NEATS Refresh Overview

In 2017, the City of Aurora began a comprehensive and detailed update to the 2007 NEATS systems level multimodal transportation plan. This effort is intended to:

1. Define/refine the general corridor alignments identified in the existing Aurora Comprehensive Plan (2009 and 2018) to more specific roadway alignments, cross sections, phasing needs, interchanges, transit components and trail systems.
2. Account for approved development plans, pending and expected development proposals, and overall transportation system needs.
3. Identify needed transportation facilities and programs for the near-, mid- and long-term.
4. Include a stakeholder and public outreach process.

Transportation Plans Considered Include:

- 6th Avenue Parkway Extension Final Design (2018)
- Arapahoe County Bicycle and Pedestrian Master Plan (2017)
- Current DRCOG Metro Vision Plan (2017)
- Colorado Aerotropolis Vision Study Infrastructure (2016)
- DRCOG 2040 Regional Transportation Plan (2016)
- Street Construction Priority Program for the Area South of DIA (2015)
- Adams County Transportation Plan (2012)
- Arapahoe County 2035 Transportation Plan (2012)
- Aurora Bicycle and Pedestrian Master Plan (2012)
- Northeast Area Transportation Study (2007)

Funded Area Planning Efforts

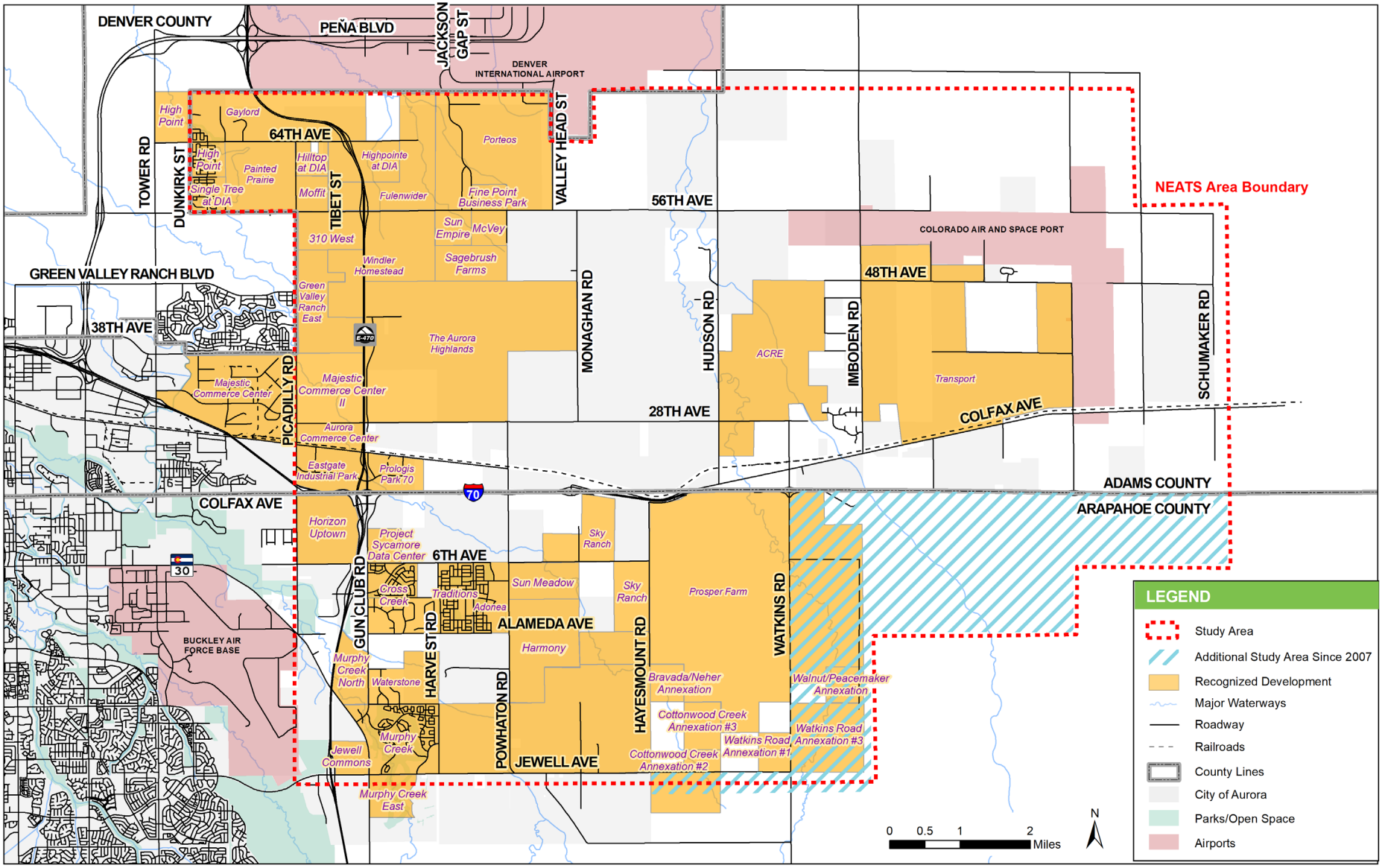
I-70 and Picadilly Environmental Assessment Reevaluation

1601 System Level Feasibility Studies:
- I-70 and Watkins Road
- I-70 and Monaghan Road (Airpark)

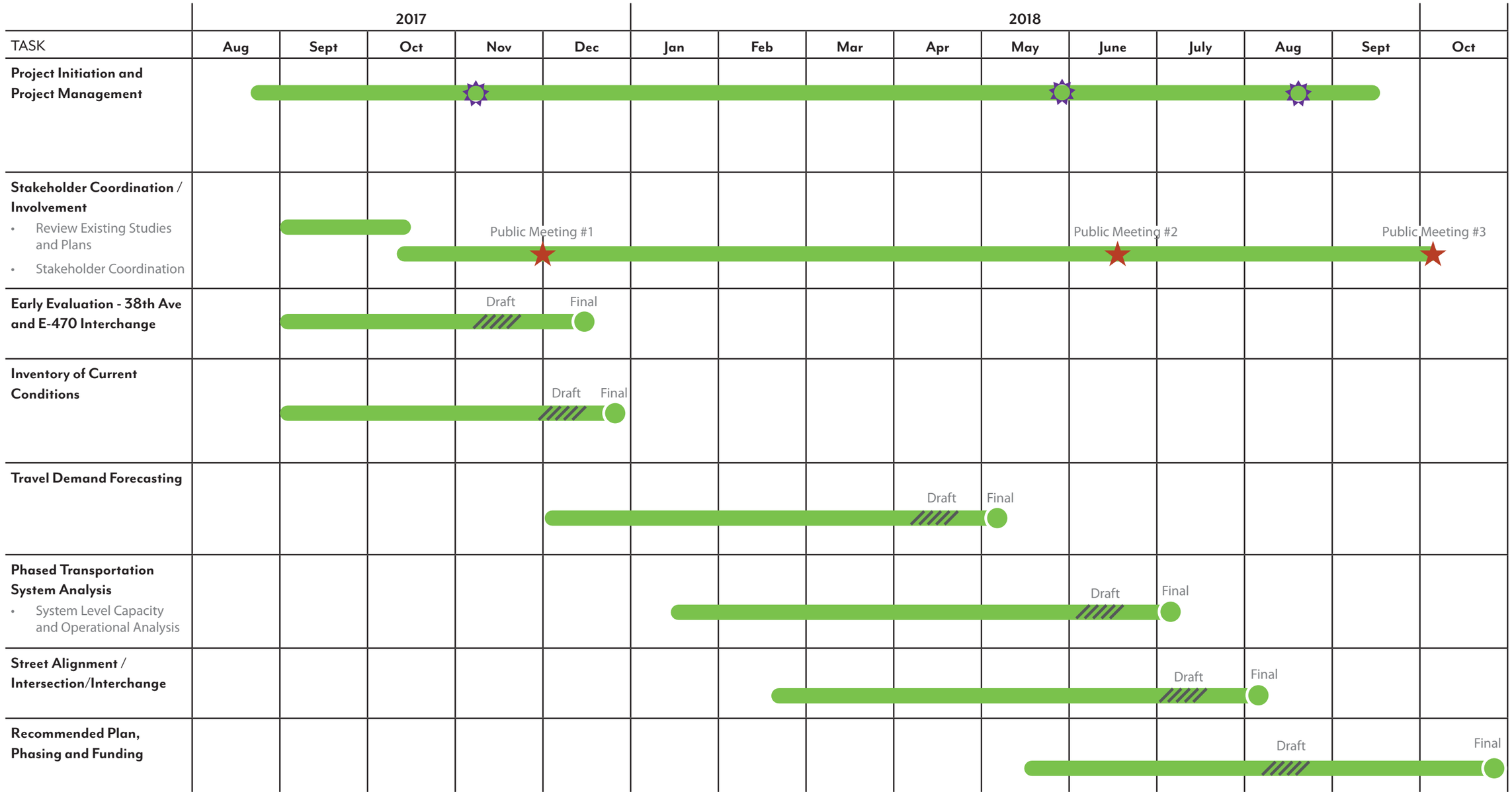
I-70 Systems Study, E-470 to Strasburg

E-470 Widening, Quincy to I-70 Preliminary Design

Study Area with Planned Developments



Project Schedule

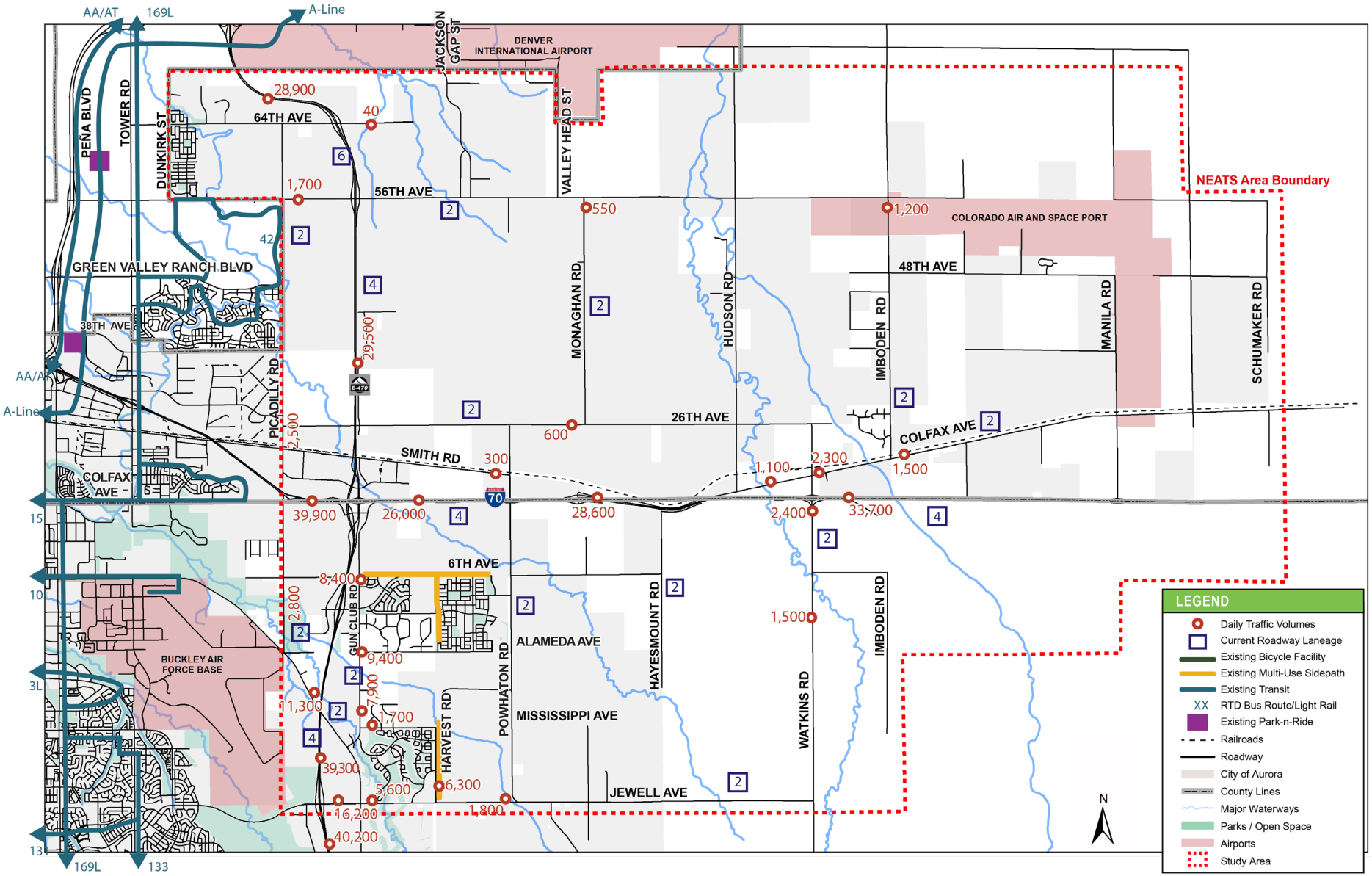


LEGEND

- ★ Public Meeting
- ////// Draft Review Time
- ☼ Technical Committee Meetings

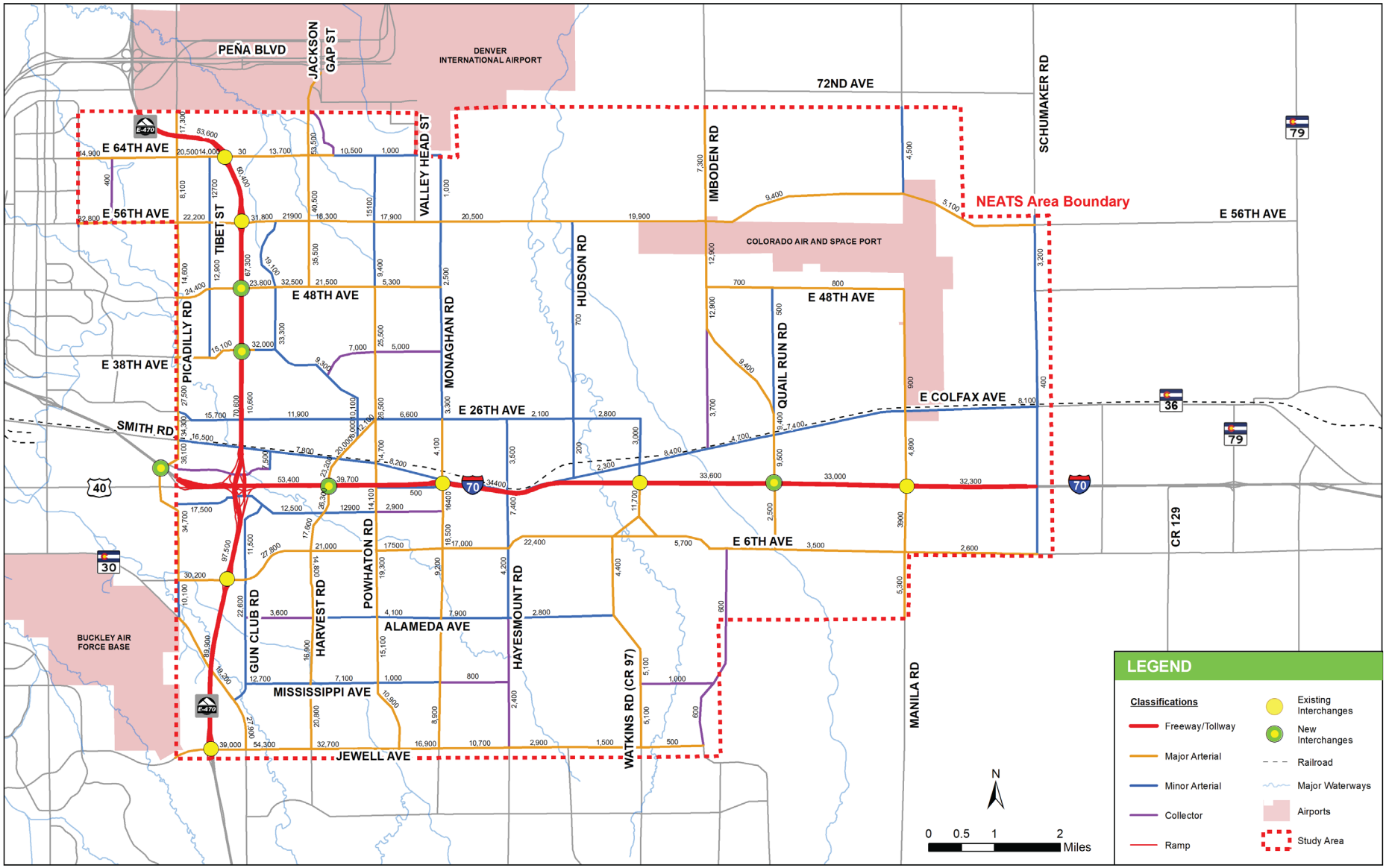
Updated September 26, 2018

Current Transportation Facilities and Traffic Volumes



The 2040 study area households and employment will generate these 2040 daily traffic volumes.

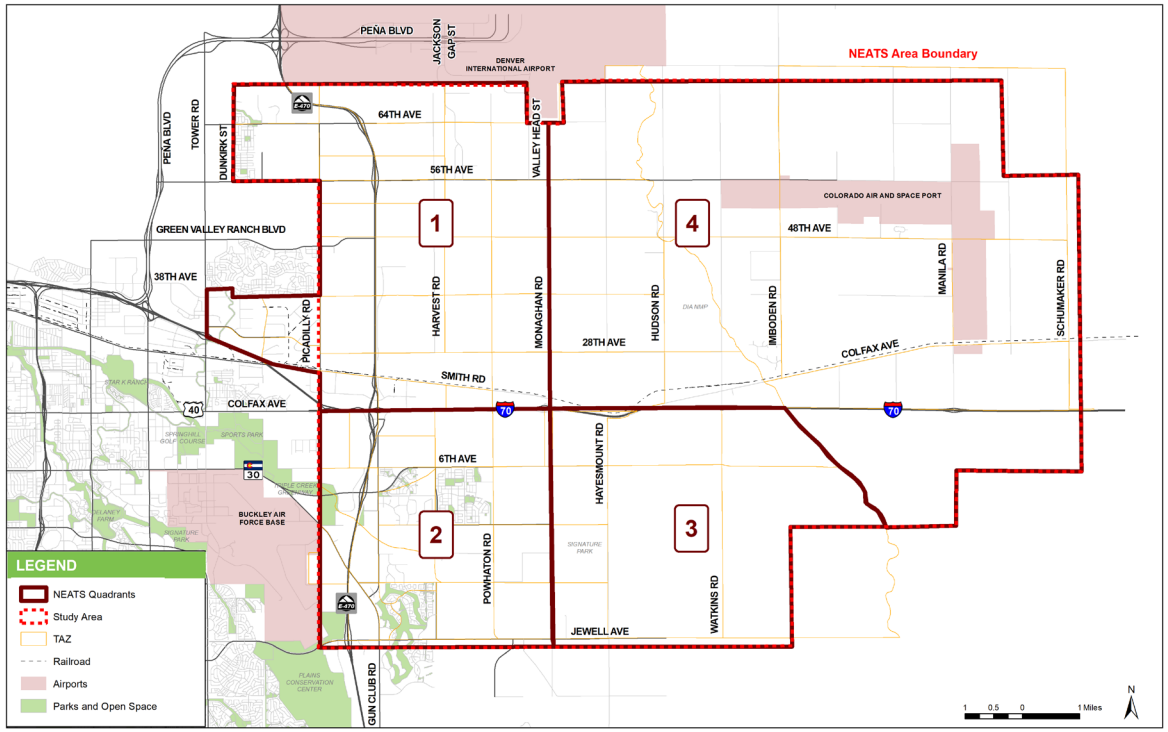
2040 Daily Traffic Volumes



2040 Land Use as Percent of Buildout Households and Employment

This map and associated summary table shows a comparison of 2040 household and employment projections relative to buildout household and employment projections by quadrant.

- Quadrant 1 is projected to have the most employment and Quadrant 2 to have the most households at buildout.
- Quadrant 2 is projected to have the highest percentage of households and employment in 2040 relative to the buildout forecasts.

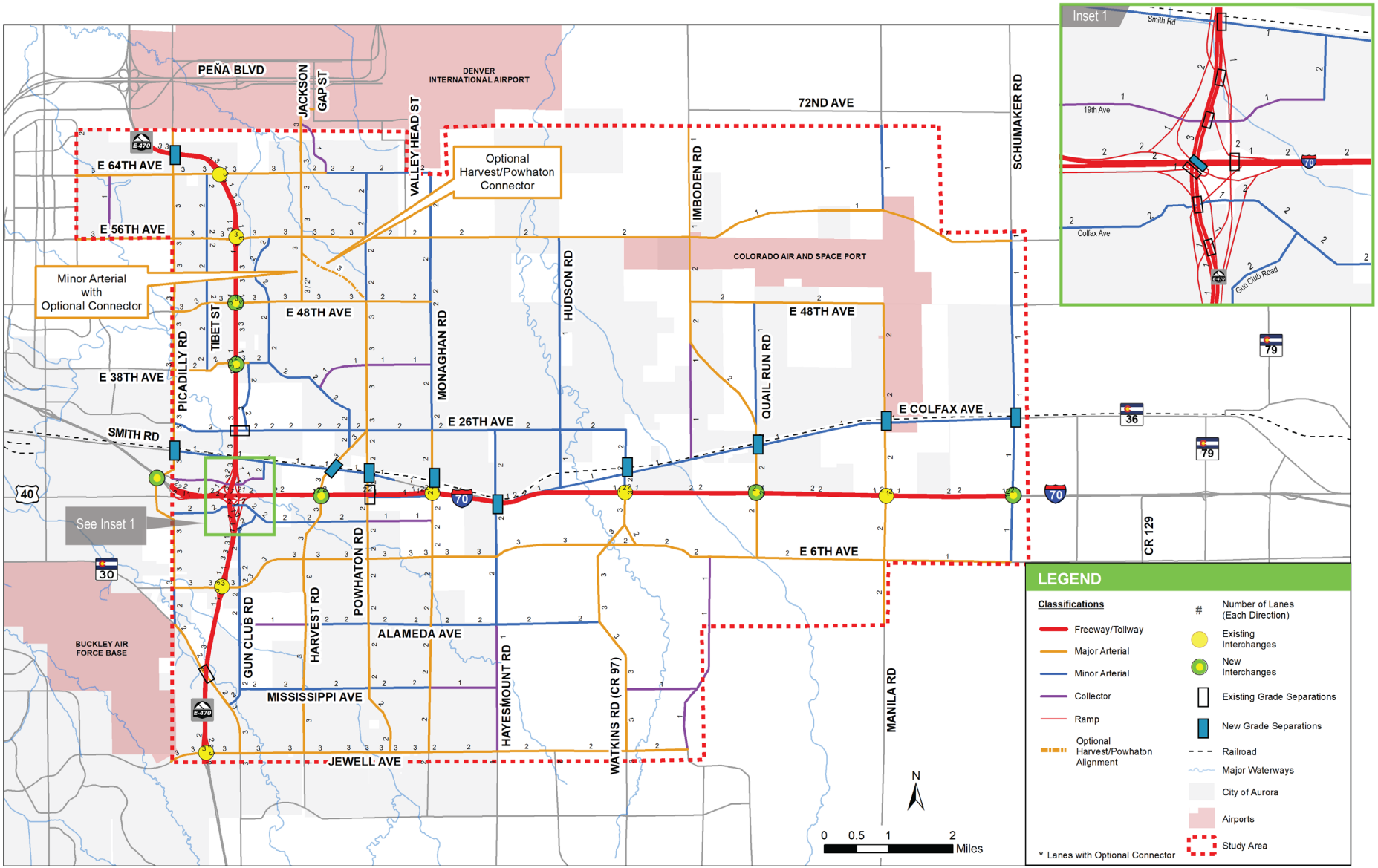


Description	2040		Buildout		2040 as % of Buildout	
	Households	Employment	Households	Employment	%Households	%Employment
Quadrant 1	15,200	52,500	28,200	113,300	54%	46%
Quadrant 2	27,000	21,300	39,100	35,400	69%	60%
Quadrant 3	7,100	5,200	17,800	21,800	40%	24%
Quadrant 4	200	3,800	2,200	43,100	10%	9%
NEATS Total	**49,500**	**82,800**	**87,300**	**213,600**	57%	39%

Source: Economic & Planning Systems.

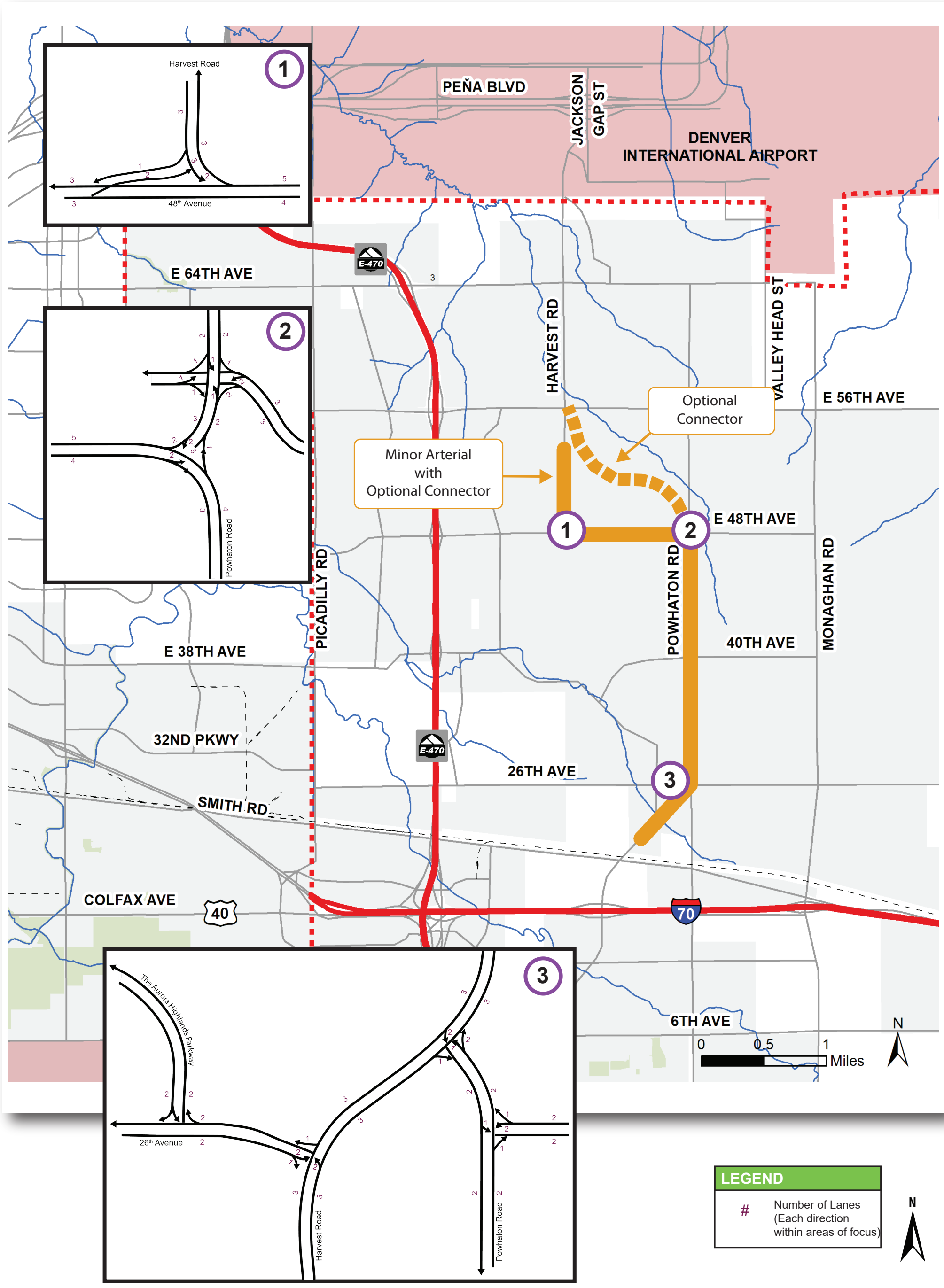
The 2040 recommended roadway network is necessary to accommodate the forecasted 2040 volumes within the NEATS study area.

Recommended Roadway Network



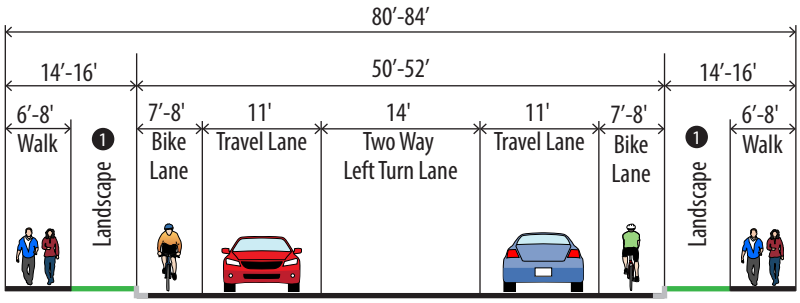
Potential intersection configurations are shown that would provide efficient north-south traffic flow along the Harvest/Powhaton corridor.

Potential Harvest Road/Powhaton Road Intersection Concepts

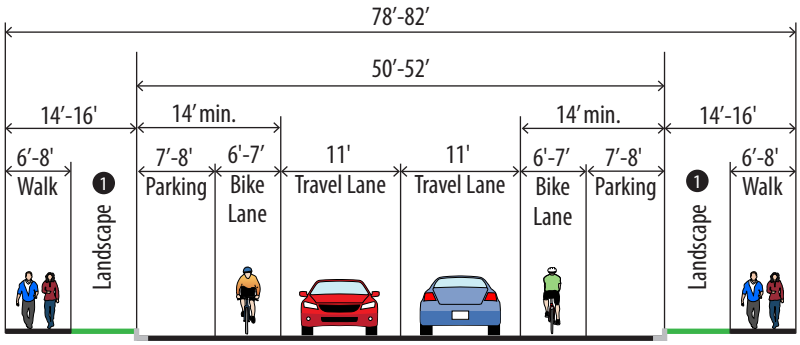


DRAFT - Recommended Alternative Typical Sections

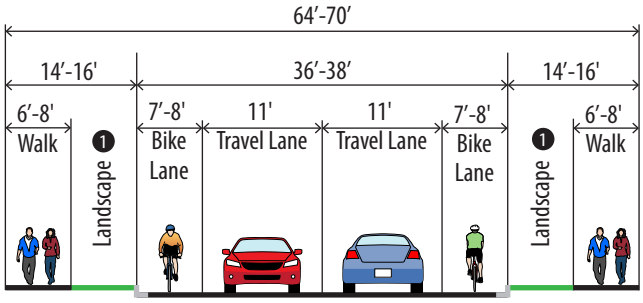
Collector Roadway



Three Lane Collector (S1.3)



Two Lane Collector (S1.3)



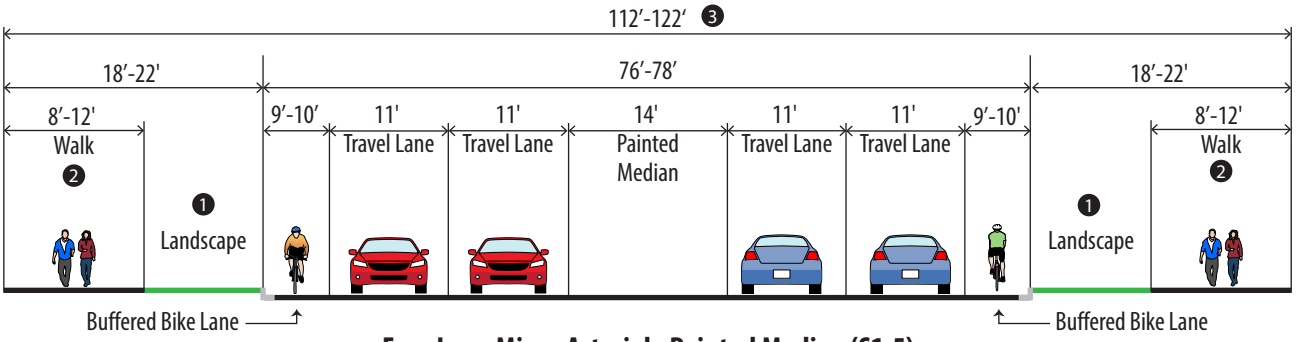
Alternative Two Lane Collector (S1.3)

1 8' Minimum landscape separation to sidewalk along collector streets

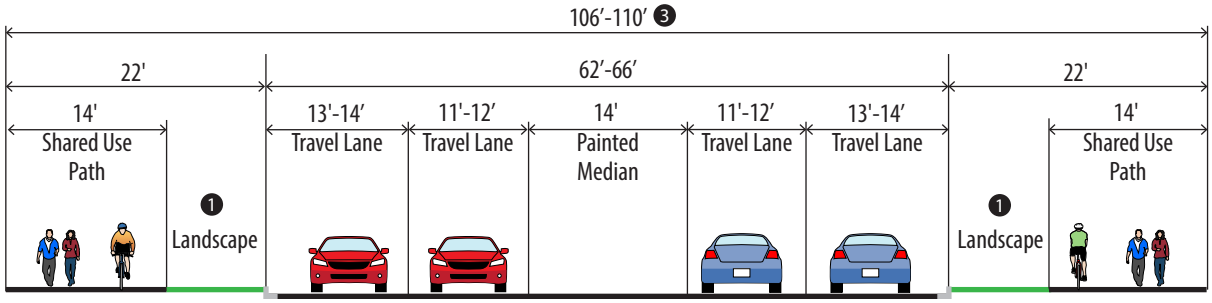
A subsequent public input process for review and comment on these recommended typical sections will be undertaken prior to adoption into City design standards.

DRAFT - Recommended Alternative Typical Sections

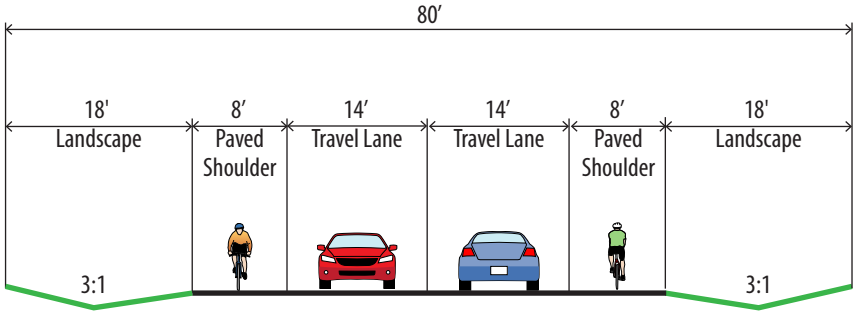
Minor Arterial Roadway



Four Lane Minor Arterial - Painted Median (S1.5)



Four Lane Minor Arterial - Separated Shared Use Path (S1.5)



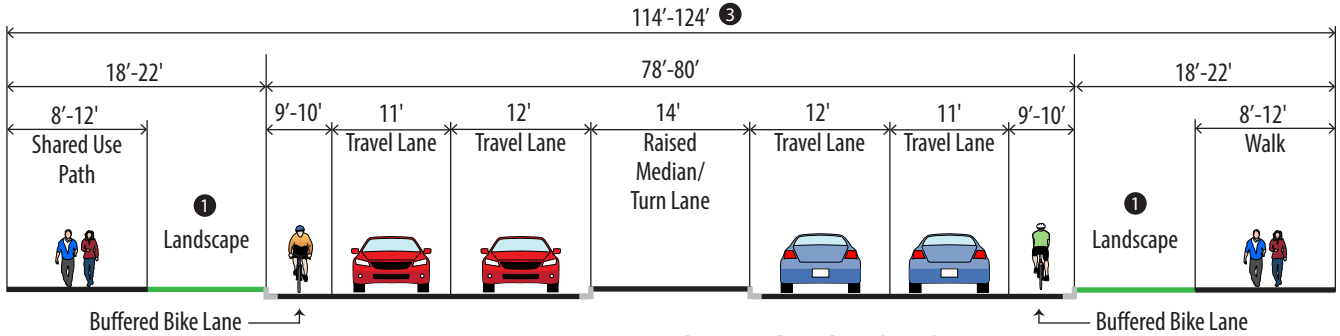
Two Lane Minor Arterial

❶ 10' Minimum landscape separation to walk/shared use path along arterial streets
❷ Wider walk width appropriate in commercial areas
❸ Additional ROW may be necessary to accommodate double left turns and separate right turn auxiliary lanes, as appropriate

A subsequent public input process for review and comment on these recommended typical sections will be undertaken prior to adoption into City design standards.

DRAFT - Recommended Alternative Typical Sections

Four Lane Major Arterial Roadway

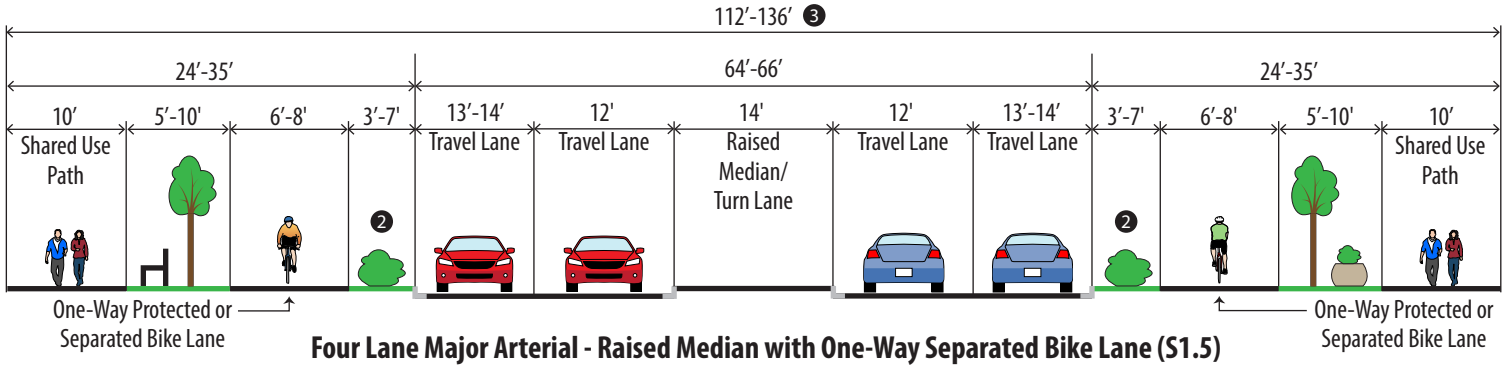


Four Lane Major Arterial - Raised Median (S1.5)

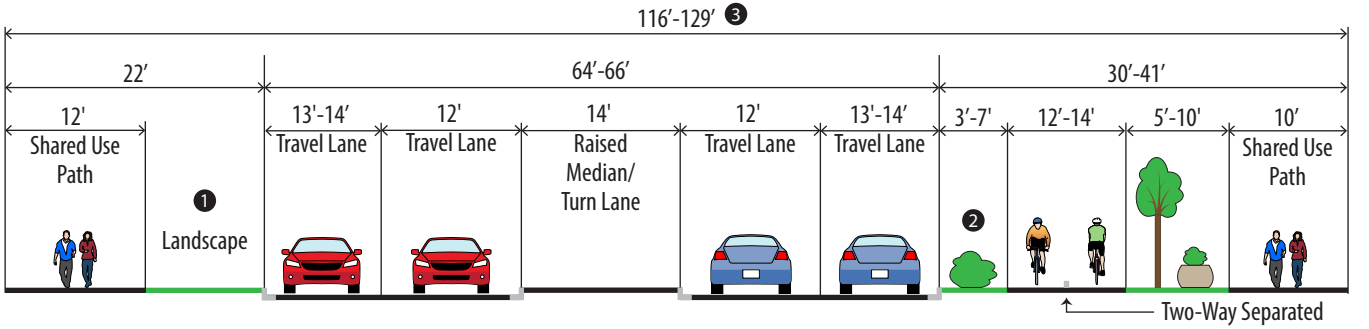
❶ 10' Minimum landscape separation to walk/shared use path along arterial streets

❷ Additional width required at bus stop locations (minimum 8' width required)

❸ Additional ROW may be necessary at intersections to accommodate double left turns and separate right turn auxiliary lanes, as appropriate



Four Lane Major Arterial - Raised Median with One-Way Separated Bike Lane (S1.5)

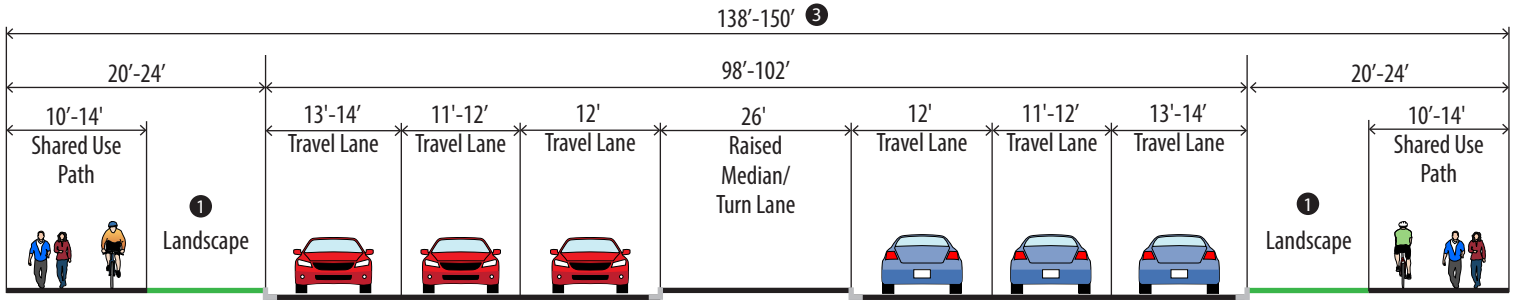


Four Lane Major Arterial - Raised Median with Two-Way Separated Bike Lane (S1.5)

A subsequent public input process for review and comment on these recommended typical sections will be undertaken prior to adoption into City design standards.

DRAFT - Recommended Alternative Typical Sections

Six Lane Major Arterial Roadway

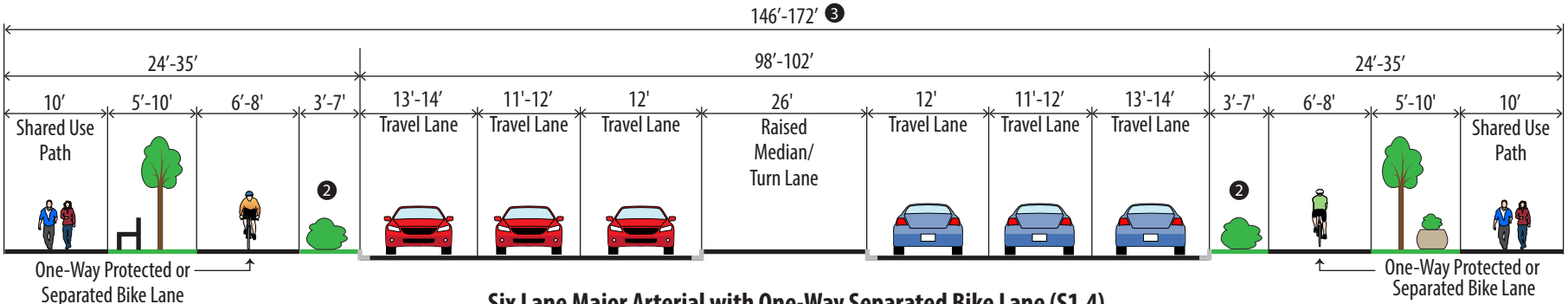


Six Lane Major Arterial (S1.4)

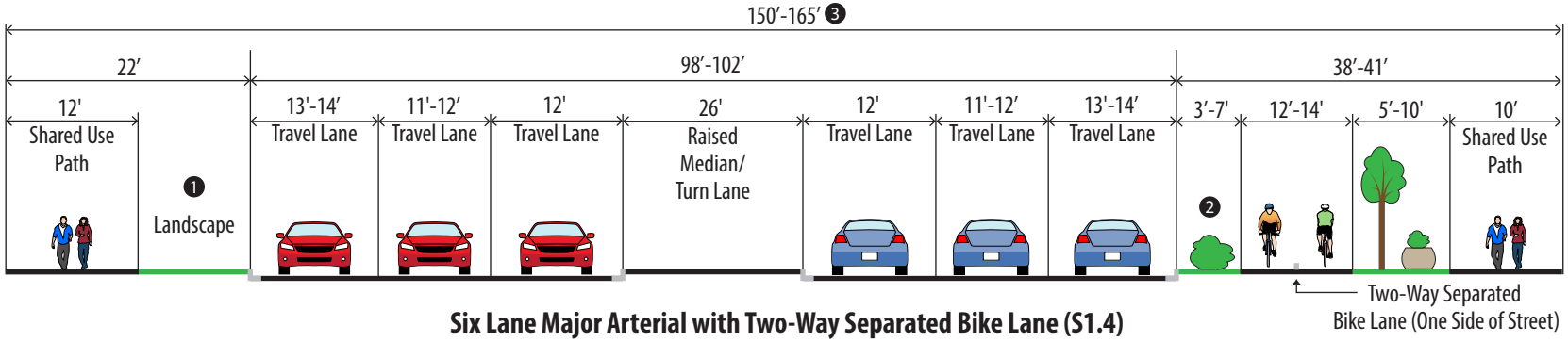
❶ 10' Minimum landscape separation to walk/shared use path along arterial streets

❷ Additional width required at bus stop locations (minimum 8' width required)

❸ Additional ROW may be necessary at intersections to accommodate double left turns and separate right turn auxiliary lanes, as appropriate



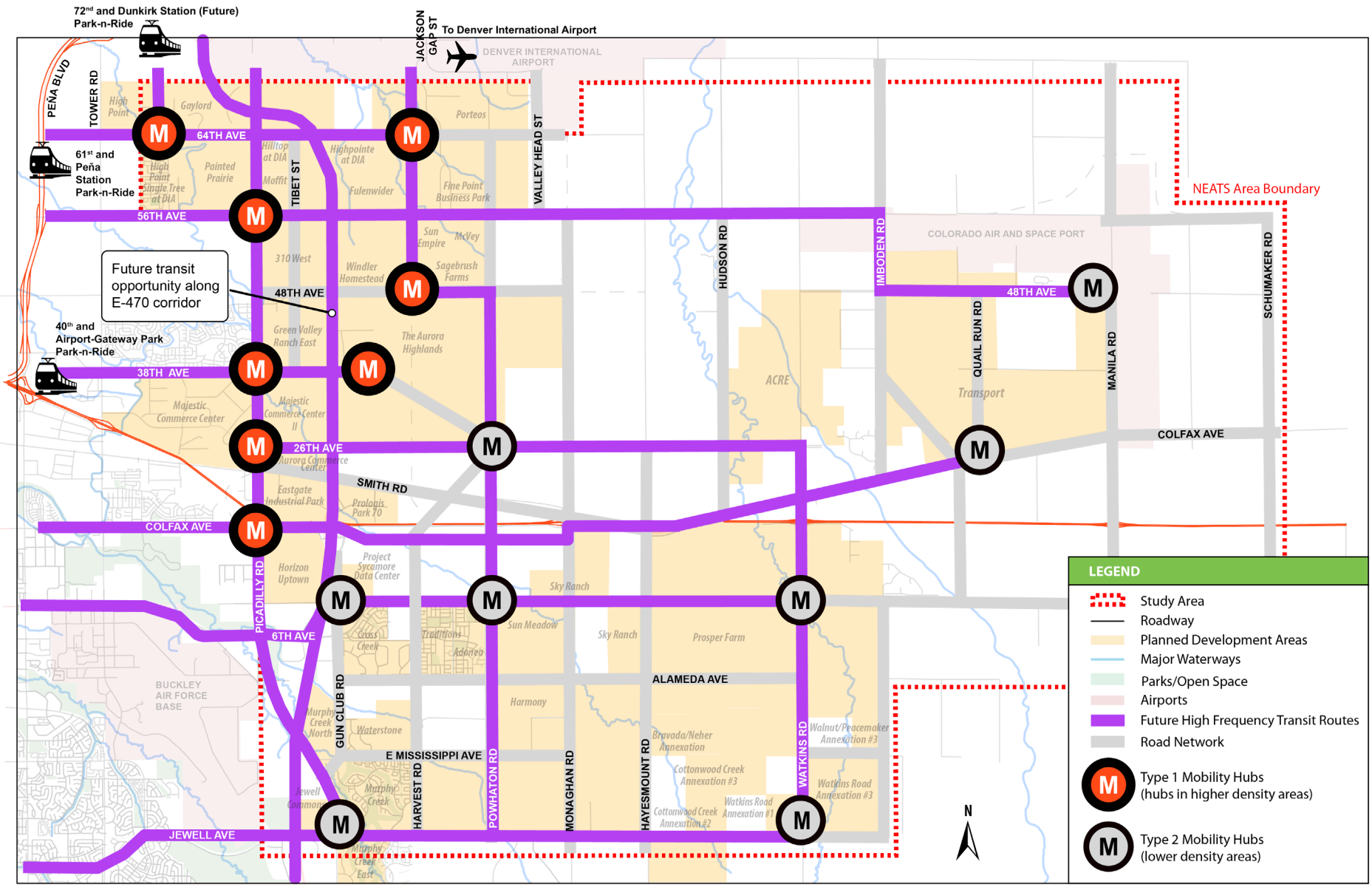
Six Lane Major Arterial with One-Way Separated Bike Lane (S1.4)



Six Lane Major Arterial with Two-Way Separated Bike Lane (S1.4)

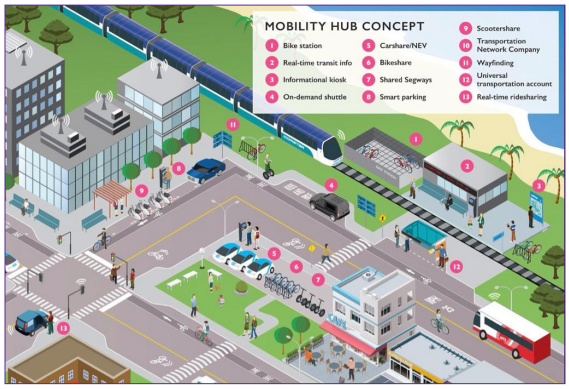
A subsequent public input process for review and comment on these recommended typical sections will be undertaken prior to adoption into City design standards.

Future Transit Routes



Mobility Hub Types

Type 1 Mobility Hubs

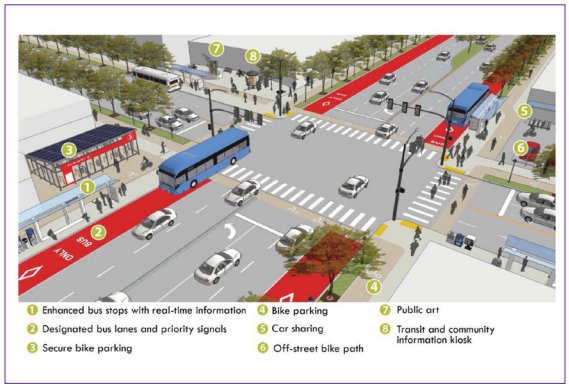


TYPE 1 MOBILITY HUB

- Urban/activity center density areas
- Intersection or mid-block locations
- 10-15 minute connection to A-line stations – 61st and Peña (existing), 72nd and Dunkirk (future)

TYPE 1 MOBILITY HUB (MID-BLOCK)

- Uber/Lyft connections
- Bike sharing
- Short and long-term parking
- Safe intersection crossings
- Secure bike storage
- Small format retail
- Electric vehicle charging
- Shared ride waiting areas



TYPE 1 MOBILITY HUB (INTERSECTION)

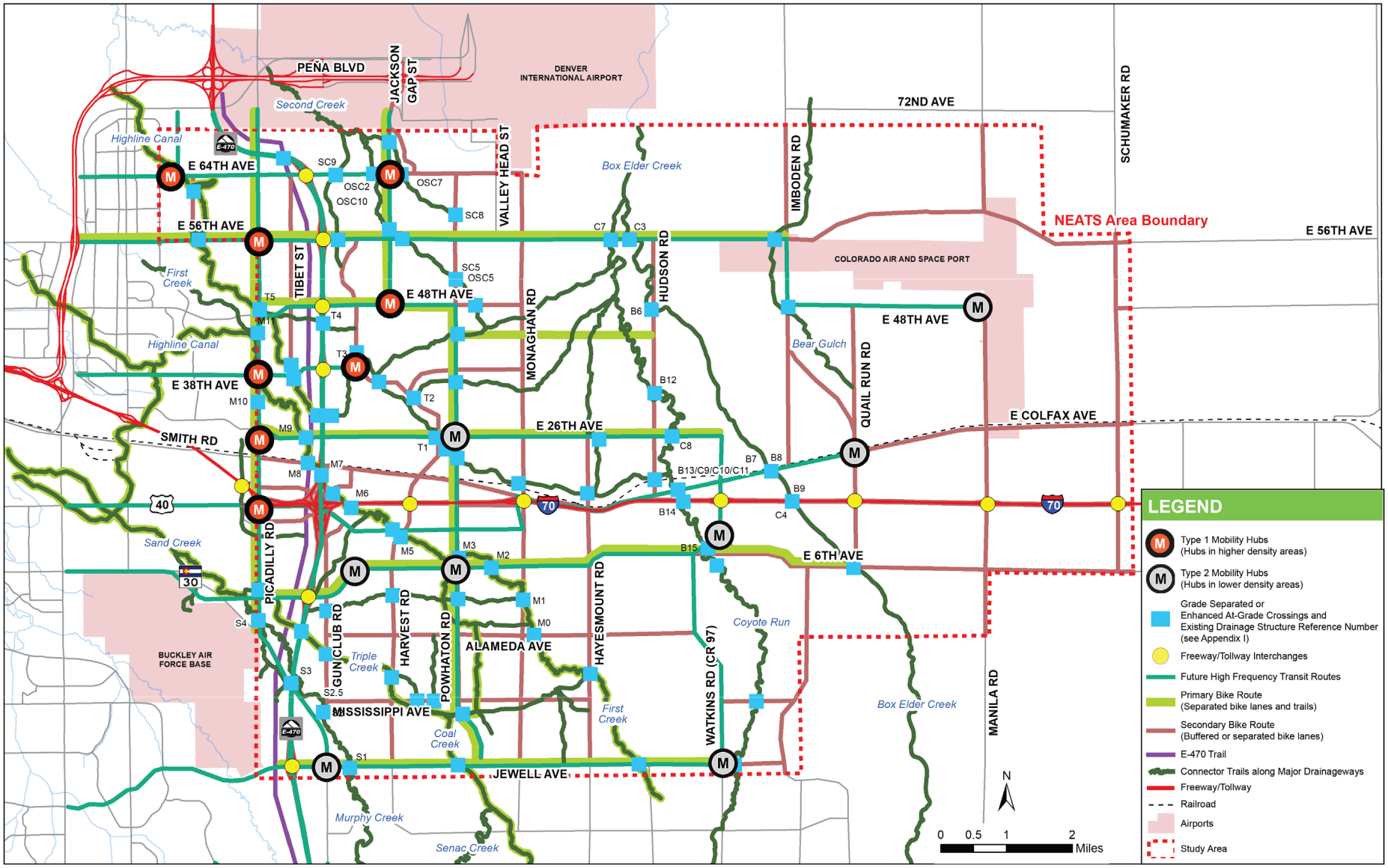
- Enhanced bus stops with real-time information
- Designated bus lanes and priority signals
- Secure bike parking
- Car sharing
- Off-street bike path
- Public art
- Transit and community information kiosk

Type 2 Mobility Hubs

TYPE 2 MOBILITY HUB

- Suburban density areas
- Off-street locations
- Some Type 1 services, as appropriate

Pedestrian/Bicycle Network and Transit Hub Interface



Funding Mechanisms

The City will look to acquire funding through the DRCOG Transportation Improvement Program (TIP) process for improvement projects that have a strong potential to qualify for federal and state funding. Other funding mechanisms have been identified that will be used, as appropriate, for implementation of the recommended infrastructure improvements. These funding mechanisms include:

- Regional Transportation Authority
- Special Districts
  - Metropolitan District
  - General Improvement District
- USDOT BUILD and INFRA Grants
- Aurora Regional Improvements Mill Levy
- Developer Agreements
- Bonding

Aerotropolis RTA Funded Projects	
Project	**Description**
48th Avenue	E-470 to Powhaton Road
38th Avenue	Himalaya Street to E-470
The Aurora Highlands (TAH) Parkway	E-470 to Main Street, Aura Boulevard, Powhaton Road
26th Avenue	E-470 to Main Street, Harvest Road, Powhaton Road
Powhaton Road	I-70 to 56th Avenue
E-470/38th Avenue Interchange	Full Interchange
I-70/Harvest Road/Powhaton Road Interchange	Full Interchange
I-70/Picadilly Road Interchange	Interchange Design

Public Meeting #3 of 3

October 4, 2018

A transportation study of the northeast area of Aurora (NEATS Refresh) is nearly complete. The city of Aurora began this study in September 2017, and has since conducted traffic modeling to forecast and better understand future travel demand and infrastructure needs in the area for the near, mid, and long-term (year 2040).

This evening's open house is the final public meeting planned for this NEATS Refresh study. Following review of public and agency comments gathered earlier in the study, recommendations for corridor alignments, laneage, interchanges, transit corridors, mobility hubs, bikeway and trail components have been identified. Please review the study recommendations and other supporting information displayed around the room. Then, discuss your thoughts with project staff and document your comments using one of the methods described below.

NEXT STEPS

During the next month, public comments will be considered before final recommendations are presented to city council members. Upon their approval, NEATS Refresh recommendations will be included in the Aurora Places 2018 Comprehensive Plan. Typical section recommendations will not be included in Aurora Places; they will continue to be discussed and considered by city staff as guidelines are planned for new development.

COMMENT OPPORTUNITIES

- Ask questions or provide comments to project personnel (with name tags).
- Fill out a comment sheet and drop it off at the sign-in table or send it in later.
- Use the contact information to the right to provide your comments.

DOCUMENT AVAILABILITY

Public meeting displays can be downloaded from the study web page: **www.auroragov.org/NEATS**

Questions?

please contact:

Huiliang Liu
Principal Transportation Planner
303.739.7265 | hliu@auroragov.org
City of Aurora
15151 E. Alameda Pkwy, 2nd Floor
Aurora, CO 80012

Leah Langerman
Consultant Public Involvement Coordinator
720.225.4651 | llangerman@deainc.com
David Evans and Associates, Inc.
1600 Broadway, Suite 800
Denver, CO 80202

How are you involved in the northeast Aurora area?

- ❑ Live here
- ❑ Own property
- ❑ Represent an agency
- ❑ Work here
- ❑ Development interests
- ❑ Travel through

Do you agree with the recommended 2040 roadway network, or suggest any revisions to it? What roadway and intersection/ interchange improvements do you see as the greatest future need in this area?

_____

_____

_____

_____

What comments do you have regarding the recommended alternative typical sections?

_____

_____

_____

_____

Please provide your thoughts regarding the planned trails and bikeways, and the potential transit corridors and mobility hubs proposed for the NEATS area.

_____

_____

_____

_____

Please provide general suggestions and comment regarding this study.

_____

_____

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How did you hear about this meeting?

- ❑ Email from project team
- ❑ City of Aurora social media
- ❑ Saw it on Channel 8
- ❑ Word of mouth/forwarded email
- ❑ Other _____

NAME: _____

AFFILIATION: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE #: _____

EMAIL: _____

Return to: Leah Langerman
Public Involvement Coordinator
David Evans and Associates, Inc.
1600 Broadway, Suite 800
Denver, CO 80202

(720) 225-4651 phone
llangerman@deainc.com

Visit the project web page to submit a comment and learn more

www.auroragov.org/NEATS