NW AURORA Mobility Study

Welcome to Public Meeting #3

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.

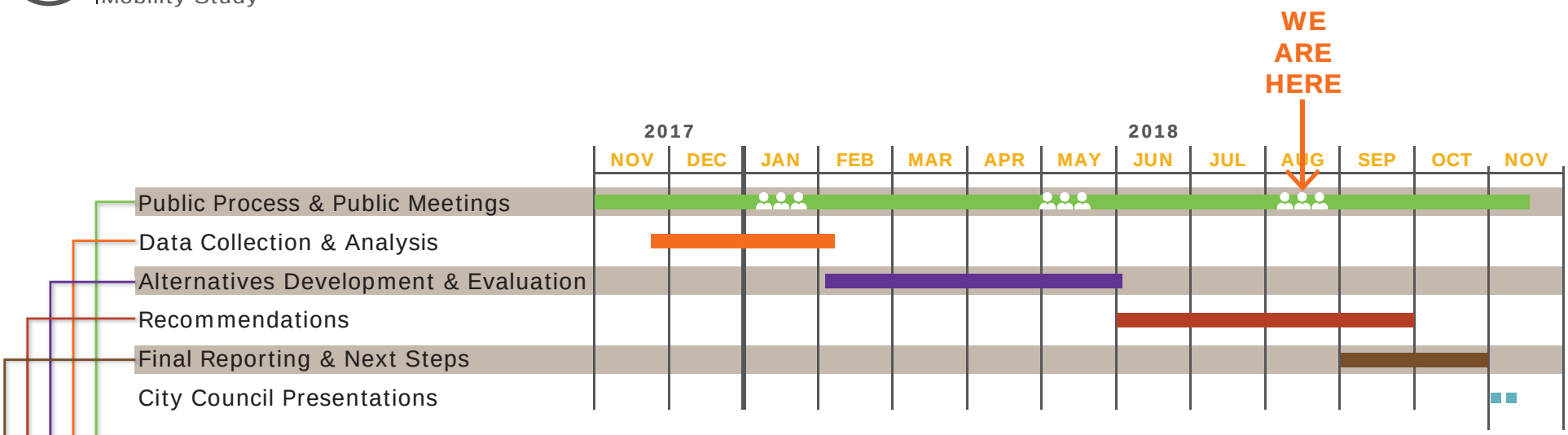
Complete a comment card and place it in the drop box.

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

AuroraGov.org/NWMobility

NW AURORA Mobility Study

Project Schedule



Public Process and Public Meetings: The public process will be ongoing throughout the project and include three public meetings (January, May, and August).

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.

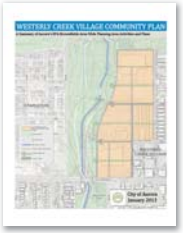
NW AURORA Mobility Study

Previous Plans & Projects

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.

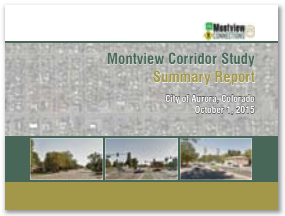


WESTERLY CREEK VILLAGE COMMUNITY PLAN

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

NW AURORA Mobility Study

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.

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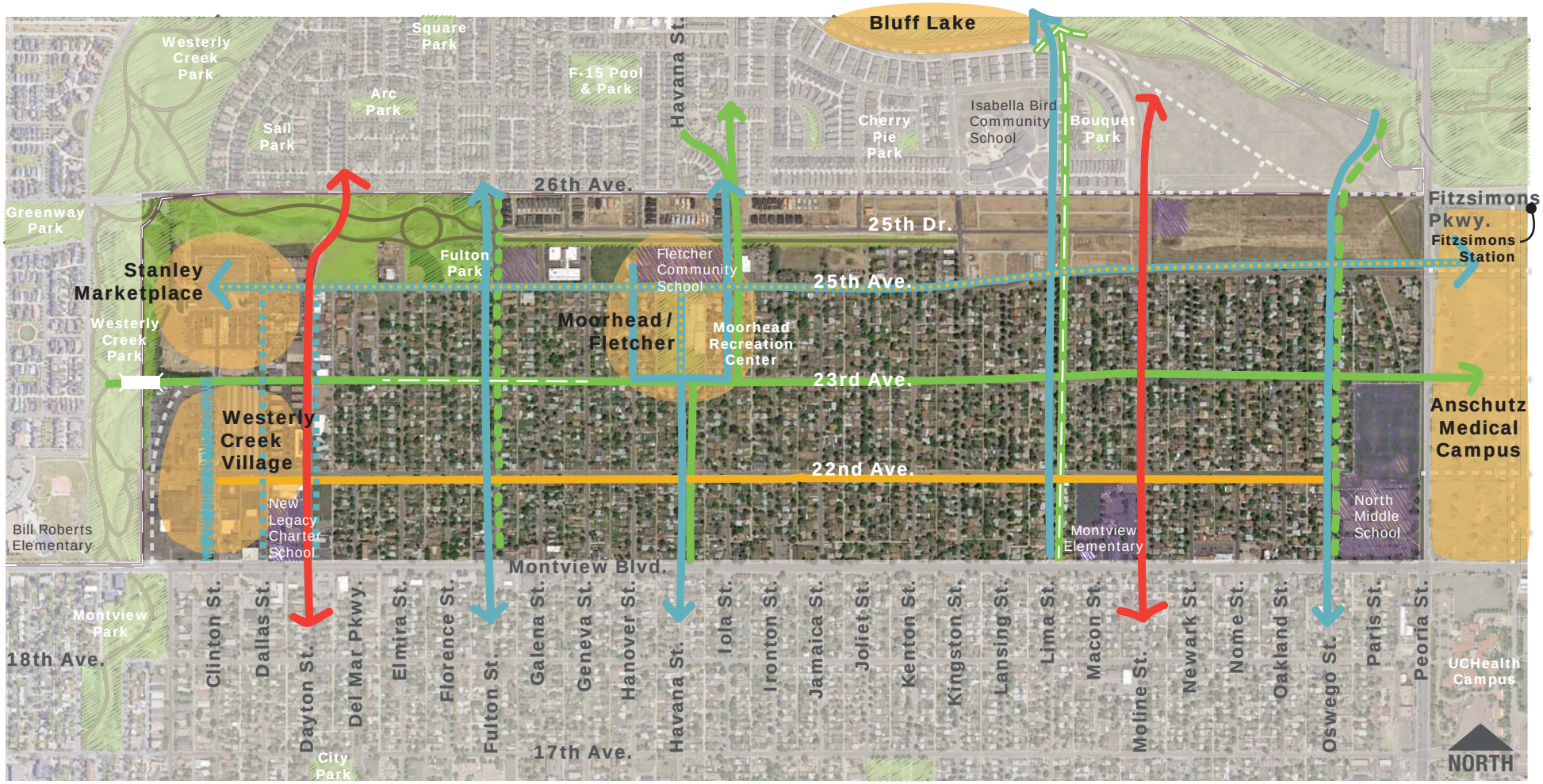
Recommended Concept



LEGEND

- = Sidewalk and Pedestrian Enhancements
- = Main Street Pedestrian Zone
- = Pedestrian Boulevard
- = Missing/Substandard Sidewalks to be Improved with Redevelopment
- = Shared Use Path
- = Bike Lanes
- = Shared Lanes
- = Bike Boulevard
- = Motor Vehicle and Parking Priority
- = Activity Nodes
- = Schools

NW AURORA Mobility Study

Recommended Concept Overview

The recommended concept emphasizes improved multimodal connections to the major activity nodes within and close to the neighborhood and the creation of comfortable and safe walking zones within the activity nodes. The improvements and traffic control are intended to create a balanced street network for all travel modes.

Key Elements

- Emphasizes multimodal connections to the major activity nodes.
- East-west walking enhancements are focused on 22nd Avenue and 25th Avenue.
- East-west bicycle enhancements are focused on 23rd Avenue for commuter bicyclists and on 22nd Avenue for recreational bicyclists and families.
- Creates complete streets on select north/south streets.
- Unique and inviting walking zones are created through Westerly Creek Village, Stanley Marketplace, and within the Moorhead/Fletcher node.
- Featured elements are located to encourage walking and biking to neighborhood schools.
- Stop sign orientation and traffic calming define and support the modal priority for each street.

How it Addresses Community Input

- Addresses a top community priority of widening sidewalks.
- Creates a safer environment for more vulnerable users such as children and improves access to transit stations.
- Addresses speeding concerns by re-orienting stop signs and diverting traffic.
- Improves bicycle connections within the neighborhood and to the regional trail network.
- Prioritizes safe walking and biking routes to schools.
- Balances impacts to on-street parking and yards within the public Right of Way.

By the Numbers: Blocks of...

	Shared Lanes Added	Bike Lanes Addesd	Bike Boulevard Added	Sidewalks Widened / Added	Shared Use Path Added	Detached Sidewalks Added	Parking Eliminated (one side)	Back of Sidewalk Impacted
22nd Avenue	-	-	-	12	12	-	10	1
23rd Avenue	2.5	10.5	-	1	-	-	10.5	-
25th Avenue	-	-	-	12.5	-	12.5	2.5	10
Clinton Street	-	-	-	2	-	2	-	2
Fulton Street	-	-	4	3	-	3	3	3
Hanover Street	-	-	-	1	-	-	-	1
Havana Street	-	2	-	2	-	2	2	2
Iola Street	-	2	-	1	-	1	3	1
Lima Street	4	-	-	3	-	-	3	-
Oswego Street	-	-	4	4	-	-	3	-
TOTAL	**6.5**	**14.5**	**8**	**41.5**	**12**	**20.5**	**37**	**20**

Note: North/South blocks counted as one block; East/West blocks counted as ½ block

NW AURORA Mobility Study

Mobility and Placemaking Framework

NW AURORA Mobility Study

Pedestrian Facilities and Bike Facilities

PEDESTRIAN

Detached Sidewalks

The sidewalk is the primary, accessible pathway that runs parallel to the street. The sidewalk ensures that pedestrians have a safe and adequate place to walk and should be 4-6 feet wide in residential settings and 8–12 feet wide in commercial areas. A detached sidewalk is disconnected from the street's curb and gutter, sometimes with grass or trees separating the sidewalk from the roadway.

Shared Use Path

Shared use paths provide a means of transportation and recreation that is usually detached from a street's curb and gutter within the street right of way. A shared use path serves various users including pedestrians, bicyclists, skaters, and people with disabilities. A shared use path is usually designed for two-way travel, and marked to indicate directionality. A shared use path is typically wider than a sidewalk, ranging from 10 to 14 feet wide.

Main Street Pedestrian Zone

A main street pedestrian zone is a sidewalk with supporting pedestrian enhancements adjacent to the sidewalk such as street furniture, pedestrian scaled lighting, benches, tree pits, and bicycle parking. Main streets are typically adjacent to commercial land uses and activated by pedestrians. The amount of pedestrian activity in the zone slows traffic and emphasizes the pedestrians.

Pedestrian Boulevard

A pedestrian boulevard environment should be considered in places where pedestrian activity is high and vehicle volumes are either low or discouraged. The pedestrian boulevard should consist of green infrastructure elements, such as wide tree lawns or bioswales. A pedestrian boulevard may also include a range of enhancements including street furniture, pedestrian scaled lighting, benches, and bicycle parking.

BIKE

Shared Lanes

Shared lanes are used by both automobiles and bicyclists and are typically delineated by shared lane markings (sometimes called sharrows) to indicate a shared environment for bicycles and automobiles. Shared lane markings reinforce the legitimacy of bicycle traffic on the street and recommend proper bicyclist positioning. Shared lane markings should be applied in situations where the speed differential between bicyclist and motorist travel speeds is very low.

Source: NACTO

Bike Lane

Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes facilitate predictable behavior and movements between bicyclists and motorists.

Source: NACTO

Bike Boulevard

Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets. Bike boulevards not only benefit people on bicycles, but also help create and maintain "quiet" streets that benefit residents and improve safety for all road users.

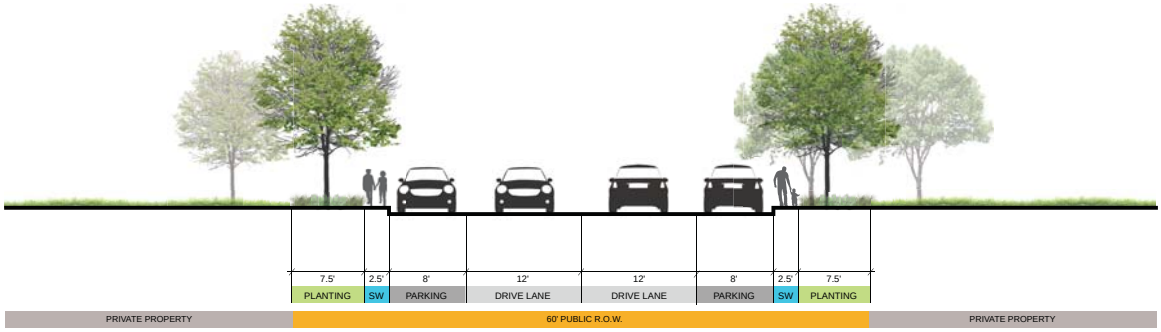
Source: NACTO

NW AURORA Mobility Study

Existing & Proposed Cross Sections

22nd Avenue (Facing West)

A 10-foot shared use path (for pedestrians and bicyclists) with a 4-foot buffer is recommended on the south side of 22nd Avenue. Travel lanes would be narrowed to 10-feet and parking would be eliminated on the south side of the street to make space for the shared use path. Where feasible, the shared use path would be added to the back of the existing curb; parking would be preserved on the south side (Clinton to Dayton), and the school bus loading zone would be maintained (Macon to Moline).



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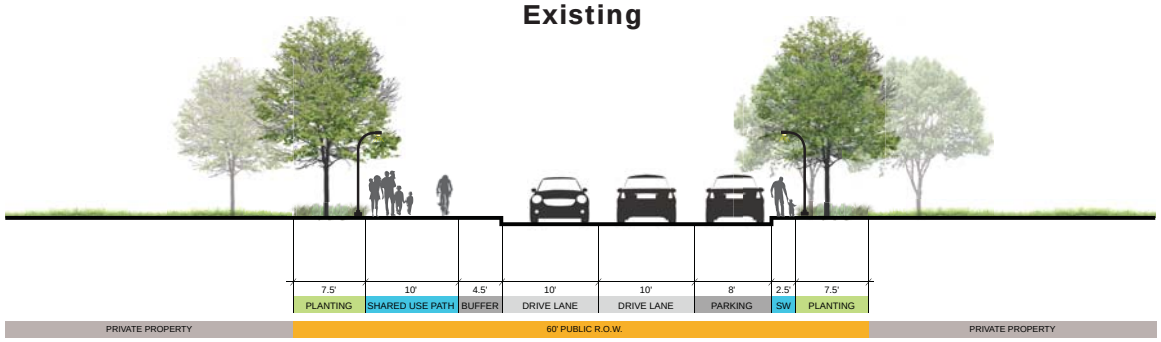
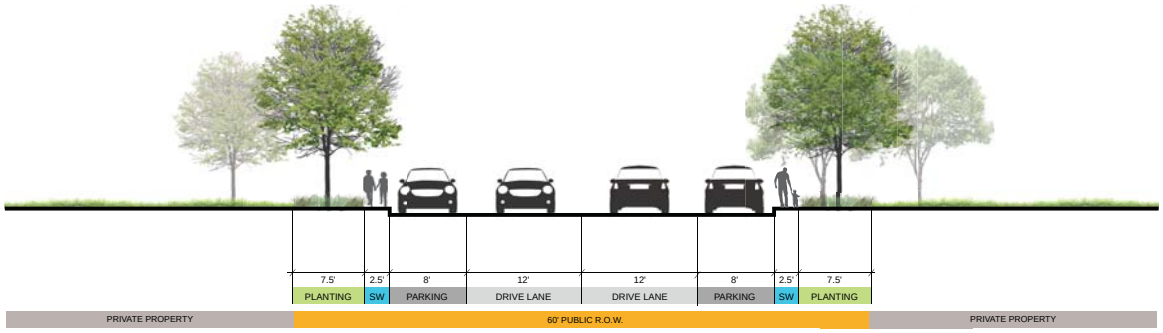


Shared Use Path on South Side

25th Avenue (Facing West)

A 10-foot tree-lined pedestrian boulevard is recommended on the north side of 25th Avenue. Typically, the pedestrian boulevard would be added to the back of the existing curb; occasionally parking would be eliminated on the north side of the street to minimize impacts to yards within public ROW.



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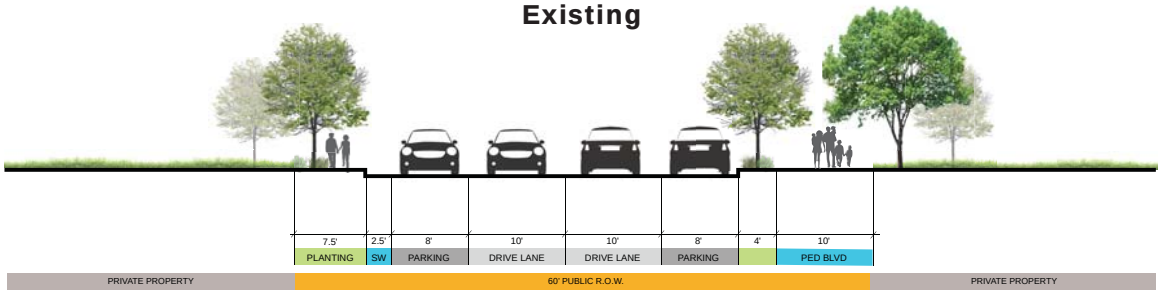


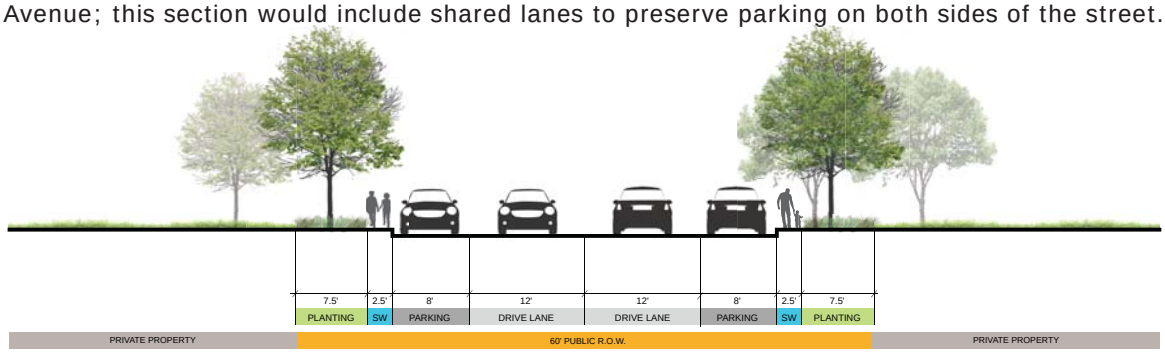
Pedestrian Boulevard on North Side

NW AURORA Mobility Study

Existing & Proposed Cross Sections

23rd Avenue (Facing West)

On-street bike lanes are recommended along 23rd Avenue. No changes to the curbline or back of sidewalk would be required; travel lanes would be narrowed to 10-feet and parking would be eliminated on the north side of the street to make space for the bike lanes. The 5-block section between Emporia and Geneva is narrow and has houses fronting onto 23rd Avenue; this section would include shared lanes to preserve parking on both sides of the street.



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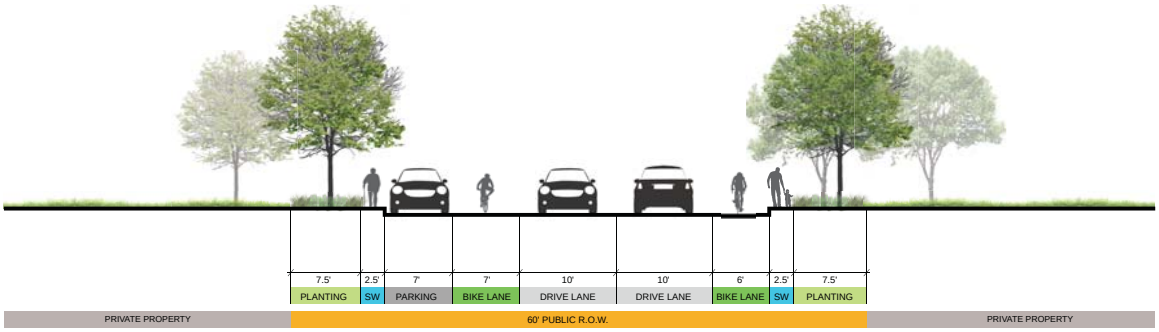


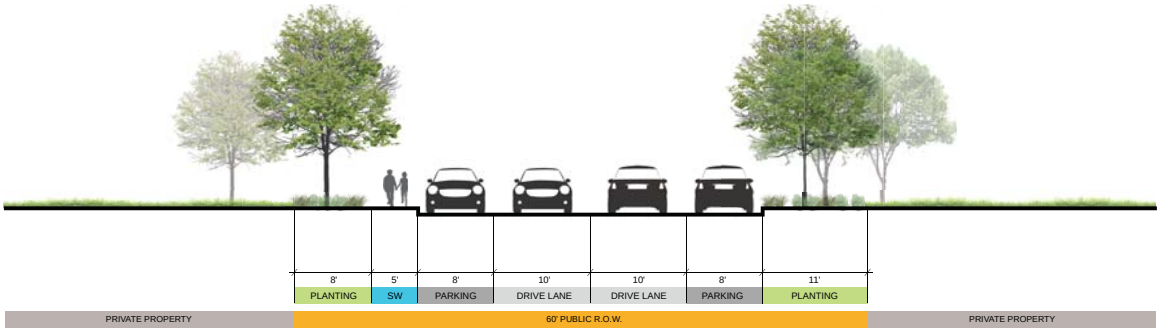
Bike Lanes

NW AURORA Mobility Study

Existing & Proposed Cross Sections

Clinton Street (Facing North)

Clinton Street would be designated as a Main Street Pedestrian Zone with detached sidewalks and amenity zones including benches and pedestrian-scaled lighting. The recommended cross-section includes parking on both sides of the street and a 16-foot pedestrian zone. These improvements would be linked to redevelopment of parcels along Clinton Street including Stanley Residential and Westerly Creek Village.



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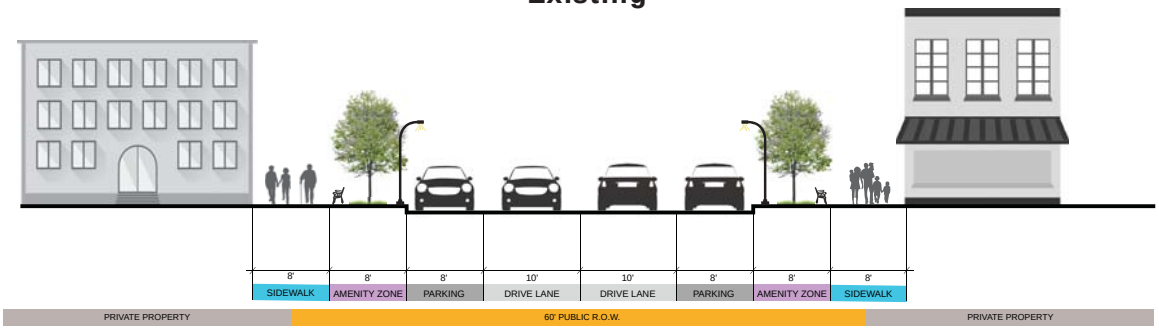
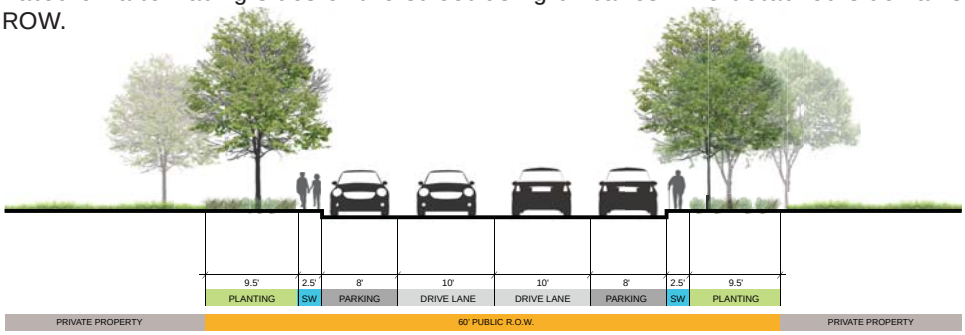


Main Street Pedestrian Zone

Fulton Street (Facing North)

A bicycle boulevard is recommended on Fulton Street, along with 6-foot detached sidewalks. The bicycle boulevard would be created using a combination of traffic calming (chicanes and a mini-roundabout) and traffic diversions (motor vehicles on Fulton Street would be forced to turn right at 22nd Avenue and at 25th Avenue). Parking would be eliminated on alternating sides of the street using chicanes. The detached sidewalks would impact yards within the public ROW.



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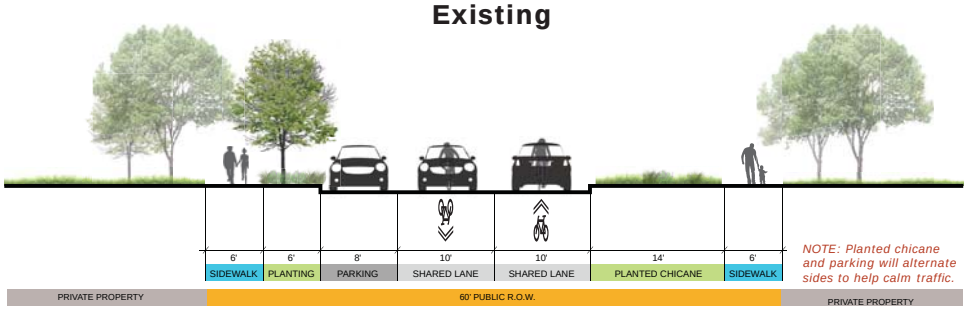

Bike Boulevard and Detached Sidewalks

Mini-roundabout

Traffic Diversions

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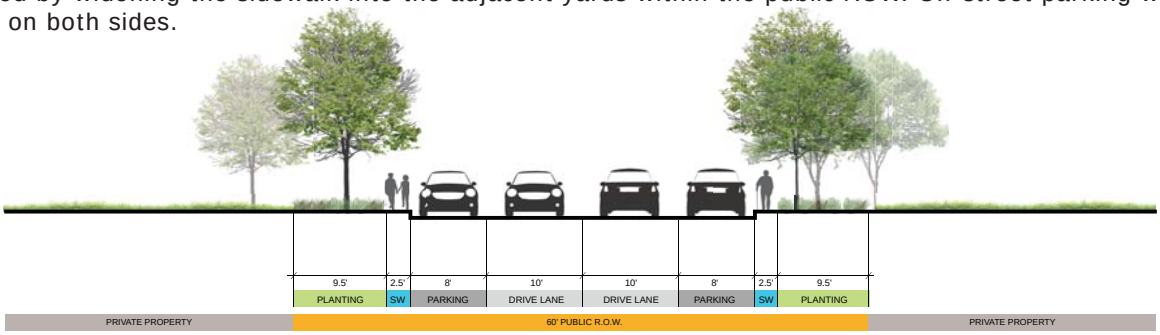
Cross Sections

Hanover Street (Facing North)

Widened sidewalks are recommended on Hanover Street from 23rd Avenue to 25th Avenue. This would be accomplished by widening the sidewalk into the adjacent yards within the public ROW. On-street parking would be maintained on both sides.



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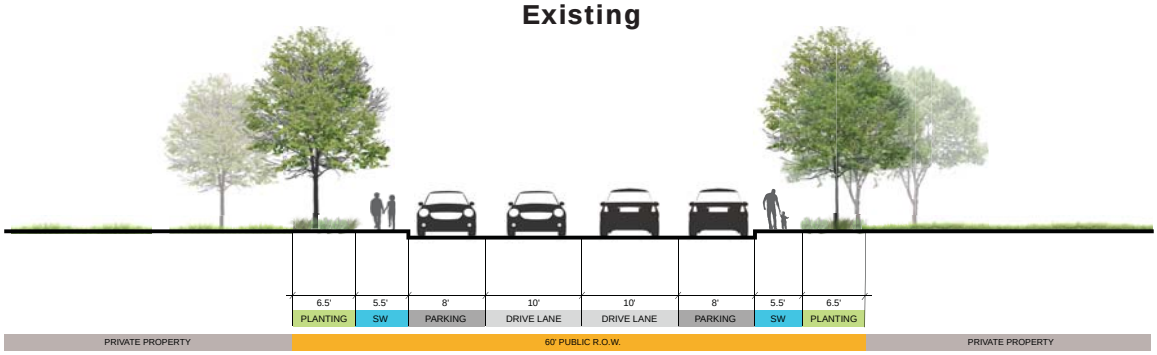
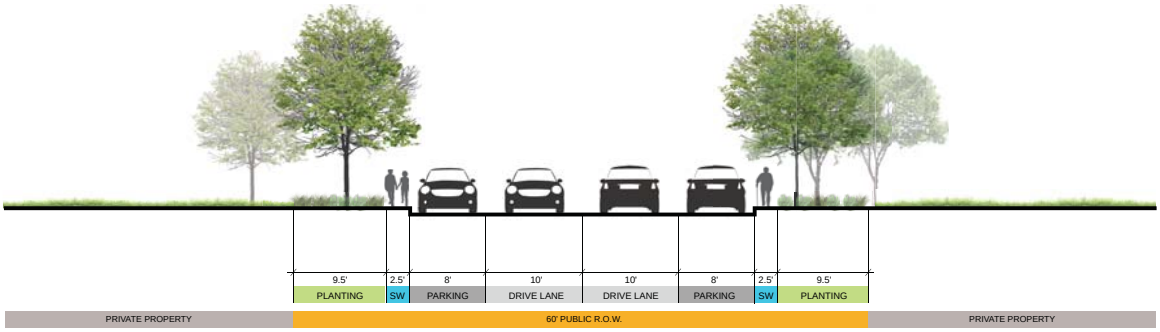


Widen Sidewalks to Outside

Lima Street (Facing North)

Shared lanes are recommended for Lima Street to denote the street as a bike route and to increase driver expectation of bicyclists using the street. Additionally, widened sidewalks are recommended on Lima Street. These bicycle and pedestrian enhancements would be made by eliminating parking on one side of the street (east side from 22nd Avenue to 23rd Avenue, west side from 23rd Avenue to 25th Avenue, and Montview Boulevard to 22nd Avenue).



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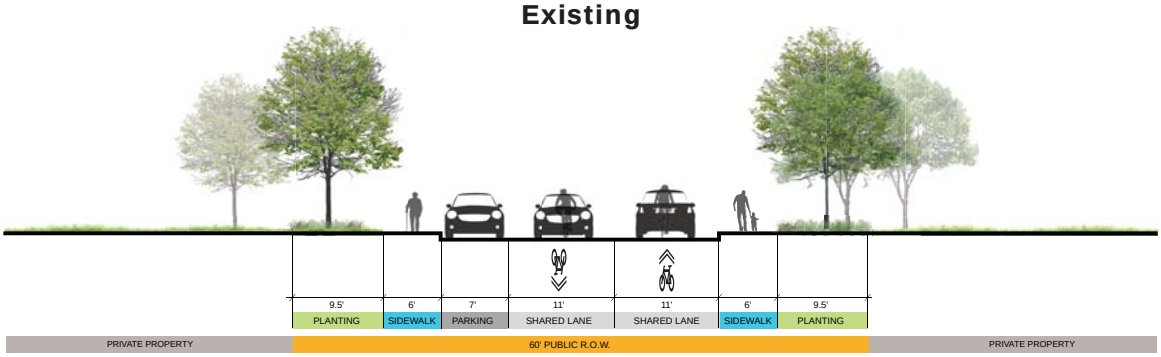

Widen Sidewalks to Inside

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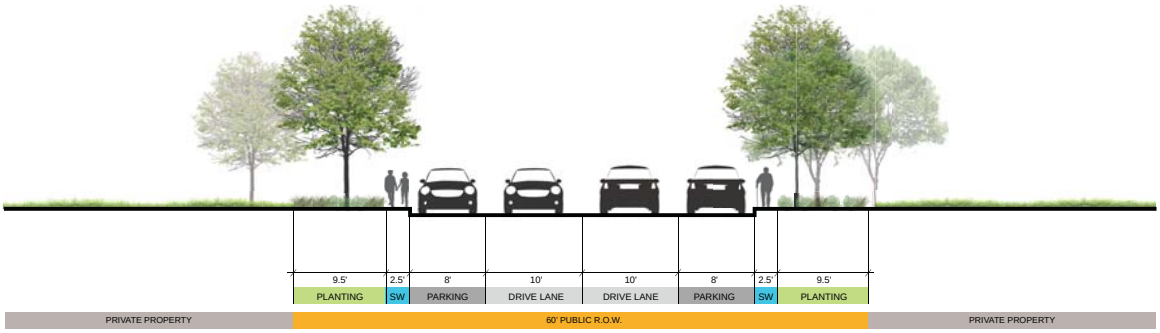
Existing & Proposed Cross Sections

Havana Street (Facing North)

On-street bike lanes and detached sidewalks are recommended along Havana Street from Montview to 23rd Avenue. To make space for these bicycle and pedestrian enhancements, parking would be eliminated on the east side of the street, the street would be widened, and the sidewalks would be widened, impacting yards within the public ROW.



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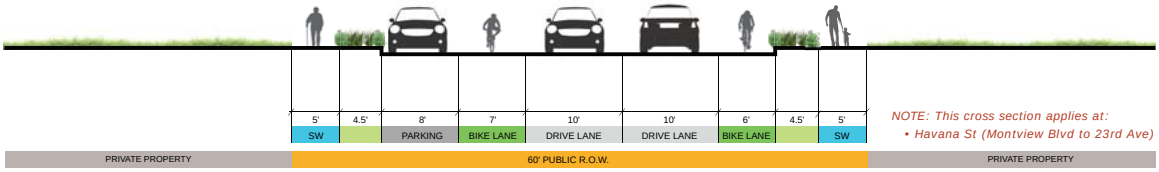
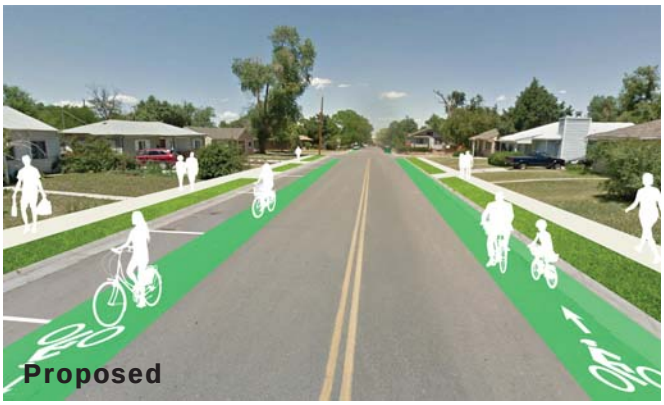


NOTE: This cross section applies at:
• Havana St (Montview Blvd to 23rd Ave)

Bike Lanes and Detached Sidewalks

South of 22nd Street (Facing North)



South of 23rd Street (Facing North)

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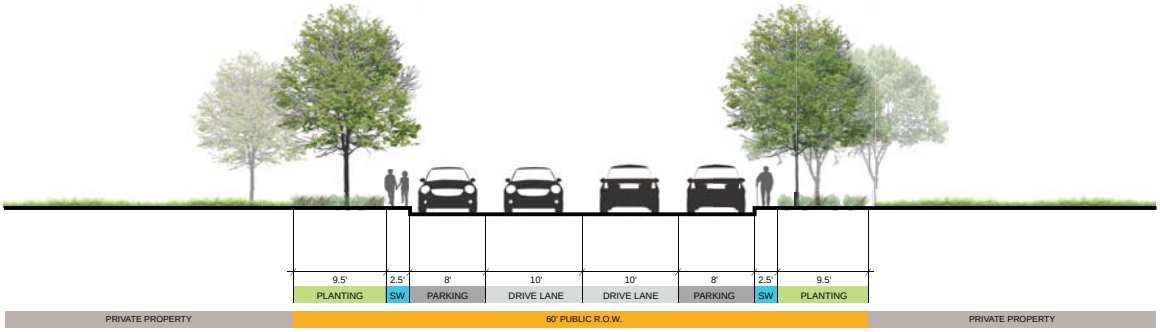
Existing & Proposed Cross Sections

Iola Street (Facing North)

On-street bike lanes and detached sidewalks are recommended along Iola Street from 23rd Avenue to 26th Avenue, connecting to the existing buffered bike lanes in Denver. To make space for these bicycle and pedestrian enhancements, parking would be eliminated on the east side of the street, the street would be widened, and the sidewalks would be widened, impacting yards within the public ROW.



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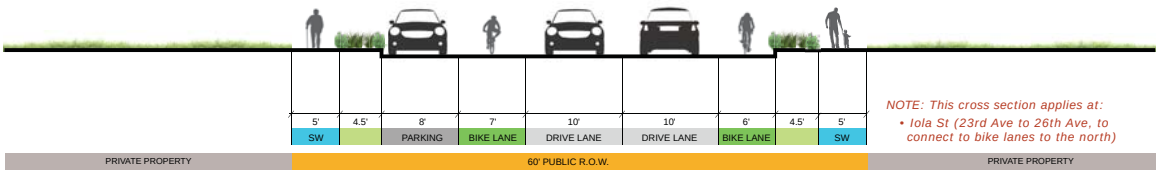


NOTE: This cross section applies at:

- *Iola St (23rd Ave to 26th Ave, to connect to bike lanes to the north)*

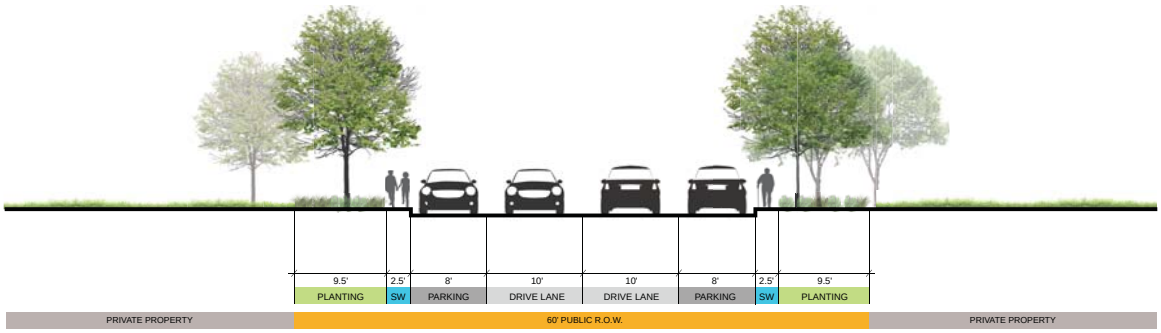
Bike Lanes and Detached Sidewalks

NW AURORA Mobility Study

Existing & Proposed Cross Sections

Oswego Street (Facing North)

A bicycle boulevard is recommended on Oswego Street, along with 6-foot sidewalks. The bicycle boulevard would be created using traffic calming (street narrowing and a mini-roundabout). Parking would be eliminated on alternating sides of the street to accommodate the widened sidewalks. The alternation of parking would help to slow traffic.



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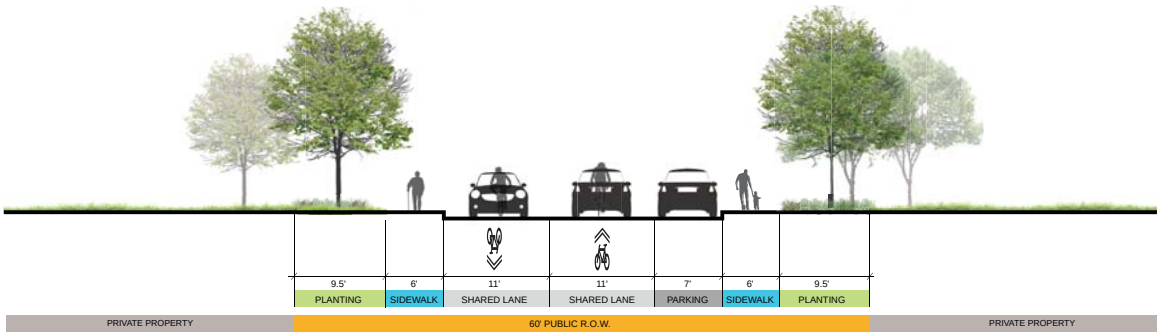

Bike Boulevard and Widened Sidewalks

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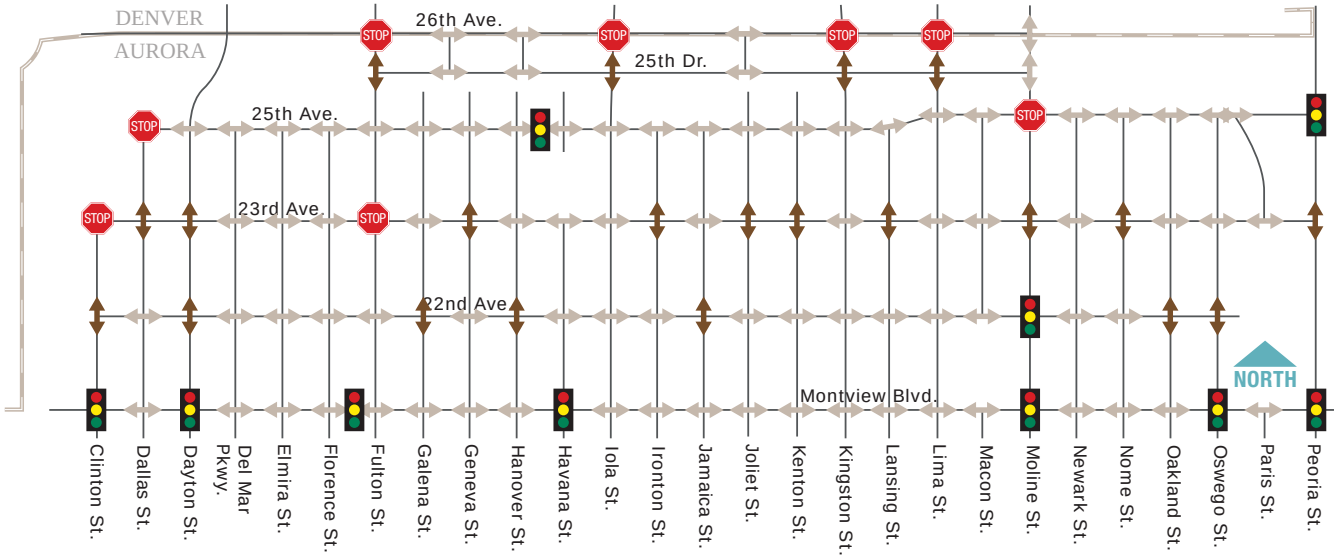
Traffic Control

Stop signs, traffic signals, and other traffic control devices communicate right of way to drivers, bicyclists, and pedestrians. The proposed traffic control in Northwest Aurora is designed to balance the flow of traffic, encourage slower speeds through the neighborhood, and work with school waliking routes. The proposed traffic control is compatible with the current neighborhood streets and with the recommended improvements.

Existing Traffic Control

LEGEND

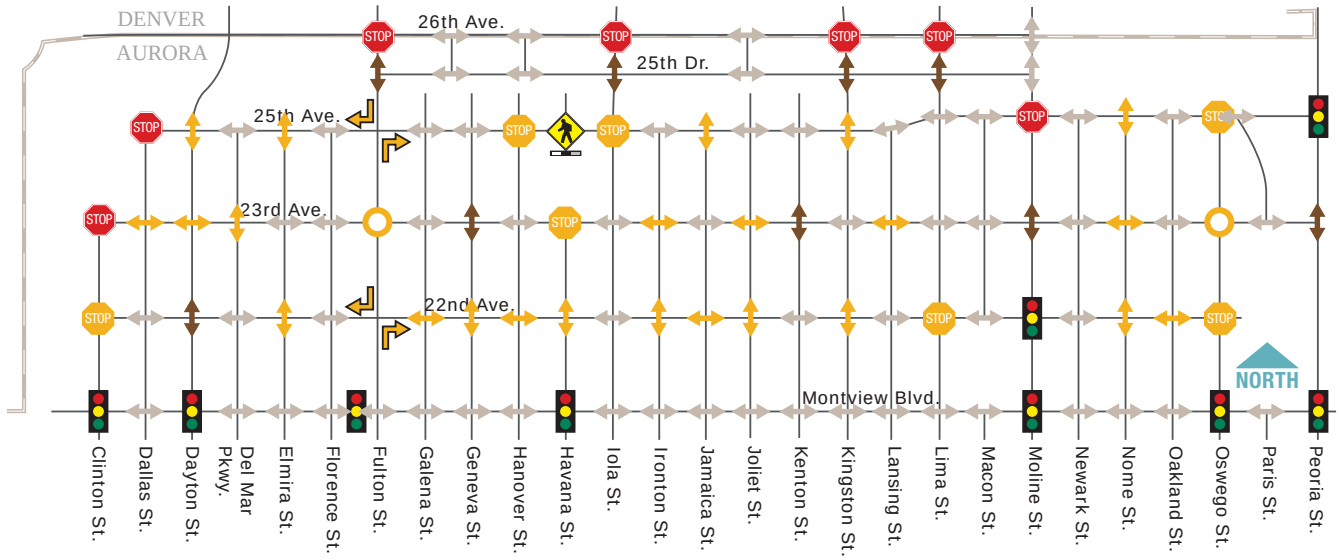
= East-West Free Flow Movement
= North-South Free Flow Movement
= All-Way Stop
= Traffic Signal



Proposed Traffic Control

LEGEND

= East-West Free Flow Movement
= North-South Free Flow Movement
= All-Way Stop
= Traffic Signal
= Changed Flow Movement
= Right Turn Only for Motor Vehicles (no restrictions for bicyclists, pedestrians and emergency vehicles)
= New Mini Roundabout
= New All-Way Stop
= New Rectangular Rapid Flashing Beacon



NW AURORA Mobility Study

Next Steps

Plan Adoption

Your input will be used to refine the NW Aurora Mobility Study recommendations. The refined recommendations will be presented to the City Council for adoption in Fall 2018.

Implementation

The City of Aurora does not have funding to make all of the recommended improvements immediately; the improvements will likely be made over time as funding becomes available. The city will provide public notifications when projects are moving forward.

- Stop sign re-orientation will likely be done in Spring 2019.
- Improvements that require restriping only (such as 23rd Avenue and the bike boulevard component of Oswego Street) may be completed within the next 1 – 3 years.
- The City of Aurora will work to identify funding for the remaining recommended improvements. The timing of these improvements will depend on:
  - Partnership opportunities (i.e., with developers, and between City departments)
  - Grant funding opportunities