



## AGENDA

### Infrastructure Task Force Ad Hoc Policy Committee

Thursday, August 28, 2025

4:00 p.m.

Aurora Room

15151 E. Alameda Parkway

Aurora, CO 80012

Council Member Curtis Gardner, Chair  
Council Member Françoise Bergan, Member

Executive Staff: Laura Perry, Deputy City Manager  
Legal Staff: Jack Bajorek, Rachel Allen

#### **Public Participation Dialing Instructions**

Dial Access Number: 1-720-388-8447

Event Number: 238 494 648#

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#### Pages

1. Call to Order
2. Approval of Minutes
  - 2.a July 9, 2025 Minutes 2
3. New Items
  - 3.a Connecting Aurora & Transportation Capital Needs 9
  - 3.b Communications and Engagement Update
4. Miscellaneous Items for Consideration
5. Confirm Next Meeting
  - 5.a September 25 4:00 - 6:00
6. Adjournment

DRAFT – Subject to Approval

Infrastructure Task Force Ad Hoc Policy Committee  
Wednesday, July 9, 2025

Members Present: Council Member Curtis Gardner - Chair, Council Member Françoise Bergan, Member

Others Present: L. Perry, J. Burne, C. Essman, T. Kuntzelman, K. Lardie, J. Patterson, K. Stuart, J. Batchelor, I. Cordero, M. Burton, G. Hayes, S. Newman, B. Green, S. Coffin, N. Ankeney, E. Watson, J. Knight, R. Sewald, R. Barnes, R. Connerly, R. Frazier, J. Prosser, T. Tully, J. Bajorek, J. Wesolowski

Online: M. Bryant, K. Muehlemeyer, S. Hancock, J. Zambrano, J. Wardrip, J. Boyd, B. Dalton, C. Colip, T. Sedmak, T. Carpenter

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## CALL TO ORDER

CM Gardner called the meeting to order and started the meeting off with an icebreaker.

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## APPROVAL OF MINUTES

The May 22, 2025 minutes were approved.

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## NEW ITEMS

### **Parks and Open Space (PROS)**

Brian Green, Director of Parks, Recreation, and Open Space (PROS), gave a presentation on Parks and Open Space. He went over the mission of PROS, which is to encourage active lifestyles and create healthy environments for people, nature, and community, and talked about park system history. He said they have seven divisions within their department and gave a PROS system overview, which includes over 12,000 acres, 15 pocket parks, 63 neighborhood parks, four special use parks, one cultural and historic site, seven community parks, 16 natural and conservation areas, one regional park, 46 greenways and greenbelts, and five golf courses. He added that it also include 75,000 trees, 117 miles of trails, and 75 miles of median landscaping. He briefly discussed other amenities and assets included in the PROS system. B. Green expressed that they are currently working on a system to analyze, process, and assess all the sites at the sub-asset level, so they can roll that information into a complete score for a site. He discussed PROS annual capital budget and several sources that they receive money from, including the Open Space Fund, Conservation Trust Fund, Golf Fund, Parks Development Fund, and Capital Projects Fund. He shared that they have worked hard on the first system wide master plan for PROS for the last few years that is called Our Parks, Our Places, which lays out the guiding principles of how they plan to manage PROS for Aurora. The guiding principles consist of strengthening connectivity to PROS assets, meeting evolving needs of the community, creating opportunities for lifelong education, serving as stewards to the environment, providing welcoming and safe spaces, and proactively investing in the present and future.

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B. Green noted that as part of the master planning efforts, they did robust public engagement efforts for over 18 months and received over 1,000 location based comments, over 1,500 responses on two surveys, had 18 in-person engagement events or pop-ups, and over 16,000 touchpoints with the community. He discussed the main takeaways from the public engagement, including upgrading existing parks, facilities, trails, and open space, which was the most requested ask, acquiring and protecting land for natural open space, expanding and developing the regional trails system, improving community connections, increasing safety, and improving operational efficiency. He voiced that they analyzed which neighborhoods have the highest needs by density, demographic vulnerability, and park acreage per capita. They broke down the PROS capital project needs into four categories, the full park renovations, half-life park renovations, master planned park buildouts, and destination sites. The full park renovations include Del Mar Park, Bicentennial Park, Springhill Park, and Lowry Park, with an estimated total of \$15 million per park. The half-life park renovations consist of 63 neighborhood parks over 20 years old, including playgrounds, shelters, paths, courts, and ADA upgrades, with an estimated cost of \$4 million per park on average, totaling \$223 million. The master planned park buildouts include Red-tailed Hawk Park, Central Community Park, and an un-named neighborhood park in Ward 6, with each park estimated to cost \$15 million, with a total of \$45 million. He added that the current funding totals \$17 million, so there is a \$28 million dollar gap, and having that funding is critical to provide these parks. He explained the destination sites include Aurora Reservoir, Aurora Sports Park, Plains Conservation Center, and Sports Park II. For Aurora Reservoir, they want to replace a lower lot restroom, replace four deteriorating shelters, repave roads and parking lots, solve ingress/egress issues, develop a new activity area and relocate the boat ramp and expand swim area/beach, expand amenities at plaza, and replace 2 miles of asphalt trail surface. He stated that the current Aurora Sports Park is not complete, and want to address that and add four additional synthetic fields, a visitor services building, parking on already owned land, and expand maintenance/rec office and shop. The Aurora Sports Park II would be a new construction but the location is not yet determined.

CM Bergan expressed that they get revenue from the sports teams at Aurora Sports Park.

J. Batchelor added that they do bring in good revenue, but it is not a profit center.

J. Zambrano asked how many acres Sports Park I is.

B. Green responded about 245 acres in turf.

B. Green then discussed the Plains Conservation Center improvements, which include replacing visitor center in a proper location, upgrading utilities, adding amenities to the use areas, expanding maintenance functions, and doing a full restoration of the site, with a capital cost of \$35 million. Altogether, the total capital project needs come to \$442 million, which would leave funding needed at \$396 million, as they currently have \$46 million of that.

CM Bergan mentioned that a constituent reached out to her and asked why Aurora did not have any parks, when they have over 100.

CM Gardner asked what the average new home impact fee is that goes towards parks, and he asked for confirmation that it only is for regional parks.

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L. Perry responded that she did not have the average, but confirmed that it is only for regional parks.

CM Gardner expressed that most everything on this list are renovations with very little new, and there is nothing in large areas of the city, so there is a lot of park land they need to figure out.

B. Green said a lot of that comes through the development process as the master plans are approved.

CM Bergan added that when they dedicate land, we have to build it.

N. Ankeney stated that there are several different mechanisms in the PROS dedication and development criteria manual, which they are revamping. She said there are three to four different options and they determine the calculations. She expressed there is a complicated calculation on the B structure on how many acres are owed, which is based upon essentially population rejections. The options are that the developer keeps ownership of the land and then potentially has a metro district complete the maintenance for eternity, or the developer builds the park and then turns it over to the city. She added there other creative options could involve the city building the park, which varies per metro district on whether or not they want to maintain the park or dedicate it to us and have the city do maintenance. She added there is no direct tie on funding of operations, staff, or equipment in the manual.

CM Bergan expressed that in the case of metro districts, the residents are paying for the park, but in city parks in that do not have metro districts, the cost is spread out over all taxpayers.

J. Knight asked if the metro district is paying for Aurora Highlands park system.

B. Green responded that those parks are maintained by the developer.

J. Batchelor said that is one that looks like a park and walks like a park, but a lot of that is actually drainage, and they are also very creative about how to utilize the creek.

J. Knight asked if there is a park that we will maintain in the Highlands.

N. Ankeney answered yes, the community park. She stated that currently Aurora Highlands is slated to build out all of their parks, where the fees would be paid in lieu of either land dedication or park development.

CM Gardner voiced that it sometimes seems like we build a park and not do it all at once, and often times that makes it more expensive. He asked how they make that decision and if it is just that they do not have the money.

B. Green answered yes, that is how they have to make those decisions, but that is one way that they get a complete park is by phasing things.

CM Bergan asked if it is budgeted per year to allocate money to get through those phases.

J. Batchelor said that they're chasing it a lot of times.



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S. Coffin voiced that there are a couple of strong things in their favor, including quality of life, which touches people on a really deep level, and that the public outreach is already done.

CM Gardner noted that the initial poll results indicated residents were more likely to support something existing, and most of this is existing.

J. Batchelor added that these renovations will be a new park for the community around them. He stated that occasionally they will do new amenities, as they have done community gardens in different parks in the past several years.

CM Bergan asked if the grants like Open Space and Lottery are specific in terms of how they use them.

B. Green answered there are grant opportunities available, and they will set their spending tiers and what they want to fund. He added that they compete with everyone else.

CM Bergan asked if lottery is automatic per jurisdiction.

B. Green responded that they get a piece that way and a piece that they can go after for grants, which is the same way for Open Space. He added that their group is good at being successful in getting those grants, but it is usually the money that sures up the bigger pot of money that we already have.

S. Coffin asked if the graph showing the acres going up was done on a per capita basis.

B. Green responded no, but that was a good question would be interesting to do.

S. Coffin asked if they ever do any shared projects with the schools.

B. Green answered yes.

N. Ankeney shared that a huge benefit is in scenarios where it would be quite difficult for them to go out and secure and acquire additional land, so it allows a partnership to best use the land available so they are serving the community from the school and Parks and Open Space.

B. Green added that in that case, they are able to build amenities on land owned by the school district for the benefit of the whole community.

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## MISCELLANEOUS MATTERS FOR CONSIDERATION

M. Burton gave an update on communications and engagement. She said they have gotten questions on how taskforce members can be involved in this process, what to do with the Meeting in a Box kit, or other different groups they are a part of or meeting with. She stated that most of them have received their Meeting in a Box kit, and they ask that they take those cards with them and have conversations and encourage people to take the survey.

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K. Stuart asked everyone to let them know if they have been meeting with people, so they can add it to their records.

M. Burton stated that if they have the meeting and do not want to give a presentation, they are happy to come and speak on it.

CM Gardner asked what the response has been like and how the conversations have been going.

M. Burton answered that people have been very interested in engaging in the survey and depending on where they are, they hear very different things. She noted that there have been 1,600 surveys completed, and they have had conversations with almost 1,900 people through community events. She added that they have done about 30 events and they have had very good participation with the city departments.

R. Sewald complimented the city team and the members that have been showing up.

R. Connerly asked if they are finding that people want more specifics on what the money is going to be used for and what is going to be improved. She felt like we are still in an information gathering phase.

J. Batchelor said they got that comment last month when they presented the Public Safety Master Plan to Council. He stated that he feels they are building the momentum.

CM Gardner added that they also need to be careful to not make it look like the cake is already baked, as they will lose credibility very quickly if they put that out before doing any engagement.

R. Connerly said she felt like they are still hearing from departments on identifying what the improvements are, so she felt they are still in the information gathering phase.

M. Burton responded that is the answer they give people when they ask that question.

R. Sewald added that it was unanimous to set up the taskforce, and it's very open and transparent, which is why they are trying to hear from the taskforce on what is working and what is not, so they can come back with plans with numbers next to them. He said they have to know what is important, what it is going to cost, and then council can decide if they want to move forward and how to move forward.

CM Bergen expressed that she gets questions from constituents about what the city has done to budget for it, so making sure they understand how they get moneys, what has been spent, where the gap is, and why there is a gap is important.

R. Frazier expressed that from the engagement side, it is a good reminder that they have been engaging collectively on Build Up Aurora since mid-March, so there has been a nice sequence of feedback way before these presentations took place.

L. Perry shared that every month through October they will hear a specific area of need around department asset class, and parallel to that, they have the continued community engagement, which will all come together in October. At that point, they will pivot to more specificity, and they will have subcommittees for different project areas that will begin to dive into what was heard from the public and

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the city needs, and then formulate those recommendations back to the Infrastructure Taskforce for recommendations on how to solve those needs and the financial options.

T. Carpenter commented that having taskforce numbers at events gives them a lot of credibility. She added that it would be great to see them this Saturday.

M. Burton voiced that one of the engagement pieces at the events is the staff and the pride they have in the city and their departments, and that is a huge contributor to the whole cause.

S. Coffin asked if they have a goal of how many surveys they are trying to capture.

K. Stuart answered that they did not set a number, but they want to continue the active involvement until they get to the closing.

J. Batchelor stated that ultimately they will come up with a list of projects and questions to put forward, and they will have this engagement to show what they did to come up with those.

T. Carpenter asked if they were still keeping the survey open until August 30, as they have some more events later in September.

K. Stuart responded that they said August, but they have complete control over that, so they can see continued activity and adjust accordingly. She added that they commissioned with a community sentiment organization, and they use them to monitor social media, organic commentary out in the community, and they launched their first quarterly community survey. She added that each quarter, they will have five additional specific questions they can ask. She said they are excited to see the first quarterly survey results in October, and they can do an update on that at a future meeting. J. Batchelor expressed that he contacted Adams and Arapahoe County on getting something scheduled probably in September to go and present, and outreach to metro districts can be done in that same timeframe.

CM Bergan asked if they could just send an email to the metro districts with the QR code.

J. Batchelor stated typically when you want to communicate with a lot of metro districts using legal counsel is a great way to do it.

CM Gardner suggested also doing them at boards and commissions, and said he would be happy to do them.

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## **CONFIRM NEXT MEETING**

The next meeting will be Thursday, August 28, 2025, at 4:00 p.m.

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## **ADJOURNMENT**

The July 9, 2025 Infrastructure Task Force Ad Hoc Policy Committee Meeting adjourned.

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APPROVED:

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CM Curtis Gardner, Chair



*Care for What We Have  
Provide for What We Need*

# Infrastructure Task Force Advisory Committee Transportation

Thursday, August 28, 2025

Source: <https://engageaurora.org/buildupaurora>



# Agenda



- **Welcome**
- **Conflict of Interest Disclosure**
- **Capital Needs Presentations Schedule**
- **Connecting Aurora and Transportation Capital Needs**
  - Transportation Planning
  - Americans with Disabilities (ADA) Transition Plan
  - Transportation Capital Projects
- **Information Requests**
- **Communications and Engagement Update**
- **Next Meeting Lookahead**

# Conflict of Interest Disclosure

# Capital Needs Presentations



ITF Date*	Topic / Department
May 22nd	Public Safety (AFR, APD, 911)
July 9th	Parks and Open Space (PROS)
<b>August 28th</b>	<b>Transportation</b> ★ <b>ADA Transition Plan</b>
September 25th	Recreation Centers City Facilities
October 23rd	Library & Cultural Services Other Capital Programs City Facilities <i>continued</i>
November TBD	Public Engagement Summary

Presentations will include the following information:

- Services and operations summary
- Capital asset(s) condition
- Capital master plan recommendations (if applicable)
- Capital project priority highlights

*\*Date subject to change*



# Frequently Used Acronyms / Project Partners



## **DRCOG**

Denver Regional  
Council of  
Governments

## **TIP**

Transportation  
Improvement Program

## **FHWA**

Federal Highway  
Administration

## **CDOT**

Colorado Department  
of Transportation

## **SARIA**

South Aurora Regional  
Improvement  
Authority

## **RTD**

Regional Transportation  
District

## **ARTA**

Aerotropolis Regional  
Transportation  
Authority

## **E-470**

Public Toll Authority

**Aurora has strong  
partnerships with  
various entities to  
program, fund,  
and deliver  
transportation  
projects.**

# From Plan to Implementation

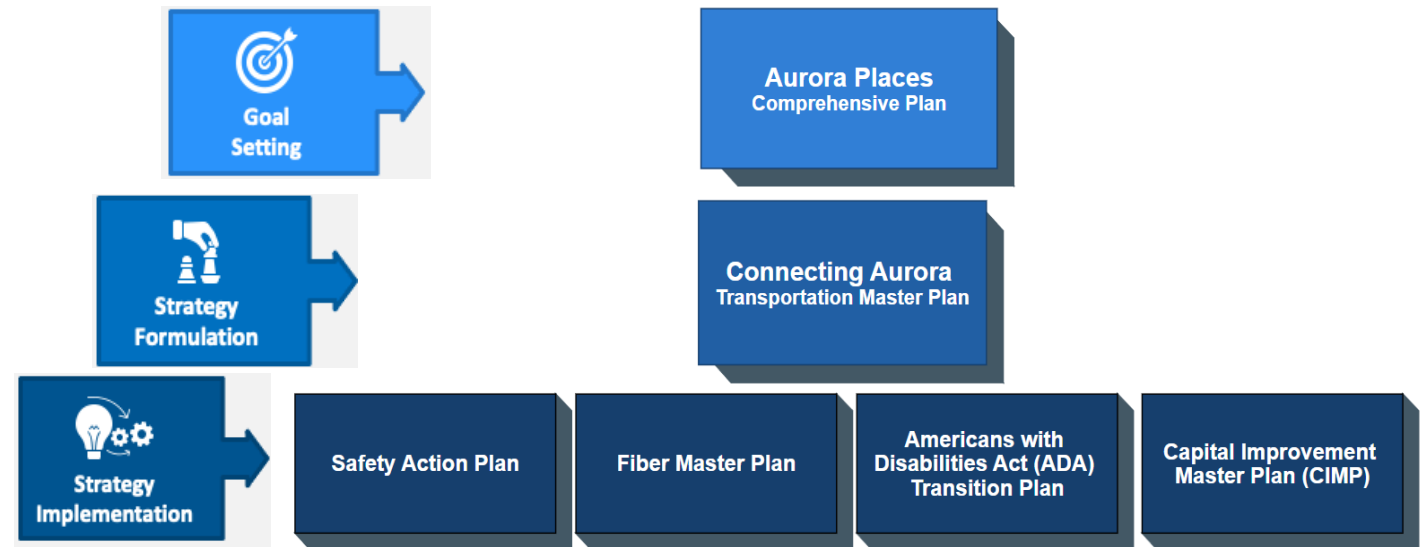


# Transportation Project Development Process



## Overview

- Comprehensive plan requires consistency with the Denver Regional Council of Government's Metro Vision Plan
- Guided by the city's comprehensive plan, Aurora Places – establishes long-range vision for growth in the city, including the transportation system, aligning mobility goals with land use, environmental, and fiscal policies.





## ***Embracing Today, Creating Tomorrow***

- Mission
  - We are innovators who create, grown and support opportunities and great places for authentic community
- Vision
  - To plan and create a city of thriving communities with unique places and memorable experiences



- **Long Range Planning Division**
  - Comprehensive Planning (Aurora Places)
    - Policies that guide land development decisions (where and how we should grow)
    - Elements: transportation; housing; public facilities; annexation; growth
  - Transportation Planning
- **Current Planning**
  - Development Review
  - Amendments to the zoning code
- **Business Development**
  - Retail
  - Mid-size businesses
  - Aurora-South Metro Small Business Development Center
- **Energy & the Environment**
  - Oversees oil & gas operations in the city
  - Environmental clean up (e.g. Highway 30 Landfill)

# Connecting Aurora Multi-Modal Transportation Master Plan

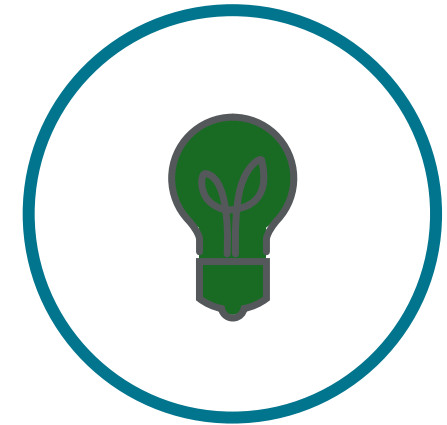


Connecting People. Connecting Places.

**CONNECTING AURORA**

OUR MULTIMODAL TRANSPORTATION MASTER PLAN

**\$3.224M DRCOG TIP  
funded project**



## DISCOVER

- Existing Conditions Analysis
- Future Trends & Tech Analysis

## SYNTHESIZE

- Vision, Goals, Objectives, Values, Priorities
- SWOC Analysis
- Scenario Development
- Modeling and Testing

## VISUALIZE

- Multimodal System Development and Evaluation

## REALIZE

- Policies and Programs
- Implementation Plan
- Final Report and Citywide Transportation Information System

# Connecting Aurora Master Plan



**Connecting Aurora is the first-ever citywide multimodal transportation master plan to look holistically at the transportation needs throughout Aurora.**

## LET'S BUILD THE FUTURE OF AURORA TRANSPORTATION TOGETHER!

Connecting Aurora aims to identify ways to better connect our residents, employees, and visitors to various destinations across the city.



Creates a vision for the city's transportation system (bikes, pedestrian, transit, freight, and vehicular traffic).



Guides the development, design, and delivery of future multimodal transportation projects and programs.



Strives to improve safety and provide more convenient ways to travel for all people of Aurora.



Connecting People. Connecting Places.

**CONNECTING  
AURORA**

OUR MULTIMODAL TRANSPORTATION MASTER PLAN



# Connecting Aurora Master Plan



## OUR SHARED VISION



### OUR VISION

Aurora safely connects all people to our places for a healthy, sustainable, and economically strong community.



### OUR MISSION

The city of Aurora will provide a complete transportation system to meet the needs of all people. The city will engage the public in the delivery of plans, programs, policies, standards, and projects.

## OUR GOALS



### Safe

People are safe and feel safe traveling in our city.



### Reliable

People can depend on all forms of transportation.



### Convenient

People can move around our city efficiently and easily.



### Connected

People are well-connected to the places they want to go however they choose to move.



### Sustainable

Infrastructure and services can be built, operated, and maintained at high levels, in a fiscally and environmentally sustainable way.



### Economically Strong

The community's economic vitality is supported and enhanced by the transportation network.



### Healthy

The community is served by transportation that supports a healthy lifestyle and environment.



### Authentic

Infrastructure design contributes to the creation of great places and preservation of traditionally unique places.



### Equitable

All people have viable transportation choices to meet their needs.



### Integrated

People have easy access to a mix of places because land use and transportation are fully woven together.



## Overall Engagement Results

- Touchpoints: 800k+
- Online: 9k+ visitors
- Surveys: 2.5k+ participants
- Map Pins/Comments: 624
- Open Houses/Public Roundtables: 474 attendees
- Virtual Town Halls: 134 attendees
- Community Events/Pop-Ups: 574 touchpoints





## What we heard Overall

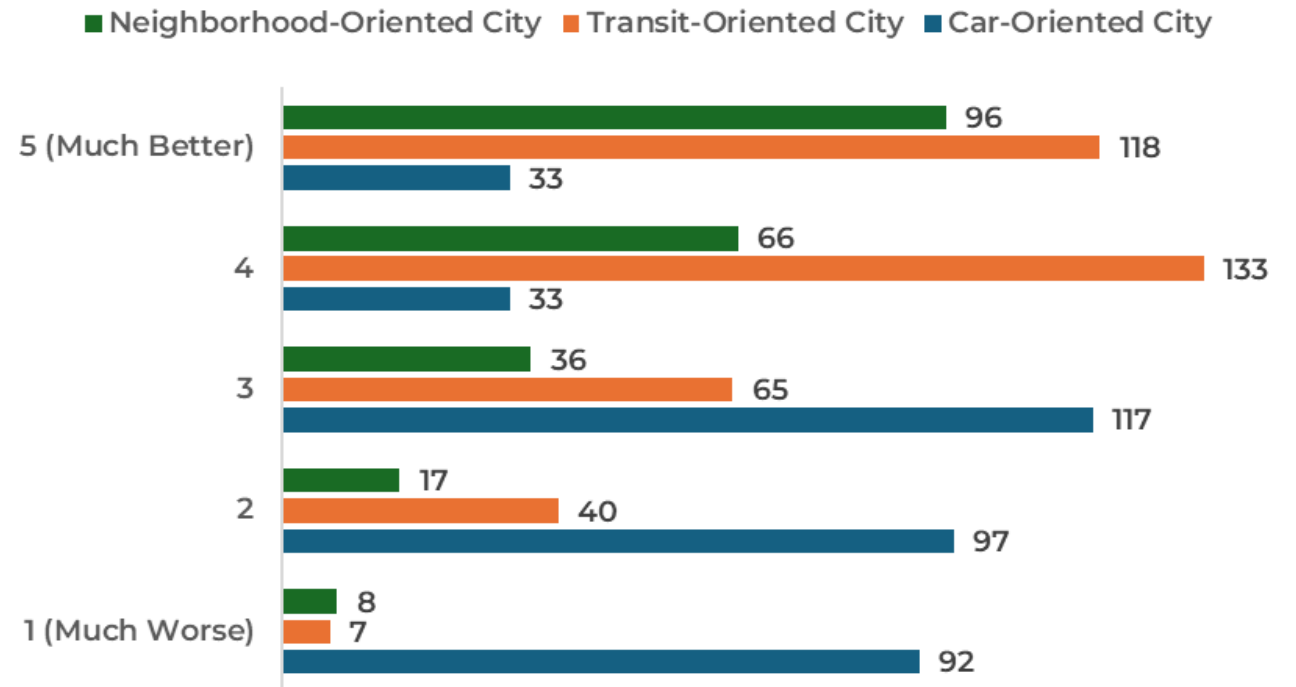
Staff presented three potential future scenarios to the public: Transit-Oriented, Neighborhood-Oriented, and Car-Oriented

At all in-person and virtual engagement opportunities, participants were asked how each future would impact their quality of life.

**Transit-oriented** and **neighborhood-oriented** cities were preferred in relation to improving quality of life.

A **car-oriented** city would keep quality of life the same as today or make things worse.

**“How do you think each of the three futures would impact your overall quality of life?”**



# ADA Transition Plan

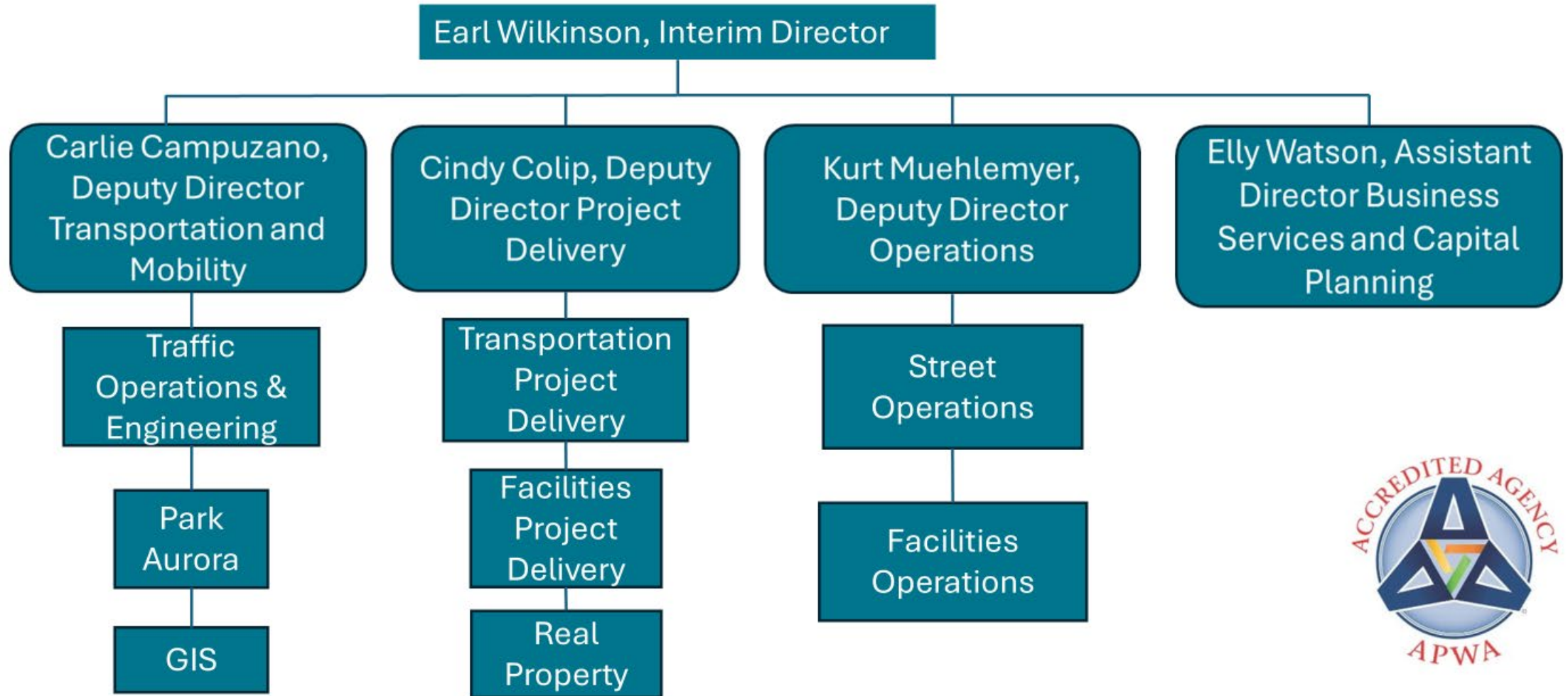


## ADA Transition Plan Purpose

As part of its planning strategy, the city of Aurora is updating its **ADA Self-Evaluation and Transition Plan** to ensure compliance with **Title II of the Americans with Disabilities Act (ADA)**. This plan will:

- **Assess and address** accessibility in city programs, services, infrastructure, and public rights-of-way.
- **Identify barriers** and develop a roadmap for ADA compliance improvements.
- **Prioritize and integrate** accessibility improvements into Capital Planning projects
- Phase 1 of Plan focused on evaluation of PROW is nearly complete.

# Public Works Department





# Public Works Mission and Vision



- The **mission** of the Public Works Department is to effectively promote and maintain a high level of economic welfare and quality of life in Aurora through the planning, design, construction, and maintenance of Aurora's transportation and facilities infrastructure.
- The **vision** is to continually improve and maintain the City's infrastructure as its population grows, as well as effectively promote citizens, businesses and roadway users with exceptional quality engineering, right-of-way, traffic, and maintenance services.



## Core Functions:

- **Street Operations**
- Facilities Management
- **Capital Planning for Transportation** and Facilities
- **Project Delivery of Transportation and Facilities projects**
- Real Property and Survey Services
- **Traffic Engineering**
- **Traffic Operations**
- **Streetlighting**
- Parking



# Public Works Department



## Core Functions:

- **Street Operations**

Maintains our roadways, sidewalks and curb/gutter, performs street sweeping, snow removal & pavement maintenance.

- **Transportation & Mobility**

Includes Traffic Engineering, Traffic Operations, Streetlighting, GIS, & Park Aurora. Maintains traffic signals, pavement markings, street signs, and manages the Neighborhood Traffic Calming Program.

- **Transportation Project Delivery and Capital Planning**

Transportation Project Delivery plans, designs, constructs, and manages capital improvement projects. Over the next 5 years will manage and deliver over \$230 million of capital projects



# Public Works Department



## Strategic Asset Management Plan categories

- Roads – 4,880 lane miles
- Bridges – 99
- Signals – 400
- Curb ramps – 27,300
- Sidewalks – 1,727 miles
- Streetlights – >3,500
- ADA transition plan gap needs



January 2024

## STRATEGIC ASSET MANAGEMENT PLAN



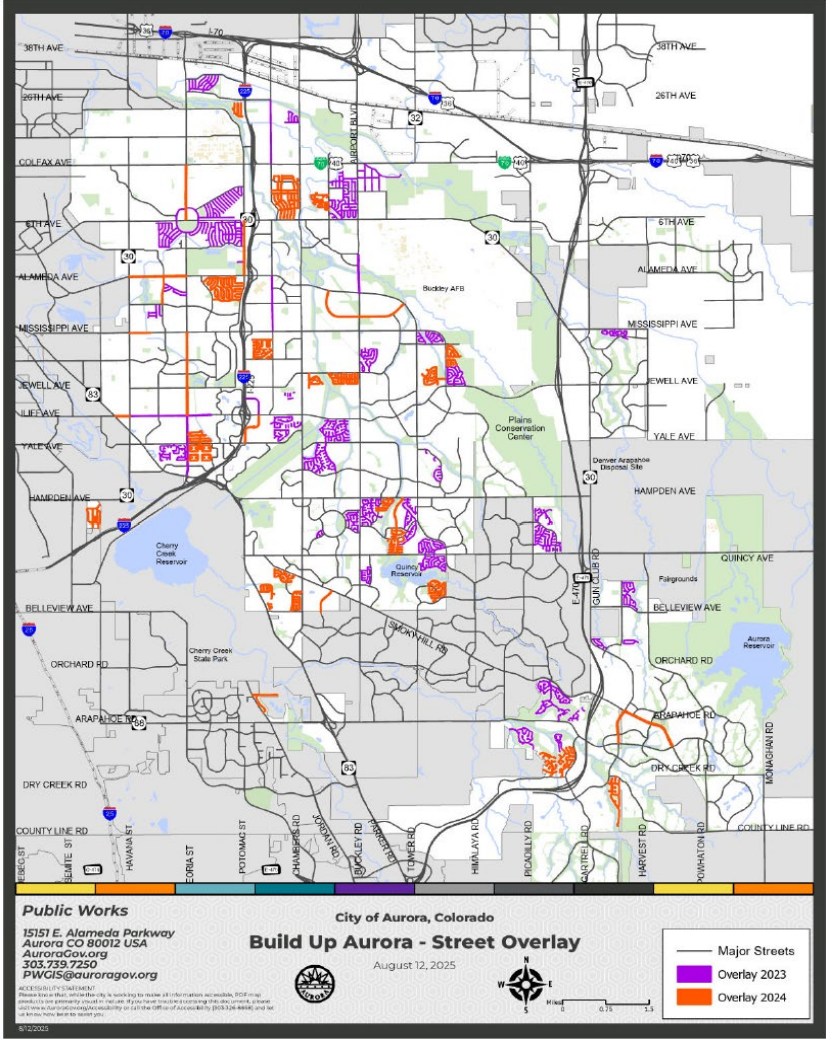


# Build Up Aurora Phase 1



- **\$35 million** in Certificates of Participation (COPs) to fund residential street paving.
- **First phase of work:** 2023-24 focused on roads with the greatest need for improvement.
- Over 246,000 tons of asphalt placed in 2023
- ADA curb ramp & sidewalk improvements
  - **2023- \$7M**
  - **2024- \$5.6M**
  - **2025- \$5.3M**

Road Type		Lane Miles		
		2023	2024	2025
Arterial		31	34	32
Collector		11	18	33
Residential		229	118	82
Total		271	170	147



# Residential Street Plan



- City roadway network target of **73 PCI (Pavement Condition Index)**
  - Started at a 69 PCI, now estimated to be 71 PCI
- **\$30 Million** dedicated to annual Street Improvements
  - Mill & overlay
  - Pavement preservation
  - ADA Barrier removal (curb ramps & sidewalks)





# Projects Delivered



Over the last 5+ years:

**Delivered design and construction for 20 city funded projects (~\$26M) ranging from sidewalk improvements to intersection or larger corridor projects that address**

- Congestion
- Multimodal access and connectivity
- Fill network gaps

**Delivered design and construction for over \$20M in grant funded projects including the Highline Canal Trail over I-70 and 25<sup>th</sup> Ave Pedestrian Blvd.**

**Delivered design and construction for \$22M SARIA projects**



Alameda Sidewalk northwest of Mississippi/Tower  
Before and after



SARIA project:  
Harvest Road extension (Orchard to Alexander)  
Before and after

# Transportation Capital Funding Sources



- Capital Projects Fund
  - For general government infrastructure and facilities
  - Funded by use tax plus 4% of other General Fund Revenues (less public safety dedicated sales tax)
  - Transportation Capital Impact Fees (residential development only)
- Transportation Maintenance Fund
  - Created in 2023, separates maintenance budgets to create a clearer vision for road maintenance
  - Funded by transfer from Capital Projects Fund
- Authorities; such as SARIA, ARTA
- Grant Funds
- Developer Improvements
- Partner Funds (other agencies, developers, etc.)

# Transportation Capital Budget (Uses)



## Ongoing transportation program budgets (anticipated)

Program	2026	2027	2028	2029	2030	Program Info
Miscellaneous Street Improvements	1,480,000	1,480,000	1,480,000	1,480,000	1,480,000	Smaller scale intersection and roadway improvements
Traffic Operations and Safety	3,250,000	2,850,000	2,850,000	2,725,000	2,725,000	Traffic signs and signals construction, upgrades, and safety enhancements
Traffic Signal Component Replacement	1,025,000	735,000	745,000	755,000	765,000	Traffic sign and signal maintenance
Northwest Aurora Alley Paving	607,750	638,138	670,045	703,547	738,724	Allows for paving of 3-4 alleys/year
Bridge Maintenance	1,050,000	50,000	50,000	50,000	50,000	Bridge repair and maintenance
Multimodal Connections	-	200,000	200,000	200,000	200,000	Improve access to bus stops and light rail
Neighborhood Traffic Calming	1,300,000	100,000	100,000	100,000	100,000	To reduce speeding and cut-through traffic on residential streets
Transportation Maintenance Fund	33,819,992	34,496,392	36,221,210	38,032,271	39,933,885	Concrete repair, overlay, chip seal, reconstruction
<b>TOTAL</b>	<b>42,532,742</b>	<b>40,549,530</b>	<b>42,316,255</b>	<b>44,045,818</b>	<b>45,992,609</b>	

Project	Phase	Federal/Other	Local Match
Box Elder Creek (PROTECT)	Construction	\$10.8M	\$3.5M
13 <sup>th</sup> Multimodal (TIP)	Design	\$900K	\$600K
Gun Club Multimodal (TIP)	Design	\$1.5M	\$375K
I-225 & Alameda Bridge (TIP)	Design	\$2.4M	\$450K
Peoria over Sand Creek Bridge (TIP)	Design	\$1.8M	\$450K
Laredo Bridge (TIP)	Design	\$1.8M	\$445K
Parker/Quincy/Smoky Hill (TIP)	Design & Construction	\$6.0M	\$1.5M
11th/Havana Del Mar Safety Improvements (HSIP)	Design & Construction	\$3.9M	\$436K
Advanced Signal Controllers (TIP)	Equipment	\$0.8M	\$0
Missing Sidewalks (TIP)	Design & Construction	\$2.2M	\$553K
Missing Sidewalks Phase 2 (TIP)	Design & Construction	\$5.3M	\$864K
Smith Road Multimodal (TIP)	60% Design	\$4.5M	\$500K
Traffic Signal System (TIP)	Software	\$400K	\$0
I-70 & Picadilly (BUILD/FASTER)	Design & Construction	\$33.5M	\$6.25M
9-Mile Ped Bridge (TIP)	Design & Construction	\$6.6M	\$1.7M
Signal Equipment Upgrade (TIP)	Equipment	\$1.0M	\$0
Traffic Management Center (TIP)	Design & Construction	\$1.1M	\$275K
Communications Infrastructure (TIP)	Design & Construction	\$736K	\$184K
Connecting Aurora (TIP)	Planning	\$2.58M	\$644K
Safety Action Plan (TIP)	Planning	\$1.6M	\$150K
Hazmat Roadways (Fuel Grant)	Design & Construction	\$10M	\$0
NW Aurora Intersection Safety (Safer Main Streets)	Design & Construction	\$1.6M	\$400K
	<b>Total</b>	<b>\$101M</b>	<b>\$19.6M</b>

# Current Capital Grants



## City is currently leveraging \$100M in grant funding to complete key transportation projects

26

34



# Capital Funding Needs & Prioritization



Previous efforts have identified more than \$2.5B in needed transportation projects



## Safety

- (1) Project provides safety improvements for high severity crashes or reduces crashes at a specific location
- (2) Project may provide a 15% or more reduction in relevant crashes as identified by DRCOG Crash Reduction Criteria



## Fiscal Capacity

This criteria include the probability that a project can leverage other funding sources and reimbursement opportunities.



## Meets complete streets framework

- (1) Project serves a high number of users (> 5,000 per day)
- (2) Project facilitates alternate modes of transportation (bike, ped, etc.)
- (3) Project provides a parallel route to minimize travel delays and out of direction travel



## Network Connectivity & Completeness

- (1) Project is within a critical corridor or "hot spot"
- (2) Project addresses out of direction travel, bottleneck, congestion, or improved operation
- (3) Project closes a network gap.
- (4) Project connects areas to key activity centers



## Cost/ Daily Trip Served

This criteria is a relative measure of cost effectiveness for the project. The metric provides a comparison between the Total Planning Level Cost Estimate and existing traffic volumes.



# Signal, Sign, Marking, Lighting Maintenance



**Project Name:** Signal, sign, marking, lighting maintenance

**Capital Cost:** \$8M

**Ward:** All

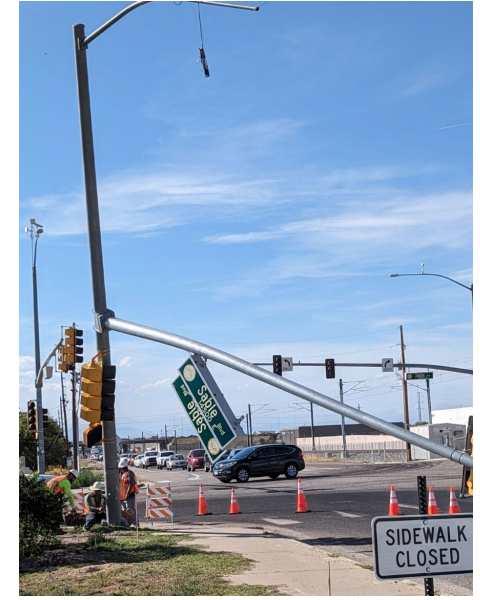
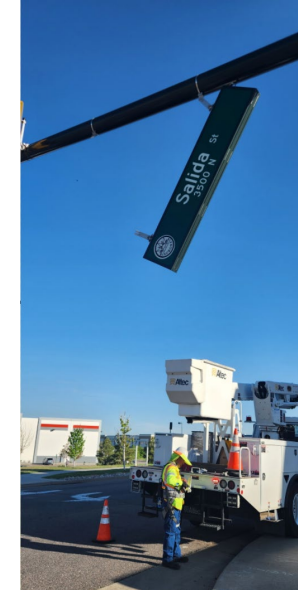
**Status:** Planning

## Scope Statement:

Catch up on deferred maintenance for signal equipment, lighting, and signs & markings



IMPACT DAMAGE IN NORTH SIDE OF COLUMN



IMPACT DAMAGE ON SOUTHWEST SIDE OF COLUMN



TORCH CUT HOLE IN WEST SIDE OF COLUMN ADJACENT TO UPPER CONNECTION



# Intersection Safety & Traffic Calming Citywide



**Project Name:** Intersection Safety & Traffic Calming

**Capital Cost:** \$15M

**Ward:** I, II, IV, VI

**Status:** Partial design

**Scope Statement:** Design and Construct intersection safety projects at various locations:

- 3 Roundabouts:
  - Powhaton & Wheatlands, Harvest & Belleview, Wesley & Dunkirk
- 2 New Traffic Signals:
  - 2nd & Abilene
  - Mississippi & Quentin
- Projects on the city's traffic calming program list that are currently unfunded or underfunded (at least 10 applications)



# Traffic Safety & Technology – Citywide



**Project Name:** Traffic Safety & Technology

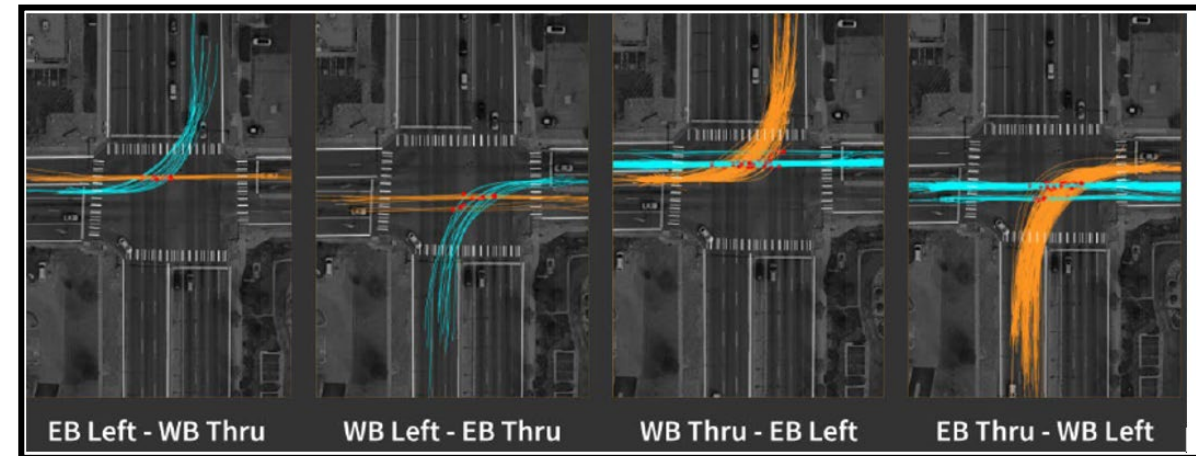
**Capital Cost:** \$22M

**Ward:** All

**Status:** Planning

**Scope Statement:** Modernize the city's traffic signals to enhance safety for all road users.

- This project installs and integrates smart signal technologies that improve real-time responsiveness, pedestrian safety, and signal operations.
- Includes detection that can adapt to drivers and safety modules to inform signal changes.
- Includes communications infrastructure to support the data collection and transmission.





# Gun Club Road (Quincy to Aurora Pkwy)



**Project Name:** Gun Club Road (Quincy to Aurora Pkwy) Multimodal and Safety Improvements

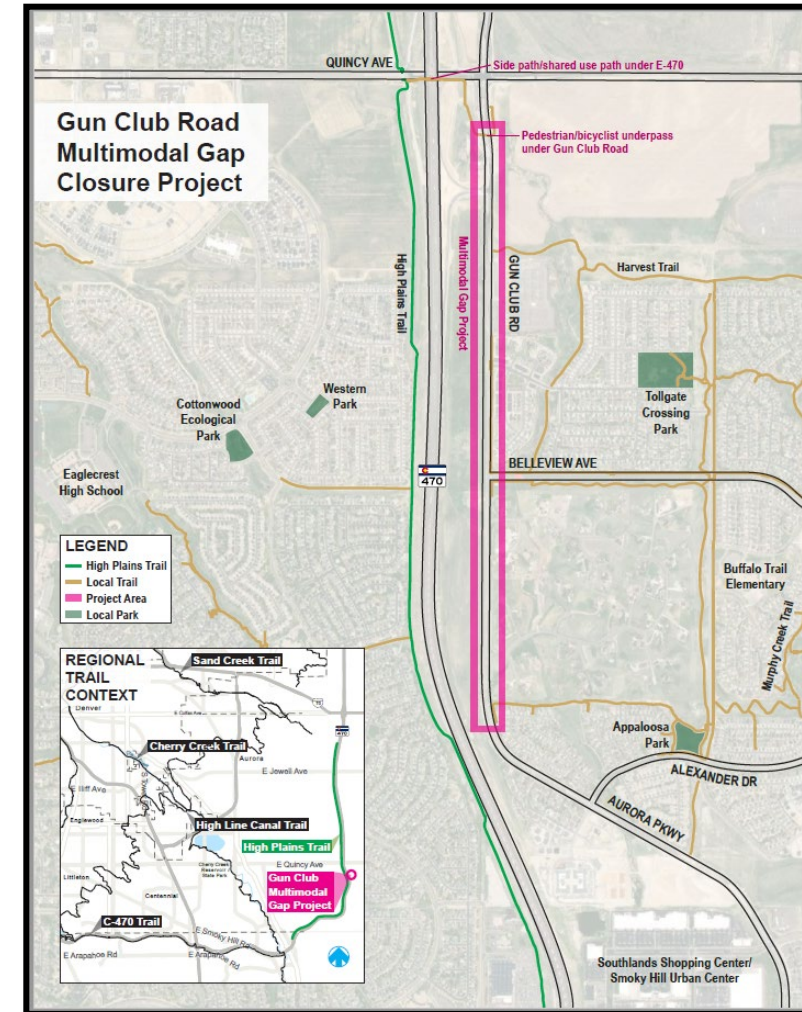
**Capital Cost: \$34M**

**Ward:** VI

**Status:** In design (grant funded)

**Scope Statement:** Construct a 4-lane section of Gun Club Road. Includes traffic signal upgrades, multimodal and safety improvements.

\*This project is a partnership with Arapahoe County and SARIA





# SH 30/Gun Club/6<sup>th</sup> Ave (Airport to Yale)



**Project Name:** SH 30/Gun Club/6<sup>th</sup> Ave (Airport to Yale) Multimodal and Safety Improvements

**Capital Cost for Corridor: \$168M**

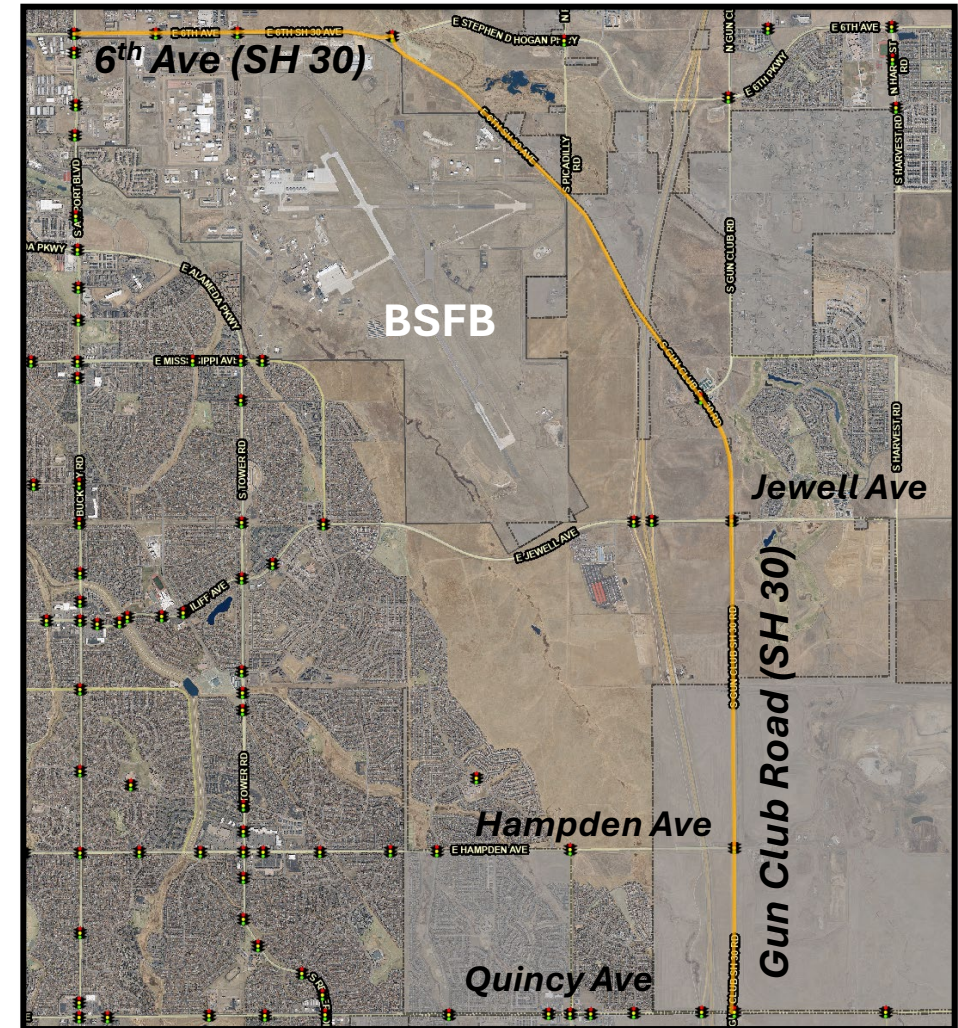
**Early Action improvements: \$30M**

**Ward:** 11

**Status:** Planning Study

**Scope Statement:** Design and construct a 4-lane section of Gun Club Road with sidewalks. Includes traffic signal upgrades and safety improvements.

\*Early action items include improvements at the Picadilly Rd., Gun Club Rd, and Jewell intersections





# Peoria Bridge (over Sand Creek)



**Project Name:** Peoria over Sand Creek Bridge Replacement

**Capital Cost:** \$35M construction

**Ward:** I

**Status:** In design (grant funded)

**Scope Statement:** Replace the bridge along Peoria Street over Sand Creek that is reaching end of life. The project includes a wider 6-lane bridge, operational improvements, safety improvements, and sidewalk widening and connections to the trail below



\*Design is fully funded via grant and local match

# Alameda Bridge (over I-225)



**Project Name:** Alameda Bridge over I-225

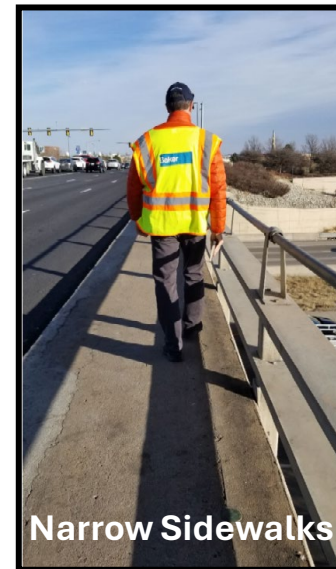
**Capital Cost:** \$45M

**Ward:** III

**Status:** In design (grant-funded)

**Scope Statement:** Replace the bridge at the Alameda & I-225 interchange that is reaching end of life. The project includes operational improvements, safety improvements, signal reconstruction, and sidewalk widening

\*CDOT owns the bridge and is a design funding partner





# Montview (Peoria to Fitzsimons) Multimodal



**Project Name:** Montview Blvd (Peoria St to Fitzsimons Pkwy) Multimodal Improvements

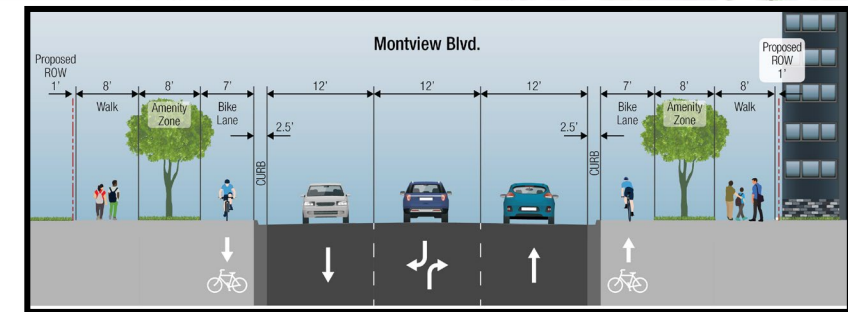
**Capital Cost: \$35M**

**Ward: I**

**Status:** Design complete

**Scope Statement:** Widen Montview Blvd to improve operations and safety. This project includes multimodal facilities (wider sidewalks and separated bike path) as well as traffic signal construction and safety improvements throughout the corridor.

Transportation Framework Diagram



# Tower Rd Extension (6th to Colfax)



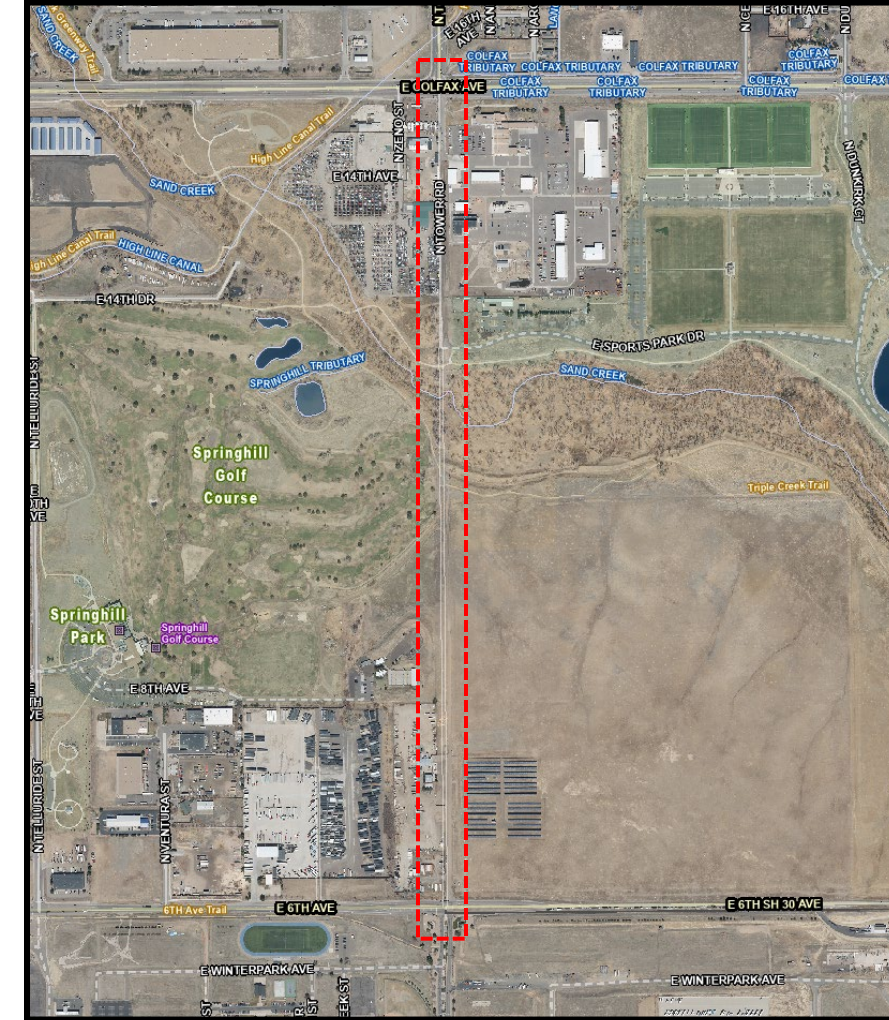
**Project Name:** Tower Road Extension

**Capital Cost: \$71M**

**Ward: II**

**Status:** Concept

**Scope Statement:** Design and construct the extension of Tower Road from 6<sup>th</sup> Ave (SH 30) to Colfax Ave (SH 40). This proposed 4-lane roadway will include sidewalk connections. This project will complete a regional connection and will provide additional access for Buckley Space Force Base.





# Tower Rd Widening (Colfax to I-70)



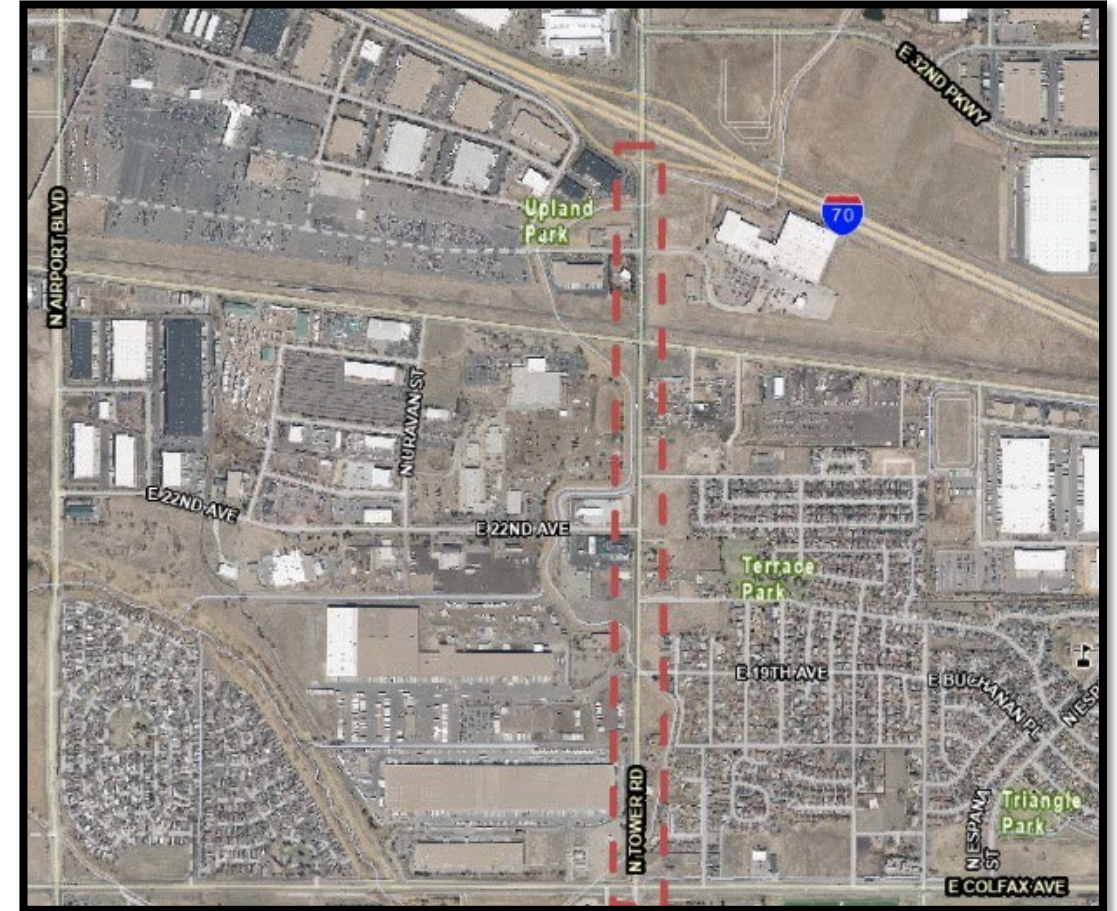
**Project Name:** Tower Road Widening

**Capital Cost:** \$13M

**Ward:** 11

**Status:** Concept

**Scope Statement:** Design and construct the widening of Tower Road from Colfax to I-70. This proposed 4-lane roadway will include sidewalk connections. This project will relieve congestion on Tower Rd.





# 13th Ave Multimodal



**Project Name:** 13th Ave Multimodal and Safety Improvements

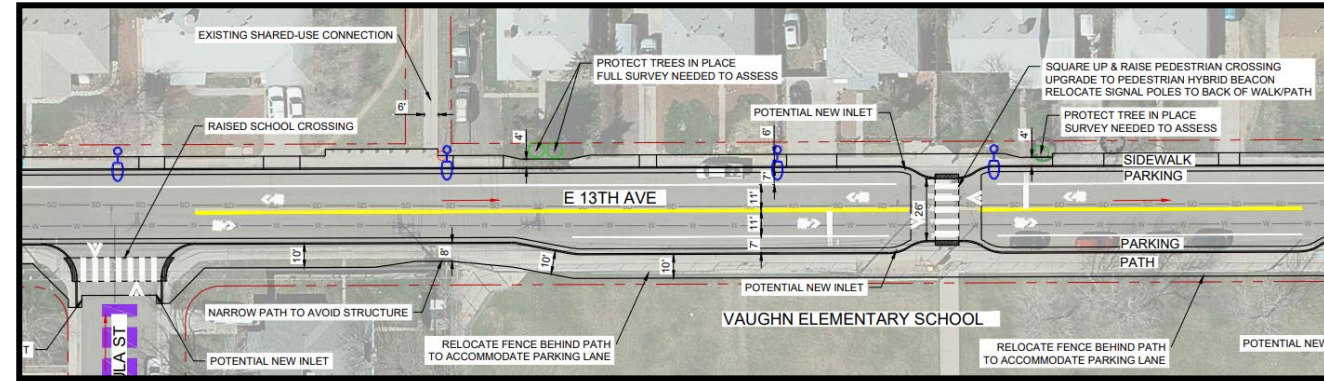
**Capital Cost:** Entire project \$25M

**One Mile Focus Area:** \$6.5M

**Ward:** I

**Status:** In design (grant funded)

**Scope Statement:** Develop 30% to 60% corridor design plans and progress approximately 1 mile of improvements to approved construction documents at select areas near schools, including traffic calming and safety improvements.





# Complete Streets Projects



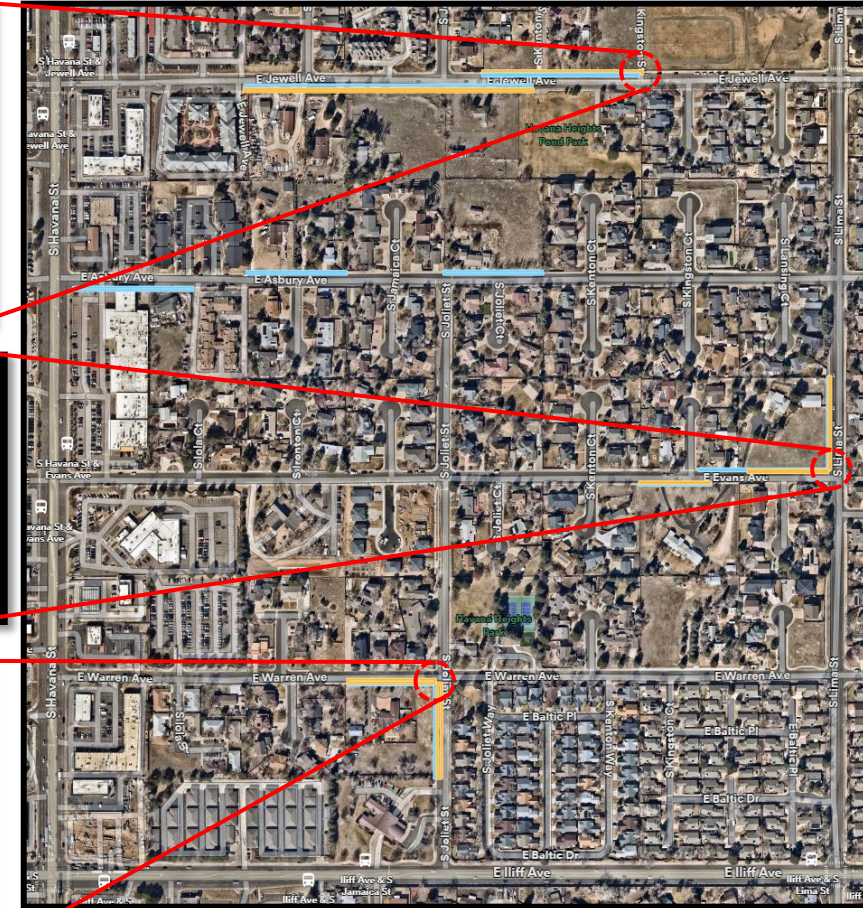
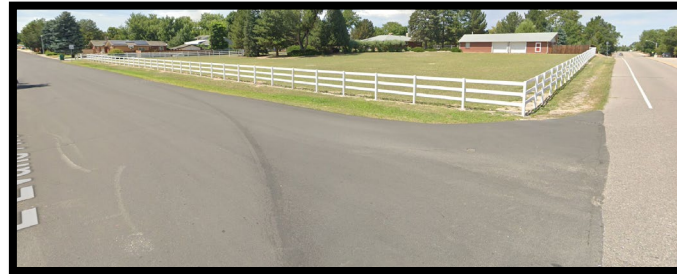
**Project Name:** Complete Streets Projects

**Capital Cost:** \$14-17M

**Wards:** I, II, IV, VI

**Status:** Planning

**Scope Statement:** Design and construct missing roadway and sidewalk segments at 8 to 10 locations throughout the city for multimodal access.



Example locations – Village East



# Missing Sidewalks – Citywide



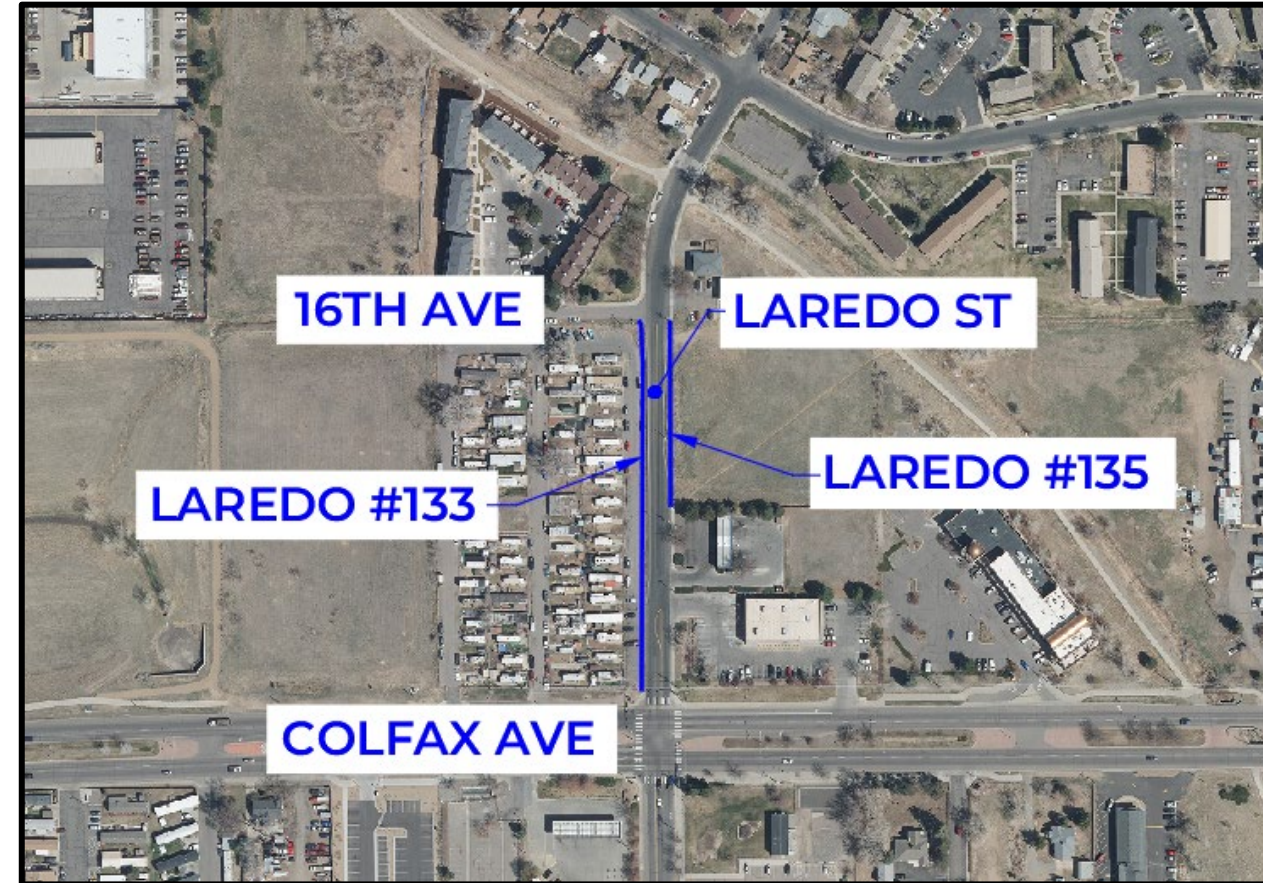
**Project Name:** High Priority Missing Sidewalks

**Capital Cost:** \$6M

**Ward:** 10 locations – multiple Wards

**Status:** Planning/prioritization

**Scope Statement:** Install high-priority sections of missing sidewalk throughout the city. Public Works has an established prioritization process to rank missing sidewalks.



Example of Locations



# Alley Paving Program



**Project Name:** Northwest Aurora Alley Paving Program

**Capital Cost: \$36M**

**Ward: I**

**Status:** Annual on-going design and construction of 3-4 alleys per year

**Scope Statement:** Additional funding would pave all remaining alleys within a 10-year period.

**Notes:** Originally 282 unpaved alleys 171 alleys since program implementation 25+ years ago \*111 alleys remain to be paved (27-37 years at current funding)



Before



After

# ADA Barrier Removal



**Project Name:** ADA Barrier Removal

**Capital Cost:** \$38.2M

**Ward:** All

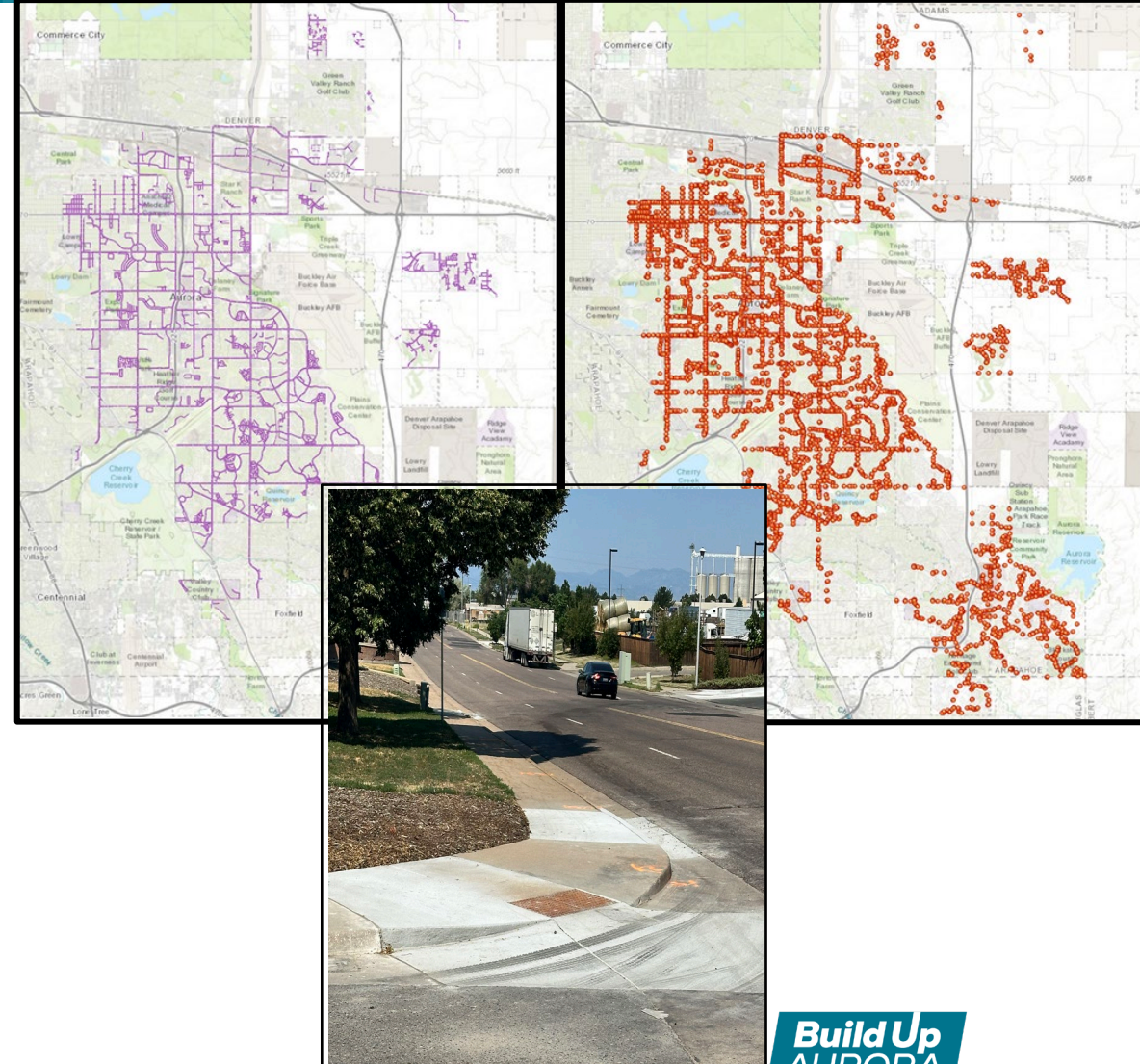
**Status:** Planning

**Scope Statement:** Five-year needs to continue citywide effort to bring non-compliant ROW infrastructure into compliance with current ADA standards:

Curb ramps- **\$10.5M**

Sidewalks-**\$27.0M**

Pedestrian push buttons- **\$0.7M**



\*All project costs based on best available information in 2025 and subject to change



# Transportation Project Needs Summary



## Traffic Operations & Safety

Intersection Safety and Traffic Calming	15,000,000
Traffic Safety & Technology	22,000,000
Signal, Sign, Lighting Maintenance	8,000,000
<b>TOTAL</b>	<b>45,000,000</b>

## Roadway Corridors

Gun Club (Quincy to Aurora Pkwy)	34,000,000
Gun Club Road (Airport to Yale Early Action)	30,000,000
Peoria Bridge over Sand Creek	35,000,000
Alameda Bridge over I-225	45,000,000
Montview Multimodal Improvements	35,000,000
Tower Road (6th to Colfax)	71,000,000
Tower Road (Colfax to I70)	13,000,000
13th Ave Multimodal Improvements	25,000,000
<b>TOTAL</b>	<b>288,000,000</b>

## Complete Streets

Complete Streets	17,000,000
Missing Sidewalks	6,000,000
Alley Paving	36,000,000
ADA Barrier Removal	38,200,000
<b>TOTAL</b>	<b>97,200,000</b>

**All projects  
total \$430.2M**





# Requests for Information





# Communications and Engagement Plan



## Upcoming Events

- Wednesday, September 10: CU Anschutz Campus Block Party
- Saturday, September 13 and Sunday, September 14: Town Center at Aurora Mallapalooza
- Saturday, September 20, Rebel Marketplace Farmers Market at Del Mar Park

## Completed:

38 events

3,500+ direct interactions

# Communications and Engagement Plan



## Completed Events

- 8 Councilmember town halls
- 1 Employee town hall
- 2 HOA Build Up Aurora Sessions
- 3 Build Up Aurora Flagship Events
- Engage Aurora Live
- Bunny Bonanza
- Fire Safety Field Day
- Global Fest
- South Metro Realtors Presentation
- Juneteenth
- Anschutz Campus Bike to Work Day
- Aurora Chamber of Commerce Presentation
- Aurora Rotary Club Presentation
- 2 Havana Street Markets
- 1 Stanley Marketplace First Friday
- 5 Rebel Market Farmers Markets (Town Center at Aurora x 3, Del Mar x 2)
- 3 Southlands Concert Series Events
- 3 Southlands Farmers Markets
- APS Back to School Kick Off Event



## **Next ITF Meeting: September 25, 2025 (4 to 6 p.m. in-person)**

- Recreation Centers
- City Facilities