NOTICE OF COUNCIL MEETING

STUDY SESSION
AURORA ROOM
(Open to the Public)
Monday, October 26, 2026
4:00 PM

Members of the Aurora City Council will participate in the October 26, 2026 Study Session.

Members of the public and media may participate remotely through the options listed below:

View or listen live to the Study Session

Live streamed in the Paul Tauer Aurora City Council Chamber

www.AuroraTV.org

Youtube.com/TheAuroraChannel

Cable Channels 8 and 880 in Aurora

The city of Aurora is committed to the accessibility of our services and our responsibility to provide them in a non-discriminatory manner. The city recognizes the importance of effective and accurate communication with the community and values equal access to our programs, services and activities. If you seek a physical accommodation, or require the use of an auxiliary aid or device, or if you require an interpreter to help you access this event or service, please scan here to fill out a request form:

All requests must be submitted three days in advance of any scheduled event.
For additional information, please visit AuroraGov.org/Accessibility.

For other information regarding public meetings, please contact the Office of the City Clerk at (303) 739-7094, by email at CityClerk@auroragov.org, or visit www.auroragov.org.

AGENDA

Study Session of the Aurora City Council

Monday, October 26, 2026, 4:00 p.m.
Aurora Room
15151 E. Alameda Parkway
Aurora, CO 80012

Pages

1. ITEMS FROM THE MAYOR

   1.a Mayor's Update

   1.b Issue Update

2. CONSENT CALENDAR

   2.a **Consideration to Reappoint Two (2) Members to the Public Defender Commission** 3

   Cecilia Zapata, Deputy City Clerk, General Management / Britt Wirth, Assistant City Attorney

   2.b **Consideration to Appoint Two (2) Members to the Arts and Culture Commission** 33

   Cecilia Zapata, Deputy City Clerk, General Management / Britt Wirth, Assistant City Attorney

   2.c **Comprehensive Safety Action Plan (Resolution)** 54

   Sponsor: Gianina Horton, Council Member

   Carlie Campuzano, Deputy Director of Transportation and Mobility, Public Works / Michelle Gardner, Senior Assistant City Attorney

   2.d **First Amendment to 38th Avenue Interchange Maintenance and Operation Intergovernmental Agreement (IGA) (Resolution)** 148

   Haley Johansen, City Engineer, Development Services / Michelle Gardner, Senior Assistant City Attorney

3. ITEMS FROM THE POLICY COMMITTEES

3.a First Amendment to Aurora Fire Rescue and South Metro Fire Rescue Mutual Aid Agreement (Resolution) 199

Hunter Hackbarth, Assistant Fire Chief, Fire / Angela Garcia, Senior Assistant City Attorney

Estimated time: 5 mins

3.b Establish a Subcommittee of the Public Safety Committee for General Penalty and Code Reform (Resolution) 218

Sponsor: Alison Coombs, Mayor Pro Tem

Jason Batchelor, City Manager / Megan Platt, Deputy City Attorney

Estimated time: 10 mins

4. ITEMS FROM THE COUNCIL APPOINTEES

5. ITEMS FROM THE CITY COUNCIL

5.a Data Center Standards Discussion 3 225

Sponsor: Amy Wiles, Council Member

Brandon Cammarata, Planning Manager, Planning and Business Development / Lena McClelland, Senior Assistant City Attorney

Estimated time: 25 mins

6. CALL-UPS OF COUNCIL POLICY COMMITTEE ITEMS

7. MISCELLANEOUS ITEMS

8. ITEMS REMOVED FROM THE AGENDA, IF ANY

CITY OF AURORA
Council Agenda Commentary

Item Title: Consideration to Reappoint Two (2) Members to the Public Defender Commission
Item Initiator: Cecilia Zapata, Deputy City Clerk, General Management
Staff Source/Legal Source: Cecilia Zapata, Deputy City Clerk, General Management / Britt Wirth, Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Connected and Engaged: Providing programming, learning resources, and amenities that reflect the rich history and contributions of our vibrant communities.

COUNCIL MEETING DATES:

Study Session: 10/26/2026

Regular Meeting: 11/9/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Cecilia Zapata, Deputy City Clerk, General Management / Britt Wirth, Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval ☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation ☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

The purpose of the Public Defender Commission is to ensure, through its ability to appoint and discharge the public defender and his or her assistants, that indigent clients are represented independently of any political consideration or private interests, provide legal services to indigent persons accused of violation of municipal ordinances that are commensurate with those available to non-indigents and conduct the office in accordance with the Colorado Code of Professional Standards relating to the administration of criminal justice, the defense function.

The Public Defender Commission consists of seven (7) members appointed by the Aurora City Council. The term length is three (3) years and members may serve up to three (3) consecutive terms. All eligible applications received within the last year are forwarded to the Commission to be considered for interviews.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

The Public Defender Commission currently has two (2) resident vacancies and two (2) attorney vacancies. The Commission received five (5) applications. Two applications are for candidates seeking reappointment and are being brought forth to Council for consideration to reappoint. Interviews will be conducted for the remaining applicants.

Among the applicants were:

Natalee Bingham
Sara Hidebrand (attorney) – seeking reappointment
Sean McDermott (attorney) – seeking reappointment
Nicholaus Podsiadlik
Maya Rawlinson

The Public Defender Commission respectfully recommends the reappointment of the following candidates:

Sara Hildebrand (attorney position) – 3rd term beginning 10/15/2026 and ending 10/14/2029
Sean McDermott (attorney position) – 2nd term beginning 10/15/2026 and ending 10/14/2029

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

QUESTIONS FOR COUNCIL

Does council wish to reappoint Sara Hildebrand and Sean McDermott to the Public Defender Commission?

LEGAL COMMENTS

All boards and commissions shall be appointed by City Council. (City Charter, art III, sec. 3-11 and art. IX, sec. 9-1) The Public Defender Commission shall be a seven-member commission. Four of the members of the commission shall be attorneys admitted to practice law in this state, and three shall be residents of the City not admitted to practice law in this state. In making appointments to the commission, the City Council shall not consider sex, race, and ethnic background. No member of the commission shall be, at the time of or during the term of appointment, a judge, prosecutor, public defender, or employee of a law enforcement agency. Those members of the commission who are attorneys need not be residents of the City. (City Code § 50-167) The term length for each member is three years and members may serve up to three consecutive terms. (City Code § 2-772 and Resolution R2025-78)

Tom Ashburn
Vice Chair, Aurora Public Defender Commission

8 October 2026

Mayor Coffman and Aurora City Council
15151 E. Alameda Pkwy.
Aurora, CO 80012

Dear Mayor Coffman and Aurora City Council:

The members of the Aurora Public Defender Commission ("PD Commission") recently spoke with and confirmed Sara Hildebrand's interest in reappointment as an attorney member of the Public Defender Commission. As an attorney, Ms. Hildebrand's many years of experience serve her well as Commissioner, as she can offer legal expertise and strategic insight to the Chief Public Defender and the Public Defender Commission. Accordingly, the Commission members voted unanimously to recommend Ms. Hildebrand for reappointment to the Public Defender Commission. We thus ask you to approve Ms. Hildebrand's reappointment to the Commission.

Thank you,

Tom Ashburn
Tom Ashburn (Oct 8, 2026 16:51:29 MDT)

Tom Ashburn
Vice Chair, Aurora Public Defender Commission

Tom Ashburn
Vice Chair, Aurora Public Defender Commission

8 October 2026

Mayor Coffman and Aurora City Council
15151 E. Alameda Pkwy.
Aurora, CO 80012

Dear Mayor Coffman and Aurora City Council:

The members of the Aurora Public Defender Commission ("PD Commission") recently spoke with and confirmed Sean McDermott's interest in reappointment as an attorney member of the Public Defender Commission. As an attorney, Mr. McDermott's many years of experience serve him well as Commissioner, as he can offer legal expertise and strategic insight to the Chief Public Defender and the Public Defender Commission. Accordingly, the Commission members voted unanimously to recommend Mr. McDermott for reappointment to the Public Defender Commission. We thus ask you to approve Mr. McDermott's reappointment to the Commission.

Thank you,

Tom Ashburn
Tom Ashburn (Oct 8, 2026 16:50:31 MDT)

Tom Ashburn
Vice Chair, Aurora Public Defender Commission

Public Defender Commission

Applicant Package - Ward III

Public Defender Commission - Ward III

Term 15 Oct 2026 - 14 Oct 2029
Positions Available 4

Number of applicants in this package 1

- Bingham, Natalee

Received: 08/24/2026
Ward III Resident and Registered Voter
Arapahoe County
Vetted: 08/25/2026
Marcus Bond

Name: Bingham, Natalee

Address: [redacted]

Email: [redacted]

Board Name: Public Defender Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
5 years

Are you registered to vote?:

Yes

Years of Education Completed:
2

Degree(s) Received:
AAS Paralegal Studies

College(s) Attended:
Old Dominion

Employer Name:
Self Employed

Employer Address:
11107 East Alameda Ave Unit 201 Aurora CO 80012

Current Position:
Paralegal Contractor

Years with Current Employer:
5

Work Experience:
City of Aurora PD Office

Certification(s):
LLP- In Progress

How are you involved in your community?:

I am actively involved in my community through both public service and neighborhood leadership. As president of a 92-unit condominium association, I work directly with residents, local government, contractors, and community partners to address issues involving housing, public safety, infrastructure, code compliance, and neighborhood quality of life. This role has given me firsthand experience listening to residents with competing perspectives, navigating difficult community issues, and working toward practical solutions that serve the broader community. My professional work in the legal and public-service field has also strengthened my commitment to civic engagement. I have worked with individuals navigating the court system and understand how government decisions and public institutions can directly affect people's everyday lives. I believe meaningful community involvement requires more than simply identifying problems—it requires showing up, listening, communicating clearly, and being willing to do the work necessary to find solutions.

List your interests and activities.:
Community advocacy, civic engagement, local government, housing and neighborhood improvement, public safety, legal services, property management, nonprofit work, volunteerism, community outreach, and promoting greater resident participation in local decision-making.

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
n/a

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
I desire this appointment because I want to expand my service to the Aurora community and contribute my experience in community leadership, housing, legal services, and resident advocacy. Through my work with residents and local government, I have seen how important it is for community members to have meaningful representation in the decisions that affect them. I would bring a practical, solutions-focused perspective to the Commission while listening to diverse viewpoints and helping strengthen trust between residents and the City.

How much time do you anticipate being able to spend on this appointment each month?:
I anticipate being able to dedicate approximately 10–15 hours per month to this appointment, including meetings, preparation, community engagement, and any additional Commission responsibilities that may arise.

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
n/a

Reference 1: Full Name, Phone Number and Address:
Kia Tuck [redacted]

Reference 2: Full Name, Phone Number and Address:

Raquel Caro [redacted]

Reference 3: Full Name, Phone Number and Address:
David Arthur Ames [redacted]

How did you hear about us?:

Word of Mouth

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Natalee Skye Bingham

Time of Submission: 08/24/26 9:38:04 PM

Public Defender Commission

Applicant Package - Ward I

Public Defender Commission - Ward I

Term 15 Oct 2026 - 14 Oct 2029
Positions Available 4

Number of applicants in this package 1

- Rawlinson, Maya

Received: 05/26/2026
Ward I Resident & Registered Voter
Adams County
Vetted on 5/26/2026



Name: Rawlinson, Maya

Address: [redacted] Aurora,, 80011

Email: [redacted]

Board Name: Public Defender Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
N/a

How long have you lived in Aurora?:
13 years

Are you registered to vote?:

Yes

Years of Education Completed:
16 years

Degree(s) Received:
Bachelors of Science

College(s) Attended:
McPherson College

Employer Name:
State of Colorado

Employer Address:
3190 S Vaughn Way Suite 500

Current Position:
Examiner I

Years with Current Employer:
2.5

Work Experience:
Disability Examiner Customer Service Associate Front Desk Agent

Certification(s):
Bachelors of Science in Sociology

How are you involved in your community?:
Digital Advocacy Voting Support local businesses

List your interests and activities.:
Criminal justice Youth Water resources Justice system

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
N/a

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
I would love the opportunity to influence the criminal justice system, protect constitutional rights and ensure equitable representation for indigent individuals.

How much time do you anticipate being able to spend on this appointment each month?:
5-7 hours

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
N/a

Reference 1: Full Name, Phone Number and Address:
Rajae Drew [redacted]

Reference 2: Full Name, Phone Number and Address:
Makayla Robinson [redacted]

Reference 3: Full Name, Phone Number and Address:
Yodit Alem [redacted]

How did you hear about us?:

Other

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Maya Rawlinson

Time of Submission: 05/26/26 2:13:45 AM

Public Defender Commission

Applicant Package - City and County of Denver

Public Defender Commission - City and County of Denver

Term 15 Oct 2026 - 14 Oct 2029

Positions Available 4

Number of applicants in this package 1

- McDermott, Sean

Received: 10/6/2026
Active Attorney and Registered Voter
City and County of Denver
Vetted: 10/7/2026



Name: McDermott, Sean

Address: [redacted]

Email: [redacted]

Board Name: Public Defender Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
I live just west of Aurora. I am reapplying for the attorney position that I currently hold.

Are you registered to vote?:

Yes

Years of Education Completed:
19

Degree(s) Received:
Bachelor of Arts, Political Science, Colorado State University. Juris Doctorate, University of Denver

College(s) Attended:
Colorado State University of Denver

Employer Name:
Sean McDermott LLC

Employer Address:
1775 Sherman Street, Suite 1650, Denver, CO 80203

Current Position:
Owner

Years with Current Employer:
2.5

Work Experience:
I have been an attorney since 1998.

Certification(s):
Member of the Colorado Bar

How are you involved in your community?:
I volunteer with various causes.

List your interests and activities.:
Reading, music, sports.

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:

I am currently not on another board.

Are you currently a member and seeking reappointment on the board you are applying for?:

Yes

Why do you desire this appointment?:
I enjoy assisting the Aurora Public Defender.

How much time do you anticipate being able to spend on this appointment each month?:
15 hours

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
I do not have any conflicts of interest

Reference 1: Full Name, Phone Number and Address:
Fatima A. Thibou Public Defender's Office, City of Aurora [redacted]

Reference 2: Full Name, Phone Number and Address:
Elizabeth Cadiz Public Defender's Office, City of Aurora [redacted]

Reference 3: Full Name, Phone Number and Address:
David Kaplan Stimson LaBranche Hubbard, LLC [redacted]

How did you hear about us?:

Other

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Sean M McDermott

Time of Submission: 10/06/26 10:25:48 PM

Attachments

- Resume SMcDermott.pdf

Sean McDermott
Sean McDermott LLC
[redacted]

Professional Experience
Attorney

Law Office of Sean McDermott LLC March 2024 through the present

My practice consists primarily of criminal defense work and civil litigation. My practice has consisted primarily of assisting individuals. My practice includes clients who pay privately, and it includes appointed work in both Federal and State Court.

July 2016 to March 2024

McDermott Stuart & Ward LLP
Denver, CO 80203

One of the founding members of a law firm that focused on criminal defense and civil litigation.

McDermott & McDermott LLP 2010 - 2016
1890 Gaylord Street
Denver, CO 80206

Practice consisted of Criminal Defense and Civil Litigation. Criminal Defense included both private pay cases and State and Federal Court Appointment. Civil Litigation focused on Plaintiff's Personal Injury and Professional Liability Disputes.

McDermott, Hansen & McLaughlin LLP August 2005 - 2010
Associate and Attorney
1890 Gaylord Street
Denver, CO 80206

Practice consisted of Criminal Defense and Civil Litigation. Criminal Defense included both private pay cases and State and Federal Court Appointment. Civil Litigation focused on Plaintiff's Personal Injury and Professional Liability Disputes.

Deputy State Public Defender October 1998 – August 2005

Practiced in various counties including El Paso, Pueblo, and Arapahoe Counties. Began focusing on adult misdemeanor cases and juvenile matters. Practice then included different kinds of felony cases. Thoroughly enjoyed this practice.

EDUCATION

B.A., Political Science, Colorado State University, Fort Collins, CO, 1992

J.D., University of Denver, Sturm College of Law, Denver, CO, 1998

PROFESSIONAL MEMBERSHIPS

Colorado Criminal Defense Bar – Former Board Member and Past President
Colorado Trial Lawyers Association
Colorado Bar Association
Rhone Brackett Inn of Court
Faculty of Federal Advocates
American Association of Justice
National Association of Criminal Defense Lawyers

OTHER RELEVANT ACTIVITIES

Commissioner for the Aurora Municipal Public Defender Commission, 2022 – present

Commissioner for the Crime Prevention and Control Commission, 2012 – present

During this time, served on various subcommittees including but not limited to the JCC and worked on the Smart Pretrial initiative. Volunteered to participate and attend the Pretrial Justice Institute meeting in Washington D.C. Attended and participated in almost all of the Denver meetings as well. Attendance at meetings has been good at both the commissioner level and subcommittee level.

Volunteer Work

Have consistently volunteered for Causes that I believe are important.

ACTIVITIES OUTSIDE OF WORK

Tennis, skiing, learning the piano and guitar, learning Spanish.

Public Defender Commission

Applicant Package - Ward I

Public Defender Commission - Ward I

Term 15 Oct 2025 - 14 Oct 2028
Positions Available 3

Number of applicants in this package 1

- Podsiadlik, Nicholaus

Received: 11/17/2025
Ward I Resident and Registered Voter
Adams County
Vetted: 11/18/2025
Marcus Bond

Name: Podsiadlik, Nicholaus

Address: [redacted]

Email: [redacted]

Board Name: Public Defender Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
Almost 3 years

Are you registered to vote?:

Yes

Years of Education Completed:
BA, MA, JD

Degree(s) Received:
BA, MA, JD

College(s) Attended:
Oakland Community College, Wayne State University, Indiana University, University of Michigan

Employer Name:
Colorado Attorney General

Employer Address:
1300 Broadway, Denver, CO 80203

Current Position:
Assistant Attorney General

Years with Current Employer:
7 months

Work Experience:
Roughly: 1 year federal appellate clerkship; 2 years commercial litigation at a large law firm; 6 years as a public defender, trial and appellate; 4 years at state government agencies

Certification(s):
Licensed to practice law in Colorado #58473 and Arizona #28885 (inactive)

How are you involved in your community?:
I attend and support the Zen Center of Denver; I have done a little pro bono work

List your interests and activities.:
Public art (my wife is an artist, a member of a collective in Lakewood), law, bird watching, and hobbyist software programming

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
n/a

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
As a resident, I am interested and invested in the well-being of Aurora and its residents. As a public service attorney for over ten years, I am motivated to see government work well--particularly those aspects that directly impact the health and livelihood of the individuals under its authority. No function of government has as much power to negatively change a person's life as the criminal justice system, and it is critical that all who are involved in criminal justice ensure its fair, efficient, and uncorrupt operation.

How much time do you anticipate being able to spend on this appointment each month?:
As much as necessary

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
n/a

Reference 1: Full Name, Phone Number and Address:
Robert Dodd, [redacted]

Reference 2: Full Name, Phone Number and Address:
Kevin Heade, [redacted]

Reference 3: Full Name, Phone Number and Address:
Brandon Edelman, [redacted]

How did you hear about us?:

News Aurora (water bill newsletter)

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Nicholaus Podsiadlik

Time of Submission: 11/17/25 3:15:06 PM

Attachments

- Podsiadlik Resume Nov 2025.pdf

NICK PODSIADLIK

[redacted]

EDUCATION

- JD *magna cum laude*, Order of the Coif, University of Michigan Law (Ann Arbor, MI)
    - Contributing Editor, *University of Michigan Law Review*
- MA English Literature, Indiana University (Bloomington, IN)
- BA English-Honors, Wayne State University (Detroit, MI)

CLERKSHIP

United States Court of Appeals for the Ninth Circuit – Hon. Mary Schroeder

EXPERIENCE

Colorado Attorney General – Assistant Attorney General *4/25 – Present*

- Advise the Department of Revenue concerning litigation concerns, federal grants, and statutory and regulatory requirements for state administrative programs
- Assist with rulemaking and policy development
- Litigate appeals and represent the Department at administrative hearings

Colorado Department of Education – State Complaints Officer *11/22 – 4/25*

- Issue decisions, as a neutral fact-finder and decision-maker, concerning regulatory compliance by school districts with federal and state laws governing special education and the restraint of students in both individual and systemic matters

Community Legal Services of Arizona – Staff Attorney *2/22 – 11/22*

- Represented clients in civil litigation and negotiations; provided fast advice in diverse areas of law and procedure; worked with court administration to increase access to justice

Arizona Department of Economic Security – Associate General Counsel *11/20 – 12/21*

- As one of only two senior in-house attorneys, advised this 8,500-employee agency's leadership across five "sub-agencies" that provide most social services in Arizona and administer federal benefits programs, as well as advised the internal offices of the Inspector General and Office of Equal Opportunity
- Prepared legal opinions and provided advice on a wide range of matters including policies and procedures, due process hearings, public records requests and redactions, constitutional and legislative matters, administrative law matters, compliance with state and federal law and regulations, discrimination complaints, and employment law issues
- Reviewed and drafted contracts, agreements, and memoranda of understanding; drafted final agency decisions that would withstand appellate review
- Developed training for and taught administrative law judges to ensure compliance with federal law; interviewed administrative law judges and Associate General Counsel applicants; supervised subordinate attorney

Maricopa County Public Defender – Deputy Public Defender *7/14 – 11/20*

- *Appellate attorney, 1/16 – 11/20:*
    - Argued seven times before the Arizona Supreme Court and Arizona Court of Appeals
    - Drafted opening briefs, reply briefs, appellate motions, and petitions for review; filed issue briefs (as opposed to no-issue declarations) in every appeal
    - Successfully defended an Arizona Supreme Court win at the Supreme Court of the United States in *Arizona v. Goodman*, 139 S. Ct. 917 (2019)
    - Litigated post-conviction proceedings, including further factual investigation and preparation of expert testimony
    - Researched diverse areas of law, including criminal, constitutional, administrative, and municipal law and legislative history to form creative, well-founded legal arguments
    - Developed and taught continuing legal education trainings for trial attorneys and at the annual state conference for public defenders
    - Supervised mitigation specialists, paralegals, investigators, and law clerks; advised trial attorneys and trial group supervisors; mentored trial attorneys in their own interlocutory and direct appeals as well as drafted template motions
- *Trial attorney, 7/14 – 1/16:*
    - Won three felony trials and lost two as sole counsel; argued legal and evidentiary issues in court almost daily
    - Interviewed witnesses; investigated factual backgrounds; negotiated with prosecutors; developed legal strategies; advised clients almost daily
    - Researched and drafted all trial documents including disclosure and evidentiary motions, motions to suppress and dismiss, sentencing and settlement memoranda, and jury instructions; developed new facial challenges to two criminal statutes and one plea procedure; filed two interlocutory appeals

Perkins Coie – Commercial Litigation Associate *9/12 – 6/14*

- Represented, as lead counsel in a civil § 1983 action, a prisoner in the Arizona District Court; conducted all pretrial tasks including discovery, depositions, dispositive motion practice, and request for jury instructions
- Drafted pleadings, motions for summary adjudication, correspondence with adversaries, and discovery devices including interrogatories, requests for admission, and document requests, responses, and objections to the same; took and defended depositions; conducted in-depth research into obscure questions of law

Trainings/CLEs developed: *Common Issues in IDEA for Colorado ALJs*; *Everything You Should Know About Debt; Community Property & Criminal Restitution*; *Judicial Decision-Writing*; *Arizona Criminal Appeals*; *Ordinary Special Actions*; *Cell Phone Tracking Evidence*; *Fire Your Canons: Statutory Interpretation*; *Making the Record at Trial*

Public Defender Commission

Applicant Package - City and County of Denver

Public Defender Commission - City and County of Denver

Term 15 Oct 2026 - 14 Oct 2029
Positions Available 4

Number of applicants in this package 1

- Hildebrand, Sara

Received: 10/6/2026
Active Attorney and Registered Voter
City and County of Denver
Vetted: 10/7/2026



Name: Hildebrand, Sara

Address: [redacted]

Email: [redacted]

Board Name: Public Defender Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
I lived in CO for 18 years and am very invested in the Aurora PD's office. I have been on the PD Commission since 2020.

Are you registered to vote?:

Yes

Years of Education Completed:
22

Degree(s) Received:
BSBA, JD, LLM

College(s) Attended:
Creighton University (B.S.B.A.), University of Denver Sturm College of Law (J.D. and LL.M.)

Employer Name:
Widener University

Employer Address:
1 University Place Chester, PA 19083

Current Position:
Associate Professor of Law

Years with Current Employer:
4

Work Experience:
I worked as a Colorado State Public Defender for 6.5 years before transitioning to academia. I have taught law students in the Criminal Defense Clinic at DU and in large law school courses here at DLS.

Certification(s):
N/A

How are you involved in your community?:
I am really invested in the level of representation afforded by Aurora Public Defenders. I have also been involved with the ACLU for many years, both in Colorado and in Delaware, where I am now on the DE Chapter's Board of Directors

List your interests and activities.:
Social Activism, exercising outside, travel.

Do you presently serve in any other appointed position on a board, commission or committee?:

Yes

If yes, enter the board name and position:
ACLU of DE Board of Directors

Are you currently a member and seeking reappointment on the board you are applying for?:

Yes

Why do you desire this appointment?:
I have lots of experience both as a public defender and in municipal courts, and am committed to supporting those who represent indigent defendants.

How much time do you anticipate being able to spend on this appointment each month?:
10 hours

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
N/A

Reference 1: Full Name, Phone Number and Address:
David Kaplan 1652 Downing Street Denver, CO 80218 (720) 689-8909

Reference 2: Full Name, Phone Number and Address:
Jake Taufer 1212 Elm Street Denver, CO 80220 (970) 379-4061

Reference 3: Full Name, Phone Number and Address:
Sarah Varty 560 Golden Ridge Rd. Golden, CO 80401 (269) 720-5326

How did you hear about us?:

Other

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Sara S. Hildebrand

Time of Submission: 10/06/26 8:18:01 PM

Attachments

- CV updated 9.2.26 (SSH_REFERENCES).pdf

SARA S. HILDEBRAND

Widener University Delaware Law School

[redacted]

ACADEMIC APPOINTMENTS

WIDENER UNIVERSITY, DELAWARE LAW SCHOOL, Wilmington, DE

Associate Professor of Law — November 2025 - Present

Assistant Professor of Law — July 2022 – November 2025

Teaching: Criminal Procedure: Investigations, Criminal Law, Constitutional Law II, Criminal Defense Trial Practice Seminar

Service: Elected by Faculty to serve on Faculty Executive Committee (2026-27)
Education/Curriculum Committee (2025-26)
Elected by Faculty to serve on Campus Relocation Committee (2024-25)
Appointments Committee (2023-24)
Enrollment Management Committee (2023-24)
Diversity, Equity, and Inclusion Faculty Committee: Chair, Internal Engagement & Strategy Subcommittee (2022-23); Co-Chair (2026-27)

UNIVERSITY OF IOWA COLLEGE OF LAW, Iowa City, IA — July 2024-June 2025

Visiting Assistant Professor of Law

Teaching: Evidence, Criminal Procedure: Investigations, Criminal Defense Trial Practice Seminar

UNIVERSITY OF DENVER STURM COLLEGE OF LAW, Denver, CO — July 2019-May 2022

Christopher N. Lasch Clinical Teaching Fellow, Criminal Defense Clinic

Co-taught semester-long in-house criminal defense clinic consisting of two-week-long intensive orientation and twice- weekly seminar sessions. Supervised teams of student attorneys in their direct pretrial representation of clients charged with misdemeanors and municipal ordinance violations in Denver metro area courts.

EDUCATION

UNIVERSITY OF DENVER STURM COLLEGE OF LAW, LL.M. in Clinical Legal Education — May 2022

UNIVERSITY OF DENVER STURM COLLEGE OF LAW, J.D. — May 2012

Denver University Law Review, Editor and Senior Editor (2010-12)
Criminal Defense Clinic, Student Attorney (2011-12) • Outstanding Student Lawyer Award (2012)
DU OutLaws, Co-President (2011-12)

CREIGHTON UNIVERSITY, B.S.B.A. — May 2004

Creighton University Women's Basketball Team (2000-04)
Captain, 2004 W.N.I.T. Champion Team

PUBLICATIONS

Catherine E. Smith, Robin Walker Sterling, Tanya Washington, Jeremiah Chin and Sara Hildebrand, THE CHILD AND THE LAW: POLICY, PRACTICE AND CONSTITUTIONAL FOUNDATIONS (forthcoming, West Academic).

Sara Hildebrand, *Thinking About Thinking: Examining the Criminal Legal System's Flawed Assumptions About Decision-Making* (forthcoming, MICH. ST. L. R., Issue 2025.3).

Sara Hildebrand and Ashley Cordero, *The Burden of Time: Government Negligence in Pandemic Planning as a Catalyst for Reinvigorating the Sixth Amendment Speedy Trial Right*, 67 VILL. L. REV. 1 (2022).

Sara Hildebrand, *Racialized Implications of Officer Gang Expert Testimony*, 92 MISS. L. J. 1 (2022).

Sara Hildebrand, *Reviving the Presumption of Youth Innocence Through a Presumption of Release: A Legislative Framework for Abolition of Youth Pretrial Detention*, 126 PENN. ST. L.R. 695 (2021).

AMICUS BRIEFS

Brief of Amici Curiae Scholars for the Advancement of Children's Constitutional Rights in Support of Respondents, filed in United States Supreme Court in *St. Mary Catholic Parish v. Roy* (No. 25-581) (August 24, 2026)

Brief of Amici Curiae Scholars for the Advancement of Children's Constitutional Rights in Support of Defendants-Appellants, filed in the Tenth Circuit Court of Appeals in *Roy v. Darren Patterson Christian Academy* (No. 25-1187) (Sept. 15, 2025)

Brief of Amici Curiae Scholars for the Advancement of Children's Constitutional Rights in Support of Defendants-Appellees, filed in Tenth Circuit Court of Appeals in *St. Mary Catholic Parish v. Roy* (No. 24-1267) (Oct. 23, 2024)

Editor and co-signee, Brief of Children's Legal Rights and Advocates as Amici Curiae in Support of Neither Party, filed in Supreme Court of the United States in *Trump v. Anderson*, (No. 23-719) (January 17, 2024)

Counsel of Record, Brief for Amici Curiae, Colorado Constitutional, Criminal and Juvenile Law Scholars in support of Respondent, T.B., filed in Colorado Supreme Court in *People In Interest of T.B.*, (No. 2019SC690) (July 13, 2020)

PROFESSIONAL EXPERIENCE

COLORADO STATE PUBLIC DEFENDER, Centennial, CO April 2017-July 2019
Senior Deputy Public Defender

Represented indigent clients charged with misdemeanors and felonies in Arapahoe county at all stages of the criminal process, including investigation, trial, sentencing, sentence reconsideration and postconviction ineffective assistance of counsel litigation. Litigated bench and jury trials. Received specialized training in issues related to complex litigation. Served as advocate for public defender clients on the Arapahoe County Community Corrections Board. Conducted trainings for and mentored interns and junior lawyers.

COLORADO STATE PUBLIC DEFENDER, Durango, CO January 2013-April 2017
Deputy Public Defender, Senior Deputy Public Defender

Represented indigent juveniles and adults charged with misdemeanors and felonies in La Plata, Montezuma, Dolores, Archuleta counties at all stages of the criminal process, including investigation, trial, and sentencing. Litigated bench and jury trials. Received specialized training in issues surrounding Indian Law, DNA evidence, discovery issues, and admissibility/reliability challenges. Represented clients on direct appeals from county to district court. Served as the

Four Corners Regional Office immigration law liaison. Served as the Public Defender's office Representative for the La Plata and Montezuma County Behavioral Health and Drug Court Boards. Conducted trainings for and mentored junior lawyers.

UNIVERSITY OF DENVER STURM COLLEGE OF LAW
Research Assistant to Prof. Catherine E. Smith August 2010-December 2012

Conducted legal research for and edits on Professor Smith's work on the constitutional rights of children of same-sex parents. Contributed to Brief of Amici Curiae Scholars of the Constitutional Rights of Children in Support of Petitioners in *Obergefell v. Hodges*, filed and cited in U.S. Supreme Court's majority opinion in *Obergefell v. Hodges*, 576 U.S. 644, 668 (2015) (extending fundamental right of marriage to same-sex couples), reprinted in 14 WHITTIER J. CHILD & FAM. ADVOC. 1 (2015); Catherine E. Smith, *Equal Protection for Children of Same-Sex Parents*, 90 WASH. U. L. REV. 1589 (2013).

Research Assistant to Prof. Susannah Pollvogt May 2011-December 2012

Conducted legal research for and edits on Professor Pollvogt's work on the Equal Protection Clause. Contributed to Susannah Pollvogt, *Unconstitutional Animas*, 81 FORDHAM L. REV. 887 (2013); Susannah Pollvogt, *Casting Shadows: Fisher v. University of Texas at Austin and the Misplaced Fear of "Too Much" Diversity*, 72 MD. L. REV. 1 (2013).

ACLU OF COLORADO May-August 2011
Law Clerk

Participated in many aspects of litigation and legal advocacy including legal research, legal writing, interviewing witnesses, and other factual and legal investigation. Participated in meetings of staff attorneys and co-counsel discussing case selection and litigation strategy.

SELECTED MEMBERSHIPS, PRESENTATIONS, AND INVOLVEMENT

Memberships

Member, Board of Directors, ACLU of Delaware, 2023 – Present (Co-Chair, Governance Committee, 2025-Present; Chair; Bylaws Committee, 2024-2026).

Philadelphia Bar Association, 2025 – Present

Member, Widener University LGBTQIA+ Advisory Board, 2022 - Present

Member, Aurora, Colorado Public Defender Commission, November 2020 - Present

Member, Faculty Development Workshop Committee, LatCrit, Inc./SALT/ClassCrits Junior Faculty Development Workshop, 2022 - Present. Co-chaired the 2024 committee with Tania Valdez.

Member, Rocky Mountain Collective on Race, Place, and Law, July 2019 – July 2022

Presentations and Involvement

Invited Participant and Presenter, Education Law and Children & the Law Scholars' Forum, to be held at Georgetown Law Center on Oct. 9-10, 2026.

Presenter, Delaware Law School Emerging Scholars Workshop, September 2026.

Presented at Rights4Children Education Law Convening, Northwestern University, Chicago, IL, April 16-17, 2026.

Co-developed materials for Delaware Law School Criminal Justice League's Mock Trial Competition, January 2026.

Convened with co-authors and attended/participated in AALS Annual Conference, New Orleans, LA, January 8, 2026.

Presentation on IA Supreme Court search and seizure-related decisions at the State Public Defender's annual conference, University of Iowa College of Law, Iowa City, IA, June 25, 2025.

Presentation titled "Defending Justice" to commemorate *Gideon v. Wainwright*, sponsored by Iowa Law's Collegiate Community Committee, Journal of Gender and Racial Justice and Public Interest Law Society, University of Iowa College of Law, Iowa City, IA, March 27, 2025.

Presentation on public defense practice as part of Iowa Law's Organization of Women Law Students and Staff lunch talk series, University of Iowa College of Law, Iowa City, IA, March 24, 2025.

Presentation on article, *Thinking About Thinking: Examining the Criminal Legal System's Flawed Assumptions About Decision-Making* (forthcoming in MICH. ST. L. R., 2025) at St. Thomas University School of Law, Minneapolis, MN, March 19, 2025.

Participant at Symposium on Children and Constitutions in the Anthropocene Era, Washington & Lee School of Law, Lexington, VA, March 7, 2025.

Presentation on Reproductive Rights in the Carceral System at event co-sponsored by Iowa Law's Lawyers for Reproductive Justice and Women of Color Coalition, University of Iowa College of Law, Iowa City, IA, March 5, 2025.

Testified before CO Judiciary Cmte. in support of HB25-1147, re. sentencing parity and access to counsel, Feb. 26, 2025.

Judge, Trial Advocacy Final Trial, University of Iowa College of Law, Iowa City, IA, January 2025.

Participant, Advancement of Children's Constitutional Rights Consortium, GA State College of Law, Atlanta, GA, December 2024.

Panelist, Law & Rurality Workshop, University of Iowa, Iowa City, IA, November 15, 2024.

Judge, Stephenson Trial Advocacy Competition, University of Iowa College of Law, Iowa City, IA, October 2024.

Presentation on background and issues before SCOTUS in *Glossip v. Oklahoma* at American Constitution Society's Supreme Court Day, University of Iowa College of Law, Iowa City, IA, September 2024.

Presentation on paper, *Thinking About Thinking: Examining the Criminal Legal System's Flawed Assumptions About Decision-Making*, CrimFest, Cardozo Law School, New York, New York, July 16, 2024.

Participant, 3rd Annual Michael A. Olivas Writing Workshop, UC Davis School of Law, Davis, CA, June 20-21, 2024.

Panelist, Supreme Court Round-Up, Hosted by Am. Const Society, Delaware Law School, Wilm., DE, September 2023.

Panel Moderator, CrimFest, Brooklyn Law School, New York, New York, July 17, 2023.

Faculty, Intensive Trial Advocacy Program, Widener University Delaware Law School, Wilmington, DE, 2023, 2026.

Faculty, National Institute for Trial Advocacy Skills Program, New York, New York, December 2022.

Panelist, Law & Society's Rage, Reckoning & Remedy Annual Conference. Co-panelists: Professors Suzette Malveaux, Lia Epperson, and Kyle Velte. Lisbon, Portugal, July 2022.

Contributor, Public Defenseless Podcast, "Public Defense Commissions", June 22, 2022.

Guest Lecturer, Jennifer Cooper's Lawyering Process Course, University of Denver Sturm College of Law, Denver, CO, February 21, 2020, and January 27, 2022.

Participant, NYU Clinical Writer's workshop (virtual), sponsored by NYU School of Law, October 3, 2020 and October 2, 2021.

Guest Lecturer, Racial Justice Lawyering, Univ. of Denver Sturm College of Law, Denver, CO, January 31, 2021.

Panelist, Race, Education and Youth, Law and Society Association Annual Conference, Rule and Resistance, May 30, 2020.

BAR ADMISSION

Colorado, Admitted 2013 (Active)

PROFESSIONAL REFERENCES

Catherine E. Smith
Vincent L. Bradford Professor of Law
Washington and Lee University School of Law
[redacted]
Phone: [redacted]
Email: [redacted]

Judith Ritter
Distinguished Professor of Law and Director, Criminal Defense Clinic
Widener University Delaware Law School
[redacted]
Phone: [redacted]
Email: [redacted]

Emily Hughes
Senior Associate Dean for Academic Affairs Edward F. Howrey Professor of Law
University of Iowa College of Law
[redacted]
Phone: [redacted]
Email: [redacted]

CITY OF AURORA
Council Agenda Commentary

Item Title: Consideration to Appoint Two (2) Members to the Arts and Culture Commission
Item Initiator: Cecilia Zapata, Deputy City Clerk, General Management
Staff Source/Legal Source: Cecilia Zapata, Deputy City Clerk, General Management / Britt Wirth, Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Connected and Engaged: Providing programming, learning resources, and amenities that reflect the rich history and contributions of our vibrant communities.

COUNCIL MEETING DATES:

Study Session: 10/26/2026

Regular Meeting: 11/9/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Cecilia Zapata, Deputy City Clerk, General Management / Britt Wirth, Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval ☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation ☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

The Arts and Culture Commission has the following objectives:

1) To assist, advise, and make recommendations to the Director of Library & Cultural Services and the City Council on arts and culture matters, and promote awareness, understanding, advocacy, and appreciation for the value of arts and culture in the community;
2) To advise on the city's Art in Public Places policies, procedures, and program, including serving on arts selection panels;
3) Ensure best practices for facilities, public art, and cultural programming. This may include providing assistance, advice, and recommendations regarding the following programs, facilities, and plans:
- Art in Public Places
- Aurora Dance Arts
- Aurora Cultural Arts District
- Aurora Fox Art Center
- Aurora History Museum and Historic Sites
- Bicentennial Art Center
- Cultural Arts Education
- The People's Building

4) To support the development and implementation of various plans and initiatives, including cultural plans, department or division strategic plans, or citywide planning efforts;
5) To encourage a diverse cross-section of City residents to participate in the City's arts and culture programs and initiatives;
6) To review proposals for funding and recognition, as requested by the Director of Library & Cultural Services;
7) Support resource development for the cultural services division of the Library & Cultural Services department; and
8) To serve as advocates, ambassadors, and promoters of arts and culture to elected officials, city staff, stakeholders, and community members.

The Arts and Culture Commission is made up of fifteen (15) members who are residents of Aurora, unincorporated Aurora or work in the City of Aurora. One Member shall be from the Visual Arts field. Members serve a 3-year term and may serve up to two (3) terms. All eligible applications received within the last year are forwarded to the Board to be considered for interviews.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

The Arts and Culture Commission has five (5) vacancies. The Commission received four (4) applications. Interviews were conducted on October 1-2, 2026.

Among the applicants were:

Chukwubuike Aghaji
Saad Bokhari
Kaela Buffum Hogan
Robert Jordan

The Arts and Culture Commission respectfully recommends the appointment of the following candidates:

Saad Bokhari - complete partial term beginning 01/01/2026 and ending 12/31/2026, and 1st full term beginning 01/01/2027 and ending 12/31/2029

Robert Jordan - complete partial term beginning 01/01/2026 and ending 12/31/2026, and 1st full term beginning 01/01/2027 and ending 12/31/2029

Interviews will be conducted to fill the remaining vacancies.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

QUESTIONS FOR COUNCIL

Does council wish to appoint Saad Bokhari and Robert Jordan to the Arts and Culture Commission?

LEGAL COMMENTS

All boards and commissions shall be appointed by City Council. (City Charter, art III, sec. 3-11 and art. IX, sec. 9-1) The Arts and Cultural Commission will have no more than fifteen (15) members. (City Code § 34-1) Commissioners must either reside or work in the City or unincorporated Aurora and shall be appointed so as to represent different interests in the Community. (City Code § 34-2) At least one (1) member shall be from the visual arts field. (City Code § 34-2) A majority of the total current members of this commission shall constitute a quorum. (City Code § 34-1) The term of appointment of each member shall be for a period of three years and may serve no more than three consecutive terms. (City Code § 2-772 and Resolution R2025-78)

MEMORANDUM

City of Aurora

AuroraGov.org

To: Mayor Coffman and Members of City Council

From: Karen Jorgensen, Chair

Through: Ginger White Brunetti, Director, Library & Cultural Services

Date: October 9, 2026

Subject: Consideration to Appoint Member(s) to the Arts & Culture Commission

---

Number of Vacancies: 5

Interview Information

Date of Interviews: October 1 – 2, 2026

Applicant Names: Saad Bokhari, Robert Jordan, Chukwubuike Aghaji, Kaela Buffum Hogan

Applicants Interviewed: Saad Bokhari, Robert Jordan

Summary of suggested appointment(s):

Saad Bokhari worked for the US State Department for over 20 years. His work in human rights and international affairs along with his strong judgment and discretion, make him an excellent candidate for membership.

Robert Jordan has lived in Aurora over 40 years and raised his children here. He loves the diversity of the community and would like to expand his service to his community. He states, "I have given back in my professional likfe now I want to give back to the community I love".

Recommendation

The Arts & Culture Commission strongly supports the appointment of Saad Bokhari and Robert Jordan as a member(s) on the Arts & Culture Commission.

Arts And Culture Commission

Applicant Package - Ward II

Arts And Culture Commission - Ward II

Term 01 Jan 2026 - 31 Dec 2028
Positions Available 3

Number of applicants in this package 1

- Aghaji, Chukwubuike aka Buki

Received: 12/15/2025
Ward II Resident and Registered Voter
Adams County
Vetted: 12/15/2025
Marcus Bond

Name: Aghaji, Chukwubuike aka Buki

Address: [redacted]

Email: [redacted]

Board Name: Arts and Culture Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
2 months

Are you registered to vote?:

Yes

Years of Education Completed:
15

Degree(s) Received:
AA - Business Administration Studies

College(s) Attended:
American Military University, University of Maryland Global Campus

Employer Name:
Barber-Nichols, LLC

Employer Address:
6325 West 55th Ave, Arvada, CO 80002

Years with Current Employer:
8

Current Position:
QC Manager

Work Experience:
Quality Control Manager (Barber- Nichols, LLC) Sr QA Engineer (Barber-Nichols, LLC, Vestas) QA Engineer (GE Aviation) Aircraft Mechanic (US Marine Corps) Training Specialist (US Marine Corps)

Certification(s):
Lean Six Sigma Greenbelt Organizational Leadership (Dale Carnegie)

Is your background in the visual arts field?:

No

How are you involved in your community?:

My commitment to community impact is demonstrated through my active membership and support of the Urban Leadership Foundation of Colorado (ULFC) and the African Leadership Group (ALG). Through these organizations, I have contributed significant time and finances to the Colorado Black Arts Festival and the Park Hill Pirates Day of Legends. At work, I lead and participate in community outreach, notably volunteering for the United Plane Pull benefiting the Special Olympics and coordinating various local community clean-up events.

List your interests and activities.:
I enjoy playing and watching sports, particularly soccer. Dedicated to youth mentorship and fostering the next generation of leaders. Actively supports the visual and performance arts, frequently attending shows and exhibitions at the Arvada Arts and Culture Center and the Denver Center for the Performing Arts (DCPA).

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
N/A

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
As a new resident of Aurora, I am eager to contribute my skills and expertise to initiatives that are shaping the future of our community. I am actively seeking opportunities to lend my time and capacity to support local growth. I look forward to fostering strong relationships and partnering with others to ensure Aurora continues to be a thriving, exceptional place for my family and all residents.

How much time do you anticipate being able to spend on this appointment each month?:
I am flexible once priorities are defined, with an anticipated weekly contribution of 4–8 hours.

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
N/A

Reference 1: Full Name, Phone Number and Address:
Dr. Ryan Ross, [redacted]

Reference 2: Full Name, Phone Number and Address:
Helen Bradshaw, [redacted]

Reference 3: Full Name, Phone Number and Address:
Papa Dia, [redacted]

How did you hear about us?:

Other

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:

Chukwubuike Aghaji

Time of Submission: 12/15/25 1:16:01 PM

Arts And Culture Commission

Applicant Package - Ward V

Arts And Culture Commission \

Term 01 Jan 2026 - 31 Dec 2028
Positions Available 4

Number of applicants in this package 1

- Bokhari, Saad

Received: 9/4/2026
Aurora Resident and Registered Voter
Arapahoe County
Vetted: 9/10/2026



Name: Bokhari, Saad

Address: [redacted] Aurora, CO, 80013

Email: [redacted]

Board Name: Arts and Culture Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
33 years

Are you registered to vote?:

Yes

Years of Education Completed:
19

Degree(s) Received:
MA in Education, Bachelor of Arts

College(s) Attended:
University of Colorado at Denver, University of Colorado at Boulder, Community College of Denver, TH Pickens Technical School

Employer Name:
U.S. Department of State

Employer Address:
2201 C Street NW, Washington, DC 20520

Years with Current Employer:
21

Current Position:
Foreign Service Officer (retired)

Work Experience:
international affairs, global policy analyst, Denver Public Schools high school social studies teacher

Certification(s):
Colorado Professional Teaching License

Is your background in the visual arts field?:

No

How are you involved in your community?:
returning to Aurora after 21 years.

List your interests and activities.:
Theatre, volunteering

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
NA

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
Giving back to the City of Aurora and serving city residents.

How much time do you anticipate being able to spend on this appointment each month?:
12

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
I do not have any conflicts of interest.

Reference 1: Full Name, Phone Number and Address:
Eneesa Janes, [redacted]

Reference 2: Full Name, Phone Number and Address:
Iman Jodeh, [redacted]

Reference 3: Full Name, Phone Number and Address:
Sridhar Reddy, [redacted]

How did you hear about us?:

Other

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Saad Bokhari

Time of Submission: 09/04/26 12:03:56 PM

Attachments

- Newmont External Affairs--S Bokhari resume (1).pdf

Saad Bokhari

[redacted]

External Relations, Foreign Policy & Communications Professional

International relations and stakeholder engagement leader with 15+ years advising senior U.S. government officials in global, regulatory, and political contexts. Expert in executive communications, crisis management, and building trusted government and media relationships to support enterprise priorities.

Core Qualifications

- External relations and public affairs leadership; enterprise-level stakeholder engagement with government, media, policy, and civic actors.
- Executive communications, speechwriting, briefing materials, and leadership messaging for senior decision-makers.
- Geopolitical, legislative, and regulatory monitoring with actionable guidance for leadership and cross-functional teams.
- Crisis communications and issues management in high-visibility, fast-moving political environments.
- Cross-functional collaboration across policy, legal, diplomatic, and operational stakeholders.
- Human rights, governance, and international affairs background relevant to ESG, sustainability, and external risk issues.
- Strong judgment, discretion, and ability to influence without direct authority in complex organizations.

Political Officer
U.S. Mission to the EU | Brussels, Belgium | 2021-2025

- Drove strategic communications for U.S. government engagement with EU institutions on regulatory, governance, and geopolitical issues, aligning messaging with senior leadership priorities and responding to sensitive external developments.
- Created messaging strategies, executive communications, and stakeholder materials to advance engagement with international institutions and senior external counterparts.
- Coordinated with policy, legal, and diplomatic teams to ensure aligned positioning during high-profile developments, integrating external risk and stakeholder insight into leadership decision-making.
- Drafted press guidance, statements, executive talking points, and briefing materials that equipped senior leaders to operate in complex, high-stakes environments.
- Monitored legislative and regulatory developments affecting transatlantic priorities and delivered actionable communications guidance for leadership.
- Advised leadership during rapidly evolving political and geopolitical developments, supporting reputational risk management and establishing clear external positioning.

Public Engagement Officer
U.S. Embassy | Ankara, Turkey | 2016-2021

- Designed and executed public engagement and communications strategies that advanced diplomatic and policy objectives in a politically sensitive environment.
- Managed media relations, engaged press, and crafted messaging for senior U.S. officials, boosting visibility and consistency of external communications.
- Drafted speeches, communications materials, and briefing documents for senior leadership and high-level external engagement.
- Coordinated crisis communications and messaging during high-visibility political developments, demonstrating speed, judgment, and discretion.
- Built and maintained relationships with journalists, policy experts, and civic leaders, leveraging a strong foundation in stakeholder engagement and influence.

Economic Team Lead
Pakistan Desk | Washington, DC | 2014-2016

- Oversaw communications and policy messaging for economic and regulatory initiatives supporting bilateral engagement.
- Tracked legislation, regulatory developments, and economic policy trends to inform leadership of external developments shaping strategic priorities.
- Produced briefing materials and communications products supporting senior-level decision-making across cross-functional teams.

Special Assistant
Under Secretary for Public Diplomacy and Public Affairs | Washington, DC | 2012-2013

- Wrote speeches and advised senior leadership on executive messaging and strategic communications.
- Coordinated communications across multiple government offices and agencies, demonstrating strong collaboration and influence in matrixed environments

Public Engagement Officer
U.S. Embassy | Islamabad, Pakistan | 2010-2012

- Managed media relations and public communications supporting diplomatic initiatives and public engagement programs.
- Drafted press materials and communications products supporting external engagement objectives.

Political Officer
U.S. Embassy | Jakarta, Indonesia | 2008-2010

- Analyzed political and human rights developments affecting U.S. policy priorities and prepared analytical reporting for leadership.
- Produced briefings and assessments on sensitive external developments, strengthening early awareness of stakeholder and reputational risk factors.

Arts And Culture Commission

Applicant Package - Ward I

Arts And Culture Commission - Ward I

Term 01 Jan 2026 - 31 Dec 2028
Positions Available 15

Number of applicants in this package 1

- Buffum Hogan, Kaela
Received: 11/7/2025
Ward I Resident and Registered Voter
Arapahoe County
Vetted: 11/12/2025

Marcus Bond

Name: Buffum Hogan, Kaela

Address: [redacted]

Email: [redacted]

Board Name: Arts and Culture Commission_Active_Jan 1, 2026

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
Off and on for most of my life

Are you registered to vote?:

Yes

Years of Education Completed:
18

Degree(s) Received:
BFA Performing Arts, Associate of Arts

College(s) Attended:
Central Washington University, Community College of Aurora

Employer Name:
Creative West (formerly WESTAF)

Employer Address:
1536 Wynkoop St., Suite 522 Denver, Colorado 80202

Years with Current Employer:
a little more than 1

Current Position:
Executive Coordinator

Work Experience:
Arts Administration, Hospitality and Catering, Food service, Childcare, and Holiday/Interior Decoration/Design (please see resume for more details)

Certification(s):
Emerging Leadership Institute (APAP 2025), OnBoard Administration (2024)

Is your background in the visual arts field?:

No

How are you involved in your community?:

My community involvement centers on the intersection of arts advocacy and civic life. I recently volunteered with the Colorado Business Committee for the Arts (CBCA) to support the roll-out of their Economic Activity Study, connecting business success with cultural impact. Additionally, I contribute time to the Colorado Dragon Boat Festival, helping to support a significant cultural event that enhances community diversity and engagement. As a dedicated resident and patron, I actively support the local economy by frequenting Aurora-based, locally owned restaurants and small businesses. My personal engagement with the cultural scene includes consistent visits to key metro area institutions, such as local museums and the SIE Film Center, which keeps me attuned to the diverse programming and access issues facing cultural institutions today. Furthermore, my professional career has been dedicated to advancing the cultural community. In my position as Executive Coordinator at Creative West, I provide strategic and administrative support that directly contributes to the organizational health and mission of a regional arts organization.

List your interests and activities.:
Museums, Live music, Nature trails, Theater, Culinary arts, Gardening, Poetry, Dance

Do you presently serve in any other appointed position on a board, commission or committee?:

No

If yes, enter the board name and position:
N/A

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
As a lifelong resident of Aurora, I am deeply invested in the vitality and cultural landscape of this city. My desire for this appointment stems from a commitment to applying my unique blend of artistic insight and organizational expertise to the Board’s strategic initiatives. With over a decade of experience in entertainment and theater—specifically in backstage hospitality and administration—I offer a creative yet highly organized perspective to operational tasks and decision-making. I fundamentally believe that accessible creative expression is essential for fostering personal and societal growth, and I am eager to contribute to the Board's mission to elevate this belief into tangible, city-wide cultural opportunities. In my current role as Executive Coordinator at Creative West, I provide direct administrative and strategic support to our Board of Trustees. This experience has equipped me with high-level proficiency in board governance, administrative processes, and strategic action, allowing me to contribute effectively from my first day. I seek this appointment to utilize these skills in service of the city's arts and culture community.

How much time do you anticipate being able to spend on this appointment each month?:
5-15 hours a month

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
N/A

Reference 1: Full Name, Phone Number and Address:

Bassem Bejjani, [redacted]

Reference 2: Full Name, Phone Number and Address:
David Holland, [redacted]

Reference 3: Full Name, Phone Number and Address:
Leah Horn, [redacted]

How did you hear about us?:

Word of Mouth

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Kaela Buffum Hogan

Time of Submission: 11/07/25 6:45:40 PM

Attachments

- BuffumHogan 2025 Resume (1).pdf

Kaela Buffum Hogan

[redacted]

Highly organized Arts Administrator and proven Executive Coordinator with over a decade of experience in entertainment, event management, and board administration. Seeking to leverage a background in artistic production and strategic planning to contribute to Aurora's cultural vitality.

EXPERIENCE

Creative West (formerly WESTAF), Denver, Colorado — *Executive Coordinator*

August 2024 - PRESENT

Act as a key collaborator and administrative lead for the Executive Director, Deputy Director, and Board of Trustees as they guide the organization's future direction.

The Association of Performing Arts Professionals Emerging Leaders Institute, New York City, New York— *Classroom Assistant*

January 2024 | January 2025

Record minutes for the class and assist professors at the national conference.

Blue Note Event Services, Denver, Colorado — *Artist/Event Catering & Hospitality Manager*

July 2021 - July 2024

Budgeting, planning and executing menu creation and hospitality for national and international concert tours, while coordinating with AEG and Live Nation-booked events.

Kennedy Center American College Theatre Festival, Region VII — *Administrative Assistant & Guest Relations Coordinator*

October 2018 - December 2021

Coordinated and scheduled Board Meetings for the Chair of Region VII, managing all logistical and administrative requirements.

EDUCATION

Central Washington University, Ellensburg, WA — *Bachelor of Fine Arts | Performance Theatre Arts*

Class of 2021

Milo Smith Theatre Scholarship

Irene Ryan Acting Scholarship

Mentorship Program Recipient

Community College of Denver, Denver, CO — *Associate of Arts*

Class of 2018

Spanish Language Honors

Irene Ryan Acting Scholarship

SKILLS

Artist & Guest Services

Event Coordination

Financial Oversight

Video Conferencing

Food & Beverage Handeling

Logistics Management

AWARDS

The Association of Performing Arts Professionals Emerging Leaders Institute Certificate of Completion (2025)

OnBoard Administrator Certificate of Completion (2024)

COMMUNITY ENGAGEMENT

Colorado Business Committee for the Arts (CBCA) Economic Activity Study Roll-Out (November 2025)

Colorado Dragon Boat Festival (September 2025)

PROJECTS

alone — *Director/Concept Artist*

February 2021

Wrote, directed and produced for Central Theater Ensemble's Short Works Festival.

In The Shadows — *Director/Designer*

October 2020

Central Theater Ensemble's Tell Tale Gaze: A Poe Devised Project

Arts And Culture Commission

Applicant Package - Ward V

Arts And Culture Commission - Ward V

Term 01 Jan 2026 - 31 Dec 2028
Positions Available 4

Number of applicants in this package 1

- Jordan, Robert

Received: 08/06/2026
Ward V Resident and Registered Voter
Arapahoe County
Vetted: 08/07/2026
Marcus Bond

Name: Jordan, Robert

Address: [redacted]

Email: [redacted]

Board Name: Arts and Culture Commission

Date of Birth:
[redacted]

Home Phone Number:
[redacted]

Work Phone Number:
[redacted]

How long have you lived in Aurora?:
40 years

Are you registered to vote?:

Yes

Years of Education Completed:
Undergraduate degree

Degree(s) Received:
B.A. Communication and Theatre with Distinction University of Colorado at Denver A.A. Community College of Aurora A.A.S. in Dental Laboratory Technology Community College of the Air Force

College(s) Attended:
San Diego State University, Community College of the Air Force, Community College of Aurora, University of Colorado at Denver

Employer Name:
YG Dental Technique

Employer Address:
9725 E Hampden AVE STE #203 Denver CO 80231

Years with Current Employer:
2 3/4 years

Current Position:
Removable Manager Prosthetic Specialist

Work Experience:
USAF trained Dental Laboratory Technician. 40 years as a Dental Craftsman, 25 years as a Dental Laboratory Manager. Certified Dental Technician, Owned Black Diamond Dental Studio, GM at Sublime Dental Arts

Certification(s):
A.A.S. Dental Laboratory Technology Certified Dental Technician in Crown and Bridge, The National Board of Certification

Is your background in the visual arts field?:

No

How are you involved in your community?:
Founding Board Member of The Colorado Mission of Mercy (Treasurer) and participant since 2007 Board Member of The Dental Lifeline Network Past Council President (two separate terms) Mountain View United Church

List your interests and activities.:
Guitar playing, karaoke, hiking, going to concerts, attending sporting events, fishing, movie going, going to plays

Do you presently serve in any other appointed position on a board, commission or committee?:

Yes

If yes, enter the board name and position:
Board Member of the Colorado Chapter of the Dental Lifeline Network

Are you currently a member and seeking reappointment on the board you are applying for?:

No

Why do you desire this appointment?:
Have lived in Aurora for almost 40 years. I love the diversity of the community. My kids are all graduates of the Cherry Creek school district. I have worked as an artisan/craftsman and love the arts. I have given back in my professional life now I want to give back to the community I love. I studied Theatre in my youth and have basically worked as a commercial artist literally creating smiles and now it's time to expand, creating and stewarding art in my hometown.

How much time do you anticipate being able to spend on this appointment each month?:
20 to 30 hours a month

Do you have any conflicts of interest that should be disclosed?:

No

If yes, please explain:
No conflict

Reference 1: Full Name, Phone Number and Address:
Heather Dearman [redacted]

Reference 2: Full Name, Phone Number and Address:
Marcee Young [redacted]

Reference 3: Full Name, Phone Number and Address:
Dr. Katherine Hakala [redacted]

How did you hear about us?:

Other

By clicking APPLY and submitting this application, I certify that the forgoing information is true and correct:
Robert Mario Jordan

Time of Submission: 08/06/26 7:31:43 PM

CITY OF AURORA
Council Agenda Commentary

Item Title: Comprehensive Safety Action Plan (Resolution)
Item Initiator: Carlie Campuzano, Deputy Director of Transportation and Mobility, Public Works
Staff Source/Legal Source: Carlie Campuzano, Deputy Director of Transportation and Mobility, Public Works / Michelle Gardner, Senior Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: 10/26/2026

Regular Meeting: 11/9/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Sponsor: Gianina Horton, Council Member
Carlie Campuzano, Deputy Director of Transportation and Mobility, Public Works / Michelle Gardner, Senior Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Transportation, Airports & Public Works

Policy Committee Date: 8/27/2026

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☒ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

At the October 27th, 2022 meeting of the Transportation, Airports, and Public Works Policy Committee, Public Works provided an overview of the Denver Regional Council of Governments (DRCOG) FY2022-2027 Transportation Improvement Program (TIP) process and current and future project/ program application calls. (minutes attached)

At the November 30th, 2022 meeting of the Transportation, Airports and Public Works Policy Committee, staff provided an update on the applications that were submitted to the DRCOG Sub-Regional TIP forum for 2022 Call 4. (minutes attached)

At the February 1st, 2024 meeting of the Transportation, Airports and Public Works Policy Committee, staff presented an Intergovernmental Agreement (IGA) between the City of Aurora, City of Arvada, City of Brighton, Commerce City, City of Federal Heights, City of Northglenn, City of Westminster, and the County of Adams for a Safety Action Plan Study. The IGA was approved. (minutes attached)

At the August 27th, 2026 meeting of the Transportation, Airports and Public Works Policy Committee, staff presented the final Comprehensive Safety Action Plan with resolution. The plan was approved to move forward to Study Session. (minutes not yet available)

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

Adams County, in collaboration with the City of Aurora and other municipalities, applied for a Denver Regional Council of Governments (DRCOG) 2024-2027 Transportation Improvement Program (TIP) Call 4 grant through the Adams County Subregional Forum, administered by the Colorado Department of Transportation (CDOT), to fund development of a Comprehensive Safety Action Plan (CSAP).

City staff identified the need for a citywide CSAP to identify and prioritize safety improvements throughout the City. The plan evaluated fatal and serious injury crash patterns in Aurora and across the broader Adams County region, producing a prioritized list of safety improvement projects for each participating jurisdiction that is impactful, defensible, and implementable. The overall goal is to improve roadway safety for all users.

The CSAP project was led by Adams County and included several partner agencies, including Aurora; a separate CSAP was produced for each participating agency. The project began in October 2024 and was recently finalized. The plan was closely coordinated with Connecting Aurora, and the two efforts partnered on public engagement and project recommendations.

The CSAP evaluated crashes in Aurora from 2018 to 2022. On average, Aurora sees 20 crashes per day, one of which is fatal or results in a serious injury (KSI). Of these KSI crashes, 73% involve people driving, 10% involve people on motorcycles, 15% involve people walking, and 2% involve people biking.

The CSAP reviewed crashes by mode, type, weather, time of day, and other factors to identify crash patterns and recommend countermeasures to reduce KSI crashes. The evaluation also included a systemic analysis, in which the transportation network was assessed based on roadway characteristics rather than crash history alone, allowing for more proactive safety recommendations.

Deliverables in the final report include detailed crash analysis, lists of top crash intersections and corridors, identification of a high-risk network, and a list of recommended projects. Projects were prioritized using a scoring system that incorporates crash analysis, systemic analysis, community input, and areas of persistent poverty. The CSAP includes an implementation plan with defined goals. Based on anticipated funding and staff resources, the City expects to complete safety improvement projects at 5 to 10 locations per year. Accordingly, the CSAP sets a goal of reducing KSI crashes by 5% annually through 2050, matching the goal set by Adams County and intended to be realistic and achievable.

The CSAP's project recommendations have already been incorporated into Connecting Aurora, which City Council approved earlier this year. Going forward, Public Works will use the CSAP as a guide to implement low-cost safety improvements using internal funding and resources, while pursuing higher-cost improvements through grant funding and other programs. An adopted CSAP also strengthens the City's competitiveness for future grant funding. The City will continue to partner with other agencies on joint projects and larger regional efforts.

More detailed information will be included in the presentation.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

N/A

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does the City Council support moving forward the Resolution to adopt the Comprehensive Safety Action Plan to the next available Regular Meeting?

LEGAL COMMENTS

The Council shall have all legislative powers of the City and all other powers of a home rule city not specifically limited by the Constitution of the State of Colorado and not specifically limited or conferred upon others by the Charter. It shall have the power to enact and provide for the enforcement of all ordinances necessary to protect life, health and property; to declare, prevent and summarily abate and remove nuisances; to preserve and enforce good government, general welfare, order and security of the City and the inhabitants thereof; to enact by ordinance provisions for fines and/or imprisonment, or other punishment, for each and every violation of ordinances or regulations duly passed by Council; to provide for the granting of probation and the conditional suspension of sentences by the municipal court; and to delegate to boards and commissions, within limitations of the Constitution and this

Charter, such functions, powers and authority of the city as it deems proper and advisable. (City Charter Section 3-9). Further, the Council may adopt new policies and amend existing policies by resolution. (City Charter Section 5-1). (M. Gardner)

RESOLUTION NO. R2026- _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, ADOPTING THE COMPREHENSIVE SAFETY ACTION PLAN

WHEREAS, the City of Aurora, in collaboration with Adams County and other municipalities, applied for a Denver Regional Council of Governments (DRCOG) 2024-2027 Transportation Improvement Program (TIP) Call 4 grant through the Adams County Subregional Forum, administered by the Colorado Department of Transportation (CDOT), to fund development of a Comprehensive Safety Action Plan (CSAP); and

WHEREAS, the Public Works Department has recognized the need to adopt the CSAP to identify and prioritize safety improvements throughout the City of Aurora (the "Plan"); and

WHEREAS, the CSAP evaluates fatal and serious injury crash patterns in Aurora and across the broader Adams County region, producing a prioritized list of safety improvement projects for each participating jurisdiction that is impactful, defensible, and implementable; and

WHEREAS, the overall goal of the CSAP and the Plan are to improve roadway safety for all users; and

WHEREAS, the CSAP includes an implementation plan with defined goals; therefore, based on anticipated funding and staff resources, the City expects to complete safety improvement projects at 5 to 10 locations per year in the Plan; and

WHEREAS, the CSAP's project recommendations have already been incorporated into Connecting Aurora, which Aurora City Council adopted in 2026; and

WHEREAS, Public Works will use the CSAP as a guide to the Plan to implement low-cost safety improvements using internal funding and resources, while pursuing higher-cost improvements through grant funding and other programs; and

WHEREAS, pursuant to City Charter Section 5-1, the City Council may act by resolution to adopt new city policies and plans; and

WHEREAS, the City Council of the City of Aurora finds and determines that it is in the best interest of the City and its citizens to adopt the Comprehensive Safety Action Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

Section 1. The Comprehensive Safety Action Plan is hereby adopted.

Section 2. The Mayor, City Clerk, and City Manager are hereby authorized to execute any related agreement to adopt the Comprehensive Safety Action Plan (CSAP) and to implement the citywide plan (Plan) in substantially the form presented at this meeting, with such technical additions, deletions, and variations as the City Attorney may deem necessary or appropriate and not inconsistent with this Resolution.

Section 3. All prior Resolutions or any parts that are inconsistent herewith are hereby rescinded.

RESOLVED AND PASSED this _____ day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, City Attorney

RLA

Michelle Gardner
_____
MICHELLE GARDNER, Sr. Assistant City Attorney

SAFETY ACTION PLAN

Study Session

October 2026



AGENDA

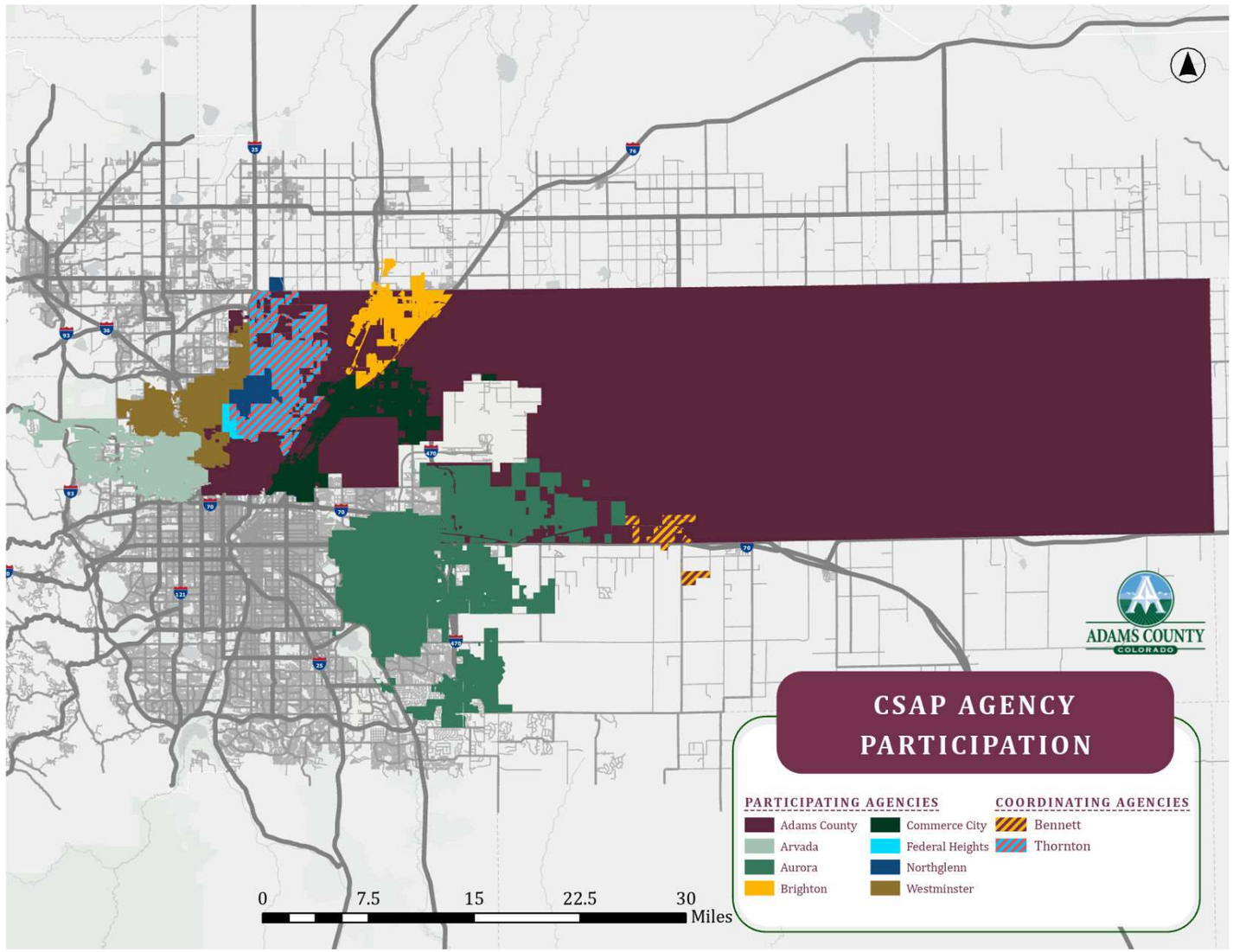
- Project Overview
- Engagement
- Safety Analysis
  - Top Locations
- Project Prioritization
- Implementation

PROJECT OVERVIEW

- **Comprehensive Safety Action Plan (CSAP)**
  - A CSAP is a data-driven document that serves as a roadmap to prevent roadway fatalities and serious injuries.
- **Project Goals**
  - Analyze the Transportation System
  - Identify Projects
  - Identify Funding
  - Collaborate and Partner
  - Reduce Fatal and Serious Injury Crashes

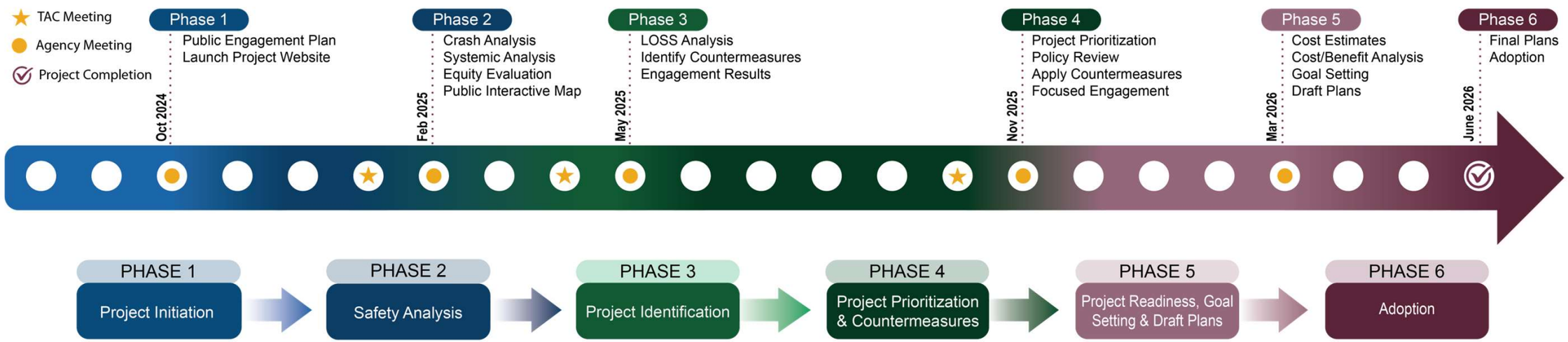
PROJECT OVERVIEW

- Project led by Adams County
- Several partner agencies, including Aurora, participated
- Funding was provided by a DRCOG TIP grant



SCHEDULE

The Adams County Comprehensive Safety Action Plan (CSAP) project began in August 2024 and concluded in June 2026. The project included six phases, two rounds of engagement, and multiple Technical Advisory Committee (TAC) and Agency meetings.



PROJECT-WIDE ENGAGEMENT ACTIVITY SUMMARY

- 20 documents reviewed, at least one from each participating jurisdiction
- Informed how to tailor engagement in this project
- Social Media and Newsletter Content Packages shared for outreach
- Social Pinpoint
  - 1,191 page views, 664 unique visitors
  - 853 contributions, 541 added through project team data entry based on recent safety-related feedback

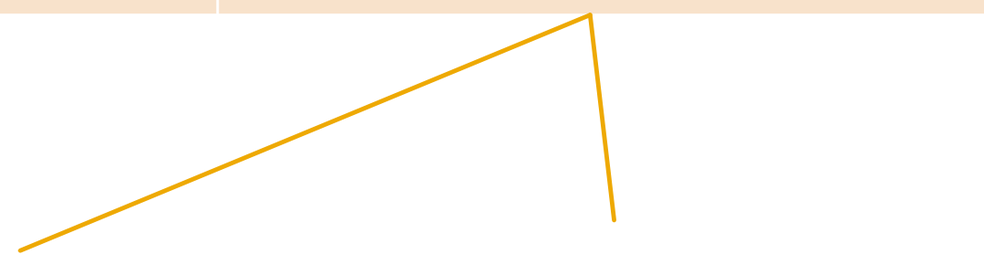


CRASH SUMMARY

Between 2018 and 2022, Aurora saw:

- Average of 20 Crashes per day
- Average of 7 Injury Crashes per day
- Average of 1 Fatal or Serious Injury Crash per day

Total Crashes	Killed or Seriously Injured (KSI) Crashes
35,621	1,317

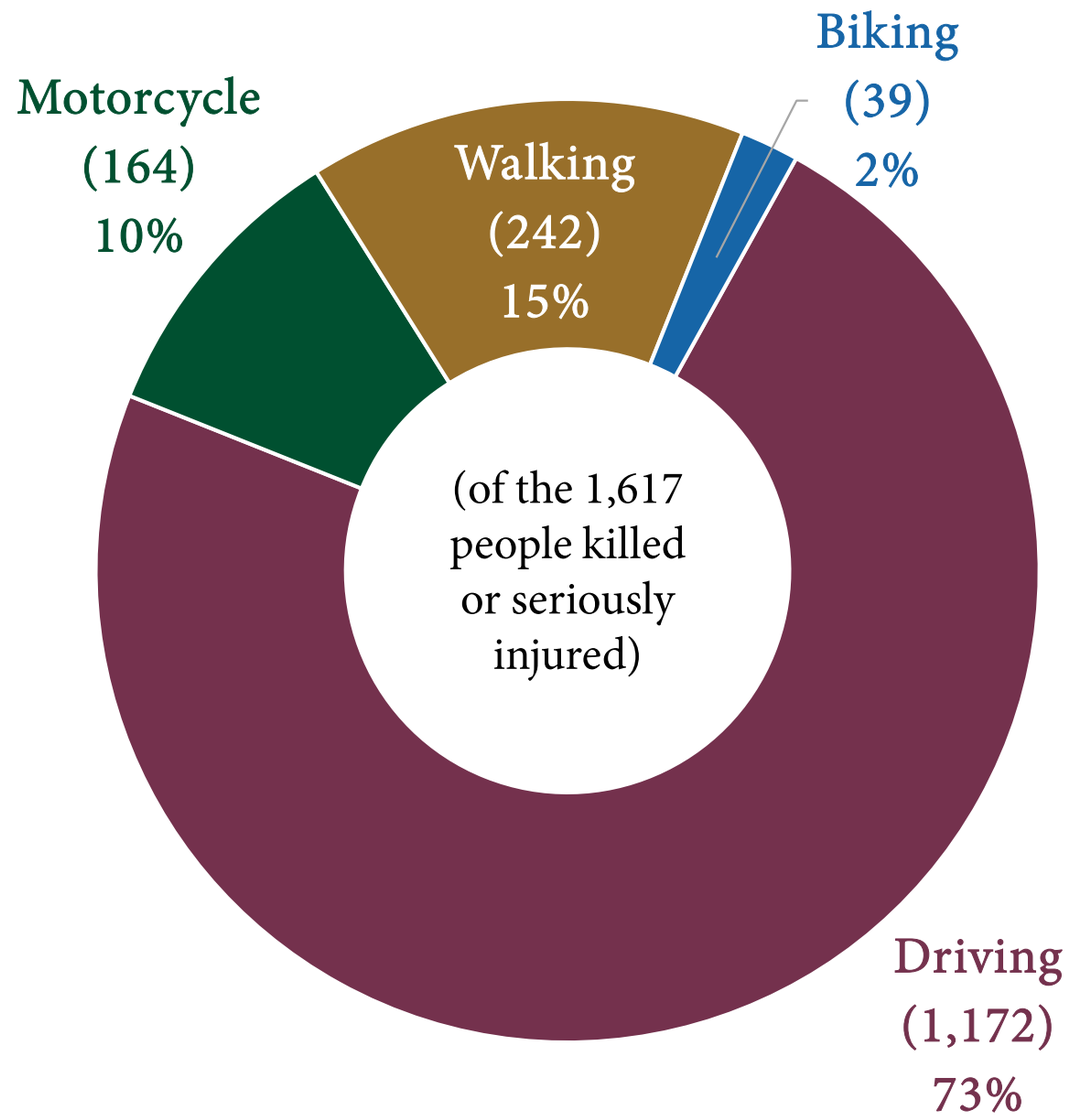


213 people killed
(203 fatal crashes)

1,404 people seriously injured
(1,114 serious injury crashes)

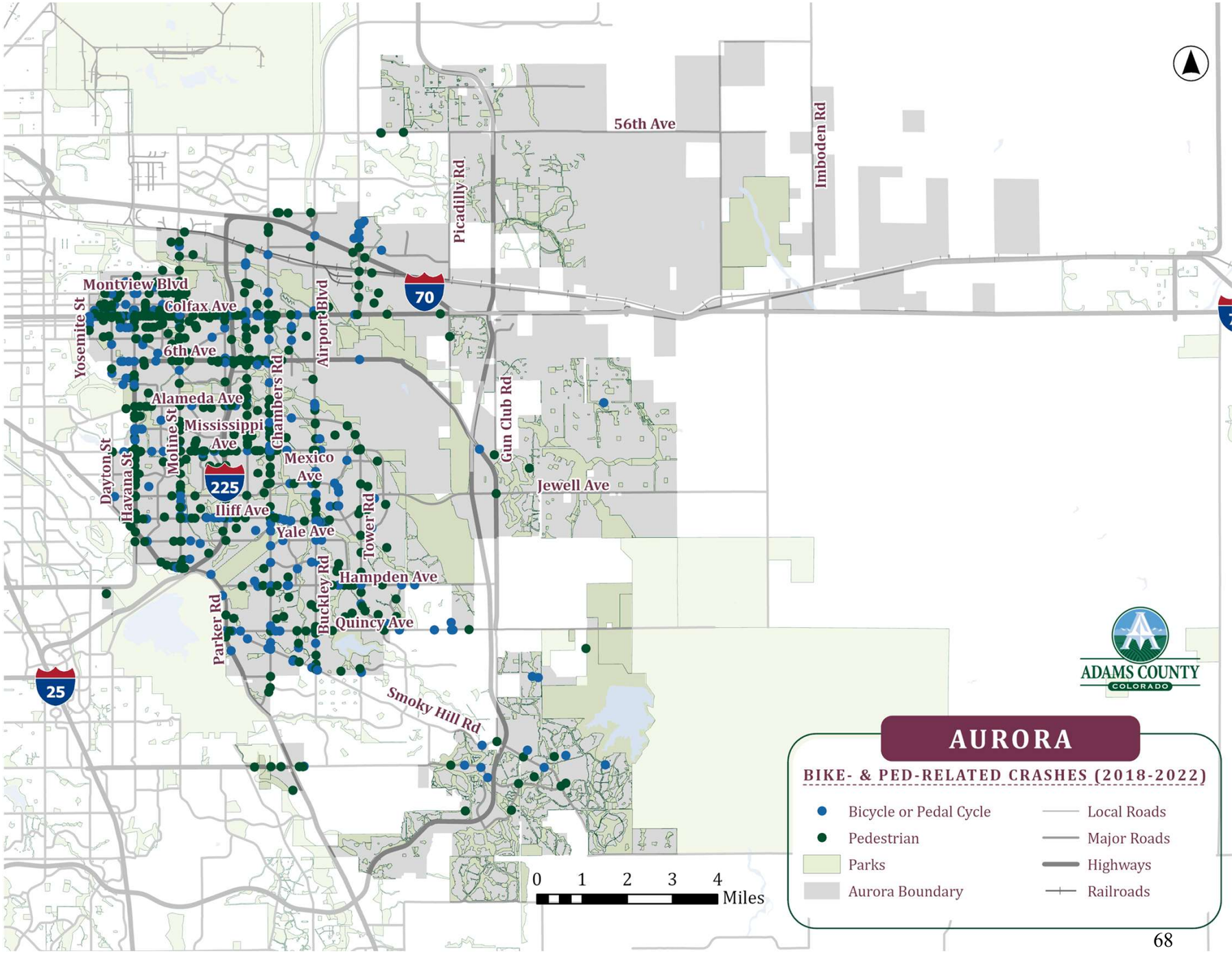
KSI BY MODE

1 out of 6 people killed or seriously injured in a crash were walking or biking

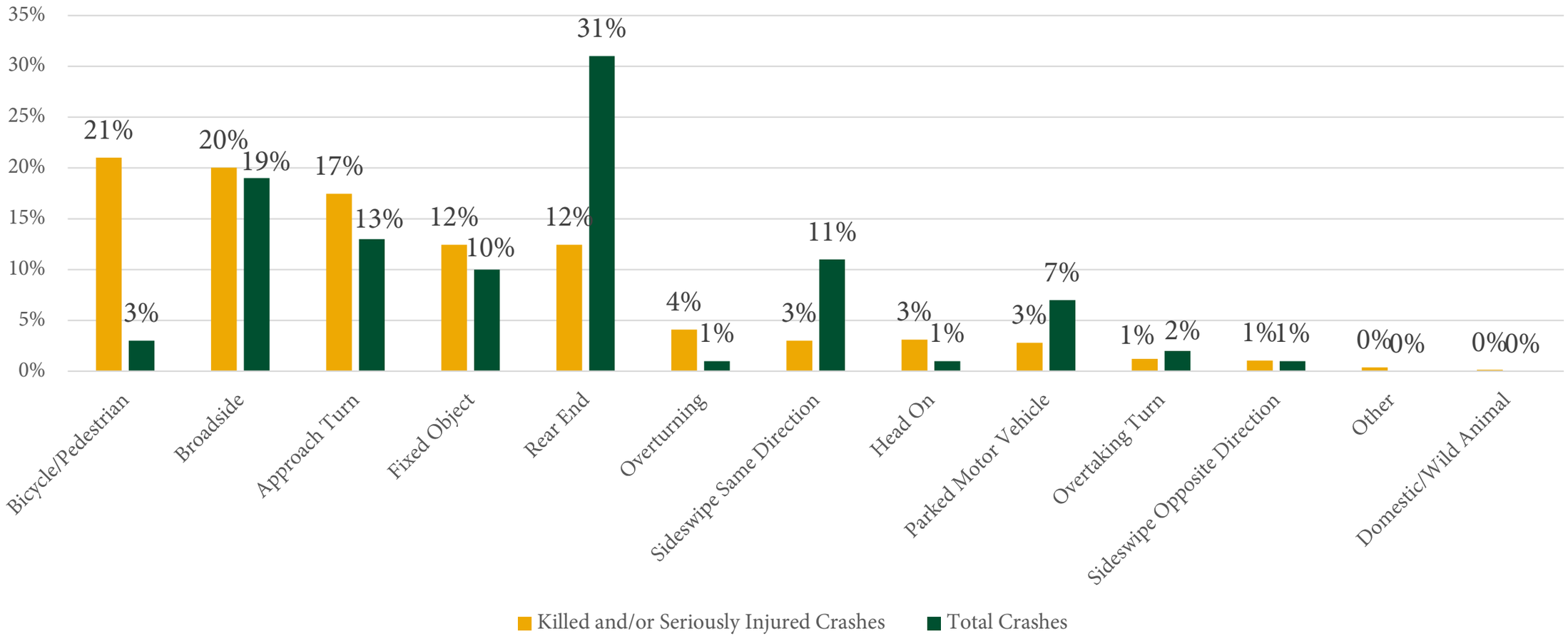


ARVADA CRASH ANALYSIS, 2018-2022

BIKE- AND PED-INVOLVED CRASHES



Crashes by Crash Type

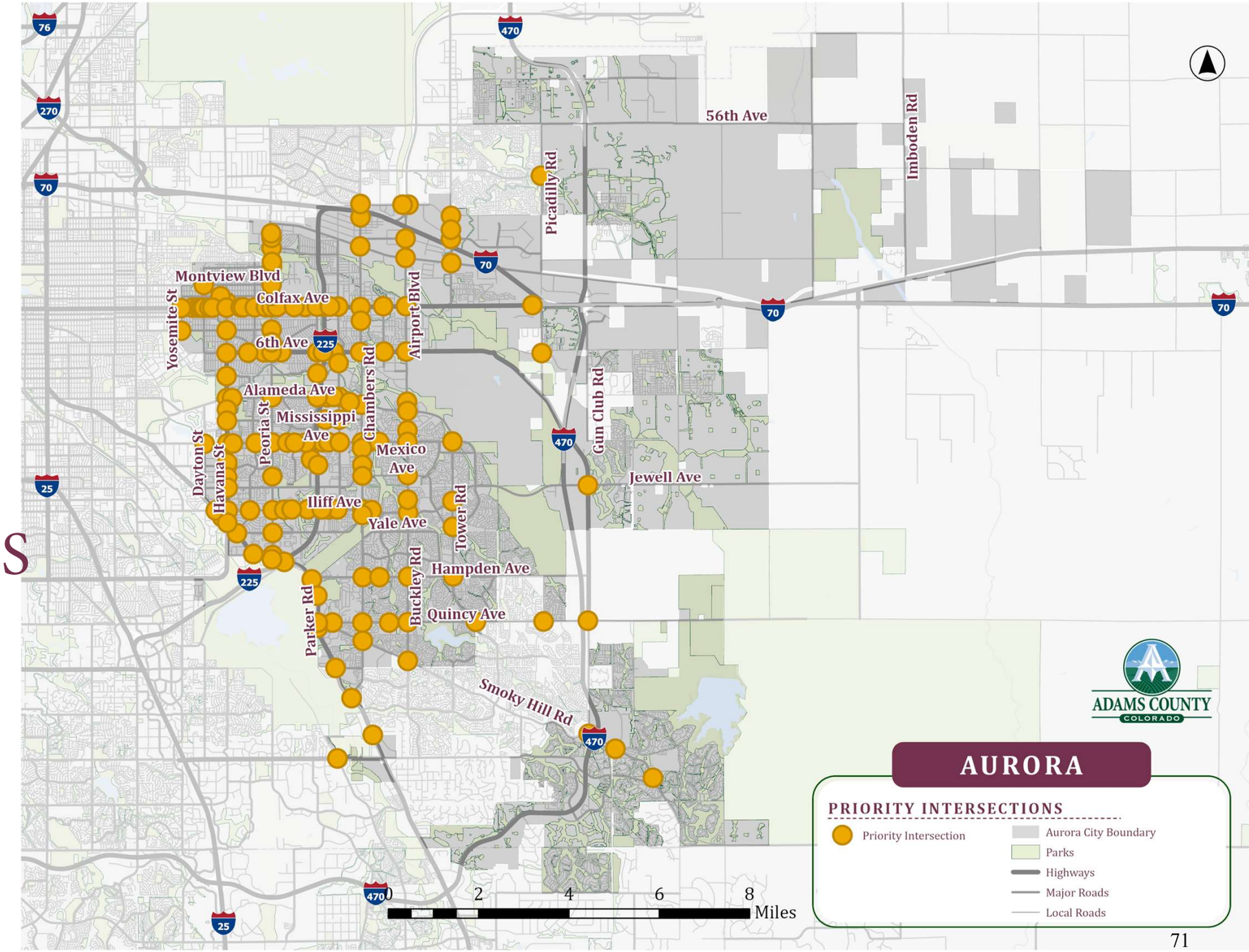


ARVADA CRASH ANALYSIS, 2018-2022

SYSTEMIC CHARACTERISTICS

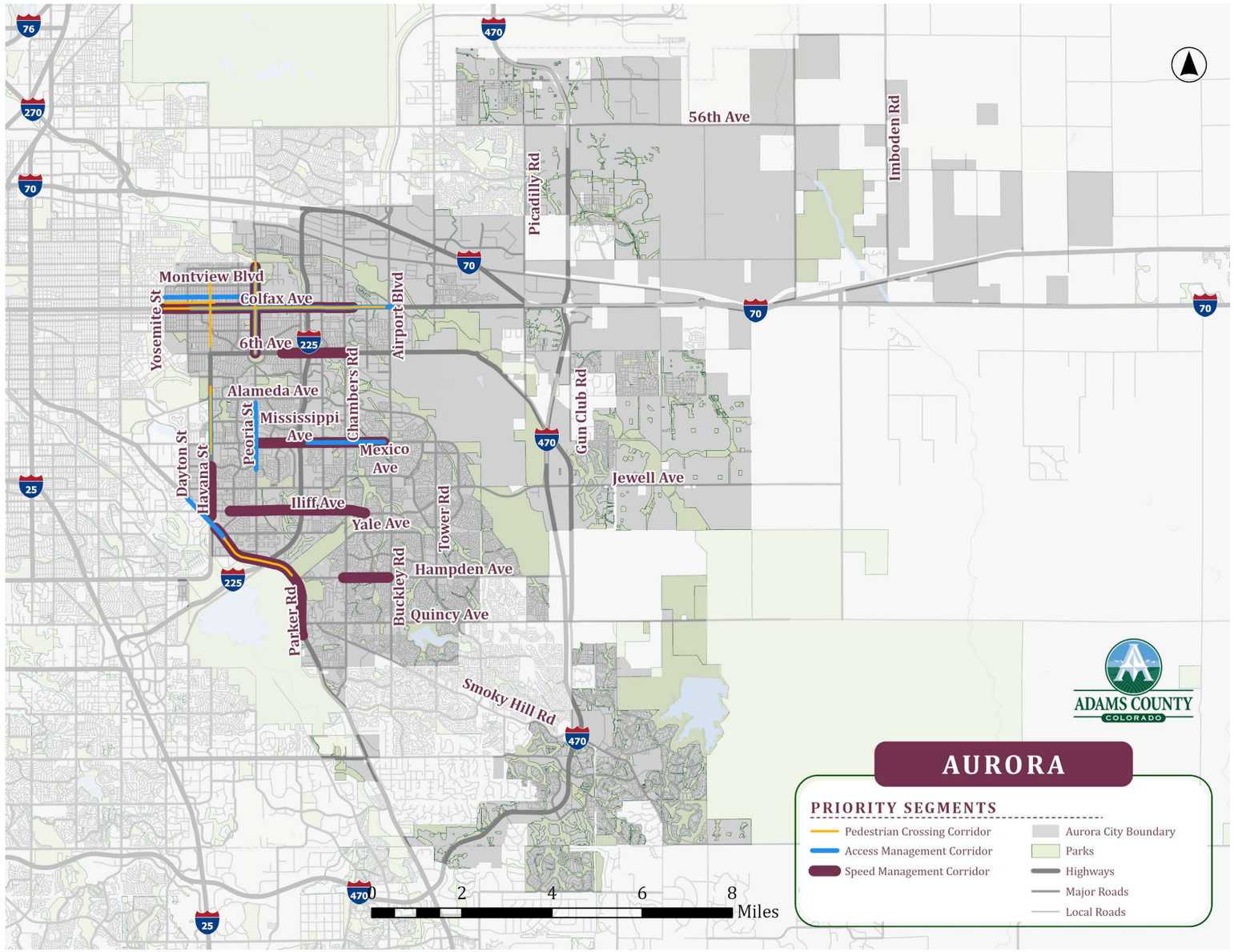
- Functional Class
- Posted Speed Limit
- Operating Speed 85th Percentile
- Total Number of Lanes
- AADT
- Bikes Lanes
- Sidewalks
- Near School *(0.25 mile)*
- Near Railroad Crossing *(0.03 mile)*
- Bus Route
- Signalized Intersection *(0.03 mile)*
- Parks *(1,000 feet)*
- Trails *(30 feet)*
- Disadvantaged Area - DRCOG
- Population Density
- Journey to Work (% Car-free)
- Regional Area Type

TOP INTERSECTIONS

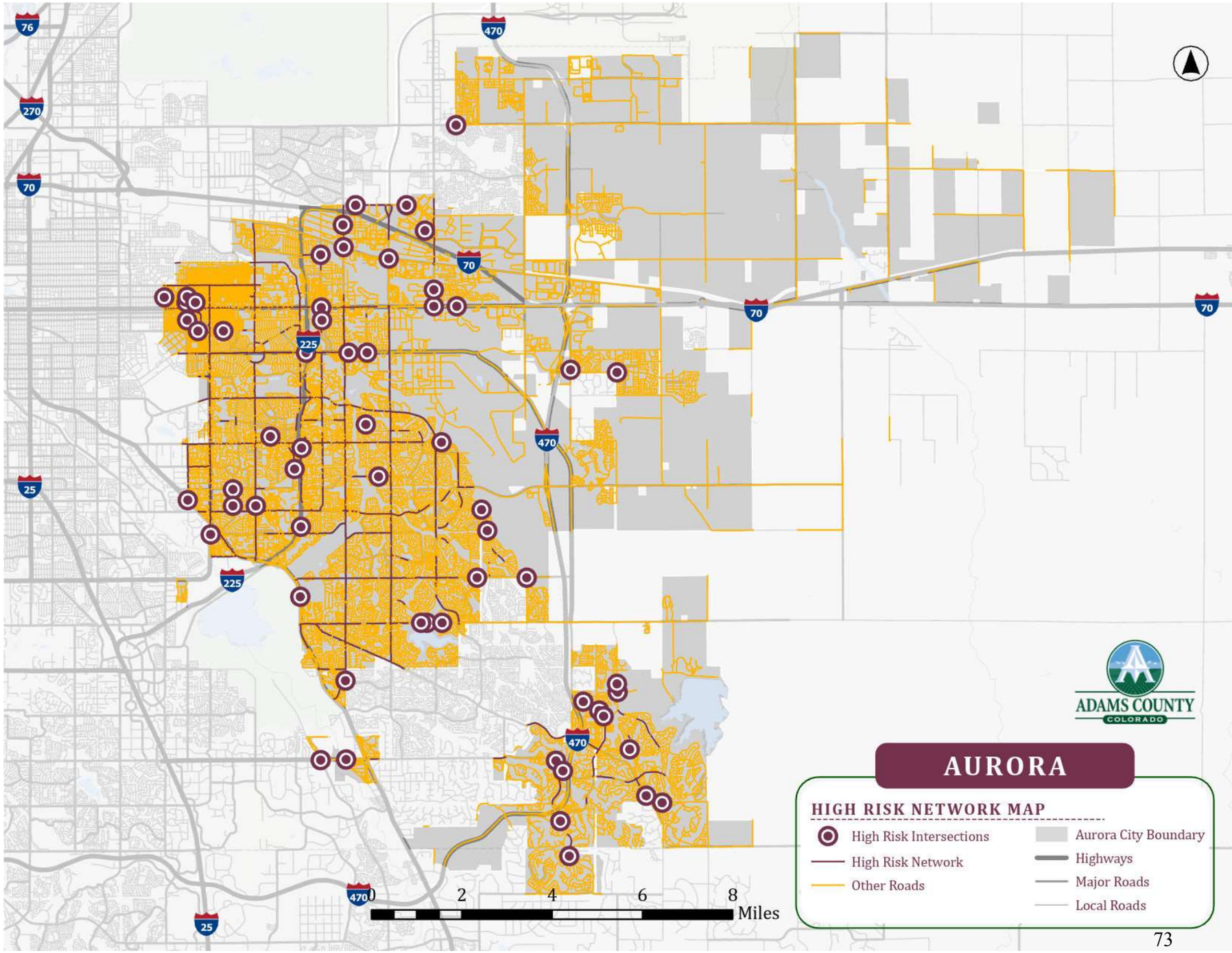


TOP CORRIDORS

Segment Type	Miles
Pedestrian Crossing	32
Access Management	15
Speed Management	19
Total (includes overlap)	**40**



HIGH RISK NETWORK



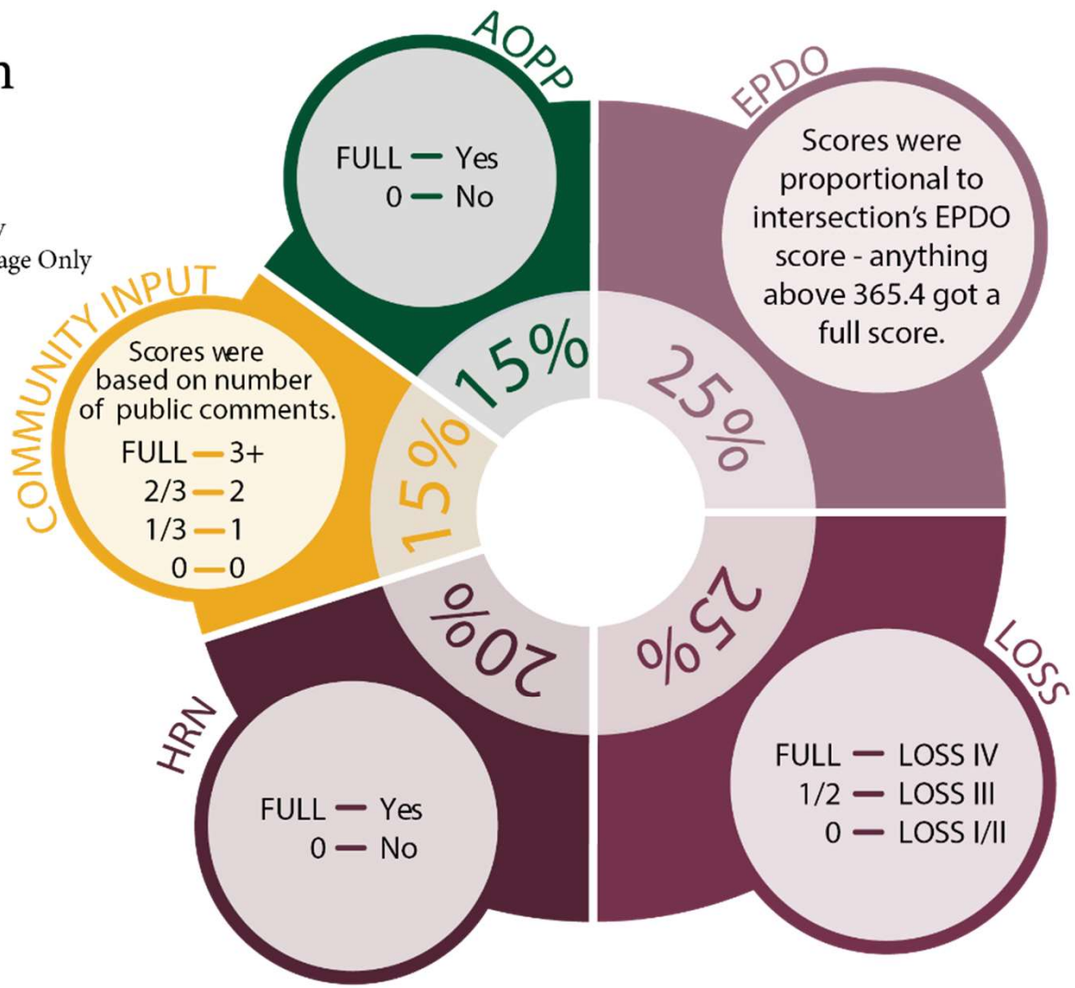
INTERSECTION PRIORITIZATION

Top Intersection Prioritization

AOPP - Areas of Persistent Poverty
EPDO - Equivalent Property Damage Only
LOSS - Level of Service Safety
HRN- High Risk Network

Project Goal

- Safety
- Community Priority
- Historically Underserved



Note: Community input includes both rounds of engagement.

INTERSECTION PRIORITIZATION (TOP 10)

Intersection	Total
Colfax Ave (US 40) / Havana St (SH 30)	100
Colfax Ave (US 40) / I-225 Off Ramp NB	100
Colfax Ave (US 40) / I-225 On Ramp SB	100
Montview Blvd / Peoria St	100
17th Ave / Peoria St	95
Colfax Ave (US 40) / Fitzsimons Pkwy / Potomac St	95
Martin Luther King Jr Blvd / Fitzsimons Pkwy / Peoria St	95
6th Ave (SH 30) / Billings St	90
Alameda Ave / S Peoria St	90
Alameda Ave / S Sable Blvd	90

CORRIDOR PRIORITIZATION (TOP 6)

Corridor	Total
Colfax Ave (US 40)	100
Peoria St	99
E Mississippi Ave	95
6th Ave (SH 30)	82
Tower Rd	79
Havana St (SH 30)	75

IMPLEMENTATION/GOAL SETTING

- Reduce Fatal and Serious Injury crashes by 5% year over year through 2050
  - 26% reduction by 2030
  - 56% reduction by 2040
  - 74% reduction by 2050
- Complete 3-5 systemic improvements at multiple locations or larger projects at specific intersections/corridors in the next five years

PRIMARY COUNTERMEASURES

- Primary countermeasures are designed to address prevalent crash types at a given location with straightforward countermeasures
- Potentially quicker to implement at locations where they are likely to have an outsized impact on reducing crashes

Crash Type	Threshold (# of crashes in five years)	Primary Countermeasure
Left Turn	• 7+ crashes in one direction	• Protected-Only left turn signal phasing Permitted-protected signal phasing
Red-Light Running	• 10+ crashes in one direction • 20+ crashes all directions	• One signal head per lane • Retroreflective backplates
Pedestrian, broadside , or left turn crash at unsignalized intersection	• 20+ crashes	• Signalize intersection • Modify to ¾ movement with pedestrian refuge • Make right-in/right-out with pedestrian refuge

NEXT STEPS

- Project list has already been incorporated into Connecting Aurora
- Public Works will implement as many low-cost safety improvement projects as possible
- Higher-cost safety improvements will be budgeted for and used to apply for grant funding
- Partner on joint projects with other agencies such as CDOT, Adams County, Arapahoe County, Douglas County, RTD, and the City and County of Denver

QUESTION FOR THE COMMITTEE

- Does the City Council support moving forward the Resolution to adopt the Comprehensive Safety Action Plan to the next available Regular Meeting?

City of Aurora Comprehensive Safety Action Plan

Completed in Partnership with Adams County





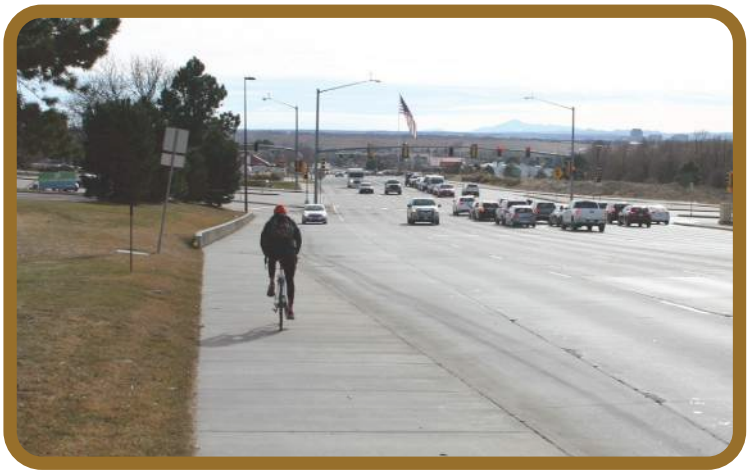




TABLE OF CONTENTS

Introduction 6

Purpose 6
Overview 6
Schedule 8
Comprehensive Safety Action Plan Goals 8
The Safe System Approach 10
Regional and Local Alignment 11
A Data-Driven and Community Informed Action Plan 11

Community Profile 14

Demographics 14
Areas of Persistent Poverty 16

Community Engagement & Collaboration 18

Engaging Projectwide 18

Safety Analysis 26

Purpose 26
Crash Analysis 27
High Risk Network 43
High Risk Intersections 43
Top Locations 44

Project Prioritization 48

Prioritization Criteria 49

Countermeasures 64

Purpose 64
Analysis of Crash Trends 65
Crash Profiles 65
Identification of Countermeasures 68
Safety Countermeasures by Location 69

Policy, Process, and Design Guidance 96

Purpose 96
Plan Review 97
Operational Expectations and Strategies 98

Implementation 104

Purpose 104
Planning Structure 104
Project Readiness 105
Primary Countermeasure 106
Timing 111

Progress & Transparency 112

Purpose 112
Plan Effectiveness Metrics 112

APPENDICES

Appendix A: Community Engagement

Appendix B: Crash Analysis Methodology

Appendix C: Systemic Safety Analysis

Appendix D: LOSS Methodology

Appendix E: HRN Identification

Appendix F: Countermeasures

Appendix G: Project Prioritization

Appendix H: Plan Review

Introduction



Purpose

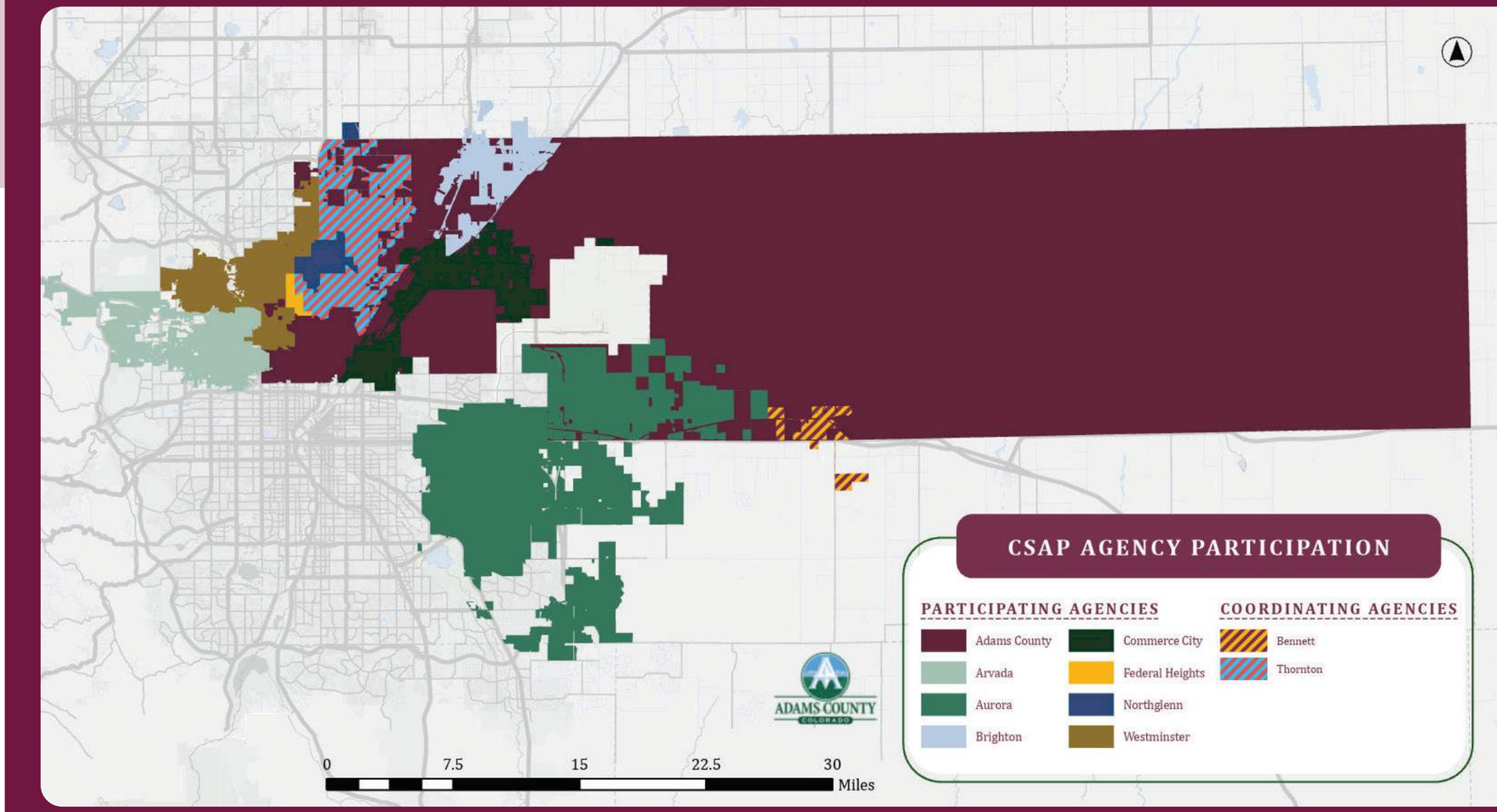
This is the City of Aurora's first ever Safety Action Plan (SAP). **In 2024 alone, 51 people were killed and 253 were seriously injured on Aurora's streets, including motorists, pedestrians, and bicyclists.** This SAP includes a list of recommended projects, actions, and strategies to be implemented over time to mitigate these killed and serious injury (KSI) crashes. The goal of this plan is to reduce KSI crashes by approximately 5% year over year through 2050. This would result in an approximate 26% reduction in KSI crashes by 2030, a 56% reduction by 2040, and a 74% reduction by 2050.

Overview

In 2023, Unincorporated Adams County, hereby referred to as Adams County, and several partner agencies, submitted a grant funding application to the Denver Regional Council of Governments (DRCOG) to complete a Comprehensive Safety Action Plan (CSAP). Successfully awarded, Adams County took the lead on the CSAP with participation from several partner agencies that are fully or partially within the county's boundary. As shown in the following figure, these agencies include the City of Arvada, City of Aurora, City of Brighton, City of Commerce City, City of Federal Heights, City of Northglenn, and City of Westminster. Each of the participating agencies were presented with an agency specific SAP as a result of this project. **Together, these plans will address safety for approximately 15% of the State of Colorado's total population.**

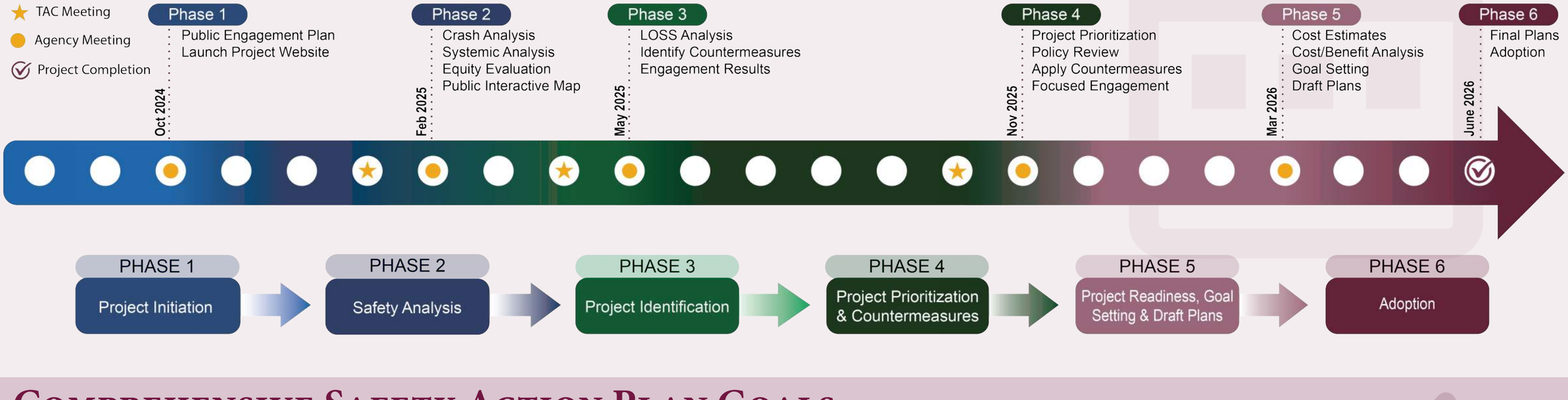
The City of Thornton and the Town of Bennett, CO were not included in this study despite both communities partially overlapping with Adams County. They were separately awarded funding for the completion of safety action plans and opted not to participate in this CSAP. The project team reached out to both jurisdictions in Phase 1 of the CSAP to inform them about the study and make relevant information available to them, if requested.

Improving roadway safety within the entire study area was the cornerstone of this project, and the data clearly demonstrates the need for and importance of these action plans. In the five-year evaluation period (2018-2022) a total of 2,888 KSI crashes occurred on roadways within the CSAP study area.



Schedule

The Adams County Comprehensive Safety Action Plan (CSAP) project began in August 2024 and concluded in June 2026. The project included six phases, two rounds of engagement, and multiple Technical Advisory Committee (TAC) and Agency meetings, as shown in the figure below.



Comprehensive Safety Action Plan Goals

Understanding the critical need revealed by the crash statistics a specific set of overall project goals were developed to guide action plan development, including:

Analyze the System

Analyze and evaluate areas of safety concern using crash and systemic data.

Understand Impacts

Identify where socio-economically disadvantaged populations exist and identify impacts on their transportation safety.

Identify Projects

Identify projects that will improve safety.

Identify Funding

Develop a strategy to identify and leverage funding opportunities for implementation of projects.

Collaborate and Partner

Recognize that transportation challenges and improving safety don't stop at jurisdictional boundaries.

The Safe System Approach



In addition to the overall project goals, this SAP also adheres to the Federal Highway Administration's (FHWA) Safe System Approach, shown above. With this approach, an emphasis is placed on safety programs addressing infrastructure, human behavior, responsible oversight, and emergency response, all focused on a goal of reducing roadway fatalities and serious injuries. The figure above shows the six principles of the Safe System Approach, which are death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

Objectives of implementing the Safe System Approach include five core elements: safer people, safer roads, safer vehicles, safer speeds, and post-crash care. This approach expects the roadway system to be planned, designed, and operated to be forgiving of inevitable human mistakes so that serious injuries are less likely to occur.

Regional and Local Alignment

Working down from the Federal level, this project also aligns with and is an important evolution of several regional and local plans.

At the regional level, the action plan is squarely aligned with the goals of DRCOG's Taking Action on Regional Vision Zero plan. This plan includes a commitment to eliminating traffic-related fatalities and serious injuries on the region's roadways and making safety a priority for all transportation system users. The plan outlines six key actions to achieve this commitment:

- **Improve collaboration between allied agencies**
- **Increase awareness and adoption of vision zero**
- **Design and retrofit roadways to prioritize people's safety**
- **Improve data collection and reporting**
- **Increase funding and resources**
- **Increase support for legislation, policies and practices that focus on safety at all levels**

Development of the CSAP, including the data analyses, community engagement, multi-jurisdictional collaboration, and recommendations are all aligned with the key actions specified in the regional plan. Moreover, the partner agencies' acceptance and adoption of their individual safety action plans and their implementation of recommended projects over time will help the region in working toward its goal of reducing fatalities and serious injuries.

Within Aurora, this plan addresses the key topic of safety both from the Transportation and Mobility System section of the 2018 Aurora Places Comprehensive Plan, and Connecting Aurora, the recently completed citywide Transportation Master Plan (TMP). While Connecting Aurora addresses various elements of the city's transportation network, the SAP is entirely focused on saving lives.

A Data-Driven and Community Informed Action Plan

Development of this action plan involved a rigorous analysis of historical crash data (from 2018-2022) to identify where a higher number and frequency of crashes occurred, especially crashes involving a significant injury or fatality. Specific to Aurora, **a total of 35,621 crashes occurred, including 203 Fatal (K) Crashes and 1,114 Serious Injury (A) Crashes**.

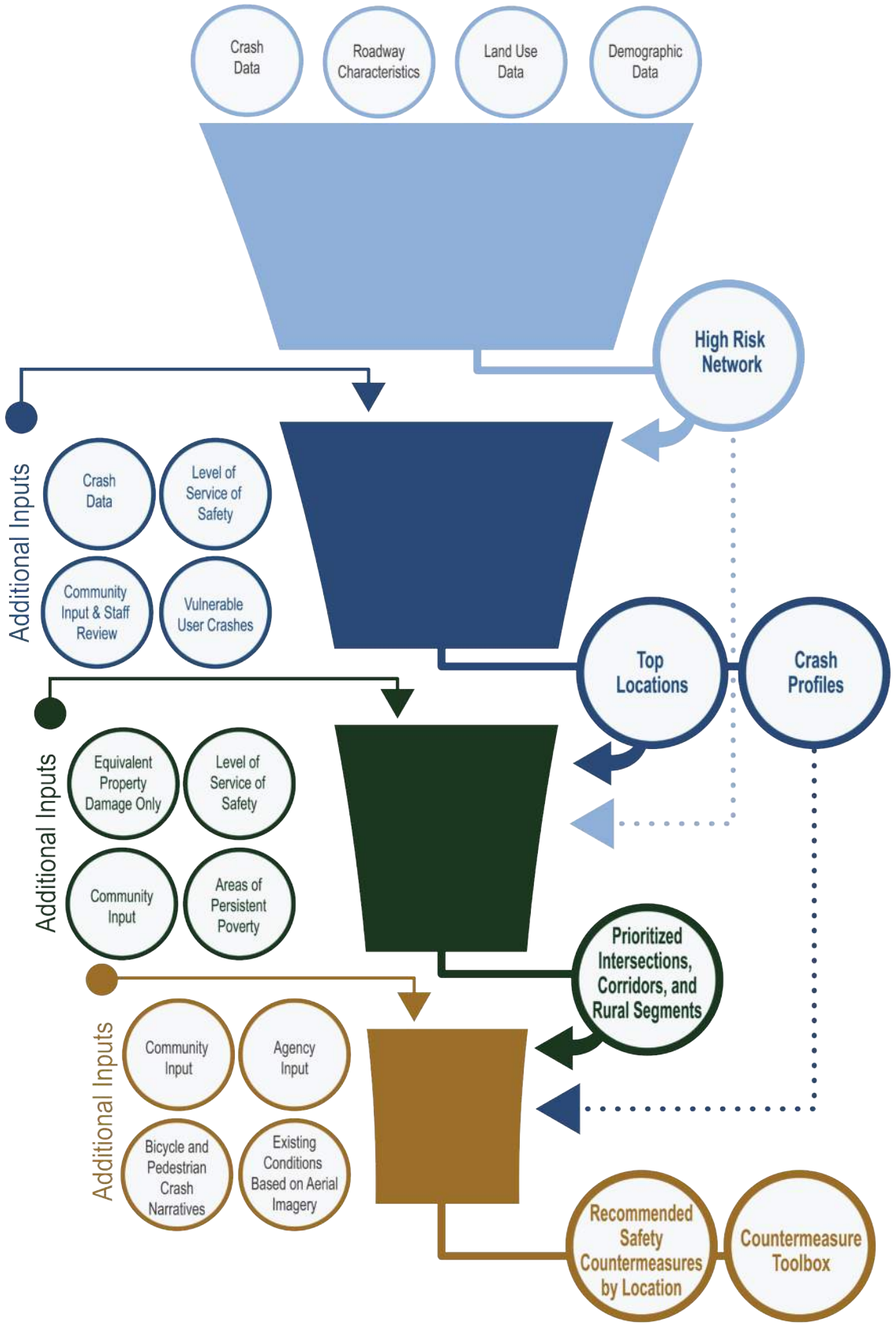
The project team also evaluated a series of roadway characteristics throughout Aurora to identify and map a High Risk Network (HRN), where the likelihood of future crashes occurring is higher due to a series of roadway attributes (e.g. volumes, number of lanes, posted speeds, roadway geometry, etc.).

In tandem with this data analysis, the project involved a robust community input effort to bolster the project team's understanding of safety concerns in and around Aurora.

Findings from the data analysis and extensive community input were used to identify top intersections and corridors within Aurora. Subsequently, safety countermeasures were applied to the top locations and tailored to address the highest risks and most frequent types of crashes documented at these locations. The following figure outlines the technical process that the project team followed.

Transportation Safety Analysis & Project Development Process

From data-driven analysis to actionable countermeasure



Systemic Safety Analysis

Using roadway context to identify where safety improvements are needed most.

Crash Analysis

Using historic crash data to identify roads and intersections with the greatest safety needs.

Project Prioritization

Identifying where safety improvements will have the largest impact.

Countermeasure Development

Identifying location-based safety improvements for top intersections, corridors and rural segments based on available data.

Pursuing Ambitious Goals Together and Separately

While this action plan is the result of a collaborative effort between the partner agencies, it is also specific to Aurora and provides a framework for guiding its future investments in transportation safety.

Looking ahead, this action plan provides Aurora with a strong foundation to pursue projects independently and/or partner with other agencies on one or more projects that encompass multiple communities and/or a shared jurisdictional boundary. And while most of the recommendations in this plan are specific to Aurora, there are several that could be implemented across multiple jurisdictions or with the Colorado Department of Transportation (CDOT). Regardless, the primary goal of project implementation remains the same; to reduce the total number and severity of crashes occurring in Aurora in the years ahead and deliver a transportation system that is safer, more comfortable, and reliable for all modes of travel.

Community Profile



Demographics

Population and Growth

314,000 → 394,000

2010 Population

2024 Population

25% Increase

Over **2.5x** the National Average

This rapid population growth is an underlying factor in the need for safety upgrades that are exacerbated by higher traffic volumes and varied travel needs. The State Demography Office projects that population in Adams County will grow 5-7% by 2029.

Vulnerable Road Users

35.3

Aurora Median Age

39.1

National Median Age

24% of the Aurora's population is **under 18**

12% of the Aurora's population is **above 65**

Vulnerable road users are those that are more likely to get seriously injured or killed in a traffic crash and include children, older adults, and people walking, bicycling/scootering, or motorcyclists.

Travel Mode

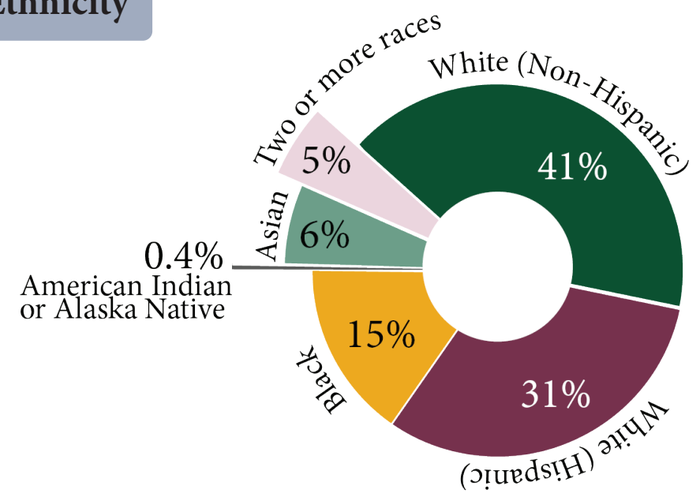
7% of commuters walked, biked, motorcycled, or used transit to get to work

Walked

Biked/Motorcycled

Transit

Ethnicity



Aurora is also culturally diverse (see figure above). Nearly 67% of Aurora residents speak only English at home, while the remaining 33% of residents speak a variety of more than 170 languages. The most common languages spoken at home (besides English) are Spanish, Amharic, Arabic, Somali, Russian, Korean, and Mandarin . These demographics shaped the project's engagement strategy by prioritizing digital-first outreach, multilingual translation, and participation at family-oriented community events. They also shaped infrastructure recommendations to prioritize safe routes for non-drivers such as children walking or biking to school, family-friendly facilities like protected bike lanes and wider sidewalks, and accessibility features that support older adults and individuals with mobility challenges.

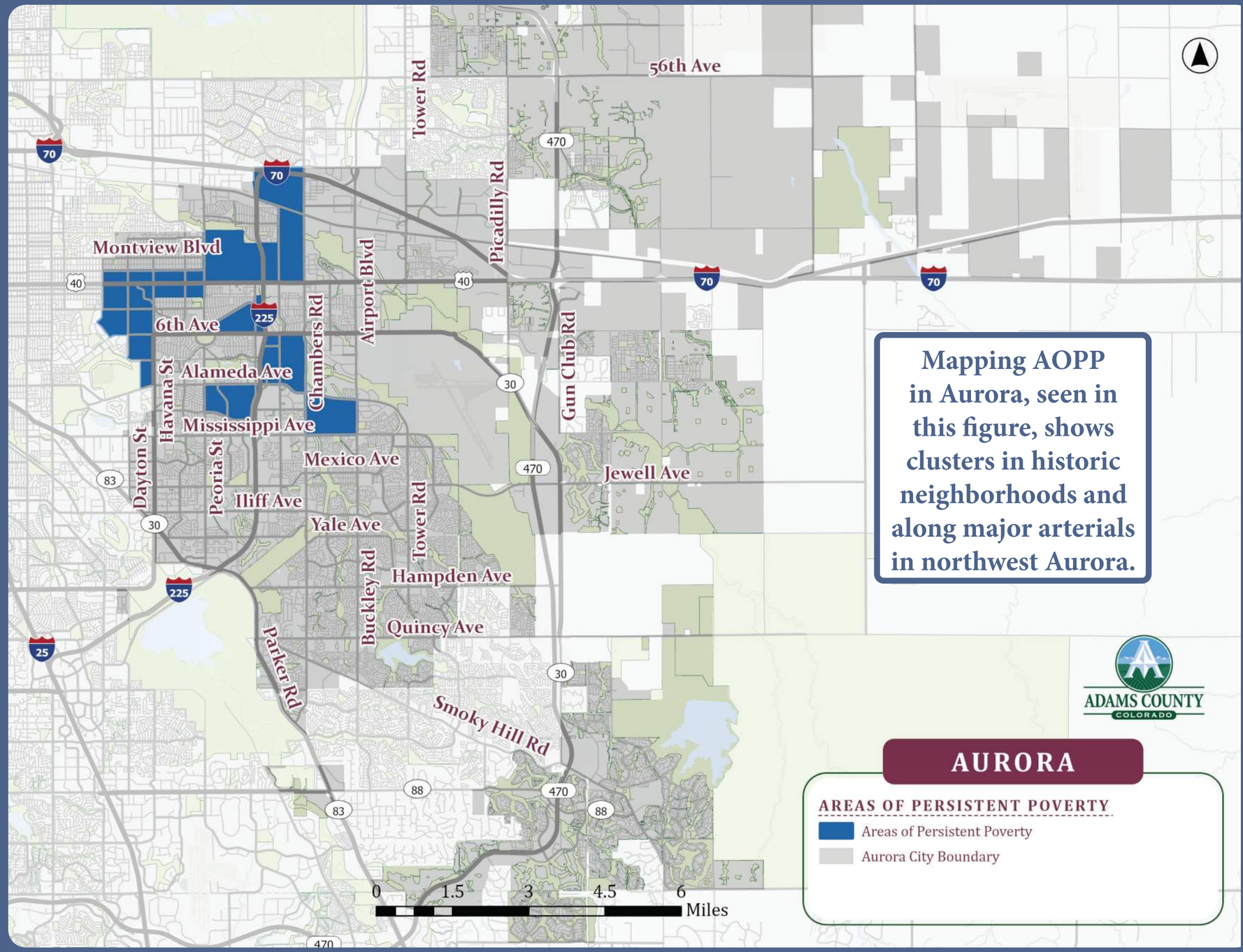
ACS Demographic and Housing Estimates, Aurora city, Colorado, 2010 American Community Survey 5-Year Estimates Data Profiles
ACS Demographic and Housing Estimates, Aurora city, Colorado, 2024 American Community Survey 5-Year Estimates Data Profiles
ACS Demographic and Housing Estimates, United States, 2010 American Community Survey 5-Year Estimates Data Profiles
ACS Demographic and Housing Estimates, United States, 2024 American Community Survey 5-Year Estimates Data Profiles
Commuting Characteristics by Sex, 2024 American Community Survey 5-Year Estimates Subject Tables
City of Aurora Population Statistics

Areas of Persistent Poverty

The U.S. Department of Transportation (U.S. DOT) defines Areas of Persistent Poverty (AOPP) as census tracts with poverty rates of at least 20% for the past 30 years. These areas often face compounded challenges such as aging infrastructure, a population with greater reliance on non-automobile transportation such as walking, bicycling, and using transit, while having limited walking and biking facilities.

Identifying and supporting underserved communities is a core focus of the Aurora SAP. Long-term economic hardships and infrastructure underinvestment in these areas overlap with transportation safety risks; identifying these locations assists with targeting investments where they can have the greatest impact.

Transportation infrastructure investment should be prioritized in neighborhoods where safety needs and social vulnerability intersect, particularly to support high pedestrian and transit use and reduce crash risk. While recommended countermeasures were informed by crash analysis and the data, the AOPP played a key role in identifying and prioritizing appropriate improvements.



Mapping AOPP in Aurora, seen in this figure, shows clusters in historic neighborhoods and along major arterials in northwest Aurora.

Community Engagement & Collaboration

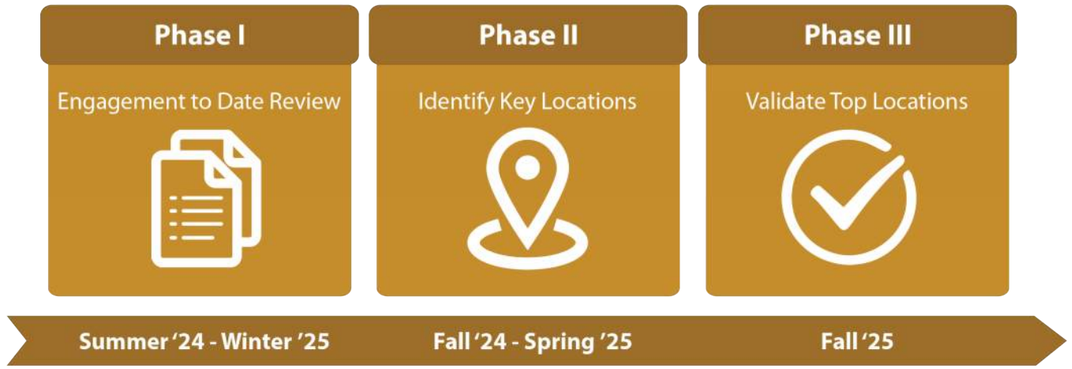


Engaging Projectwide

This plan reflects a strong commitment to connecting with a broad range of community members, gathering meaningful input, and incorporating that feedback into the final recommendations. Engagement activities and materials were offered in both English and Spanish to ensure accessibility for the diverse populations within the Adams County Comprehensive Safety Action Plan (CSAP) project area, including younger residents and households where English is not the primary language. This section summarizes how community members and stakeholders were engaged throughout the process and describes how their input informed the larger Adams County CSAP. More detailed information about the full engagement process and input received is provided in **Appendix A: Engagement Summary**.

Three phases of engagement occurred during the project with each phase serving a specific purpose:

- **Phase I** focused on reviewing and evaluating data from recent transportation safety engagement efforts and incorporating those findings into the Phase II dataset.
- **Phase II** focused on building project awareness and identifying key areas of concern.
- **Phase III** centered on validating top locations and identifying any new ones.





Community Engagement Touchpoints Throughout the Duration of the Project

Outreach

The project team employed multiple outreach methods to gather community input throughout the planning process. A dedicated project website was developed to introduce the effort, share key information, and host interactive engagement tools, including a Social Pinpoint map and online survey. The website and engagement opportunities were promoted through agency newsletters, websites, and social media platforms.

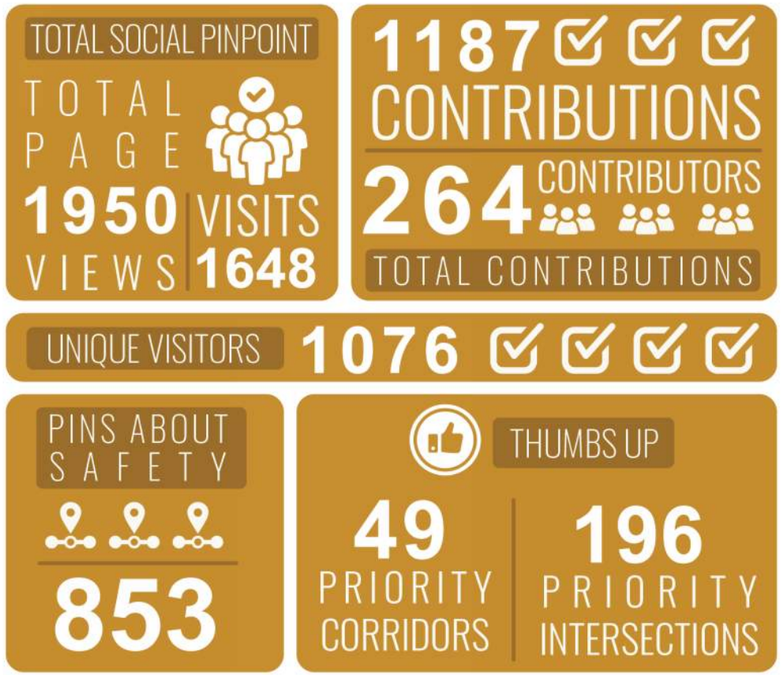


Technical Advisory Committee

The Technical Advisory Committee (TAC) comprised of representatives from local, regional, state and federal agencies was established to guide the project. They provided technical oversight and guidance, as well as recommendations for how to best reach community members. For details on the TAC's roles, responsibilities, and the milestones at which they were engaged, please refer to **Appendix A: Engagement Summary**.

Social Pinpoint

To gather meaningful input from residents throughout the duration of the project, the project team utilized Social Pinpoint, which is an online engagement platform featuring an interactive commenting map. The following infographic summarizes all the feedback collected throughout Social Pinpoint over the entire project timeline, highlighting how community members identified both urgent problem spots and broader travel patterns they experience during daily commutes and neighborhood trips.





Representative Snapshot of Safety Concern Data Collected Using Social Pinpoint

Engaging with Aurora

This section highlights the key themes and data points specific to Aurora during the three phases of engagement.

Phase I: Engagement to Date

During this phase, community input associated with safety, transportation and mobility was collected from recent planning efforts. The Connecting Aurora plan was still in progress when its engagement efforts were reviewed, and preliminary community feedback emphasized Aurora's focus on multimodal safety, with community members highlighting the need to slow vehicle speeds, improve or install crossings, and provide greater separation between people driving and people biking, walking, or rolling. Input also pointed to safety and amenity needs at transit stops, as well as concerns related to freight activity at key crossings.

Community feedback highlighted "safety" as the most common aspiration, with residents frequently pointing to unsafe crossings, speeding, and other barriers affecting people walking and rolling. Rapid development has expanded into lower density areas, creating widespread safety concerns. This growth has increased vehicle traffic and congestion and placed homes farther from transit and key destinations. As a result, it is harder for people to safely walk, bike, or use transit.

Phase II: Identify Key Locations of Concern for Northglenn

During Phase II, 185 Social Pinpoint map comments were submitted within Aurora. Feedback showed concerns dispersed across both residential neighborhoods and major arterials, where residents frequently raised issues related to speeding, sidewalk gaps, and unsafe crossings. Comments pointed to areas with higher pedestrian activity as particular points of concern, highlighting locations where limited infrastructure and heavy traffic create a need for safety improvements.

Participants expressed strong support for the following improvements to enhance safety and infrastructure:

- Add protected and continuous bike lanes along key corridors
- Complete sidewalk networks and enhance lighting for safer travel
- Implement traffic calming infrastructure to help reduce vehicle speeds

Themes We Heard in Phase II

Safety and Speeding

Frequent reports of unsafe driving on arterial roads near neighborhoods and parks, with speeding cited as a common concern affecting overall comfort and safety.

Lack of Sidewalks and Connectivity

Sidewalk gaps and unclear pedestrian routes were raised as safety risks, highlighting the need for more continuous and connected walkways.

Bicycle Infrastructure Gaps

Minimal bicycle infrastructure and limited protection in traffic left riders feeling exposed, underscoring the need for safer and more reliable bike facilities.

Maintenance and Visibility

Requests for improved lighting and better road surface conditions reflected concerns about nighttime visibility and overall safety for people walking, biking, and driving.



Representative Snapshot of Data Collected Through the Mapping Activity in Phase II

Phase III: Validate Top Locations

A new Social Pinpoint mapping activity was launched in Phase III. Participants were asked to review top intersections and top corridors that were identified through the historical crash analysis, indicate agreement or disagreement, and suggest additional areas for safety improvements. Participants submitted feedback on 22 top intersections and one top corridor in Aurora.

In addition to the online feedback, the project team hosted five pop-up events across the Adams County CSAP study area, including the Aurora Borealis Festival in Aurora, where they engaged with approximately 160 attendees who provided valuable input on roadway safety concerns. Participants identified new locations to add to the map of top locations and expressed agreement with many of the areas already under review. Feedback included requests for updated traffic signal infrastructure in new Aurora developments, such as 56th Ave and Picadilly Rd intersection, along with concerns about safety and traffic conditions along Alameda Ave near I-225, and on Parker Rd south of I-225. All input gathered at the event was added to the digital map and was used to validate and refine top locations for future safety improvements.

Themes We Heard in Phase III

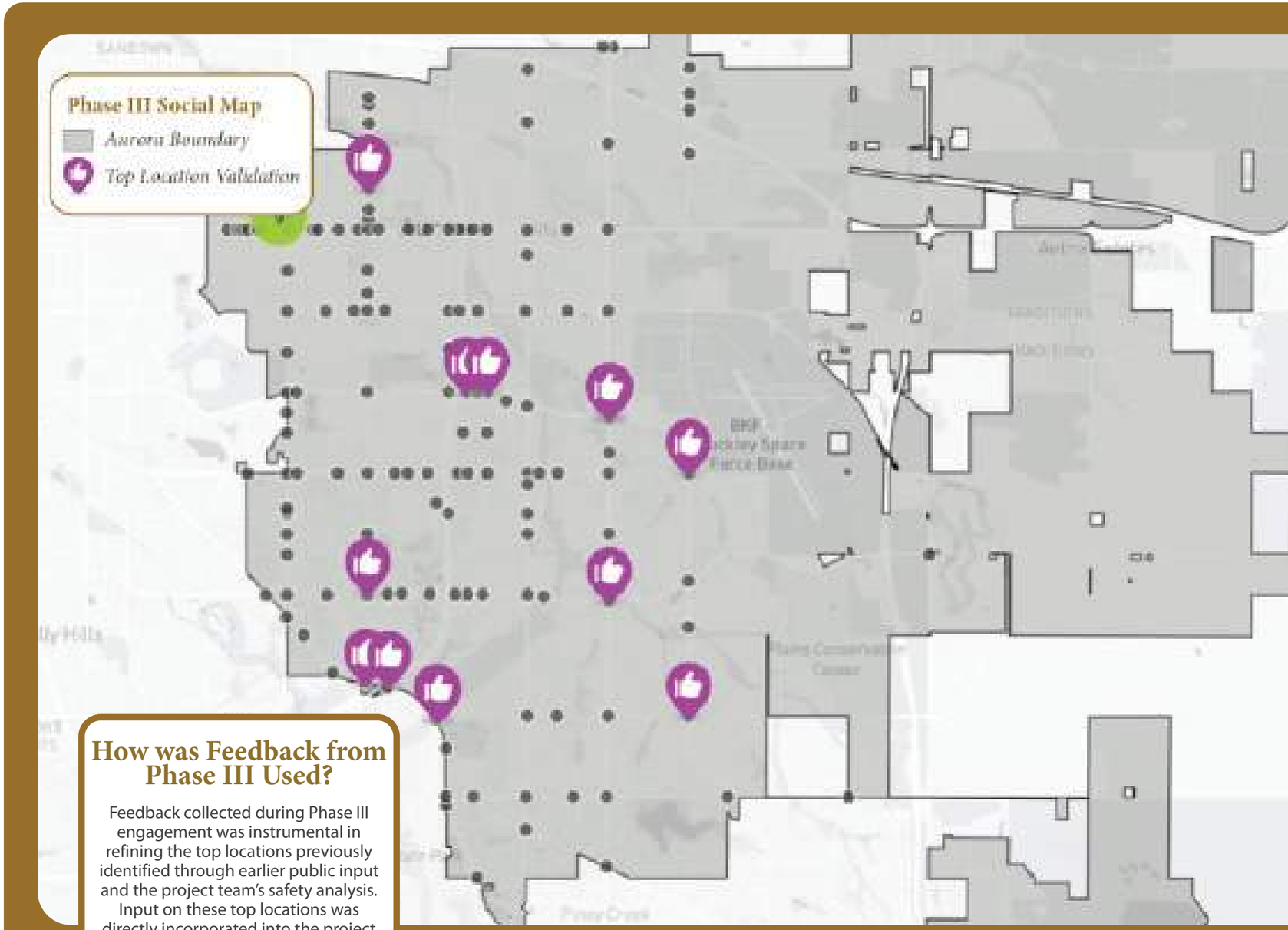
Top Intersections

Feedback pointed to concerns related to lane configuration and geometry, removing turn lanes, and long intersection crossing distances at busy locations. Residents also noted challenges with permissive left-turn operations during peak periods and limited sight distance, as well as frequent crashes at specific intersections. The input offers location specific insight into factors that may be contributing to safety issues.

Top Corridors

Comments on the top corridor highlighted recurring issues related to access management, limited sight distance for vehicles entering from side streets, and other corridor-wide safety concerns. This feedback illustrates challenges across entire segments, reinforcing the need for comprehensive corridor-level evaluation.

The number of public comments provided near top intersections (shown in the map as dark grey dots) and corridors factored into project prioritization. **The community input accounted for 15% of the total prioritization score.** Detailed information about the engagement process can be found in **Appendix A: Engagement Summary**. Additional information on the prioritization of projects can be found in the **Project Prioritization** section.



Representative Snapshot of Data Collected Through the Mapping Activity in Phase III

How was Feedback from Phase III Used?

Feedback collected during Phase III engagement was instrumental in refining the top locations previously identified through earlier public input and the project team's safety analysis. Input on these top locations was directly incorporated into the project prioritization process to help rank locations.

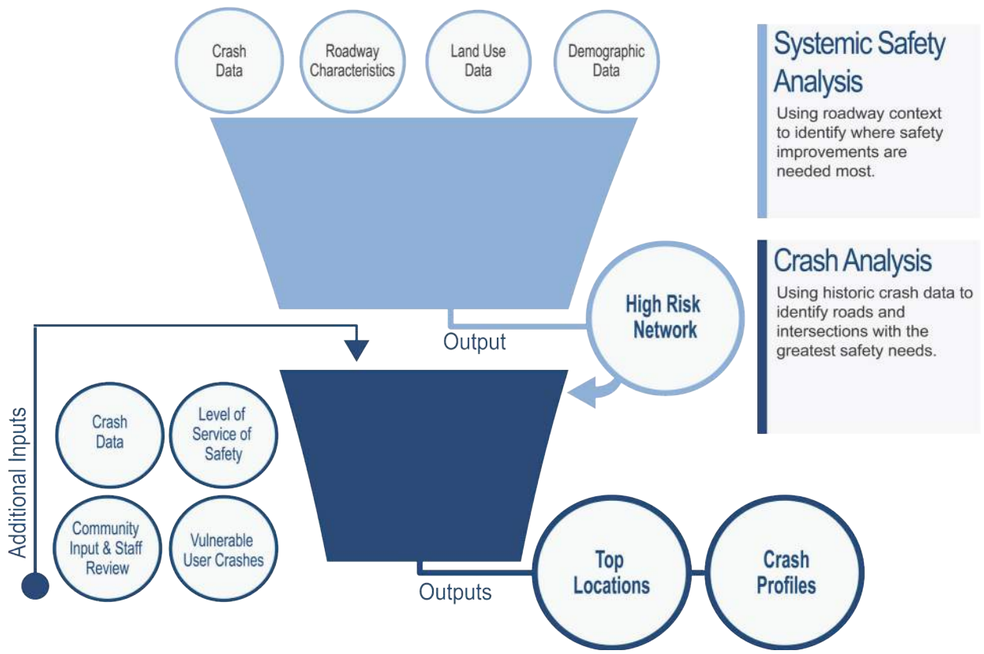
Safety Analysis



Purpose

Between 2018 and 2022, over 35,000 crashes occurred in Aurora, involving over 88,000 people, and resulting in nearly 17,700 injuries (including minor or possible injury) or fatalities, which included 1,617 people killed or seriously injured (KSI). The goal of the safety analysis was to understand what types of crashes were most likely to result in KSI crashes, where these KSI crashes were occurring disproportionately, and where KSI crashes are likely to occur in the future.

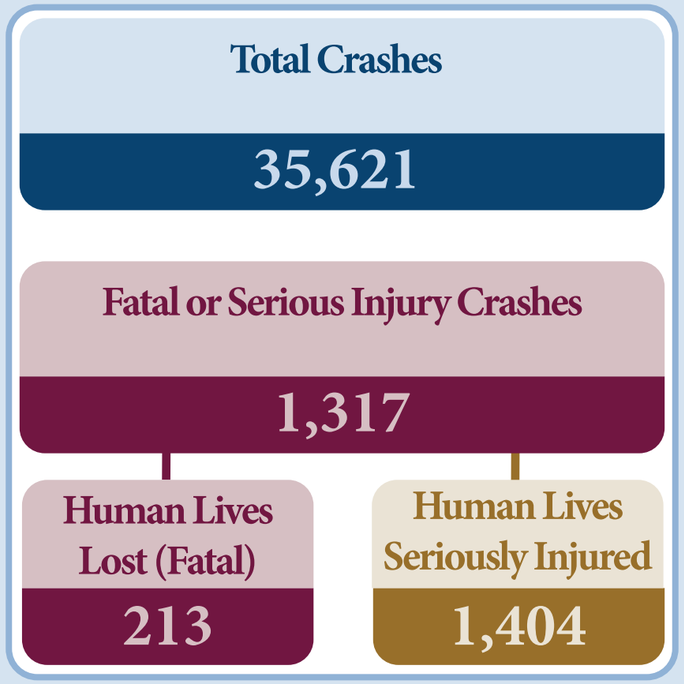
To answer these questions, a series of data-driven safety analyses were conducted, as shown in the figure below. Crash analyses based on historical crash data obtained from DiExSys were complemented by systemic safety analysis to proactively identify risk. Combined, these safety analyses resulted in lists of top intersections and corridors where safety interventions are recommended, as well as a High Risk Network (HRN).



Crash Analysis

Overview

The crash analysis provided a snapshot of all crashes that occurred during the five-year period between 2018 and 2022, the most recent five-year period with available data at the start of the project. Crash records originated from law enforcement reports submitted to the Colorado Department of Revenue. These were processed and quality-controlled by CDOT, further cleaned and geocoded by Adams County through DiExSys, and subsequently reviewed and refined by the consultant team for analysis.

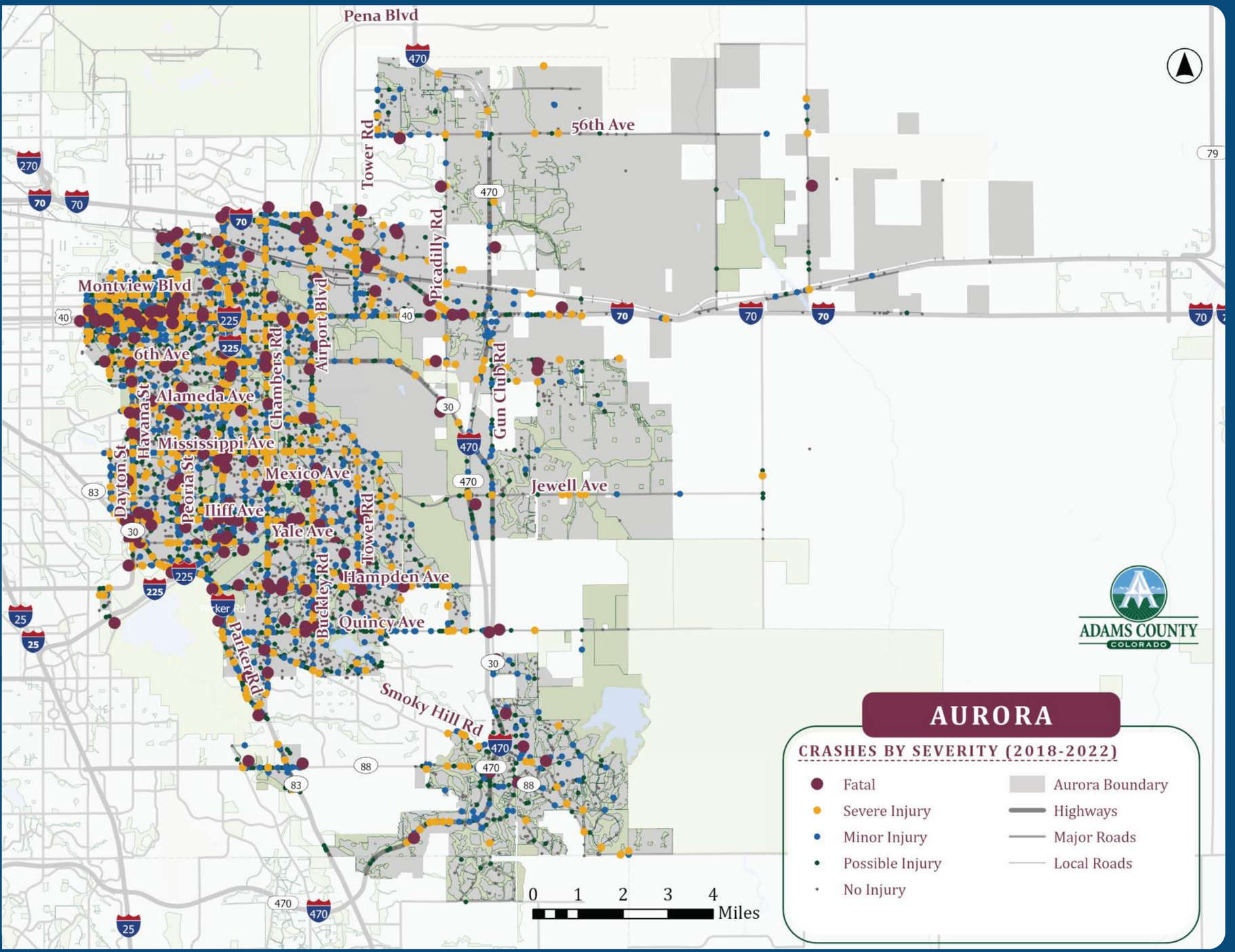


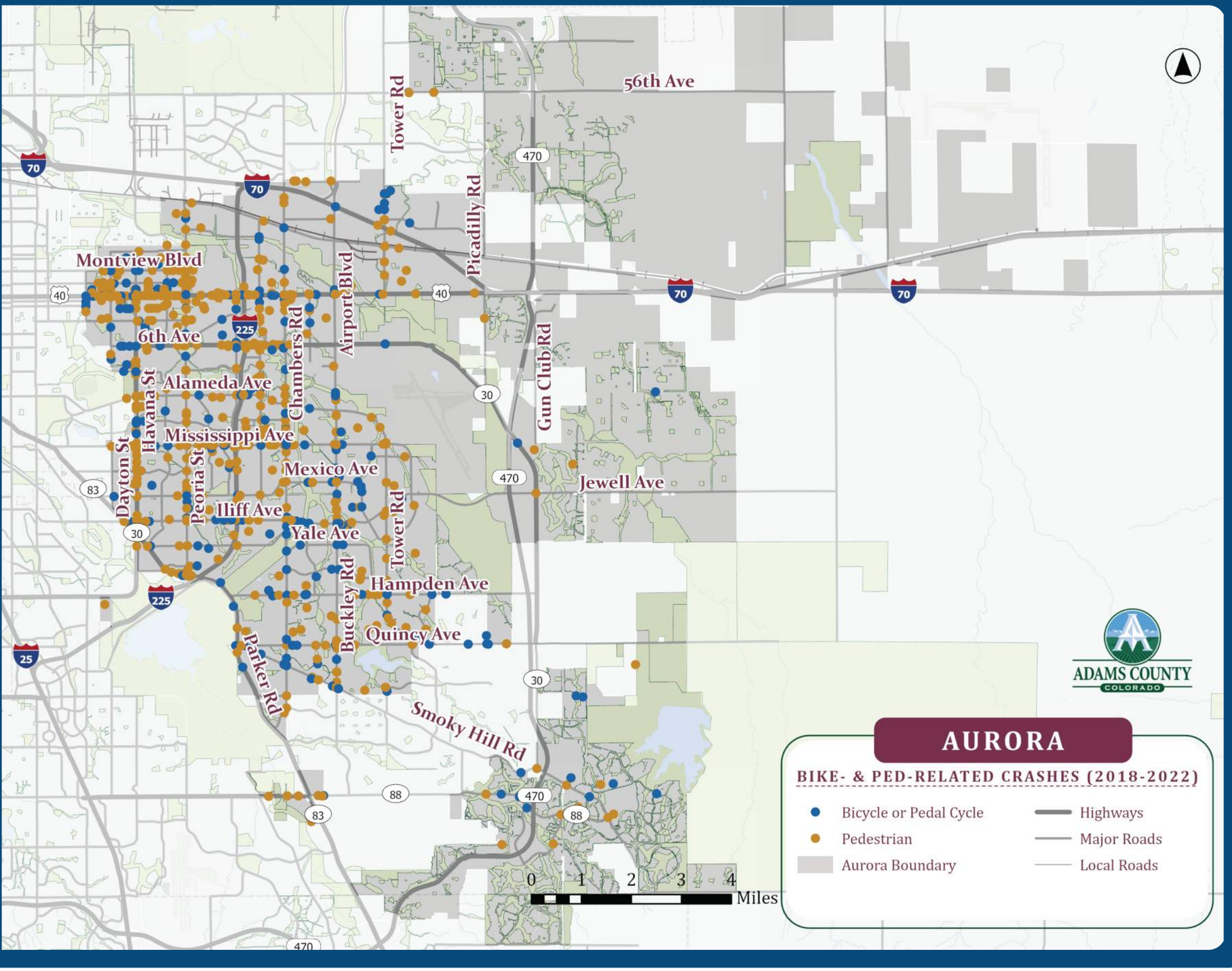
The crash analysis was completed for all roadways in Aurora, including facilities owned and operated by CDOT, to provide a comprehensive picture of countywide crash trends and safety concerns. While limited-access highways and interstates were included in the analysis, they were not considered for county-led safety countermeasure development due to jurisdictional authority. Other CDOT-owned facilities were included in the countermeasure analysis and help inform safety priorities, coordination, and partnership opportunities between the county and CDOT.

On average, crashes occurred at a rate of approximately 20 per day, including seven injury crashes per day and one KSI crash per day.

Crashes by Severity

The following map shows the distribution of crashes by severity. Crashes happened most frequently along major arterials such as Colfax Ave, Havana St, Peoria St, and Hampden Ave.

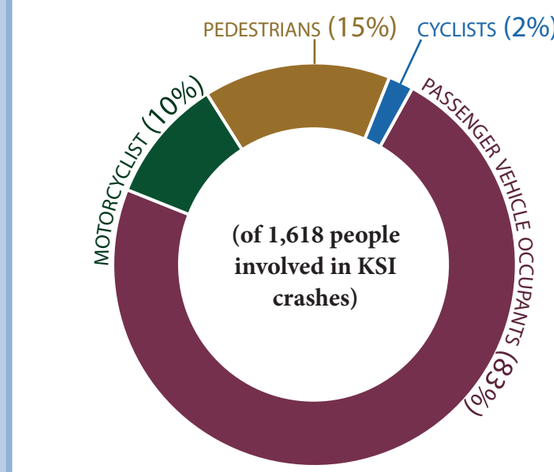




Bike and Pedestrian Crashes

Crashes involving bicyclists and pedestrians (shown in the adjacent map) were scattered across the city, but mainly occurred along major arterials with clustering in the denser, western areas of the city, most notably around Colfax Ave.

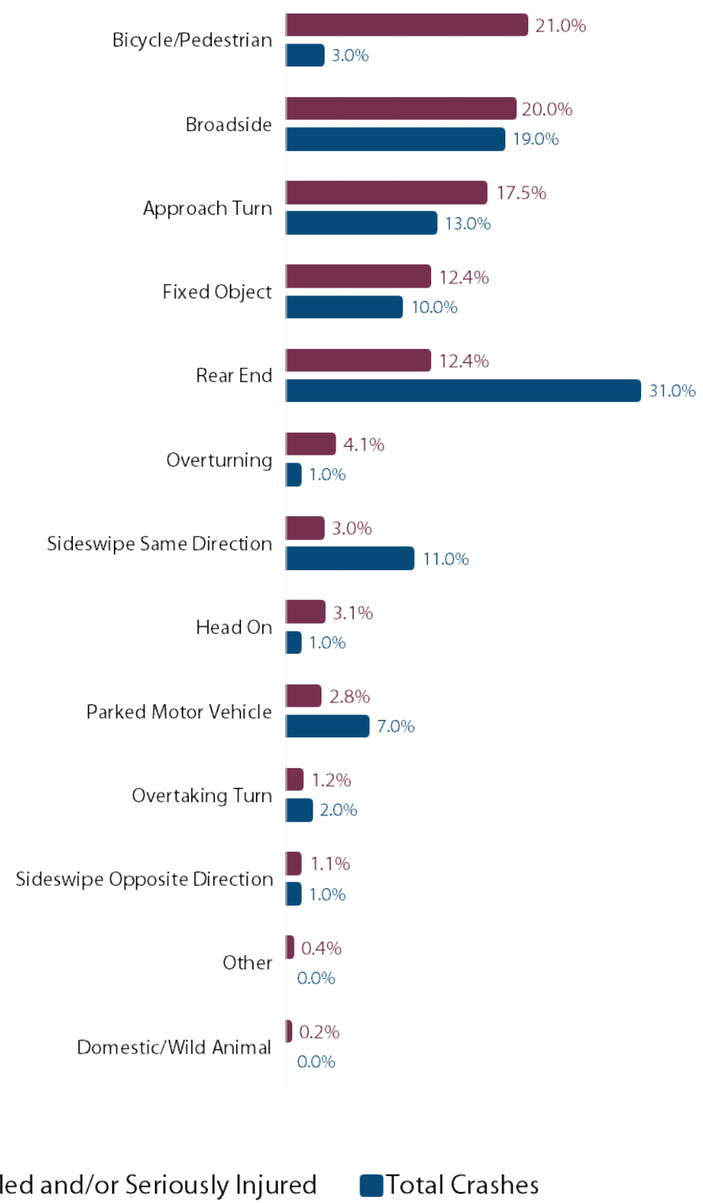
Of the 1,618 people killed or seriously injured in a crash on Aurora's streets between 2018 and 2022, 282 were walking or biking (or about one out of every six KSI's).



Percent of Crashes by Crash Type

Crash frequency and severity differed by crash type, as shown in the figure below. Nearly one-third of crashes in Aurora between 2018 and 2022 were rear-end crashes, but these crashes are not generally KSI crashes. By contrast, only 3% of crashes during this period involved a bicyclist or pedestrian, but this crash type accounted for 21% of KSI crashes. Broadside and approach turn crashes accounted for the majority of vehicular KSI crashes.

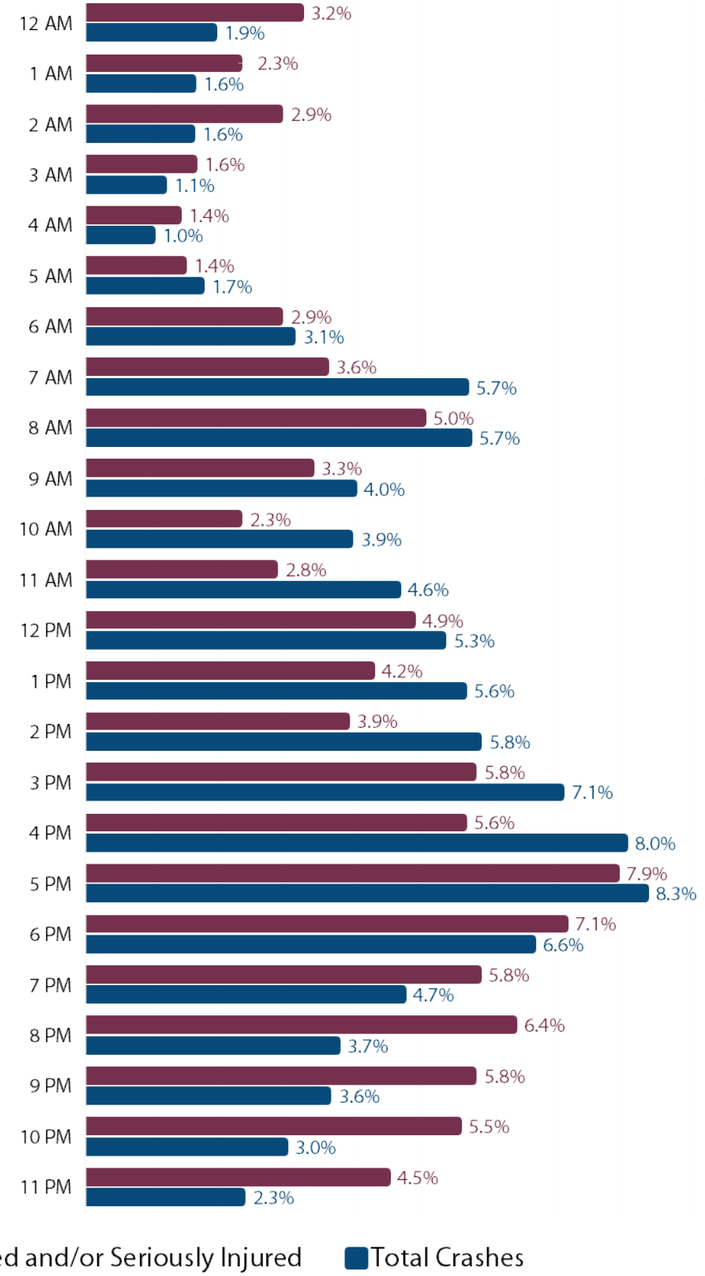
Crashes by Crash Type



Percent of Crashes by Time of Day

Crash frequency and severity also varied by time of day. Crashes happened most frequently between 7 AM and 9 AM and 4 PM and 6 PM, as seen in the figure below. While crashes were less frequent later in the evening and in the early morning, these crashes were more likely to be a KSI crash.

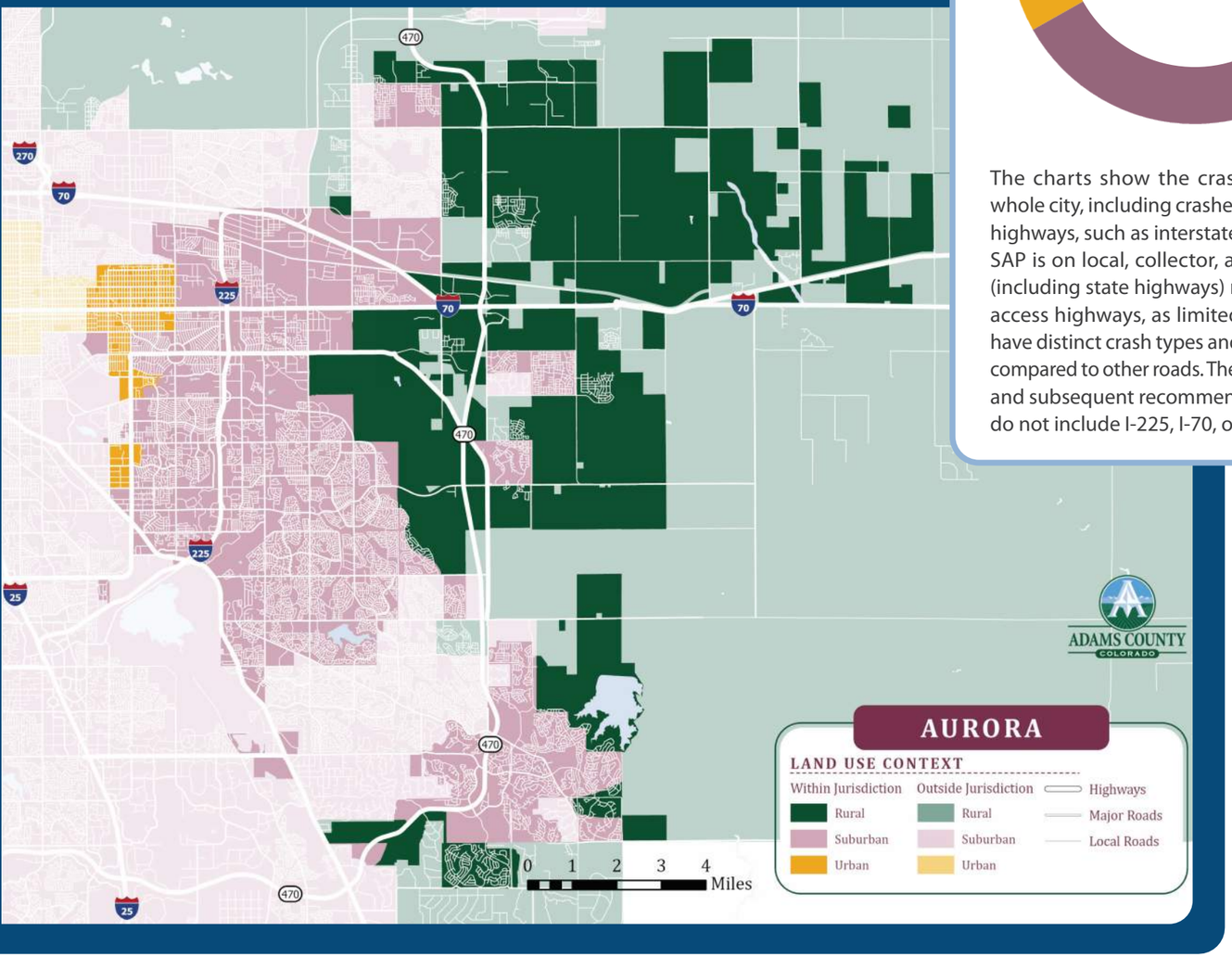
Crashes by Time of Day



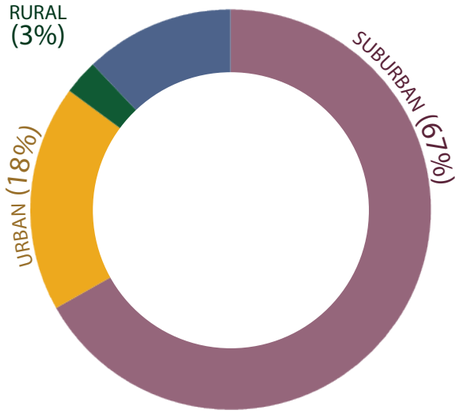
Crashes by Land Use Context

Crash patterns also varied by land use context. Most of Aurora is characterized by suburban land uses, with density increasing on the western side bordering Denver, shown in the figure below. While eastern Aurora has historically been more rural, the area is rapidly developing, and is expected to become more suburban in the future. This means that current observed crash patterns may look different in the future with an increase in development and traffic.

Within the more urbanized western areas of Aurora, crashes involving bicyclists and pedestrians account for over one-third of KSI crashes. Broadside and approach turn crashes account for 24% and 17% of KSI crashes, respectively. In suburban areas, broadside, bicycle/pedestrian, and approach turn crashes collectively account for 60% of KSI crashes. In rural areas, crashes with fixed objects are the most common KSI crash type.

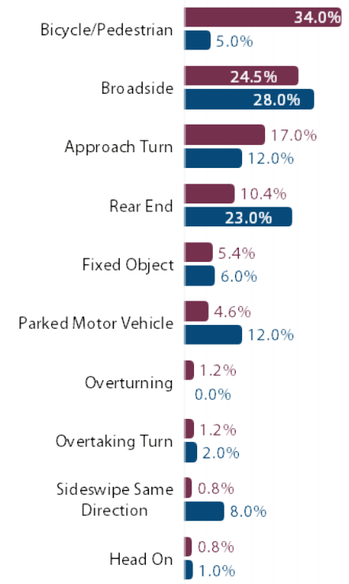


LIMITED ACCESS HIGHWAY (12%)

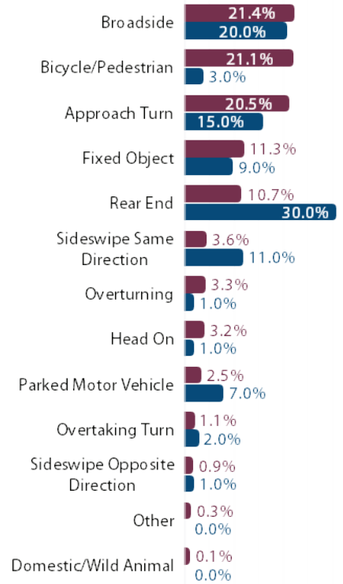


The charts show the crash picture for the whole city, including crashes on limited-access highways, such as interstates. The focus of the SAP is on local, collector, and arterial streets (including state highways) rather than limited access highways, as limited access highways have distinct crash types and countermeasures compared to other roads. The following analyses and subsequent recommendations in the SAP do not include I-225, I-70, or E-470.

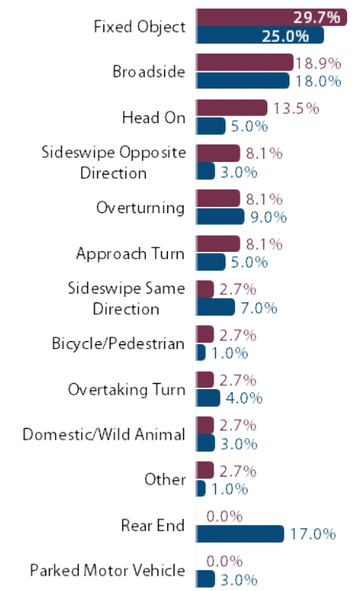
Urban Crashes



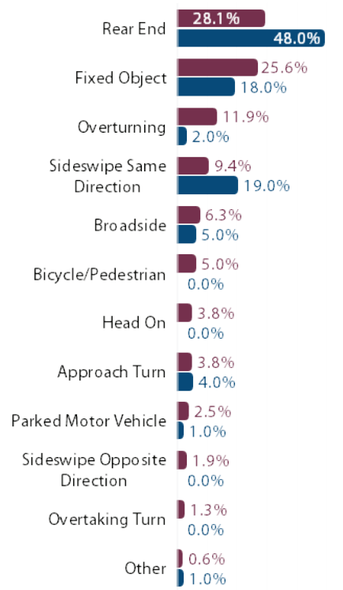
Suburban Crashes



Rural Crashes



Limited Access Highway



Killed and/or Seriously Injured Crashes Total Crashes

Level Of Service of Safety

Level of Service of Safety (LOSS) analysis assessed crash frequency and severity of Aurora's intersections compared to similar intersections statewide. Analysis was completed in DiExSys Vision Zero Suite (VZS) using CDOT-verified crash data from 2018-2022. DiExSys has developed predictive Safety Performance Function (SPF) models that predict the number and severity of crashes expected to occur at different intersection facility types in Colorado given the traffic volumes on the cross streets. Based on information input into VZS for an intersection, the tool returns LOSS scores that quantify the intersection's performance in terms of the number and severity of crashes observed compared to the number and severity of crashes predicted by the SPF model. LOSS scores range from I to IV, with higher scores indicating higher potential for crash reduction. A detailed LOSS methodology is provided in **Appendix D: LOSS Methodology**.

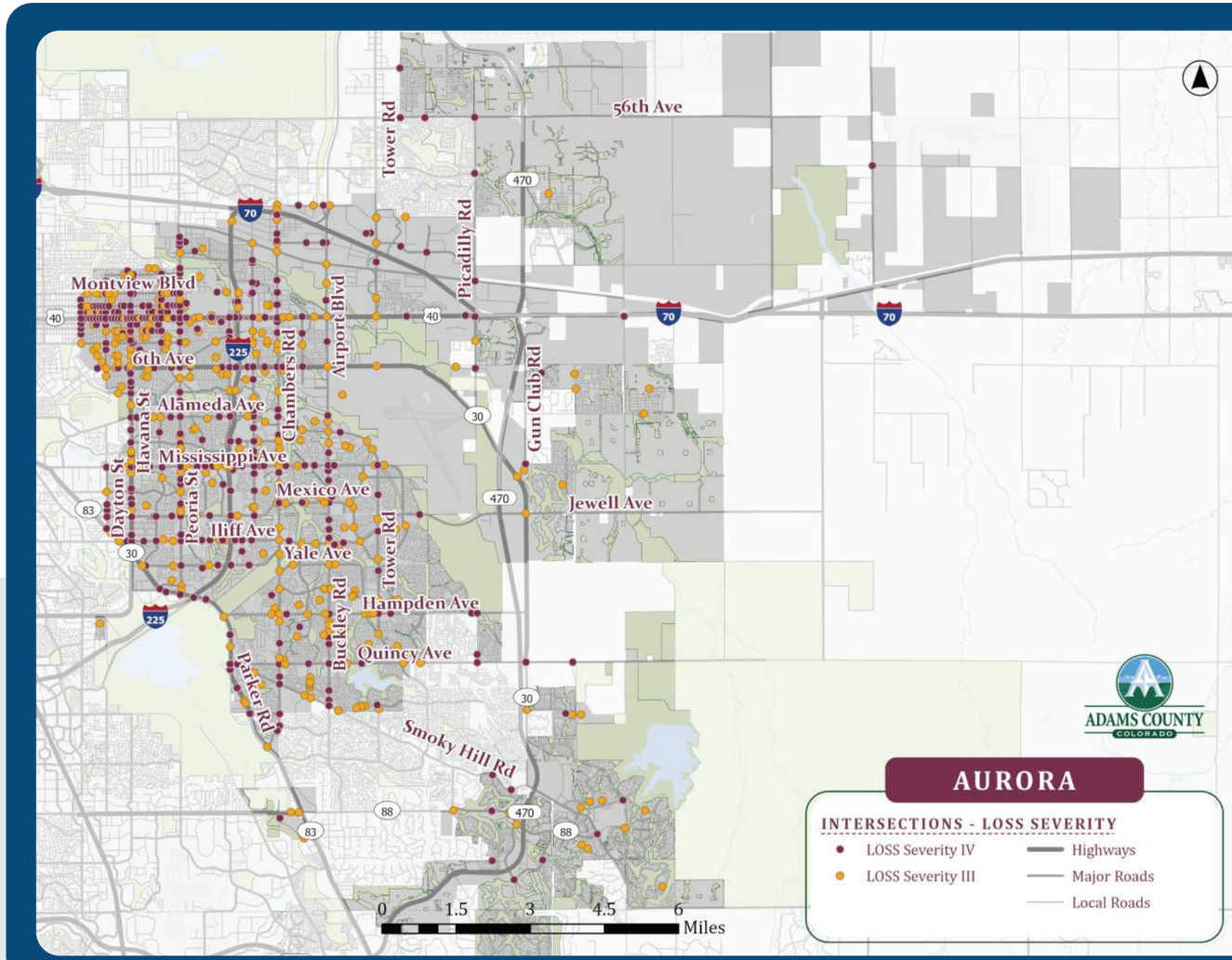
LOSS scores are based on the crash percentile of a given location relative to similar locations in Colorado:

LOSS I	LOSS II	LOSS III	LOSS IV
low potential for crash reduction	low to moderate potential for crash reduction	moderate to high potential for crash reduction	highest potential for crash reduction
<20th Percentile	20th to 50th Percentile	50th to 80th Percentile	>80th Percentile

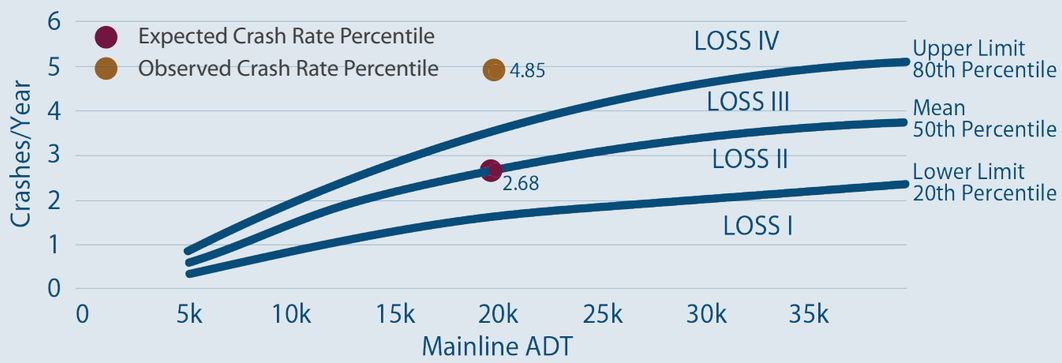
Locations classified as **LOSS I** or **LOSS II** generally indicate strong or acceptable safety performance compared to similar locations.

Locations classified as **LOSS III** or **LOSS IV** generally warrant further engineering evaluation and consideration for priority safety investments.

LOSS analysis found that 361 intersections were LOSS Severity IV, meaning they were in the 80th percentile or above for injury crash rate as compared to similar locations, and 299 were LOSS Severity III (meaning they were in the 50th to 80th percentile), as shown below. More crashes resulting in injuries occurred at these intersections between 2018 and 2022 than is typical for similar intersections. These intersections have higher potential for crash reduction and may be good candidates for location-specific safety improvements. As shown in the map, many intersections along Colfax Ave, Havana St, and other major streets in the more urbanized western areas of Aurora have high potential for crash reduction based on the LOSS analysis.



LOSS Analysis Example



This example illustrates a LOSS IV intersection. There is high potential for crash reduction.

Systemic Safety Analysis

Systemic safety analysis is a proactive approach to identifying risk based on roadway characteristics. This approach correlates KSI crashes with roadway design factors, demographic characteristics, and different land uses, to predict where serious crashes may happen in the future. Through this method, proactive safety interventions can be implemented in locations where KSI crashes have not yet occurred. Similarly, using a systemic approach, safety interventions could be applied at all intersections in a community that share certain characteristics, regardless of crash history.



Characteristic	Categories	Risk Scores
Functional Classification	Local Collector Arterial State Highway	0 2 3 3
Speed Limit	below 30 mph 30 mph and above	0 3
Operating Speed (85th Percentile)	30 mph and below 30 – 60 mph	0 3
Total Number of Lanes	0-2 lanes or less ≥3 lanes	0 3
AADT	≤3000 vehicles per day (vpd) > 3000 vpd	0 3
Bike Lanes	Yes No	2 0
Sidewalks	Yes No	2 0
Near School (0.25 mi)	Yes No	2 0
Near Railroad Crossing (0.03 mi)	Yes No	0 0
Bus Route	Yes No	3 0
Signalized Intersection (0.03 mi)	Yes No	3 0
Parks (1000 ft)	Yes No	0 1
Trails (30 ft)	Yes No	1 0
Disadvantaged Area - DRCOG	Yes No	0 0
Population Density (population/mi²)	≤5000 5,001-8000 >8,000	0 1 3
Journey To Work (% Car-free)	≤1% 1 – 2.5%% 2.5% – 5% 5% – 10%	0 0 1 3
Regional Area Type	Rural Suburban Urban	0 0 3

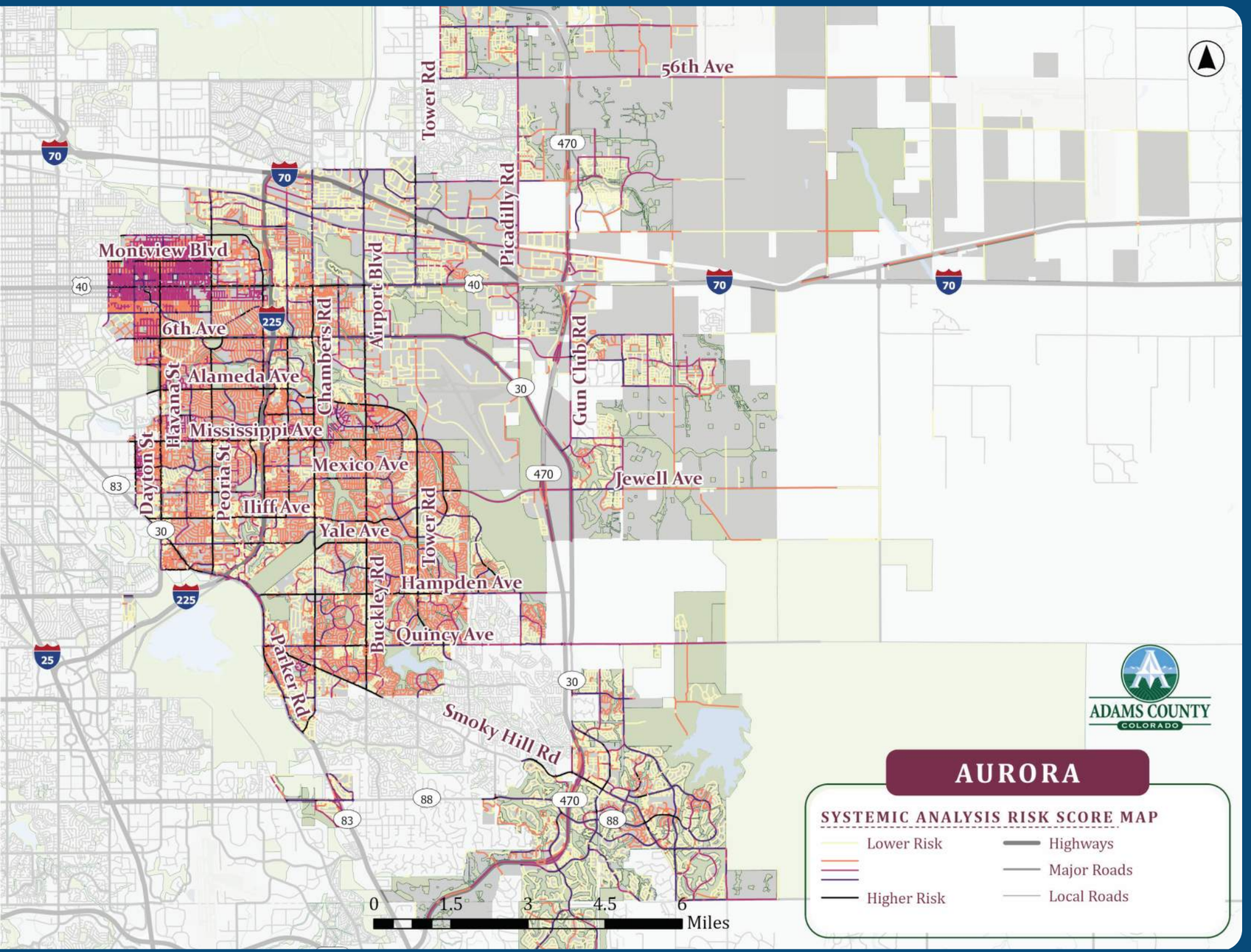
Systemic Risk Scores

The Equivalent Property Damage Only (EPDO) method was used to weight crashes by severity and assess the relative risk of different roadway characteristics. In this approach, fatal and injury crashes are converted into an equivalent number of property damage only (PDO) crashes. This conversion is calculated by dividing the comprehensive cost of crashes at each severity level by the comprehensive cost of a PDO crash. EPDO scores were calculated for each roadway segment and compared to the overall average EPDO per centerline mile in the city. Roadway characteristics with EPDO values at least 115% of the network average were identified as overrepresented, given a score of 3, and considered indicators of systemic safety risk. These risk tiers were then converted into a 0–3 scoring system, with 3 being the highest risk, to identify segments with the greatest safety needs. The detailed systemic analysis methodology and calculations are provided in **Appendix C: Systemic Safety Analysis**.

The systemic approach identifies correlations rather than causation, meaning a roadway feature labeled "high risk" does not inherently make the roadway unsafe. Some features, like sidewalks, may appear overrepresented simply because they are more common in high activity areas where exposure is greater. Therefore, systemic results should be viewed as guidance for where proactive safety countermeasures may be most effective, not as judgments about the safety of the feature itself.

The table shows all characteristics that were tested and risk scores assigned to them based on correlation with crashes. Some characteristics had no risk associated with them; these have a risk score of 0.

85th percentile speed refers to the speed at or below which 85% of vehicles travel on a given road segment.
DRCOG has developed an index that combines Census tract-level data about economic status, mobility barriers, and race and ethnicity. Scores are split into quartiles and compared to the whole DRCOG region.



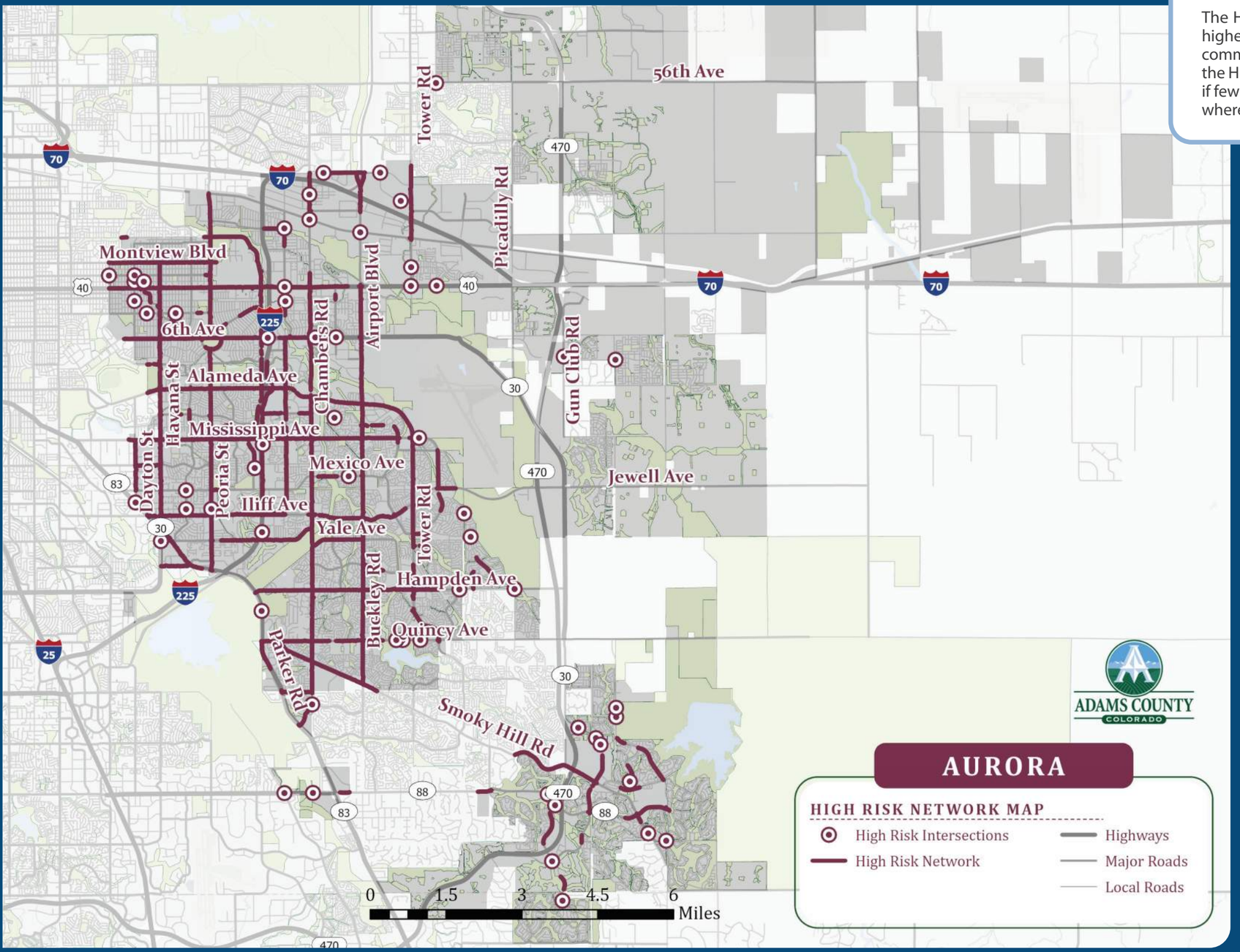
Systemic Analysis Results

The systemic analysis scores from 17 roadway characteristics were mapped on the roadway network, splitting segments whenever a feature changed. Each segment received a total systemic score based on a compilation of scores for the roadway characteristics within that segment. A sensitivity analysis tested different percentile thresholds, and the 90th percentile was used as the cutoff for the first HRN iteration. This threshold included only segments that scored 20 or higher, which accounted for about 5.8% of the roadway network and half of all KSI crashes.

Percentile	Systemic Score	Length (mi)	% of Total Road Miles	% of KSI crashes
>75th	12	323.1	18.1%	81.2%
>80th	14	241.2	13.5%	73.7%
>90th	**20**	**104.6**	**5.8%**	**50.4%**
>95th	24	40.7	2.3%	29.7%
>99th	28	8.5	0.5%	9.2%

High Risk Network

The High Risk Network (HRN) is a proactive tool that helps identify roads with a higher potential for serious crashes based on roadway conditions and surrounding community context. Unlike a High Injury Network, which looks only at past crashes, the HRN highlights locations with features known to increase future crash risk, even if few crashes have happened yet. This helps the county focus safety improvements where people are most likely to benefit.



Network Smoothing

After defining the threshold in systemic safety analysis, the HRN was refined through a smoothing process to create logical, continuous corridors that support planning and project development. This step ensured the HRN functions as a cohesive network rather than a set of disconnected fragments. The smoothing process involved the following:

- Filling short gaps (<150 ft) between high risk segments
- Evaluating larger gaps based on context, land use, and systemic scores
- Adjusting segment start and end points so they aligned with intersections or logical boundaries

These steps ensured the HRN formed a cohesive network rather than disconnected fragments.

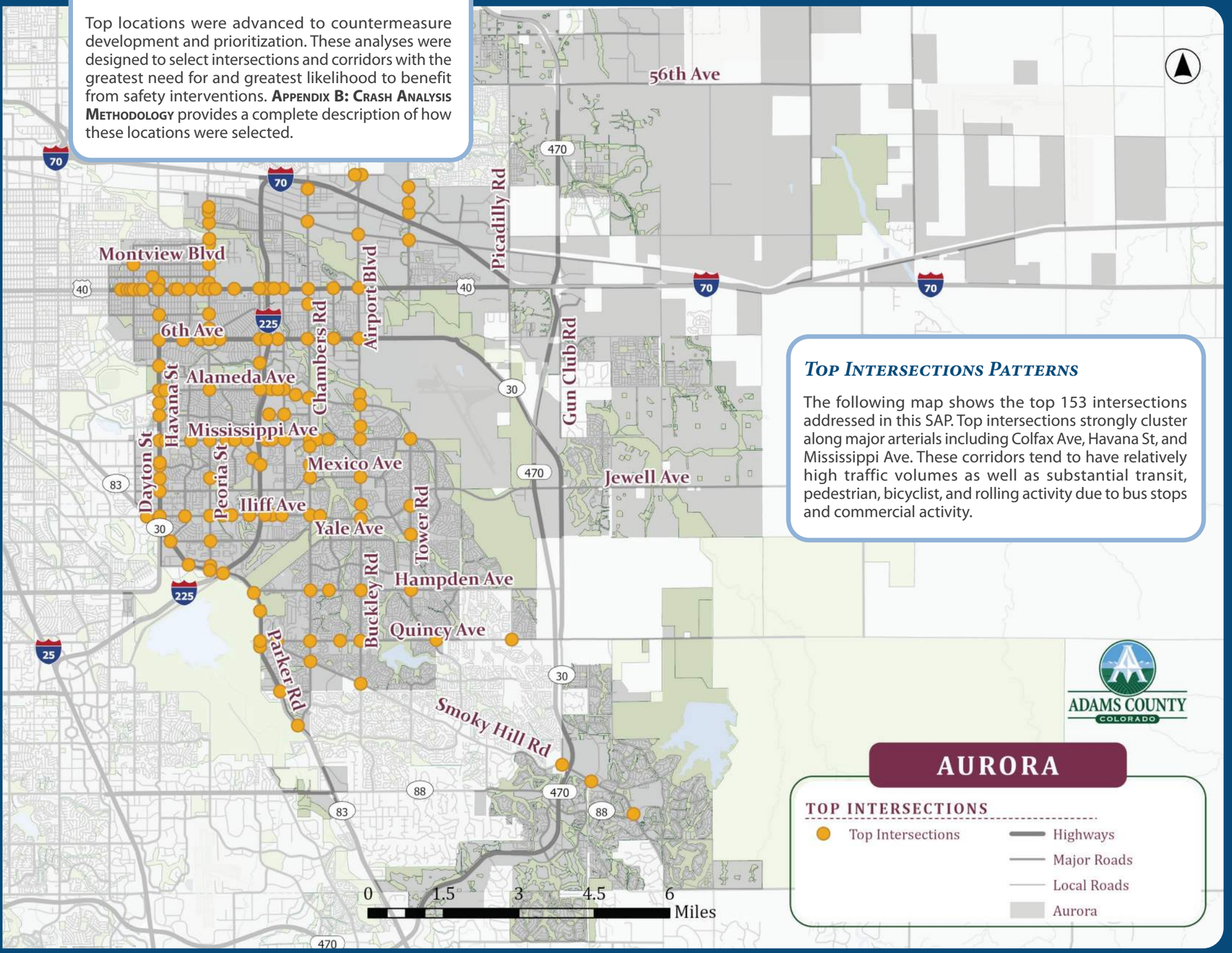
The final HRN, shown in the adjacent figure, accounts for just 6% of Aurora's road network, but 52% of the KSI crashes. When considering the level of risk on boundary roads, results may change from agency to agency. Adjacent agency's HRNs are located in **Appendix E: HRN.**

High Risk Intersections

When performing the smoothing process, the project team was careful to minimize the impact (change) to the original data-informed version of the HRN by ensuring that the segments of the network added or removed from the smoothed HRN did not sum to a total length greater than 1/10th of the HRN. As part of this process, small segments, typically surrounded by signalized intersections, were converted from isolated, high-risk "island" segments into High Risk Intersections (HRIs). High Risk Intersections were identified when they met the scoring criteria for being on the HRN but scores on the adjacent segments did not. This does not mean they are the only intersections with high risk. Intersections with more than one leg falling on the HRN are also considered high risk.

Top Locations

Top locations were advanced to countermeasure development and prioritization. These analyses were designed to select intersections and corridors with the greatest need for and greatest likelihood to benefit from safety interventions. **Appendix B: Crash Analysis Methodology** provides a complete description of how these locations were selected.

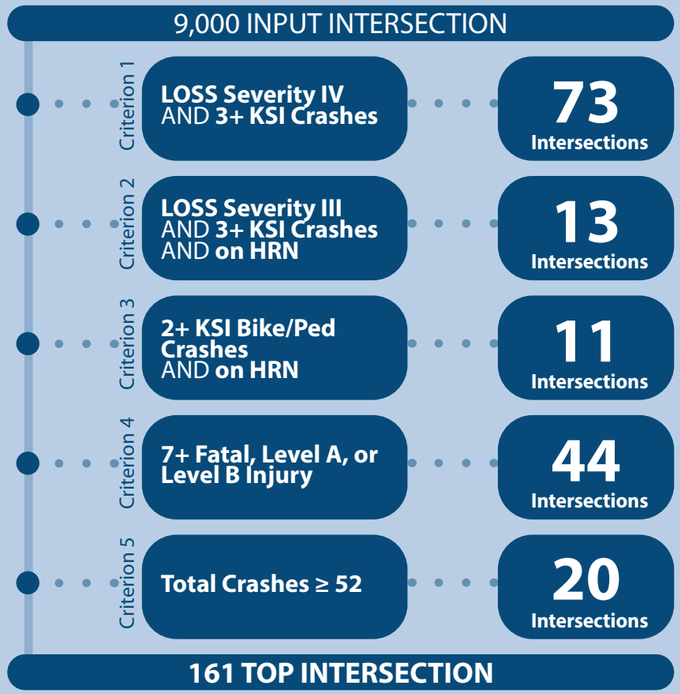


Top Intersections Patterns

The following map shows the top 153 intersections addressed in this SAP. Top intersections strongly cluster along major arterials including Colfax Ave, Havana St, and Mississippi Ave. These corridors tend to have relatively high traffic volumes as well as substantial transit, pedestrian, bicyclist, and rolling activity due to bus stops and commercial activity.

Top Intersections

Aurora has over 9,000 intersections. Using a set of criteria, a subset of intersections was identified where safety interventions are likely to have the greatest impact toward reducing traffic fatalities and serious injuries. These criteria, shown in the table below, integrate results from the LOSS analysis and HRN, and add crash frequency.

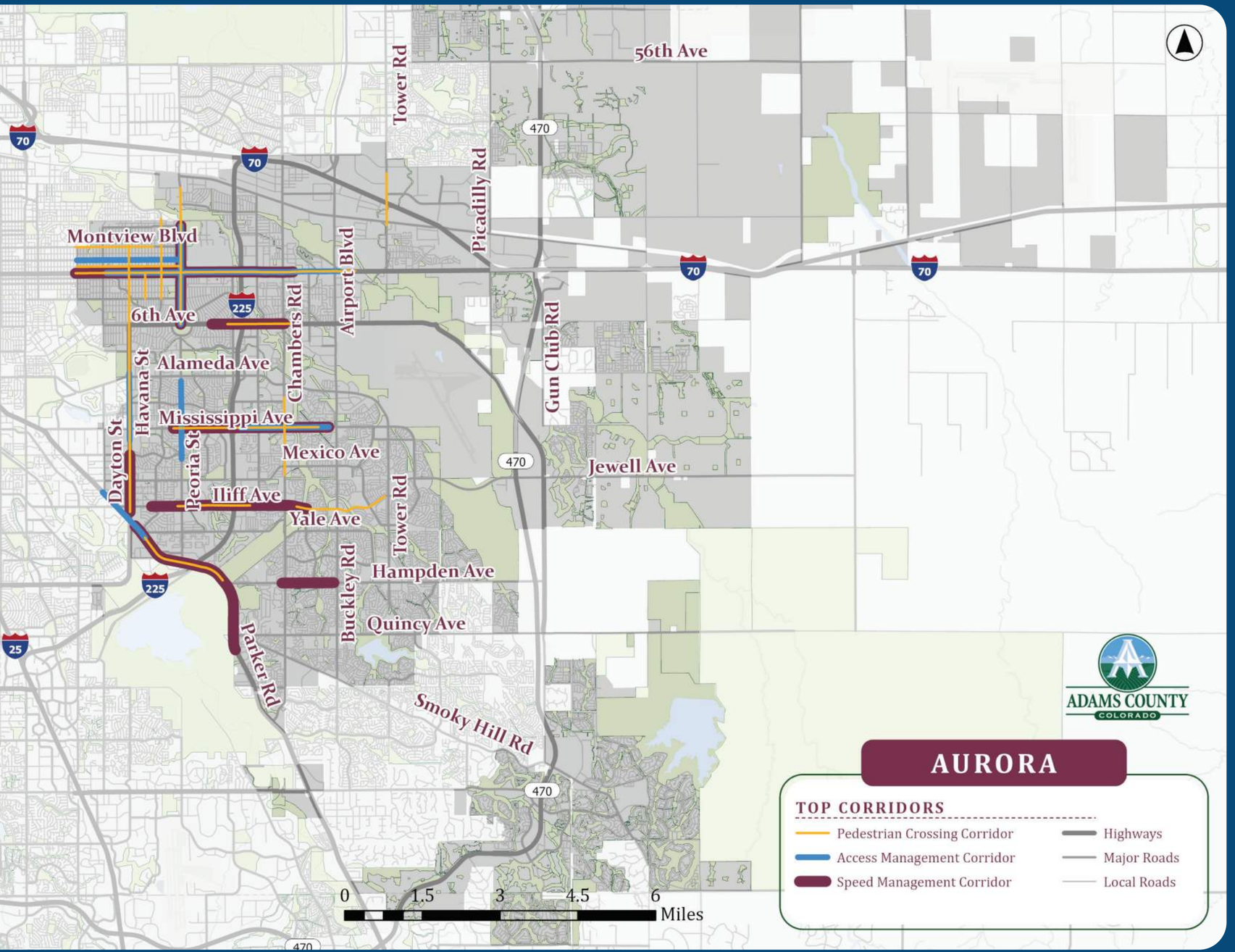


The figure shows that 73 intersections in Aurora met the first criterion, with a LOSS severity score of IV and three or more KSI crashes in the study period (2018-2022). An additional 13 intersections met the second criterion, meaning they each had a LOSS severity of III, three or more KSI crashes in the study period, and fell along the HRN. In total, 161 intersections in Aurora met one or more of the five criteria.

Each element in the criteria helped to refine the intersection list in a unique way:

- LOSS Severity III and IV scores identify intersections with higher rates of injury crashes compared to similar intersections.
- The KSI crash threshold identifies locations where KSI crashes have happened in the past.
- The HRN identifies locations where KSI crashes are most likely to occur in the future.
- The focus on previous crashes involving bicyclists or pedestrians pays particular attention to these vulnerable road users.
- The raw frequency criteria identify intersections where there were significantly more crashes in 2018-2022 than typical for Aurora.

After following this data-driven approach to produce an initial list of target intersections, the list was further refined to remove intersections where safety projects have been implemented since 2018.



Top Corridors

Top corridors were identified to mitigate specific crash types that are prevalent along longer stretches of roadway. Three types of corridors were identified:

- Speed management corridors have high densities of non-intersection crashes.
- Access management and intersection control corridors have high densities of crashes at driveways or unsignalized intersections.
- Pedestrian crossing corridors have high densities of crashes where pedestrians or cyclists were crossing mid-block or at an unsignalized location.

In developing these corridors, more serious crashes were weighted more heavily than less serious crashes. The final corridors represent the streets where KSI crashes by each corridor type have most frequently occurred. The corridors, along with their cross streets, are listed in a table in the Project Prioritization section.

Top Corridors Patterns

The top corridors are clustered in the western and central portions of the city where development is densest. High priority stretches are concentrated along major north–south arterials and key east–west corridors, where traffic volumes are higher, access is more complex, and multimodal activity produces repeated windows of elevated crash severity.

Speed management corridors typically appear on multilane, higher speed roadways such as Mississippi Ave, Peoria St, and Chambers Rd where non-intersection crashes cluster.

Access management and intersection control corridors emerge on commercialized corridors like Colfax Ave with frequent driveways or unsignalized turning conflicts, as well as along more residential corridors like 17th Ave, where most intersections have stop signs on the side street only.

Pedestrian crossing corridors align with activity nodes and transit corridors along streets such as Colfax Ave, Havana St, and Montview Blvd, highlighting midblock exposure where people need to cross wide roadways.

These patterns suggest that many of the city's most consequential crash problems are corridor-based and reflect a combination of speed, access friction, and crossing demand rather than solely intersection improvements.

Project Prioritization

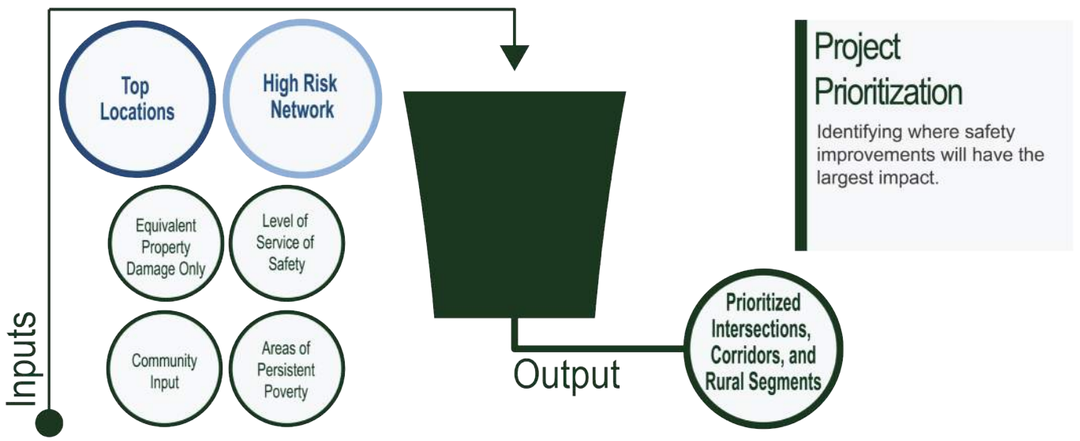


Purpose

Given resource constraints, the projects will be implemented over time, as resources allow. A project prioritization methodology was developed to help the City of Aurora identify the highest priority projects to be implemented first.

The graphic below shows the prioritization approach and criteria used to prioritize intersection projects and corridor projects. Prioritization criteria were developed based on three primary goals: increasing safety, addressing community concerns, and ensuring improvements support communities within areas of persistent poverty. The outcome of this process was a set of ranked intersection and corridor projects.

Prioritization Approaches



Prioritization Criteria

Intersections were prioritized based on the following five criteria, as shown in the figure below.

Equivalent Property Damage Only (EPDO)

Agency Goal: Safety

Purpose: Account for frequency and severity of historic crashes proportionally.

Level Of Service of Safety (LOSS)

Agency Goal: Safety

Purpose: Evaluate crash risk compared to other similar locations based on historic crash data.

High Risk Network (HRN)

Agency Goal: Safety

Purpose: Evaluate crash risk based on roadway geometry, operations and crash history.

Community Input

Agency Goal: Community Priority

Purpose: Incorporate the level of community priority by accounting for the amount of public input received during engagement efforts.

Areas of Persistent Poverty (AOPP)

Agency Goal: Historically Underserved & High-Need Areas

Purpose: Consider equity by accounting for a project's proximity to designated Areas of Persistent Poverty.

Agency Goals

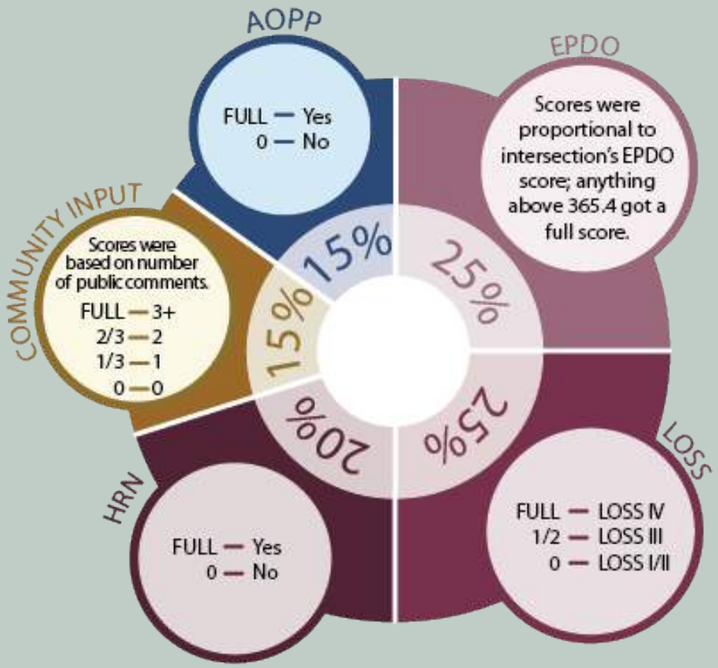
The Safety score (EPDO, LOSS, HRN) accounts for 70% of the prioritization process.

The Community Input score accounts for 15% of the prioritization process.

The AOPP score accounts for 15% of the prioritization process.

Prioritized Intersections

Intersections were prioritized based on the following five criteria as shown in the figure below.



- Equivalent Property Damage Only Score (EPDO)
- Level of Service of Safety (LOSS) Severity
- High Risk Network (HRN)
- Community Input
- Areas of Persistent Poverty (AOPP)

The highest weight was given to the two criteria related to crash history and severity, measured by EPDO and LOSS scores, which each accounted for 25% of an intersection's weighted score. Systemic risk, measured by whether or not the intersection is on the HRN, added another 20% of the intersection's score. Finally, community input, based on the number of public comments near an intersection, and historically underserved communities, measured by whether an intersection is in a federally-defined AOPP, rounded out the scoring. The maximum prioritization score is 100. A more detailed description of the prioritization methodology is provided in **Appendix G: Prioritization.**

EPDO Weights Used for Prioritization

Fatal Crash (K)
CDOTCost $1,869,000
EPDO Weight **60.9**

Serious Injury Crash (A)
CDOTCost $1,066,000
EPDO Weight **60.9**

Minor Injury Crash (B)
CDOTCost $232,000
EPDO Weight **13.3**

Possible Injury Crash (C)
CDOTCost $126,000
EPDO Weight **7.2**

Property Damage Only (O) Crash
CDOTCost $17,500
EPDO Weight **1.0**

CDOT Highway Safety Improvement Program 2024 Annual Report – Crash Costs

Prioritized Top Intersections

The resulting list of prioritized intersections is shown in the following tables and map. The table shows the score for each criterion.

It should be noted that many intersections on the prioritization list are on State Highways and are owned by the Colorado Department of Transportation (CDOT); improving these intersections will be an interjurisdictional partnership. In general, CDOT is responsible for the installation of traffic control devices and the speed limit settings on State Highways.

Intersection Name	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score
E Colfax Ave (US 40) / Havana St (SH 30)	25	25	20	15	15	**100**
E Colfax Ave (US 40) / I-225 Off Ramp NB	25	25	20	15	15	**100**
E Colfax Ave (US 40) / I-225 On Ramp SB	25	25	20	15	15	**100**
E Montview Blvd / Peoria St	25	25	20	15	15	**100**
E Colfax Ave (US 40) / Fitzsimons Pkwy / Potomac St	25	25	20	15	10	**95**
E Martin Luther King Jr Blvd / Fitzsimons Pkwy / Peoria St	25	25	20	15	10	**95**
E 6th Ave (SH 30) / Billings St	25	25	20	15	5	**90**
E Alameda Ave / S Peoria St	25	25	20	15	5	**90**
E Alameda Ave / S Sable Blvd	25	25	20	15	5	**90**
E Colfax Ave (US 40) / Chambers Rd	25	25	20	15	5	**90**
E Colfax Ave (US 40) / Dallas St	25	25	20	15	5	**90**
E Colfax Ave (US 40) / Dayton St	25	25	20	15	5	**90**
E Colfax Ave (US 40) / Peoria St	25	25	20	15	5	**90**
E Colfax Ave (US 40) / Sable Blvd	25	25	20	15	5	**90**
E Mississippi Ave / S Buckley Rd	25	25	20	15	5	**90**
E 16th Ave / Peoria St	24	25	20	15	5	**89**
E 11th Ave / Havana St	25	25	20	15	0	**85**

Prioritized Top Intersections (Continued)

Intersection Name	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score
E 1st Ave / Havana St (SH 30)	25	25	20	15	0	**85**
E 6th Ave (SH 30) / Chambers Rd	25	25	20	15	0	**85**
E 6th Ave (SH 30) / Havana St (SH 30)	25	25	20	15	0	**85**
E 6th Ave (SH 30) / Peoria St	25	25	20	15	0	**85**
E 6th Ave (SH 30) / Potomac St	25	25	20	15	0	**85**
E Alameda Ave / S Havana St (SH 30)	25	25	20	15	0	**85**
E Colfax Ave (US 40) / Moline St	25	25	20	15	0	**85**
E Mississippi Ave / S Abilene St	25	25	20	0	15	**85**
Del Mar Cir / Peoria St	25	25	20	15	0	**85**
E Alameda Ave / S Potomac St	25	25	20	15	0	**85**
E Colfax Ave (US 40) / Quentin St	19	25	20	15	5	**84**
E 6th Ave (SH 30) / Del Mar Cir	23	25	20	15	0	**83**
E Kentucky Ave / S Buckley Rd	23	25	20	15	0	**83**
E Alameda Pkwy / S Airport Blvd / S Buckley Rd	25	12.5	20	15	10	**82.5**
E 6th Ave (SH 30) / I-225 Off Ramp SB	22	25	20	15	0	**82**
E Hampden Ave / S Tower Rd	25	25	20	0	10	**80**
I-225 Ramp SB / S Parker Rd / S Peoria St	25	25	20	0	10	**80**
E Quincy Ave / S Parker Rd	25	25	20	0	10	**80**
E 25th Ave / Peoria St	8	25	20	15	10	**78**

Intersection Name	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score
E Colfax Ave (US 40) / Oswego St	11	25	20	15	5	**76**
E Colfax Ave (US 40) / Elmira St	10	25	20	15	5	**75**
E Colfax Ave (US 40) / Florence St	10	25	20	15	5	**75**
E Colfax Ave (US 40) / Kenton St	15	25	20	15	0	**75**
E Cornell Ave / S Parker Rd	25	25	20	0	5	**75**
E Hampden Ave / S Buckley Rd	25	25	20	0	5	**75**
E Iliff Ave / S Peoria St	25	25	20	0	5	**75**
E Mississippi Ave / S Blackhawk St	25	25	20	0	5	**75**
E Mississippi Ave / S Havana St (SH 30)	25	25	20	0	5	**75**
E Mississippi Ave / S Sable Blvd	25	25	20	0	5	**75**
E Jewell Ave / S Havana St (SH 30)	25	25	20	0	5	**75**
E Mexico Ave / E Mexico Dr / S Chambers Rd	25	25	20	0	5	**75**
E 16th Ave / Havana St	14	25	20	15	0	**74**
E Colfax Ave (US 40) / Kingston St	14	25	20	15	0	**74**
E Mexico Ave / S Havana St (SH 30)	23	25	20	0	5	**73**
E Mississippi Ave / S Idalia St	13	25	20	15	0	**73**
E Lehigh Ave / S Parker Rd	23	25	20	0	5	**73**
E Colfax Ave (US 40) / Airport Blvd	25	12.5	20	0	15	**72.5**
E Mississippi Ave / S Chambers Rd	25	12.5	20	15	0	**72.5**

Prioritized Top Intersections (Continued)

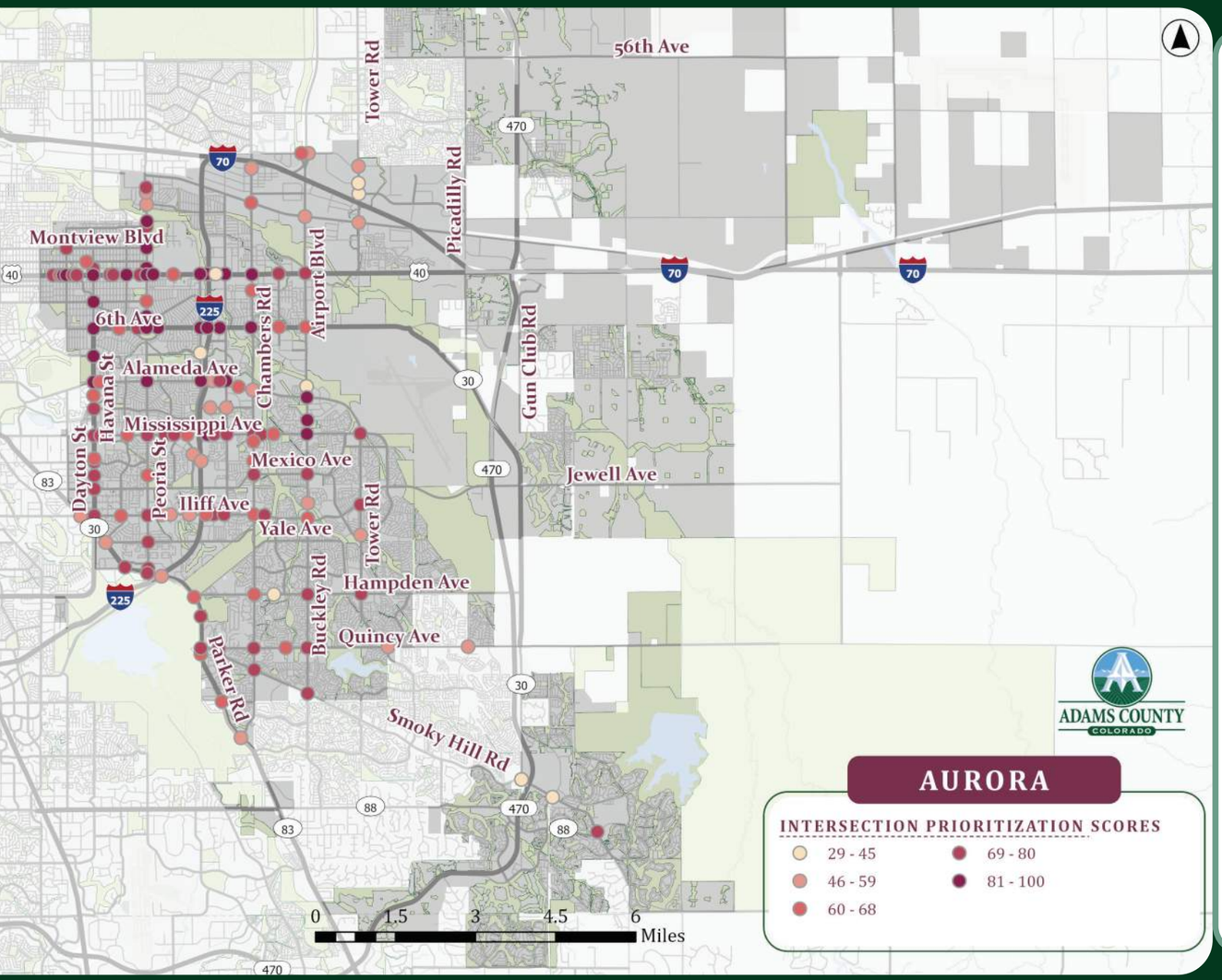
Intersection Name	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score
E Mississippi Ave / S Ironton St	22	25	20	0	5	**72**
E Alameda Pkwy / S Tower Rd	22	25	20	0	5	**72**
E Alameda Ave / S Crystal St	19	12.5	20	15	5	**71.5**
E Iliff Ave / S Idalia St	21	25	20	0	5	**71**
E Montview Blvd / Dayton St	16	25	20	0	10	**71**
E 6th Ave (SH 30) / Del Mar Cir	25	25	20	0	0	**70**
E Florida Ave / S Havana St (SH 30)	25	25	20	0	0	**70**
E Iliff Ave / S Blackhawk St	25	25	20	0	0	**70**
E Iliff Ave / S Havana St (SH 30)	25	25	20	0	0	**70**
E Iliff Ave / S Tower Rd	25	25	20	0	0	**70**
E Mexico Ave / S Buckley Rd	25	25	20	0	0	**70**
E Mississippi Ave / S Peoria St	25	25	20	0	0	**70**
E Quincy Ave / E Smoky Hill Rd / S Carson St	15	25	20	0	10	**70**
E Quincy Ave / S Buckley Rd	20	25	20	0	5	**70**
E Quincy Ave / S Chambers Rd	25	25	20	0	0	**70**
E Smoky Hill Rd / S Buckley Rd	25	25	20	0	0	**70**
E Smoky Hill Rd / S Chambers Rd	25	25	20	0	0	**70**
E Yale Ave / S Peoria St	25	25	20	0	0	**70**
E 33rd Ave / Peoria St	25	25	20	0	0	**70**

Intersection Name	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score
E Iliff Ave / S Dillon St / S Sable Blvd	25	25	20	0	0	**70**
E Mississippi Ave / S Troy St	25	25	20	0	0	**70**
E Mississippi Ave / S Uvalda St	25	25	20	0	0	**70**
E Arapahoe Rd / E Smoky Hill Rd	24	25	20	0	0	**69**
E Colfax Ave (US 40) / Boston St	9	25	20	15	0	**69**
E Colfax Ave (US 40) / Laredo St	14	25	20	0	10	**69**
E Exposition Ave / S Havana St (SH 30)	19	25	20	0	5	**69**
E Dartmouth Ave / S Peoria St	14	25	20	0	10	**69**
E 12th Ave / E 13th Ave / Chambers Rd	18	25	20	0	5	**68**
E 6th Ave (SH 30) / Moline St	22	25	20	0	0	**67**
E Idaho Pl / S Havana St (SH 30)	17	25	20	0	5	**67**
E 40th Ave / Airport Blvd SB / Pena Off Ramp SB	22	25	20	0	0	**67**
E Belleview Ave / S Parker Rd	22	25	20	0	0	**67**
E 11th Ave / Peoria St	21	25	20	0	0	**66**
E Colfax Ave (US 40) / Clinton St	6	25	20	15	0	**66**
E Quincy Ave / S Memphis St	21	25	20	0	0	**66**
E Alameda Ave / S Ironton St	20	25	20	0	0	**65**
E Florida Ave / S Chambers Rd	15	25	20	0	5	**65**
E 6th Ave (SH 30) / Laredo St	19	25	20	0	0	**64**

Prioritized Top Intersections (Continued)

Intersection Name	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score
E Iliff Ave / S Lima St	19	25	20	0	0	**64**
E Mississippi Ave / S Moline St	19	25	20	0	0	**64**
E Virginia Ave / S Havana St (SH 30)	14	25	20	0	5	**64**
E Arizona Ave / S Chambers Cir / S Chambers Rd	19	25	20	0	0	**64**
E Iliff Ave / S Abilene St / I-225 Off Ramp NB	19	25	20	0	0	**64**
E Rice Pl / S Parker Rd	9	25	20	0	10	**64**
E Iliff Ave / S Chambers Rd	25	12.5	20	0	5	**62.5**
E Mississippi Ave / S Kalispell St	15	12.5	20	15	0	**62.5**
S Havana St (SH 30) / S Parker Rd	25	12.5	20	0	5	**62.5**
E Mississippi Ave / S Potomac St / S Potomac Way	15	12.5	20	0	15	**62.5**
E 17th Ave / Geneva St	17	25	0	15	5	**62**
E Mexico Ave / S Peoria St	17	25	20	0	0	**62**
E 6th Ave (SH 30) / Airport Blvd	24	12.5	20	0	5	**61.5**
E Hampden Ave / S Chambers Rd	24	12.5	20	0	5	**61.5**
E Smith Rd / Chambers Rd	9	12.5	20	15	5	**61.5**
E Colfax Ave (US 40) / Aurora Ct / Ursula St	21	0	20	15	5	**61**
E Alameda Ave / E Alameda Dr / E Alameda Pkwy	13	12.5	20	15	0	**60.5**
E Hampden Ave / S Parker Rd (SH 83)	5	25	20	0	10	**60**
E Iliff Ave / S Buckley Rd	22	12.5	20	0	5	**59.5**

Intersection Name	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score
E Baranmor Pkwy / Peoria St	14	25	20	0	0	**59**
E Iliff Ave / S Revere St	14	25	20	0	0	**59**
E Exposition Ave / S Blackhawk St	13	25	20	0	0	**58**
E Yale Ave / S Parker Rd (SH 83)	25	12.5	20	0	0	**57.5**
E 38th Ave / E 40th Ave / Tower Rd	25	12.5	20	0	0	**57.5**
E 40th Ave / Airport Blvd NB / Pena On Ramp NB	25	12.5	20	0	0	**57.5**
E Exposition Ave / S Sable Blvd	12	25	20	0	0	**57**
E 38th Ave / Chambers Rd	9	12.5	20	15	0	**56.5**
E Florida Ave / S Abilene St	11	25	20	0	0	**56**
E Alameda Pkwy / S Chambers Rd	15	0	20	15	5	**55**
E Arkansas Dr / S Potomac St	10	25	20	0	0	**55**
E Evans Ave / S Buckley Rd / S Nucla Way	10	25	20	0	0	**55**
E Iliff Ave / E Warren Dr / S Troy St	10	25	20	0	0	**55**
I-225 Off Ramp NB / S Parker Rd (SH 83)	25	25	0	0	5	**55**
E Iliff Ave / S Parker Rd (SH 83)	22	12.5	20	0	0	**54.5**
E Quincy Ave / S Reservoir Rd	22	12.5	20	0	0	**54.5**
S Chambers Rd / S Parker Rd (SH 83)	22	12.5	20	0	0	**54.5**
E Alameda Ave / S Abilene St	14	0	20	15	5	**54**
E 30th Ave / Peoria St	16	12.5	20	0	5	**53.5**

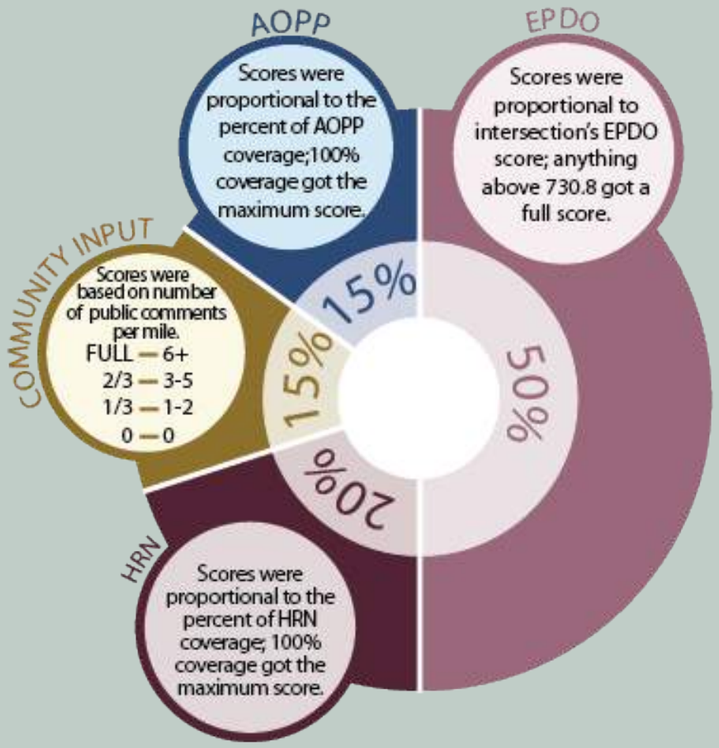


Prioritized Top Intersections (Continued)

Intersection Name	EPDO Score	LOSS Score	HRN Score	Community Input Score	AOPP Score	Total Score
S Sterling Hills Pkwy / S Telluride St / S Tower Rd	16	12.5	20	0	5	**53.5**
E Smith Rd / Tower Rd	9	12.5	20	0	10	**51.5**
E Iliff Ave / S Xanadu Way	18	12.5	20	0	0	**50.5**
E Quincy Ave / S Picadilly St / S Picadilly Rd	25	25	0	0	0	**50**
E Smith Rd / Airport Blvd	16	12.5	20	0	0	**48.5**
E Colfax Ave (US 40) between Billings St and Sable St	5	0	20	15	5	**45**
E 32nd Pkwy / Tower Rd	12	12.5	20	0	0	**44.5**
E Smoky Hill Rd / S Gun Club Rd / S Yellowstone Ct	12	12.5	20	0	0	**44.5**
E 2nd Ave / Potomac St	7	12.5	20	0	5	**44.5**
E Alameda Dr / S Airport Blvd	9	12.5	20	0	0	**41.5**
E Smoky Hill Rd / S Aurora Pkwy	9	0	20	0	5	**34**
E 35th Ave / Salida St / Tower Rd	14	0	20	0	0	**34**
E Hampden Ave / S Kalispell St	6	0	20	0	5	**31**

Prioritized Corridors

Corridors were prioritized based on the following four criteria.



- Equivalent Property Damage Only Score (EPDO)
- High Risk Network (HRN)
- Community Input
- Areas of Persistent Povert

Crash history and severity, measured by EPDO scores, accounted for half of each corridor's weighted score. Systemic risk, measured by the proportion of the corridor that overlaps the HRN, added another 20% of the corridor's score. Finally, community input, based on the number of public comments per mile along a corridor, and historically underserved communities, measured by the percent of the corridor that falls within an area of persistent poverty, rounded out the scoring.

The prioritized corridor list is shown in the table and map.

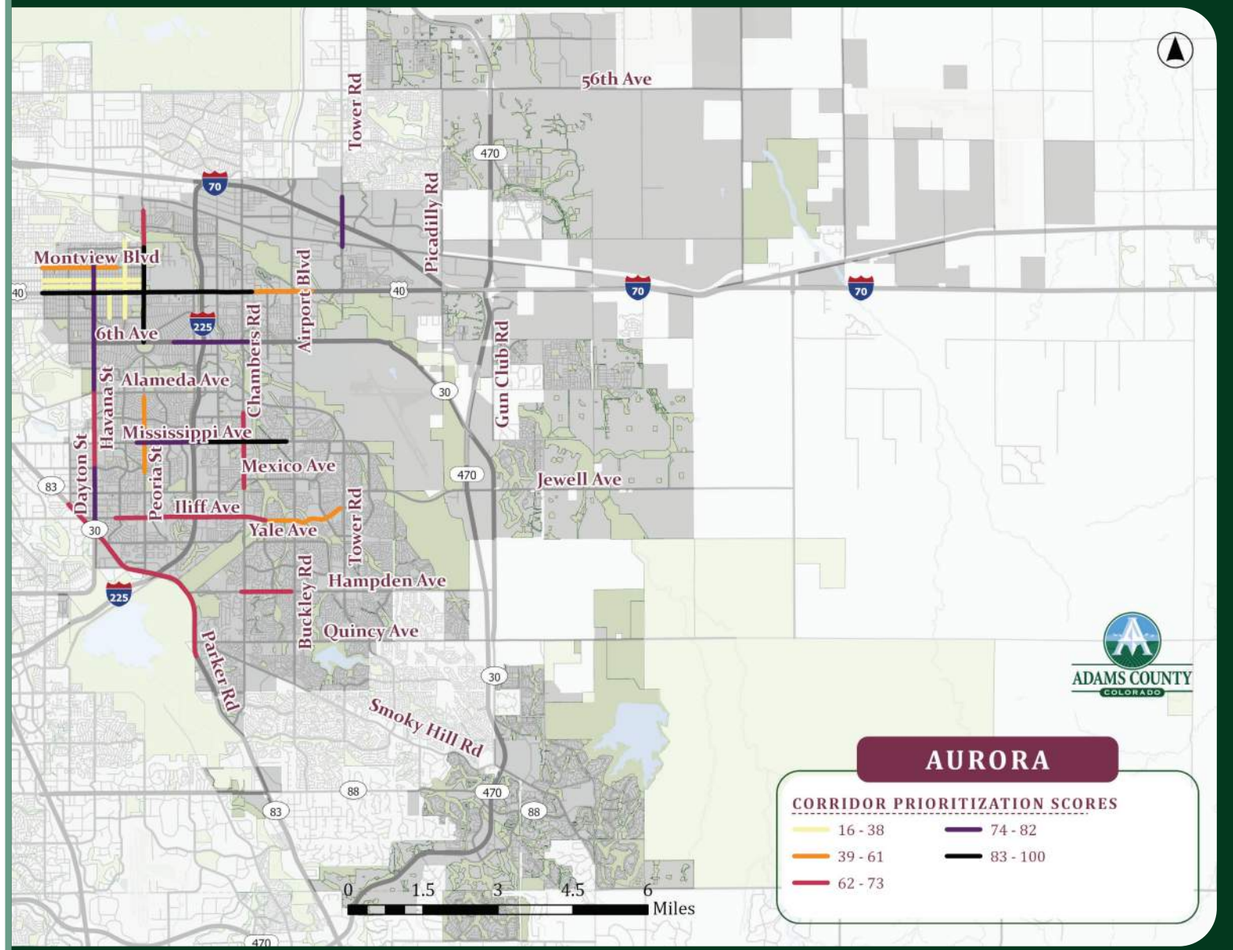
Prioritized Top Corridors

The prioritized corridor list is shown in the following tables and map.

Corridor Name	Approximate Extents	Corridor Type	EPDO Score	HRN Score	Community Input Score	Persistent Poverty Score	Total Score
E Colfax Ave (US 40)	Yosemite St / Chambers Rd	Speed Management, Pedestrian Crossing	50	20	15	15	**100**
Peoria St	E 6th Ave / E 25th Ave	Speed Management, Access Management, Pedestrian Crossing	50	20	14	15	**99**
E Colfax Ave (US 40)	Florence St / Chambers Rd	Speed Management, Access Management, Pedestrian Crossing	50	20	15	10	**95**
E Mississippi Ave	Sable Blvd / Buckley Rd	Speed Management, Access Management, Pedestrian Crossing	50	20	10	15	**95**
E 6th Ave (SH 30)	Potomac St / Chambers Rd	Speed Management, Pedestrian Crossing	46	16	15	5	**82**
E Mississippi Ave	Peoria St / Sable Blvd	Speed Management, Pedestrian Crossing	50	20	0	10	**80**
Tower Rd	Smith Rd / E 38th Ave	Pedestrian Crossing	49	20	0	10	**79**
S Havana St (SH 30)	Iliff Ave / Florida Ave	Speed Management, Pedestrian Crossing	50	20	0	5	**75**
Havana St (SH 30)	Alameda Ave / E 23rd Ave	Pedestrian Crossing	35	20	15	5	**75**
Peoria St	Fitzsimmons Pkwy / E 33rd Ave	Pedestrian Crossing	40	20	3	10	**73**
E Hampden Ave	Chambers Rd / Ouray St	Speed Management	47	20	0	5	**72**
S Parker Rd (SH 83)	Hampden Ave / Quincy Ave	Speed Management	50	6	0	15	**71**
E Iliff Ave	Havana St / Chambers Rd	Speed Management, Pedestrian Crossing	50	20	0	0	**70**

Prioritized Top Corridors (Continued)

Corridor Name	Approximate Extents	Corridor Type	EPDO Score	HRN Score	Community Input Score	Persistent Poverty Score	Total Score
Havana St (SH 30)	Florida Ave / Alameda Ave	Access Management, Pedestrian Crossing	44	20	1	5	**70**
S Parker Rd (SH 83)	Yale Ave / Hampden Ave	Speed Management, Pedestrian Crossing	50	10	0	10	**70**
S Chambers Rd	Mexico Ave / Center Ave	Pedestrian Crossing	35	20	7	5	**67**
S Parker Rd (SH 83)	Dayton St / Yale Ave	Access Management	50	9	0	5	**64**
E Colfax Ave (US 40)	Chambers Rd / Airport Blvd	Access Management, Pedestrian Crossing	33	13	0	15	**61**
Peoria St	Iowa Ave / Nile St	Access Management	29	20	6	5	**60**
E Montview Blvd	Xenia St / Lima St	Pedestrian Crossing	27	20	0	10	**57**
E Iliff Ave	Chambers Rd / Tower Rd	Pedestrian Crossing	29	20	0	0	**49**
E 17th Ave	Yosemite St / Peoria St	Access Management	11	2	15	10	**38**
E 16th Ave	Yosemite St / Peoria St	Pedestrian Crossing	9	1	15	5	**30**
N Moline St	11th Ave / 26th Ave	Pedestrian Crossing	20	1	6	0	**27**
N Kenton St	Colfax Ave / 11th Ave	Pedestrian Crossing	5	1	10	0	**16**



Countermeasures

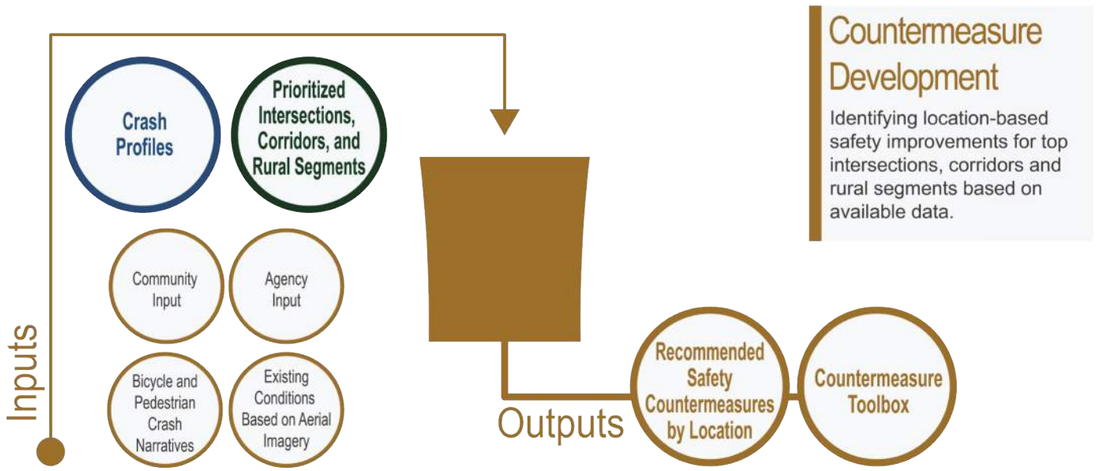


Purpose

Countermeasures are strategies, designs, technologies, and policies implemented to reduce or eliminate specific risks in the transportation network to reduce the frequency and severity of crashes. The implementation of these types of countermeasures represents the primary means by which agencies address transportation safety issues identified through planning efforts such as this SAP, thereby improving overall system safety. Most of countermeasures recommended come from the FHWA Crash Modification Factors (CMF) Clearinghouse and have been proven to reduce crashes. Other recommendations come from sources such as the National Association of City Transportation Officials (NACTO) and are considered best practice.

The following graphic provides an overview of the process used to develop countermeasures for this SAP.

Countermeasure Development



Analysis of Crash Trends

A comprehensive analysis of crash trends resulted in crash profiles intended to guide the selection of countermeasures to achieve the greatest possible safety benefit. Crash profiles within this SAP were defined as data-driven priority categories that identify locations and crash patterns associated with a disproportionate incidence of KSI crashes. They reveal the types of crashes most responsible for fatalities and serious injuries within Aurora and were developed by examining specific crash attributes such as crash type, vehicle direction, vehicle movements, and narrative reviews for bicycle and pedestrian crashes where additional context was needed.

Crash Profiles

The crash profiles used to inform the countermeasure strategies in this plan are provided on the following page, along with a description of the crash profile and the percent of KSI crashes associated with each. It should be noted that approximately 10% of crashes did not fit the developed crash profile definitions, so the summed percentage of the crash profiles does not add up to 100%. A matrix showing the countermeasures that can be used to address each crash profile can be found in **Appendix F: Countermeasures.**

Urban/Suburban Lane Departure



17% of KSI crashes in Aurora

A driver departed the travel lane in an urban or a suburban area and struck a fixed object (tree, traffic light, fence, parked car, etc.), a pedestrian or bicyclist in the parallel sidewalk or bikeway, an oncoming vehicle in the opposing direction, or overturned.

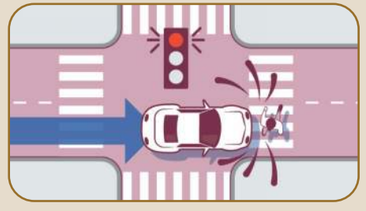
Broadside or Left Turn at Unsignalized Intersection



17% of KSI crashes in Aurora

A driver or bicyclist turning onto, from, or crossing an arterial or a collector street at a STOP controlled intersection or driveway failed to yield to cross traffic, opposing traffic, or bicyclist.

Red-Light Running



15% of KSI crashes in Aurora

A driver ran the red light resulting in a broadside crash or striking a crossing pedestrian or bicyclist in the crosswalk/bikeway.

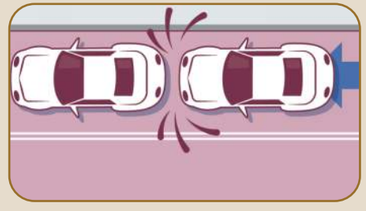
Left-Turn at Signalized Intersection



13% of KSI crashes in Aurora

A driver turning left failed to yield to an oncoming vehicle or bicyclist, or pedestrian or bicyclist in the crosswalk.

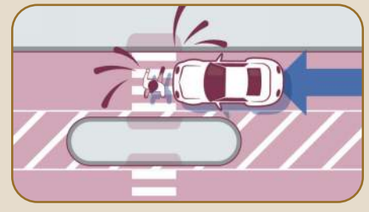
Rear End



10% of KSI crashes in Aurora

A driver collided with the rear end of a vehicle in the same lane heading in the same direction.

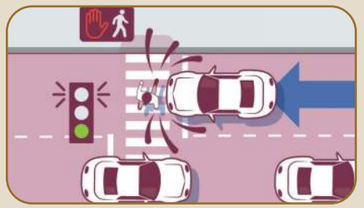
Pedestrian/Bicyclist Crossing Street at Unsignalized Location



9% of KSI crashes in Aurora

A pedestrian crossing a street midblock or at an uncontrolled crossing (no signal or STOP sign for vehicles) was struck by a crossing vehicle.

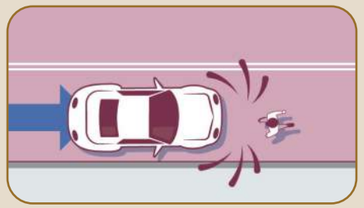
Pedestrian/Bicyclist Crossing Street against Signal



2% of KSI crashes in Aurora

A pedestrian or bicyclist crossed when at a DON'T WALK signal and was struck by a vehicle that had the green signal.

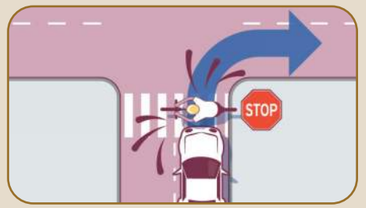
Pedestrian in Road



2% of KSI crashes in Aurora

A driver hits a pedestrian that is walking along, standing, or lying in the travel lane.

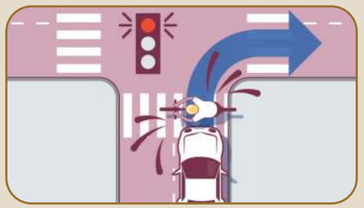
Right-Turn from Stop Sign into Pedestrian/ Bicyclist



1% of KSI crashes in Aurora

A driver turning onto a major street from a side street or driveway at an unsignalized intersection failed to yield to a crossing pedestrian or bicyclist traveling along the major street.

Right Turn on Red



1% of KSI crashes in Aurora

A driver turning right on red failed to yield to a pedestrian or bicyclist in the crosswalk or to an approaching vehicle on the cross street.

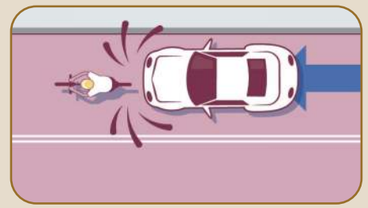
Right-Turn on Green into Pedestrian or Bicyclist in Parallel Crosswalk



1% of KSI crashes in Aurora

A driver turning right at a signalized intersection failed to yield to a pedestrian or bicyclist in the crosswalk of the receiving lane.

Rear End into Bicyclist



<1% of KSI crashes in Aurora

A driver collided with a bicyclist going the same direction from behind.

Identification of Countermeasures

Strategies to address the identified crash profiles were informed by a range of established and authoritative sources, including FHWA Proven Safety Countermeasures, the National Highway Traffic Safety Administration (NHTSA), and the Crash Modification Factors (CMF) Clearinghouse. **Appendix F: Countermeasures** provides a comprehensive list of countermeasures considered as part of this (SAP), along with a matrix showing the countermeasures that can be used to address each crash profile, and planning level cost estimates for implementation of some of the countermeasures.

In general, countermeasures were categorized as either systemic or location-specific. An agency's approach to project development and implementation may vary based on local priorities and programmatic considerations.

Systemic Countermeasures

Under a systemic approach, countermeasures address safety issues occurring repeatedly across the transportation network. This approach was particularly well suited for treatments that target common crash factors and yielded widespread safety benefits when implemented at scale and at a relatively low cost. Below is a list of systemic countermeasures identified by category. A list of jurisdiction-wide maintenance improvements to be applied systemically over time to all intersections in Aurora is provided in **Appendix F: Countermeasures**.

Signal Timing and Phasing Enhancements:

Strategies that improve traffic control and reduce the risk of angle and left-turn crashes, including split phasing, protected left-turn phasing, leading pedestrian intervals, improved signal coordination, and systemwide application of updated clearance interval calculations.

Access Management Strategies:

Treatments that reduce conflict points along corridors and at intersection approaches, such as access consolidation, turn restrictions, and raised medians.

Speed Management:

Treatments intended to reduce operating speeds or improve speed compliance, particularly in high-risk or multimodal environments. Examples include traffic calming measures, speed limit reductions, and self-enforcing roadway designs that encourage appropriate speeds through physical roadway characteristics.

Signing, Lighting, and Delineation:

Measures that enhance driver awareness and roadway guidance by improving the visibility and clarity of traffic control devices, including lighting upgrades, enhanced pavement markings, larger or more visible signs, and improved retroreflective materials.

Signal Visibility:

Treatments to increase visibility of traffic signals, including ensuring all signals have retroreflective backplates and one signal head is present per lane.

Pedestrian and Bicyclist Safety:

Measures focused on improving safety for vulnerable road users, including pedestrian refuge islands, separated bicycle facilities, RRFBs, PHBs, ADA-compliant sidewalks and curb ramps, and curb extensions.

Safety Countermeasures by Location

The top locations identified in this SAP include intersections and corridors exhibiting the greatest safety concerns. To address these concerns, safety countermeasures were identified for each crash pattern of concern at these locations

Location-Specific Countermeasures

The location-specific approach to countermeasure application focused on selecting countermeasures for the top intersections and corridors. Potential countermeasures were selected from two primary sources: the FHWA Proven Safety Countermeasures and the CMF Clearinghouse, which documents treatments supported by empirically derived crash modification factors. The project team then matched these countermeasures to the prioritized intersections and corridors based on site-specific context and identified safety needs. For each location, the project team evaluated observed crash patterns and bicycle/pedestrian crash narratives in conjunction with aerial and street view imagery to confirm that the selected countermeasures appropriately addressed the documented safety concerns. Additionally, community input and agency feedback for each location were considered and countermeasures adjusted by location as appropriate.

While each location is unique and required consideration of site-specific characteristics—such as geometry, sight distance, lighting conditions, grade, and surrounding land use—general countermeasure strategies were identified based on an understanding of prevailing crash profiles. **It should be noted that a more detailed assessment and field review of each location will be required to finalize the list of countermeasures the city chooses to apply to each location** This location-specific approach was most appropriate in contexts where significant safety issues were concentrated at a limited number of locations rather than distributed across the broader network. CDOT was a partner in finalizing the countermeasure list provided in **Appendix F: Countermeasures**.

Data Used to Pair Countermeasures with Locations

Agency Input on Planned and Programed Improvements

Community Input on Safety and Operations by Location

Bicycle and Pedestrian Crash Narratives

Existing Conditions Based on Aerial Imagery

Intersection Countermeasures

For intersections, intersection-related countermeasures to improve safety were generally considered in all circumstances. This included signal timing countermeasures, visibility improvements, bicycle- and pedestrian-specific countermeasures, geometric changes, system-wide countermeasures, and other intersection improvements as shown in the following tables. Within the project area there was some variability in the relevance of countermeasures across agencies.

A description of each countermeasure is provided in **Appendix F: Countermeasures**.

INTERSECTION NAME	CDOT INTERSECTION	CRASH PROFILES						BICYCLE & PEDESTRIAN CRASH PROFILES										COUNTERMEASURE																									
		Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Right Turn on Red	Rear End	Red-Light Running	Pedestrian or Bicyclist	Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Pedestrian or Bicyclist Crossing Against Signal	Pedestrian or Bicyclist Crossing Street at Unsignalized Location	Right Turn on Red into Pedestrian or Bicyclist	Right Turn from Stop Sign into Pedestrian or Bicyclist	Right Turn on Green into Pedestrian or Bicyclist in Parallel Crosswalk	Red-Light Running	Urban/Suburban Lane Departure	Pedestrian in Road	Other	Unclear / Unknown / Missing	Leading Pedestrian Interval	Prohibit Right Turn on Red	Red Protection or Decision Zone Detection	Appropriate Left Turn Signal Operation	Protected-Only Right Turn Operation	Pedestrian Recall Signal Timing	Extend the WALK Phase	Signal Coordination	Remove Obstacles that Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	Setback of Shared-Use Path	New or Upgraded Sidewalks	Raised Median or Pedestrian Refuge Median	Positive Left Turn Offsets	Tighten the Turn Radius	Convert Full Movement Access to RIRO or 3_4 Movement	Roundabout	Add Signal	Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	One Signal Head per Lane	Lighting
E Colfax Ave / N Havana St	Y	✓			✓	✓	✓	✓		✓				✓	✓	✓				✓		✓	✓		✓	✓	✓				✓		✓			✓				✓	✓		✓
E Colfax Ave / N I-225 Off Ramp NB	Y	✓			✓	✓									✓	✓						✓	✓			✓		✓													✓			✓
E Montview Blvd / N Peoria St		✓		✓		✓	✓	✓		✓					✓						✓	✓	✓	✓	✓	✓				✓										✓	✓	✓	
E Colfax Ave / N I-225 On Ramp SB	Y	✓			✓	✓	✓	✓				✓		✓						✓	✓	✓	✓			✓		✓		✓						✓					✓	✓	✓	
E Martin Luther King Jr Blvd / N Fitzsimons Pkwy / N Peoria St		✓				✓	✓								✓						✓					✓															✓	✓		✓
E Colfax Ave / N Fitzsimons Pkwy / N Potomac St	Y	✓			✓	✓	✓					✓		✓						✓	✓	✓		✓			✓		✓												✓	✓	✓	✓
E Colfax Ave / N Peoria St	Y	✓			✓	✓	✓			✓	✓	✓		✓						✓	✓	✓	✓	✓		✓	✓			✓	✓						✓				✓			✓
E Colfax Ave / N Dayton St	Y	✓			✓	✓	✓	✓		✓						✓						✓	✓	✓	✓	✓				✓										✓	✓	✓	✓
E Colfax Ave / N Chambers Rd	Y	✓			✓	✓	✓			✓				✓						✓		✓		✓		✓				✓						✓					✓			
E Colfax Ave / N Sable Blvd	Y	✓			✓	✓	✓	✓		✓		✓								✓		✓	✓		✓	✓	✓				✓						✓				✓	✓	✓	✓
E Colfax Ave / N Dallas St	Y	✓			✓	✓	✓			✓	✓											✓		✓		✓				✓											✓	✓	✓	

Intersection Countermeasures Continued

INTERSECTION NAME	CDOT INTERSECTION	CRASH PROFILES						BICYCLE & PEDESTRIAN CRASH PROFILES											COUNTERMEASURE																											
		Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Right Turn on Red	Rear End	Red-Light Running	Pedestrian or Bicyclist	Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Pedestrian or Bicyclist Crossing Against Signal	Pedestrian or Bicyclist Crossing Street at Unsignalized Location	Right Turn on Red into Pedestrian or Bicyclist	Right Turn from Stop Sign into Pedestrian or Bicyclist	Right Turn on Green into Pedestrian or Bicyclist in Parallel Crosswalk	Red-Light Running	Urban/Suburban Lane Departure	Pedestrian in Road	Other	Unclear / Unknown / Missing	Leading Pedestrian Interval	Prohibit Right Turn on Red	Red Protection or Decision Zone Detection	Appropriate Left Turn Signal Operation	Protected-Only Right Turn Operation	Pedestrian Recall Signal Timing	Extend the WALK Phase	Signal Coordination	Remove Obstacles that Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	Setback of Shared-Use Path	New or Upgraded Sidewalks	Raised Median or Pedestrian Refuge Median	Positive Left Turn Offsets	Tighten the Turn Radius	Convert Full Movement Access to RIRO or 3_4 Movement	Roundabout	Add Signal	Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	One Signal Head per Lane	Lighting
E Alameda Ave / S Sable Blvd		✓			✓	✓	✓	✓				✓								✓		✓	✓			✓																		
E Mississippi Ave / S Buckley Rd		✓		✓		✓	✓	✓		✓											✓	✓			✓					✓			✓										
E Alameda Ave / S Peoria St		✓			✓	✓	✓							✓						✓		✓	✓			✓													✓	✓	✓		
E 6th Ave / N Billings St	Y	✓				✓	✓	✓		✓		✓								✓		✓	✓			✓					✓			✓		✓				✓			
E 16th Ave / N Peoria St			✓				✓						✓																✓		✓					✓		✓				
E Colfax Ave / N Moline St	Y	✓				✓	✓	✓		✓	✓	✓		✓						✓	✓	✓	✓		✓	✓	✓				✓			✓		✓			✓	✓	✓		
E 6th Ave / N Chambers Rd	Y	✓			✓	✓																✓				✓													✓	✓	✓		
N Del Mar Cir / N Peoria St		✓				✓	✓	✓				✓											✓																	✓	✓	✓	✓	
E 6th Ave / N Havana St	Y	✓			✓	✓	✓							✓						✓		✓	✓			✓											✓	✓			✓	✓		
E Mississippi Ave / S Abilene St		✓			✓	✓	✓				✓	✓		✓						✓		✓				✓					✓					✓				✓	✓	✓	
E 6th Ave / N Peoria St	Y	✓			✓	✓	✓	✓		✓		✓								✓		✓	✓			✓					✓			✓						✓	✓		
E Alameda Ave / S Havana St	Y	✓			✓	✓	✓	✓		✓				✓	✓					✓		✓			✓	✓					✓			✓		✓				✓	✓	✓	
E Alameda Ave / S Potomac St		✓				✓	✓	✓														✓	✓			✓						✓									✓	✓		✓
E 6th Ave / N Potomac St	Y	✓			✓	✓	✓	✓							✓					✓	✓	✓	✓	✓			✓														✓	✓	✓	

Intersection Countermeasures Continued

INTERSECTION NAME	CDOT INTERSECTION	CRASH PROFILES						BICYCLE & PEDESTRIAN CRASH PROFILES										COUNTERMEASURE																									
		Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Right Turn on Red	Rear End	Red-Light Running	Pedestrian or Bicyclist	Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Pedestrian or Bicyclist Crossing Against Signal	Pedestrian or Bicyclist Crossing Street at Unsignalized Location	Right Turn on Red into Pedestrian or Bicyclist	Right Turn from Stop Sign into Pedestrian or Bicyclist	Right Turn on Green into Pedestrian or Bicyclist in Parallel Crosswalk	Red-Light Running	Urban/Suburban Lane Departure	Pedestrian in Road	Other	Unclear / Unknown / Missing	Leading Pedestrian Interval	Prohibit Right Turn on Red	Red Protection or Decision Zone Detection	Appropriate Left Turn Signal Operation	Protected-Only Right Turn Operation	Pedestrian Recall Signal Timing	Extend the WALK Phase	Signal Coordination	Remove Obstacles that Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	Setback of Shared-Use Path	New or Upgraded Sidewalks	Raised Median or Pedestrian Refuge Median	Positive Left Turn Offsets	Tighten the Turn Radius	Convert Full Movement Access to RIRO or 3_4 Movement	Roundabout	Add Signal	Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	One Signal Head per Lane	Lighting
E 1st Ave / N Havana St	Y	✓				✓	✓	✓							✓					✓		✓	✓				✓													✓			
E 11th Ave / N Havana St		✓				✓																	✓																	✓			
E Colfax Ave / N Quentin St	Y	✓			✓	✓																	✓																			✓
E Kentucky Ave / S Buckley Rd		✓				✓	✓			✓												✓	✓			✓				✓				✓					✓			
E 6th Ave / N Del Mar Cir	Y	✓				✓	✓			✓	✓			✓						✓		✓	✓			✓				✓				✓					✓			
E Alameda Pkwy / S Airport Blvd / S Buckley Rd		✓			✓	✓																✓	✓			✓													✓			✓
E 6th Ave / N I-225 Off Ramp SB	Y	✓				✓	✓	✓						✓						✓		✓			✓	✓													✓	✓		✓
E Quincy Ave / S Parker Rd	Y	✓			✓	✓	✓	✓												✓		✓	✓			✓													✓	✓		✓
E Hampden Ave / S Tower Rd		✓			✓	✓	✓	✓		✓		✓											✓			✓				✓				✓		✓			✓	✓		
S I-225 Ramp SB / S Parker Rd / S Peoria St	Y	✓			✓	✓	✓					✓		✓	✓			✓		✓	✓	✓				✓					✓					✓				✓	✓	✓	✓
E 25th Ave / N Peoria St		✓				✓																✓	✓			✓													✓	✓	✓	
E Colfax Ave / N Oswego St	Y		✓				✓				✓																			✓				✓	✓		✓		✓				✓
E Mississippi Ave / S Havana St	Y	✓			✓	✓	✓			✓				✓	✓				✓	✓		✓				✓	✓				✓				✓		✓			✓	✓	✓	✓
E Colfax Ave / N Elmira St	Y						✓			✓	✓																															✓	

Intersection Countermeasures Continued

INTERSECTION NAME	CDOT INTERSECTION	CRASH PROFILES						BICYCLE & PEDESTRIAN CRASH PROFILES											COUNTERMEASURE																								
		Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Right Turn on Red	Rear End	Red-Light Running	Pedestrian or Bicyclist	Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Pedestrian or Bicyclist Crossing Against Signal	Pedestrian or Bicyclist Crossing Street at Unsignalized Location	Right Turn on Red into Pedestrian or Bicyclist	Right Turn from Stop Sign into Pedestrian or Bicyclist	Right Turn on Green into Pedestrian or Bicyclist in Parallel Crosswalk	Red-Light Running	Urban/Suburban Lane Departure	Pedestrian in Road	Other	Unclear / Unknown / Missing	Leading Pedestrian Interval	Prohibit Right Turn on Red	Red Protection or Decision Zone Detection	Appropriate Left Turn Signal Operation	Protected-Only Right Turn Operation	Pedestrian Recall Signal Timing	Extend the WALK Phase	Signal Coordination	Remove Obstacles that Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	Setback of Shared-Use Path	New or Upgraded Sidewalks	Raised Median or Pedestrian Refuge Median	Positive Left Turn Offsets	Tighten the Turn Radius	Convert Full Movement Access to RIRO or 3_4 Movement	Roundabout	Add Signal	Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	One Signal Head per Lane	Lighting
E Colfax Ave / N Florence St	Y	✓				✓	✓	✓		✓		✓								✓	✓		✓		✓	✓	✓				✓					✓						
E Colfax Ave / N Kenton St	Y		✓				✓				✓															✓				✓	✓				✓			✓				✓
E Hampden Ave / S Buckley Rd		✓			✓	✓																✓	✓			✓									✓					✓	✓	✓	
E Mississippi Ave / S Sable Blvd		✓			✓	✓	✓	✓		✓		✓		✓						✓	✓		✓	✓						✓					✓		✓			✓			✓
E Cornell Ave / S Parker Rd	Y	✓				✓	✓	✓														✓	✓			✓														✓	✓		
E Mexico Ave / E Mexico Dr / S Chambers Rd		✓				✓																✓	✓			✓														✓	✓	✓	✓
E Jewell Ave / S Havana St	Y	✓				✓	✓	✓							✓		✓			✓			✓												✓						✓			✓
E Mississippi Ave / S Blackhawk St		✓			✓	✓	✓	✓				✓		✓						✓	✓	✓	✓	✓		✓										✓					✓	✓	✓	
E Iliff Ave / S Peoria St		✓			✓	✓	✓	✓		✓	✓			✓						✓		✓	✓			✓					✓				✓		✓				✓	✓	
E 16th Ave / N Havana St			✓				✓		✓																	✓				✓	✓							✓	✓			
E Colfax Ave / N Kingston St	Y	✓				✓	✓			✓									✓	✓		✓			✓	✓	✓				✓				✓						✓	✓	✓	✓
E Mississippi Ave / S Idalia St			✓																																	✓		✓				
E Lehigh Ave / S Parker Rd	Y				✓	✓														✓						✓														✓	✓	✓	
E Mexico Ave / S Havana St	Y	✓				✓	✓	✓				✓								✓		✓	✓			✓									✓	✓					✓	✓	✓	

Intersection Countermeasures Continued

INTERSECTION NAME	CDOT INTERSECTION	CRASH PROFILES						BICYCLE & PEDESTRIAN CRASH PROFILES											COUNTERMEASURE																									
		Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Right Turn on Red	Rear End	Red-Light Running	Pedestrian or Bicyclist	Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Pedestrian or Bicyclist Crossing Against Signal	Pedestrian or Bicyclist Crossing Street at Unsignalized Location	Right Turn on Red into Pedestrian or Bicyclist	Right Turn from Stop Sign into Pedestrian or Bicyclist	Right Turn on Green into Pedestrian or Bicyclist in Parallel Crosswalk	Red-Light Running	Urban/Suburban Lane Departure	Pedestrian in Road	Other	Unclear / Unknown / Missing	Leading Pedestrian Interval	Prohibit Right Turn on Red	Red Protection or Decision Zone Detection	Appropriate Left Turn Signal Operation	Protected-Only Right Turn Operation	Pedestrian Recall Signal Timing	Extend the WALK Phase	Signal Coordination	Remove Obstacles that Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	Setback of Shared-Use Path	New or Upgraded Sidewalks	Raised Median or Pedestrian Refuge Median	Positive Left Turn Offsets	Tighten the Turn Radius	Convert Full Movement Access to RIRO or 3_4 Movement	Roundabout	Add Signal	Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	One Signal Head per Lane	Lighting
E Colfax Ave / N Airport Blvd	Y	✓			✓	✓	✓											✓				✓	✓			✓														✓	✓	✓	✓
E Mississippi Ave / S Chambers Rd					✓	✓	✓					✓	✓	✓						✓	✓	✓				✓					✓						✓				✓	✓	✓	✓
E Mississippi Ave / S Ironton St		✓				✓	✓	✓												✓	✓	✓	✓				✓														✓			
E Alameda Pkwy / S Tower Rd		✓				✓	✓					✓			✓						✓	✓				✓										✓				✓	✓	✓	
E Alameda Ave / S Crystal St		✓				✓															✓	✓				✓														✓			
E Montview Blvd / N Dayton St		✓				✓	✓	✓		✓				✓						✓		✓	✓				✓				✓					✓				✓	✓	✓	
E Iliff Ave / S Idalia St		✓				✓	✓	✓				✓			✓						✓	✓				✓										✓				✓	✓	✓	
E Florida Ave / S Havana St	Y	✓			✓	✓	✓					✓								✓		✓	✓				✓									✓	✓				✓	✓	✓	
E 33rd Ave / N Peoria St		✓				✓	✓	✓											✓		✓	✓				✓				✓										✓			✓
E Iliff Ave / S Havana St	Y	✓			✓	✓	✓	✓		✓				✓					✓		✓		✓			✓				✓				✓	✓	✓				✓	✓	✓	✓
E Quincy Ave / S Chambers Rd		✓				✓	✓	✓		✓		✓									✓	✓				✓				✓				✓						✓	✓	✓	✓
E Yale Ave / S Peoria St		✓				✓	✓							✓						✓			✓													✓				✓			
E 6th Ave / N Del Mar Cir	Y	✓			✓	✓	✓	✓													✓	✓				✓														✓	✓		
E Mexico Ave / S Buckley Rd		✓				✓	✓	✓		✓		✓								✓	✓	✓				✓				✓				✓		✓				✓	✓		

Intersection Countermeasures Continued

INTERSECTION NAME	CDOT INTERSECTION	CRASH PROFILES						BICYCLE & PEDESTRIAN CRASH PROFILES										COUNTERMEASURE																											
		Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Right Turn on Red	Rear End	Red-Light Running	Pedestrian or Bicyclist	Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Pedestrian or Bicyclist Crossing Against Signal	Pedestrian or Bicyclist Crossing Street at Unsignalized Location	Right Turn on Red into Pedestrian or Bicyclist	Right Turn from Stop Sign into Pedestrian or Bicyclist	Right Turn on Green into Pedestrian or Bicyclist in Parallel Crosswalk	Red-Light Running	Urban/Suburban Lane Departure	Pedestrian in Road	Other	Unclear / Unknown / Missing	Leading Pedestrian Interval	Prohibit Right Turn on Red	Red Protection or Decision Zone Detection	Appropriate Left Turn Signal Operation	Protected-Only Right Turn Operation	Pedestrian Recall Signal Timing	Extend the WALK Phase	Signal Coordination	Remove Obstacles that Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	Setback of Shared-Use Path	New or Upgraded Sidewalks	Raised Median or Pedestrian Refuge Median	Positive Left Turn Offsets	Tighten the Turn Radius	Convert Full Movement Access to RIRO or 3_4 Movement	Roundabout	Add Signal	Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	One Signal Head per Lane	Lighting
E Iliff Ave / S Blackhawk St		✓			✓	✓	✓	✓		✓				✓	✓					✓	✓	✓	✓	✓								✓			✓						✓			
E Iliff Ave / S Tower Rd		✓		✓		✓	✓	✓		✓				✓						✓	✓	✓	✓								✓					✓					✓	✓	✓	
E Smoky Hill Rd / S Buckley Rd		✓			✓	✓	✓			✓				✓						✓		✓									✓				✓		✓				✓			
E Smoky Hill Rd / S Chambers Rd		✓				✓	✓			✓		✓									✓		✓		✓												✓					✓			
E Mississippi Ave / S Peoria St		✓			✓	✓	✓	✓		✓				✓				✓		✓		✓	✓				✓					✓			✓		✓				✓	✓	✓	
E Iliff Ave / S Dillon St / S Sable Blvd		✓				✓	✓	✓				✓		✓					✓	✓	✓	✓	✓	✓			✓															✓	✓	✓	
E Quincy Ave / S Buckley Rd		✓				✓	✓						✓	✓						✓		✓	✓				✓				✓		✓			✓					✓			
E Quincy Ave / E Smoky Hill Rd / S Carson St		✓				✓	✓					✓										✓	✓				✓										✓					✓	✓	✓	
E Mississippi Ave / S Uvalda St		✓				✓	✓	✓		✓		✓			✓			✓		✓		✓	✓		✓	✓	✓				✓					✓					✓	✓	✓	✓
E Mississippi Ave / S Troy St		✓				✓	✓			✓		✓										✓	✓				✓				✓					✓					✓	✓	✓	✓
E Colfax Ave / N Laredo St	Y	✓				✓	✓	✓														✓	✓				✓															✓	✓		
E Colfax Ave / N Boston St	Y		✓				✓		✓		✓																✓				✓							✓		✓				
E Dartmouth Ave / S Peoria St		✓				✓	✓	✓														✓	✓				✓															✓	✓	✓	
E Arapahoe Rd / E Smoky Hill Rd		✓				✓	✓	✓												✓		✓	✓				✓															✓			

Intersection Countermeasures Continued

INTERSECTION NAME	CDOT INTERSECTION	CRASH PROFILES						BICYCLE & PEDESTRIAN CRASH PROFILES											COUNTERMEASURE																									
		Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Right Turn on Red	Rear End	Red-Light Running	Pedestrian or Bicyclist	Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Pedestrian or Bicyclist Crossing Against Signal	Pedestrian or Bicyclist Crossing Street at Unsignalized Location	Right Turn on Red into Pedestrian or Bicyclist	Right Turn from Stop Sign into Pedestrian or Bicyclist	Right Turn on Green into Pedestrian or Bicyclist in Parallel Crosswalk	Red-Light Running	Urban/Suburban Lane Departure	Pedestrian in Road	Other	Unclear / Unknown / Missing	Leading Pedestrian Interval	Prohibit Right Turn on Red	Red Protection or Decision Zone Detection	Appropriate Left Turn Signal Operation	Protected-Only Right Turn Operation	Pedestrian Recall Signal Timing	Extend the WALK Phase	Signal Coordination	Remove Obstacles that Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	Setback of Shared-Use Path	New or Upgraded Sidewalks	Raised Median or Pedestrian Refuge Median	Positive Left Turn Offsets	Tighten the Turn Radius	Convert Full Movement Access to RIRO or 3_4 Movement	Roundabout	Add Signal	Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	One Signal Head per Lane	Lighting
E Exposition Ave / S Havana St	Y	✓				✓	✓					✓		✓						✓			✓								✓												
E 12th Ave / E 13th Ave / N Chambers Rd		✓		✓		✓	✓	✓				✓		✓					✓	✓			✓								✓				✓				✓	✓		
E 40th Ave / N Pena Off Ramp SB		✓				✓	✓										✓				✓	✓	✓			✓			✓										✓			
E Belleview Ave / S Parker Rd	Y					✓											✓				✓				✓			✓										✓	✓		
E Idaho Pl / S Havana St	Y	✓				✓	✓	✓		✓				✓							✓	✓				✓										✓			✓	✓	✓	
E 6th Ave / N Moline St	Y	✓				✓	✓	✓				✓								✓		✓	✓				✓				✓			✓		✓				✓			
E Colfax Ave / N Clinton St	Y						✓				✓																✓			✓			✓				✓		✓				
E Quincy Ave / S Memphis St		✓				✓	✓			✓					✓							✓	✓								✓								✓	✓	✓	
E 11th Ave / N Peoria St		✓				✓	✓								✓							✓	✓																✓		✓	
E Alameda Ave / S Ironton St		✓				✓	✓			✓												✓	✓								✓			✓					✓	✓		
E Florida Ave / S Chambers Rd		✓				✓	✓	✓				✓										✓	✓																	✓			
E Mississippi Ave / S Moline St		✓				✓	✓	✓												✓		✓	✓																	✓	✓		
E 6th Ave / N Laredo St	Y	✓																					✓																	✓	✓		
E Iliff Ave / S Abilene St / S I-225 Off Ramp NB	Y	✓			✓	✓	✓															✓				✓		✓											✓	✓		

Intersection Countermeasures Continued

INTERSECTION NAME	CDOT INTERSECTION	CRASH PROFILES						BICYCLE & PEDESTRIAN CRASH PROFILES										COUNTERMEASURE																											
		Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Right Turn on Red	Rear End	Red-Light Running	Pedestrian or Bicyclist	Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Pedestrian or Bicyclist Crossing Against Signal	Pedestrian or Bicyclist Crossing Street at Unsignalized Location	Right Turn on Red into Pedestrian or Bicyclist	Right Turn from Stop Sign into Pedestrian or Bicyclist	Right Turn on Green into Pedestrian or Bicyclist in Parallel Crosswalk	Red-Light Running	Urban/Suburban Lane Departure	Pedestrian in Road	Other	Unclear / Unknown / Missing	Leading Pedestrian Interval	Prohibit Right Turn on Red	Red Protection or Decision Zone Detection	Appropriate Left Turn Signal Operation	Protected-Only Right Turn Operation	Pedestrian Recall Signal Timing	Extend the WALK Phase	Signal Coordination	Remove Obstacles that Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	Setback of Shared-Use Path	New or Upgraded Sidewalks	Raised Median or Pedestrian Refuge Median	Positive Left Turn Offsets	Tighten the Turn Radius	Convert Full Movement Access to RIRO or 3_4 Movement	Roundabout	Add Signal	Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	One Signal Head per Lane	Lighting
E Iliff Ave / S Lima St						✓																✓				✓															✓	✓	✓	
E Rice Pl / S Parker Rd	Y		✓								✓											✓												✓		✓		✓				✓
E Arizona Ave / S Chambers Cir / S Chambers Rd			✓				✓		✓		✓															✓			✓	✓			✓			✓		✓				
E Virginia Ave / S Havana St	Y						✓				✓																		✓	✓			✓					✓				
E Iliff Ave / S Chambers Rd		✓			✓	✓	✓			✓	✓		✓	✓						✓	✓	✓		✓		✓					✓				✓					✓	✓		
E Mississippi Ave / S Potomac St / S Potomac Way					✓	✓	✓	✓						✓						✓		✓	✓			✓															✓	✓	✓	
E Mississippi Ave / S Kalispell St						✓	✓	✓		✓					✓							✓	✓			✓															✓	✓	✓	
S Havana St / S Parker Rd	Y	✓			✓	✓	✓			✓												✓				✓								✓	✓						✓	✓	✓	
E 17th Ave / N Geneva St			✓																								✓												✓	✓			
E Mexico Ave / S Peoria St						✓	✓	✓		✓		✓								✓			✓		✓	✓										✓								
E Smith Rd / N Chambers Rd		✓				✓	✓	✓															✓																				
E 6th Ave / N Airport Blvd	Y				✓	✓																✓				✓									✓					✓	✓	✓	
E Hampden Ave / S Chambers Rd		✓			✓	✓	✓	✓						✓						✓		✓	✓			✓									✓						✓	✓		
E Colfax Ave / N Aurora Ct / N Ursula St	Y	✓				✓	✓	✓			✓											✓	✓			✓									✓	✓					✓	✓		

Intersection Countermeasures Continued

INTERSECTION NAME	CDOT INTERSECTION	CRASH PROFILES						BICYCLE & PEDESTRIAN CRASH PROFILES										COUNTERMEASURE																									
		Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Right Turn on Red	Rear End	Red-Light Running	Pedestrian or Bicyclist	Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Pedestrian or Bicyclist Crossing Against Signal	Pedestrian or Bicyclist Crossing Street at Unsignalized Location	Right Turn on Red into Pedestrian or Bicyclist	Right Turn from Stop Sign into Pedestrian or Bicyclist	Right Turn on Green into Pedestrian or Bicyclist in Parallel Crosswalk	Red-Light Running	Urban/Suburban Lane Departure	Pedestrian in Road	Other	Unclear / Unknown / Missing	Leading Pedestrian Interval	Prohibit Right Turn on Red	Red Protection or Decision Zone Detection	Appropriate Left Turn Signal Operation	Protected-Only Right Turn Operation	Pedestrian Recall Signal Timing	Extend the WALK Phase	Signal Coordination	Remove Obstacles that Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	Setback of Shared-Use Path	New or Upgraded Sidewalks	Raised Median or Pedestrian Refuge Median	Positive Left Turn Offsets	Tighten the Turn Radius	Convert Full Movement Access to RIRO or 3_4 Movement	Roundabout	Add Signal	Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	One Signal Head per Lane	Lighting
E Alameda Ave / E Alameda Dr / E Alameda Pkwy		✓				✓	✓					✓		✓						✓	✓	✓														✓				✓	✓	✓	
E Hampden Ave / S Parker Rd	Y					✓																✓																					
E Iliff Ave / S Buckley Rd		✓			✓	✓	✓							✓	✓					✓	✓									✓			✓		✓				✓			
E Baranmor Pkwy / N Peoria St			✓				✓				✓																		✓								✓					
E Iliff Ave / S Revere St						✓	✓	✓						✓						✓		✓	✓			✓				✓						✓				✓			
E Exposition Ave / S Blackhawk St		✓				✓																✓	✓			✓														✓			
E 40th Ave / N Pena On Ramp NB		✓				✓																✓	✓			✓														✓			
E 38th Ave / E 40th Ave / N Tower Rd		✓	✓			✓	✓							✓	✓					✓		✓	✓			✓										✓				✓	✓	✓	✓
E Yale Ave / S Parker Rd	Y	✓		✓		✓	✓			✓				✓						✓		✓				✓										✓				✓	✓		✓
E Exposition Ave / S Sable Blvd		✓				✓																✓	✓			✓														✓	✓		
E 38th Ave / N Chambers Rd		✓				✓																✓	✓			✓														✓	✓	✓	
E Florida Ave / S Abilene St							✓			✓		✓												✓	✓					✓				✓						✓			
E Iliff Ave / E Warren Dr / S Troy St			✓																																	✓		✓				
E Alameda Pkwy / S Chambers Rd		✓			✓	✓	✓					✓										✓				✓														✓	✓	✓	

Intersection Countermeasures Continued

INTERSECTION NAME	CDOT INTERSECTION	CRASH PROFILES						BICYCLE & PEDESTRIAN CRASH PROFILES										COUNTERMEASURE																							
		Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Right Turn on Red	Rear End	Red-Light Running	Pedestrian or Bicyclist	Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Pedestrian or Bicyclist Crossing Against Signal	Pedestrian or Bicyclist Crossing Street at Unsignalized Location	Right Turn on Red into Pedestrian or Bicyclist	Right Turn from Stop Sign into Pedestrian or Bicyclist	Right Turn on Green into Pedestrian or Bicyclist in Parallel Crosswalk	Red-Light Running	Urban/Suburban Lane Departure	Pedestrian in Road	Other	Unclear / Unknown / Missing	Leading Pedestrian Interval	Prohibit Right Turn on Red	Red Protection or Decision Zone Detection	Appropriate Left Turn Signal Operation	Protected-Only Right Turn Operation	Pedestrian Recall Signal Timing	Extend the WALK Phase	Signal Coordination	Remove Obstacles that Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	Setback of Shared-Use Path	New or Upgraded Sidewalks	Raised Median or Pedestrian Refuge Median	Positive Left Turn Offsets	Tighten the Turn Radius	Convert Full Movement Access to RIRO or 3_4 Movement	Roundabout	Add Signal	Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	One Signal Head per Lane	Lighting
E Arkansas Dr / S Potomac St			✓				✓											✓									✓				✓						✓	✓	✓				
S I-225 Off Ramp NB / S Parker Rd	Y	✓			✓	✓															✓					✓		✓	✓									✓	✓	✓	✓
E Evans Ave / S Buckley Rd / S Nucla Way		✓				✓	✓	✓				✓								✓		✓	✓			✓										✓			✓			
E Quincy Ave / S Reservoir Rd		✓				✓	✓				✓											✓	✓			✓													✓	✓	✓	✓
E Florida Ave / S Chambers Rd	Y				✓	✓																✓				✓													✓		✓	
E Iliff Ave / S Parker Rd	Y	✓			✓	✓	✓			✓		✓								✓	✓	✓	✓			✓				✓				✓		✓			✓	✓	✓	
E Alameda Ave / S Abilene St		✓				✓	✓			✓	✓											✓				✓				✓				✓					✓			
E 30th Ave / N Peoria St		✓				✓	✓	✓						✓						✓			✓																✓			
S Sterling Hills Pkwy / S Telluride St / S Tower Rd		✓				✓	✓	✓												✓		✓	✓			✓													✓	✓	✓	✓
E Smith Rd / N Tower Rd		✓				✓																✓				✓													✓			
E Iliff Ave / S Xanadu Way						✓	✓			✓												✓				✓				✓				✓					✓			
E Quincy Ave / S Picadilly St / S Picadilly Rd		✓				✓	✓							✓	✓					✓		✓				✓				✓						✓			✓	✓	✓	
E Smith Rd / N Airport Blvd		✓				✓																✓	✓			✓													✓	✓	✓	
E Colfax Ave Between Billings St And Sable St	Y						✓	✓												✓			✓							✓				✓								

Intersection Countermeasures Continued

INTERSECTION NAME	CDOT INTERSECTION	CRASH PROFILES						BICYCLE & PEDESTRIAN CRASH PROFILES											COUNTERMEASURE																											
		Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Right Turn on Red	Rear End	Red-Light Running	Pedestrian or Bicyclist	Left Turn at Signalized Intersection	Broadside or Left-Turn at Unsignalized Intersection	Pedestrian or Bicyclist Crossing Against Signal	Pedestrian or Bicyclist Crossing Street at Unsignalized Location	Right Turn on Red into Pedestrian or Bicyclist	Right Turn from Stop Sign into Pedestrian or Bicyclist	Right Turn on Green into Pedestrian or Bicyclist in Parallel Crosswalk	Red-Light Running	Urban/Suburban Lane Departure	Pedestrian in Road	Other	Unclear / Unknown / Missing	Leading Pedestrian Interval	Prohibit Right Turn on Red	Red Protection or Decision Zone Detection	Appropriate Left Turn Signal Operation	Protected-Only Right Turn Operation	Pedestrian Recall Signal Timing	Extend the WALK Phase	Signal Coordination	Remove Obstacles that Impair Sight Lines	Improve Signal Visibility	Advanced Warning Signage	New or Upgraded Pedestrian Crossing	Shorten Pedestrian Crossing Distance	New or Upgraded Bike Facility	Setback of Shared-Use Path	New or Upgraded Sidewalks	Raised Median or Pedestrian Refuge Median	Positive Left Turn Offsets	Tighten the Turn Radius	Convert Full Movement Access to RIRO or 3_4 Movement	Roundabout	Add Signal	Yellow and All-Red Change Intervals	Backplates with Retroreflective Borders	One Signal Head per Lane	Lighting
E 32nd Pkwy / N Tower Rd		✓				✓	✓				✓												✓							✓														
E 2nd Ave / N Potomac St		✓				✓	✓	✓															✓																	✓	✓		
E Smoky Hill Rd / S Gun Club Rd / S Yellowstone Ct	Y	✓				✓	✓														✓	✓			✓														✓			
E Alameda Dr / S Airport Blvd	Y	✓					✓					✓										✓														✓							
E 35th Ave / N Salida St / N Tower Rd		✓				✓	✓					✓								✓						✓										✓					✓	✓	✓
E Smoky Hill Rd / S Aurora Pkwy		✓				✓	✓							✓					✓										✓						✓							
E Hampden Ave / S Kalispell St							✓			✓				✓					✓																✓							

Corridor Countermeasures

For corridors, distinct crash patterns were generally less apparent than those at intersections due to variability in curvature, grade, visibility, and other contextual features from one end to the other. Where a crash occurred along a corridor was often a major factor in the specific details and outcomes of the crash. While generalized crash patterns were less applicable to corridors than to intersections, general categories of countermeasures were considered for corridors based on the corridor type: speed management, access management, and pedestrian crossing corridors, as defined in the Safety Analysis section**.**

A description of each countermeasure is provided in **Appendix F: Countermeasures**.

CORRIDOR NAME	APPROXIMATE CROSS STREETS	CDOT ROADWAYS	CORRIDOR TYPE	SPEED MANAGEMENT								ACCESS MANAGEMENT					BICYCLE AND PEDESTRIAN						
				Identify Target Speed and Countermeasures for Compliance	Speed Feedback Signs	Local or Collector Street Traffic Calming	Arterial Street Speed Mitigation Infrastructure	Lane Repurposing or Road Diet	Automated Speed Enforcement	Signal Coordination	Roundabout	Raised Median	Dedicated Turn Lanes	Remove or Consolidate Access Points	Convert Full Movement Access to RIRO or 3/4 Movement	Signal or All-Way Stop	New or Upgraded Pedestrian Crossing	Lighting	New or Upgraded Bicycle Facility	Setback of Shared Use Path	New or Upgraded Sidewalks	Pedestrian Refuge Median	Move Bus Stop Closer to Pedestrian Crossing
E Hampden Ave	Chambers Rd / Ouray St		Speed Management	✓				✓	✓	✓													
E Iliff Ave	Havana St / Chambers St		Speed Management Pedestrian Crossing	✓			✓	✓	✓	✓							✓	✓			✓		✓
Peoria St	E 6th Ave / 25th Ave		Speed Management	✓			✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓			✓	✓	✓
S Havana St	Iliff Ave / Florida Ave	Yes	Speed Management	✓			✓	✓	✓	✓													
S Parker Rd	Hampden Ave / Quincy Ave	Yes	Access Management	✓			✓	✓	✓	✓													
E 17th Ave	Yosemite St / Peoria St		Access Management Pedestrian Crossing	✓	✓	✓			✓	✓	✓		✓		✓	✓							
Havana St	E Florida Ave / Alameda Ave	Yes	Access Management	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓
Peoria St	Iowa Ave / Nile St		Access Management	✓			✓	✓	✓		✓	✓	✓		✓	✓	✓	✓					
S Parker Rd	Dayton St / Yale Ave	Yes	Pedestrian Crossing	✓			✓	✓	✓	✓		✓	✓	✓	✓		✓	✓					
E 16th Ave	Yosemite St / Peoria St		Pedestrian Crossing	✓	✓	✓			✓		✓						✓	✓	✓		✓	✓	
E Montview Blvd	Xenia St / Lima St		Pedestrian Crossing	✓			✓	✓	✓	✓	✓						✓	✓	✓			✓	✓

Corridor Countermeasures Continued

CORRIDOR NAME	APPROXIMATE CROSS STREETS	CDOT ROADWAYS	CORRIDOR TYPE	SPEED MANAGEMENT								ACCESS MANAGEMENT					BICYCLE AND PEDESTRIAN						
				Identify Target Speed and Countermeasures for Compliance	Speed Feedback Signs	Local or Collector Street Traffic Calming	Arterial Street Speed Mitigation Infrastructure	Lane Repurposing or Road Diet	Automated Speed Enforcement	Signal Coordination	Roundabout	Raised Median	Dedicated Turn Lanes	Remove or Consolidate Access Points	Convert Full Movement Access to RIRO or 3/4 Movement	Signal or All-Way Stop	New or Upgraded Pedestrian Crossing	Lighting	New or Upgraded Bicycle Facility	Setback of Shared Use Path	New or Upgraded Sidewalks	Pedestrian Refuge Median	Move Bus Stop Closer to Pedestrian Crossing
Havana St	Alameda Ave / E 23rd Ave	Part	Pedestrian Crossing	✓			✓	✓	✓	✓	✓						✓	✓			✓	✓	✓
E Iliff Ave	Chambers Rd / Tower Rd		Pedestrian Crossing	✓			✓	✓	✓	✓							✓	✓					
Kenton St	E Colfax Ave / E 11th Ave		Pedestrian Crossing	✓	✓	✓			✓		✓						✓	✓			✓	✓	
Moline St	E 11th Ave / E 26th Ave		Pedestrian Crossing	✓	✓	✓			✓		✓						✓	✓	✓		✓	✓	
Peoria St	Martin Luther King Jr Blvd / E 33rd Ave		Pedestrian Crossing	✓			✓	✓	✓	✓	✓						✓	✓			✓	✓	✓
Tower Rd	Smith Rd / E 38th Ave		Pedestrian Crossing	✓			✓	✓	✓	✓							✓	✓			✓	✓	✓
S Chambers Rd	Mexico Ave / Gill Ave		Pedestrian Crossing	✓			✓	✓	✓	✓							✓	✓					✓
E Colfax Ave	Yosemite St / Chambers Rd	Yes	Speed Management Pedestrian Crossing	✓			✓		✓	✓	✓						✓	✓			✓	✓	✓
E Colfax Ave	Florence St / Chambers Rd	Yes	Access Management Speed Management Pedestrian Crossing	✓			✓		✓	✓	✓			✓	✓		✓	✓			✓	✓	✓
E Colfax Ave	Chambers Rd / Airport Blvd	Yes	Access Management Pedestrian Crossing	✓			✓		✓	✓	✓	✓		✓	✓		✓	✓			✓	✓	✓
E 6th Ave	Potomac St / Chambers Rd	Yes	Speed Management Pedestrian Crossing	✓			✓		✓	✓							✓	✓		✓		✓	
E Mississippi Ave	Peoria St / Sable Blvd		Speed Management Pedestrian Crossing	✓			✓	✓	✓	✓							✓	✓					✓
E Mississippi Ave	Sable Blvd / Buckley Rd		Access Management Speed Management Pedestrian Crossing	✓			✓	✓	✓	✓					✓	✓	✓	✓					✓
S Parker Rd	Yale Ave / Hampden Ave	Yes	Speed Management Pedestrian Crossing	✓			✓	✓	✓	✓							✓	✓				✓	✓

Policy, Process, and Design Guidance



Purpose

The team reviewed a combination of Aurora's long-range plans, roadway design standards, and transit plans to identify prospective amendments or revisions that could enhance multimodal safety and contribute to the reduction of KSI crashes. This review is consistent with the requirements in the SS4A self-certification worksheet (version FY2025) including:

☑ **The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety**

☑ **The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards**

Based on this assessment, a series of recommendations are provided in this section. They provide an overarching framework of recommended strategies that complement the countermeasure projects identified in the Countermeasures section and support a holistic approach to improving safety. The recommendations are intended to further inform Aurora's long-term planning related to transportation safety as well as annual capital investments, maintenance practices, enforcement strategies, and community engagement efforts. The majority of the strategies are organized under the principles of the U.S. DOT Safe System Approach: Safer Roads, Safer Speeds, Safer People, Safer Vehicles, and Post-Crash Care.

To reduce traffic fatalities and serious injuries, Aurora will need to implement these policy and program recommendations alongside the engineering countermeasure projects recommended in the Countermeasures section. These recommendations should be adapted to the City's unique context to ensure they can be effectively integrated into annual work plans, budget requests, and future changes to design and review standards.

Plan Review

The table summarizes the documents reviewed.

Document Title	Document Type
Connecting Aurora (2026)	Transportation Master Plan
Bicycle and Pedestrian Master Plan (2012)	Bicycle / Pedestrian Plan
Bicycle Facility Design Guidelines (2008)	Bicycle / Pedestrian Plan
Colfax BRT Next: I-225 to Picadilly (Ongoing)	BRT Studies
East Colfax BRT (2024)	BRT Studies
Alameda BRT (2024)	BRT Studies
Roadway Design and Construction Specifications (2025)	Roadway Design Standards
Neighborhood Traffic Calming Program	Traffic Calming Program or Toolkit
Aurora Places (2018)	Complete Streets Policy or Resolution
City of Aurora Uncontrolled Pedestrian Guidelines (2026)	Design Guidelines

Plans and Standards Review Documents

Operational Expectations and Strategies

Using the U.S. DOT Safe System Approach combined with a review of planning documents, the following tables outlines the timing and prioritization of policies and strategies that will help Aurora complete the goals of this project. The deployment of policy strategies was recommended in three phases: short-term (within the next five years), medium-term (5-10 years), and long-term (more than 10 years)

Deployment Timeline Legend

- Short Term (0-5 Years)
- Mid Term (5-10 Years)
- Long Term (10+ Years)
- Ongoing

Strategy Type Legend

- Analysis
- Education
- Enforcement
- Engineering
- Planning
- Partnership
- Process
- Operational Expectation
- Program
- Tracking

Safer Vehicles

Strategy	Strategy Description	Strategy Type	Deployment Timeline
DRCOG Vision Zero Working Group	Participate in the DRCOG Vision Zero Working Group to collaborate on safety initiatives and advocate for stronger vehicle safety legislation at state and federal levels.		Short

Safer Speeds

Strategy	Strategy Description	Strategy Type	Deployment Timeline
Enforcement Priorities	Use crash history and High Risk Network corridors to guide where enforcement is concentrated. May include additional funding or resources for police enforcement.		Short
Expand Automated Enforcement	Increase use of automated enforcement tools such as photo radar, paired with signage and publicity, to deter speeding. Consider changing red light camera policy in the future.		Short
Publicized Sobriety Checkpoints	Regularly conduct and widely publicize sobriety checkpoints in high-risk areas and times to deter impaired driving.		Mid
Implement Traffic Speed Mitigation Process	Policy or process to reconfigure roads with excess capacity to reduce vehicle speeds and improve safety for all users.		Mid
Facilitate Interdepartmental Safety Meetings	Convene regular meetings between local agency departments (infrastructure, police, fire, development, parks, communications) to coordinate enforcement, education, and safety initiatives.		Short
Signal Timing for Safety	Update signal timing guidelines to prioritize pedestrian and bicycle safety over vehicle throughput. Potential safety improvements to explore include audible signals, countdown timers, re-timed clearance intervals, minimum bicycle timing across arterials, leading pedestrian intervals (LPI), protected turning movements, extended walk phases, and accessible pedestrian signals (APS).		Short
Match Fines with Safety Outcomes	Adjust fines for traffic violations to reflect the severity of safety risks posed, with higher fines for repeat offenders and high-risk behaviors.		Mid
Identify Target Speed and Countermeasures for Compliance	Review the 2026 CDOT Local Agency Speed Setting Tool and, if warranted, make adjustments to posted speed limits. Pair with roadway design and enforcement measures to reduce the likelihood and severity of crashes.		Short
Update Street Design Guidelines	Revise Roadway Design and Construction Manual to further improve safety and reflect changes to design speeds, turning radii, bicycle infrastructure, Aurora's Complete Streets Initiative and other systemic safety countermeasures.		Short
Develop a Safe Ride Home Program	Partner with businesses and organizations to provide free or discounted ride options during high-risk times (e.g., holidays, weekends) to reduce impaired, drowsy, or distracted driving.		Mid

Safer Roads

Strategy	Strategy Description	Strategy Type	Deployment Timeline
Prioritize Capital Improvements on the High Injury or High Risk Network	Prioritize capital improvements on the High Risk Network, at priority intersections, and along priority corridors. Seek funding for construction or upgrades.		Short
Implement Systemic Safety Interventions Across the City	Apply systemic safety improvements citywide to address common crash factors and proactively prevent serious injuries and fatalities.		Short
Address High-Speed Right-Turn Slip-Lanes	Policy or process to identify and modify high-risk slip-lanes (e.g., narrow radii, raised crossings) to improve pedestrian safety.		Mid
Increase Signal Visibility	Adopt a process to add and maintain retroreflective backplates, improve signal head visibility, replace outdated signal head designs with MUTCD-compliant flashing yellow arrows, and maintain vegetation for visibility.		Short
Coordinate with RTD for Safer Bus Stops	Work with the Regional Transportation District (RTD) to relocate/ redesign bus stops, or improve pedestrian crossings at bus stops at uncontrolled crossings on arterial streets to improve pedestrian safety and crossing access.		Mid
Reference Transportation and Active Transportation Plans	Use the DRCOG Active Transportation Plan, Aurora Bicycle and Pedestrian Master Plan, and Connecting Aurora to identify and address gaps in the sidewalk and bike network and to expand use of separated bikeways and highly-effective pedestrian crossing treatments.		Mid
Complement Local Transportation Plans for Vulnerable Road Users	Ensure bicycle and pedestrian needs identified in the City and regional plans are prioritized and funded within capital improvement programs.		Mid

Safer Roads Continued

Strategy	Strategy Description	Strategy Type	Deployment Timeline
Establish a Local Funding Source for Safety Projects	Secure or evaluate options for a local, safety-focused funding source for annual capital projects, systemic safety improvements, and matching grant opportunities. Prioritize safety in the capital budget process.		Short
Improve Safety at Priority Intersections	Implement the safety countermeasures at priority intersections recommended in the Countermeasures section of this plan.		Short
Intersection Control Evaluations	Establish a process that requires formal evaluation of alternatives (e.g., roundabout vs. signal vs. all-way stop) at key intersections, prioritizing safety performance over throughput.		Mid
Access Management and Driveway Consolidation Policy	Reduce conflict points and improve corridor safety by re-evaluating standards that limit the number of driveways along arterial roads, consolidating access points, and encouraging shared driveways where possible		Short
Prioritize Safety in Capital Improvement Projects	Embed safety as a high priority in the Capital Improvement Project process, ensuring that infrastructure investments contribute to safer transportation systems.		Short
Develop a Road Safety Audit (RSA) Program	Develop a program to conduct annual RSAs to identify locations of high safety improvement needs. Require RSAs on all major roadway reconstruction or resurfacing projects and encourage their use in identifying systemic risks.		Mid
Implement Quick-Build Solutions	Develop and deploy quick-build solutions—such as temporary barriers, paint, or signage—to rapidly address urgent safety issues while more permanent infrastructure changes are being planned.		Short
Track and Monitor Crash Data Before and After Safety Improvements	Systematically collect, analyze, and publish crash data to track injury and fatality frequency trends, evaluate safety improvements, and guide future interventions.		Mid

Education · Analysis · Enforcement · Engineering · Planning · Partnership · Process · Operational Expectation · Program · Tracking

Safer People

Strategy	Strategy Description	Strategy Type	Deployment Timeline
Pair Education with Key Engineering Countermeasures	Provide education on how to use new or unfamiliar safety features (e.g., PHBs, roundabouts, protected bikeways) through signage, campaigns, and demonstration videos in multiple languages.		Long
Bicycle Facility Guidelines	Revise the Roadway Design and Construction Specifications to incorporate Aurora's Bicycle Facility Guidelines and to align with the most recent AASHTO bikeway design guidelines and Connecting Aurora to inform what types of bicycle facilities should be implemented on different roadway types.		Short
Safe Routes to School Programs	Conduct Safe Routes to School studies, audits, and capital improvement planning to identify and address barriers to safe walking and biking for students. Prioritize campuses on or near High Risk Networks and integrate findings into infrastructure/non-infrastructure projects.		Mid
Work Zone Safety and Fleet Driver Policies	Adopt agency-wide standards for safe work zones, including reduced speed limits, pedestrian and bicycle detour requirements, and enhanced worker visibility measures		Short
Child Passenger Safety Program	Create or promote existing car seat education programs.		Mid

Post Crash Care

Strategy	Strategy Description	Strategy Type	Deployment Timeline
Deploy Response Team to Investigate Serious and Fatal Crashes	Employ an internal, multi-departmental communication strategy in response to serious and fatal collisions. The protocol should outline a path forward for Infrastructure staff to be a part of an investigation of serious and fatal collisions, ensuring a multi-disciplinary response team focused both on the behavioral and engineering elements of a collision. Development of this multi-disciplinary team can also support timely data sharing among city departments and identify quick-build solutions.		Mid
Implement Emergency Vehicle Preemption at Missing High Priority Signalized Intersections	Coordinate with first responders to identify new high priority corridors to implement emergency vehicle preemption (EVP) at traffic signals to give approaching emergency vehicles a green signal.		Mid

Education Analysis Enforcement Engineering Planning Partnership Process Operational Expectation Program Tracking

Implementation

Purpose

To achieve Aurora's stated goal of reducing KSI crashes by approximately 5% per year through 2050, Aurora will need to build on progress to date and sustain a long-term commitment in the years ahead to implementing the plan's recommendations. This section outlines some of the key factors that city staff and teaming partners will need to consider during the course of implementation and monitoring of this plan over time.

Goal: Reduce Fatal and Serious Injury crashes by 5% per year, year over year

Implementation of this action plan will play a critical role in how Aurora integrates safety into future efforts including projects, programs, operational expectations, and day-to-day operations.

Planning Structure

At the start of this plan, a Technical Advisory Group (TAC) was formed consisting of members from each of the participating agencies, CDOT, RTD, DRCOG and FHWA. These members were responsible for oversight of the plan's development.

As the plan moves into the implementation and monitoring phases, Public Works staff in Aurora will primarily be responsible for implementing projects and tracking progress towards the annual reduction goal. However, this will require continued collaboration with a variety of teaming partners, including CDOT, Adams County, Arapahoe County, RTD, and DRCOG. Projects along shared boundaries or shared intersections will require coordination with neighboring cities and CDOT.



Project Readiness

The projects recommended in this plan differ in complexity, and therefore readiness, due to project location, existing conditions, and the improvements recommended. Factors affecting readiness include:

- Prioritization identified in the adopted Safety Action Plan
- Level of environmental review and status of such review
- Environmental permits and other clearances
- Complexity of design
- Right of way and utility impacts
- Coordination with other agencies
- Funding match from agencies (minimum 20%)

In general, project readiness refers to the degree to which a proposed safety project is prepared to progress to construction and, hence, demonstrate how federal funds for delivering the project can be obligated within the required timeframe. Other considerations include whether a project can be coupled and coordinated with another project, such as a utility line replacement or a roadway resurfacing.

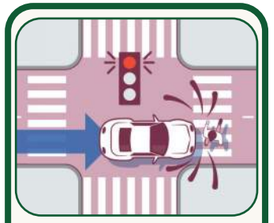
Primary Countermeasure

From the top intersections identified in the Safety Analysis section, a subset of "primary countermeasures" was defined at locations where the crash history demonstrated a persistent issue of a particular crash type where a relatively straightforward countermeasure can likely be implemented to address that crash type. These "primary countermeasures" address the following types of crashes: left-turn at signalized intersection, red-light running, and broadside or left-turn crashes at unsignalized intersections. In addition to these recommendations, any location flagged for a red-light running crash profile should also be evaluated for appropriate yellow and all-red clearance time consistent with the jurisdiction-wide countermeasure recommendation.

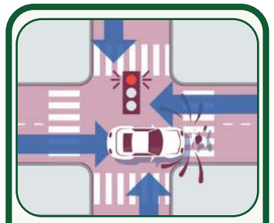
The following crash volume thresholds over the five-year data period were used to identify locations with a primary countermeasure.



Left-Turn Crashes in One Direction (7+ Crashes)



Red-Light Running in One Direction (10+ Crashes)



Red-Light Running Total All Directions (20+ Crashes)



Through/Left/ Ped Crossing from Minor Street Crash or Left-turn Crash from Major Street at Unsignalized Location (20+ Crashes)

To assist with implementation, the primary countermeasures were organized into the following three implementation categories:

Signal Modification:

In cases where the recommendation could include any of the following: adding retroreflective backplates to signal heads, adding more signal heads, replacing the left turn signal head with a four-section head.

Operational:

Only requirement is changing the left-turn signal phasing as there is already a four-section head.

Reconstruction:

In locations where the recommendation includes either restricting certain left turn movements using a median or signalizing a currently unsignalized intersection.

The table lists all the primary countermeasures identified from the Top Intersection list from the Safety Analysis section. The table includes the intersection, the implementation type, the primary countermeasures, and the crash volume that triggered the threshold. It should be noted that the primary countermeasures are not necessarily the highest priority. See the Project Prioritization section for project prioritization guidance. The Safety Analysis section identifies other locations or other crash types where the need may be just as high as the primary countermeasures, but the solutions may be less straightforward.

Intersection	Implementation Type	Primary Recommendation	Relevant Crash History
E Colfax Ave / Havana St	**Signal Modification**	Add retroreflective backplates on signals	21 red-light running crashes in five years in all directions
E Colfax Ave / I-225 Off Ramp NB / I-225 On Ramp NB	**Operational**	Upgrade EBL to protected-only at all times of day	28 EBL crashes in five years, plus 21 more in 2023, nearly all occurring between 10 PM and 6 AM presumably when its operating permitted-protected
E Mississippi Ave / S Havana St	**Signal Modification**	Add retroreflective backplates on signals	22 red-light running crashes in five years, all directions
E Florida Ave / S Havana St	**Operational**	Upgrade NBL to protected-only or implement positive off-set	17 NBL crashes in five years
E Colfax Ave / Peoria St	**Operational**	Upgrade NBL and SBL to protected-only	15 SBL and 9 NBL crashes in five years
E Colfax Ave / Oswego St	**Reconstruction**	Signalize or make RIRO with pedestrian refuge median	12 broadside or left turn crashes from minor street, 7 left turn crashes from major street, and 2 pedestrian crossing Colfax crashes in five years
E Colfax Ave / Dayton St	**Signal Modification**	Add retroreflective backplates and one signal head per lane EB	19 EB red-light running crashes in five years
E 16th Ave / Peoria St	**Reconstruction**	Convert to RIRO	25 NBL and 7 EBL crashes in five years, there have been 6 more in 2023-2024
E Montview Blvd / Peoria St	**Signal Modification**	Add retroreflective backplates all directions and one signal head per lane N/S	25 red-light running crashes in 5 years, all directions including 12 SB
E Colfax Ave / Laredo St	**Signal Modification**	Upgrade EBL and WBL to protected-only	7 EBL and 7 WBL crashes in five years, plus 4 more EBL and 12 more WBL in most recent 2.5 years (2023-June 2025)
E 6th Ave / Chambers Rd	**Signal Modification**	Add retroreflective backplates all directions and one signal head per lane N/S	28 red-light running crashes in 5 years, including 11 SB and 10 NB
E Colfax Ave / Boston St	**Reconstruction**	Signalize or modify to ¾ movement with pedestrian refuge median	14 left-turn crashes in five years, including 9 NB and 4 SB, and one pedestrian crash crossing Colfax

Intersection	Implementation Type	Primary Recommendation	Relevant Crash History
E Hampden Ave / S Buckley Rd	**Signal Modification**	Upgrade WBL and EBL to protected-only and add retroreflective backplates all directions and one signal head per lane E/W	35 WBL and 9 EBL crashes in five years; plus 28 red-light running crashes in 5 years, including 13 EB and 8 SB
E Quincy Ave / S Memphis St	**Signal Modification**	Upgrade WBL to protected-only	8 WBL crashes in five years
E Iliff Ave / S Havana St	**Signal Modification**	Add retroreflective backplates and one signal head per lane all directions	31 red-light running crashes in 5 years, including 10 EB and 8 WB
E Quincy Ave / S Chambers Rd	**Signal Modification**	Upgrade EBL to protected-only	9 EBL crashes in five years
Del Mar Cir / Peoria St	**Signal Modification**	Upgrade WBL to permitted-protected or protected-only	36 WBL crashes in five years
E 6th Ave / Airport Blvd	**Signal Modification**	Add retroreflective backplates all directions	21 red-light running crashes in 5 years, including 10 EB
E Alameda Pkwy / S Airport Blvd / S Buckley Rd	**Operational**	Upgrade EBL to protected-only	18 EBL crashes in five years
E Cornell Ave / S Parker Rd	**Signal Modification**	Upgrade WBL from Cornell to Parker to protected-only	7 WBL crashes in five years; public comment noted visibility issues with this turn due to the hill blocking visibility of oncoming traffic
E 6th Ave / Havana St	**Operational; Signal Modification**	Upgrade NBL and SBL to Protected-Only and add retroreflective backplates in all directions	7 NBL and 5 SBL crashes in five years; plus 21 red-light running crashes in five years, including 10 WB
E Mississippi Ave / S Moline St	**Signal Modification**	Upgrade EBL to Permitted-Protected	8 EBL crashes in five years
E Mississippi Ave / S Buckley Rd	**Operational**	Upgrade EBL to Protected-Only	32 EBL crashes in five years, plus another 15 in 2023 and 2024

Intersection	Implementation Type	Primary Recommendation	Relevant Crash History
E Mexico Ave / E Mexico Dr / S Chambers Rd	**Signal Modification**	Upgrade SBL to Protected-Only and add retroreflective backplates in all directions and one signal head per lane N/S	13 SBL crashes in five years; plus 19 red-light running crashes in 5 years, including 12 SB
E 6th Ave / Del Mar Cir	**Signal Modification**	Upgrade EBL to Protected-Only and add retroreflective backplates in all directions	10 EBL crashes in five years; plus 21 red-light running crashes in 5 years, including 9 EB and 8 NB
E Mexico Ave / S Buckley Rd	**Signal Modification**	Upgrade NBL to Protected-Only	11 NBL crashes in five years
E Mississippi Ave / S Abilene St	**Signal Modification**	Upgrade EBL to Protected-Only and add retroreflective backplates in all directions	12 EBL crashes in five years; plus 28 red-light running crashes in 5 years, including 12 WB
E Iliff Ave / S Blackhawk St	**Operational**	Upgrade EBL and WBL to Protected-Only	12 EBL and 8 WBL crashes in five years
E Iliff Ave / S Tower Rd	**Signal Modification**	Upgrade all directions to Protected-Only and add retroreflective backplates and one signal head per lane in all directions	20 left turn crashes in five years all directions, including 7 EBL; plus 23 red-light running crashes in five years
E Quincy Ave / S Reservoir Rd	**Signal Modification**	Upgrade SBL to Protected-Only	13 SBL crashes in five years
E Mississippi Ave / S Idalia St	**Reconstruction**	Signalize or convert to ¾ movement	20 left-turn crashes in five years, including 9 SB and 6 NB
E Idaho Pl / S Havana St	**Signal Modification**	Upgrade SBL to Protected-Only	10 SBL crashes in five years
E Hampden Ave / S Tower Rd	**Operational**	Upgrade all directions to Protected-Only	34 left-turn crashes in five years, including 16 NB and 9 EB
E Alameda Ave / S Peoria St	**Signal Modification**	Add retroreflective backplates and one signal head per lane in all directions	20 red-light running crashes in five years

Intersection	Implementation Type	Primary Recommendation	Relevant Crash History
E Alameda Ave / S Havana St	**Signal Modification**	Add retroreflective backplates and one signal head per lane in all directions	31 red-light running crashes in five years, including 10 NB and 9 EB
E Jewell Ave / S Havana St	**Operational**	Upgrade SBL to protected-only during the day (~7 AM – 7 PM)	Since signal improvements in 2023 there have been 5 SBL crashes in 2 years all between 8 AM and 7 PM - from July 2023 to June 2025, no other left turn crashes
E Mississippi Ave / S Peoria St	**Signal Modification**	Add retroreflective backplates in all directions and one signal head per lane E/W	23 red-light running crashes in five years
E Mississippi Ave / S Blackhawk St	**Operational**	Upgrade EBL to Protected-Only	10 EBL crashes in five years
E Hampden Ave / S Chambers Rd	**Operational**	Upgrade EBL and WBL to Protected-Only	11 EBL and 8 WBL crashes in five years
E Iliff Ave / S Peoria St	**Operational; Signal Modification**	Upgrade EBL and WBL to Protected-Only and add retroreflective backplates all directions	25 WBL and 7 EBL crashes in five years; plus 22 red-light running crashes in 5 years in all directions
E Alameda Ave / S Potomac St	**Operational**	Upgrade EBL and WBL to Protected-Only	15 EBL and 12 WBL crashes in five years
E Alameda Ave / S Crystal St	**Operational**	Upgrade EBL and WBL to Protected-Only	10 EBL and 7 WBL crashes in five years
E Mississippi Ave / S Uvalda St	**Signal Modification**	Upgrade WBL to Protected-Only	12 WBL crashes in five years
E Rice Pl / S Parker Rd	**Reconstruction**	Convert to RIRO or signalize	12 SBL crashes in five years, another 11 in subsequent 2.5 years

Timing

Recommendations for the deployment of policy strategies were recommended in three phases:

Short Term (0-5 Years) — Mid Term (5-10 Years) — Long Term (10 + Years)

Recommendations for the deployment of the top intersections, top corridors, and system-wide countermeasures will generally be guided by the prioritization score and implemented by 2050 or sooner. Depending on funding, the project development processes that emerge, and other opportunities, a particular countermeasure may be implemented systemically at multiple locations (such as retroreflective backplates, medians, etc.) or all improvements at one location may occur at once as part of a larger project.

The action plan includes initial guidance on how recommendations should be carried out across the three phases. As part of staff's annual tracking and reporting on the plan's progress, they may opt to adjust their approach to phased implementation. Based on several variables, such as unexpected safety concerns, availability of funding, staff capacity, or direction from elected officials, the number of projects carried out in any given phase may be more or less than what's recommended in the plan. Regardless of what phase a project ultimately moves forward in, the key to the plan's success is that some level of implementation be continuous year over year.

Funding Opportunities

Implementation of safety countermeasures is key to achieving the goals stated in this SAP but funding can sometimes be a challenge. The table below is a list of potential funding opportunities that should be considered to progress this plan forward. This list includes the agency who manages each funding opportunity, whether it is a regional, state or federal opportunity, and when the next call for project grant applications will occur.

Funding Opportunity	Agency	Next Call for Applications
Safe Streets and Roads for All	U.S. Department of Transportation	Summer 2026
Safe Routes to School	CDOT	Summer 2026
Transportation Alternatives Program (TAP)	CDOT	Mid 2026
Regional Transportation Operations and Technology (RTOT) Program	DRCOG	Mid 2026
Highway Safety Improvement Program (HSIP)	CDOT	Late 2026
CDOT Nonattainment Area Air Pollution Mitigation Enterprise/Community Clean Transportation Assistance Program (CCTAP)	CDOT	2027/2028
Better Utilizing Investments to Leverage Development (BUILD)	U.S. Department of Transportation	Late 2027
Community Based Transportation Plan Set Aside	DRCOG	Late 2027
CDOT Multimodal Options Fund	CDOT	Late 2027/Early 2028
Transportation Improvement Program (TIP)	DRCOG	Early/Mid 2028

**Continuation of these programs and issuance of future Notices of Funding Opportunities is currently uncertain, however the county should continue to track the status of them.*

Progress & Transparency



Purpose

Aurora's commitment to evaluating and reporting progress on plan implementation will be foundational to achieving the goal of reducing KSI crashes by approximately 5% year over year through 2050. This goal assumes that projects listed in the plan are funded and completed.

Plan Effectiveness Metrics

The performance metrics in the table below will help Aurora assess the success of plan implementation. These metrics may change based on data availability.

Performance Measure	Description
Fatal Crashes	Total number of traffic fatalities in Aurora
Fatality Rate	Number of fatal crashes per 100,000 residents
Serious Injury Crashes	Total number of traffic related serious injury crashes in Aurora
Serious Injury Rate	Number of serious injury crashes per 100,000 residents
Pedestrian Fatalities and Serious Injuries	Total number of pedestrian fatalities and serious injuries
Bicycle Fatalities and Serious Injuries	Total number of bicyclist fatalities and serious injuries
Implemented Projects	Number of top projects and systemic improvements implemented
Policy and Program Strategies in Progress	Number of policy and program strategies in progress or completed

By evaluating plan effectiveness each year, Aurora can ensure that implemented projects and policies are helping the city reduce KSI crashes. Tracking these metrics will also position the city for internal and external funding requests.

Reporting and Transparency

Reporting out to the public, elected officials, and the broader city staff is another key to the plan's future success and an important part of moving the city toward its safety goal. As a first step, this safety action plan will be posted on the city's webpage. Access to these progress reports, highlighting key accomplishments and outcomes, will be shared out with the larger public through existing, city-established communication channels which may include social media posts, webpages, e-newsletters, and bill inserts.

Access to these progress reports, highlighting key accomplishments and outcomes, will be shared out with the larger public through existing, city-established communication channels which may include social media posts, webpages, e-newsletters, and bill inserts.

Transportation, Airports and Public Works (TAPS) Policy Committee Meeting

October 27, 2022

Members Present:	Council Member (CM) Juan Marcano, Chair; Council Member (CM) Alison Coombs, Vice-Chair, Council Member (CM) Crystal Murillo
Others Present:	Scott Bauman, Daniel Brotzman, Traci Burton, Haley Busch-Johansen, Mac Callison, Carlie Campuzano, Lynne Center, Cindy Colip, Michelle Gardner, Matthew Kozakowski, Huiliang Liu, Christina McClelland, James Paral, Mindy Parnes, Julie Patterson, Laura Perry, Victor Rachael, Jeannine Rustad, Elly Watson, Tom Worker-Braddock
Guest:	Michael King (Colorado Department of Transportation), Sarah Thorne (Colorado Energy Office Transportation Fuels and Technology)

1. WELCOME AND INTRODUCTION

---

2. APPROVAL OF MINUTES

The minutes for the September 22, 2022 TAPS meeting were approved as written.

---

3. CONSENT ITEMS (None)

---

4. GENERAL BUSINESS

4.a. Briefing from Colorado Energy Office (CEO) on Statewide eBike Initiatives

Summary of Issue and Discussion:

Sarah Thorne, Senior Program Manager from the Colorado Energy Office, provided an overview of the statewide eBike programming including the eBike rebate, Can Do Colorado Full-Service Program, and eCargo Bike Commercial Delivery Program. The programs were funded by SB 22-193 which allocated $12 million, with $10 million going to eBike rebates and $2 million for the full-service program. The eBike Rebates will be set up as a point-of-sale rebate to reduce eBike prices and allow more people to take advantage of the program. It is targeted at low and moderate-income individuals. A third-party administrator will process rebate applications. The RFP will be out soon with the hope of starting the program by March 2023. Discussions are still being had for possible incentive differences for low versus moderate income and qualifications based on the area median income. The Can Do Colorado eBike Pilot Program is currently running and was launched last year. 156 bikes were given to low-income essential workers in addition to locks, helmets, training, etc. The participants were asked to log their trip data to log the emissions avoided by riding the eBike versus driving a car. The pilot was done to inform the Full-Service Program which will be available to local governments, non-profits, community-based organizations, and tribal governments. The RFP will require applications to have a targeted population. $1 million of funding will be for this fiscal year and another

the designation is official, projects could begin to receive NEVI funds. CDOT is working with Colorado Energy Office to set up a specific grant program and all its criteria. Grant solicitation will be done in Q1 of 2023. The NEVI plan will be updated on an annual basis and will be an ongoing program for at least five years.

Committee Discussion:
CM Murillo asked if Colfax would be an eligible roadway. M. King said yes since Colfax is part of the national highway system. CM Murillo said that she would be open to exploring what this program would look like for the Colfax Corridor. CM Marcano highlighted that Colfax and Havana are state highways that run through impacted communities in Aurora. He advocated for the corridors to be flagged through the NEVI or Charge Ahead Colorado Programs. CM Marcano asked if the corridors would be better suited for Charge Ahead or if they should aim for NEVI designation. M. King said that he will work with staff and other stakeholders on talking about I-225, Havana, or Colfax for the next round. He said that the project comes down to the location and the intended user. He explained that DC fast charging would be better to put in existing fueling stations or retail areas while Level 2 chargers would be a better fit for housing, work areas, community areas, etc. He added that the Level 2 chargers would be more affordable and would not have as many federal requirements. He mentioned that Colorado Energy and Xcel Energy have grants and programs to help communities develop an EV readiness plan which provides a roadmap for what funds will be pursued.

CM Marcano commented that Havana has a large shopping center where people spend a lot of time but there is only one rapid charging station. He mentioned that Havana BID may be interested in the conversation and it could bring more business to them. M. King mentioned that the Charge Ahead Colorado Grant Program has rounds three times a year. CM Coombs requested flagging Parker Road. CM Marcano mentioned getting high-voltage chargers in small-town restaurants and museums to general positive economic impact and increase the likelihood that people will adopt EVs.

Outcome: Information only.

Follow-up Action: No follow-up needed.

4.f. Grant Updates- DRCOG FY2022-2027 Transportation Improvement Program and Infrastructure Investment and Jobs Act Discretionary Grant Programs
Summary of Issue and Discussion:
Victor Rachael and Mac Callison presented an update on applications for the DRCOG FY2022-2027 TIP Calls #1-4. Call #1 represented a regional project focus for approximately $40 million. The DRCOG Board approved the project recommendations which were solely directed for multimodal and transit projects in May 2022. Additionally, the Board approved the Forum(s) recommendations for Call #2, Sub regional Share projects at the September 21st Board Meeting. Call #2 has a total of approximately $173 million for the entire region focused on multimodal and transit projects. The Forums received funding based on their proportional share of population, employment and vehicle miles traveled. Staff submitted three project applications 2 on this Call. Call #4, Sub regional Share Projects, will open on November 28th and applications are due on January 27, 2023. Total funding across all Forums is approximately$193 million for multimodal, bridge, safety, and street projects. The Adams Forum is apportioned approximately $30 million and the Arapahoe Forum funding level is estimated at $36 million.

The six projects in Call #1 were brought into the FY2022 to 2025 TIP. Approved Call #1 projects includes the Denver-sponsored Colfax BRT Project which requested $18 million and was awarded $15 million to support the National Environmental Policy Act (NEPA) process and design activities for the project. Call #2 recommended projects were recently approved at the September 21st DRCOG Board meeting, including the Aurora Multimodal Transportation Master Plan programmed to start in FY 2023. Staff members are currently developing the scope for the RFP with recommendations coming to Council in Q1 of 2023. The notice to proceed is aimed at April 2023. Also moving forward is the Aurora Multimodal Access Improvements Design and Construction for locations on Havana Street, Colfax Avenue, and Yale Avenue focusing on sidewalk connections to bus stops. The Smith Road Multimodal Improvements – Design will also move forward to bring deliver a 60 percent design, including the multimodal side path. All these projects were successful in being awarded full funding as requested.

A total of 19 projects were submitted for Call #3 Regional Share Projects with 13 for the Surface Transportation Block Grant funding track and 6 for the Air Quality and Multimodal Grant funding track. These projects far exceed the available funding. The public comment period has been completed and all proposed project applications will be advancing to DRCOG for scoring. The scores provided are non-binding but serve an informational role. The project review panel is comprised of representatives from all 8 Transportation Forums, CDOT and RTD representatives and will convene on October 31st. The panel will ultimately make recommendations that will be forwarded to the DRCOG Board for approval on November 16th. Prior to Board action, the Call #3, Regional Projects assessment and recommendations will be brought to the Transportation Advisory Committee on November 14th and the Regional Transportation Committee on November 15th.

City staff compiled the Peoria Bridge over Sand Creek Replacement project application which aims to clear it through NEPA and produce a final design. The preliminary design concept at the 25 to 30% will be completed by a consultant team by years end. The project NEPA and final design activities is estimated to cost $3 million with Aurora providing a 40% local match of $1.2 million and the remainder, $1.8 million being requested from available federal TIP funds. The Peoria Bridge has become aged and inadequate and is also a pinch point for traffic. It was constructed in 1996 and carries volumes of over 33,000 vehicles per day including freight traffic. There are concerns about it being structurally deficient, and it also does not provide adequate multimodal pedestrian and bicyclist passage and connectivity.

The Surface Transportation Block Grant funding category for which this proposed project is seeking funding has approximately a total of $27.7 million apportioned to the Adams Transportation Forum. However, there are a total of $121 million in applications. Call 4 has approximately $192 million with a 55-45 split for surface transportation (STP) and Air Quality Multimodal projects. The project package recommendation will advance to the Executive Committee and then Adams County Transportation Forum. Those will be ported to the DRCOG Committees, Transportation Committee, Advisory Committee, RTC, and the DRCOG Board for consideration in March or April 2023. These recommendations will require policy and program changes to the overall TIP.

Call #4, Sub regional Share Projects, applications are anticipated to be e made for the 13th Avenue Multimodal Study for NEPA clearance and 60% design. The High Line Canal Trail Underpass at Colfax Avenue, west of Airport Boulevard, a joint project of the PROS Department and Arapahoe County will be assessed for design and construction activities. Alameda Bridge over I-225 is contemplated as a proposed bridge replacement project with focus on NEPA clearance and design activities. In addition, bike/pedestrian facilities and turn lanes on the bridge must be brought to proper

and current standards. Staff may also propose design and potential construction activities for multimodal access improvements for segments of Havana, and other locations throughout the city. and Gun Club Road for NEPA and final design activities.

Potential projects for the IIJA US DOT Discretionary Grant Programs include Montview Boulevard within the Anschutz/Fitzsimons Innovation Community for construction, Alameda Bridge over I-225 – depending on outcome of Call #4, the Chambers Road at Smith Road/A Line/UPRR Grade Separation, a clear freight category project. Gun Club Road NEPA/design/construction, a Citywide Transportation Safety Study, and the ADA Transition Plan Implementation related to the existence of substantial sidewalk gaps and ADA ramp deficiencies within known right of way. An addition, a city Traffic Management Center/Fiber Optic Communications infrastructure – design and construction.

Committee Discussion:
CM Murillo expressed support for seeking additional funding resources for future projects. CM Coombs expressed appreciation for the presentation and is excited to see how funding can be received to address infrastructure needs. CM Marcano thanked the presenters for providing proper context of how much funding comes through DRCOG and the regional transportation forums.

Outcome: Information only.

Follow-up Action: No follow-up needed.

---

5. MISCELLANEOUS MATTERS
Traffic and Safety Issues in Havana
Carlie Campuzano presented a brief overview of the incidents in Havana. In October 2020, staff received resident outreach regarding a fence crash and a request to repair object marker signs. CDOT assisted in doing a crash review to see if any patterns could be corrected by engineering measures. Signing and striping improvements were then made at 4th and Havana in December 2020. Additional outreach was received in February 2022 for a fence crash at the same corner. Staff worked with CDOT to get another crash history and did additional signing and striping improvements. In the corner, vehicles use the right turn lane to go straight, get across, and cut the queue of traffic. Staff modified the road and emphasized the right-turn lane. In June 2022, a council request was received from CM Medina. A public meeting was held with the residents with CDOT in attendance. All questions were answered thoroughly. More recent requests have been received to look at the area. Staff and CDOT are discussing additional improvements and are setting a meeting with CM Medina.

CM Marcano suggested using a concrete guide or a physical obstruction to change the built environment and eventually change driver behavior. C. Campuzano said that they are collecting a survey and discussing the next steps with CDOT. Signing and striping are the fastest and least expensive ways to address the problem. She also mentioned that there isn't a high or frequent crash pattern. She added that CDOT has extended the lane, added markings, and added signs. They are discussing putting physical barriers. CM Marcano stressed the importance of being proactive as opposed to waiting for a significant pattern to emerge which puts people's lives at risk due to dangerous situations. C. Campuzano explained that they try to be proactive but are also concerned about unintended consequences such as people hitting or swerving more to avoid physical barriers that are put right away.

Transportation, Airports and Public Works (TAPS) Policy Committee Meeting

November 30, 2022

Members Present: Council Member (CM) Juan Marcano, Chair; Council Member (CM) Alison Coombs, Vice-Chair, Council Member (CM) Crystal Murillo

Others Present: Scott Bauman, Traci Burton, Mac Callison, Carlie Campuzano, Lynne Center, Cindy Colip, Kenna Davis, Michelle Gardner, Matthew Kozakowski, James Paral, Mindy Parnes, Julie Patterson, Laura Perry, Brian Rulla, Elly Watson, Tom Worker-Braddock

---

1. WELCOME AND INTRODUCTION

---

2. APPROVAL OF MINUTES

The minutes for the October 2722 TAPS meeting were approved as written.

---

3. CONSENT ITEMS (None)

---

4. GENERAL BUSINESS

4.a. A Resolution for the IGA between the City and CDOT for the Advanced Traffic Controller Project

Summary of Issue and Discussion:

Carlie Campuzano presented an Intergovernmental Agreement (IGA) between Aurora and the Colorado Department of Transportation (CDOT) for a grant funded project for advanced signal controllers. Funding was received through the Denver Regional Council of Governments (DRCOG) Regional Transportation Operations and Technology set-aside program. Aurora applied for three projects, of which two were awarded. The other awarded project was the Traffic Signal System Upgrade which is already underway. The Advanced Traffic Signal Controller grant funding provides $795,800 with no local match for the fiscal year 2023. This will cover 175 traffic controllers which represents almost half of the signals in the city. Currently, controllers are reaching the end of life and do not support current technology projects. New controllers will support optimizing different types of signal timing, data collection, and transit signal priority. They are the latest and greatest standard and support high-powered functionalities.

Committee Discussion:

CM Marcano asked where the controllers will be deployed. C. Campuzano explained that DRCOG has specific corridors identified as regionally significant. For Aurora, this covers most arterials. She added that she will include a map when the item goes before the full Council.

Outcome: The Committee unanimously approved moving this item to Study Session.

Follow-up Action: This item will move forward to Study Session.

4.b. DRCOG 2022-2027 Transportation Improvement Program (TIP) Project Application with Adams County

Summary of Issue and Discussion:

Carlie Campuzano presented the grant update for the Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP) cycle. Calls 1 and 2 have already been submitted and awarded. Staff is now working on efforts for Call 4 with applications due in late January. This project application with Adams County is for a county-wide Safety Action Plan and Safety Study given that there are similar crash patterns and trends within the region. Adams County sent a communication to every city within the county for participation. The proposed plan will include the city of Aurora in the safety analysis; data collection and evaluation of crash patterns; engagement and collaboration with stakeholders including businesses and residents; and a review and an update on standards based on the findings. The results of the plan will define safety projects and help identify funding with different grant opportunities.

Adams County will be the lead applicant, while Aurora and other local agencies will be project partners. The total project is estimated to be $2 million with a 20% local match of which Aurora will contribute $150,000. A prioritized list of projects based on the data will be delivered from the Action Plan.

Committee Discussion:

CM Coombs asked if the scope and cost would be increased if other partners decide to sign on and if those partners would be responsible for the increase. C. Campuzano stated that the County is still solidifying all the partners, but Aurora's match would not go beyond $150,000 regardless of who else partners. CM Coombs mentioned bike and pedestrian issues in addition to vehicle safety issues. She asked if the Action Plan would help prioritize bike-ped improvements for areas that have a significant number of those crashes. C. Campuzano said yes. She adds that pedestrians account for a significant portion of fatal crashes in the city, and they have a specific focus on these types of crashes. She highlights that they will review patterns and causes of pedestrian crashes, dive into the details, and see what is needed based on different areas in the city. C. Colip added that the Action Plan will partner well with the city's Multimodal Transportation Study.

CM Marcano mentioned the kick-off of the Build-up Aurora program which will result in treating, resurfacing, and repairing residential streets in Aurora. He stressed the importance of improving safety in residential streets given that they are seeing more pedestrian fatalities. He suggested also re-engineering streets through the Build-up Aurora funds and the information from the Action Plan. He expressed concern that they may be repairing these residential roads but are not redesigning them at the same time. Cindy Colip explained that the $35 million in COP for Build-up Aurora is for repaving, and there is no funding for redesigning. She stated that many pedestrian fatalities are on higher-speed roadways like collectors and arterials. APD's new neighborhood photo enhancement will help inform on these issues. She added that they are still working on the scope for the Multimodal Transportation Study and will be bringing a presentation in early 2023 and they can further discuss other opportunities then. CM Marcano clarified that resurfacing would also include striping, which provides opportunities for soft improvements such as dedicated bike lanes and narrowing drive lanes. He suggested keeping the off-street parking as a calming effect. He stressed the importance of changing the built environment and being proactive as opposed to waiting for patterns to emerge before responding.

Outcome: The Committee unanimously approved moving this item to Study Session.

Follow-up Action: This item will move forward to Study Session.

4.c. 2022 – 2023 Snow and Ice Control Plan
Summary of Issue and Discussion:
Lynne Center presented the 2022 – 2023 Snow and Ice Control Plan. In the snow season of 2021, Aurora accumulated 42.4 inches of snow which is lower than the 70-year average of 63.5 inches. In February 2022, 14 inches of snow accumulated over six storms, and over 6 inches in May 2022. Aurora had 9 Category I storms, and 7 Category II storms, with no Category III and IV storms. The cost per resident for snow removal during the 2021-2022 snow season was $5.85, which is less than the previous year's cost due to an increase in population.

For the 2022 – 2023 plan, the route priorities and storm categories have not changed. Priority 1, or red routes, are arterial roadways like Chambers Rd., Alameda, and Mississippi. Priority 2, or blue routes, are primary collector routes adjacent to schools and hospitals. Priority 3, or green routes, are neighboring connector streets. Priority 4, or yellow routes, are north/south and east/west connectors. Category I storms are less than two inches. Category II storms range from 2 to 6 inches. Category III storms are from 6 to 12 inches. Category IV storms are for snowfall of more than 12 inches. Each snowstorm is responded to with different levels of crew and equipment. The priority is to keep red and blue routes open and passable when getting into higher-category storms. Aurora's Snow and Ice Control Plan was previously awarded a model practice by the American Public Works Association. The plan's objective is to keep roads open and passable for public safety and allow orderly movement of traffic during snow events.

Staff made changes to the 2022-2023 plan. About 5 lane miles of Priority 2 and 3 routes were added. Aurora's prioritized snow network now has 1,505 lane miles. This year's plan also includes enhanced or separated bike lanes. This impacts North 1, South 1, South 2, and South 3. Keeping these lanes clear of snow requires different and specialized equipment. Due to this, they are prioritized after all routes are cleared. During a snowstorm, if necessary, the lanes will be used to store snow from roadways, particularly on Mexico Avenue.

Public Works, Parks Recreation and Open Space (PROS), and Aurora Water provide staff and equipment for winter road maintenance. Contracts are in place for additional heavy equipment and contractors for larger snow events. Staff uses Ice Slicer, a solid de-icing material that breaks up snow and ice, and Apex, an anti-icing liquid applied before storms. Apex lowers the temperature that liquid on the roadway freezes, which provides time for a response before the ice builds up on the roads. Some vehicles are equipped to put both materials down at the same time. Through this, the Ice Slicer is pre-wetted with Apex which activates the melting capabilities of the Ice Slicer and helps the snow not turn into ice. The city uses tandem axle trucks, V boxes, graders, and loaders. Some loaders also have snow blower attachments to help clean up accumulated snow. To plan for snow events, staff look to the local weather stations, the National Oceanic and Atmospheric Administration (NOAA), Skyview Weather, Data Transmission Network (DTN), and Farmer's Almanac. NOAA provides satellite imagery to watch the storms as they form in the Pacific and as they strengthen or weaken while moving inland. Skyview Weather gives pinpoint forecasting for Aurora. DTN provides hourly forecasts and recommendations for treatment strategies. Farmer's Almanac is predicting lower-than-normal temperatures and more-than-normal precipitation in the North. For October through December, NOAA predicts above-normal temperatures and below-normal precipitation. From January through March,

Transportation, Airports and Public Works (TAPS) Policy Committee Meeting

February 1, 2024

Members Present: Council Member (CM) Stephanie Hancock, Chair; Council Member (CM) Francoise Bergan, Vice-Chair; Council Member (CM) Angela Lawson

Others Present: Mayor Michael Coffman, Rachel Allen, Scott Bauman, Haley Busch-Johansen, Leticia Callanen, Mac Callison, Carlie Campuzano, Lynne Center, Cindy Colip, Michelle Gardner, Ryan Germeroth, Jon Hoistad, Jana Krell, Huiliang Liu, Mindy Parnes, Julie Patterson, Laura Perry, Stephanie Sinclair, Mark Smith, Cathleen Valencia, Elly Watson

---

1. WELCOME AND INTRODUCTION

---

2. APPROVAL OF MINUTES

The minutes for the November 30, 2023 TAPS meeting were approved as written.

---

3. CONSENT ITEMS (None)

---

4. GENERAL BUSINESS

4.a Consideration to Approve a Resolution for the IGA with CDOT for Gun Club Multimodal Improvements Project

4.b Consideration to Approve a Resolution for the IGA with CDOT for 13th Avenue Multimodal Improvements Project

4.c Consideration to Approve a Resolution for the IGA with CDOT for Alameda Avenue Bridge Replacement over I-225 Project

4.d Consideration to Approve a Resolution for the IGA with CDOT for Peoria Bridge Replacement over Sand Creek Project

Summary of Issue and Discussion:

Cathleen Valencia, Transportation Project Delivery Manager, presented four projects that received grant funding through the Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP). TAPS request is approval to execute four Intergovernmental Agreements (IGA) with Colorado Department of Transportation (CDOT) for the projects. She then gave history on DRCOG.

CM Hancock asked if the committee supported moving forward the resolution and intergovernmental agency agreement between CDOT and City of Aurora for the projects.

CM Lawson, CM Bergan, and CM Hancock were all in support.

Outcome:
The Committee recommended the item move forward to Study Session.

Follow-up Action:
Staff will move forward the item to Study Session.

4.e Consideration to Approve a Resolution for the IGA between the City of Aurora, City of Arvada, City of Brighton, Commerce City, City of Federal Heights, City of Northglenn, City of Westminster, and the County of Adams for a Safety Action Plan Grant Study

Summary of Issue and Discussion:
C. Campuzano, Traffic Manager, presented on the IGA for a Safety Action Plan Grant Study to include all of Adams County and all of the City of Aurora. She said it would be a team effort between a lot of different agencies in the region. She stated it was a DRCOG TIP Call 4 grant and that Adams County was the primary applicant with Aurora as a funding partner. She gave an overview of the application and explained it would be a $2 million effort for the Safety Action Plan, with $1.6 of it the federal grant and the remaining as match funds. She said Aurora was contributing $150,000 towards the match and all of the other agencies would provide their share of the match funding to Adams County. C. Campuzano expressed the project will include the entire city of Aurora, including a very extensive safety analysis, engagement with various stakeholders and public outreach, recommendations for reviewing and updating roadway standards, and an important extensive project list with safety related projects and rankings to maybe pursue other federal funding for different safety improvements. She said the goal was to improve safety and mobility for all roadway users within the city. She noted the request for proposal was expected to go in the spring or summer with kickoff in the fall and completion in 2026.

C. Campuzano asked the committee to support moving the IGA forward to the next available study session.

Committee Discussion:
CM Bergan asked what kind of safety they were focusing on.

C. Campuzano stated it was transportation safety focusing on fatal and serious injury crashes and making different recommendation to address those.

CM Hancock asked if that included buses, motorcycles, bikes, and pedestrians.

C. Campuzano stated that was correct.

CM Hancock inquired on how they gathered the data.

C. Campuzano explained that currently if there are crashes where police respond, they create a crash report and they all generally go to the state. She said they normally look at a 3 to 5 year range of data.

CM Hancock asked if there was a standardized formula or methodology they were doing and if it was the same across the board.

C. Campuzano said yes, there was a standard crash form that the different police departments use that has all the same fields to fill out, such as time, street, direction, fatal or injury crash, or property damage only. She added it would be a lot of data, so it would be great to get the consultant on board to help filter through it and see patterns.

CM Hancock asked what the ultimate outcome would be.

C. Campuzano explained they wanted to review crash patterns, types of crashes, and to propose projects with treatments to help reduce crashes. She said she was looking for a project list or report to have a summary of the statistics with a list of how to address them and the cost for each project.

L. Perry added that having a citywide Safety Action Plan would open federal funding opportunities for certain programs to address some of the most critical projects.

CM Bergan said the Douglas County portion of her ward was complicated with multiple jurisdictions and wanted to know if they would also look at that area.

C. Campuzano answered yes.

CM Hancock asked if the committee supported moving forward the resolution for the intergovernmental agreement between the City of Aurora, City of Arvada, Brighton, Commerce City, City of Federal Heights, City of North Glenn, Westminster, and the County of Adams to provide engineering services to conduct the Adams County Comprehensive Safety Action Plan Study to the next available study session.

CM Bergan, CM Lawson, and CM Hancock were all in support.

Outcome:
The Committee recommended the item move forward to Study Session.

Follow-up Action:
Staff will move forward the item to Study Session.

4.f Consideration to Approve a Resolution for the IGA between the City of Aurora, E-470, and TAH CAB regarding the maintenance of 38th Avenue bridge and overlapping facilities

Summary of Issue Discussion:
Haley Johansen, City Engineer, presented on the Resolution for the IGA for the 38th Avenue Bridge over E-470. She explained the bridge location and stated it was required to create the connection of the west and east side of 38th. She stated ARTA was responsible for the construction of the bridge that was currently underway, and it was expected to be an interchange. She noted that E-470 and the city had entered into similar IGAs to define the maintenance of the facility due to the overlapping nature. She stated E-470's maintenance responsibility was going to be the bridge, approach slabs, some of the retaining walls, guard rails, on and off ramp pavement signage and markings, fencing, and weed control. The city's maintenance responsibility would be along the 38th alignment, including pavement, sidewalks along the surface, concrete barrier and other safety control features, snow and ice

CITY OF AURORA
Council Agenda Commentary

Item Title: First Amendment to 38th Avenue Interchange Maintenance and Operation Intergovernmental Agreement (IGA) (Resolution)
Item Initiator: Haley Johansen, City Engineer, Development Services
Staff Source/Legal Source: Haley Johansen, City Engineer, Development Services / Michelle Gardner, Senior Assistant City Attorney
Outside Speaker: n/a
Strategic Outcome: Well-Managed: High performing organization, committed to great customer service, innovation, continuous improvement, fiscal stewardship, and maintaining critical infrastructure.

COUNCIL MEETING DATES:

Study Session: 10/26/2026

Regular Meeting: 11/9/2026

2nd Regular Meeting (if applicable): n/a

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Haley Johansen, City Engineer, Development Services / Michelle Gardner, Senior Assistant City Attorney

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Transportation, Airports & Public Works

Policy Committee Date: 9/24/2026

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☒ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

The First Amendment to the 38th Maintenance & Operation IGA was approved to move forward to the next available Study Session by the TAPS Policy Committee on 9/24/2026. Minutes are not yet available.

This intergovernmental agreement (IGA) was presented and approved by City Council on May 20, 2024. The final IGA was executed and effective as of June 13, 2024.

The City, in collaboration with the E-470, Community Authority Board Districts (CAB Districts), and The Aurora Highlands Community authority Board (TAH CAB), acknowledge that the 38th Avenue bridge and overlapping facilities at E-470 requires an intergovernmental agreement to define the allocation of their respective maintenance responsibilities.

E-470, TAH CAB, and the City agree that it is in their mutual interest to identify their respective rights and obligations in and to the areas that cross or intersect E-470, the TAH CAB's public improvements, and the City rights-of-way all as reflected in Exhibit A to the IGA, in order to avoid conflict and duplication of services, as well as define the terms for maintaining the Common Areas.

As shown in Exhibit A, the City is responsible for the maintenance of 38th Avenue surface treatments and adjacent appurtenances, including:

- Pavement including reconstruction, roto-milling, and repaving operations
- Surface features including sidewalk on the bridge structure, including sweeping and snow removal
- Sidewalk and curb & gutter beyond the limits of the bridge structure
- Type 9 barrier on 38th Ave and the barrier on the bridge
- Impact attenuators at each end of the bridge and ends of the Type 9 concrete barriers
- Snow and ice control
- Pavement markings
- Sweeping
- Traffic signals and luminaires mounted on traffic signals
- Signage (except for E-470 tollway guide signage)
- Weed control and mowing of native vegetation adjacent to 38th

As shown in Exhibit A, E-470 is responsible for the maintenance of:

- Bridge structures, including structural repairs and expansion devices
- Approach slabs
- Bridge underdeck lighting
- Flood light at bridge abutment walls
- Structural components of the retaining walls starting on the northbound ramps and ending at the 6'x5' concrete box culvert
- Guardrail on the ramps as well as north and south sides of 38th Ave on the east side of the bridge over E-470 up until the 6'x5' box culvert
- On/off ramp pavement, signage to the point of curb returns on 38th Ave
- On/off ramp lighting at the mainline E-470 gore points
- Two (2) detention ponds in the SW quadrant of the interchange
- One (1) detention pond in the SE quadrant
- Tributary "T" double 8'x8' concrete box culvert that crosses under E-470
- Water quality pond located north of NE ramp on east side of E-470
- ROW or deer fence along E-470
- Weed control and mowing of native vegetation adjacent to ramps

As shown in Exhibit A, TAH CAB is responsible for the maintenance of:

- Decorative concrete sidewalk and median cover material on the ramps and E-470
- Decorative fence, railing, and columns on 38th Ave
- Decorative fence that replaces wildlife fencing on the east side of E-470 that borders/separates The Aurora Highlands from E-470

- Decorative streetlights, pilasters, and associated electrical circuits on 38th Ave Bridge, and associated utility bills
- Decorative concrete finish on bridge parapet walls and bridge columns
- One (1) detention pond in the SE corner of the interchange as well as the path around the pond
- Enhanced landscaping in the interchange

TAH CAB will fund a reserve account with E-470 in the amount of $50,000 that both E-470 and the City may draw from should TAH CAB fail to perform maintenance as required under the Agreement.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

The First Amendment to this IGA is being executed to incorporate requested modifications from TAH CAB related to stormwater infrastructure, landscaping, and hardscaping both within the development and within the Authority's right-of-way north of 26th Avenue. This amendment updates the IGA to define responsibilities for the design, permitting, construction, and ongoing maintenance of the revised stormwater facilities and landscape/hardscape improvements. The stormwater revisions will require relocation of the Authority's Toll Beltway Management System fiber optic cable.

There is no impact to City infrastructure and no change to the City's maintenance or operational obligations as a result of this amendment. The City's approval and execution of the First Amendment is required because it is a party to the original IGA.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

n/a

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

n/a

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

n/a

WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

n/a

QUESTIONS FOR COUNCIL

Does the Council support moving this First Amendment to the IGA and resolution forward to a Regular Meeting for consideration of approval?

LEGAL COMMENTS

Governments may cooperate or contract with one another to provide any function, service, or facility lawfully authorized to each of the cooperating or contracting units only if such cooperation or contracts are authorized by each party thereto with the approval of its legislative body or other authority having the power to so approve. (Colo. Rev. Stat. Section 29-1-203(1)). City Council may, by resolution, enter into intergovernmental agreements with other governmental units or special districts for the joint use of buildings, equipment or facilities, and for furnishing or receiving commodities or services. (City Charter Section 10-12). (M. Gardner)

RESOLUTION NO. R2026- _____

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO FOR THE FIRST AMENDMENT TO INTERGOVERNMENTAL AGREEMENT BETWEEN CITY OF AURORA, E-470 PUBLIC HIGHWAY AUTHORITY, AND THE AURORA HIGHLANDS COMMUNITY AUTHORITY BOARD REGARDING THE MAINTENANCE OF 38 TH AVENUE OVERLAPPING FACILITIES

WHEREAS, the City of Aurora, Colorado ("City"), E-470 Public Highway Authority ("E-470"), and The Aurora Highlands Community Authority Board ("TAH CAB"), collectively "the Parties", as government agencies, are authorized by the provisions of Colo. Const., art. XIV, § 18(2)(a) and C.R.S. §§ 29-1-201, et seq., to contract with one another to provide any function, service or facility lawfully authorized to each; and

WHEREAS, the City, in collaboration with E-470 and TAH CAB, acknowledge that the 38th Bridge and overlapping facilities at E-470 requires an intergovernmental agreement ("IGA") to define the allocation of their respective maintenance responsibilities; and

WHEREAS, the City, E-470, and TAH CAB, agreed that it is in their mutual interest to identify their respective rights and obligations by an intergovernmental agreement ("IGA") to the areas that cross or intersect E-470, the TAH CAB's public improvements, and the City rights-of-way, as approved by City Council on May 20, 2024 through Resolution No. 58, in order to avoid conflict and duplication of services, as well as define the terms for maintaining the Common Areas; and

WHEREAS, the Parties desire to amend the IGA through a First Amendment to IGA to reflect modifications from TAH CAB related to stormwater infrastructure, landscaping, and hardscaping both within the development and within the Authority's right-of-way north of 26th Avenue; and

WHEREAS, the First Amendment to IGA further defines responsibilities for the design, permitting, construction, and ongoing maintenance of the revised stormwater facilities and landscape/hardscape improvements; and

WHEREAS, Section 10-12 of the City Charter authorizes the City Council, by resolution, to enter into contracts or agreements, and amendments thereto, with other governmental units or special districts for the joint use of buildings, equipment, or facilities, and for the furnishing or receiving of services.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, THAT:

Section 1. The First Amendment to Intergovernmental Agreement Between the City of Aurora, E-470 Public Highway Authority, and The Aurora Highlands Community Authority Board (TAH CAB) Regarding the Maintenance of 38th Avenue Overlapping Facilities is hereby approved.

Section 2. The Mayor and City Clerk are hereby authorized to execute the attached agreement in substantially the form presented at this meeting with such technical additions, deletions, and variations as may be deemed necessary or appropriate by the City Attorney.

Section 3. All resolutions or parts of resolutions of the City in conflict herewith are hereby rescinded.

RESOLVED AND PASSED this _____day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

RLA

Michelle Gardner
_____
MICHELLE GARDNER, Sr. Assistant City Attorney

FIRST AMENDMENT TO INTERGOVERNMENTAL AGREEMENT REGARDING MAINTENANCE OF 38th AVENUE INTERCHANGE

THIS FIRST AMENDMENT TO INTERGOVERNMENTAL AGREEMENT REGARDING MAINTENANCE OF 38th AVENUE INTERCHANGE (the "**First Amendment**") is made and entered into effective this _____, by and between the E-470 PUBLIC HIGHWAY AUTHORITY, a body corporate and political subdivision of the State of Colorado (the "**Authority**"); THE AURORA HIGHLANDS COMMUNITY AUTHORITY BOARD, a political subdivision and public corporation of the State of Colorado (the "**TAH CAB**"); and the CITY OF AURORA, a home-rule municipal corporation of the State of Colorado (the "**City**"). The Authority, the TAH CAB, and the City may be collectively referred to herein as the "**Parties**" or individually as a "**Party**."

RECITALS

WHEREAS, the Authority, TAH CAB, and City previously entered into that Intergovernmental Agreement regarding Maintenance of 38th Avenue Interchange, dated June 13, 2024 (the "**Agreement**"); and

WHEREAS, the TAH CAB has requested to make stormwater improvements that connect to the Authority's roadside drainage channel to facilitate and streamline the TAH CAB's development and infrastructure needs; and

WHEREAS, the TAH CAB has also requested to install and maintain landscaping and hardscaping, including rock mulch and edging, within the Authority's right of way north of 26th Avenue; and

WHEREAS, the Parties desire to amend the Agreement to address the TAH CAB's design, permitting, construction, and maintenance of revised stormwater infrastructure and landscape and hardscape improvements on the east side of E-470 between 38th and 26th Avenues, and funding of the same, by the TAH CAB; and

WHEREAS, the TAH CAB's requested stormwater plan revisions will require the Authority to relocate its Toll Beltway Management System ("**TBMS**") fiber optic cable ("**Fiber**"), the design and relocation which will be performed by the Authority at the TAH CAB's sole cost and expense; and

WHEREAS, Section IX(E) of the Agreement provides that the Agreement may not be amended altered, or otherwise changed except by a written agreement signed by authorized representatives of the Parties.

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties covenant and agree to amend the Agreement as follows:

AGREEMENT

The Recitals set forth above are hereby incorporated into the covenants and agreements set forth below.

I. MAIN STREET DRAINAGE & LANDSCAPE IMPROVEMENTS DESIGN, CONSTRUCTION & MAINTENANCE.

A. The TAH CAB shall be responsible to design and construct, at its sole cost and expense, (1) a drainage channel, culvert, and associated stormwater improvements as depicted in **Exhibit A** attached hereto and incorporated herein (the "**Main Street Drainage Improvements**") connecting to the Authority's roadside drainage channel (the "**Authority Channel**"); and (2) landscape and hardscape improvements as depicted in **Exhibit B** attached hereto and incorporated herein (the "**Landscape Improvements**," and together with the Main Street Drainage Improvements, the "**Drainage and Landscape Improvements**"), including, but not limited to, obtaining all necessary permits (including from the Authority) and facilitating all necessary easements and obtaining legal descriptions therefor.

B. The TAH CAB shall provide copies of all design plans for the Drainage and Landscape Improvements prior to the City's final approval thereof for the Authority's review and comment and shall incorporate the Authority's comments into the final design plans for City consideration and approval (the "Final Plans"). In the event the TAH CAB determines modifications or redesigns to the Drainage and Landscape Improvements as designed in the Final Plans are advisable in the future, the TAH CAB shall obtain the Authority's written consent to any such adjustments prior to obtaining any final plan approvals for such changes or undertaking construction of the same.

C. The TAH CAB shall design and construct the Drainage and Landscape Improvements in accordance with the Final Plans and all federal, state, and local laws, ordinances, regulations, and permits, including but not limited to the City of Aurora, Mile High Flood Control District, and the Authority.

D. The TAH CAB shall be the owner of the Drainage and Landscape Improvements and maintain the same at its sole cost and expense as part of the CAB Improvements pursuant to the Agreement.

1. In the event of any traffic accident or maintenance on E-470 resulting in an impact to the Landscape Improvements, the Authority will notify the TAH CAB of the same, and the TAH CAB will re-establish the Landscape Improvements within five (5) business days, weather conditions permitting. Notwithstanding the foregoing, the TAH CAB shall ensure that E-470 is cleared of rock debris without delay following any such traffic accident.

2. Weed mitigation shall be performed in accordance with any Authority policies for the same. The TAH CAB shall be responsible, at its sole cost and expense, for all traffic control necessitated by TAH CAB maintenance.

E. Exhibit A to the Agreement, Maintenance Areas, is amended to include **Exhibit A** and **Exhibit B** of this First Amendment.

F. In the event the (1) TAH CAB's construction, maintenance, or repair of the Drainage and Landscape Improvements, or (2) increase in stormwater discharge (above that discharging into the Authority Channel prior to the date of this First Amendment) that is directly attributable to the Main Street Drainage Improvements (regardless of the origin of such stormwater) causes any damage to the Authority Channel or other Authority property or infrastructure or otherwise impedes the Authority's ability to fully collect toll revenue, the TAH CAB shall be responsible to pay for all of the Authority's costs to repair all such damage, which costs may include, but are not limited to, pavement or other infrastructure repairs, revegetation, and other right-of-way damage, and any lost toll revenue. The TAH CAB shall reimburse the Authority for all such costs within thirty (30) days of the date of any invoice therefor.

G. Maintenance of any areas within the following easement areas shall be performed in accordance with the respective easement terms:

1. Easement Agreement, dated December 28, 2021, recorded in the office of the Adams County Clerk and Recorder at Reception No. 2021000150895;
2. Fiber Easement, dated December 28, 2021, recorded in the office of the Adams County Clerk and Recorder at Reception No. 2021000150894;
3. Multi-Use Easement Agreement, dated December 28, 2021, recorded in the office of the Adams County Clerk and Recorder at Reception No. 2021000150893.

II. FIBER RELOCATION.

A. The TAH CAB acknowledges that the Authority's Fiber serves as the Authority's main source of data transmission related to the Authority's tolling and that damage to the Fiber may result in damages including the loss of telecommunication services to the Authority's electronic toll collection system and to other points of connection, the cost to repair the fiber optic lines, as well as loss of revenue incidental to the operation of E-470, reduced public confidence, and adverse public relations. The relocation of the Fiber will require considerable Authority coordination and review, and the TAH CAB shall provide the Authority with written notice not less than six (6) months' prior to the time the TAH CAB requests the Fiber relocation efforts commence (the "**TAH Fiber Notice**").

B. Following receipt of both the Final Plans and TAH Fiber Notice, the Authority will design and oversee the relocation of the Fiber, including the restoration of landscaping, at the TAH CAB's sole cost and expense in order to accommodate the construction of the Main Street Drainage Improvements (the "**Fiber Relocation**"). As cost information from the Authority's contractors is known, the Authority will provide the TAH CAB with such cost information for the Fiber Relocation from the Authority's fiber and maintenance contractor(s) (the "**Fiber Relocation Cost Quotes**"). The Authority will use reasonable efforts to complete the Fiber Relocation within the Fiber Relocation Cost Quotes and within six (6) months after receipt of both the TAH CAB Fiber Notice and Fiber Escrow Funds but makes no guarantees or warranties as to the timing of completion of the Fiber Relocation or the actual costs thereof, and the Authority shall not be liable for any delays or costs in completing the same.

C. Concurrently with the submission of the TAH Fiber Notice to the Authority, the TAH CAB will deposit into the Project Account One Hundred Fifty Thousand Dollars ($150,000.00) (the "**Fiber Escrow Funds**"). Unless and until the Fiber Escrow Funds have been deposited into the Project Account, the Authority shall have no obligation to contract for or otherwise complete the Fiber Relocation or incur any costs related to the same, including design or construction. The Authority may draw upon the

Fiber Escrow Funds solely for the payment of the Authority's costs to perform the Fiber Relocation, including, but not limited to design and construction thereof. In the event the Authority receives and authorizes a change order which will result in the costs of the Fiber Relocation exceeding the amount of the available Fiber Escrow Funds, the Authority will notify the TAH CAB of such necessary change order(s), and the TAH CAB shall deposit such additional amount as the Authority estimates is necessary to complete the Fiber Relocation within 15 days of receipt of such notice by the Authority (the "**Fiber Escrow Funds Replenishment**"). In the event the TAH CAB fails to timely make the Fiber Escrow Funds Replenishment, the Authority may, at its election, either (1) terminate this First Amendment and retain all remaining Fiber Escrow Funds; or (2) complete the remainder of the Fiber Relocation work and deduct the cost of the same from the Escrow Funds in accordance with the terms of the Agreement, after which the TAH CAB must replenish the Escrow Funds by such amount in accordance with Section II.E of the Agreement; and/or (3) invoice the TAH CAB for repayment of the outstanding Fiber Relocation costs in full, plus reasonable administrative and legal costs associated with doing so.

D. Upon the completion of the Fiber Relocation, to the extent there are any unused Fiber Escrow Funds, the Authority will return the same to the TAB CAB within thirty (30) days of final acceptance of the Fiber Relocation work.

E. The Authority will provide monthly accountings to the TAH CAB of the amounts withdrawn from the Fiber Escrow Funds, including documentation supporting the amounts of the funds withdrawn.

F. Any interest that accrues on the Fiber Escrow Funds will be retained in the Project Account and remitted in accordance with the terms of Sections IV.B and IV.C of the Agreement.

III. MISCELLANEOUS.

A. To the fullest extent permitted by law, the TAH CAB shall indemnify, defend, and hold harmless the Authority and each of the governmental entities that is now or may in the future become a party to the Authority's Establishing Contract, and each of its directors, employees, agents, and consultants, from and against any and all claims, demands, suits, actions, proceedings, judgments, losses, damages, injuries, penalties, costs, and expenses of any nature (including, but not limited to, reasonable attorneys' fees, investigative and repair costs, expert and consultant fees, litigation costs and other expenses incurred in the defense, lost profits, and insurance deductibles), and liabilities, of, by, or with respect to third parties ("**Any Claims**") to the extent they arise from or may be alleged to arise, directly or indirectly, in whole or in part, from the intentional or negligent acts or omissions of the TAH CAB, or any of its contractor, subcontractors, material suppliers, agents, representatives, or employees, or the agents, representatives, or employees of any subcontractors or material suppliers, in connection with the design, construction, operation, or maintenance of the CAB Improvements and connection thereof to the Authority Channel, whether arising before or after completion of the CAB Improvements, including, without limitation, Any Claims which cause or allow to continue a condition or event which deprives the Authority or any of its directors or employees of its sovereign immunity under the Colorado Governmental Immunity Act, Sections 24-10-101, *et seq*., Colorado Revised Statutes. Provided, however, the TAH CAB shall not be liable for any claim, loss, damage, injury, or liability arising out of the negligence, willful acts, or intentional torts of the Authority, its directors, employees, agents, and consultants.

The obligations of the indemnifications extended by the TAH CAB to the Authority under this

Section shall survive termination or expiration of this Agreement.

The TAH CAB will promptly defend any action or actions filed in connection with Any Claims and will pay all judgments, costs, and expenses, including legal costs and attorneys' fees incurred in connection with Any Claim. The Authority may protect its interest in defending against Any Claims by selecting its own counsel with legal costs and attorneys' fees paid for by the TAH CAB. The TAH CAB's defense, indemnification, and insurance obligations shall be to the fullest extent permitted by law and nothing in this Agreement shall be construed as requiring the TAH CAB to defend in litigation, indemnify, or insure the Authority against liability for damage arising out of the death or bodily injury to persons or damage to property caused by the negligence or fault of the Authority or any third party under the control or supervision of the Authority.

Any insurance coverage requirements or limitations on damages specified in the Agreement in no way lessen or limit the obligations of the TAH CAB under the terms of this Section.

B. The City and the TAH CAB shall not at any time access the CAB Improvements from the E-470 roadway, in its current configuration or as it may in the future be expanded, or from multi-use-easement or other Authority-owned property, except in those instances where the Authority has given prior written approval or during an emergency involving a significant and imminent threat to life or to the public health or safety.

C. The TAH CAB (or its contractor) shall provide the Authority with no less than forty-eight (48) hours' notice prior to performing any maintenance on the Landscape Improvements and any other CAB Improvements necessitating access to the E-470 right-of-way.

D. The provisions of Section IV of the Agreement apply to all of the TAH CAB's contracts with any of its contractors or subcontractors performing work authorized under this First Amendment.

E. Except as expressly modified by this First Amendment, all other provisions of the Agreement shall remain in full force and effect.

[*The remainder of this page intentionally left blank. Signatures on following pages*.]

IN WITNESS WHEREOF, this First Amendment has been executed as of the day and year first written above.

E-470 PUBLIC HIGHWAY AUTHORITY

_____

By: Joe Donahue Its: Executive Director

DEPARTMENT APPROVAL:

_____
Chief Engineer

FINANCE APPROVAL:

_____
Chief Financial Officer

APPROVED AS TO FORM:
ICENOGLE SEAVER POGUE
A Professional Corporation

_____
General Counsel

DATE APPROVED BY THE BOARD OF DIRECTORS: _____

THE CITY OF AURORA, COLORADO

_____

Mike Coffman, Mayor

ATTEST:

_____

Kadee Rodriguez, City Clerk

APPROVED AS TO LEGAL FORM:

_____

Michelle Gardner, Sr. Assistant City Attorney

THE AURORA HIGHLANDS COMMUNITY AUTHORITY BOARD

Matthew Hopper, President

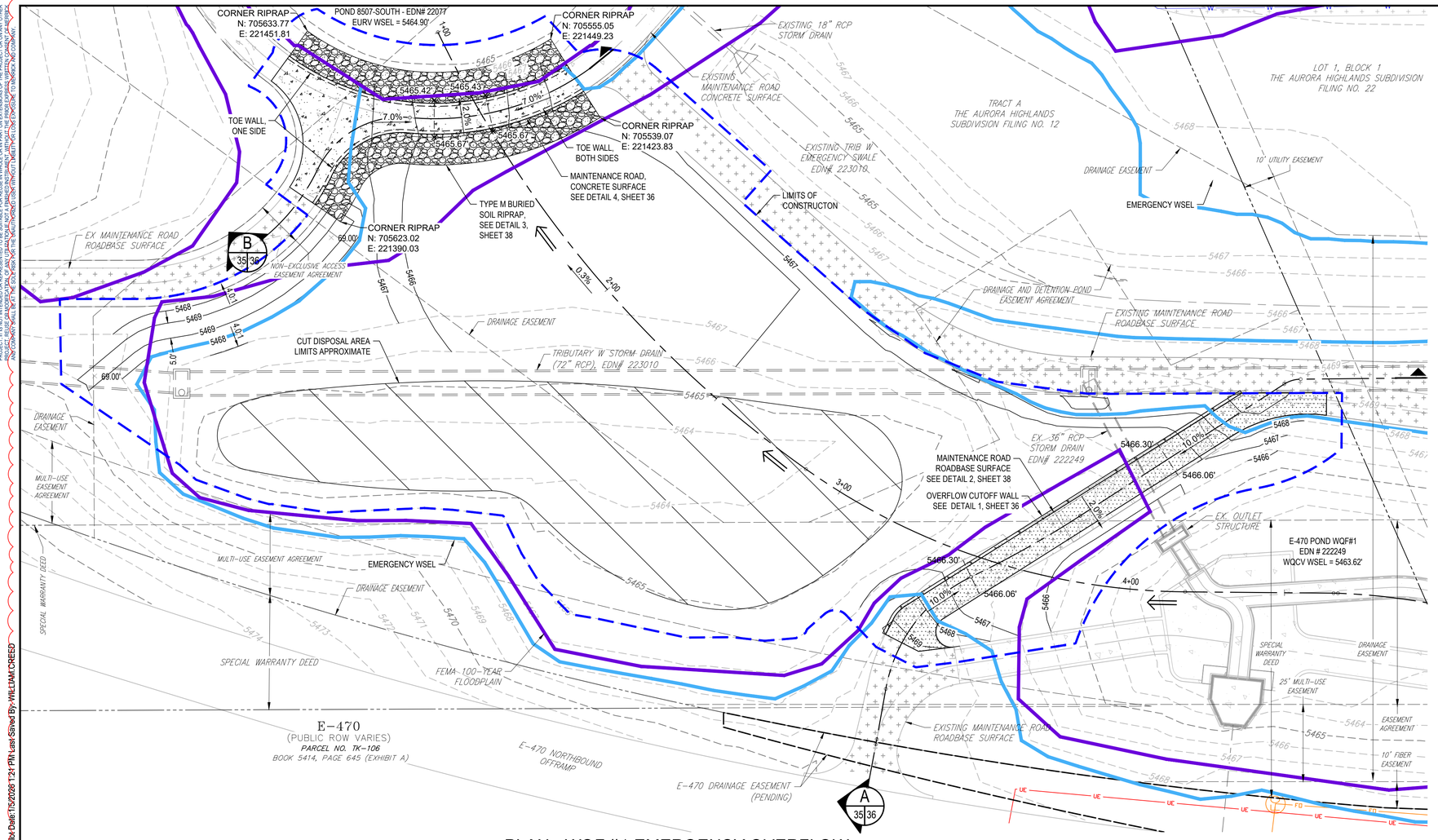
Attest:

Secretary / Asst. Sec.

EXHIBIT A

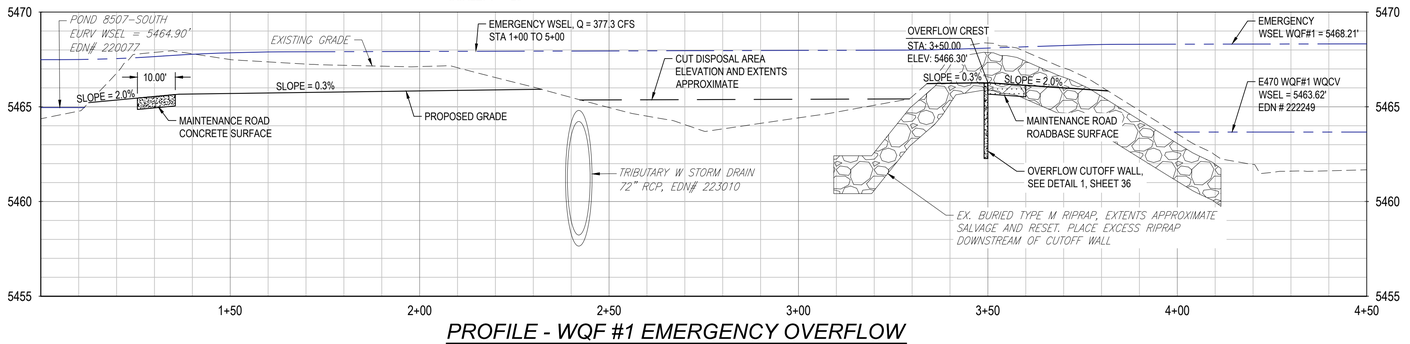
Main Street Drainage Improvements

THIS AND ANY OTHER ELECTRONIC MEDIA COUNTERPART IS AN INSTRUMENT OF SERVICE PREPARED BY MERRICK AND COMPANY FOR A DEFINED PROJECT. IT IS NOT INTENDED OR REPRESENTED TO BE SUITABLE FOR REUSE IN WHOLE OR IN PART ON EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT. ANY REUSE WITHOUT WRITTEN VERIFICATION OR ADAPTATION BY MERRICK AND COMPANY FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO MERRICK AND COMPANY.



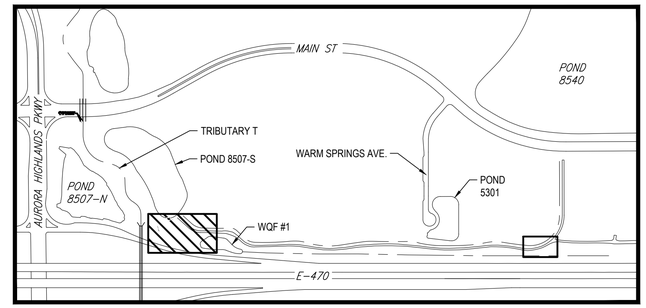
PLAN - WQF #1 EMERGENCY OVERFLOW

SCALE: 1" = 20'



PROFILE - WQF #1 EMERGENCY OVERFLOW

HOR. SCALE: 1" = 20'
VER. SCALE: 1" = 5'



KEY MAP

SCALE: 1" = 500'

20' 0 10' 20' 40'

1" = 20' HOR.

BENCHMARK

CITY OF AURORA BENCHMARK 3S6636NE003 BEING A 3" DIAM. BRASS CAP (COA BM, 19-020B, E-090A) ATOP THE SOUTH WALL AT THE SOUTHEAST CORNER OF THE EAST 26TH AVENUE BRIDGE CROSSING OVER E-470. BRASS CAP AT LOWER STEP ON WALL WHERE THE RAILING ENDS ON THE EAST END. AKA 19-020B
ELEVATION = 5521.54 (NAVD 88)

NOTES:

1. SOME PROPERTIES ADJACENT TO THIS PROJECT HAVE NOT BEEN SUBMITTED TO THE COA FOR REVIEW. THESE PROPERTIES DO NOT HAVE EDN OR RSN NUMBERS.
2. THE E-470 FIBER OPTIC LINE (TBMS) MUST BE ALWAYS PROTECTED. RELOCATION OF TBMS REQUIRED BY THIS PROJECT WILL BE COMPLETED BY OTHERS. THE RELOCATION PORTIONS OF THE LINE ARE NOT SHOWN. A DIG WATCH WILL BE REQUIRED FOR ALL WORK ADJACENT TO THE TBMS LINE.
3. THE E-470 SWALE AS WELL AS THE WQF #1 POND, INCLUDING THE EMERGENCY OVERFLOW SPILLWAY AND 36" RCP OUTLET PIPE, ARE PUBLIC AND WILL BE MAINTAINED BY THE E-470 PUBLIC HIGHWAY AUTHORITY
4. TRIBUTARY W, INCLUDING THE PROPOSED CULVERT, SWALE UPSTREAM OF THE CULVERT, AND EXISTING 72" RCP STORM DRAIN ARE PRIVATE AND WILL BE MAINTAINED BY THE AEROTROPOLIS AREA COORDINATING METROPOLITAN DISTRICT (AACMD)
5. APPLICANT UNDERSTANDS THAT WORK IN THE 100-YEAR FLOODPLAIN REQUIRES A FLOODPLAIN DEVELOPMENT PERMIT WHICH MUST BE OBTAINED PRIOR TO GRADING OR CONSTRUCTION WITHIN THE FLOODPLAIN.
6. FLOODPLAIN DELINEATION FROM FIRM PANEL 08005C0064L, EFFECTIVE 2/17/2017, INCLUDING REVISIONS FROM LOMR 22-08-0618P, EFFECTIVE 11/24/2023.
7. PROPOSED EMERGENCY FLOW INUNDATION EXTENTS FROM 1D & 2D HEC RAS MODELING. SEE FIRST CREEK TRIBUTARY W CULVERT DRAINAGE DESIGN REPORT FOR DETAILS.

DESIGN FLOW NOTES:

1. DESIGN EVENT OF EMERGENCY SWALE IS THE 100-YR EVENT, INCLUDING UN-DETAINED INFLOWS FROM PONDS 8540, 5301, AND WQF#1.
2. SEE DRAINAGE MAP SHEET 49 FOR EMERGENCY SWALE DESIGN FLOW TABLE.

REV	REVISION DESCRIPTION	DATE	CHND	CHKD	APPR
1	REVISION #1 - NEW SHEET	7/10/25			

CALL BEFORE YOU DIG
811
Know what's **below.**
Call before you dig.

CLIENT NAME
THE AURORA HIGHLANDS FIRST CREEK TRIBUTARY W CULVERT
AEROTROPOLIS AREA COORDINATING METROPOLITAN DISTRICT
CITY OF AURORA, COLORADO

MERRICK®
Engineering | Architecture | Design-Build | Surveying | Planning | Geospatial Solutions
2480 W. 26TH. AVE., UNIT B225 - DENVER COLORADO 80211
TEL. 303-751-0741, FAX 303-751-2581
www.merrick.com

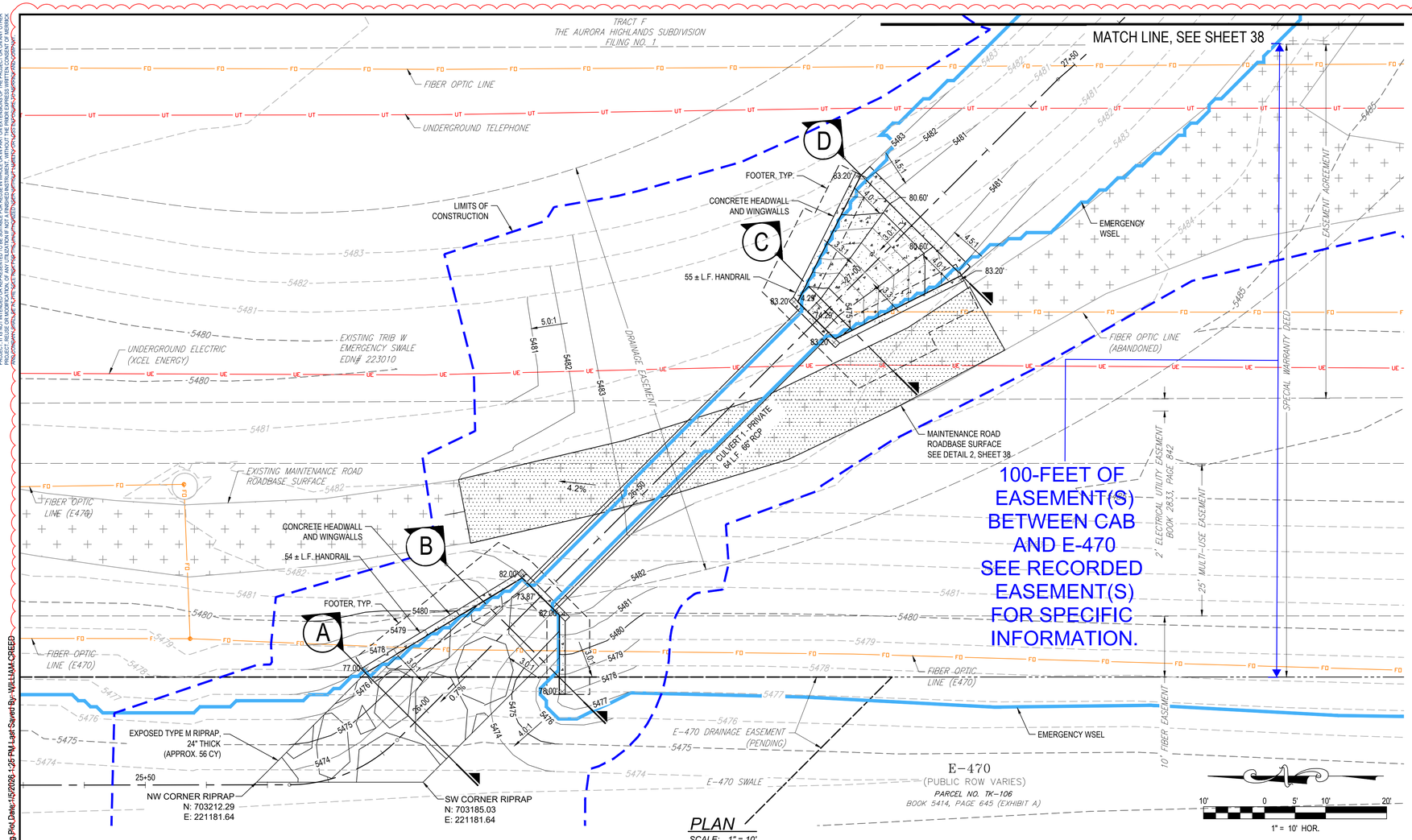
PE STAMP
COLORADO REGISTERED BRIAN E. CHEVALIER 24003 1/5/2026 PROFESSIONAL ENGINEER
FOR AND ON BEHALF OF MERRICK & COMPANY

TITLE:
WQF #1 SPILLWAY PLAN & PROFILE

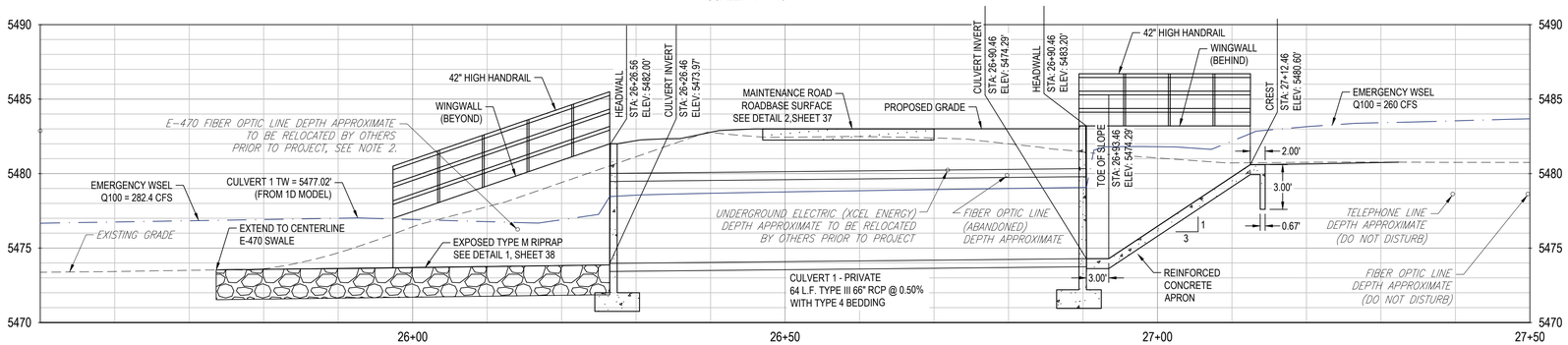
JOB NUMBER 65419980
DATE DECEMBER 2025
SHEET 35

File Location:Q:\Denver_North\Projects\9680-00 Aurora Highlands Drailnage\Design\Design\CD2\GIS\WTRB W GULY\9680-P&P DETAIL.dwg Plot Date:7/5/2026 1:24 PM Last Saved By: WILLIAM.CREED

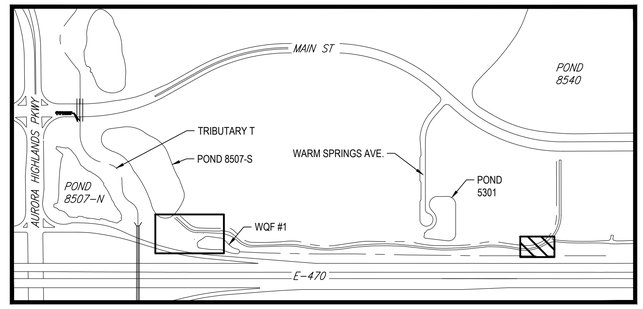
THIS AND ANY OTHER ELECTRONIC MEDIA, COUNTERPART IS AN INSTRUMENT OF SERVICE PREPARED BY MERRICK AND COMPANY FOR A DEFINED PROJECT. IT IS NOT INTENDED OR REPRESENTED TO BE SUITABLE FOR REUSE IN WHOLE OR IN PART ON EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT. ANY REUSE WITHOUT WRITTEN VERIFICATION OR ADAPTATION BY MERRICK AND COMPANY FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT USER'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO MERRICK AND COMPANY. ALL REUSERS AGREE, BY REUSE OF THIS DOCUMENT, TO HOLD HARMLESS AND INDEMNIFY MERRICK AND COMPANY FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING OUT OF OR RESULTING THEREFROM.



PLAN
SCALE: 1" = 10'



PROFILE
HOR. SCALE: 1" = 10'
VER. SCALE: 1" = 5'



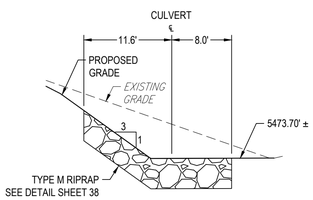
KEY MAP
SCALE: 1" = 500'

NOTES:

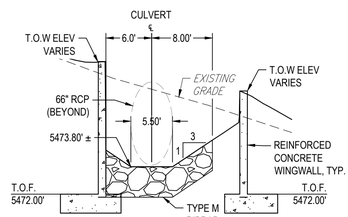
1. SOME PROPERTIES ADJACENT TO THIS PROJECT HAVE NOT BEEN SUBMITTED TO THE COA FOR REVIEW. THESE PROPERTIES DO NOT HAVE EDN OR RSN NUMBERS.
2. THE E-470 FIBER OPTIC LINE (TBMS) MUST BE ALWAYS PROTECTED. RELOCATION OF TBMS REQUIRED BY THIS PROJECT WILL BE COMPLETED BY OTHERS. THE RELOCATION PORTIONS OF THE LINE ARE NOT SHOWN. A DIG WATCH WILL BE REQUIRED FOR ALL WORK ADJACENT TO THE TBMS LINE.
3. THE E-470 SWALE AS WELL AS THE WQF #1 POND, INCLUDING THE EMERGENCY OVERFLOW SPILLWAY AND 36" RCP OUTLET PIPE, ARE PUBLIC AND WILL BE MAINTAINED BY THE E-470 PUBLIC HIGHWAY AUTHORITY
4. TRIBUTARY W, INCLUDING THE PROPOSED CULVERT, SWALE UPSTREAM OF THE CULVERT, AND EXISTING 72" RCP STORM DRAIN ARE PRIVATE AND WILL BE MAINTAINED BY THE AEROTROPOLIS AREA COORDINATING METROPOLITAN DISTRICT (AACMD)
5. APPLICANT UNDERSTANDS THAT WORK IN THE 100-YEAR FLOODPLAIN REQUIRES A FLOODPLAIN DEVELOPMENT PERMIT WHICH MUST BE OBTAINED PRIOR TO GRADING OR CONSTRUCTION WITHIN THE FLOODPLAIN.
6. PROPOSED EMERGENCY OVERFLOW INUNDATION EXTENTS FROM 1D & 2D HEC RAS MODELING. SEE FIRST CREEK TRIBUTARY W CULVERT DRAINAGE DESIGN REPORT FOR DETAILS.

DESIGN FLOW NOTES:

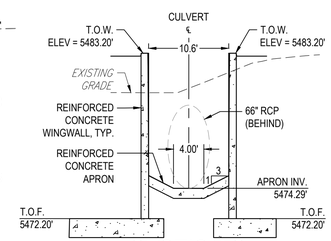
1. DESIGN EVENT OF EMERGENCY SWALE IS THE 100-YR EVENT, INCLUDING UN-DETAINED INFLOWS FROM PONDS 8540, 5301, AND WQF#1.
2. SEE DRAINAGE MAP SHEET 49 FOR EMERGENCY SWALE DESIGN FLOW TABLE.



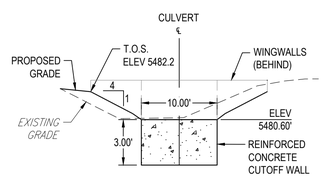
SECTION A
HOR. SCALE: 1" = 10'
VER. SCALE: 1" = 5'



SECTION B
HOR. SCALE: 1" = 10'
VER. SCALE: 1" = 5'



SECTION C
HOR. SCALE: 1" = 10'
VER. SCALE: 1" = 5'



SECTION D
HOR. SCALE: 1" = 10'
VER. SCALE: 1" = 5'

BENCHMARK
CITY OF AURORA BENCHMARK 3S6636NE003
BEING A 3" DIAM. BRASS CAP (COA BM, 19-020B, E-090A) ATOP THE SOUTH WALL AT THE SOUTHEAST CORNER OF THE EAST 26TH AVENUE BRIDGE CROSSING OVER E-470. BRASS CAP AT LOWER STEP ON WALL WHERE THE RAILING ENDS ON THE EAST END. AKA 19-020B
ELEVATION = 5521.54 (NAVD 88)

REV	REVISION DESCRIPTION	DATE	CHND	CHKD	APPR
1	#REVISION #1 - NEW SHEET	7/10/25	#	#	#
#	#	#	#	#	#
#	#	#	#	#	#
#	#	#	#	#	#
#	#	#	#	#	#
#	#	#	#	#	#
#	#	#	#	#	#
	#	#	#	#	#

CALL BEFORE YOU DIG
811
Know what's below. Call before you dig.

CLIENT NAME
THE AURORA HIGHLANDS FIRST CREEK TRIBUTARY W CULVERT
AEROTROPOLIS AREA COORDINATING METROPOLITAN DISTRICT
CITY OF AURORA, COLORADO

MERRICK®
Engineering | Architecture | Design-Build | Surveying | Planning | Geospatial Solutions
2480 W. 26TH. AVE., UNIT B225 - DENVER COLORADO 80211
TEL. 303-751-0741, FAX 303-751-2581
www.merrick.com

PE STAMP
FACSIMILE
This electronic plan is a facsimile of the signed and sealed pdf set.
Brian Chevalier — Date
FOR AND ON BEHALF OF MERRICK & COMPANY

TITLE:
PRIVATE CULVERT PLAN & PROFILE

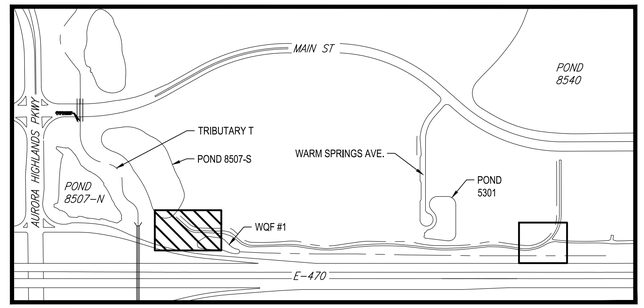
JOB NUMBER 65419980
DATE DECEMBER 2025
SHEET 37

File Location:Q:\Denver_North\Projects\65980-00\Aurora Highlands Drainage Design\Design\CDs\Civil\TRIB W CULV\65980-P&P-CULVERT.dwg Plot Date:1/5/2026 1:26 PM Last Saved By: WILLIAM.CREED

THIS AND ANY OTHER ELECTRONIC MEDIA COUNTERPART IS AN INSTRUMENT OF SERVICE PREPARED BY MERRICK AND COMPANY FOR A DEFINED PROJECT. IT IS NOT INTENDED OR REPRESENTED TO BE SUITABLE FOR REUSE IN WHOLE OR IN PART ON EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT. ANY REUSE WITHOUT SPECIFIC WRITTEN VERIFICATION OR ADAPTATION BY MERRICK FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT USER'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO MERRICK AND COMPANY. ALL REUSE OR MODIFICATION OF THIS DOCUMENT WITHOUT PRIOR WRITTEN AUTHORIZATION BY MERRICK AND COMPANY SHALL BE AT THE SOLE RISK OF THE UNAUTHORIZED USER AND WITHOUT LIABILITY OR LOSS EXPOSURE TO MERRICK AND COMPANY.

PLAN - WQF#1 SPILLWAY SITE

SCALE: 1" = 20'



KEY MAP

SCALE: 1" = 500'

DEMOLITION LEGEND

- DENOTES REMOVAL OF SURFACE FEATURES
- xxxxxxxxxx ABANDON, REMOVE OR REMOVE/REPLACE UTILITY
- UTILITY TO BE RELOCATED BY OTHERS PRIOR TO CONSTRUCTION

DEMOLITION KEY

1. REMOVE CONCRETE SPILLWAY WALL
2. REMOVE RIPRAP, REUSE ON SITE
3. REMOVE MAINTENANCE ROAD (ROADBASE SURFACE)
4. REMOVE CONCRETE

NOTES:

1. THE E-470 SWALE AS WELL AS THE WQF #1 POND, INCLUDING THE EMERGENCY OVERFLOW SPILLWAY AND 36" RCP OUTLET PIPE, ARE PUBLIC AND WILL BE MAINTAINED BY THE E-470 PUBLIC HIGHWAY AUTHORITY
2. TRIBUTARY W, INCLUDING THE PROPOSED CULVERT, SWALE UPSTREAM OF THE CULVERT, AND EXISTING 72" RCP STORM DRAIN ARE PRIVATE AND WILL BE MAINTAINED BY THE AEROTROPOLIS AREA COORDINATING METROPOLITAN DISTRICT (AACMD)

BENCHMARK

CITY OF AURORA BENCHMARK 3S6636NE003 BEING A 3" DIAM. BRASS CAP (COA BM, 19-020B, E-090A) ATOP THE SOUTH WALL AT THE SOUTHEAST CORNER OF THE EAST 26TH AVENUE BRIDGE CROSSING OVER E-470. BRASS CAP AT LOWER STEP ON WALL WHERE THE RAILING ENDS ON THE EAST END. AKA 19-020B
ELEVATION = 5521.54 (NAVD 88)

20' 0 10' 20' 40'
1" = 20' HOR.

REV	REVISION DESCRIPTION	DATE	CHND	CHKD	APPR
1	REVISION #1 - NEW SHEET	7/10/25			

CALL BEFORE YOU DIG
811
Know what's below. Call before you dig.

CLIENT NAME
THE AURORA HIGHLANDS FIRST CREEK TRIBUTARY W CULVERT
AEROTROPOLIS AREA COORDINATING METROPOLITAN DISTRICT
CITY OF AURORA, COLORADO

MERRICK®
Engineering | Architecture | Design-Build | Surveying | Planning | Geospatial Solutions
2480 W. 26TH. AVE., UNIT B225 - DENVER COLORADO 80211
TEL. 303-751-0741, FAX 303-751-2581
www.merrick.com

PE STAMP
FACSIMILE
This electronic plan is a facsimile of the signed and sealed pdf set.
Brian Chevalier Date
FOR AND ON BEHALF OF MERRICK & COMPANY

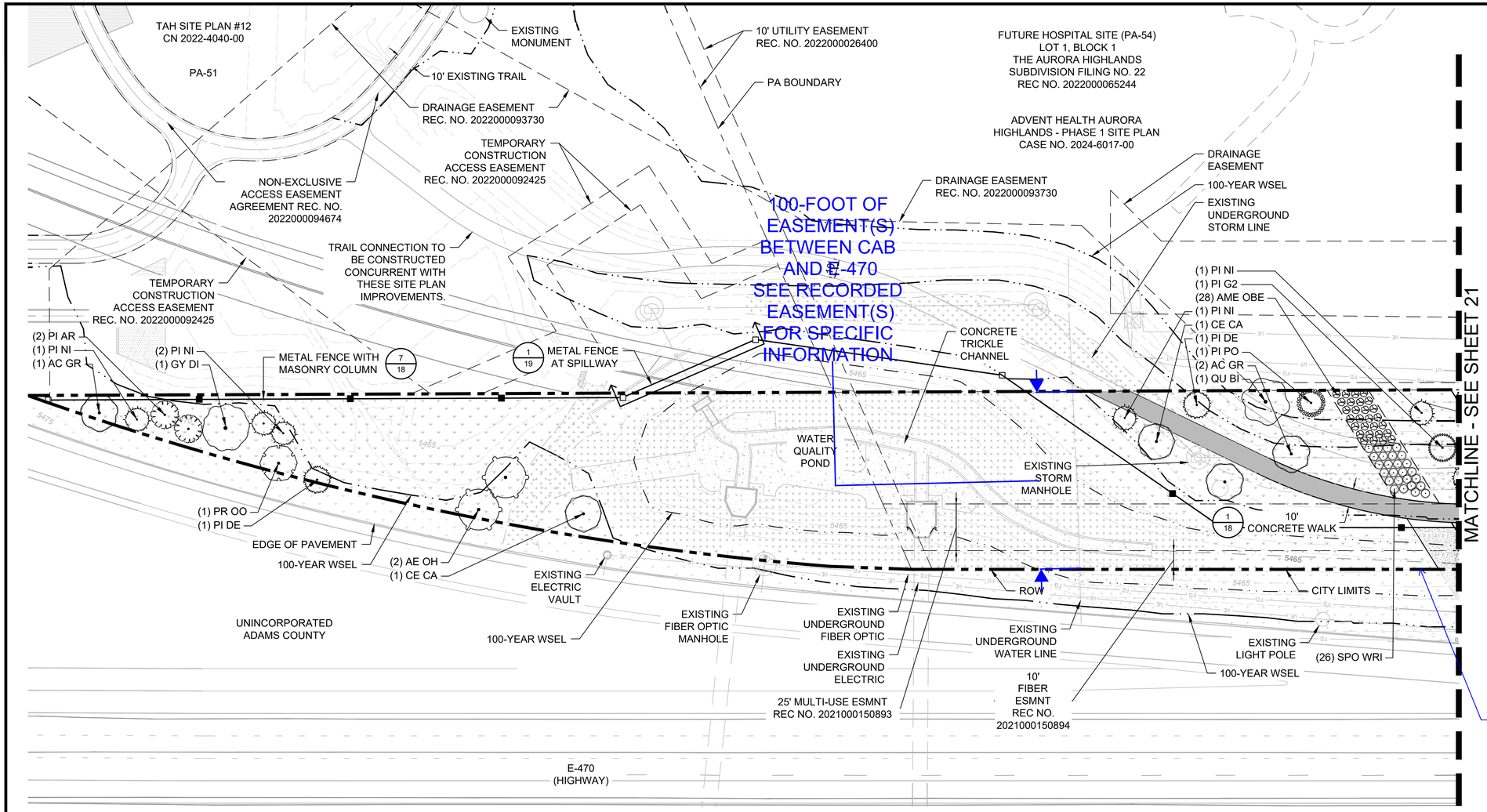
TITLE:
DEMOLITION PLAN

JOB NUMBER 65419980
DATE DECEMBER 2025
SHEET 31

File Location:Q:\Denver_North\Projects\9980-00 Aurora Highlands Drainage Design\Design\CDs\Civil\TRIB W CULV\9980-DEMO-TRIB W CULV.dwg Plot Date:1/5/2026 1:18 PM Last Saved By: WILLIAM.CREED

EXHIBIT B

Landscape Improvements



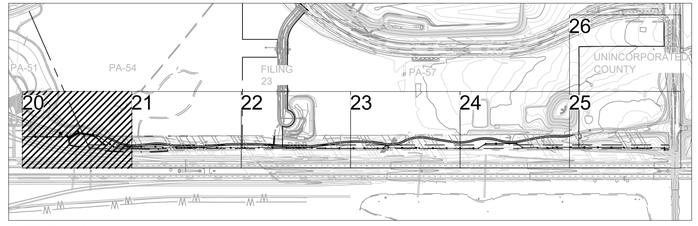
PLANT SCHEDULE

SYMBOL	CODE	QTY
DECIDUOUS TREES		
	AE OH	4
	GY DI	8
	QU BI	7
EVERGREEN TREES		
	PI AR	6
	PI DE	11
	PI G2	26
	PI NI	55
	PI PO	5
ORNAMENTAL TREES		
	AC GR	5
	CE CA	15
	CR AM	6
	MA AU	8
	PR OO	8
DECIDUOUS SHRUBS		
	AME OBE	397
	BUD AGN	30
	COR B25	52
	COR FL2	8
	FOR SPR	8
	PHI CHN	43
	PRU PAW	237
	SYR PRE	74
EVERGREEN SHRUBS		
	ARC PAN	243
	JUN B15	249
	JUN BL3	39
	PIC G21	74
ORNAMENTAL GRASSES		
	BOU BLO	70
	CAL BCY	40
	CAL KAR	65
	PEN ALO	66
	SPO WRI	272

SYMBOL	CODE	QTY
MULCH		
	RIV HKV	11,497 SF
SEED MIX		
	DET ETP	24,616 SF
	NAT SMI	228,908 SF

LEGEND

- SITE BOUNDARY
- PA BOUNDARY
- EXISTING UNDERGROUND GAS LINE
- EXISTING UNDERGROUND WATER LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNDERGROUND SANITARY LINE
- EXISTING UNDERGROUND STORM LINE
- EXISTING STORM MANHOLE
- EXISTING SWALE FLOW LINE
- 100-YEAR WSEL
- METAL FENCE
- MASONRY COLUMN SINGLE CAP
- MASONRY COLUMN TRIPLE CAP
- PROPOSED CONCRETE SIDEWALK
- EXISTING 5' CONTOUR (5500)
- EXISTING 1' CONTOUR
- PROPOSED 5' CONTOUR (5500)
- PROPOSED 1' CONTOUR (5496)
- LANDSCAPE EDGER
- FUTURE LANDSCAPE EDGER
- DECORATIVE ROCK
- DECORATIVE ROCK
- EXISTING GRAVEL ROAD TO BE REMOVED



KEYMAP

N 0 30 60

SCALE IN FEET
1" = 30'

THE AURORA HIGHLANDS E-470 LANDSCAPE BUFFER SITE PLAN

TITLE: LANDSCAPE PLAN

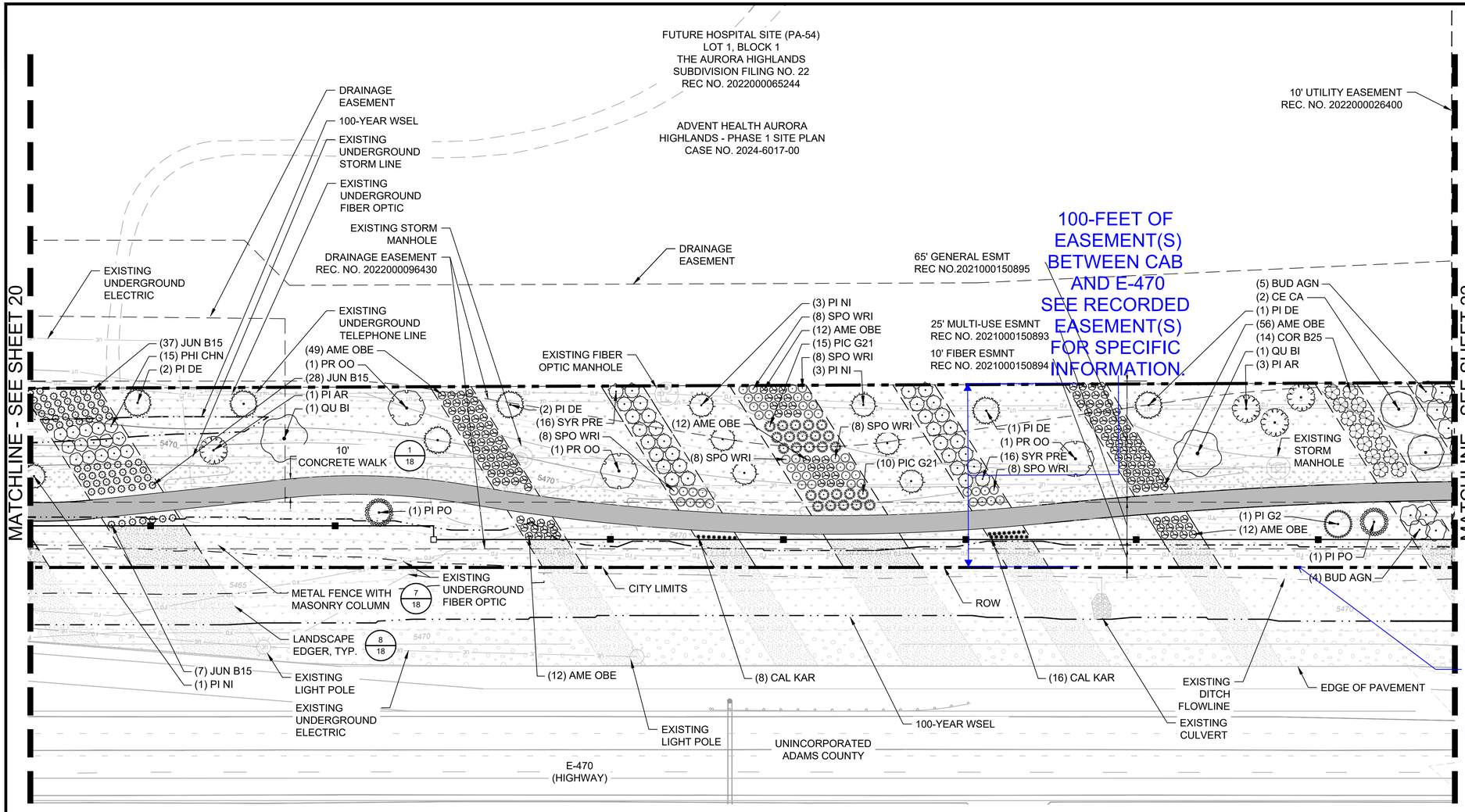
DATE: MAY 2026

PREPARED BY:
Matrix
Excellence by Design
707 17th Street, Suite 3150
Denver, Colorado 80202
P 303.572.0200
www.matrixdesigngroup.com

811

NOT FOR CONSTRUCTION

SHEET: *20*

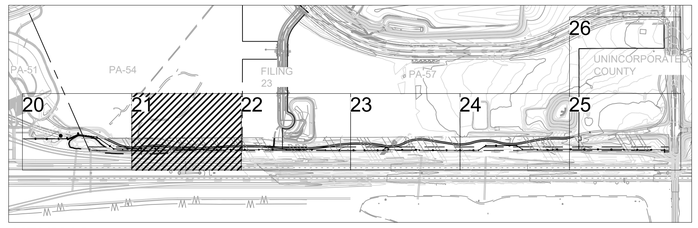


PLANT SCHEDULE

SYMBOL	CODE	QTY
DECIDUOUS TREES		
	AE OH	4
	GY DI	8
	QU BI	7
EVERGREEN TREES		
	PI AR	6
	PI DE	11
	PI G2	26
	PI NI	55
	PI PO	5
ORNAMENTAL TREES		
	AC GR	5
	CE CA	15
	CR AM	6
	MA AU	8
	PR OO	8
DECIDUOUS SHRUBS		
	AME OBE	397
	BUD AGN	30
	COR B25	52
	COR FL2	8
	FOR SPR	8
	PHI CHN	43
	PRU PAW	237
	SYR PRE	74
EVERGREEN SHRUBS		
	ARC PAN	243
	JUN B15	249
	JUN BL3	39
	PIC G21	74
ORNAMENTAL GRASSES		
	BOU BLO	70
	CAL BCY	40
	CAL KAR	65
	PEN ALO	66
	SPO WRI	272
SYMBOL	**CODE**	**QTY**
MULCH		
	RIV HKV	11,497 SF
SEED MIX		
	DET ETP	24,616 SF
	NAT SMI	228,908 SF

LEGEND

- SITE BOUNDARY
- PA BOUNDARY
- EXISTING UNDERGROUND GAS LINE
- EXISTING UNDERGROUND WATER LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNDERGROUND SANITARY LINE
- EXISTING UNDERGROUND STORM LINE
- EXISTING STORM MANHOLE
- EXISTING SWALE FLOW LINE
- 100-YEAR WSEL
- METAL FENCE
- MASONRY COLUMN SINGLE CAP
- MASONRY COLUMN TRIPLE CAP
- PROPOSED CONCRETE SIDEWALK
- EXISTING 5' CONTOUR (5500)
- EXISTING 1' CONTOUR
- PROPOSED 5' CONTOUR (5500)
- PROPOSED 1' CONTOUR (5496)
- LANDSCAPE EDGER
- FUTURE LANDSCAPE EDGER
- DECORATIVE ROCK
- DECORATIVE ROCK
- EXISTING GRAVEL ROAD TO BE REMOVED



KEYMAP

N

0 30 60

SCALE IN FEET
1" = 30'

THE AURORA HIGHLANDS E-470 LANDSCAPE BUFFER SITE PLAN

TITLE: LANDSCAPE PLAN

DATE: MAY 2026

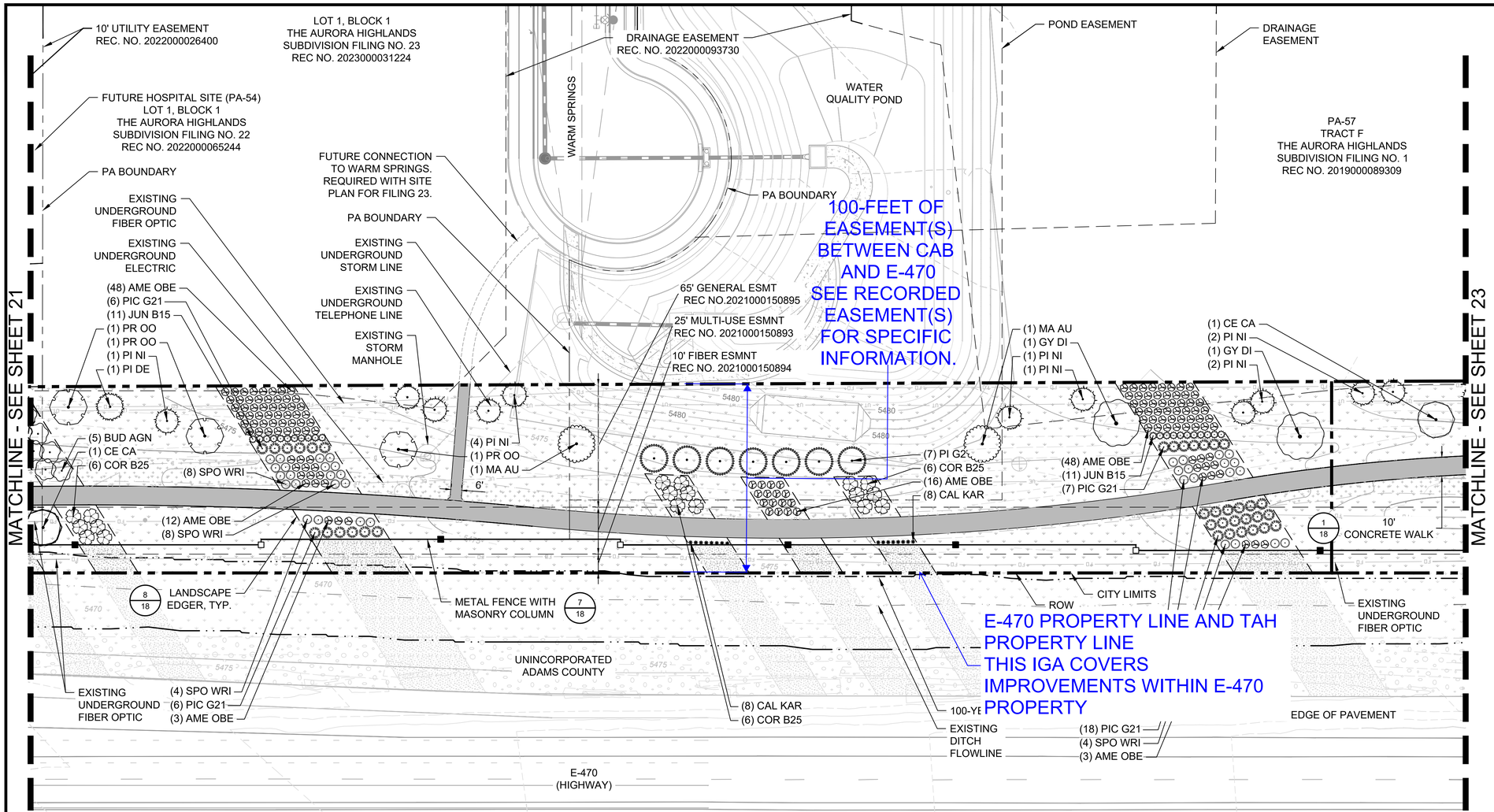
PREPARED BY:

Matrix
Excellence by Design
707 17th Street, Suite 3150
Denver, Colorado 80202
P 303.572.0200
www.matrixdesigngroup.com

811

NOT FOR CONSTRUCTION

SHEET: *21*



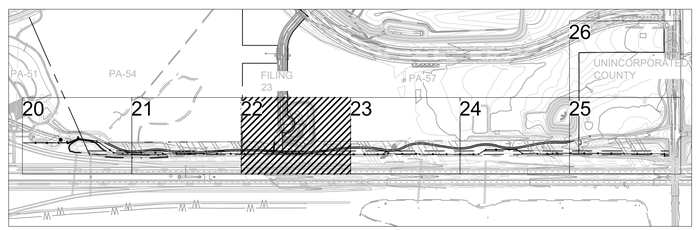
PLANT SCHEDULE

SYMBOL	CODE	QTY
DECIDUOUS TREES		
	AE OH	4
	GY DI	8
	QU BI	7
EVERGREEN TREES		
	PI AR	6
	PI DE	11
	PI G2	26
	PI NI	55
	PI PO	5
ORNAMENTAL TREES		
	AC GR	5
	CE CA	15
	CR AM	6
	MA AU	8
	PR OO	8
DECIDUOUS SHRUBS		
	AME OBE	397
	BUD AGN	30
	COR B25	52
	COR FL2	8
	FOR SPR	8
	PHI CHN	43
	PRU PAW	237
	SYR PRE	74
EVERGREEN SHRUBS		
	ARC PAN	243
	JUN B15	249
	JUN BL3	39
	PIC G21	74
ORNAMENTAL GRASSES		
	BOU BLO	70
	CAL BCY	40
	CAL KAR	65
	PEN ALO	66
	SPO WRI	272

SYMBOL	CODE	QTY
MULCH		
	RIV HKV	11,497 SF
SEED MIX		
	DET ETP	24,616 SF
	NAT SMI	228,908 SF

LEGEND

- SITE BOUNDARY
- PA BOUNDARY
- EXISTING UNDERGROUND GAS LINE
- EXISTING UNDERGROUND WATER LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNDERGROUND SANITARY LINE
- EXISTING UNDERGROUND STORM LINE
- EXISTING STORM MANHOLE
- EXISTING SWALE FLOW LINE
- 100-YEAR WSEL
- METAL FENCE
- MASONRY COLUMN SINGLE CAP
- MASONRY COLUMN TRIPLE CAP
- PROPOSED CONCRETE SIDEWALK
- EXISTING 5' CONTOUR
- EXISTING 1' CONTOUR
- PROPOSED 5' CONTOUR
- PROPOSED 1' CONTOUR
- LANDSCAPE EDGER
- FUTURE LANDSCAPE EDGER
- DECORATIVE ROCK
- DECORATIVE ROCK
- EXISTING GRAVEL ROAD TO BE REMOVED



KEYMAP

N

0 30 60

SCALE IN FEET
1" = 30'

THE AURORA HIGHLANDS E-470
LANDSCAPE BUFFER
SITE PLAN

TITLE: LANDSCAPE PLAN

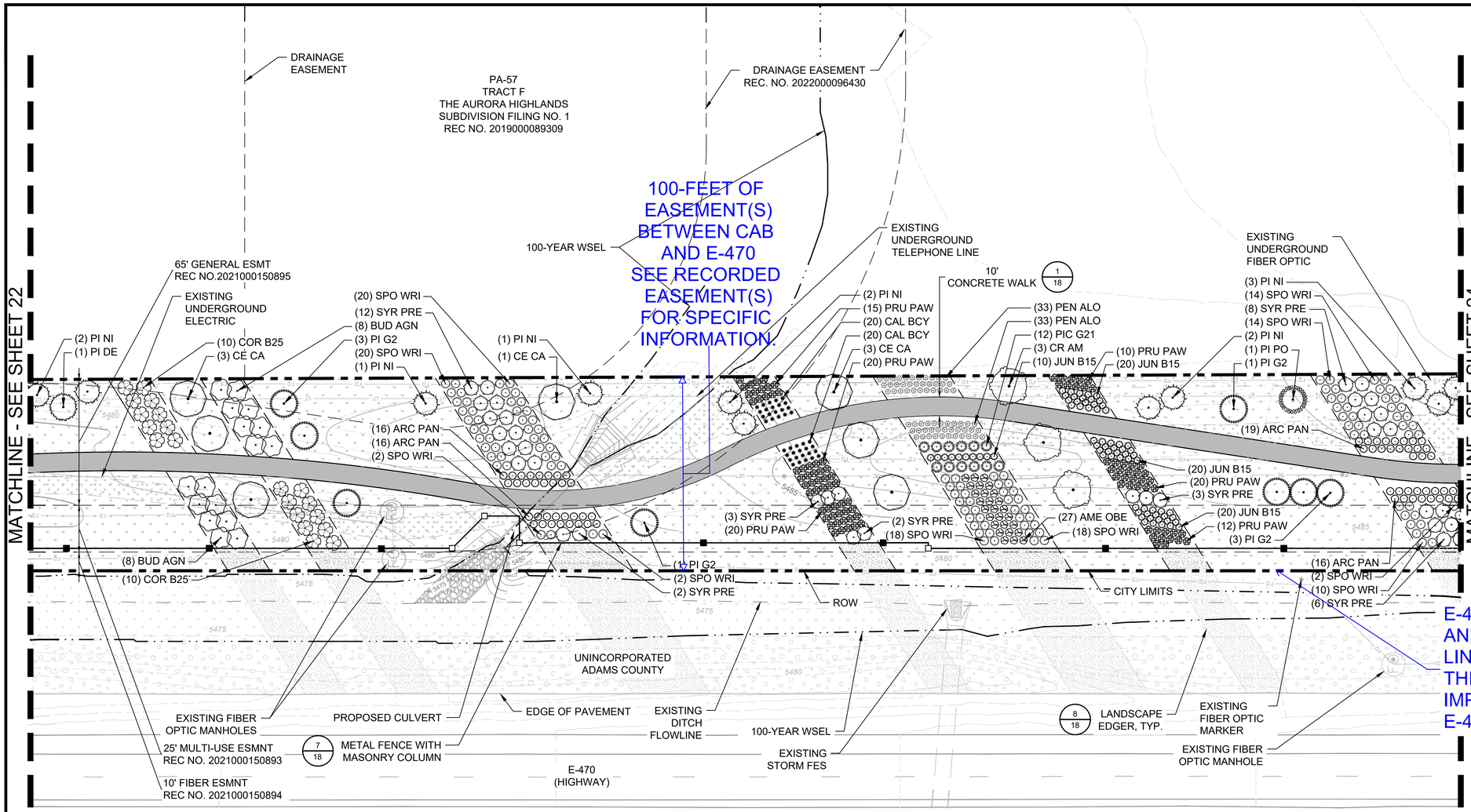
DATE: MAY 2026

PREPARED BY:

Matrix
Excellence by Design
707 17th Street, Suite 3150
Denver, Colorado 80202
P 303.572.0200
www.matrixdesigngroup.com

NOT FOR CONSTRUCTION

SHEET: *22*

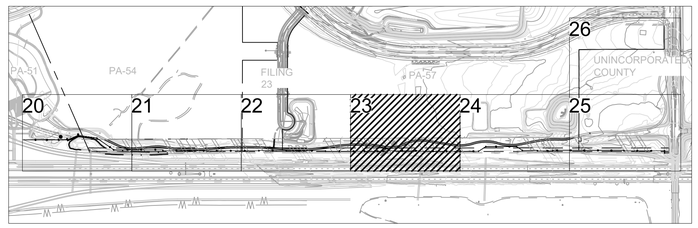


LEGEND

- SITE BOUNDARY
- PA BOUNDARY
- EXISTING UNDERGROUND GAS LINE
- EXISTING UNDERGROUND WATER LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNDERGROUND SANITARY LINE
- EXISTING UNDERGROUND STORM LINE
- EXISTING STORM MANHOLE
- EXISTING SWALE FLOW LINE
- 100-YEAR WSEL
- METAL FENCE
- MASONRY COLUMN SINGLE CAP
- MASONRY COLUMN TRIPLE CAP
- PROPOSED CONCRETE SIDEWALK
- EXISTING 5' CONTOUR
- EXISTING 1' CONTOUR
- PROPOSED 5' CONTOUR
- PROPOSED 1' CONTOUR
- LANDSCAPE EDGER
- FUTURE LANDSCAPE EDGER
- DECORATIVE ROCK
- DECORATIVE ROCK
- EXISTING GRAVEL ROAD TO BE REMOVED

PLANT SCHEDULE

SYMBOL	CODE	QTY
DECIDUOUS TREES		
	AE OH	4
	GY DI	8
	QU BI	7
EVERGREEN TREES		
	PI AR	6
	PI DE	11
	PI G2	26
	PI NI	55
	PI PO	5
ORNAMENTAL TREES		
	AC GR	5
	CE CA	15
	CR AM	6
	MA AU	8
	PR OO	8
DECIDUOUS SHRUBS		
	AME OBE	397
	BUD AGN	30
	COR B25	52
	COR FL2	8
	FOR SPR	8
	PHI CHN	43
	PRU PAW	237
	SYR PRE	74
EVERGREEN SHRUBS		
	ARC PAN	243
	JUN B15	249
	JUN BL3	39
	PIC G21	74
ORNAMENTAL GRASSES		
	BOU BLO	70
	CAL BCY	40
	CAL KAR	65
	PEN ALO	66
	SPO WRI	272
SYMBOL	**CODE**	**QTY**
MULCH		
	RIV HKV	11,497 SF
SEED MIX		
	DET ETP	24,616 SF
	NAT SMI	228,908 SF



KEYMAP

N

0 30 60

SCALE IN FEET
1" = 30'

THE AURORA HIGHLANDS E-470
LANDSCAPE BUFFER
SITE PLAN

TITLE: LANDSCAPE PLAN

DATE: MAY 2026

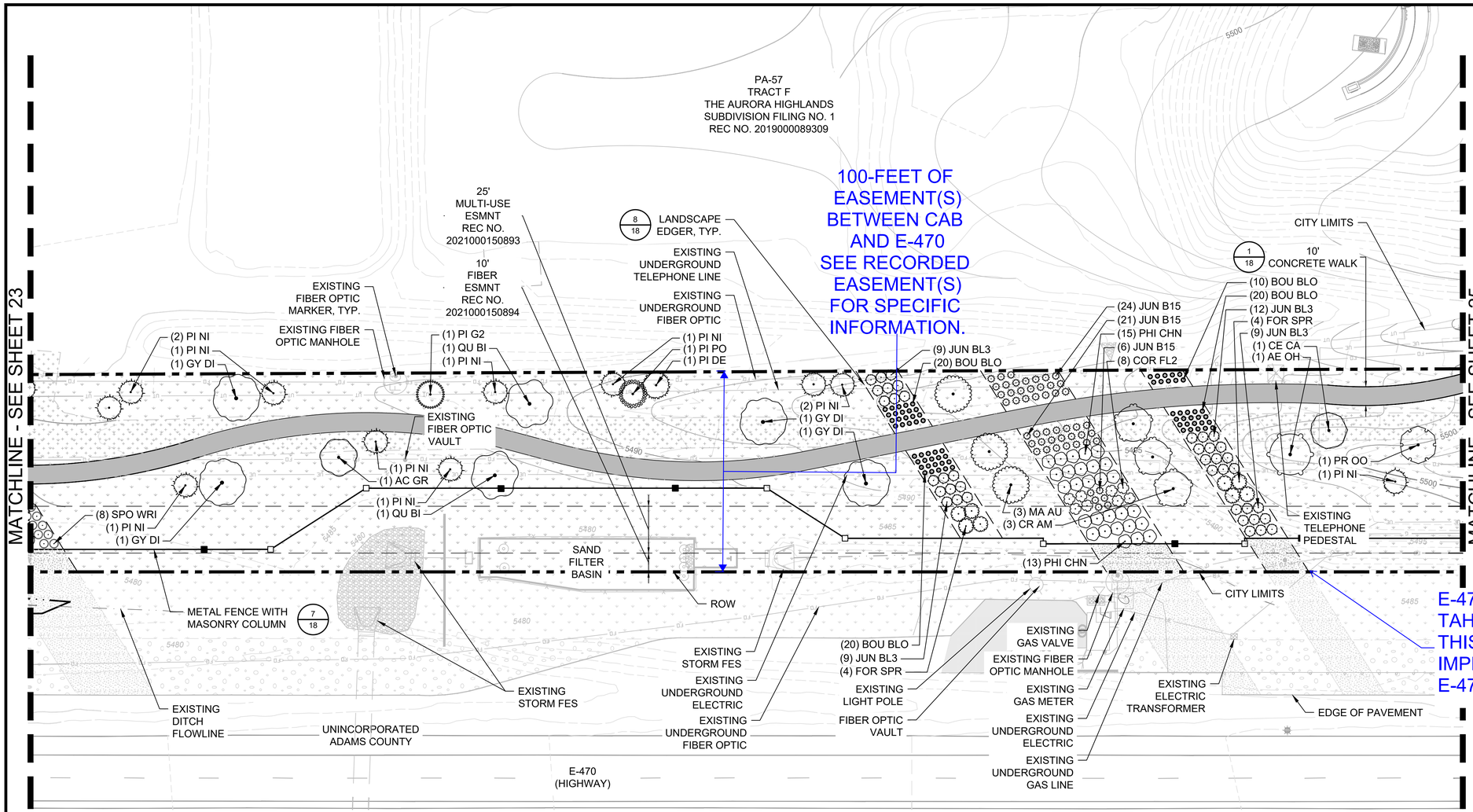
PREPARED BY:

Matrix
Excellence by Design
707 17th Street, Suite 3150
Denver, Colorado 80202
P 303.572.0200
www.matrixdesigngroup.com

811

NOT FOR CONSTRUCTION

SHEET: *23*

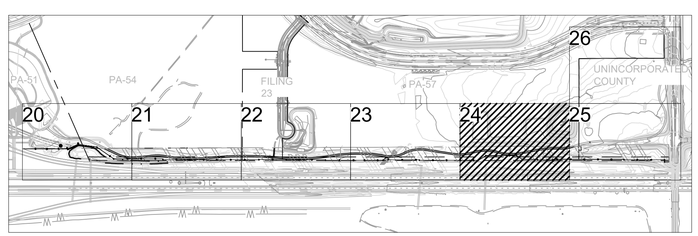


LEGEND

- SITE BOUNDARY
- PA BOUNDARY
- EXISTING UNDERGROUND GAS LINE
- EXISTING UNDERGROUND WATER LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNDERGROUND SANITARY LINE
- EXISTING UNDERGROUND STORM LINE
- EXISTING STORM MANHOLE
- EXISTING SWALE FLOW LINE
- 100-YEAR WSEL
- METAL FENCE
- MASONRY COLUMN SINGLE CAP
- MASONRY COLUMN TRIPLE CAP
- PROPOSED CONCRETE SIDEWALK
- EXISTING 5' CONTOUR
- EXISTING 1' CONTOUR
- PROPOSED 5' CONTOUR
- PROPOSED 1' CONTOUR
- LANDSCAPE EDGER
- FUTURE LANDSCAPE EDGER
- DECORATIVE ROCK
- DECORATIVE ROCK
- EXISTING GRAVEL ROAD TO BE REMOVED

PLANT SCHEDULE

SYMBOL	CODE	QTY
DECIDUOUS TREES		
	AE OH	4
	GY DI	8
	QU BI	7
EVERGREEN TREES		
	PI AR	6
	PI DE	11
	PI G2	26
	PI NI	55
	PI PO	5
ORNAMENTAL TREES		
	AC GR	5
	CE CA	15
	CR AM	6
	MA AU	8
	PR OO	8
DECIDUOUS SHRUBS		
	AME OBE	397
	BUD AGN	30
	COR B25	52
	COR FL2	8
	FOR SPR	8
	PHI CHN	43
	PRU PAW	237
	SYR PRE	74
EVERGREEN SHRUBS		
	ARC PAN	243
	JUN B15	249
	JUN BL3	39
	PIC G21	74
ORNAMENTAL GRASSES		
	BOU BLO	70
	CAL BCY	40
	CAL KAR	65
	PEN ALO	66
	SPO WRI	272
SYMBOL	CODE	QTY
MULCH		
	RIV HKV	11,497 SF
SEED MIX		
	DET ETP	24,616 SF
	NAT SMI	228,908 SF



KEYMAP

N

0 30 60

SCALE IN FEET
1" = 30'

THE AURORA HIGHLANDS E-470 LANDSCAPE BUFFER
SITE PLAN

TITLE: LANDSCAPE PLAN

DATE: MAY 2026

PREPARED BY:
Matrix
Excellence by Design
707 17th Street, Suite 3150
Denver, Colorado 80202
P 303.572.0200
www.matrixdesigngroup.com

NOT FOR CONSTRUCTION

SHEET: *24*

MATCHLINE - SEE SHEET 26

MATCHLINE - SEE SHEET 24

PA-57
TRACT F
THE AURORA
HIGHLANDS
SUBDIVISION
FILING NO. 1
REC NO.
2019000089309

UNINCORPORATED
ADAMS COUNTY

CITY LIMITS

NOT A PART OF
THIS PACKAGE,
WILL BE INCLUDED
UPON ANNEXATION.

100-FEET OF
EASEMENT(S)
BETWEEN CAB
AND E-470
SEE RECORDED
EASEMENT(S)
FOR SPECIFIC
INFORMATION

E-470 MULTI-USE EASEMENT
REC. NO. CO280343

TRAIL CONNECTION TO 26TH
AVE PER SEPARATE APPROVAL
BY ADAMS COUNTY. TRAIL TO BE
CONSTRUCTED CONCURRENT
WITH THE IMPROVEMENTS
SHOWN ON THIS SITE PLAN.

LANDSCAPE OUTSIDE LIMIT
OF WORK TO BE INCLUDED
IN FUTURE SUBMITTAL

94' ROW
14' SIDEWALK
35' E-470 MULTI-USE
EASEMENT
REC. NO. CO280343
12' TRAVEL LANE
12' TRAVEL LANE
12' TRAVEL LANE
14' TRAVEL LANE

(25) CAL KAR
(2) PI NI
(1) AE OH
(1) PI G2
(3) PI NI
(1) PI G2
(40) ARC PAN
(6) SYR PRE
(31) ARC PAN
(1) AC GR
(2) QU BI
(1) CE CA
(3) PI NI
(60) ARC PAN
(50) AME OBE
(3) PI G2
(44) PRU PAW
(16) SPO WRI
(16) JUN B15
(2) PI NI
(40) PRU PAW
(3) MA AU
(28) PRU PAW
(45) ARC PAN
(3) PI G2
(18) SPO WRI
(1) GY DI
(18) JUN B15
(28) PRU PAW

26TH AVE ISP
CASE NO. 2022-6048-00

ROW

8/18 LANDSCAPE EDGER, TYP.

CITY LIMITS

7/18 METAL FENCE WITH MASONRY COLUMN

UNINCORPORATED
ADAMS COUNTY

EDGE OF PAVEMENT

25'
MULTI-USE
ESMNT
REC NO.
2021000150893

10'
FIBER
ESMNT
REC NO.
2021000150894

E-470
(HIGHWAY)

EXISTING UNDERGROUND
ELECTRIC

EXISTING UNDERGROUND
WATER LINE

EXISTING
UNDERGROUND
GAS LINE

EXISTING
UNDERGROUND
FIBER OPTIC

CITY LIMITS

E-470 PROPERTY LINE AND
TAH PROPERTY LINE
THIS IGA COVERS
IMPROVEMENTS WITHIN
E-470 PROPERTY

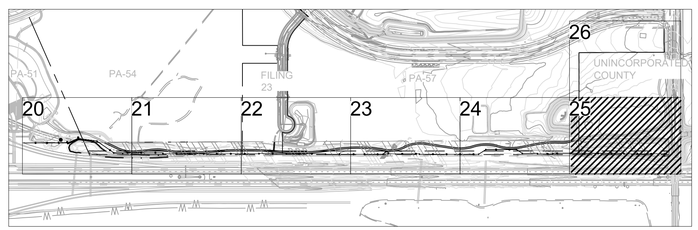
LEGEND

- SITE BOUNDARY
- PA BOUNDARY
- EXISTING UNDERGROUND GAS LINE
- EXISTING UNDERGROUND WATER LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNDERGROUND SANITARY LINE
- EXISTING UNDERGROUND STORM LINE
- EXISTING STORM MANHOLE
- EXISTING SWALE FLOW LINE
- 100-YEAR WSEL
- METAL FENCE
- MASONRY COLUMN SINGLE CAP
- MASONRY COLUMN TRIPLE CAP
- PROPOSED CONCRETE SIDEWALK
- EXISTING 5' CONTOUR
- EXISTING 1' CONTOUR
- PROPOSED 5' CONTOUR
- PROPOSED 1' CONTOUR
- LANDSCAPE EDGER
- FUTURE LANDSCAPE EDGER
- DECORATIVE ROCK
- DECORATIVE ROCK
- EXISTING GRAVEL ROAD TO BE REMOVED

PLANT SCHEDULE

SYMBOL	CODE	QTY
DECIDUOUS TREES		
	AE OH	4
	GY DI	8
	QU BI	7
EVERGREEN TREES		
	PI AR	6
	PI DE	11
	PI G2	26
	PI NI	55
	PI PO	5
ORNAMENTAL TREES		
	AC GR	5
	CE CA	15
	CR AM	6
	MA AU	8
	PR OO	8
DECIDUOUS SHRUBS		
	AME OBE	397
	BUD AGN	30
	COR B25	52
	COR FL2	8
	FOR SPR	8
	PHI CHN	43
	PRU PAW	237
	SYR PRE	74
EVERGREEN SHRUBS		
	ARC PAN	243
	JUN B15	249
	JUN BL3	39
	PIC G21	74
ORNAMENTAL GRASSES		
	BOU BLO	70
	CAL BCY	40
	CAL KAR	65
	PEN ALO	66
	SPO WRI	272

SYMBOL	CODE	QTY
MULCH		
	RIV HKV	11,497 SF
SEED MIX		
	DET ETP	24,616 SF
	NAT SMI	228,908 SF



KEYMAP

N 0 30 60

SCALE IN FEET
1" = 30'

THE AURORA HIGHLANDS E-470
LANDSCAPE BUFFER
SITE PLAN

TITLE: LANDSCAPE PLAN

DATE: MAY 2026

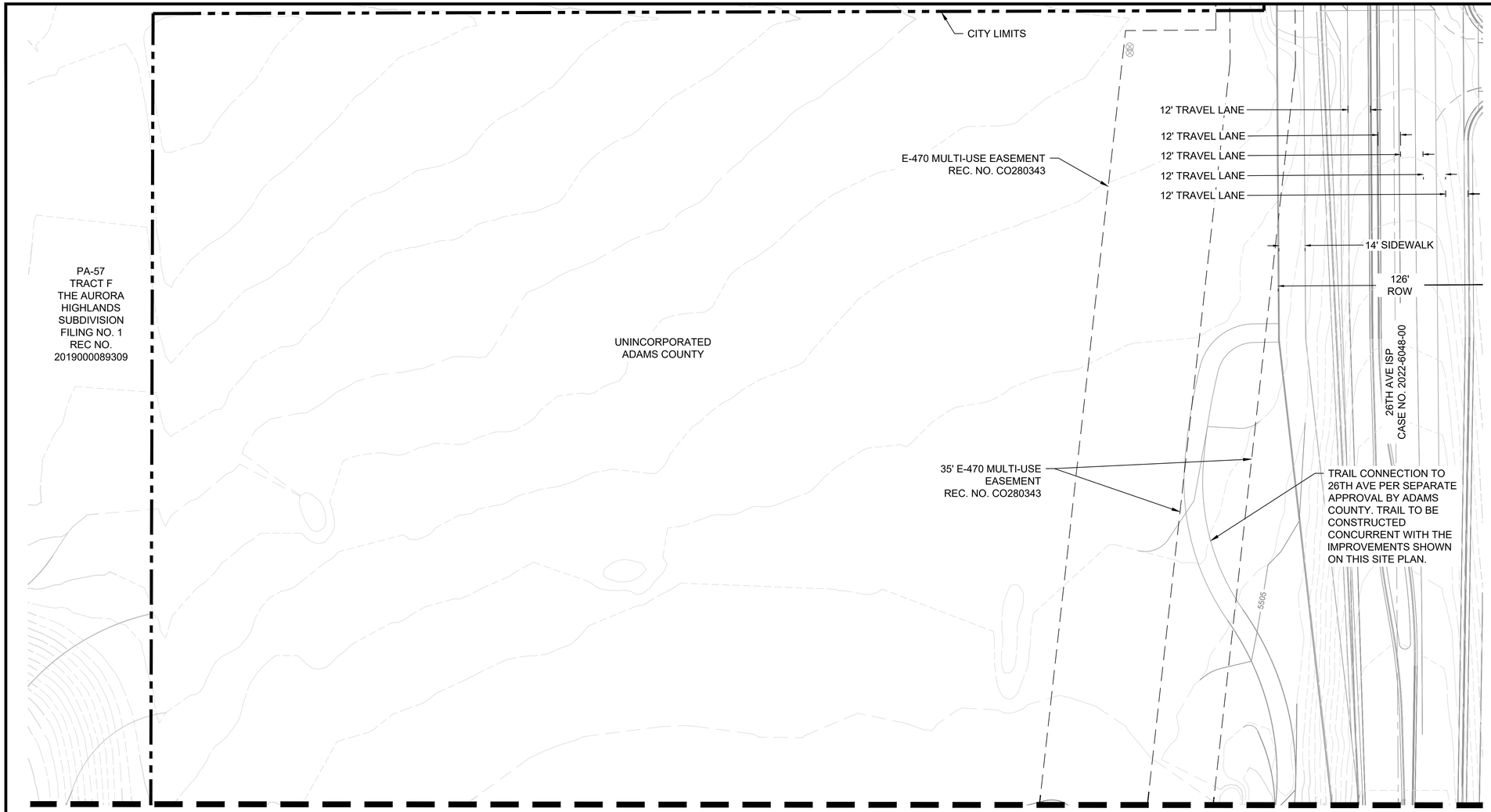
PREPARED BY:

Matrix
Excellence by Design
707 17th Street, Suite 3150
Denver, Colorado 80202
P 303.572.0200
www.matrixdesigngroup.com

811

NOT FOR CONSTRUCTION

SHEET: *25*



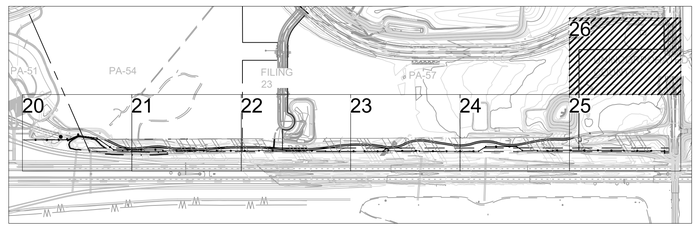
MATCHLINE - SEE SHEET 25

PLANT SCHEDULE

SYMBOL	CODE	QTY
DECIDUOUS TREES		
	AE OH	4
	GY DI	8
	QU BI	7
EVERGREEN TREES		
	PI AR	6
	PI DE	11
	PI G2	26
	PI NI	55
	PI PO	5
ORNAMENTAL TREES		
	AC GR	5
	CE CA	15
	CR AM	6
	MA AU	8
	PR OO	8
DECIDUOUS SHRUBS		
	AME OBE	397
	BUD AGN	30
	COR B25	52
	COR FL2	8
	FOR SPR	8
	PHI CHN	43
	PRU PAW	237
	SYR PRE	74
EVERGREEN SHRUBS		
	ARC PAN	243
	JUN B15	249
	JUN BL3	39
	PIC G21	74
ORNAMENTAL GRASSES		
	BOU BLO	70
	CAL BCY	40
	CAL KAR	65
	PEN ALO	66
	SPO WRI	272
SYMBOL	**CODE**	**QTY**
MULCH		
	RIV HKV	11,497 SF
SEED MIX		
	DET ETP	24,616 SF
	NAT SMI	228,908 SF

LEGEND

- SITE BOUNDARY
- PA BOUNDARY
- EXISTING UNDERGROUND GAS LINE
- EXISTING UNDERGROUND WATER LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNDERGROUND SANITARY LINE
- EXISTING UNDERGROUND STORM LINE
- EXISTING STORM MANHOLE
- EXISTING SWALE FLOW LINE
- 100-YEAR WSEL
- METAL FENCE
- MASONRY COLUMN SINGLE CAP
- MASONRY COLUMN TRIPLE CAP
- PROPOSED CONCRETE SIDEWALK
- EXISTING 5' CONTOUR
- EXISTING 1' CONTOUR
- PROPOSED 5' CONTOUR
- PROPOSED 1' CONTOUR
- LANDSCAPE EDGER
- FUTURE LANDSCAPE EDGER
- DECORATIVE ROCK
- DECORATIVE ROCK
- EXISTING GRAVEL ROAD TO BE REMOVED



KEYMAP

N

0 30 60

SCALE IN FEET
1" = 30'

THE AURORA HIGHLANDS E-470
LANDSCAPE BUFFER
SITE PLAN

TITLE: LANDSCAPE PLAN

DATE: MAY 2026

PREPARED BY:

Matrix
Excellence by Design
707 17th Street, Suite 3150
Denver, Colorado 80202
P 303.572.0200
www.matrixdesigngroup.com

811

NOT FOR CONSTRUCTION

SHEET: *26*

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

INTERGOVERNMENTAL AGREEMENT REGARDING MAINTENANCE OF 38th AVENUE INTERCHANGE

THIS INTERGOVERNMENTAL AGREEMENT REGARDING MAINTENANCE OF 38th AVENUE INTERCHANGE (the "**Agreement**") is made and entered into effective this June 13, 2024 (the "**Effective Date**"), by and between the E-470 PUBLIC HIGHWAY AUTHORITY, a body corporate and political subdivision of the State of Colorado (the "**Authority**"); THE AURORA HIGHLANDS COMMUNITY AUTHORITY BOARD (the "**TAH CAB**"); and the CITY OF AURORA, a home-rule municipal corporation of the State of Colorado (the "**City**"). The Authority, the TAH CAB, and the City may be collectively referred to herein as the "**Parties**" or individually as a "**Party**."

RECITALS

WHEREAS, the Authority, TAH CAB, and City, as Colorado governments, are constitutionally and statutorily empowered pursuant to Colo. Const. Art. XIV, Section 18 and Sections 29-1- 201, *et seq.*, C.R.S., to cooperate or contract via intergovernmental agreement with one another to provide functions, services, or facilities authorized to each cooperating government; and

WHEREAS, the Authority was created and organized pursuant to Sections 43-4-501, *et seq.*, C.R.S., for the purpose of financing the construction, operation, and/or maintenance of the E-470 Public Highway ("**E-470**"); and

WHEREAS, the City is a Colorado home rule municipal corporation, existing pursuant to and with the authority of Article XX of the Colorado Constitution and the Aurora Charter in the Counties of Adams, Arapahoe, and Douglas, Colorado; and

WHEREAS, the TAH CAB is a political subdivision and public corporation of the State of Colorado organized and existing pursuant to the powers and authority of Section 29-1-203.5, C.R.S., and the Third Amended and Restated The Aurora Highlands Community Authority Board Establishment Agreement dated December 22, 2022 (originally effective November 21, 2019, the "**TAH CAB Establishment Agreement**"); and

WHEREAS, the operation of E-470 by the Authority includes the maintenance of certain facilities that cross or intersect with City rights-of-way and the TAH CAB's public improvements; and

WHEREAS, the operation of the City's rights-of-way includes the maintenance of certain facilities that cross or intersect with E-470 and the TAH CAB's public improvements; and

WHEREAS, the operation of the TAH CAB's public improvements includes the maintenance of certain facilities that cross or intersect with E-470 and the City's rights-of-way; and

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

WHEREAS, the Authority, the TAH CAB, and the City agree that it is in their mutual interest to identify their respective rights and obligations in and to the areas that cross or intersect E-470 at 38th Avenue interchange and the City rights-of-way all as reflected in **Exhibit A** attached hereto and incorporated herein (the "**Maintenance Area(s)**"), in order to avoid conflict and duplication of services, and to agree to the terms for maintaining the Maintenance Areas; and

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties covenant and agree as follows:

AGREEMENT

The Recitals set forth above are hereby incorporated into the covenants and agreements set forth below.

I. OWNERSHIP AND MAINTENANCE RESPONSIBILITY.

A. The Authority, TAH CAB, and the City each agree to maintain infrastructure within the Maintenance Areas, as described and depicted in **Exhibit A**. The infrastructure shown in Exhibit A as being maintained by the Authority shall be referred to herein as the "**Authority Improvements**." The infrastructure shown in Exhibit A as being maintained by the TAH CAB shall be referred to herein as the "**CAB Improvements**." The infrastructure shown in Exhibit A as being maintained by the City shall be referred to herein as the "**City Improvements**." The Authority Improvements, CAB Improvements, and City Improvements are collectively referred to herein as the "**Improvements**."

B. Each Party shall be responsible, at its sole cost and expense, for obtaining any and all required approvals and permits associated with the maintenance obligations set forth in **Exhibit A** from all applicable local, state and federal governments, including the City and Authority for any maintenance which occurs on either City or Authority property or which, in the Authority's sole discretion, has the potential to impact traffic on E-470.

C. The Authority has contracted for the construction of the Improvements under the Authority's contract with Kiewit Infrastructure Co. ("**Kiewit**"), Contract No. EN-21,CMGC-1 (the "**Widening Contract**"). The Authority will provide notice to the TAH CAB and the City when the Authority grants both initial acceptance ("**Initial Acceptance**") and final acceptance ("**Final Acceptance**") for the Improvements under the Widening Contract.

D. The Parties' obligation to begin performing maintenance for their respective portions of the Maintenance Areas will commence upon the Authority's Initial Acceptance of the Improvements under the Widening Contract.

E. Upon the Authority's Final Acceptance of the Improvements under the Widening Contract, the Authority will be deemed to have dedicated the City Improvements to the City for perpetual ownership and maintenance thereof.

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

II. MAINTENANCE STANDARDS.

A. Following Initial Acceptance, the parties will maintain the Authority Improvements, CAB Improvement, and City Improvements, respectively.

B. The Authority will maintain the Authority Improvements, at the Authority's sole cost and expense, according to the Authority's general standards for similar improvements.

C. The City will maintain the City Improvements, at the City's sole cost and expense, according to the City's general standards for similar improvements.

D. Except as otherwise required by Section II.G below, the TAH CAB will maintain the CAB Improvements, at the TAH CAB's sole cost and expense, according to the TAH CAB general standards for similar improvements.

E. Should the Authority or City, in their reasonable discretion, determine the TAH CAB maintenance, or lack thereof, does not comport with the TAH CAB's maintenance obligations, the Authority or City shall provide the TAH CAB a written notice that identifies the Authority's or City's specific concerns. If the Authority's or City's concerns are not remedied to the notifying Party's reasonable satisfaction within ten (10) business days (or such longer time as the Parties may agree to in writing), the Authority or City may cause the maintenance to be performed with reimbursement from the Escrow Funds (defined below) in the Project Account following which the TAH CAB will have the obligation to replenish the Escrow Funds in the full amount of the maintenance costs incurred by the Authority and or City within thirty (30) days of the payment of those amounts from the Project Account.

F. Each Party shall provide the other Parties contact information for any maintenance contractor(s) anticipated to perform maintenance work on the Improvements within ten (10) calendar days of entering into any such contract. In the event of any change in contact information or contractor, the contracting Party shall notify the other Parties of the change within ten (10) calendar days thereof.

G. All Parties and contractors performing maintenance with respect to the Maintenance Areas shall be required to comply with Colorado Department of Transportation's specifications, including, but not limited to, the (1) CDOT Standard Specifications for Road and Bridge Construction (latest edition); (2) CDOT M&S Standard Plans and Specification Standards (latest edition); and (3) CDOT Safety Manual (latest edition) as they may apply to the maintenance work to be performed. Improvements containing storm water elements, including, but not limited to, detention ponds, water quality ponds, and drainage areas, shall be maintained to the standards of the Mile High Flood District, Aurora Water, or such other applicable stormwater oversight jurisdiction.

H. Under the Widening Contract, Kiewit is obligated to warrant the Improvements for a period of one (1) year from the date the Authority grants Final Acceptance (the "**Warranty Period**"). If, during the Warranty Period, either the TAH CAB or the City become aware of any defects in connection with the CAB Improvements or City Improvements, respectively, the TAH CAB and the City agree to immediately notify the Authority of such defects to permit the Authority

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

to initiate warranty proceedings to address the same.

I. No Party shall cause or permit any Dangerous Condition arising from its performance of the operation and maintenance obligations assigned to it by this Agreement. In particular, the City shall conduct its snowplowing operations on the bridge structure to avoid causing snow to be swept off of the bridge structure and deposited onto E-470. No Party shall cause or permit any Dangerous Condition in any area for which it has responsibility under this Agreement. "Dangerous Condition" means a "dangerous condition" as defined and described in the Colorado Governmental Immunity Act, Sections 24-10-101, *et seq.*, C.R.S., as may be hereafter amended.

J. Each Party shall take due care to avoid damage to the other Parties' facilities in the performance of the maintenance activities for which it is responsible under this Agreement. Should any damage to a Party's facilities occur as a result of another Party's (or its contractor's) maintenance activities, the Party responsible for the damage shall reimburse the damaged Party for the costs to repair the damage within thirty (30) calendar days of receipt of an invoice therefor. The Parties agree to cooperate with respect to pursuit of third-party insurance claims and/or restitution.

III. NO INTERCHANGE MODIFICATIONS. Neither the City nor the TAH CAB may make changes to the City Improvements or the CAB Improvements, respectively, which the Authority determines, in its sole discretion, may have structural or traffic impacts to E-470, including, but not limited to changes to the bridge or any connecting facilities, without the Authority's prior written approval, which may be granted or withheld in the Authority's sole discretion. Except as set forth herein, the Authority is not hereby granted review or approval authority in the planning, design, or construction of public improvements by the City or the TAH CAB.

IV. TAH CAB FUNDING FOR MAINTENANCE OF CAB IMPROVEMENTS.

A. Each Party will annually provide to the other Parties a final adopted budget reflecting the appropriation of funds to perform the TAH CAB maintenance, Authority maintenance, and City maintenance hereunder, respectively, in the ensuing year, subject to annual appropriation as set forth in Section IX.P below.

B. The TAH CAB shall within thirty (30) days of the execution of this Agreement deposit the sum of Fifty Thousand Dollars ($50,000.00) (plus any interest accruing thereon and subject to replenishment per Section II.E above, the "**Escrow Funds**") into a deposit account with the Authority (the "**Project Account**"). The Project Account shall be a designated and segregated Authority account placed with a state bank, national bank, or state or federal savings and loan association in Colorado that is, at the time the deposit is made, a member of the Federal Deposit Insurance Corporation or its successor to the extent that the deposit is insured by the Federal Deposit Insurance Corporation, to be used solely for the purpose of paying out the Escrow Funds in accordance with the terms of this Agreement. The Parties shall have the ability to use the Escrow Funds as follows:

1. The Authority and/or City may withdraw the Escrow Funds in the event the TAH CAB fails to appropriate funds for the ensuing year's maintenance in its final adopted budget, in which case this Agreement shall automatically terminate, and the

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

Authority and City shall be entitled to withdraw the full amount of all Escrow Funds then on deposit in the Project Account;

2. The Authority and/or City may withdraw Escrow Funds in the amount of the Authority and/or City's actual costs of maintenance in the event the TAH CAB fails to perform maintenance as required under this Agreement that the Authority or City perform pursuant to Section II.E above, which shall require the TAH CAB replenish the Project Account in that amount in accordance with Section II.E;

3. The TAH CAB may withdraw the Replacement Amount (defined below) in accordance with Section IV.C below;

4. The TAH CAB may withdraw the full amount of the Escrow Funds at such time as this Agreement is terminated when the bridge at the 38th Avenue Interchange is removed or replaced (the "**Bridge Replacement**");

5. The Authority and City may withdraw the full amount of the Escrow Funds and terminate this Agreement if the Escrow Funds are not replenished in accordance with Section II.E; and

C. So long as the TAH CAB is not in default hereunder, if the TAH CAB can demonstrate, via independent cost estimation, to the Authority and City's satisfaction, that the amount of the Escrow Funds held in the Project Account is greater than 1.5 times the cost of replacement of the CAB Improvements (the "**Replacement Amount**"), the TAH CAB shall be entitled to withdraw that portion of the Escrow Funds from the Project Account in excess of the Replacement Amount. The Authority and City may elect to have their own independent cost estimations performed to support their determinations as to whether the proposed Replacement Amount is satisfactory. In the event of a dispute between the TAH CAB's and the Authority or City's cost estimates, the Parties may agree to engage a mutually acceptable third party to resolve the dispute and finally determine the Replacement Amount. For the avoidance of doubt, all other funds in the Project Account other than the Replacement Amount shall remain in the Project Account until the Bridge Replacement.

D. The Authority may withdraw funds from the Project Account only in the amounts and for the purposes set forth in this Agreement by providing notice to the other two Parties in writing of the amount of the withdrawal, including invoice documentation supporting the amount of the funds to be withdrawn. The City and TAH CAB may withdraw funds from the Project Account only for the purposes set forth in this Agreement by submitting notice to the Authority of the request for withdrawal and including invoice and/or other necessary documentation supporting the amount of the funds to be withdrawn. In the event this Agreement is terminated as set forth in Sections IV(B)(1) or IV(B)(5) above, the Authority and City shall determine between them the amount of the Escrow Funds each Party is entitled to receive based on the percentage of the Improvements each Party is responsible to operate and maintain.

E. The Authority will annually provide account statements for the Project Account to the TAH CAB and the City.

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

V. ACCESS RESTRICTION. The City and the TAH CAB shall not at any time access the Maintenance Areas from the E-470 roadway, in its current configuration or as it may in the future be expanded, or from multi-use-easement or other Authority-owned property, except in those instances where the Authority has given prior written approval or during an emergency involving a significant and imminent threat to life or to the public health or safety.

VI. INSURANCE.

A. The Authority shall provide the following coverages:

1. Commercial General Liability Insurance. The Authority shall provide commercial general liability insurance for claims arising out of bodily injury, death, damage to or destruction of the property of others, including loss of use, and including contractual liability, products, and completed operations coverage in an amount not less than One Million Dollars ($1,000,000.00) per occurrence, Two Million Dollars ($2,000,000) general aggregate.

2. Workers' Compensation or Employers' Liability Insurance. The Authority shall provide proof of workers' compensation coverage with limits as required by the laws of the State of Colorado. Additionally, the Authority shall provide proof of Employers' Liability Insurance with limits as follows: One Million Dollars ($1,000,000) bodily injury each accident, One Million Dollars ($1,000,000) bodily injury each disease, One Million Dollars ($1,000,000) bodily injury disease aggregate.

3. Certificates of Insurance. Upon the execution of this Agreement, the Authority shall provide certificates of insurance to the City and the TAH CAB demonstrating that the required coverages are in effect. The Authority agrees that the required coverages will not be reduced, canceled, non-renewed, or materially changed without thirty (30) calendar days' prior written notice to the City and the TAH CAB. The Authority shall be responsible for providing updated insurance certificates from its respective insurance carriers and forwarding the replacement certificates to the City and the TAH CAB within thirty (30) calendar days of the expiration date of any previously delivered certificate.

4. All required insurance shall include a waiver of subrogation in favor of the City and the District.

B. The City shall provide the following coverages:

1. Commercial General Liability Insurance. The City shall provide commercial general liability insurance for claims arising out of bodily injury, death, damage to or destruction of the property of others, including loss of use, and including contractual liability, products, and completed operations coverage in an amount not less than One Million Dollars ($1,000,000.00) per occurrence, Two Million Dollars ($2,000,000) general aggregate.

2. Workers' Compensation or Employers' Liability Insurance. The City shall provide proof of workers' compensation coverage with limits as required by the laws of the State

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

of Colorado. Additionally, the City shall provide proof of Employers' Liability Insurance with limits as follows: One Million Dollars ($1,000,000) bodily injury each accident, One Million Dollars ($1,000,000) bodily injury each disease, One Million Dollars ($1,000,000) bodily injury disease aggregate.

3. Certificates of Insurance. Upon the execution of this Agreement, the City shall provide certificates of insurance to the Authority demonstrating that the required coverages are in effect. The City agrees that the required coverages will not be reduced, canceled, non-renewed, or materially changed without thirty (30) calendar days' prior written notice to the Authority. The City shall be responsible for providing updated insurance certificates from its respective insurance carriers and forwarding the replacement certificates to the Authority within thirty (30) calendar days of the expiration date of any previously delivered certificate.

4. All required insurance shall include a waiver of subrogation in favor of the Authority and the District.

C. The TAH CAB shall provide the following coverages:

1. Commercial General Liability Insurance. The TAH CAB shall provide commercial general liability insurance for claims arising out of bodily injury, death, damage to or destruction of the property of others, including loss of use, and including contractual liability, products, and completed operations coverage in an amount not less than One Million Dollars ($1,000,000.00) per occurrence, Two Million Dollars ($2,000,000) general aggregate.

2. Workers' Compensation or Employers' Liability Insurance. The TAH CAB shall provide proof of workers' compensation coverage with limits as required by the laws of the State of Colorado. Additionally, the TAH CAB shall provide proof of Employers' Liability Insurance with limits as follows: One Million Dollars ($1,000,000) bodily injury each accident, One Million Dollars ($1,000,000) bodily injury each disease, One Million Dollars ($1,000,000) bodily injury disease aggregate.

3. Certificates of Insurance. Upon the execution of this Agreement, the TAH CAB shall provide certificates of insurance to the Authority and City demonstrating that the required coverages are in effect. The TAH CAB agrees that the required coverages will not be reduced, canceled, non-renewed, or materially changed without thirty (30) calendar days prior written notice to the Authority and City. The TAH CAB shall be responsible for providing updated insurance certificates from its respective insurance carriers and forwarding the replacement certificates to the Authority and City within thirty (30) calendar days of the expiration date of any previously delivered certificate.

4. All required insurance shall include a waiver of subrogation in favor of the Authority and the City.

VII. CONTRACTORS AND SUBCONTRACTORS.

A. The TAH CAB shall include in all contracts with any of its contractors or

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

subcontractors performing maintenance hereunder (collectively, the "**Contractor(s)**") that the Contractors shall defend, indemnify, and hold the Authority and City harmless from any and all liability, loss, cost, damage, claim, or expense which the Authority and City may sustain or incur by reason of entry onto the Authority's or City's property or by reason of work or activities performed by the Contractor(s) or any of their subcontractors, material suppliers, employees, agents, or representatives in connection with the contract and/or the Contractors' work.

B. The TAH CAB shall include in all contracts with any of its Contractors an obligation that the Contractors (1) obtain any and all permits required of the Authority and the City, in accordance with Section I.B hereof; and (2) obtain and maintain insurance, at the Contractors' or the TAH CAB's sole cost and expense, as required in the Authority-issued and City-issued permits, respectively.

C. The TAH CAB shall include in all contracts with any of its Contractors an obligation that the Authority and City shall be named as dual obligees via rider to any payment and performance bond for maintenance contracts in excess of Fifty Thousand Dollars ($50,000).

VIII. NOTICES. Any notices or other communications required or permitted by this Agreement or by law to be served on, given to, or delivered to any Party hereto, by the other Parties shall be in writing and shall be deemed duly served, given, or delivered when:

(a) personally delivered to the Party to whom it is addressed;
(b) sent by electronic mail to the individual designated to receive notice at the e-mail address below, provided that (1) the message includes a cross-reference to this Section of the Agreement and states that it serves as notice pursuant to this Agreement, and (2) notice is also provided in a timely manner by another method of physical delivery provided for in this Section;
(c) sent by United States certified mail, postage prepaid, return receipt requested ("US Mail"); or
(d) placed in the custody of a nationally recognized overnight carrier for next day delivery ("Carrier").

Such notice will be deemed given (i) when received, if delivered personally; (ii) if sent by electronic mail and physical delivery in accordance with (b) above, when the sender receives a "delivery receipt" or other response confirming delivery of such electronic mail; (iii) 4 days after deposit, if sent by US Mail; or (iv) the next business day after deposited with a Carrier during business hours on a business day.

All notices shall be delivered to the following addresses, or such other address as is provided by one Party to the others in accordance with this Section:

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

To the City:	City of Aurora 15151 E. Alameda Pkwy., 3rd Floor Aurora, CO 80012 Attn: City Engineer Email: hjohanse@auroragov.org With a Copy to: Aurora City Attorney's Office 15151 E. Alameda Pkwy., 5th Floor Aurora, CO 80012 Attn: City Attorney
To the Authority	E-470 Public Highway Authority Attention: Executive Director Administrative Headquarters Facility 22470 East Stephen D. Parkway Aurora, CO 80018 Email: nthomson@e-470.com
With a Copy to:	E-470 Public Highway Authority c/o Icenogle Seaver Pogue, P.C. 4725 S. Monaco Street, Ste. 360 Denver, CO 80237 Attn: Tamara K. Seaver Email: Tseaver@isp-law.com
To TAH CAB:	The Aurora Highlands Community Authority Board c/o CliftonLarsonAllen LLP 8390 E. Crescent Pkwy, Ste. 300 Greenwood Village, CO 80111 Attn: Denise Denslow
With a Copy to:	The Aurora Highlands Community Authority Board c/o McGeady Becher P.C. 450 E. 17th Avenue, Suite 400 Denver, CO 80203 Email: legalnotices@specialdistrictlaw.com

Each Party may change its address for the purposes of notice by giving written notice of such change to the other Parties, in any manner above specified.

IX. MISCELLANEOUS.

A. Choice of Law. This Agreement, and all claims or causes of action (whether in contract, tort or statute) that may be based upon, arise out of or relate to this Agreement, shall be governed by, and enforced in accordance with, the substantive and procedural laws of the State of

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

Colorado, including its statutes of limitations, without giving effect to any choice of law or conflict of laws rules or provisions (whether of the State of Colorado or any other jurisdiction) that would cause the application of the laws of any jurisdiction other than the State of Colorado.

B. Venue and Jurisdiction. Each Party irrevocably and unconditionally agrees that it will not commence any action, litigation, or proceeding of any kind whatsoever against any other Party in any way arising from or relating to this Agreement and all contemplated transactions, in any forum other than the Adams County District of Colorado, which forum shall have sole and exclusive jurisdiction over any matters related to this Agreement.

C. Entire Agreement. This Agreement constitutes the entire agreement between the Parties relating to the subject matter thereof and there are no prior or contemporaneous agreements, either oral or written, relating to the subject matter hereof except as expressly set forth herein.

D. No Waiver. No waiver of any of the provisions of this Agreement shall be deemed to constitute a waiver of any other of the provisions of this Agreement, nor shall such waiver constitute a continuing waiver unless otherwise expressly provided herein, nor shall the waiver of any default hereunder be deemed a waiver of any subsequent default hereunder.

E. Agreement Modification. The Agreement may not be amended, altered, or otherwise changed except by a written agreement signed by authorized representatives of the Parties.

F. Counterpart Execution. This Agreement may be executed in one or more counterparts, each of which when executed shall be deemed an original, all of which together shall constitute one and the same instrument. Executed copies hereof may be delivered by electronic delivery and, upon receipt, shall be deemed originals and binding upon the Parties.

G. Governmental Immunity. Nothing in this Agreement shall be construed to waive, limit, or otherwise modify, in whole or in part, any governmental immunity that may be available by law to the Authority, the TAH CAB, or the City or their respective officials, employees, contractors, or agents, or any other person acting on their behalf and, in particular, governmental immunity that may be afforded or available to the Authority, the TAH CAB, or the City pursuant to the Colorado Governmental Immunity Act, Sections 24-10-101, *et seq.*, C.R.S.

H. Nonassignability. The Authority and City may assign their respective rights or delegate their duties hereunder without the prior written consent of the TAH CAB. The TAH CAB may not assign its rights or delegate its duties hereunder without the prior written consent of the Authority and the City.

I. Payment of Tolls. The City and the TAH CAB understand and agree that both the City and the TAH CAB, along with their respective subcontractors, vendors, and employees, shall pay all E-470 tolls incurred by them during the term of this Agreement.

J. Runs with the Land. The rights and responsibilities set forth in this Agreement are intended to be covenants with respect to the real property so indicated and are to run with the land.

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

K. Binding Agreement. The benefits and burdens of this Agreement shall inure to and be binding upon the heirs, executors, administrators, successors, and assigns of each of the Parties.

L. Rules of Construction. For purposes of this Agreement, except as otherwise expressly provided or unless the context clearly requires otherwise (i) the terms defined herein include the plural as well as the singular and include any words based upon the root of such defined terms; (ii) words importing gender include all genders; (iii) the words "include," "includes," and "including" mean inclusion without limitation; (iv) the word "or" is not exclusive; (v) the words "herein," "hereof," and "hereunder," and other words of similar import, refer to this Agreement as a whole and not to any particular Section or other subdivision; and (vi) the headings in the Agreement are for convenience only and shall not affect the interpretation of this Agreement. Unless the context otherwise requires, reference herein to: (A) Sections and orders refer to the Sections of this Agreement and orders made pursuant to this Agreement, as applicable; (B) an agreement, instrument, or other document means such agreement, instrument, or other document as amended, supplemented, and modified from time to time to the extent permitted by the provisions thereof; and (C) a statute means such statute as amended from time to time and includes any successor legislation thereto and any regulation promulgated thereunder. This Agreement shall be construed without regard to any presumption or rule requiring construction or interpretation against the Party drafting an instrument or causing any instrument to be drafted.

M. Survival of Representations. Each and every covenant, promise, and payment contained in this Agreement shall survive each and be binding and obligatory upon each of the Parties and shall not merge into any deed, assignment, covenant, escrow agreement, easement, lease or any other document.

N. Nonseverability. Each Section of this Agreement is intertwined with the others and is not severable unless by mutual consent of the Parties.

O. Effect of Invalidity. If any portion of this Agreement is held invalid or unenforceable for any reason by a court of competent jurisdiction as to any Party or as to all Parties, the Parties will immediately negotiate valid alternative portion(s) that as near as possible give effect to any stricken portion(s).

P. Appropriation. Pursuant to Section 29-1-110, C.R.S., the financial obligations of the City, the TAH CAB, and the Authority contained herein which are payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted and otherwise made available.

Q. Time is of the Essence. The performance of the obligations under this Agreement shall be undertaken and completed in accordance with this Agreement and in such sequence as to assure its expeditious completion in light of the purposes of this Agreement. It is agreed that time is of the essence in the performance of this Agreement.

R. Recitals. The recitals to this Agreement are incorporated herein by this reference.

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

S. Counterpart Execution. This Agreement may be executed in counterparts, each of which shall be deemed an original, and all of which together shall constitute one and the same instrument.

T. Parties Interested Herein/No Third-Party Beneficiaries. Nothing expressed or implied in this Agreement is intended or shall be construed to confer upon, or to give to, any person other than the Parties any right, remedy, or claim under or by reason of this Agreement or any covenants, terms, conditions, or provisions thereof, and all the covenants, terms, conditions, and provisions in this Agreement by and on behalf of the Parties shall be for the sole and exclusive benefit of the Parties. It is expressly understood and agreed that enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the Parties. Nothing contained in this Agreement shall give or allow any such claim or right of action by any other third parties. It is the express intention of the Parties that any person other than the Parties receiving services or benefits under this Agreement shall be deemed to be an incidental beneficiary only.

U. Breach and Enforcement. It is specifically understood that, by executing this Agreement, each Party commits itself to perform pursuant to the terms and conditions contained herein and that the failure of any Party to fulfill any obligation set forth herein shall constitute a breach of this Agreement. The Parties agree that this Agreement may be enforced in law or in equity for specific performance, injunctive, or other appropriate relief, as may be available according to the laws and statutes of the State of Colorado.

V. Electronic Signatures. The Parties consent to the use of electronic signatures pursuant to the Uniform Electronic Transactions Act, Sections 24-71.3-101, *et seq.*, C.R.S., as may be amended from time to time. The Agreement, and any other documents requiring a signature hereunder, may be signed electronically by the parties in a manner acceptable to the Parties. The Parties agree not to deny the legal effect or enforceability of the Agreement solely because it is in electronic form or because an electronic record was used in its formation. The Parties agree not to object to the admissibility of the Agreement in the form of an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the ground that it is an electronic record or electronic signature or that it is not in its original form or is not an original.

[*The remainder of this page intentionally left blank. Signatures on following pages.*]

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

IN WITNESS WHEREOF, this Agreement has been executed as of the day and year first written above.

E-470 PUBLIC HIGHWAY AUTHORITY

DocuSigned by:
N. G. Thomson
1E443F9883F44A6...

By: Neil Thomson
Its: Interim Executive Director

DEPARTMENT APPROVAL:

DocuSigned by:
N. G. Thomson
1E443F9883F44A6...

Director of Engineering and Roadway Maintenance

FINANCE APPROVAL:

DocuSigned by:
Joe Donahue
...

Director of Finance

APPROVED AS TO FORM:
ICENOGLE SEAVER POGUE
A Professional Corporation

Shannon Smith Johnson
2024.05.13 14:44:46 -06'00'

General Counsel

DATE APPROVED BY THE BOARD OF DIRECTORS: May 9, 2024

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

THE CITY OF AURORA, COLORADO

Mike Coffman, Mayor

ATTEST:

Kadee Rodriguez, City Clerk

APPROVED AS TO LEGAL FORM:

Michelle Gardner

Michelle Gardner, Sr. Assistant City Attorney

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

THE AURORA HIGHLANDS COMMUNITY AUTHORITY BOARD

Matthew Hopper, President

ATTEST & APPROVED AS TO LEGAL FORM:

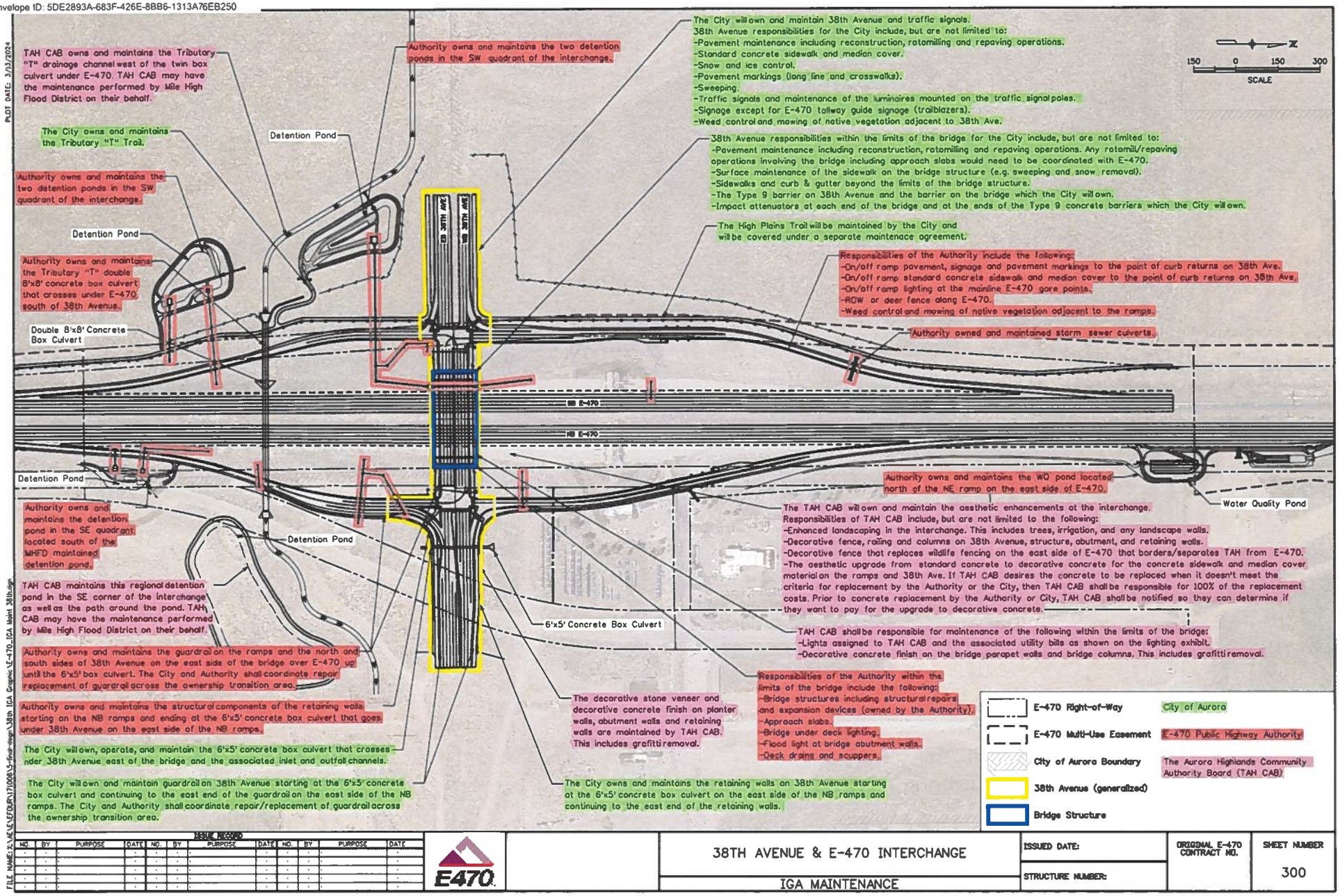
Jon Hoistad, Attorney
McGeady Becher P.C.
General Counsel

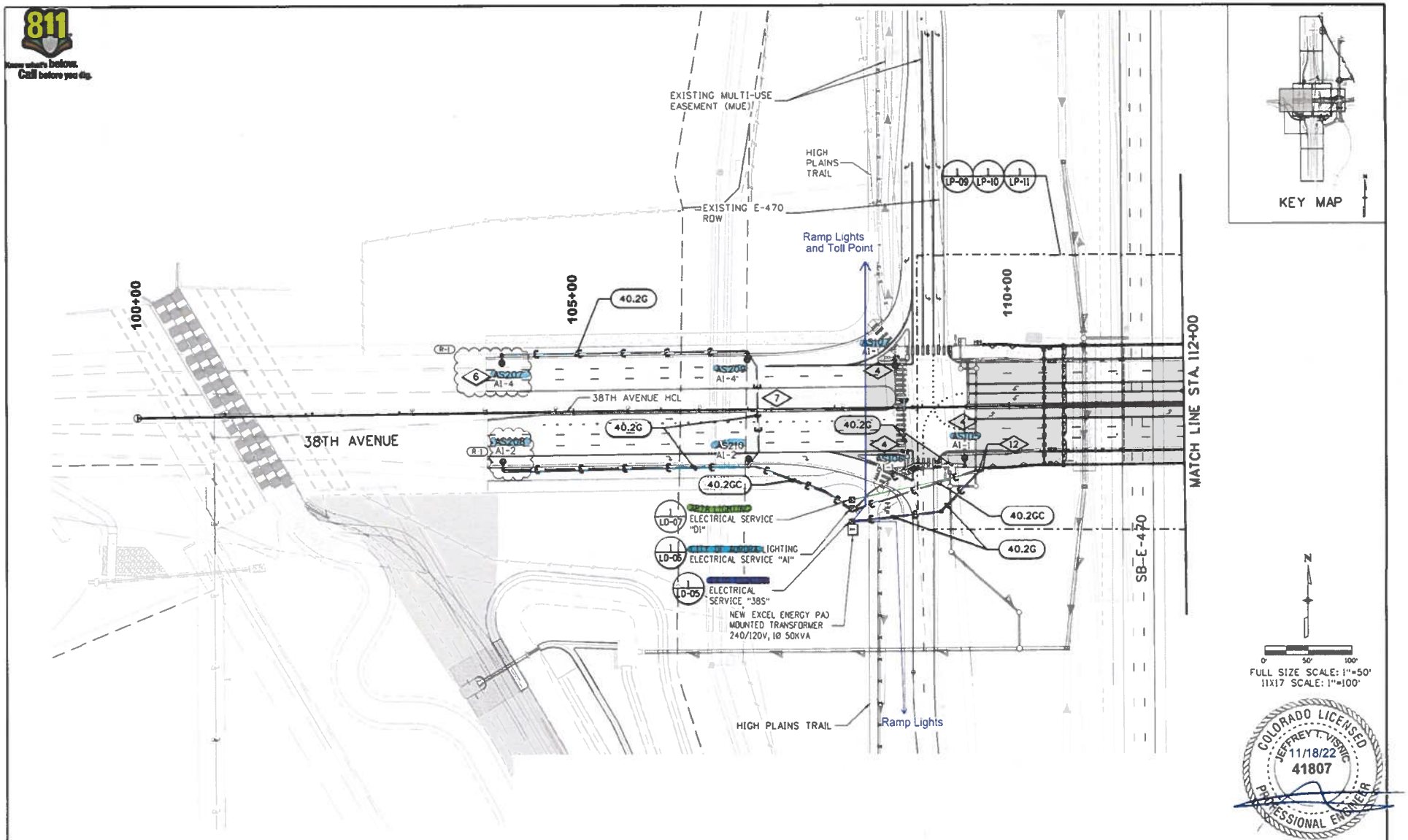
DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

EXHIBIT A

Maintenance Areas

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250





BCER ENGINEERS | TECHNOLOGY | LIFE SAFETY

ISSUE RECORD

NO.	BY	PURPOSE	DATE	NO.	BY	PURPOSE	DATE
R-1	CJA	35 FOOT LIGHTPOLES	11/18/22				

ARTA AACMD

LIGHTING PLANS
38TH AVENUE
E-470 & 38TH AVENUE INTERCHANGE: PACKAGE A-3

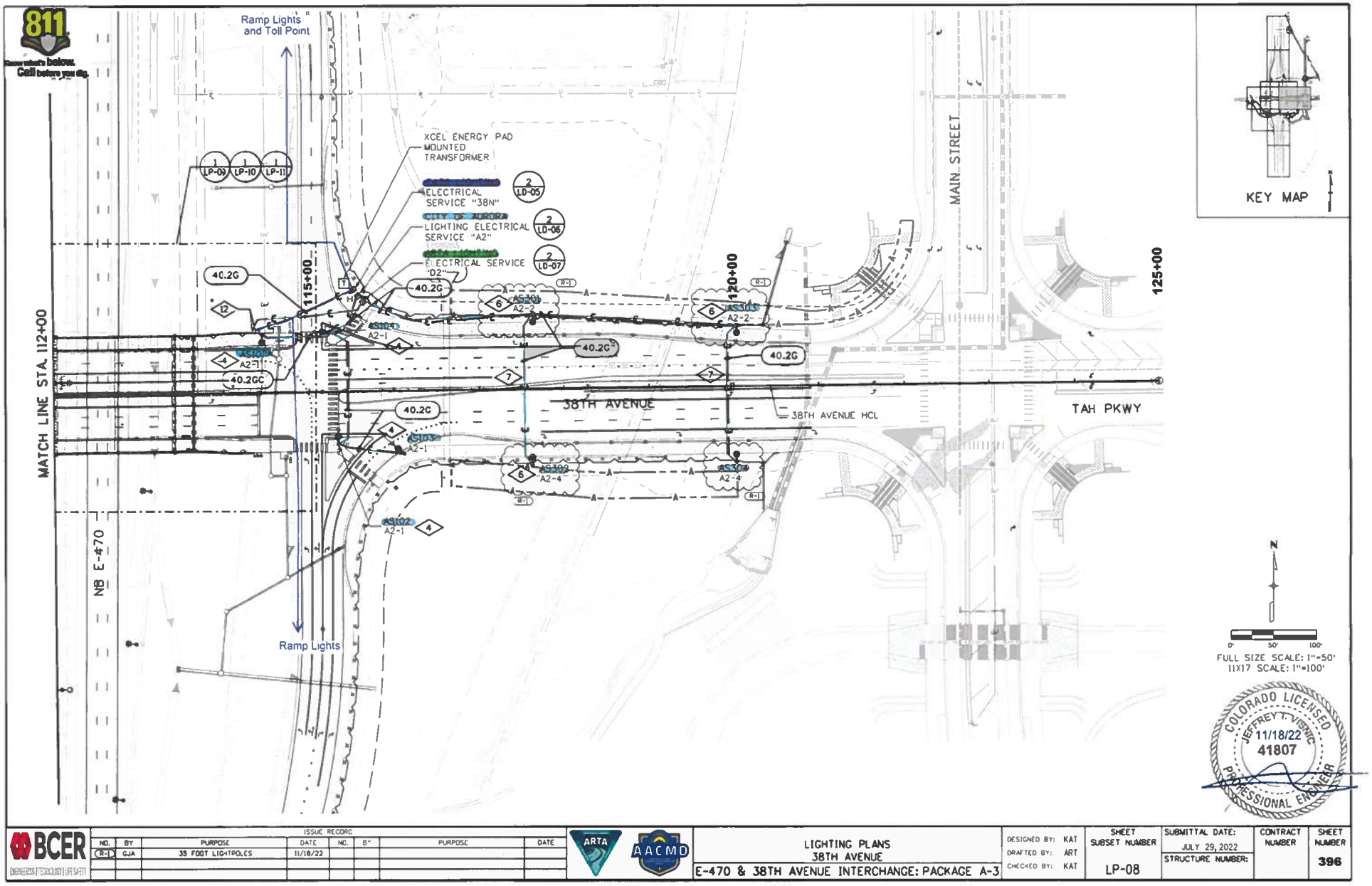
DESIGNED BY: KAT
DRAFTED BY: ART
CHECKED BY: KAT

SHEET SUBSET NUMBER: LP-07

SUBMITTAL DATE: JULY 29, 2022
STRUCTURE NUMBER:

CONTRACT NUMBER:

SHEET NUMBER: 395



BCER

ISSUE RECORD

NO.	BY	PURPOSE	DATE	NO.	BY	PURPOSE	DATE
R-1	GJA	35 FOOT LIGHTPOLES	11/18/22				

ARTA AACMD

LIGHTING PLANS
38TH AVENUE
E-470 & 38TH AVENUE INTERCHANGE: PACKAGE A-3

DESIGNED BY: KAT
DRAFTED BY: ART
CHECKED BY: KAT

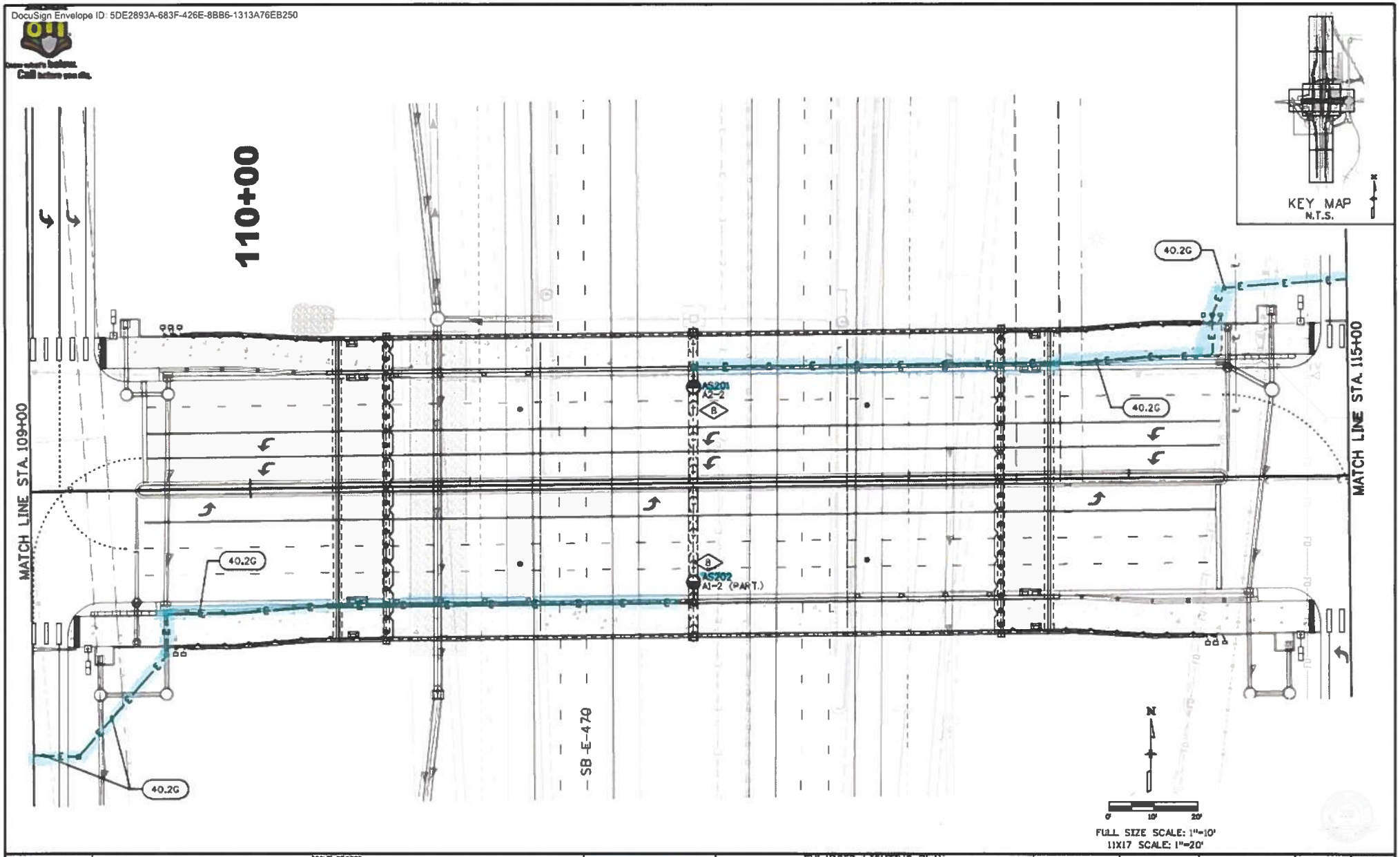
SHEET SUBSET NUMBER: LP-08

SUBMITTAL DATE: JULY 29, 2022
STRUCTURE NUMBER:

CONTRACT NUMBER:

SHEET NUMBER: 396

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250



ISSUE RECORD							
NO.	BY	PURPOSE	DATE	NO.	BY	PURPOSE	DATE

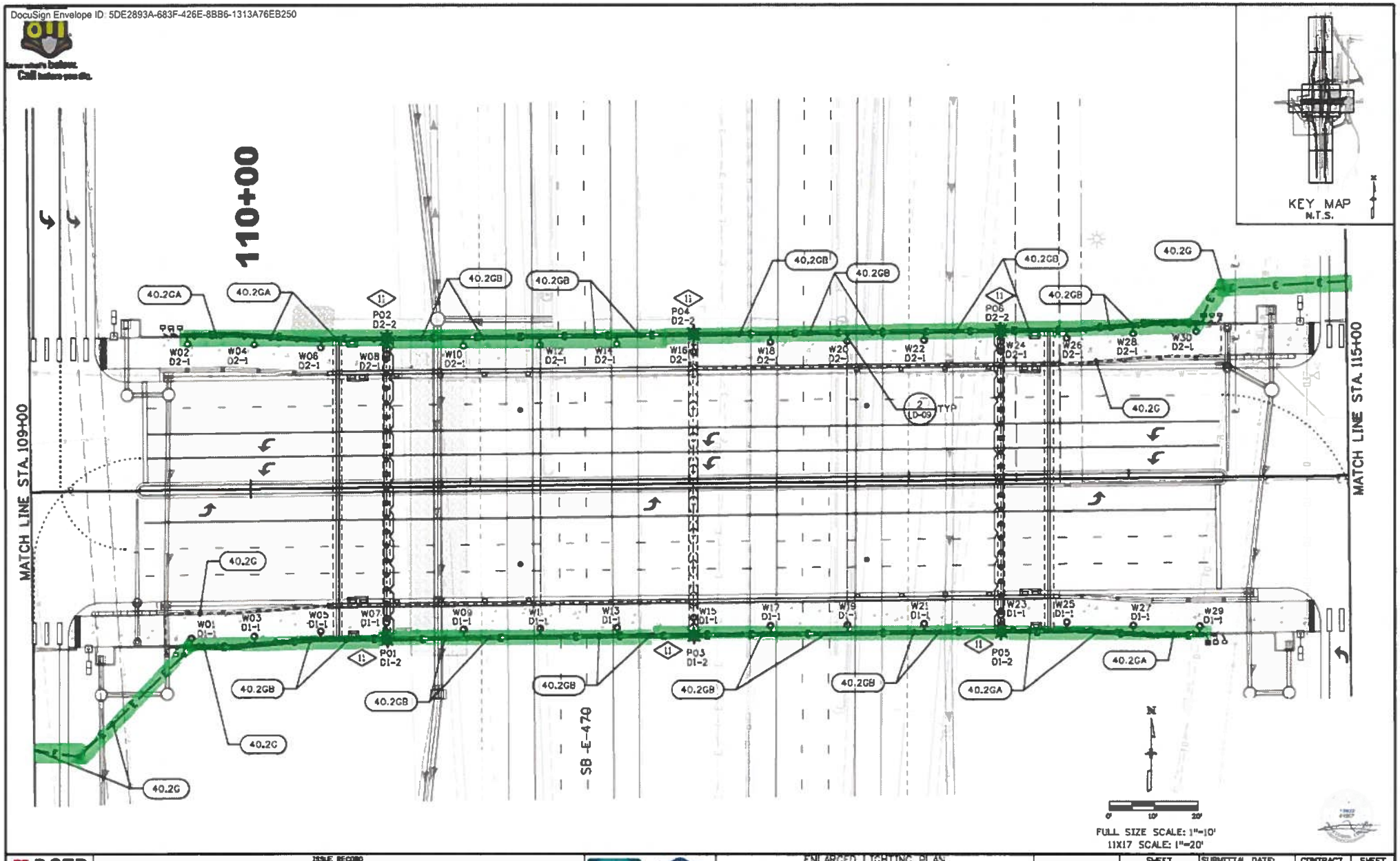
BCER

ENLARGED LIGHTING PLAN
38TH AVE OVERPASS
CITY OF AURORA
E-470 & 38TH AVENUE INTERCHANGE: PACKAGE A-3

DESIGNED BY:	KAT
DRAFTED BY:	ART
CHECKED BY:	KAT

SHEET SUBSET NUMBER	LP-09
SUBMITTAL DATE:	JULY 29, 2022
STRUCTURE NUMBER:	
CONTRACT NUMBER	
SHEET NUMBER	397

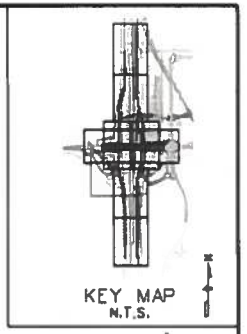
DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250



BCER	ISSUE RECORD								ENLARGED LIGHTING PLAN 38TH AVE OVERPASS	DESIGNED BY: KAT	SHEET SUBSET NUMBER	SUBMITTAL DATE: JULY 29, 2022	CONTRACT NUMBER	SHEET NUMBER
	NO.	BY	PURPOSE	DATE	NO.	BY	PURPOSE	DATE	E-470 & 38TH AVENUE INTERCHANGE: PACKAGE A-3	DRAFTED BY: ART CHECKED BY: KAT	LP-10	STRUCTURE NUMBER:		398

DocuSign Envelope ID: 5DE2893A-683F-426E-8BB6-1313A76EB250

LIGHTING AND ELECTRICAL SHOWN NOT FOR CITY OF AURORA REVIEW



BCER

ISSUE RECORD							
NO.	BY	PURPOSE	DATE	NO.	BY	PURPOSE	DATE

ENLARGED LIGHTING PLAN
38TH AVE OVERPASS

E-470 & 38TH AVENUE INTERCHANGE: PACKAGE A-3

DESIGNED BY:	KAT
DRAFTED BY:	ART
CHECKED BY:	KAT

SHEET SUBSET NUMBER	SUBMITTAL DATE:	CONTRACT NUMBER	SHEET NUMBER
LP-11	JULY 29, 2022		399

STRUCTURE NUMBER:

RESOLUTION NO. R2024- 58

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO FOR THE INTERGOVERNMENTAL AGREEMENT BETWEEN CITY OF AURORA, E-470 PUBLIC HIGHWAY AUTHORITY, AND THE AURORA HIGHLANDS COMMUNITY AUTHORITY BOARD (TAH CAB) REGARDING THE MAINTENANCE OF 38TH OVERLAPPING FACILITIES

WHEREAS, the City of Aurora, Colorado ("City"), E-470 Public Highway Authority ("E-470"), and The Aurora Highlands Community Authority Board ("TAH CAB"), collectively "the Parties", as government agencies, are authorized by the provisions of Colo. Const., art. XIV, § 18(2)(a) and C.R.S. §§ 29-1-201, et seq., to contract with one another to provide any function, service or facility lawfully authorized to each; and

WHEREAS, the City, in collaboration with E-470 and TAH CAB, acknowledge that the 38th Bridge and overlapping facilities at E-470 requires an intergovernmental agreement ("IGA") to define the allocation of their respective maintenance responsibilities; and

WHEREAS, the City, E-470, and TAH CAB, agree that it is in their mutual interest to identify their respective rights and obligations in and to the areas that cross or intersect E-470, the TAH CAB's public improvements, and the City rights-of-way, as reflected in Exhibit A to the IGA, in order to avoid conflict and duplication of services, as well as define the terms for maintaining the Common Areas; and

WHEREAS, Section 10-12 of the City Charter authorizes the City Council, by resolution, to enter into contracts or agreements with other governmental units or special districts for the joint use of buildings, equipment, or facilities, and for the furnishing or receiving of services.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, THAT:

Section 1. The Intergovernmental Agreement Between the City of Aurora, E-470 Public Highway Authority, and The Aurora Highlands Community Authority Board (TAH CAB) Regarding the Maintenance of 38th Avenue Overlapping Facilities is hereby approved.

Section 2. The Mayor and City Clerk are hereby authorized to execute the attached agreement in substantially the form presented at this meeting with such technical additions, deletions, and variations as may be deemed necessary or appropriate by the City Attorney.

Section 3. All resolutions or parts of resolutions of the City in conflict herewith are hereby rescinded.

Section 4. This resolution shall take effect immediately and without reconsideration.

RESOLVED AND PASSED this 20th day of May, 2024.

MIKE COFFMAN, Mayor

ATTEST:

~~KADEE RODRIGUEZ~~, City Clerk Deputy

APPROVED AS TO FORM:

RLA

Michelle Gardner

MICHELLE GARDNER, Sr. Assistant City Attorney

CITY OF AURORA
Council Agenda Commentary

Item Title: First Amendment to Aurora Fire Rescue and South Metro Fire Rescue Mutual Aid Agreement (Resolution)
Item Initiator: Inass Bounouar, Manager of Adminstrative Support , Fire
Staff Source/Legal Source: Hunter Hackbarth, Assistant Fire Chief, Fire / Angela Garcia, Senior Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Safe: Promoting safety in our built environment through effective administration of city codes and ordinances and responding to emergencies appropriately to preserve and enhance the community's sense of security and well-being.

COUNCIL MEETING DATES:

Study Session: 10/26/2026

Regular Meeting: 11/9/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Hunter Hackbarth, Assistant Fire Chief, Fire / Angela Garcia, Senior Assistant City Attorney
Estimated time: 5 mins

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☒ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Public Safety, Courts & Civil Service

Policy Committee Date: 10/8/2026

Action Taken/Follow-up: ***(Check all that apply)***

☒ Recommends Approval

☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation

☒ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

N/A

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

First Amendment to Aurora Fire Rescue and South Metro Fire Rescue Mutual Aid Agreement

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

QUESTIONS FOR COUNCIL

Does Council approve moving the item forward to a regular City Council meeting?

LEGAL COMMENTS

Governments may cooperate or contract with one another to provide any function, service, or facility lawfully authorized to each of the cooperating or contracting units only if such cooperation or contracts are authorized by each party thereto with the approval of its legislative body or other authority having the power to so approve. (Colo. Rev. Stat., Sec. 29-1-203(1)). The Mayor must sign all intergovernmental agreements to which the city is a party. (City Code, Sec. 2-31(b)(2)). (Garcia)

FIRST AMENDMENT TO AUTOMATIC AND MUTUAL AID AGREEMENT

This First Amendment to Automatic and Mutual Aid Agreement (this "Amendment") is entered into by and between the SOUTH METRO FIRE RESCUE FIRE PROTECTION DISTRICT f/k/a SOUTH METRO/CUNNINGHAM FIRE RESCUE AUTHORITY ("South Metro") and the CITY OF AURORA ("City"), and are collectively referred to herein as the "Parties" or singularly referred to as "Party."

RECITALS

A. The South Metro/Cunningham Fire Rescue Authority ("Fire Authority") and the City entered into that certain Automatic and Mutual Aid Agreement dated as of May 9, 2019 (the "Agreement"); and

B. The Fire Authority assigned its rights and obligations under the Agreement to South Metro pursuant to Section 18 of the Agreement; and

C. The Parties desire to amend the Agreement, as further described herein.

AGREEMENT

1. Definitions. Section1(h) of the Agreement is amended to delete the stricken text and add the underlined text, as follows:

(h) "~~Necessary Resources~~Incident Support" are resources determined by the assisting agency to mitigate and enhance safety of the incident (e.g., Incident Safety Officers, Specialty Support Officers, and Chief Officers).

2. Response Levels. Section 2(a) and 2(b) of the Agreement are amended to delete the stricken text and add the underlined text, as follows:

2. Response Levels.

(a) Automatic Aid Incident - ~~Fire Related~~ Emergency Incident Responses (Non-Medical)

(i) It is understood and agreed that SMFRA will respond into AFR's service area as part of initial response through automatic dispatching by ~~Aurora Public Safety Communication Center ("APSCC")~~ Aurora911 into the area defined in **Exhibit A**. SMFRA will respond all other ~~Necessary Resources~~ Incident Support as required by the nature of the ~~fire related call~~ Emergency Incident (non-medical). In the event that appropriate SMFRA units are previously committed to other incidents, or are otherwise unavailable, SMFRA will immediately n~~otify APSCC's dispatch~~ center Aurora911 of the inability to respond so that AFR may call in alternate units.

(ii) It is understood and agreed that AFR will respond into SMFRA's service area as part of initial response through automatic dispatching by ~~the Metropolitan Area Communications Center ("MetCom")~~ South Metro's Emergency Communications Center ("South Metro Dispatch") into the area defined in **Exhibit B.** AFR will respond all other ~~Necessary Resources~~ Incident Support as required by the nature of the ~~fire related call~~ Emergency Incident (non-medical). In the event that appropriate AFR units are previously committed to other incidents, or are otherwise unavailable, AFR will immediately notify ~~MetCom dispatch center~~ South Metro Dispatch of the inability to respond so that SMFRA may call in alternate units.

(iii) It is understood and agreed that, both AFR and SMFRA will respond into the dual jurisdictional areas defined in **Exhibit AA**. Either AFR or SMFRA will respond all other ~~Necessary Resources~~ Incident Support as required by the nature of the ~~fire related call~~ Emergency Incident (non-medical). In the event that appropriate AFR units are previously committed to other incidents, or are otherwise unavailable, AFR will immediately notify ~~MetCom dispatch center~~ South Metro Dispatch of the inability to respond so that SMFRA may call in alternate units. In the event that appropriate SMFRA units are previously committed to other incidents, or are otherwise unavailable, SMFRA will immediately notify ~~APSCC' s dispatch center~~ Aurora911 of the inability to respond so that ~~Aurora~~ AFR may call in alternative units.

(iv) It is understood and agreed that the intent of this Agreement is to dispatch the closest capable unit from either Party to the site of the Emergency Incident.

(v) **Exhibits A, B and AA** may be amended from time to time by written agreement of the Fire Chiefs of the Parties.

(vi) This Agreement will not require the automatic move-up of ~~fire related~~ resources for either Party.

(b) Automatic Aid Incident - ~~Medical Related~~ Emergency Incident Responses (Medical)

(i) It is understood and agreed that, an SMFRA Advanced Life Support/Transport unit will respond into AFR's service area as part of initial response through automatic dispatching by ~~APSCC~~ Aurora911 into the area defined in **Exhibit A**. SMFRA will respond all other ~~Necessary Resources~~ Incident Support as required by the nature of the ~~medical related call~~ Emergency Incident (Medical). In the event that appropriate SMFRA units are previously committed to other incidents, or are otherwise unavailable, SMFRA will immediately notify ~~APSCC's dispatch center~~ Aurora911 of the inability to respond so that AFR may call in alternate units.

(ii) It is understood and agreed that, an AFR ~~emergency medical services~~ Advanced Life Support unit will respond into SMFRA's service area as part of initial response through automatic dispatching by ~~MetCom~~ South Metro Dispatch into the area defined in **Exhibit B.** AFR will respond all other ~~Necessary Resources~~ Incident Support as required by the nature of the ~~medical related call~~ Emergency Incident (Medical). In the event that appropriate AFR units are previously committed to other incidents, or are otherwise unavailable, AFR will immediately notify ~~MetCom dispatch center~~ South Metro Dispatch of the inability to respond so that SMFRA may call in alternate units.

(iii) It is understood and agreed that, both AFR and SMFRA will respond into the dual jurisdictional areas defined in **Exhibit AA**. Either AFR or SMFRA will respond all other ~~Necessary Resources~~ Incident Support as required by the nature of the ~~medical related call~~ Emergency Incident (Medical). In the event that appropriate AFR units are previously committed to other incidents, or are otherwise unavailable, AFR will immediately notify ~~MetCom dispatch center~~ South Metro Dispatch of the inability to respond so that SMFRA may call in alternate units. In the event that appropriate SMFRA units are previously committed to other incidents, or are otherwise unavailable, SMFRA will immediately notify ~~APSCC's dispatch center~~ Aurora911 of the inability to respond so that ~~Aurora~~ AFR may call in alternative units.

(iv) It is understood and agreed that the intent of this Agreement is to dispatch the closest capable unit from either Party to the site of the Emergency Incident.

(v) **Exhibits A, B and AA** may be amended from time to time by written agreement of the Fire Chiefs of the Parties.

(vi) This Agreement will not require the automatic move-up of ~~medical related~~ resources for either Party.

3. E-470 Toll Road. Section 2(c) is added as a new section of the Agreement with remaining sections renumbered, as follows:

> **(c)** E-470 Toll Road. In accordance with each Party's intergovernmental agreement with the E-470 Public Highway Authority and the recognition that those agreements result in an overlap in response obligations between the Parties, it is agreed that the Parties will respond into the areas defined in **Exhibit C**, described as follows:
>
> (i) For the northbound lanes of E-470 between Parker Road and Gartrell Road, South Metro will automatically provide all Emergency Incident response, as outlined in the Intergovernmental Agreement between South Metro Fire Rescue

Fire Protection District and the E-470 Public Highway Authority for Fire and Emergency Response Services to Designated Portions of the E-470 Toll Road. In the event that appropriate South Metro units are previously committed to other incidents, or are otherwise unavailable, South Metro will immediately notify Aurora911 of the inability to respond so that AFR will automatically be notified to respond with the needed units.

(ii) For the southbound lanes of E-470 between Gartrell Road and Parker Road, AFR will automatically provide all Emergency Incident response, as outlined in the Intergovernmental Agreement between the City of Aurora and the E-470 Public Highway Authority for Fire and Emergency Response Services to Designated Portions of the E-470 Toll Road. In the event that appropriate AFR units are previously committed to other incidents, or are otherwise unavailable, AFR will immediately notify South Metro Dispatch of the inability to respond so that South Metro will automatically be notified to respond with the needed units.

(iii) For the northbound and southbound lanes of E-470 between Gartrell Road and MM15, AFR will automatically provide all Emergency Incident response, as outlined in the Intergovernmental Agreement between the City of Aurora and the E-470 Public Highway Authority for Fire and Emergency Response Services to Designated Portions of the E-470 Toll Road. In the event that appropriate AFR units are previously committed to other incidents, or are otherwise unavailable, AFR will immediately notify South Metro Dispatch of the inability to respond so that South Metro will automatically be notified to respond with the needed units.

4. Dispatching. Section 3 of the Agreement is amended to delete the stricken text and add the underlined text, as follows:

3. Dispatching. The Parties shall notify their respective dispatching entities (~~APSCC and MetCom~~Aurora911 and South Metro Dispatch) of this Agreement and the need to dispatch equipment and personnel in accordance with the provisions of this Agreement.

(a) Automatic Aid. Dispatching of the Assisting Parties rendering Automatic Aid shall be automatic and consistent with **Exhibits A, B,** ~~and~~ **AA,** and **C** without additional, specific Emergency Incident authorization or request of the Requesting Party. The Requesting Party shall clarify the level of Automatic Aid actually needed as early in the Emergency Incident as possible.

5. Amendments. Section 20 of the Agreement is amended to delete the stricken text and add the underlined text, as follows:

20. Amendments. Except for amendments to Exhibits **A**, **B,** ~~and~~ **AA**, and **C** which may be amended by mutual agreement of the Parties' Fire Chiefs, this Agreement may be amended only by written document signed by the Parties.

6. Exhibit A. Exhibit A of the Agreement is deleted in its entirety and replaced with Exhibit A of this Amendment.

7. Exhibit B. Exhibit B of the Agreement is deleted in its entirety and replaced with Exhibit B of this Amendment.

8. Exhibit AA. Exhibit AA of the Agreement is deleted in its entirety and replaced with Exhibit AA of this Amendment.

9. Exhibit C. Exhibit C is added as a new Exhibit of the Agreement.

10. Capitalized Terms. Capitalized terms used but not otherwise defined herein shall have the meanings set forth in the Agreement.

11. No Other Modifications. Except as expressly set forth herein, no other terms or provisions of the Services Agreement are modified or amended hereby.

12. Counterpart Execution. This Amendment may be executed in counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same instrument.

[Signature Page Follows]

IN WITNESS WHEREOF the Parties have caused this Amendment to be executed effective as of the most recent date stated below.

SOUTH METRO FIRE RESCUE FIRE PROTECTION DISTRICT

By: _____

Date: 9-11-26

CITY OF AURORA, COLORADO

By: _____

Date: _____

APPROVED AS TO FORM:

_____
Senior Assistant City Attorney

EXHIBIT A

AUTOMATIC AID EMERGENCY INCIDENTS

WITHIN THE CITY OF AURORA

[Attached]



South Metro Auto Aid within Aurora

South Metro Fire
Aurora Fire
Auto Aid Area

Updated: 9/25/2025

EXHIBIT B

AUTOMATIC AID EMERGENCY INCIDENTS

WITHIN SOUTH METRO

[Attached]

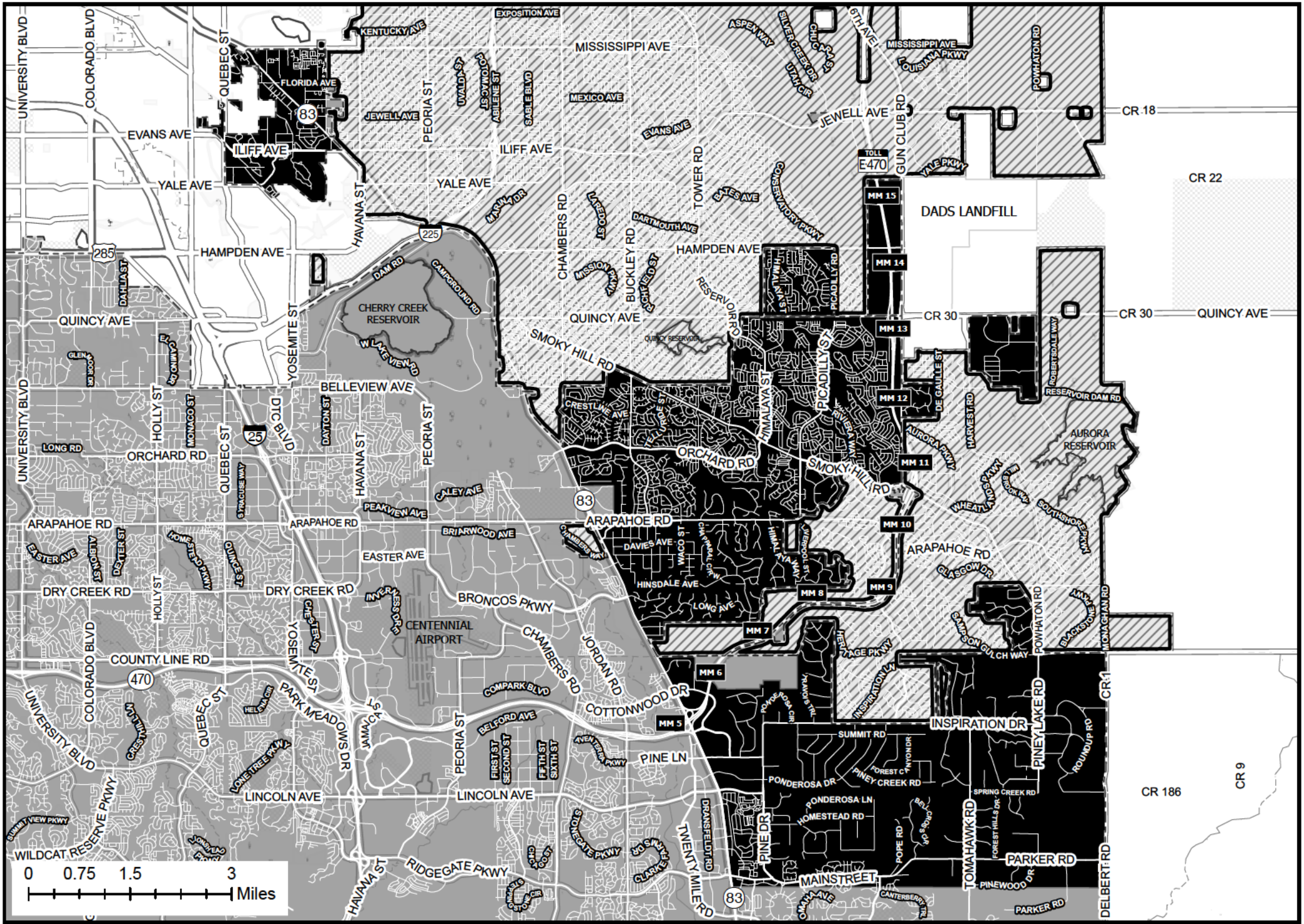
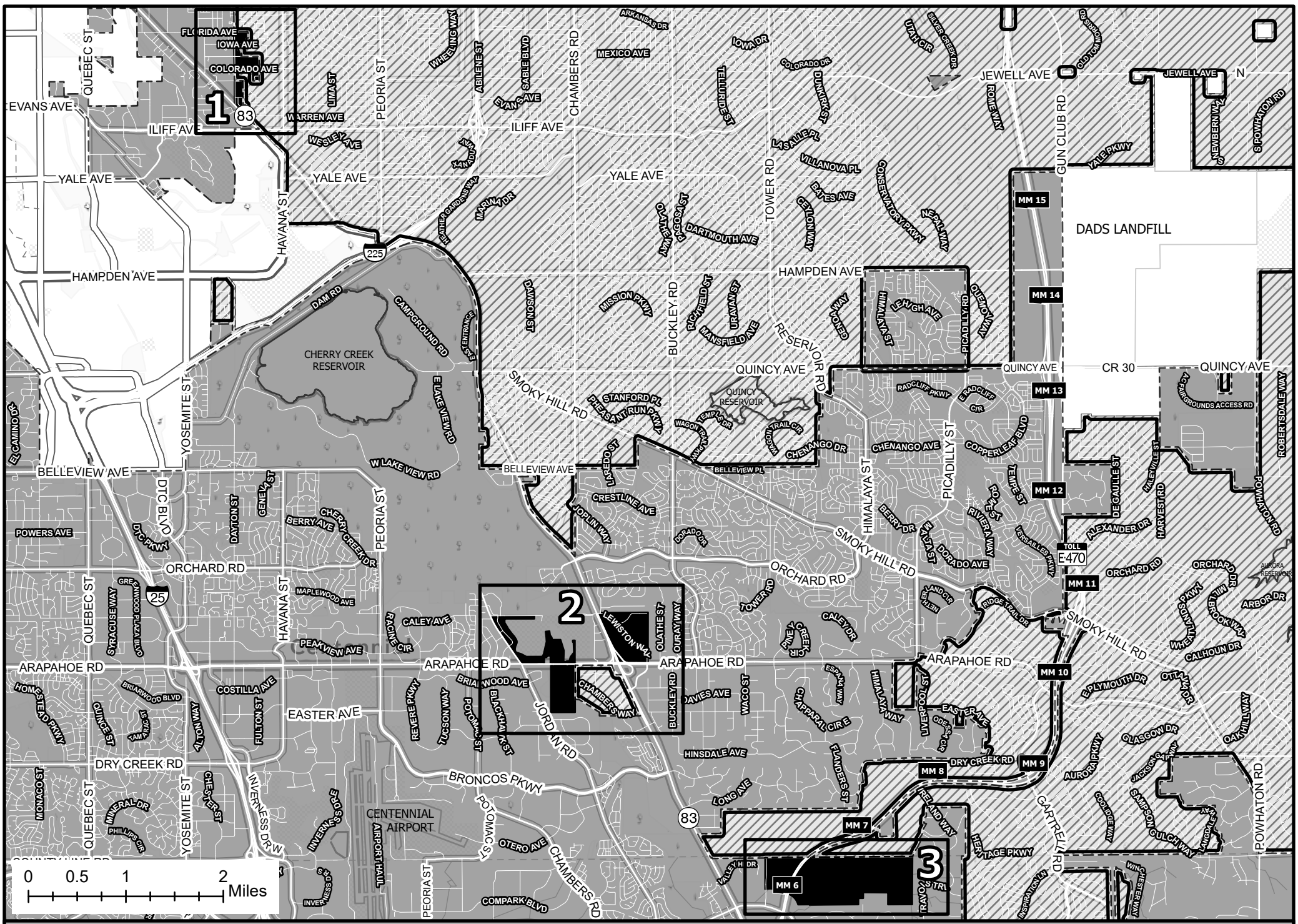

Aurora Auto Aid within South Metro Fire
South Metro Fire
Auto Aid Area
Aurora Fire
0 0.75 1.5 3 Miles
MISSISSIPPI AVE
JEWELL AVE
ILIFF AVE
YALE AVE
HAMPDEN AVE
QUINCY AVE
SMOKY HILL RD
ARAPAHOE RD
ORCHARD RD
BELLEVIEW AVE
DRY CREEK RD
COUNTY LINE RD
LINCOLN AVE
PINE LN
COTTONWOOD DR
INSPIRATION DR
PARKER RD
MAINSTREET
RIDGEGATE PKWY
WILDCAT RESERVE PKWY
CENTENNIAL AIRPORT
DADS LANDFILL
CHERRY CREEK RESERVOIR
AURORA RESERVOIR
CR 18
CR 22
CR 30
CR 186
CR 9
CR 1
E470
MM 15
MM 14
MM 13
MM 12
MM 11
MM 10
MM 9
MM 8
MM 7
MM 6
MM 5

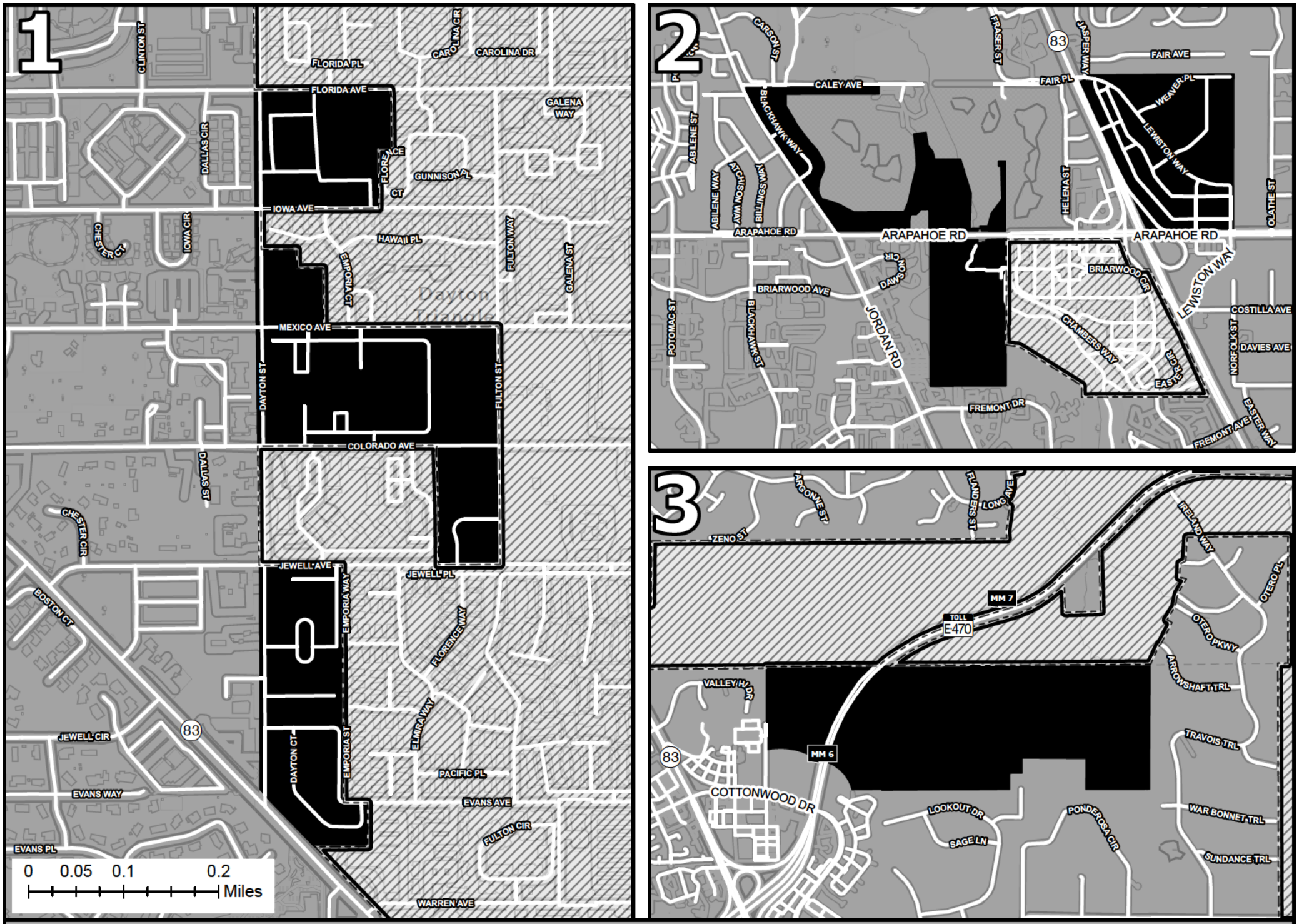
EXHIBIT AA

DUAL JURISDICTION EMERGENCY INCIDENTS

[Attached]



South Metro and Aurora Dual Jurisdiction



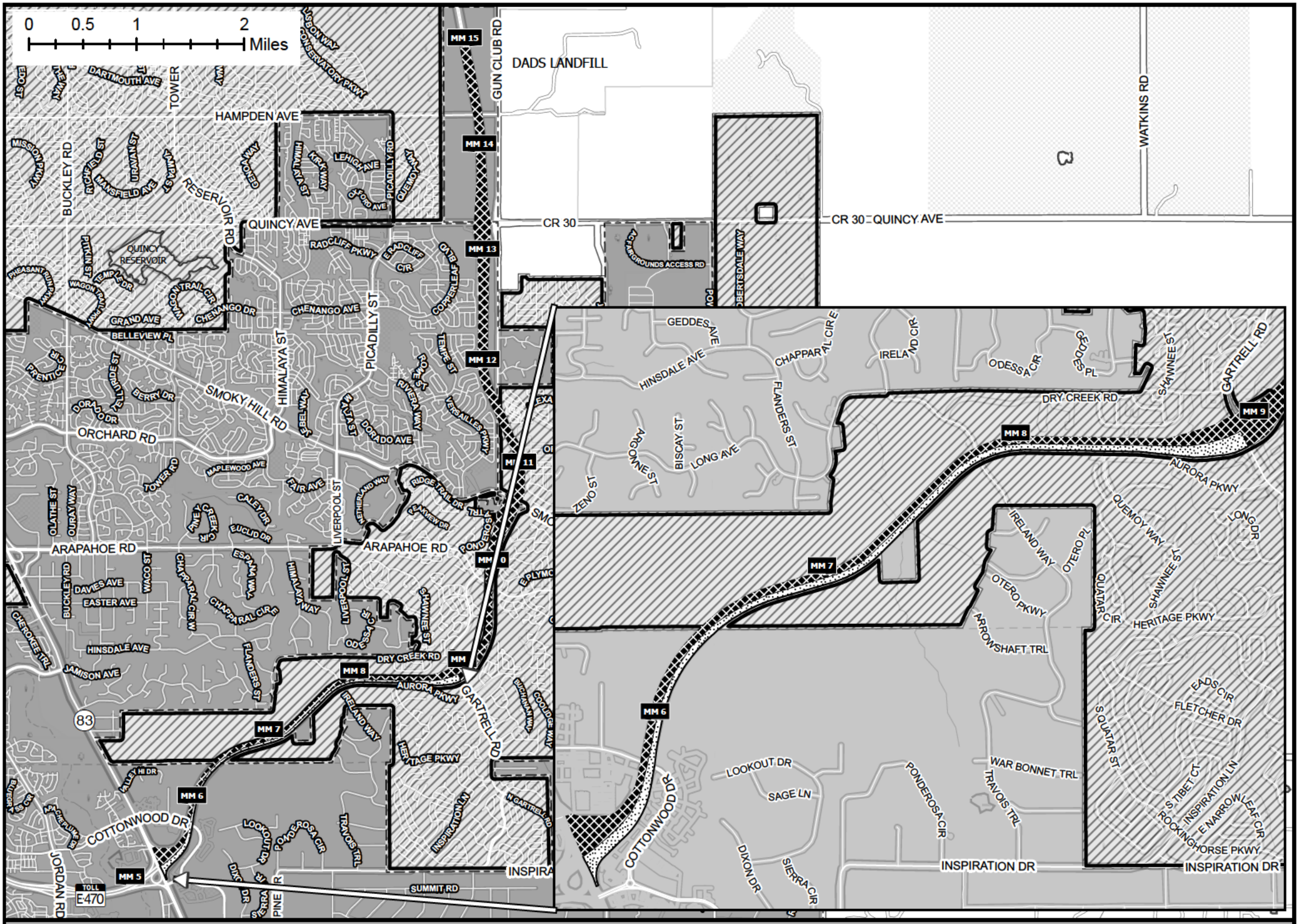
South Metro and Aurora Dual Jurisdiction

South Metro Fire
Dual Jurisdiction
Aurora Fire

EXHIBIT C

E-470 TOLL ROAD EMERGENCY INCIDENTS

[Attached]



E-470 Toll Road

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, APPROVING THE FIRST AMENDMENT TO THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF AURORA AND SOUTH METRO FIRE RESCUE FIRE PROTECTION DISTRICT F/K/A SOUTH METRO/CUNNINGHAM FIRE RESCUE AUTHORITY REGARDING AUTOMATIC AND MUTUAL AID.

WHEREAS, the South Metro/Cunningham Fire Rescue Authority and the City entered into that certain Automatic and Mutual Aid Agreement dated as of May 9, 2019 ("Agreement"); and

WHEREAS, the South Metro/Cunningham Fire Rescue Authority assigned its rights and obligations under the Agreement to the South Metro Fire Rescue Fire Protection District pursuant to Section 18 of the Agreement; and

WHEREAS, the Parties desire to amend the Agreement as described in the First Amendment.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, THAT:

Section 1. The First Amendment to the Intergovernmental Agreement between the City of Aurora and South Metro Fire Rescue Fire Protection District f/k/a South Metro/Cunningham Fire Rescue Authority regarding Automatic and Mutual Aid is hereby approved.

Section 2. The Mayor and City Clerk are hereby authorized to execute the attached agreement in substantially the form presented at this meeting with such technical additions, deletions, and variations as may be deemed necessary or appropriate by the City Attorney.

Section 3. All resolutions or parts of resolutions of the City in conflict herewith are hereby rescinded.

RESOLVED AND PASSED this _____ day of _____ 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: _____
ANGELA GARCIA, Senior Assistant City Attorney

CITY OF AURORA
Council Agenda Commentary

Item Title: Establish a Subcommittee of the Public Safety Committee for General Penalty and Code Reform (Resolution)
Item Initiator: Alison Coombs, Mayor Pro Tem
Staff Source/Legal Source: Jason Batchelor, City Manager / Megan Platt, Deputy City Attorney
Outside Speaker: N/A
Strategic Outcome: Safe: Promoting safety in our built environment through effective administration of city codes and ordinances and responding to emergencies appropriately to preserve and enhance the community's sense of security and well-being.

COUNCIL MEETING DATES:

Study Session: 10/12/2026

Regular Meeting: 10/26/2026

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☐ Yes ☒ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Sponsor: Alison Coombs, Mayor Pro Tem
Jason Batchelor, City Manager / Megan Platt, Deputy City Attorney
Estimated time: 10 mins

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☒ Approve Item and Move Forward to Study Session

☐ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☐ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: Public Safety, Courts & Civil Service

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval ☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation ☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

N/A

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

Resolution to establish a subcommittee of the Public Safety Committee to work on recommendations for updates to the General Penalty Section and Code Reform

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT
Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

BUDGETED EXPENDITURE IMPACT
Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

NON-BUDGETED EXPENDITURE IMPACT
Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

WORKLOAD IMPACT
Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

QUESTIONS FOR COUNCIL

Does Council support the resolution?

LEGAL COMMENTS

City Charter Section 3-9 authorizes the City Council to enact ordinances necessary to protect life, health and property and to preserve and enforce good government, general welfare, order and security of the city and the inhabitants thereof. (Platt)

RESOLUTION NO. R2026- ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, DIRECTING THE CHAIR OF THE PUBLIC SAFETY COMMITTEE ALONG WITH THE CITY MANAGER TO ESTABLISH A SUBCOMMITTEE TO COLLECT DATA AND INFORMATION FROM STAKEHOLDERS AND TO PROVIDE RECOMMENDATIONS ON UPDATES TO THE SECTION 1-13 GENERAL PENALTY PROVISIONS AND CHAPTER 94 OF THE AURORA CITY CODE

WHEREAS, on December 22, 2025, the Colorado Supreme Court issued its combined decision in *In re People v. Camp* and *In re People v. Simons*; and

WHEREAS, in the decision, the Colorado Supreme Court considered whether home-rule municipalities such as the City of Aurora may sentence persons in excess of the statutory sentencing caps in sections 18-1.3-501(1)(a.5) and 18-1.3-503(1.5) of the Colorado Revised Statutes, when the person violates a municipal ordinance that corresponds to a state offense prohibiting identical conduct; and

WHEREAS, the Colorado Supreme Court held that when a municipal ordinance and a state statute prohibit identical conduct, the municipal penalties for such conduct may not exceed the corresponding state penalties for that conduct; and

WHEREAS, the following Aurora City Code Offenses in that have not been recently repealed by other ordinance are now subject to the state penalty caps in Title 18 of the C.R.S.; and

94-5	Attempted Violations
94-6	Accessory to Ordinance Violations
94-36	Assault
94-37	Battery
94-38	Reckless Endangerment
94-39	False Imprisonment
94-41	Menacing
94-42 (1)	Harassment- Harmful Contact
94-42(2)	Harassment-obscene language
94-42 (3)	Harassment-following in public
94-42 (4)	Harassment-initiates comm.
94-42 (5)	Harassment-telephone
94-42 (6)	Harassment-repeated comm
94-42 (7)	Harassment-Insults, taunts, etc.
94-71(a)(5)	Trespass-enclosed property
94-71(a)(6)	Trespass-invitee
94-72(a)	Loitering near schools

94-73	Injury to Property
94-74 (a-f)	Theft
94-76	Fraud by Check
94-77	Altering ID Number
94-78	Unauthorized Use-Financial Device
94-79	Criminal Tampering
94-81	Defacing Property
94-83	Motor Vehicle Trespass
94-84	Crim Poss of ID Doc or Financial dev.
94-110(a)(1)	Disorderly Conduct-ab. Language
94-110(a)(2)	Disorderly Conduct- fighting
94-110(a)(3)	Disorderly Conduct-display weapon
94-144(a)	Unlawful Concealment of Weapons
94-145(a)	Possession of Illegal Weapon
94-147	Possession of Defaced Weapon
94-150	Possession Under the Influence
94-216(b)	Prostitution
94-216(c)	Soliciting for Prostitution
94-216 (d)	Patronizing a Prostitute
94-218 (d)	Poss > 2oz. < 12 oz.
94-218 (e)	Public Consumption < 2 0z
94-218(f)	Marijuana Cultivation
94-221 (a)	Drug Paraphernalia Possession
94-277	Gambling Prohibited
94-314	Possession/Consumption alcohol underage
94-343	Dispensing tobacco products
94-350	Posting, Poss, Exch of private images by juvenile
94-376	Duty of Citizen to Aid Police
94-378	Obstructing a Police Officer of Firefighter
94-380	False Reporting
94-383	Resisting Arrest
94-384	Escape
94-386	Violation of Court Order
94-387	Obstruction of Municipal Govt Operations
94-388	Refusal to Permit Inspection
94-389	Violation of Bail Bond Conditions
94-390	False Declaration
94-391	Sex Offender Registration and Fee Required
86-483(f)	Prohibited Acts-Pawnbroker

WHEREAS, the General Penalty Provision in Section 1-13 along with Chapter 94 of the City Code require updates to address the changes with this Supreme Court decision and to align with the Council's sentencing objectives for municipal ordinance violations; and

WHEREAS, the subcommittee will collect data and feedback from Judicial, Court Administration, the City Attorney, and the Chief Public Defender along with the 17th, 18th, and 23rd Judicial Districts and other community stakeholders to make recommendations to Council on additional code revisions.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, THAT:

Section 1. The Aurora City Council directs the Chair of the Public Safety Committee along with the City Manager to establish a subcommittee to receive data and stakeholder input to make recommendations for changes to the General Penalty provisions in Section 1-13 and Chapter 94 of the City Code.

Section 2. This Resolution shall take effect immediately without reconsideration.

Section 3. All resolutions or parts of resolutions of the City in conflict herewith are hereby rescinded.

RESOLVED AND PASSED this _____ day of _____, 2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

Megan Platt

Megan Platt, Deputy City Attorney

CITY OF AURORA
Council Agenda Commentary

Item Title: Data Center Standards Discussion 3
Item Initiator: Stacy Wasinger, Senior Planner, Planning and Business Development
Staff Source/Legal Source: Brandon Cammarata, Planning Manager, Planning and Business Development / Lena McClelland, Senior Assistant City Attorney
Outside Speaker: N/A
Strategic Outcome: Economically Strong: Building a conducive development climate, a diverse mix of industries and housing options, and fostering economic growth so that our community thrives and remains resilient.

COUNCIL MEETING DATES:

Study Session: 10/26/2026

Regular Meeting: N/A

2nd Regular Meeting (if applicable): N/A

Item requires a Public Hearing: ☒ Yes ☐ No

ITEM DETAILS *(Click in highlighted area below bullet point list to enter applicable information.)*

- Waiver of reconsideration requested, and if so, why
- Sponsor name
- Staff source name and title / Legal source name and title
- Outside speaker name and organization
- Estimated time: (For Study Session items only indicate combined time needed for presentation and discussion)

Sponsor: Council Member Amy Wiles
Brandon Cammarata, Planning Manager, Planning and Business Development / Lena McClelland, Senior Assistant City Attorney
Estimated time: 25 mins

ACTIONS(S) PROPOSED *(Check all appropriate actions)*

☐ Approve Item and Move Forward to Study Session

☐ Approve Item and Move Forward to Regular Meeting

☐ Information Only

☐ Approve Item with Waiver of Reconsideration
Reason for waiver is described in the Item Details field above.

☐ Approve Item as Proposed at Policy Committee

☒ Approve Item as Proposed at Study Session

☐ Approve Item as Proposed at Regular Meeting

PREVIOUS ACTIONS OR REVIEWS:

Policy Committee Name: N/A

Policy Committee Date: N/A

Action Taken/Follow-up: ***(Check all that apply)***

☐ Recommends Approval ☐ Does Not Recommend Approval

☐ Forwarded Without Recommendation ☐ Minutes Not Available

☐ Minutes Attached

HISTORY *(Dates reviewed by City council, Policy Committees, Boards and Commissions, or Staff. Summarize pertinent comments. ATTACH MINUTES OF COUNCIL MEETINGS, POLICY COMMITTEES AND BOARDS AND COMMISSIONS.)*

At the August 10, 2026 City Council Meeting City Council voted to approve a resolution directing City Management to update data center development standards in the city's Unified Development Ordinance (UDO) which include:

- Prohibit the use of evaporative cooling in large scale commercial and industrial Data Centers; and
- Establish setbacks and/or landscape buffers to ensure appropriate placement of Data Centers within mixed use or APZ zone districts to mitigate any adverse neighborhood impacts; and
- Address any additional issues as may be deemed necessary and appropriate by the City Manager that are not inconsistent with this Resolution

At the August 24, 2026 City Council Study Session, staff presented and received feedback to return to another Study Session with additional information regarding data center classifications, buffers/setbacks, and development standards.

At the September 14, 2026 City Council Study Session, staff presented and received feedback to begin drafting an ordinance with two data center classifications (small and large), a 350 foot buffer/setback from residential zones, and development standards for screening walls of equipment.

ITEM SUMMARY *(Brief description of item, discussion, key points, recommendations, etc.)*

City staff will make a presentation on data center development requirements as well as discuss and seek feedback from City Council on which specific areas City Council wishes to pursue or discuss further. The items to be covered in this presentation include:

- Data center classifications to differentiate between small and large data centers
- Setbacks or buffers from a residential zone district
- Conditional Use requirements in the I-1, I-2, APZ, and AD zone districts
- Inclusion of a screen wall standard similar to those in already approved Data Centers
- Inclusion of a noise study requirement

Any development standards to be pursued would be included in the Use Specific Standards in UDO Section 146-3.3.5 for Data Centers. This item may also modify the Permitted Use Table for permitted and conditional uses and the definitions.

FISCAL IMPACT

Select all that apply. (If no fiscal impact, click that box and skip to "Questions for Council")

☐ Revenue Impact ☐ Budgeted Expenditure Impact ☐ Non-Budgeted Expenditure Impact
☐ Workload Impact ☒ No Fiscal Impact

REVENUE IMPACT

Provide the revenue impact or N/A if no impact. (What is the estimated impact on revenue? What funds would be impacted? Provide additional detail as necessary.)

N/A

BUDGETED EXPENDITURE IMPACT

Provide the budgeted expenditure impact or N/A if no impact. (List Org/Account # and fund. What is the amount of budget to be used? Does this shift existing budget away from existing programs/services? Provide additional detail as necessary.)

N/A

NON-BUDGETED EXPENDITURE IMPACT

Provide the non-budgeted expenditure impact or N/A if no impact. (Provide information on non-budgeted costs. Include Personal Services, Supplies and Services, Interfund Charges, and Capital needs. Provide additional detail as necessary.)

N/A

WORKLOAD IMPACT

Provide the workload impact or N/A if no impact. (Will more staff be needed or is the change absorbable? If new FTE(s) are needed, provide numbers and types of positions, and a duty summary. Provide additional detail as necessary.)

N/A

QUESTIONS FOR COUNCIL

Does Council desire to pursue UDO text changes to update the definition of Data Center and add classifications based on scale (small and large)?

Does Council desire to pursue UDO text changes to include buffer requirements from a residential zone district?

Does Council desire to pursue UDO text changes to require a Conditional Use within certain distances of residential zone districts?

Does Council desire to pursue UDO text changes to include a screening wall requirement for mechanical equipment associated with Data Centers?

Does Council desire to pursue UDO text changes to include a noise study requirement for proposed Data Centers?

LEGAL COMMENTS

The City Council is the governing body of the City and has the authority to approve amendments to the text of the UDO. (UDO §146-5.1.1.A)
The City Council shall conduct a public hearing on the application. (UDO §146-5.4.1.C.2.c)
Amendments to the text of the UDO shall only be approved if City Council finds that the proposed amendment is consistent with the spirit and intent of the Comprehensive Plan and with other policies and plans adopted by the City Council; and (a) the text amendment is required because of changed conditions or circumstances in all or a portion of the City; or (b) the text amendment is required to address a new or unforeseen threat to the public health, safety, and welfare; or (c) the text amendment is required to promote economic growth and investment that will not create material risks to the public health, safety, and welfare. (UDO §146-5.4.1.C.3.b.i) (McClelland)

ORDINANCE NO. 2026- ____

A BILL

FOR AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO, AMENDING SECTIONS 146-3.3.5 AND 146-6.D OF THE UNIFIED DEVELOPMENT ORDINANCE PERTAINING TO DATA CENTERS

WHEREAS, Section 146-5.4.1.C.3 of the Unified Development Ordinance provides that all applications for ordinance text amendments shall be presented for a public hearing, both to the Planning and Zoning Commission, who shall render a recommendation to City Council, and to the City Council for final decision; and

WHEREAS, on_____, following a public hearing, the Planning and Zoning Commission voted to recommend the ordinance text amendment to City Council.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AURORA, COLORADO:

Section 1. Section 146-3.3.5 of the Unified Development Ordinance of the City of Aurora, Colorado, is hereby amended with the addition of the following language:

ZZ. Data Center, Large.

1. **This use is not permitted within 750 feet of any residential zone district. The distance shall be measured from the closest point of the building envelope of the Data Center, to include any equipment located outside the building such as, but not limited to, generators and chillers. The distance calculation is inclusive of any dedicated public right-of-way. If platted residential lots are present, the distance calculation shall include any buffer or open space provided between the residential lot line and the Data Center building envelope.**
2. **This use requires a conditional use approval if located within a half a mile (2,640 feet) of any residential zone district. If the use is located over half a mile from any residential zone district it will be considered a permitted use.**
3. **Ground or wall-mounted utility equipment such as HVAC units, electric and gas meters, panels, junction boxes, generators, chillers, and similar equipment shall be screened from view of public streets, parks, open spaces, trails, plazas, and other public space by using architecturally compatible walls to provide visual screening from public view and for sound attenuation. The Director may consider alternative proposals for screening material.**
    a. **The wall shall be at least as tall as the equipment being screened, not to exceed the height of the primary structure.**

b. The wall is subject to the building design standards found in Section 146-4.8.

c. The wall shall use similar building materials and detail as the primary structure.

4. A third-party noise modeling study shall be required at the time of application.

Section 2. Section 146-6.D of the Unified Development Ordinance of the City of Aurora, Colorado, is hereby amended as follows:

Data Center, Large.
A facility containing one or more large-scale computer systems used for data storage and processing for off-site users that uses more than thirty (30) megawatts. Typical supporting equipment includes backup batteries and power generators, cooling units, fire suppression systems, and enhanced security features.

Data Center, Small.
A facility containing one or more ~~large-scale~~ computer systems used for data storage and processing for off-site users **that uses thirty (30) megawatts or less and/or is ancillary or collocated within another use (e.g. a hospital or bank)**. Typical supporting equipment includes backup batteries and power generators, cooling units, fire suppression systems, and enhanced security features.

Section 3. Severability. The provisions of this Ordinance are hereby declared to be severable. If any section, paragraph, clause, or provision of this Ordinance shall, for any reason, be held to be invalid or unenforceable by a court of competent jurisdiction, the invalidity or unenforceability of such section, paragraph, clause, or provision shall not affect any of the remaining provisions of this Ordinance.

Section 4. Pursuant to Section 5-5 of the Charter of the City of Aurora, Colorado, the second publication of this Ordinance shall be by reference, utilizing the ordinance title. Copies of this Ordinance are available at the Office of the City Clerk.

Section 5. Repealer. All orders, resolutions, or ordinances in conflict with this Ordinance or with any of the documents hereby approved, are hereby repealed only to the extent of such conflict. This repealer shall not be construed as reviving any resolution, ordinance, or part thereof, heretofore repealed.

INTRODUCED, READ AND ORDERED PUBLISHED this_____day of_____,2026.

PASSED AND ORDERED PUBLISHED this _____ day of [redacted],2026.

_____
MIKE COFFMAN, Mayor

ATTEST:

_____
KADEE RODRIGUEZ, City Clerk

APPROVED AS TO FORM:

PETER A. SCHULTE, CITY ATTORNEY

By: Lena McClelland
(LENA MCCLELLAND, Senior Assistant City Attorney)