H. Creating Aurora’s Future Transportation System

VISION

When the goals of the city are achieved…

- Aurora will have a safe, integrated and efficient transportation system that includes multiple travel options ranging from the automobile to light and commuter rail transit. An integrated and interconnected air, rail, highway, and commuter transportation system will link Aurora to the region, nation and world.
- Jobs and housing will be located in proximity to each other allowing people to live near their work locations.
- Vibrant and mixed-use areas, attractive to residents, employees, and visitors, will be developed around rail transit stations.
- Adequate bus and rail service and other non-automobile modes will be available and convenient for residents, employees and others. An integrated roadway, bicycle and pedestrian network will provide mobility, accessibility and safety.
- Aurora and other metro area jurisdictions will secure a fair share of available state and federal transportation funding.
- The city will establish a funding mechanism for a predictable and adequate flow of revenue from new developments and current users for transportation infrastructure improvements.
- Noise, air quality and carbon footprint impacts from the transportation system are mitigated.

DISCUSSION

Existing Conditions. Aurora has a street system that encompasses approximately 964 center line miles of roadways, including 171 miles of arterials, and 794 miles of collector and local streets. It also includes nearly 27 miles of state highways, 14 miles of interstate highway and approximately 19 miles of the E-470 Tollway. The city is responsible for maintaining the pavement of approximately 930 miles of city streets. Additionally, a variety of developments have private streets that are maintained by homeowner or business park associations. The Colorado Department of Transportation (CDOT) and the E-470 Public Highway Authority maintain designated state facilities and the E-470 Tollway respectively. The Regional Transportation District (RTD) is the public agency that provides public transportation services throughout the region. Bus and light rail transit (LRT) services are the primary form of public transit services in the city. The existing bus services include one regional, one express, four limited, 20 local, two Denver International Airport (DIA) and one special service bus routes. LRT services are currently available at the Nine Mile and Dayton stations. The LRT line will be extended serving the Aurora area throughout the I-225 corridor by the RTD FasTracks program. The East Corridor, also part of the FasTracks program, will host a commuter rail transit line and stations in the future with the Airport Boulevard/40th Avenue and Peoria Street/Smith Road stations in Aurora.

In addition, Aurora has approximately 58 miles of off-street bike/pedestrian trails and 26 miles of on-street bicycle paths. Average commuting time for Aurora residents has remained relatively constant over the past eight years and driving alone remains the predominant form of commuting.
**Plans and Programs.** Aurora adopted a new set of street standards in 1998. These include revised street cross-sections mandating detached sidewalks and tree lawns. They also established requirements for developing a continuous system of collector streets for newly developing areas. These standards provide a more interconnected and pedestrian friendly transportation network than is found in the existing city. The standards require that collector and local streets be connected and that some extend across arterial streets thereby offering continuous routes. On-street bike lanes are required for collector streets and 4-lane arterials. Aurora also adopted a new set of urban street standards for urban centers and transit-oriented developments (TODs) in 2007. These standards were developed to encourage dense, walkable mixed-use areas near transit stations.

The urban street standards require a minimum of 16-foot hardscape area, on-street parking and bike lanes for most of the street cross-sections as well as curb extensions, median refuge islands and enhanced pedestrian crossing treatments for intersection designs.
Projects Completed or Underway.
The Aurora Southeast Area Transportation Study (SEATS) and Aurora Northeast Area Transportation Study (NEATS) were revised in 2007. These two documents provide the blueprint for the extension of streets, bridges and other transportation infrastructure along the growing eastern tier of the city.

Travel Framework. The Travel Framework Map (see Map IV.H-1) portrays a multi-modal transportation system. The goal of this travel framework is to improve accessibility and mobility by providing a more balanced transportation system. This travel framework reflects the adopted SEATS and NEATS recommendations as well as those from the FasTracks I-225 LRT Environmental Evaluation/Preliminary Engineering Study, the FasTracks East Corridor Commuter Rail Environmental Impact Statement, the I-225/Colfax/17th Place Interchange Project and the Parker Road Corridor Study.

Specifically, the travel framework consists of a hierarchical network of roadways, including freeways, arterials, and a completely interconnected collector street system. It also includes a family of public transit services, including rail transit lines and stations, enhanced regional, sub-area and local bus services, as well as neighborhood bus services serving special trip purposes and neighborhood destinations. An extensive bicycle and pedestrian trail system is also an important component of the travel framework.

Emphasis is being placed on the interconnections between and among different modes of transportation, such as pedestrian and bike access to bus and rail transit lines and bike-on-bus arrangements. In addition, in 2008, the city adopted bicycle facility design guidelines to ensure uniformity in the design and construction of bicycle facilities throughout the city.

Aurora Strategic Parking Plan and Program Study. Under the direction of City Council, staff initiated this project in early 2008 to develop a corridor-wide strategic parking plan and program to comprehensively address current and anticipated parking demand and management needs generated by light rail and commuter rail transit. This study covers the FasTracks I-225 and East Rail Corridors, but has city-wide applicability in regards to options such as financing, management and regulatory approach.

At the time of this writing the study was just entering the final phase with a significant number of tasks having been completed including parking demand estimation, best practice analysis, parking management plan development, and funding and financing analyses. A list of potential strategies for implementing the study has been identified by the study and received initial support by City Council. Some of the key strategies being considered by City Council include the following:

- develop a policy and regulatory framework to enable and encourage the implementation of a fee-based program for all commuter parking facilities in Aurora
- develop and implement a comprehensive parking management program on the opening day of the rail transit services to ensure the priority usage of on-street parking for station area customers, business and local residents
- develop an intelligent parking management system to provide real-time parking availability information to increase efficiency of commuter parking spaces in all park-n-Ride lots
• establish a centralized parking supply and management system, e.g., a parking district or authority, to perform functions of revenue collection, parking supply and management for both commuter and general public parking.

• encourage structured parking and develop a contingency plan for staging and transitioning from surface parking to structured parking over time.

• city land purchase for parking in the station area through urban renewal or other funding mechanism.

As the FaStTracks program moves forward, the city will play an increasingly active role in parking management.

**Fitzsimons Area Wide Multimodal Transportation Study.** This project evaluates issues arising from the cumulative impact of unprecedented levels of development in and around the Fitzsimons campus and the boundary area. This project began in June 2008 and was completed in 2009. Key findings include:

• major roadways providing access to the Fitzsimons campus, including I-70, I-225, Colfax Avenue and Peoria Street, are experiencing moderate to severe congestion currently during peak hours.

• pedestrian and bicycle access to the Fitzsimons Campus, especially the safe crossings of Colfax Avenue and Peoria Street, needs to be enhanced.

• it is anticipated that employment will grow approximately 166 percent by 2035 from the 2008 level within the study area. The total employment is expected to be approximately 44,000 for the Fitzsimons campus in 2035.

• Colfax Avenue between I-225 and Fitzsimons Parkway continues to be the most congested roadway segment in the study area even with the I-225/17th Place interchange improvement.

• a significant number of intersections within the study area will be severely congested during peak periods without additional capacity improvements.

• a multi-modal approach is essential to address transportation deficiencies and needs for the study area.

Initial implementation projects include:

• Montview Bike Lane - Install signs and painted “sharrows” on the right side lane on Montview Boulevard between Yosemite Street and Peoria Street.

<table>
<thead>
<tr>
<th>Street Types and Traffic Volume Thresholds</th>
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<tbody>
<tr>
<td><strong>Freeways</strong></td>
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<tr>
<td>• Divided highways with two or more lanes in each direction that provide high vehicular capacity with limited access and interchange spacing of one mile or more</td>
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<tr>
<td>• Daily volumes are between 120,000 and 150,000 vehicles for a six-lane freeway</td>
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<tr>
<td><strong>Arterial Streets</strong></td>
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<tr>
<td>• Primarily serve high traffic volumes across the city</td>
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<tr>
<td>• Provide direct access to economic centers, strategic areas, and freeways</td>
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<td>• Typically laid out on one-mile spacing and generally along land section lines</td>
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<tr>
<td>• Daily volumes are between 52,500 and 65,500 for a six lane arterial street</td>
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<tr>
<td><strong>Collector Streets</strong></td>
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<tr>
<td>• Provide a direct roadway link between major arterials and local streets</td>
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<td>• Distribute traffic in neighborhoods, commercial, and industrial areas</td>
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<td>• Daily volumes are between 8,000 and 10,000 for a two-[lane collector street</td>
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<tr>
<td><strong>Local Streets</strong></td>
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<tr>
<td>• Allow direct access to abutting properties and connections to major streets</td>
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<td>• Provide connections throughout neighborhoods</td>
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<tr>
<td>• Designed for low traffic speeds and volumes</td>
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<tr>
<td>• Daily volumes are between 360 and 600 for a two lane local street</td>
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• Enhancements of bicycle connections to the Fitzsimons campus - Install signs to designate bicycle routes on various streets accessing the Fitzsimons Campus.

• Colfax Avenue Pedestrian Crossing Enhancement - Install enhanced and high visibility pedestrian crossing markings, including signs, in-ground lights, colored concrete paving, or special pavers for intersections on Colfax Avenue between I-225 and Peoria Street.

• Colfax/Peoria Intersection Operational Improvement - Adding dual left turn lanes for the west bound and north bound movements.

Other significant projects include:

**FasTracks.** FasTracks is a program undertaken by the Regional Transit District (RTD) to provide improved transportation choices and options to the region served by RTD. The plan includes 122 miles of new rail transit lines, 18 miles of bus rapid transit service, park-n-Rides, real time transit information system, the Denver Union Station Multimodal Center, and transit centers and facilities. The FasTracks plan was approved by the voters in 2004 and is primarily funded through sales tax revenue and federal and local government funding.

**I-225 Corridor Light Rail Transit and Roadway Improvements.** A Major Investment Study (MIS) was completed in September 2001 for the I-225 corridor extension. This document recommended the widening of I-225 between Parker Road and I-70 to eight lanes and reconstruction of selected interchanges. In addition, a LRT line was recommended between Parker Road and Smith Road with seven stations at various locations, including direct service to Aurora City Center and the Fitzsimons Life Science District (a recommendation subsequently included in the FasTracks program).

RTD started the I-225 FasTracks Environmental Evaluation and Preliminary Engineering (EE/PE) project in September 2007. This project identifies the preferred track alignment and eight station locations. This phase of the project was completed in September of 2009 and approved by the RTD Board on October 20, 2009. The adoption of the EE/PE document and the initiation of final design for the Nine Mile to Iliff LRT segment are major milestones that make this project construction-ready. Construction can proceed in accordance with the RTD FasTracks financial plan.

In 2006, the I-225/Colfax Interchange Environmental Assessment study concluded that the I-225/Colfax Avenue interchange needs to be enhanced to serve the significant increase in traffic generated from the Fitzsimons development. The recommended improvement consists of a 17th Place connection to I-225 with supporting on and off ramps. The city has been awarded a total of $12.4 million in American Recovery and Reinvestment Act of 2009 (ARRA) federal funding distributed through CDOT and Denver Regional Council of Governments (DRCOG) for the I-225/Colfax interchange project. The $1.1 million in ARRA federal funding distributed through CDOT will be used to fund the phase I of the project – the modification and upgrade of the south bound on-ramp and the south bound off-ramp at Colfax Avenue. The remaining ARRA funding, together with city and Fitzsimons stakeholder funding, will be used to construct Phase II of the project consisting of south bound off-ramps, a 17th Place connection between these ramps and Fitzsimons Parkway, utility relocations and noise walls. The city continues to search for funding to support the final phase of this project. Additionally, CDOT has completed design of the I-225 widening project between 2nd and Mississippi Avenues and will initiate construction in spring 2010. Construction is scheduled for completion in
fall 2011. Upon completion, the project will provide three continuous travel lanes in each direction for I-225 commuters.

**East Corridor.** The Major Investment Study (MIS) for the East Corridor was completed and adopted by the board of the Denver Regional Council of Governments (DRCOG) in July 1997. In addition to the widening of I-70 between I-270 and Peña Boulevard, the East Corridor MIS recommended a commuter rail line (referred to as the Air Train) between Denver Union Station and DIA. The recommended stations within or adjacent to Aurora include the Stapleton Station, the Smith Road and Peoria Station, the Gateway Station at 40th Avenue and Peña Boulevard, and the DIA Station. The East Corridor Final Environmental Impact Statement was initiated in 2003 and completed in November 2009. This document, with the issuance of a Record of Decision by the Federal Transit Administration, defines the preferred alternative. A public-private partnership (Eagle P3 Project) will be used as the implementation mechanism for this corridor that will deliver project financing, design, construction, operations, and maintenance functions.

**RTD Bus Services.** An Aurora call-n-Ride service was started in 2005. The Aurora call-n-Ride is a curb-to-curb transportation service provided by RTD. Its service area is bounded by Parker Road and Cherry Creek Spill way on the south, Chambers Road on the east, Mississippi/Alameda on the north, and Peoria on the west. Key activity centers/areas served by this new service include Town Center at Aurora, Aurora Municipal Complex, Aurora City Place, Aurora Medical Center, Heather Gardens and Nine Mile park-n-Ride/LRT station. The service is available Monday through Friday 5:30 AM to 8:00 PM. Anyone can request the service by calling in advance.

**Parker Road Corridor Study.** The Parker Road Corridor (State Highway 83) serves as a major travel corridor between I-225 and E-470. Current and projected traffic volumes and significant increases in traffic congestion on Parker Road prompted the initiation of a corridor transportation study in late 2007 to address regional mobility, local accessibility, and safety needs now and those forecast into the future. The study examined opportunities for improving mobility, accessibility and safety along this major arterial and has made recommendations for improvements that address existing and future corridor needs. The study was completed in the summer of 2009.

A thorough technical and public process with participation by abutting local jurisdictions, corridor businesses, community residents and corridor commuters was used to identify a wide range of improvement options. The improvement options were screened to identify those most compatible with desired corridor travel characteristics; minimize impacts to corridor communities, businesses and the environment; and options deemed most financially feasible.
Specific study recommendations consist of roadway improvements focused on Parker Road, major intersection modifications, bicycle/pedestrian facilities, transit enhancements and access management plan recommendations. Individual elements of projects can be implemented separately based on the safety and operation benefits delivered and funding availability. Key corridor improvement projects for Aurora include a future interchange at the existing Parker Road/Quincy Avenue intersection, a median barrier on Parker Road, transit stop enhancements, the Temple Drive pedestrian underpass, bike route signing and striping on parallel roads, selected sidewalk improvements, and variable message signs communicating travel information situated on Parker Road.

This Corridor Study is viewed as a planning document that establishes a general vision for the future of Parker Road between Hampden Avenue and E-470. It is intended to be used as a guide for refining and implementing specific transportation improvements. Currently, funding has not been identified for any of the long-term capacity improvements with the exception of the Parker/Arapahoe Road interchange. The general recommendations at this stage in project development have been integrated into the Travel Framework Map. As additional project details are assembled and specific project funding is identified, continued city involvement, coordination and approval when applicable, will need to be undertaken.

**Major Intersection Improvement Program.** The Aurora Major Intersection Improvement Program is focused on documenting traffic safety and operational needs at existing intersections and identifying and implementing improvement projects. To date, the program has implemented safety and capacity improvements at 32 intersections.

**ITS.** Intelligent Transportation Systems (ITS) is an approach that applies technologies in communications, control, electronics, and computer hardware and software to improve transportation system performance. ITS technology can be deployed to reduce congestion, enhance safety, mitigate environmental impacts, enhance energy efficiency, and improve system productivity.

DRCOG has adopted a Regional Intelligent Transportation System (ITS) Strategic Plan. This plan identifies types of advanced technology that can improve traffic flow and transit trips, and provide the basis for funding decisions.

Examples of ITS technology include:

- changeable message signs positioned on freeways that provide traffic and weather information
- traffic operation centers that monitor freeway and arterial traffic operations via video cameras and dispatch personnel (police, fire, rescue, maintenance, etc.) as the need arises
- provision of transit arrival time information at major stops, transfer stations and directly to customers via personal computers, cell phones, etc.

Through DRCOG-supported grant funding, the city has installed three dynamic message signs (DMS) at the following locations: Hampden Avenue east of Chambers Road for westbound traffic, Smoky Hill Road east of Chambers Road for westbound traffic, and Airport Boulevard south of Colfax Avenue for northbound traffic. The DMS provide road conditions, incident management, and other information to the traveling public.

With another DRCOG-supported grant program, the city has installed 24 access modules at signalized intersections equipped with video detection. These modules allow
City staff to view the intersections remotely, and can also be used to address citizen concerns or construction closures more efficiently.

The city’s Traffic Engineering staff has coordinated with other city departments to develop a City of Aurora Intelligent Transportation Systems (ITS) Strategic Plan, which was presented to the Operations and Environmental Policy Committee in January, 2009. The ITS Strategic Plan will be available to assist in the consistent development and implementation of ITS architecture throughout the city.

**Bicycle and Pedestrian Planning.** In August of 2006, City Council adopted, as an amendment to the Comprehensive Plan, the Northwest Aurora Bicycle & Pedestrian Master Plan. The plan identified bike and pedestrian facilities, among other recommendations, needed in the northwest quadrant of the city resulting from development activity associated with the Fitzsimons, Lowry and Stapleton redevelopment projects. The adoption of this plan significantly advanced planning in the city for bicyclists and pedestrians by authorizing the Planning & Development Services Department to coordinate all bike and pedestrian planning citywide. As a result, a bike/pedestrian coordinator was appointed and an interdepartmental coordination committee formed. Additional plans and programs resulting from the adoption of the Northwest Aurora Bicycle & Pedestrian Plan include:

- submission of a detailed capital improvement program line item for bike and pedestrian improvements
- award of two federally funded Safe Routes to School grants
- development of standards for pedestrian refuge islands and other bike and pedestrian safety facilities in concert with the urban street standards
- production of a national award-winning bike and pedestrian safety video
- adoption of the Aurora Bicycle Facility Design Guidelines, and uniform and comprehensive standards for the development of bicycle facilities

**Traffic Calming.** This is an approach to managing traffic in neighborhoods utilizing physical changes to local streets such as traffic circles, islands and speed tables. These devices are designed to reduce vehicle speeds and to discourage “cut through” traffic. Trial traffic calming projects have been implemented on South Rifle Street and LaSalle Drive, 1st Avenue and Moline Street, and 30th Avenue. These projects were evaluated as to their effectiveness and community acceptability. City Council determined that future traffic calming projects will not be funded by the city and set requirements for traffic calming if alternative funding mechanisms are identified.

**Issues and Needs**

**Funding**

- There is a shortage of federal, state and local funding for needed transportation projects. More resources are needed to maintain the existing system, limiting the funding available for new construction needed for growth areas and changing travel patterns.

- The city's existing and anticipated future revenue sources will not be adequate to fund all transportation needs throughout the E-470 Corridor and the Northeastern Plains area.

- Adequate funding has not been identified to initiate or complete key regional transportation projects critical to Aurora, such as:
  - I-225 Widening Project
  - I-225/17th Avenue/Colfax Avenue Interchange Expansion
  - RTD FasTracks I-225 LRT line
- East Corridor commuter rail line
- 6th Avenue extension from east of Tower Road to E-470
- Smith Road/Peoria Street grade separation

Complete and adequate funding plans for these critical projects need to be established in a timely manner.

**Land Use and Transportation Connections**

- Station area plans have been developed for six FasTracks rail stations and a seventh plan is to be initiated in November 2009. These plans establish a vision and framework plan for the station area and identify zoning and implementation strategies.

- Strategies are needed to locate jobs and housing in closer proximity to one another to reduce average commuting distance and promote the use of alternative travel modes.

**Street Systems**

- Increasing congestion is associated with east-west travel. The extensions of additional east-west roadways such as 6th Avenue east to E-470 are critical.

- The city's north-south arterial streets currently cross the Union Pacific Railroad mainline tracks by way of at-grade crossings. Increasing vehicular traffic volumes and transit operations are producing additional delay for motorists throughout this corridor. Peoria Street, Airport Boulevard, Chambers Road and Tower Road are key arterial streets where future grade separations need to be considered.

- Traffic cutting through residential areas at relatively high speeds can create safety and livability issues on local residential streets. Mitigation steps should be taken when necessary.

- Intelligent Transportation System (ITS) strategies need to be incorporated into the city’s transportation plans and programs to improve the efficiency and safety of users of the city’s transportation system.

**Transit**

- Adequate public transit services are not available for portions of Aurora's population, especially for the areas with a higher concentration of transit-dependent populations. Transit-dependent populations include the elderly, children ages 13-15, and households with no automobiles. The call-n-Ride service boundary should be expanded to cover additional areas.

- The existing bus stops, RTD park-n-Rides, and other transit facilities need to incorporate features that make them more attractive, safer, comfortable, and user friendly. Additionally, park-n-Ride facilities will need to be established throughout the newly developing areas of the city.

- Rapidly increasing suburb-to-suburb travel by Aurora commuters and others creates the need for flexible transportation services such as circulator buses with routes and services that are configured to serve a variety of persons and their trip needs.

- Financing mechanisms that support a broader range of convenient and sustainable travel choices including public transit, bicycle and walking routes need to be identified.

**Bicycle and Pedestrian**

- Enhancements to on-street bicycle facilities need to be realized on an annual basis to ensure safe and
sustainable transportation options are available to all citizens.

- The Aurora Bike Map needs to be updated to reflect newly constructed and planned on-street and off-street bicycle facilities.

- Financial resources are needed to ensure bicycle and pedestrian enhancements identified by the adopted FasTracks station area plans are in place when the I-225 LRT line and the East Corridor Commuter Rail line open.

- Major street crossings and access to public transit stations and major activity centers can be hazardous and difficult for bicyclists and pedestrians. Key bicycle and pedestrian improvements need to be identified, prioritized, funded and implemented.

- Existing signage on a variety of pedestrian and bike facilities needs to be enhanced. Maps and related information on bicycle and pedestrian trails need to be readily available to users.

- The city’s bike and pedestrian plan needs to be updated to reflect current and future needs related to the integration of bike and pedestrian facilities into the transportation network to ensure a cohesive network of facilities for enhanced mobility, safety, and connectivity.

**STRATEGIES**

**Funding**

1. Coordinate with CDOT, RTD, DRCOG and the E-470 Public Highway Authority to explore funding opportunities for the implementation of the various improvements. These are identified in the FasTracks East Corridor and I-225 Corridor rail projects, I-225 Widening and Interchange Improvement Project, the Fitzsimons Area-Wide Multi-Modal Transportation Study, and the Strategic Parking Plan and Program Study.

2. Continue to evaluate and support the RTD FasTracks program implementation for the original year 2017 build-out schedule.

3. Adopt and implement revenue sources that create a predictable funding stream in relation to growth and equitably allocate transportation facility costs to those creating the need for an expanded transportation system.

4. Coordinate directly with Fitzsimons area stakeholders, to identify funding sources for the implementation of transportation improvements recommended by the Fitzsimons Area—Wide Multi-Modal Transportation Study.

**Land Use and Transportation Connections**

1. Encourage compact, higher-density transit-oriented development (TOD), including affordable housing, at the RTD rail stations in accordance with the station area plans to foster increased transit ridership and reduce automobile trips. Ensure safe and convenient pedestrian and bicycle connections for the areas near the transit stations to better promote public transit usage. Coordinate with RTD and other stakeholders on the financing and implementation of commuter parking at the stations.
2. Evaluate and modify, as necessary, the capital improvement program (CIP) to ensure that city funds are targeted to the city's highest transportation priorities.

3. Work to involve residents and businesses in planning transportation systems that are specifically designed to meet their associated mobility and access needs.

4. Work with organizations like the Eastern Metro Transportation Coalition to advance strategic high priority transportation improvement projects.

5. Continue to concentrate jobs, housing and retail uses in close proximity allowing people the opportunity to reduce their travel distance between work, home and shopping, and to use alternative travel modes to meet travel needs.

**Street Systems**

1. Development activity shall extend the street network and provide street and pedestrian improvements as described by adopted transportation plans, station area plans, and adopted city street standards.

2. Development activity shall provide street, transit, bicycle and pedestrian connections to adjacent land uses. Off-street vehicular linkages between commercial uses shall also be provided. Connect adjoining neighborhoods to activity centers with vehicular, bicycle, and pedestrian connections.

3. Development activity shall only occur in a fashion and location where safe pedestrian, bike, and vehicular access can be provided.

4. Define and revise the city’s transportation improvement program to identify and prioritize transportation improvement needs. These projects will be implemented via the city’s CIP, applying for DRCOG Transportation Improvement Program funds, seeking Colorado Department of Transportation funding as well as pursuing other alternative funding approaches.

5. Apply the Southeast Area Transportation Study, the Northeast Area Transportation Study, the Fitzsimons Area-Wide Multi-Modal Transportation Study, and the Travel Framework Map to identify and program additional roadway extensions and connections. Require developers to build out a complete street system, each providing the portions needed for their developments. Continue to require the extension of collector streets to obtain a continuous street system.

6. Develop an inter-departmental program for implementing ITS strategies and participate in the regional effort of ITS deployment to improve the operation of the city’s transportation system.

**Transit**

1. Promote the enhancement of the regional transit system to better serve Aurora. Specific projects include the I-225 LRT Line corridor and the East Corridor Commuter Rail Line. Develop a systematic approach for the identification, design and development of commuter rail and LRT stations.
2. Work with RTD on crafting and implementing bus service improvements including route types, frequency, and routing. Work to make existing bus stops, park-n-Rides, and other transit facilities in the city more attractive, safe, comfortable and user friendly. Support implementation of a comprehensive bus transfer system.

3. Study and promote new transit routes that provide suburb-to-suburb connections.

**Bicycle and Pedestrian**

1. Development activity shall extend pedestrian and bicycle routes described by adopted plans for bicycle and pedestrian mobility in accordance with applicable design and construction standards.

2. Prepare a city-wide plan, or separate plans for quadrants of the city, that make recommendations for a cohesive network of bike and pedestrian facilities. Keep the plan(s) updated regularly.

3. Develop a bicycle and pedestrian system analysis framework to identify and prioritize critical improvement needs and recommend projects for inclusion within the city's CIP and the DRCOG Transportation Improvement Program.

4. Work with neighboring jurisdictions to create and connect trails and corridors.

5. Develop a plan for improving pedestrian and bicycle safety and crossings at major streets with an emphasis on providing signalized or improved crossings where significant pedestrian and bicycle facilities exist.

6. Update the city trail maps and associated information.

7. Compile enhanced statistics on bicycle and pedestrian accidents.

8. Coordinate with RTD to co-locate bicycle and transit facilities where appropriate.

**System Assessment**

1. “State of Mobility” reports should be developed on a regular basis. These reports should include key statistics and indicators on travel and transportation infrastructure in the city.

2. Key freight transportation infrastructure requirements should be identified through a coordinated effort with industry representatives and an action plan crafted.