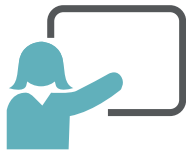




# Welcome to Public Meeting #1

We are eager to hear your ideas about mobility in your neighborhood. We are pleased you are here to help advance the study!

## How to get the most out of this meeting:



Share your ideas and ask questions on the presented materials.



Participate in the interactive activities to help us understand your perspective and priorities.




Complete a comment card and place it in the drop box.

Please visit the project website for more information as the study advances:

[AuroraGov.org/NWMobility](http://AuroraGov.org/NWMobility)

Many other plans and projects have been completed or are underway that relate to the Northwest Aurora Mobility Study, including the following:



## AURORA PLACES

Aurora Places is the current planning effort to update the citywide Comprehensive Plan. Aurora Places will outline the current challenges and opportunities in the city, describe future goals and objectives for development, and include an action plan on how to achieve these goals and objectives. Aurora Places will detail a long-term vision for land use and development for the next 10 to 20 years.



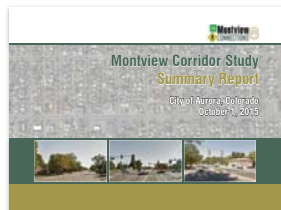
## WESTERLY CREEK VILLAGE COMMUNITY PLAN

In 2010, the city of Aurora was a grant recipient of the Environmental Protection Agency's (EPA) Brownfields Area-Wide Planning Pilot Program. The grant program resulted in a guide for brownfield remediation and redevelopment for the Westerly Creek Village. The plan calls for mixed use in the existing industrial area and along the entire length of Montview Boulevard and between Dayton Street and Westerly Creek.



## ORIGINAL AURORA PLAN

The city of Aurora is proposing a zoning update for Original Aurora (the area bordered by Yosemite Street, Peoria Street, East 6th Avenue, and East 26th Avenue). The proposed plan would update the zoning along key corridors in Original Aurora from single-use zoning (for example, commercial only) to mixed-use zoning.



## MONTVIEW CONNECTIONS

In 2016 and 2017, the city installed buffered bicycle lanes on Montview Boulevard. On-street parking was eliminated to accommodate the new bicycle facilities. The design was the outcome of a study prepared in 2015. All phases of this project included community outreach.

2015

2016

2017

2018

## Other Planning Efforts

Many other plans and projects are underway that relate to the Northwest Aurora Mobility Study. This handout provides an overview of these efforts and provides links for additional information.

### Aurora Places

Aurora Places is the current planning effort to update the citywide Comprehensive Plan. Aurora Places will outline the current challenges and opportunities in the city, describe future goals and objectives for development, and include an action plan on how to achieve these goals and objectives. Aurora Places will include policies related to land use and development; residential, commercial, and industrial areas; transportation and mobility; parks, recreation, and environmental features; public facilities and infrastructure; sustainability, community image and tourism, public arts and cultural themes; and an implementation strategy. Aurora Places will detail a long-term vision for land use and development for the next 10 to 20 years.

**Project website:**

<http://www.auroraplacesplan.com/>

**Project contact:**

[auroraplaces@auroragov.org](mailto:auroraplaces@auroragov.org)

### Westerly Creek Village Community Plan

In 2010, the city of Aurora was a grant recipient of the Environmental Protection Agency's (EPA) Brownfields Area-Wide Planning Pilot Program. The grant program resulted in a guide for brownfield remediation and redevelopment possibilities for the Westerly Creek Village Community. In 2013, the city of Aurora conducted community meetings and extensive planning efforts to create an overall vision for the Westerly Creek Village Community. The plan envisions a thriving, vibrant, and safe community with a mix of shops, restaurants and businesses. The redeveloped area will include enhanced bicycle and pedestrian friendly streets as the adopted Comprehensive Plan includes a strategy to, "improve pedestrian and bicycle routes within Northwest Aurora, Westerly Creek Village and the adjacent Westerly Creek Trail Corridor".

**Project website:** [AuroraGov.org/wcvplan](http://AuroraGov.org/wcvplan)

**Project contact:** [oaplan@auroragov.org](mailto:oaplan@auroragov.org)

### Original Aurora Zoning Update Plan

The city of Aurora is proposing a zoning update for Original Aurora (the area bordered by Yosemite Street, Peoria Street, East 6th Avenue, and East 26th Avenue). Zoning creates rules for what may be built on property and how that property may be changed. The proposed plan would update the zoning along key corridors in Original Aurora from single-use zoning (for example, commercial only) to mixed-use zoning. This zoning update could allow complementary uses. It would allow housing, shops, restaurants, and offices to be located closer together, creating more services, things to do and jobs close to home, and put more "eyes on the street" to increase public safety. It also would potentially attract new businesses to the area while at the same time protect single-family homes, increase options for property owners, improve property values and quality of life, and create new living options in Original Aurora.

**Project website:** [AuroraGov.org/OAPlan](http://AuroraGov.org/OAPlan)

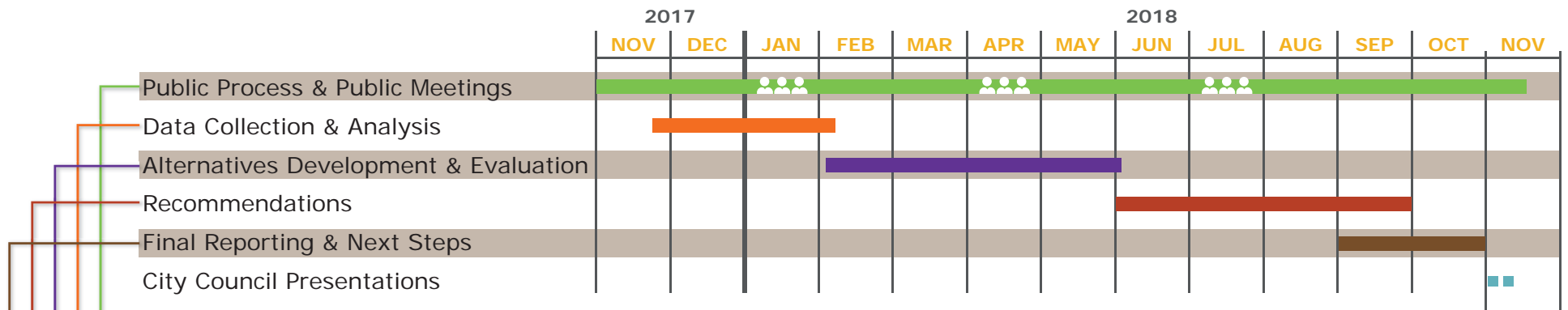
**Project contact:** [oaplan@auroragov.org](mailto:oaplan@auroragov.org)

### Montview Connections

In 2016 and 2017, the city installed buffered bicycle lanes on Montview Boulevard in coordination with the street repaving program. On-street parking was eliminated to accommodate the new bicycle facilities. Before and after data collection indicates that vehicle speeds remain at pre-installation levels and cyclists and pedestrians feel safer. The design was the outcome of a study prepared in 2015 and funded by a Walk & Wheel grant.

**Project website:** [AuroraGov.org/Montview](http://AuroraGov.org/Montview)

**Project contact:** [montview@auroragov.org](mailto:montview@auroragov.org)



◀ **Public Process and Public Meetings:** The public process will be ongoing throughout the project and include three public meetings (January, April, and July).

◀ **Data Collection and Analysis:** Existing and future conditions data will be collected and documented for all modes. This includes field inventory and observations and a connectivity assessment. This task will result in a statement of needs.

◀ **Alternatives Development and Evaluation:** Potential solutions will be developed and evaluated. A multimodal operational analysis will be completed.

◀ **Recommendations:** The recommended alternative(s) will be refined and conceptually designed. This includes developing an implementation plan identifying major next steps.

◀ **Final Reporting and Next Steps:** A final report will be presented to the Aurora City Council for approval.

# Project Goals

The purpose of the Northwest Aurora Mobility Study is to improve mobility for all people in the neighborhood such as bicyclists, pedestrians, wheelchair users, strollers, skateboarders, drivers, and transit riders. Mobility is simply the ability to move freely and easily.



- Understand existing travel patterns for all users including bicyclists, pedestrians, drivers, and transit riders.
- Evaluate the effectiveness of existing stop signs and traffic signals.
- Evaluate current and potential multimodal connections between the major activity centers in and near the study area, including school walking routes.
- Identify short-term and mid-term improvements to enhance the safety and quality of life in the neighborhood.
- Develop conceptual design and cost estimates for the recommended improvements.

- LEGEND**
- = Transit Route
  - = Striped Bike Lane
  - = Trails
  - = Transit Stop
  - = Signed Bike Route
  - = Parks
  - = Transit Route Number
  - = Missing Sidewalk
  - = School Walking Routes
  - = Wider/Detached Sidewalks



**i** **Pedestrians:** Most sidewalks in this area are narrow and attached, often forcing pedestrians to walk single file and directly adjacent to passing vehicles. The city of Aurora and Aurora Public Schools have identified several safe walking routes for the many neighborhood schools.

**Bicycles:** Striped bike lanes on 26th Avenue and Montview Boulevard and a signed bicycle route on Moline Street are among the existing bicycle facilities in the area. Designated and marked bicycle facilities help establish a dedicated space for bicycles and increase comfort and safety for cyclists.

**Transit:** RTD routes 20, 89, 105, and 121 travel through the area with stops on Montview Boulevard and Peoria Street. The new A Line and R Line connect Aurora to Downtown Denver, the Denver Tech Center, and Denver International Airport. Peoria Station (to the north) and Fitzsimons Station (to the east) are the closest stations.

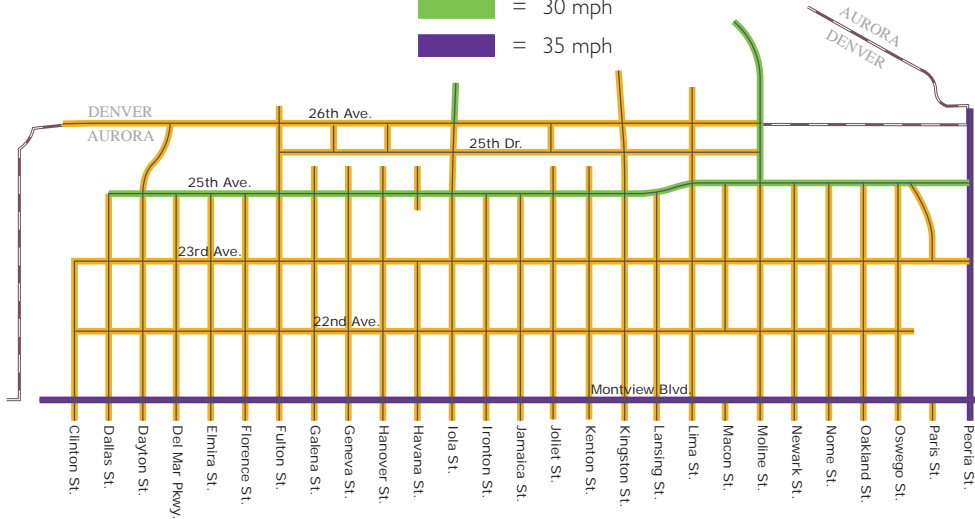
**?** What do you think about the biking, walking, and transit accommodations today?

# Speed Limits, Traffic Control, & Observed Speeds

Current Conditions:

## POSTED SPEED LIMIT

- = 25 mph
- = 30 mph
- = 35 mph



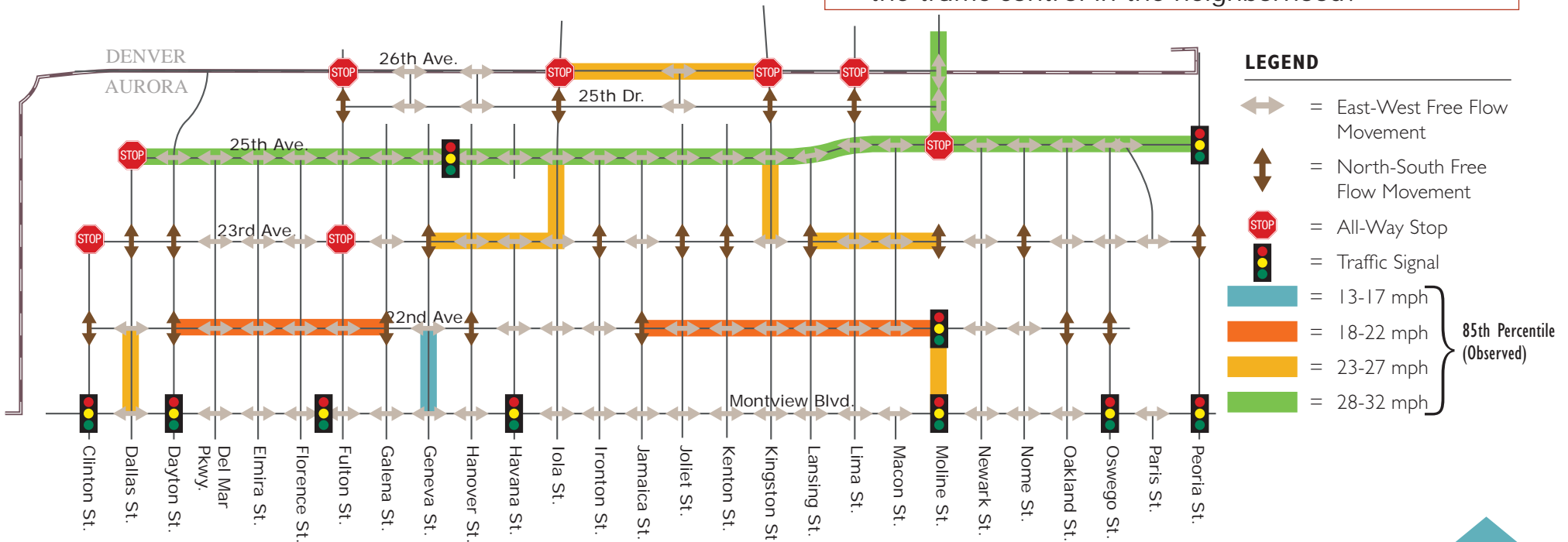
## Speed Limits

- Speed limits promote public safety by informing drivers of a prudent travel speed.
- Crashes are less likely to happen when most drivers are traveling at the same speed.
- An important consideration for determining the speed limit is the 85th percentile speed, which is the speed at or BELOW which 85% of vehicles are traveling.
- Recorded speeds in this area indicated that most vehicles are traveling at or below the posted speed limit.

## Traffic Control

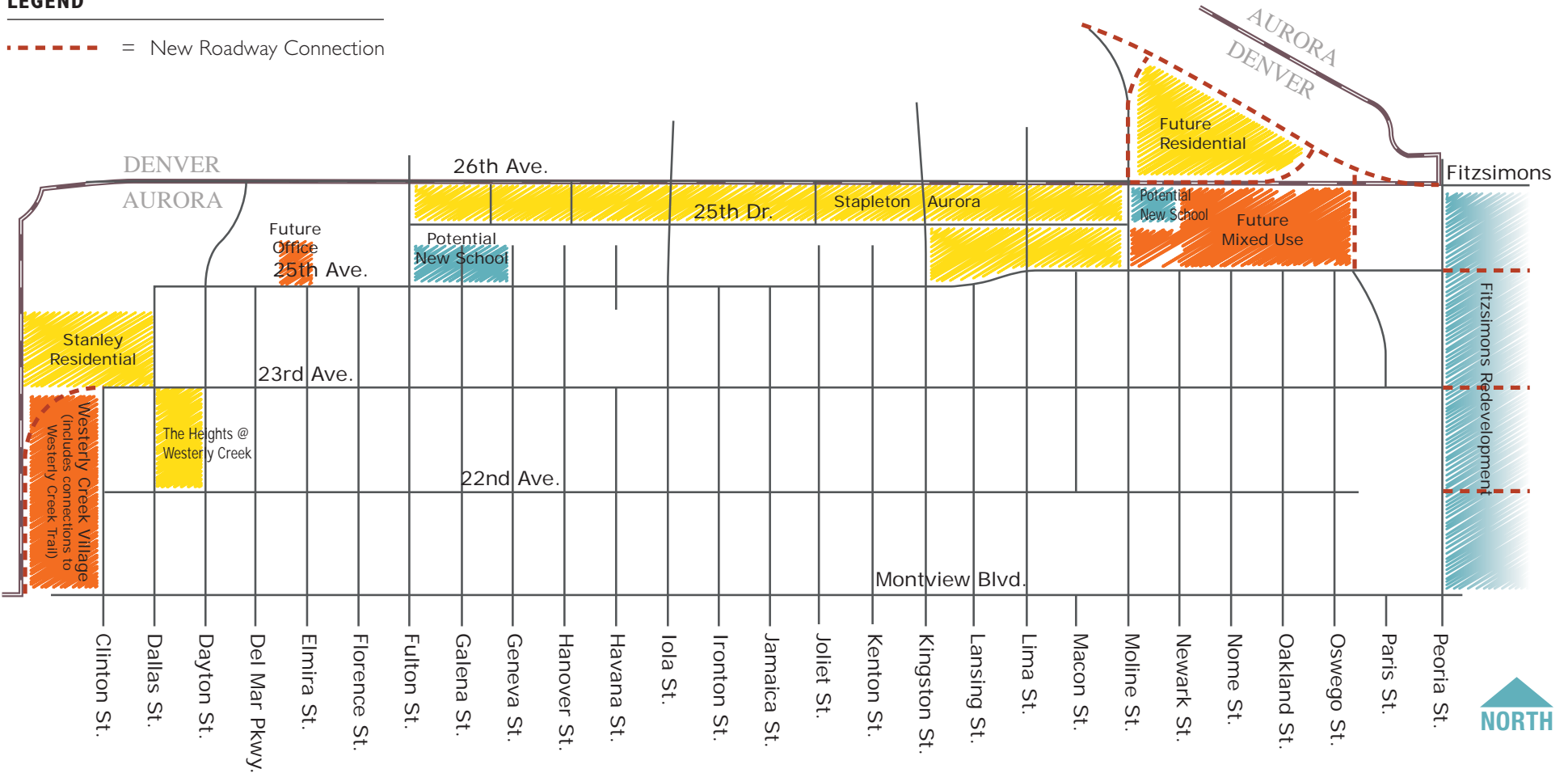
- The existing traffic control in the area is primarily two-way stop control.
- Stop signs are oriented to allow vehicles traveling east-west to drive more freely while north-south vehicles are often required to stop at intersections.
- Neighborhood streets designed in a grid often have stop signs positioned in a "woven" pattern so that travelers must stop at roughly every other intersection, which can reduce cut-through traffic and speeding.
- Stop sign orientation also can be modified to prioritize bicycles and/or pedestrians to make walking and biking easier along common routes.

**?** What is your impression of the effectiveness of the traffic control in the neighborhood?



## LEGEND

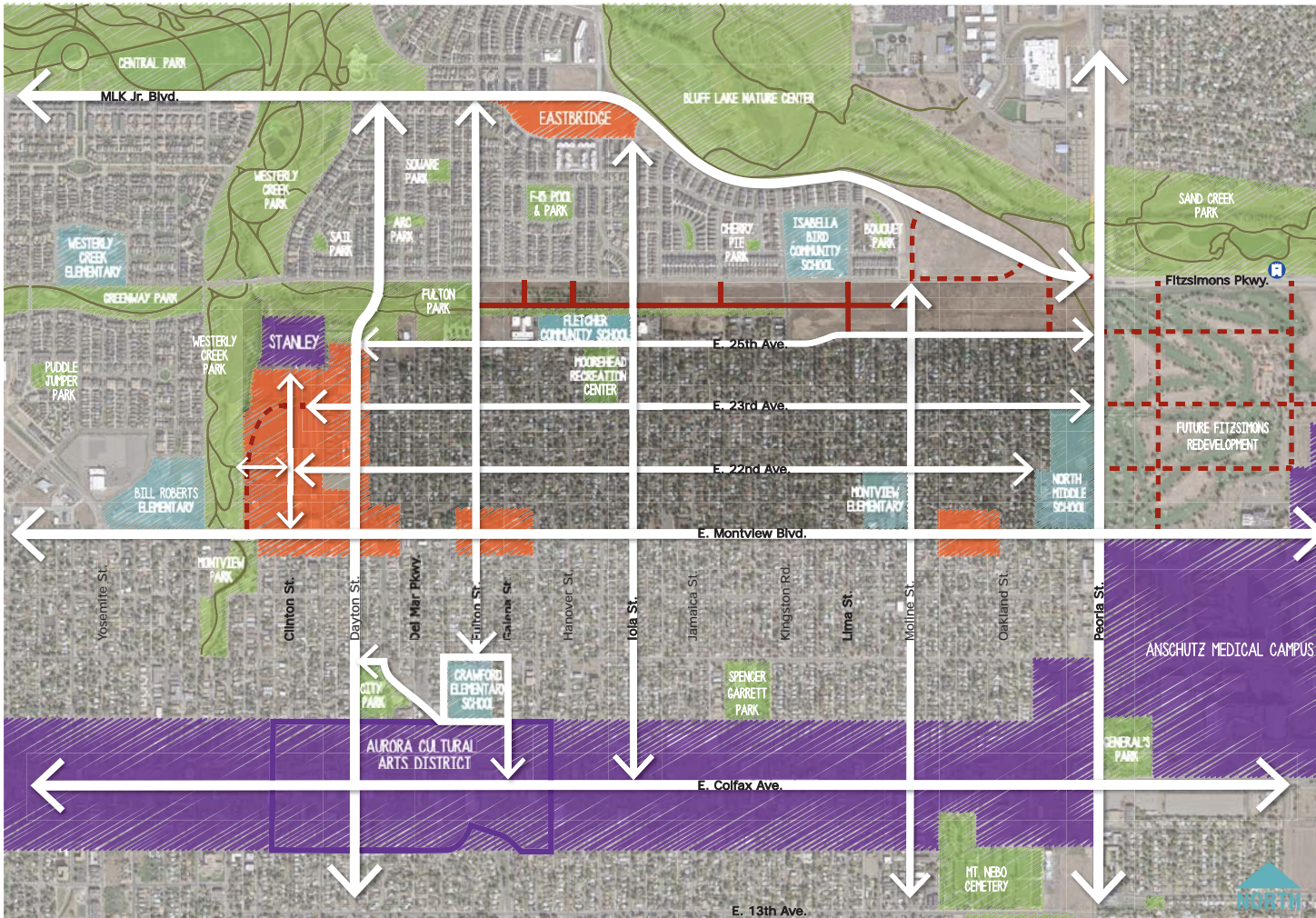
 = New Roadway Connection



**i** Recent development in the area includes the Stanley Marketplace opening, the buildout of Stapleton Aurora, as well as park, trail and open space improvements along Westery Creek. Ongoing buildout at the Anschutz Medical Campus and Fitzsimons Innovation Campus and other future projects will bring new roadway connections to accommodate the anticipated increase in traffic. The Martin Luther King Jr. Boulevard extension should reduce traffic on some local roadways such as Moline Street and 25th Avenue.

**?** How has recent development in the area impacted your travel patterns? How do you anticipate future development and new connections changing your travel?














**i** “Connectivity” means being able to get from one place to the other through direct routes without having to go long distances out of the way. Good connectivity provides easy and safe access to key destinations and allows for the efficient movement of bikes, pedestrians and vehicles. The NW Aurora neighborhood has strong connectivity to both neighborhood and regional destinations including Stanley Marketplace, the Aurora Cultural Arts District, Anschutz Medical Campus and commercial along both Montview Blvd. and E. Colfax Ave. In addition, the neighborhood has access to numerous parks, open space and trails including Westerly Creek Park, City Park and Central Park in Stapleton.

**?** How do you feel about existing connectivity to neighborhood and regional destinations? Are they sufficient? How can they be improved?

## LEGEND

-  Neighborhood Destinations
-  Regional Destinations
-  Existing Parks
-  Existing Schools
-  LRT Station
-  New Roadway Connections
-  Planned Roadway Connections
-  Major Routes
-  Trail Network

# Neighborhood Vision & Needs

## VISION:

A neighborhood with a sense of place where bicycle and pedestrian friendly streets are available for all age groups and abilities, making it an even better neighborhood in which to live, work and play.

## NEEDS:

- Manage the flow of traffic within and through the neighborhood.
- Provide safe and comfortable sidewalks to encourage walking in the neighborhood.
- Identify preferred routing for bicyclists and designate space for the bicycles.
- Enhance the safety of school walking and biking routes to help eliminate barriers to children walking and biking to school.
- Increase non-vehicular trips (such as biking, walking, and transit riding).
- Provide multimodal connections to neighborhood, and local regional destinations and amenities.
- Enhance the neighborhood character through beautification and place making.
- Improve access to local and regional transit services.
- Connect the neighborhood to parks and the regional open space and trail network.
- Accommodate all users through complete streets design.

**i** The neighborhood vision and needs will help to identify potential improvements in the neighborhood and are based on community input from previous planning efforts.

**?** Are there other mobility related needs that you think should be addressed?

**i** The values listed below are based on what we've heard from the community previously. Your input on the relative importance of these community values will help us to evaluate improvement alternatives.

**?** Which community values are most important to you? Please place up to five sticky dots next to the community values most important to you.

Add more trails	
Widen the sidewalks	
Improve pedestrian safety	
Provide more biking connections and safer routes	
Improve access to public transit (bus & rail)	
Maintain and improve the existing character	
Slow the traffic	
Minimize impact of external traffic	
Maintain on-street parking	
Manage parking	
Maintain trees and add or improve green space	
Limit impacts to businesses and homes	
Minimize impacts of street flooding	
Improve safety with enhanced lighting	
Other (please write in):	

