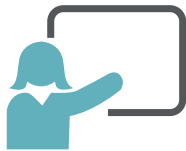




Welcome to Public Meeting #2

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



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.



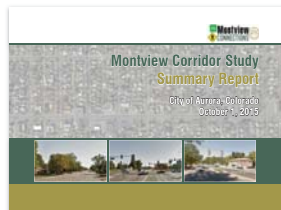
WESTERLY CREEK VILLAGE COMMUNITY PLAN

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

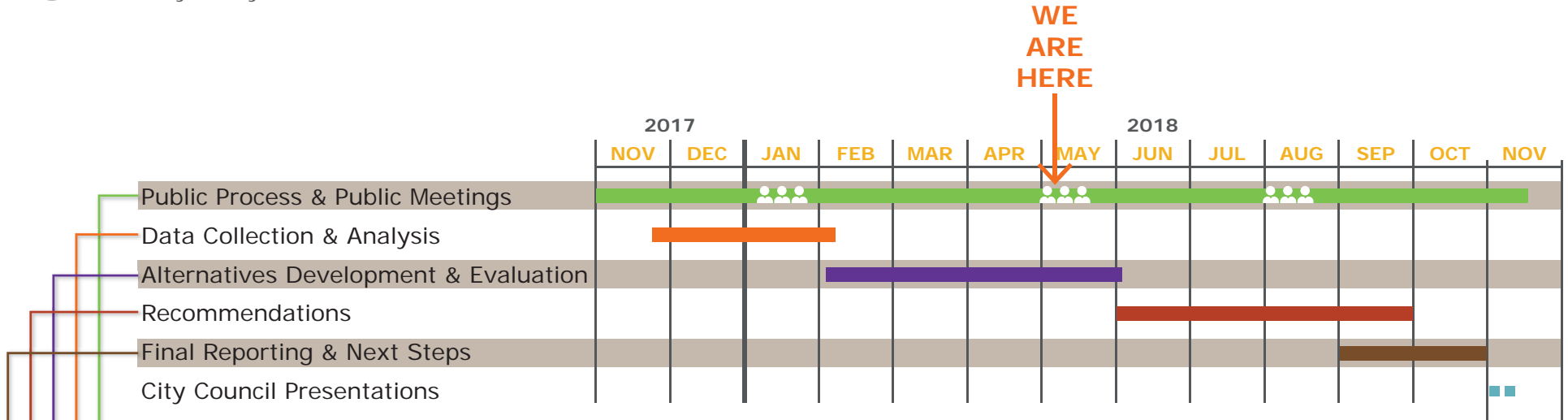
In 2016 and 2017, the city installed buffered bicycle lanes on Montview Boulevard. On-street parking was eliminated to accommodate the new bicycle facilities. The design was the outcome of a study prepared in 2015. All phases of this project included community outreach.

2015

2016

2017

2018



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.

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.



Overview of Alternatives

The vision for NW Aurora is 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.

GREATEST NEEDS:

Three packaged alternatives have been developed to address the greatest needs of the neighborhood:

- Managing the flow of traffic within and through the neighborhood.
- Providing safe and comfortable sidewalks to encourage walking in the neighborhood.
- Identifying preferred routing for bicyclists and designate space for the bicycles.
- Enhancing the safety of school walking and biking routes to help eliminate barriers to children walking and biking to school.

COMMON THEMES:

The packaged alternatives were developed recognizing that it is not realistic to improve every street or widen every sidewalk within the neighborhood due to space and funding restrictions. In each alternative, the improvements are focused on those streets where the greatest benefits can be realized. There are some common themes among the three alternatives:

- 23rd Avenue is the primary east-west bike route in all alternatives due to its ability to provide an uninterrupted connection for bicyclists to Westerly Creek trail on the west and the Anschutz Medical Campus on the east.
- 25th Avenue is a primary east-west street for walking in all alternatives due to the concentration of walking destinations along the street including Stanley Marketplace, Fulton Park, Moorhead Recreation Center, and Fletcher Community School.
- In all three alternatives, improvements to north-south bicycle and pedestrian mobility are focused on a common set of streets that provide continuity through the study area as well as access to neighborhood destinations, including: Clinton Street, Fulton Street, Havana Street/Iola Street, Lima Street, and Oswego Street.

- Increasing non-motor vehicle trips (such as biking, walking, and transit riding).
- Providing multimodal connections to neighborhoods and local regional destinations and amenities.
- Enhancing the neighborhood character through beautification and place making.
- Improving access to local and regional transit services.
- Connecting the neighborhood to parks and the regional open space and trail network.
- Accommodating all users through complete streets design.

NEXT STEPS – ALTERNATIVES REFINEMENT:

The next steps for refining the alternatives and selecting a preferred alternative will involve:

- Identifying stop sign orientation and specific traffic calming features to manage speeds and routing.
- Balancing the trade-offs required to make the street improvements (most notable: on-street parking versus impacts to the back of the sidewalks).
- Incorporating specific placemaking, beautification, and stormwater elements.
- A technical evaluation of the alternatives and their individual elements.
- Mixing and matching elements of the three alternatives.

Alternative A Balanced Network

The main theme of the alternative is to promote an equal concentration of traffic on all neighborhood streets to create a balanced street network for all travel modes.

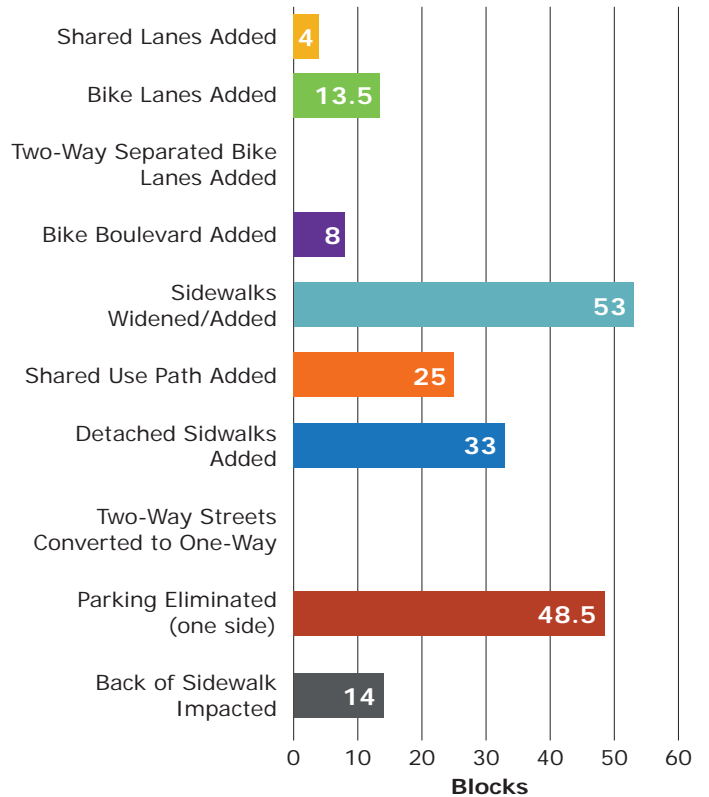
DISTINGUISHING THEMES:

- Equally distributes travel to minimize concentrations of traffic.
- Creates a balanced street network for all travel modes.
- Featured elements (shared use paths and bike boulevards) are located to encourage walking and biking to neighborhood schools.
- Reduces traffic on streets with bike boulevards.
- Eliminates "fast" streets by alternating stop signs.

HOW IT ADDRESSES COMMUNITY INPUT:

- Addresses a top community priority of widening sidewalks.
- Addresses speeding concerns by re-orienting stop signs.
- Discourages cut-through traffic.
- Improves bicycle connections.
- Prioritizes safe walking and biking routes to schools.

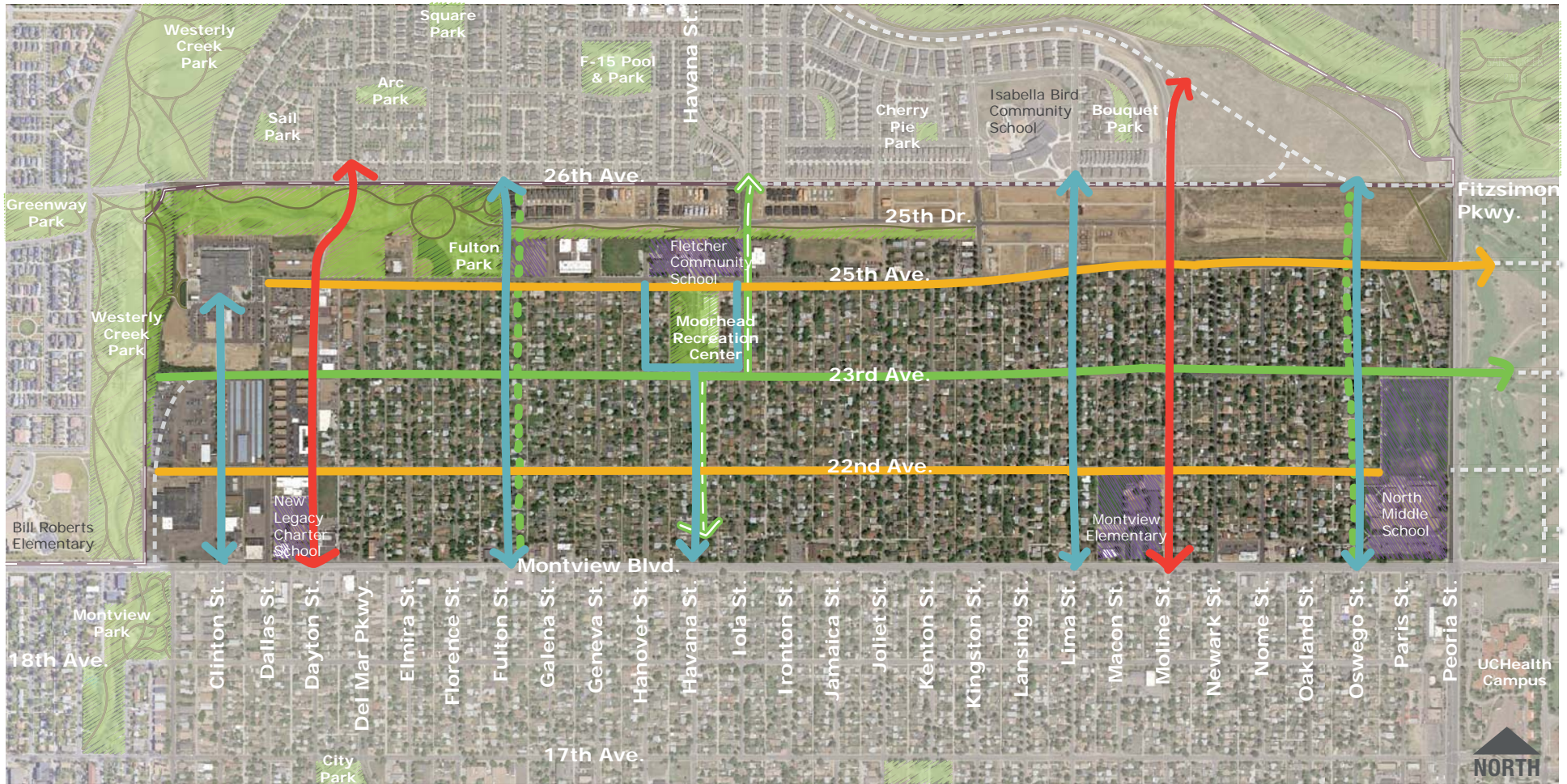
BY THE NUMBERS: BLOCKS OF...










Note: North/South Blocks counted as one block; East/West Blocks counted as 1/2 block



Alternative A Balanced Network



LEGEND

- | | | | |
|--|--|---|--------------------------------------|
|  | = Sidewalk and Pedestrian Enhancements |  | = Shared Use Path |
|  | = Bike Lanes |  | = Motor Vehicle and Parking Priority |
|  | = Bike Boulevard |  | = Schools |
|  | = Shared Lane | | |

Alternative A Balanced Network Placemaking Opportunities

The opportunity for placemaking in this alternative builds on the primary mobility recommendations and focuses on two major areas of emphasis: 1) Fulton Street and Oswego Street Bike Boulevards, and 2) Moorhead Recreation Center Gateway & Pedestrian Zone

Fulton Street and Oswego Street Bike Boulevards are an opportunity to create a different user experience for residents of the neighborhood by emphasizing bicycle use and pedestrian activities. The low-speed streets create more comfortable places for walking and biking and provide an opportunity to encourage other forms of placemaking, such as enhanced planting areas, parklets, street furnishings, alternative paving materials, and small gathering spaces.

Moorhead Recreation Center Gateways (north and south) & Pedestrian Zone creates a pedestrian-friendly zone on the blocks surrounding Moorhead Recreation Center. Improved gateways along 25th and 23rd Avenue will create recognizable entry points and an identifiable public edge to the site that is safe and comfortable for pedestrians. New trees, improved sidewalks, wide crossing zones, bulb outs, and traffic calming devices can create a recognizable 'slow zone' that emphasizes walking and encourages pedestrian activity.



Alternative B Neighborhood Placemaking Focus

This alternative 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.

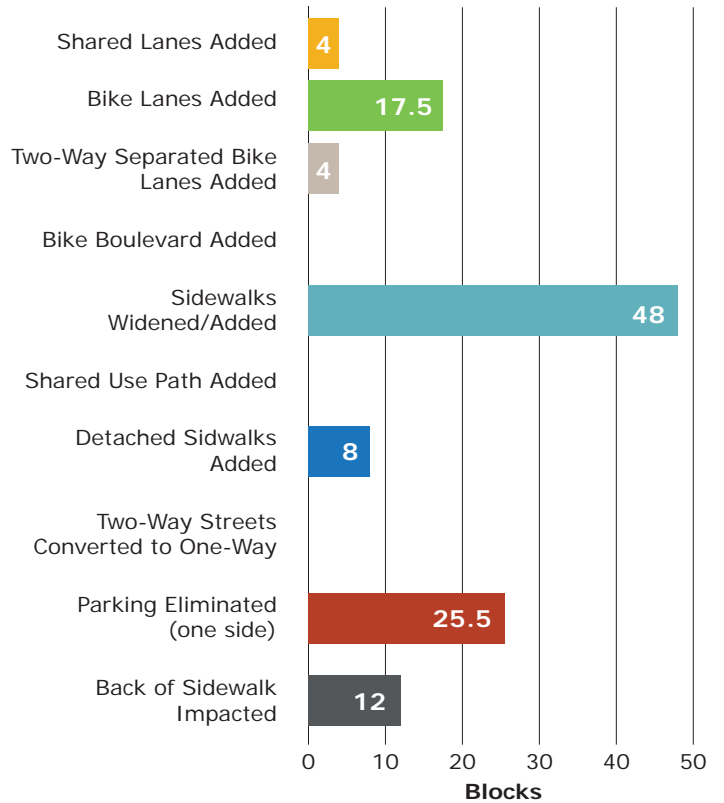
DISTINGUISHING THEMES:

- Emphasizes multimodal connections to the major activity nodes.
- Creates complete streets on select north/south streets.
- East-west walking enhancements are focused on 25th Avenue, while east-west bicycle route is on 23rd Avenue.
- Unique and inviting walking zones are created through Westerly Creek Village, the Galena Street Historic District, and within the Moorhead/Fletcher node.
- Stop sign orientation and traffic calming define and support the modal priority for each street.

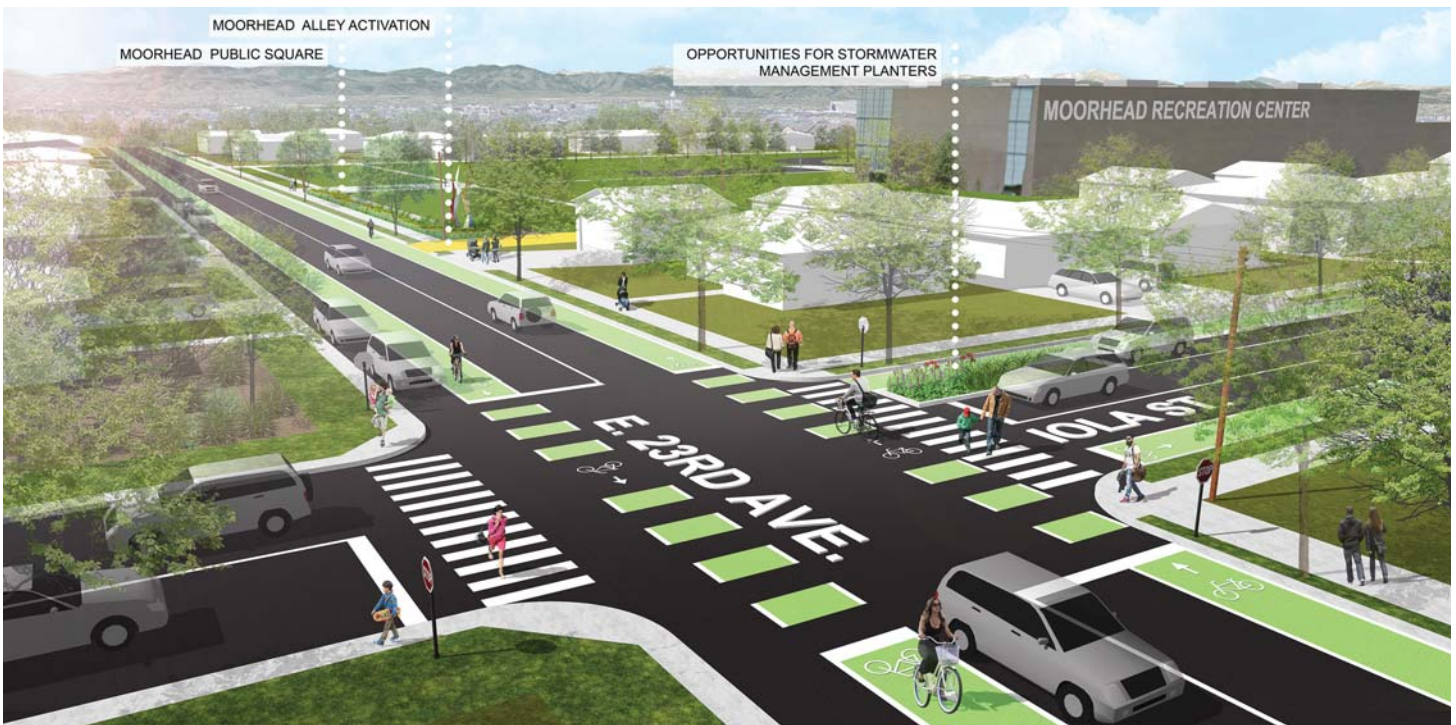
HOW IT ADDRESSES COMMUNITY INPUT:

- Creates a safer environment for more vulnerable users such as children, and improves access to transit station.
- Minimizes overall changes to on-street parking by grouping improvements together.

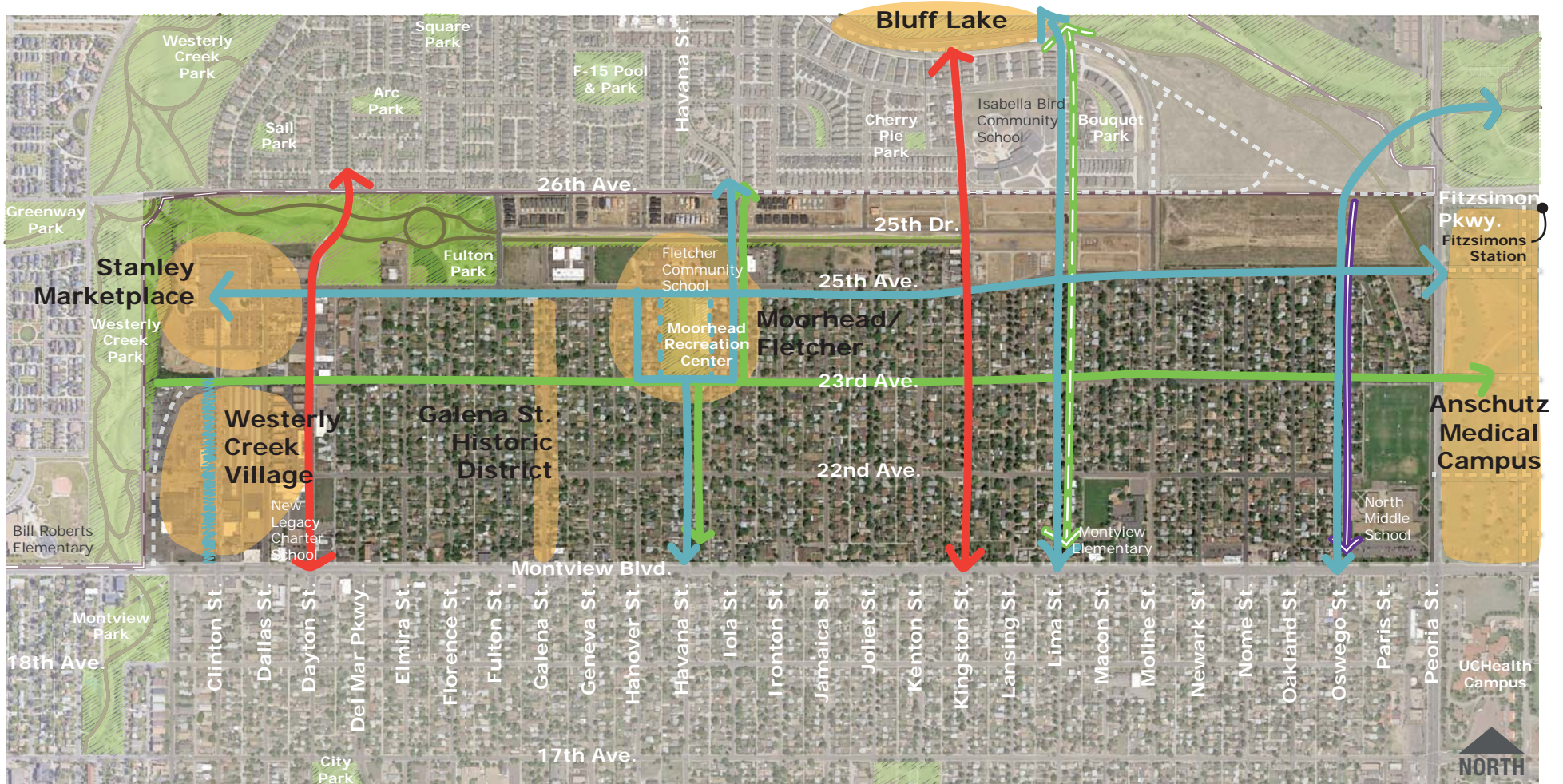
BY THE NUMBERS: BLOCKS OF...









Note: North/South Blocks counted as one block; East/West Blocks counted as 1/2 block



Alternative B Neighborhood Placemaking Focus



LEGEND

-  = Sidewalk and Pedestrian Enhancements
-  = Main Street Pedestrian Zone
-  = Alley Enhancements
-  = Bike Lanes
-  = Two-Way Separated Bikeway
-  = Shared Lanes
-  = Motor Vehicle and Parking Priority
-  = Activity Nodes

Alternative B Neighborhood Placemaking Focus Placemaking Opportunities

Since placemaking is the main theme of this alternative, the Neighborhood Placemaking Focus provides several opportunities for major placemaking areas that build on existing neighborhood destinations and amenities.

The **Moorhead Public Square & Alleys** area focuses on the Moorhead Recreation Center open space, street frontages, and adjacent alleys to create a singular public square for the neighborhood. Improvements to the open space at the recreation center are intended to make it a central gathering space for the neighborhood. The public square can include additional seating and gathering areas, a small plaza, a performance space, entry improvements and sidewalk enhancements around the entire block. The two mid-block alleys can be converted to priority pedestrian walkways with permeable paving, lighting, signage, and improved access into the open space. The collection of public spaces and street improvements create an overall 'public square' that celebrates its position as the major neighborhood amenity.

The **Clinton Main Street** area forms a major entry to Stanley Marketplace and a destination pedestrian street connecting Colfax Boulevard and Stanley. As a major main street and gateway, generous sidewalks, café areas, lighting, signage, banners and art create a unique pedestrian experience and mixed-use destination for the neighborhood. The vibrant public realm is activated by commercial and retail uses fronting the street and direct pedestrian connections to the Westerly Creek Park trail network to the west.

Stanley Marketplace Plaza terminates the Clinton Main Street experience and reinforces Stanley as a major destination. The existing plaza is expanded to create a larger front door experience on the south side of the building.

To celebrate this historical gem of Aurora, the **Galena Street Historic Walk** provides a tranquil and beautiful street for strolling and learning about Aurora's history. Featuring two historic Fletcher houses, historical signage, new landscape enhancements and seating, the street creates a special walking experience for the neighborhood and entire city.

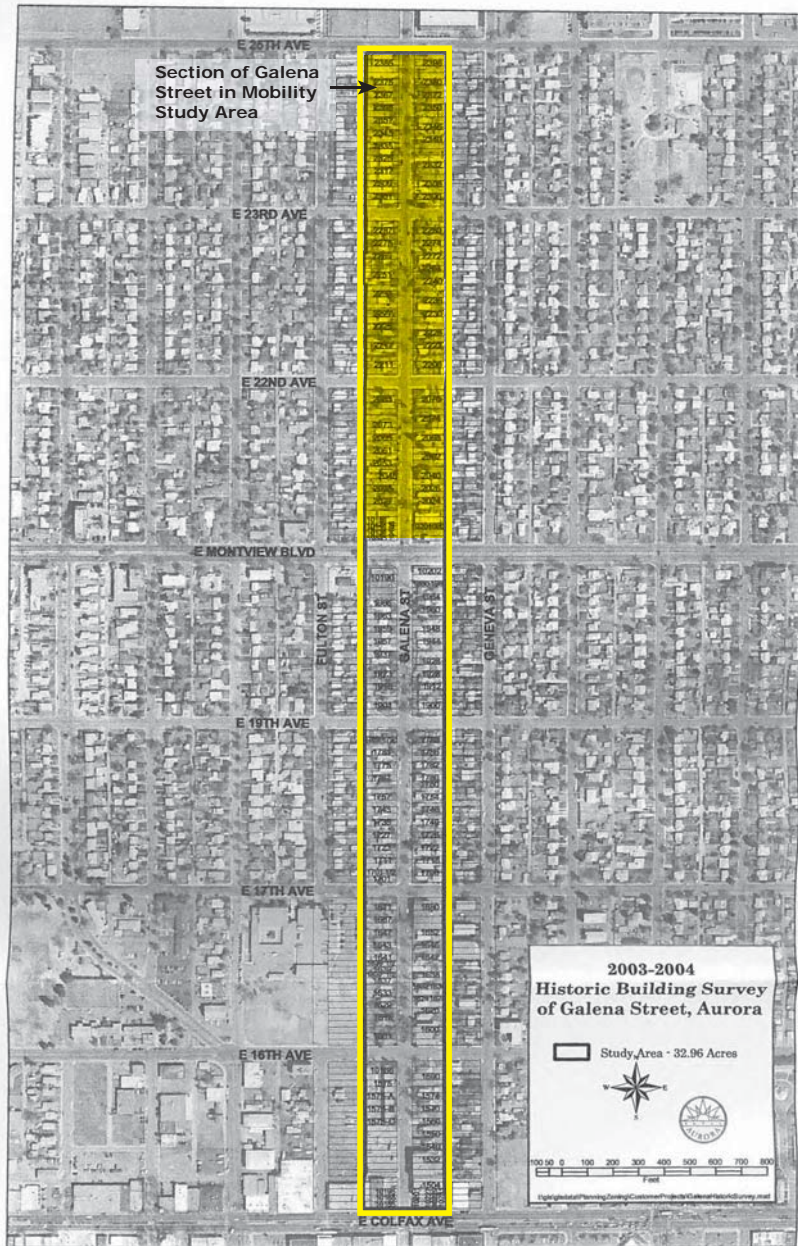


Galena Street History

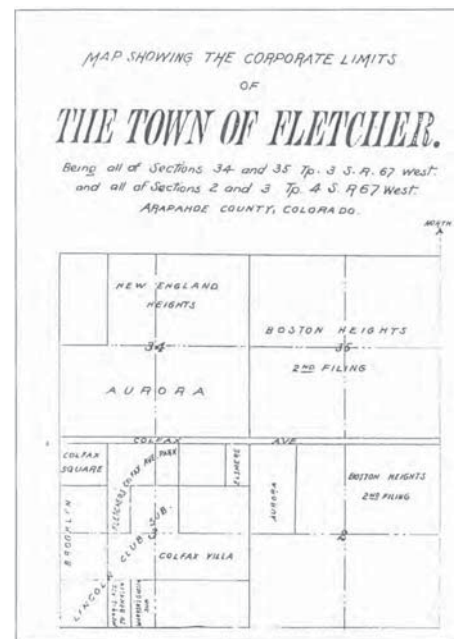
Galena Street area reflects some of the forces that spurred Aurora's initial settlement and shaped its early growth. The neighborhood serves as a microcosm of the city's history from earliest days to present times.

Galena Street has received much attention as one of the city's oldest neighborhoods and as the location of some of Aurora's oldest properties. Donald Fletcher developed Galena Street, originally called Hathaway Street, in 1890 as the centerpiece of his four-square mile Fletcher townsite. According the National Register of Historic Places Registration Form prepared by Dawn Callouet in 1996, Fletcher built 14 Queen Anne-style houses on Hathaway Street between 1890 and 1892.

Source: 2003-2004 Historic Building Survey



Source: 2003-2004 Historic Building Survey



Fletcher townsite, established in 1891



2280 Galena Street



2226 Galena Street

By improving the existing infrastructure, the organizing feature of this alternative is strong connectivity and the ability to easily move around the neighborhood with access to the regional network and regional destinations.

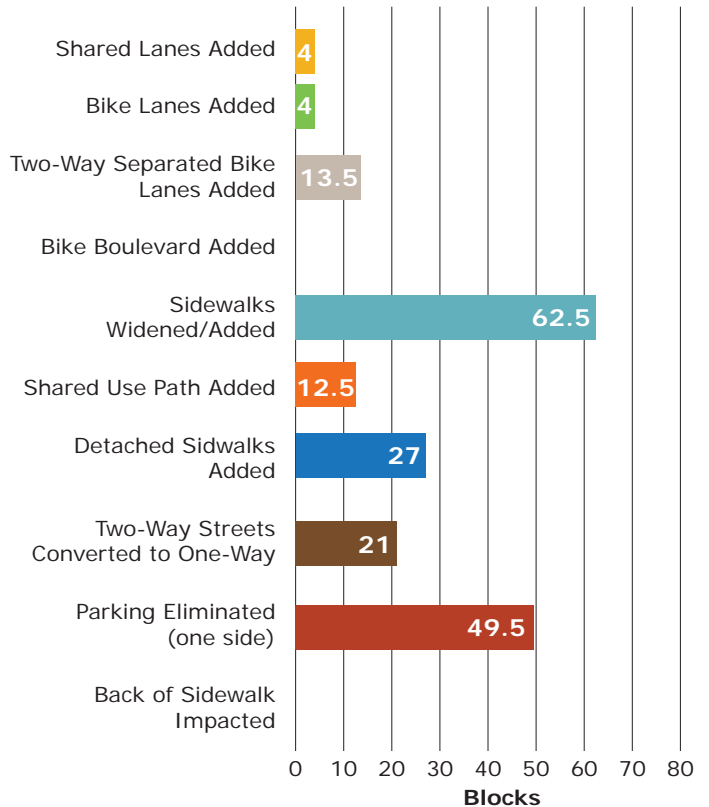
DISTINGUISHING THEMES:

- Provides convenient multimodal access to the regional network and regional destinations.
- Converts 22nd and 23rd Avenues to one-way streets.
- Includes a high-quality bicycle facility on 23rd Avenue and an inviting walking environment and water quality features along 25th Avenue.
- Consistent stop sign orientation is combined with traffic calming practices to reduce speeding and direct walkers, bikers and cars to the appropriate facility.

HOW IT ADDRESSES COMMUNITY INPUT:

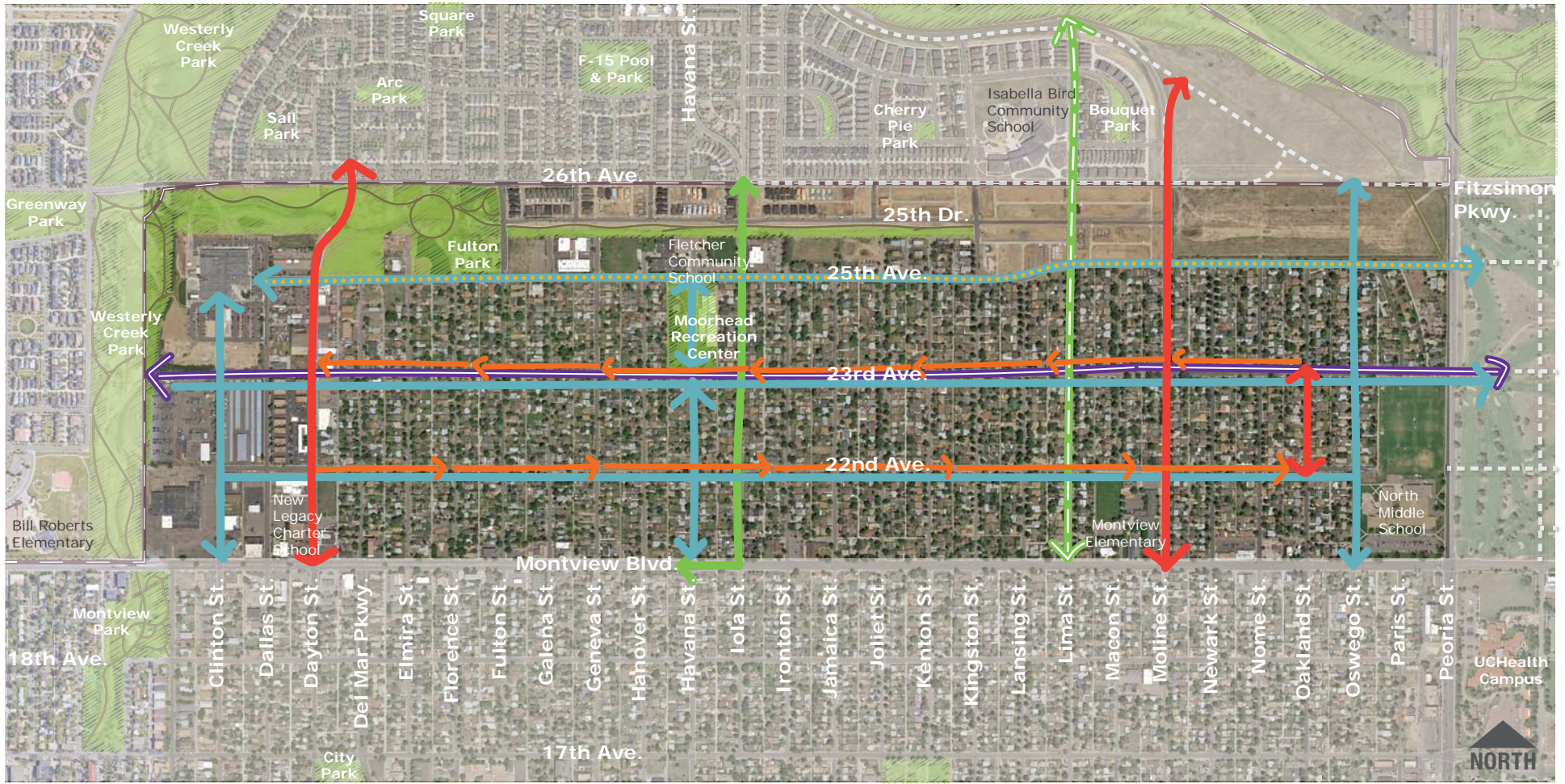
- Minimizes changes to the space outside of the existing sidewalks.
- Provides the highest quality east-west bike facility.
- Aims to reduce cut-through traffic and keep neighborhood access to regional destinations.

BY THE NUMBERS: BLOCKS OF...










Note: North/South Blocks counted as one block; East/West Blocks counted as 1/2 block





LEGEND

- | | | | |
|--|--|---|--------------------------------------|
|  | = Sidewalk and Pedestrian Enhancements |  | = Two-Way Separated Bikeway |
|  | = Pedestrian Boulevard |  | = One-Way |
|  | = Bike Lane |  | = Motor Vehicle and Parking Priority |
|  | = Shared Lanes | | |

Alternative C Connections Focus Placemaking Opportunities








Opportunities in the Connections Focus alternative expand upon the major mobility corridors and emphasize their dual role as areas for walkability and placemaking/identity.

The **25th Avenue Pedestrian Boulevard** will reinforce its role as a primary pedestrian route with enhanced street plantings, signage, seating at key locations, and integrated public art. The overall linear experience will create a comfortable walking experience that is functional, safe and beautiful. Keeping in line with traditional boulevards, the street will benefit from a continuous street canopy and planter areas.

Just to the south, the **23rd Avenue Bikeway** is another opportunity to create an identifiable corridor in the neighborhood. With the introduction of the two-way separated bikeway, 23rd will be defined by frequent bicycle activity, including regular use by families, children, and people of all ages. Distinct surface graphics, signage, and wayfinding create a visual identity and fun user experience.

The **Moorhead Pedestrian Walkway** provides an improved pedestrian connection and public space as a major feature between 23rd and 25th Avenues and along the west edge of Moorhead Recreation Center. The existing walkway would be expanded and enhanced to create a larger multi-use promenade with additional seating, play elements, and public art.

Bicycle Facilities

not at all comfortable	uncomfortable	comfortable	very comfortable	<p>← How comfortable would you be riding each facility type in your neighborhood?</p>	
				<p>Shared Lanes</p> <p>Shared lanes are used by both automobiles and bicyclists and are typically delineated by shared lane markings (sometimes called sharrows) 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.</p> <p><i>Source: NACTO</i></p>	
				<p>Bike Lane</p> <p>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.</p> <p><i>Source: NACTO</i></p>	
				<p>Buffered Bike Lane</p> <p>Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bike lanes provide greater distance between motor vehicles and bicyclists, which appeals to a wider cross-section of bicycle users.</p> <p><i>Source: NACTO</i></p>	
				<p>Bike Boulevard</p> <p>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.</p> <p><i>Source: NACTO</i></p>	
				<p>Two-Way Separated Bikeway</p> <p>Two-way separated bikeways are physically separated travel ways that allow bicycle movement in both directions on one side of the road. A two-way separated bikeway may be protected at street level with a parking lane or other barrier between the bikeway and the motor vehicle travel lane and/or as a raised bikeway to provide vertical separation from the adjacent motor vehicle lane. A two-way separated bikeway dedicates and protects space for bicyclists by improving perceived comfort and safety.</p> <p><i>Source: NACTO</i></p>	

Pedestrian Facilities

What type of pedestrian facilities would you like to see within the neighborhood?

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 12 to 16 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.

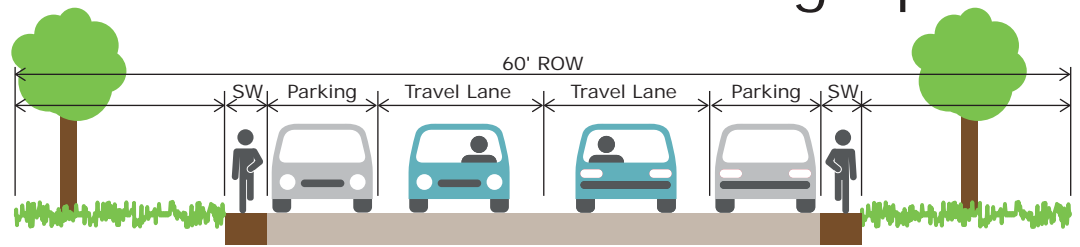


Pedestrian Boulevard

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.



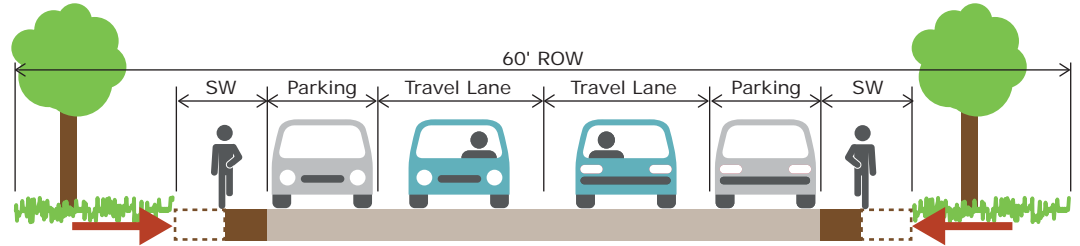
Sidewalk Widening Options



Existing Streets

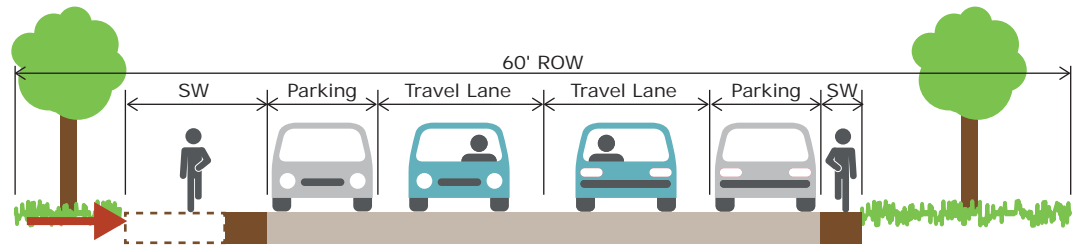
Most of the sidewalks in the neighborhood are very narrow. The city's right of way (ROW) is typically 60 feet, which includes a portion of the lawn in front of most homes. There are a few options for widening the sidewalks within the ROW, but they require either eliminating some on-street parking or using some of the lawn space outside of the existing sidewalk. We would like your opinion on what option you think is most appropriate in NW Aurora.

Please place a dot next to the option you prefer.



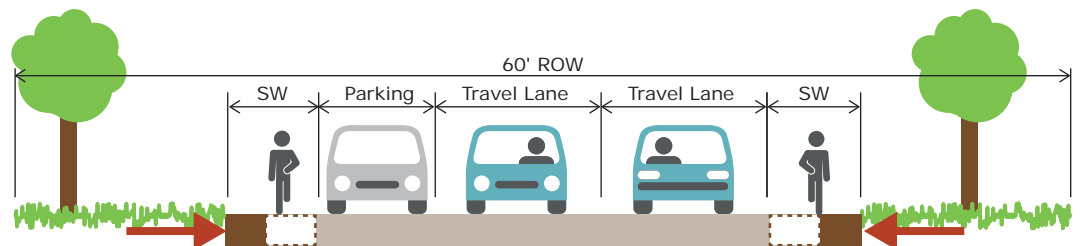
Option 1: Widening sidewalks on both sides to the outside

This creates two standard-width sidewalks but requires taking approximately three feet of lawn space on each side.



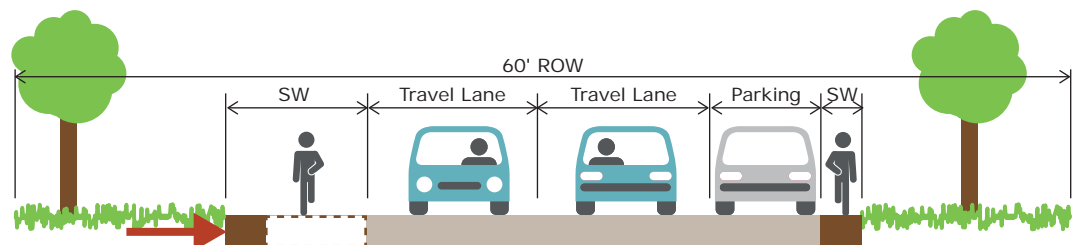
Option 2: Widening sidewalk on one side to the outside

This creates one wide sidewalk (the other sidewalk would remain narrow) but requires taking approximately six feet of lawn space on one side.



Option 3: Widening sidewalks on both sides to the inside

This creates two standard-width sidewalks but requires eliminating parking on one side.



Option 4: Widening sidewalk on one side to the inside

This creates one wide sidewalk (the other sidewalk would remain narrow) but requires eliminating parking on one side.



Evaluation Criteria

The following evaluation criteria was developed based on community feedback at the first public meeting. The alternatives will be evaluated based on this criteria.

Connectivity (all modes)	Would the alternative improve connectivity to neighborhood destinations and mobility through the neighborhood?
Pedestrian comfort and safety	Would the alternative enhance the level of comfort and safety for pedestrians?
Bicycle comfort and safety	Would the alternative enhance the level of comfort and safety for bicyclists?
Access to transit	Would the alternative enhance access to the Peoria and Fitzsimons Stations and/or local bus stops?
Access to trails and greenspace	Would the alternative provide direct and convenient access to Westerly Creek, Sand Creek, and Bluff Lake?
School accessibility	Would the alternative provide safe and convenient access to schools in the neighborhood?
Traffic routing and operations	Would the alternative provide convenient traffic routing and operations?
Parking	Would the alternative provide adequate on-street parking? Does the alternative minimize parking impacts?
Community character	Would the alternative balance preservation and enhancement of the community culture and character of Original Aurora?
Landscape preservation	Would the alternative minimize impacts to existing trees and landscaping in the neighborhood?
Placemaking	Would the alternative create opportunity for areas with distinct character, places to gather, or encourage active uses along the street?
Economic development	Would the alternative create appropriate economic redevelopment opportunities?
Green infrastructure	Would the alternative incorporate green infrastructure design elements (stormwater and soft infrastructure)?
Community support	Is the alternative supported by the community?

Evaluation Range: The following range will be used to qualitatively score each alternative.

- The alternative would contribute **positively** toward the criterion
- The alternative would contribute **somewhat positively** toward the criterion
- The alternative would have no contribution toward the criterion
- The alternative could contribute **somewhat negatively** toward the criterion
- The alternative would contribute **negatively** toward the criterion