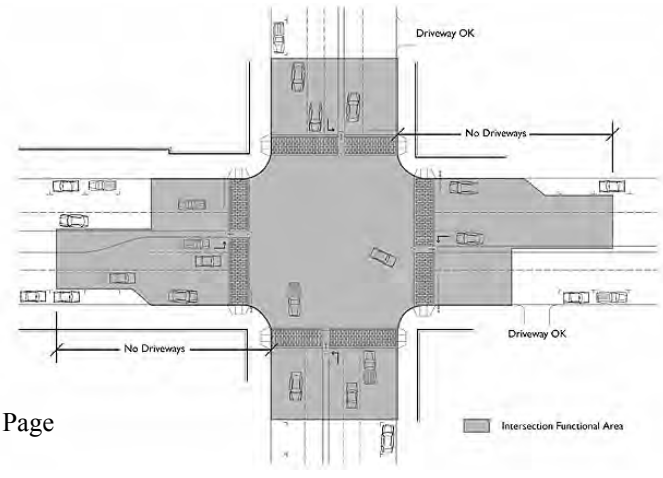
ITE uses a quantitative methodology when outlining engineering best practices and design considerations to enhance access management. ITE's areas of primary areas of consideration include traffic signal spacing, intersection spacing, and the location of driveways and curb cuts in relation to the functional areas of an intersection.

Similar to FHWA guidance, ITEs guidance recommends minimizing conflict points on major arterials by reducing the number of conflict points on the roadway. In an effort to do this, ITE recommends reducing the total number of signals, noting that there is an exponential increase in the number of car accidents per vehicle mile traveled when more than two signals per mile are present. ITE offers guidance for intersection spacing including the following:

- Space arterial to arterial intersections no less than one mile apart
- Space arterial to collect intersections no less than one half mile apart.
- Limit arterial to local road intersections unless they are absolutely required. If required, space 500 to 660 feet apart.

ITE contends that following these guidelines has been shown to reduce total accidents by 39 percent, rear-end accidents by 41 percent, and left-turn accidents by 42 percent when compared to unmanaged roads. (Institute of Transportation Engineers, 2004)

In addition to guidance for intersection spacing, ITE recommends restricting access to the functional area of an intersection. The functional area of an intersection is the area upstream from an intersection that drivers need to perceive the intersection and begin



maneuvers to negotiate it. This area is essentially the 'perception-reaction' area as well as the deceleration and queue storage area. ITE maintains that driveways located in this area create many conflict points and may confuse motorists. (Institute of Transportation Engineers, 2010)

Finally, ITE recommends utilizing the following management techniques to maximize roadway safety and capacity:

- Consolidate and minimizing left turn exits from driveways
- Use of a two-way center left turn lane
- Use of a raised center median
- Encourage shared driveways for adjacent land parcels/developments
- Create service roads for land access parallel to major arterials
- Provide adequately designed turn lanes

### Colorado Department of Transportation

CDOT provides access requirements for various CDOT facilities including three types of non-rural roadways present in Parker – NR-A principal highways NR-B arterials, and NR-C arterials.. Many Colorado cities adopt these and other CDOT access control policies for their communities. Many of the requirements offered by CDOT are discretionary and allow for circumstantial flexibility. (Colorado Department of Transportation, 2002)

CDOT maintains that the primary purpose of NR-A non-rural principal highways is to move medium to high traffic volumes over medium to long distances at medium to high speeds. To accomplish this goal, CDOT maintains that direct access to property from regional highways should be restricted unless an 'alternative local access' is unavailable and only if it would not pose a significant problem to the highways. If reasonable access cannot be obtained from the local street system, one access should be granted per parcel. Access may also be obtained if it is determined that access on the local street system would create an operational or safety problem on the local street. Parcels that are newly divided accrue no new access rights and must utilize existing access or obtain an easement the property it was subdivided from. The standard spacing for all intersection public ways that current require full movement, may require full movement in the future, are or may become signalized is one half mile intervals based on section lines as to not degrade signal progression. Exceptions to this standard may be granted when there are no reasonable alternatives are available or where a signalized intersection is warranted based on Manual for Uniformed Traffic Control Devices (MUTCD) guidelines. For an exception to be granted, an applicant must prove that there are no other reasonable site or access designs available that would eliminate the need for the access, that there is a proven public need for the intersection, and a traffic signal study and analysis must be completed. If topography serves or existing conditions makes the one half mile spacing inappropriate or impossible, intersections should be placed in a way that well serve as many properties as

possible while reducing the need for additional accesses to the highway. Left turns in may be allowed at an access if they meet appropriate design criteria, do not pose a major safety or operational risk, and have been proven to improve the operations of an adjacent full-movement intersection. If a restrictive median exists and a proposed left turn opening is shown to provide little operational or safety benefit, left turns should also be restricted. If a traversable median is in place, left turns should be permitted unless an operational or safety problem is identified. Additional right turn access may be permitted where acceleration and deceleration lanes can be provided, the access is prove to relieve congestion conditions on the local roadway network, would not be detrimental to the safety or operation of the existing highway, and where the additional access would not knowingly create a hardship to adjacent property or interfere with the location, planning, and operation of the street system. Finally, auxiliary turn lanes should be installed based on the following requirements:

- Left turn deceleration lanes if projected volume for peak hour left ingress turning volume is greater than 10 vehicles per hour.
- Right turn deceleration lane if projected volume for peak hour right ingress turning volume is greater than 25 vehicles per hour.
- Right turn acceleration lane if peak hour right turning volume is greater than 50 vehicles per hour when the posted highway speed is greater than 40 mph. The lane may be signalized if a free-right turn is needed to maintain an appropriate level of service (LOS).
- Left turn acceleration lane may be required if it would benefit the safety and operation of the highway and the posted speed of the highway is more than 45 mph.

CDOT maintains that the primary purpose of non-rural arterials is to move moderate to high traffic volumes over medium to short travel distancing at moderate speeds for intercity, intracity, and intercommunity travel needs. NR-B arterials are defined as roadways that are within developed communities where some established roadside development exists, making higher functional categories unrealistic. NR-C arterials are defined as roadways in which extensive roadside development exists or in downtown areas in which higher functional categories are unrealistic.

For NR-B arterials, each parcel is granted, at a minimum, right-in right-out access so long as it doesn't impede upon the safety or operation of the highway. The access may allow left turns in if it will improve access to the property and won't affect signal progression. Full movement accesses must be spaced one-half mile apart or where a signal progression analysis indicates that the new access will not degrade existing signal progression. An application which includes a traffic signal may be granted if the applicant must proves that there are no other reasonable site or access designs available that would eliminate the need for the access, that there is a proven public need for the intersection, and if a traffic signal study and analysis are completed.

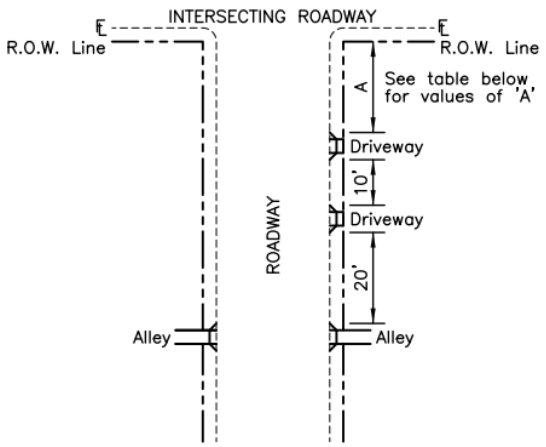
Additional right-turn-only access is permitted only when auxiliary lanes can be provided and the additional access would relieve congestion on the local street system and the parcel size requires additional access to maintain good highway traffic and land use design. Providing an additional access must not not knowingly create a hardship to adjacent property or interfere with the location, planning, and operation of the street system. Auxiliary lane requirements for NR-B arterials are the same as the requirements for regional highways, with the exception of acceleration lanes. Acceleration lanes are not required unless needed to improve the safety and operation of the highway.

For NR-C arterials, one access can be granted by right to each parcel if it does not create a safety or operational problem. The access is permitted to be an unsignalized full-movement access unless there is an established non-traversable median, safety, or operational issue. Additional access can be grated to a property if the access wouldn't knowingly cause hardship to adjacent properties and doesn't interfere with the existing or planned transportation system. Auxiliary lane requirements for NR-C arterials are the same as the requirements for NR-B arterials. Residential properties with access to lower classification streets shall use that street as a primary access, with any access from NR-B arterials considered secondary access. Minimum spacing between traffic signals is at the discretion of CDOT and should be consistent with existing signals and cause no degradation of safety or operation. If an unsignalized access metrics MUTCD signal warrants but does not meet CDOT standards, the access must be rebuilt to reduce traffic movements.

## Peer Cities

### *City of Denver*

The City of Denver has very specific access spacing requirements for arterial and collector streets; however, it does not specify signal spacing requirements or acceptable access movements. Denver maintains that arterials must maintain 100 feet of corner clearance for arterials and 75 feet for corner clearance for collectors. For all roads, the minimum space between driveways and other access points is 10 feet, while the minimum distance between alleyways and other access points 20 feet. (City and County of Denver Department of Public Works, 2013)



### *City of Arvada*

The City of Arvada specifies access regulations for principal arterial parkways (4-lane with provisions for 6 lane), arterial parkways (4-lane), minor arterials, and major collectors. The city specifies the types of roadway connections that are appropriate, the types of access movements that are permitted, and permitted property access based on zoning and street typology. (City of Arvada, 2011)

Arvada maintains that principal arterial parkways, arterial parkways, and minor arterials are designed to intersect arterials, collector streets, and occasionally local streets. Access from residential properties to arterial roadways is prohibited. Direct access from all other land uses is also prohibited but may be permitted it a traffic impact analysis proves that the access is necessary to preserve or improve the current level of service of the roadway or nearby intersections. Access movements may be restricted or prohibited at the discretion of the city. All access control regulation is accomplished through the standards established in the current edition of MUTCD.

Arvada maintains that major collectors are designed to intersect arterials, other collectors, and local streets. These roadways are to be the distributors of traffic between arterials and local streets. Access from these roadways is generally limited and may be restricted as the discretion of the city. Single family residential frontage is discouraged and back-out driveways are prohibited unless under unique circumstances. Turn lanes requirements are at the discretion of the city traffic engineer and may be required at intersections and access points.

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# APPENDIX H: MMLOS STATE OF THE PRACTICE

# PARKER MMLOS

## State of the Practice


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DRAFT

July 2013

# Table of Contents

# Computational Approaches Overview

MMLOS approaches in the "computational" category usually require significant data collection. The data collected is then used as inputs to a software or computational tool that then provides resultant scores that translate to a level of service grade. Whereas LOS for vehicles has typically been based on evaluating how well a given facility can accommodate demand, MMLOS shifts the focus to user perception and experience.

| METHOD | OVERVIEW | APPLICATIONS |
|---|---|---|
| **Auto Trips Generated (ATG)** | Current practices nationwide focus on establishing level of service (LOS) standards – typically based on automobile delay at signalized intersections. The ATG approach, by contrast, is based on the premise that each net new vehicle trip generated by a project constitutes an incremental impact to the transportation network and thus requires mitigation. ATG is easy to measure and provides a sketch-level assessment of the potential magnitude of vehicle impacts. | • Development Review<br>• Comprehensive Plans<br>• Congestion Management Plans |
| **Florida DOT MMLOS** | Florida DOT (FDOT) developed a multi-modal evaluation tool in 2009 based on the 2000 Highway Capacity Manual (HCM), Transit Capacity and Quality of Service Manual (TCQSM), and the Landis Bicycle and Pedestrian LOS Models. The tool allows for two levels of analysis: generalized planning, appropriate for broad applications such as statewide or regional planning and long range estimates, and preliminary engineering, appropriate for facility designs and alternatives analysis at the project level. | • Transportation Master Plans<br>• Comprehensive Plans<br>• Development Review |
| **HCM MMLOS** | The 2010 Highway Capacity Manual (HCM 2010) provides detailed instructions on calculating LOS for bicycles and pedestrians on urban streets (at the link, segment and facility levels) and at signalized and 2-way stop intersections. (It also offers instructions on calculating LOS on two-lane highways and off-street facilities, which are not discussed here.) Bicycle and pedestrian LOS are integrated into HCM 2010's multi-modal LOS.<br>HCM 2010 also provides methodologies for measuring transit LOS at the segment and facility levels. On street segments with multiple transit lines, each line must be entered separately. These methodologies apply only to public transit operating at street level, such as buses and streetcars; performance measures for grade-separated transit and transit operating on streets outside the public right-of-way can be found in the Transit Capacity and Quality of Service Manual. | • Development Review<br>• Transportation Master Plans<br>• Transit Planning |
| **Person Delay** | Person delay uses microsimulation to evaluate the delay per person for each mode of travel at an intersection. The person delay for each mode can then be combined to create an overall person delay for the intersection. This method provides a better decision-making tool for developing improvements to facilitate more efficient movement of people, rather than a single mode, through an intersection. It also facilitates the development of multi-modal mitigation measures. It is useful for analyzing higher occupancy travel modes such as BRT or the influence of a grade-separated crossing, as it accounts for benefits or impacts to all facility users. | • Development Review<br>• Transportation Master Plans<br>• Corridor Studies<br>• Mitigation Testing |

# Auto Trips Generated

## Summary

Current practices nationwide focus on establishing level of service (LOS) standards – typically based on automobile delay at signalized intersections. The ATG approach, by contrast, is based on the premise that each net new vehicle trip generated by a project constitutes an incremental impact to the transportation network and thus requires mitigation. As a result, ATG provides a more direct connection between a project's environmental impacts and mitigation, and serves as an easily-measured proxy for LOS impacts to pedestrians, bicycles, transit, and automobiles.

## Advantages

- Provides a quick assessment for gauging magnitude of environmental impacts
- Simpler to measure than auto LOS

## Disadvantages

- Does not evaluate street design
- Does not evaluate trade-offs between different modes (pedestrian vs. auto, transit vs. bicycle, etc.)
- Does not evaluate traffic operations
- Does not provide a complete nexus to environmental impacts

## Data Requirements

- Type of land use: retail, office or more specific (use with ITE trip generation standards)
- Potential mitigations and their estimated trip reductions

# Florida DOT MMLOS

## Summary

For bicycle LOS, FDOT uses the Landis Bicycle LOS Model (1997) to calculate bicycle quality/level of service (Q/LOS). This model considers the following variables:

- Average effective width of the outside through lane
- Motorized vehicle volumes
- Motorized vehicle speeds
- Heavy vehicle (truck) volumes
- Pavement condition

For pedestrian LOS, FDOT uses the Landis Pedestrian LOS Model (2001) to calculate pedestrian Q/LOS. This model considers the following variables:

- Existence of a sidewalk
- Lateral separation of pedestrians from motorized vehicles
- Motorized vehicle volumes
- Motorized vehicle speeds

Transit Q/LOS follows the methodologies described in TCRP 100: Transit Capacity and Level of Service (2003). For FDOT's software, transit Q/LOS is primarily dependent on service frequency, although it also considers pedestrian LOS, roadway crossing difficulty, and obstacles to bus stops.

## Advantages

- Strong basis in research
- Free MMLOS evaluation software (LOSPLAN)
- Relatively fewer data inputs than HCM 2010
- Can be applied in rural, suburban and urban settings

## Disadvantages

- Difficult to compare across modes
- Requires use of LOSPLAN software

## Data Requirements

Bicycle LOS requires:

- Peak and daily average volumes for motorized vehicles
- Presence and width of bicycle lane, outside through lane and shoulder
- Total number of directional through lanes
- Speed limit/average running speed of traffic
- Percentage of heavy vehicles
- Pavement condition (according to FHWA's five-point rating system)
- Percentage of segment with occupied on-street parking

Pedestrian LOS requires:

- Width of outside traffic lane, bicycle lane and parking lane
- Percentage of segment with occupied on-street parking
- Total number of directional through lanes
- Speed limit or average running speed of traffic
- Presence and width of sidewalk
- Presence and width of buffer between sidewalk and street

Data inputs for Auto LOS and Transit LOS as per HCM 2000 and TCQSM, respectively.

# HCM 2010 - Bicycle LOS


## Summary

*HCM 2010* evaluates urban street facilities for bicyclists via two measures: bicycle LOS score, which is based on cyclists' perception of their travel experience, and bicycle travel speed, which is a length-weighted aggregate of average bicycle speeds along segments within the facility, taking into account intersection delay.


## Advantages

- Easy to compare with motor vehicle, pedestrian and transit LOS for the same segment/facility
- Derived from extensive research into road user perception of conditions
- Focused on factors within the public right-of-way, which can be addressed through planning and engineering

## Disadvantages

- Requires significant data inputs, many of which must be measured in the field
- May not be feasible as a stand-alone measure (reliant on HCM 2010 auto LOS measures)
- Heavily biased towards off-street facilities; difficult to get an "A" score for on-street lanes
- Bicycle LOS is not fully sensitive to input changes and, in some cases, produces inconsistent results (i.e., road diet)

## Data Requirements

For bicycle LOS calculations at the segment and facility levels:

- Length of segment being analyzed
- Auto traffic speed and volumes
- Width and number of through lanes
- Width of bicycle lane and/or paved shoulder
- Presence and type of median
- Presence of curbs
- Existence and percent occupancy of on-street parking
- Pavement condition (subjectively rated from 0-5 according to HCM 2010 Exhibit 17.7)
- Number of driveways and side streets on a segment
- Bicycle delay at intersection
- Bicycle LOS score for intersection

To calculate bicycle LOS at an intersection, you will also need:

- Length of signal phases for through traffic and cross-traffic (green, yellow, red)
- Green time through traffic
- Bicycle flow rates (observed at intersections with aggressive right-turning autos, otherwise assume 2000 bikes/hr)

# HCM 2010 - Pedestrian LOS


## Summary

*HCM 2010* provides three performance evaluation measures for pedestrian LOS on urban street facilities: average pedestrian space (the amount of sidewalk available to pedestrians traveling along a segment), average pedestrian speed, and pedestrian LOS score, which is based on the pedestrian's perception of the travel experience.


## Advantages

- Provides a comprehensive evaluation of pedestrian LOS at different scales
- Quantifies the benefits and drawbacks of roadway design alternatives for a single segment
- Focused on factors within the public right-of-way, which can be addressed through planning and engineering

## Disadvantages

- Requires extensive data inputs, many of which must be measured in the field
- May not be feasible as a stand-alone measure (significantly integrated with HCM 2010 Auto LOS measure)
- Pedestrian LOS score is heavily influenced by auto traffic volumes, which are difficult to mitigate in a planning or engineering context
- Pedestrian LOS is not fully sensitive to input changes and, in some cases, produces inconsistent results (i.e., road diet)

## Data Requirements

To calculate pedestrian LOS of a link:

- Midsegment auto traffic speed and volumes
- Pedestrian flow rates
- Width and number of travel lanes
- Segment length
- Sidewalk extent and dimensions
- Size and location of obstructions in and beside the sidewalk (telephone poles, utility boxes, etc.)
- Proportion of segment adjacent to window displays, building faces and/or low walls or fences
- Pedestrian LOS for intersection (see below)
- Bicycle lane/shoulder width
- Number of trees/bushes between sidewalk and motorway
- Presence and percent occupancy of on-street parking
- Median type/presence and curb presence

To calculate pedestrian LOS of an intersection, you will also need:

- Length of signal phases for pedestrians and cross-traffic (green, yellow, red)
- Walkway width and corner curb radii at intersections
- Number and flow rates of turning vehicles

To calculate pedestrian LOS of a segment, you will also need:

- Crossing length at intersections, including islands/medians
- The delay incurred by diverting travel to a signalized intersection, or waiting for traffic to clear at an uncontrolled crossing point
- The legality of mid-block crossings

# HCM 2010 - Transit LOS


## Summary

The performance evaluation of transit at the facility level includes two measures. The first is transit LOS score, which is a perception-based measure of pedestrian access to transit, waiting for a transit vehicle, and the transit ride itself. The second is transit travel speed, a length-weighted aggregate of average transit speeds along segments within the facility.


## Advantages

- Provides an evaluation of street-level transit LOS that incorporates service and built environment factors
- Easy to compare with motor vehicle, bicycle and pedestrian LOS for the same segment/facility
- Quantifies the benefits and drawbacks of design and service alternatives for a single segment

## Disadvantages

- Requires extensive data inputs, many of which must be measured in the field
- May not be feasible as a stand-alone measure as it requires user to calculate Pedestrian LOS, which is significantly integrated with HCM 2010 Auto LOS measure
- Transit LOS is not fully sensitive to input changes and, in some cases, produces inconsistent results (i.e., adding bus stops)

## Data Requirements

Calculating transit LOS for a segment or facility requires the following inputs:

- Excess wait time (time spent waiting after a scheduled departure) or on-time performance
- Transit frequency/headways
- Segment length
- Area type ("central business district of a metropolitan area with over five million people" or "other")
- Transit stop location and position (whether the transit vehicle remains in or pulls out of the travel lane)
- Proportion of stops with shelters and with benches
- Motorized vehicle running speed
- Passenger load factor (number of passengers ÷ number of seats)
- Passenger trip length (total passenger miles ÷ total unlinked trips, on the system or on the route; obtain data from the National Transit Database)
- Pedestrian LOS score for link (see Fehr & Peers MMLOS Toolkit: "HCM 2010 - Pedestrian LOS")
- Through control delay (at boundary intersection)
- Reentry delay (the time, in seconds, that a transit vehicle spends waiting to reenter adjacent traffic)
- Effective green-to-cycle-length ratio (boundary intersection) or volume-to-capacity ratio (at roundabout boundary intersection)

# Person Delay

## Summary

Conventional LOS approaches quantify the delay per automobile. Under the person-delay approach, impacts and mitigation measures are evaluated based upon the anticipated project impact to the delay at intersections for all users. This approach is based on the premise that, through simulation, enough data can be gathered to estimate the impact of additional traffic and/or physical changes to pedestrians, bicyclists, transit patrons, and motorists.

The shift to a per-person delay calculation allows for an "apples to apples" comparison amongst the various modes and how modifications to the transport network affect each mode. Different improvements are anticipated to have differing affects on the delay of each mode and this methodology allows for a review of the effect on each mode and an aggregate calculation that compares the overall effects to the intersection.

## Advantages

- Easy to compare across modes.
- Analogous to LOS measures of intersection delay, which practitioners already understand
- Facilitates mitigations that benefit more people

## Disadvantages

- More data intensive than traditional LOS.
- Delay may not be the best measure to describe conditions for pedestrians and bicyclists.
- May privilege auto mode in areas where SOV traffic pre-

## Software and Time Requirements

This approach has utilized VISSIM to evaluate delay and develop visual representations of potential project-related changes. This requires approximately twice as much time to set up and operate as a model for a conventional analysis. Traffic counts that include bicycles and pedestrians cost slightly more than auto-only counts.

# Checklist Approaches Overview

MMLOS approaches in the "check-list based" category usually require a moderate amount of data collection. From a user perspective, the resultant level of service score or grade is determined by evaluating the presence or absence of characteristics, within the public right of way, that influence a person's experience.

| METHOD | OVERVIEW | APPLICATIONS |
|---|---|---|
| **Built Environment Factors** | The built environment is generally understood to have a strong influence on transportation choices and the quality of service for different modes. While the built environment includes both land uses and transportation infrastructure, most LOS applications focus on the latter, identifying elements of the built environment that fall within the public right-of-way and under public control. At the heart of this approach is the question, "To what extent do roadway features that include pedestrian and bicycle friendly designs impact a traveler's perception of that facility?" | • Development Review<br>• Transportation Master Plans<br>• Comprehensive/Community Plans<br>• Bicycle/Pedestrian Plans |
| **Charlotte MMLOS** | In 2007 the City of Charlotte, North Carolina, developed a methodology to assess design features that impact pedestrians and bicyclists crossing signalized intersections. This methodology can be used as a tool to assess and improve pedestrian and bicyclist levels of comfort and safety through intersection design features. The results can be compared with those for auto LOS of an intersection and weighed according to user priorities. | • Development Review<br>• Transportation Master Plans<br>• Bicycle/ Pedestrian Master Plans<br>• Comprehensive Plans |

# Built Environment Factors



## Summary

Through this approach at least two levels of physical features are identified: key or basic elements and enhancement elements. An inventory of each category of physical features would translate to a facility's perceived quality of service based on the built environment. For example, when assessing the pedestrian experience, key features might include:

- Travel lane and crossing lane widths
- Presence of sidewalks
- Presence of crosswalks

Enhancement features could include:

- Raised medians with pedestrian refuge
- Curb extensions/bulb-outs
- Pedestrian-oriented lighting

Based on a rating system that weighs the key features and enhancement features, a score is tabulated for the pedestrian facility that translates to a facility LOS.

## Advantages

- Design and intervention-focused
- Straightforward measurement of variables
- Several methods available to assess built environment effects on bicycling and walking

## Disadvantages

- Does not necessarily address presence of motor vehicles, which can have significant effect for bicycles and pedestrians
- Does not address auto LOS
- No definitive method for measurement
- Does not evaluate traffic operations

## Data Requirements

Data requirements vary significantly based on what factors are considered. Most local governments do not collect detailed information about the built environment as it applies to pedestrians. The presence and attributes of bicycle facilities are generally easier to obtain.

This method may require:

- Traffic volumes
- Posted speed limits
- Bicycle facility locations
- Transit system data
- Measurements and inventory of streetscape amenities

# Charlotte MMLOS

## Summary

LOS for both pedestrians and bicycles is calculated based on a point system (found in Appendix B of Charlotte's Urban Street Design Guidelines [USDG]). Charlotte Department of Transportation provides a table assigning points to certain characteristics. For bicycle LOS, characteristics include width of bicycle travel way, speed of adjacent traffic, signal features, right-turning vehicle conflicts, right-turn on red, and crossing distance. For pedestrian LOS, characteristics include crossing distance, signal phasing and timing, corner radius, right-turn on red, crosswalk treatment, and adjustment for one-way street crossings. The sum of the points accumulated for each mode establishes the LOS, with LOS A receiving a high number of points and LOS F receiving a low number of points.

## Advantages

- Relatively few data inputs required
- Focuses on street geometry and design
- Intersection-level analysis improves comparison with auto LOS

## Disadvantages

- Does not address transit LOS
- Not all bicycle and pedestrian travel is at intersections

## Data Requirements

Signal phasing:

- RTOR
- Left-turn conflicts
- Pedestrian phasing
- Countdown timer

Intersection measurements:

- Crosswalks
- Lane widths
- Curb radii
- Presence and width of bicycle lanes

Traffic speeds

# Combination Approaches Overview

The "combination" approaches usually require more data collection than "check-list approaches." These methodologies may require some computation that is performed in commonly used programs, such as Excel or Geographic Information Systems, but generally do not rely on specialized software.

| METHOD | OVERVIEW | APPLICATIONS |
|---|---|---|
| **Pedestrian Environmental Quality Index (PEQI)** | The San Francisco Department of Public Health (SFDPH) developed the Pedestrian Environmental Quality Index (PEQI) to measure the impacts of built environment factors on pedestrian environmental quality, pedestrian activity and pedestrian safety. The PEQI was developed through consultation with transportation professionals and travel behavior researchers. | • Comprehensive Plans<br>• Transportation/Pedestrian Master Plans<br>• Safe Routes to School<br>• Health Impact Assessments |
| **Bicycle Environmental Quality Index (BEQI)** | The San Francisco Department of Public Health (SFDPH) developed the Bicycle Environmental Quality Index (BEQI) to measure the impacts of built environment factors on bicycle environmental quality, bicycle activity and bicycle safety. The BEQI was developed through consultation with transportation professionals and travel behavior researchers. | • Comprehensive Plans<br>• Transportation/Pedestrian Master Plans<br>• Safe Routes to School<br>• Health Impact Assessments |
| **Fort Collins MMLOS** | Fort Collins created MMLOS standards for its streets in the late 1990s and has continued to refine them. Fort Collins standards consider both route characteristics and land use characteristics; high-priority land uses, such as public schools, require higher LOS for pedestrian and bicycle modes. | • Comprehensive Plans<br>• Transportation Master Plans<br>• Bicycle/Pedestrian Plans<br>• Development Review<br>• Transit Plans<br>• Safe Routes to School |
| **Layered Networks** | This approach designates modal emphasis by street to create a complete streets network. Layered networks recognize that while all traveler types need to be accommodated within a community; no single street can accommodate all transportation users at all times. The layered network concept envisions streets as systems, each street type designed to create a high quality experience for its intended users. A layered network approach can also use context sensitive land use and mode overlays to enhance additional transportation modes. | • Transportation Master Plans<br>• Comprehensive Plans<br>• Community Plans<br>• Development Review<br>• Congestion Management Plans |

# Pedestrian Environmental Quality Index




## Summary

The PEQI measures thirty indicators to evaluate pedestrian environment quality at both the intersection and street segment level. The intersection-level assessment looks only at safety features that aim to protect pedestrians from vehicle traffic, while the segment-level assessment looks at land use, traffic and design features as well as perceived safety from crime.


## Advantages

- Straightforward application: checklist and index
- Simple training required for data collection
- Basic software requirements (Microsoft Access, ArcGIS)
- Integrated with mapping software
- Research-based

## Disadvantages

- Does not address street connectivity and presence of pedestrian attractors
- May not address all relevant design factors
- Not designed for use outside urban areas

## Data Requirements

**Intersection**

Intersection Safety:

- Crosswalk
- Ladder crosswalk
- Pedestrian signal
- Traffic Signal
- Crosswalk
- Scramble
- No turn on red signs
- Traffic calming features
- Additional signs for pedestrians

**Street Segment**

Traffic:

- Number of lanes
- Two-way traffic
- Vehicle speed limit
- Traffic volume
- Traffic calming features

Street Design:

- Sidewalk width
- Sidewalk impediments
- Sidewalk obstructions
- Presence of curb
- Driveway cuts
- Trees
- Planters/gardens
- Public seating
- Presence of buffer

Land Use:

- Store fronts/retail use
- Public art/historical sites

Perceived Safety:

- Illegal graffiti
- Litter
- Pedestrian scale lighting
- Construction sites
- Abandoned buildings

# Bicycle Environmental Quality Index




## Summary

The BEQI measures twenty-two indicators to evaluate the bicycle service quality at both the intersection and street segment level. Intersection-level assessment looks only at safety features that aim to protect cyclists from vehicle traffic, while the segment-level looks at land use, traffic and design features as well as safety measures that increase visibility for cyclists.


## Advantages

- Straightforward application: checklist and index
- Simple training required for data collection
- Integrated with mapping software
- Research-based

## Disadvantages

- Requires ArcGIS 3D Analyst software to indicate street slope
- San Francisco-specific method. May require significant time investment to transfer to other areas

## Data Requirements

**Intersection**

Intersection Safety

- Left turn bicycle lane
- Dashed intersection bicycle lane (relevant only at complex intersections with high traffic volumes and/or speeds)
- No turn on red signs

**Street Segment**

Traffic:

- Number of vehicle lanes
- Vehicle speed
- Traffic calming features
- Parallel parking adjacent to bicycle lane/route
- Traffic volume
- Percentage of heavy vehicles

Street Design:

- Presence of a marked area for bicycle traffic
- Bicycle lane markings
- Bike lane width
- Trees
- Connectivity of bike lanes
- Pavement type/condition
- Driveway cuts
- Street slope

Land Use:

- Line of sight
- Bicycle parking
- Retail use

Safety/Other:

- Bicycle/pedestrian scale lighting
- Presence of bicycle lane signs

# Fort Collins MMLOS

## Summary

The City of Fort Collins uses predicted volume/capacity ratios to establish motor vehicle LOS for city infrastructure improvements. Predicted future volume and capacity are based on models maintained by City staff.

Bicycle LOS is based on how well a site is connected to bicycle facilities on nearby corridors and the quality of those facilities. Direct connections score higher than indirect connections; connections to on-street lanes are most highly valued, followed by off-street paths and on-street routes. Fort Collins' Bicycle LOS scoring standards are shown in Figure 1 (below).

Pedestrian LOS is scored along five criteria, each receiving a score from A-F. Within the City of Fort Collins, land uses are required to have separate minimum scores for each criterion. Criteria include directness of pedestrian trip, sidewalk continuity, quality and frequency of street crossings, visual interest and amenities, and security features.

Public transit LOS is evaluated according to hours of weekday service, frequency of weekday service, travel time factor (transit travel time ÷ auto travel time along the bus route to four specific destinations, including schools and shopping centers), and peak passenger load (passengers ÷ seats).

## Advantages

- New development achieves connectivity and continuity goals
- Reduces City's capital infrastructure burdens (developments must meet LOS standards to win approval)
- Educates developers, engineers and planners; promotes buy-in among professionals
- Creates better interconnectivity between modes, higher modal splits

## Disadvantages

- Harder to enforce when economy, demand for development are weak
- Can be difficult to implement in infill areas
- Requires defined roadway/bicycling/pedestrian networks, congestion/transportation demand management plan
- Pedestrian LOS - Qualitative criteria (for pedestrian LOS) can be inconsistent
- Transit LOS - Requires long-term coordination with transit provider, does not account for declining transit budgets

## Data Requirements

**Auto:**
- Volume/Capacity calculations (based on existing conditions and projected land uses)
- Land use plan (existing)
- Transportation master plan (existing)

**Bicycle:**
- Bicycle Plan (existing)
- Location and type of existing bicycle infrastructure

**Pedestrian:**
- Field measurement of pedestrian trip length from site origins to two to five destinations.
- Existing pedestrian plan
- Presence of sidewalk
- Data on street crossings (crosswalk presence, type, etc.)
- Frequency of amenities and safety features

**Transit:**
- Transit plan (existing)
- Land use plan (existing)
- Transit service data from transit provider (for development review):
  - Frequency of service
  - Weekday service hours
  - Peak passenger load
  - Travel time to specific destinations along route
- Auto travel times along bus route to specific destinations

# Layered Networks


## Summary

Layered street networks refine the functional street classifications common in U.S. cities, which are by default auto-priority, with modifications that enhance the streets for different modes.


Above: A layered network showing transit priority streets for Burien, Washington.

## Advantages

- Helps mitigate the challenge of accommodating all users on every roadway
- Creates flexibility and options with multiple travel routes, accommodating different travel modes on different streets
- Allows network layout and roadway design for ideal bicycle or transit networks
- Works well with MMLOS methodologies

## Disadvantages

- May require additional roadway connectivity and redundancy to create the multi-modal network
- Less effective if land uses do not support design of layered networks
- Requires planning commitment  to rethinking transportation networks

## Data Requirements

Data requirements vary based on the methods used to measure LOS/MMLOS.

# MMLOS Applicability & Implementation

| | METHOD | APPLICABLE MODES | APPROPRIATE CONTEXT | IMPLEMENTATION COST |
|---|---|---|---|---|
| COMPUTATIONAL | Auto Trips Generated (ATG) |  |  |  |
| COMPUTATIONAL | Florida DOT MMLOS |  |  |  |
| COMPUTATIONAL | HCM MMLOS |  |  |  |
| COMPUTATIONAL | Person Delay |  |  |  |
| CHECKLIST | Built Environment Factors |  |  |  |
| CHECKLIST | Charlotte MMLOS |  |  |  |
| CHECKLIST | PEQI |  |  |  |
| CHECKLIST | BEQI |  |  |  |
| COMBINATION | Fort Collins MMLOS |  |  |  |
| COMBINATION | Layered Networks |  |  |  |

SOMEWHAT APPLICABLE  VERY APPLICABLE

# MMLOS Holistic Assessment

| METHOD | READILY AVAILABLE DATA | TECHNICAL SIMPLICITY | EASE OF USE | CONSISTENT & REPEATABLE | INFLUENCE ON DESIGN | NEXUS TO "COMPLETE STREETS" IMPROVEMENTS |
|---|---|---|---|---|---|---|
| Auto Trips Generated (ATG) | ◐ | ◐ | ◐ | ● | ○ | ○ |
| Florida DOT MMLOS | ◐ | ○ | ○ | ● | ◐ | ○ |
| HCM MMLOS | ○ | ○ | ◐ | ● | ○ | ○ |
| Person Delay | ○ | ○ | ○ | ● | ○ | ◐ |
| Built Environment Factors | ◐ | ● | ● | ● | ◐ | ● |
| Charlotte MMLOS | ○ | ◐ | ◐ | ● | ● | ● |
| PEQI | ◐ | ◐ | ○ | ● | ◐ | ● |
| BEQI | ◐ | ◐ | ○ | ● | ◐ | ● |
| Fort Collins MMLOS | ◐ | ● | ◐ | ◐ | ● | ● |
| Layered Networks | ◐ | ◐ | ◐ | ◐ | ◐ | ◐ |

○ NOT SO ◐ SOMEWHAT SO ● ENTIRELY SO

# APPENDIX I: IMPROVEMENT PROJECTS

Town of Parker TRANSPORTATION MASTER PLAN

# Decision-Making Matrix

| Responsible Party | Focus Area | Project | Priority | On-Going | Providing a safe and efficient transportation system that provides circulation within Town and connections to the region | Finding the right balance between mobility needs and access needs | Respecting the context of Parker's built and natural environments | Integrating transportation infrastructure investment with land use | Ensuring public investment decisions support economic development | Creating a multi-modal network that allows people of any age or ability to be comfortable driving, walking, biking or using transit | Mitigating impacts and leveraging benefits of Parker Road and E-470 | Reinforce the Cottonwood Focus Area as a higher-density, mixed-use commercial and employment district | Reinforce the Dransfeldt Focus Area as an employment area that supports manufacturing needs | Reinforce the Mainstreet West Focus Area as a central commercial district | Reinforce the Old Town Focus Area as a pedestrian-oriented destination | Reinforce the Salisbury Park Focus Area as a major park destination emphasizing pedestrian and bicycle access | Count |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Town of Parker Projects | Salisbury North | Construct new roadway and bridge over Cherry Creek connecting Motsenbocker Road to the intersection of Dransfeldt Road and Twenty Mile Road along Todd Road alignment | 1 | ✓ | ✓ | | ✓ | | | | | | | ✓ | | | | 3 |
| | All of Parker | Widen and detach sidewalks on arterials and Parker Road to minimum 8-foot width for shared-use, bike/ped paths | 2 | ✓ | | | | | | ✓ | ✓ | | | | | | | 2 |
| | Old Town | Install traffic signal at Longs Way & Parker Road | 3 | | ✓ | | | | | ✓ | | | | | | | | 2 |
| | Cottonwood | Add a lane to Cottonwood Drive between Parker Road and Jordan | 4 | | ✓ | | ✓ | | | | | ✓ | | | | | | 3 |
| | Salisbury North | Todd Drive connection to Jordan Road | 5 | | ✓ | | ✓ | | | | | | | | | | | 2 |
| | All of Parker | N. Pinery Pkwy extension from Parker Road west to Chambers Road | 6 | | ✓ | | ✓ | | | | | | | | | | | 2 |
| | Dransfeldt | Add a second southbound lane on Dransfeldt Road between Lincoln and Mainstreet | 7 | | ✓ | | | | | | | | ✓ | | | | | 2 |
| | All of Parker | Add a lane in each direction on Chambers Road between Mainstreet and Hess Road | 8 | | ✓ | | | | | | | | | | | | | 1 |
| | Cottonwood | Reconstruct Cottonwood Drive-Crown Crest roundabout to improve through traffic, pedestrian crossing, and access to Parker Adventist Hospital | 9 | | | ✓ | | | | ✓ | | ✓ | | | | | | 3 |
| | Old Town | Extend Pikes Peak Court from Pikes Peak Drive to South Pine Drive, connecting all the way east to Mainstreet via Town Hall Drive alignment | 10 | | ✓ | | ✓ | | | | | | | | | ✓ | | 3 |
| | All of Parker | Continue to complete missing sidewalks on all Parker streets as well as listed missing trail links from the Open Space, Trails and Greenways Master Plan | 11 | ✓ | | | ✓ | ✓ | ✓ | ✓ | | | | | | ✓ | ✓ | 6 |
| | Cottonwood | Partner with Parker Adventist Hospital to build direct connection to E-470 trail and Cherry Creek Trail | 12 | | | | | | | ✓ | ✓ | | | | | | | 2 |
| | All of Parker | Build extensions of East/West Trail and Newlin Gulch Trail to provide connections from Cherry Creek Trail to Rueter-Hess Reservoir | 13 | | | | | | | ✓ | | | | | | | | 1 |
| | Salisbury North | Construct a shared-use, bike/ped path from Cherry Creek Trail across Dransfeldt extension bridge and north along Dransfeldt to Sulphur Gulch Trail | 14 | | | | | | | ✓ | | | | | | | | 1 |
| | Dransfeldt | Add a lane in each direction of Lincoln Avenue between Parker Road and Jordan | 15 | | ✓ | | ✓ | | | | | | ✓ | | | | | 3 |
| | Cottonwood | Improve bike/ped crossings at Parker Road & Crown Crest and Parker Road at Cottonwood | 16 | | | | | | | ✓ | | ✓ | | | | | | 2 |
| | Old Town | Public parking garage in Old Town | 17 | | | | | | ✓ | | | | | | | | | 1 |
| | Salisbury North | Connect Salisbury Park to the new East/West Trail via Todd Road alignment | 18 | | | | | | | ✓ | | | | | | ✓ | | 2 |

Town of Parker TRANSPORTATION MASTER PLAN

## Decision-Making Matrix

| | | | | | Providing a safe and efficient transportation system that provides circulation within Town and connections to the region | Finding the right balance between mobility needs and access needs | Respecting the context of Parker's built and natural environments | Integrating transportation infrastructure investment with land use | Ensuring public investment decisions support economic development | Creating a multi-modal network that allows people of any age or ability to be comfortable driving, walking, biking or using transit | Mitigating impacts and leveraging benefits of Parker Road and E-470 | Reinforce the Cottonwood Focus Area as a higher-density, mixed-use commercial and employment district | Reinforce the Dransfeldt Focus Area as an employment area that supports manufacturing needs | Reinforce the Mainstreet West Focus Area as a central commercial district | Reinforce the Old Town Focus Area as a pedestrian-oriented destination | Reinforce the Salisbury Park Focus Area as a major park destination emphasizing pedestrian and bicycle access | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Mainstreet West | Kieffers Crossing: Widen sidewalk connection on Crossroads Dr. and provide signage and wayfinding to Old Town destinations. Provide direct access to library site | 19 | | | | | ✓ | ✓ | ✓ | | | | ✓ | ✓ | | 5 |
| | Old Town | Supplement RTD service in Parker with Town run circulator service | 20 | | | | ✓ | ✓ | ✓ | ✓ | | | | ✓ | ✓ | | 6 |
| | Old Town | Construct 3-way stop at intersection of Longs Way and Victorian Drive | 21 | | ✓ | | ✓ | | | ✓ | | | | | ✓ | | 4 |
| | All of Parker | Create branded, consistent wayfinding and signage system for drivers to key destinations | 22 | | | | | ✓ | | | | | | ✓ | | | 2 |
| | Old Town | Rapid flash beacons for Sulphur Gulch trail crossing of Pikes Peak Drive | 23 | | | | | ✓ | ✓ | ✓ | | | | | ✓ | | 4 |
| | All of Parker | J Morgan extension from Stroh south to N. Pinery Pkwy. | 24 | | ✓ | | | | | | | | | | | | 1 |
| | All of Parker | Add a lane in each direction on Jordan Road between Mainstreet and Hess Road | 25 | | ✓ | | | | | | | | | | | | 1 |
| | All of Parker | Collaborate with E-470 Public Highway Authority and neighboring jurisdictions to build out E-470 Trail to the northeast | 26 | | | | | | | ✓ | ✓ | | | | | | 2 |
| | Old Town | Either sharrows, buffered bike lanes, or shared-use paths along both sides of Mainstreet between Pace Center Drive and east Victorian intersection; and super-sharrows on Pikes Peak Drive between Mainstreet and Sulphur Gulch | 27 | | | | ✓ | ✓ | ✓ | ✓ | | | | | ✓ | | 5 |
| | Mainstreet West | Signage for trail connections to Sulphur Gulch and Cherry Creek along Mainstreet | 28 | | | | ✓ | ✓ | ✓ | ✓ | | | | | ✓ | | 5 |
| | Old Town | Install signage to promote the use of Pine Drive bypass for through traffic instead of Old Town | 29 | | ✓ | | ✓ | ✓ | ✓ | | | | | | ✓ | | 5 |
| | All of Parker | Paint on-street bike facilities on non-residential collectors (tied to street improvements and new construction) | 30 | | | | | | | ✓ | | | | | | | 1 |
| | Old Town | Add destination, trail and wayfinding signage in and around Old Town including connections to Sulphur Gulch Trail and Kieffers Crossing | 31 | ✓ | | | ✓ | ✓ | ✓ | ✓ | | | | | ✓ | | 5 |
| | All of Parker | Add speed tables or raised crosswalks on J. Morgan Boulevard at Nate Drive and Stroh Ranch Drive intersections to improve pedestrian safety and discourage cut-through traffic speeding | 32 | ✓ | | | | | | ✓ | | | | | | | 1 |
| | Old Town | Additional bike racks at Mainstreet and Pike's Peak Drive and at the termination of bike lanes, paths and sharrows | 33 | ✓ | | | ✓ | ✓ | ✓ | ✓ | | | | | ✓ | | 5 |
| **Developer Driven Projects** | Cottonwood | Connect Cottonwood Dr. east of the new Vantage Point apartment development (at NE corner of Cottonwood & Parker Rd) to Aurora Parkway extension (from Aurora) | 1 | | ✓ | | ✓ | | | | | ✓ | | | | | 3 |
| | Cottonwood | Cottonwood Drive extension from Jordan Road to Chambers Road (timed with new development) | 2 | | ✓ | | ✓ | | | | | ✓ | | | | | 3 |
| | All of Parker | N. Pinery Pkwy extension from Parker Road west to Chambers Road | 3 | | ✓ | | ✓ | | | | | | | | | | 2 |
| | All of Parker | Extend Chambers Road and Stroh Road through Anthology along with collector street network that provides alternative routes to arterial roads (tied to development) | 4 | | ✓ | | ✓ | | | | | | | | | | 2 |

Town of Parker TRANSPORTATION MASTER PLAN

## Decision-Making Matrix

| | | | | | Providing a safe and efficient transportation system that provides circulation within Town and connections to the region | Finding the right balance between mobility needs and access needs | Respecting the context of Parker's built and natural environments | Integrating transportation infrastructure investment with land use | Ensuring public investment decisions support economic development | Creating a multi-modal network that allows people of any age or ability to be comfortable driving, walking, biking or using transit | Mitigating impacts and leveraging benefits of Parker Road and E-470 | Reinforce the Cottonwood Focus Area as a higher-density, mixed-use commercial and employment district | Reinforce the Dransfeldt Focus Area as an employment area that supports manufacturing needs | Reinforce the Mainstreet West Focus Area as a central commercial district | Reinforce the Old Town Focus Area as a pedestrian-oriented destination | Reinforce the Salisbury Park Focus Area as a major park destination emphasizing pedestrian and bicycle access | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Dransfeldt | Vehicle access from Walgreen's to Dransfeldt (tied to private redevelopment) | 5 | | | ✓ | | | | | | | | | | | 1 |
| | Old Town | Grocery store on east side of Parker Road to mitigate demand for east-west trips on Mainstreet | 6 | | | | ✓ | | | | | | | | | | 1 |
| | Mainstreet West | Work with property owners to build consistent 8-foot wide, detached shared-use bike/ped paths on both sides of Mainstreet between Parker Road and Twenty Mile | 7 | | | | | | | ✓ | | | | ✓ | | | 2 |
| | Cottonwood | New right-in/right-out access on Parker Road north of NE corner of Cottonwood (to serve Vantage Point apartment development – tied to development) | 8 | | | ✓ | | | | | | ✓ | | | | | 2 |
| | All of Parker | Proposed Mt. Belford Road from Chambers west to Peoria Street in Douglas County (tied to development) | 9 | | ✓ | | ✓ | | | | | | | | | | 2 |
| | All of Parker | J Morgan extension from Stroh south to N. Pinery Pkwy. | 10 | | ✓ | | | | | | | | | | | | 1 |
| | Cottonwood | Connect Brompton Way south to Woodman Drive (tied to private redevelopment) | 11 | ✓ | ✓ | | | | | | | ✓ | | | | | 2 |
| **RTD Projects** | Cottonwood | Direct bus service between Parker Adventist Hospital and both Lincoln Station and Nine Mile Station | 1 | | | | | | | ✓ | | ✓ | | | | | 2 |
| | Dransfeldt | Direct and more frequent bus service from Dransfeldt Road employers to both Lincoln Station and Nine Mile Station | 2 | | | | | | | ✓ | | | ✓ | | | | 2 |
| | All of Parker | Work with RTD to create a second Call-n-Ride with a flex route to serve as in-town circulator to supplement service provided by routes 410 and 153 | 3 | | | | ✓ | ✓ | ✓ | ✓ | | | ✓ | ✓ | ✓ | | **7** |

# APPENDIX J: RANKED PROJECT LIST

## Summary

| Area | Question | Score | Av.# Respond. | Open House |
|---|---|---|---|---|
| Cottonwood #1 | New right-in/right-out access on Parker Road north of NE corner of Cottonwood (to serve Vantage Point apartment development - tied to development) | 2.89 | 8.93 | 1 |
| Cottonwood #2 | Connect Brompton Way south to Woodman Drive (tied to private redevelopment) | 2.34 | 8.93 | (1) |
| Cottonwood #3 | Connect Cottonwood Dr. east of the new Vantage Point apartment development (at NE corner of Cottonwood & Parker Rd) to Aurora Parkway extension (from Aur | 3.49 | 9.00 | 6 |
| Cottonwood #4 | Add a lane to Cottonwood Drive between Parker Road and Jordan (driven by new development) | 3.15 | 8.96 | 4 |
| Cottonwood #5 | Cottonwood Drive extension from Jordan Road to Chambers Road (timed with new development) | 3.29 | 8.96 | 5 |
| Cottonwood #6 | Partner with Parker Adventist Hospital to build direct connection to E-470 trail and Cherry Creek Trail | 2.73 | 9.00 | 2 |
| Cottonwood #7 | Improve bike/ped crossings at Parker Road & Crown Crest and Parker Road at Cottonwood (e.g., speed table and signage at crosswalks along channelized right t | 2.39 | 7.00 | 3 |
| Cottonwood #8 | Direct bus service between Parker Adventist Hospital and both Lincoln Station and Nine Mile Station | 2.89 | 6.96 | 1 |
| Cottonwood #9 | Reconstruct Cottonwood Drive-Crown Crest roundabout to improve through traffic, pedestrian crossing, and access to Parker Adventist Hospital | 2.43 | 6.96 | 6 |
| Dransfeldt #1 | Vehicle access from Walgreen's to Dransfeldt (tied to private redevelopment) | 2.25 | 7.00 | 7 |
| Dransfeldt #2 | Add a second southbound lane on Dransfeldt Road between Lincoln and Mainstreet | 2.64 | 7.00 | 5 |
| Dransfeldt #3 | Direct and more frequent bus service from Dransfeldt Road employers to both Lincoln Station and Nine Mile Station | 2.42 | 6.00 | 2 |
| Dransfeldt #4 | Add a lane in each direction of Lincoln Avenue between Parker Road and Jordan | 2.68 | 6.00 | 2 |
| Mainstreet West #1 | Signage for trail connections to Sulphur Gulch and Cherry Creek along Mainstreet | 2.19 | 6.00 | 2 |
| Mainstreet West #2 | Work with property owners to build consistent 8-foot wide, detached shared-use bike/ped paths on both sides of Mainstreet between Parker Road and Twenty Mile | 2.43 | 6.00 | 4 |
| Mainstreet West #3 | Kieffers Crossing: Widen sidewalk connection on Crossroads Dr. and provide signage and wayfinding to Old Town destinations. Provide direct access to library sit | 2.45 | 5.96 | 2 |
| Old Town #1 | Additional bike racks at Mainstreet and Pike's Peak Drive and at the termination of bike lanes, paths and sharrows | 2.00 | 6.00 | 1 |
| Old Town #2 | Grocery store on east side of Parker Road to mitigate demand for east-west trips on Mainstreet | 2.82 | 6.00 | 2 |
| Old Town #3 | Install signage to promote the use of Pine Drive bypass for through traffic instead of Old Town | 2.41 | 6.00 | 1 |
| Old Town #4 | Provide circulator bus serving Old Town, including weekends | 2.57 | 6.00 | 1 |
| Old Town #5 | Add destination, trail and wayfinding signage in and around Old Town including connections to Sulphur Gulch Trail and Kieffers Crossing | 2.11 | 5.00 | 2 |
| Old Town #6 | Install traffic signal at Longs Way & Parker Road | 2.87 | 6.00 | 5 |
| Old Town #7 | Either sharrows, buffered bike lanes, or shared-use paths along both sides of Mainstreet between Pace Center Drive and east Victorian intersection; and super-sh | 2.20 | 5.96 | 2 |
| Old Town #8 | Public parking garage in Old Town | 2.53 | 6.00 | 2 |
| Old Town #9 | Rapid flash beacons for Sulphur Gulch trail crossing of Pikes Peak Drive | 1.95 | 5.00 | 4 |
| Old Town #10 | Construct 3-way stop at intersection of Longs Way and Victorian Drive | 2.00 | 6.00 | 5 |
| Old Town #11 | Extend Pikes Peak Court from Pikes Peak Drive to South Pine Drive, connecting all the way east to Mainstreet via Town Hall Drive alignment | 2.72 | 6.00 | 3 |
| Salisbury North #1 | Todd Drive connection to Jordan Road | 2.52 | 6.00 | 7 |
| Salisbury North #2 | Construct a shared-use, bike/ped path from Cherry Creek Trail across Dransfeldt extension bridge and north along Dransfeldt to Sulphur Gulch Trail | 2.23 | 6.00 | 6 |
| Salisbury North #3 | Connect Salisbury Park to the new East/West Trail via Todd Road alignment | 2.37 | 5.00 | 3 |
| Salisbury North #4 | Construct new roadway and bridge over Cherry Creek (Dransfeldt extension bridge) connecting Motsenbocker Road to the intersection of Dransfeldt Road and Tw | 2.96 | 6.00 | 8 |
| Rest of Parker #1 | Add speed tables or raised crosswalks on J. Morgan Boulevard at Nate Drive and Stroh Ranch Drive intersections to improve pedestrian safety and discourage cu | 1.63 | 6.00 | 3 |
| Rest of Parker #2 | Add a lane in each direction on Chambers Road between Mainstreet and Hess Road | 2.59 | 5.89 | 5 |
| Rest of Parker #3 | Add a lane in each direction on Jordan Road between Mainstreet and Hess Road | 2.33 | 6.00 | 2 |
| Rest of Parker #4 | Continue to complete missing sidewalks on all Parker streets as well as listed missing trail links from the Open Space, Trails and Greenways Master Plan | 2.23 | 6.00 | 6 |
| Rest of Parker #5 | Paint on-street bike facilities on non-residential collectors (tied to street improvements and new construction) | 1.87 | 5.96 | 3 |
| Rest of Parker #6 | Extend Chambers Road and Stroh Road through Anthology along with collector street network that provides alternative routes to arterial roads (tied to developme | 2.71 | 6.00 | 4 |
| Rest of Parker #7 | Widen and detach sidewalks on arterials and Parker Road to minimum 8-foot width for shared-use, bike/ped paths (tied to street improvements, new construction | 2.63 | 6.00 | 7 |
| Rest of Parker #8 | Work with RTD to create a second Call-n-Ride with a flex route to serve as in-town circulator to supplement service provided by routes 410 and 153 | 2.41 | 4.85 | 1 |
| Rest of Parker #9 | Create branded, consistent wayfinding and signage system for drivers to key destinations | 1.88 | 6.00 | 5 |
| Rest of Parker #10 | Build extensions of East/West Trail and Newlin Gulch Trail to provide connections from Cherry Creek Trail to Rueter-Hess Reservoir | 2.10 | 6.00 | 7 |
| Rest of Parker #11 | Proposed Mt. Belford Road from Chambers west to Peoria Street in Douglas County (tied to development) | 2.37 | 6.00 | 3 |
| Rest of Parker #12 | Collaborate with E-470 Public Highway Authority and neighboring jurisdictions to build out E-470 Trail to the northeast | 1.95 | 6.00 | 3 |
| Rest of Parker #13 | N. Pinery Pkwy extension from Parker Road west to Chambers Road | 2.55 | 6.00 | 6 |
| Rest of Parker #14 | J Morgan extension from Stroh south to N. Pinery Pkwy. | 2.07 | 5.93 | 3 |

| Question | Score | Av.# | Respond. | Open House urvey rank | louse rank | Avg Rank |
|---|---|---|---|---|---|---|
| Construct new roadway and bridge over Cherry Creek (Dransfeldt extension bridge) connecting Motsenbocker Road to the intersection of Dransfeldt Road and Twer | 2.96 | | 6.00 | 8 | 4 | 1 | 2.5 |
| Connect Cottonwood Dr. east of the new Vantage Point apartment development (at NE corner of Cottonwood & Parker Rd) to Aurora Parkway extension (from Auror | 3.49 | | 9.00 | 6 | 1 | 6 | 3.5 |
| Cottonwood Drive extension from Jordan Road to Chambers Road (timed with new development) | 3.29 | | 8.96 | 5 | 2 | 11 | 6.5 |
| Widen and detach sidewalks on arterials and Parker Road to minimum 8-foot width for shared-use, bike/ped paths (tied to street improvements, new construction an | 2.63 | | 6.00 | 7 | 14 | 2 | 8 |
| Install traffic signal at Longs Way & Parker Road | 2.87 | | 6.00 | 5 | 7 | 11 | 9 |
| Add a lane to Cottonwood Drive between Parker Road and Jordan (driven by new development) | 3.15 | | 8.96 | 4 | 3 | 17 | 10 |
| Todd Drive connection to Jordan Road | 2.52 | | 6.00 | 7 | 19 | 2 | 10.5 |
| N. Pinery Pkwy extension from Parker Road west to Chambers Road | 2.55 | | 6.00 | 6 | 17 | 6 | 11.5 |
| Add a second southbound lane on Dransfeldt Road between Lincoln and Mainstreet | 2.64 | | 7.00 | 5 | 13 | 11 | 12 |
| Add a lane in each direction on Chambers Road between Mainstreet and Hess Road | 2.59 | | 5.89 | 5 | 15 | 11 | 13 |
| Reconstruct Cottonwood Drive-Crown Crest roundabout to improve through traffic, pedestrian crossing, and access to Parker Adventist Hospital | 2.43 | | 6.96 | 6 | 21 | 6 | 13.5 |
| Extend Chambers Road and Stroh Road through Anthology along with collector street network that provides alternative routes to arterial roads (tied to development) | 2.71 | | 6.00 | 4 | 11 | 17 | 14 |
| Extend Pikes Peak Court from Pikes Peak Drive to South Pine Drive, connecting all the way east to Mainstreet via Town Hall Drive alignment | 2.72 | | 6.00 | 3 | 10 | 21 | 15.5 |
| Vehicle access from Walgreen's to Dransfeldt (tied to private redevelopment) | 2.25 | | 7.00 | 7 | 31 | 2 | 16.5 |
| Grocery store on east side of Parker Road to mitigate demand for east-west trips on Mainstreet | 2.82 | | 6.00 | 2 | 8 | 29 | 18.5 |
| Continue to complete missing sidewalks on all Parker streets as well as listed missing trail links from the Open Space, Trails and Greenways Master Plan | 2.23 | | 6.00 | 6 | 32 | 6 | 19 |
| Partner with Parker Adventist Hospital to build direct connection to E-470 trail and Cherry Creek Trail | 2.73 | | 9.00 | 2 | 9 | 29 | 19 |
| Build extensions of East/West Trail and Newlin Gulch Trail to provide connections from Cherry Creek Trail to Rueter-Hess Reservoir | 2.10 | | 6.00 | 7 | 37 | 2 | 19.5 |
| Construct a shared-use, bike/ped path from Cherry Creek Trail across Dransfeldt extension bridge and north along Dransfeldt to Sulphur Gulch Trail | 2.23 | | 6.00 | 6 | 33 | 6 | 19.5 |
| Work with property owners to build consistent 8-foot wide, detached shared-use bike/ped paths on both sides of Mainstreet between Parker Road and Twenty Mile | 2.43 | | 6.00 | 4 | 22 | 17 | 19.5 |
| Add a lane in each direction of Lincoln Avenue between Parker Road and Jordan | 2.68 | | 6.00 | 2 | 12 | 29 | 20.5 |
| Direct bus service between Parker Adventist Hospital and both Lincoln Station and Nine Mile Station | 2.89 | | 6.96 | 1 | 5 | 39 | 22 |
| New right-in/right-out access on Parker Road north of NE corner of Cottonwood (to serve Vantage Point apartment development – tied to development) | 2.89 | | 9.79 | 1 | 6 | 39 | 22.5 |
| Improve bike/ped crossings at Parker Road & Crown Crest and Parker Road at Cottonwood (e.g., speed table and signage at crosswalks along channelized right tur | 2.39 | | 7.00 | 3 | 26 | 21 | 23.5 |
| Public parking garage in Old Town | 2.53 | | 6.00 | 2 | 18 | 29 | 23.5 |
| Connect Salisbury Park to the new East/West Trail via Todd Road alignment | 2.37 | | 5.00 | 3 | 27 | 21 | 24 |
| Proposed Mt. Belford Road from Chambers west to Peoria Street in Douglas County (tied to development) | 2.37 | | 6.00 | 3 | 28 | 21 | 24.5 |
| Kieffers Crossing: Widen sidewalk connection on Crossroads Dr. and provide signage and wayfinding to Old Town destinations. Provide direct access to library site | 2.45 | | 5.96 | 2 | 20 | 29 | 24.5 |
| Construct 3-way stop at intersection of Longs Way and Victorian Drive | 2.00 | | 6.00 | 5 | 40 | 11 | 25.5 |
| Direct and more frequent bus service from Dransfeldt Road employers to both Lincoln Station and Nine Mile Station | 2.42 | | 6.00 | 2 | 23 | 29 | 26 |
| Create branded, consistent wayfinding and signage system for drivers to key destinations | 1.88 | | 6.00 | 5 | 43 | 11 | 27 |
| Provide circulator bus serving Old Town, including weekends | 2.57 | | 6.00 | 1 | 16 | 39 | 27.5 |
| Rapid flash beacons for Sulphur Gulch trail crossing of Pikes Peak Drive | 1.95 | | 5.00 | 4 | 41 | 17 | 29 |
| J Morgan extension from Stroh south to N. Pinery Pkwy. | 2.07 | | 5.93 | 3 | 38 | 21 | 29.5 |
| Add a lane in each direction on Jordan Road between Mainstreet and Hess Road | 2.33 | | 6.00 | 2 | 30 | 29 | 29.5 |
| Collaborate with E-470 Public Highway Authority and neighboring jurisdictions to build out E-470 Trail to the northeast | 1.95 | | 6.00 | 3 | 42 | 21 | 31.5 |
| Either sharrows, buffered bike lanes, or shared-use paths along both sides of Mainstreet between Pace Center Drive and east Victorian intersection; and super-shar | 2.20 | | 5.96 | 2 | 34 | 29 | 31.5 |
| Work with RTD to create a second Call-n-Ride with a flex route to serve as in-town circulator to supplement service provided by routes 410 and 153 | 2.41 | | 4.85 | 1 | 24 | 39 | 31.5 |
| Signage for trail connections to Sulphur Gulch and Cherry Creek along Mainstreet | 2.19 | | 6.00 | 2 | 35 | 29 | 32 |
| Install signage to promote the use of Pine Drive bypass for through traffic instead of Old Town | 2.41 | | 6.00 | 1 | 25 | 39 | 32 |
| Paint on-street bike facilities on non-residential collectors (tied to street improvements and new construction) | 1.87 | | 5.96 | 3 | 44 | 21 | 32.5 |
| Add destination, trail and wayfinding signage in and around Old Town including connections to Sulphur Gulch Trail and Kieffers Crossing | 2.11 | | 5.00 | 2 | 36 | 29 | 32.5 |
| Add speed tables or raised crosswalks on J. Morgan Boulevard at Nate Drive and Stroh Ranch Drive intersections to improve pedestrian safety and discourage cut-t | 1.63 | | 6.00 | 3 | 45 | 21 | 33 |
| Connect Brompton Way south to Woodman Drive (tied to private redevelopment) | 2.34 | | 8.93 | (1) | 29 | 45 | 37 |
| Additional bike racks at Mainstreet and Pike's Peak Drive and at the termination of bike lanes, paths and sharrows | 2.00 | | 6.00 | 1 | 39 | 39 | 39 |

New right-in/right-out access on Parker Road north of NE corner of Cottonwood (to serve Vantage Point apartment development - tied to development)

| Sum | Average Score | Av.# Respond. |
|---|---|---|
| 80.96 | 2.89 | 9.79 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **1. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 2 | 1 | 3 | 3 | 1 | 0 | 3.00 | 10 |
| Efficiency of travel? | 1 | 1 | 2 | 5 | 1 | 0 | 3.40 | 10 |
| Circulation within | 1 | 4 | 2 | 2 | 1 | 0 | 2.80 | 10 |
| Connections outside | 2 | 3 | 3 | 2 | 0 | 0 | 2.50 | 10 |
| **2. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 1 | 3 | 6 | 0 | 0 | 3.50 | 10 |
| Walking? | 4 | 2 | 3 | 1 | 0 | 0 | 2.10 | 10 |
| Biking? | 3 | 3 | 3 | 1 | 0 | 0 | 2.20 | 10 |
| Using transit? | 2 | 3 | 4 | 1 | 0 | 0 | 2.40 | 10 |
| **3. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 2 | 4 | 2 | 1 | 0 | 3.22 | 9 |
| Walking? | 4 | 1 | 3 | 1 | 0 | 0 | 2.11 | 9 |
| Biking? | 4 | 1 | 3 | 1 | 0 | 0 | 2.11 | 9 |
| Using transit? | 3 | 3 | 3 | 0 | 0 | 0 | 2.00 | 9 |
| **4. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 5 | 1 | 1 | 3 | 0 | 0 | 2.20 | 10 |
| The built | 3 | 1 | 3 | 3 | 0 | 0 | 2.60 | 10 |
| Existing or planned | 3 | 2 | 2 | 3 | 0 | 0 | 2.50 | 10 |
| **5. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 1 | 1 | 5 | 3 | 0 | 4.00 | 10 |
| Support new | 0 | 0 | 4 | 4 | 1 | 1 | 3.67 | 10 |
| Encourage more | 1 | 1 | 3 | 3 | 2 | 0 | 3.40 | 10 |
| Not induce the need | 1 | 1 | 5 | 2 | 1 | 0 | 3.10 | 10 |
| **6. Ensuring public investment decisions support economic development. Would this improvement be likely** | | | | | | | | |
| Support the | 1 | 1 | 1 | 5 | 1 | 0 | 3.44 | 9 |
| Encourage new | 0 | 0 | 3 | 5 | 2 | 0 | 3.90 | 10 |
| Indirectly create new | 1 | 2 | 3 | 1 | 2 | 0 | 3.11 | 9 |
| Provide more | 1 | 2 | 4 | 2 | 1 | 0 | 3.00 | 10 |
| **7. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 0 | 0 | 3 | 4 | 3 | 0 | 4.00 | 10 |
| E-470? | 2 | 4 | 2 | 0 | 2 | 0 | 2.60 | 10 |
| **8. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 2 | 5 | 0 | 1 | 0 | 2.60 | 10 |
| E-470? | 6 | 1 | 2 | 0 | 1 | 0 | 1.90 | 10 |
| **9. Would the improvement reinforce Cottonwood as a higher-density, mixed-use commercial and** | | | | | | | | |
| | 0 | 0 | 5 | 4 | 1 | 0 | 3.60 | 10 |

Connect Brompton Way south to Woodman Drive (tied to private redevelopment)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **10. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 3 | 1 | 5 | 0 | 0 | 0 | 2.22 | 9 |
| Efficiency of travel? | 1 | 4 | 4 | 0 | 0 | 0 | 2.33 | 9 |
| Circulation within | 1 | 1 | 7 | 0 | 0 | 0 | 2.67 | 9 |
| Connections outside | 7 | 2 | 0 | 0 | 0 | 0 | 1.22 | 9 |
| **11. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 2 | 6 | 1 | 0 | 0 | 2.89 | 9 |
| Walking? | 0 | 3 | 6 | 0 | 0 | 0 | 2.67 | 9 |
| Biking? | 0 | 3 | 6 | 0 | 0 | 0 | 2.67 | 9 |
| Using transit? | 3 | 1 | 3 | 0 | 0 | 2 | 2.00 | 9 |
| **12. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 3 | 3 | 3 | 0 | 0 | 3.00 | 9 |
| Walking? | 0 | 4 | 4 | 1 | 0 | 0 | 2.67 | 9 |
| Biking? | 0 | 4 | 4 | 1 | 0 | 0 | 2.67 | 9 |
| Using transit? | 3 | 1 | 2 | 1 | 0 | 2 | 2.14 | 9 |
| **13. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 5 | 2 | 2 | 0 | 0 | 0 | 1.67 | 9 |
| The built | 3 | 2 | 4 | 0 | 0 | 0 | 2.11 | 9 |
| Existing or planned | 2 | 4 | 3 | 0 | 0 | 0 | 2.11 | 9 |
| **14. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 2 | 4 | 3 | 0 | 0 | 3.11 | 9 |
| Support new | 2 | 2 | 2 | 2 | 0 | 1 | 2.50 | 9 |
| Encourage more | 0 | 2 | 3 | 4 | 0 | 0 | 3.22 | 9 |
| Not induce the need | 2 | 2 | 2 | 2 | 0 | 1 | 2.50 | 9 |
| **15. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 2 | 0 | 4 | 3 | 0 | 0 | 2.89 | 9 |
| Encourage new | 2 | 1 | 4 | 2 | 0 | 0 | 2.67 | 9 |
| Indirectly create new | 4 | 1 | 3 | 1 | 0 | 0 | 2.11 | 9 |
| Provide more | 3 | 1 | 3 | 2 | 0 | 0 | 2.44 | 9 |
| **16. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 4 | 1 | 1 | 0 | 0 | 2.13 | 8 |
| E-470? | 6 | 2 | 0 | 1 | 0 | 0 | 1.56 | 9 |
| **17. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 2 | 3 | 0 | 0 | 0 | 1.89 | 9 |
| E-470? | 6 | 1 | 1 | 0 | 0 | 0 | 1.38 | 8 |
| **18. Would the improvement reinforce Cottonwood as a higher-density, mixed-use commercial and** | | | | | | | | |
| | 2 | 5 | 1 | 1 | 0 | 0 | 2.11 | 9 |

| Sum | Average Score | Av.# Respond. |
|---|---|---|
| 65.55 | 2.34 | 8.93 |

Connect Cottonwood Dr. east of the new Vantage Point apartment development (at NE corner of Cottonwood & Parker Rd) to Aurora Parkway extension (from Aurora)

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 97.63 | 3.49 | 9.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **19. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 0 | 3 | 4 | 2 | 0 | 3.89 | 9 |
| Efficiency of travel? | 0 | 0 | 1 | 4 | 4 | 0 | 4.33 | 9 |
| Circulation within | 0 | 0 | 4 | 3 | 2 | 0 | 3.78 | 9 |
| Connections outside | 0 | 0 | 1 | 2 | 6 | 0 | 4.56 | 9 |
| **20. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 0 | 3 | 2 | 4 | 0 | 4.11 | 9 |
| Walking? | 0 | 5 | 3 | 0 | 1 | 0 | 2.67 | 9 |
| Biking? | 0 | 3 | 5 | 0 | 1 | 0 | 2.89 | 9 |
| Using transit? | 2 | 2 | 1 | 0 | 2 | 2 | 2.71 | 9 |
| **21. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 2 | 1 | 2 | 4 | 0 | 3.89 | 9 |
| Walking? | 0 | 4 | 3 | 1 | 1 | 0 | 2.89 | 9 |
| Biking? | 0 | 2 | 5 | 1 | 1 | 0 | 3.11 | 9 |
| Using transit? | 1 | 3 | 0 | 2 | 1 | 2 | 2.86 | 9 |
| **22. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 3 | 2 | 2 | 1 | 0 | 1 | 2.13 | 9 |
| The built | 1 | 2 | 0 | 3 | 3 | 0 | 3.56 | 9 |
| Existing or planned | 0 | 3 | 2 | 3 | 1 | 0 | 3.22 | 9 |
| **23. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 0 | 1 | 4 | 4 | 0 | 4.33 | 9 |
| Support new | 0 | 0 | 2 | 4 | 3 | 0 | 4.11 | 9 |
| Encourage more | 0 | 1 | 0 | 5 | 3 | 0 | 4.11 | 9 |
| Not induce the need | 2 | 0 | 2 | 1 | 3 | 1 | 3.38 | 9 |
| **24. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 1 | 0 | 0 | 3 | 5 | 0 | 4.22 | 9 |
| Encourage new | 0 | 1 | 1 | 3 | 4 | 0 | 4.11 | 9 |
| Indirectly create new | 1 | 0 | 2 | 2 | 4 | 0 | 3.89 | 9 |
| Provide more | 1 | 0 | 0 | 3 | 5 | 0 | 4.22 | 9 |
| **25. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 1 | 3 | 1 | 2 | 0 | 3.00 | 9 |
| E-470? | 2 | 2 | 4 | 1 | 0 | 0 | 2.44 | 9 |
| **26. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 1 | 4 | 1 | 2 | 0 | 3.22 | 9 |
| E-470? | 2 | 2 | 5 | 0 | 0 | 0 | 2.33 | 9 |
| **27. Would the improvement reinforce Cottonwood as a higher-density, mixed-use commercial and** | | | | | | | | |
| | 0 | 1 | 3 | 3 | 2 | 0 | 3.67 | 9 |

Add a lane to Cottonwood Drive between Parker Road and Jordan (driven by new development)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **28. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 1 | 2 | 5 | 1 | 0 | 3.67 | 9 |
| Efficiency of travel? | 0 | 0 | 2 | 5 | 2 | 0 | 4.00 | 9 |
| Circulation within | 0 | 1 | 2 | 5 | 1 | 0 | 3.67 | 9 |
| Connections outside | 1 | 1 | 4 | 2 | 1 | 0 | 3.11 | 9 |
| **29. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 1 | 3 | 1 | 4 | 0 | 3.89 | 9 |
| Walking? | 1 | 1 | 5 | 1 | 1 | 0 | 3.00 | 9 |
| Biking? | 0 | 1 | 6 | 1 | 1 | 0 | 3.22 | 9 |
| Using transit? | 2 | 1 | 2 | 0 | 1 | 3 | 2.50 | 9 |
| **30. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 0 | 2 | 4 | 3 | 0 | 4.11 | 9 |
| Walking? | 1 | 2 | 4 | 1 | 1 | 0 | 2.89 | 9 |
| Biking? | 1 | 0 | 5 | 2 | 1 | 0 | 3.22 | 9 |
| Using transit? | 1 | 3 | 2 | 0 | 0 | 3 | 2.17 | 9 |
| **31. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 2 | 2 | 4 | 1 | 0 | 0 | 2.44 | 9 |
| The built | 2 | 1 | 3 | 2 | 1 | 0 | 2.89 | 9 |
| Existing or planned | 1 | 2 | 2 | 3 | 1 | 0 | 3.11 | 9 |
| **32. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 1 | 3 | 2 | 3 | 0 | 3.78 | 9 |
| Support new | 1 | 0 | 3 | 3 | 2 | 0 | 3.56 | 9 |
| Encourage more | 1 | 0 | 3 | 1 | 4 | 0 | 3.78 | 9 |
| Not induce the need | 0 | 2 | 4 | 2 | 0 | 1 | 3.00 | 9 |
| **33. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 0 | 2 | 2 | 2 | 3 | 0 | 3.67 | 9 |
| Encourage new | 2 | 1 | 1 | 3 | 2 | 0 | 3.22 | 9 |
| Indirectly create new | 3 | 1 | 3 | 1 | 1 | 0 | 2.56 | 9 |
| Provide more | 2 | 1 | 2 | 3 | 1 | 0 | 3.00 | 9 |
| **34. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 1 | 4 | 1 | 1 | 0 | 3.00 | 8 |
| E-470? | 2 | 1 | 5 | 0 | 0 | 0 | 2.38 | 8 |
| **35. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 1 | 5 | 1 | 1 | 0 | 3.00 | 9 |
| E-470? | 3 | 2 | 3 | 1 | 0 | 0 | 2.22 | 9 |
| **36. Would the improvement reinforce Cottonwood as a higher-density, mixed-use commercial and** | | | | | | | | |
| | 0 | 4 | 2 | 1 | 2 | 0 | 3.11 | 9 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 88.17 | 3.15 | 8.96 |

Cottonwood Drive extension from Jordan Road to Chambers Road (timed with new development)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **37. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 1 | 3 | 2 | 2 | 0 | 3.63 | 8 |
| Efficiency of travel? | 0 | 0 | 3 | 3 | 3 | 0 | 4.00 | 9 |
| Circulation within | 0 | 0 | 4 | 2 | 3 | 0 | 3.89 | 9 |
| Connections outside | 1 | 0 | 1 | 5 | 2 | 0 | 3.78 | 9 |
| **38. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 0 | 2 | 5 | 2 | 0 | 4.00 | 9 |
| Walking? | 2 | 2 | 4 | 0 | 1 | 0 | 2.56 | 9 |
| Biking? | 0 | 1 | 6 | 1 | 1 | 0 | 3.22 | 9 |
| Using transit? | 1 | 1 | 4 | 0 | 0 | 3 | 2.50 | 9 |
| **39. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 0 | 3 | 4 | 2 | 0 | 3.89 | 9 |
| Walking? | 2 | 2 | 4 | 0 | 1 | 0 | 2.56 | 9 |
| Biking? | 1 | 1 | 6 | 0 | 1 | 0 | 2.89 | 9 |
| Using transit? | 1 | 2 | 3 | 0 | 0 | 3 | 2.33 | 9 |
| **40. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 1 | 4 | 3 | 1 | 0 | 0 | 2.44 | 9 |
| The built | 0 | 1 | 4 | 3 | 1 | 0 | 3.44 | 9 |
| Existing or planned | 0 | 1 | 4 | 3 | 1 | 0 | 3.44 | 9 |
| **41. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 0 | 1 | 6 | 2 | 0 | 4.11 | 9 |
| Support new | 0 | 0 | 2 | 4 | 3 | 0 | 4.11 | 9 |
| Encourage more | 0 | 0 | 1 | 5 | 3 | 0 | 4.22 | 9 |
| Not induce the need | 0 | 1 | 4 | 2 | 0 | 2 | 3.14 | 9 |
| **42. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 1 | 0 | 2 | 4 | 2 | 0 | 3.67 | 9 |
| Encourage new | 0 | 0 | 3 | 4 | 2 | 0 | 3.89 | 9 |
| Indirectly create new | 0 | 2 | 5 | 2 | 0 | 0 | 3.00 | 9 |
| Provide more | 0 | 0 | 7 | 1 | 1 | 0 | 3.33 | 9 |
| **43. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 3 | 3 | 0 | 1 | 0 | 2.44 | 9 |
| E-470? | 2 | 1 | 5 | 1 | 0 | 0 | 2.56 | 9 |
| **44. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 3 | 4 | 0 | 1 | 0 | 2.67 | 9 |
| E-470? | 2 | 1 | 5 | 1 | 0 | 0 | 2.56 | 9 |
| **45. Would the improvement reinforce Cottonwood as a higher-density, mixed-use commercial and** | | | | | | | | |
| | 0 | 0 | 3 | 4 | 2 | 0 | 3.89 | 9 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 92.16 | 3.29 | 8.96 |

Partner with Parker Adventist Hospital to build direct connection to E-470 trail and Cherry Creek Trail

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **46. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 2 | 2 | 4 | 1 | 0 | 3.44 | 9 |
| Efficiency of travel? | 0 | 3 | 2 | 4 | 0 | 0 | 3.11 | 9 |
| Circulation within | 0 | 2 | 2 | 5 | 0 | 0 | 3.33 | 9 |
| Connections outside | 1 | 3 | 3 | 1 | 1 | 0 | 2.78 | 9 |
| **47. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 4 | 2 | 1 | 0 | 0 | 2 | 1.57 | 9 |
| Walking? | 0 | 2 | 1 | 4 | 2 | 0 | 3.67 | 9 |
| Biking? | 0 | 0 | 1 | 3 | 5 | 0 | 4.44 | 9 |
| Using transit? | 3 | 3 | 0 | 0 | 0 | 3 | 1.50 | 9 |
| **48. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 4 | 2 | 1 | 0 | 0 | 2 | 1.57 | 9 |
| Walking? | 0 | 0 | 3 | 4 | 2 | 0 | 3.89 | 9 |
| Biking? | 0 | 0 | 0 | 5 | 4 | 0 | 4.44 | 9 |
| Using transit? | 3 | 2 | 0 | 0 | 0 | 4 | 1.40 | 9 |
| **49. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 0 | 2 | 2 | 3 | 2 | 0 | 3.56 | 9 |
| The built | 0 | 3 | 3 | 2 | 1 | 0 | 3.11 | 9 |
| Existing or planned | 0 | 0 | 5 | 3 | 1 | 0 | 3.56 | 9 |
| **50. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 2 | 5 | 0 | 2 | 0 | 3.22 | 9 |
| Support new | 0 | 1 | 5 | 1 | 2 | 0 | 3.44 | 9 |
| Encourage more | 0 | 0 | 4 | 3 | 2 | 0 | 3.78 | 9 |
| Not induce the need | 2 | 3 | 1 | 0 | 2 | 1 | 2.63 | 9 |
| **51. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 0 | 5 | 3 | 1 | 0 | 0 | 2.56 | 9 |
| Encourage new | 4 | 3 | 1 | 1 | 0 | 0 | 1.89 | 9 |
| Indirectly create new | 3 | 6 | 0 | 0 | 0 | 0 | 1.67 | 9 |
| Provide more | 2 | 4 | 3 | 0 | 0 | 0 | 2.11 | 9 |
| **52. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 5 | 3 | 1 | 0 | 0 | 0 | 1.56 | 9 |
| E-470? | 6 | 2 | 1 | 0 | 0 | 0 | 1.44 | 9 |
| **53. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 3 | 3 | 0 | 0 | 0 | 2.00 | 9 |
| E-470? | 5 | 1 | 3 | 0 | 0 | 0 | 1.78 | 9 |
| **54. Would the improvement reinforce Cottonwood as a higher-density, mixed-use commercial and** | | | | | | | | |
| | 0 | 2 | 6 | 1 | 0 | 0 | 2.89 | 9 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 76.34 | 2.73 | 9.00 |

Improve bike/ped crossings at Parker Road & Crown Crest and Parker Road at Cottonwood (e.g., speed table and signage at crosswalks along channelized right turns, colored crosswalks, consider nearby ped/bike bridge or tunnel in future)

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 66.95 | 2.39 | 7.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **55. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 1 | 1 | 2 | 3 | 0 | 4.00 | 7 |
| Efficiency of travel? | 0 | 4 | 1 | 1 | 1 | 0 | 2.86 | 7 |
| Circulation within | 2 | 2 | 2 | 0 | 1 | 0 | 2.43 | 7 |
| Connections outside | 3 | 0 | 1 | 2 | 1 | 0 | 2.71 | 7 |
| **56. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 1 | 4 | 1 | 0 | 0 | 1 | 2.00 | 7 |
| Walking? | 0 | 2 | 1 | 2 | 2 | 0 | 3.57 | 7 |
| Biking? | 0 | 1 | 2 | 1 | 3 | 0 | 3.86 | 7 |
| Using transit? | 2 | 2 | 0 | 0 | 0 | 3 | 1.50 | 7 |
| **57. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 1 | 4 | 1 | 0 | 0 | 1 | 2.00 | 7 |
| Walking? | 0 | 1 | 3 | 1 | 2 | 0 | 3.57 | 7 |
| Biking? | 0 | 1 | 2 | 1 | 3 | 0 | 3.86 | 7 |
| Using transit? | 2 | 2 | 0 | 0 | 0 | 3 | 1.50 | 7 |
| **58. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 2 | 3 | 1 | 1 | 0 | 0 | 2.14 | 7 |
| The built | 2 | 2 | 1 | 2 | 0 | 0 | 2.43 | 7 |
| Existing or planned | 2 | 0 | 3 | 2 | 0 | 0 | 2.71 | 7 |
| **59. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 2 | 1 | 3 | 1 | 0 | 0 | 2.43 | 7 |
| Support new | 1 | 4 | 2 | 0 | 0 | 0 | 2.14 | 7 |
| Encourage more | 1 | 1 | 2 | 2 | 1 | 0 | 3.14 | 7 |
| Not induce the need | 3 | 0 | 3 | 0 | 0 | 1 | 2.00 | 7 |
| **60. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 1 | 2 | 2 | 2 | 0 | 0 | 2.71 | 7 |
| Encourage new | 3 | 2 | 1 | 0 | 0 | 1 | 1.67 | 7 |
| Indirectly create new | 5 | 1 | 1 | 0 | 0 | 0 | 1.43 | 7 |
| Provide more | 3 | 3 | 1 | 0 | 0 | 0 | 1.71 | 7 |
| **61. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 5 | 2 | 0 | 0 | 0 | 0 | 1.29 | 7 |
| E-470? | 6 | 1 | 0 | 0 | 0 | 0 | 1.14 | 7 |
| **62. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 2 | 2 | 0 | 0 | 0 | 1.86 | 7 |
| E-470? | 5 | 1 | 1 | 0 | 0 | 0 | 1.43 | 7 |
| **63. Would the improvement reinforce Cottonwood as a higher-density, mixed-use commercial and** | | | | | | | | |
| | 1 | 1 | 4 | 0 | 1 | 0 | 2.86 | 7 |

Direct bus service between Parker Adventist Hospital and both Lincoln Station and Nine Mile Station

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **64. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 2 | 1 | 4 | 0 | 0 | 3.29 | 7 |
| Efficiency of travel? | 0 | 1 | 2 | 3 | 1 | 0 | 3.57 | 7 |
| Circulation within | 0 | 2 | 3 | 1 | 1 | 0 | 3.14 | 7 |
| Connections outside | 0 | 0 | 1 | 2 | 4 | 0 | 4.43 | 7 |
| **65. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 1 | 3 | 1 | 1 | 0 | 1 | 2.33 | 7 |
| Walking? | 3 | 4 | 0 | 0 | 0 | 0 | 1.57 | 7 |
| Biking? | 3 | 3 | 1 | 0 | 0 | 0 | 1.71 | 7 |
| Using transit? | 0 | 0 | 1 | 2 | 4 | 0 | 4.43 | 7 |
| **66. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 4 | 1 | 0 | 1 | 0 | 1 | 1.67 | 7 |
| Walking? | 1 | 5 | 1 | 0 | 0 | 0 | 2.00 | 7 |
| Biking? | 1 | 5 | 1 | 0 | 0 | 0 | 2.00 | 7 |
| Using transit? | 0 | 0 | 1 | 2 | 4 | 0 | 4.43 | 7 |
| **67. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 4 | 2 | 0 | 0 | 0 | 1 | 1.33 | 7 |
| The built | 0 | 5 | 1 | 1 | 0 | 0 | 2.43 | 7 |
| Existing or planned | 1 | 3 | 2 | 1 | 0 | 0 | 2.43 | 7 |
| **68. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 2 | 2 | 1 | 2 | 0 | 3.43 | 7 |
| Support new | 0 | 4 | 1 | 0 | 2 | 0 | 3.00 | 7 |
| Encourage more | 0 | 2 | 2 | 0 | 3 | 0 | 3.57 | 7 |
| Not induce the need | 1 | 2 | 2 | 0 | 1 | 1 | 2.67 | 7 |
| **69. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 0 | 3 | 1 | 0 | 3 | 0 | 3.43 | 7 |
| Encourage new | 1 | 1 | 2 | 1 | 2 | 0 | 3.29 | 7 |
| Indirectly create new | 0 | 2 | 3 | 1 | 1 | 0 | 3.14 | 7 |
| Provide more | 2 | 2 | 2 | 0 | 1 | 0 | 2.43 | 7 |
| **70. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 3 | 1 | 1 | 1 | 0 | 2.71 | 7 |
| E-470? | 3 | 2 | 2 | 0 | 0 | 0 | 1.86 | 7 |
| **71. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 0 | 1 | 0 | 2 | 3 | 0 | 4.17 | 6 |
| E-470? | 0 | 3 | 2 | 1 | 1 | 0 | 3.00 | 7 |
| **72. Would the improvement reinforce Cottonwood as a higher-density, mixed-use commercial and** | | | | | | | | |
| | 0 | 1 | 3 | 1 | 2 | 0 | 3.57 | 7 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 81.03 | 2.89 | 6.96 |

Reconstruct Cottonwood Drive-Crown Crest roundabout to improve through traffic, pedestrian crossing, and access to Parker Adventist Hospital

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 68.12 | 2.43 | 6.96 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **73. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 1 | 3 | 0 | 2 | 1 | 3.50 | 7 |
| Efficiency of travel? | 1 | 1 | 2 | 0 | 2 | 1 | 3.17 | 7 |
| Circulation within | 2 | 1 | 2 | 1 | 1 | 0 | 2.71 | 7 |
| Connections outside | 3 | 3 | 1 | 0 | 0 | 0 | 1.71 | 7 |
| **74. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 1 | 2 | 2 | 1 | 1 | 3.50 | 7 |
| Walking? | 2 | 1 | 1 | 2 | 0 | 1 | 2.50 | 7 |
| Biking? | 1 | 1 | 3 | 1 | 0 | 1 | 2.67 | 7 |
| Using transit? | 4 | 1 | 0 | 0 | 0 | 2 | 1.20 | 7 |
| **75. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 1 | 2 | 0 | 3 | 1 | 3.83 | 7 |
| Walking? | 2 | 1 | 1 | 2 | 0 | 1 | 2.50 | 7 |
| Biking? | 1 | 1 | 3 | 1 | 0 | 1 | 2.67 | 7 |
| Using transit? | 4 | 1 | 1 | 0 | 0 | 1 | 1.50 | 7 |
| **76. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 3 | 1 | 2 | 0 | 0 | 1 | 1.83 | 7 |
| The built | 1 | 0 | 3 | 2 | 0 | 1 | 3.00 | 7 |
| Existing or planned | 1 | 1 | 3 | 1 | 0 | 1 | 2.67 | 7 |
| **77. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 1 | 3 | 1 | 1 | 1 | 3.33 | 7 |
| Support new | 1 | 2 | 3 | 0 | 0 | 1 | 2.33 | 7 |
| Encourage more | 0 | 2 | 2 | 2 | 0 | 1 | 3.00 | 7 |
| Not induce the need | 1 | 0 | 3 | 0 | 1 | 2 | 3.00 | 7 |
| **78. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 0 | 2 | 2 | 1 | 1 | 1 | 3.17 | 7 |
| Encourage new | 2 | 1 | 2 | 1 | 0 | 1 | 2.33 | 7 |
| Indirectly create new | 4 | 2 | 0 | 0 | 0 | 1 | 1.33 | 7 |
| Provide more | 3 | 2 | 1 | 0 | 0 | 1 | 1.67 | 7 |
| **79. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 2 | 0 | 1 | 0 | 1 | 2.00 | 6 |
| E-470? | 4 | 1 | 1 | 0 | 0 | 1 | 1.50 | 7 |
| **80. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 2 | 0 | 1 | 0 | 1 | 1.83 | 7 |
| E-470? | 4 | 1 | 1 | 0 | 0 | 1 | 1.50 | 7 |
| **81. Would the improvement reinforce Cottonwood as a higher-density, mixed-use commercial and** | | | | | | | | |
| | 2 | 2 | 1 | 1 | 0 | 1 | 2.17 | 7 |

Vehicle access from Walgreen's to Dransfeldt (tied to private redevelopment)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **82. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 2 | 2 | 1 | 2 | 0 | 0 | 2.43 | 7 |
| Efficiency of travel? | 0 | 2 | 2 | 3 | 0 | 0 | 3.14 | 7 |
| Circulation within | 0 | 3 | 1 | 3 | 0 | 0 | 3.00 | 7 |
| Connections outside | 4 | 1 | 1 | 0 | 0 | 1 | 1.50 | 7 |
| **83. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 1 | 3 | 3 | 0 | 0 | 3.29 | 7 |
| Walking? | 2 | 3 | 2 | 0 | 0 | 0 | 2.00 | 7 |
| Biking? | 2 | 2 | 3 | 0 | 0 | 0 | 2.14 | 7 |
| Using transit? | 4 | 2 | 0 | 0 | 0 | 1 | 1.33 | 7 |
| **84. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 2 | 2 | 3 | 0 | 0 | 3.14 | 7 |
| Walking? | 2 | 3 | 2 | 0 | 0 | 0 | 2.00 | 7 |
| Biking? | 2 | 2 | 3 | 0 | 0 | 0 | 2.14 | 7 |
| Using transit? | 5 | 0 | 1 | 0 | 0 | 1 | 1.33 | 7 |
| **85. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 7 | 0 | 0 | 0 | 0 | 0 | 1.00 | 7 |
| The built | 2 | 2 | 3 | 0 | 0 | 0 | 2.14 | 7 |
| Existing or planned | 3 | 1 | 3 | 0 | 0 | 0 | 2.00 | 7 |
| **86. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 1 | 1 | 1 | 4 | 0 | 0 | 3.14 | 7 |
| Support new | 1 | 1 | 3 | 2 | 0 | 0 | 2.86 | 7 |
| Encourage more | 0 | 2 | 1 | 3 | 1 | 0 | 3.43 | 7 |
| Not induce the need | 2 | 1 | 2 | 1 | 0 | 1 | 2.33 | 7 |
| **87. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 0 | 1 | 5 | 1 | 0 | 0 | 3.00 | 7 |
| Encourage new | 1 | 1 | 4 | 1 | 0 | 0 | 2.71 | 7 |
| Indirectly create new | 4 | 2 | 1 | 0 | 0 | 0 | 1.57 | 7 |
| Provide more | 1 | 4 | 2 | 0 | 0 | 0 | 2.14 | 7 |
| **88. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 3 | 2 | 0 | 0 | 0 | 2.00 | 7 |
| E-470? | 7 | 0 | 0 | 0 | 0 | 0 | 1.00 | 7 |
| **89. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 3 | 2 | 1 | 0 | 0 | 2.43 | 7 |
| E-470? | 7 | 0 | 0 | 0 | 0 | 0 | 1.00 | 7 |
| **90. Would the improvement reinforce Dransfeldt as an employment area that supports manufacturing** | | | | | | | | |
| | 0 | 2 | 4 | 1 | 0 | 0 | 2.86 | 7 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 63.05 | 2.25 | 7.00 |

Add a second southbound lane on Dransfeldt Road between Lincoln and Mainstreet

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 73.96 | 2.64 | 7.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **91. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 1 | 0 | 3 | 3 | 0 | 0 | 3.14 | 7 |
| Efficiency of travel? | 0 | 1 | 2 | 4 | 0 | 0 | 3.43 | 7 |
| Circulation within | 1 | 0 | 2 | 4 | 0 | 0 | 3.29 | 7 |
| Connections outside | 1 | 3 | 1 | 2 | 0 | 0 | 2.57 | 7 |
| **92. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 1 | 0 | 0 | 5 | 1 | 0 | 3.71 | 7 |
| Walking? | 3 | 3 | 1 | 0 | 0 | 0 | 1.71 | 7 |
| Biking? | 3 | 2 | 2 | 0 | 0 | 0 | 1.86 | 7 |
| Using transit? | 2 | 1 | 1 | 0 | 0 | 3 | 1.75 | 7 |
| **93. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 1 | 0 | 0 | 4 | 2 | 0 | 3.86 | 7 |
| Walking? | 3 | 2 | 2 | 0 | 0 | 0 | 1.86 | 7 |
| Biking? | 2 | 3 | 2 | 0 | 0 | 0 | 2.00 | 7 |
| Using transit? | 3 | 1 | 1 | 0 | 0 | 2 | 1.60 | 7 |
| **94. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 7 | 0 | 0 | 0 | 0 | 0 | 1.00 | 7 |
| The built | 0 | 3 | 4 | 0 | 0 | 0 | 2.57 | 7 |
| Existing or planned | 1 | 4 | 2 | 0 | 0 | 0 | 2.14 | 7 |
| **95. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 2 | 1 | 4 | 0 | 0 | 3.29 | 7 |
| Support new | 1 | 1 | 0 | 4 | 1 | 0 | 3.43 | 7 |
| Encourage more | 1 | 1 | 2 | 2 | 1 | 0 | 3.14 | 7 |
| Not induce the need | 1 | 0 | 3 | 0 | 2 | 1 | 3.33 | 7 |
| **96. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 0 | 2 | 2 | 2 | 1 | 0 | 3.29 | 7 |
| Encourage new | 1 | 0 | 4 | 1 | 1 | 0 | 3.14 | 7 |
| Indirectly create new | 1 | 2 | 3 | 1 | 0 | 0 | 2.57 | 7 |
| Provide more | 0 | 2 | 3 | 2 | 0 | 0 | 3.00 | 7 |
| **97. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 1 | 2 | 2 | 0 | 0 | 2.57 | 7 |
| E-470? | 6 | 1 | 0 | 0 | 0 | 0 | 1.14 | 7 |
| **98. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 0 | 1 | 5 | 0 | 0 | 3.43 | 7 |
| E-470? | 5 | 0 | 2 | 0 | 0 | 0 | 1.57 | 7 |
| **99. Would the improvement reinforce Dransfeldt as an employment area that supports manufacturing** | | | | | | | | |
| | 0 | 1 | 1 | 5 | 0 | 0 | 3.57 | 7 |

Direct and more frequent bus service from Dransfeldt Road employers to both Lincoln Station and Nine Mile Station

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **100. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 3 | 0 | 1 | 1 | 1 | 3.00 | 6 |
| Efficiency of travel? | 1 | 1 | 1 | 2 | 1 | 0 | 3.17 | 6 |
| Circulation within | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Connections outside | 0 | 1 | 1 | 1 | 2 | 1 | 3.80 | 6 |
| **101. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 1 | 3 | 1 | 0 | 0 | 1 | 2.00 | 6 |
| Walking? | 1 | 4 | 0 | 0 | 0 | 1 | 1.80 | 6 |
| Biking? | 1 | 4 | 0 | 0 | 0 | 1 | 1.80 | 6 |
| Using transit? | 0 | 0 | 1 | 2 | 2 | 1 | 4.20 | 6 |
| **102. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 1 | 3 | 0 | 1 | 0 | 1 | 2.20 | 6 |
| Walking? | 1 | 3 | 1 | 0 | 0 | 1 | 2.00 | 6 |
| Biking? | 1 | 4 | 0 | 0 | 0 | 1 | 1.80 | 6 |
| Using transit? | 0 | 0 | 1 | 2 | 2 | 1 | 4.20 | 6 |
| **103. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 4 | 2 | 0 | 0 | 0 | 0 | 1.33 | 6 |
| The built | 3 | 3 | 0 | 0 | 0 | 0 | 1.50 | 6 |
| Existing or planned | 1 | 4 | 1 | 0 | 0 | 0 | 2.00 | 6 |
| **104. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 2 | 1 | 3 | 0 | 0 | 3.17 | 6 |
| Support new | 0 | 3 | 1 | 2 | 0 | 0 | 2.83 | 6 |
| Encourage more | 0 | 2 | 2 | 2 | 0 | 0 | 3.00 | 6 |
| Not induce the need | 1 | 2 | 2 | 0 | 0 | 1 | 2.20 | 6 |
| **105. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 0 | 3 | 1 | 2 | 0 | 0 | 2.83 | 6 |
| Encourage new | 1 | 2 | 2 | 1 | 0 | 0 | 2.50 | 6 |
| Indirectly create new | 1 | 3 | 1 | 1 | 0 | 0 | 2.33 | 6 |
| Provide more | 2 | 3 | 0 | 1 | 0 | 0 | 2.00 | 6 |
| **106. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 2 | 1 | 0 | 1 | 0 | 2.33 | 6 |
| E-470? | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| **107. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 2 | 1 | 0 | 1 | 0 | 2.33 | 6 |
| E-470? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| **108. Would the improvement reinforce Dransfeldt as an employment area that supports manufacturing** | | | | | | | | |
| | 1 | 3 | 1 | 1 | 0 | 0 | 2.33 | 6 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 67.82 | 2.42 | 6.00 |

Add a lane in each direction of Lincoln Avenue between Parker Road and Jordan

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 74.92 | 2.68 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **109. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 1 | 1 | 1 | 2 | 1 | 0 | 3.17 | 6 |
| Efficiency of travel? | 0 | 1 | 1 | 2 | 2 | 0 | 3.83 | 6 |
| Circulation within | 0 | 1 | 1 | 3 | 1 | 0 | 3.67 | 6 |
| Connections outside | 0 | 1 | 2 | 1 | 2 | 0 | 3.67 | 6 |
| **110. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 0 | 2 | 1 | 3 | 0 | 4.17 | 6 |
| Walking? | 3 | 1 | 2 | 0 | 0 | 0 | 1.83 | 6 |
| Biking? | 3 | 0 | 3 | 0 | 0 | 0 | 2.00 | 6 |
| Using transit? | 2 | 2 | 1 | 0 | 0 | 1 | 1.80 | 6 |
| **111. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 0 | 2 | 1 | 3 | 0 | 4.17 | 6 |
| Walking? | 3 | 1 | 2 | 0 | 0 | 0 | 1.83 | 6 |
| Biking? | 3 | 1 | 2 | 0 | 0 | 0 | 1.83 | 6 |
| Using transit? | 1 | 3 | 1 | 0 | 0 | 1 | 2.00 | 6 |
| **112. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| The built | 0 | 1 | 5 | 0 | 0 | 0 | 2.83 | 6 |
| Existing or planned | 1 | 2 | 3 | 0 | 0 | 0 | 2.33 | 6 |
| **113. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 2 | 1 | 2 | 1 | 0 | 3.33 | 6 |
| Support new | 1 | 1 | 1 | 2 | 1 | 0 | 3.17 | 6 |
| Encourage more | 1 | 1 | 3 | 0 | 1 | 0 | 2.83 | 6 |
| Not induce the need | 1 | 0 | 3 | 1 | 0 | 1 | 2.80 | 6 |
| **114. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 0 | 2 | 1 | 2 | 1 | 0 | 3.33 | 6 |
| Encourage new | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Indirectly create new | 3 | 1 | 1 | 0 | 1 | 0 | 2.17 | 6 |
| Provide more | 1 | 1 | 3 | 0 | 1 | 0 | 2.83 | 6 |
| **115. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 1 | 2 | 0 | 0 | 0 | 1.83 | 6 |
| E-470? | 3 | 1 | 1 | 1 | 0 | 0 | 2.00 | 6 |
| **116. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 2 | 2 | 0 | 0 | 0 | 2.00 | 6 |
| E-470? | 2 | 2 | 0 | 2 | 0 | 0 | 2.33 | 6 |
| **117. Would the improvement reinforce Dransfeldt as an employment area that supports manufacturing** | | | | | | | | |
| | 0 | 1 | 4 | 1 | 0 | 0 | 3.00 | 6 |

Signage for trail connections to Sulphur Gulch and Cherry Creek along Mainstreet

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 61.23 | 2.19 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **118. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 1 | 1 | 3 | 0 | 0 | 1 | 2.40 | 6 |
| Efficiency of travel? | 0 | 2 | 2 | 1 | 0 | 1 | 2.80 | 6 |
| Circulation within | 1 | 1 | 2 | 1 | 0 | 1 | 2.60 | 6 |
| Connections outside | 3 | 1 | 0 | 1 | 0 | 1 | 1.80 | 6 |
| **119. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 3 | 2 | 0 | 0 | 0 | 1 | 1.40 | 6 |
| Walking? | 0 | 0 | 3 | 1 | 1 | 1 | 3.60 | 6 |
| Biking? | 0 | 0 | 2 | 2 | 1 | 1 | 3.80 | 6 |
| Using transit? | 4 | 1 | 0 | 0 | 0 | 1 | 1.20 | 6 |
| **120. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 3 | 2 | 0 | 0 | 0 | 1 | 1.40 | 6 |
| Walking? | 0 | 0 | 4 | 1 | 1 | 0 | 3.50 | 6 |
| Biking? | 0 | 0 | 3 | 2 | 1 | 0 | 3.67 | 6 |
| Using transit? | 4 | 1 | 0 | 0 | 0 | 1 | 1.20 | 6 |
| **121. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 2 | 0 | 1 | 2 | 1 | 0 | 3.00 | 6 |
| The built | 0 | 3 | 1 | 1 | 1 | 0 | 3.00 | 6 |
| Existing or planned | 0 | 0 | 3 | 2 | 1 | 0 | 3.67 | 6 |
| **122. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 1 | 2 | 2 | 1 | 0 | 0 | 2.50 | 6 |
| Support new | 4 | 1 | 0 | 0 | 1 | 0 | 1.83 | 6 |
| Encourage more | 0 | 3 | 2 | 0 | 1 | 0 | 2.83 | 6 |
| Not induce the need | 4 | 1 | 0 | 1 | 0 | 0 | 1.67 | 6 |
| **123. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 2 | 3 | 1 | 0 | 0 | 0 | 1.83 | 6 |
| Encourage new | 3 | 3 | 0 | 0 | 0 | 0 | 1.50 | 6 |
| Indirectly create new | 4 | 2 | 0 | 0 | 0 | 0 | 1.33 | 6 |
| Provide more | 2 | 4 | 0 | 0 | 0 | 0 | 1.67 | 6 |
| **124. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **125. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 1 | 0 | 0 | 0 | 1 | 1.20 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **126. Would the improvement reinforce Mainstreet West as a central commercial district character area as** | | | | | | | | |
| | 0 | 2 | 3 | 1 | 0 | 0 | 2.83 | 6 |

Work with property owners to build consistent 8-foot wide, detached shared-use bike/ped paths on both sides of Mainstreet between Parker Road and Twenty Mile

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 68.11 | 2.43 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **127. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 1 | 3 | 1 | 1 | 0 | 3.33 | 6 |
| Efficiency of travel? | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Circulation within | 0 | 2 | 3 | 0 | 1 | 0 | 3.00 | 6 |
| Connections outside | 4 | 1 | 1 | 0 | 0 | 0 | 1.50 | 6 |
| **128. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 3 | 1 | 2 | 0 | 0 | 0 | 1.83 | 6 |
| Walking? | 0 | 0 | 1 | 4 | 1 | 0 | 4.00 | 6 |
| Biking? | 0 | 0 | 1 | 4 | 1 | 0 | 4.00 | 6 |
| Using transit? | 3 | 3 | 0 | 0 | 0 | 0 | 1.50 | 6 |
| **129. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 3 | 2 | 1 | 0 | 0 | 0 | 1.67 | 6 |
| Walking? | 0 | 0 | 1 | 4 | 1 | 0 | 4.00 | 6 |
| Biking? | 0 | 0 | 1 | 4 | 1 | 0 | 4.00 | 6 |
| Using transit? | 3 | 3 | 0 | 0 | 0 | 0 | 1.50 | 6 |
| **130. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 2 | 2 | 2 | 0 | 0 | 0 | 2.00 | 6 |
| The built | 0 | 0 | 4 | 2 | 0 | 0 | 3.33 | 6 |
| Existing or planned | 0 | 1 | 4 | 1 | 0 | 0 | 3.00 | 6 |
| **131. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 3 | 2 | 1 | 0 | 0 | 2.67 | 6 |
| Support new | 0 | 4 | 1 | 1 | 0 | 0 | 2.50 | 6 |
| Encourage more | 0 | 0 | 5 | 1 | 0 | 0 | 3.17 | 6 |
| Not induce the need | 3 | 1 | 1 | 0 | 0 | 1 | 1.60 | 6 |
| **132. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 0 | 3 | 2 | 1 | 0 | 0 | 2.67 | 6 |
| Encourage new | 1 | 2 | 3 | 0 | 0 | 0 | 2.33 | 6 |
| Indirectly create new | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| Provide more | 1 | 2 | 3 | 0 | 0 | 0 | 2.33 | 6 |
| **133. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **134. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **135. Would the improvement reinforce Mainstreet West as a central commercial district character area as** | | | | | | | | |
| | 0 | 0 | 4 | 0 | 2 | 0 | 3.67 | 6 |

Kieffers Crossing: Widen sidewalk connection on Crossroads Dr. and provide signage and wayfinding to Old Town destinations. Provide direct access to library site (when it redevelops)

| 136. Providing a safe and efficient transportation system that provides circulation within Town and | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Safety of travel? | 0 | 1 | 2 | 2 | 1 | 0 | 3.50 | 6 |
| Efficiency of travel? | 0 | 1 | 2 | 2 | 1 | 0 | 3.50 | 6 |
| Circulation within | 0 | 1 | 1 | 3 | 1 | 0 | 3.67 | 6 |
| Connections outside | 4 | 1 | 0 | 0 | 0 | 1 | 1.20 | 6 |

| 137. Creating a multi-modal network that allows people of any age or ability to be comfortable driving, | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Driving? | 1 | 3 | 0 | 1 | 0 | 1 | 2.20 | 6 |
| Walking? | 0 | 0 | 1 | 4 | 1 | 0 | 4.00 | 6 |
| Biking? | 0 | 0 | 2 | 2 | 1 | 0 | 3.80 | 5 |
| Using transit? | 4 | 2 | 0 | 0 | 0 | 0 | 1.33 | 6 |

| 138. Finding the right balance between mobility needs and access needs. Would this project be likely to | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Driving? | 1 | 4 | 0 | 0 | 0 | 1 | 1.80 | 6 |
| Walking? | 0 | 0 | 2 | 3 | 1 | 0 | 3.83 | 6 |
| Biking? | 0 | 1 | 2 | 1 | 2 | 0 | 3.67 | 6 |
| Using transit? | 4 | 1 | 1 | 0 | 0 | 0 | 1.50 | 6 |

| 139. Respecting the context of Parker's built and natural environments. Would this project complement or | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| The natural | 2 | 1 | 1 | 1 | 1 | 0 | 2.67 | 6 |
| The built | 0 | 3 | 1 | 1 | 1 | 0 | 3.00 | 6 |
| Existing or planned | 0 | 2 | 1 | 2 | 1 | 0 | 3.33 | 6 |

| 140. Integrating transportation infrastructure investment with land use. Would this project be likely to: | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Serve the | 1 | 1 | 3 | 1 | 0 | 0 | 2.67 | 6 |
| Support new | 0 | 3 | 2 | 1 | 0 | 0 | 2.67 | 6 |
| Encourage more | 0 | 2 | 2 | 2 | 0 | 0 | 3.00 | 6 |
| Not induce the need | 3 | 0 | 1 | 0 | 0 | 2 | 1.50 | 6 |

| 141. Ensuring public investment decisions support economic development. Would this improvement be | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Support the | 2 | 2 | 2 | 0 | 0 | 0 | 2.00 | 6 |
| Encourage new | 2 | 3 | 1 | 0 | 0 | 0 | 1.83 | 6 |
| Indirectly create new | 4 | 1 | 1 | 0 | 0 | 0 | 1.50 | 6 |
| Provide more | 1 | 3 | 2 | 0 | 0 | 0 | 2.17 | 6 |

| 142. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Parker Road? | 3 | 2 | 0 | 0 | 0 | 1 | 1.40 | 6 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |

| 143. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Parker Road? | 2 | 3 | 0 | 0 | 0 | 1 | 1.60 | 6 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |

| 144. Would the improvement reinforce Mainstreet West as a central commercial district character area as | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 3 | 1 | 1 | 0 | 3.33 | 6 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 68.67 | 2.45 | 5.96 |

Additional bike racks at Mainstreet and Pike's Peak Drive and at the termination of bike lanes, paths and sharrows

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 56.03 | 2.00 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **145. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 3 | 1 | 1 | 0 | 1 | 0 | 2.17 | 6 |
| Efficiency of travel? | 3 | 2 | 0 | 0 | 1 | 0 | 2.00 | 6 |
| Circulation within | 3 | 1 | 1 | 0 | 1 | 0 | 2.17 | 6 |
| Connections outside | 4 | 1 | 0 | 1 | 0 | 0 | 1.67 | 6 |
| **146. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| Walking? | 3 | 1 | 1 | 1 | 0 | 0 | 2.00 | 6 |
| Biking? | 0 | 0 | 4 | 1 | 1 | 0 | 3.50 | 6 |
| Using transit? | 5 | 0 | 1 | 0 | 0 | 0 | 1.33 | 6 |
| **147. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 4 | 1 | 1 | 0 | 0 | 0 | 1.50 | 6 |
| Walking? | 3 | 1 | 1 | 1 | 0 | 0 | 2.00 | 6 |
| Biking? | 0 | 0 | 4 | 1 | 1 | 0 | 3.50 | 6 |
| Using transit? | 4 | 2 | 0 | 0 | 0 | 0 | 1.33 | 6 |
| **148. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 2 | 1 | 2 | 0 | 1 | 0 | 2.50 | 6 |
| The built | 1 | 2 | 2 | 0 | 1 | 0 | 2.67 | 6 |
| Existing or planned | 1 | 1 | 3 | 0 | 1 | 0 | 2.83 | 6 |
| **149. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 2 | 2 | 0 | 1 | 0 | 1 | 2.00 | 6 |
| Support new | 2 | 2 | 0 | 1 | 0 | 1 | 2.00 | 6 |
| Encourage more | 0 | 3 | 1 | 1 | 1 | 0 | 3.00 | 6 |
| Not induce the need | 3 | 1 | 1 | 0 | 0 | 1 | 1.60 | 6 |
| **150. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 1 | 4 | 1 | 0 | 0 | 0 | 2.00 | 6 |
| Encourage new | 5 | 0 | 0 | 1 | 0 | 0 | 1.50 | 6 |
| Indirectly create new | 3 | 2 | 1 | 0 | 0 | 0 | 1.67 | 6 |
| Provide more | 1 | 3 | 2 | 0 | 0 | 0 | 2.17 | 6 |
| **151. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| **152. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 1 | 0 | 0 | 0 | 2 | 1.25 | 6 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| **153. Would the improvement reinforce Old Town as a pedestrian-oriented destination?** | | | | | | | | |
| | 0 | 1 | 2 | 2 | 1 | 0 | 3.50 | 6 |

Grocery store on east side of Parker Road to mitigate demand for east-west trips on Mainstreet

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 78.83 | 2.82 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **154. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 1 | 1 | 2 | 0 | 2 | 0 | 3.17 | 6 |
| Efficiency of travel? | 1 | 0 | 2 | 1 | 2 | 0 | 3.50 | 6 |
| Circulation within | 0 | 0 | 2 | 2 | 2 | 0 | 4.00 | 6 |
| Connections outside | 3 | 1 | 1 | 0 | 1 | 0 | 2.17 | 6 |
| **155. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 1 | 0 | 2 | 2 | 1 | 0 | 3.33 | 6 |
| Walking? | 1 | 1 | 3 | 0 | 1 | 0 | 2.83 | 6 |
| Biking? | 1 | 2 | 1 | 1 | 1 | 0 | 2.83 | 6 |
| Using transit? | 5 | 0 | 0 | 0 | 1 | 0 | 1.67 | 6 |
| **156. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 0 | 2 | 3 | 1 | 0 | 3.83 | 6 |
| Walking? | 0 | 3 | 1 | 1 | 1 | 0 | 3.00 | 6 |
| Biking? | 0 | 3 | 1 | 1 | 1 | 0 | 3.00 | 6 |
| Using transit? | 5 | 0 | 0 | 0 | 1 | 0 | 1.67 | 6 |
| **157. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 5 | 0 | 0 | 1 | 0 | 0 | 1.50 | 6 |
| The built | 1 | 2 | 1 | 1 | 1 | 0 | 2.83 | 6 |
| Existing or planned | 1 | 0 | 2 | 1 | 2 | 0 | 3.50 | 6 |
| **158. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 2 | 1 | 2 | 0 | 1 | 0 | 2.50 | 6 |
| Support new | 0 | 0 | 2 | 3 | 1 | 0 | 3.83 | 6 |
| Encourage more | 1 | 2 | 2 | 0 | 1 | 0 | 2.67 | 6 |
| Not induce the need | 1 | 1 | 1 | 2 | 1 | 0 | 3.17 | 6 |
| **159. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 2 | 2 | 1 | 0 | 1 | 0 | 2.33 | 6 |
| Encourage new | 0 | 0 | 3 | 1 | 2 | 0 | 3.83 | 6 |
| Indirectly create new | 1 | 0 | 0 | 5 | 0 | 0 | 3.50 | 6 |
| Provide more | 0 | 3 | 2 | 1 | 0 | 0 | 2.67 | 6 |
| **160. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 1 | 0 | 1 | 2 | 0 | 3.00 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **161. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 2 | 0 | 1 | 2 | 0 | 3.17 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **162. Would the improvement reinforce Old Town as a pedestrian-oriented destination?** | | | | | | | | |
| | 0 | 1 | 3 | 1 | 1 | 0 | 3.33 | 6 |

Install signage to promote the use of Pine Drive bypass for through traffic instead of Old Town

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 67.39 | 2.41 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **163. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 3 | 1 | 1 | 1 | 0 | 3.00 | 6 |
| Efficiency of travel? | 0 | 2 | 1 | 2 | 1 | 0 | 3.33 | 6 |
| Circulation within | 0 | 0 | 3 | 2 | 1 | 0 | 3.67 | 6 |
| Connections outside | 3 | 0 | 1 | 1 | 1 | 0 | 2.50 | 6 |
| **164. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 2 | 2 | 1 | 1 | 0 | 3.17 | 6 |
| Walking? | 2 | 1 | 3 | 0 | 0 | 0 | 2.17 | 6 |
| Biking? | 2 | 2 | 1 | 1 | 0 | 0 | 2.17 | 6 |
| Using transit? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **165. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 3 | 1 | 1 | 1 | 0 | 3.00 | 6 |
| Walking? | 2 | 1 | 3 | 0 | 0 | 0 | 2.17 | 6 |
| Biking? | 2 | 1 | 2 | 1 | 0 | 0 | 2.33 | 6 |
| Using transit? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **166. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 2 | 1 | 3 | 0 | 0 | 0 | 2.17 | 6 |
| The built | 1 | 1 | 4 | 0 | 0 | 0 | 2.50 | 6 |
| Existing or planned | 0 | 1 | 5 | 0 | 0 | 0 | 2.83 | 6 |
| **167. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 1 | 4 | 1 | 0 | 0 | 3.00 | 6 |
| Support new | 0 | 2 | 1 | 3 | 0 | 0 | 3.17 | 6 |
| Encourage more | 1 | 0 | 2 | 3 | 0 | 0 | 3.17 | 6 |
| Not induce the need | 1 | 1 | 2 | 0 | 0 | 2 | 2.25 | 6 |
| **168. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 1 | 2 | 3 | 0 | 0 | 0 | 2.33 | 6 |
| Encourage new | 2 | 0 | 2 | 2 | 0 | 0 | 2.67 | 6 |
| Indirectly create new | 4 | 0 | 1 | 1 | 0 | 0 | 1.83 | 6 |
| Provide more | 3 | 1 | 2 | 0 | 0 | 0 | 1.83 | 6 |
| **169. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 2 | 1 | 0 | 0 | 1 | 1.80 | 6 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| **170. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 0 | 3 | 2 | 0 | 1 | 0 | 2.83 | 6 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| **171. Would the improvement reinforce Old Town as a pedestrian-oriented destination?** | | | | | | | | |
| | 0 | 1 | 2 | 2 | 1 | 0 | 3.50 | 6 |

Provide circulator bus serving Old Town, including weekends

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 71.99 | 2.57 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **172. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 2 | 2 | 0 | 2 | 0 | 3.33 | 6 |
| Efficiency of travel? | 0 | 3 | 1 | 0 | 2 | 0 | 3.17 | 6 |
| Circulation within | 0 | 1 | 3 | 0 | 2 | 0 | 3.50 | 6 |
| Connections outside | 2 | 2 | 1 | 0 | 1 | 0 | 2.33 | 6 |
| **173. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 1 | 3 | 2 | 0 | 0 | 0 | 2.17 | 6 |
| Walking? | 0 | 2 | 3 | 1 | 0 | 0 | 2.83 | 6 |
| Biking? | 2 | 3 | 0 | 1 | 0 | 0 | 2.00 | 6 |
| Using transit? | 0 | 0 | 2 | 1 | 3 | 0 | 4.17 | 6 |
| **174. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 1 | 2 | 3 | 0 | 0 | 0 | 2.33 | 6 |
| Walking? | 0 | 2 | 3 | 1 | 0 | 0 | 2.83 | 6 |
| Biking? | 2 | 2 | 1 | 1 | 0 | 0 | 2.17 | 6 |
| Using transit? | 0 | 0 | 3 | 0 | 3 | 0 | 4.00 | 6 |
| **175. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 3 | 0 | 3 | 0 | 0 | 0 | 2.00 | 6 |
| The built | 3 | 0 | 2 | 1 | 0 | 0 | 2.17 | 6 |
| Existing or planned | 0 | 2 | 3 | 1 | 0 | 0 | 2.83 | 6 |
| **176. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 1 | 1 | 3 | 0 | 1 | 0 | 2.83 | 6 |
| Support new | 0 | 3 | 2 | 1 | 0 | 0 | 2.67 | 6 |
| Encourage more | 0 | 1 | 4 | 0 | 1 | 0 | 3.17 | 6 |
| Not induce the need | 2 | 1 | 3 | 0 | 0 | 0 | 2.17 | 6 |
| **177. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 0 | 4 | 0 | 1 | 1 | 0 | 2.83 | 6 |
| Encourage new | 1 | 3 | 1 | 1 | 0 | 0 | 2.33 | 6 |
| Indirectly create new | 2 | 3 | 0 | 1 | 0 | 0 | 2.00 | 6 |
| Provide more | 1 | 3 | 0 | 2 | 0 | 0 | 2.50 | 6 |
| **178. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 1 | 2 | 0 | 0 | 1 | 2.00 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **179. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 2 | 3 | 0 | 0 | 0 | 2.33 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **180. Would the improvement reinforce Old Town as a pedestrian-oriented destination?** | | | | | | | | |
| | 0 | 1 | 3 | 1 | 1 | 0 | 3.33 | 6 |

Add destination, trail and wayfinding signage in and around Old Town including connections to Sulphur Gulch Trail and Kieffers Crossing

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 59.00 | 2.11 | 5.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **181. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 4 | 0 | 1 | 0 | 0 | 2.40 | 5 |
| Efficiency of travel? | 0 | 3 | 1 | 1 | 0 | 0 | 2.60 | 5 |
| Circulation within | 0 | 3 | 1 | 1 | 0 | 0 | 2.60 | 5 |
| Connections outside | 3 | 1 | 1 | 0 | 0 | 0 | 1.60 | 5 |
| **182. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 3 | 1 | 0 | 1 | 0 | 0 | 1.80 | 5 |
| Walking? | 0 | 2 | 1 | 1 | 1 | 0 | 3.20 | 5 |
| Biking? | 0 | 1 | 2 | 1 | 1 | 0 | 3.40 | 5 |
| Using transit? | 3 | 2 | 0 | 0 | 0 | 0 | 1.40 | 5 |
| **183. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 3 | 1 | 0 | 1 | 0 | 0 | 1.80 | 5 |
| Walking? | 0 | 2 | 1 | 1 | 1 | 0 | 3.20 | 5 |
| Biking? | 0 | 1 | 2 | 1 | 1 | 0 | 3.40 | 5 |
| Using transit? | 3 | 2 | 0 | 0 | 0 | 0 | 1.40 | 5 |
| **184. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 3 | 1 | 0 | 1 | 0 | 0 | 1.80 | 5 |
| The built | 2 | 1 | 1 | 1 | 0 | 0 | 2.20 | 5 |
| Existing or planned | 1 | 2 | 0 | 2 | 0 | 0 | 2.60 | 5 |
| **185. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 2 | 1 | 2 | 0 | 0 | 0 | 2.00 | 5 |
| Support new | 2 | 2 | 1 | 0 | 0 | 0 | 1.80 | 5 |
| Encourage more | 0 | 3 | 1 | 1 | 0 | 0 | 2.60 | 5 |
| Not induce the need | 3 | 1 | 1 | 0 | 0 | 0 | 1.60 | 5 |
| **186. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 0 | 4 | 0 | 1 | 0 | 0 | 2.40 | 5 |
| Encourage new | 3 | 1 | 1 | 0 | 0 | 0 | 1.60 | 5 |
| Indirectly create new | 4 | 0 | 1 | 0 | 0 | 0 | 1.40 | 5 |
| Provide more | 2 | 2 | 1 | 0 | 0 | 0 | 1.80 | 5 |
| **187. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 2 | 0 | 0 | 0 | 1 | 1.50 | 5 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 1 | 1.00 | 5 |
| **188. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 2 | 0 | 0 | 0 | 1 | 1.50 | 5 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 1 | 1.00 | 5 |
| **189. Would the improvement reinforce Old Town as a pedestrian-oriented destination?** | | | | | | | | |
| | 0 | 1 | 2 | 1 | 1 | 0 | 3.40 | 5 |

Install traffic signal at Longs Way & Parker Road

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 80.36 | 2.87 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **190. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 0 | 2 | 2 | 2 | 0 | 4.00 | 6 |
| Efficiency of travel? | 0 | 0 | 4 | 0 | 2 | 0 | 3.67 | 6 |
| Circulation within | 0 | 0 | 2 | 2 | 2 | 0 | 4.00 | 6 |
| Connections outside | 3 | 2 | 1 | 0 | 0 | 0 | 1.67 | 6 |
| **191. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 0 | 1 | 3 | 2 | 0 | 4.17 | 6 |
| Walking? | 2 | 2 | 2 | 0 | 0 | 0 | 2.00 | 6 |
| Biking? | 2 | 1 | 3 | 0 | 0 | 0 | 2.17 | 6 |
| Using transit? | 1 | 1 | 2 | 2 | 0 | 0 | 2.83 | 6 |
| **192. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 0 | 1 | 3 | 2 | 0 | 4.17 | 6 |
| Walking? | 0 | 3 | 3 | 0 | 0 | 0 | 2.50 | 6 |
| Biking? | 2 | 1 | 2 | 1 | 0 | 0 | 2.33 | 6 |
| Using transit? | 2 | 1 | 1 | 1 | 1 | 0 | 2.67 | 6 |
| **193. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 4 | 1 | 1 | 0 | 0 | 0 | 1.50 | 6 |
| The built | 2 | 0 | 2 | 2 | 0 | 0 | 2.67 | 6 |
| Existing or planned | 1 | 3 | 0 | 2 | 0 | 0 | 2.50 | 6 |
| **194. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 1 | 0 | 4 | 1 | 0 | 3.83 | 6 |
| Support new | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Encourage more | 0 | 1 | 1 | 3 | 1 | 0 | 3.67 | 6 |
| Not induce the need | 2 | 0 | 2 | 1 | 1 | 0 | 2.83 | 6 |
| **195. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 0 | 1 | 1 | 2 | 2 | 0 | 3.83 | 6 |
| Encourage new | 0 | 1 | 2 | 1 | 2 | 0 | 3.67 | 6 |
| Indirectly create new | 1 | 2 | 2 | 0 | 1 | 0 | 2.67 | 6 |
| Provide more | 1 | 0 | 3 | 1 | 1 | 0 | 3.17 | 6 |
| **196. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 0 | 1 | 2 | 1 | 2 | 0 | 3.67 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **197. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 2 | 2 | 0 | 1 | 0 | 2.67 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **198. Would the improvement reinforce Old Town as a pedestrian-oriented destination?** | | | | | | | | |
| | 1 | 1 | 4 | 0 | 0 | 0 | 2.50 | 6 |

Either sharrows, buffered bike lanes, or shared-use paths along both sides of Mainstreet between Pace Center Drive and east Victorian intersection; and super-sharrows on Pikes Peak Drive between Mainstreet and Sulphur Gulch

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 61.68 | 2.20 | 5.96 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **199. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 1 | 4 | 0 | 1 | 0 | 3.17 | 6 |
| Efficiency of travel? | 2 | 1 | 2 | 0 | 1 | 0 | 2.50 | 6 |
| Circulation within | 0 | 2 | 3 | 0 | 1 | 0 | 3.00 | 6 |
| Connections outside | 5 | 0 | 1 | 0 | 0 | 0 | 1.33 | 6 |
| **200. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 2 | 2 | 1 | 1 | 0 | 0 | 2.17 | 6 |
| Walking? | 3 | 1 | 0 | 2 | 0 | 0 | 2.17 | 6 |
| Biking? | 0 | 0 | 3 | 2 | 1 | 0 | 3.67 | 6 |
| Using transit? | 4 | 2 | 0 | 0 | 0 | 0 | 1.33 | 6 |
| **201. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 3 | 1 | 1 | 1 | 0 | 0 | 2.00 | 6 |
| Walking? | 3 | 1 | 1 | 1 | 0 | 0 | 2.00 | 6 |
| Biking? | 0 | 0 | 3 | 2 | 1 | 0 | 3.67 | 6 |
| Using transit? | 4 | 2 | 0 | 0 | 0 | 0 | 1.33 | 6 |
| **202. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 3 | 1 | 0 | 1 | 1 | 0 | 2.33 | 6 |
| The built | 1 | 1 | 3 | 0 | 1 | 0 | 2.83 | 6 |
| Existing or planned | 1 | 2 | 0 | 1 | 2 | 0 | 3.17 | 6 |
| **203. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 3 | 2 | 0 | 1 | 0 | 2.83 | 6 |
| Support new | 1 | 1 | 2 | 0 | 1 | 1 | 2.80 | 6 |
| Encourage more | 1 | 2 | 2 | 0 | 1 | 0 | 2.67 | 6 |
| Not induce the need | 4 | 0 | 1 | 0 | 0 | 1 | 1.40 | 6 |
| **204. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 1 | 2 | 1 | 1 | 0 | 0 | 2.40 | 5 |
| Encourage new | 3 | 2 | 0 | 1 | 0 | 0 | 1.83 | 6 |
| Indirectly create new | 5 | 0 | 1 | 0 | 0 | 0 | 1.33 | 6 |
| Provide more | 1 | 4 | 0 | 1 | 0 | 0 | 2.17 | 6 |
| **205. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| **206. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 1 | 0 | 0 | 0 | 2 | 1.25 | 6 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| **207. Would the improvement reinforce Old Town as a pedestrian-oriented destination?** | | | | | | | | |
| | 1 | 0 | 2 | 2 | 1 | 0 | 3.33 | 6 |

Public parking garage in Old Town

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **208. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 2 | 1 | 2 | 0 | 1 | 0 | 2.50 | 6 |
| Efficiency of travel? | 1 | 2 | 1 | 1 | 1 | 0 | 2.83 | 6 |
| Circulation within | 2 | 2 | 0 | 1 | 1 | 0 | 2.50 | 6 |
| Connections outside | 3 | 2 | 0 | 0 | 1 | 0 | 2.00 | 6 |
| **209. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 2 | 1 | 2 | 1 | 0 | 3.33 | 6 |
| Walking? | 1 | 2 | 1 | 2 | 0 | 0 | 2.67 | 6 |
| Biking? | 4 | 0 | 1 | 0 | 1 | 0 | 2.00 | 6 |
| Using transit? | 3 | 1 | 1 | 1 | 0 | 0 | 2.00 | 6 |
| **210. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 1 | 2 | 0 | 2 | 1 | 0 | 3.00 | 6 |
| Walking? | 2 | 2 | 0 | 2 | 0 | 0 | 2.33 | 6 |
| Biking? | 3 | 0 | 2 | 0 | 1 | 0 | 2.33 | 6 |
| Using transit? | 3 | 1 | 1 | 1 | 0 | 0 | 2.00 | 6 |
| **211. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 4 | 0 | 1 | 1 | 0 | 0 | 1.83 | 6 |
| The built | 1 | 1 | 2 | 0 | 2 | 0 | 3.17 | 6 |
| Existing or planned | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| **212. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 1 | 1 | 1 | 2 | 1 | 0 | 3.17 | 6 |
| Support new | 0 | 2 | 0 | 3 | 1 | 0 | 3.50 | 6 |
| Encourage more | 1 | 1 | 1 | 2 | 1 | 0 | 3.17 | 6 |
| Not induce the need | 2 | 1 | 1 | 2 | 0 | 0 | 2.50 | 6 |
| **213. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Encourage new | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Indirectly create new | 1 | 1 | 3 | 0 | 1 | 0 | 2.83 | 6 |
| Provide more | 0 | 2 | 3 | 0 | 1 | 0 | 3.00 | 6 |
| **214. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 0 | 1 | 1 | 0 | 1 | 2.00 | 6 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| **215. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 0 | 0 | 1 | 0 | 1 | 1.60 | 6 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| **216. Would the improvement reinforce Old Town as a pedestrian-oriented destination?** | | | | | | | | |
| | 1 | 0 | 1 | 3 | 1 | 0 | 3.50 | 6 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 70.76 | 2.53 | 6.00 |

Rapid flash beacons for Sulphur Gulch trail crossing of Pikes Peak Drive

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 54.60 | 1.95 | 5.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **217. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 1 | 2 | 1 | 1 | 0 | 3.40 | 5 |
| Efficiency of travel? | 2 | 2 | 0 | 0 | 1 | 0 | 2.20 | 5 |
| Circulation within | 1 | 1 | 2 | 1 | 0 | 0 | 2.60 | 5 |
| Connections outside | 4 | 0 | 0 | 1 | 0 | 0 | 1.60 | 5 |
| **218. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 1 | 2 | 2 | 0 | 0 | 0 | 2.20 | 5 |
| Walking? | 0 | 1 | 2 | 1 | 1 | 0 | 3.40 | 5 |
| Biking? | 0 | 2 | 1 | 1 | 1 | 0 | 3.20 | 5 |
| Using transit? | 5 | 0 | 0 | 0 | 0 | 0 | 1.00 | 5 |
| **219. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 2 | 3 | 0 | 0 | 0 | 0 | 1.60 | 5 |
| Walking? | 0 | 2 | 1 | 1 | 1 | 0 | 3.20 | 5 |
| Biking? | 0 | 2 | 1 | 1 | 1 | 0 | 3.20 | 5 |
| Using transit? | 5 | 0 | 0 | 0 | 0 | 0 | 1.00 | 5 |
| **220. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 3 | 1 | 1 | 0 | 0 | 0 | 1.60 | 5 |
| The built | 2 | 2 | 0 | 0 | 1 | 0 | 2.20 | 5 |
| Existing or planned | 2 | 1 | 2 | 0 | 0 | 0 | 2.00 | 5 |
| **221. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 2 | 2 | 0 | 1 | 0 | 0 | 2.00 | 5 |
| Support new | 3 | 1 | 0 | 0 | 1 | 0 | 2.00 | 5 |
| Encourage more | 1 | 2 | 1 | 1 | 0 | 0 | 2.40 | 5 |
| Not induce the need | 4 | 0 | 1 | 0 | 0 | 0 | 1.40 | 5 |
| **222. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 2 | 1 | 2 | 0 | 0 | 0 | 2.00 | 5 |
| Encourage new | 5 | 0 | 0 | 0 | 0 | 0 | 1.00 | 5 |
| Indirectly create new | 5 | 0 | 0 | 0 | 0 | 0 | 1.00 | 5 |
| Provide more | 5 | 0 | 0 | 0 | 0 | 0 | 1.00 | 5 |
| **223. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 0 | 0 | 0 | 0 | 1 | 1.00 | 5 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 1 | 1.00 | 5 |
| **224. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 0 | 0 | 0 | 0 | 1 | 1.00 | 5 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 1 | 1.00 | 5 |
| **225. Would the improvement reinforce Old Town as a pedestrian-oriented destination?** | | | | | | | | |
| | 0 | 1 | 2 | 1 | 1 | 0 | 3.40 | 5 |

Construct 3-way stop at intersection of Longs Way and Victorian Drive

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 56.01 | 2.00 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **226. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 1 | 3 | 0 | 2 | 0 | 3.50 | 6 |
| Efficiency of travel? | 0 | 3 | 2 | 0 | 1 | 0 | 2.83 | 6 |
| Circulation within | 0 | 4 | 1 | 0 | 1 | 0 | 2.67 | 6 |
| Connections outside | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| **227. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 4 | 0 | 1 | 1 | 0 | 2.83 | 6 |
| Walking? | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Biking? | 1 | 3 | 0 | 1 | 1 | 0 | 2.67 | 6 |
| Using transit? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| **228. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 3 | 1 | 1 | 1 | 0 | 3.00 | 6 |
| Walking? | 2 | 0 | 2 | 0 | 2 | 0 | 3.00 | 6 |
| Biking? | 2 | 2 | 0 | 1 | 1 | 0 | 2.50 | 6 |
| Using transit? | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| **229. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 4 | 0 | 1 | 1 | 0 | 0 | 1.83 | 6 |
| The built | 2 | 2 | 1 | 1 | 0 | 0 | 2.17 | 6 |
| Existing or planned | 1 | 3 | 1 | 0 | 1 | 0 | 2.50 | 6 |
| **230. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 3 | 1 | 1 | 1 | 0 | 0 | 2.00 | 6 |
| Support new | 4 | 0 | 1 | 0 | 1 | 0 | 2.00 | 6 |
| Encourage more | 3 | 2 | 0 | 1 | 0 | 0 | 1.83 | 6 |
| Not induce the need | 4 | 0 | 0 | 2 | 0 | 0 | 2.00 | 6 |
| **231. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 3 | 2 | 1 | 0 | 0 | 0 | 1.67 | 6 |
| Encourage new | 4 | 1 | 1 | 0 | 0 | 0 | 1.50 | 6 |
| Indirectly create new | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| Provide more | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| **232. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| **233. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| **234. Would the improvement reinforce Old Town as a pedestrian-oriented destination?** | | | | | | | | |
| | 0 | 2 | 2 | 1 | 1 | 0 | 3.17 | 6 |

Extend Pikes Peak Court from Pikes Peak Drive to South Pine Drive, connecting all the way east to Mainstreet via Town Hall Drive alignment

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 76.16 | 2.72 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **235. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 3 | 1 | 1 | 1 | 0 | 3.00 | 6 |
| Efficiency of travel? | 0 | 0 | 3 | 2 | 1 | 0 | 3.67 | 6 |
| Circulation within | 0 | 0 | 2 | 3 | 1 | 0 | 3.83 | 6 |
| Connections outside | 4 | 1 | 1 | 0 | 0 | 0 | 1.50 | 6 |
| **236. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 0 | 4 | 1 | 1 | 0 | 3.50 | 6 |
| Walking? | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Biking? | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Using transit? | 4 | 1 | 1 | 0 | 0 | 0 | 1.50 | 6 |
| **237. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 0 | 4 | 1 | 1 | 0 | 3.50 | 6 |
| Walking? | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Biking? | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Using transit? | 5 | 0 | 1 | 0 | 0 | 0 | 1.33 | 6 |
| **238. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 4 | 0 | 2 | 0 | 0 | 0 | 1.67 | 6 |
| The built | 1 | 0 | 2 | 2 | 1 | 0 | 3.33 | 6 |
| Existing or planned | 1 | 2 | 0 | 2 | 1 | 0 | 3.00 | 6 |
| **239. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 1 | 1 | 4 | 0 | 0 | 3.50 | 6 |
| Support new | 1 | 1 | 0 | 2 | 2 | 0 | 3.50 | 6 |
| Encourage more | 0 | 0 | 2 | 3 | 1 | 0 | 3.83 | 6 |
| Not induce the need | 2 | 2 | 0 | 2 | 0 | 0 | 2.33 | 6 |
| **240. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 0 | 1 | 1 | 4 | 0 | 0 | 3.50 | 6 |
| Encourage new | 1 | 0 | 0 | 5 | 0 | 0 | 3.50 | 6 |
| Indirectly create new | 2 | 2 | 1 | 1 | 0 | 0 | 2.17 | 6 |
| Provide more | 0 | 1 | 3 | 2 | 0 | 0 | 3.17 | 6 |
| **241. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 0 | 1 | 0 | 0 | 1 | 1.40 | 6 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| **242. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 1 | 1 | 0 | 0 | 1 | 1.60 | 6 |
| E-470? | 4 | 0 | 0 | 0 | 0 | 2 | 1.00 | 6 |
| **243. Would the improvement reinforce Old Town as a pedestrian-oriented destination?** | | | | | | | | |
| | 0 | 0 | 3 | 1 | 2 | 0 | 3.83 | 6 |

Todd Drive connection to Jordan Road

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 70.65 | 2.52 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **244. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 2 | 3 | 0 | 1 | 0 | 3.00 | 6 |
| Efficiency of travel? | 0 | 0 | 3 | 1 | 2 | 0 | 3.83 | 6 |
| Circulation within | 0 | 0 | 2 | 2 | 2 | 0 | 4.00 | 6 |
| Connections outside | 1 | 2 | 3 | 0 | 0 | 0 | 2.33 | 6 |
| **245. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 0 | 1 | 4 | 1 | 0 | 4.00 | 6 |
| Walking? | 2 | 2 | 1 | 1 | 0 | 0 | 2.17 | 6 |
| Biking? | 1 | 2 | 1 | 1 | 1 | 0 | 2.83 | 6 |
| Using transit? | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| **246. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 0 | 1 | 4 | 1 | 0 | 4.00 | 6 |
| Walking? | 1 | 2 | 2 | 1 | 0 | 0 | 2.50 | 6 |
| Biking? | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Using transit? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| **247. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 3 | 1 | 0 | 2 | 0 | 0 | 2.17 | 6 |
| The built | 1 | 3 | 0 | 2 | 0 | 0 | 2.50 | 6 |
| Existing or planned | 0 | 3 | 1 | 2 | 0 | 0 | 2.83 | 6 |
| **248. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 0 | 2 | 3 | 1 | 0 | 3.83 | 6 |
| Support new | 0 | 1 | 3 | 1 | 1 | 0 | 3.33 | 6 |
| Encourage more | 0 | 1 | 2 | 2 | 1 | 0 | 3.50 | 6 |
| Not induce the need | 0 | 1 | 2 | 2 | 1 | 0 | 3.50 | 6 |
| **249. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 3 | 1 | 2 | 0 | 0 | 0 | 1.83 | 6 |
| Encourage new | 3 | 1 | 2 | 0 | 0 | 0 | 1.83 | 6 |
| Indirectly create new | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| Provide more | 3 | 3 | 0 | 0 | 0 | 0 | 1.50 | 6 |
| **250. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 1 | 1 | 0 | 0 | 1 | 1.60 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **251. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 2 | 0 | 0 | 0 | 1 | 1.40 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **252. Would the improvement reinforce Salisbury Park as a major park destination emphasizing pedestrian** | | | | | | | | |
| | 0 | 0 | 2 | 3 | 1 | 0 | 3.83 | 6 |

Construct a shared-use, bike/ped path from Cherry Creek Trail across Dransfeldt extension bridge and north along Dransfeldt to Sulphur Gulch Trail

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 62.33 | 2.23 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **253. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 2 | 3 | 1 | 0 | 0 | 2.83 | 6 |
| Efficiency of travel? | 0 | 2 | 3 | 1 | 0 | 0 | 2.83 | 6 |
| Circulation within | 0 | 3 | 2 | 1 | 0 | 0 | 2.67 | 6 |
| Connections outside | 3 | 2 | 1 | 0 | 0 | 0 | 1.67 | 6 |
| **254. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| Walking? | 0 | 1 | 3 | 1 | 1 | 0 | 3.33 | 6 |
| Biking? | 0 | 0 | 3 | 2 | 1 | 0 | 3.67 | 6 |
| Using transit? | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| **255. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 4 | 1 | 0 | 1 | 0 | 0 | 1.67 | 6 |
| Walking? | 1 | 2 | 1 | 1 | 1 | 0 | 2.83 | 6 |
| Biking? | 0 | 0 | 3 | 2 | 1 | 0 | 3.67 | 6 |
| Using transit? | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| **256. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 1 | 1 | 2 | 2 | 0 | 0 | 2.83 | 6 |
| The built | 0 | 4 | 1 | 1 | 0 | 0 | 2.50 | 6 |
| Existing or planned | 0 | 2 | 2 | 2 | 0 | 0 | 3.00 | 6 |
| **257. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 2 | 2 | 2 | 0 | 0 | 3.00 | 6 |
| Support new | 2 | 1 | 1 | 1 | 1 | 0 | 2.67 | 6 |
| Encourage more | 0 | 1 | 4 | 1 | 0 | 0 | 3.00 | 6 |
| Not induce the need | 3 | 1 | 1 | 0 | 0 | 1 | 1.60 | 6 |
| **258. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 1 | 2 | 2 | 1 | 0 | 0 | 2.50 | 6 |
| Encourage new | 3 | 1 | 2 | 0 | 0 | 0 | 1.83 | 6 |
| Indirectly create new | 4 | 2 | 0 | 0 | 0 | 0 | 1.33 | 6 |
| Provide more | 2 | 3 | 1 | 0 | 0 | 0 | 1.83 | 6 |
| **259. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **260. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 2 | 0 | 0 | 0 | 1 | 1.40 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **261. Would the improvement reinforce Salisbury Park as a major park destination emphasizing pedestrian** | | | | | | | | |

Connect Salisbury Park to the new East/West Trail via Todd Road alignment

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **262. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 1 | 3 | 0 | 1 | 0 | 3.20 | 5 |
| Efficiency of travel? | 0 | 0 | 4 | 0 | 1 | 0 | 3.40 | 5 |
| Circulation within | 0 | 0 | 3 | 1 | 1 | 0 | 3.60 | 5 |
| Connections outside | 1 | 1 | 1 | 1 | 1 | 0 | 3.00 | 5 |
| **263. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 2 | 1 | 1 | 1 | 0 | 0 | 2.20 | 5 |
| Walking? | 1 | 1 | 1 | 1 | 1 | 0 | 3.00 | 5 |
| Biking? | 1 | 0 | 2 | 0 | 2 | 0 | 3.40 | 5 |
| Using transit? | 5 | 0 | 0 | 0 | 0 | 0 | 1.00 | 5 |
| **264. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 2 | 1 | 1 | 1 | 0 | 0 | 2.20 | 5 |
| Walking? | 1 | 1 | 1 | 1 | 1 | 0 | 3.00 | 5 |
| Biking? | 1 | 0 | 2 | 0 | 2 | 0 | 3.40 | 5 |
| Using transit? | 5 | 0 | 0 | 0 | 0 | 0 | 1.00 | 5 |
| **265. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 1 | 0 | 3 | 1 | 0 | 0 | 2.80 | 5 |
| The built | 0 | 1 | 3 | 0 | 1 | 0 | 3.20 | 5 |
| Existing or planned | 0 | 1 | 2 | 1 | 1 | 0 | 3.40 | 5 |
| **266. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 1 | 2 | 1 | 1 | 0 | 0 | 2.40 | 5 |
| Support new | 1 | 2 | 1 | 1 | 0 | 0 | 2.40 | 5 |
| Encourage more | 0 | 1 | 3 | 1 | 0 | 0 | 3.00 | 5 |
| Not induce the need | 4 | 0 | 1 | 0 | 0 | 0 | 1.40 | 5 |
| **267. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 2 | 2 | 0 | 1 | 0 | 0 | 2.00 | 5 |
| Encourage new | 2 | 2 | 0 | 1 | 0 | 0 | 2.00 | 5 |
| Indirectly create new | 3 | 2 | 0 | 0 | 0 | 0 | 1.40 | 5 |
| Provide more | 2 | 2 | 1 | 0 | 0 | 0 | 1.80 | 5 |
| **268. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 5 | 0 | 0 | 0 | 0 | 0 | 1.00 | 5 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 0 | 1.00 | 5 |
| **269. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 5 | 0 | 0 | 0 | 0 | 0 | 1.00 | 5 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 0 | 1.00 | 5 |
| **270. Would the improvement reinforce Salisbury Park as a major park destination emphasizing pedestrian** | | | | | | | | |
| | 0 | 0 | 2 | 0 | 3 | 0 | 4.20 | 5 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 66.40 | 2.37 | 5.00 |

Construct new roadway and bridge over Cherry Creek (Dransfeldt extension bridge) connecting Motsenbocker Road to the intersection of Dransfeldt Road and Twenty Mile Road along Todd Road alignment (timed with Salisbury Park expansion, or before, to improve general connectivity and park access, and considering economic value of fronting parcels when choosing alignment)

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 82.84 | 2.96 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **271. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 1 | 4 | 0 | 1 | 0 | 3.17 | 6 |
| Efficiency of travel? | 0 | 0 | 2 | 2 | 2 | 0 | 4.00 | 6 |
| Circulation within | 0 | 0 | 1 | 2 | 3 | 0 | 4.33 | 6 |
| Connections outside | 2 | 0 | 3 | 0 | 1 | 0 | 2.67 | 6 |
| **272. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 0 | 0 | 5 | 1 | 0 | 4.17 | 6 |
| Walking? | 2 | 2 | 1 | 0 | 1 | 0 | 2.33 | 6 |
| Biking? | 2 | 0 | 2 | 1 | 1 | 0 | 2.83 | 6 |
| Using transit? | 4 | 1 | 1 | 0 | 0 | 0 | 1.50 | 6 |
| **273. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 0 | 0 | 4 | 2 | 0 | 4.33 | 6 |
| Walking? | 2 | 3 | 0 | 0 | 1 | 0 | 2.17 | 6 |
| Biking? | 2 | 0 | 2 | 1 | 1 | 0 | 2.83 | 6 |
| Using transit? | 4 | 1 | 1 | 0 | 0 | 0 | 1.50 | 6 |
| **274. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 1 | 1 | 1 | 2 | 1 | 0 | 3.17 | 6 |
| The built | 0 | 3 | 1 | 0 | 2 | 0 | 3.17 | 6 |
| Existing or planned | 0 | 2 | 1 | 2 | 1 | 0 | 3.33 | 6 |
| **275. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 0 | 1 | 3 | 2 | 0 | 4.17 | 6 |
| Support new | 0 | 1 | 1 | 1 | 2 | 1 | 3.80 | 6 |
| Encourage more | 0 | 1 | 0 | 3 | 2 | 0 | 4.00 | 6 |
| Not induce the need | 0 | 1 | 2 | 1 | 0 | 2 | 3.00 | 6 |
| **276. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 0 | 1 | 3 | 0 | 2 | 0 | 3.50 | 6 |
| Encourage new | 1 | 0 | 4 | 0 | 1 | 0 | 3.00 | 6 |
| Indirectly create new | 2 | 2 | 1 | 1 | 0 | 0 | 2.17 | 6 |
| Provide more | 0 | 4 | 0 | 1 | 1 | 0 | 2.83 | 6 |
| **277. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 1 | 1 | 1 | 0 | 1 | 2.20 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **278. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 1 | 3 | 1 | 0 | 0 | 2.67 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **279. Would the improvement reinforce Salisbury Park as a major park destination emphasizing pedestrian** | | | | | | | | |
| | 0 | 0 | 2 | 2 | 2 | 0 | 4.00 | 6 |

Add speed tables or raised crosswalks on J. Morgan Boulevard at Nate Drive and Stroh Ranch Drive intersections to improve pedestrian safety and discourage cut-through traffic speeding

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 47.15 | 1.63 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **280. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 2 | 2 | 1 | 1 | 0 | 3.17 | 6 |
| Efficiency of travel? | 3 | 2 | 0 | 1 | 0 | 0 | 1.83 | 6 |
| Circulation within | 3 | 3 | 0 | 0 | 0 | 0 | 1.50 | 6 |
| Connections outside | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| **281. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 2 | 2 | 1 | 1 | 0 | 0 | 2.17 | 6 |
| Walking? | 0 | 3 | 2 | 0 | 1 | 0 | 2.83 | 6 |
| Biking? | 2 | 2 | 0 | 1 | 1 | 0 | 2.50 | 6 |
| Using transit? | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| **282. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 4 | 1 | 1 | 0 | 0 | 0 | 1.50 | 6 |
| Walking? | 0 | 2 | 2 | 1 | 1 | 0 | 3.17 | 6 |
| Biking? | 2 | 1 | 1 | 1 | 1 | 0 | 2.67 | 6 |
| Using transit? | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| **283. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 4 | 0 | 2 | 0 | 0 | 0 | 1.67 | 6 |
| The built | 1 | 2 | 2 | 1 | 0 | 0 | 2.50 | 6 |
| Existing or planned | 1 | 2 | 2 | 1 | 0 | 0 | 2.50 | 6 |
| **284. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 3 | 1 | 0 | 2 | 0 | 0 | 2.17 | 6 |
| Support new | 3 | 2 | 0 | 0 | 1 | 0 | 2.00 | 6 |
| Encourage more | 3 | 2 | 1 | 0 | 0 | 0 | 1.67 | 6 |
| Not induce the need | 4 | 0 | 1 | 0 | 0 | 1 | 1.40 | 6 |
| **285. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 5 | 0 | 1 | 0 | 0 | 0 | 1.33 | 6 |
| Encourage new | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| Indirectly create new | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| Provide more | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| **286. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 0 | 1 | 0 | 0 | 1 | 1.40 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **287. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |

Add a lane in each direction on Chambers Road between Mainstreet and Hess Road

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **288. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Efficiency of travel? | 0 | 0 | 2 | 3 | 1 | 0 | 3.83 | 6 |
| Circulation within | 0 | 1 | 0 | 3 | 2 | 0 | 4.00 | 6 |
| Connections outside | 0 | 0 | 1 | 3 | 2 | 0 | 4.17 | 6 |
| **289. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 0 | 2 | 2 | 2 | 0 | 4.00 | 6 |
| Walking? | 4 | 1 | 0 | 0 | 1 | 0 | 1.83 | 6 |
| Biking? | 3 | 0 | 2 | 0 | 1 | 0 | 2.33 | 6 |
| Using transit? | 4 | 2 | 0 | 0 | 0 | 0 | 1.33 | 6 |
| **290. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 0 | 3 | 1 | 2 | 0 | 3.83 | 6 |
| Walking? | 4 | 1 | 0 | 0 | 1 | 0 | 1.83 | 6 |
| Biking? | 3 | 0 | 2 | 0 | 1 | 0 | 2.33 | 6 |
| Using transit? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| **291. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 3 | 2 | 0 | 0 | 0 | 0 | 1.40 | 5 |
| The built | 0 | 3 | 2 | 0 | 0 | 0 | 2.40 | 5 |
| Existing or planned | 0 | 3 | 2 | 0 | 0 | 0 | 2.40 | 5 |
| **292. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 2 | 0 | 3 | 1 | 0 | 3.50 | 6 |
| Support new | 0 | 2 | 1 | 2 | 1 | 0 | 3.33 | 6 |
| Encourage more | 0 | 1 | 2 | 2 | 1 | 0 | 3.50 | 6 |
| Not induce the need | 0 | 2 | 0 | 3 | 0 | 1 | 3.20 | 6 |
| **293. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Encourage new | 1 | 0 | 3 | 1 | 1 | 0 | 3.17 | 6 |
| Indirectly create new | 2 | 1 | 1 | 1 | 1 | 0 | 2.67 | 6 |
| Provide more | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| **294. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 1 | 1 | 1 | 1 | 1 | 3.00 | 6 |
| E-470? | 3 | 0 | 2 | 0 | 0 | 1 | 1.80 | 6 |
| **295. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 0 | 2 | 1 | 1 | 1 | 1 | 3.20 | 6 |
| E-470? | 3 | 0 | 2 | 0 | 0 | 1 | 1.80 | 6 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 75.02 | 2.59 | 5.89 |

Add a lane in each direction on Jordan Road between Mainstreet and Hess Road

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **296. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 2 | 3 | 1 | 0 | 0 | 2.83 | 6 |
| Efficiency of travel? | 0 | 0 | 4 | 1 | 1 | 0 | 3.50 | 6 |
| Circulation within | 0 | 0 | 3 | 2 | 1 | 0 | 3.67 | 6 |
| Connections outside | 1 | 2 | 2 | 1 | 0 | 0 | 2.50 | 6 |
| **297. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 0 | 3 | 1 | 2 | 0 | 3.83 | 6 |
| Walking? | 3 | 2 | 0 | 1 | 0 | 0 | 1.83 | 6 |
| Biking? | 2 | 1 | 2 | 0 | 1 | 0 | 2.50 | 6 |
| Using transit? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| **298. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 0 | 2 | 2 | 2 | 0 | 4.00 | 6 |
| Walking? | 3 | 2 | 0 | 1 | 0 | 0 | 1.83 | 6 |
| Biking? | 2 | 1 | 2 | 0 | 1 | 0 | 2.50 | 6 |
| Using transit? | 4 | 2 | 0 | 0 | 0 | 0 | 1.33 | 6 |
| **299. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 3 | 2 | 0 | 1 | 0 | 0 | 1.83 | 6 |
| The built | 0 | 2 | 3 | 1 | 0 | 0 | 2.83 | 6 |
| Existing or planned | 0 | 2 | 3 | 1 | 0 | 0 | 2.83 | 6 |
| **300. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 1 | 2 | 2 | 1 | 0 | 3.50 | 6 |
| Support new | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Encourage more | 2 | 0 | 1 | 3 | 0 | 0 | 2.83 | 6 |
| Not induce the need | 1 | 1 | 1 | 2 | 0 | 1 | 2.80 | 6 |
| **301. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 2 | 1 | 2 | 1 | 0 | 0 | 2.33 | 6 |
| Encourage new | 2 | 2 | 1 | 1 | 0 | 0 | 2.17 | 6 |
| Indirectly create new | 2 | 2 | 1 | 0 | 0 | 1 | 1.80 | 6 |
| Provide more | 1 | 1 | 4 | 0 | 0 | 0 | 2.50 | 6 |
| **302. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 1 | 0 | 0 | 1 | 1 | 2.00 | 6 |
| E-470? | 3 | 1 | 1 | 0 | 0 | 1 | 1.60 | 6 |
| **303. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 2 | 0 | 1 | 1 | 1 | 2.80 | 6 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 67.71 | 2.33 | 6.00 |

Continue to complete missing sidewalks on all Parker streets as well as listed missing trail links from the Open Space, Trails and Greenways Master Plan

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 64.72 | 2.23 | 6.00 |

| 304. Providing a safe and efficient transportation system that provides circulation within Town and | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Safety of travel? | 0 | 1 | 1 | 2 | 1 | 1 | 3.60 | 6 |
| Efficiency of travel? | 1 | 2 | 2 | 0 | 1 | 0 | 2.67 | 6 |
| Circulation within | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Connections outside | 2 | 2 | 1 | 1 | 0 | 0 | 2.17 | 6 |

| 305. Creating a multi-modal network that allows people of any age or ability to be comfortable driving, | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Driving? | 3 | 2 | 1 | 0 | 0 | 0 | 1.67 | 6 |
| Walking? | 0 | 0 | 0 | 4 | 2 | 0 | 4.33 | 6 |
| Biking? | 1 | 0 | 1 | 2 | 2 | 0 | 3.67 | 6 |
| Using transit? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |

| 306. Finding the right balance between mobility needs and access needs. Would this project be likely to | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Driving? | 3 | 2 | 1 | 0 | 0 | 0 | 1.67 | 6 |
| Walking? | 0 | 0 | 0 | 4 | 2 | 0 | 4.33 | 6 |
| Biking? | 1 | 0 | 2 | 1 | 2 | 0 | 3.50 | 6 |
| Using transit? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |

| 307. Respecting the context of Parker's built and natural environments. Would this project complement or | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| The natural | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| The built | 0 | 1 | 4 | 0 | 1 | 0 | 3.17 | 6 |
| Existing or planned | 0 | 2 | 2 | 0 | 2 | 0 | 3.33 | 6 |

| 308. Integrating transportation infrastructure investment with land use. Would this project be likely to: | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Serve the | 1 | 2 | 2 | 0 | 1 | 0 | 2.67 | 6 |
| Support new | 2 | 2 | 1 | 0 | 1 | 0 | 2.33 | 6 |
| Encourage more | 1 | 2 | 1 | 1 | 1 | 0 | 2.83 | 6 |
| Not induce the need | 2 | 1 | 0 | 1 | 0 | 2 | 2.00 | 6 |

| 309. Ensuring public investment decisions support economic development. Would this improvement be | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Support the | 1 | 3 | 1 | 1 | 0 | 0 | 2.33 | 6 |
| Encourage new | 2 | 4 | 0 | 0 | 0 | 0 | 1.67 | 6 |
| Indirectly create new | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| Provide more | 2 | 4 | 0 | 0 | 0 | 0 | 1.67 | 6 |

| 310. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Parker Road? | 3 | 2 | 0 | 0 | 0 | 1 | 1.40 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |

| 311. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Parker Road? | 1 | 4 | 0 | 0 | 0 | 1 | 1.80 | 6 |
| E-470? | 3 | 2 | 0 | 0 | 0 | 1 | 1.40 | 6 |

Paint on-street bike facilities on non-residential collectors (tied to street improvements and new construction)

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 54.34 | 1.87 | 5.96 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **312. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 2 | 3 | 0 | 1 | 0 | 3.00 | 6 |
| Efficiency of travel? | 1 | 3 | 1 | 0 | 1 | 0 | 2.50 | 6 |
| Circulation within | 0 | 4 | 1 | 0 | 1 | 0 | 2.67 | 6 |
| Connections outside | 4 | 1 | 0 | 0 | 1 | 0 | 1.83 | 6 |
| **313. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 2 | 3 | 0 | 1 | 0 | 0 | 2.00 | 6 |
| Walking? | 4 | 2 | 0 | 0 | 0 | 0 | 1.33 | 6 |
| Biking? | 0 | 1 | 1 | 3 | 1 | 0 | 3.67 | 6 |
| Using transit? | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| **314. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 2 | 3 | 0 | 1 | 0 | 0 | 2.00 | 6 |
| Walking? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| Biking? | 0 | 1 | 1 | 2 | 1 | 0 | 3.60 | 5 |
| Using transit? | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| **315. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 2 | 3 | 0 | 0 | 1 | 0 | 2.17 | 6 |
| The built | 0 | 4 | 1 | 0 | 1 | 0 | 2.67 | 6 |
| Existing or planned | 0 | 4 | 0 | 1 | 1 | 0 | 2.83 | 6 |
| **316. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 1 | 3 | 1 | 0 | 1 | 0 | 2.50 | 6 |
| Support new | 3 | 2 | 0 | 0 | 1 | 0 | 2.00 | 6 |
| Encourage more | 1 | 3 | 1 | 0 | 1 | 0 | 2.50 | 6 |
| Not induce the need | 1 | 2 | 1 | 1 | 0 | 1 | 2.40 | 6 |
| **317. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 1 | 3 | 1 | 0 | 1 | 0 | 2.50 | 6 |
| Encourage new | 4 | 0 | 0 | 1 | 0 | 1 | 1.60 | 6 |
| Indirectly create new | 4 | 2 | 0 | 0 | 0 | 0 | 1.33 | 6 |
| Provide more | 2 | 4 | 0 | 0 | 0 | 0 | 1.67 | 6 |
| **318. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 1 | 0 | 0 | 0 | 1 | 1.20 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **319. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 1 | 0 | 0 | 0 | 1 | 1.20 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |

Extend Chambers Road and Stroh Road through Anthology along with collector street network that provides alternative routes to arterial roads (tied to development)

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 78.46 | 2.71 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **320. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Efficiency of travel? | 0 | 1 | 2 | 2 | 1 | 0 | 3.50 | 6 |
| Circulation within | 0 | 1 | 1 | 2 | 2 | 0 | 3.83 | 6 |
| Connections outside | 0 | 1 | 1 | 2 | 2 | 0 | 3.83 | 6 |
| **321. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 0 | 2 | 2 | 2 | 0 | 4.00 | 6 |
| Walking? | 1 | 3 | 1 | 0 | 1 | 0 | 2.50 | 6 |
| Biking? | 1 | 3 | 1 | 0 | 1 | 0 | 2.50 | 6 |
| Using transit? | 3 | 2 | 1 | 0 | 0 | 0 | 1.67 | 6 |
| **322. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 0 | 1 | 3 | 2 | 0 | 4.17 | 6 |
| Walking? | 2 | 3 | 0 | 0 | 1 | 0 | 2.17 | 6 |
| Biking? | 1 | 3 | 1 | 0 | 1 | 0 | 2.50 | 6 |
| Using transit? | 4 | 0 | 2 | 0 | 0 | 0 | 1.67 | 6 |
| **323. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 2 | 3 | 0 | 0 | 1 | 0 | 2.17 | 6 |
| The built | 1 | 3 | 0 | 0 | 2 | 0 | 2.83 | 6 |
| Existing or planned | 0 | 2 | 3 | 0 | 1 | 0 | 3.00 | 6 |
| **324. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 1 | 2 | 1 | 2 | 0 | 3.67 | 6 |
| Support new | 0 | 1 | 2 | 2 | 1 | 0 | 3.50 | 6 |
| Encourage more | 0 | 1 | 2 | 2 | 1 | 0 | 3.50 | 6 |
| Not induce the need | 0 | 1 | 1 | 2 | 0 | 2 | 3.25 | 6 |
| **325. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 1 | 2 | 2 | 0 | 1 | 0 | 2.67 | 6 |
| Encourage new | 0 | 1 | 3 | 0 | 2 | 0 | 3.50 | 6 |
| Indirectly create new | 1 | 2 | 1 | 1 | 1 | 0 | 2.83 | 6 |
| Provide more | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| **326. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 1 | 2 | 0 | 1 | 1 | 2.80 | 6 |
| E-470? | 3 | 1 | 1 | 0 | 0 | 1 | 1.60 | 6 |
| **327. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 0 | 1 | 3 | 0 | 1 | 1 | 3.20 | 6 |
| E-470? | 3 | 1 | 1 | 0 | 0 | 1 | 1.60 | 6 |
| | | | | | | ***skipped question*** | | **4** |

Widen and detach sidewalks on arterials and Parker Road to minimum 8-foot width for shared-use, bike/ped paths (tied to street improvements, new construction and/or private development)

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 76.19 | 2.63 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **328. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 0 | 4 | 1 | 1 | 0 | 3.50 | 6 |
| Efficiency of travel? | 0 | 1 | 3 | 1 | 1 | 0 | 3.33 | 6 |
| Circulation within | 0 | 0 | 5 | 0 | 1 | 0 | 3.33 | 6 |
| Connections outside | 1 | 3 | 1 | 0 | 1 | 0 | 2.50 | 6 |
| **329. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 2 | 2 | 1 | 0 | 1 | 0 | 2.33 | 6 |
| Walking? | 0 | 0 | 2 | 3 | 1 | 0 | 3.83 | 6 |
| Biking? | 0 | 0 | 2 | 3 | 1 | 0 | 3.83 | 6 |
| Using transit? | 2 | 2 | 2 | 0 | 0 | 0 | 2.00 | 6 |
| **330. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 3 | 2 | 0 | 0 | 1 | 0 | 2.00 | 6 |
| Walking? | 0 | 0 | 0 | 5 | 1 | 0 | 4.17 | 6 |
| Biking? | 0 | 0 | 1 | 4 | 1 | 0 | 4.00 | 6 |
| Using transit? | 2 | 2 | 2 | 0 | 0 | 0 | 2.00 | 6 |
| **331. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 2 | 2 | 1 | 0 | 1 | 0 | 2.33 | 6 |
| The built | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Existing or planned | 0 | 0 | 3 | 1 | 2 | 0 | 3.83 | 6 |
| **332. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 3 | 2 | 0 | 1 | 0 | 2.83 | 6 |
| Support new | 0 | 3 | 1 | 1 | 1 | 0 | 3.00 | 6 |
| Encourage more | 0 | 1 | 2 | 2 | 1 | 0 | 3.50 | 6 |
| Not induce the need | 1 | 1 | 1 | 0 | 1 | 2 | 2.75 | 6 |
| **333. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 1 | 2 | 1 | 1 | 1 | 0 | 2.83 | 6 |
| Encourage new | 2 | 2 | 0 | 1 | 1 | 0 | 2.50 | 6 |
| Indirectly create new | 3 | 1 | 0 | 2 | 0 | 0 | 2.17 | 6 |
| Provide more | 2 | 2 | 0 | 2 | 0 | 0 | 2.33 | 6 |
| **334. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 1 | 1 | 0 | 2 | 0 | 2.83 | 6 |
| E-470? | 4 | 0 | 1 | 0 | 0 | 1 | 1.40 | 6 |
| **335. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 2 | 2 | 0 | 1 | 0 | 2.67 | 6 |
| E-470? | 4 | 0 | 1 | 0 | 0 | 1 | 1.40 | 6 |

Work with RTD to create a second Call-n-Ride with a flex route to serve as in-town circulator to supplement service provided by routes 410 and 153

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 69.95 | 2.41 | 4.85 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **336. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 0 | 1 | 3 | 0 | 1 | 0 | 3.20 | 5 |
| Efficiency of travel? | 0 | 0 | 4 | 0 | 1 | 0 | 3.40 | 5 |
| Circulation within | 0 | 1 | 2 | 1 | 1 | 0 | 3.40 | 5 |
| Connections outside | 0 | 0 | 2 | 2 | 1 | 0 | 3.80 | 5 |
| **337. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 1 | 1 | 1 | 1 | 0 | 0 | 2.50 | 4 |
| Walking? | 1 | 0 | 2 | 0 | 1 | 0 | 3.00 | 4 |
| Biking? | 1 | 1 | 1 | 1 | 0 | 0 | 2.50 | 4 |
| Using transit? | 0 | 0 | 0 | 2 | 2 | 0 | 4.50 | 4 |
| **338. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 2 | 2 | 0 | 1 | 0 | 0 | 2.00 | 5 |
| Walking? | 2 | 0 | 2 | 0 | 1 | 0 | 2.60 | 5 |
| Biking? | 2 | 1 | 1 | 1 | 0 | 0 | 2.20 | 5 |
| Using transit? | 0 | 0 | 1 | 2 | 2 | 0 | 4.20 | 5 |
| **339. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 4 | 0 | 1 | 0 | 0 | 0 | 1.40 | 5 |
| The built | 2 | 2 | 0 | 1 | 0 | 0 | 2.00 | 5 |
| Existing or planned | 1 | 2 | 2 | 0 | 0 | 0 | 2.20 | 5 |
| **340. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 2 | 1 | 1 | 1 | 0 | 3.20 | 5 |
| Support new | 1 | 3 | 0 | 0 | 1 | 0 | 2.40 | 5 |
| Encourage more | 0 | 2 | 2 | 0 | 1 | 0 | 3.00 | 5 |
| Not induce the need | 2 | 1 | 0 | 0 | 1 | 1 | 2.25 | 5 |
| **341. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 1 | 1 | 2 | 1 | 0 | 0 | 2.60 | 5 |
| Encourage new | 2 | 1 | 2 | 0 | 0 | 0 | 2.00 | 5 |
| Indirectly create new | 3 | 1 | 0 | 1 | 0 | 0 | 1.80 | 5 |
| Provide more | 2 | 1 | 1 | 1 | 0 | 0 | 2.20 | 5 |
| **342. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 0 | 1 | 1 | 0 | 0 | 2.00 | 5 |
| E-470? | 3 | 1 | 1 | 0 | 0 | 0 | 1.60 | 5 |
| **343. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 1 | 1 | 1 | 0 | 0 | 2.20 | 5 |
| E-470? | 2 | 2 | 1 | 0 | 0 | 0 | 1.80 | 5 |

Create branded, consistent wayfinding and signage system for drivers to key destinations

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 54.38 | 1.88 | 6.00 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **344. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 1 | 3 | 1 | 0 | 1 | 0 | 2.50 | 6 |
| Efficiency of travel? | 1 | 1 | 3 | 0 | 1 | 0 | 2.83 | 6 |
| Circulation within | 1 | 0 | 4 | 0 | 1 | 0 | 3.00 | 6 |
| Connections outside | 3 | 0 | 2 | 1 | 0 | 0 | 2.17 | 6 |
| **345. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Walking? | 2 | 3 | 1 | 0 | 0 | 0 | 1.83 | 6 |
| Biking? | 2 | 3 | 1 | 0 | 0 | 0 | 1.83 | 6 |
| Using transit? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| **346. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| Walking? | 1 | 4 | 1 | 0 | 0 | 0 | 2.00 | 6 |
| Biking? | 2 | 2 | 2 | 0 | 0 | 0 | 2.00 | 6 |
| Using transit? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| **347. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 4 | 0 | 2 | 0 | 0 | 0 | 1.67 | 6 |
| The built | 3 | 0 | 2 | 0 | 1 | 0 | 2.33 | 6 |
| Existing or planned | 2 | 1 | 1 | 1 | 1 | 0 | 2.67 | 6 |
| **348. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 3 | 2 | 0 | 0 | 1 | 0 | 2.00 | 6 |
| Support new | 4 | 1 | 0 | 0 | 1 | 0 | 1.83 | 6 |
| Encourage more | 5 | 0 | 0 | 0 | 1 | 0 | 1.67 | 6 |
| Not induce the need | 4 | 0 | 0 | 0 | 1 | 1 | 1.80 | 6 |
| **349. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 5 | 0 | 0 | 0 | 1 | 0 | 1.67 | 6 |
| Encourage new | 3 | 1 | 1 | 0 | 1 | 0 | 2.17 | 6 |
| Indirectly create new | 4 | 0 | 2 | 0 | 0 | 0 | 1.67 | 6 |
| Provide more | 4 | 0 | 1 | 0 | 1 | 0 | 2.00 | 6 |
| **350. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 1 | 1 | 1 | 0 | 0 | 2.00 | 6 |
| E-470? | 4 | 1 | 0 | 0 | 0 | 1 | 1.20 | 6 |
| **351. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to mitigate the undesired impacts (pollution, noise, congestion, physical barriers) posed by:** | | | | | | | | |
| Parker Road? | 3 | 1 | 1 | 1 | 0 | 0 | 2.00 | 6 |
| E-470? | 4 | 1 | 0 | 0 | 0 | 1 | 1.20 | 6 |

Build extensions of East/West Trail and Newlin Gulch Trail to provide connections from Cherry Creek Trail to Rueter-Hess Reservoir

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **352. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 2 | 2 | 1 | 0 | 1 | 0 | 2.33 | 6 |
| Efficiency of travel? | 2 | 2 | 1 | 0 | 1 | 0 | 2.33 | 6 |
| Circulation within | 2 | 0 | 2 | 2 | 0 | 0 | 2.67 | 6 |
| Connections outside | 0 | 1 | 2 | 2 | 1 | 0 | 3.50 | 6 |
| **353. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 4 | 1 | 1 | 0 | 0 | 0 | 1.50 | 6 |
| Walking? | 0 | 3 | 0 | 2 | 1 | 0 | 3.17 | 6 |
| Biking? | 0 | 0 | 1 | 3 | 2 | 0 | 4.17 | 6 |
| Using transit? | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| **354. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 4 | 1 | 1 | 0 | 0 | 0 | 1.50 | 6 |
| Walking? | 0 | 3 | 0 | 2 | 1 | 0 | 3.17 | 6 |
| Biking? | 0 | 0 | 1 | 3 | 2 | 0 | 4.17 | 6 |
| Using transit? | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| **355. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 0 | 1 | 3 | 0 | 2 | 0 | 3.50 | 6 |
| The built | 1 | 1 | 3 | 0 | 1 | 0 | 2.83 | 6 |
| Existing or planned | 0 | 2 | 2 | 1 | 1 | 0 | 3.17 | 6 |
| **356. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 1 | 1 | 3 | 0 | 1 | 0 | 2.83 | 6 |
| Support new | 3 | 1 | 1 | 0 | 1 | 0 | 2.17 | 6 |
| Encourage more | 1 | 1 | 3 | 0 | 1 | 0 | 2.83 | 6 |
| Not induce the need | 1 | 2 | 0 | 1 | 0 | 2 | 2.25 | 6 |
| **357. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 2 | 2 | 2 | 0 | 0 | 0 | 2.00 | 6 |
| Encourage new | 4 | 1 | 1 | 0 | 0 | 0 | 1.50 | 6 |
| Indirectly create new | 4 | 2 | 0 | 0 | 0 | 0 | 1.33 | 6 |
| Provide more | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| **358. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 1 | 0 | 0 | 0 | 1 | 1.20 | 6 |
| E-470? | 4 | 1 | 0 | 0 | 0 | 1 | 1.20 | 6 |
| **359. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 1 | 0 | 0 | 0 | 1 | 1.20 | 6 |
| E-470? | 4 | 1 | 0 | 0 | 0 | 1 | 1.20 | 6 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 60.89 | 2.10 | 6.00 |

Proposed Mt. Belford Road from Chambers west to Peoria Street in Douglas County (tied to development)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **360. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 1 | 1 | 2 | 1 | 0 | 1 | 2.60 | 6 |
| Efficiency of travel? | 0 | 1 | 3 | 1 | 0 | 1 | 3.00 | 6 |
| Circulation within | 0 | 1 | 2 | 1 | 0 | 2 | 3.00 | 6 |
| Connections outside | 0 | 0 | 2 | 2 | 1 | 1 | 3.80 | 6 |
| **361. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 0 | 3 | 1 | 1 | 1 | 3.60 | 6 |
| Walking? | 2 | 2 | 1 | 0 | 0 | 1 | 1.80 | 6 |
| Biking? | 2 | 2 | 0 | 1 | 0 | 1 | 2.00 | 6 |
| Using transit? | 2 | 3 | 0 | 0 | 0 | 1 | 1.60 | 6 |
| **362. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 0 | 3 | 1 | 1 | 1 | 3.60 | 6 |
| Walking? | 2 | 2 | 1 | 0 | 0 | 1 | 1.80 | 6 |
| Biking? | 2 | 2 | 0 | 1 | 0 | 1 | 2.00 | 6 |
| Using transit? | 2 | 3 | 0 | 0 | 0 | 1 | 1.60 | 6 |
| **363. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 2 | 2 | 0 | 1 | 0 | 1 | 2.00 | 6 |
| The built | 0 | 3 | 1 | 1 | 0 | 1 | 2.60 | 6 |
| Existing or planned | 1 | 2 | 1 | 1 | 0 | 1 | 2.40 | 6 |
| **364. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 1 | 2 | 0 | 2 | 1 | 3.60 | 6 |
| Support new | 0 | 0 | 3 | 1 | 1 | 1 | 3.60 | 6 |
| Encourage more | 0 | 0 | 3 | 1 | 1 | 1 | 3.60 | 6 |
| Not induce the need | 0 | 2 | 1 | 1 | 0 | 2 | 2.75 | 6 |
| **365. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 1 | 2 | 0 | 1 | 1 | 1 | 2.80 | 6 |
| Encourage new | 1 | 1 | 1 | 2 | 0 | 1 | 2.80 | 6 |
| Indirectly create new | 1 | 2 | 2 | 0 | 0 | 1 | 2.20 | 6 |
| Provide more | 1 | 2 | 2 | 0 | 0 | 1 | 2.20 | 6 |
| **366. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 1 | 1 | 0 | 0 | 1 | 1.60 | 6 |
| E-470? | 1 | 1 | 3 | 0 | 0 | 1 | 2.40 | 6 |
| **367. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 3 | 1 | 1 | 0 | 0 | 1 | 1.60 | 6 |
| E-470? | 1 | 2 | 2 | 0 | 0 | 1 | 2.20 | 6 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 68.75 | 2.37 | 6.00 |

Collaborate with E-470 Public Highway Authority and neighboring jurisdictions to build out E-470 Trail to the northeast

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **368. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 2 | 2 | 1 | 0 | 1 | 0 | 2.33 | 6 |
| Efficiency of travel? | 1 | 3 | 1 | 1 | 0 | 0 | 2.33 | 6 |
| Circulation within | 1 | 3 | 2 | 0 | 0 | 0 | 2.17 | 6 |
| Connections outside | 0 | 0 | 4 | 1 | 1 | 0 | 3.50 | 6 |
| **369. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| Walking? | 0 | 4 | 0 | 1 | 1 | 0 | 2.83 | 6 |
| Biking? | 0 | 0 | 2 | 1 | 3 | 0 | 4.17 | 6 |
| Using transit? | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| **370. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| Walking? | 0 | 4 | 0 | 1 | 1 | 0 | 2.83 | 6 |
| Biking? | 0 | 0 | 2 | 1 | 3 | 0 | 4.17 | 6 |
| Using transit? | 6 | 0 | 0 | 0 | 0 | 0 | 1.00 | 6 |
| **371. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 1 | 2 | 3 | 0 | 0 | 0 | 2.33 | 6 |
| The built | 2 | 1 | 2 | 0 | 1 | 0 | 2.50 | 6 |
| Existing or planned | 1 | 2 | 1 | 1 | 1 | 0 | 2.83 | 6 |
| **372. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 1 | 4 | 0 | 1 | 0 | 0 | 2.17 | 6 |
| Support new | 4 | 1 | 0 | 0 | 1 | 0 | 1.83 | 6 |
| Encourage more | 1 | 3 | 0 | 2 | 0 | 0 | 2.50 | 6 |
| Not induce the need | 2 | 1 | 1 | 0 | 0 | 2 | 1.75 | 6 |
| **373. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 3 | 1 | 1 | 1 | 0 | 0 | 2.00 | 6 |
| Encourage new | 3 | 3 | 0 | 0 | 0 | 0 | 1.50 | 6 |
| Indirectly create new | 4 | 1 | 1 | 0 | 0 | 0 | 1.50 | 6 |
| Provide more | 4 | 2 | 0 | 0 | 0 | 0 | 1.33 | 6 |
| **374. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 4 | 1 | 0 | 0 | 0 | 1 | 1.20 | 6 |
| E-470? | 2 | 4 | 0 | 0 | 0 | 0 | 1.67 | 6 |
| **375. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| E-470? | 3 | 3 | 0 | 0 | 0 | 0 | 1.50 | 6 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 56.45 | 1.95 | 6.00 |

N. Pinery Pkwy extension from Parker Road west to Chambers Road

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **376. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 1 | 2 | 2 | 0 | 1 | 0 | 2.67 | 6 |
| Efficiency of travel? | 0 | 2 | 3 | 0 | 1 | 0 | 3.00 | 6 |
| Circulation within | 0 | 2 | 3 | 0 | 1 | 0 | 3.00 | 6 |
| Connections outside | 0 | 0 | 3 | 2 | 1 | 0 | 3.67 | 6 |
| **377. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 0 | 2 | 3 | 1 | 0 | 3.83 | 6 |
| Walking? | 3 | 2 | 0 | 1 | 0 | 0 | 1.83 | 6 |
| Biking? | 2 | 2 | 1 | 0 | 1 | 0 | 2.33 | 6 |
| Using transit? | 3 | 1 | 2 | 0 | 0 | 0 | 1.83 | 6 |
| **378. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 0 | 2 | 3 | 1 | 0 | 3.83 | 6 |
| Walking? | 3 | 2 | 0 | 1 | 0 | 0 | 1.83 | 6 |
| Biking? | 2 | 1 | 2 | 0 | 1 | 0 | 2.50 | 6 |
| Using transit? | 3 | 1 | 2 | 0 | 0 | 0 | 1.83 | 6 |
| **379. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 2 | 2 | 1 | 0 | 1 | 0 | 2.33 | 6 |
| The built | 1 | 3 | 0 | 1 | 1 | 0 | 2.67 | 6 |
| Existing or planned | 0 | 4 | 1 | 0 | 1 | 0 | 2.67 | 6 |
| **380. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 0 | 0 | 3 | 1 | 2 | 0 | 3.83 | 6 |
| Support new | 0 | 0 | 3 | 2 | 1 | 0 | 3.67 | 6 |
| Encourage more | 0 | 0 | 4 | 1 | 1 | 0 | 3.50 | 6 |
| Not induce the need | 0 | 2 | 1 | 1 | 1 | 1 | 3.20 | 6 |
| **381. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 2 | 2 | 1 | 1 | 0 | 0 | 2.17 | 6 |
| Encourage new | 1 | 1 | 3 | 0 | 1 | 0 | 2.83 | 6 |
| Indirectly create new | 1 | 2 | 2 | 0 | 1 | 0 | 2.67 | 6 |
| Provide more | 3 | 0 | 2 | 1 | 0 | 0 | 2.17 | 6 |
| **382. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 1 | 2 | 0 | 1 | 0 | 2.50 | 6 |
| E-470? | 3 | 1 | 1 | 0 | 1 | 0 | 2.17 | 6 |
| **383. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 1 | 1 | 2 | 1 | 1 | 0 | 3.00 | 6 |
| E-470? | 2 | 1 | 1 | 0 | 1 | 1 | 2.40 | 6 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 73.93 | 2.55 | 6.00 |

J Morgan extension from Stroh south to N. Pinery Pkwy.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **384. Providing a safe and efficient transportation system that provides circulation within Town and** | | | | | | | | |
| Safety of travel? | 1 | 4 | 0 | 0 | 1 | 0 | 2.33 | 6 |
| Efficiency of travel? | 0 | 3 | 2 | 0 | 1 | 0 | 2.83 | 6 |
| Circulation within | 0 | 2 | 2 | 1 | 1 | 0 | 3.17 | 6 |
| Connections outside | 1 | 2 | 1 | 2 | 0 | 0 | 2.67 | 6 |
| **385. Creating a multi-modal network that allows people of any age or ability to be comfortable driving,** | | | | | | | | |
| Driving? | 0 | 2 | 2 | 1 | 1 | 0 | 3.17 | 6 |
| Walking? | 3 | 2 | 1 | 0 | 0 | 0 | 1.67 | 6 |
| Biking? | 2 | 2 | 1 | 1 | 0 | 0 | 2.17 | 6 |
| Using transit? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| **386. Finding the right balance between mobility needs and access needs. Would this project be likely to** | | | | | | | | |
| Driving? | 0 | 2 | 1 | 1 | 1 | 0 | 3.20 | 5 |
| Walking? | 3 | 2 | 1 | 0 | 0 | 0 | 1.67 | 6 |
| Biking? | 2 | 2 | 1 | 1 | 0 | 0 | 2.17 | 6 |
| Using transit? | 5 | 1 | 0 | 0 | 0 | 0 | 1.17 | 6 |
| **387. Respecting the context of Parker's built and natural environments. Would this project complement or** | | | | | | | | |
| The natural | 3 | 2 | 0 | 1 | 0 | 0 | 1.83 | 6 |
| The built | 1 | 3 | 0 | 2 | 0 | 0 | 2.50 | 6 |
| Existing or planned | 1 | 3 | 1 | 1 | 0 | 0 | 2.33 | 6 |
| **388. Integrating transportation infrastructure investment with land use. Would this project be likely to:** | | | | | | | | |
| Serve the | 1 | 1 | 2 | 2 | 0 | 0 | 2.83 | 6 |
| Support new | 1 | 1 | 3 | 0 | 1 | 0 | 2.83 | 6 |
| Encourage more | 1 | 1 | 2 | 2 | 0 | 0 | 2.83 | 6 |
| Not induce the need | 1 | 2 | 3 | 0 | 0 | 0 | 2.33 | 6 |
| **389. Ensuring public investment decisions support economic development. Would this improvement be** | | | | | | | | |
| Support the | 3 | 1 | 1 | 1 | 0 | 0 | 2.00 | 6 |
| Encourage new | 2 | 2 | 0 | 2 | 0 | 0 | 2.33 | 6 |
| Indirectly create new | 3 | 0 | 2 | 1 | 0 | 0 | 2.17 | 6 |
| Provide more | 3 | 2 | 0 | 1 | 0 | 0 | 1.83 | 6 |
| **390. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 1 | 1 | 0 | 1 | 1 | 2.40 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 1 | 1.00 | 6 |
| **391. Mitigating impacts and leveraging benefits of Parker Road and E-470. Would this project be likely to** | | | | | | | | |
| Parker Road? | 2 | 1 | 1 | 0 | 1 | 1 | 2.40 | 6 |
| E-470? | 5 | 0 | 0 | 0 | 0 | 0 | 1.00 | 5 |

| Sum | Average Score | Av.# Resp |
|---|---|---|
| 60.00 | 2.07 | 5.93 |

| Item | Start | End | <3 Years | 3-10 Years | 10+ Years | Cost | Priority | Notes | LOS | Safety | Feasibility | Class | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Jordan and Lincoln Intersection Improvements* | Jordan Road | Lincoln Avenue | x | | | Low | High | | 5 | 15 | 7 | 7 | 34 |
| Dransfeldt Road Widening* | Lincoln Avenue | Mainstreet | | x | | High | High | | 5 | 15 | 7 | 4 | 31 |
| Stroh Road Widening* | Parker Road | Crowfoot Valley | x | | | High | High | | 1 | 15 | 7 | 7 | 30 |
| Pikes Peak Court Extension* | S. Pikes Peak Drive | S. Pine Drive | x | | | High | High | | 5 | 15 | 7 | 1 | 28 |
| Pikes Peak Court Extension (Phase 2)* | S. Pine Drive | Mainstreet | | x | | High | High | | 5 | 15 | 7 | 1 | 28 |
| Stroh Road Western Extension | Motsenbocker Road | Chambers Road | | | x | High | High | Tied to future development | 1 | 15 | 4 | 7 | 27 |
| Dransfeldt Extension over Cherry Creek* | Twenty Mile Road | Motsenbocker Road | | x | | High | High | | 1 | 15 | 7 | 4 | 27 |
| Lincoln Avenue Widening* | Jordan Ave | Parker Road | | x | | High | High | | 5 | 7 | 7 | 7 | 26 |
| Cottonwood Drive Extension | Chambers Road | Jordan Road | | | x | High | Medium | Tied to development | 1 | 15 | 4 | 4 | 24 |
| Motsenbocker Road Widening (phase two)* | Todd Drive | Hess Road | | x | | High | Medium | | 1 | 7 | 7 | 7 | 22 |
| Public Parking Garage in Old Town | Mainstreet | S. Pine Drive | | | x | Medium | Medium | Tied to development | 5 | 15 | 1 | 0 | 21 |
| Todd Drive Connection to Jordan Road* | Motsenbocker Road | Jordan Road | x | | | High | Medium | | 1 | 7 | 7 | 4 | 19 |
| Cottonwood Drive Widening* | Jordan Road | Cottonwood Way | | x | | High | Medium | | 1 | 7 | 7 | 4 | 19 |
| Crowfoot Valley Road Widening | Stroh Road | Urban Growth Boundary | | | x | High | Medium | Tied to development | 1 | 7 | 4 | 7 | 19 |
| Motsenbocker Road Widening (phase one)* | Paoli Way | Todd Drive | | x | | High | Low | | 1 | 2 | 7 | 7 | 17 |
| Chambers Road Widening (phase one)* | Mainstreet | Newlin Gulch Boulvard | | | x | High | Low | Tied to development | 1 | 2 | 7 | 7 | 17 |
| Chambers Road Widening (phase two)* | Newlin Gulch Boulvard | Hess Road | | | x | High | Low | Tied to development | 1 | 2 | 7 | 7 | 17 |
| Chambers Road Anthology Extension (phase one)* | Hess Road | Stroh Road | | x | | High | Low | Tied to development | 1 | 2 | 7 | 7 | 17 |
| Chambers Road Anthology Extension (phase two)* | Stroh Road | Crowfoot Valley Road | | x | | High | Low | Tied to development | 1 | 2 | 7 | 7 | 17 |
| Hess Road Bridge Widening* | Motsenbocker Road | Nate Drive | x | | | High | Low | | 1 | 2 | 7 | 7 | 17 |
| Jordan Road Widening* | Hess Road | Bradbury Parkway | | x | | High | Low | Tied to development in | 1 | 2 | 7 | 7 | 17 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J Morgan Boulevard Extension | Stroh Road | N. Pinery Parkway | | | x | | Low | Tied to future development | 1 | 7 | 4 | 4 | 16 |
| Stroh Road Eastern Extension | Parker Road | Canterberry Parkway | | | x | High | Low | Requires Douglas County | 1 | 2 | 4 | 7 | 14 |
| Pine Lane Widening* | Jordan Road | S. Wintergreen Parkway | | x | | High | Low | | 1 | 2 | 7 | 4 | 14 |
| N. Pinery Parkway Extension | Parker Road | Chambers Road | | | x | High | Low | Tied to development | 1 | 2 | 4 | 4 | 11 |
| Parkglenn Way Extension* | Parkway Glen | Ball Park Road | x | | | Low | Low | | 1 | 2 | 7 | 1 | 11 |
| Twenty Mile Road Extension | Twenty Mile | Parker Road | | | x | High | Low | | | | | 7 | 7 |

| Item | Start | End | Ongoing | <3 Years | 3-10 Years | 10+ Years | Cost | Priority | Notes | Safety | Access | Multi-modal | Classification | Feasibility | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Construct on-street bike facilities on non-residential collectors | N/A | N/A | x | | | | Low | High | | 15 | 10 | 8 | 6 | 5 | 44 |
| Todd Road Trail | East West Trail | Salisbury Park Expansion | | | x | | Low | High | | 15 | 10 | 8 | 6 | 5 | 44 |
| Cottonwood Commercial Trail Connection | Parker Road | Cherry Creek Trail | | x | | | Low | High | | 15 | 10 | 8 | 6 | 5 | 44 |
| Cottonwood Residential Trail Connection | Jordan Road | Cherry Creek Trail | | x | | | Low | High | | 15 | 10 | 8 | 6 | 5 | 44 |
| Construct a shared-use, bike/ped path across Dransfeldt Extension Bridge (once constructed) | Cherry Creek Trail | Sulphur Gulch Trail | | | x | | Low | High | | 15 | 10 | 8 | 5 | 5 | 43 |
| Build connection between E-470 Trail and Parker Adventist Hospital | Cherry Creek Trail | Parker Adventist Hospital | | x | | | Low | High | Partner with Parker Adventist for funding/planning. | 15 | 10 | 8 | 0 | 10 | 43 |
| Complete sidewalk network on Parker Rd. | Northern Urban Growth Boundary | Southern Urban Growth Boundary | x | | | | High | High | | 15 | 10 | 8 | 8 | 1 | 42 |
| N. Pine Drive Trail | Sulphur Gultch Trail | Baldwin Gulch Trail | | x | | | Medium | Medium | | 15 | 10 | 0 | 8 | 5 | 38 |
| Construct bicycle facilities along each side of Mainstreet in Old Town | N. Pine Drive | Parker Road | | x | | | Low | Medium | Sharrows, buffered bike lanes, or designate shared-use paths | 0 | 10 | 8 | 8 | 10 | 36 |
| Add additional bike racks in Old Town | N/A | N/A | | x | | | Low | Medium | Strategically place at the end of trails and near key destinations | 0 | 10 | 8 | 8 | 10 | 36 |
| S. Pine Drive Trail | Hilltop Drive | East Bank Park | | | x | | Medium | Medium | | 15 | 10 | 0 | 6 | 5 | 36 |
| Walmart Trail Connection | Home Depot Trail | Dransfeldt Road | | x | | | Low | Medium | | 15 | 10 | 0 | 5 | 5 | 35 |
| Parker Park-n-Ride Trail | Mainstreet | Parker Park-n-Ride | | x | | | Low | Medium | | 15 | 0 | 8 | 5 | 5 | 33 |
| Complete sidewalk network on Mainstreet west of Parker Rd. | Parker Road | Jordan Road | x | | | | Low | Medium | Tied to development | 15 | 0 | 8 | 8 | 1 | 32 |
| Improve connections to Kieffers Crossing by widen sidewalk on Crossroads Drive | Kieffers Crossing | Mainstreet | | | x | | Medium | Medium | Tied to redevelopment of Library | 15 | 10 | 0 | 0 | 5 | 30 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Construct bicycle/pedestrian safety improvements for Sulphur Gulch trail crossing of Pikes Peak Drive | Pikes Peak Drive | Sulphur Gulch Trail | | x | | | Low | Medium | | 15 | 0 | 0 | 4 | 10 | 29 |
| Trail parallel to Crowfoot Valley Rd | Stroh Rd | Southern Urban Growth | | | | x | High | Medium | | 15 | 0 | 0 | 8 | 5 | 28 |
| Install signage for trail connections to Sulphur Gulch and Cherry Creek along Mainstreet | N/A | N/A | | x | | | Low | Medium | | 0 | 0 | 8 | 8 | 10 | 26 |
| Stroh/Ironston Trail Connection | Cherry Creek Trail | Stroh Commercial Area | | x | | | Low | Medium | | 0 | 10 | 0 | 5 | 10 | 25 |
| Hilltop Road Trail | Proposed S. Pine Drive Trail | Southern Urban Growth | | | | x | Medium | Medium | | 15 | 0 | 0 | 8 | 1 | 24 |
| Kinney Creek Trail | Parker Road | Cherry Creek Trail | | | | x | Low | Medium | | 0 | 0 | 8 | 5 | 10 | 23 |
| Bradsbury Ranch Trail | Jordan Road | Proposed Newlin Gulch Trail | | | | x | Medium | Medium | | 0 | 0 | 8 | 5 | 10 | 23 |
| Cherry Creek Highlands Trail Connections | Cherry Creek Highland | Salisbury Park Expansion | | | | x | High | Medium | | 0 | 10 | 0 | 6 | 5 | 21 |
| East West Trail | Jordan Road | Western Urban Growth Boundary | | | | x | Low | Low | | 0 | 10 | 0 | 0 | 10 | 20 |
| Collaborate with E-470 Public Highway Authority and neighboring jurisdictions to build out E-470 Trail | N/A | N/A | x | | | | Low | Low | | 0 | 0 | 8 | 0 | 10 | 18 |
| Roweley Downs | Willow Creek Trail | Siebert Circle sidewalk | | | x | | Low | Low | | 0 | 0 | 0 | 5 | 10 | 15 |
| Reata North Trail | Tallman Drive | Proposed northly Reata North Trail | | | | x | Low | Low | | 0 | 0 | 0 | 5 | 10 | 15 |
| Newlin Gultch Trail | Rueter-Hess Resevoir | Proposed Bradbury Ranch Trail | | | x | | Medium | Low | | 0 | 0 | 0 | 5 | 10 | 15 |

| Item | Ongoing | <3 Years | 3-10 Years | 10+ Years | Cost |
|---|---|---|---|---|---|
| Provide circulator bus serving Old Town, including weekends. | | | x | | Medium |
| Work with RTD to expand call-n-ride area and to add a flex-route to supplement lack of in-town and weekend service | x | | | | Low |
| Work with RTD to improve and expand transit service between Parker employment centers and light rail stations | x | | | | Low |
| Work with RTD to ensure that bus stops have appropriate pedestrian amenities and quality bus shelters | x | | | | Low |
| Coordinate with RTD to implement a BRT service to RidgeGate Parkway Station (upon completion) | | | | x | Low |
| Work with RTD to annex the rest of the Parker Urban Growth area into the distict | x | | | | Low |