

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



## Transportation

# 10

### INTRODUCTION

The Town is an auto-oriented community, and the primary reliance is on the car. Nevertheless, we cannot only rely on ‘building our way out’ of our transportation problems – in other words, more roads and traffic lanes will not solve our transportation problems. Land use and transportation plans need to incorporate multimodal opportunities now and in the future.

Undoubtedly, the automobile will remain an important way to travel. However, alternatives to the automobile that are efficient, accessible and comfortable can challenge the reliance on the automobile and help reduce congestion on our streets.



## PARKER TRANSPORTATION MASTER PLAN

In the spring of 2013, the Town of Parker embarked on the creation of a new Transportation Master Plan (TMP) in order to advance the Town's long term land use, economic, engineering and recreation goals through addressing and coordinating transportation issues such as operations, management, maintenance and financing of the transportation system.

On June 16, 2014 the Town adopted the Parker Transportation Master Plan as an element of the Parker 2035 Master Plan. The TMP is a foundation policy document that established policies, goals and strategies to ensure that the citizens and businesses of Parker have access to a high quality transportation system. With the adoption of this Plan the Town established the following six policies which are used as the foundation for the goals and strategies:

- 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.

## PUBLIC TRANSPORTATION

### Light Rail

The construction of the T-REX Southeast Corridor project, including a light rail (LRT) line along I-25 to Lincoln Avenue and along I-225 to Parker Road, provided new transit opportunities for the Town, and the entire southeast community. The LRT station at Lincoln Avenue and I-25 has a Park-n-Ride with over 1,200 spaces, and the Park-n-Ride at Parker Road and I-225 has over 1,200 spaces as well.

### FasTracks

RTD's FasTracks plan, which was approved by voters in November 2004, will extend the Southeast Corridor light rail south 2.3 miles south of the Lincoln and I-25 station and will add three additional stops in Lone Tree – Sky Ridge, Lone Tree City Center and RidgeGate Parkway (see *Figure 10A*). The RidgeGate Parkway Park-n-Ride will function as the new end-of-line station and will accommodate 2,000 spaces. The projected schedule for opening this extension is not finalized.



### Bus Service

Three routes currently serve the Parker community:

- Route 153 (Chambers Crosstown), providing service from downtown Parker to Aurora;
- Route 410 serves as the connection to the I-25 and Lincoln Avenue light rail station; and
- Route P which serves as a commuter express bus service to downtown Denver.

### Local Circulator

The Parker Call-n-Ride was established in 2006 in conjunction with the opening of the southeast rail line, the boundary of which is depicted in Figure 10A. The program provides a convenient curb-to-curb service for our residents and employees who want to move around town without driving.



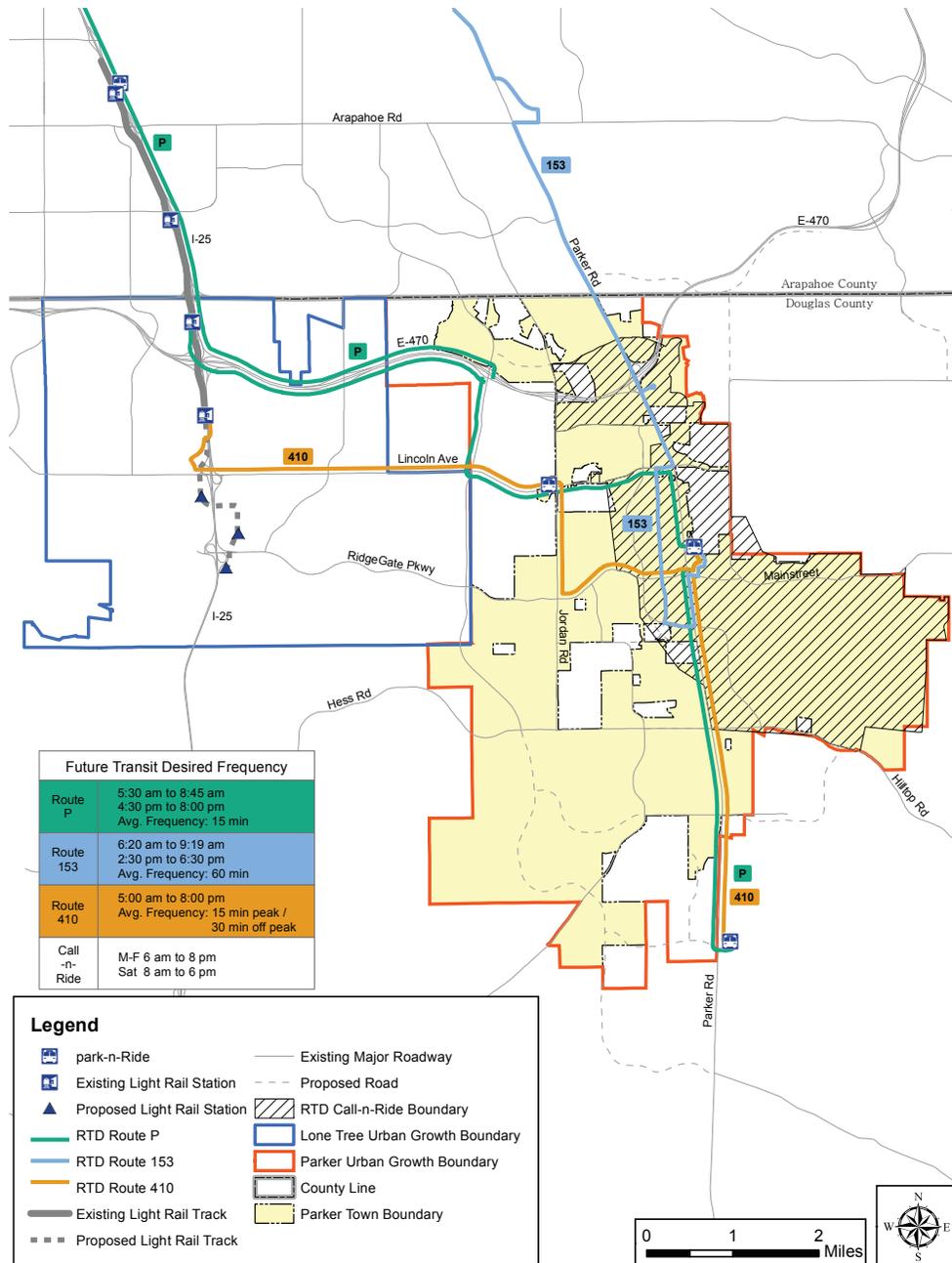


Figure 10A: Public Transportation Services and Facilities

Source: RTD, Town of Parker





## TRANSIT STUDIES

In 2004 and 2005, when light rail was only planned to reach the southeast region, the Town undertook two studies to examine opportunities to provide enhanced public transportation options to our residents and employees. The first plan, entitled ‘Transit Feasibility Study’, was adopted in March 2004 and examined three specific objectives:

- Options for connections to the regional transit system
- Options for bringing employees and visitors to Parker
- The feasibility of local bus service

From this Study, the Town was able to achieve a number of important milestones including the formation of an ongoing partnership between the Town and RTD to guide and market the development of public transportation services in the Parker area.

One of the recommendations outlined in the Transit Feasibility Study was to further examine the feasibility of providing for a fixed guideway system from the planned Southeast Corridor light rail line terminus at RidgeGate in Lone Tree to downtown Parker. The outcome of this second project was entitled the ‘Fixed Guideway Transit Study’ which was adopted in the fall of 2005. This analysis concluded that a Bus Rapid Transit (BRT) system in a dedicated lane adjacent to Mainstreet was the preferred technology over light rail between downtown Parker and Lone Tree’s future

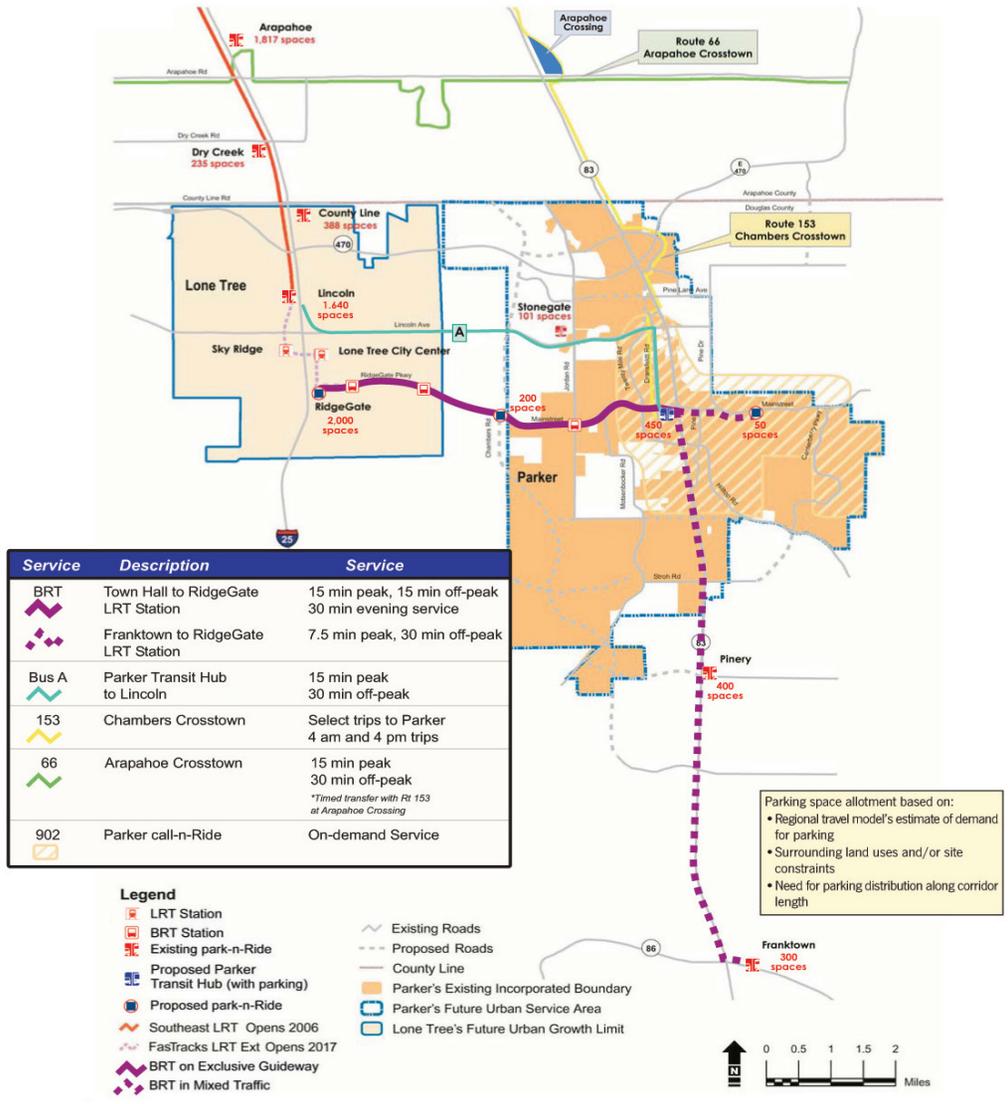
RidgeGate Parkway end-of-line station (*see Figure 10B*). Furthermore, the Study identified a number of stations along the proposed route as well as provided the Town with the ability to advance the corridor’s ‘readiness’ for implementation and ensure that future development plans along this route will accommodate the appropriate right-of-way needed for the transit line. Since 2005, the RTD has struggled to complete construction of FasTracks due to declines in sales tax revenues. With FasTracks as RTD’s infrastructure priority, the timing on construction of a fixed guideway system to Parker is many years out, unless another funding solution is found.

## DOUGLAS COUNTY TRANSIT SOLUTIONS LOCAL COORDINATING COUNCIL

Douglas County Transit Solutions (DCTS) began meeting informally in 2001 to discuss and determine how it could address the transportation needs of low- to moderate-income residents in Douglas County. The committee is made up of jurisdictional representatives, community based organizations, and service providers from the County. In late 2007, DCTS received a grant to conduct a transportation study which resulted in the Coordinated Transportation Plan. The Plan established the need for a coordinated transportation system in the county. In 2012, The Town of Parker signed a Memorandum of Understanding with other members of the Committee to establish a Local Coordinating Council (LCC) that would reduce redundancy, and improve efficiency and mobility countywide.

Figure 10B: BRT Recommended Route and Stations between Parker and Lone Tree

Source: Carter-Burgess



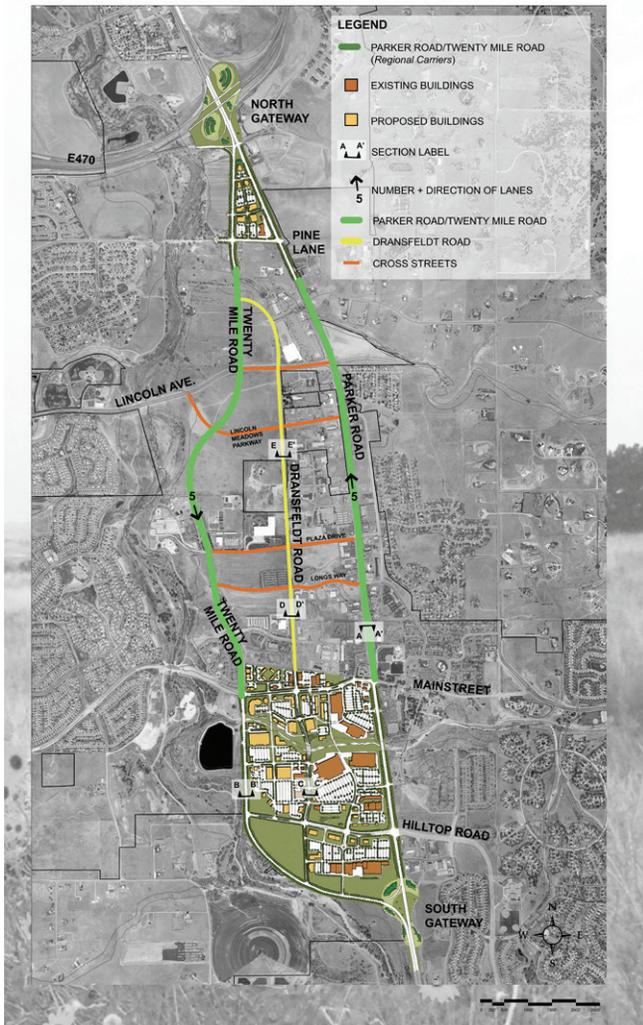
## PARKER ROAD CORRIDOR STUDY

The Colorado Department of Transportation (CDOT) conducted a corridor optimization study for State Highways 83 (Parker Road) in 2004. The study intent was to assess how to meet future travel demands along this corridor while considering modal mix, capacity, access, land use, cost and funding options. Specific principles were integrated in the study and were the basis for the Town's recommendations. Two recommendations were supported by Parker: one-way couplets and parallel parkways, as exhibited in Figure 10C.

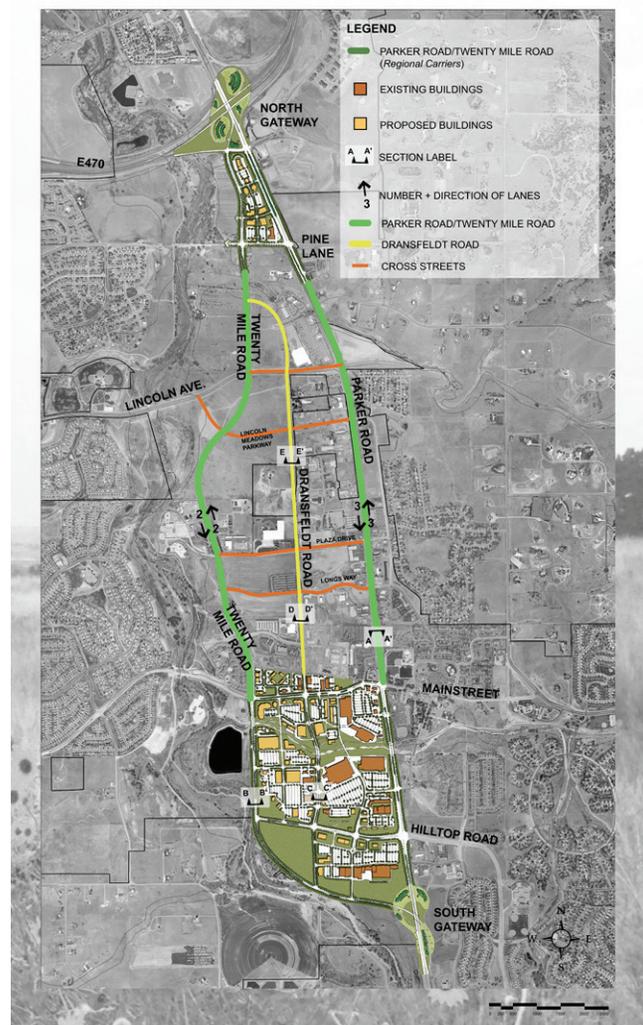


Figure 10C: **One-way Couplet and Parallel Parkways**

Source: AECOM (formerly EDAW)



**One-Way Couplets** along the existing Parker Road and Twenty Mile Road dividing north of Indian Pipe on the south and converging south of E-470 on the north.

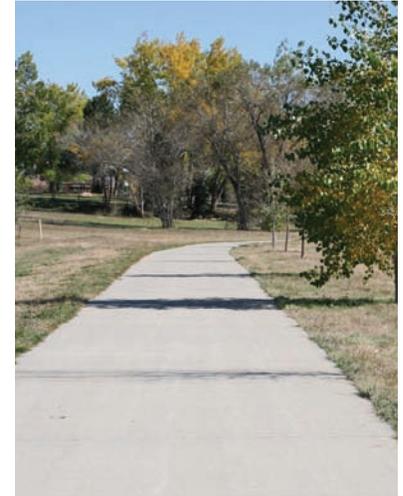


**Parallel Parkways** using an Intelligent Traffic System (ITS) to guide traffic to the fastest route, dividing north of Indian Pipe on the south and converging south of E-470 on the north.



## NON-MOTORIZED TRANSPORTATION

Non-motorized, bicycle and pedestrian-oriented mobility, is often forgotten as an option to the automobile or the bus. Providing trails, sidewalks and bike lanes for uses other than recreational is critical to a well-rounded transportation system. This system should offer options for travel, promote active living and connect to residential development, commercial development and transit.



The recently updated 'Open Space, Trails and Greenways Master Plan' and the 2004 'Bike Lane Plan' provide implementation strategies for providing non-motorized transportation opportunities.



# We listened...

## Building our roads one by one

During the topic-specific workshop on transportation in 2004, we asked citizens to prioritize the order of future road construction. Since 2004 the Town, in cooperation with the County, has constructed the top four (4) future road connections requested:

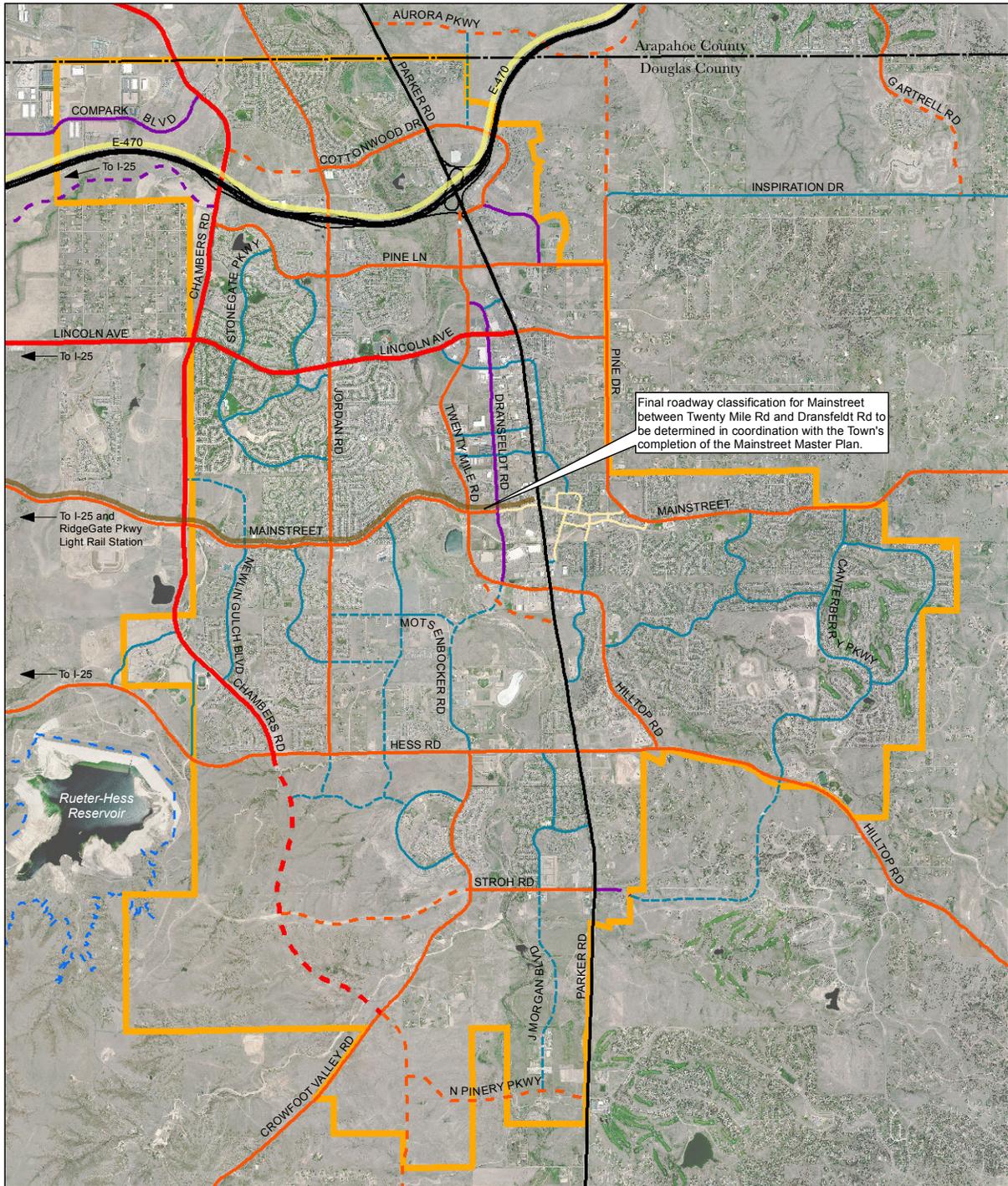
1. Hess Road to Interstate 25
2. Chambers Road from E-470 to Parker Road
3. Mainstreet to Interstate 25
4. Hess Road across Cherry Creek to Chambers Road

## ROADWAY NETWORK PLAN

The Roadway Network Plan (*see Figure 10D*) depicts the projected primary roadway network to serve the Parker area over the next 20 years. The Roadway Network Plan was updated in 2014 with the adoption of the Transportation Master Plan and classifies roads into the following categories: State highways, principal arterials, arterials, major collectors, through collectors and Old Town streets. Additional collectors, local streets and private streets are not shown, but will be required depending on the location and transportation needs of the proposed development and the transportation needs of the community.

The priority and timing for construction of new roads depicted as proposed on the Roadway Network Plan is a factor of several elements that include, but are not limited to demand, development, community priorities and budget constraints.

Additionally, the Mainstreet/RidgeGate Parkway alignment for the proposed fixed guideway transit system, with the preferred technology of the Bus Rapid Transit (BRT) system, is depicted on the Roadway Network Plan and a reservation for a future transit corridor along the E-470 corridor is depicted.



**Figure 10D: ROADWAY NETWORK PLAN**

Source: Town of Parker

Last Amended: May 2014

**Legend**

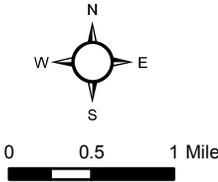
- Future Transit Corridor
- Proposed Bus Rapid Transit (BRT) System on a Dedicated Lane
- Urban Growth Area
- Roadway Classifications**
- State Highway 83 / E-470
- Principal Arterial - 6 Lanes
- Proposed Principal Arterial - 6 Lanes
- Arterial - 4 Lanes
- Proposed Arterial - 4 Lanes
- Major Collector - 4 Lanes
- Proposed Major Collector - 4 Lanes
- Through Collector - 2 Lanes
- Proposed Through Collector - 2 Lanes
- Old Town Street

**Map Notes:**

Final alignments are subject to change on proposed roadways.

Additional collectors, local streets, and private streets are not shown but will be required as development occurs.

The Town will finalize all interconnected collector streets in coordination with land use as development occurs.



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

## GREATER DOWNTOWN DISTRICT VEHICULAR CONNECTIVITY PLAN

Grid systems have been used for centuries as the planning tool to effectively and safely move traffic from destination to destination. The extent of the grid system has a direct impact on a town's ability to effectively handle congestion and provide for a viable economy. Transforming a suburban business district from a collection of geographically close but segregated real estate projects into integrated places allows customers and clients to patronize a variety of establishments more easily. Furthermore, the grid pattern and its narrower streets create a more pedestrian-friendly atmosphere, accommodate shared parking, decrease vehicle trip generation and provide for greater freedom of choice in transportation mode. For these reasons, the Town has established the Greater Downtown District Vehicular Connectivity Plan depicting the general location of desired future vehicular connections. It is important to note that these do not need to be public roads (*see Figure 10E*).



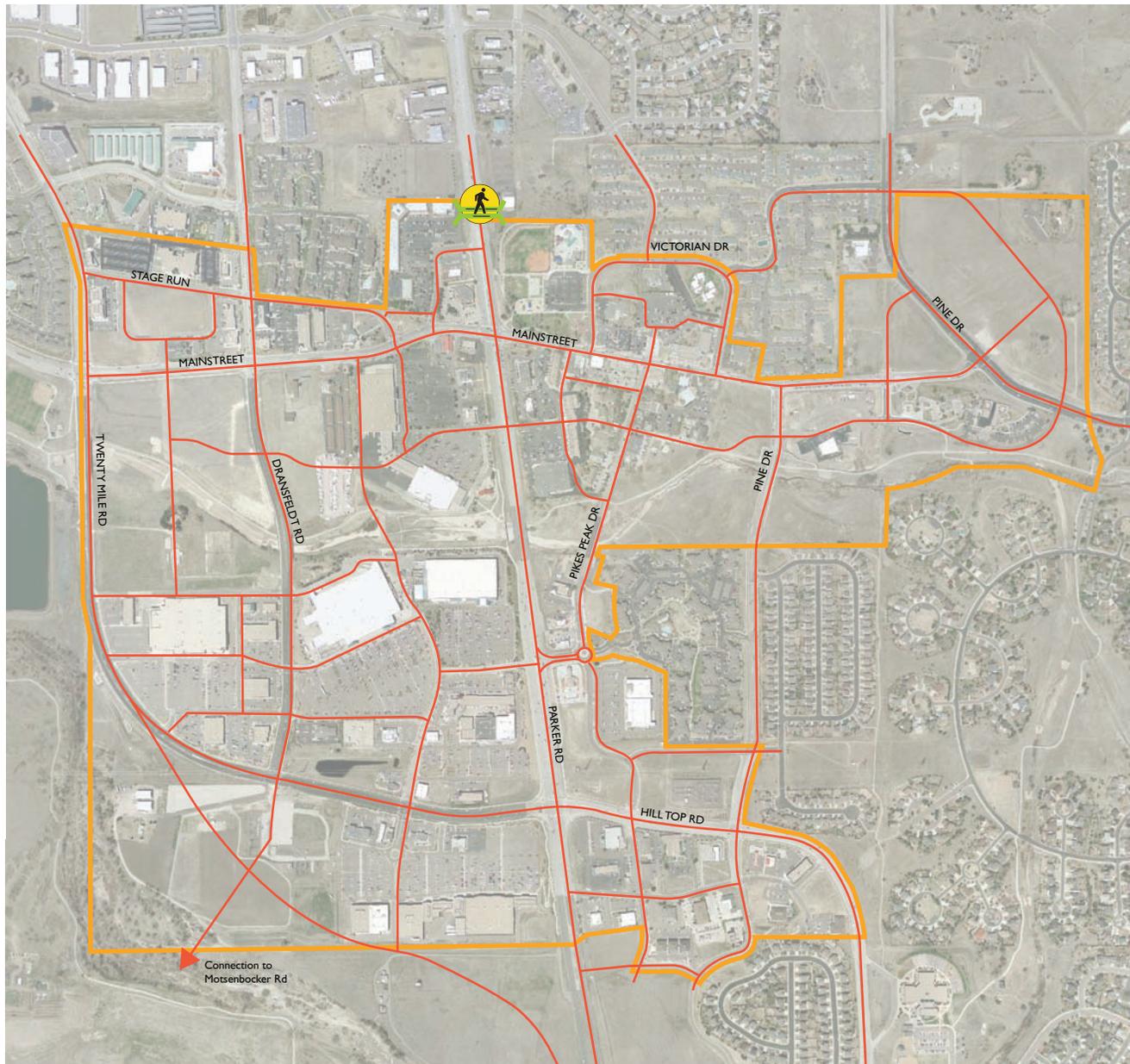


Figure 10E: **Greater Downtown District Vehicular Connectivity Plan**  
 Source: Town of Parker

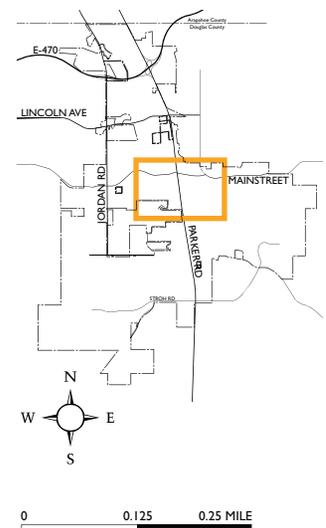
**LEGEND**

- Downtown Roads
- Greater Downtown District Boundary Plan
- Pedestrian Transit Bridge

This Plan is intended to provide a framework of vehicular circulation routes that ensures a greater level of connectivity between uses in the downtown area. This Plan is not intended to show all routes within the Greater Downtown District, only those primary circulation networks.

Final alignments are subject to change on proposed roadways.

**Vicinity Map**



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



Providing trails, sidewalks and bike lanes offers options for travel and promotes active living.

## GOALS AND STRATEGIES

### **1. The Town will implement the Transportation Master Plan.**

**1.A.** Consider the Transportation Master Plan's six policies when planning, designing or reviewing any new transportation project or land use application.

**1.B.** Implement the policies, goals and strategies of the Transportation Master Plan.



### **2. The Town will plan for transportation and land use in an integrated, safe and efficient manner.**

**2.A.** Continue to review and update, when necessary, the Town's roadway standards and ensure their implementation to create an efficient and safe transportation system.

**2.B.** Ensure that the transportation systems that serve potential developments are adequate.

**2.C.** When transportation improvements are necessary to serve developments, the property owners/developers shall be financially responsible for their fair portion of the improvements.

**2.D.** The Town will ensure that transportation for pedestrians, bicycles and automobiles is adequately provided throughout Town.

**3. Ensure connectivity and adequate circulation throughout the Town with connections to the regional roadway network.**

**3.A.** Provide alternative roadway connections throughout the Town to keep pace with the demand for mobility and to moderate congestion on our major thoroughfares.

**3.B.** Work with State, county and local jurisdictions to ensure connections to the regional network.

**3.C.** Require new developments located along existing and proposed roadways to dedicate adequate rights-of-way.

**3.D.** Actively support the development of alternative routes by the State and other neighboring jurisdictions to help moderate traffic congestion in the Parker area.

**3.E.** Work with Douglas County to seek more north-south roadway alternatives east of Town.

**3.F.** Moderate traffic congestion by seeking new technologies that allow the Town to use existing infrastructure more efficiently.

**4. 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.A.** Continue to work with RTD and neighboring jurisdictions to develop a Bus Rapid Transit (BRT) system along a dedicated lane adjacent to Mainstreet from downtown Parker to Lone Tree's RidgeGate development.

**4.B.** Work with RTD to provide adequate bus service to meet the needs of those who live in Town and those who commute to Town.

**4.C.** Continue to work with RTD to provide services to meet immediate community needs such as the call-n-Ride.

**4.D.** Ensure that bus stops are properly located and encourage the development of quality bus shelters that provide appropriate pedestrian amenities

**4.E.** Work with RTD to ensure park-n-Rides and transit centers are properly located, easily accessible, sufficiently sized, include appropriate amenities (e.g., parking, pedestrian shelter and pedestrian/bike amenities).

**4.F.** Integrate transit improvements and pedestrian access to transit stops into new and existing development.

**4.G.** Continue as a participating member of the Douglas County Transit Solutions Local Coordinating Council to collaboratively develop resources to meet mobility needs for Douglas County residents

**5. Provide an interconnected system of bikeways, walkways and trails within Town and to the regional network to encourage non-driving modes of transportation.**

**5.A.** Implement the strategies in the ‘Bike Lane Plan’.

**5.B.** Implement the trail strategies adopted in the ‘Open Space, Trails and Greenways Master Plan’.

**5.C.** Enhance street standards to adequately allow for non-driving modes of transportation.





**6. 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.**

**6.A.** Work with the E-470 Authority to extend the E-470 trail to the east and north, including a safe crossing of State Highway 83 (Parker Road).

**6.B.** Work in coordination with CDOT to implement the ‘State Highway 83 Corridor Optimization Plan’, a study to assess how to meet future travel demands along Parker Road.

**6.C.** Work with CDOT to enhance pedestrian safety, improve aesthetics and balance access needs along Parker Road.

**6.D.** Work with CDOT in order for the Town to continue to provide signal operations and maintenance along Parker Road.