



Import

Design firm prepared to address RTD, Aurora traffic needs

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AURORA | A post-FasTracks Aurora promises fewer cars on the highways and interstates - and a lot more nearby new light rail stations.

Representatives from Crandall Arambula, a design firm involved in the planning of the Regional Transportation District's expansion efforts, addressed the particulars of handling increased traffic flowing during the Iliff station area planning meeting held last week.

Traffic-control measures such as narrow roadways, speed bumps and mini-roundabouts are among the strategic designs George Crandall and John Arambula, have outlined.

Both cautioned that it may be too soon to definitively say what Aurora's neighborhoods around the new light rail stations will look like.

"All these traffic calming measures, the city has criteria that needs to be met for them," Arambula said. "Until you agree on an objective and a measure to calm it, it's really difficult to start talking about finance."

Such measures would be designed to address a projected increase in traffic flow along the major thoroughfares near Iliff, including Blackhawk Street, Harvard Avenue and Yale Avenue.

In addition to traffic spikes on these surrounding streets, Crandall and Arambula's presentation pointed to considerable boosts in use on Iliff with the planned redevelopment. For the side of the street west of Blackhawk Street, for example, which currently hosts an estimated 49,500 cars during peak hours, planners have projected a boost to 68,490 cars by 2015. For the east side of the street, which currently hosts about 36,700 cars at capacity times, redevelopment would bring that number up to 47,800 by 2015.

Figures for the surrounding streets paint a similar picture, with increases on Blackhawk projected at more than 14,000 cars; an added 5,000 cars for Harvard Avenue and an estimated boost of more than 6,000 cars for Yale Avenue.

All of the figures seemed premature, however, as planners, engineers and RTD officials spoke to the FasTrack's underlying uncertainty.

John Arambula pointed at the hopeful signs for the corridor, stating that cost increases did not stem from any inherent problems with the line's alignment.

"I think that the good news is that when you hear RTD talk, you've got a pretty well defined corridor," Arambula said. "The cost increases are largely as a result of inflation and external things."

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